AUBURN
ALABAMA

Project Manual

North Donahue Drive Widening Phase I

Project Manager: Holland Daniel, 334.501.7390

City of Auburn
Engineering Services Department
161 N. Ross Street
Auburn, Alabama 36830

NOT FOR BIDDING PURPOSES

NORTH DONAHUE ROADWAY WIDENING PHASE I

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MEASUREMENT & PAYMENT

REFERENCE ALABAMA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, 2018 EDITION, FOR MEASUREMENT AND PAYMENT OF ALL PROJECT ITEMS WITH EXCEPTION OF THE ITEMS LISTED BELOW:

201A002 CLEARING & GRUBBING (MAXIMUM ALLOWABLE BID $4,000 PER ACRE)
206C000 REMOVE CONCRETE SIDEWALK
206C001 REMOVE CONCRETE PAVEMENT
206D000 REMOVING PIPE
206D001 REMOVING GUARDRAIL
206D003 REMOVING CURB AND GUTTER
206E000 REMOVING HEADWALLS
206E008 REMOVING GUARDRAIL END ANCHOR (ALL TYPES)
210A000 UNCLASSIFIED EXCAVATION
210D021 BORROW EXCAVATION (LOOSE TRUCKBED MEASUREMENT) (A4 OR BETTER)
230B000 ROADBED PROCESSING
301B008 CRUSHED AGGREGATE BASE COURSE, TYPE B, PLANT MIXED
327A020 PLANT MIX BITUMINOUS BASE, MIX 1
405A000 TACK COAT
408A051 PLANING EXISTING PAVEMENT (APPROXIMATELY 0.00" THRU 1.0" THICK)
424A356 SUPERPAVE BITUMINOUS CONCRETE WEARING SURFACE LAYER, 3/8" MAX. AGG. SIZE MIX, ESAL RANGE C/D (1.5" THICK)
424B650 SUPERPAVE BITUMINOUS CONCRETE UPPER BINDER LAYER, 3/4" MAX. AGG. SIZE MIX, ESAL RANGE C/D (2.25" THICK)
424B681 SUPERPAVE BITUMINOUS CONCRETE LOWER BINDER LAYER, 1" MAX. AGG. SIZE MIX, ESAL RANGE C/D (2.75" THICK)
450A016 REINFORCED CEMENT CONCRETE PAVEMENT, 12 INCHES THICK
530A000 15" ROADWAY PIPE (CLASS 3 R.C.)
530A001 18" ROADWAY PIPE (CLASS 3 R.C.)
530A002 24" ROADWAY PIPE (CLASS 3 R.C.)
530A003 30" ROADWAY PIPE (CLASS 3 R.C.)
530A006 48" ROADWAY PIPE (CLASS 3 R.C.)
530A013 12" ROADWAY PIPE (CLASS 3 R.C.)
600A000 MOBILIZATION
610C000 LOOSE RIPRAP, CLASS 1
610D003 FILTER BLANKET, GEOTEXTILE
614A000 SLOPE PAVING
618A000 CONCRETE SIDEWALK, 4" THICK
618A001 CONCRETE DRIVEWAY, 6" THICK

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618C001 DETECTABLE WARNING SURFACE
618D000 CURB RAMP
621C015 INLETS, TYPE S1 OR S3 (1 WING)
621C017 INLETS, TYPE S1 OR S3 (2 WING)
622A002 MANHOLE COVERS RESET (SANITARY)
623B000 CONCRETE CURB, TYPE N
623B001 CONCRETE CURB, TYPE N SPECIAL
623C003 COMBINATION CURB AND GUTTER, TYPE C (MODIFIED)
630A001 STEEL BEAM GUARDRAIL, CLASS A, TYPE 2
630C077 GUARDRAIL END ANCHOR, TYPE 8 (MASH)
630C080 GUARDRAIL END ANCHOR, TYPE 20 (MASH)
641A514 1" COPPER WATER SERVICE LINE LAID
641A518 2" COPPER WATER SERVICE LINE LAID
641A614 8" DUCTILE IRON WATER MAIN LAID
641A616 10" DUCTILE IRON WATER MAIN LAID
641A622 16" DUCTILE IRON WATER MAIN LAID
641A692 16" DUCTILE IRON WATER MAIN LAID (RESTRAINED JOINT)
641E500 FIRE HYDRANT RESET
641Q500 WATER METER AND BOX RESET
641S500 VALVE BOX RESET
650B000 TOPSOIL FROM STOCKPILES
652A100 SEEDING
654A001 SOLID SODDING (BERMUDA)
656A010 MULCHING
665A000 TEMPORARY SEEDING
665J002 SILT FENCE
665P005 INLET PROTECTION, STAGE 3 OR 4
665Q002 WATTLE
680A001 GEOMETRIC CONTROLS
[illegible] CONSTRUCTION FUEL (MAXIMUM BID LIMITED TO $357,000)
701A227 SOLID WHITE, CLASS 2, TYPE A TRAFFIC STRIPE (5" WIDE)
701A230 SOLID YELLOW, CLASS 2, TYPE A TRAFFIC STRIPE (5" WIDE)
701A239 BROKEN WHITE, CLASS 2, TYPE A TRAFFIC STRIPE (5" WIDE)
701A244 BROKEN YELLOW, CLASS 2, TYPE A TRAFFIC STRIPE (5" WIDE)
701B207 DOTTED WHITE, CLASS 2, TYPE A TRAFFIC STRIPE (5" WIDE)
701C000 BROKEN TEMPORARY TRAFFIC STRIPE

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701C001 SOLID TEMPORARY TRAFFIC STRIPE
703A002 TRAFFIC CONTROL MARKINGS, CLASS 2, TYPE A
703B002 TRAFFIC CONTROL LEGENDS, CLASS 2, TYPE A
703D001 TEMPORARY TRAFFIC CONTROL MARKINGS
703E001 TEMPORARY TRAFFIC CONTROL LEGENDS
705A000 PAVEMENT MARKERS, CLASS A-H, TYPE 1A
705A030 PAVEMENT MARKERS, CLASS A-H, TYPE 2C
705A032 PAVEMENT MARKERS, CLASS A-H, TYPE 1B
705A037 PAVEMENT MARKERS, CLASS A-H, TYPE 2D
705A038 PAVEMENT MARKERS, CLASS A-H, TYPE 2E
730A000 TRAFFIC SIGNAL AND COMPONENTS FOR INTERSECTION
740B000 CONSTRUCTION SIGNS
740H000 PERMANENT SIGNS
740D000 CHANNELIZING DRUMS
740G000 BARRICADES, TYPE 1, (PORTABLE, 24" WIDE)
741C010 PORTABLE CHANGEABLE SEQUENTIAL ARROW AND CHEVRON SIGN UNIT
742A001 PORTABLE CHANGEABLE MESSAGE SIGN, TYPE 2
750Z220 ROADWAY LIGHTING

APPENDIX A

NORTH DONAHUE DRIVE WIDENING PHASE I PLANS

APPENDIX B

GEOTECHNICAL REPORT FOR NORTH DONAHUE DRIVE WIDENING PHASE I

CITY OF AUBURN STANDARD SPECIFICATIONS

Please go to https://www.auburnalabama.org/engineering-services/standard-specifications/ for the City of Auburn Standard Specifications.

NOT FOR BIDDING PURPOSES

AUBURN

September 4, 2026

INVITATION TO BID

Please note, the City of Auburn is updating its online bid notification system to better communicate with those interested in bidding on City Projects. To receive notifications bidders need to register in the City's Vendor Self Service (VSS) System.

Those already registered in VSS will need to add their NIGP commodity codes. Previously entered codes were removed from all vendor records in VSS during the system update. Please note, NIGP commodity codes are required for vendors to receive bid notifications.

Sealed bids will be received by the City of Auburn, Alabama, until 11:00 a.m., local time, on Wednesday, September 23, 2026, in the Office of the City Manager, 144 Tichenor Avenue, and then be publicly opened and read at the City Meeting Room, 122-B Tichenor Avenue, for furnishing all labor, materials and equipment necessary for the completion of the following project:

NORTH DONAHUE DRIVE WIDENING PHASE I

The project will widen North Donahue Drive from Shug Jordan Parkway to Sougahatchee Creek to provide a five-lane roadway. The improvements include a 10-foot-wide multiuse path on the west side of the roadway and a 5-foot-wide sidewalk on the east side. The widened roadway will provide dual northbound and southbound lanes to improve traffic flow and safety. A decorative mast arm traffic signal will be installed at the intersection of Shug Jordan Parkway. In addition, one or two new signalized intersections may be constructed as part of the project through an allowance pay item, depending on the surrounding project's progress. The estimated construction cost range for this project is $14,160,000 to $17,310,000.

There will be a **MANDATORY PRE-BID MEETING** at 11:00 a.m. local time Monday, September 14, 2026, at the Development Services Building, located at 171 North Ross Street, Auburn, AL. Attendance by a representative of each biding contractor is required. Failure to attend will result in the bid being deemed non-responsive.

Plans, specifications, and contract documents will available for viewing, free of charge, at www.auburnalabama.org/bids. Plans and specifications may be obtained by prime contractor bidders electronically at no charge via email by request. Please email

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webengineering@auburnal.gov for information on obtaining these plans and specifications. All pre-bid RFIs must be submitted to Holland Daniel, Project Manager at hdaniel@auburnal.gov with ltharp@kadre-eng.com copied on the correspondence, in order to be considered valid.

Please contact **Holland Daniel**, Project Manager, 334-501-7390 for additional project information.

Guarantee will be required with each bid as follows: At least five percent (not to exceed $10,000) of the amount bid in the form of a certified or cashier's check or bid bond payable to the City of Auburn, Alabama.

Your attention in particular is invited to the section entitled "Instructions to Bidders", which is to be followed in all respects. The City reserves the right to select the lowest responsible bidder as the best interest of the City may require, to award the purchase contract from any of the bids, to reject any and all bids, and to waive any informalities in bids received. Bids will be good for thirty (30) days after being opened by the City of Auburn, Alabama.

Failure to complete the project (all pay items) within three hundred sixty **(360)** consecutive calendar days after the date specified in the Notice to Proceed may result in the assessment of liquidated damages in the amount of $3,350.00 per calendar day for each day the contract remains incomplete.

All bidders are required to be compliant with the Beason-Hammon Alabama Taxpayer and Citizen Protection Act, Act No. 2011-535 (Code of Alabama (1975) § 31-13-9) as amended May 16, 2012 regarding employment practices. Documentation of enrollment in E-Verify should be included with the bid and will be required as a condition for the award of any contract. All bidders are advised that the award of the contract is conditioned on the bidder not knowingly employing, hiring for employment or continuing to employ an unauthorized alien within the State of Alabama. The awarded contract will contain a provision whereby the bidder pledges not to violate federal immigration law.

Legislative Act 2016-312 (the "Act") prohibits the City from entering into contracts with any business entity that is actively engaged in or plans to engage in the boycott of a person or an entity based in or doing business with a jurisdiction with which the State can enjoy open trade; unless such business entity provides the goods or services for at least 20 percent (20%) less than the lowest business entity in compliance with the Act. All bidders understand and agree that in the awarded contract, the lowest responsive bidder must either certify that it is in compliance with the Act and agree that it will not violate the act during the term of the contract; or agree to offer the goods or services for at least 20 percent (20%) less than the lowest business entity certifying compliance with the Act.

Bids must be submitted upon the standard forms furnished by the City of Auburn, Alabama. No bids may be withdrawn for a period of thirty (30) days after the scheduled closing time for the receipt of bids. A sealed envelope containing the original proposal and one (1) copy must be delivered or mailed to:

NOT FOR BIDDING PURPOSES

Purchasing Officer, City of Auburn
144 Tichenor Avenue
Auburn, Alabama 36830

The envelope should be plainly marked on the outside as follows:

BID: **NORTH DONAHUE DRIVE WIDENING PHASE I**
OPENING: **11:00 A.M., LOCAL TIME**
DATE: **WEDNESDAY, SEPTEMBER 23, 2026**
STATE LICENSE NO. _____

Documentation of the issuance of a State contractor's license as required under Title 34, Chapter 8 of the Code of Alabama, 1975, shall be included with the bid proposal and shall be required as a requirement of the award of the contract. State license number and expiration date should be clearly and plainly marked on the outside of the bid proposal envelope.

The successful bidder is responsible for acquiring the appropriate business licenses and permits to conduct work with the City of Auburn. In addition to the business license and permit requirements, the bidder is required to remit all applicable sales and use tax, occupational license fees, and contractors/subcontractors license fee in accordance with City ordinances and codes. In accordance with Section 39-3-5 of Sate Code, any non-Alabama bidders must submit a written opinion from an attorney stating the amount and criteria, if any, of local preference granted by law to non-resident businesses in his state of residence. Questions regarding business license and applicable taxes may be directed to the Revenue Office at (334) 501-7239.

Award of the contract, if to be awarded, will be made within thirty (30) calendar days after opening of bids and will be to the lowest responsible bidder whose proposal complies with the requirements of the Invitation to Bid. Should no award be made within the thirty (30) days, all proposals will be rejected unless the successful bidder agrees in writing to a stipulated extension in the time limit for award. The successful bidder will be notified by letter, mailed to the address shown on his proposal, that his bid has been accepted and that he has been awarded the contract.

The City of Auburn believes fully in equal opportunity in the provision of supplies, equipment, construction and services. Positive steps should be taken to assure small businesses, minority businesses and women-owned businesses are given opportunities to provide the above-mentioned services or materials when economically feasible. In the case of construction projects, the City of Auburn shall rely on individuals or firms seeking to do business with the City of Auburn to ensure that such above-mentioned businesses are given ample opportunity to participate on a sub-contractual basis.

The contractor agrees in all events to use materials, supplies and products manufactured, mined,

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processed or otherwise produced in the United States or its territories if the same are available at reasonable prices. If the contractor determines that said items are not available at a reasonable price, the contractor must first contact the City of Auburn and obtain approval for the use of other materials, supplies and products. In the event the contractor breaches the agreement to use domestic products, and domestic products are not used, there shall be a downward adjustment in the contract price equal to any realized savings or benefits to the contractor.

Please note that the City of Auburn has a mandatory Partial Payment Request form that must be completed and submitted by the contractor before payment is considered. A copy of the required form is included in the "Information to Bidders". Payments are mailed on each Friday of the month. Pay requests must be reviewed and approved by the appropriate City representative

(architect, if applicable, inspector, project manager and department head) and received by Accounts Payable at least seven (7) days prior to the scheduled mailing date. The City of Auburn will process only one invoice per month for partial payment to the contractor. If you have any questions concerning billing, contact our accounts payable office at 334.501.7237 or 334.501.7238.

The Contractor will be required to provide certificates of insurance showing that it carries, or has in force, automobile liability insurance, general liability insurance and workers' compensation insurance. Limits of liability for automobile liability insurance shall be, at a minimum, $1,000,000.00 combined single limit. Limits of liability for general liability insurance shall be, at a minimum, $1,000,000.00 per occurrence, $1,000,000.00 personal and advertising injury, $1,000,000.00 general aggregate and $1,000,000.00 products/completed operations aggregate. General liability insurance will include coverage for contractually assumed liability and explosion, collapse and underground hazards (X,C,&U). If any of the liability insurance coverages are on a claims-made basis, the Contractor will maintain coverage in force for a period of two (2) years following completion of the work specified in the agreement at the limits specified in this paragraph. Workers' compensation insurance shall provide statutory workers' compensation coverage and employers' liability coverage with limits of, at a minimum, $500,000.00 each accident, $500,000.00 disease- each employee and, $500,000.00 disease – policy limit. The Contractor will be responsible for the payment of any deductibles or self-insured retentions. The Contractor's insurance is primary. If the Contractor carries higher coverage limits, the higher coverage limits will apply.

The certificate of insurance shall provide the City of Auburn, Alabama (City) with thirty (30) days written notice of cancellation of any of the coverage named in said certificate and waivers of subrogation in favor of the City for each of the coverages named on said certificate.

The City will be named as additional insured under the Contractor's general liability insurance and automobile liability insurance policies.

The Contractor shall require certificates of insurance from subcontractors. Subcontractors will

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carry limits of insurance equal to or greater than those carried by the Contractor. These certificates shall evidence waivers of subrogation in favor of the Contractor and the City, and shall be made available to the City upon request.

At the City's discretion, the Contractor may be required to have in force builder's risk coverage and/or higher liability limits than that mentioned above and/or broader coverage than normally carried by the Contractor.

The Contractor agrees to indemnify, hold harmless, and defend the City, its officials, representatives, agents, servants, and employees from and against any and all claims, actions, lawsuits, damages, judgments, liability and expense, including attorneys' fees and litigation

expenses, in whole or in part arising out of, connected with, or in any way associated with the activities of the Contractor, its employees, or its sub-contractors in connection with the work to

be performed under this contract. This obligation survives the payment of any losses by the Contractor's insurance company.

Legal action arising from the performance of this contract will be filed in the Circuit Court of Lee County, Alabama located in Opelika, Alabama or the Federal District Court for the Middle District of Alabama – Eastern Division located in Opelika, Alabama. The contract will be interpreted according to the laws of the State of Alabama.

Questions concerning insurance coverage may be directed to the Risk Manager, McCarthy Autry at 334.501.7243.

CITY OF AUBURN, ALABAMA

Skylar Burgin
Purchasing Officer

FOR SPECIFIC INFORMATION CONCERNING THIS PROJECT, PLEASE CONTACT **Holland Daniel** AT hdaniel@auburnal.gov.

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INSTRUCTIONS TO BIDDERS

1. Contract Documents. The "Contract", "Invitation to Bid", the "Instruction to Bidders", the "Proposal", the "Base Bid", the "Special Conditions", the "Measurement and Payment", the "Performance Bond", and the "Labor and Material Payment Bond" make up the "Contract Documents". The Contractor must visit the location of the work and inform itself of all site conditions and make its own estimates of the facilities and difficulties attending the execution of the work.

2. Delivery of Proposals. Envelopes containing proposals must be sealed, addressed as follows, and sent First Class Mail or delivered to the Office of the City Manager, Auburn City Hall, 144 Tichenor Avenue, Suite 5, Auburn, Alabama 36830. The City assumes no responsibility for the delivery of a proposal by mail or otherwise.

The following note must be clearly shown on the face of the envelope:

NORTH DONAHUE DRIVE WIDENING PHASE I

Bids will be opened on **Wednesday, September 23, 2026, 11:00 a.m., local time.**

There will be a **MANDATORY PRE-BID MEETING** at 11:00 a.m. local time Monday, September 14, 2026, at the Development Services Building, located at 171 North Ross Street, Auburn, AL. Attendance by a representative of each bidding contractor is required. Failure to attend will result in the bid being deemed non-responsive.

3. Omissions and Discrepancies. Should a bidder find ambiguities or discrepancies in, or omissions from, the Drawings or Contract Documents, or should he be in doubt as to their meaning, he must at once notify the Engineer, who may send a written instruction to all bidders.

4. Acceptance or Rejection of Proposals. The City reserves the right to reject any or all Proposals. Without limiting the generality of the foregoing, any Proposal which contains incomplete, obscure or irregular material or information may be rejected; any Proposal which omits a Proposal on any one or more items in the price sheet may be rejected; any Proposal in which unit prices are omitted, or in which unit prices are obviously unbalanced, may be rejected; any Proposal accompanied by an insufficient or irregular Proposal bond, certified or cashier's check may be rejected.

5. Proposal Bond. All Proposals shall be accompanied by a Proposal bond or a certified or cashier's check upon a national or state bank, drawn and make payable to the order of the City of Auburn, Alabama. The Proposal bond or check must be enclosed in the same envelope with the Proposal. The amount of the Proposal bond or check will be at least five percent (5%) of the amount of Proposal **(not to exceed $10,000.00)**. All such Proposal bonds or checks will be returned to the respective bidders within ten **(10)** days after Proposals are opened, except those which the City elects to hold until the successful bidder has executed the Contract. Thereafter

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all remaining Proposal bonds and checks, including the Proposal bond or check of the successful bidder, will be returned within ten **(10)** days.

6. Acceptance of Proposals and Its Effect. All Proposals shall be Irrevocable for a period of thirty **(30)** days after proposal opening. Within thirty **(30)** days after the opening of the Proposals, the City of Auburn will act upon them. The acceptance of a proposal will be a notice in writing signed by a duly authorized representative of the City of Auburn, and no other act of the City of Auburn shall constitute the acceptance of a Proposal. The acceptance of a Proposal shall bind the successful bidder to execute and perform the Contract and to be responsible for liquidated damages as provided in Paragraph 8. The rights and obligations provided for in the Contract shall become effective and binding upon the City of Auburn only upon its formal execution by the City of Auburn.

7. Time for Executing Contract and Damages for Failure to Execute. The bidder to whom the award is made shall enter into a written contract on the form included in the proposal, plans, and specifications, furnish a performance bond and payment bond executed by a surety company duly authorized and qualified to make such bonds in the State of Alabama in the amount required in Item 13 and provide evidence of insurance as required by the bid documents within the period specified or, if no period is specified, **within 15 days** after the prescribed forms have been presented to him or her for signature. If extenuating circumstances prevail, the awarding authority may grant an extension in time not exceeding five days for the return of the contract, required bonds and required evidence of insurance. Failure or neglect to do so shall constitute a breach of the agreement effected by the acceptance of the Proposal. The damages to the City for such breach shall include loss from interference with its construction program and other items whose accurate amount will be difficult or impossible to compute. The amount of the Proposal bond or certified or cashier's check accompanying the Proposal of such bidder shall be retained by the City of Auburn, Alabama as liquidated damages for such breach. In the event any bidder whose Proposal shall be accepted shall fail or refuse to execute the Contracts hereinbefore provided, the City Engineer of the City of Auburn may, at his option, determine that such bidder has abandoned the Contract and thereupon the City shall be entitled to liquidated damages as above provided.

8. Determination of Low Bidder. Except where the City exercises the right reserved herein to reject any or all proposals, the Contract will be awarded by the City to the bidder who has submitted the lowest Proposal determined by the sum of the following.

For a Lump Sum Proposal:

Base Proposal;
Algebraic sum of alternatives elected by City after opening of Proposals;
Amount of unit price work based on quantities given in proposal form or estimated by City or Engineer;
Amount of management fees called for in Proposal.

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For a Unit Price Proposal:

Sums of unit price work based on quantities given in schedule;
Algebraic sum of alternatives elected by City after opening of Proposals;
Amount of management fees called for in Proposal.

The City reserves the right to accept or not accept any or none of the additive alternates as it determines is within its project budget. If an alternate bid is accepted, the base bid will be modified by that amount. Example: If Additive Alternate No. 1 is accepted by the City, then the total of Additive Alternate No. 1 plus the Base Bid shall be used to determine the apparent low bidder. If no Additive Alternate is accepted by the City, then only the Base Bid shall be used to determine the apparent low bidder.

9. Time for Beginning and Completing the Work. The Contractor shall include in the construction schedule an allowance for adverse weather based on the National Oceanic and Atmospheric Administration (NOAA) 30-year climatological normals for precipitation as recorded at Auburn University Regional Airport (KAUO), Auburn, Alabama.

No time extension will be granted for weather conditions at or below these established normals.

A time extension may be considered only when actual precipitation exceeds normal conditions, defined as either:

(1) total monthly precipitation exceeding the NOAA normal by more than ten percent (10%), or

(2) the number of days with measurable precipitation (≥ 0.01 inches) exceeding the NOAA average by more than two (2) days.

Any request for extension of time shall be supported by weather data from the designated station and must demonstrate an impact to the critical path of the Work as shown in the approved construction schedule.

10. Prices. In case of discrepancy between the prices quoted in the Proposal in words and those quoted in figures, the words shall control. The prices are to include the furnishing of all materials, plant, equipment, tools, scaffolds, and all other facilities, and the performance of all labor and services necessary or proper for the completion of the work, except such as may be otherwise expressly provided in the Contract Documents.

11. Interpretations and Addenda. No oral interpretations shall be made to any bidder as to the meaning of any of the Contract Documents, or be effective to modify any of the

NOT FOR BIDDING PURPOSES

provisions of the Contract Documents. Every request for an interpretation shall be made in writing, addressed, and forwarded to the City Engineer of the City of Auburn, Alabama. All requests must be submitted at least 48 hours before the date and time of the bid opening. Requests for interpretations will not be accepted after that time.

12. Postponement of Date for Presenting and Opening Proposal. The City reserves the right to postpone the date for presentation and openings of Proposals and will give notice by registered mail of any such postponement to each prospective bidder. Proposals shall be irrevocable for the period of any postponement of openings not to exceed thirty **(30)** days.

13. Bonds. Performance Bond will be required as follows: One hundred percent (100%) of the contract price. Labor and Material Bond will be required as follows: One hundred percent (100%) of the contract price.

14. Liquidated Damages. Time is of essence in this contract. The City will allow three hundred sixty **(360)** consecutive calendar days from the start date established by the written notice to proceed for completion of the project, and the Contractor will be subject to payment of Liquidated Damages in the amount of $3,350.00 per calendar day for each day the contract remains incomplete (considering additional time which may be allowed the Contractor by the Engineer for completion of Extra Work) after the time allowed in the contract.

15. Informalities. The City reserves the right to reject any and all Proposals and to waive any informality in the Proposals received.

16. Business Licenses. Successful bidder must have or must purchase all appropriate Auburn City Business Licenses and Permits before beginning work.

17. Fair Labor Standards Act (FLSA). The contractor must abide by the requirements of the Federal Labor Standards Provisions Act.

18. Suppliers and Subcontractors. The low bidder must supply the names and addresses of major material suppliers and subcontractors before the Notice Award.

19. Progress Schedule. Within ten **(10)** days of delivery of the executed agreement by the City to the Contractor, Contractor shall submit to Engineer for approval a progress schedule indicating the starting and completion date of the various stages of the work and a preliminary schedule of shop drawings submissions. In addition, Contractor will submit a plan indicating his requirements for traffic control and pedestrian safety facilities.

20. Federal Immigration Law. By signing this contract, the contracting parties affirm, for the duration of the agreement, that they will not violate federal immigration law or knowingly employ, hire for employment, or continue to employ an unauthorized alien within the State of Alabama. Furthermore, a contracting party found to be in violation of this provision shall be

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deemed in breach of the agreement and shall be responsible for all damages resulting therefrom.

21. Retainage. In accordance with Alabama State Code Section 39-2-12(c), retainage shall be withheld at a rate of not more than 5% of the estimated amount of work done and the value of materials stored on the site or suitably stored and insured off-site, and after 50% completion has been accomplished no further retainage shall be withheld. The City reserves the right, at the discretion of the City's Project Manager, to retain a portion of the retainage until completion of the one-year warranty period when deemed necessary to ensure satisfactory completion of all warranty obligations.

22. Tax Exemption. This is a tax exempt project and the successful bidder will be responsible for submitting the appropriate Sales and Use Tax Certificate of Exemption (ST: EXC-01) from the Alabama Department of Revenue Sales and Use Tax Division upon being awarded the bid.

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PROPOSAL

TO: CITY OF AUBURN, ALABAMA

Submitted: _____, 2026.

The undersigned, as Bidder, hereby declares that he has examined the site of the work and informed himself fully in regard to all conditions pertaining to the place where the work is to be done; that he has examined the plans and specifications for the work and contractual documents relative thereto; and has read all Special provisions furnished prior to the opening of bids; that he has satisfied himself relative to the work to be performed.

The Bidder proposes and agrees, if this proposal is accepted, to contract with the City of Auburn, Alabama, in the form of contract specified, to furnish all necessary materials, equipment, machinery, tools, apparatus, means of transportation, and labor necessary to and to complete

NORTH DONAHUE DRIVE WIDENING PHASE I

in full and complete accordance with the shown, noted, described and reasonably intended requirements of the plans, specifications and contract documents, to the full and entire satisfaction of the City of Auburn, Alabama, with a definite understanding that no money will be allowed for extra work except as set forth in the attached General Conditions and Contract Documents, for the unit prices listed opposite each item in the attached schedule of estimated quantities and bid prices.

It is agreed that the description under each item, being briefly stated, implies, although it does not mention, all incidentals and that the prices stated are intended to cover all such work, materials and incidentals as constitute Bidder's obligations as described in the specifications and any details not specifically mentioned, but evidently included in the contract shall be compensated for in the item which most logically includes it.

The quantities for bid items listed on the proposal sheets are estimated quantities only for the purpose of comparing bids. Any difference between these estimated quantities and actual quantities required for construction shall not be taken as a basis for claims by the Contractor for extra compensation. Compensation will be based on the unit prices and actual construction quantities.

The Bidder further proposes and agrees hereby to commence the work with an adequate force, plant and equipment at the time stated in the notice to the Contractor from the Engineer to proceed and fully complete performance of the base bid work within **three hundred sixty (360)** or less consecutive calendar days from and after the date stated in said notice.

The undersigned further agrees that, in case of failure on his part to execute the said contract and the bonds within ten **(10)** consecutive calendar days after written notice being given of the award of the contract, the check or bid bond in the amount of 5%, (not to exceed $10,000.00)

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and the monies payable thereon, shall be paid into the funds of the City of Auburn, Alabama as liquidated damages for such failure; otherwise, the check or bid bond accompanying this proposal shall be returned to the undersigned.

Attached hereto is a certified or cashier's check on the _____

or bid bond for the sum of _____ dollars ($_____)
(5% of AMOUNT BID (not to exceed $10,000.00))

made payable to the City of Auburn, Alabama.

Base Bid: _____
(in words)

TOTAL LUMP SUM BID PRICE: $_____

EXCEPTIONS: If "none", so state here: _____
If any exceptions of Owner's specifications are offered, attach full explanations to this bid.

BY: _____

PRINTED NAME _____

TITLE _____

CONTRACTOR _____

ADDRESS: _____

CITY _____

STATE _____

_____
CONTRACTOR'S LICENSE NUMBER

_____
TELEPHONE NUMBER

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PROPOSAL BOND

KNOW ALL MEN BY THESE PRESENTS, that we the undersigned, _____, as Principal, and _____, as Surety, are held and firmly bound to the City of Auburn, Alabama hereinafter called "Obligee" or "City" in the penal sum of _____ Dollars ($_____) for the payment of which we hereby jointly and severally bind ourselves, successors and assigns. Signed this the _____ day of _____, 2026.

The Condition of the above obligation is such that whereas the Principal has submitted to the City a certain Proposal, attached hereto and hereby made a part hereof to enter into a Contract in writing, for the:

NORTH DONAHUE DRIVE WIDENING PHASE I

THEREFORE,

(a) If said Proposal shall be rejected, or in the alternative,

(b) If said Proposal shall be accepted and the Principal shall execute and deliver the Contract attached hereto (properly completed in accordance with said Proposal) and shall furnish a bond for his faithful performance of said Contract, and for the payment of all persons performing labor or furnishing materials in connection therewith, and shall appear in all other respects perform the agreement created by the acceptance of said Proposal,

then this obligation shall be void, otherwise the same shall remain in force and effect; it being expressly understood and agreed that the liability of the Surety for any and all claims hereunder shall in no event exceed the penal amount of this obligation as herein stated.

The Surety, for value received, hereby stipulates and agrees that the obligations of said Surety and its bond shall in no way impaired or affected by an extension of the time within which the City may accept such Proposal; and said Surety does hereby waive notice of any such extension.

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IN WITNESS WHEREOF, the Principal and Surety have hereunto set their hands and seals, and such of them as are corporations have caused their corporate seals to be hereto affixed and these presents to be signed by their proper officers, the day and year first set forth above.

PRINTED NAME OF CONTRACTOR

PRINTED NAME OF PRINCIPAL

SEAL

BY: _____

ITS: _____

SURETY

SEAL

BY: _____

ITS: _____

IMPORTANT: Surety companies executing bonds must appear on the Treasury Department's most current list (Circular 570 as amended) and be authorized to transact business in the state where the project is located.

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NORTH DONAHUE DRIVE WIDENING PHASE 1

BASE BID

SCHEDULE OF ESTIMATED QUANTITIES AND BID PRICES

ITEM #	DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST
201A002	CLEARING & GRUBBING (MAXIMUM ALLOWABLE BID $4,000 PER ACRE)	ACRE	12		
206C000	REMOVE CONCRETE SIDEWALK	SQ YD	353		
206C001	REMOVE CONCRETE PAVEMENT	SQ YD	510		
206D000	REMOVING PIPE	LN FT	498		
206D001	REMOVING GUARDRAIL	LN FT	240		
206D003	REMOVING CURB AND GUTTER	LN FT	3,111		
206E000	REMOVING HEADWALLS	EACH	13		
206E008	REMOVING GUARDRAIL END ANCHOR (ALL TYPES)	EACH	6		
210A000	UNCLASSIFIED EXCAVATION	CB YD	13,500		
210D021	BORROW EXCAVATION (LOOSE TRUCKBED MEASUREMENT) (A4 OR BETTER)	CB YD	23,000		
230B000	ROADBED PROCESSING	SQ YD	7,000		
301B008	CRUSHED AGGREGATE BASE COURSE, TYPE B, PLANT MIXED	CB YD	11,340		
327A020	PLANT MIX BITUMINOUS BASE, MIX 1	TON	642		
405A000	TACK COAT	GALLON	4290		
408A051	PLANING EXISTING PAVEMENT (APPROXIMATELY 0.00" THRU 1.00" THICK)	SQ YD	20,155		
424A356	SUPERPAVE BITUMINOUS CONCRETE WEARING SURFACE LAYER, 3/8" MAX. AGG. SIZE MIX, ESAL RANGE C/D (1.5" THICK)	TON	2,400		
424B650	SUPERPAVE BITUMINOUS CONCRETE UPPER BINDER LAYER, 3/4" MAX. AGG. SIZE MIX, ESAL RANGE C/D (2.25" THICK)	TON	5,310		
424B681	SUPERPAVE BITUMINOUS CONCRETE LOWER BINDER LAYER, 1" MAX. AGG. SIZE MIX, ESAL RANGE C/D (2.75" THICK)	TON	6,475		
450A016	REINFORCED CEMENT CONCRETE PAVEMENT, 12 INCHES THICK	SQ YD	328		
530A000	15" ROADWAY PIPE (CLASS 3 R.C.)	LN FT	79		
530A001	18" ROADWAY PIPE (CLASS 3 R.C.)	LN FT	1,339		
530A002	24" ROADWAY PIPE (CLASS 3 R.C.)	LN FT	3,281		
530A003	30" ROADWAY PIPE (CLASS 3 R.C.)	LN FT	288		
530A032	48" ROADWAY PIPE (CLASS 3 R.C.)	LN FT	57		
530A033	12" ROADWAY PIPE (CLASS 3 R.C.)	LN FT	25		
600A000	MOBILIZATION	LS	1		
610C000	LOOSE RIPRAP, CLASS 1	TON	120		

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610D003	FILTER BLANKET, GEOTEXTILE	SQ YD	200		
614A000	SLOPE PAVING	CB YD	10		
618A000	CONCRETE SIDEWALK, 4" THICK	SQ YD	6,892		
618A001	CONCRETE DRIVEWAY, 6" THICK	SQ YD	180		
618C001	DETECTABLE WARNING SURFACE	SQ FT	37		
618D000	CURB RAMP	SQ YD	384		
621C015	INLETS, TYPE S1 OR S3 (1 WING)	EACH	29		
621C017	INLETS, TYPE S1 OR S3 (2 WING)	EACH	4		
622A002	MANHOLE COVERS RESET (SANITARY)	EACH	6		
623B000	CONCRETE CURB, TYPE N	LN FT	1,684		
623B001	CONCRETE CURB, TYPE N SPECIAL	LN FT	379		
623C003	COMBINATION CURB AND GUTTER, TYPE C (MODIFIED)	LN FT	17,430		
630A001	STEEL BEAM GUARDRAIL, CLASS A, TYPE 2	LN FT	2,086		
630C077	GUARDRAIL END ANCHOR, TYPE 8 (MASH)	EACH	11		
630C080	GUARDRAIL END ANCHOR, TYPE 20 (MASH)	EACH	3		
641A514	1" COPPER WATER SERVICE LINE LAID	LN FT	23		
641A518	2" COPPER WATER SERVICE LINE LAID	LN FT	106		
641A614	8" DUCTILE IRON WATER MAIN LAID	LN FT	58		
641A616	10" DUCTILE IRON WATER MAIN LAID	LN FT	33		
641A622	16" DUCTILE IRON WATER MAIN LAID	LN FT	1,564		
641A692	16" DUCTILE IRON WATER MAIN LAID (RESTRAINED JOINT)	LN FT	278		
641E500	FIRE HYDRANT RESET	EACH	6		
641Q500	WATER METER AND BOX RESET	EACH	4		
641S500	VALVE BOX RESET	EACH	9		
650B000	TOPSOIL FROM STOCKPILE	CB YD	3,590		
652A100	SEEDING	ACRE	7		
654A001	SOLID SODDING (BERMUDA)	SQ YD	1,000		
656A010	MULCHING	ACRE	7		
665A000	TEMPORARY SEEDING	ACRE	14		
665J002	SILT FENCE	LN FT	17,762		
665P005	INLET PROTECTION, STAGE 3 OR 4	EACH	33		

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665Q002	WATTLE	LN FT	1,600		
680A001	GEOMETRIC CONTROLS	LS	1		
698A000	CONSTRUCTION FUEL (MAXIMUM BID LIMITED TO $357,000)	LS	1		
701A227	SOLID WHITE, CLASS 2, TYPE A TRAFFIC STRIPE (5" WIDE)	MILE	5.6		
701A230	SOLID YELLOW, CLASS 2, TYPE A TRAFFIC STRIPE (5" WIDE)	MILE	3.2		
701A239	BROKEN WHITE, CLASS 2, TYPE A TRAFFIC STRIPE (5" WIDE)	MILE	2.5		
701A244	BROKEN YELLOW, CLASS 2, TYPE A TRAFFIC STRIPE (5" WIDE)	MILE	0.2		
701B207	DOTTED WHITE, CLASS 2, TYPE A TRAFFIC STRIPE (5" WIDE)	LN FT	6,473		
701C000	BROKEN TEMPORARY TRAFFIC STRIPE	MILE	0.11		
701C001	SOLID TEMPORARY TRAFFIC STRIPE	MILE	4.74		
703A002	TRAFFIC CONTROL MARKINGS, CLASS 2, TYPE A	SQ FT	42875		
703B002	TRAFFIC CONTROL LEGENDS, CLASS 2, TYPE A	SQ FT	105		
703D001	TEMPORARY TRAFFIC CONTROL MARKINGS	SQ FT	1,500		
703E001	TEMPORARY TRAFFIC CONTROL LEGENDS	SQ FT	4,375		
705A000	PAVEMENT MARKERS, CLASS A-H, TYPE 1A	EACH	866		
705A030	PAVEMENT MARKERS, CLASS A-H, TYPE 2C	EACH	480		
705A032	PAVEMENT MARKERS, CLASS A-H, TYPE 1B	EACH	470		
705A037	PAVEMENT MARKERS, CLASS A-H, TYPE 2D	EACH	630		
705A038	PAVEMENT MARKERS, CLASS A-H, TYPE 2E	EACH	1200		
730A000	TRAFFIC SIGNAL AND COMPONENTS FOR INTERSECTION	LS	1		
740B000	CONSTRUCTION SIGNS	SQ FT	360		
740H000	PERMANENT SIGNS	SQ FT	270		
740D000	CHANNELIZING DRUMS	EACH	280		
740G000	BARRICADES, TYPE 1, (PORTABLE, 24" WIDE)	EACH	10		
741C010	PORTABLE CHANGEABLE SEQUENTIAL ARROW AND CHEVRON SIGN UNIT	EACH	2		
742A001	PORTABLE CHANGEABLE MESSAGE SIGN, TYPE 2	EACH	2		
750Z220	ROADWAY LIGHTING	LS	1		

BASE BID SUBTOTAL FOR NORTH DONAHUE DRIVE WIDENING PHASE 1: _____

_____

_____

(IN WORDS)

NOT FOR BIDDING PURPOSES

NORTH DONAHUE DRIVE WIDENING PHASE 1

ALLOWANCES

The following items of work are anticipated during construction of this contract; however the exact quantity of each work item may not be determinable prior to bidding. The Contractor, shall therefore, include in his Unit Price Base and / or Alternates Bid (as applicable), an allowance for the following items in the quantities indicated: Allowance Unit Prices include all charges for labor, materials and equipment, shoring, layout, supervision (field and home office), general expenses, taxes, insurances, overhead and profit, but not limited to, for accomplishment of the Allowance item(s). Where quantities of same items of work are defined and are quantified in the bid documents, the allowance quantities indicated hereinafter shall be in addition to those which are indicated. (Example: If the site grading plan indicates new and existing grades, the bidder shall compute the quantity of earthwork required and include that quantity of work in the bid the same as if no "allowance quantity were specified. If an additional allowance quantity of earthwork is stipulated, that stipulated allowance quantity of work shall also be included in addition to the quantity computed from the bidders earthwork "takeoff").

The following Unit Prices Quoted are for increases or decreases in the quantities included in the Base Bid and/or Alternate Bid. These Unit Prices include all charges for labor, materials and equipment, fee, layout, supervision (field and home office), general expenses, taxes, insurances, overhead and profit, but not limited to, for accomplishment of the Unit Price item(s).

Clarification Note: The Unit Prices quoted by the Contractor shall apply to increases (additive change orders) and to decreases (deductive change orders). This requirement shall supplement the requirements of the General Conditions, and Instructions to Bidders. Changes in the contract amount which are computed using the Stated Allowances and Unit Prices shall be figured at the same unit price whether additive or deductive.

ALLOWANCE: Include allowances in Base.
UNIT PRICE: Provide unit prices in accord with the items listed below.

ITEM	ALLOWANCE QUANTITY	ALLOWANCE UNIT PRICE	TOTAL
424A368 Superpave Bituminous Concrete Upper Binder Layer, Patching, 3/4" Max. Agg. Size Mix, Esal Range C/D	200 Tons		
424A367 Superpave Bituminous Concrete Upper Binder Layer, Leveling, 3/4" Max. Agg. Size Mix, Esal Range C/D	200 Tons		

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430B000 Aggregate Surfacing (Aldot #467 Or #57)	250 Tons		
430B044 Aggregate Surfacing (Aldot #4)	250 Tons		
730A001 Temporary Traffic Signal Pole Assembly	1 LS		
730B000 Traffic Signal And Components For Proposed Intersection	1 LS		
800A000 Removal And Replacement Of Unsuitable Material	500 Cubic Yards		
800C000 Trench Rock Excavation	200 Cubic Yards		
800D000 Geogrid	200 Square Yards		

Allowances Subtotal: _____

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NORTH DONAHUE DRIVE WIDENING PHASE 1

BASE BID SUBTOTAL: _____

ALLOWANCES SUBTOTAL: _____

TOTAL BASE BID AND ALLOWANCES: _____

TOTAL BASE BID AND ALLOWANCES FOR NORTH DONAHUE DRIVE WIDENING PHASE 1: _____

_____

_____

(IN WORDS)

CONTRACTOR'S NAME: _____

COMPANY'S NAME: _____

PHYSICAL ADDRESS: _____

MAILING ADDRESS: _____

CITY/STATE/ZIP CODE: _____

TELEPHONE NUMBER: _____

FAX NUMBER: _____

E-MAIL ADDRESS: _____

NOT FOR BIDDING PURPOSES

City of Auburn

CONSTRUCTION CONTRACT

THIS AGREEMENT made and entered into this _____ day of _____20_____ by and between _____ hereinafter called the CONTRACTOR and the City of Auburn, Alabama, hereinafter called the CITY;

WITNESSETH: That for and in consideration of the payments and agreements hereinafter mentioned:

1. The CONTRACTOR will commence and complete the WORK as defined in the Contract Documents (defined in Section 5 hereof). The WORK is generally described as follows:

   The project consists of widening North Donahue Drive from Shug Jordan Parkway to Sougahatchee Creek to a five-lane cross section with a 10-foot multiuse path on the west side and a 5-foot sidewalk on the east side. These improvements will result in dual northbound and southbound lanes. A decorative mast arm signal system will be placed at the intersection of Shug Jordan Parkway.

2. The PROJECT, of which the WORK under the Contract Documents is a part, is generally described as follows **NORTH DONAHUE DRIVE WIDENING PHASE I** (the "PROJECT").
3. The CONTRACTOR will furnish all of the material, supplies, tools, equipment, labor and other services necessary for the construction and completion of the PROJECT described herein. Prior to commencing work, the CONTRACTOR shall have obtained a City of Auburn Business License, all required insurance and any required permits. If the CONTRACTOR does not obtain the required Business License, the CITY may withhold payment to CONTRACTOR until the Business License is obtained.

4. All time limits for milestones, if any, substantial completion, and completion and readiness for final payments as stated in the Contract Documents are of the essence.

   The CONTRACTOR will commence the work required by the PROPOSAL from the date of the NOTICE TO PROCEED and will complete the same within **three hundred sixty (360) consecutive calendar days**, unless the period for completion is extended otherwise by the CITY.

   The CONTRACTOR shall only take instructions from the person or persons who are authorized in writing by the CITY to give the same.

   If the CONTRACTOR is delayed at any time in the progress of the work by labor disputes, fire, adverse weather conditions not reasonably anticipated, unavoidable casualties, or any other causes beyond the CONTRACTOR's control and without the fault or negligence

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of CONTRACTOR, the CONTRACTOR shall prepare and submit to the CITY within five (5) calendar days of the occurrence a written report of its assessment of the occurrence and any proposed amendment to the Term. The CONTRACTOR shall proceed with due diligence to alleviate any such delay and shall continue in the performance of its obligations hereunder. The CITY may determine, in its sole discretion, after the receipt of such notice of delay from the CONTRACTOR, whether to terminate this Agreement in accordance with Article 10 hereof or extend the Term by Change Order for such time as the CITY may determine.

5. The Contract Documents consist of:

    1. This Contract Document
    2. Appendix A – Invitation to Bid
    3. Appendix B – Instructions to Bidders
    4. Appendix C – Proposal/Base Bid
    5. Appendix D – Special Conditions
    6. Appendix E – Measurement and Payment
    7. Appendix F – Performance Bond
    8. Appendix G – Labor and Material Payment Bond

    The intent of the Contract Documents is to include all items necessary for the execution and completion of the Work. The Contract Documents are complementary, and what is required by anyone shall be deemed to be required by all. In the event of any conflict between the terms of this Agreement and the other Contract Documents, the terms of this Agreement shall control.

6. In order to induce CITY to enter into this Contract, CONTRACTOR makes the following representations:
    A. CONTRACTOR has examined and carefully studied the Contract Documents, and any data and reference items identified in the contract Documents.
    B. CONTRACTOR has visited the Site and become familiar with and is satisfied as to the general, local, and site conditions that may affect cost, progress, and performance of the Work.
    C. Contractor is familiar with and is satisfied as to all Laws and Regulations that may affect cost, progress, and performance of the Work.
    D. The Contract Documents are generally sufficient to indicate and convey understanding of all terms and conditions for performance and furnishing of the Work.

7. The CONTRACTOR shall be compensated for satisfactory completion of the Work in compliance with the Contract Documents in the Contract Sum of _____ Dollars ($_____). The CONTRACTOR

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shall submit Applications for Payment in accordance with Section 01 2900 of the Special Provisions and City of Auburn Finance Department policies and procedures.

The CITY will pay the CONTRACTOR in the manner and at such times as set forth in the Contract Documents.

8. If the CONTRACTOR is of the opinion that any services requested hereunder are beyond the scope of the Work as provided in the Contract Documents, the CONTRACTOR shall promptly notify the CITY in writing of such opinion and the reasons for the same, with specific references to the Contract Documents.

9. No additional services beyond the scope of the Work as provided in the Contract Documents shall be performed by the CONTRACTOR unless the CITY shall, in writing, have specifically directed such services to be performed, and a Change Order (hereafter defined) shall have been signed by the CITY and the CONTRACTOR. In the event of noncompliance with the foregoing, the CONTRACTOR shall neither have nor make any claim for additional compensation by reason of a claim for additional services.

10. The term "**Change Order**" as used herein is a written order to the CONTRACTOR, issued and signed by the CITY after execution of this Agreement, authorizing a change in the Work. Unless the CONTRACTOR requests a modification in such Change Order, the CONTRACTOR shall sign the Change Order and return a copy thereof to the CITY within ten (10) business days after it has received the same. The CONTRACTOR shall have ten (10) business days from its receipt of a Change Order within which to request a modification thereto. Failure of CONTRACTOR to respond to a Change Order within such ten (10) day period shall be deemed to signify CONTRACTOR's acceptance of such Change Order as if CONTRACTOR had signed the same without modification. If CONTRACTOR requests a modification of a Change Order, the CITY shall have ten (10) business days from receipt of such request to accept such modification in writing. If not so accepted, such request is deemed to be rejected.

11. The CONTRACTOR and the CITY recognize that time is of the essence as stated in Section 4 above and that CITY will suffer financial and other losses if the WORK is not completed and milestones, if any, are not achieved within the times specified in the Contract Documents, plus any extensions thereof allowed in accordance with the Agreement. The parties also recognize the delays, expense and difficulties involved in proving in a legal or arbitration proceeding the actual loss suffered by CITY if the WORK is not completed on time.

    Accordingly, instead of requiring any such proof, the CONTRACTOR and the CITY agree that as liquidated damages for delay (but not as a penalty), CONTRACTOR shall pay CITY the amount of **Three Thousand Three Hundred Fifty Dollars ($3,350.00)** per day for each

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Day occurring after the expiration of the Contract Time until CONTRACTOR achieves Substantial Completion of the PROJECT.

12. This Agreement is binding upon all parties hereto and their respective heirs, executors, administrators, successors, and assigns.

13. The CONTRACTOR is required to provide certificates of insurance showing that it carries, or has in force, automobile liability insurance, general liability insurance, and workers compensation insurance. Limits of liability for automobile liability insurance shall be, at a minimum, $1,000,000.00 combined single limit. Limits of liability for general liability insurance shall be, at a minimum, $1,000,000.00 per occurrence, $1,000,000.00 personal and advertising injury, $1,000,000.00 general aggregate and $1,000,000.00 products/completed operations aggregate. General liability insurance will include coverage for contractually assumed liability and explosion, collapse, and underground (X, C & U) hazards. If the general liability insurance coverage is on a claims-made basis, the CONTRACTOR will maintain coverage in force for a period of two (2) years following completion of the work specified in the agreement. Workers' compensation insurance shall provide statutory workers' compensation coverage and employers' liability coverage with limits of, at a minimum, $500,000.00 each accident, $500,000.00 disease- each employee and $500,000.00 accident, $500,000.00 disease – policy limit. The CONTRACTOR will be responsible for the payment of any deductibles or self-insured retentions. The CONTRACTOR'S insurance will be primary. If the CONTRACTOR carries higher coverage limits than those specified above, the higher coverage limits apply.

14. The certificate of insurance will provide the CITY with thirty (30) days' written notice of cancellation of any of the coverages listed on the certificate of insurance. The certificate of insurance will evidence waivers of subrogation in favor of the CITY for the coverages listed on the certificate of insurance.

15. The CITY will be named as additional insureds under the CONTRACTOR'S automobile liability insurance, general liability insurance and umbrella liability insurance coverages. The CITY will be a named insured under the builder's risk insurance coverage.

16. The CONTRACTOR shall require certificates of insurance from subcontractors. Subcontractors will carry limits of insurance equal to or greater than those carried by the CONTRACTOR. These certificates shall evidence waivers of subrogation in favor of the CONTRACTOR and the CITY, and shall be made available to the City before the Letter of Notice to Proceed being given.

17. The CONTRACTOR agrees to advise fully all of its employees and others working for CONTRACTOR concerning environmental, safety and health procedures required by applicable state and federal law, regulation or order or required by the CITY; and to take the necessary steps to assure that such procedures are complied with.

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18. The CONTRACTOR agrees to indemnify, hold harmless, and defend the CITY, its officials, representatives, agents, servants, and employees from and against any and all claims, actions, lawsuits, damages, judgments, liability and expense, including attorney's fees and litigation expenses, in whole or in part arising out of, connected with, or in any way associated with the activities of the CONTRACTOR, its employees, or its sub-contractors in connection with the work to be performed under this contract. This obligation survives the payment of any loss by the CONTRACTOR'S insurance carrier.

19. The CONTRACTOR is required to be compliant with the Beason-Hammon Alabama Taxpayer and Citizen Protection Act, Act No. 2011-535 (Code of Alabama (1975) § 31-13-9) as amended May 16, 2012 regarding employment practices. Documentation of enrollment in E-Verify must be included with the contract.

    By signing this Agreement, the CONTRACTOR affirms for the duration for the Agreement, that they will not violate federal immigration law or knowingly employ, hire for employment, or continue to employ an unauthorized alien within the State of Alabama. Furthermore, a contracting party found to be in violation of this provision shall be deemed to be in breach of the Agreement and shall be responsible for all damages resulting therefrom.

20. Any subcontractor who works on the PROJECT must agree to comply with the terms of this Agreement and be enrolled in E-Verify. By signing this Agreement, the CONTRACTOR acknowledges understanding of this requirement and represents that the CONTRACTOR has in place a system for assuring compliance.

21. By signing this agreement, the CONTRACTOR hereby attests that it is currently in compliance with Alabama Legislative Act 2016-312 (the "Act"). The CONTRACTOR hereby agrees to maintain compliance with the Act during the term of this Agreement. The CONTRACTOR understands and agrees that should it violate the Act during the term of this agreement, such violation will be an Event of Default, giving the CITY the right to immediately terminate this Agreement and to seek damages, including, but not limited to, consequential, special, indirect damages and liquidated damages.

22. Legal action arising from the performance of this contract will be filed in the Circuit Court of Lee County, Alabama located in Opelika, Alabama or the Federal District Court for the Middle District of Alabama – Eastern Division located in Opelika, Alabama.

23. This Agreement does not, and shall not, be construed to create any partnership or agency whatsoever.

24. Failure to insist upon strict compliance with any provision hereof shall not be deemed a

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waiver of such provision or any other provision hereof.

25. This Agreement may not be modified except by Change Order or written Amendment executed by the parties hereto.

26. The invalidity or unenforceability of any provision hereof shall not affect the validity or enforceability of any other provision.

27. The CONTRACTOR may not assign this agreement without the written permission of the City.

28. This Agreement shall be binding on the parties hereto and their respective successors, assigns and legal representatives.

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IN WITNESS, THEREOF the parties hereto have executed, or caused to be executed by their duly authorized officials, this Agreement in three copies each of which shall be deemed an original on the date first above written.

(SEAL)

ATTEST:

BY: _____

NAME: _____

TITLE: _____

_____
CONTRACTOR

BY: _____

NAME: _____

TITLE: _____

ADDRESS: _____

_____

TELEPHONE: _____

(SEAL)

ATTEST:

BY: _____
ASSISTANT CITY CLERK

THE CITY OF AUBURN, ALABAMA
A Municipal Corporation

BY: _____
ITS CITY MANAGER

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PERFORMANCE BOND

KNOW ALL MEN BY THESE PRESENTS: That we _____, hereinafter called the "Principal," and_____, hereinafter called the "Surety," are held and firmly bound unto the City of Auburn, Alabama, herein after called the "Obligee," in the penal sum of _____ for the payment of which we bind ourselves, heirs, executors, administrators, successors, and assigns for the faithful performance of a certain written contract dated the

_____day of _____, 2026, entered into between the Principal and the Obligee for the

NORTH DONAHUE DRIVE WIDENING PHASE I

a copy of which said contract is incorporated herein by reference and is made a part hereof as if fully copied herein.

NOW, THEREOF, the condition of this obligation is such that the Principal shall faithfully perform the terms and conditions of the contract in all respects on its part, and shall fully pay all obligations incurred in connection with the performance of such contract on account of labor and materials used in connection therewith, and all such other obligations of every form, nature, and character, and shall save harmless the City from all and any liability of every nature, kind and character which may be incurred in connection with the performance or fulfillment of such contract or other such liability resulting from negligence or otherwise on the part of such Principal, and further shall save harmless the City from all cost and damage which may be suffered by reason of the failure to fully and completely perform said contract and shall fully reimburse and repay the City for all expenditures of every kind, character and description which may be incurred by the City in making good any and every default which may exist on the part of the Principal in connection with the performance of said contract; and further that the Principal shall pay all lawful claims of all persons, firms, partnerships, or corporations and shall give them a direct right of action against the Principal and Surety under this obligation; and further that no suit, action, or proceedings by reason of any default whatever shall be brought on this bond within one year after the date on which the final payment on the contract falls due. Any alterations or additions which may be under the contract, or in the work to be done under it, or the giving by the City of any extension of time for the performance of the contract or any other forbearance on the part of either the City or the Principal shall not, in any way release the Principal and Surety, or either of them, their heirs, executors, administrators, successors, or assigns from their liability hereunder. Notice to the Surety of any such alterations, extensions or forbearance is expressly waived. This obligation shall remain in full force and effect until the performance of all covenants, terms and conditions herein stipulated
and after such performance, it shall become null and void.

NOT FOR BIDDING PURPOSES

IN TESTIMONY WHEREOF witness the hands and seals of the parties hereto on this _____ day of _____, 2026.

_____
SIGNATURE OF PRINCIPAL

WITNESS TO SIGNATURE
OF PRINCIPAL:

_____
PRINTED NAME OF PRINCIPAL

_____

BY _____

_____
TITLE

WITNESS TO SIGNATURE
OF SURETY:

_____
SURETY

_____

BY _____

_____
TITLE

Countersigned:

_____
Resident Agent

_____
Address

_____
Telephone Number

IMPORTANT: **Surety companies executing bonds must appear on the Treasury Department's most current list (Circular 570 as amended) and be authorized to transact business in the state where the project is located.**

NOT FOR BIDDING PURPOSES

LABOR AND MATERIALS PAYMENT BOND

KNOW ALL MEN BY THESE PRESENTS: That we, _____, as Principal, and _____ as Surety are held and firmly bound unto the City of Auburn, Alabama, hereinafter called the "Obligee" or "City", in the penal sum of _____lawful money of the United States, for the payment of which sum well and truly to be made, we bind ourselves, our heirs, personal representatives, successors and assigns, jointly and severally, firmly by these presents.

WHEREAS, said Principal has entered into a certain contract with said Obligee, dated _____, 2026, hereinafter called the "Contract" for the

NORTH DONAHUE DRIVE WIDENING PHASE I

which Contract and the specifications for said work shall be deemed a part thereof as fully as if set out herein.

NOW, THEREFORE, THE CONDITION OF THIS OBLIGATION IS SUCH that if said Principal and all Subcontractors to whom any portion of the work provided for in said Contract is sublet and all assignees of said Principal and of such Subcontractors shall promptly make payment to all persons supplying him or them with labor, materials, feed-stuffs or supplies for or in the prosecution of the work provided for in such Contract, or in any amendment or extension of or additions to said Contract, and for the payment of reasonable attorney's fees, incurred by the claimant or claimants in suits or said bond, then the above obligation shall be void; otherwise to remain in full force and effect. PROVIDED, however, that this bond is subject to the following conditions and limitations:

(a) Any person, firm or corporation that has furnished labor, materials, feed-stuffs or supplies for or in the prosecution of the work provided for in said Contract shall have a direct right of action against the Principal and Surety on this bond, which right of action shall be asserted in a proceeding, instituted in the county in which the work provided for in said Contract is to be performed or in any county in which said Principal or Surety does business. Such right of action shall be asserted in a proceedings instituted in the name of the claimant or claimants for his or their use and benefit against said Principal and Surety or either of them (but not later than one year after the final settlement of said Contract) in which action such claim or claims shall be adjudicated and judgment entered thereon.

(b) The Principal and Surety hereby designate and appoint _____ as the agent of each of them to receive and accept service of process or other pleading issued or filed in any proceeding instituted on this bond and hereby consent that such service shall be the same as personal service on the Principal and/or Surety.

(c) The Surety shall not be liable hereunder for damage or compensation recoverable under Workers' Compensation or Employer's Liability Statute.

(d) In no event shall the Surety be liable for a greater sum than the penalty of this bond, or subject to any suit, action or proceedings thereon that is instituted later than one year after the final settlement of said

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Contract.

(e) This bond is given pursuant to the terms of Act No. 39, General Laws of Alabama, approved February 8, 1935, entitled "An Act to Further Provide for Bonds of Contractors on State and Other Public Works and Suits Thereon."

Executed in three (3) counterparts

SIGNED, SEALED AND DELIVERED THIS _____ day of _____, 2020.

_____
PRINTED NAME OF CONTRACTOR

WITNESS TO SIGNATURE
OF PRINCIPAL:

_____
PRINTED NAME OF PRINCIPAL

_____

BY _____

_____
TITLE

WITNESS TO SIGNATURE
OF SURETY:

_____
SURETY

_____

BY _____

_____
TITLE

Countersigned:

_____
Resident Agent

_____
Address

_____
Telephone Number

IMPORTANT: Surety companies executing bonds must appear on the Treasury Department's most current list (Circular 570 as amended) and be authorized to transact business in the state where the project is located.

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NORTH DONAHUE DRIVE WIDENING PHASE 1

SPECIAL CONDITIONS

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1. PROJECT DESCRIPTION:

The project will widen North Donahue Drive from Shug Jordan Parkway to Sougahatchee Creek to provide a five-lane roadway. The improvements include a 10-foot-wide multiuse path on the west side of the roadway and a 5-foot-wide sidewalk on the east side. The widened roadway will provide dual northbound and southbound lanes to improve traffic flow and safety. A decorative mast arm traffic signal will be installed at the intersection of Shug Jordan Parkway. In addition, one or two new signalized intersections may be constructed as part of the project through an allowance pay item, depending on the surrounding project's progress.

2. TIME OF COMPLETION:

The Contractor shall commence the work within 10 days after the written "Notice to Proceed" and shall complete the bid work within three hundred and sixty (360) consecutive calendar days.

3. LIQUIDATED DAMAGES:

Liquidated damages as specified in the general conditions are hereby mutually fixed and agreed upon at the rate of three thousand three hundred fifty ($3,350) per calendar day of delay past the contract completion date.

4. LICENSE FEE:

The Contractor will be required to obtain a license from the City of Auburn for performing the work prior to beginning the project. The license fee will be one-fourth of one percent (¼ of 1%) of the contract amount.

5. WORK TO BE DONE:

Base Bid: The work to be performed under the Base Bid for this project shall include, but not be limited to, clearing and grubbing; demolition; excavation and hauling; subgrade preparation; installation of curb and gutter; guardrail installation; storm drainage installation; concrete

sidewalk, island, and curb ramp construction; utility adjustments and construction; construction of asphalt pavement sections; traffic signal installation; pavement striping; installation of traffic signage and pavement markers; grassing; erosion and sediment control measures; and all other work shown or reasonably implied within the Contract Documents as necessary to complete the Base Bid Work.

Prior to the commencement of any clearing operations, the Contractor shall field mark the proposed clearing limits and coordinate with the City's Project Manager for review and approval. No clearing activities shall begin until authorization is provided by the City's Project Manager.

Striping:

If permanent striping including permanent markings cannot be completed within four (4) months of wearing surface temporary striping and markings, the Contractor will be required to re-stripe the temporary stripe and markings until permanent striping and markings can be completed. The additional temporary striping and marking will be completed at no additional cost to the City.

All pavement and/or temporary striping placed on a final wearing surface that does not meet the tolerances specified shall be removed by hydraulic means only and replaced without compensation. This includes areas where the permanent striping does not match the alignment, spacing, etc. Of the temporary stripe, leaving the temporary stripe exposed.

Pay items 701C000, 701C001, 703A002, 703B002, 703D001, and 703E001 include quantities for traffic yellow and traffic white colors, as well as "bike lane green" as shown in the plans.

Green pavement markings for bicycle lanes and conflict areas shall be installed at locations shown in the plans. Markings shall consist of preformed thermoplastic, spray-applied thermoplastic, methyl methacrylate (MMA), or other approved durable pavement marking material specifically manufactured for colored pavement applications. The material shall be skid-resistant, colorfast, and suitable for high-traffic applications. Surface preparation, application, and curing shall be in accordance with manufacturer recommendations and applicable ALDOT specifications for pavement markings. Color shall be Federal Standard 595 compliant green (bike lane green), or as approved by the Engineer. All work shall be considered incidental to the pavement marking pay items unless otherwise noted.

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Materials:

All materials and construction work shall be in accordance with the City of Auburn or Alabama Department of Transportation standard details and specifications, as noted in the plans. Submittals for all materials must be received and approved by the project manager in writing prior to any work beginning.

If borrow material is required for this project, the source and material properties of the material should be submitted to the project manager prior to use to ensure compliance with these specifications. No borrow material will be permitted that has not been properly identified, tested, and approved by the City of Auburn.

All roadway materials including crushed aggregate base, asphalt courses, storm sewer, and temporary and permanent traffic control markings, must comply with the latest edition of the Alabama Department of Transportation standard specifications. This includes, but is not limited to, source, gradation, placement, and testing.

Traffic Control:

All traffic control measures shall be the responsibility of the Contractor, and be paid for under the listed Traffic Control pay items as appropriate. This shall include all material, labor, and equipment needed to install and maintain required traffic control devices and utilizing flagmen as needed. All traffic control devices must conform to the "Manual on Uniform Traffic Control Devices," Latest Edition. All required traffic control measures must be installed and approved by the City of Auburn prior to any construction activities. All traffic control measures must have reflectivity as outlined in the ALDOT Specifications. The City of Auburn reserves the right to reject any items with incorrect reflectivity and placement and deny payment of the same.

If the Contractor fails to install and maintain proper traffic control measures, the City of Auburn reserves the right to immediately stop work, at no cost to the City, until such measures are installed properly.

Lane closures will generally be allowed between 9:00 AM and 2:00 PM, Monday through Friday, unless otherwise permitted by the Project Manager. However, if deemed necessary by the City, lane closures during peak times within this time frame may also be prohibited. Lane closures are not allowed the day before or during any Auburn University athletic event or graduation. No work will be allowed after daylight hours, and no traffic is to be detoured without the consent of the Project Manager. The Project Manager must be made aware of any lane closure three days in advance.

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The project site must be cleaned and opened for traffic as designated by the Project Manager or Project Inspector. No traffic is to be detoured without the consent of the Project Manager. All property owners with driveways that fall within the work zone shall be notified by the Contractor of the operating procedures of the traffic control plan prior to work beginning. Ingress and egress must be maintained at all times for each property falling within the construction zone. In the event the contractor should require no access for a limited amount of time, immediate notice should be given to the Project Manager and the property owners. The contractor will be required to keep one of the Walmart entrances on Donahue Dr. fully open at all times.

It will be the Contractor's responsibility to relocate street markers, signage, mailboxes, sprinkler heads, headwalls, and driveways out of the construction area as noted in the plans or as directed by the Project Manager.

All construction equipment should be kept to one side of the road at all times.

Sidewalk:

As part of the project, the Contractor will be required to install 'Sidewalk Closed' signage and traffic control to keep the sidewalk closed until completely finished. Before opening sidewalks for use, all accessible ramps must be completed, including detectable warning devices. All sidewalks shall not exceed 2% cross slope.

Erosion Control:

All Erosion and Sediment Control must comply with the City's Erosion and Sediment Control Requirements as defined in Article III of the Code of the City of Auburn. Erosion and sedimentation control measures must be installed prior to construction activities and be maintained during the life of construction as shown on the plans. The Engineer, Project Manager or Project Inspector may request additional erosion measures as deemed necessary. It will be the responsibility of the Contractor to apply for and obtain an ADEM permit for this project, and to comply with all provisions of the permit. The Contractor should take special care in maintaining the erosion and sedimentation control measures in order to comply with the ADEM permit.

At any time a deficiency is noted, the Contractor must perform corrective actions immediately, no later than the end of the day. Fines or penalties, if any, assessed to the project will not be the responsibility of the City of Auburn. All assessments will be the responsibility of the Contractor to remediate prior to close out of the project.

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All disturbed areas within the project limits are to be sodded or seeded and mulched immediately upon final grading. It will be the responsibility of the Contractor to ensure proper irrigation of all sodded areas throughout the project. It will also be the responsibility of the Contractor to ensure a stand of grass and cutting at least once during the construction period and once after the construction is complete. The Contractor, at his expense, shall repair any area that is disturbed outside the construction limits. Any disturbed area not to be worked for five (5) days or more must be stabilized.

Utility:

Any dewatering needed shall be included in the respective bid item.

Utility markings should be placed on the curb face and flat gutter in accordance with the current City of Auburn standard details or as noted by Water Resource Management.

The Contractor is to coordinate work with all public utility companies, including adjustments and relocations. All utilities must be located before any construction begins by calling Alabama One Call and must be kept current through the life of the construction. If locates are not kept current and if damage occurs to an existing utility line, the Contractor cannot make claims for down time and/or losses while repairs are being made. The Contractor is advised to take care when working around existing utility lines. The locations identified on the drawings are approximate locations only and cannot be constituted as representing exact locations and/or all existing lines.

Miscellaneous:

If during the course of the inspections, the Project Manager determines that all work has been satisfactorily completed and that a substantial stand of grass exists on all or part of the work, he may recommend acceptance if the Contractor provides a bond covering all erosion control, grassing, and other related items. The face amount of the bond shall equal replacement costs of erosion control items and grassing determined by the Engineer. The time period to be covered by the bond will be sufficient to ensure obtaining a satisfactory stand of growth; however, it shall not exceed 12 months. It shall be understood by all that such bond is to ensure replacement of the erosion control items and the grassing, should it become necessary, and will in no way relieve the Contractor from the responsibility of damages caused by the lack of erosion control.

Contractor shall note that any retainage due may be withheld by the City until the warranty is up.

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Work Performed by Others:

Contractor shall coordinate with the City regarding the location of the signal components to be installed. This may include staking of curb lines and pole locations in conjunction with the signal contractor to ensure no conflicts exist.

A CE&I consultant will be hired to inspect construction for this job. Contractor will be required to include the City in any communication with this consultant and the City will retain the right to make any and all decisions.

A testing firm will be hired to conduct necessary tests during construction on this job. The contractor is expected to communicate their schedule with the firm. Any costs arising from failed tests will be the responsibility of the contractor.

6. SAFETY:

In accordance with generally accepted construction practices, the Contractor will be solely and completely responsible for conditions of the job site, including safety of all persons and property during performance of the work. This requirement will apply continuously and not be limited to the normal working hours. The Contractor should take all necessary precautions to insure safety of the jobsite at all times in conjunction with OSHA regulations

7. ENVIRONMENTAL:

The Contractor must promptly restore disturbed areas, keep debris out of streams, and use construction methods to minimize erosion. Under no circumstance shall sewage or other contaminants be allowed into streams, ditches or storm drains. The Contractor will be solely responsible for any violation of environmental laws and penalties or fines that are imposed by local, state, and/or federal authorities.

Clearing and grubbing and disturbance should not extend beyond the edge of the right-of-way or temporary construction easements shown in the plans.

8. PROJECT PROGRESS SCHEDULE:

Prior to construction beginning, the Contractor shall submit a detailed coordinated construction schedule for all work activities. The schedule shall be prepared as a network diagram in Critical Path Method (CPM), PERT, or other format, or as otherwise specified in the contract. As a

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minimum, it shall provide information on the sequence of work activities, milestone dates, and activity duration.

The Contractor shall maintain the work schedule and provide an update and analysis of the progress schedule on a monthly basis, or as otherwise specified in the contract. The updated construction schedule shall be submitted with pay applications. Submission of the work schedule shall not relieve the Contractor of overall responsibility for scheduling, sequencing, and coordinating all work to comply with the requirements of the contract within the time of completion.

It is imperative that, for this project, the contractor communicate and coordinate their schedule with surrounding active construction sites. There will be a mandatory bi-weekly coordination meeting on site to discuss project progress, upcoming work activities, and schedule coordination.

Unsatisfactory progress shall be determined in accordance with Section 108, Prosecution and Progress, of the Alabama Department of Transportation (ALDOT) Standard Specifications for Highway Construction, as amended. The Contractor shall maintain satisfactory progress throughout the project. Failure to maintain satisfactory progress, as defined by ALDOT Section 108, may result in the actions and remedies provided therein, including written notification, corrective action requirements, withholding of payments where applicable, or other contractual remedies.

9. RECORD DOCUMENTS:

The Contractor shall submit record documents including approved as-builts per the Engineering Construction Manual prior to receiving final payment.

10. MANDATORY PRE-BID MEETING:

There will be a **MANDATORY PRE-BID MEETING** at 11:00 a.m. local time Monday, September 14, 2026, at the Engineering Services Department, located at 171 North Ross Street, Auburn, AL. Attendance by a representative of each biding contractor is required. Failure to attend will result in the bid being deemed non-responsive.

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11. PROPOSED ALTERNATES AND ALLOWANCES:

It is anticipated that significant changes to the work may be made through allowance items included in the original contract. Payment for this work will be made from the established allowance amounts.

If the Traffic Signal Allowance is authorized by the City, the Contractor may be granted additional contract time in accordance with ALDOT's "Extension of Contract Time" policies.

In simple terms, ALDOT calculates additional contract time by comparing the value of the added work to the original contract amount. As the dollar value of the authorized additional work increases, additional working days may be added to the contract. The final number of added days will be determined by the City using ALDOT's standard formulas and policies.

Any time extension granted will be limited to work directly associated with the traffic signal installation and any demonstrated impact to the project schedule. The Contractor shall provide an updated schedule showing the effect of the additional work prior to approval of any contract time extension. Bidders will be given more information on this at the mandatory pre-bid conference.

Contract Time adjustments for quantity overruns shall be determined in accordance with Section 108.09 of the current ALDOT Standard Specifications for Highway Construction, including applicable provisions governing time extensions for overruns of eligible contract work.

Time Extension will be calculated using the following formula from ALDOT section mentioned above.

$$Time\ Extension\ Days = Original\ Contract\ Time \times \left(\frac{Final\ Eligible\ Cost - Original\ Contract\ Amount}{Original\ Contract\ Amount}\right)$$

12. CONSTRUCTION SUPERINTENDENT:

The contractor is expected to have the same superintendent on site during all major items of work. The contractor shall not be allowed to change this superintendent without written approval of the City. During all paving operations the contractor is required to have an ALDOT certified roadway technician on site. The Contractor shall also provide and maintain on site a 12-foot metal straightedge for use in checking pavement joints and surface tolerances.

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NORTH DONAHUE DRIVE WIDENING PHASE I

MEASUREMENT AND PAYMENT

REFERENCE ALABAMA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, 2018 EDITION, FOR MEASUREMENT AND PAYMENT OF ALL PROJECT ITEMS WITH EXCEPTION OF THE ITEMS LISTED BELOW:

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201A002 CLEARING AND GRUBBING (MAX. ALLOWABLE BID $4,000/ACRE)

Work under this item shall include all labor, equipment, and materials necessary for the complete removal of trees, shrubs, and the like within the work limits, including back slopes, to the right-of-way or work limits. Work will include the clearing, grubbing, disposal, and other incidental work required to remove the existing vegetation and miscellaneous items not covered under other items. The Contractor and City's Project Manager shall walk the clearing limits and flag trees to be removed prior to clearing operations beginning. The unit price shall also include the hauling and disposing of material offsite in accordance with applicable laws and regulations. Also included is the relocating of existing street signs falling within the work limits. Capping of irrigation lines within the right-of-way shall also be included in this item of work. Approximately 12 acres of clearing and grubbing is anticipated.

Measurement and payment shall be based upon the lump sum price bid for Clearing and Grubbing (Max. Allowable Bid $4,000/Acre).

206C001 REMOVE CONCRETE PAVEMENT

Work under this item shall include all labor, equipment, and materials necessary for the complete removal of existing asphalt and concrete pavement as noted on the construction drawings or at the discretion of the Project Manager. Existing concrete flumes to be removed shall also be covered under this item. Removal shall include necessary saw cutting, removal, disposal to a location deemed necessary by the Contractor and other incidental work. Measurement shall be based upon square yards for Removing Asphalt and Concrete Pavement. Payment shall be based on the unit price bid for Removing Concrete Pavement.

206D000 REMOVING PIPE

Work under this item shall include all labor, equipment, and materials necessary for the complete removal of existing pipe as noted on the construction drawings. R Removal shall include, but not be limited to, saw cutting, removal of guardrail components, posts, hardware, and attachments; loading, hauling, and disposal at a location determined by the Contractor; and all other incidental work necessary to complete the removal. Measurement shall be based upon linear feet for Removing Pipe. Payment shall be based on the unit price bid for Removing Pipe.

206E000 REMOVING HEADWALLS

Work under this item shall cover the removal, wholly or in part, and the satisfactory salvaging or disposal of miscellaneous concrete headwalls which will not be permitted to remain within the right of way except those items removed and disposed of under other sections of these specifications. Salvaging of materials for reuse by the City will be required only when such is designated by the plans and or proposal; otherwise, the materials shall become the property of the Contractor. Quantities and limits of this type of work indicated on the plans are approximate only, subject to the Engineer's evaluation of the actual site condition. Where portions of existing pavement, curb and gutter, walks, and similar items are to remain and join the surface of the new work, they shall be removed to an existing joint or cut off to a neat line with vertical face using saws or other approved equipment that will not damage the retained portion of the work. Removing pipe headwalls shall include removal and disposal of the encased joint of pipe unless otherwise directed.

Measurement and payment shall be based on the quantity of headwalls removed as separate units.

210A000 UNCLASSIFIED EXCAVATION

Work under this item shall include all labor, materials, and equipment necessary for gathering and reusing all on-site material, including, stripping, stockpiling, excavation, loading, hauling, spreading, and other incidental work. The work shall also include the cost involved with the excavation and removal of any unsuitable material (including rock) falling within the construction limits, and reuse of existing materials removed from within the project limits meeting the testing requirements set forth in the City of Auburn Standard Details and Specifications.

Measurement and payment shall be based upon the unit price bid for Unclassified Excavation.

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210D021 BORROW EXCAVATION

Work under this item shall include all labor, materials, and equipment necessary for import and placement of approved Backfill material, including, excavation, loading, hauling, stockpiling, spreading, and other incidental work. The work shall also include hauling, overhaul, building of embankments, mixing, wetting, drying, rolling, compacting, testing, finishing and protecting slopes, and other incidental work associated with subgrade preparation.

Measurement and payment shall be based on the unit bid for Borrow Excavation.

301B008 CRUSHED AGGREGATE BASE COURSE, TYPE B, PLANT MIXED

Work under this item shall include all labor, materials, and equipment necessary for the placement of Crushed Aggregate Base Course, Type B, 10" compacted thickness. Work shall include furnishing materials, plant mixing, hauling, placement, spreading, shaping, watering, compaction, proof rolling, testing, and any other incidental items of work necessary to complete the base course in accordance with the plans and applicable specifications.

This work shall also include replacement of any contaminated base or base not meeting compaction or density requirements prior to paving, at the Contractor's expense.

Measurement shall be based upon square yards of Crushed Aggregate Base Course, Type B, (10" Thick) complete in place.

Measurement will include only the crushed aggregate base under asphalt surfaces. Crushed aggregate base placed under the curb and gutter will be paid for under the curb and gutter item.

Payment shall be based on unit price bid for Crushed Aggregate Base Course, Type B in accordance with City of Auburn Standard Details.

327A020 PLANT MIX BITUMINOUS BASE, MIX 1

Work under this item shall include all labor, materials, and equipment necessary for the placement of plant mix bituminous base, 8-inch compacted thickness, in accordance with the applicable specifications. Work shall include furnishing materials, mixing, hauling, placement, spreading, leveling, compaction, testing, and all other incidental items of work necessary to complete the bituminous base layer.

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Work shall also include surface preparation, and any necessary adjustments to achieve proper grade and cross slope prior to placement.

The bituminous base shall be placed in lifts as required to achieve the specified 8” thickness.

Measurement shall be based upon tons of plant mix bituminous base placed and accepted in the completed work.

Payment shall be based upon the unit price bid for Plant Mix Bituminous Base (8” Thick), which price shall be full compensation for all work described herein.

530A001 18" ROADWAY PIPE (CLASS 3 R.C.)

Work under this item shall include all labor, materials, and equipment necessary for the complete installation of 18” inside diameter reinforced concrete pipe, ALDOT Class III, per the manufacturer’s specifications. Included in this work is excavation, backfilling, compaction, removal of unsuitable materials, grouting, bedding, and other incidental work. Also included will be pouring any necessary concrete collars required to tie to existing pipe.

Measurement shall be based upon linear feet of 18” inside diameter reinforced concrete pipe installed. Payment shall be based upon the unit price bid for 18” Reinforced Concrete Pipe.

530A000 15" ROADWAY PIPE (CLASS 3 R.C.)

Work under this item shall include all labor, materials, and equipment necessary for the complete installation of 15” inside diameter reinforced concrete pipe, ALDOT Class III, per the manufacturer’s specifications. Included in this work is excavation, backfilling, compaction, removal of unsuitable materials, grouting, bedding, and other incidental work. Also included will be pouring any necessary concrete collars required to tie to existing pipe.

Measurement shall be based upon linear feet of 15” inside diameter reinforced concrete pipe installed. Payment shall be based upon the unit price bid for 15” Reinforced Concrete Pipe.

530A001 18" ROADWAY PIPE (CLASS 3 R.C.)

Work under this item shall include all labor, materials, and equipment necessary for the complete installation of 18” inside diameter reinforced concrete pipe, ALDOT Class III, per the manufacturer’s specifications. Included in this work is excavation, backfilling, compaction,

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removal of unsuitable materials, grouting, bedding, and other incidental work. Also included will be pouring any necessary concrete collars required to tie to existing pipe.

Measurement shall be based upon linear feet of 18” inside diameter reinforced concrete pipe installed. Payment shall be based upon the unit price bid for 18” Reinforced Concrete Pipe.

530A002 24" ROADWAY PIPE (CLASS 3 R.C.)

Work under this item shall include all labor, materials, and equipment necessary for the complete installation of 24” inside diameter reinforced concrete pipe, ALDOT Class III, per the manufacturer’s specifications. Included in this work is excavation, backfilling, compaction, removal of unsuitable materials, grouting, bedding, and other incidental work. Also included will be pouring any necessary concrete collars required to tie to existing pipe.

Measurement shall be based upon linear feet of 24” inside diameter reinforced concrete pipe installed. Payment shall be based upon the unit price bid for 24” Reinforced Concrete Pipe.

530A003 30" ROADWAY PIPE (CLASS 3 R.C.)

Work under this item shall include all labor, materials, and equipment necessary for the complete installation of 30” inside diameter reinforced concrete pipe, ALDOT Class III, per the manufacturer’s specifications. Included in this work is excavation, backfilling, compaction, removal of unsuitable materials, grouting, bedding, and other incidental work. Also included will be pouring any necessary concrete collars required to tie to existing pipe.

Measurement shall be based upon linear feet of 30” inside diameter reinforced concrete pipe installed. Payment shall be based upon the unit price bid for 30” Reinforced Concrete Pipe.

530A006 48" ROADWAY PIPE (CLASS 3 R.C.)

Work under this item shall include all labor, materials, and equipment necessary for the complete installation of 48” inside diameter reinforced concrete pipe, ALDOT Class III, per the manufacturer’s specifications. Included in this work is excavation, backfilling, compaction, removal of unsuitable materials, grouting, bedding, and other incidental work. Also included will be pouring any necessary concrete collars required to tie to existing pipe.

Measurement shall be based upon linear feet of 48” inside diameter reinforced concrete pipe installed. Payment shall be based upon the unit price bid for 48” Reinforced Concrete Pipe.

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530A033 12" ROADWAY PIPE (CLASS 3 R.C.)

Work under this item shall include all labor, materials, and equipment necessary for the complete installation of 12” inside diameter reinforced concrete pipe, ALDOT Class III, per the manufacturer’s specifications. Included in this work is excavation, backfilling, compaction, removal of unsuitable materials, grouting, bedding, and other incidental work. Also included will be pouring any necessary concrete collars required to tie to existing pipe.

Measurement shall be based upon linear feet of 12” inside diameter reinforced concrete pipe installed. Payment shall be based upon the unit price bid for 12” Reinforced Concrete Pipe.

600A000 MOBILIZATION

Work under this item shall include the preparatory work and operations, including, but not limited to those necessary for the movement of personnel, equipment, supplies and incidentals to the project site; for the establishment of facilities necessary for work on the project. The Contractor is required to submit a construction schedule as part of this item before work commences.

Measurement and payment shall be based upon the lump sum price bid for Mobilization. No more than 20% of the lump sum amount for Mobilization will be paid on the first estimate. When 50% of the contract amount is completed, up to 100% of the lump sum amount for Mobilization can be paid.

614A000 SLOPE PAVING

Work under this item shall include all labor, materials, and equipment necessary for the complete installation of concrete slope paving and sloped headwalls at locations shown on the construction drawings or as directed by the Project Manager. Slope paving and headwalls shall be constructed to the lines, grades, and dimensions shown on the plans.

Slope paving shall include, but not be limited to concrete slope drains, side ditches, median ditches, special ditches, sloped headwalls, and other designated areas for erosion control in accordance with the City of Auburn standard details.

Work shall include excavation, grading, shaping, and preparation of the subgrade; removal and disposal of unsuitable materials; backfilling and compaction; furnishing and placing concrete; forming (where required); placement of wire mesh or other reinforcement when shown on the plans; finishing; curing; installation of joints; tie-ins to existing or proposed pipe, drainage

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structures, and adjacent slope paving; and all other incidental work necessary to complete the slope paving and sloped headwalls.

Measurement shall be based upon square yards of slope paving and sloped headwalls installed and accepted in the completed work.

Payment shall be based upon the unit price bid for Slope Paving which price shall be full compensation for all excavation, backfilling, compaction, disposal of surplus material, furnishing, mixing, hauling, placing, forming, reinforcing, finishing, curing, and all labor, equipment, tools, and incidentals necessary to complete the item.

618A000 CONCRETE SIDEWALK, 4" THICK

This work shall include all labor, materials, material testing, and equipment necessary for the complete installation of 4" thick concrete sidewalk including excavation, fill material, subgrade preparation, forming, pouring, expansion joints, saw cutting, finishing, and other incidental work in accordance with City of Auburn Standard Details and Specifications. Work under this item will also include any spot remediation of broken or damaged sidewalk within the project limits identified by the Project Manager.

Measurement shall be based upon square yards of 4" thick concrete sidewalk installed. Payment shall be based upon the unit price bid for Concrete Sidewalk (4" Thick).

618A001 CONCRETE DRIVEWAY, 6" THICK

Work under this item shall include all labor, materials, and equipment necessary for the complete installation of concrete driveway turnouts including excavation, compaction, forming, pouring, finishing and other incidental work. Construction shall be in accordance with the construction drawings and City of Auburn Standard Details and Specifications. It may be necessary to pour one-half of the driveway at a time, to allow ingress and egress during construction. During the work, this item may include the temporary placement and maintenance of aggregate surfacing in lieu of a standard concrete driveway turnout to maintain ingress and egress. No driveways shall be closed without giving the resident and Project Manager 72 hours of advanced notice.

Measurement shall be based upon square yards of Concrete Driveway (6" Thick) installed. Payment shall be based upon the unit price bid for Concrete Driveway (6" Thick).

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621C015 INLETS, TYPE S1 OR S3 (1 WING)

Work under this item shall include all labor, equipment, and materials necessary for the construction of a new single-wing inlet in accordance with City of Auburn Standard Details included in the plans. Included in this work is the removal of any existing structure, forming, excavating, and the construction of new inlet per City of Auburn specifications.

Measurement shall be based upon each inlet completed. Payment shall be based upon the unit price bid for Single-Wing Inlet.

621C017 INLETS, TYPE S1 OR S3 (2 WING)

Work under this item shall include all labor, equipment, and materials necessary for the construction of a new double-wing inlet in accordance with City of Auburn Standard Details included in the plans. Included in this work is the removal of any existing structure, forming, excavating, and the construction of new inlet per City of Auburn specifications.

Measurement will be based upon each inlet completed. Payment shall be based upon the unit price bid for Double-Wing Inlet.

623B003 COMBINATION CURB AND GUTTER, TYPE C (MODIFIED)

Work under this item shall include all labor, materials, and equipment necessary for the complete placement of Combination Curb and Gutter, Type C (modified) in accordance with City of Auburn Standard Details included in the plans. Included in this item will be the required crushed aggregate base and modified roadbed under the curb and gutter to the widths and depths as shown on City of Auburn standard details.

Measurement shall be based upon linear feet of Combination Curb and Gutter, Type C (modified) installed. Payment shall be based upon the unit price bid for Combination Curb and Gutter, Type C (modified).

641E500 FIRE HYDRANT RESET

Work under this item shall include all labor, materials, and equipment necessary for the complete removal and re-installation of a fire hydrant assembly in accordance with City of Auburn Standard Details and Specifications, including all necessary appurtenances, valve, valve box, hydrant lead, fittings, tapping sleeve and valve, locking hydrant tees, restraints and thrust blocks, etc. This also includes approximately 209’ of extension. The Contractor will be

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responsible for ensuring the hydrant is marked out of service until such time as the hydrant is tested and placed back in service.

Measurement shall be based upon each fire hydrant reset completed. Payment shall be based upon the unit price bid for Fire Hydrant Reset.

641Q500 WATER METER AND BOX RESET

Work under this item shall include all labor, materials, and equipment necessary for the complete adjustment or resetting, horizontal and/or vertical, of existing water meters, and services, along with any related appurtenances as shown on the construction drawings in accordance with City of Auburn Standard Details and Specifications. The adjustment shall include any necessary copper pipe, excavation, backfill, compaction, extensions, replacements, leveling, plumbing or any other incidental work associated with the completion of each water meter and box reset. No water outages will be allowed without coordination with the Project Manager and the Auburn Water Works Board and notice to impacted residences or businesses.

Measurement shall be based upon each water meter and box reset. Payment shall be based upon the unit price bid for Water Meter and Box Reset.

680A001 GEOMETRIC CONTROLS

Work under this item shall include all labor, materials and equipment necessary for placing and maintaining construction stakes, lines, controls, and grades for proper execution of the work. It shall be the Contractor's responsibility to contact the City's Project Manager at least seven (7) calendar days in advance to allow the City Surveyor to establish project control. All survey and construction layout shall be based upon the control established by the City. This work shall also include the re-setting of any property pins disturbed during construction by a licensed professional land surveyor. As-builts will be required for storm sewer modifications, per the City of Auburn Engineering Design and Construction Manual.

Measurement and payment shall be based upon the lump sum price bid for Engineering Controls.

701C000 BROKEN TEMPORARY TRAFFIC STRIPE

Work under this item shall include all labor, equipment, and materials necessary for the complete installation of Broken Temporary Traffic Stripe in accordance with the

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Alabama Department of Transportation Standard Specifications for Highway Construction, latest edition. Work shall include placement of temporary striping as shown on the construction drawings and specifications for this project. Note that this item also includes the “bike lane green” traffic stripe.
Measurement shall be based upon linear feet of Broken Temporary Traffic Stripe installed. Payment shall be based upon the unit price bid for Broken Temporary Traffic Stripe.

701C001 SOLID TEMPORARY TRAFFIC STRIPE

Work under this item shall include all labor, equipment, and materials necessary for the complete installation of Solid Temporary Traffic Stripe in accordance with the Alabama Department of Transportation Standard Specifications for Highway Construction, latest edition. Work shall include placement of temporary striping as shown on the construction drawings and specifications for this project. Note that this item also includes the “bike lane green” traffic stripe.
Measurement shall be based upon linear feet of Solid Temporary Traffic Stripe installed. Payment shall be based upon the unit price bid for Solid Temporary Traffic Stripe.

703A002 TRAFFIC CONTROL MARKINGS, CLASS 2, TYPE A

Work under this item shall include all labor, equipment, and materials necessary for the complete installation of Class 2, Type A traffic control markings in accordance with the Alabama Department of Transportation Standard Specifications for Highway Construction, latest edition. Work shall include placement of new markings as shown on the construction drawings and specifications. Note that this item also includes the “bike lane green” traffic stripe. Work under this pay item shall also include removal (grinding) of existing traffic control markings where new markings will not align with the existing markings on the edge of the project limits.

Measurement shall be based upon square feet of Class 2, Type A traffic control markings placed. Payment shall be based upon the unit price bid for Traffic Control Markings, Class 2, Type A.

703B002 TRAFFIC CONTROL LEGENDS, CLASS 2, TYPE A

Work under this item shall include all labor, equipment, and materials necessary for the complete installation of Class 2, Type A traffic control legends in accordance with the Alabama Department of Transportation Standard Specifications for Highway Construction and Standard and Special Drawings, latest edition. Work shall include placement of new legends as shown on

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the construction drawings and specifications. Note that this item also includes the "bike lane green" traffic stripe. Work under this pay item shall also include removal of existing traffic control legends where new legends will not align with the existing on the edge of the project limits.

Measurement shall be based upon square feet of Class 2, Type A traffic control legends placed. Payment shall be based upon the unit price bid for Traffic Control Legends, Class 2, Type A.

703D001 TEMPORARY TRAFFIC CONTROL MARKINGS

Work under this item shall include all labor, equipment, and materials necessary for the placement of temporary traffic control markings as shown on the attached contract documents. Temporary markings shall be installed the same day for any existing markings that are covered during paving operations. Striping material shall be Class I, Type "A" paint with reflective beads and shall be placed in accordance with Alabama Department of Transportation Standard Specifications for Highway Construction, latest edition. Note that this item also includes the "bike lane green" traffic stripe.

Measurement shall be based upon square feet of temporary traffic control markings installed. Payment shall be based upon the unit price bid for Temporary Traffic Control Markings.

703E001 TEMPORARY TRAFFIC CONTROL LEGENDS

Work under this item shall include all labor, equipment, and materials necessary for the placement of temporary traffic control legends as shown on the attached contract documents. Temporary legends shall be installed the same day for any existing markings that are covered during paving operations. Striping material shall be Class I, Type "A" paint with reflective beads and shall be placed in accordance with Alabama Department of Transportation Standard Specifications for Highway Construction, latest edition. Note that this item also includes the "bike lane green" traffic stripe.

Measurement shall be based upon square feet of temporary traffic control legends installed. Payment shall be based upon the unit price bid for Temporary Traffic Control Legends.

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730A000 TRAFFIC SIGNAL AND COMPONENTS FOR INTERSECTION

Work under this item shall include all labor, materials, equipment, and incidentals necessary to furnish and install a new, complete, and fully operational traffic signal at the intersection of North Donahue Drive and Shug Jordan Parkway in accordance with the construction drawings, IMSA Standards, the City of Auburn Standard Details, and the City of Auburn Engineering Design and Construction Manual. See specific pay items on Sheet TS1.2

The work shall include removal of the existing traffic signal system, including but not limited to the controller cabinet, poles and mast arms, signal heads, junction boxes, and all associated appurtenances. All equipment designated by the City, including but not limited to the controller cabinet, signal heads, illuminated street name signs, video detection equipment, and associated components, shall remain the property of the City of Auburn and shall be delivered by the Contractor to 4277 Wire Road, Auburn, AL 36832, unless otherwise directed by the Traffic Engineer. All remaining materials not retained by the City shall be removed from the project site and disposed of by the Contractor in accordance with applicable regulations.

The work shall include furnishing and installing all traffic signal poles, pole foundations, mast arms, decorative bases, signal heads, illuminated street name signs, signage, video detection equipment, a 16-phase traffic signal cabinet, M52 controller, junction boxes, meter base, disconnect, conduit including all required boring, wiring, coordination with Alabama Power Company for new electrical service, and all other labor, materials, and incidental items necessary for a complete and fully operational traffic signal installation. Fees assessed by Alabama Power Company for the underground service drop will be paid by the City of Auburn.

The work shall also include furnishing, programming, wiring, testing, and placing into operation a complete emergency vehicle preemption system and all communications equipment necessary for operation through the Auburn Traffic Control Center utilizing AI Glance and Tactics integration. The Contractor shall also furnish, wire, and install all Holophane SiteLink pedestrian signal poles, LED pedestrian signal heads, and APS push buttons as shown on the plans and in accordance with the City of Auburn Standard Details. All pedestrian poles shall be powder-coated black. The Contractor shall ensure all signal head mounting heights comply with the latest edition of the MUTCD. It is the intent of the contract documents to construct the improvements with no temporary provisions for handling traffic.

The Contractor shall be responsible for the design and installation of all traffic signal poles, mast arms, and pole foundations. This pay item shall include the design, preparation, and submission of sealed (stamped) pole foundation plans in accordance with current ALDOT Standards. The Contractor shall obtain all required soil borings and geotechnical investigations necessary for the foundation design. The complete foundation design package, including geotechnical information and supporting calculations, shall be submitted to the Project Manager for review and approval

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by ALDOT prior to installation. No foundation construction or pole installation shall begin until ALDOT approval has been obtained. Pole foundation locations and elevations shall be field verified and approved by the Traffic Engineer prior to placement of concrete.

Traffic signal equipment submittals shall be submitted immediately (within 10 days) after contract execution and prior to the preconstruction meeting. Following review, and if no revisions are required, the Contractor shall immediately procure all traffic signal equipment and provide the Project Manager with proof of purchase and the anticipated delivery schedule.

It is the intent of the Contract Documents that construction be completed without temporary traffic signal installations. However, an allowance has been included in the bid schedule for temporary signal poles at this intersection, should the Contractor determine they are necessary to maintain traffic signal operations during construction. The use of temporary signal poles shall require prior approval from the Project Manager.

The work shall include all excavation, hauling, backfill, and disposal associated with installation of the traffic signal system, including the removal and replacement of unsuitable materials or rock encountered during construction.

Measurement and payment shall be made at the contract lump sum price bid for Traffic Signal and Components for Intersection, which shall constitute full compensation for all labor, materials, equipment, testing, design, submittals, coordination, incidentals, and work necessary to complete the installation. Partial payments for approved stored traffic signal materials will be permitted upon submission of satisfactory proof of purchase.

740H000 PERMANENT SIGNS

Work under this item shall include all labor, equipment, including posts, and materials necessary for the complete furnishing and installation of permanent signs as shown on the construction drawings and in accordance with the Alabama Department of Transportation Standard Specifications for Highway Construction, latest edition and the Manual on Uniform Traffic Control Devices, latest edition. Posts shall be "U" channel galvanized steel. Temporary signs shall be taken down when not in use. Signs without the correct retroreflectivity will not be allowed. All work shall be done in accordance with the Alabama Department of Transportation Standard Specifications for Highway Construction, latest edition and the Manual on Uniform Traffic Control Devices, latest edition.

Measurement shall be based upon square feet of permanent signs installed. Payment shall be based upon the unit price bid for Permanent Signs.

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750Z220 ROADWAY LIGHTING

Work under this item shall include all labor, equipment, and materials necessary for the complete furnishing and installation of street lighting as shown on the construction drawings and in accordance with the Alabama Department of Transportation Standard Specifications for Highway Construction, latest edition and the Manual on Uniform Traffic Control Devices, latest edition. All work shall be done in accordance with the Alabama Department of Transportation Standard Specifications for Highway Construction, latest edition and the Manual on Uniform Traffic Control Devices, latest edition.

Measurement shall be based upon lump sum of street lighting installed. Payment shall be based upon the unit price bid for Street Lighting.

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NORTH DONAHUE DRIVE WIDENING PHASE I

MEASUREMENT AND PAYMENT FOR ALLOWANCES

424A364 SUPERPAVE BITUMINOUS CONCRETE UPPER BINDER LAYER, PATCHING, 3/4" MAXIMUM AGGREGATE SIZE MIX, ESAL RANGE C/D

Work under this section shall include all labor, materials, and equipment necessary for the placement of 424A Superpave Bituminous Concrete Upper Binder Layer, Patching, ¾" Maximum Aggregate Size Mix, ESAL Range C/D, to the depth excavated to reach suitable base material, in accordance with the Alabama Department of Transportation Standard Specifications for Highway Construction, latest edition. Work shall include, but not be limited to, hauling, placement, compaction, testing, tack coat, and any other incidental items of work. Areas to receive patching shall be marked by the Project Inspector prior to removal.

Measurement shall be based on tons of in place 424A Superpave Bituminous Concrete Upper Binder Layer, Patching, ¾" Maximum Aggregate Size Mix, ESAL Range C/D. Payment shall be based on the unit price bid for 424A Superpave Bituminous Concrete Upper Binder Layer, Patching, ¾" Maximum Aggregate Size Mix, ESAL Range C/D, in accordance with Alabama Department of Transportation Specifications.

424A367 SUPERPAVE BITUMINOUS CONCRETE UPPER BINDER LAYER, LEVELING, 3/4" MAXIMUM AGGREGATE SIZE MIX, ESAL RANGE C/D

Work under this section shall include all labor, materials, and equipment necessary for the placement of 424A Superpave Bituminous Concrete Upper Binder Layer, Leveling, 3/4" Maximum Aggregate Size Mix, ESAL Range C/D, to the thickness necessary to remove existing asphalt "rutting" in accordance with the Alabama Department of Transportation Standard Specifications for Highway Construction. Work shall include, but not be limited to, hauling, placement, compaction, testing, tack coat, and any other incidental items of work.

Measurement shall be based upon tons of in place 424A Superpave Bituminous Concrete Upper Binder Layer, Leveling, 3/4" Maximum Aggregate Size Mix, ESAL Range C/D. Payment shall be based upon the unit price bid for 424A Superpave Bituminous Concrete Upper Binder Layer, Leveling, 3/4" Maximum Aggregate Size Mix, ESAL Range C/D, in accordance with Alabama Department of Transportation Specifications.

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730A001 TEMPORARY TRAFFIC SIGNAL POLE ASSEMBLY

This item is an allowance and shall be used only when authorized by the Project Manager. It is the intent of the Contract Documents that the traffic signal improvements be constructed without the use of temporary signal poles. Temporary signal poles shall only be utilized when the Contractor demonstrates that their use is necessary to maintain traffic signal operations during construction and receives written approval from the Project Manager.

Work under this item shall include furnishing, installing, maintaining, relocating as necessary, and removing temporary traffic signal poles and all associated appurtenances required to maintain a safe and fully operational traffic signal system during construction. The work shall include all labor, materials, equipment, temporary foundations or supports, mast arms (if required), signal heads, wiring, conduit, detection equipment, span wire or cable assemblies (if applicable), temporary controller modifications, programming, testing, maintenance, removal, restoration, and all other incidental items necessary to provide a complete temporary traffic signal installation.

The temporary traffic signal installation shall comply with the latest editions of the MUTCD, IMSA Standards, applicable ALDOT Standards, the City of Auburn Standard Details, and the City of Auburn Engineering Design and Construction Manual. The Contractor shall be responsible for maintaining continuous and safe traffic signal operation throughout the duration of the temporary installation.

Measurement for this item shall be on an allowance basis. Payment shall be made only for work authorized in writing by the Project Manager. Compensation shall constitute full payment for furnishing, installing, maintaining, relocating, removing, and disposing of the temporary traffic signal installation, including all labor, materials, equipment, and incidental work required to complete the item.

730B000 TRAFFIC SIGNAL AND COMPONENTS FOR PROPOSED INTERSECTION

This pay item is an allowance for the possible construction of up to two (2) additional traffic signal systems at locations to be designated by the City during the course of the project. Bidders shall enter a total bid amount of $1,500,000.00 for this pay item.

The scope and potential use of this allowance will be discussed at the mandatory pre-bid meeting. Work under this item shall be performed only upon written authorization from the Project Manager. Should the City elect to utilize this allowance, the City will provide the construction plans for the additional traffic signal installation(s). Any additional contract time associated with this work is addressed in the special conditions section of this contract.

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Construction of the additional traffic signal system(s) shall conform to the requirements of Specification 730A000 – Traffic Signal and Components for Intersection.

Payment under this item shall be made only for work authorized by the Project Manager and shall not exceed the allowance amount unless modified by written Change Order.

800A000 REMOVAL OF UNSUITABLE MATERIAL AND REPLACEMENT

No payment will be made for select backfill unless authorized by the Owner. No payment shall be made for select backfill where in situ soils do not meet the moisture requirements. If authorized by the Owner, payment for removal and replacement of unsuitable backfill material will be made at the unit price bid for Removal of Unsuitable Backfill Material and Replacement with:

a. Crushed Stone
b. Suitable Earth Material

If authorized by the Owner, measurement for payment shall be based on a trench width equal to the outside diameter of the pipe barrel plus two feet, and a depth measured at the pipe centerline, from the top of the unsuitable material to the bottom of the unsuitable material or the specified bottom of the trench, whichever has the higher elevation. If under pavement, the measured depth shall extend to the pavement sub grade. No payment will be made for additional excavation as a result of the Contractor's means and methods such as trench box width or sloped trenches, even if these measures are taken as a result of OSHA requirements or other reasons.

800C000 TRENCH ROCK EXCAVATION

No separate payment will be made for trench rock excavation. The cost of all labor, materials, equipment, disposal, replacement material, and all incidentals necessary to complete the work shall be included in the base bid, including the removal of trench rock excavation encountered within utility trenches, proper off-site disposal, and replacement with approved suitable material obtained from an off-site source.

Work under this item shall include removing rock encountered within the limits of utility trench excavation, hauling and properly disposing of excavated material off-site, and furnishing, placing, and compacting replacement material meeting project specifications to the required grades and densities.

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No additional compensation will be made for drilling, blasting, hammering, ripping, dewatering, hauling, disposal, trench stabilization, or other operations necessary to complete trench rock excavation.

800D000 GEOGRID

No separate payment will be made for geogrid. The cost of all labor, materials, equipment, preparation, placement, overlaps, anchoring, securing, backfilling, compaction, and all incidentals necessary to complete the work shall be included in the base bid.

Work under this item shall include furnishing and installing geogrid at locations shown on the construction drawings or as directed by the Project Manager, in accordance with the manufacturer's recommendations and project specifications. Work shall include preparing the subgrade, removal of unsuitable material where required, placement and securing of the geogrid, overlapping adjacent sections as required, placement of fill material, and compaction to the specified density requirements.

No additional compensation will be made for overlaps, waste, trimming, temporary anchoring, replacement of damaged geogrid, or delays associated with installation.

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APPENDIX A. NORTH DONAHUE DRIVE WIDENING PHASE I PLANS

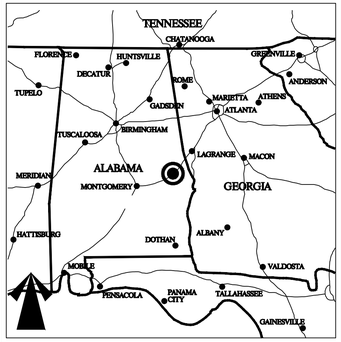
Plans for:

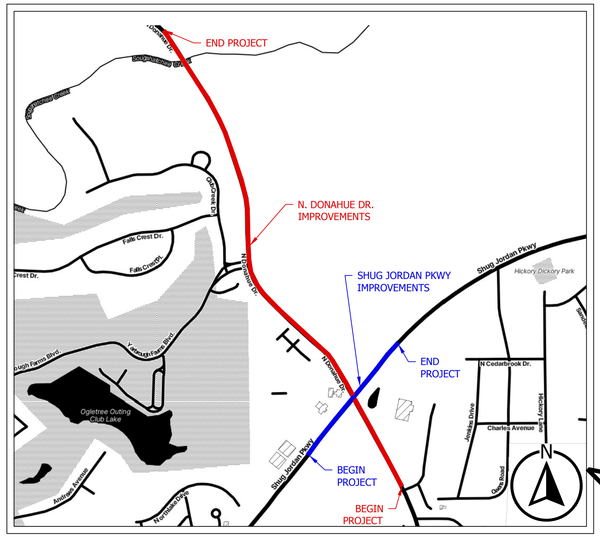
The City of Auburn

Auburn, Alabama

NORTH DONAHUE DRIVE WIDENING

FROM SHUG JORDAN PKWY TO SOUGAHATCHEE CREEK





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ONSITE REPRESENTATIVE:

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KADRE ENGINEERING, LLC
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LEE THARP, PE
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334.315.0239
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LTHARP@KADRE-ENG.COM

ALDOT INSPECTOR:

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PERMIT COORDINATOR
SOUTHEAST REGION, MONTGOMERY AREA, DISTRICT 6-6
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C13.11: FINAL EROSION CONTROL PLAN STA 50+00 - 60+00
C13.12: FINAL EROSION CONTROL PLAN STA 60+00 - 69+00
C13.13: FINAL EROSION CONTROL PLAN - SHUG JORDAN PKWY
C13.14: EROSION CONTROL DETAIL SHEET
E0.1: ELECTRICAL LEGEND, NOTES, & SCHEDULE
E0.2: ELECTRICAL DETAILS
E1.2: ELECTRICAL PLAN STA 12+00 - 24+00
E1.3: ELECTRICAL PLAN STA 24+00 - 36+00
E1.4: ELECTRICAL PLAN STA 36+00 - 48+00
E2.2: LIGHTING PLAN STA 12+00 - 24+00
E2.3: LIGHTING PLAN STA 24+00 - 36+00
E2.4: LIGHTING PLAN STA 36+00 - 48+00
TS1.0: TRAFFIC SIGNAL AND ITS LEGEND
TS1.1: TRAFFIC SIGNAL NOTE SHEET
TS1.3: TRAFFIC SIGNAL SUMMARY OF QUANTITIES
TS1.4: TRAFFIC SIGNAL LAYOUT

ISSUED FOR BID - JUNE 12, 2026

KADRE ENGINEERING
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AUBURN

ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRIAN HATCHER LAMAR
05/12/26

COVER SHEET

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

REVISIONS

NO.	DESCRIPTION	DATE	CHECK

DRAWN: WCW
CHECKED: BLH
DATE: 06/12/2026
SCALE: N.T.S.
SHEET NO.: C0.0

GENERAL NOTES:

1. BOUNDARY AND TOPOGRAPHIC SURVEY WAS PROVIDED BY THE OWNER AND PREPARED BY BASLINE SURVEYING & DESIGN, DATED 06/10/2024. TOPOGRAPHIC INFORMATION WAS PERFORMED VIA GROUND RUN & AERIAL FORMAT. CONTRACTOR SHOULD VISIT THE SITE AS NECESSARY TO VERIFY SITE BOUNDARY AND EXISTING TOPOGRAPHY PRIOR TO BIDDING OR CONSTRUCTION. NOTIFY KADRE ENGINEERING OF ANY DISCREPANCIES PRIOR TO SUBMITTING BIDS OR ORDERING OF MATERIALS.
2. THE CONTRACTOR WILL BE SOLELY RESPONSIBLE FOR ALL CONSTRUCTION SITE LAYOUT. IN THE EVENT THE CONTRACTOR WILL PERFORM THEIR OWN LAYOUT AND/OR UTILIZE GPS GRADING CONTROLS, THE OWNER WILL BE RESPONSIBLE FOR HIRING A LICENSED SURVEYOR TO PROVIDE THE NECESSARY CONTROL POINTS.
3. ALL NECESSARY PERMITS AND APPROVALS FROM AGENCIES GOVERNING THE CONSTRUCTION OF THIS WORK WILL BE SECURED PRIOR TO BEGINNING CONSTRUCTION. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ENSURE ALL FEES ARE PAID PRIOR TO COMMENCING CONSTRUCTION AND THE CONSTRUCTION INSPECTION SCHEDULED IS ADHERED TO PER AGENCY REQUIREMENTS.
4. ALL WORK PERFORMED MUST COMPLY WITH THE REGULATIONS AND ORDINANCES OF THE VARIOUS GOVERNMENTAL AGENCIES HAVING JURISDICTION OVER THE WORK, INCLUDING LANDSCAPING.
5. THE CONTRACTOR MUST USE EACH PLAN IN CONJUNCTION WITH THE ENTIRE SET OF DRAWINGS AND JOB SPECIFICATIONS. DO NOT REMOVE OR DEMOLISH ANYTHING WITHOUT VERIFYING AND COORDINATION WITH ALL ELECTRICAL, PLUMBING, MECHANICAL, GENERAL TRADES, AND UTILITY COMPANIES AS THEY EFFECT THE OVERALL PROJECT.
6. PRIOR TO ANY WORK ON-SITE, THE CONTRACTOR MUST CONTACT THE ONE CALL SYSTEM. THE CONTRACTOR IS RESPONSIBLE FOR ALL UTILITY REMOVALS WHETHER LOCATED BY THE ONE CALL SYSTEM OR NOT.
7. THE CONTRACTOR IS RESPONSIBLE FOR REPAIR OF ANY DAMAGE TO ANY EXISTING IMPROVEMENTS DURING CONSTRUCTION, SUCH AS, BUT NOT LIMITED TO, DRAINAGE, UTILITIES, PAVEMENT, STRIPING, CURB, LANDSCAPING, SOD, ETC. ALL REPAIRS MUST BE MADE IN A MANNER THAT ENSURES THE REPAIRED ITEM TO BE BE EQUAL TO OR BETTER THAN THE ORIGINAL CONDITION.
8. ALL WORK MUST BE DONE IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS AND MUST COMPLY WITH ALL REGULATORY AGENCY'S REGULATIONS AND CODES AND O.S.H.A. STANDARDS.
9. THE CONTRACTOR MUST REVIEW SOIL REPORTS AND BORINGS PRIOR TO BIDDING THE PROJECT AND COMMENCING CONSTRUCTION.
10. EXISTING UTILITIES SHOWN ON THESE DRAWINGS ARE APPROXIMATE AND ADDITIONAL UTILITIES MAY EXIST WITHIN OR ADJACENT TO THE LIMITS OF CONSTRUCTION. ALL UTILITIES MUST BE LOCATED BY UNDERGROUND LINE LOCATORS AS WELL AS FIELD VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION COMMENCEMENT. REPORT DISCREPANCIES IMMEDIATELY.
11. WORK PERFORMED UNDER THIS CONTRACT MUST BE COORDINATED WITH OTHER WORK BEING PERFORMED OR SCHEDULED ON SITE BY OTHER CONTRACTORS AND UTILITY COMPANIES. IT IS NECESSARY FOR THE CONTRACTOR TO COORDINATE AND SCHEDULE ACTIVITIES, WHERE NECESSARY, WITH OTHER CONTRACTOR'S AND UTILITY COMPANIES.

SITE DEMOLITION NOTES:

1. THE CONTRACTOR IS RESPONSIBLE FOR ALL REGISTRATIONS, NOTIFICATIONS, PERMITS, FEES, DUMP FEES AND CHAIN OF CUSTODY TRACKING REQUIRED TO REMOVE AND LEGALLY DISPOSE OF ALL DEMOLITION MATERIALS OFF OF THE OWNER'S PROPERTY.
2. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING PERMITS AND COMPLYING WITH ALL LOCAL, STATE AND FEDERAL REGULATIONS IN THE REMOVAL/DEMOLITION/DISPOSAL OF ALL DEMOLITION MATERIALS.
3. THE CONTRACTOR IS RESPONSIBLE FOR VISITING THE PROJECT SITE AND VERIFYING EXTENTS AND ASSOCIATED QUANTITIES OF REQUIRED DEMOLITION WORK AND UTILITY REMOVAL PRIOR TO BID DATE.
4. SALVAGE RIGHTS FOR ALL DEMOLISHED MATERIALS MUST BE FIRST GIVEN TO THE OWNER. ANY MATERIALS NOT RETAINED BY THE OWNER MUST BE REMOVED FROM THE SITE AND LEGALLY DISPOSED OF BY THE CONTRACTOR AT THE CONTRACTOR'S EXPENSE.
5. ALL EXISTING PAVING, CURBS, HARDSCAPE, ETC. MUST BE SAW CUT AT THE LIMITS OF REMOVAL IN ORDER TO PROVIDE A CLEAN EDGE. EXISTING PAVING AT EDGE MUST BE MILLED BACK A MINIMUM OF 1.5' TO ENSURE SMOOTH TRANSITION. LIMITS OF REMOVALS SHOWN ARE APPROXIMATE AND THE CONTRACTOR WILL REMOVE PAVING AS REQUIRED TO INSTALL PROPOSED IMPROVEMENTS.
6. THE CONTRACTOR WILL BE RESPONSIBLE FOR THE DISCONNECTION OF UTILITY SERVICES TO THE EXISTING STRUCTURES PRIOR TO DEMOLITION OF ANY BUILDINGS. THE CONTRACTOR MUST COORDINATE WITH OWNER, KADRE ENGINEERING, AND RESPECTIVE UTILITY COMPANIES PRIOR TO THE REMOVAL AND/OR RELOCATION OF UTILITIES.
7. THE CONTRACTOR IS RESPONSIBLE FOR THE DEMOLITION AND REMOVAL OF ALL STRUCTURES, UTILITIES AND OTHER EXISTING ITEMS AS REQUIRED TO INSTALL IMPROVEMENTS SHOWN IN THE CONSTRUCTION DOCUMENTS. IF REMOVAL OF EXISTING IMPROVEMENTS RESULTS IN AN LOOSE, SOFT OR OTHERWISE UNSTABLE SUBGRADE CONDITION, UNSUITABLE MATERIALS MUST BE UNDERCUT TO FIRM AND STABLE SUBGRADE AND BROUGHT TO GRADE WITH COMPACTED STRUCTURAL FILL PER THE GEOTECHNICAL ENGINEER, GRADING NOTES, AND/OR SPECIFICATIONS.
8. THE CONTRACTOR IS RESPONSIBLE FOR ALL COSTS INVOLVED IN THE REMOVAL OR RELOCATION OF ANY UTILITY. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATION WITH APPLICABLE UTILITY COMPANIES.
9. THE CONTRACTOR MUST MAINTAIN ALL UTILITY SERVICES TO THE EXISTING ADJACENT PROPERTIES OR TENANTS AT ALL TIMES. THE CONTRACTOR MUST COORDINATE WITH THE OWNER, TENANT AND UTILITY COMPANY FOR THE RELOCATION AND/OR REMOVAL OF UTILITIES IF NECESSARY. SERVICES MUST NOT BE INTERRUPTED WITHOUT APPROVAL.
10. THE CONTRACTOR MUST PROMPTLY DISPOSE OF DEMOLISHED MATERIALS. DO NOT ALLOW DEMOLISHED MATERIALS TO ACCUMULATE ON-SITE. ALL DEMOLITION AND CONSTRUCTION DEBRIS MUST BE TRANSPORTED AND DISPOSED OF AT LEAST WEEKLY IN A LEGAL AND APPROVED MANNER.
11. IT IS UNDERSTOOD THAT ALL ABOVE GROUND ITEMS TO BE REMOVED INCLUDE THEIR ASSOCIATED BELOW GROUND COMPONENTS (I.E. FOUNDATIONS, UTILITY CONNECTIONS, ETC.).
12. ALL TREES INSIDE THE LIMITS OF DISTURBANCE ARE TO BE REMOVED UNLESS NOTED OTHERWISE.
13. THE CONTRACTOR MUST PROTECT ALL AREAS INDICATED TO REMAIN UNDISTURBED OR TO REMAIN AS BUFFERS, ALL PROPERTY CORNERS, AND ANY REQUIRED COORDINATION OF REGISTERED LAND SURVEYOR TO REPLACE ALL PINS ELIMINATED OR DAMAGED DURING CONSTRUCTION.

SITE LAYOUT NOTES:

1. CONSTRUCTION MUST COMPLY WITH, AND BE CONSTRUCTED IN ACCORDANCE WITH, ALL REQUIRED AND GOVERNING CODES.
2. ALL ADA AREAS, ROUTES, AND PARKING INCLUDING RAMPS, SIGNS, SYMBOLS, AND PAINTED ISLANDS MUST CONFORM TO THE LATEST ADA REQUIREMENTS.
3. DIMENSIONS SHOWN WITHIN THESE DOCUMENTS ARE TO THE BACK OF CURB OR EDGE OF HARDSCAPE UNLESS NOTED OTHERWISE.
4. DIMENSIONS TO BUILDINGS ARE TO THE OUTSIDE FACE OF BUILDING OR COLUMN LINES AS NOTED. THE CONTRACTOR MUST VERIFY EXTERIOR BUILDING FACING THICKNESSES PRIOR TO LAYOUT. REFER TO ARCHITECTURAL PLANS FOR SPECIFIC BUILDING INFORMATION.
5. ALL PAVEMENT STRIPING AND ROADWAY SIGNAGE MUST BE PER THE LATEST EDITION OF THE MUTCD UNLESS SPECIFICALLY NOTED.
6. THE CONTRACTOR MUST REPAIR ANY DAMAGE TO ANY EXISTING IMPROVEMENTS DURING CONSTRUCTION, NOT LIMITED TO DRAINAGE CONVEYANCE OR STRUCTURES, UTILITIES, HARDSCAPE, PAVING, STRIPING, LANDSCAPE, ETC. ALL REPAIRS MUST RETURN THE DAMAGED AREA TO BETTER THAN EXISTING CONDITIONS.
7. THE CONTRACTOR MUST COORDINATE THE INSTALLATION OF UNDERGROUND WORK WITH FINISHED GRADE. ALL UNDERGROUND INFRASTRUCTURE MUST BE IN PLACE PRIOR TO THE PLACEMENT OF BASE COURSE MATERIALS.
8. THE CONTRACTOR IS RESPONSIBLE FOR PREPARING ANY REQUIRED CONSTRUCTION TRAFFIC CONTROL PLANS AND ANY REQUIRED APPROVALS FOR GOVERNING AUTHORITIES. ALL TRAFFIC CONTROL PLANS MUST BE PER THE LATEST EDITION OF THE MUTCD.
9. ALL MATERIALS REQUIRED FOR PAVING IMPROVEMENTS MUST BE TESTED BY A 3RD PARTY AGENCY, APPROVED OR PROVIDED BY THE OWNER. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THE WORK CONSTRUCTED MEETS THE REQUIREMENTS OF THE PROJECT ACCORDING TO STANDARD TESTING PROCEDURES INCLUDING ANY AUTHORITIES HAVING JURISDICTION TESTING REQUIREMENTS.
10. ALL PAVEMENT STRIPING WITHIN RIGHTS-OF-WAY MUST BE THERMOPLASTIC UNLESS OTHERWISE NOTED.
11. ALL PAVEMENT AND/OR TEMPORARY STRIPING PLACED ON A FINAL WEARING SURFACE THAT DOES NOT MEET THE TOLERANCES SPECIFIED OR DEEMED UNACCEPTABLE SHALL BE REMOVED BY HYDRAULIC MEANS ONLY AND REPLACED WITHOUT COMPENSATION. THIS INCLUDES AREAS WHERE THE PERMANENT STRIPING DOES NOT MATCH THE ALIGNMENT, SPACING, ETC. OF THE TEMPORARY STRIPE, LEAVING THE TEMPORARY STRIPE EXPOSED. OTHER REMOVAL METHODS MAY BE APPROVED BY THE ENGINEER AT NO COST TO THE OWNER. REMOVAL SHALL NOT DAMAGE THE UNDERLYING PAVEMENT SURFACE AND SHALL EFFECTIVELY ELIMINATE VISIBLE REMNANTS OF PREVIOUS MARKINGS THAT COULD MISLEAD OR DISTRACT MOTORISTS.
12. GREEN PAVEMENT MARKINGS FOR BICYCLE LANES AND CONFLICT AREAS SHALL BE INSTALLED AT LOCATIONS SHOWN IN THE PLANS. MARKINGS SHALL CONSIST OF PREFORMED THERMOPLASTIC, SPRAY-APPLIED THERMOPLASTIC, METHYL METHACRYLATE (MMA), OR OTHER APPROVED DURABLE PAVEMENT MARKING MATERIAL SPECIFICALLY MANUFACTURED FOR COLORED PAVEMENT APPLICATIONS. THE MATERIAL SHALL BE SKID-RESISTANT, COLORFAST, AND SUITABLE FOR HIGH-TRAFFIC APPLICATIONS. SURFACE PREPARATION, APPLICATION, AND CURING SHALL BE IN ACCORDANCE WITH MANUFACTURER RECOMMENDATIONS AND APPLICABLE ALDOT SPECIFICATIONS FOR PAVEMENT MARKINGS. COLOR SHALL BE FEDERAL STANDARD 595 COMPLIANT GREEN (BIKE LANE GREEN), OR AS APPROVED BY THE ENGINEER. ALL WORK SHALL BE CONSIDERED INCIDENTAL TO THE PAVEMENT MARKING PAY ITEMS UNLESS OTHERWISE NOTED.

GRADING NOTES:

1. THE CONTRACTOR MUST ADJUST THE FINAL ELEVATIONS OF ALL EXISTING AT-GRADE STRUCTURES AND UTILITIES TO MATCH PROPOSED FINISHED GRADES.
2. THE CONTRACTOR MUST VISIT THE SITE AND DO ANY REQUIRED SITE RECONNAISSANCE TO VERIFY EXISTING CONDITIONS PRIOR TO CONSTRUCTION AND OR PREPARING A QUOTE.
3. A GEOTECHNICAL INVESTIGATION REPORT PREPARED BY BUILDING & EARTH , PROJECT NUMBER AU240082, DATED 06/11/2024 IS AVAILABLE FOR REFERENCE. THE CONTRACTOR MUST REVIEW THE REPORT, VISIT THE SITE AND COMPLETE ANY ADDITIONAL EXPLORATIONS / INVESTIGATIONS THAT IT DEEMS NECESSARY IN ORDER TO PROVIDE A COMPLETE BID.
4. THE CONTRACTOR MUST VERIFY HORIZONTAL AND VERTICAL LOCATION OF ALL EXISTING INFRASTRUCTURE PRIOR TO CONSTRUCTION.
5. THE CONTRACTOR MUST NOTIFY KADRE ENGINEERING OF ANY EXISTING CONDITION OR UTILITY CONFLICT WITH PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.
6. CLEARING LIMITS ARE DEFINED AS 5' OUTSIDE OF ALL PROPOSED GRADED AREAS OR NOT BEYOND THE PROPERTY LINES WHICHEVER IS LESS.
7. CLEARING AND GRUBBING LIMITS INCLUDE ALL AREAS DISTURBED BY CONSTRUCTION OPERATIONS. CONTRACTOR IS RESPONSIBLE FOR THE PROTECTION OF ALL UNDISTURBED AREAS, ALL PROPERTY MONUMENTS, AND RESTORATION OF ANY AREAS CLEARED OR DEMOLISHED WITHOUT AUTHORIZATION.
8. ALL TOPSOIL MUST BE STRIPPED PER GEOTECHNICAL RECOMMENDATIONS WITHIN THE LIMITS OF GRADING AND STOCKPILED FOR LATER USE WITH ALL EXCESS TO BE DISPOSED OF OFF-SITE UNLESS OTHERWISE NOTED ON THE PLANS.
9. PROOF ROLL SUBGRADE WITH A LOADED DUMP TRUCK IN A MANNER APPROVED BY THE GEOTECHNICAL ENGINEER PRIOR TO PLACING FILL. ANY DEFICIENT AREAS, OR ANY UNSUITABLE (ORGANIC, SOFT, LOOSE) MATERIAL FOUND MUST BE UNDERCUT AND REPLACED OR MOISTURE CONDITIONED PER THE GEOTECHNICAL ENGINEER.
10. SCARIFY SUBGRADE TO A MINIMUM DEPTH OF 12". MOISTURE CONDITION AND RECOMPACT AS REQUIRED TO ACHIEVE REQUIRED DENSITY AND MOISTURE CONTENT.
11. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR PROTECTING PREPARED SUBGRADES. RESTORE TO PROJECT SPECIFICATIONS IF DAMAGED OR COMPROMISED DUE TO INCLEMENT WEATHER AND/OR CONSTRUCTION TRAFFIC.
12. DEWATERING IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR. PREVENT SURFACE WATER AND GROUND WATER FROM ENTERING EXCAVATIONS AND PONDING ON PREPARED SUBGRADES. PROTECT SUBGRADES FROM DAMAGE BY RAIN OR WATER ACCUMULATION. INSTALL A DEWATERING SYSTEM AS REQUIRED TO KEEP SUBGRADES DRY AND CONVEY GROUND WATER AWAY FROM GRADING OPERATIONS. MAINTAIN UNTIL DEWATERING IS NO LONGER REQUIRED. CONTRACTOR IS RESPONSIBLE FOR TREATING ANY DISCHARGE FROM DEWATERING OPERATIONS TO ENSURE NO SEDIMENT IS DISCHARGED FROM THE PROJECT SITE. CONTRACTOR IS REQUIRED TO OBTAIN ALL NECESSARY PERMITS FOR THE DISCHARGE OF DEWATERING EFFLUENT.
13. WHERE ROCK IS ENCOUNTERED WITHIN 18" OF PAVING SUBGRADE AND 36" OF BUILDING SUBGRADE, THE "CUT LINE" WILL BE PER THE SPECIFICATIONS. SEE THE SPECIFICATIONS FOR "CUT LINE" DIMENSIONS BELOW BUILDING PADS AND PARKING AREAS. SUITABLE MATERIAL WILL BE REPLACED TO THE PROPOSED SUBGRADE ELEVATION.
14. FILL MATERIAL MUST MAINTAIN THE FOLLOWING PROPERTIES: VIRTUALLY FREE OF ORGANICS, NO ROCK FRAGMENTS GREATER THAN 2" WITHIN 4' OF FINISH GRADE, MAX LIQUID LIMIT OF 50, MAX PLASTICITY INDEX OF 25, MAX DRY DENSITY GREATER THAN 95PCF PER ASTM D-698, STANDARD PROCTOR, AND WITHIN +/- 2.0% OF OPTIMUM MOISTURE CONTENT DURING COMPACTION OPERATIONS. MATERIAL NOT MEETING THESE REQUIREMENTS SHALL BE REJECTED OR REWORKED TO MEET SPECIFICATIONS, AS DIRECTED BY THE ENGINEER, AT NO ADDITIONAL COST.
15. PLACE FILL MATERIAL IN 8" MAXIMUM LOOSE LIFTS AND COMPACT TO PROJECT REQUIREMENTS.
16. COMPACTION TESTS MUST BE TAKEN AT A MINIMUM EVERY 2,500 SQUARE FEET OF AREA PER 8" LIFT OR AS DIRECTED BY THE GEOTECHNICAL ENGINEER.
17. MINIMUM COMPACTION REQUIREMENTS OF MAX DRY DENSITY PER ASTM D-698, STANDARD PROCTOR
    a. STRUCTURAL AREAS 98%
       a.a. DEFINED AS ZONES OF INFLUENCE AROUND BUILDING, PAVEMENT AREAS, FILL SLOPES, ETC.
    b. LANDSCAPE AREAS 85% TOP 2' (95%)
    c. LIMITED SPACES 98%
       c.a. DEFINED AS MANHOLES, INLETS, UTILITY TRENCHES
18. STONE BACKFILL MUST BE INSTALLED IN 12" MAX LOOSE LIFTS AND COMPACTED BY VIBRATORY COMPACTOR.
19. ALL UN-SURFACED AREAS DISTURBED BY GRADING OPERATIONS MUST RECEIVE FOUR INCHES (4") OF TOPSOIL, SEED, MULCH, WATER, ETC. TO ENSURE THE ESTABLISHMENT OF A PERMANENT STAND OF GRASS. CONTRACTOR MUST GRASS DISTURBED AREAS IN ACCORDANCE WITH THE LANDSCAPE PLAN AND CITY/COUNTY SPECIFICATIONS UNTIL HEALTHY STAND OF GRASS IS OBTAINED.
20. PROPOSED ELEVATIONS REPRESENT FINISHED PAVEMENT OR GROUND SURFACE GRADE UNLESS OTHERWISE NOTED ON DRAWINGS.
21. THE CONTRACTOR MUST MILL, TACK, AND ENSURE FLUSH CONDITION WITH NO PONDING OR TRAFFIC AT LOCATIONS WHERE NEW PAVEMENT MEETS EXISTING PAVEMENT.
22. EXISTING MANHOLE TOPS, VALVE BOXES, ETC. TO REMAIN ARE TO BE ADJUSTED AS REQUIRED TO MATCH PROPOSED GRADES. IF NECESSARY, RE-ADJUSTMENTS WILL BE PERFORMED UPON COMPLETION OF PAVING AND FINE GRADING TO ENSURE A SMOOTH TRANSITION.
23. EXISTING DRAINAGE STRUCTURES TO REMAIN WITHIN THE PROJECT LIMITS SHALL BE INSPECTED AND REPAIRED AS NECESSARY. EXISTING PIPES TO BE CLEANED OF ANY SILTS AND DEBRIS.
24. THE CONTRACTOR MUST ASSURE POSITIVE DRAINAGE AWAY FROM BUILDING AND FOR ALL NATURAL AND PAVED AREAS.
25. MAXIMUM FILL AND CUT SLOPE GRADES MUST BE 3:1 OR FLATTER UNLESS OTHERWISE NOTED.
26. FILL SLOPES MUST BE BENCHED INTO EXISTING SLOPES PER THE GEOTECHNICAL ENGINEER.
27. RETAINING WALL GRADES:
    a. GTW = FINISHED GRADE AT TOP OF WALL.
    b. GBW = FINISHED GRADE AT BOTTOM OF WALL.
    c. ACTUAL WALL HEIGHT MUST BE A MINIMUM OF 6" ABOVE FINISHED GRADE AT TOP OF WALL.
    d. SEE STRUCTURAL PLANS FOR WALL DESIGN AND FOOTING ELEVATIONS RELATIVE TO FINISHED GRADE.
28. ALL RETAINING WALLS TO BE PROTECTED DURING BACKFILL BY CONTRACTOR. THIS INCLUDES BUT IS NOT LIMITED TO, PROVIDING AND INSTALLING PROPER BRACING DURING BACKFILL BEING PLACED ADJACENT TO RETAINING WALLS.
29. THE OWNER WILL BE RESPONSIBLE FOR PROVIDING COMPACTION TESTING.

NOT FOR BIDDING PURPOSES

STORM DRAINAGE NOTES:

1. EXISTING STORM INFRASTRUCTURE SHOWN ON PLANS IS APPROXIMATE. THE CONTRACTOR MUST VERIFY EXISTING CONDITIONS AND CONNECTION POINTS PRIOR TO ORDERING OF MATERIALS AND CONSTRUCTION.
2. SUBMIT PROJECT SPECIFIC SHOP DRAWINGS TO THE ENGINEER FOR ALL STORM PIPE MATERIALS AND STRUCTURES PRIOR TO FABRICATION.
3. STORM DRAINAGE CONVEYANCE SYSTEMS MUST BE CONSTRUCTED FROM DOWNSTREAM TO UPSTREAM WITH ALL INLETS BEING LOCATED AT LOWPOINTS.
4. ALDOT REFERENCE SPECIFICATIONS:
    a. RIP RAP: CLASS 2 PER SECTION 610
    b. STORM MANHOLES (PRECAST WITH GASKETS): SPECIAL DWG MH-621-2
    c. SLOPE PAVED HEADWALLS: SPECIAL DWG HW-614-SP
    d. FLARED END SECTIONS: SPECIAL DWG FE-619
    e. PRECAST HEADWALLS: HW-614-B (PC) OR CITY OF AUBURN STANDARD DETAIL 7.13 (PENDING RIGHT OF WAY OWNERSHIP)
    f. IMPACT DISSIPATING HEADWALLS: ID-621
    g. WING CURB INLETS: SPECIAL DWG I-621-S OR CITY OF AUBURN STANDARD DETAIL 7.03 & 7.04 (PENDING RIGHT OF WAY OWNERSHIP)
    h. TYPE S3 FOR 15" TO 30" STORM PIPES
    i. TYPE S4 FOR 36" TO 54" STORM PIPES
    j. ROADSIDE DITCH INLETS: SPECIAL DWG I-621-C
    k. CONCRETE COLLARS: SPECIAL DWG CC-530
    l. BURIED JUNCTION BOX: JB-620-B/TB-620-C ACCORDING TO FILL HEIGHT
5. STORM PIPES:
    a. 12" AND LESS:
       a.a. HDPE (SMOOTH LINED)
    b. 15" AND GREATER:
       b.a. RCP CLASS 3 BELL AND SPIGOT WATERTIGHT JOINTS
    c. SEE PLANS FOR SPECIFIC PIPE MATERIAL VARIATIONS NOTED.
    d. BEDDING:
       d.a. 24" AND LESS BEDDED IN 4" OF CRUSHED AGGREGATE
       d.b. 30" AND GREATER BEDDED IN 6" OF CRUSHED AGGREGATE
6. THE CONTRACTOR MUST ENSURE THAT POSITIVE AND ADEQUATE DRAINAGE IS MAINTAINED THROUGHOUT THE DURATION OF THE PROJECT CONSTRUCTION. THIS MAY INCLUDE, BUT NOT LIMITED TO, PHASED CONSTRUCTION SEQUENCING WITH GRADING AND STORM DRAINAGE WORK.

EROSION CONTROL NOTES: (ALABAMA)

1. THE CONTRACTOR MUST PROVIDE PHASE SPECIFIC EROSION CONTROL PLANS PER ADEM STANDARDS TO THE CITY OF AUBURN FOR REVIEW PRIOR TO THE COMMENCEMENT OF EACH PHASE. THESE PLANS MUST BE DESIGNED AND SEALED BY A LICENSED ENGINEER IN THE STATE OF ALABAMA. ANY MODIFICATION TO PHASING AND PHASE DURATIONS WILL REQUIRE REVIEW AND APPROVAL BY THE CITY OF AUBURN AND ENGINEER.
2. ALL WORK PERFORMED MUST BE IN CONFORMANCE WITH ALL LOCAL, STATE, AND FEDERAL REGULATIONS.
3. ALL PROJECT SITES WITH GREATER THAN 1 ACRE OF DISTURBANCE WILL REQUIRE A "NOTICE OF INTENT" (NOI) FROM ADEM. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING THE NOI AND ANY LOCAL EROSION CONTROL PERMITTING INCLUDING ALL APPLICATION AND PERMITTING FEES. CONTRACTOR IS RESPONSIBLE TO ENSURE COMPLIANCE WITH ALL PERMIT REQUIREMENTS INCLUDING BUT NOT LIMITED TO INSPECTION REQUIREMENTS.
4. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING ALL EROSION CONTROL DEVICES IN ACCEPTABLE OPERATING CONDITION PER ADEM REQUIREMENTS DURING ALL CONSTRUCTION ACTIVITIES. THIS INCLUDES ALL MAINTENANCE REQUIRED INCLUDING CLEAN-UP, REPAIRS, OR REPLACEMENT AT NO ADDITIONAL COST TO THE OWNER.
5. THE CONTRACTOR MUST REVIEW AND COORDINATE PROPOSED GRADING SEQUENCE TO LIMIT AS PRACTICAL THE AMOUNT OF LAND DISTURBED AT ANY ONE TIME WITHOUT PERMANENT STABILIZATION.
6. PRIOR TO CONSTRUCTION, THE CONTRACTOR MUST AT A MINIMUM INSTALL TEMPORARY CONSTRUCTION ENTRANCE AND INITIAL SEDIMENT CONTROL MEASURES SHOWN IN THE PLANS. CLEARING AND GRUBBING MUST ONLY BE ENGAGED AS NECESSARY TO INSTALL INITIAL MEASURES. MINIMIZE LAND DISTURBANCE AND NO LAND DISTURBANCE MAY OCCUR BEYOND LIMITS SHOWN WITHIN THE PLANS.
7. EROSION CONTROL PHASING SHOWN WITHIN THE PLANS ARE INDEPENDENT OF THE CONTRACTOR'S CONSTRUCTION PHASING. CONTRACTOR MUST REVIEW PLANS AND ADJUST PHASING AS REQUIRED BASED ON THEIR CONSTRUCTION SCHEDULE. ADDITIONAL MEASURES MAY BE REQUIRED TO PREVENT EROSION, CONVEYANCE OF SILTS, DEGRADATION, OR POLLUTION THROUGHOUT THE SITE OR TO ADJACENT PROPERTIES OR CONVEYANCE SYSTEMS. ANY ADDITIONAL MEASURES TO MEET THE REQUIREMENTS OF THE ADEM PERMIT ARE THE RESPONSIBILITY OF THE CONTRACTOR AND ARE NO ADDITIONAL COST TO THE OWNER.
8. SEDIMENT AND EROSION CONTROL MEASURES MUST BE INSPECTED ON A DAILY BASIS AND PER ADEM REQUIREMENTS. ALL MEASURES MUST BE REPAIRED, ADJUSTED AND MAINTAINED AS NEEDED OR REQUIRED BY GOVERNING AGENCIES AT NO ADDITIONAL EXPENSE TO THE OWNER TO PROVIDE EROSION AND SEDIMENT CONTROL FOR THE DURATION OF CONSTRUCTION AND UNTIL ALL DISTURBED AREAS ARE STABILIZED.
9. ALL UNSURFACED AREAS MUST RECEIVE 4 INCHES OF TOPSOIL AND TEMPORARY GRASS OR SOD UNLESS OTHERWISE INDICATED ON THE LANDSCAPE PLAN. IF TEMPORARY GRASS IS APPLIED, IT IS THE CONTRACTOR'S RESPONSIBILITY TO APPLY PERMANENT SEED OR SOD AT THE APPROPRIATE TIME OF YEAR.
10. ALL DISTURBED AREAS LEFT UNDISTURBED FOR 13 DAYS MUST BE SEEDED AND MULCHED PER ADEM REQUIREMENTS AND PER ALDOT SPECIFICATION SECTION 652 AND 656.
11. INLET PROTECTION MUST BE INSTALLED AT INLETS UPON THE COMPLETION OF EACH INLET.
12. OUTLET PROTECTION MUST BE INSTALLED AT EACH HEADWALL UPON THE COMPLETION OF EACH HEADWALL.
13. FILL SLOPES SHOULD BE PLANTED AT THE TIME THE SLOPE IS BROUGHT TO FINAL GRADE. SURFACE RUNOFF MUST BE INTERCEPTED AT THE TOP OF TEMPORARY AND PERMANENT SLOPES AS TO NOT ALLOW WATER FLOW OVER THE SLOPE FACE. GEOTEXTILE MUST BE PLACED ON SLOPE FACES AS FOLLOWS: 2:1 SLOPES - NORTH AMERICAN GREEN SC150; 3:1 SLOPES - NORTH AMERICAN GREEN S150 OR APPROVED EQUALS. INSTALL PER MANUFACTURER'S RECOMMENDATIONS.
14. STORMWATER CONVEYANCE DITCHES MUST BE STABILIZED AT THE TIME OF INSTALLATION TO PREVENT SILTATION AND THE TRANSPORT OF POLLUTANTS. GEOTEXTILE MUST BE PLACED ON ALL DITCH BOTTOMS AND SIDES. AT A MINIMUM GEOTEXTILE MUST BE NORTH AMERICAN GREEN SC150.
15. ALL TEMPORARY EROSION CONTROL MEASURES MUST BE REMOVED AT THE COMPLETION OF CONSTRUCTION ONCE ALL AREAS ARE STABILIZED. COMPLETION OF CONSTRUCTION IS NOT DEFINED AS THE COMPLETION OF GRADING AND STORM DRAINAGE CONSTRUCTION ACTIVITIES.
16. ALL CONSTRUCTION WASTE AND TEMPORARY BMPS MUST BE REMOVED FROM THE SITE UPON PROJECT COMPLETION.
17. THE CONTRACTOR MUST REMOVE DEBRIS AND SEDIMENT FROM TEMPORARY SEDIMENT PONDS AND PERMANENT PONDS AS REQUIRED BY THE ENGINEER OR LOCAL JURISDICTION INSPECTOR.
18. DUST CONTROL MUST BE MAINTAINED PER ADEM REQUIREMENTS TO REDUCE MOVEMENT OF WIND-BORNE PARTICLES DURING LAND DISTURBANCE ACTIVITIES. TEMPORARY METHODS MAY INCLUDE MULCHES, TEMPORARY SEEDING AND VEGETATIVE COVER, SPRINKLING OR IRRIGATION, AND BARRIERS. SPRAY-ON ADHESIVES OR CHEMICAL STABILIZATION MAY BE REQUIRED DUE TO EXCESSIVE DUST AND IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR. PERMANENT METHODS MAY INCLUDE VEGETATIVE COVER, TOPSOILING, OR STONE AS REQUIRED.

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AUBURN

ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRENT L. HARRIS LAMAR
06/12/26

GENERAL NOTES

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

REVISIONS

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UTILITY NOTES:

1. LOCATIONS AND/OR ELEVATIONS OF EXISTING UTILITIES (ABOVE AND BELOW GROUND) SHOWN IN THE PLANS ARE APPROXIMATE AND BASED UPON AVAILABLE DATA. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO DETERMINE THE EXACT LOCATION OF EXISTING UTILITIES (ABOVE AND BELOW GROUND) BEFORE BEGINNING ANY CONSTRUCTION. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANY A MINIMUM OF 48 HOURS PRIOR TO ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES. THE CONTRACTOR WILL UTILIZE GPR, HYDRO VAC AND OR POTHOLING TO VERIFY HORIZONTAL AND VERTICAL LOCATION OF UTILITIES. ANY AND ALL DAMAGE MADE TO ANY EXISTING UTILITY IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR.
2. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE OR REMOVE ANY UTILITIES REQUIRED TO CONSTRUCT PROPOSED IMPROVEMENTS. ANY DEVIATIONS FROM DESIGN PLANS MUST BE REPORTED TO THE OWNER AND ENGINEER PRIOR TO CONSTRUCTION.
3. THE CONTRACTOR MUST COORDINATE INSTALLATION AND FINAL SITE ROUTING WITH AUTHORITIES HAVING JURISDICTION FOR POWER, COMMUNICATIONS, AND GAS SERVICE ROUTINGS PRIOR TO INSTALLATION OF OTHER SUBSURFACE UTILITIES. INFORMATION SHOWN ON THE PLANS IS FOR REFERENCE ONLY.
4. UNDERGROUND ELECTRICAL AND COMMUNICATIONS MUST BE INSTALLED IN PVC SCHD 40 CONDUIT OR DUCT BANK WITH PULL WIRE PER AUTHORITY HAVING JURISDICTION REQUIREMENT. INFORMATION SHOWN ON THE PLANS IS FOR REFERENCE ONLY.
5. THE CONTRACTOR MUST REVIEW AND UNDERSTAND AUTHORITIES HAVING JURISDICTION REQUIREMENTS FOR OBSERVATION AND OVERSIGHT ON ALL UTILITIES. COORDINATE INSPECTION WITH THE APPROPRIATE AUTHORITIES PRIOR TO COVERING TRENCHES AT INSTALLATION.
6. THE CONTRACTOR IS REQUIRED TO CONDUCT ALL REQUIRED WORK AND TESTING TO THE SATISFACTION OF THE AUTHORITY HAVING JURISDICTION AT NO ADDITIONAL COST TO THE OWNER.
7. THE MINIMUM SEPARATION BETWEEN WATER AND SEWER LINES MUST BE TEN (10) FEET HORIZONTALLY OR TWO (2) FEET VERTICALLY.
8. SANITARY SEWER LINES MUST BE DIP CL 350 UNLESS OTHERWISE REQUIRED BY AUTHORITY HAVING JURISDICTION.
9. GRAVITY SANITARY SEWER SYSTEMS MUST BE CONSTRUCTED FROM DOWNSTREAM TO UPSTREAM AND IN ACCORDANCE WITH ALL UTILITY COMPANY STANDARDS AND REQUIREMENTS. ALL EXCAVATION, SHORING AND BRACING IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR.
10. ALL PIPE ENTRANCE CONNECTIONS TO SANITARY SEWER MANHOLES MUST BE MADE WITH NEOPRENE BOOTS INSTALLED PER MANUFACTURER'S RECOMMENDATIONS TO ASSURE CONNECTION IS WATER TIGHT.
11. WATER LINES MUST BE THE FOLLOWING MATERIALS:
    a. 4" DIAMETER AND LARGER: DIP CL 350
    b. LESS THAN 4" DIAMETER: TYPE K COPPER
12. WATER LINES MUST BE INSTALLED PER AUTHORITY HAVING JURISDICTION REQUIREMENTS. ALL MAINS AND SERVICES MUST BE MAINTAIN 36" OF MINIMUM COVER UNLESS SPECIFICALLY NOTED OTHERWISE.
13. TRENCHES IN EXISTING UNSURFACED AREAS MUST BE BACKFILLED PER GEOTECHNICAL ENGINEERS RECOMMENDATIONS OR AT A MINIMUM WITH FILL PLACED IN MAX 6" LOOSE LIFTS, COMPACTED TO 98% STANDARD PROCTOR AT +/- 2.0% OPTIMUM MOISTURE CONTENT.
14. TRENCHES IN EXISTING PAVED AREAS MUST BE NEATLY SAWCUT AND BACKFILLED FULL DEPTH WITH CRUSHED AGGREGATE. REPLACE SURFACING AND PAVEMENT SECTION IN LIKE KIND AND RESTRIPE AS NECESSARY TO RETURN AREA TO PRE-CONSTRUCTION CONDITION.
15. THE CONTRACTOR IS RESPONSIBLE FOR ALL MODIFICATIONS REQUIRED TO ENSURE ALL AT-GRADE EXISTING AND PROPOSED UTILITY STRUCTURES (MANHOLES, VAULTS, VALVE BOXES, ETC.) MATCH FINISHED GRADE UPON CONSTRUCTION COMPLETION.

TRAFFIC CONTROL NOTES:

1. THE CONTRACTOR MUST PROVIDE PHASE SPECIFIC TRAFFIC CONTROL PLANS PER ALDOT AND MUTCD STANDARDS TO THE CITY OF AUBURN FOR REVIEW PRIOR TO THE COMMENCEMENT OF EACH PHASE. THESE PLANS MUST BE DESIGNED AND SEALED BY A LICENSED ENGINEER IN THE STATE OF ALABAMA. ANY MODIFICATION TO PHASING AND PHASE DURATIONS WILL REQUIRE REVIEW AND APPROVAL BY THE CITY OF AUBURN AND ENGINEER.
2. THE CONTRACTOR MUST ESTABLISH AND MAINTAIN TRAFFIC CONTROL DEVICES IN ACCORDANCE WITH THE LATEST EDITION AND REVISION OF PART VI OF THE FEDERAL MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND THE APPROVED TRAFFIC CONTROL PLAN FOR ALL CONSTRUCTION WITHIN WORK AREAS SHOWN AND DESCRIBED IN PART VI OF THE MUTCD.
3. PERMANENT ROADWAY SIGNS OR TEMPORARY CONSTRUCTION SIGNS WHICH ARE NOT APPLICABLE OR INAPPROPRIATE FOR THE CURRENT CONDITIONS WILL BE COVERED OR REMOVED.
4. THE DIMENSIONS SHOWN OR DESCRIBED FOR LOCATING CONSTRUCTION SIGNS ARE NOMINAL. THE ACTUAL DIMENSIONS MUST BE ADJUSTED TO BEST FIT LOCAL CONDITIONS AND PROVIDE MAXIMUM VISIBILITY.
5. IF TRAFFIC CONTROL DEVICES ARE NECESSARY FOR PROPER WARNING AND TRAFFIC CONTROL AFTER SUNSET, THEN AS A MINIMUM, TYPE "B" WARNING LIGHTS WILL BE PLACED ON THE FIRST WARNING SIGN AND CHANNELIZING DRUM AND TYPE "A" REFLECTIVE SHEETING WILL BE REQUIRED ON ALL SIGNS.
6. HAZARDOUS CONDITIONS ON OPEN ROADWAYS SUCH AS PAVEMENT DROP-OFFS IN EXCESS OF 2"; CONSTRUCTION MATERIALS, VEHICLES, OR EQUIPMENT STORED OR PLACED WITHIN THE ROADWAY RIGHT-OF-WAY; AND OPEN TRENCHES ACROSS OR NEAR THE ROADWAY WILL NOT BE ALLOWED UNLESS THE CONTRACTOR IS ON SITE AND WORKING, AND PROPER TRAFFIC CONTROL MEASURES ARE BEING TAKEN.
7. THE CONTRACTOR MUST KEEP OPEN ROADWAYS CLEAN AND FREE OF CONSTRUCTION DEBRIS, DIRT, LOOSE GRAVEL OR OTHER MATERIAL THAT MAY CAUSE HAZARDOUS DRIVING CONDITIONS.
8. TRAFFIC CONTROL DEVICES MUST MEET THE STANDARD MATERIAL AND INSTALLATION REQUIREMENTS SPECIFIED IN THE CURRENT EDITION OF THE AL.D.O.T. STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION.
9. ROADWAYS AND DRIVEWAYS WILL REMAIN OPEN DURING CONSTRUCTION. CHANNELIZING DEVICES MUST BE PLACED AT 10' ON CENTER ALONG MINIMUM 20' RADII TO CHANNELIZE TRAFFIC INTO AND OUT OF INTERSECTING ROAD AND DRIVES WITHIN AREAS WHERE CHANNELIZING DEVICES ARE REQUIRED. TEMPORARY REGULATORY SIGNS SUCH AS STOP SIGNS AND YIELD SIGNS MUST BE PLACED AS NECESSARY FOR PROPER TRAFFIC CONTROL IN ACCORDANCE WITH THE MUTCD.
10. IF PART OF A DRIVEWAY MUST BE CLOSED, THE PM AND OWNER MUST BE NOTIFIED 72 HOURS IN ADVANCE AND THE CONTRACTOR MUST WORK AROUND THE OWNER'S SCHEDULE.

QUALITY CONTROL TESTING, INSPECTIONS AND APPROVALS:

1. IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO UNDERSTAND AND COMPLY WITH THE TESTING REQUIREMENTS OF THE CONSTRUCTION DOCUMENTS AND SPECIFICATIONS AS WELL AS ANY AND ALL AGENCIES HAVING JURISDICTION OVER THE PROJECT, TO PERFORM ALL NECESSARY QUALITY CONTROL TESTING, AND TO OBTAIN ANY NECESSARY INSPECTIONS AND APPROVALS OF WORK PERFORMED OR MATERIALS UTILIZED.
2. THE OWNER WILL ENGAGE ONE OR MORE QUALIFIED SPECIAL INSPECTORS AND/OR TESTING AGENCIES TO CONDUCT STRUCTURAL TESTS AND SPECIAL INSPECTIONS. THE CONTRACTOR SHALL COORDINATE THE INSPECTION AND TESTING SERVICES WITH THE PROGRESS OF THE WORK. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COSTS OF RE-TESTING AND RE-INSPECTION OF MATERIALS, WORK AND/OR PRODUCTS THAT DO NOT MEET THE REQUIREMENTS OF THE CONSTRUCTION DOCUMENTS. THE CONTRACTOR MUST PROVIDE TO THE OWNER AND ENGINEER THE REQUIRED CERTIFICATES FOR TESTING, INSPECTIONS, OR APPROVALS. ALL TEST RESULTS (PASSING AND FAILING) WILL BE PROVIDED TO THE OWNER AND ENGINEER IMMEDIATELY UPON RECEIPT.
3. TESTING MUST INCLUDE AT A MINIMUM:
    a. CONCRETE AND ASPHALT PAVING QUALITY CONTROL TESTING INCLUDING DESIGN MIX REVIEW, MATERIALS, FIELD SLUMP AND AIR CONTENT, AND FIELD AND LAB CURED STRENGTH SAMPLES AND TESTING;
    b. PIPING AND STRUCTURAL EXCAVATION, BEDDING AND BACKFILL MATERIALS AND DENSITY TESTS;
    c. DETERMINATION OF COMPACTIVE EFFORT NEEDED FOR COMPLIANCE WITH THE DENSITY REQUIREMENTS;
    d. PRESSURE AND LEAKAGE TESTING AS REQUIRED FOR WATER DISTRIBUTION, SANITARY SEWER, AND STORM SEWER LINES.
    e. FOR ALL INSTALLED GRAVITY SANITARY SEWERS AND GRAVITY STORM SEWERS, THE CONTRACTOR MUST HAVE INTERNAL TELEVISION INSPECTION PERFORMED BY A QUALIFIED SUBCONTRACTOR.
4. THE CONTRACTOR MUST CLEAN ALL INSTALLED LINES AND STRUCTURES PRIOR TO ANY TESTING PROCEDURES.

AS-BUILT DRAWING REQUIREMENTS:

1. PRIOR TO FINAL INSPECTION, THE CONTRACTOR MUST PROVIDE TO THE ENGINEER AN AS-BUILT SURVEY DOCUMENTING AS-BUILT CONDITIONS. ALL AS-BUILT DATA MUST BE PREPARED BY AND SIGNED, SEALED AND DATED BY A LICENSED SURVEYOR REGISTERED IN THE APPLICABLE STATE OF WORK.
2. THE AS-BUILT INFORMATION IS TO INCLUDE, BUT NOT BE LIMITED TO, THE FOLLOWING:
    a. SPECIFY THE HORIZONTAL AND VERTICAL DATUM REFERENCED. DATUM MUST BE THE SAME AS THAT UTILIZED IN THESE CONSTRUCTION PLANS;
    b. WHERE THE PLANS CONTAIN SPECIFIC HORIZONTAL LOCATION AND/OR VERTICAL ELEVATION DATA, THE AS-BUILT DRAWINGS MUST SHOW THE CORRESPONDING HORIZONTAL LOCATION AND/OR VERTICAL ELEVATION AS MEASURED IN THE FIELD;
    c. FINISHED FLOOR ELEVATIONS OF ALL STRUCTURES;
    d. FOR ROADWAY AND DRIVE AISLES, PROVIDE PAVEMENT WIDTH AND ELEVATIONS AT THE CENTERLINE AND EDGE OF PAVEMENT EVERY 100 FEET PLUS ALL CHANGES IN LONGITUDINAL SLOPE OR CROSS SLOPE, AT INLET LOCATIONS, AND AT ALL DRIVEWAY AND STREET INTERSECTIONS;
    e. FOR PARKING LOTS, RECORD CENTERLINE AND EDGE OF PAVEMENT ELEVATIONS ALONG ALL DRIVE AISLES AND ISLANDS AND SHOW THE DEPTH AND WIDTH OF PARKING STALLS;
    f. PROVIDE HORIZONTAL AND VERTICAL MEASUREMENTS FOR ALL PARKING AREAS AND SIDEWALK RAMPS DESIGNATED AS HANDICAP ACCESSIBLE ROUTES IN ORDER TO VERIFY REQUIRED WIDTHS AND SLOPES HAVE BEEN MET;
    g. STORMWATER DRAINAGE SYSTEMS (BOTH OPEN CONVEYANCE AND PIPED SYSTEMS) INCLUDING DIMENSIONS, ELEVATIONS, CONTOURS AT ONE FOOT INTERVALS, AND CROSS SECTIONS OF OUTFALL CONTROL STRUCTURE (S);
    h. STORMWATER CONTROL STRUCTURE INFORMATION (INCLUDING BOX STRUCTURES, FLUMES, AND SPILLWAYS) MUST INCLUDE DIMENSIONS AND ELEVATIONS OF ALL PIPES, WEIRS, SLOTS, ORIFICES, GRATES, AND SKIMMERS, AS SHOWN ON CONSTRUCTION DETAILS AS A MINIMUM;
    i. FOR ALL STORMWATER PONDS AND OPEN CONVEYANCE SYSTEMS, PROVIDE TOP OF BANK ELEVATIONS, BOTTOM ELEVATIONS, AND HORIZONTAL DIMENSIONS MEASURED AT LOCATIONS AS SHOWN ON THE CONSTRUCTION PLANS. A MINIMUM OF 10 LOCATIONS PER POND WILL BE REQUIRED AND MORE MAY BE NECESSARY TO ACCURATELY SHOW THE FOOTPRINT AND VOLUME OF THE POND. HORIZONTAL POND DIMENSIONS ARE ALSO TO BE TIED TO PROPERTY CORNERS, EASEMENTS, RIGHTS-OF-WAY, OR OTHER POINTS ON THE PROPERTY;
    j. HORIZONTAL LOCATIONS AND VERTICAL ELEVATIONS INCLUDING STRUCTURE TOPS, INVERT ELEVATIONS, AND PIPE SIZES FOR ALL UTILITY AND STORM STRUCTURES INCLUDING BUT NOT LIMITED TO MANHOLES, INLETS, CLEANOUTS, VALVES, FITTINGS, AND CONNECTION POINTS;
    k. LENGTHS OF PIPELINES BETWEEN STRUCTURES;
    l. UTILITY LOCATIONS TIED HORIZONTALLY TO EDGE OF PAVEMENT AND RIGHT-OF-WAY LINES, LOCATED EVERY 100-FT PLUS ALL CHANGES IN HORIZONTAL OFFSET;
    m. VERTICAL ELEVATIONS OF ALL PIPELINES WHERE THERE IS A CROSSING OF NEW AND EXISTING DOMESTIC AND FIRE WATER MAINS, SANITARY SEWER MAINS, AND STORM SEWER LINES IN ORDER TO DOCUMENT THAT THE MINIMUM REQUIRED VERTICAL SEPARATIONS HAVE BEEN MET;
    n. HORIZONTAL AND VERTICAL DATA FOR ANY CONSTRUCTION THAT DEVIATES FROM THE APPROVED ENGINEERING DRAWINGS.
3. FOR ALL INSTALLED GRAVITY SANITARY SEWERS AND GRAVITY STORM SEWERS, THE CONTRACTOR MUST HAVE INTERNAL TELEVISION INSPECTION PERFORMED BY A QUALIFIED SUBCONTRACTOR. THE INSPECTION MUST BE RECORDED AND ALL FEATURES MUST BE MEASURED AND LOGGED AS THE CAMERA PROGRESSES THROUGH THE PIPE. INSPECTION REPORTS MUST INCLUDE PIPE SIZE, PIPE MATERIAL, LOCATION OF CHANGES IN MATERIAL, BRANCH OR CONNECTION LOCATIONS AND LOCATIONS OF DEFECTS.

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ALDOT ITEM#	TOTAL	UNIT	DESCRIPTION
	1	LUMP SUM	STREET LIGHTING
201A002	12	ACRE	CLEARING & GRUBBING (INCLUDING THE REMOVAL OF ALL TREES, STUMPS, AND VEGETATION)
206C000	353	SQUARE YARD	REMOVE CONCRETE SIDEWALK
206C001	510	SQUARE YARD	REMOVE CONCRETE PAVEMENT
206D000	498	LINEAR FOOT	REMOVING STORM PIPE
206D001	240	LINEAR FOOT	REMOVING GUARDRAIL
206D003	3,111	LINEAR FOOT	REMOVING CURB AND GUTTER
206E000	13	EACH	REMOVING STORM HEADWALL
206E008	6	EACH	REMOVING GUARDRAIL END ANCHOR (ALL TYPES)
210A000	23,500	CUBIC YARD	UNCLASSIFIED EXCAVATION / ROADWAY EXCAVATION
210D021	23,000	CUBIC YARD	BORROW EXCAVATION (LOOSE TRUCKBED MEASUREMENT)(A4 OR BETTER)
230A000	7,000	SQUARE YARD	ROADBED PROCESSING
301B008	11,340	CUBIC YARD	CRUSHED AGGREGATE BASE COURSE, TYPE B, PLANT MIXED, 10" COMPACTED THICKNESS
327A020	642	TON	PLANT MIX BITUMINOUS BASE, MIX 1, 8" COMPACTED THICKNESS
405A000	4,290	GALLON	TACK COAT
408A051	20,155	SQUARE YARD	PLANING EXISTING PAVEMENT (APPROXIMATELY 0.00" THRU 1.0" THICK)
424A356	2,400	TON	SUPERPAVE BITUMINOUS CONCRETE WEARING SURFACE LAYER, 3/8" MAX. AGG. SIZE MIX, ESAL RANGE C/D (1.5" THICK)
424A364		TON	SUPERPAVE BITUMINOUS CONCRETE UPPER BINDER LAYER, PATCHING, 3/4" MAXIMUM AGGREGATE SIZE MIX ESAL RANGE C/D
424A367		TON	SUPERPAVE BITUMINOUS CONCRETE UPPER BINDER LAYER, LEVELING, 3/4" MAXIMUM AGGREGATE SIZE MIX ESAL RANGE C/D
424B650	5,310	TON	SUPERPAVE BITUMINOUS CONCRETE UPPER BINDER LAYER, 3/4" MAX. AGG. SIZE MIX, ESAL RANGE C/D (2.25" THICK)
424C681	6,475	TON	SUPERPAVE BITUMINOUS CONCRETE LOWER BINDER LAYER, 1" MAX. AGG. SIZE MIX, ESAL RANGE C/D (2.75" THICK)
705A038	1200	EACH	PAVEMENT MARKERS, CLASS A-H, TYPE 2-A
450A016	328	SQUARE YARD	REINFORCED CEMENT CONCRETE PAVEMENT, 12 INCHES THICK
530A000	79	LINEAR FOOT	15" RCP CL III STORM PIPE
530A001	1,339	LINEAR FOOT	18" RCP CL III STORM PIPE
530A002	3,281	LINEAR FOOT	24" RCP CL III STORM PIPE
530A003	288	LINEAR FOOT	30" RCP CL III STORM PIPE
530A006	57	LINEAR FOOT	48" RCP CL III STORM PIPE
530A033	25	LINEAR FOOT	12" RCP CL III STORM PIPE
600A000	1	LUMP SUM	MOBILIZATION
600A000	2,086	LINEAR FOOT	GUARDRAIL, STEEL BEAM GUARDRAIL, CLASS A, TYPE 2
610C000	120	TON	LOOSE RIPRAP, CLASS 1 12" THICK
610D003	200	SQUARE YARD	FILTER BLANKET, GEOTEXTILE
614A000	10	CUBIC YARD	SLOPE PAVING (CONCRETE ISLANDS AND 24" SLOPE PAVED HEADWALLS (19))
618A001	6,892	SQUARE YARD	CONCRETE SIDEWALK, 4" THICK
618B002	180	SQUARE YARD	CONCRETE DRIVEWAY, 6" THICK
618C001	37	SQUARE FOOT	DETECTABLE WARNING SURFACE
618D000	384	SQUARE YARD	CURB RAMP
621C015	29	EACH	INLETS, TYPE S1 OR S3 (1 WING)
621C017	4	EACH	INLETS, TYPE S1 OR S3 (2 WING)
622A002	6	EACH	MANHOLE COVERS RESET (SANITARY)
623B000	1,684	LINEAR FOOT	CONCRETE CURB, TYPE N
623B001	379	LINEAR FOOT	CONCRETE CURB, TYPE N SPECIAL
623B003	17,430	LINEAR FOOT	COMBINATION CURB AND GUTTER, TYPE C (MODIFIED)
630C003	3	EACH	GUARDRAIL END ANCHOR, TYPE 13
630C077	11	EACH	GUARDRAIL END ANCHOR, TYPE 8 (MASH)
641A514	23	LINEAR FOOT	1" COPPER WATER SERVICE LINE LAID (INCLUSIVE OF ALL TEES, BENDS, AND APPURTENANCES)
641A518	106	LINEAR FOOT	2" COPPER WATER SERVICE LINE LAID (INCLUSIVE OF ALL TEES, BENDS, AND APPURTENANCES)
641A614	58	LINEAR FOOT	8" DUCTILE IRON WATER MAIN LAID (INCLUSIVE OF ALL TEES, BENDS, AND APPURTENANCES)
641A616	33	LINEAR FOOT	10" DUCTILE IRON WATER MAIN LAID (INCLUSIVE OF ALL TEES, BENDS, AND APPURTENANCES)
641A622	1,564	LINEAR FOOT	16" DUCTILE IRON WATER MAIN LAID (INCLUSIVE OF ALL TEES, BENDS, AND APPURTENANCES)
641A692	278	LINEAR FOOT	16" DUCTILE IRON WATER MAIN LAID (RESTRAINED JOINT)
641E500	6	EACH	FIRE HYDRANT RESET
641F500	209	LINEAR FOOT	FIRE HYDRANT EXTENSION
641Q250	4	EACH	WATER METER AND BOX RESET

ALDOT ITEM#	TOTAL	UNIT	DESCRIPTION
641S500	9	EACH	VALVE BOX RESET
650B000	3,590	CUBIC YARD	TOPSOIL FROM STOCKPILES
652A100	7	ACRE	SEEDING
654A001	1,000	SQUARE YARD	SOLID SODDING (BERMUDA)
656A010	7	ACRE	MULCHING
664A001	14	ACRE	TEMPORARY SEEDING
665J002	17,762	LINEAR FOOT	SILT FENCE
665P005	33	EACH	INLET PROTECTION, STAGE 3 OR 4
665Q002	1,600	LINEAR FOOT	WATTLE
680A001	1	LUMP SUM	GEOMETRIC CONTROLS
698A000	1	LS	CONSTRUCTION FUEL (MAXIMUM BID LIMITED TO $_____)
701A227	5.6	MILE	SOLID WHITE, CLASS 2, TYPE A TRAFFIC STRIPE (5" WIDE)
701A230	3.2	MILE	SOLID YELLOW, CLASS 2, TYPE A TRAFFIC STRIPE (5" WIDE)
701A239	2.5	MILE	BROKEN WHITE, CLASS 2, TYPE A TRAFFIC STRIPE (5" WIDE)
701A244	0.2	MILE	BROKEN YELLOW, CLASS 2, TYPE A TRAFFIC STRIPE (5" WIDE)
701B207	6,473	LINEAR FOOT	DOTTED WHITE, CLASS 2, TYPE A TRAFFIC STRIPE (5" WIDE)
701C000	0.11	MILE	BROKEN TEMPORARY TRAFFIC STRIPE
701C001	4.74	MILE	SOLID TEMPORARY TRAFFIC STRIPE
703A003	42,825	SQUARE FEET	TRAFFIC CONTROL MARKINGS, CLASS 2 TYPE A
703B002	105	EACH	WHITE TRAFFIC CONTROL LEGEND
703D001	3500	SQUARE FEET	TEMPORARY TRAFFIC CONTROL MARKINGS
703E001	4375	SQUARE FEET	TEMPORARY TRAFFIC CONTROL LEGENDS
705A000	866	EACH	PAVEMENT MARKERS, CLASS A-H, TYPE 1-A
705A032	370	EACH	PAVEMENT MARKERS, CLASS A-H, TYPE 1-B
705A037	280	EACH	PAVEMENT MARKERS, CLASS A-H, TYPE 2-C
705A039	630	EACH	PAVEMENT MARKERS, CLASS A-H, TYPE 2-D
710A000	270	SQUARE FEET	TRAFFIC SIGN (INCLUDING SIGN POST)
730A000	1	LUMP SUM	REMOVAL OF EXISTING TRAFFIC CONTROL UNIT
730C000	1	LUMP SUM	FURNISHING AND INSTALLING TRAFFIC CONTROL UNIT
730E000	4	EACH	METAL TRAFFIC SIGNAL POLE FOUNDATION
730F000	2	EACH	METAL TRAFFIC SIGNAL POLE WITH 80' MAST ARM ASSEMBLY
730F001	2	EACH	METAL TRAFFIC SIGNAL POLE WITH 90' MAST ARM ASSEMBLY
730K001	2	EACH	TRAFFIC SIGNAL JUNCTION BOX, TYPE S1
730K002	4	EACH	TRAFFIC SIGNAL JUNCTION BOX, TYPE S2
730L003	50	LINEAR FOOT	1", NON-METALLIC, CONDUIT
730L004	50	LINEAR FOOT	2", METALLIC, CONDUIT
730L005	1,475	LINEAR FOOT	2", NON-METALLIC, CONDUIT
730N000	4	EACH	LUMINAIRE EXTENSION ASSEMBLY, 12 FEET
730P022	24	EACH	VEHICULAR SIGNAL HEAD, 12 INCH, 3 SECTION, TYPE LED
730Q005	8	EACH	MISCELLANEOUS EQUIPMENT, PEDESTAL POLE AND FOUNDATION
730R041	1	EACH	CONTROLLER ASSEMBLY, TYPE NEMA, 16 CHANNELS
730T010	1	EACH	ELECTRICAL POWER SERVICE ASSEMBLY WITH WOOD POLE
730T022	1	EACH	UNINTERRUPTABLE POWER SUPPLY SYSTEM, MANAGED
730U015	1	LUMP SUM	VIDEO DETECTION SYSTEM
730Y100	2	LS	RELOCATION OF PEDESTAL POLE AND FOUNDATION WITH ILLUMINATED SCHOOL ZONE SIGN
730Y180	2	LS	FURNISHING AND INSTALLING PEDESTALL POLE AND FOUNDATION WITH ILLUMINATED SCHOOL ZONE SIGN
740A000	1	LUMP SUM	TRAFFIC CONTROL FOR CONSTRUCTION WORK ZONES (INCLUDING BUT NOT LIMITED TO CONSTRUCTION SIGNS, CHANNELIZING DRUMS, CONES, 2 PORTABLE CHANGEABLE MESSAGE SIGNS (TYPE 2))
740B000	360	SQUARE FEET	CONSTRUCTION SIGNS
740D000	280	EACH	CHANNELIZING DRUMS
740G000	10	EACH	BARRICADES, TYPE I, (PORTABLE, 24 INCHES WIDE)
741C010	2	EACH	PORTABLE SEQUIENTIAL ARROW AND CHEVRON UNIT
742A001	2	EACH	PORTABLE CHANGEABLE MESSAGE SIGN, TYPE 2
756A028	605	LINEAR FOOT	6" ELECTRICAL CONDUIT, 1 LINE, TYPE 5 INSTALLATION

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QUANTITIES SHEET

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	710B-021	M1-1	M4-5	R1-1	R1-2	R2-1	R3-2	R3-17	R3-17aP	R3-17bP	R4-4	R5-2	S4-1P	S4-3P	W3-3	W4-2L	W4-2R	W11-15	W16-5P	
	Roadway Sign Post	INTERSTATE ROUTE	TO (PLAQUE)	STOP SIGN	YIELD SIGN	SPEED LIMIT	NO RIGHT TURN	BIKE LANE	AHEAD (PLAQUE)	ENDS (PLAQUE)	BEGIN RIGHT TURN LANE YIELD TO OTHERS	NO TRUCKS	RESTRICTION TIMES (PLAQUE)	SCHOOL (PLAQUE)	SIGNAL AHEAD	LANE ENDS	LANE ENDS	BICYCLE / PEDESTRIAN	ARROW	TRUCK ENTRANCE RIGHT
	LF	SF	SF	SF	SF	SF	SF	SF	SF	SF	SF	SF	SF	SF	SF	SF	SF	SF	SF	SF
ITEM DIMENSION	14	24"x24"	24"x12"	36"x36"	36"x36"	30"x36"	36"x36"	30"x24"	24"x8"	24"x8"	24"x30"	24"x24"	24"x12"	24"x12"	30"x30"	36"x36"	36"x36"	30"x30"	21"x15"	30"x30"
AREA OF SIGN (SF)		3.19	2	7.46	3.9	7.5	9	5	1.33	1.33	5	4	2	2	6.25	9	9	6.25	2.19	6.2
QUANTITY	44	2	2	7	1	6	3	5	3	3	6	1	2	2	1	1	2	2	2	1
TOTAL	616	6.38	4	52.22	3.9	45	27	25	3.99	3.99	30	4	4	4	6.25	9	18	12.5	4.38	6.2

NOT FOR BIDDING PURPOSES

ENGINEERING SERVICES
171 N. ROSS STREET, SUITE 200
AUBURN, ALABAMA 36830
PHONE: (334) 501-3000; FAX: (334) 501-7294

AUBURN

ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRIAN LAMAR
6/12/26

QUANTITIES SHEET

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

REVISIONS

NO.	CHECK	DATE	DESCRIPTION

DRAWN: WCW
CHECKED: BLH
DATE: 06/12/2026
SCALE: N.T.S.
SHEET NO.: C0.4

PARTIAL TOPOGRAPHIC SURVEY FOR SHUG JORDAN PARKWAY & NORTH DONAHUE DRIVE TO SAUGAHATCHEE CREEK

SHEET 1 OF 6 (NOT VALID WITHOUT ALL SHEETS)

STATE OF ALABAMA
LEE COUNTY

I, ARTHUR R. NETTLES, A PROFESSIONAL LAND SURVEYOR IN THE STATE OF ALABAMA, CERTIFY THAT TO THE BEST OF MY KNOWLEDGE, INFORMATION, AND BELIEF THAT ALL PARTS OF THIS SURVEY & DRAWING HAVE BEEN COMPLETED IN ACCORDANCE WITH THE CURRENT REQUIREMENTS OF THE STANDARDS OF PRACTICE FOR SURVEYING IN THE STATE OF ALABAMA.

ARTHUR R. NETTLES, AL. P.L.S. NO. 23346
NOT A CERTIFIED SURVEY UNLESS SIGNED AND STAMPED WITH MY SEAL

NOTES:

1. THIS PARCEL IS SUBJECT TO ANY EASEMENTS, RIGHT-OF-WAY, OR OTHER RESTRICTIONS OF RECORD THAT MAY EXIST.
2. BEARINGS AND ELEVATIONS BASED ON GPS RTK OBSERVATION USING AUBURN CORS. HORIZONTAL DATUM IS NAD 83 ALABAMA EAST ZONE STATE PLANE COORDINATE SYSTEM. VERTICAL DATUM IS NAVD 88.
3. NORTH IS BASED ON GRID NORTH.
4. FIELDWORK COMPLETED AUGUST 3, 2023. OFFICEWORK COMPLETED JUNE 10, 2024.
5. ALL UNDERGROUND UTILITES SHOWN FROM PREVIOUS RECORDS AND UNDERGROUND LOCATIONS. LOCATION WAS DONE AS LINE LOCATE SERVICES WAS ABLE TO LOCATE UTILITIES. PLEASE CONTACT 811 TO RE-VERIFY THE PRESENCE OF ANY ADDITIONAL AND SHOWN UTILITIES.
6. UPDATED SURVEY DOES NOT EXTEND PAST SURVEY LIMITS.

LEGEND

- IRON PIN FOUND
- IRON PIN OR NAIL SET
- GAS — EXISTING GAS LINE (SERVICE LINE)
- UGE — EXISTING UNDERGROUND ELECTRIC LINES
- OHE — EXISTING OVERHEAD ELECTRIC LINES
- W — EXISTING WATER LINE
- CHW — EXISTING UNDERGROUND CHILLED WATER LINES
- ST — EXISTING UNDERGROUND STEAM LINES
- UGC — EXISTING UNDERGROUND COMMUNICATION LINES
- UV-CHW — UNVERIFIED UNDERGROUND CHILLED WATER LINES
- UV-ST — UNVERIFIED UNDERGROUND STEAM LINES
- UV-HW — UNVERIFIED UNDERGROUND HOT WATER LINES
- UV-UGE — UNVERIFIED UNDERGROUND ELECTRIC
- UV-UGC — UNVERIFIED UNDERGROUND COMMUNICATIONS
- UV-W — UNVERIFIED WATER LINES
- UV-GAS — UNVERIFIED GAS LINES
- E — EXISTING ELECTRICAL TRANSFORMER/ SWITCHBOX
- E — EXISTING ELECTRICAL MANHOLE
- C — EXISTING COMMUNICATION MANHOLE
- S — EXISTING SANITARY SEWER MANHOLE
- SSCO — EXISTING SANITARY SEWER CLEANOUT
- D — EXISTING STORM DRAIN MANHOLE
- EXISTING STORM DRAIN GRATE
- TV — EXISTING TELEVISION RISER
- T — EXISTING TELEPHONE RISER
- FO — EXISTING FIBER OPTIC POST
- C — EXISTING COMMUNICATIONS BOX
- G — EXISTING GAS METER
- EXISTING GAS VALVE
- EXISTING FIRE HYDRANT
- W — EXISTING WATER VALVE
- W — EXISTING WATER METER
- IR — EXISTING IRRIGATION BOX
- EXISTING SPIGOT
- EXISTING POST INDICATOR VALVE/ SIAMESE FIRE CONNECTION
- EXISTING GROUND LIGHT
- EXISTING LIGHTPOLE
- EXISTING POWER POLE AND GUY WIRE
- EXISTING SIGN
- ASPHALT PAVEMENT
- CONCRETE PAVEMENT
- EXTENTS OF LANDSCAPED/MULCHED BED
- BM ELEV. 745.29 LOCATION — BENCHMARK ELEVATION AND DESCRIPTION OF LOCATION
- CHAIN LINK FENCE
- BARBED WIRE FENCE
- WOOD PRIVACY FENCE
- DOGWIRE FENCE



N
W E
S

SCALE: 1"= 300'

300 150 0 300 600
SCALE IN FEET

ALABAMA LICENSED No. 23346 PROFESSIONAL LAND SURVEYOR ARTHUR R. NETTLES

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JOB NO.	B12223.02
DRAWN	TRC/DMC
CREW CHIEF	TTM

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Web:www.baseline-llc.com
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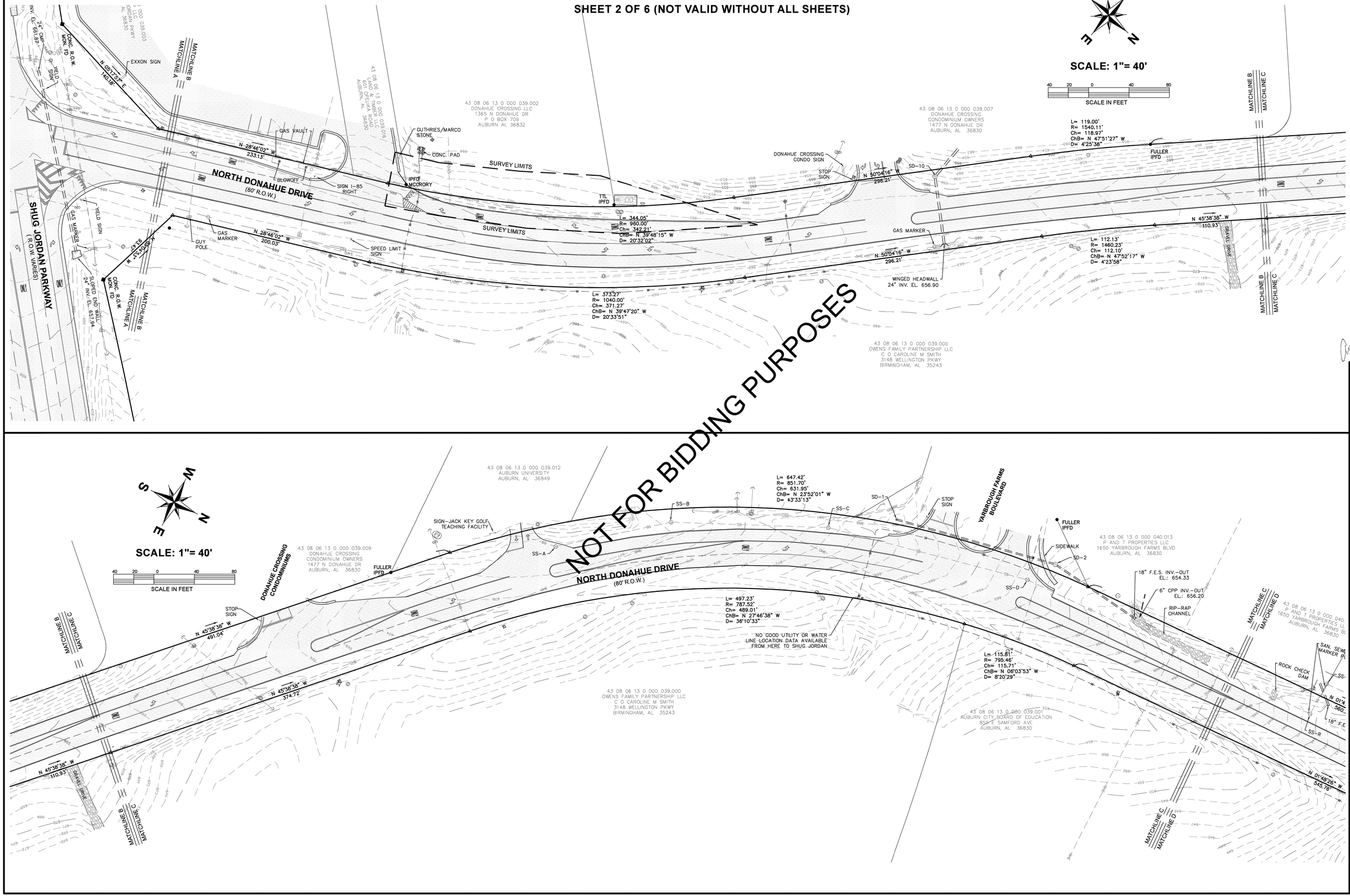
PARTIAL TOPOGRAPHIC SURVEY FOR SHUG JORDAN PARKWAY & NORTH DONAHUE DRIVE TO SAUGAHATCHEE CREEK
SEC. 13 T 19 N Rg 25 E
AUBURN LEE COUNTY ALABAMA
SCALE: 1"=300' JUNE 10, 2024
ARTHUR R. NETTLES, AL. P.L.S. REG. NO. 23346
ALABAMA CERT. OF AUTH. CA. NO. 922

PARTIAL TOPOGRAPHIC SURVEY FOR SHUG JORDAN PARKWAY & NORTH DONAHUE DRIVE TO SAUGAHATCHEE CREEK

SHEET 2 OF 6 (NOT VALID WITHOUT ALL SHEETS)



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SEC. 13 T 19 N Rg 25 E
AUBURN LEE COUNTY ALABAMA
SCALE : 1"=300' JUNE 10, 2024
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PARTIAL TOPOGRAPHIC SURVEY FOR SHUG JORDAN PARKWAY & NORTH DONAHUE DRIVE TO SAUGAHATCHEE CREEK

SHEET 3 OF 6 (NOT VALID WITHOUT ALL SHEETS)

SCALE: 1"= 40'

SCALE IN FEET

40 20 0 40 80

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43 08 06 13 0 000 040.013
P AND T PROPERTIES LLC
1650 YARBROUGH FARMS BLVD
AUBURN, AL 36830

43 08 06 13 0 000 084.000
FERRIS JESSICA L
1508 CLUB CREEK DR
AUBURN, AL 36830

43 08 06 13 0 000 085.000
HAYES PATRICK O NEAL & TRACY S
1514 CLUB CREEK DR
AUBURN, AL 36830

43 08 06 13 0 000 086.000
HUTSON WESLEY TAYLOR & KENNEDY BENTON
1520 CLUB CREEK DR
AUBURN AL 36830

43 08 06 13 0 000 087.000
WETZEL ERIC MICHAEL
1526 CLUB CREEK DR
AUBURN, AL 36830

43 08 06 13 0 000 088.000
BROCK GREG & LAUREN WHITNEY HALE
1532 CLUB CREEK DR
AUBURN, AL 36830

43 08 06 13 0 000 089.000
WELLS JOHN WESLEY II
913 TACOMA DRIVE
AUBURN, AL 36830

43 08 06 13 0 000 090.000
RAMAPURAM JAYACHANDRA B & KURAPATI SHARM
1544 CLUB CREEK DR
AUBURN, AL 36830

43 08 06 13 0 000 091.000
WARD MELANIE & BENJAMIN
1554 CLUB CREEK CT
AUBURN, AL 36830

43 08 06 13 0 000 092.000
BILOTTA JAMES MICHAEL & DIANE ELIZABETH
1558 CLUB CREEK COURT
AUBURN, AL 36830

43 08 06 13 0 000 039.001
AUBURN CITY BOARD OF EDUCATION
855 E SAMFORD AVE
AUBURN, AL 36830

43 08 06 13 0 000
YARBROUGH CECIL S III
P.O.BOX 594
DADEVILLE, AL 36853

43 08 06 13 0 000 094.000
DONAN DAVID
1550 OPELIKA RD #6-306
AUBURN, AL 36830

43 08 06 13 0 000 093.000
PERRY JAMES DANIEL & ANNETTE C MARTSOS
1564 CLUB CREEK CT
AUBURN, AL 36830

43 08 06 13 0 000 040.003
AUBURN BOARD OF EDUCATION
855 E SAMFORD AVE
AUBURN, AL 36831

MATCHLINE C
MATCHLINE D
MATCHLINE E
MATCHLINE P

SAN. SEWER MARKER POST
ROCK CHECK DAM
SS-E
SS-R
SS-F
SS-G
SS-H
SS-I
SS-J
SS-K
N 01°47'18" W
560.39'
18" F.E.S. INV.-OUT
EL.: 645.10
EX. SANITARY SEWER EASEMENT
FULLER IPFD
GMC IPFD
SEWER MAIN MARKER
EX. 20' STORM EASEMENT
N 20°08'38" W
207.05
END SCHOOL ZONE SPEED LIMIT SIGN
SIGN-SCHOOL ZONE
WATER MAIN MARKER
N 20°06'12" W
203.80'
N 01°48'26" W
545.78'
SCHOOL SPEED SIGN- 25 MPH
N 15°55'22" W
137.22'
N 15°38'46" W
150.19'
BASELINE IPFD
L= 232.06'
R= 974.76'
Ch= 231.51'
ChB= N 08°36'30" W
D= 13°38'25"
L= 233.60'
R= 3774.49'
Ch= 233.56'
ChB= N 17°41'45" W
D= 3°32'46"
L= 151.83'
R= 1316.84'
Ch= 151.75'
ChB= N 05°06'37" W
D= 6°36'23"
L= 93.79'
R= 1040.00'
Ch= 93.75'
ChB= N 13°03'45" W
D= 5°10'01"
L= 226.61'
R= 2915.00'
Ch= 226.55'
ChB= N 17°52'35" W
D= 4°27'15"
APPROX. STREAM TOP OF BANK
25' UNDISTURBED STREAM BUFFER
10' UPLAND ZONE STREAM BUFFER
NORTH DONAHUE DRIVE
(80' R.O.W.)

ALABAMA
LICENSED
No. 23346
PROFESSIONAL
LAND
SURVEYOR
ARTHUR R. NETTLES

SS-G
EX. STORM EASEMENT
S 57°28'31" W
30.43'
48" ARCH F.E.S.
INV. OUT EL.: 578.49
YIELD SIGN
STOP SIGN
5/8" REBAR IPFD
L= 447.40'
R= 3743.69'
Ch= 447.13'
ChB= N 29°07'02" W
D= 6°50'50"
SLOPED END WALL
36" INV. EL. 575.48
SLOPED END WALL
36" INV. EL. 574.91
SLOPED END WALL
36" INV. EL. 570.88
SLOPED END WALL
36" INV. EL. 569.79
APPROX. LOCATION OF 100-YEAR FLOOD PLAIN
GRAVEL DRIVE
N 32°32'27" W
401.39'
N 32°30'13" W
401.39'
CONC. RETAINING WALL
T/C 586.73
T/P 585.70
CONC. BEAM
CONC. PILLAR (TYP.)
T/C 587.08
T/P 585.89
GUARDRAIL
SURVEY LIMITS
SIGN-SOUGAHATCHEE CREEK
SOUGAHATCHEE CREEK
FLOODWAY
EX. UNDERGROUND COMMUNICATION LINE
EX. WATER MAIN
20' SANITARY SEWER EASEMENET
L= 835.37'
R= 3859.92'
Ch= 833.74'
ChB= N 26°18'13" W
D= 12°24'00"

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TTM	TRC/DMC	B12223.02

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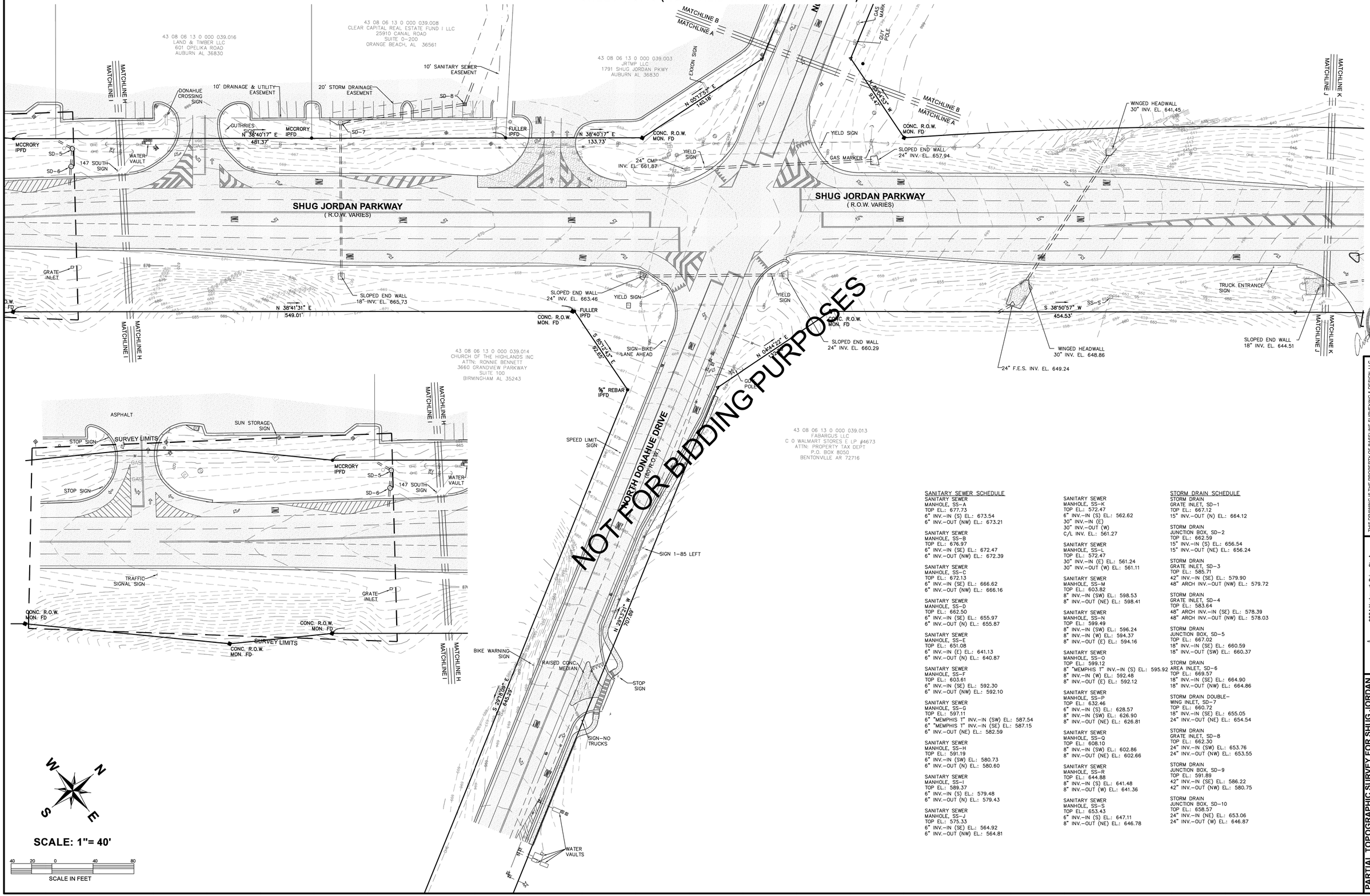
PARTIAL TOPOGRAPHIC SURVEY FOR SHUG JORDAN PARKWAY & NORTH DONAHUE DRIVE TO SAUGAHATCHEE CREEK
SEC. 13 T 19 N Rg 25 E
AUBURN LEE COUNTY ALABAMA
SCALE : 1"=300' JUNE 10, 2024
ARTHUR R. NETTLES, AL. P.L.S. REG. NO. 23346
ALABAMA CERT OF AUTH. CA. NO. 922

PARTIAL TOPOGRAPHIC SURVEY FOR SHUG JORDAN PARKWAY & NORTH DONAHUE DRIVE TO SAUGAHATCHEE CREEK

SHEET 4 OF 6 (NOT VALID WITHOUT ALL SHEETS)



SCALE: 1"= 40'

40 20 0 40 80

SCALE IN FEET

SANITARY SEWER SCHEDULE

SANITARY SEWER MANHOLE, SS-A
TOP EL.: 677.73
6" INV.-IN (S) EL.: 673.54
6" INV.-OUT (NW) EL.: 673.21

SANITARY SEWER MANHOLE, SS-B
TOP EL.: 676.97
6" INV.-IN (SE) EL.: 672.47
6" INV.-OUT (NW) EL.: 672.39

SANITARY SEWER MANHOLE, SS-C
TOP EL.: 672.13
6" INV.-IN (SE) EL.: 666.62
6" INV.-OUT (NW) EL.: 666.16

SANITARY SEWER MANHOLE, SS-D
TOP EL.: 662.50
6" INV.-IN (SE) EL.: 655.97
6" INV.-OUT (N) EL.: 655.87

SANITARY SEWER MANHOLE, SS-E
TOP EL.: 651.08
6" INV.-IN (E) EL.: 641.13
6" INV.-OUT (N) EL.: 640.87

SANITARY SEWER MANHOLE, SS-F
TOP EL.: 603.61
6" INV.-IN (SE) EL.: 592.30
6" INV.-OUT (NW) EL.: 592.10

SANITARY SEWER MANHOLE, SS-G
TOP EL.: 597.11
6" "MEMPHIS T" INV.-IN (SW) EL.: 587.54
6" "MEMPHIS T" INV.-IN (SE) EL.: 587.15
6" INV.-OUT (NE) EL.: 582.59

SANITARY SEWER MANHOLE, SS-H
TOP EL.: 591.19
6" INV.-IN (SW) EL.: 580.73
6" INV.-OUT (N) EL.: 580.60

SANITARY SEWER MANHOLE, SS-I
TOP EL.: 589.37
6" INV.-IN (S) EL.: 579.48
6" INV.-OUT (N) EL.: 579.43

SANITARY SEWER MANHOLE, SS-J
TOP EL.: 575.33
6" INV.-IN (SE) EL.: 564.92
6" INV.-OUT (NW) EL.: 564.81

SANITARY SEWER MANHOLE, SS-K
TOP EL.: 572.47
6" INV.-IN (S) EL.: 562.62
30" INV.-IN (E)
30" INV.-OUT (W)
C/L INV. EL.: 561.27

SANITARY SEWER MANHOLE, SS-L
TOP EL.: 572.47
30" INV.-IN (E) EL.: 561.24
30" INV.-OUT (W) EL.: 561.11

SANITARY SEWER MANHOLE, SS-M
TOP EL.: 603.82
8" INV.-IN (SW) EL.: 598.53
8" INV.-OUT (NE) EL.: 598.41

SANITARY SEWER MANHOLE, SS-N
TOP EL.: 599.49
8" INV.-IN (SW) EL.: 596.24
8" INV.-IN (W) EL.: 594.37
8" INV.-OUT (E) EL.: 594.16

SANITARY SEWER MANHOLE, SS-O
TOP EL.: 599.12
8" "MEMPHIS T" INV.-IN (S) EL.: 595.92
8" INV.-IN (W) EL.: 592.48
8" INV.-OUT (E) EL.: 592.12

SANITARY SEWER MANHOLE, SS-P
TOP EL.: 632.46
6" INV.-IN (S) EL.: 628.57
8" INV.-IN (SW) EL.: 626.90
8" INV.-OUT (NE) EL.: 626.81

SANITARY SEWER MANHOLE, SS-Q
TOP EL.: 608.10
8" INV.-IN (SW) EL.: 602.86
8" INV.-OUT (NE) EL.: 602.66

SANITARY SEWER MANHOLE, SS-R
TOP EL.: 644.88
8" INV.-IN (S) EL.: 641.48
8" INV.-OUT (W) EL.: 641.36

SANITARY SEWER MANHOLE, SS-S
TOP EL.: 653.43
6" INV.-IN (S) EL.: 647.11
8" INV.-OUT (NE) EL.: 646.78

STORM DRAIN SCHEDULE

STORM DRAIN GRATE INLET, SD-1
TOP EL.: 667.12
15" INV.-OUT (N) EL.: 664.12

STORM DRAIN JUNCTION BOX, SD-2
TOP EL.: 662.59
15" INV.-IN (S) EL.: 656.54
15" INV.-OUT (NE) EL.: 656.24

STORM DRAIN GRATE INLET, SD-3
TOP EL.: 585.71
42" INV.-IN (SE) EL.: 579.90
48" ARCH INV.-OUT (NW) EL.: 579.72

STORM DRAIN GRATE INLET, SD-4
TOP EL.: 583.64
48" ARCH INV.-IN (SE) EL.: 578.39
48" ARCH INV.-OUT (NW) EL.: 578.03

STORM DRAIN JUNCTION BOX, SD-5
TOP EL.: 667.02
18" INV.-IN (SE) EL.: 660.59
18" INV.-OUT (SW) EL.: 660.37

STORM DRAIN AREA INLET, SD-6
TOP EL.: 669.57
18" INV.-IN (SE) EL.: 664.90
18" INV.-OUT (NW) EL.: 664.86

STORM DRAIN DOUBLE-WING INLET, SD-7
TOP EL.: 660.72
18" INV.-IN (SE) EL.: 655.05
24" INV.-OUT (NE) EL.: 654.54

STORM DRAIN GRATE INLET, SD-8
TOP EL.: 662.30
24" INV.-IN (SW) EL.: 653.76
24" INV.-OUT (NW) EL.: 653.55

STORM DRAIN JUNCTION BOX, SD-9
TOP EL.: 591.89
42" INV.-IN (SE) EL.: 586.22
42" INV.-OUT (NW) EL.: 580.75

STORM DRAIN JUNCTION BOX, SD-10
TOP EL.: 658.57
24" INV.-IN (NE) EL.: 653.06
24" INV.-OUT (W) EL.: 646.87

ALABAMA
LICENSED
(No. 23346
PROFESSIONAL
LAND
SURVEYOR
ARTHUR R. NETTLES

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TTM	TRC/DMC	B12223.02

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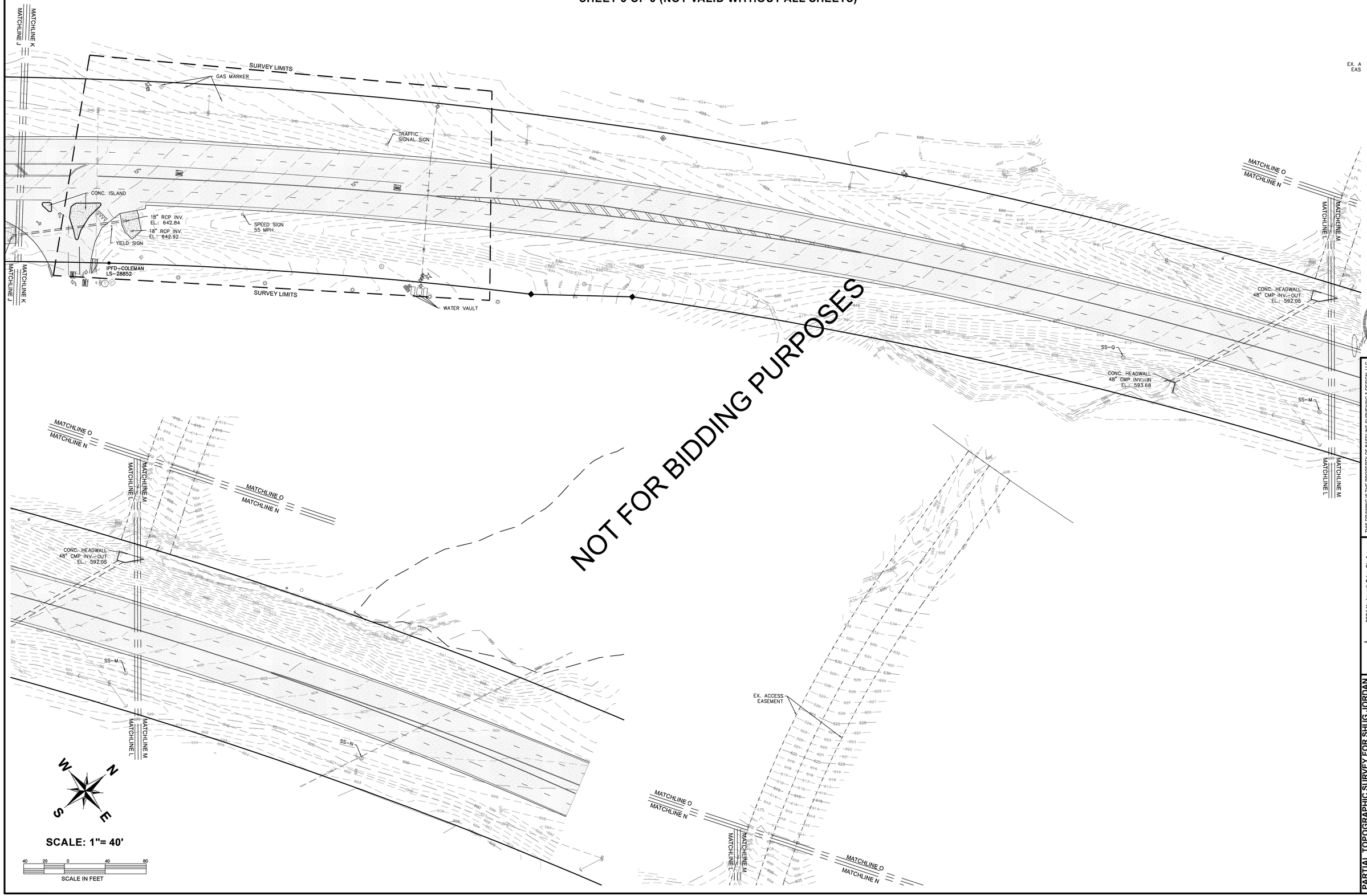
SEC. 13 T 19 N Rg 25 E
AUBURN LEE COUNTY ALABAMA
SCALE : 1"=300' JUNE 10, 2024
ARTHUR R. NETTLES, AL. P.L.S. REG. NO. 23346
ALABAMA CERT. OF AUTH. CA. NO. 922

PARTIAL TOPOGRAPHIC SURVEY FOR SHUG JORDAN PARKWAY & NORTH DONAHUE DRIVE TO SAUGAHATCHEE CREEK

SHEET 5 OF 6 (NOT VALID WITHOUT ALL SHEETS)



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PARTIAL TOPOGRAPHIC SURVEY FOR SHUG JORDAN PARKWAY & NORTH DONAHUE DRIVE TO SAUGAHATCHEE CREEK

SHEET 6 OF 6 (NOT VALID WITHOUT ALL SHEETS)





SCALE: 1"= 40'



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PARTIAL TOPOGRAPHIC SURVEY FOR SHUG JORDAN PARKWAY & NORTH DONAHUE DRIVE TO SAUGAHATCHEE CREEK
SEC. 13 T 19 N Rg 25 E
AUBURN LEE COUNTY ALABAMA
SCALE : 1"=300' JUNE 10, 2024
ARTHUR R. NETTLES, AL. P.L.S. REG. NO. 23346
ALABAMA CERT. OF AUTH. CA. NO. 922



PLAN LEGEND

PRESENT R.O.W

PROPOSED R.O.W

0 100 200

SCALE: 1"=100'

KADRE ENGINEERING

PROJECT NO. 24052

2447 ALTON ROAD, STE 101
BIRMINGHAM, AL 35210
CONTACT: Lee Tharp
Tel + 334.315.0239

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ENGINEERING SERVICES
171 N. ROSS STREET, SUITE 200
AUBURN, ALABAMA 36830
PHONE: (334) 501-3000; FAX: (334) 501-7294

AUBURN

ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRYAN LAMAR 6/12/26

GEOMETRIC LAYOUT - N. DONAHUE DRIVE STA 0+00 - 30+00

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

REVISIONS

NO.	CHECK	DATE	DESCRIPTION

DRAWN WCW

CHECKED BLH

DATE 06/12/2026

SCALE 1" = 100'

SHEET NO. C1.0



KADRE ENGINEERING
2447 ALTON ROAD, STE 101
BIRMINGHAM, AL 35210
CONTACT: Eric Hall
Tel: 334.315.0239

PROJECT NO. 24102

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REVISIONS			
NO.	CHECK	DATE	DESCRIPTION

DRAWN: WCW
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DATE: 06/12/2026
SCALE: 1" = 100'
SHEET NO.: C1.1

GEOMETRIC LAYOUT - N. DONAHUE DRIVE STA 30+00 - 60+00

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

ALABAMA LICENSED PROFESSIONAL ENGINEER No. 30400 — 6/12/26

AUBURN
ENGINEERING SERVICES
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KADRE ENGINEERING

PROJECT NO. 24052

2447 ALTON ROAD, STE 101
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AUBURN

ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRIAN LAMAR
6/12/26

GEOMETRIC LAYOUT - N. DONAHUE DRIVE
STA 60+00 - 69+00

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

REVISIONS

NO.	CHECK	DATE	DESCRIPTION

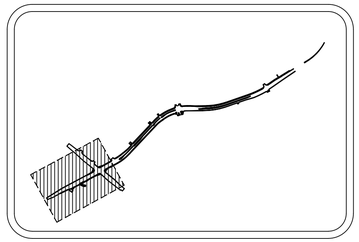
DRAWN WCW

CHECKED BLH

DATE 06/12/2026

SCALE 1" = 100'

SHEET NO. C1.2



SITE KEY MAP
N.T.S.

KADRE ENGINEERING
PROJECT NO. 24052
2447 ALTON ROAD, STE 101
BIRMINGHAM, AL 35210
CONTACT: Lee Tharp
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AUBURN

ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRANDON L. HARRIS LAMAR
06/12/26

MATCHLINE (SEE SHEET C2.6)

MATCHLINE (SEE SHEET C2.1)

AL-147 CENTERLINE

SHUG JORDAN PKWY AL-147 POSTED SPEED LIMIT: 55 MPH MILE POST: 5.34

1673 SHUG JORDAN PKWY STA = 2+98.93

TIGERS DEN 2 STA = 6+40.02

SEE SHEET C2.6 FOR DETAILED PROTECTED INTERSECTION CORNER INFORMATION

STA=12+91.21 OFFSET=42.00' LT
STA=13+19.55 OFFSET=42.00' LT
STA=13+22.34 OFFSET=42.00' LT
STA=13+90.32 OFFSET=42.00' RT
STA=13+66.45 OFFSET=42.00' RT

STA=0+36.26
STA=3+61.97
REQD TURN LN TRANSITION (0' - 12')

STA=0+36.26 OFFSET=20.35' LT
STA=3+61.97 OFFSET=36.00' LT
STA=4+22.08 OFFSET=36.12' LT
PRESENT R.O.W.

CONSTRUCTION EASEMENT

SEE BIKE LANE TRANSITION INSERT 1THIS SHEET

SEE SHEET C2.6 FOR DETAILED PROTECTED INTERSECTION CORNER INFORMATION

STA=11+25.44 OFFSET=29.98' LT
STA=10+99.55 OFFSET=30.00' LT
CONCRETE SIDEWALK

STA=9+79.59 OFFSET=38.00' LT
STA=9+67.67 OFFSET=38.00' LT
STA=9+42.67 OFFSET=36.00' LT

STA=9+79.59 OFFSET=30.00' LT

40' BIT PVMT
84' BIT PVMT

N DONAHUE DRIVE

BEGIN WORK STA=0+00.00

STA=2+90.40 OFFSET=31.76' RT TIE TO EXISTING SIDEWALK (STA=2+88.79)

CONCRETE SIDEWALK

PROPOSED R.O.W.

STA=4+54.92 OFFSET=40.43' RT
STA=3+60.42 OFFSET=35.95' RT
ADA RAMP (MODIFIED TYPE 1A: PARALLEL CORNER PER ALDOT SW-618)
PEDSTRIAN CROSSWALK (9' WIDE CONCRETE PAVING)

WALMART DRIVE 1 STA = 5+19.27

STA=4+81.84 OFFSET=60.00' RT
STA=7+34.35 OFFSET=60.00' RT
STA=5+91.40 OFFSET=56.99' RT
ADA RAMP (MODIFIED TYPE 1A: PARALLEL CORNER PER ALDOT SW-618) CONCRETE TRAFFIC ISLAND PER ALDOT 623-N SPEC
PEDSTRIAN CROSSWALK (11' WIDE CONCRETE PAVING)

WALMART DRIVE 2 STA = 7+73.49

ADA RAMP (MODIFIED TYPE 1A: PARALLEL CORNER PER ALDOT SW-618)

CONSTRUCTION EASEMENT

STA=8+31.54 OFFSET=49.27' RT
STA=9+10.22 OFFSET=54.00' RT
STA=9+10.22 OFFSET=61.50' RT
STA=8+98.62 OFFSET=61.50' RT
SEE BIKE LANE TRANSITION INSERT 2 THIS SHEET

CONCRETE SIDEWALK

STA=11+37.25 OFFSET=54.11' RT
STA=11+70.92 OFFSET=54.00' RT
STA=11+75.27 OFFSET=54.00' RT
STA=12+03.03 OFFSET=54.00' RT

SEE SHEET C2.6 FOR DETAILED PROTECTED INTERSECTION CORNER INFORMATION

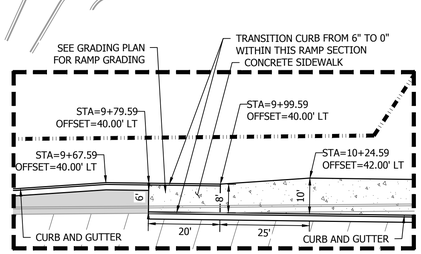
AL-147 CENTERLINE

SHUG JORDAN PKWY

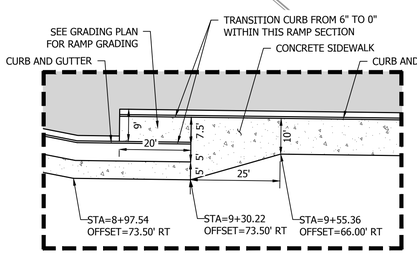
NOT FOR BIDDING PURPOSES

MATCHLINE (SEE SHEET C2.6)

SPECIAL NOTES:
1. ALL EXISTING ENTRANCES LOCATED WITHIN SHUG JORDAN PKWY ROW MUST REMAIN OPEN AT ALL TIMES THROUGHOUT THE DURATION OF CONSTRUCTION.
2. WHEN WORKERS ARE NOT PRESENT, THE WEDGE FOR TEMPORARY TRAFFIC CONTROL BARRELS MUST BE MAINTAINED.
3. ALL ADA RAMPS SHALL BE PER ALDOT STANDARD DRAWING SW-618 AND MUST MEET THE LATEST VERSION OF ADA STANDARDS.
4. DETECTABLE WARNING SURFACES SHALL BE PLACED AT ALL RAMP AND SIDEWALKS ENTERING ROADWAY LOCATIONS PER ALDOT STANDARDS AND STANDARD DRAWING SW-618.



BIKE LANE TRANSITION INSERT 1
SCALE 1" = 20'



BIKE LANE TRANSITION INSERT 2
SCALE 1" = 20'

PLAN LEGEND
- REQ'D FULL DEPTH ASPHALT PAVING
- REQ'D CONCRETE SIDEWALK
- REQ'D 1" MILL AND ASPHALT OVERLAY
- REQ'D FULL DEPTH CONCRETE PAVING
- PRESENT R.O.W.
- PROPOSED R.O.W.
- CONSTRUCTION EASEMENT

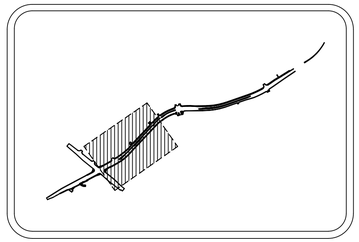
0 50 100
SCALE: 1"=50'

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

PAVING LAYOUT - N. DONAHUE DRIVE
STA 0+00 - 14+00

REVISIONS	NO.	CHECK	DATE	DESCRIPTION

DRAWN: WCW
CHECKED: BLH
DATE: 06/12/2026
SCALE: 1" = 50'
SHEET NO.: C2.0



SITE KEY MAP
N.T.S.

KADRE ENGINEERING
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AUBURN

ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRANDON LEE HARP LAMAR
06/12/26

MATCHLINE (SEE SHEET C2.0)

MATCHLINE (SEE SHEET C2.2)

NOT FOR BIDDING PURPOSES

N DONAHUE DRIVE

SHUG JORDAN PKWY

GUARDRAIL PER ALDOT GR-630S WITH END ANCHORS PER GA-630-8
STA=15+54.51
OFFSET=42.00' LT

ADA RAMP (MODIFIED TYPE 1A: PARALLEL CORNER PER ALDOT SW-618)

CONCRETE SIDEWALK

TIGERS DEN 1
STA = 16+17.74

PROPOSED R.O.W.

ADA RAMP (MODIFIED TYPE 1A: PARALLEL CORNER PER ALDOT SW-618)

PRESENT R.O.W.

STA=16+68.28
OFFSET=48.00' LT

STA=16+72.17
OFFSET=48.00' LT

STA=17+62.55
OFFSET=6.00' LT

STA=18+64.09
OFFSET=48.00' LT

STA=18+64.09
OFFSET=6.00' LT

STA=18+64.09

REQD TURN LN TRANSITION (0' - 12')

STA=20+18.93

STA=20+18.93
OFFSET=36.00' LT

STA=20+18.93
OFFSET=6.00' LT

STA=19+82.46
OFFSET=6.00' LT

STA=19+55.95
OFFSET=41.04' LT

STA=19+55.95
OFFSET=6.00' LT

ADA RAMP (MODIFIED TYPE 1A: PARALLEL CORNER PER ALDOT SW-618)

STA=21+00.10
OFFSET=6.00' LT

STA=20+89.33
OFFSET=36.00' LT

DONAHUE CROSSING 1
STA = 21+32.33

TURN-LANE ISLAND CUT-THROUGH OPENING PER ALDOT SW-618 (TYP)

CONSTRUCTION EASEMENT

ADA RAMP (MODIFIED TYPE 1A: PARALLEL CORNER PER ALDOT SW-618)

STA=21+73.33
OFFSET=36.00' LT

PRESENT R.O.W.

CONCRETE SIDEWALK

ADA RAMP (MODIFIED TYPE 1A: PARALLEL CORNER PER ALDOT SW-618)

STA=27+43.00
OFFSET=6.00' LT

TURN-LANE ISLAND CUT-THROUGH OPENING PER ALDOT SW-618 (TYP)

ADA RAMP (MODIFIED TYPE 1A: PARALLEL CORNER PER ALDOT SW-618)

DONAHUE CROSSING 2
STA = 27+20.42

STA=26+93.19
OFFSET=6.00' LT

STA=26+93.19
OFFSET=0.00' T

CONCRETE GORE PAVING PER ALDOT 623-N SPEC

STA=24+28.42
OFFSET=0.00' RT

STA=23+28.42
OFFSET=12.00' RT

STA=27+54.19
OFFSET=12.00' RT

STA=21+67.28
OFFSET=12.00' RT

STA=21+51.22
OFFSET=6.00' LT

CONCRETE GORE PAVING PER ALDOT 623-N SPEC

CONCRETE SIDEWALK

STA=20+26.78
OFFSET=0.00' RT

STA=20+26.78
OFFSET=42.00' RT

STA=21+00.10
OFFSET=0.00' RT

PROPOSED R.O.W.

CONSTRUCTION EASEMENT

PRESENT R.O.W.

STA=19+55.95
OFFSET=0.00' RT

STA=19+56.55
OFFSET=43.41' RT

STA=18+64.28
OFFSET=0.00' RT

STA=17+66.02
OFFSET=17.20' RT

CONCRETE GORE PAVING PER ALDOT 623-N SPEC

STA=17+25.93
OFFSET=48.00' RT

MAINLINE TRANSITION (96' - 78')

STA=17+25.93

STA=20+26.78

STA=15+02.94
OFFSET=48.48' RT

STA=15+21.37
OFFSET=48.00' RT

STA=15+02.82
OFFSET=42.00' RT

STA=16+72.17
OFFSET=48.00' RT

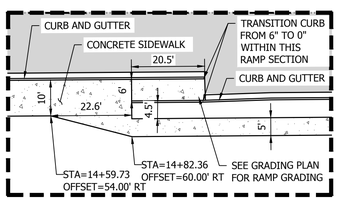
CONCRETE SIDEWALK

SEE SHEET C2.6 FOR DETAILED PROTECTED INTERSECTION CORNER INFORMATION

SEE BIKE LANE TRANSITION INSERT 3 THIS SHEET

96' BIT PVMT

78' BIT PVMT



BIKE LANE TRANSITION INSERT 3
SCALE 1" = 20'

PLAN LEGEND

- REQ'D FULL DEPTH ASPHALT PAVING
- REQ'D CONCRETE SIDEWALK
- REQ'D 1" MILL AND ASPHALT OVERLAY
- REQ'D FULL DEPTH CONCRETE PAVING
- PRESENT R.O.W.
- PROPOSED R.O.W.
- CONSTRUCTION EASEMENT

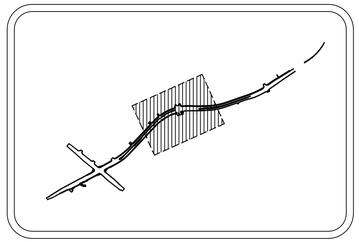
0 50 100
SCALE: 1"=50'

PAVING LAYOUT - N. DONAHUE DRIVE
STA 14+00 - 28+00

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

REVISIONS			
NO.	CHECK	DATE	DESCRIPTION

DRAWN: WCW
CHECKED: BLH
DATE: 06/12/2026
SCALE: 1" = 50'
SHEET NO.: C2.1



SITE KEY MAP
N.T.S.

MATCHLINE (SEE SHEET C2.1)

MATCHLINE (SEE SHEET C2.3)

NOT FOR BIDDING PURPOSES

DONAHUE CROSSING 2
STA = 27+20.42

GOLF TEACHING FACILITY
STA = 29+56.02

YARBROUGH FARMS BLVD
STA = 33+69.96

CONCRETE GORE PAVING PER ALDOT 623-N SPEC
STA=29+22.23
OFFSET=36.00' LT

STA=29+23.22
OFFSET=6.00' LT

CONCRETE SIDEWALK

ADA RAMP (MODIFIED TYPE 1A: PARALLEL CORNER PER ALDOT SW-618)

STA=29+89.80
OFFSET=36.00' LT

STA=30+04.52
OFFSET=6.00' LT

PRESENT R.O.W.

ADA RAMP (CORNER COMBINATION RAMP)

CONCRETE GORE PAVING PER ALDOT 623-N SPEC
STA=32+81.16
OFFSET=36.00' LT

CONCRETE SIDEWALK

STA=32+83.48
OFFSET=6.00' LT

STA=32+85.33
OFFSET=2.86' RT

ADA RAMP (MODIFIED TYPE 2: BLENDED CORNER PER ALDOT SW-618)
STA=34+59.98
OFFSET=48.00' LT

STA=32+53.41
OFFSET=2.19' RT

90' BIT PVMT

STA=30+82.17
OFFSET=0.00' RT

STA=31+50.00
OFFSET=0.00' RT

STA=35+53.46
OFFSET=48.00' LT

STA=36+23.97

REQD TURN LN TRANSITION (0' - 12')

STA=37+88.97

STA=36+23.97
OFFSET=48.00' LT

STA=37+88.98
OFFSET=36.00' LT

96' BIT PVMT

N DONAHUE DRIVE

84' BIT PVMT

STA=29+24.47
OFFSET=0.00' RT

STA=29+69.44
OFFSET=54.00' RT

STA=30+03.55
OFFSET=9.83' RT

CONCRETE SIDEWALK

STA=32+53.41
OFFSET=56.20' RT

STA=31+49.40
OFFSET=54.00' RT

MAINLINE TRANSITION (90' - 92.20')

CONCRETE GORE PAVING PER ALDOT 623-N SPEC

CONSTRUCTION EASEMENT

PROPOSED R.O.W.

STA=28+17.74
OFFSET=0.00' RT

STA=28+17.74
OFFSET=41.99' RT

REQD TURN LN TRANSITION (0' - 12')

STA=29+69.44

STA=28+12.98
OFFSET=36.00' LT

STA=28+12.98
OFFSET=6.00' LT

STA=28+17.74

STA=31+49.40

STA=32+53.41

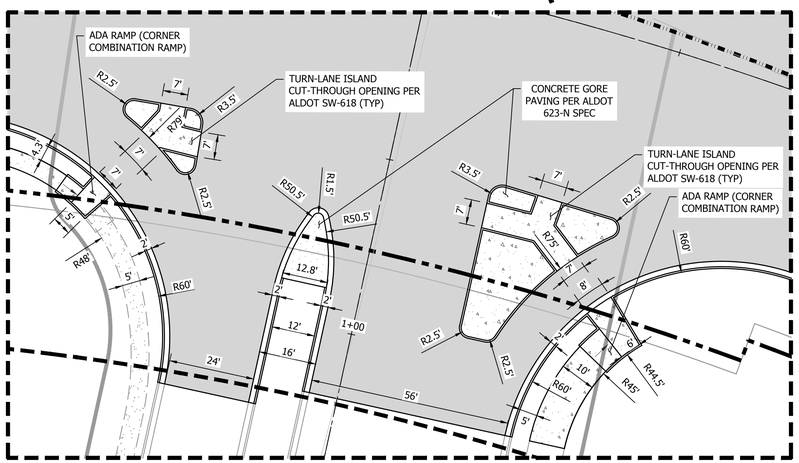
AUBURN HIGH SCHOOL ENTRANCE INSERT THIS SHEET

AUBURN HIGH SCHOOL
STA = 33+77.16
CONTRACTOR MUST COORDINATE CONNECTION WITH HIGH SCHOOL CONTRACTOR

STA=35+53.46
OFFSET=48.00' RT

STA=35+03.42
OFFSET=48.00' RT

AUBURN HIGH SCHOOL
(CURRENTLY UNDER CONSTRUCTION)



AUBURN HIGH SCHOOL ENTRANCE INSERT
SCALE 1" = 20'

PLAN LEGEND

- REQ'D FULL DEPTH ASPHALT PAVING
- REQ'D CONCRETE SIDEWALK
- REQ'D 1" MILL AND ASPHALT OVERLAY
- REQ'D FULL DEPTH CONCRETE PAVING
- PRESENT R.O.W.
- PROPOSED R.O.W.
- CONSTRUCTION EASEMENT

0 50 100
SCALE: 1"=50'

KADRE ENGINEERING
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AUBURN

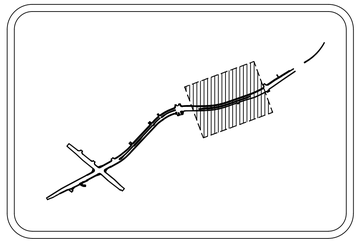
ALABAMA LICENSED PROFESSIONAL ENGINEER
No. 30400
BRIAN LAMAR
06/12/26

PAVING LAYOUT - N. DONAHUE DRIVE
STA 28+00 - 38+00

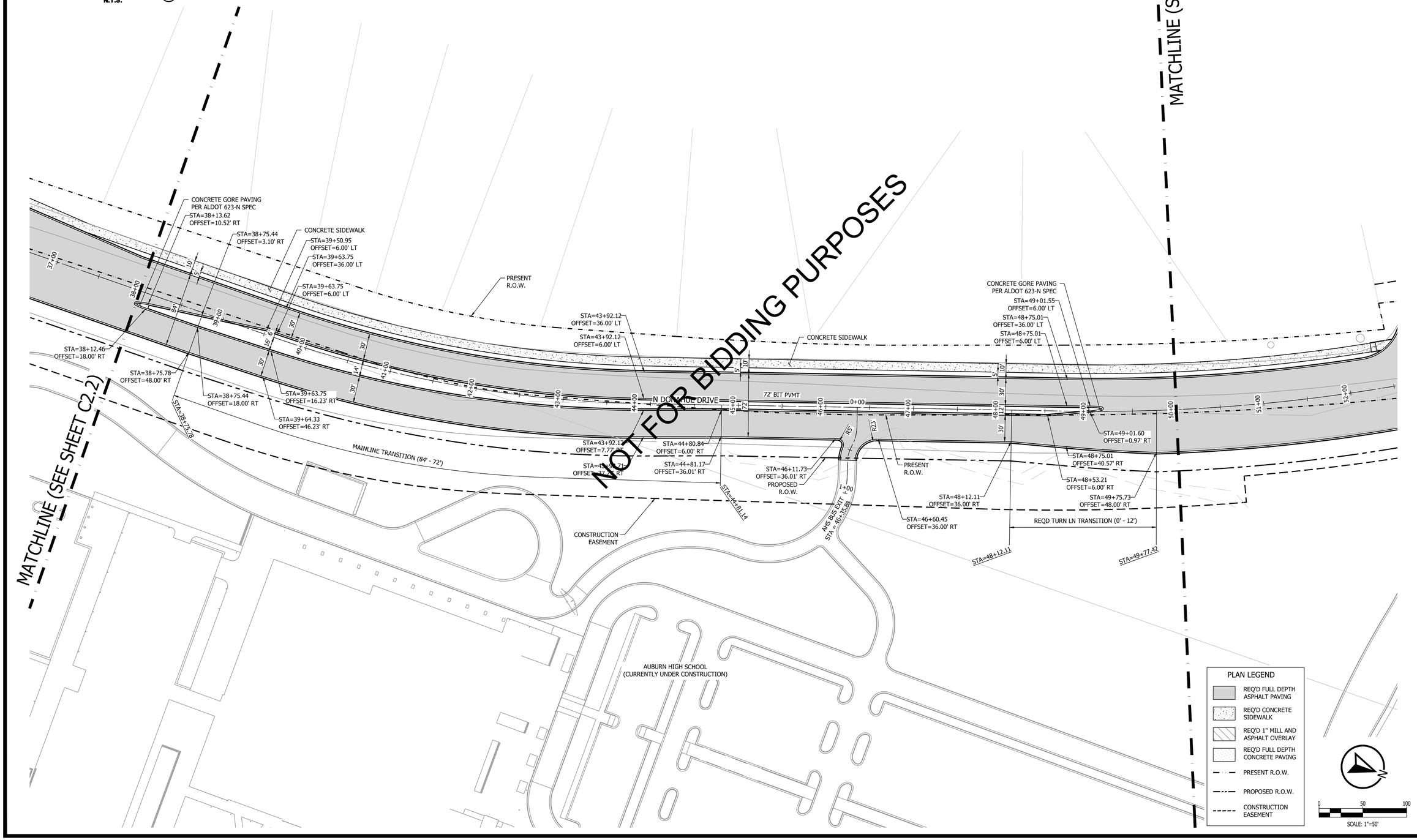
CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

REVISIONS			
NO.	DESCRIPTION	DATE	CHECK

DRAWN: WCW
CHECKED: BLH
DATE: 06/12/2026
SCALE: 1" = 50'
SHEET NO.: C2.2



SITE KEY MAP
N.T.S.



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ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRIAN LAMAR 6/12/26

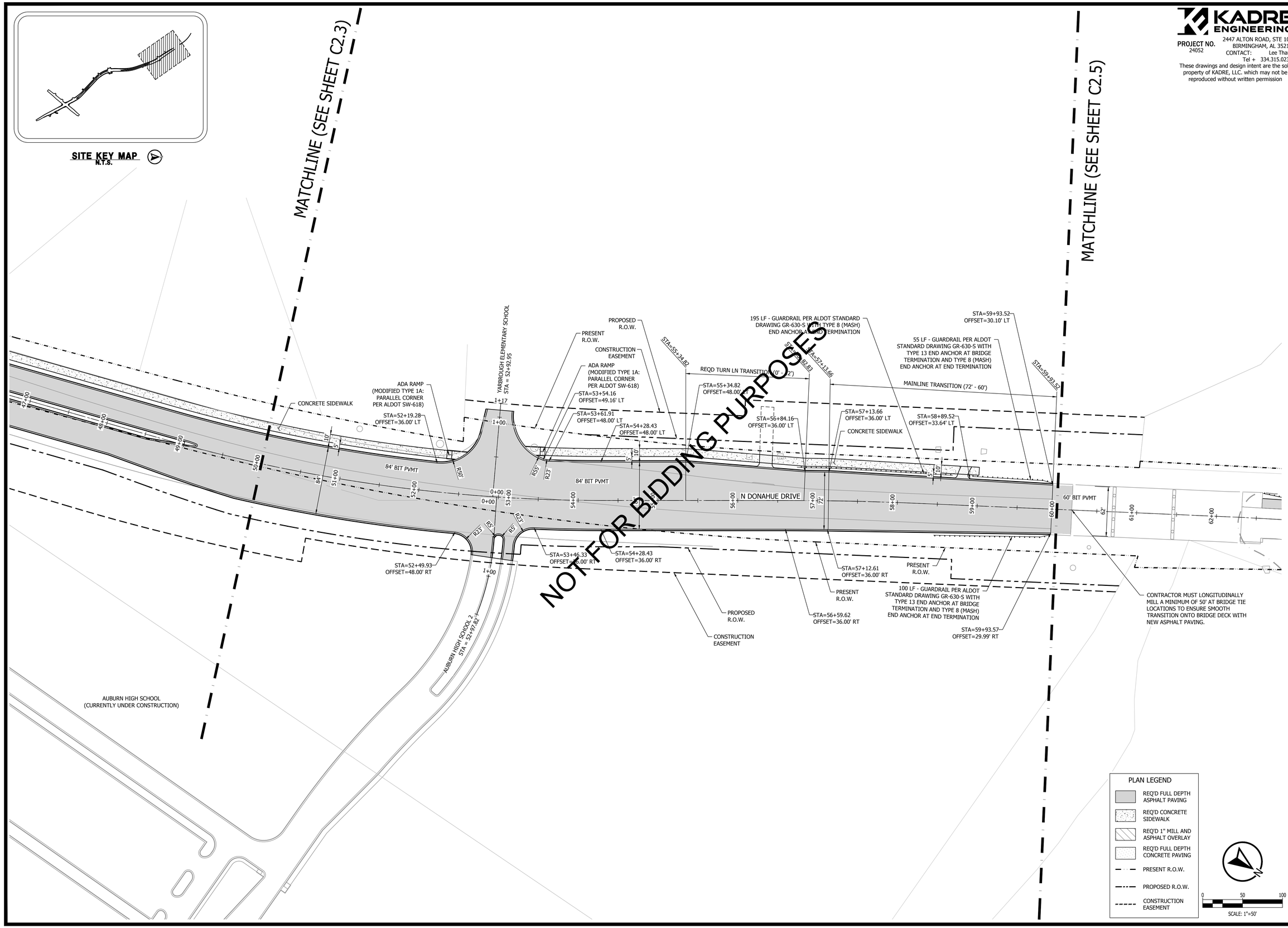
PAVING LAYOUT - N. DONAHUE DRIVE
STA 38+00 - 50+00

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

REVISIONS

NO.	CHECK	DATE	DESCRIPTION

DRAWN: WCW
CHECKED: BLH
DATE: 06/12/2026
SCALE: 1" = 50'
SHEET NO. C2.3



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AUBURN

ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRIAN LAMAR HARRIS 6/12/26

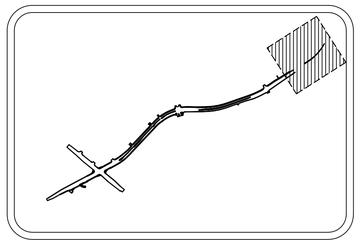
PAVING LAYOUT - N. DONAHUE DRIVE
STA 50+00 - 60+00

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

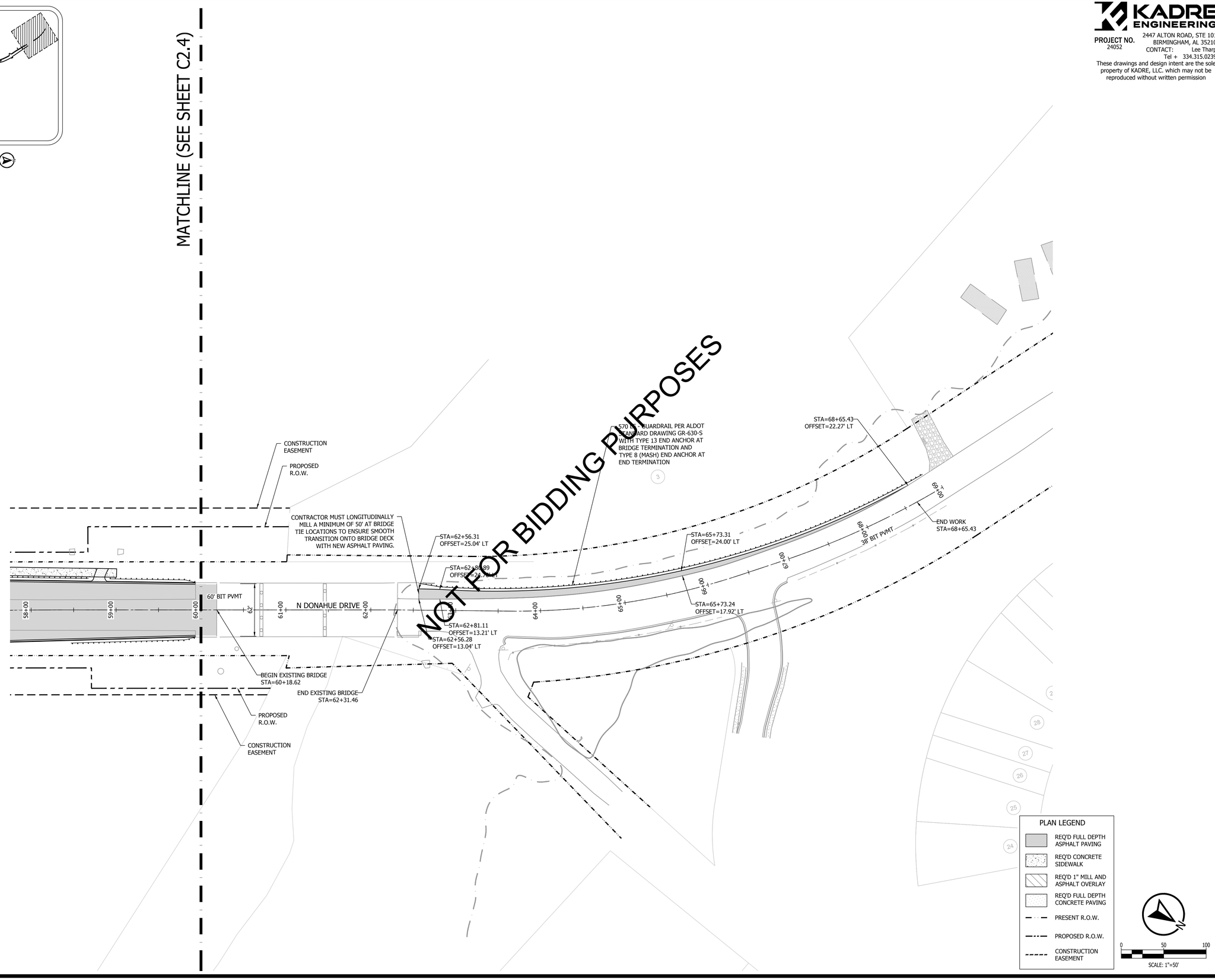
REVISIONS

NO.	CHECK	DATE	DESCRIPTION

DRAWN WCW
CHECKED BLH
DATE 06/12/2026
SCALE 1" = 50'
SHEET NO. C2.4



SITE KEY MAP
N.T.S.



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AUBURN

ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRIAN LAMAR
6/12/26

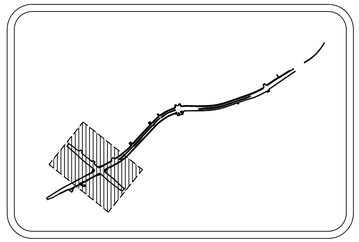
PAVING LAYOUT - N. DONAHUE DRIVE
STA 60+00 - 69+00

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

REVISIONS

NO.	CHECK	DATE	DESCRIPTION

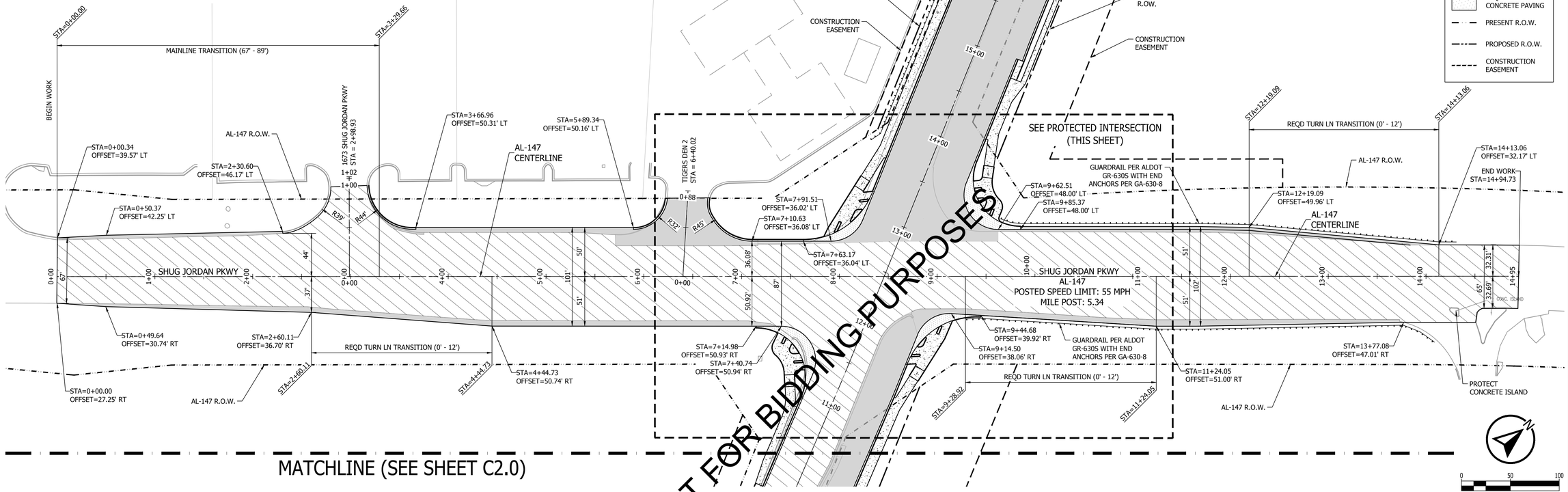
DRAWN: WCW
CHECKED: BLH
DATE: 06/12/2026
SCALE: 1" = 50'
SHEET NO.: C2.5



SPECIAL NOTES:
1. ALL EXISTING ENTRANCES LOCATED WITHIN SHUG JORDAN PKWY ROW MUST REMAIN OPEN AT ALL TIMES THROUGHOUT THE DURATION OF CONSTRUCTION.
2. WHEN WORKERS ARE NOT PRESENT, THE WEDGE FOR TEMPORARY TRAFFIC CONTROL BARRELS MUST BE MAINTAINED.

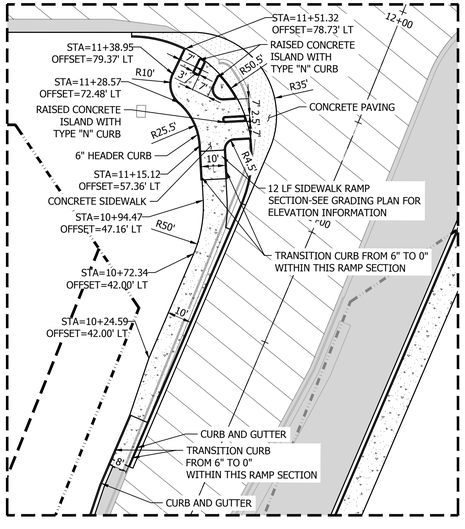
SITE KEY MAP
N.T.S.

MATCHLINE (SEE SHEET C2.1)

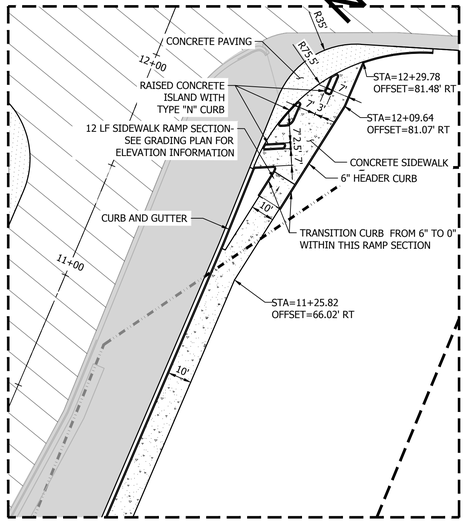


MATCHLINE (SEE SHEET C2.0)

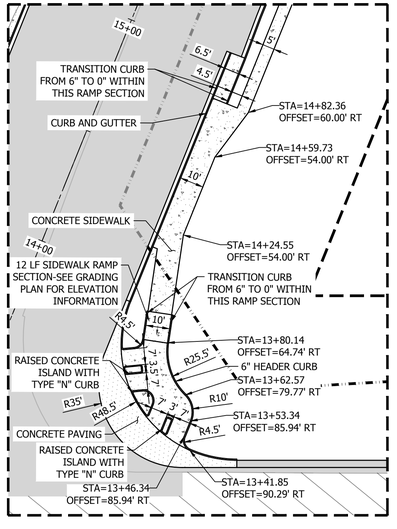
NOT FOR BIDDING PURPOSES



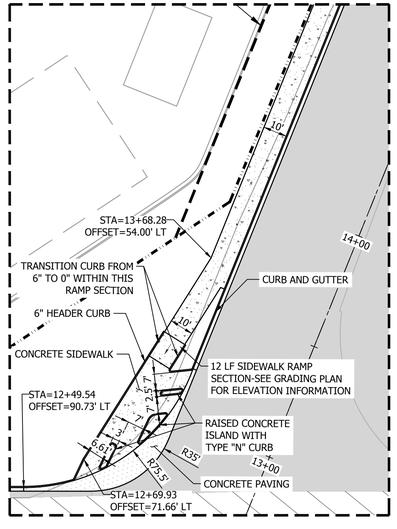
PROTECTED INTERSECTION (SE CORNER)
SCALE 1" = 30'



PROTECTED INTERSECTION (NE CORNER)
SCALE 1" = 30'



PROTECTED INTERSECTION (NW CORNER)
SCALE 1" = 30'



PROTECTED INTERSECTION (SW CORNER)
SCALE 1" = 30'

0 50 100
SCALE: 1"=50'

PLAN LEGEND
- REQ'D FULL DEPTH ASPHALT PAVING
- REQ'D CONCRETE SIDEWALK
- REQ'D 1" MILL AND ASPHALT OVERLAY
- REQ'D FULL DEPTH CONCRETE PAVING
- PRESENT R.O.W.
- PROPOSED R.O.W.
- CONSTRUCTION EASEMENT

KADRE ENGINEERING
PROJECT NO. 24052
2447 ALTON ROAD, STE 101
BIRMINGHAM, AL 35210
CONTACT: Lee Tharp
Tel + 334.315.0239

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ENGINEERING SERVICES
171 N. ROSS STREET, SUITE 200
AUBURN, ALABAMA 36830
PHONE: (334) 501-3000; FAX: (334) 501-7294

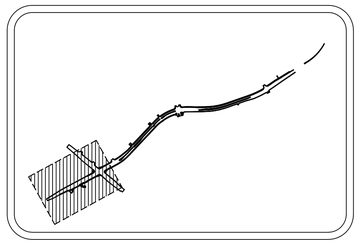
AUBURN

ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRENT L. LAMAR 12/26

PAVING LAYOUT - SHUG JORDAN PKWY
CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

REVISIONS	DESCRIPTION	DATE	CHECK
NO.			

DRAWN: WCW
CHECKED: BLH
DATE: 06/12/2026
SCALE: 1" = 50'
SHEET NO.: C2.6



SITE KEY MAP
N.T.S.

SPECIAL NOTES:
1. ALL EXISTING ENTRANCES LOCATED WITHIN SHUG JORDAN PKWY ROW MUST REMAIN OPEN AT ALL TIMES THROUGHOUT THE DURATION OF CONSTRUCTION.
2. WHEN WORKERS ARE NOT PRESENT, THE WEDGE FOR TEMPORARY TRAFFIC CONTROL BARRELS MUST BE MAINTAINED.

STRIPING LEGEND

A	CL 2 TY A 5" SOLID WHITE TRAFFIC STRIPE
B	CL 2 TY A 5" BROKEN WHITE TRAFFIC STRIPE
C	CL 2 TY A 5" DOTTED WHITE TRAFFIC STRIPE
D	CL 2 TY A 10" SOLID WHITE TRAFFIC MARKING
E	CL 2 TY A 24" WHITE TRAFFIC CONTROL MARKING
F	CL 2 TY A WHITE TRAFFIC CONTROL MARKING
G	CL 2 TY A WHITE TRAFFIC CONTROL LEGEND
H	CL 2 TY A WHITE TRAFFIC CONTROL LEGEND
I	CL 2 TY A 5" SOLID YELLOW TRAFFIC STRIPE
J	CL 2 TY A 5" DBL SOLID YELLOW TRAFFIC STRIPE
K	CL 2 TY A 5" BROKEN YELLOW STRIPE
L	CL 2 TY A 5" DOTTED YELLOW TRAFFIC STRIPE
M	CL 2 TY A 24" YELLOW TRAFFIC CONTROL MARKING
N	CL 2 TY A 24" GREEN TRAFFIC CONTROL MARKING
O	CL 2 TY A YELLOW TRAFFIC CONTROL MARKING (YIELD LINE)
P	CL 2 TY A 12" WHITE TRAFFIC CONTROL MARKING
Q	CL 2 TY A GREEN TRAFFIC CONTROL MARKING
R	CL 2 TY A SOLID GREEN SURFACING

SPECIAL NOTE:
1. RAISED PAVEMENT MARKERS (RPM) ARE REQUIRED AND SHALL BE INSTALLED PER ALDOT SPECIAL DRAWING NO. PM-705.
2. MARKING AND LEGEND STRIPING MUST BE PER ALDOT SPECIAL DRAWING TCM-703.

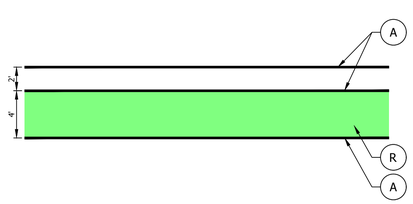
MATCHLINE (SEE SHEET C3.6)

MATCHLINE (SEE SHEET C3.1)

NOT FOR BIDDING PURPOSES

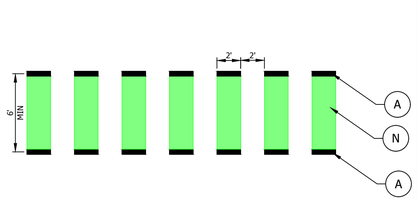
TAPER BIKE LANE 6' TO 3'
RELOCATE EXISTING BICYCLE WARNING SIGNS
R4-4 BEGIN RIGHT TURN LANE YIELD TO BIKES
TAPER BIKE LANE 3.4' TO 6'
W3-3
320' CENTERLINE LANE SHIFT TAPER
R3-17 R3-17BP
SOLID YELLOW TRAFFIC MARKINGS PER DETAIL
PRESENT R.O.W.
PROTECTED CROSSBIKE STRIPING PER DETAIL
CONSTRUCTION EASEMENT
SOLID YELLOW TRAFFIC MARKINGS PER DETAIL
SOLID WHITE TRAFFIC MARKINGS PER DETAIL
CONCRETE ISLAND
R1-1 W11-15 STOP
WALMART DRIVE 1 STA = 5+19.27
R5-2
R2-1 SPEED LIMIT 40
W4-2R
M4-5 M1-1 W1-6L TO AUBURN 85
PROPOSED R.O.W.
PROTECTED CROSSBIKE STRIPING PER DETAIL
WALMART DRIVE 2 STA = 7+73.48
CONSTRUCTION EASEMENT
PEDESTRIAN CROSSWALK PER DETAIL
PROTECTED CROSSBIKE STRIPING PER DETAIL
AL-147 CENTERLINE
1673 SHUG JORDAN PKWY STA = 2+98.93
TIGERS DEN 2 STA = 6+40.02
N DONAHUE DRIVE
108' TAPER
128' TAPER
130' TAPER
POSTED SPEED LIMIT: 55 MPH
MILE POST: 5.34
AL-147 SHUG JORDAN PKWY

SOLID GREEN SURFACING



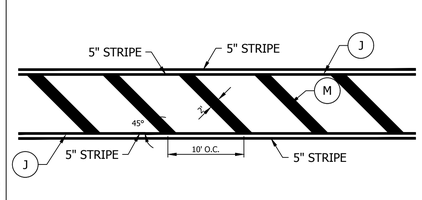
BIKE LANE STRIPING DETAIL

SOLID GREEN TRAFFIC CONTROL MARKINGS



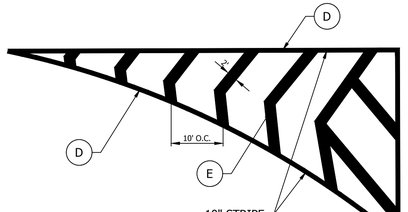
PROTECTED CROSSBIKE STRIPING DETAIL

SOLID YELLOW TRAFFIC CONTROL MARKINGS



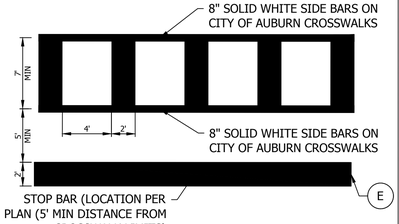
DETAIL FOR CENTER ISLAND WITH OPPOSITE DIRECTION TRAFFIC FLOWS

SOLID WHITE TRAFFIC CONTROL MARKINGS



DETAIL FOR ISLAND WITH SAME DIRECTION TRAFFIC FLOWS

SOLID WHITE TRAFFIC CONTROL MARKINGS



PEDESTRIAN CROSSWALK DETAIL

0 50 100
SCALE: 1"=50'

KADRE ENGINEERING
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Tel + 334.315.0239

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PHONE: (334) 501-3000; FAX: (334) 501-7294

AUBURN

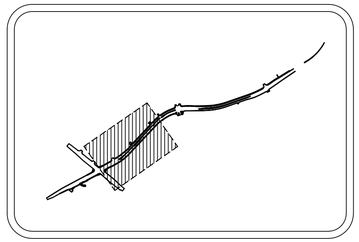
ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRANDON L. HALL LAMAR
06/12/26

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

STRIPING LAYOUT - N. DONAHUE DRIVE
STA 0+00 - 14+00

REVISIONS NO.	CHECK	DATE	DESCRIPTION

DRAWN: WCW
CHECKED: BLH
DATE: 06/12/2026
SCALE: 1" = 50'
SHEET NO.: C3.0

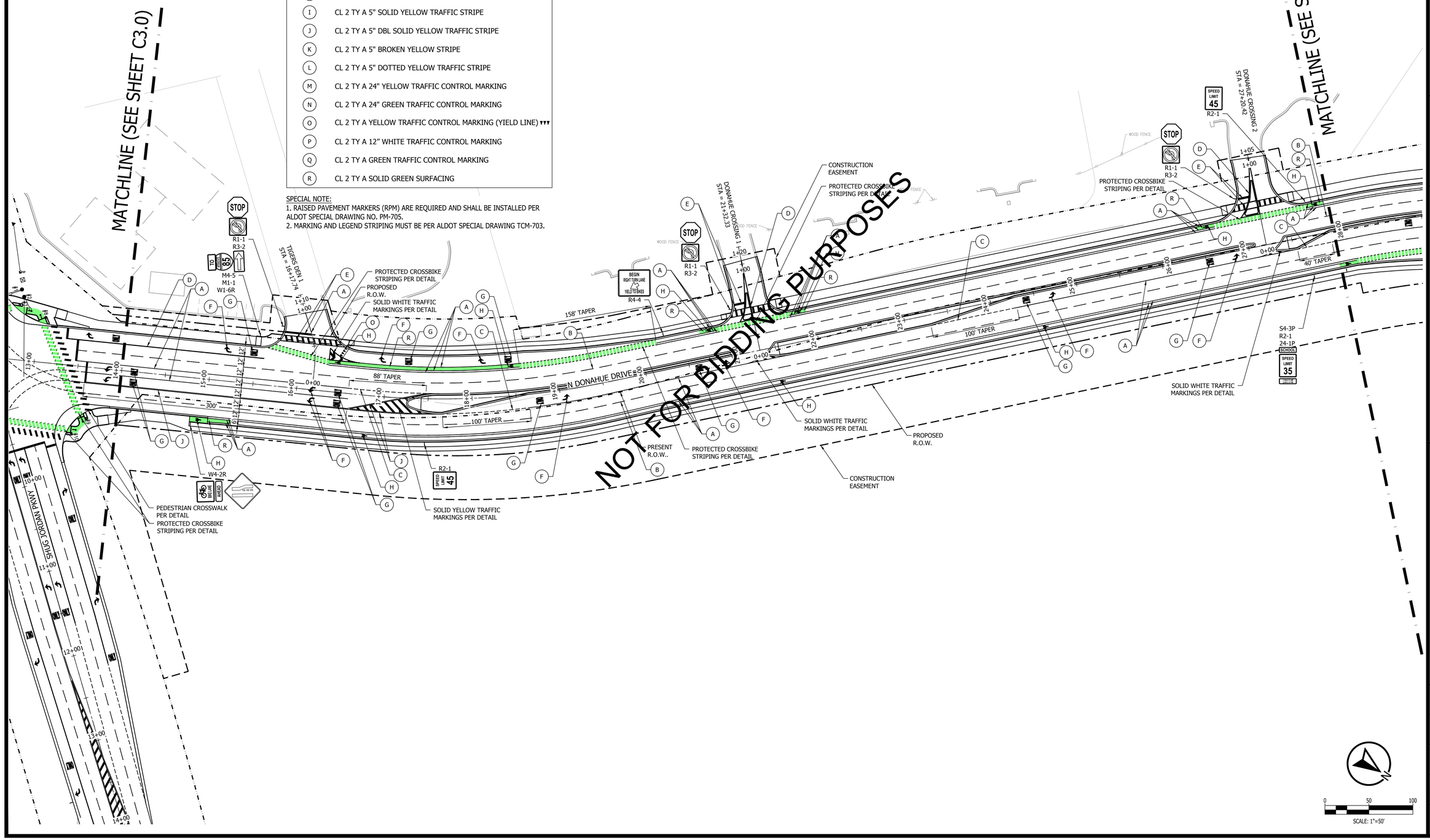


SITE KEY MAP
N.T.S.

STRIPING LEGEND

A	CL 2 TY A 5" SOLID WHITE TRAFFIC STRIPE
B	CL 2 TY A 5" BROKEN WHITE TRAFFIC STRIPE
C	CL 2 TY A 5" DOTTED WHITE TRAFFIC STRIPE
D	CL 2 TY A 10" SOLID WHITE TRAFFIC MARKING
E	CL 2 TY A 24" WHITE TRAFFIC CONTROL MARKING
F	CL 2 TY A WHITE TRAFFIC CONTROL MARKING
G	CL 2 TY A WHITE TRAFFIC CONTROL LEGEND
H	CL 2 TY A WHITE TRAFFIC CONTROL LEGEND
I	CL 2 TY A 5" SOLID YELLOW TRAFFIC STRIPE
J	CL 2 TY A 5" DBL SOLID YELLOW TRAFFIC STRIPE
K	CL 2 TY A 5" BROKEN YELLOW STRIPE
L	CL 2 TY A 5" DOTTED YELLOW TRAFFIC STRIPE
M	CL 2 TY A 24" YELLOW TRAFFIC CONTROL MARKING
N	CL 2 TY A 24" GREEN TRAFFIC CONTROL MARKING
O	CL 2 TY A YELLOW TRAFFIC CONTROL MARKING (YIELD LINE)
P	CL 2 TY A 12" WHITE TRAFFIC CONTROL MARKING
Q	CL 2 TY A GREEN TRAFFIC CONTROL MARKING
R	CL 2 TY A SOLID GREEN SURFACING

SPECIAL NOTE:
1. RAISED PAVEMENT MARKERS (RPM) ARE REQUIRED AND SHALL BE INSTALLED PER ALDOT SPECIAL DRAWING NO. PM-705.
2. MARKING AND LEGEND STRIPING MUST BE PER ALDOT SPECIAL DRAWING TCM-703.



KADRE ENGINEERING
PROJECT NO. 24052
2447 ALTON ROAD, STE 101
BIRMINGHAM, AL 35210
CONTACT: Lee Tharp
Tel + 334.315.0239
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PHONE: (334) 501-3000; FAX: (334) 501-7294

AUBURN

ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER
LAMAR
6/12/26

STRIPING LAYOUT - N. DONAHUE DRIVE
STA 14+00 - 28+00

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

REVISIONS

NO.	CHECK	DATE	DESCRIPTION

DRAWN: WCW
CHECKED: BLH
DATE: 06/12/2026
SCALE: 1" = 50'
SHEET NO.: C3.1

SPECIAL NOTE:
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R	CL 2 TY A SOLID GREEN SURFACING

KADRE ENGINEERING
PROJECT NO. 24052
2447 ALTON ROAD, STE 101
BIRMINGHAM, AL 35210
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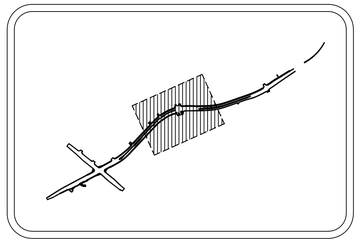
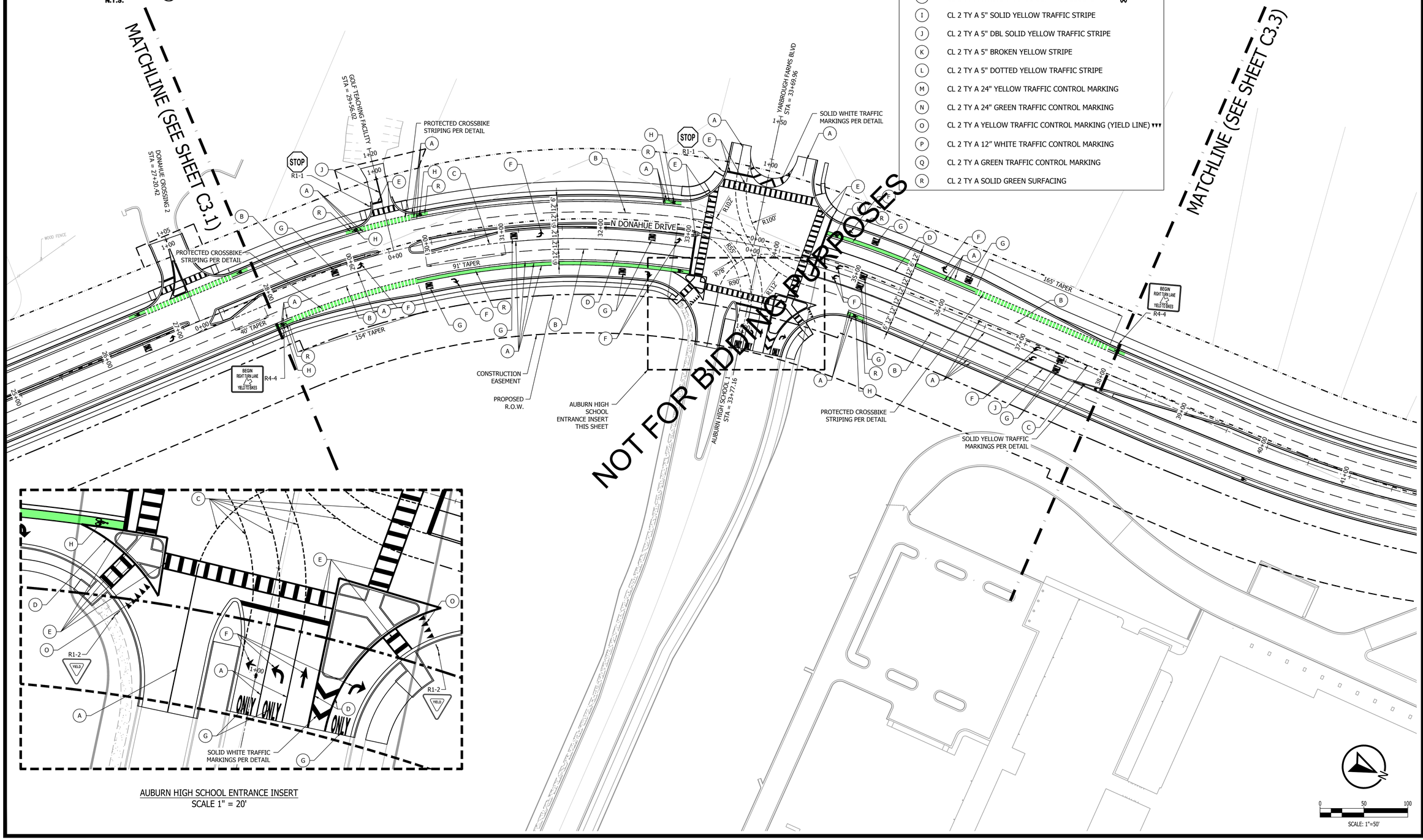


SITE KEY MAP
N.T.S.



AUBURN HIGH SCHOOL ENTRANCE INSERT
SCALE 1" = 20'

ENGINEERING SERVICES
171 N. ROSS STREET, SUITE 200
AUBURN, ALABAMA 36830
PHONE: (334) 501-3000; FAX: (334) 501-7294

AUBURN

ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRIAN LAMAR
6/12/26

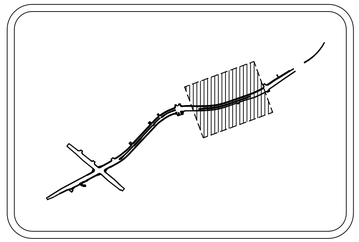
STRIPING LAYOUT - N. DONAHUE DRIVE
STA 28+00 - 38+00

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

REVISIONS

NO.	CHECK	DATE	DESCRIPTION

DRAWN: WCW
CHECKED: BLH
DATE: 06/12/2026
SCALE: 1" = 50'
SHEET NO.: C3.2



SITE KEY MAP
N.T.S.

STRIPING LEGEND

A	CL 2 TY A 5" SOLID WHITE TRAFFIC STRIPE
B	CL 2 TY A 5" BROKEN WHITE TRAFFIC STRIPE
C	CL 2 TY A 5" DOTTED WHITE TRAFFIC STRIPE
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E	CL 2 TY A 24" WHITE TRAFFIC CONTROL MARKING
F	CL 2 TY A WHITE TRAFFIC CONTROL MARKING
G	CL 2 TY A WHITE TRAFFIC CONTROL LEGEND
H	CL 2 TY A WHITE TRAFFIC CONTROL LEGEND
I	CL 2 TY A 5" SOLID YELLOW TRAFFIC STRIPE
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N	CL 2 TY A 24" GREEN TRAFFIC CONTROL MARKING
O	CL 2 TY A YELLOW TRAFFIC CONTROL MARKING (YIELD LINE)
P	CL 2 TY A 12" WHITE TRAFFIC CONTROL MARKING
Q	CL 2 TY A GREEN TRAFFIC CONTROL MARKING
R	CL 2 TY A SOLID GREEN SURFACING

SPECIAL NOTE:
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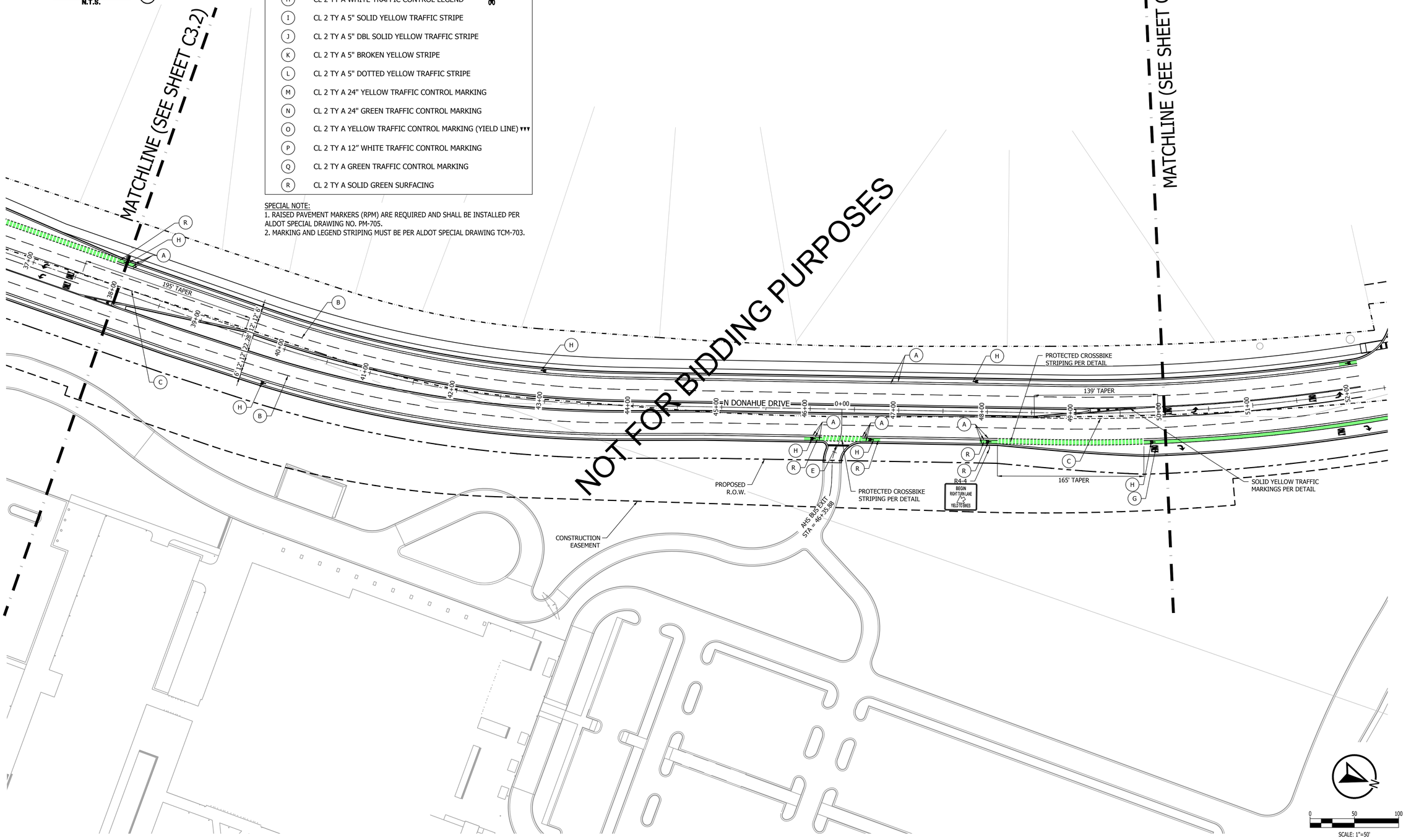

KADRE ENGINEERING
PROJECT NO. 24052
2447 ALTON ROAD, STE 101
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ENGINEERING SERVICES
171 N. ROSS STREET, SUITE 200
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PHONE: (334) 501-3000; FAX: (334) 501-7294

AUBURN

ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRIAN LAMAR HAYES 6/12/26

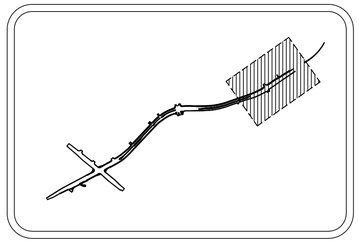
STRIPING LAYOUT - N. DONAHUE DRIVE
STA 38+00 - 50+00

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

REVISIONS

NO.	CHECK	DATE	DESCRIPTION

DRAWN: WCW
CHECKED: BLH
DATE: 06/12/2026
SCALE: 1" = 50'
SHEET NO.: C3.3



SITE KEY MAP
N.T.S.

STRIPING LEGEND

A	CL 2 TY A 5" SOLID WHITE TRAFFIC STRIPE
B	CL 2 TY A 5" BROKEN WHITE TRAFFIC STRIPE
C	CL 2 TY A 5" DOTTED WHITE TRAFFIC STRIPE
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E	CL 2 TY A 24" WHITE TRAFFIC CONTROL MARKING
F	CL 2 TY A WHITE TRAFFIC CONTROL MARKING
G	CL 2 TY A WHITE TRAFFIC CONTROL LEGEND
H	CL 2 TY A WHITE TRAFFIC CONTROL LEGEND
I	CL 2 TY A 5" SOLID YELLOW TRAFFIC STRIPE
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R	CL 2 TY A SOLID GREEN SURFACING

SPECIAL NOTE:
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MATCHLINE (SEE SHEET C3.3)

MATCHLINE (SEE SHEET C3.5)

NOT FOR BIDDING PURPOSES

N DONAHUE DRIVE

150' TAPER

150' TAPER

YARBROUGH ELEMENTARY SCHOOL
STA = 52+92.95

AUBURN HIGH SCHOOL 2
STA = 52+97.82

SOLID WHITE TRAFFIC MARKINGS PER DETAIL

PROTECTED CROSSBIKE STRIPING PER DETAIL

PROTECTED CROSSBIKE STRIPING PER DETAIL

CONSTRUCTION EASEMENT

PROPOSED R.O.W.

PRESENT R.O.W.

SOLID YELLOW TRAFFIC MARKINGS PER DETAIL

CONSTRUCTION EASEMENT

SOLID YELLOW TRAFFIC MARKINGS PER DETAIL
PROPOSED R.O.W.

SOLID WHITE TRAFFIC MARKINGS PER DETAIL

BEGIN RIGHT TURN LANE
YIELD TO BIKES
R4-4

S4-3P
R2-1
24-1P
SCHOOL
SPEED LIMIT 35
R2-1

R3-17
R3-17BP
BIKE LANE
ENDS
AHEAD

R3-17
R3-17BP
BIKE LANE
ENDS

R2-1
SPEED LIMIT 45

W4-2L

0 50 100
SCALE: 1"=50'

KADRE ENGINEERING
PROJECT NO. 24052
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AUBURN

ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRANDON LEE LAMAR
6/12/26

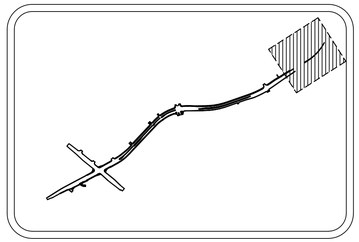
STRIPING LAYOUT - N. DONAHUE DRIVE
STA 50+00 - 60+00

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

REVISIONS

NO.	CHECK	DATE	DESCRIPTION

DRAWN: WCW
CHECKED: BLH
DATE: 06/12/2026
SCALE: 1" = 50'
SHEET NO.: C3.4

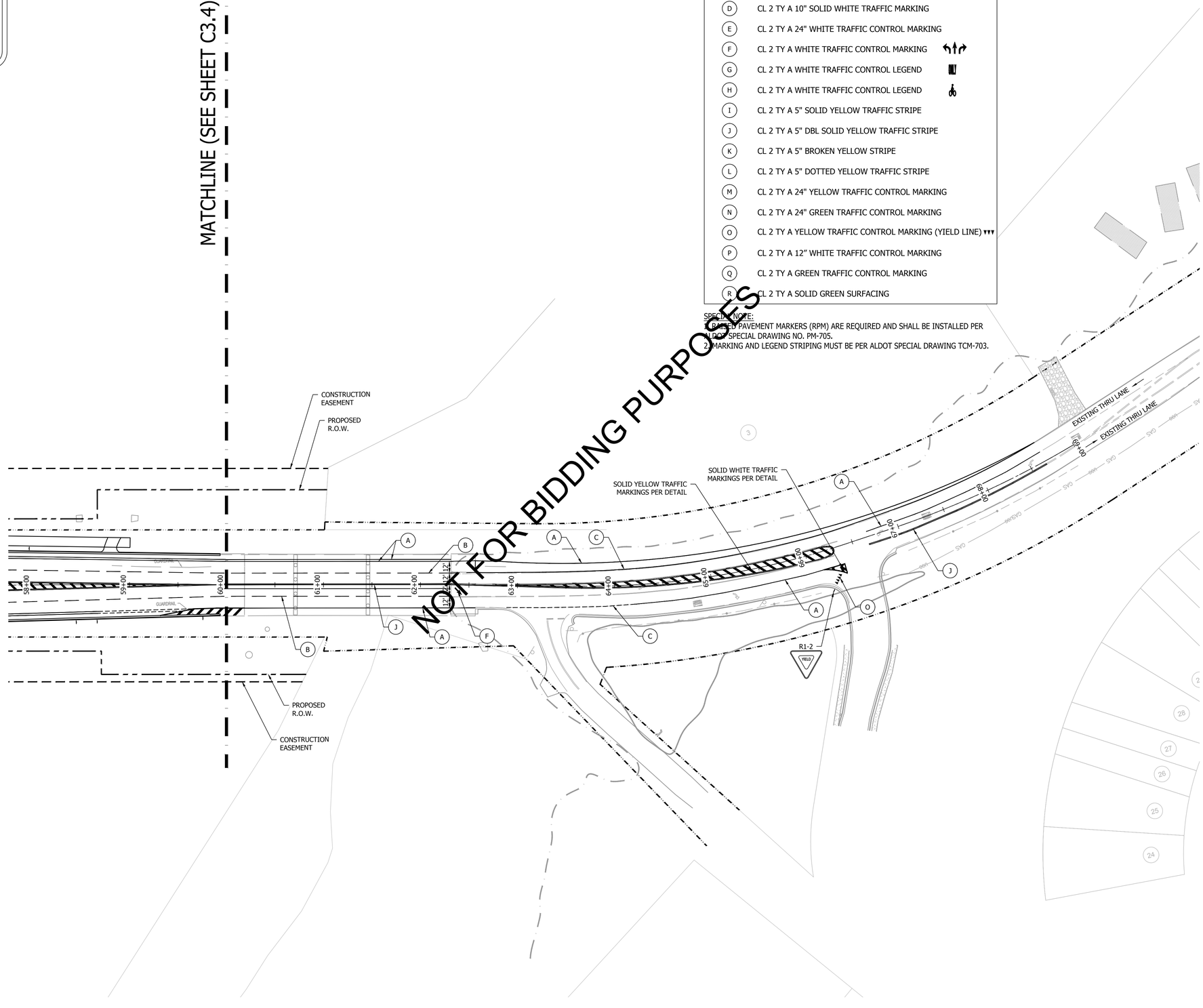


SITE KEY MAP
N.T.S.

STRIPING LEGEND

A	CL 2 TY A 5" SOLID WHITE TRAFFIC STRIPE
B	CL 2 TY A 5" BROKEN WHITE TRAFFIC STRIPE
C	CL 2 TY A 5" DOTTED WHITE TRAFFIC STRIPE
D	CL 2 TY A 10" SOLID WHITE TRAFFIC MARKING
E	CL 2 TY A 24" WHITE TRAFFIC CONTROL MARKING
F	CL 2 TY A WHITE TRAFFIC CONTROL MARKING
G	CL 2 TY A WHITE TRAFFIC CONTROL LEGEND
H	CL 2 TY A WHITE TRAFFIC CONTROL LEGEND
I	CL 2 TY A 5" SOLID YELLOW TRAFFIC STRIPE
J	CL 2 TY A 5" DBL SOLID YELLOW TRAFFIC STRIPE
K	CL 2 TY A 5" BROKEN YELLOW STRIPE
L	CL 2 TY A 5" DOTTED YELLOW TRAFFIC STRIPE
M	CL 2 TY A 24" YELLOW TRAFFIC CONTROL MARKING
N	CL 2 TY A 24" GREEN TRAFFIC CONTROL MARKING
O	CL 2 TY A YELLOW TRAFFIC CONTROL MARKING (YIELD LINE)
P	CL 2 TY A 12" WHITE TRAFFIC CONTROL MARKING
Q	CL 2 TY A GREEN TRAFFIC CONTROL MARKING
R	CL 2 TY A SOLID GREEN SURFACING

SPECIAL NOTE:
1. RAISED PAVEMENT MARKERS (RPM) ARE REQUIRED AND SHALL BE INSTALLED PER ALDOT SPECIAL DRAWING NO. PM-705.
2. MARKING AND LEGEND STRIPING MUST BE PER ALDOT SPECIAL DRAWING TCM-703.



0 50 100
SCALE: 1"=50'

KADRE ENGINEERING
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AUBURN

ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRIAN LAMAR HARRIS 6/12/26

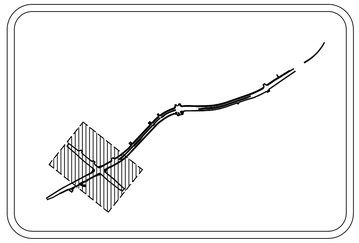
STRIPING LAYOUT - N. DONAHUE DRIVE
STA 60+00 - 69+00

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

REVISIONS

NO.	CHECK	DATE	DESCRIPTION

DRAWN: WCW
CHECKED: BLH
DATE: 06/12/2026
SCALE: 1" = 50'
SHEET NO.: C3.5



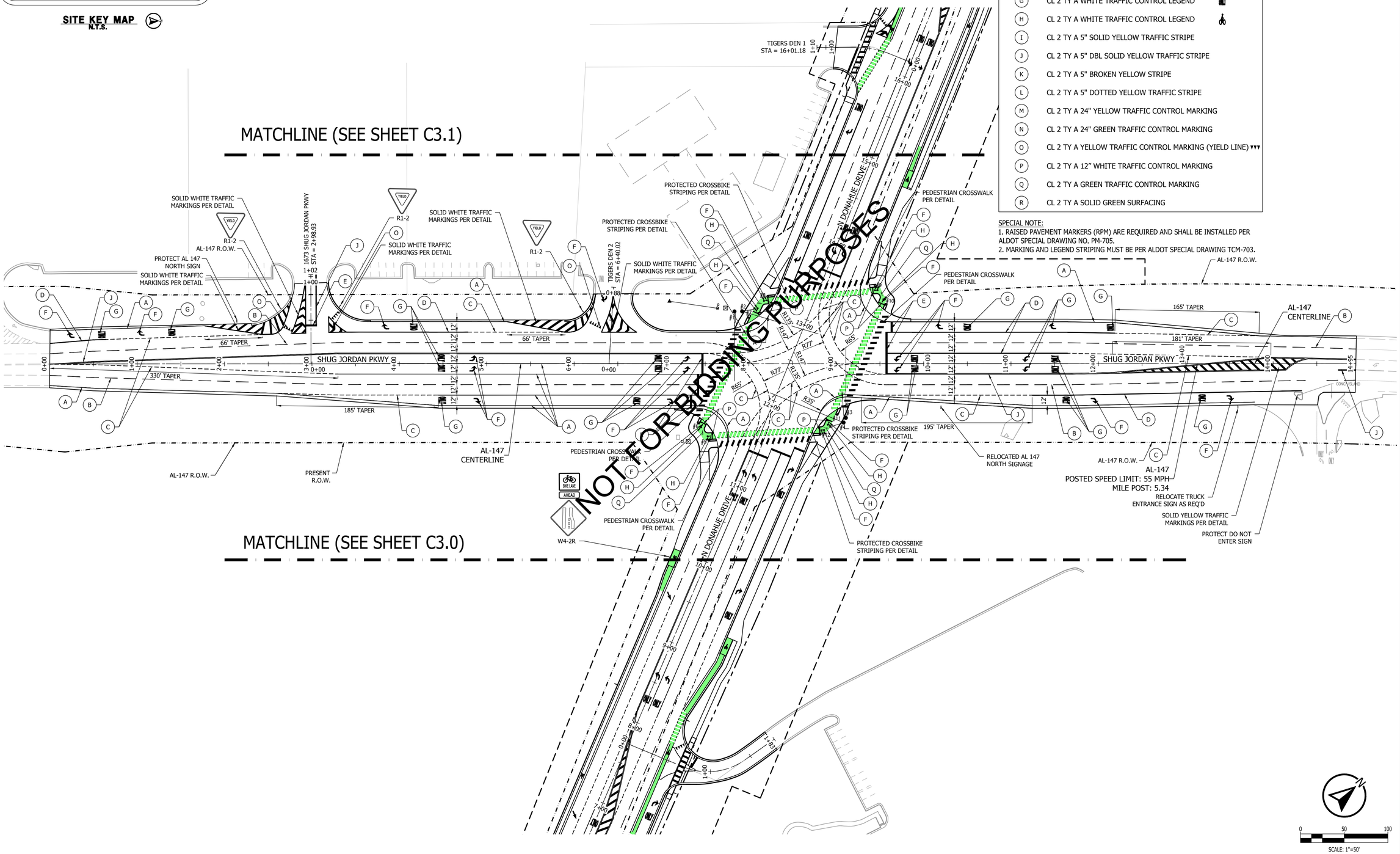
SITE KEY MAP
N.T.S.

SPECIAL NOTES:
1. ALL EXISTING ALDOT SIGNS DISTURBED DUE TO WIDENING OR CONSTRUCTION MUST BE REMOVED AND REPLACED OR RELOCATED PER ALDOT SPECIFICATIONS.
ALL NEW POSTS MUST CONFORM TO ALDOT SPECIFICATIONS.
2. ALL EXISTING ENTRANCES LOCATED WITHIN SHUG JORDAN PKWY ROW MUST REMAIN OPEN AT ALL TIMES THROUGHOUT THE DURATION OF CONSTRUCTION.
3. WHEN WORKERS ARE NOT PRESENT, THE WEDGE FOR TEMPORARY TRAFFIC CONTROL BARRELS MUST BE MAINTAINED.

STRIPING LEGEND

A	CL 2 TY A 5" SOLID WHITE TRAFFIC STRIPE
B	CL 2 TY A 5" BROKEN WHITE TRAFFIC STRIPE
C	CL 2 TY A 5" DOTTED WHITE TRAFFIC STRIPE
D	CL 2 TY A 10" SOLID WHITE TRAFFIC MARKING
E	CL 2 TY A 24" WHITE TRAFFIC CONTROL MARKING
F	CL 2 TY A WHITE TRAFFIC CONTROL MARKING
G	CL 2 TY A WHITE TRAFFIC CONTROL LEGEND
H	CL 2 TY A WHITE TRAFFIC CONTROL LEGEND
I	CL 2 TY A 5" SOLID YELLOW TRAFFIC STRIPE
J	CL 2 TY A 5" DBL SOLID YELLOW TRAFFIC STRIPE
K	CL 2 TY A 5" BROKEN YELLOW STRIPE
L	CL 2 TY A 5" DOTTED YELLOW TRAFFIC STRIPE
M	CL 2 TY A 24" YELLOW TRAFFIC CONTROL MARKING
N	CL 2 TY A 24" GREEN TRAFFIC CONTROL MARKING
O	CL 2 TY A YELLOW TRAFFIC CONTROL MARKING (YIELD LINE)
P	CL 2 TY A 12" WHITE TRAFFIC CONTROL MARKING
Q	CL 2 TY A GREEN TRAFFIC CONTROL MARKING
R	CL 2 TY A SOLID GREEN SURFACING

SPECIAL NOTE:
1. RAISED PAVEMENT MARKERS (RPM) ARE REQUIRED AND SHALL BE INSTALLED PER ALDOT SPECIAL DRAWING NO. PM-705.
2. MARKING AND LEGEND STRIPING MUST BE PER ALDOT SPECIAL DRAWING TCM-703.



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ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRIAN LAMAR 6/12/26

STRIPING LAYOUT - SHUG JORDAN PKWY

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

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SCALE: 1" = 50'
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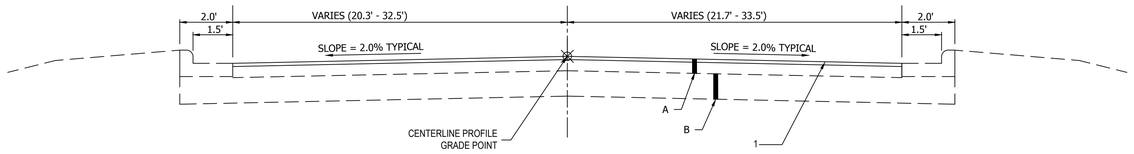
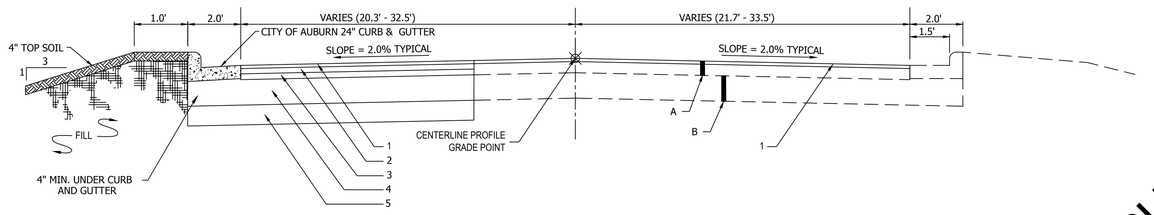


NORTH DONAHUE DRIVE TYPICAL SECTION

STA 0+00 TO STA 0+36

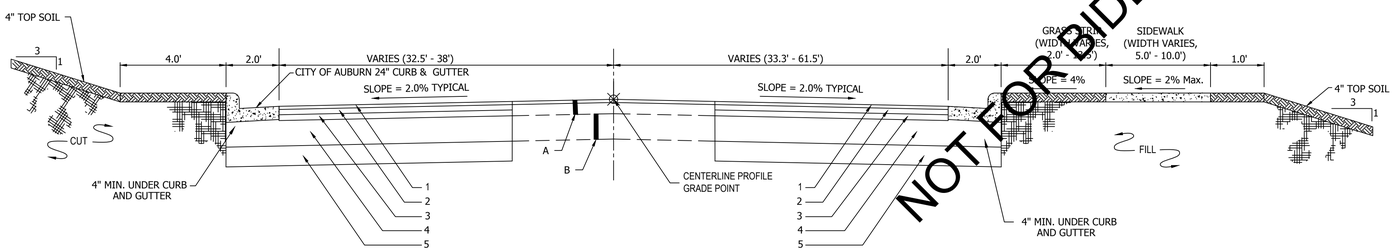
1	1.5" THICK ASPHALT WEARING SURFACE, ALDOT SECTION 424A-356, 3/8" MAX AGG., 110#/SY
A	BITUMINOUS PAVEMENT (PLANE AND RETAIN) (APPROXIMATE IN-PLACE THICKNESS 6.5")
B	BASE COURSE (RETAIN) (APPROXIMATE IN-PLACE THICKNESS 10")



NORTH DONAHUE DRIVE TYPICAL SECTION

STA 0+36 TO STA 2+90

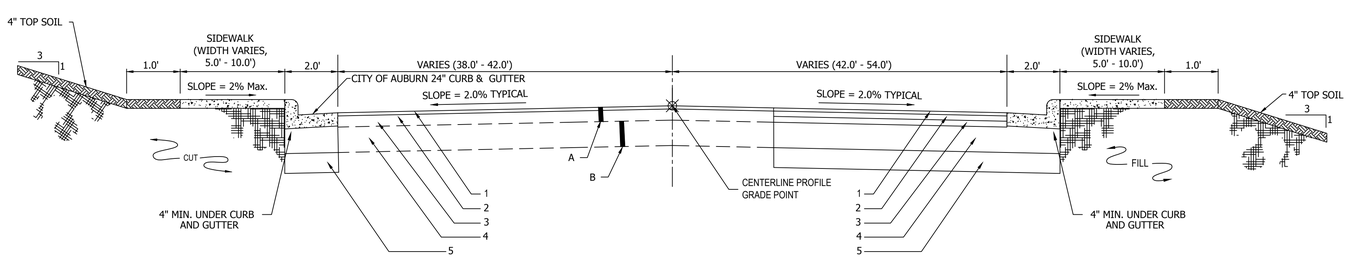
1	1.5" THICK ASPHALT WEARING SURFACE, ALDOT SECTION 424A-356, 3/8" MAX AGG., 110#/SY
2	2.25" THICK ASPHALT UPPER BINDER COURSE, ALDOT SECTION 424B-6650, 3/4" MAX AGG., 247.5#/SY
3	2.75" THICK ASPHALT LOWER BINDER COURSE, ALDOT SECTION 424B-681, 1" MAX AGG., 302.5#/SY
4	10" THICK CRUSHED AGGREGATE BASE COURSE, TYPE B, ALDOT SECTION 825, 301A008, PLACED IN 2 LIFTS
5	SCARIFY AND RECOMPACT THE UPPER 12" IN CUT AREAS TO 98% MAXIMUM STANDARD PROCTOR (ASTM D-698) OR PER ON-SITE GEOTECHNICAL RECOMMENDATIONS
A	BITUMINOUS PAVEMENT (PLANE AND RETAIN) (APPROXIMATE IN-PLACE THICKNESS 6.5")
B	BASE COURSE (RETAIN) (APPROXIMATE IN-PLACE THICKNESS 10")



NORTH DONAHUE DRIVE TYPICAL SECTION

STA 2+90 TO STA 9+80

1	1.5" THICK ASPHALT WEARING SURFACE, ALDOT SECTION 424A-356, 3/8" MAX AGG., 110#/SY
2	2.25" THICK ASPHALT UPPER BINDER COURSE, ALDOT SECTION 424B-6650, 3/4" MAX AGG., 247.5#/SY
3	2.75" THICK ASPHALT LOWER BINDER COURSE, ALDOT SECTION 424B-681, 1" MAX AGG., 302.5#/SY
4	10" THICK CRUSHED AGGREGATE BASE COURSE, TYPE B, ALDOT SECTION 825, 301A008, PLACED IN 2 LIFTS
5	SCARIFY AND RECOMPACT THE UPPER 12" IN CUT AREAS TO 98% MAXIMUM STANDARD PROCTOR (ASTM D-698) OR PER ON-SITE GEOTECHNICAL RECOMMENDATIONS
A	BITUMINOUS PAVEMENT (PLANE AND RETAIN) (APPROXIMATE IN-PLACE THICKNESS 6.5")
B	BASE COURSE (RETAIN) (APPROXIMATE IN-PLACE THICKNESS 10")



NORTH DONAHUE DRIVE TYPICAL SECTION

STA 9+80 TO STA 13+97

1	1.5" THICK ASPHALT WEARING SURFACE, ALDOT SECTION 424A-356, 3/8" MAX AGG., 110#/SY
2	2.25" THICK ASPHALT UPPER BINDER COURSE, ALDOT SECTION 424B-6650, 3/4" MAX AGG., 247.5#/SY
3	2.75" THICK ASPHALT LOWER BINDER COURSE, ALDOT SECTION 424B-681, 1" MAX AGG., 302.5#/SY
4	10" THICK CRUSHED AGGREGATE BASE COURSE, TYPE B, ALDOT SECTION 825, 301A008, PLACED IN 2 LIFTS
5	SCARIFY AND RECOMPACT THE UPPER 12" IN CUT AREAS TO 98% MAXIMUM STANDARD PROCTOR (ASTM D-698) OR PER ON-SITE GEOTECHNICAL RECOMMENDATIONS
A	BITUMINOUS PAVEMENT (PLANE AND RETAIN) (APPROXIMATE IN-PLACE THICKNESS 6.5")
B	BASE COURSE (RETAIN) (APPROXIMATE IN-PLACE THICKNESS 10")

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ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRYAN L. HARNEY LAMAR
06/12/26

TYPICAL SECTIONS

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

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SCALE: 1" = 50' H, 1" = 10' V
SHEET NO.: C4.0

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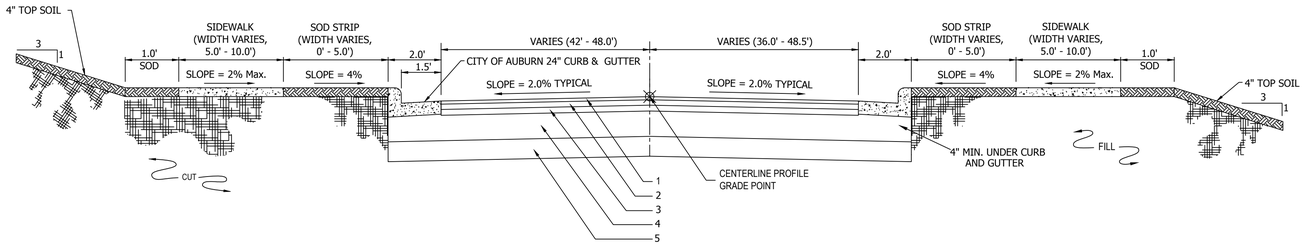
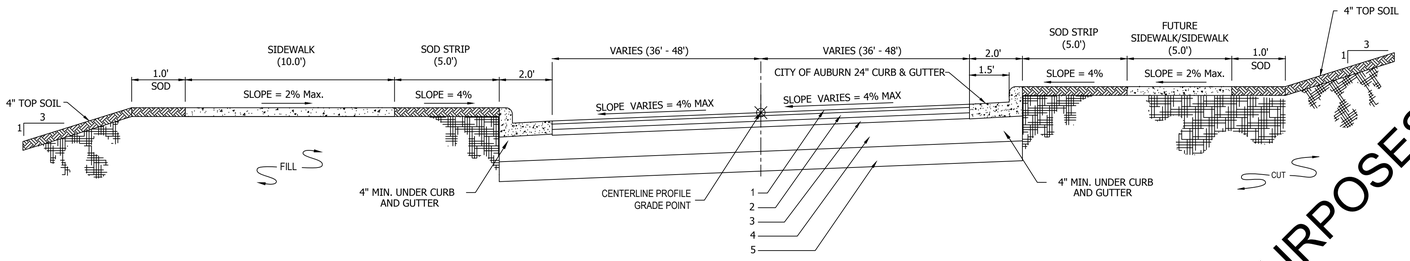


NORTH DONAHUE DRIVE TYPICAL SECTION

STA 13+97 TO STA 16+68

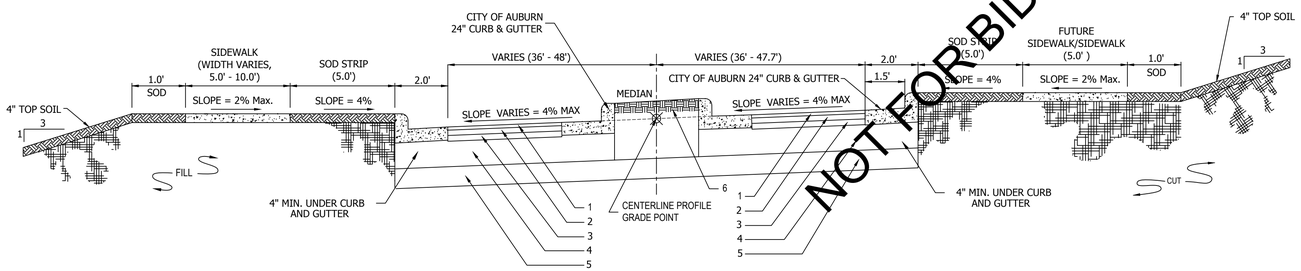
1. 1.5" THICK ASPHALT WEARING SURFACE, ALDOT SECTION 424A-356, 3/8" MAX AGG., 110#/SY
2. 2.25" THICK ASPHALT UPPER BINDER COURSE, ALDOT SECTION 424B-6650, 3/4" MAX AGG., 247.5#/SY
3. 2.75" THICK ASPHALT LOWER BINDER COURSE, ALDOT SECTION 424B-681, 1" MAX AGG., 302.5#/SY
4. 10" THICK CRUSHED AGGREGATE BASE COURSE, TYPE B, ALDOT SECTION 825, 301A008, PLACED IN 2 LIFTS
5. SCARIFY AND RECOMPACT THE UPPER 12" IN CUT AREAS TO 98% MAXIMUM STANDARD PROCTOR (ASTM D-698) OR PER ON-SITE GEOTECHNICAL RECOMMENDATIONS



NORTH DONAHUE DRIVE TYPICAL SECTION

STA 16+68 TO STA 17+42
STA 49+02 TO STA 53+62

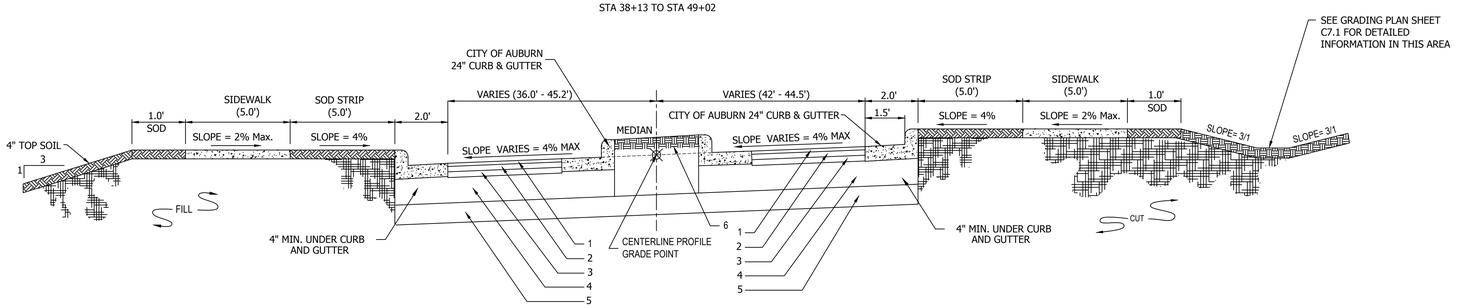
1. 1.5" THICK ASPHALT WEARING SURFACE, ALDOT SECTION 424A-356, 3/8" MAX AGG., 110#/SY
2. 2.25" THICK ASPHALT UPPER BINDER COURSE, ALDOT SECTION 424B-6650, 3/4" MAX AGG., 247.5#/SY
3. 2.75" THICK ASPHALT LOWER BINDER COURSE, ALDOT SECTION 424B-681, 1" MAX AGG., 302.5#/SY
4. 10" THICK CRUSHED AGGREGATE BASE COURSE, TYPE B, ALDOT SECTION 825, 301A008, PLACED IN 2 LIFTS
5. SCARIFY AND RECOMPACT THE UPPER 12" IN CUT AREAS TO 98% MAXIMUM STANDARD PROCTOR (ASTM D-698) OR PER ON-SITE GEOTECHNICAL RECOMMENDATIONS



NORTH DONAHUE DRIVE TYPICAL SECTION

STA 17+42 TO STA 19+02
STA 38+13 TO STA 49+02

1. 1.5" THICK ASPHALT WEARING SURFACE, ALDOT SECTION 424A-356, 3/8" MAX AGG., 110#/SY
2. 2.25" THICK ASPHALT UPPER BINDER COURSE, ALDOT SECTION 424B-6650, 3/4" MAX AGG., 247.5#/SY
3. 2.75" THICK ASPHALT LOWER BINDER COURSE, ALDOT SECTION 424B-681, 1" MAX AGG., 302.5#/SY
4. 10" THICK CRUSHED AGGREGATE BASE COURSE, TYPE B, ALDOT SECTION 825, 301A008, PLACED IN 2 LIFTS
5. SCARIFY AND RECOMPACT THE UPPER 12" IN CUT AREAS TO 98% MAXIMUM STANDARD PROCTOR (ASTM D-698) OR PER ON-SITE GEOTECHNICAL RECOMMENDATIONS
6. WHEN MEDIAN IS 2'-0" OR LESS OR AS SHOWN IN THE PLANS, THE MEDIAN SHALL BE 6" THICK CONCRETE MEDIAN



NORTH DONAHUE DRIVE TYPICAL SECTION

STA 19+02 TO STA 20+67

1. 1.5" THICK ASPHALT WEARING SURFACE, ALDOT SECTION 424A-356, 3/8" MAX AGG., 110#/SY
2. 2.25" THICK ASPHALT UPPER BINDER COURSE, ALDOT SECTION 424B-6650, 3/4" MAX AGG., 247.5#/SY
3. 2.75" THICK ASPHALT LOWER BINDER COURSE, ALDOT SECTION 424B-681, 1" MAX AGG., 302.5#/SY
4. 10" THICK CRUSHED AGGREGATE BASE COURSE, TYPE B, ALDOT SECTION 825, 301A008, PLACED IN 2 LIFTS
5. SCARIFY AND RECOMPACT THE UPPER 12" IN CUT AREAS TO 98% MAXIMUM STANDARD PROCTOR (ASTM D-698) OR PER ON-SITE GEOTECHNICAL RECOMMENDATIONS
6. WHEN MEDIAN IS 2'-0" OR LESS OR AS SHOWN IN THE PLANS, THE MEDIAN SHALL BE 6" THICK CONCRETE MEDIAN

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ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRENT LAMAR
06/12/26

TYPICAL SECTIONS

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

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DATE: 06/12/2026
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SHEET NO.: C4.1

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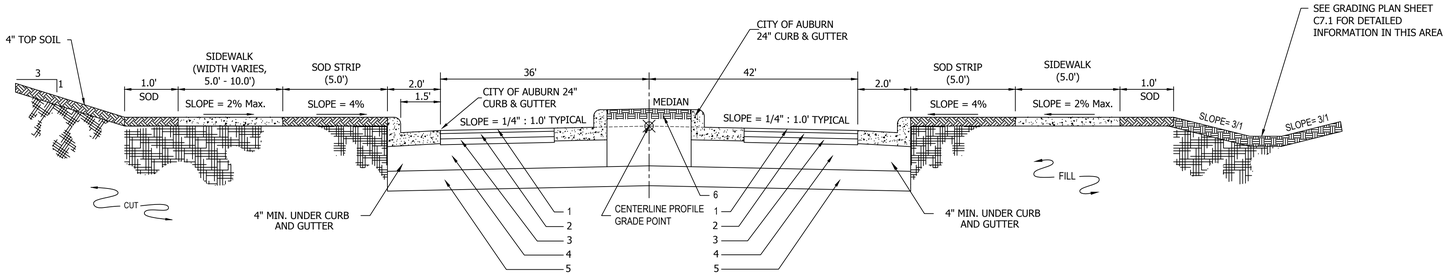
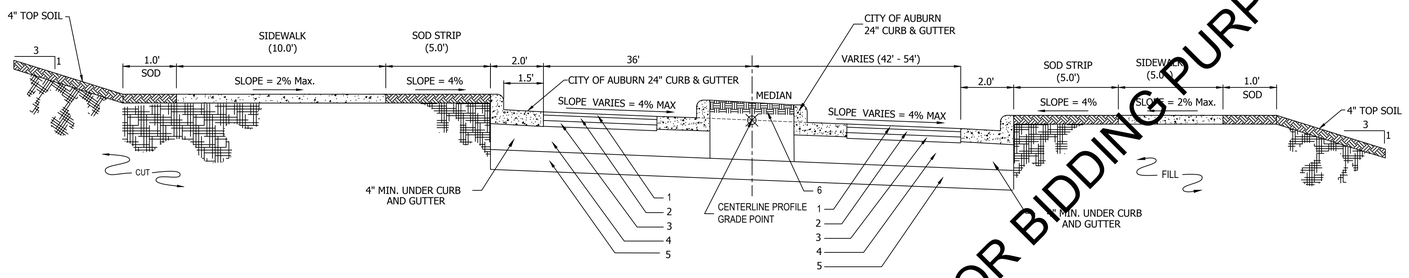


NORTH DONAHUE DRIVE TYPICAL SECTION

STA 20+67 TO STA 27+73

1. 1.5" THICK ASPHALT WEARING SURFACE, ALDOT SECTION 424A-356, 3/8" MAX AGG., 110#/SY
2. 2.25" THICK ASPHALT UPPER BINDER COURSE, ALDOT SECTION 424B-6650, 3/4" MAX AGG., 247.5#/SY
3. 2.75" THICK ASPHALT LOWER BINDER COURSE, ALDOT SECTION 424B-681, 1" MAX AGG., 302.5#/SY
4. 10" THICK CRUSHED AGGREGATE BASE COURSE, TYPE B, ALDOT SECTION 825, 301A008, PLACED IN 2 LIFTS
5. SCARIFY AND RECOMPACT THE UPPER 12" IN CUT AREAS TO 98% MAXIMUM STANDARD PROCTOR (ASTM D-698) OR PER ON-SITE GEOTECHNICAL RECOMMENDATIONS
6. WHEN MEDIAN IS 2'-0" OR LESS OR AS SHOWN IN THE PLANS, THE MEDIAN SHALL BE 6" THICK CONCRETE MEDIAN



NORTH DONAHUE DRIVE TYPICAL SECTION

STA 27+73 TO STA 32+91

1. 1.5" THICK ASPHALT WEARING SURFACE, ALDOT SECTION 424A-356, 3/8" MAX AGG., 110#/SY
2. 2.25" THICK ASPHALT UPPER BINDER COURSE, ALDOT SECTION 424B-6650, 3/4" MAX AGG., 247.5#/SY
3. 2.75" THICK ASPHALT LOWER BINDER COURSE, ALDOT SECTION 424B-681, 1" MAX AGG., 302.5#/SY
4. 10" THICK CRUSHED AGGREGATE BASE COURSE, TYPE B, ALDOT SECTION 825, 301A008, PLACED IN 2 LIFTS
5. SCARIFY AND RECOMPACT THE UPPER 12" IN CUT AREAS TO 98% MAXIMUM STANDARD PROCTOR (ASTM D-698) OR PER ON-SITE GEOTECHNICAL RECOMMENDATIONS
6. WHEN MEDIAN IS 2'-0" OR LESS OR AS SHOWN IN THE PLANS, THE MEDIAN SHALL BE 6" THICK CONCRETE MEDIAN

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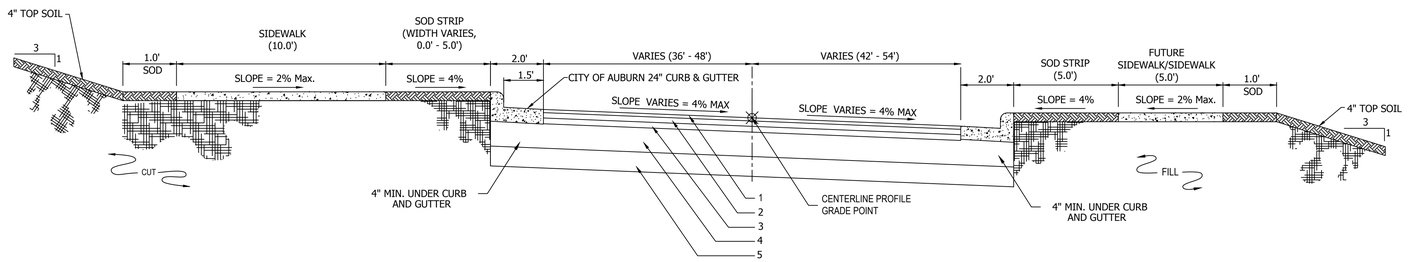

NORTH DONAHUE DRIVE TYPICAL SECTION

STA 32+91 TO STA 35+12
STA 36+75 TO STA 38+13

1. 1.5" THICK ASPHALT WEARING SURFACE, ALDOT SECTION 424A-356, 3/8" MAX AGG., 110#/SY
2. 2.25" THICK ASPHALT UPPER BINDER COURSE, ALDOT SECTION 424B-6650, 3/4" MAX AGG., 247.5#/SY
3. 2.75" THICK ASPHALT LOWER BINDER COURSE, ALDOT SECTION 424B-681, 1" MAX AGG., 302.5#/SY
4. 10" THICK CRUSHED AGGREGATE BASE COURSE, TYPE B, ALDOT SECTION 825, 301A008, PLACED IN 2 LIFTS
5. SCARIFY AND RECOMPACT THE UPPER 12" IN CUT AREAS TO 98% MAXIMUM STANDARD PROCTOR (ASTM D-698) OR PER ON-SITE GEOTECHNICAL RECOMMENDATIONS

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AUBURN

ALABAMA LICENSED
No. 30400
PROFESSIONAL ENGINEER
BRIAN L. HARRIS
LAMAR
06/12/26

TYPICAL SECTIONS

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

REVISIONS

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SHEET NO.: C4.2

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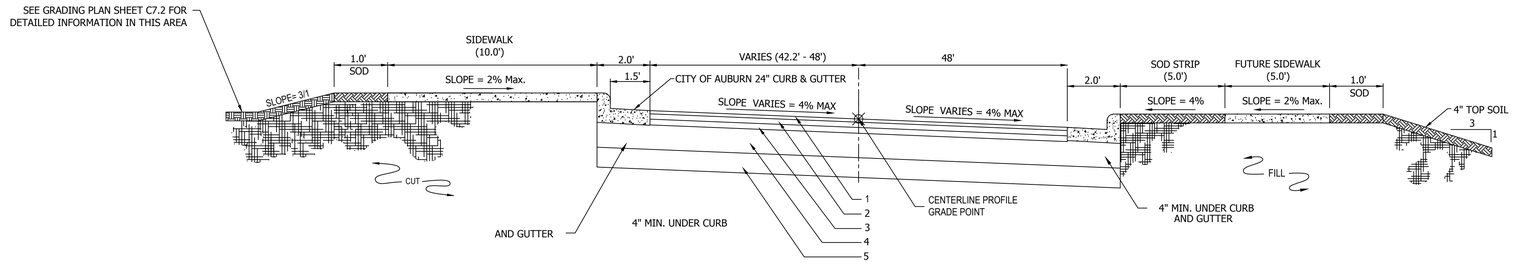

1. 1.5" THICK ASPHALT WEARING SURFACE, ALDOT SECTION 424A-356, 3/8" MAX AGG., 110#/SY
2. 2.25" THICK ASPHALT UPPER BINDER COURSE, ALDOT SECTION 424B-6650, 3/4" MAX AGG., 247.5#/SY
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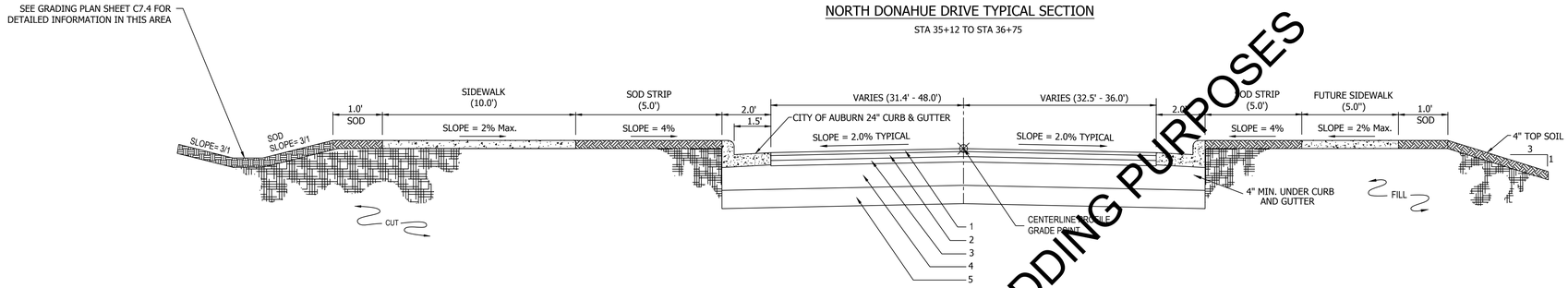
5. SCARIFY AND RECOMPACT THE UPPER 12" IN CUT AREAS TO 98% MAXIMUM STANDARD PROCTOR (ASTM D-698) OR PER ON-SITE GEOTECHNICAL RECOMMENDATIONS

* SOD FUTURE SIDEWALK LOCATION

NORTH DONAHUE DRIVE TYPICAL SECTION

STA 35+12 TO STA 36+75



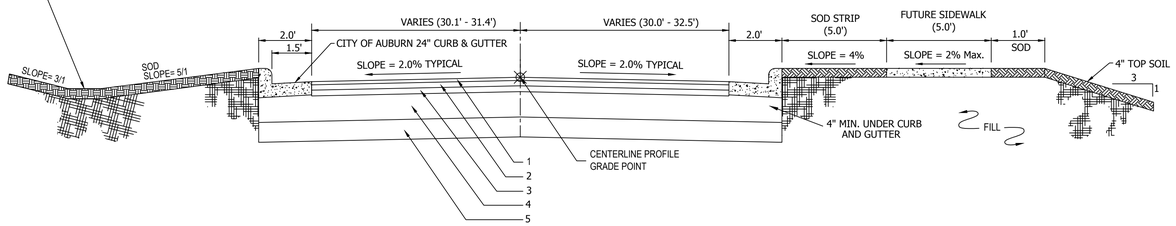
1. 1.5" THICK ASPHALT WEARING SURFACE, ALDOT SECTION 424A-356, 3/8" MAX AGG., 110#/SY
2. 2.25" THICK ASPHALT UPPER BINDER COURSE, ALDOT SECTION 424B-6650, 3/4" MAX AGG., 247.5#/SY
3. 2.75" THICK ASPHALT LOWER BINDER COURSE, ALDOT SECTION 424B-681, 1" MAX AGG., 302.5#/SY
4. 10" THICK CRUSHED AGGREGATE BASE COURSE, TYPE B, ALDOT SECTION 825, 301A008, PLACED IN 2 LIFTS
5. SCARIFY AND RECOMPACT THE UPPER 12" IN CUT AREAS TO 98% MAXIMUM STANDARD PROCTOR (ASTM D-698) OR PER ON-SITE GEOTECHNICAL RECOMMENDATIONS

* SOD FUTURE SIDEWALK LOCATION

NOT FOR BIDDING PURPOSES

NORTH DONAHUE DRIVE TYPICAL SECTION

STA 53+62 TO STA 59+03



1. 1.5" THICK ASPHALT WEARING SURFACE, ALDOT SECTION 424A-356, 3/8" MAX AGG., 110#/SY
2. 2.25" THICK ASPHALT UPPER BINDER COURSE, ALDOT SECTION 424B-6650, 3/4" MAX AGG., 247.5#/SY
3. 2.75" THICK ASPHALT LOWER BINDER COURSE, ALDOT SECTION 424B-681, 1" MAX AGG., 302.5#/SY
4. 10" THICK CRUSHED AGGREGATE BASE COURSE, TYPE B, ALDOT SECTION 825, 301A008, PLACED IN 2 LIFTS
5. SCARIFY AND RECOMPACT THE UPPER 12" IN CUT AREAS TO 98% MAXIMUM STANDARD PROCTOR (ASTM D-698) OR PER ON-SITE GEOTECHNICAL RECOMMENDATIONS

* SOD FUTURE SIDEWALK LOCATION

NORTH DONAHUE DRIVE TYPICAL SECTION

STA 59+03 TO STA 59+94

ENGINEERING SERVICES
171 N. ROSS STREET, SUITE 200
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AUBURN

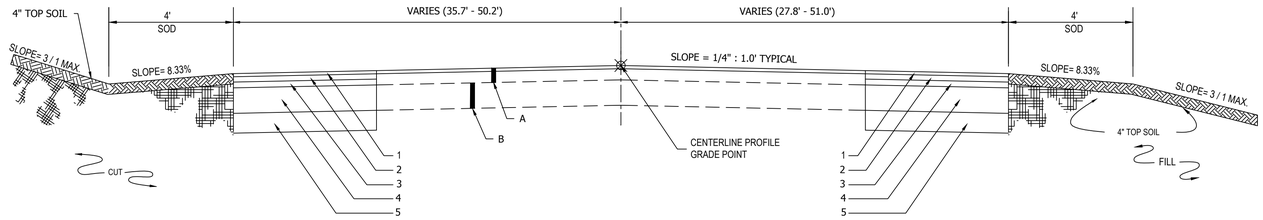
ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRANDON L. LAMAR 06/12/26

TYPICAL SECTIONS

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

REVISIONS	DESCRIPTION	DATE	CHECK
NO.			

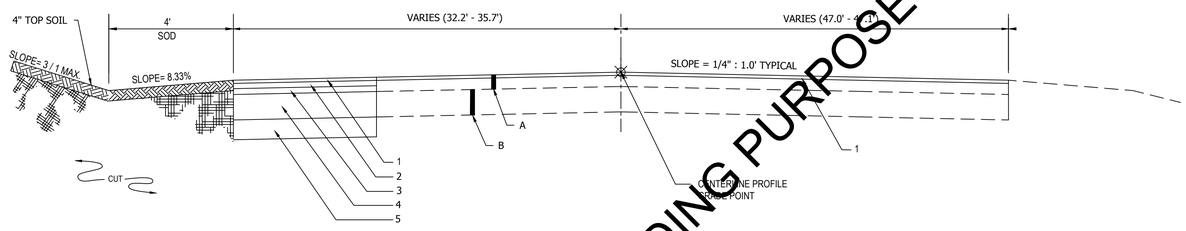
DRAWN: WCW
CHECKED: BLH
DATE: 06/12/2026
SCALE: 1" = 50' H, 1" = 10' V
SHEET NO.: C4.3



1	1.5" THICK ASPHALT WEARING SURFACE, ALDOT SECTION 424A-356, 3/8" MAX AGG., 110#/SY
2	2.5" THICK ASPHALT UPPER BINDER COURSE, ALDOT SECTION 424B-6650, 3/4" MAX AGG., 247.5#/SY
3	3" THICK ASPHALT LOWER BINDER COURSE, ALDOT SECTION 424B-681, 1" MAX AGG., 302.5#/SY
4	8" THICK CRUSHED AGGREGATE BASE COURSE, TYPE B, ALDOT SECTION 825, 301A008, PLACED IN 2 LIFTS
5	SCARIFY AND RECOMPACT THE UPPER 12" IN CUT AREAS TO 98% MAXIMUM STANDARD PROCTOR (ASTM D-698) OR PER ON-SITE GEOTECHNICAL RECOMMENDATIONS
A	BITUMINOUS PAVEMENT (PLANE AND RETAIN) (APPROXIMATE IN-PLACE THICKNESS 6.5")
B	BASE COURSE (RETAIN) (APPROXIMATE IN-PLACE THICKNESS 10")

SHUG JORDAN PARKWAY TYPICAL SECTION

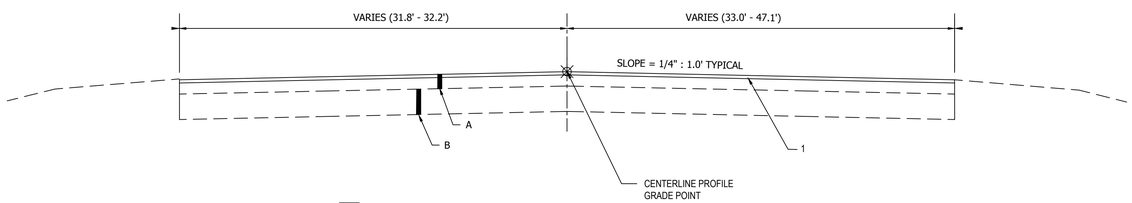
STA 0+00 TO STA 13+73



1	1.5" THICK ASPHALT WEARING SURFACE, ALDOT SECTION 424A-356, 3/8" MAX AGG., 110#/SY
2	2.5" THICK ASPHALT UPPER BINDER COURSE, ALDOT SECTION 424B-6650, 3/4" MAX AGG., 247.5#/SY
3	3" THICK ASPHALT LOWER BINDER COURSE, ALDOT SECTION 424B-681, 1" MAX AGG., 302.5#/SY
4	8" THICK CRUSHED AGGREGATE BASE COURSE, TYPE B, ALDOT SECTION 825, 301A008, PLACED IN 2 LIFTS
5	SCARIFY AND RECOMPACT THE UPPER 12" IN CUT AREAS TO 98% MAXIMUM STANDARD PROCTOR (ASTM D-698) OR PER ON-SITE GEOTECHNICAL RECOMMENDATIONS
A	BITUMINOUS PAVEMENT (PLANE AND RETAIN) (APPROXIMATE IN-PLACE THICKNESS 6.5")
B	BASE COURSE (RETAIN) (APPROXIMATE IN-PLACE THICKNESS 10")

SHUG JORDAN PARKWAY TYPICAL SECTION

STA 13+73 TO STA 14+13



1	1.5" THICK ASPHALT WEARING SURFACE, ALDOT SECTION 424A-356, 3/8" MAX AGG., 110#/SY
A	BITUMINOUS PAVEMENT (PLANE AND RETAIN) (APPROXIMATE IN-PLACE THICKNESS 6.5")
B	BASE COURSE (RETAIN) (APPROXIMATE IN-PLACE THICKNESS 10")

SHUG JORDAN PARKWAY TYPICAL SECTION

STA 14+13 TO STA 14+95

NOT FOR BIDDING PURPOSES

KADRE ENGINEERING
PROJECT NO. 24052
2447 ALTON ROAD, STE 101
BIRMINGHAM, AL 35210
CONTACT: Lee Tharp
Tel + 334.315.0239
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ENGINEERING SERVICES
171 N. ROSS STREET, SUITE 200
AUBURN, ALABAMA 36830
PHONE: (334) 501-3000; FAX: (334) 501-7294

AUBURN

ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRIAN LAMAR HARRIS 6/12/26

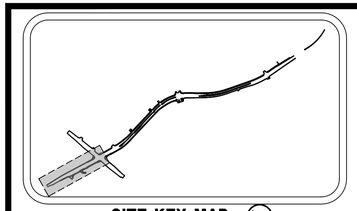
TYPICAL SECTIONS

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

REVISIONS

NO.	CHECK	DATE	DESCRIPTION

DRAWN: WCW
CHECKED: BLH
DATE: 06/12/2026
SCALE: 1" = 50' H, 1" = 10' V
SHEET NO.: C4.4



SITE KEY MAP
N.T.S.

KADRE ENGINEERING
PROJECT NO. 24052
2447 ALTON ROAD, STE 101
BIRMINGHAM, AL 35210
CONTACT: Lee Tharp
Tel + 334.315.0239

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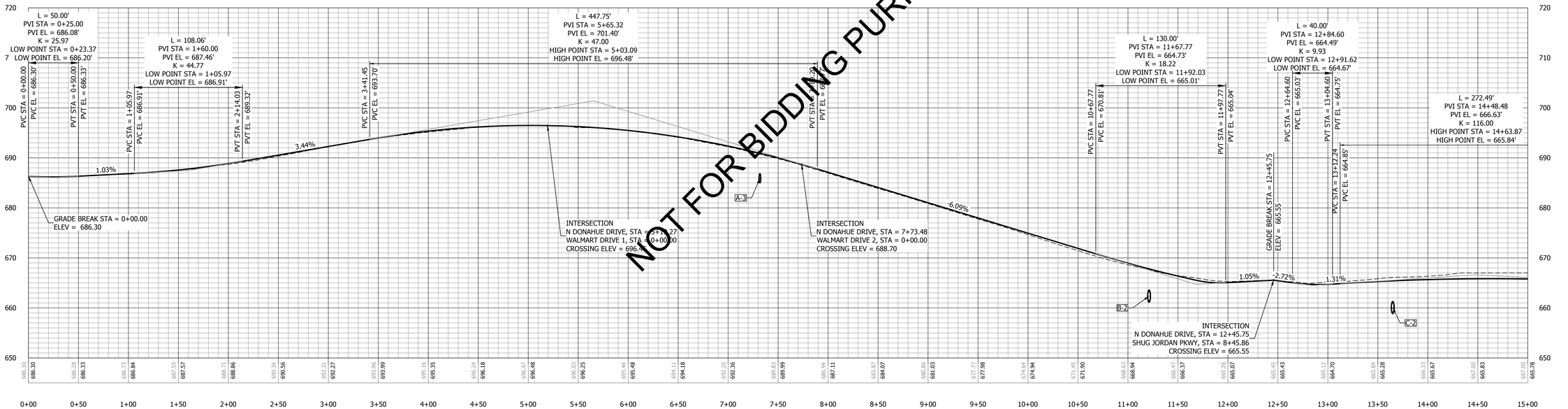
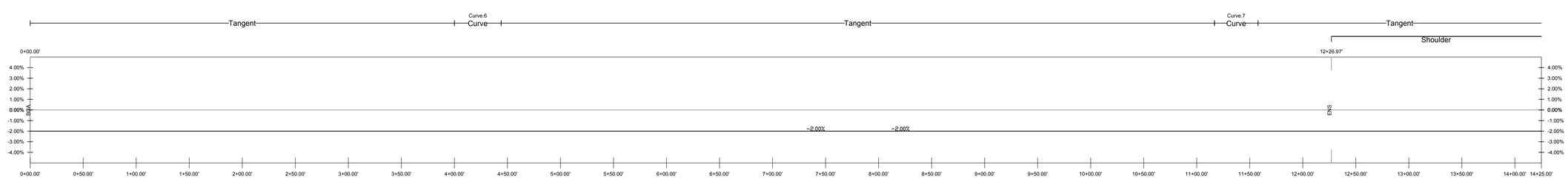
AUBURN





NORTH DONAHUE DRIVE PROFILE



SUPERELEVATION PROFILE

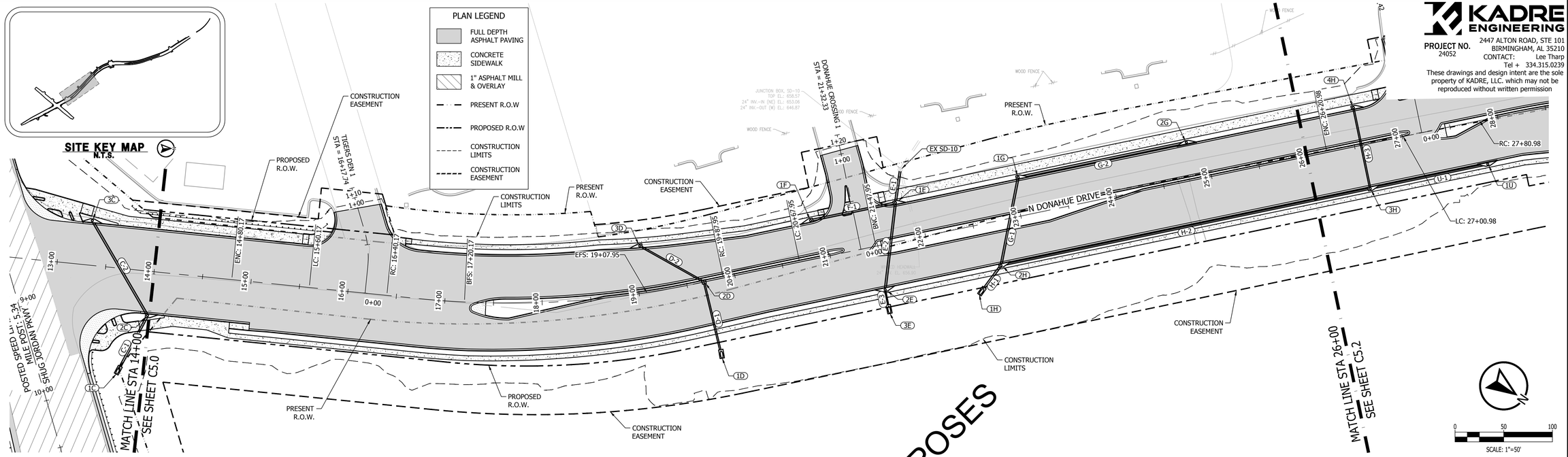
NOT FOR BIDDING PURPOSES

PLAN & PROFILE - N. DONAHUE DRIVE
STA 0+00 - 14+00

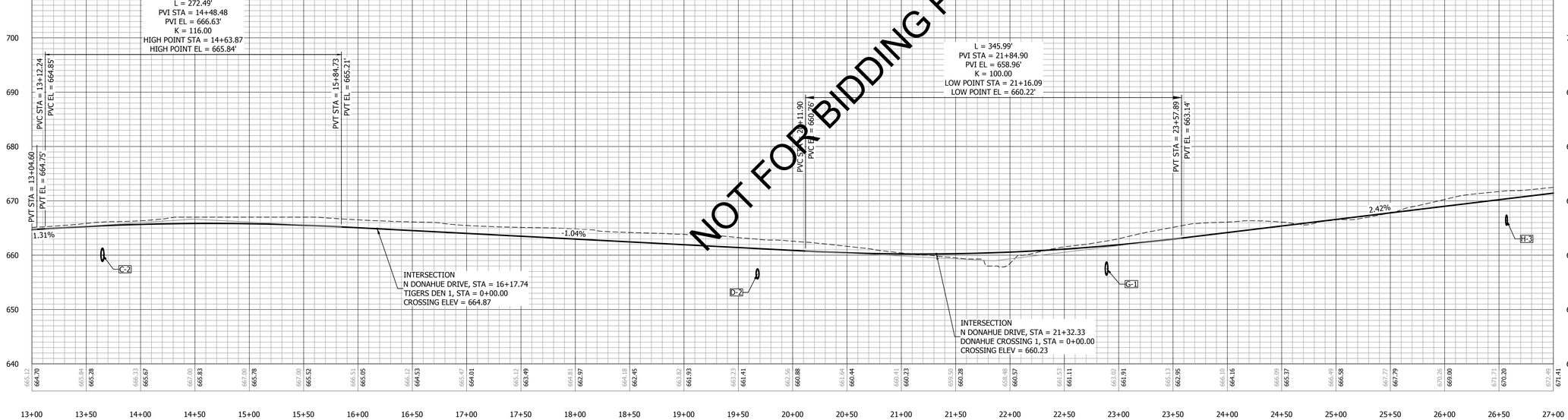
CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

REVISIONS	DESCRIPTION	DATE	CHECK
NO.			

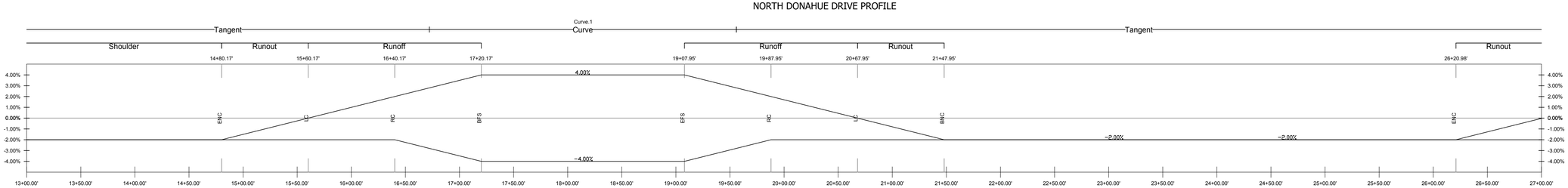
DRAWN: WCW
CHECKED: BLH
DATE: 06/12/2026
SCALE: 1" = 50' H, 1" = 10' V
SHEET NO.: C5.0



NOT FOR BIDDING PURPOSES



NORTH DONAHUE DRIVE PROFILE



SUPERELEVATION PROFILE

PROFILE LEGEND
- EXISTING CENTERLINE GRADE
- PROPOSED CENTERLINE GRADE
- XXX.XX EXISTING ELEVATION
- XXX.XX PROPOSED ELEVATION

KADRE ENGINEERING
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AUBURN

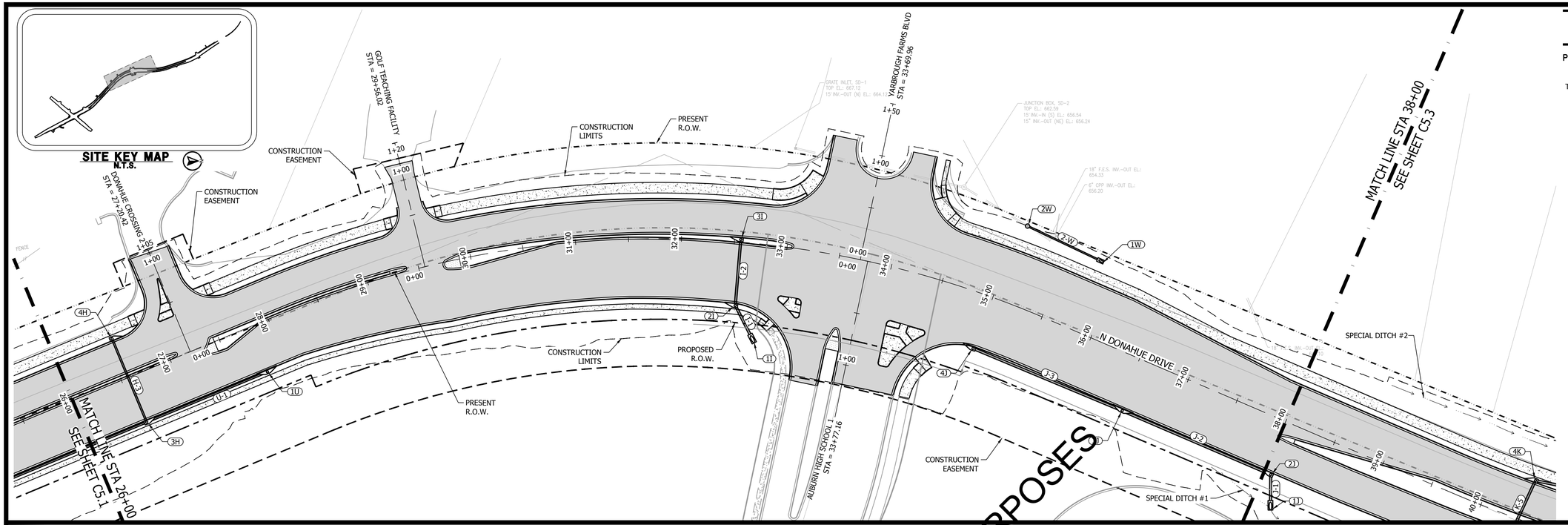
ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRANDON LEE LAMAR
06/12/26

PLAN & PROFILE - N. DONAHUE DRIVE
STA 14+00 - 26+00

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

REVISIONS			
NO.	DESCRIPTION	DATE	CHECK

DRAWN: WCW
CHECKED: BLH
DATE: 06/12/2026
SCALE: 1" = 50' H, 1" = 10' V
SHEET NO.: C5.1



KADRE ENGINEERING
PROJECT NO. 24052
2447 ALTON ROAD, STE 101
BIRMINGHAM, AL 35210
CONTACT: Lee Tharp
Tel + 334.315.0239

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PLAN LEGEND
- FULL DEPTH ASPHALT PAVING
- CONCRETE SIDEWALK
- 1" ASPHALT MILL & OVERLAY
- PRESENT R.O.W
- PROPOSED R.O.W
- CONSTRUCTION LIMITS
- CONSTRUCTION EASEMENT

ENGINEERING SERVICES
171 N. ROSS STREET, SUITE 200
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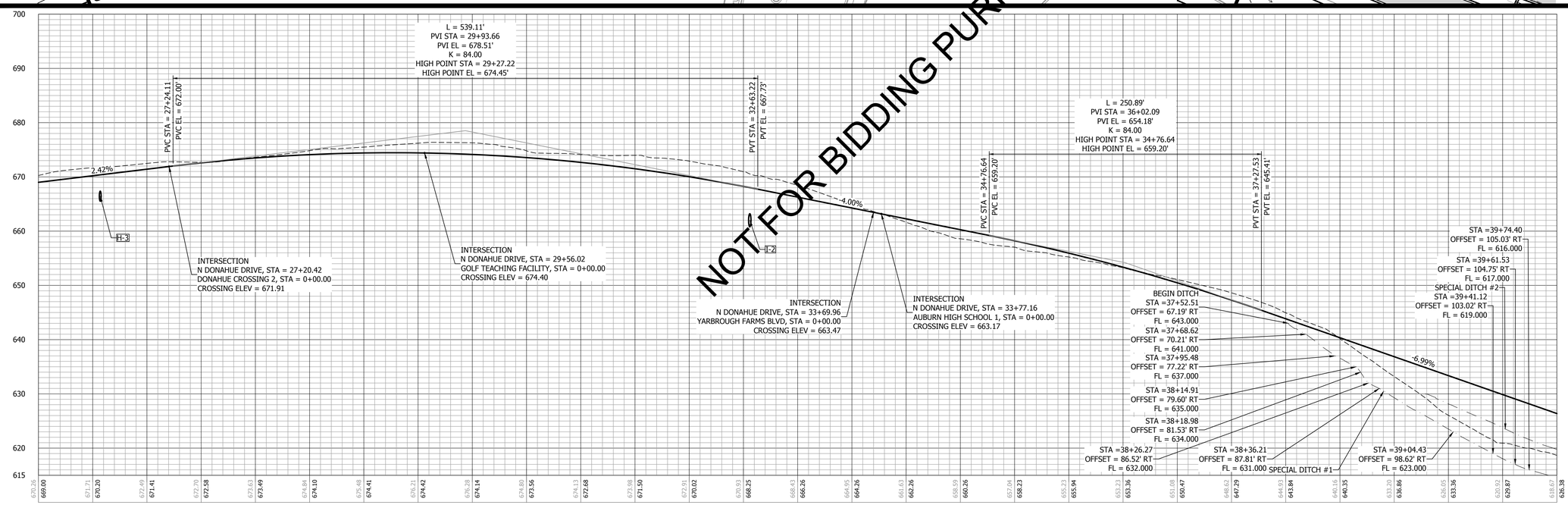
PHONE: (334) 501-3000; FAX: (334) 501-7294

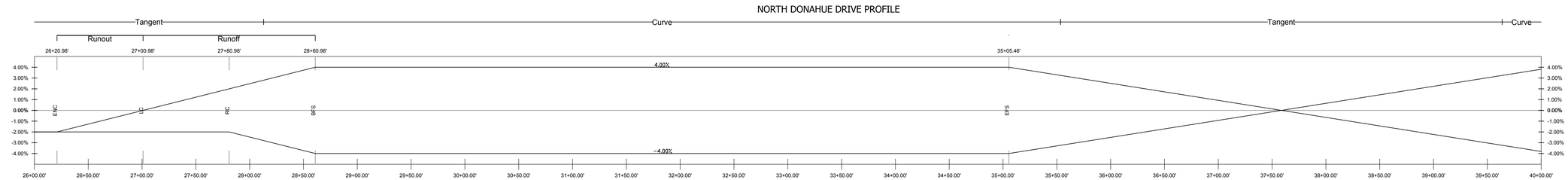
AUBURN

ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRANDON LEE LAMAR
06/12/26

NOT FOR BIDDING PURPOSES



NORTH DONAHUE DRIVE PROFILE



SUPERELEVATION PROFILE

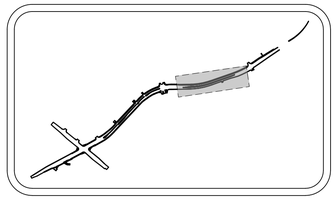
PROFILE LEGEND
- EXISTING CENTERLINE GRADE
- PROPOSED CENTERLINE GRADE
- XXX.XX EXISTING ELEVATION
- XXX.XX PROPOSED ELEVATION

PLAN & PROFILE - N. DONAHUE DRIVE
STA 26+00 - 38+00

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

REVISIONS	NO.	CHECK	DATE	DESCRIPTION

DRAWN: WCW
CHECKED: BLH
DATE: 06/12/2026
SCALE: 1" = 50' H, 1" = 10' V
SHEET NO.: C5.2

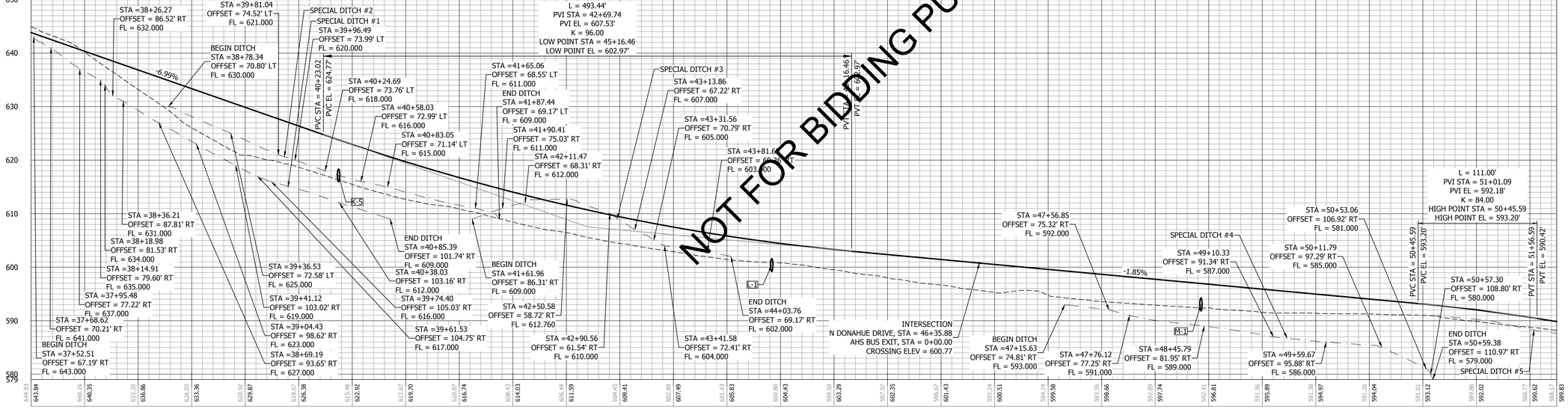


SITE KEY MAP
N.T.S.

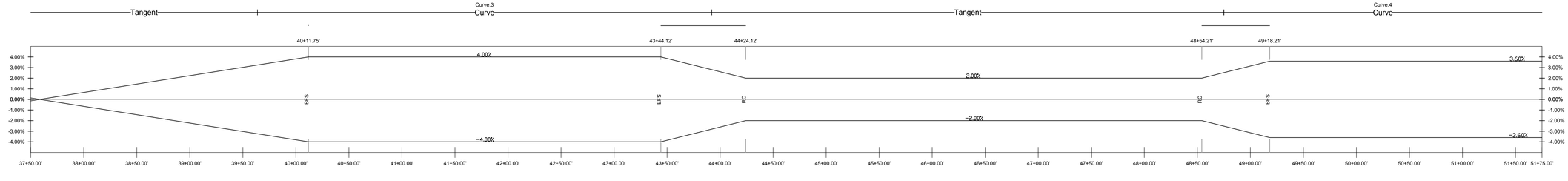
PLAN LEGEND

- FULL DEPTH ASPHALT PAVING
- CONCRETE SIDEWALK
- 1" ASPHALT MILL & OVERLAY
- PRESENT R.O.W
- PROPOSED R.O.W
- CONSTRUCTION LIMITS
- CONSTRUCTION EASEMENT

NOT FOR BIDDING PURPOSES



NORTH DONAHUE DRIVE PROFILE



SUPERELEVATION PROFILE

PROFILE LEGEND

- EXISTING CENTERLINE GRADE
- PROPOSED CENTERLINE GRADE
- XXX.XX EXISTING ELEVATION
- XXX.XX PROPOSED ELEVATION

KADRE ENGINEERING
PROJECT NO. 24052
2447 ALTON ROAD, STE 101
BIRMINGHAM, AL 35210
CONTACT: Lee Tharp
Tel + 334.315.0239

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ENGINEERING SERVICES
171 N. ROSS STREET, SUITE 200
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AUBURN

ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRIAN LEE HARTLEY LAMAR A 06/12/26

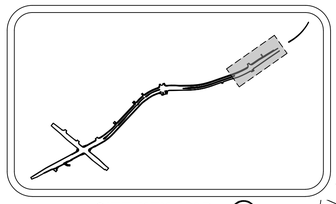
REVISIONS

NO.	DESCRIPTION	DATE	CHECK

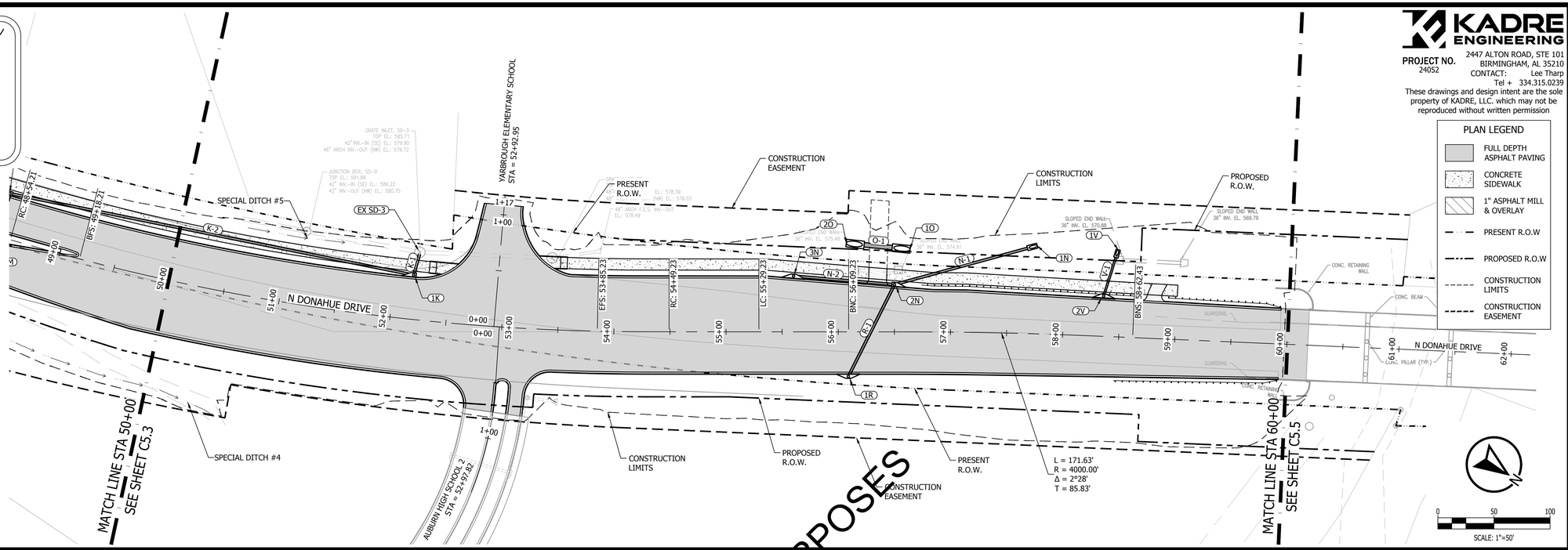
DRAWN: WCW
CHECKED: BLH
DATE: 06/12/2026
SCALE: 1" = 50' H, 1" = 10' V
SHEET NO. C5.3

PLAN & PROFILE - N. DONAHUE DRIVE
STA 38+00 - 50+00

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING



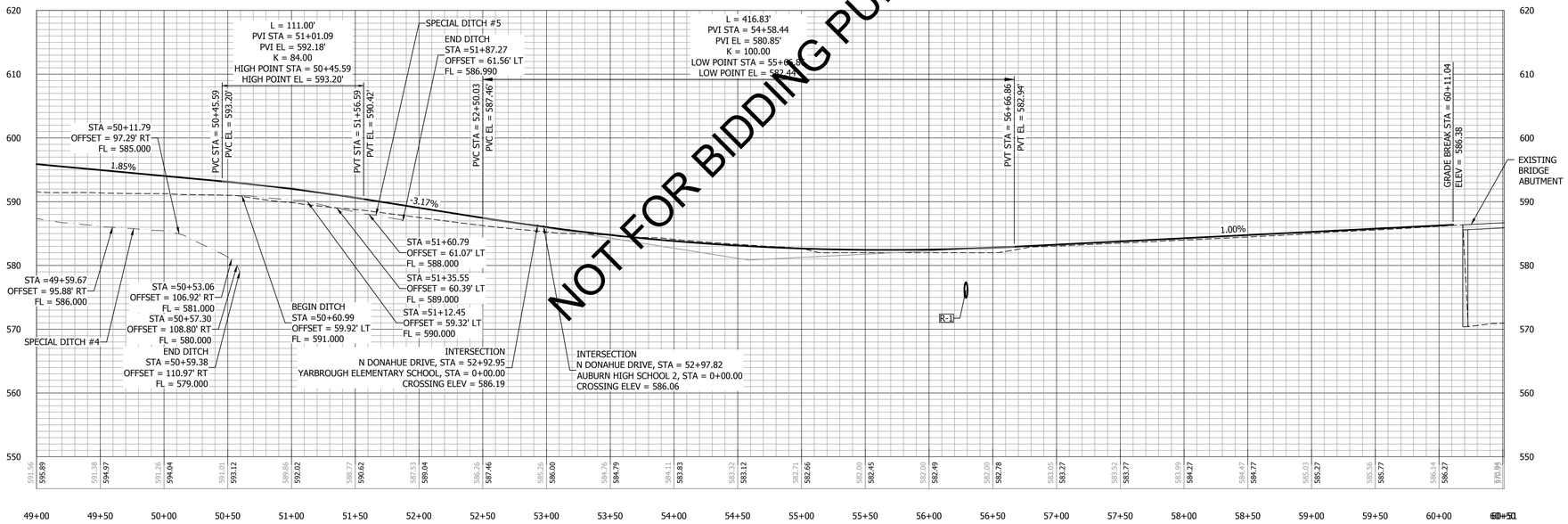
SITE KEY MAP
N.T.S.



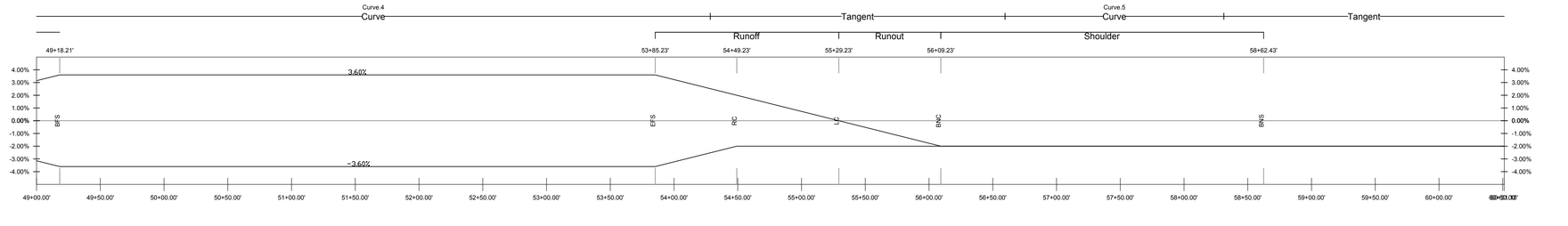
PLAN LEGEND

- FULL DEPTH ASPHALT PAVING
- CONCRETE SIDEWALK
- 1" ASPHALT MILL & OVERLAY
- PRESENT R.O.W
- PROPOSED R.O.W.
- CONSTRUCTION LIMITS
- CONSTRUCTION EASEMENT

NOT FOR BIDDING PURPOSES



NORTH DONAHUE DRIVE PROFILE



SUPERELEVATION PROFILE

PROFILE LEGEND

- EXISTING CENTERLINE GRADE
- PROPOSED CENTERLINE GRADE
- XXX.XX EXISTING ELEVATION
- XXX.XX PROPOSED ELEVATION

KADRE ENGINEERING
PROJECT NO. 24052
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CONTACT: Lee Tharp
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AUBURN

ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRANDON LEE LAMAR 06/12/26

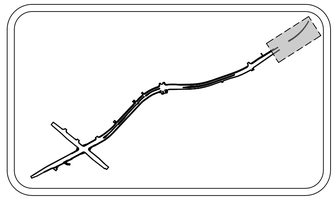
PLAN & PROFILE - N. DONAHUE DRIVE
STA 50+00 - 60+00

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

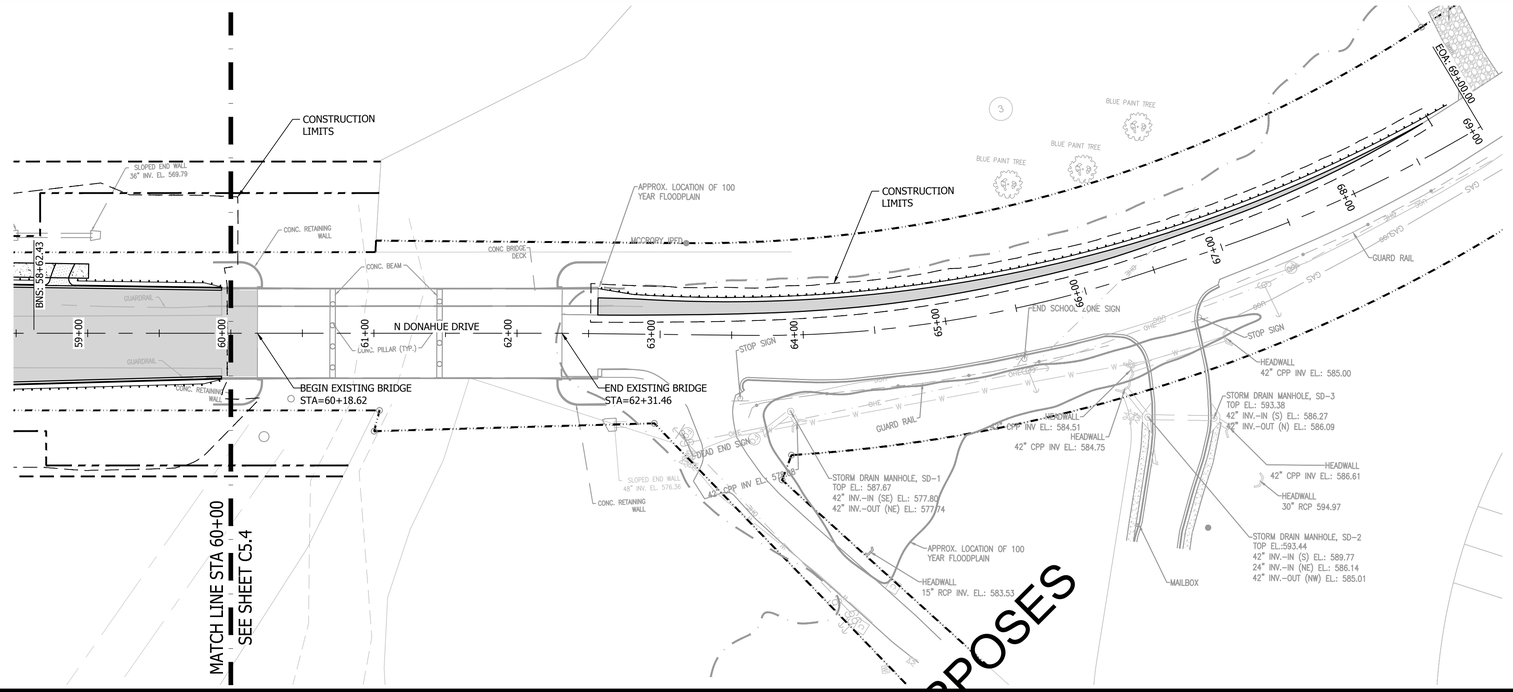
REVISIONS

NO.	DESCRIPTION	DATE	CHECK

DRAWN: WCW
CHECKED: BLH
DATE: 06/12/2026
SCALE: 1" = 50' H, 1" = 10' V
SHEET NO.: C5.4



SITE KEY MAP
N.T.S.



KADRE ENGINEERING
PROJECT NO. 24052
2447 ALTON ROAD, STE 101
BIRMINGHAM, AL 35210
CONTACT: Lee Tharp
Tel + 334.315.0239

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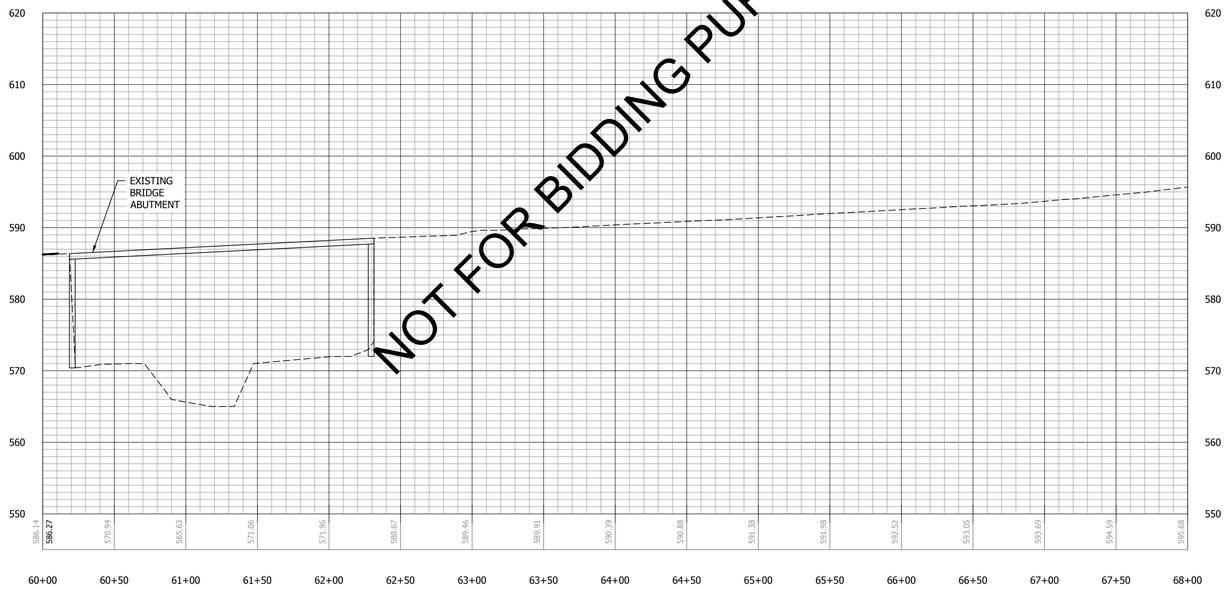
PLAN LEGEND

- FULL DEPTH ASPHALT PAVING
- CONCRETE SIDEWALK
- 1" ASPHALT MILL & OVERLAY
- PRESENT R.O.W
- PROPOSED R.O.W
- CONSTRUCTION LIMITS
- CONSTRUCTION EASEMENT

0 50 100
SCALE: 1"=50'

ENGINEERING SERVICES
171 N. ROSS STREET, SUITE 200
AUBURN, ALABAMA 36830
PHONE: (334) 501-3000; FAX: (334) 501-7294
AUBURN

ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRIAN LAMAR HARRIS 6/12/26



NORTH DONAHUE DRIVE PROFILE

NOT FOR BIDDING PURPOSES

PROFILE LEGEND

- EXISTING CENTERLINE GRADE
- PROPOSED CENTERLINE GRADE
- XXX.XX EXISTING ELEVATION
- XXX.XX PROPOSED ELEVATION

PLAN & PROFILE - N. DONAHUE DRIVE
STA 60+00 - 69+00

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

REVISIONS

NO.	CHECK	DATE	DESCRIPTION

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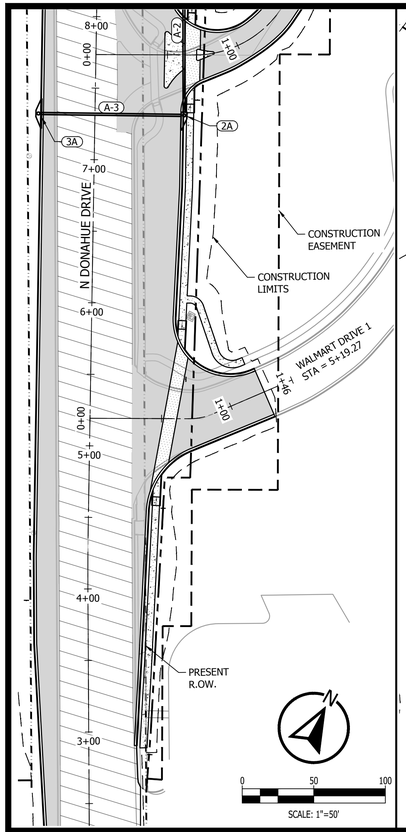
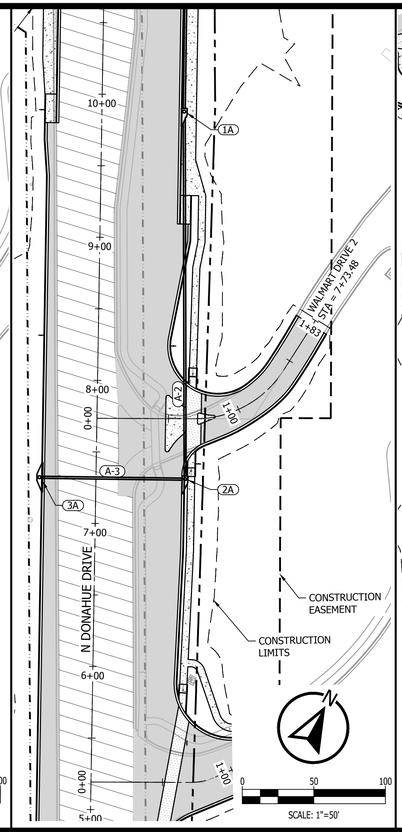
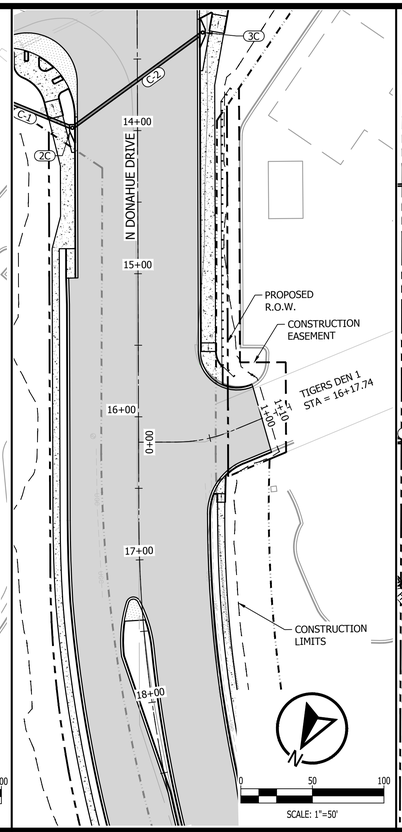
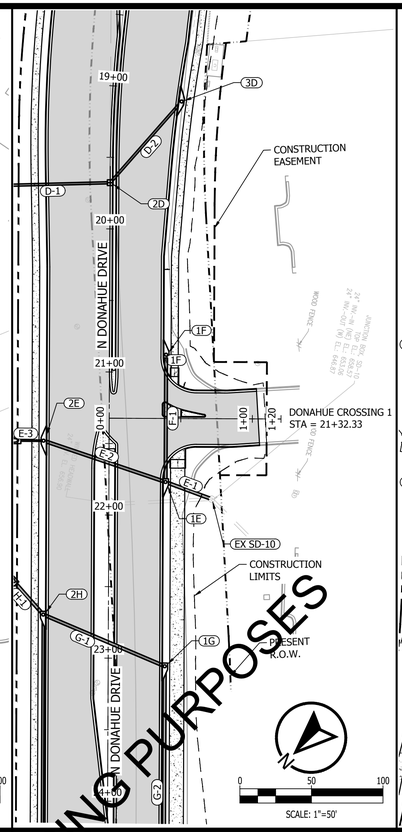
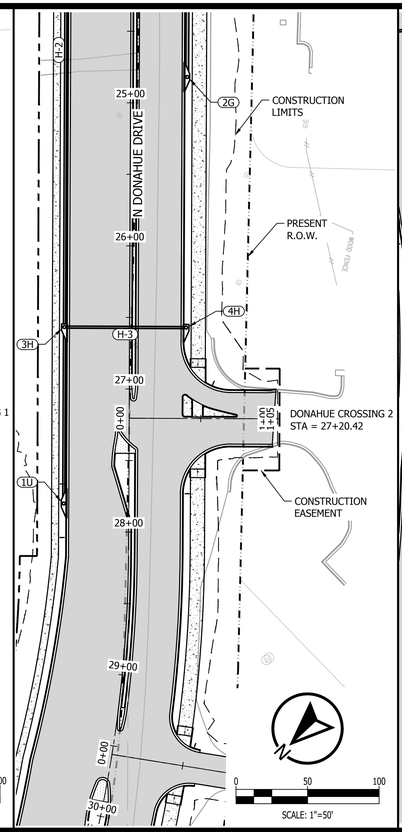
CHECKED: BLH
DATE: 06/12/2026
SCALE: 1" = 50' H, 1" = 10' V
SHEET NO.: C5.5

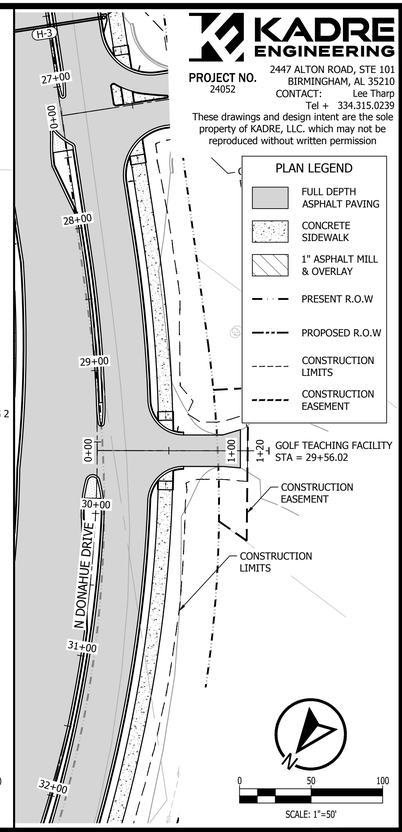




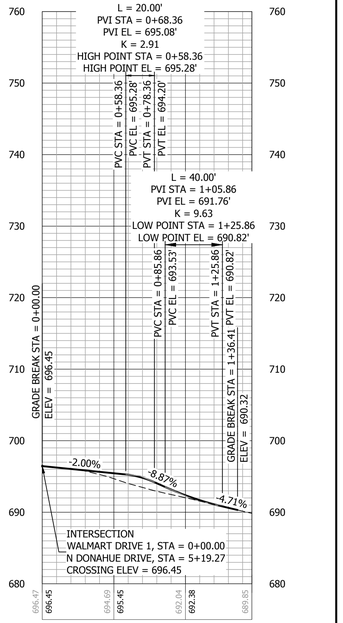




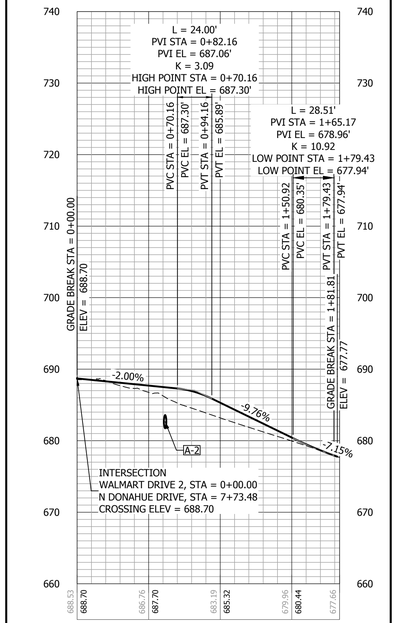




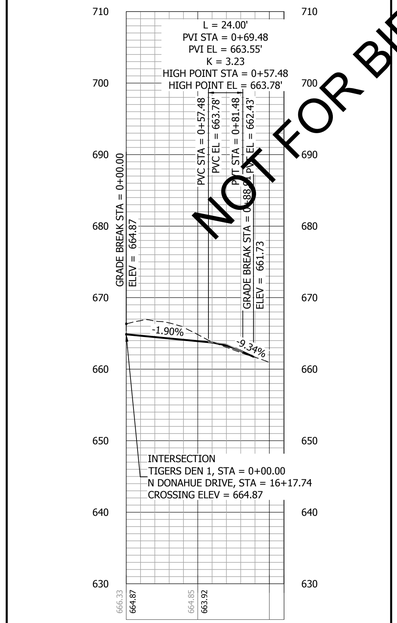
NOT FOR BIDDING PURPOSES



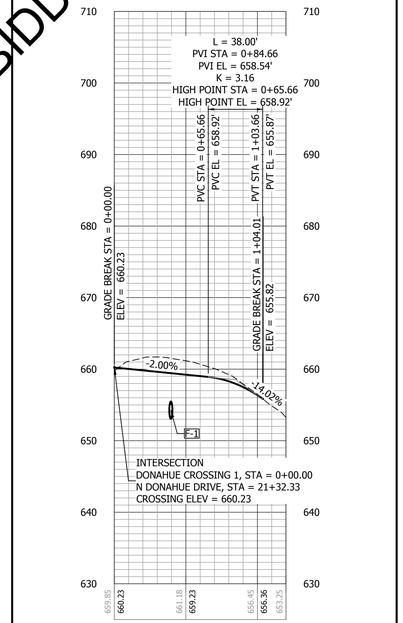
WALMART DRIVE 1 PROFILE



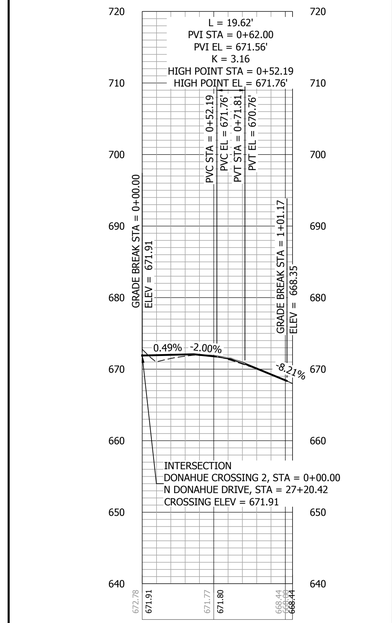
WALMART DRIVE 2 PROFILE



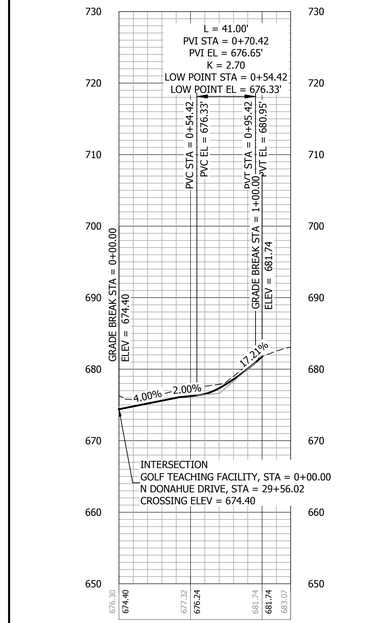
TIGERS DEN 1 DRIVE PROFILE



DONAHUE CROSSING 1 DRIVE PROFILE



DONAHUE CROSSING 2 DRIVE PROFILE



AU GOLF TEACHING FACILITY
DRIVE PROFILE

PROFILE LEGEND

EXISTING CENTERLINE GRADE	XXX.XX	EXISTING ELEVATION
PROPOSED CENTERLINE GRADE	XXX.XX	PROPOSED ELEVATION

KADRE ENGINEERING
PROJECT NO. 24052
2447 ALTON ROAD, STE 101
BIRMINGHAM, AL 35210
CONTACT: Lee Tharp
Tel + 334.315.0239

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PLAN LEGEND
- FULL DEPTH ASPHALT PAVING
- CONCRETE SIDEWALK
- 1" ASPHALT MILL & OVERLAY
- PRESENT R.O.W
- PROPOSED R.O.W
- CONSTRUCTION LIMITS
- CONSTRUCTION EASEMENT

ENGINEERING SERVICES
171 N. ROSS STREET, SUITE 200
AUBURN, ALABAMA 36830
PHONE: (334) 501-3000; FAX: (334) 501-7294

AUBURN

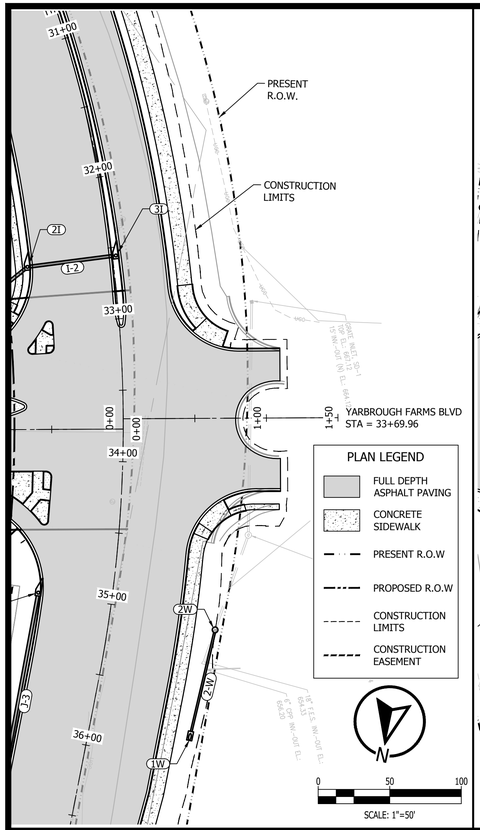
ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRENT L. HARRIS LAMAR 06/12/26

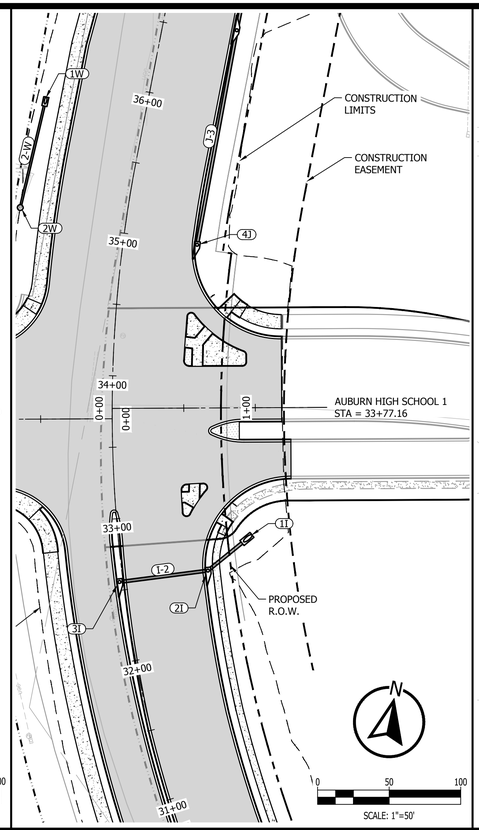
PLAN & PROFILE - N. DONAHUE DRIVE DRIVEWAYS

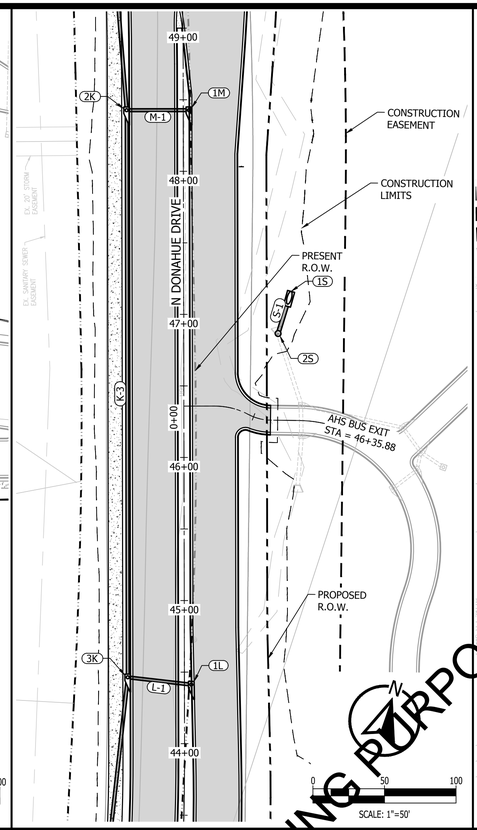
CITY OF AUBURN NORTH DONAHUE DRIVE WIDENING

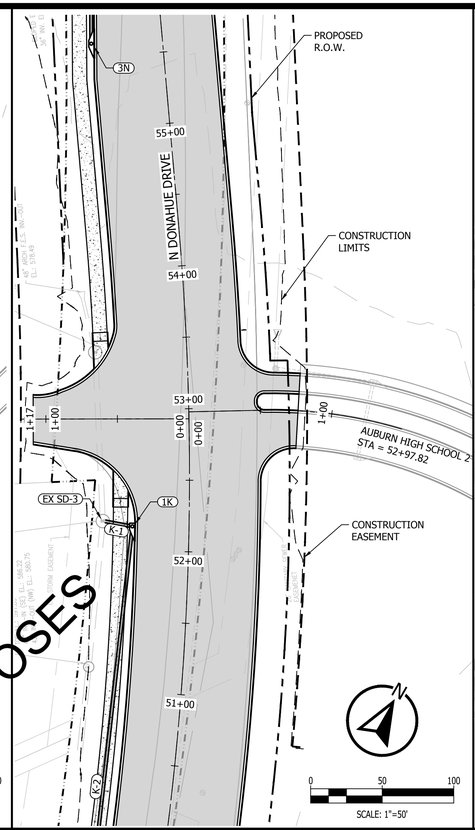
REVISIONS				
NO.	CHECK	DATE	DESCRIPTION	

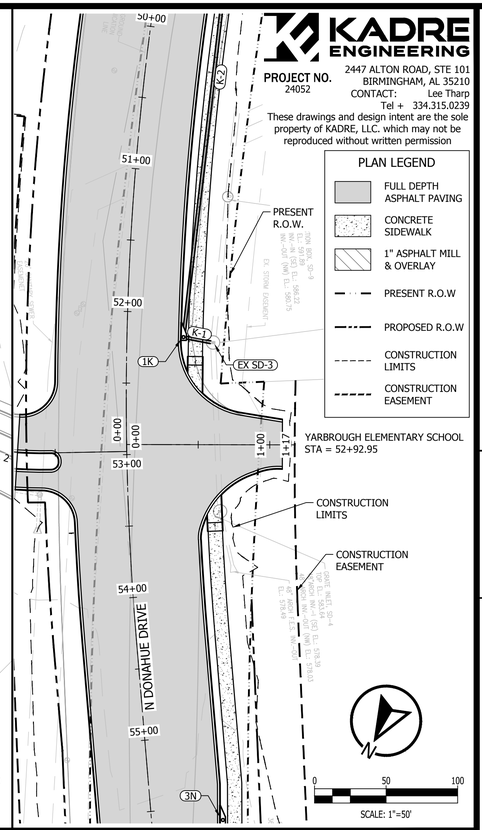
DRAWN: WCW
CHECKED: BLH
DATE: 06/12/2026
SCALE: 1" = 50' H, 1" = 10' V
SHEET NO.: C5.6



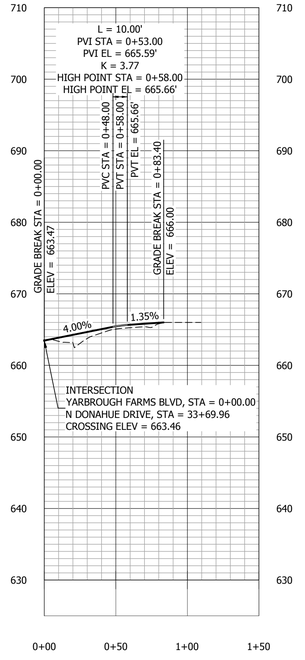




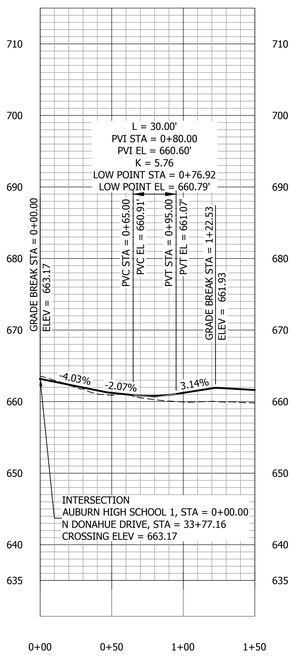




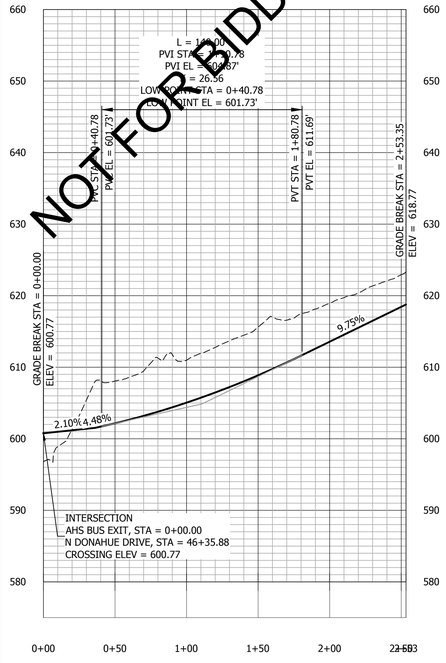
NOT FOR BIDDING PURPOSES



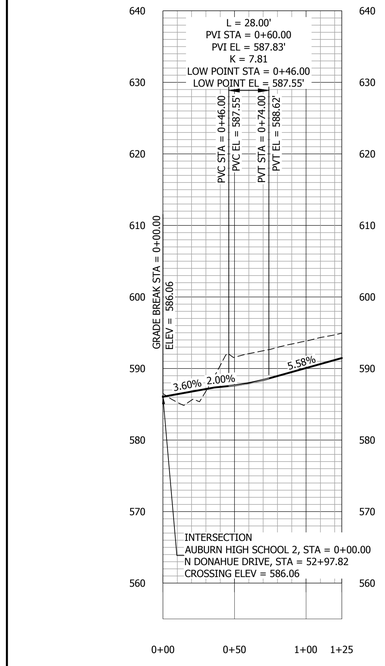
YARBROUGH FARMS BLVD PROFILE



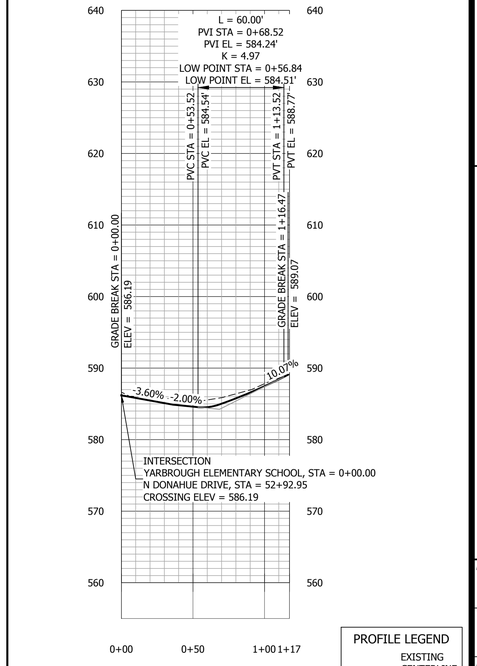
AUBURN HIGH SCHOOL DRIVE 1 PROFILE



AUBURN HIGH SCHOOL BUS EXIT PROFILE



AUBURN HIGH SCHOOL DRIVE 2 PROFILE



YARBROUGH ELEMENTARY SCHOOL PROFILE

PROFILE LEGEND
- EXISTING CENTERLINE GRADE
- PROPOSED CENTERLINE GRADE
- XXX.XX EXISTING ELEVATION
- XXX.XX PROPOSED ELEVATION

KADRE ENGINEERING
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CONTACT: Lee Tharp
Tel + 334.315.0239

PROJECT NO. 24052

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AUBURN

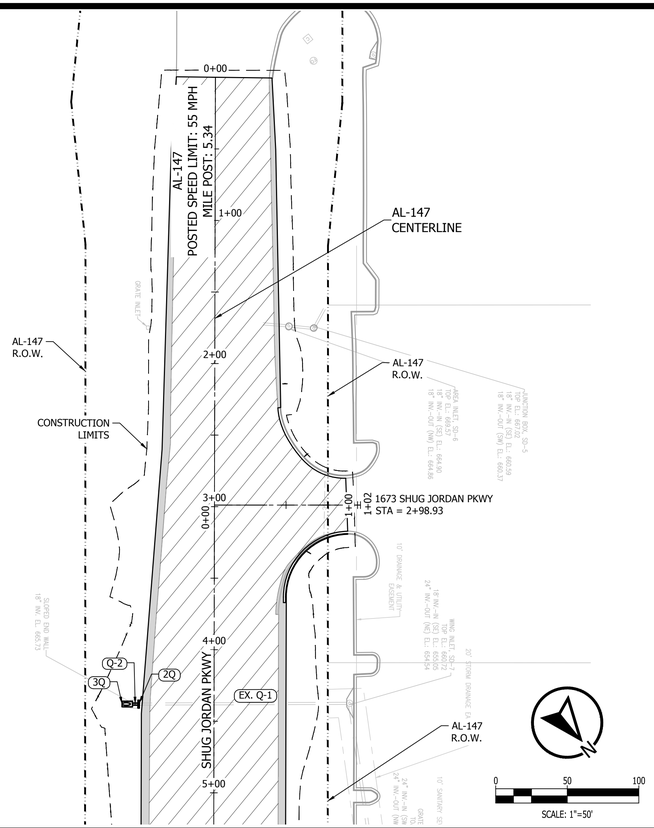
ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRENT L. HARRELL LAMAR 6/12/26

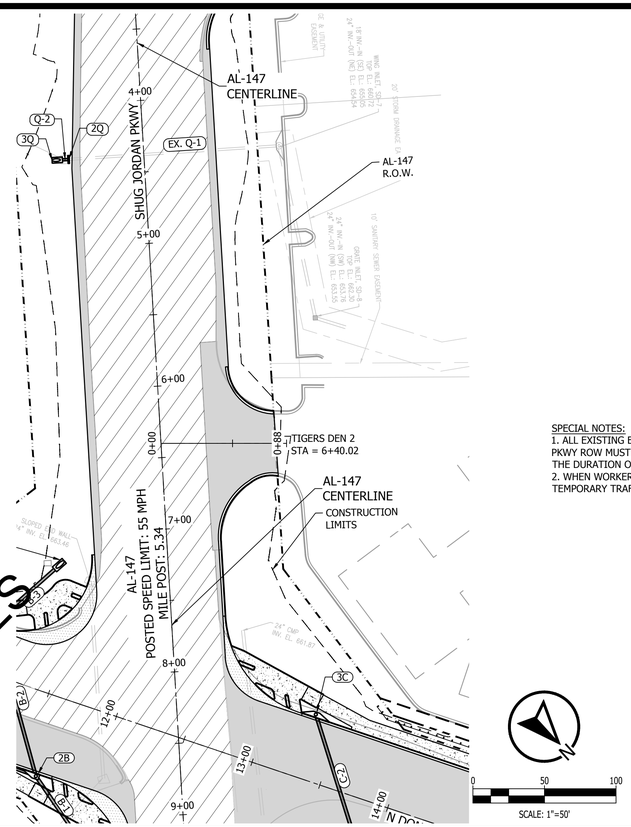
PLAN & PROFILE - N. DONAHUE DRIVE DRIVEWAYS

CITY OF AUBURN NORTH DONAHUE DRIVE WIDENING

REVISIONS	DESCRIPTION	DATE	CHECK
NO.			

DRAWN: WCW
CHECKED: BLH
DATE: 06/12/2026
SCALE: 1" = 50' H, 1" = 10' V
SHEET NO.: C5.7





KADRE ENGINEERING
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BIRMINGHAM, AL 35210
CONTACT: Lee Tharp
Tel + 334.315.0239

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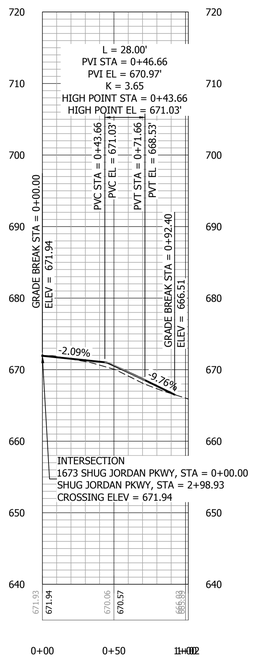
SPECIAL NOTES:
1. ALL EXISTING ENTRANCES LOCATED WITHIN SHUG JORDAN PKWY ROW MUST REMAIN OPEN AT ALL TIMES THROUGHOUT THE DURATION OF CONSTRUCTION.
2. WHEN WORKERS ARE NOT PRESENT, THE WEDGE FOR TEMPORARY TRAFFIC CONTROL BARRELS MUST BE MAINTAINED.

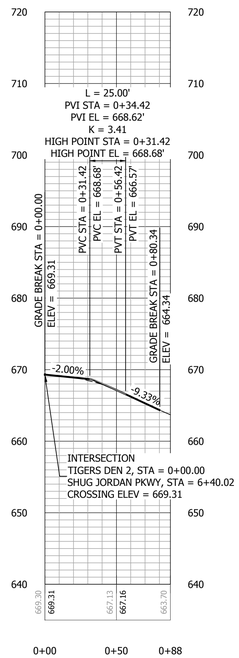
PLAN LEGEND

- FULL DEPTH ASPHALT PAVING
- CONCRETE SIDEWALK
- 1" ASPHALT MILL & OVERLAY
- PRESENT R.O.W
- PROPOSED R.O.W
- CONSTRUCTION LIMITS
- CONSTRUCTION EASEMENT

NOT FOR BIDDING PURPOSES



1673 SHUG JORDAN PKWY PROFILE



TIGERS DEN 2 PROFILE

PROFILE LEGEND

- EXISTING CENTERLINE GRADE
- PROPOSED CENTERLINE GRADE
- XXX.XX EXISTING ELEVATION
- XXX.XX PROPOSED ELEVATION

ENGINEERING SERVICES
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AUBURN

ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRIAN LAMAR HARRIS
6/12/26

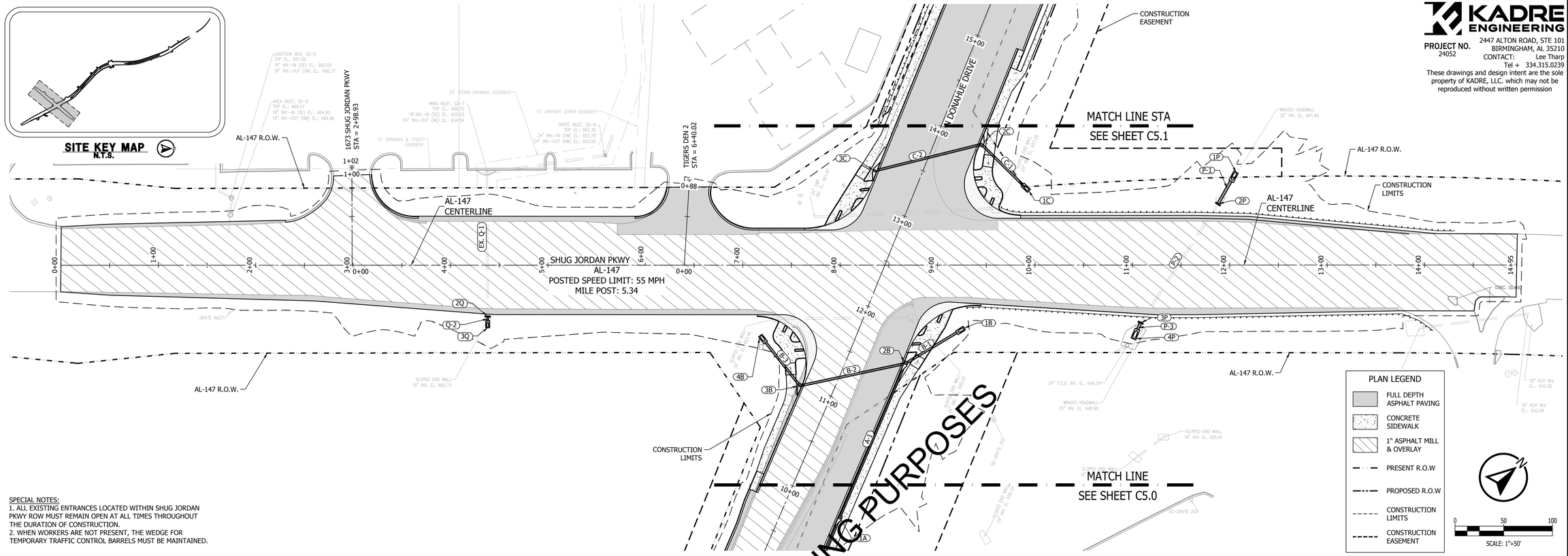
PLAN & PROFILE - SHUG JORDAN PKWY DRIVEWAYS

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

REVISIONS

NO.	CHECK	DATE	DESCRIPTION

DRAWN: WCW
CHECKED: BLH
DATE: 06/12/2026
SCALE: 1" = 50' H, 1" = 10' V
SHEET NO.: C5.8



SPECIAL NOTES:
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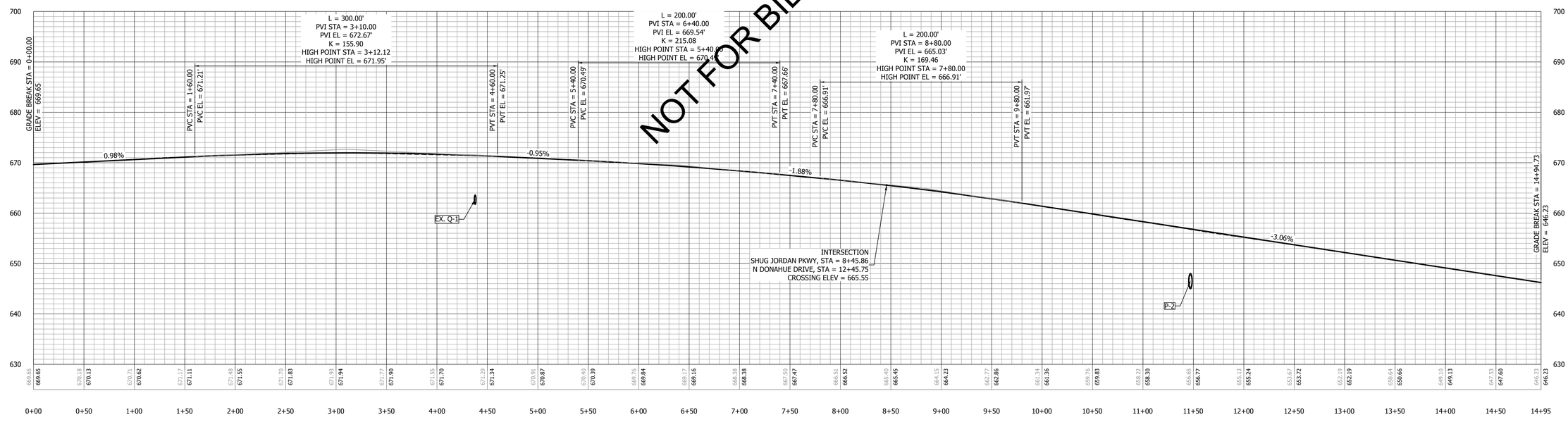
2. WHEN WORKERS ARE NOT PRESENT, THE WEDGE FOR TEMPORARY TRAFFIC CONTROL BARRELS MUST BE MAINTAINED.



SHUG JORDAN PARKWAY PROFILE

PROFILE LEGEND
EXISTING CENTERLINE GRADE
PROPOSED CENTERLINE GRADE
XXX.XX EXISTING ELEVATION
XXX.XX PROPOSED ELEVATION

KADRE ENGINEERING
PROJECT NO. 24052
2447 ALTON ROAD, STE 101
BIRMINGHAM, AL 35210
CONTACT: Lee Tharp
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AUBURN

ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRIAN LAMAR HAYES 6/12/26

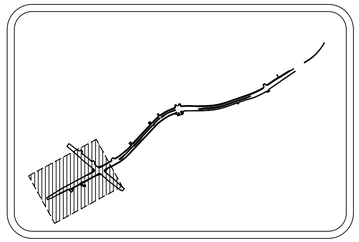
PLAN & PROFILE - SHUG JORDAN PKWY

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

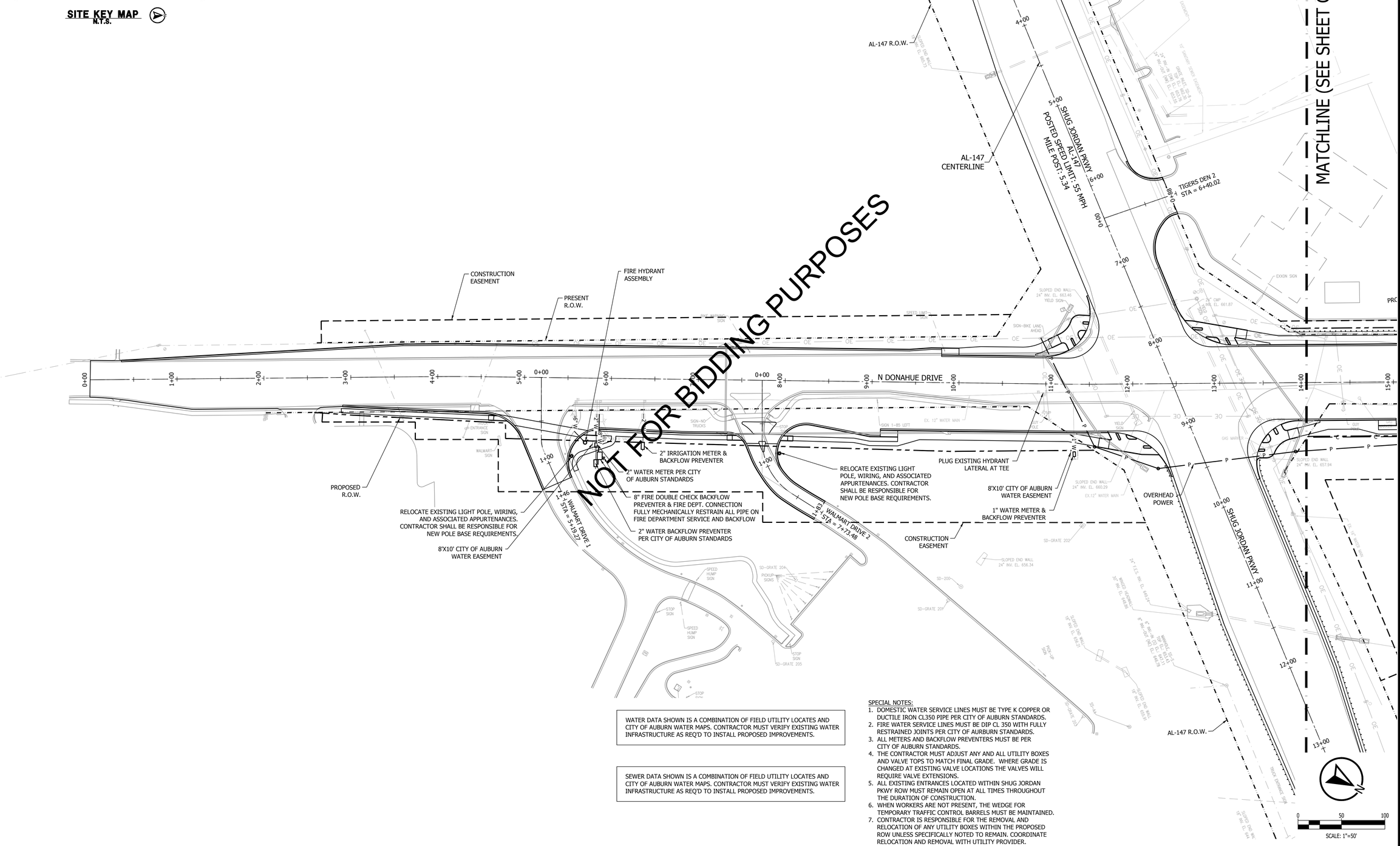
REVISIONS

NO.	CHECK	DATE	DESCRIPTION

DRAWN: WCW
CHECKED: BLH
DATE: 06/12/2026
SCALE: 1" = 50' H, 1" = 10' V
SHEET NO.: C5.9



SITE KEY MAP
N.T.S.



WATER DATA SHOWN IS A COMBINATION OF FIELD UTILITY LOCATES AND CITY OF AUBURN WATER MAPS. CONTRACTOR MUST VERIFY EXISTING WATER INFRASTRUCTURE AS REQ'D TO INSTALL PROPOSED IMPROVEMENTS.

SEWER DATA SHOWN IS A COMBINATION OF FIELD UTILITY LOCATES AND CITY OF AUBURN WATER MAPS. CONTRACTOR MUST VERIFY EXISTING WATER INFRASTRUCTURE AS REQ'D TO INSTALL PROPOSED IMPROVEMENTS.

SPECIAL NOTES:

1. DOMESTIC WATER SERVICE LINES MUST BE TYPE K COPPER OR DUCTILE IRON CL350 PIPE PER CITY OF AUBURN STANDARDS.
2. FIRE WATER SERVICE LINES MUST BE DIP CL 350 WITH FULLY RESTRAINED JOINTS PER CITY OF AURBURN STANDARDS.
3. ALL METERS AND BACKFLOW PREVENTERS MUST BE PER CITY OF AUBURN STANDARDS.
4. THE CONTRACTOR MUST ADJUST ANY AND ALL UTILITY BOXES AND VALVE TOPS TO MATCH FINAL GRADE. WHERE GRADE IS CHANGED AT EXISTING VALVE LOCATIONS THE VALVES WILL REQUIRE VALVE EXTENSIONS.
5. ALL EXISTING ENTRANCES LOCATED WITHIN SHUG JORDAN PKWY ROW MUST REMAIN OPEN AT ALL TIMES THROUGHOUT THE DURATION OF CONSTRUCTION.
6. WHEN WORKERS ARE NOT PRESENT, THE WEDGE FOR TEMPORARY TRAFFIC CONTROL BARRELS MUST BE MAINTAINED.
7. CONTRACTOR IS RESPONSIBLE FOR THE REMOVAL AND RELOCATION OF ANY UTILITY BOXES WITHIN THE PROPOSED ROW UNLESS SPECIFICALLY NOTED TO REMAIN. COORDINATE RELOCATION AND REMOVAL WITH UTILITY PROVIDER.

KADRE ENGINEERING
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AUBURN

ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRIAN LAMAR HARRIS 6/12/26

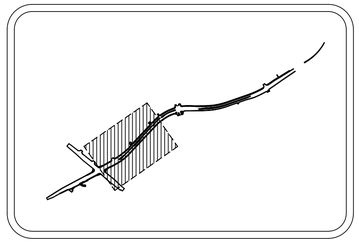
UTILITY PLAN - N. DONAHUE DRIVE
STA 0+00 - 14+00

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

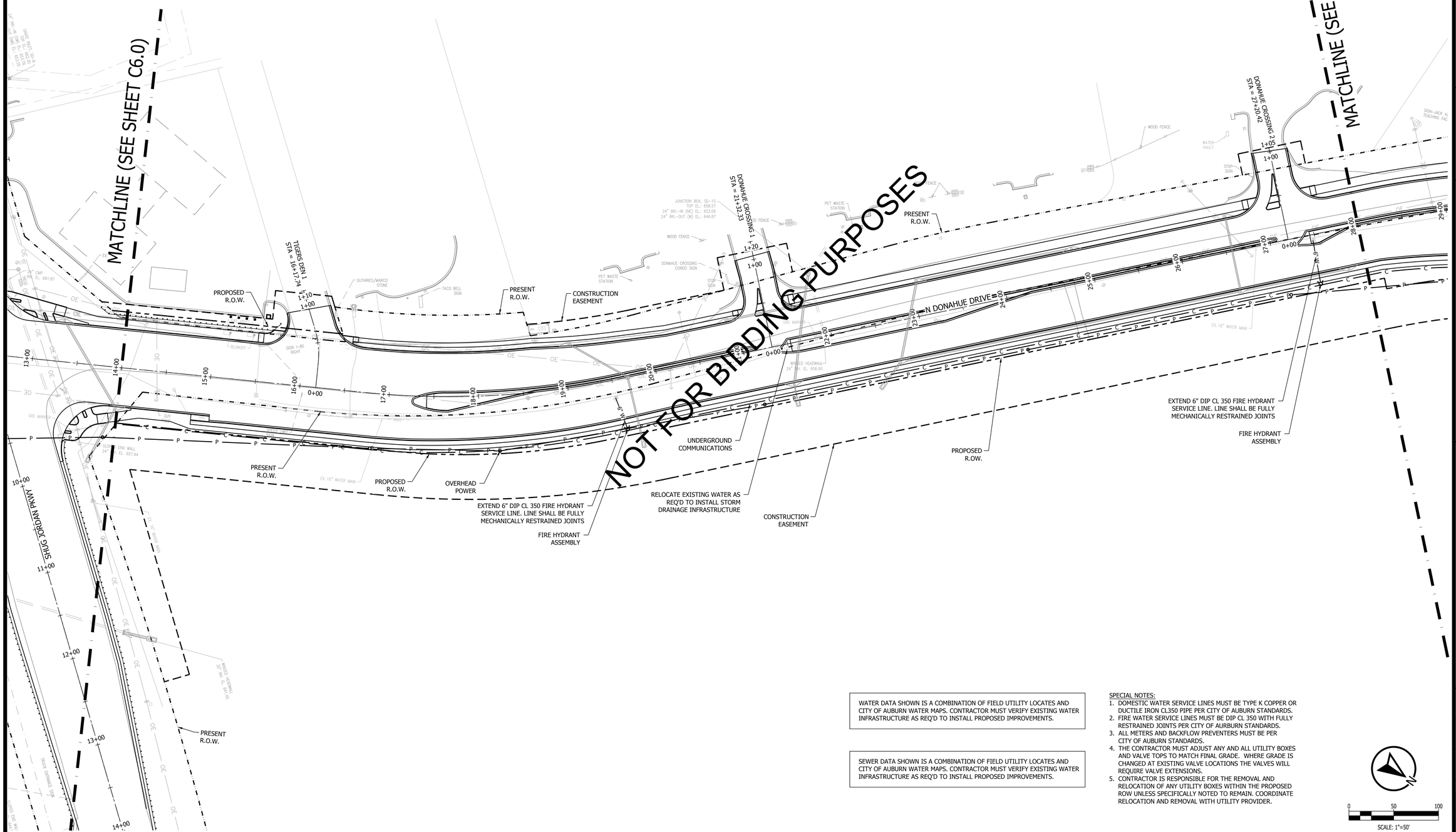
REVISIONS

NO.	CHECK	DATE	DESCRIPTION

DRAWN: WCW
CHECKED: BLH
DATE: 06/12/2026
SCALE: 1" = 50'
SHEET NO.: C6.0



SITE KEY MAP
N.T.S.



WATER DATA SHOWN IS A COMBINATION OF FIELD UTILITY LOCATES AND CITY OF AUBURN WATER MAPS. CONTRACTOR MUST VERIFY EXISTING WATER INFRASTRUCTURE AS REQ'D TO INSTALL PROPOSED IMPROVEMENTS.

SEWER DATA SHOWN IS A COMBINATION OF FIELD UTILITY LOCATES AND CITY OF AUBURN WATER MAPS. CONTRACTOR MUST VERIFY EXISTING WATER INFRASTRUCTURE AS REQ'D TO INSTALL PROPOSED IMPROVEMENTS.

SPECIAL NOTES:

1. DOMESTIC WATER SERVICE LINES MUST BE TYPE K COPPER OR DUCTILE IRON CL350 PIPE PER CITY OF AUBURN STANDARDS.
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4. THE CONTRACTOR MUST ADJUST ANY AND ALL UTILITY BOXES AND VALVE TOPS TO MATCH FINAL GRADE. WHERE GRADE IS CHANGED AT EXISTING VALVE LOCATIONS THE VALVES WILL REQUIRE VALVE EXTENSIONS.
5. CONTRACTOR IS RESPONSIBLE FOR THE REMOVAL AND RELOCATION OF ANY UTILITY BOXES WITHIN THE PROPOSED ROW UNLESS SPECIFICALLY NOTED TO REMAIN. COORDINATE RELOCATION AND REMOVAL WITH UTILITY PROVIDER.

0 50 100
SCALE: 1"=50'

KADRE ENGINEERING
PROJECT NO. 24052
2447 ALTON ROAD, STE 101
BIRMINGHAM, AL 35210
CONTACT: Lee Tharp
Tel + 334.315.0239

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AUBURN

ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRIAN LAMAR
6/12/26

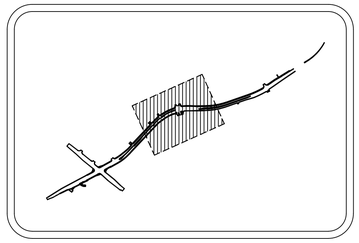
UTILITY PLAN - N. DONAHUE DRIVE
STA 14+00 - 28+00

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

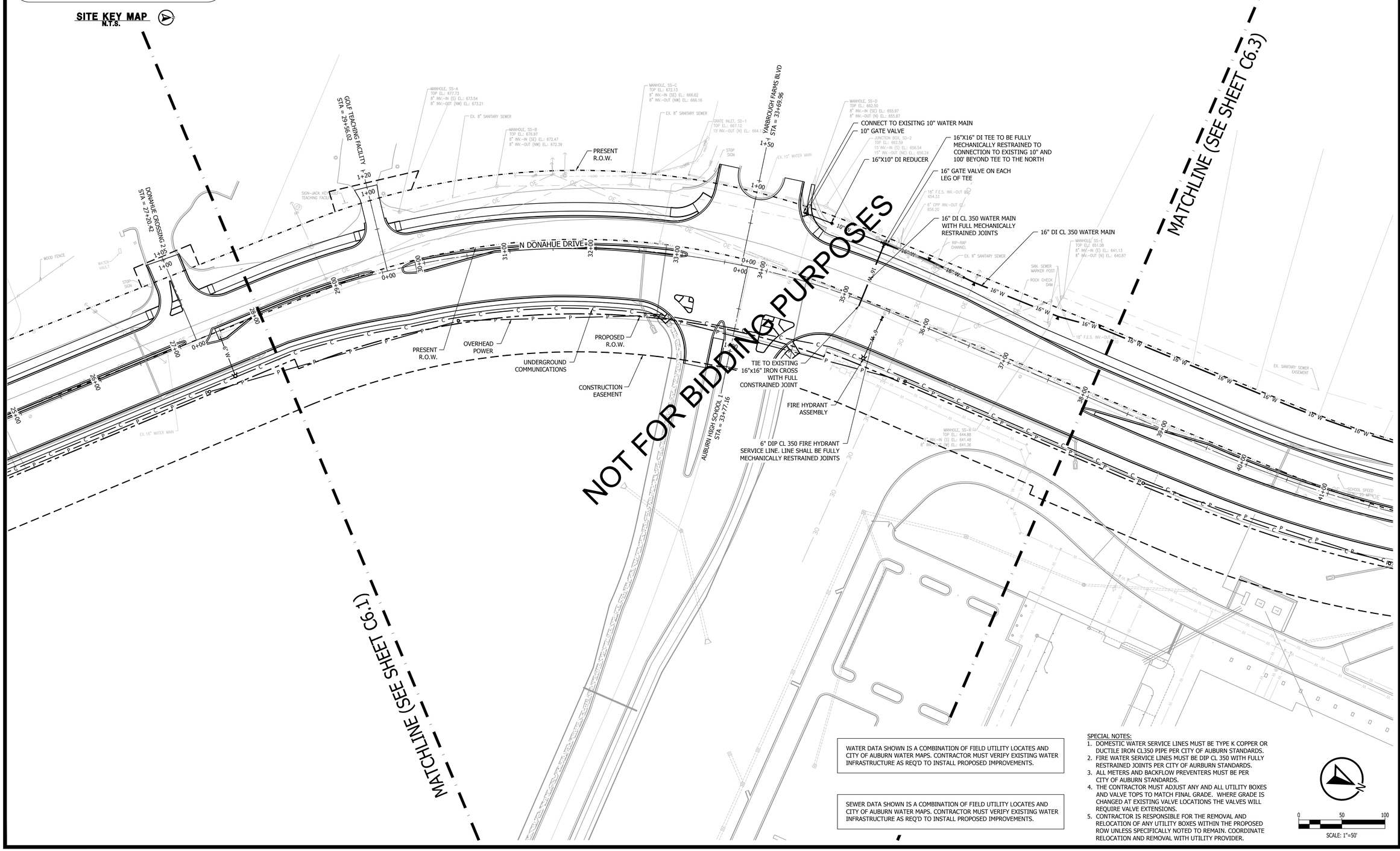
REVISIONS

NO.	CHECK	DATE	DESCRIPTION

DRAWN: WCW
CHECKED: BLH
DATE: 06/12/2026
SCALE: 1" = 50'
SHEET NO. C6.1



SITE KEY MAP
N.T.S.



WATER DATA SHOWN IS A COMBINATION OF FIELD UTILITY LOCATES AND CITY OF AUBURN WATER MAPS. CONTRACTOR MUST VERIFY EXISTING WATER INFRASTRUCTURE AS REQ'D TO INSTALL PROPOSED IMPROVEMENTS.

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0 50 100
SCALE: 1"=50'

KADRE ENGINEERING
PROJECT NO. 24052
2447 ALTON ROAD, STE 101
BIRMINGHAM, AL 35210
CONTACT: Lee Tharp
Tel + 334.315.0239

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ENGINEERING SERVICES
171 N. ROSS STREET, SUITE 200
AUBURN, ALABAMA 36830
PHONE: (334) 501-3000; FAX: (334) 501-7294

AUBURN

ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRIAN LAMAR HARRIS 6/12/26

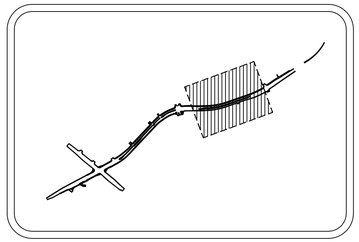
UTILITY PLAN - N. DONAHUE DRIVE
STA 28+00 - 38+00

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

REVISIONS

NO.	CHECK	DATE	DESCRIPTION

DRAWN: WCW
CHECKED: BLH
DATE: 06/12/2026
SCALE: 1" = 50'
SHEET NO.: C6.2



SITE KEY MAP
N.T.S.

MATCHLINE (SEE SHEET C6.2)

MATCHLINE (SEE SHEET C6.4)

NOT FOR BIDDING PURPOSES

PRESENT R.O.W.

16" DI CL 350 WATER MAIN

N DONAHUE DRIVE

OVERHEAD POWER

UNDERGROUND COMMUNICATIONS

PROPOSED R.O.W.

CONSTRUCTION EASEMENT

PRESENT R.O.W.

THIS BUS EXIT STA = 46+35.88

WATER DATA SHOWN IS A COMBINATION OF FIELD UTILITY LOCATES AND CITY OF AUBURN WATER MAPS. CONTRACTOR MUST VERIFY EXISTING WATER INFRASTRUCTURE AS REQ'D TO INSTALL PROPOSED IMPROVEMENTS.

SEWER DATA SHOWN IS A COMBINATION OF FIELD UTILITY LOCATES AND CITY OF AUBURN WATER MAPS. CONTRACTOR MUST VERIFY EXISTING WATER INFRASTRUCTURE AS REQ'D TO INSTALL PROPOSED IMPROVEMENTS.

SPECIAL NOTES:
1. DOMESTIC WATER SERVICE LINES MUST BE TYPE K COPPER OR DUCTILE IRON CL350 PIPE PER CITY OF AUBURN STANDARDS.
2. FIRE WATER SERVICE LINES MUST BE DIP CL 350 WITH FULLY RESTRAINED JOINTS PER CITY OF AURBURN STANDARDS.
3. ALL METERS AND BACKFLOW PREVENTERS MUST BE PER CITY OF AUBURN STANDARDS.
4. THE CONTRACTOR MUST ADJUST ANY AND ALL UTILITY BOXES AND VALVE TOPS TO MATCH FINAL GRADE. WHERE GRADE IS CHANGED AT EXISTING VALVE LOCATIONS THE VALVES WILL REQUIRE VALVE EXTENSIONS.
5. CONTRACTOR IS RESPONSIBLE FOR THE REMOVAL AND RELOCATION OF ANY UTILITY BOXES WITHIN THE PROPOSED ROW UNLESS SPECIFICALLY NOTED TO REMAIN. COORDINATE RELOCATION AND REMOVAL WITH UTILITY PROVIDER.

0 50 100
SCALE: 1"=50'

KADRE ENGINEERING
2447 ALTON ROAD, STE 101
BIRMINGHAM, AL 35210
CONTACT: Lee Tharp
Tel + 334.315.0239

PROJECT NO. 24052

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AUBURN

ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRIAN LEE HARP LAMAR
6/12/26

UTILITY PLAN - N. DONAHUE DRIVE
STA 38+00 - 50+00

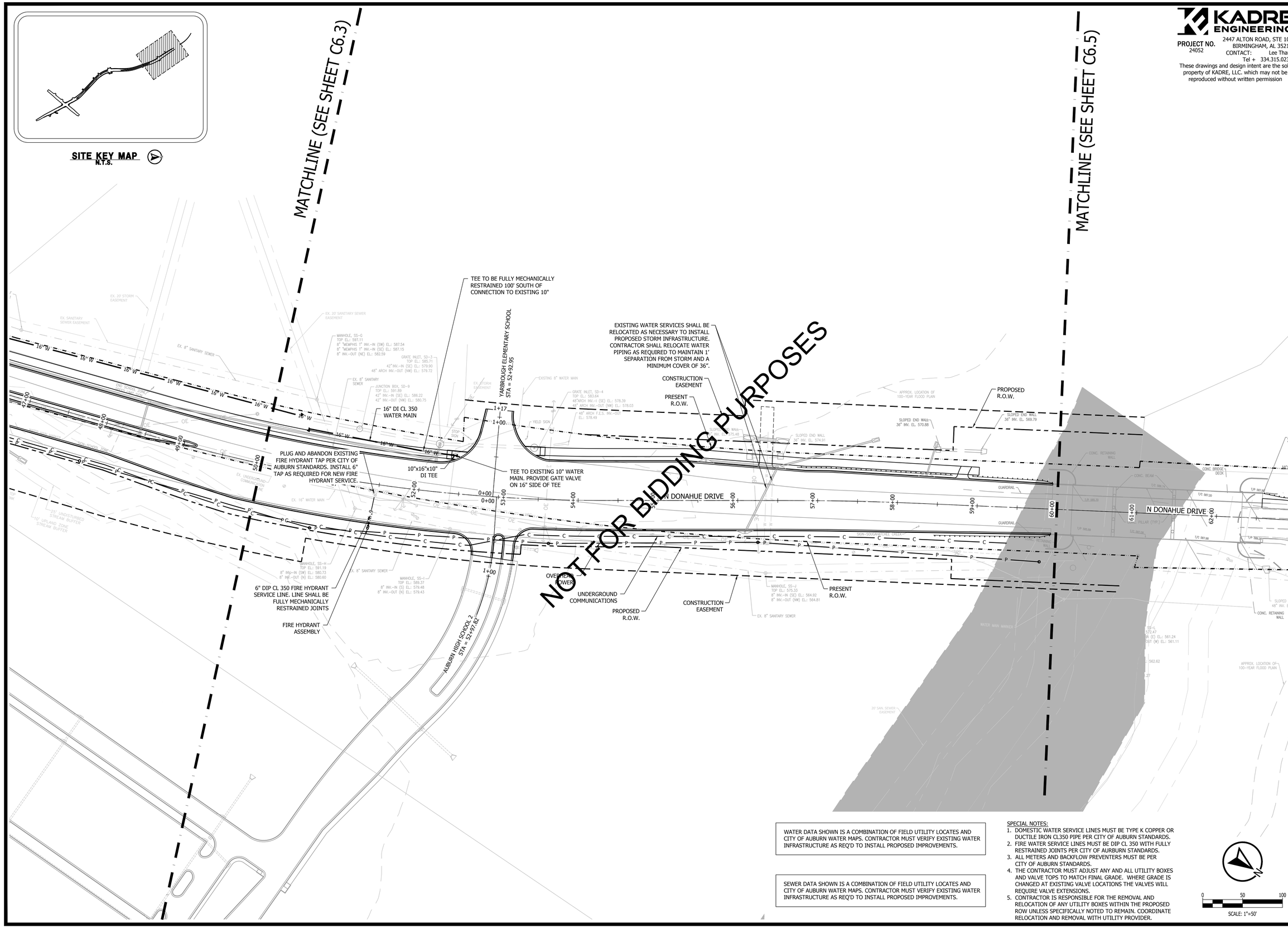
CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

REVISIONS

NO.	DESCRIPTION	DATE	CHECK.

DRAWN: WCW
CHECKED: BLH
DATE: 06/12/2026
SCALE: 1" = 50'
SHEET NO.: C6.3

SITE KEY MAP
N.T.S.



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0 50 100
SCALE: 1"=50'

KADRE ENGINEERING
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AUBURN

ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRIAN LAMAR HARRIS 6/12/26

UTILITY PLAN - N. DONAHUE DRIVE
STA 50+00 - 60+00

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

REVISIONS

NO.	CHECK	DATE	DESCRIPTION

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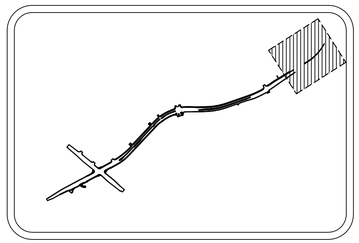
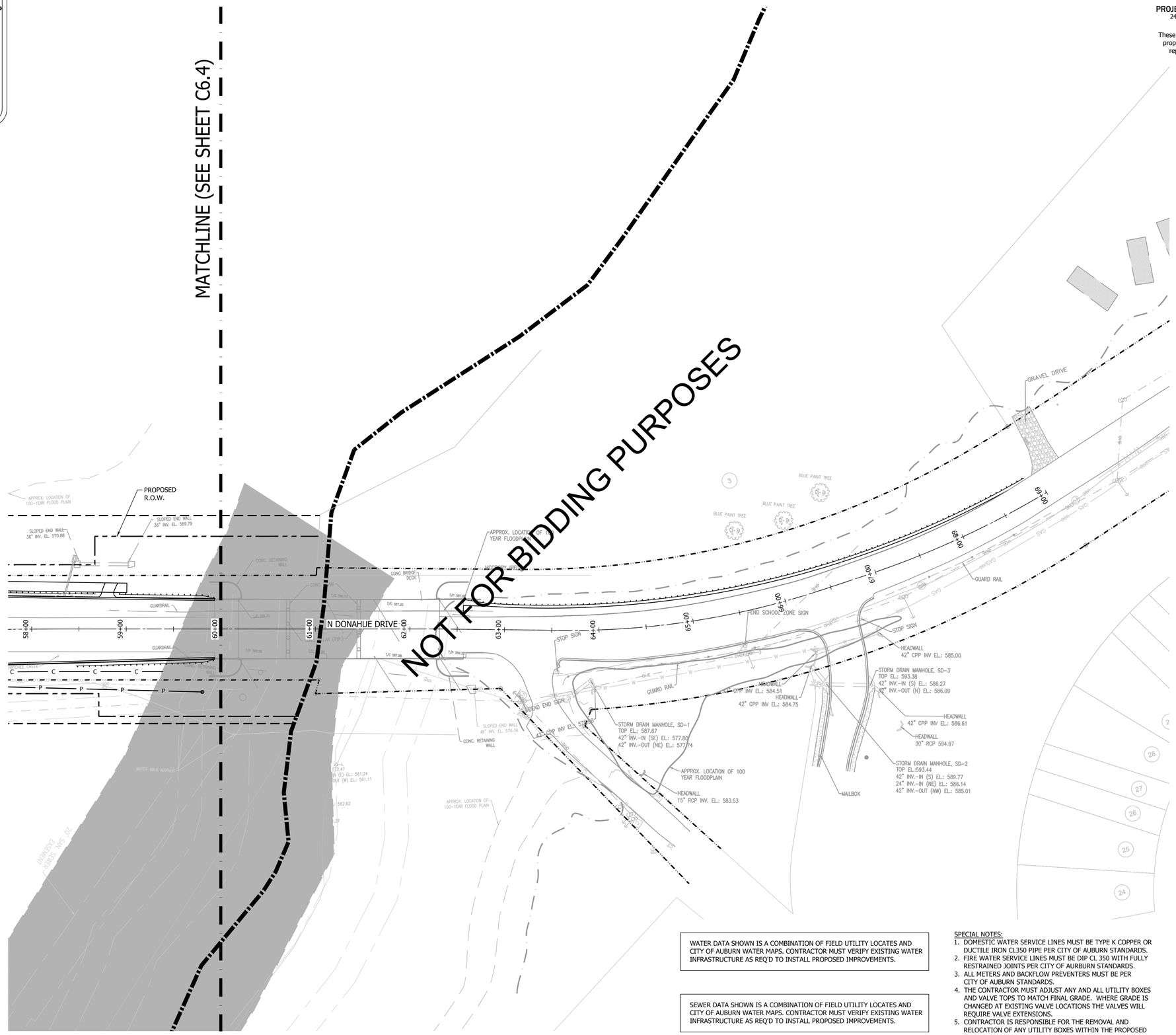
CHECKED: BLH
DATE: 06/12/2026
SCALE: 1" = 50'
SHEET NO.: C6.4



SITE KEY MAP
N.T.S.



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0 50 100
SCALE: 1"=50'

KADRE ENGINEERING
PROJECT NO. 24052
2447 ALTON ROAD, STE 101
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AUBURN

ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRIAN LAMAR 6/12/26

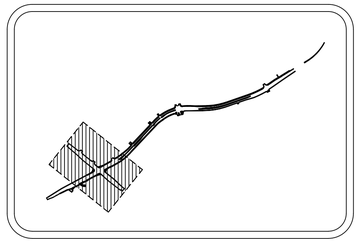
UTILITY PLAN - N. DONAHUE DRIVE
STA 60+00 - 69+00

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

REVISIONS

NO.	CHECK	DATE	DESCRIPTION

DRAWN: WCW
CHECKED: BLH
DATE: 06/12/2026
SCALE: 1" = 50'
SHEET NO.: C6.5



SITE KEY MAP
N.T.S.

KADRE ENGINEERING
PROJECT NO. 24052
2447 ALTON ROAD, STE 101
BIRMINGHAM, AL 35210
CONTACT: Lee Tharp
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AUBURN

ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRANDON LEE HARPER LAMAR 12/26

MATCHLINE (SEE SHEET C3.1)

MATCHLINE (SEE SHEET C3.0)

NOT FOR BIDDING PURPOSES

JUNCTION BOX, SD-5
TOP EL.: 667.02
18" INV.-IN (SE) EL.: 660.59
18" INV.-OUT (SW) EL.: 660.37

AREA INLET, SD-6
TOP EL.: 669.57
18" INV.-IN (SE) EL.: 664.90
18" INV.-OUT (NW) EL.: 664.86

WING INLET, SD-7
TOP EL.: 660.72
18" INV.-IN (SE) EL.: 655.05
24" INV.-OUT (NE) EL.: 654.54

GRATE INLET, SD-8
TOP EL.: 662.30
24" INV.-IN (SW) EL.: 653.76
24" INV.-OUT (NW) EL.: 653.55

TIGERS DEN 1
STA = 16+01.18

TIGERS DEN 2
STA = 6+40.02

1673 SHUG JORDAN PKWY
STA = 2+98.93

SHUG JORDAN PKWY

N DONAHUE DRIVE

WALMART DRIVE 2
STA = 7+73.48

AL-147
CENTERLINE

AL-147 R.O.W.

WINGED HEADWALL
30" INV. EL. 641.45

SLOPED END WALL
24" INV. EL. 641.34

EX. 16" WATER MAIN

EX. 12" WATER MAIN

24" F.E.S. INV. EL. 648.24

WINGED HEADWALL
30" INV. EL. 648.86

MANHOLE, SS-S
TOP EL.: 653.43
6" INV.-IN (S) EL.: 647.11
8" INV.-OUT (NE) EL.: 646.78

SLOPED END WALL
18" INV. EL. 644.51

18" RCP INV.
EL.: 642.92

18" RCP INV.
EL.: 642.84

SLOPED END WALL
18" INV. EL. 655.91

SLOPED END WALL
18" INV. EL. 656.21

SLOPED END WALL
24" INV. EL. 655.54

SLOPED END WALL
18" INV. EL. 665.73

SD-GRATE 203

SD-GRATE 204

SD-GRATE 205

SD-GRATE 206

SD-GRATE 207

SD-GRATE 208

SD-GRATE 209

SD-GRATE 210

SD-GRATE 211

SD-GRATE 212

SD-GRATE 213

SD-GRATE 214

SD-GRATE 215

SD-GRATE 216

SD-GRATE 217

SD-GRATE 218

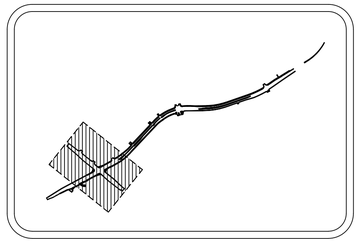
SD-GRATE 219

SD-GRATE 220

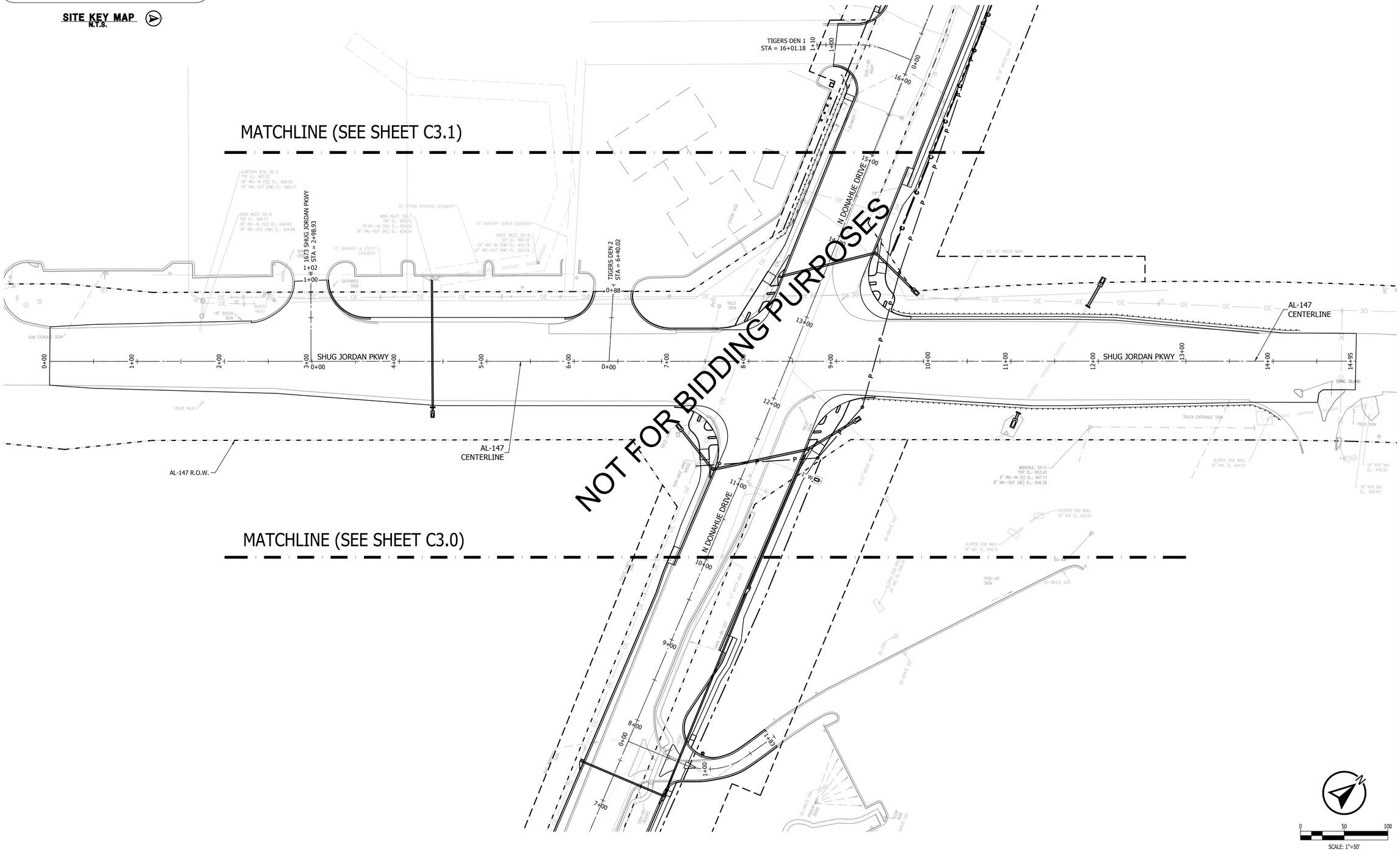
SD-GRATE 221

SD-GRATE 222

SD-GRATE



SITE KEY MAP
N.T.S.



KADRE ENGINEERING
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BIRMINGHAM, AL 35210
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AUBURN

ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRIAN LAMAR
6/12/26

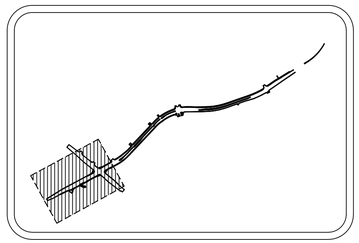
SHUG JORDAN PKWY POST - CONSTRUCITON UTILITY PLAN

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

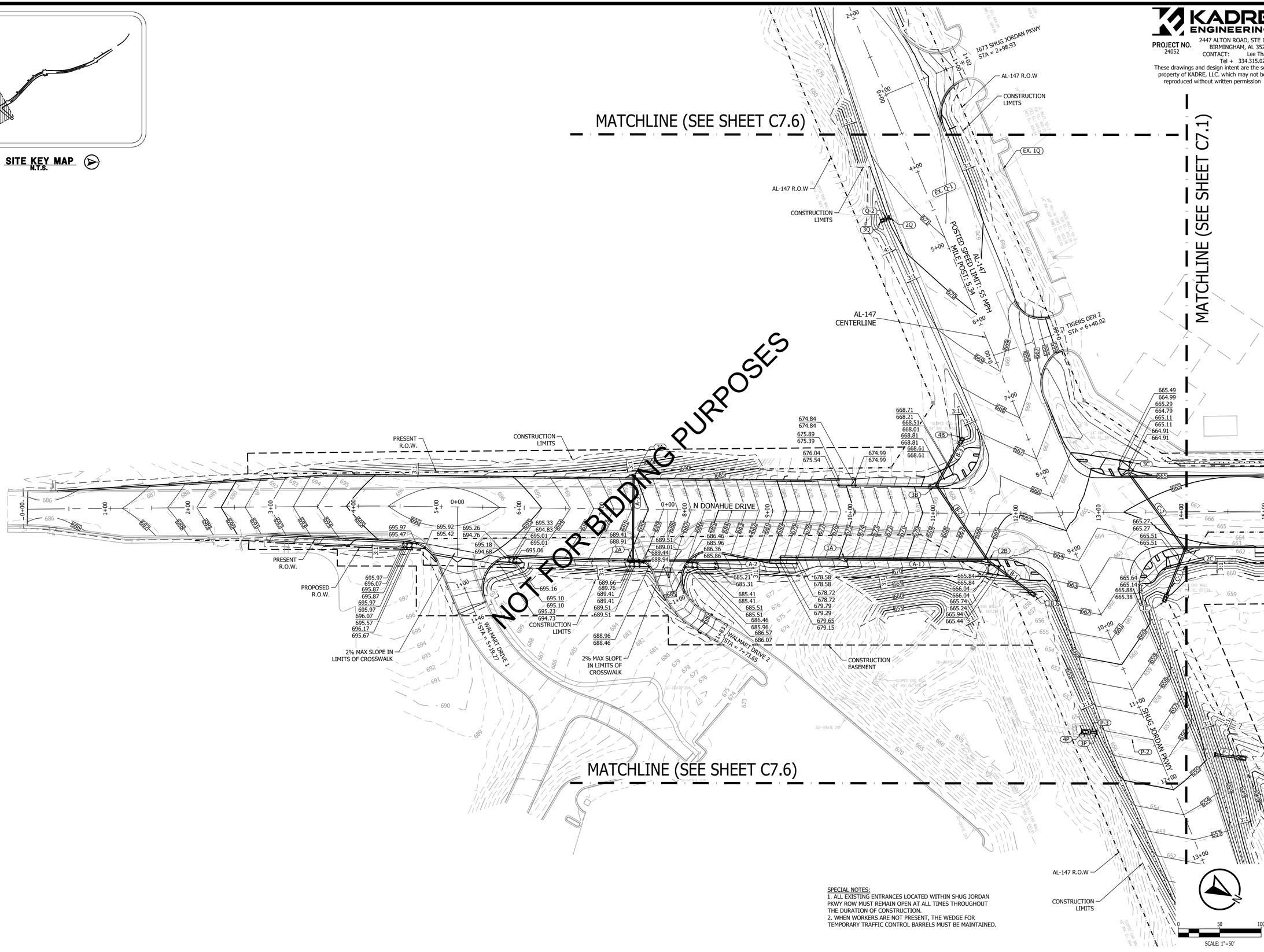
REVISIONS

NO.	CHECK	DATE	DESCRIPTION

DRAWN: WCW
CHECKED: BLH
DATE: 06/12/2026
SCALE: 1" = 50'
SHEET NO.: C6.7



SITE KEY MAP
N.T.S.



SPECIAL NOTES:
1. ALL EXISTING ENTRANCES LOCATED WITHIN SHUG JORDAN PKWY ROW MUST REMAIN OPEN AT ALL TIMES THROUGHOUT THE DURATION OF CONSTRUCTION.
2. WHEN WORKERS ARE NOT PRESENT, THE WEDGE FOR TEMPORARY TRAFFIC CONTROL BARRELS MUST BE MAINTAINED.

KADRE ENGINEERING
PROJECT NO. 24052
2447 ALTON ROAD, STE 101
BIRMINGHAM, AL 35210
CONTACT: Lee Tharp
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PHONE: (334) 501-3000; FAX: (334) 501-7294

AUBURN

ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRIAN LAMAR HARRIS 6/12/26

GRADING PLAN - N. DONAHUE DRIVE
STA 0+00 - 14+00

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

REVISIONS

NO.	CHECK	DATE	DESCRIPTION

DRAWN	WCW
CHECKED	BLH
DATE	06/12/2026
SCALE	1" = 50'
SHEET NO.	C7.0

SITE KEY MAP
N.T.S.

MATCHLINE (SEE SHEET C7.0)

MATCHLINE (SEE SHEET C7.2)

NOT FOR BIDDING PURPOSES

N DONAHUE DRIVE

SHUG JORDAN PKWY

TIGERS DEN 1
STA = 16+17.74

DONAHUE CROSSING 1
STA = 21+32.33

DONAHUE CROSSING 2
STA = 27+20.42

CONSTRUCTION EASEMENT

CONSTRUCTION LIMITS

PRESENT R.O.W.

4' WIDE FLAT BOTTOM DITCH WITH 3:1 MIN SIDE SLOPES

2' WIDE FLAT BOTTOM DITCH WITH 3:1 MIN SIDE SLOPES

POND
BOTTOM
655.00

0 50 100
SCALE: 1"=50'

KADRE ENGINEERING
PROJECT NO. 24052
2447 ALTON ROAD, STE 101
BIRMINGHAM, AL 35210
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AUBURN

ALABAMA LICENSED PROFESSIONAL ENGINEER No. 30400 BRANDON LEE HARPER LAMAR 06/12/26

GRADING PLAN - N. DONAHUE DRIVE
STA 14+00 - 28+00

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

REVISIONS	NO.	CHECK	DATE	DESCRIPTION

DRAWN: WCW
CHECKED: BLH
DATE: 06/12/2026
SCALE: 1" = 50'
SHEET NO.: C7.1

KADRE ENGINEERING

PROJECT NO. 24052

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AUBURN

ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRANDON LEE LAMAR 06/12/26

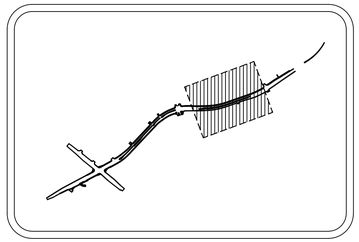
GRADING PLAN - N. DONAHUE DRIVE
STA 28+00 - 38+00

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

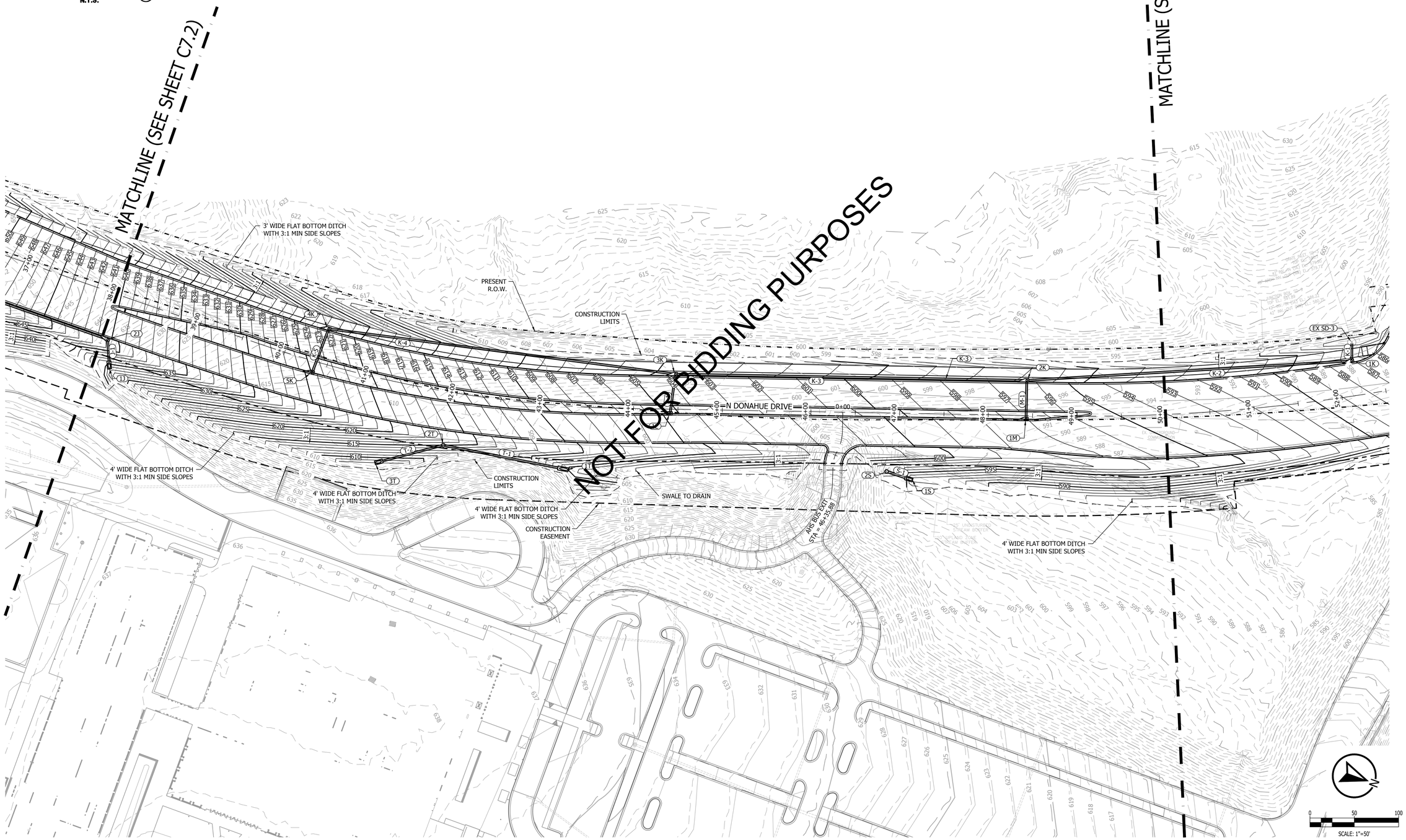
REVISIONS

NO.	CHECK	DATE	DESCRIPTION

DRAWN: WCW
CHECKED: BLH
DATE: 06/12/2026
SCALE: 1" = 50'
SHEET NO.: C7.2



SITE KEY MAP
N.T.S.



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AUBURN

ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRIAN LAMAR
6/12/26

GRADING PLAN - N. DONAHUE DRIVE
STA 38+00 - 50+00

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

REVISIONS

NO.	CHECK	DATE	DESCRIPTION

DRAWN: WCW
CHECKED: BLH
DATE: 06/12/2026
SCALE: 1" = 50'
SHEET NO.: C7.3

SITE KEY MAP
N.T.S.



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PROJECT NO. 24052

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BIRMINGHAM, AL 35210
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AUBURN

ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRIAN LAMAR
6/12/26

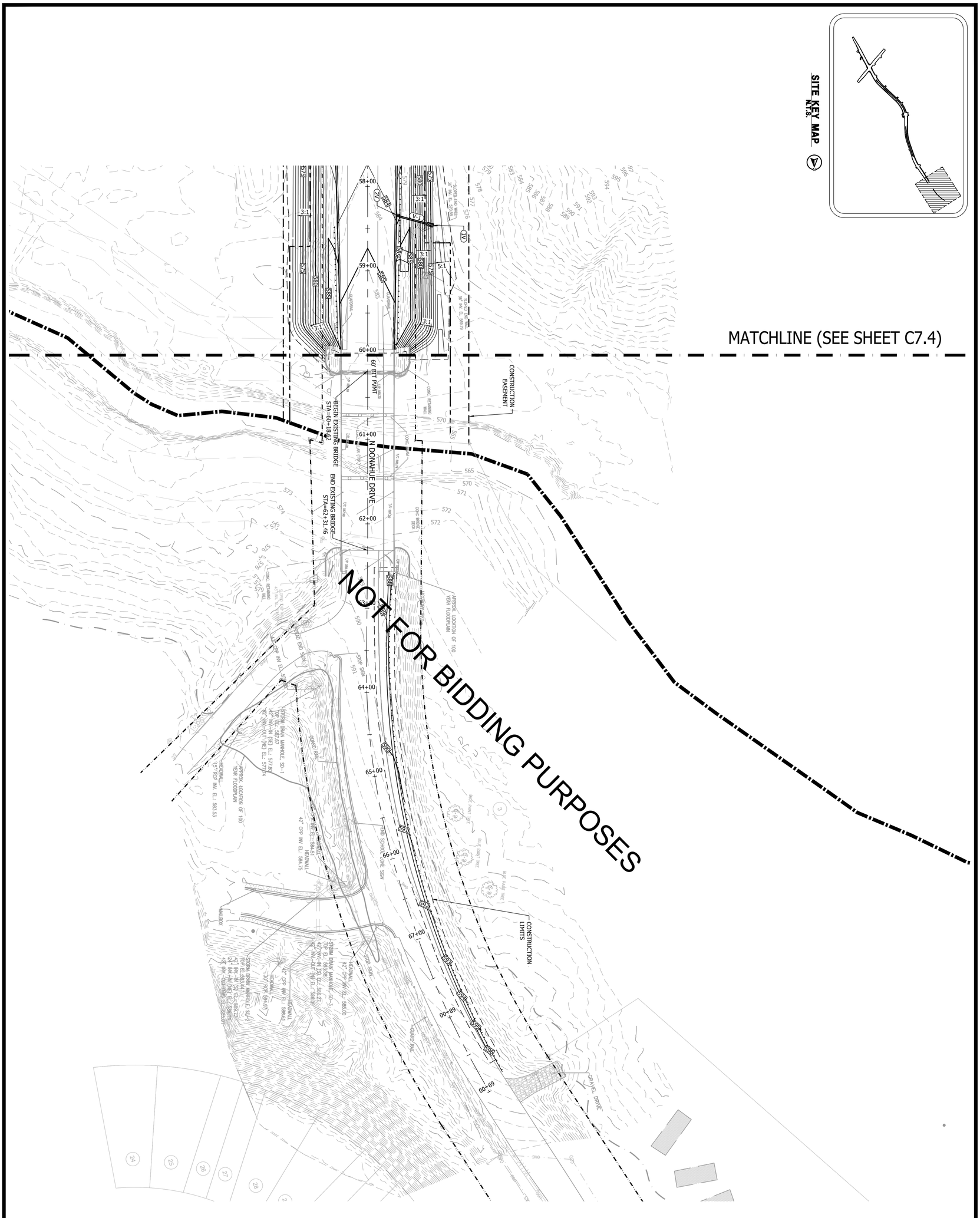
GRADING PLAN - N. DONAHUE DRIVE
STA 50+00 - 60+00

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

REVISIONS

NO.	CHECK	DATE	DESCRIPTION

DRAWN: WCW
CHECKED: BLH
DATE: 06/12/2026
SCALE: 1" = 50'
SHEET NO.: C7.4



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PROJECT NO. 24052

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SHEET NO.	SCALE	DATE	CHECKED	DRAWN
C7.5	1" = 50'	06/12/2026	BLH	WCW

REVISIONS

NO.	CHECK	DATE	DESCRIPTION

GRADING PLAN - N. DONAHUE DRIVE
STA 60+00 - 69+00

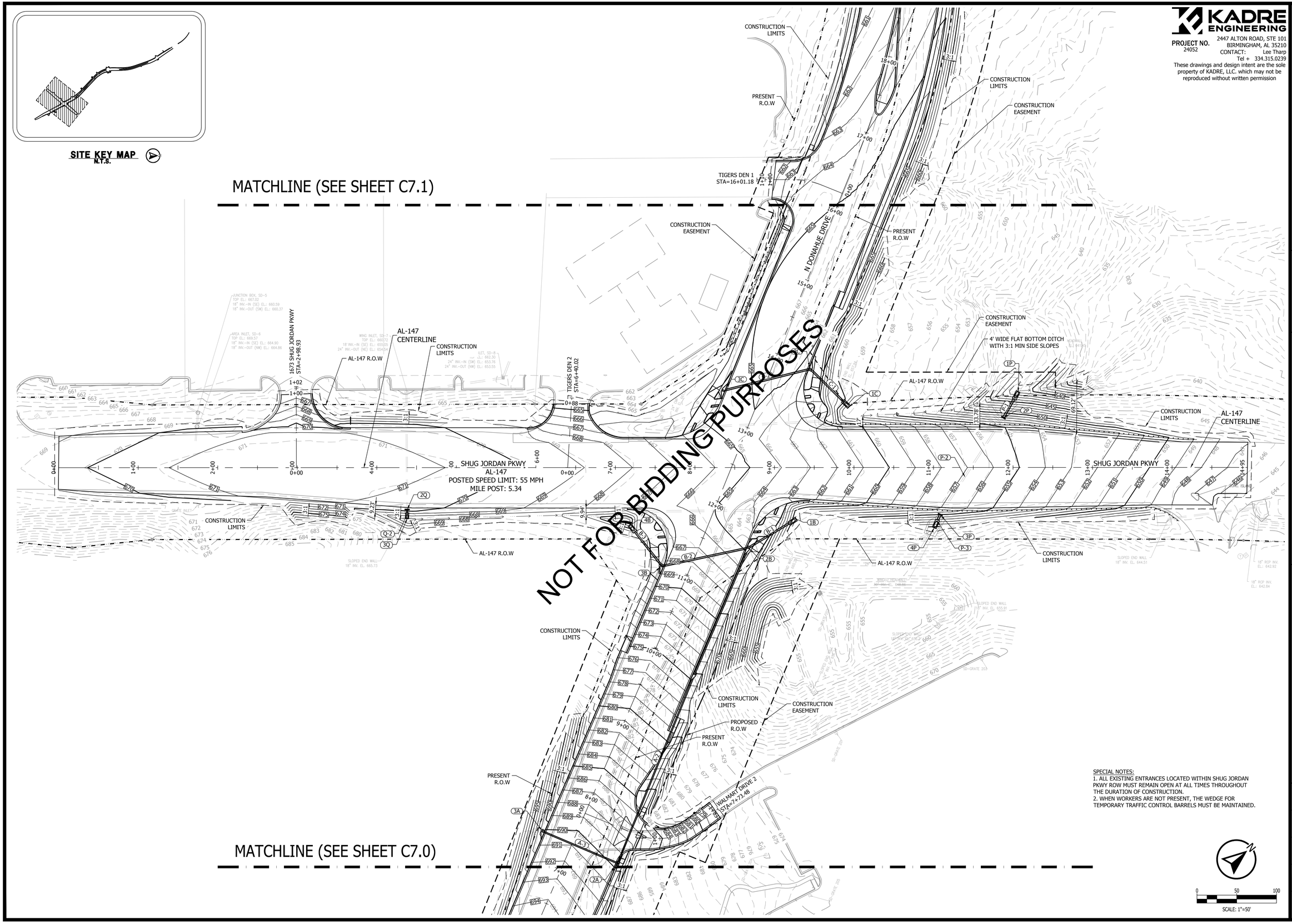
CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

ALABAMA LICENSED PROFESSIONAL ENGINEER No. 30400 L. MARK 6/12/26

AUBURN

ENGINEERING SERVICES
171 N. ROSS STREET, SUITE 200
AUBURN, ALABAMA 36830
PHONE: (334) 501-3000; FAX: (334) 501-7294

SITE KEY MAP
N.T.S.



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0 50 100
SCALE: 1"=50'

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AUBURN

ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRIAN LAMAR HARRIS 6/12/26

GRADING PLAN - SHUG JORDAN PKWY

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

REVISIONS

NO.	CHECK	DATE	DESCRIPTION

DRAWN: WCW
CHECKED: BLH
DATE: 06/12/2026
SCALE: 1" = 50'
SHEET NO.: C7.6

KADRE ENGINEERING
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BIRMINGHAM, AL 35210
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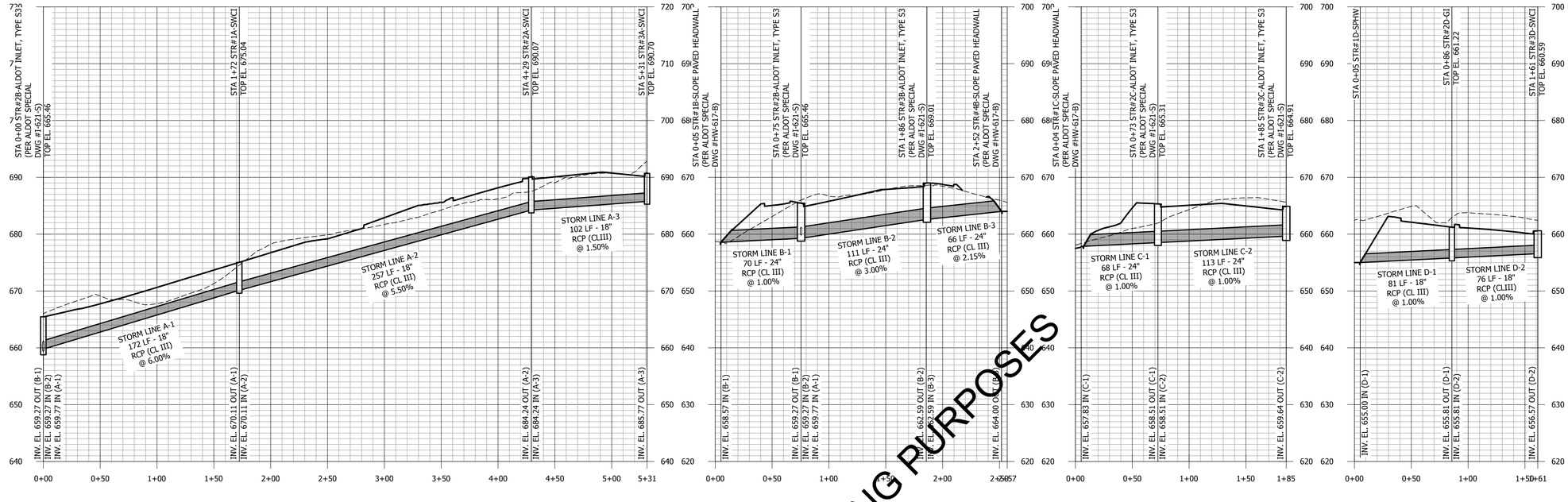

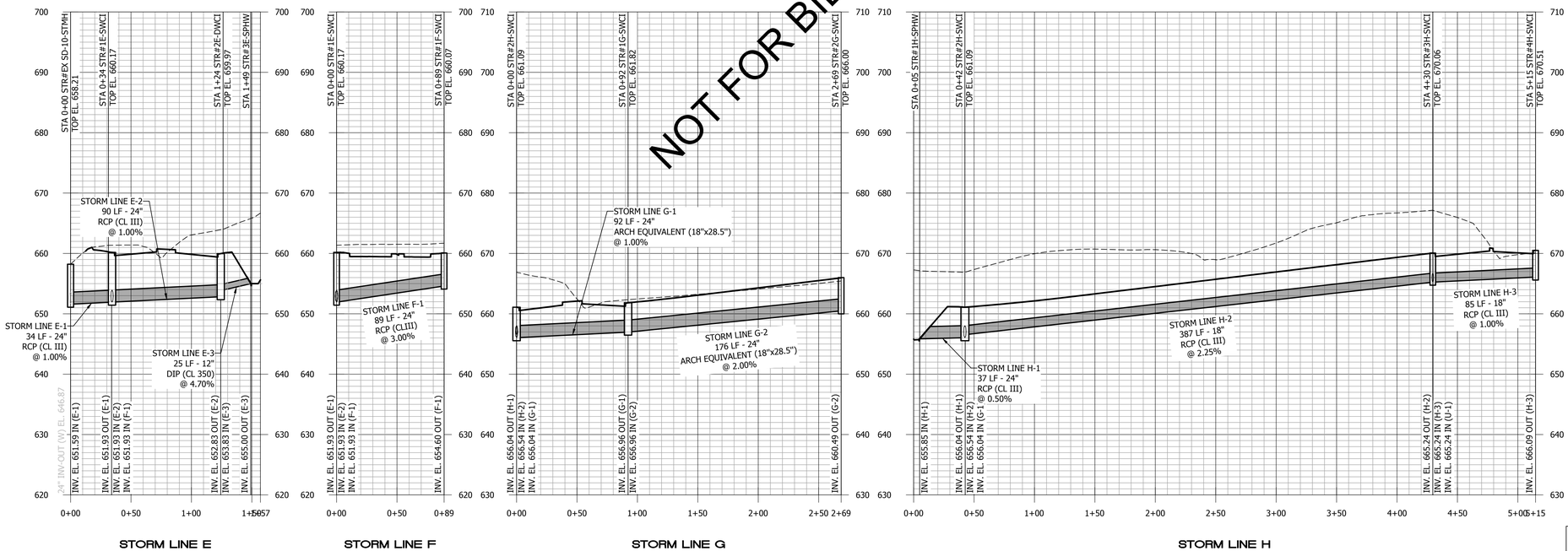

NOT FOR BIDDING PURPOSES

STORM PROFILE LEGEND
- PROPOSED GRADE
- EXISTING GRADE
- VERTICAL SCALE: 1" = 10'
- HORIZONTAL SCALE: 1" = 50'

ENGINEERING SERVICES
171 N. ROSS STREET, SUITE 200
AUBURN, ALABAMA 36830
PHONE: (334) 501-3000; FAX: (334) 501-7294

AUBURN

ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRANDON HARRIS LAMAR 06/12/26

STORM PROFILES
CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

REVISIONS			
NO.	CHECK	DATE	DESCRIPTION

DRAWN: WCW
CHECKED: BLH
DATE: 06/12/2026
SCALE: 1" = 50'
SHEET NO.: C8.0

KADRE ENGINEERING
PROJECT NO. 24052
2447 ALTON ROAD, STE 101
BIRMINGHAM, AL 35210
CONTACT: Lee Tharp
Tel + 334.315.0239
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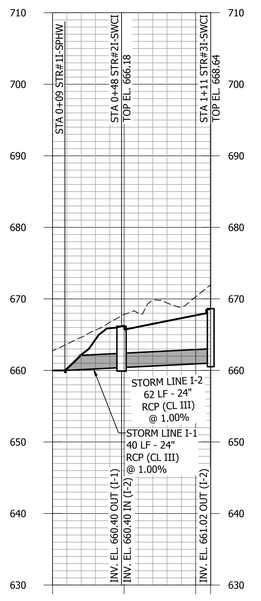
AUBURN



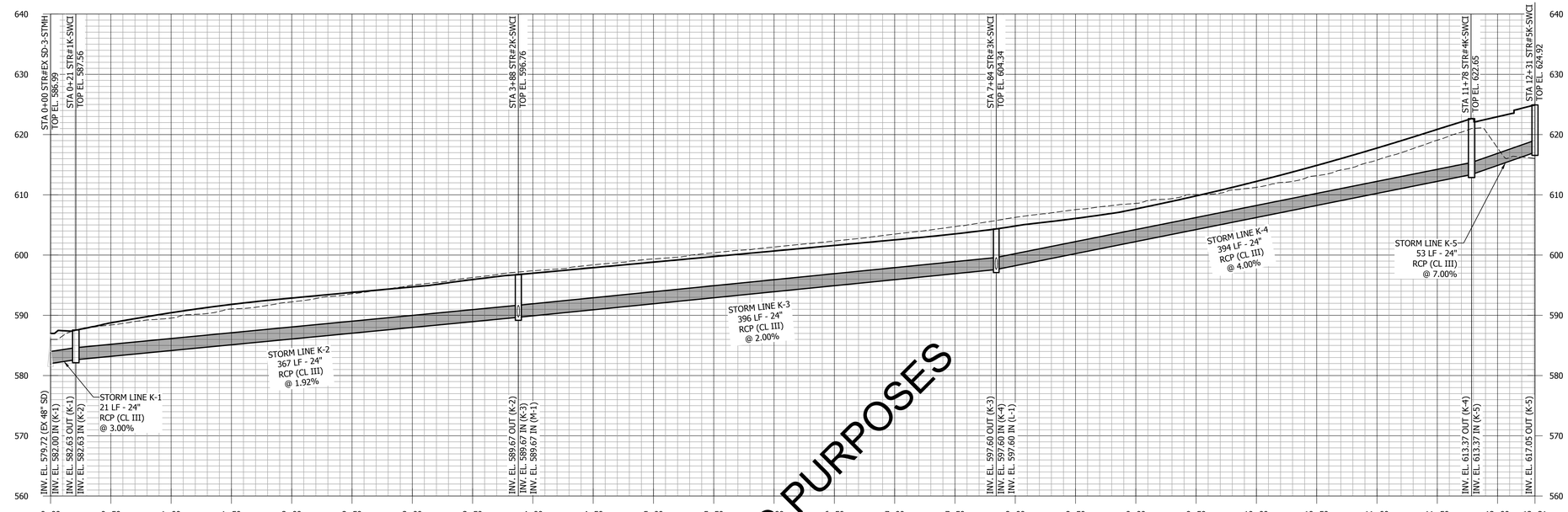
STORM PROFILES

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

NOT FOR BIDDING PURPOSES



STORM LINE I



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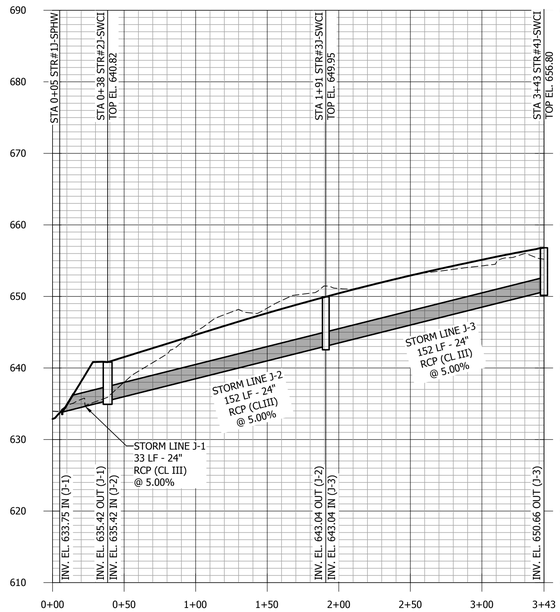

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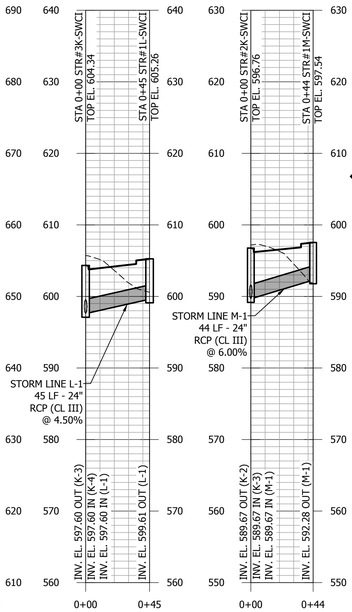

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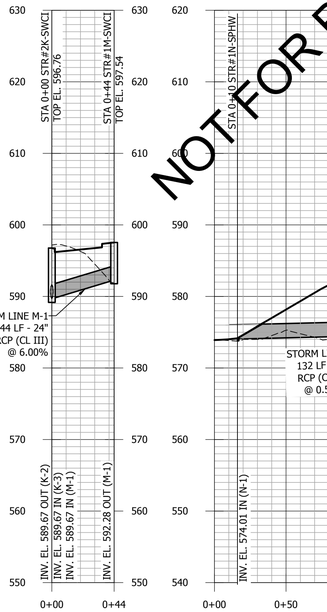
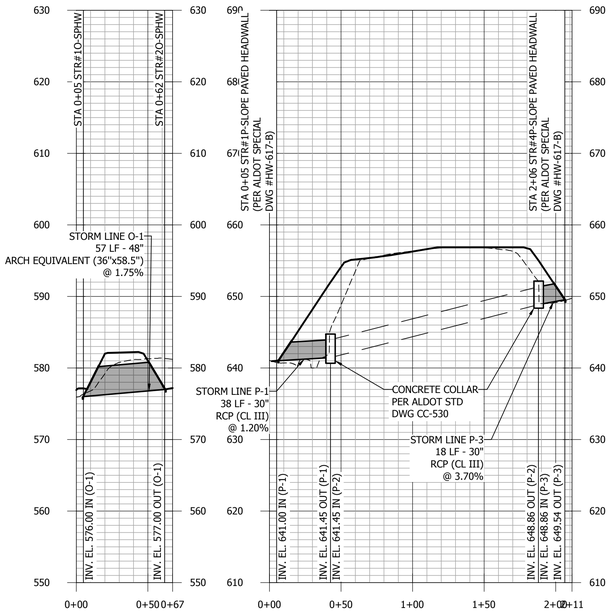


STORM LINE M

STORM LINE N



STORM LINE O

STORM LINE P

STORM PROFILE LEGEND

- PROPOSED GRADE
- EXISTING GRADE
- VERTICAL SCALE: 1" = 10'
- HORIZONTAL SCALE: 1" = 50'

REVISIONS			
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DRAWN: WCW
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DATE: 06/12/2026
SCALE: 1" = 50'
SHEET NO.: C8.1

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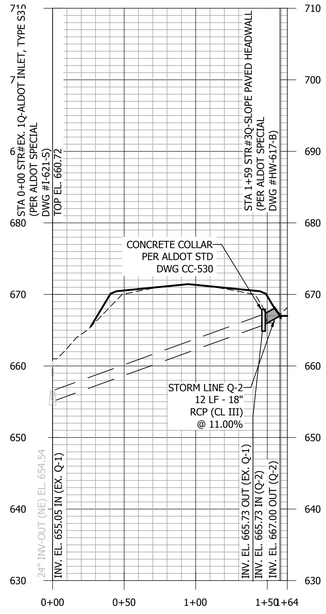
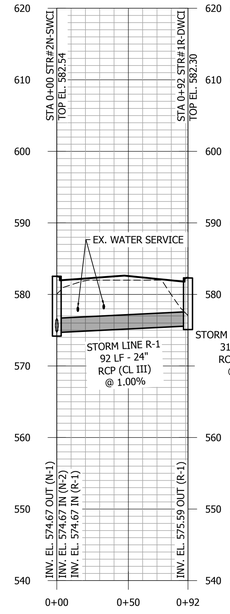


STORM LINE Q



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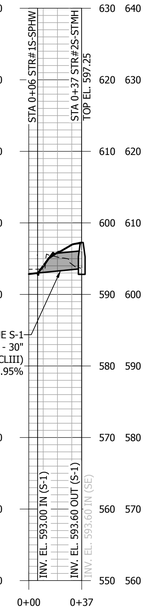

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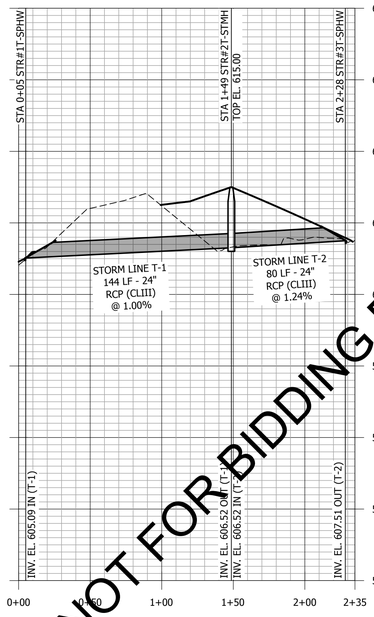

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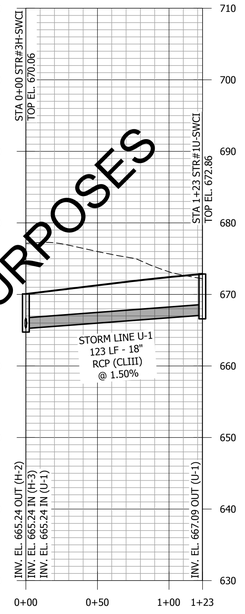

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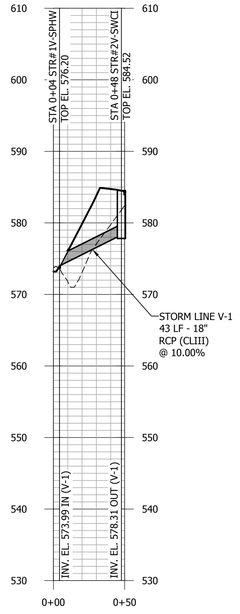

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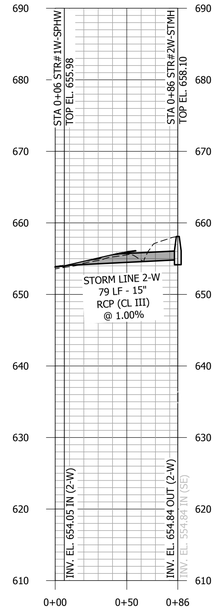

STORM LINE W

NOT FOR BIDDING PURPOSES

STORM PROFILE LEGEND

PROPOSED GRADE

EXISTING GRADE

VERTICAL SCALE: 1" = 10'

HORIZONTAL SCALE: 1" = 50'

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AUBURN

ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRIAN LEE HARRIS LAMAR 6/12/26

STORM PROFILES

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

REVISIONS

NO.	DESCRIPTION	DATE	CHECK

DRAWN: WCW
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DATE: 06/12/2026
SCALE: 1" = 50'
SHEET NO.: C8.2



PIPE	AREA (AC)	IMPERVIOUS (AC)	PERVIOUS (AC)	I	C	Q (CFS)	Q TOTAL
1	2.1	0.2	1.89	6.38	0.40	5.39	5.39
2	2.82	0.65	2.18	6.38	0.48	8.57	8.57
3	0.29	0.17	0.12	9.68	0.67	1.90	1.90
4	1.52	0.66	0.86	10.7	0.59	9.61	40.19

0 50 100
SCALE: 1"=50'

KADRE ENGINEERING
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AUBURN

ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRIAN LAMAR
6/12/26

PRE-DEVELOPMENT DRAINAGE PLAN - SHUG JORDAN PKWY

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

REVISIONS

NO.	CHECK	DATE	DESCRIPTION

DRAWN: WCW
CHECKED: BLH
DATE: 06/12/2026
SCALE: 1" = 50'
SHEET NO.: C8.3



PIPE	AREA (AC)	IMPERVIOUS (AC)	PERVIOUS (AC)	I	C	Q (CFS)	Q TOTAL
1	2.10	023	1.87	6.38	0.41	5.49	5.49
2A	0.30	0.16	0.14	9.68	0.65	1.90	1.90
2B	0.17	0.17	0.00	9.68	0.89	1.47	3.37
2C	0.37	0.34	0.03	9.68	0.86	3.09	6.45
2D	0.44	0.33	0.11	9.68	0.76	3.25	7.79
2E	0.29	0.28	0.01	9.68	0.89	2.48	16.73
2F	1.94	0.19	1.74	5.78	0.41	4.54	4.54
3A	0.42	0.38	0.05	9.68	0.84	3.45	3.45
3B	0.20	0.19	0.01	9.68	0.86	1.71	5.16
4	1.35	0.80	0.55	10.7	0.68	9.81	48.54

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AUBURN

ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRIAN LAMAR
6/12/26

POST-DEVELOPMENT DRAINAGE PLAN - SHUG JORDAN PKWY

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

REVISIONS

NO.	CHECK	DATE	DESCRIPTION

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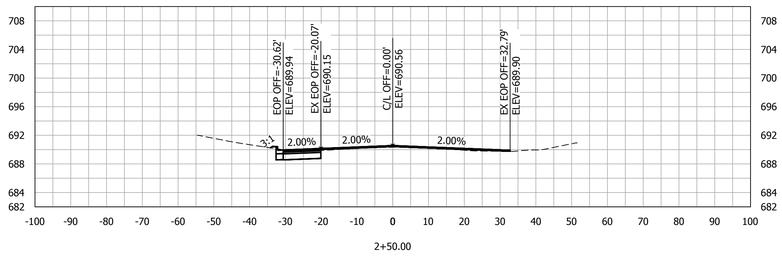
CHECKED: BLH
DATE: 06/12/2026
SCALE: 1" = 50'
SHEET NO.: C8.4



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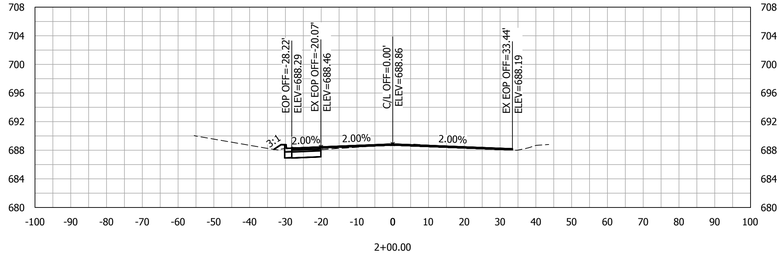

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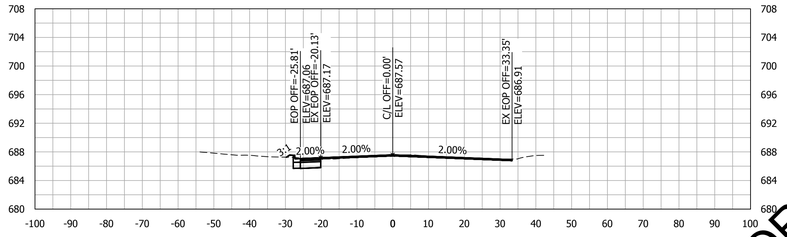

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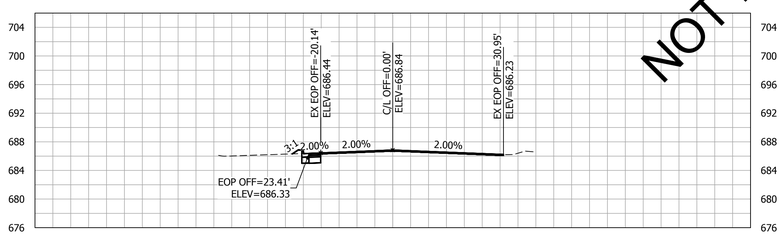

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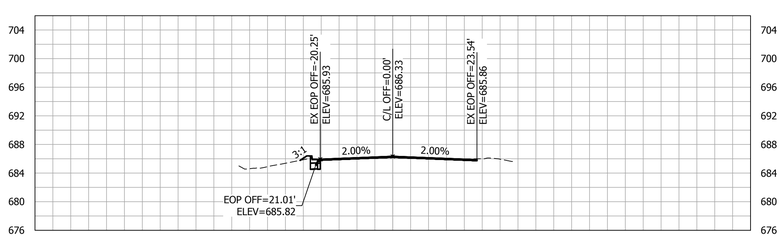

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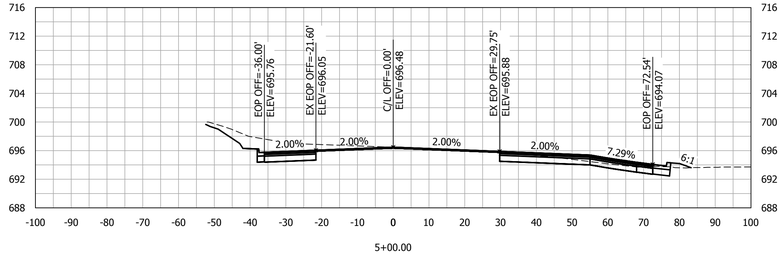

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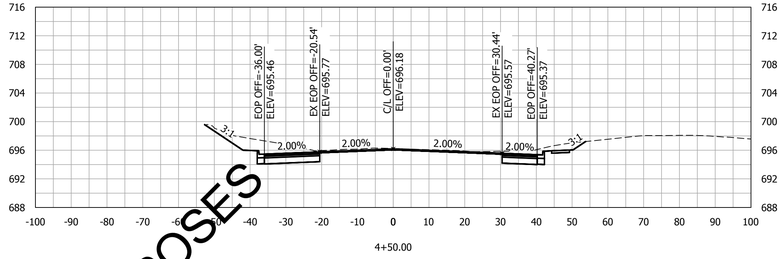

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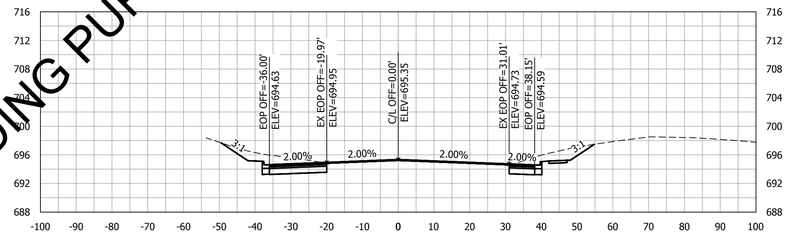

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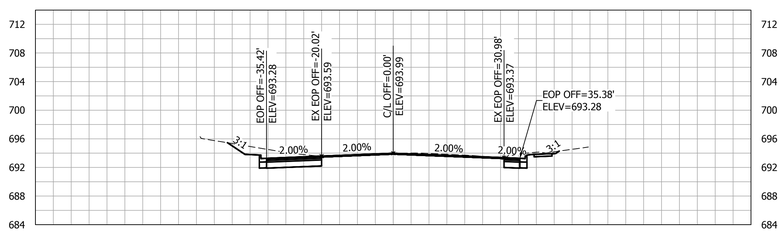

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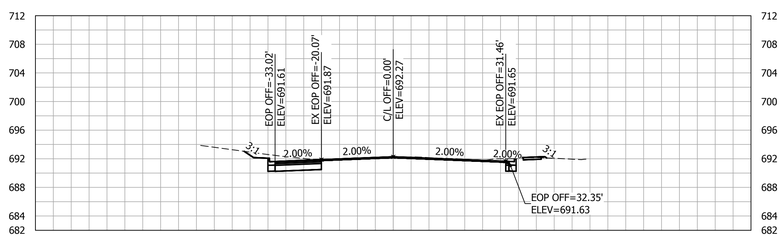

3+00.00

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AUBURN

ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRIAN LAMAR
6/12/26

CROSS SECTIONS - N. DONAHUE DRIVE
STA 0+50 - 5+00

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

REVISIONS

NO.	CHECK	DATE	DESCRIPTION

DRAWN: WCW
CHECKED: BLH
DATE: 06/12/2026
SCALE: 1" = 20' H, 1" = 10' V
SHEET NO.: C9.0

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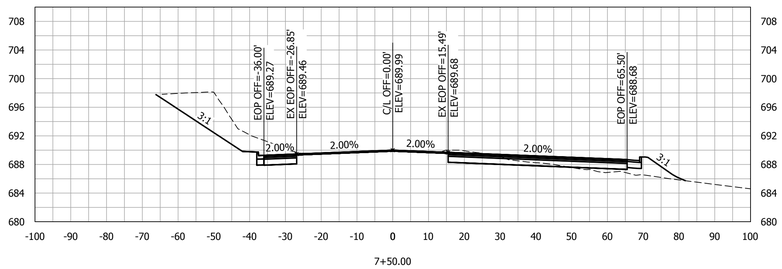

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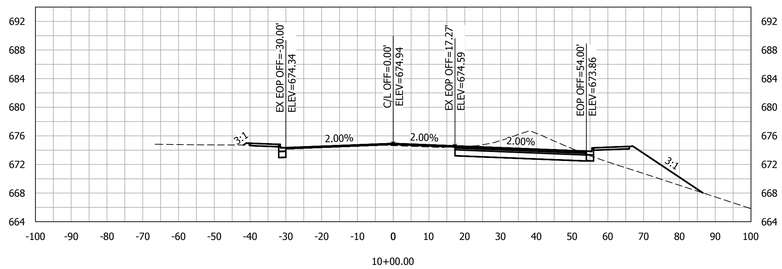

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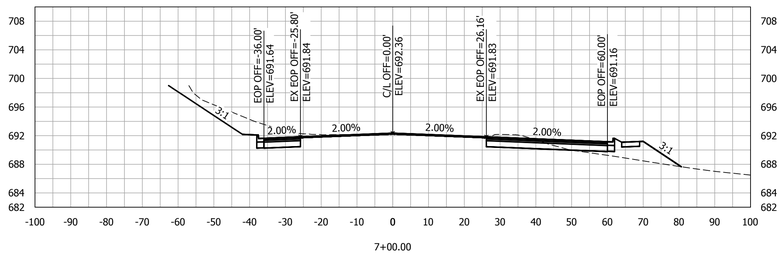

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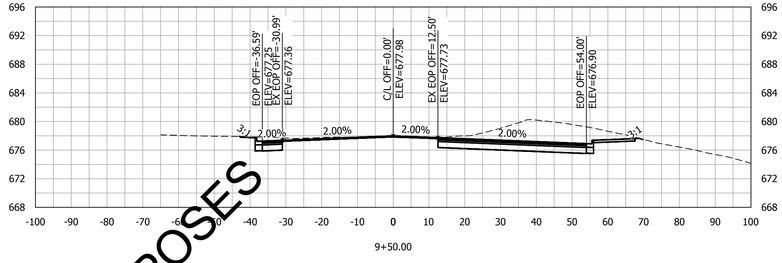

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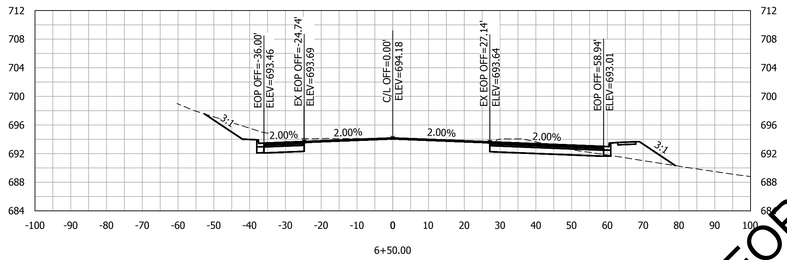

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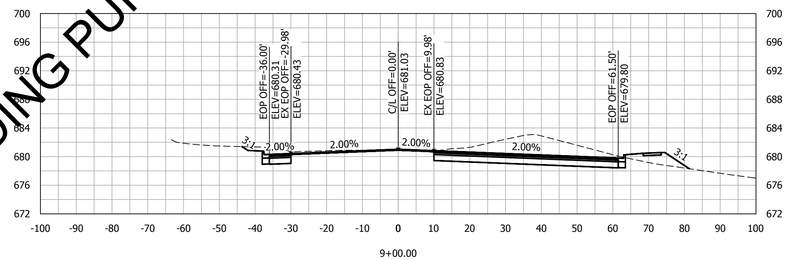

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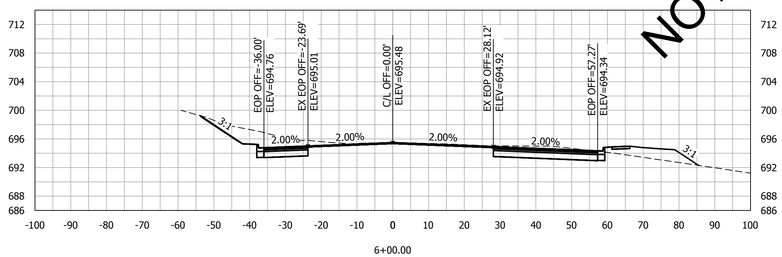

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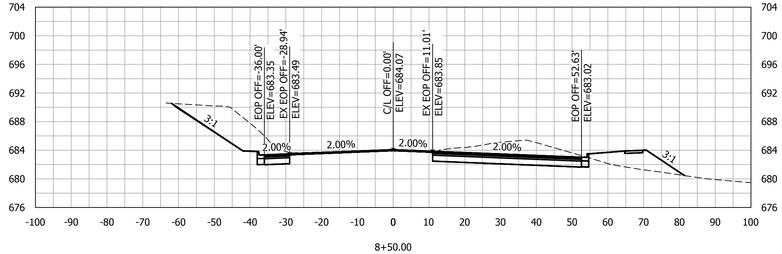

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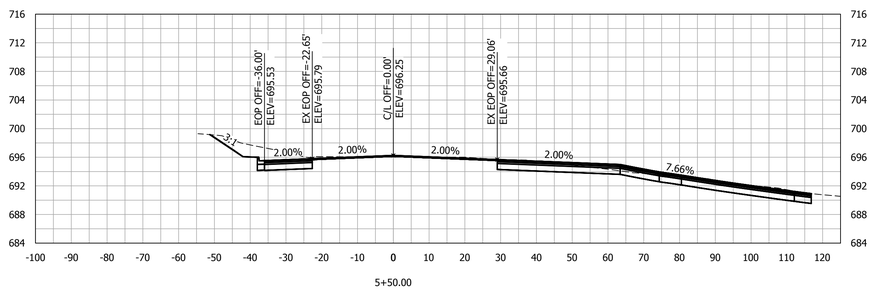

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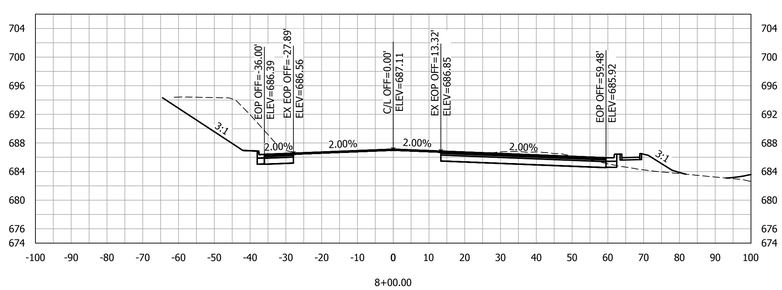

8+00.00

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CROSS SECTIONS - N. DONAHUE DRIVE
STA 5+50 - 10+00

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

REVISIONS			
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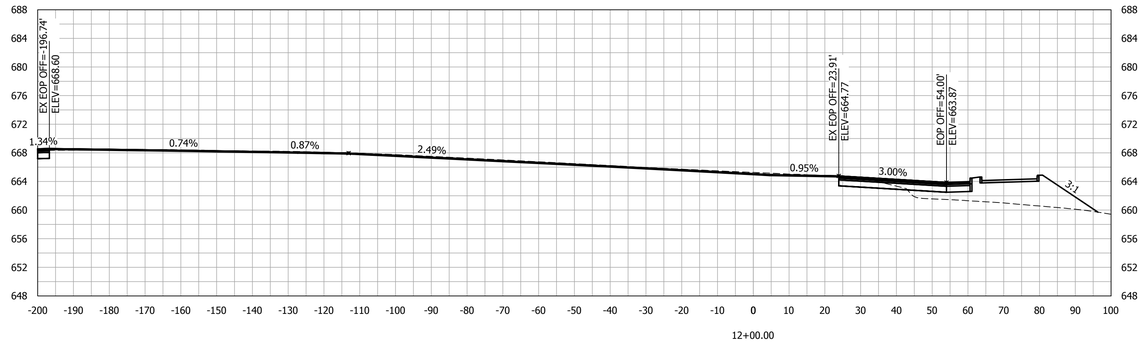

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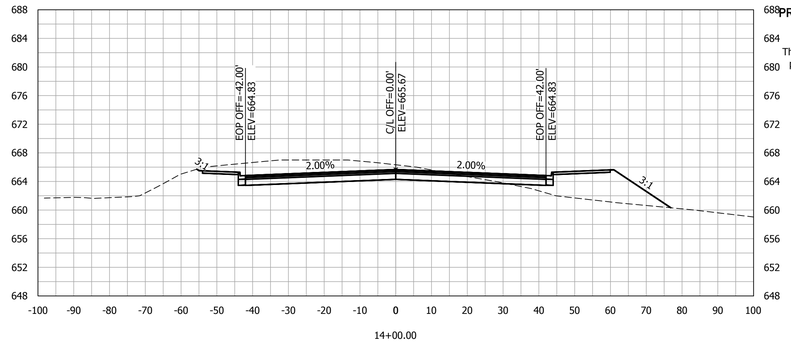

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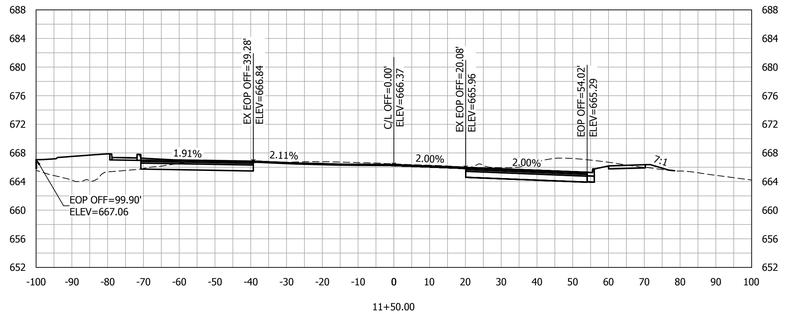

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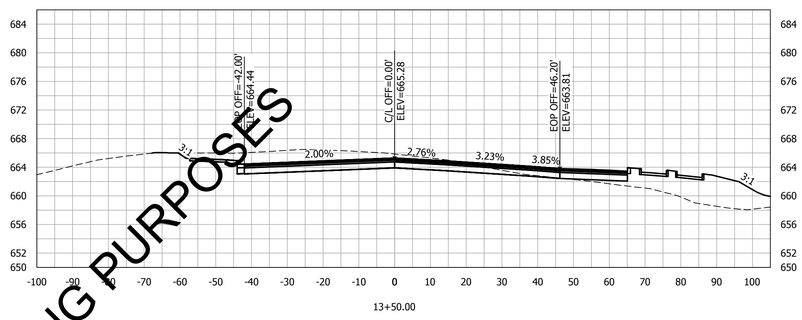

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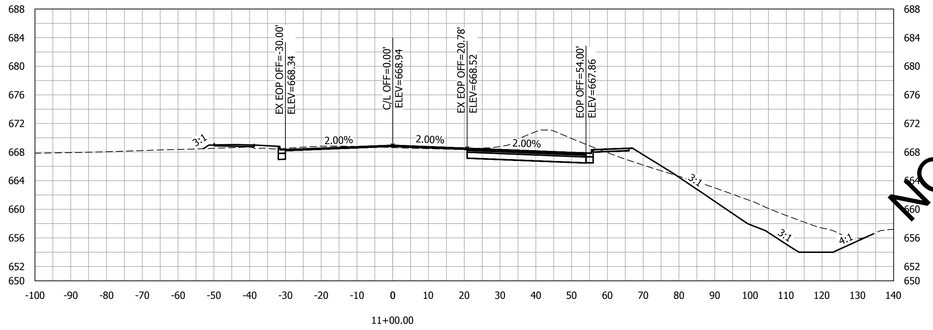

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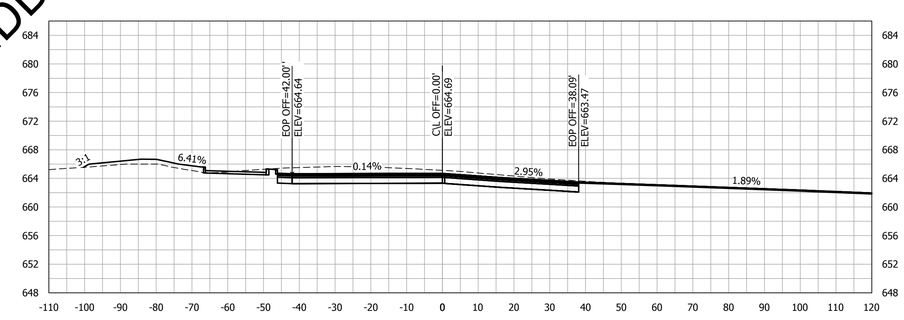

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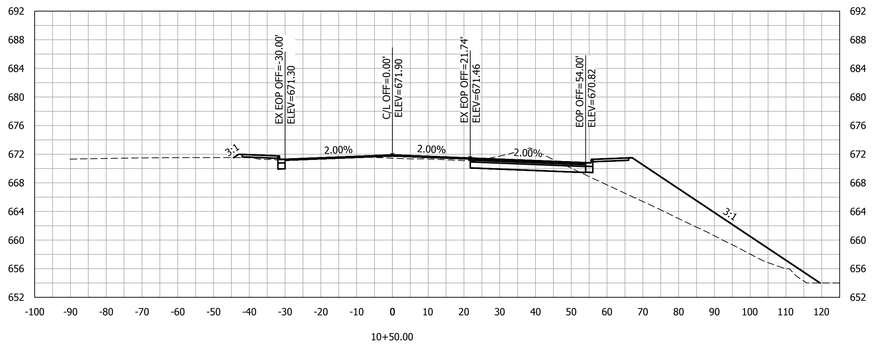

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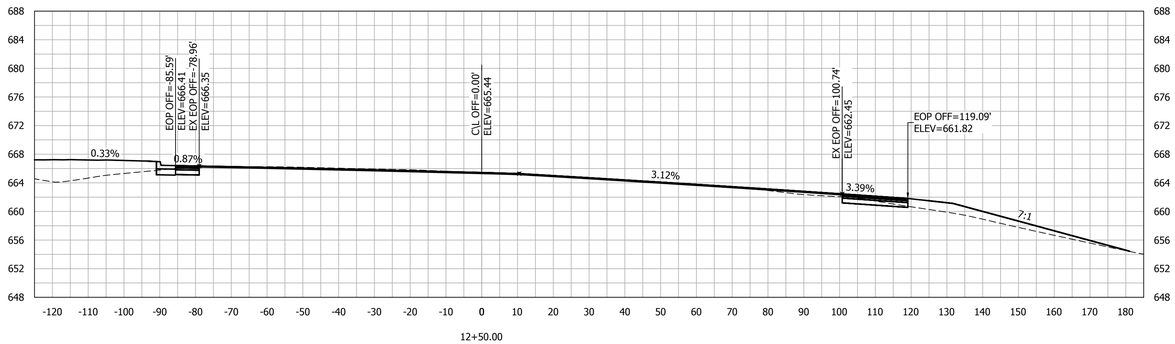

12+50.00

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ENGINEERING SERVICES
171 N. ROSS STREET, SUITE 200
AUBURN, ALABAMA 36830
PHONE: (334) 501-3000; FAX: (334) 501-7294

AUBURN

ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRIAN LAMAR
6/12/26

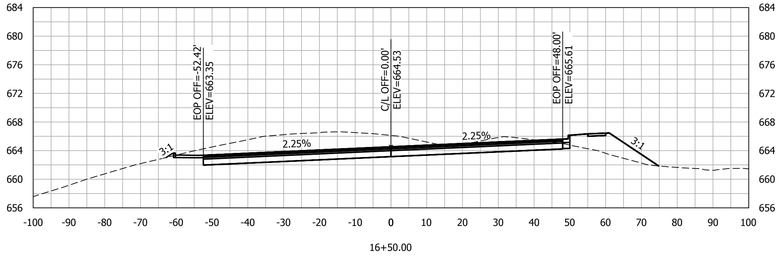
CROSS SECTIONS - N. DONAHUE DRIVE
STA 10+50 - 14+00

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

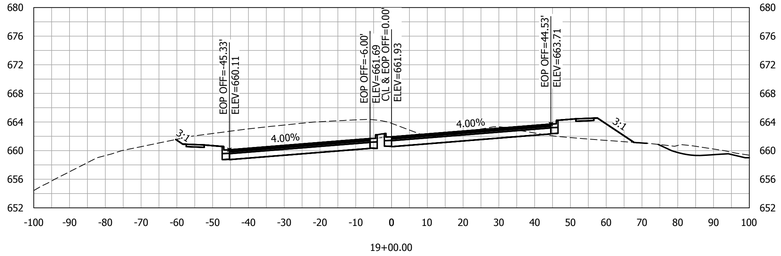
REVISIONS

NO.	CHECK	DATE	DESCRIPTION

DRAWN: WCW
CHECKED: BLH
DATE: 06/12/2026
SCALE: 1" = 20' H, 1" = 10' V
SHEET NO.: C9.2



16+50.00



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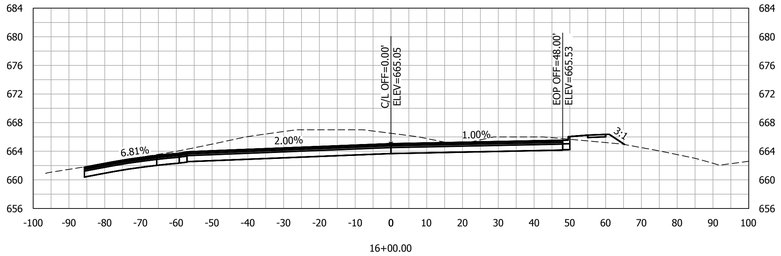

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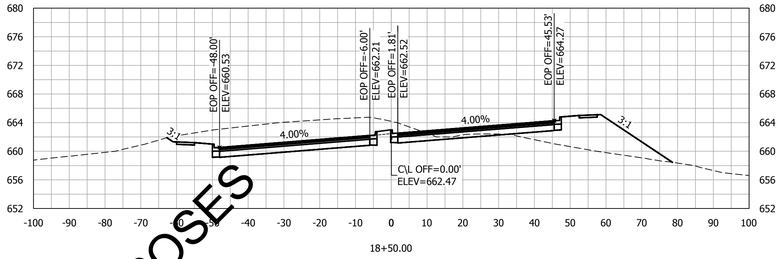

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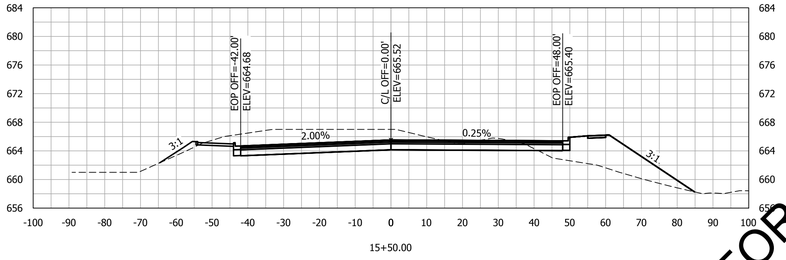

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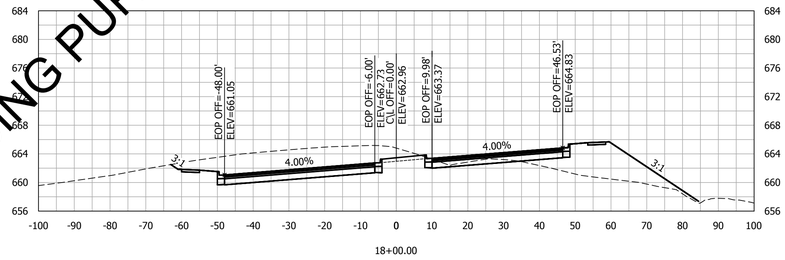

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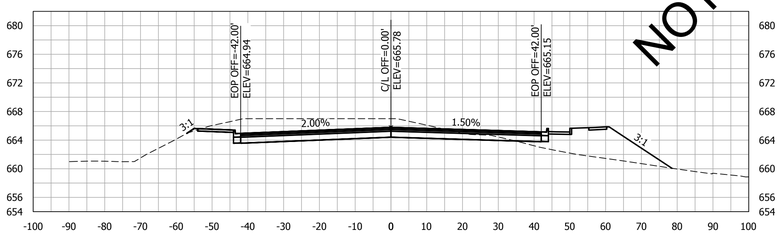

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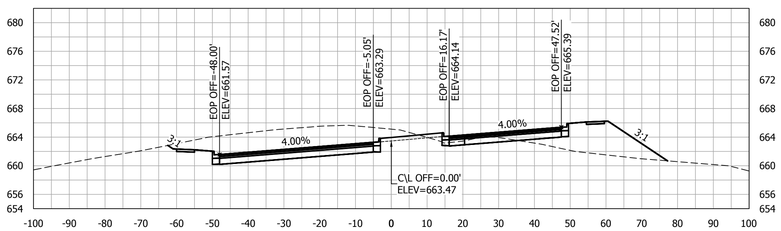

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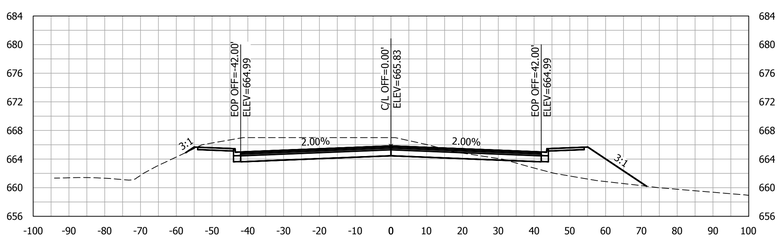
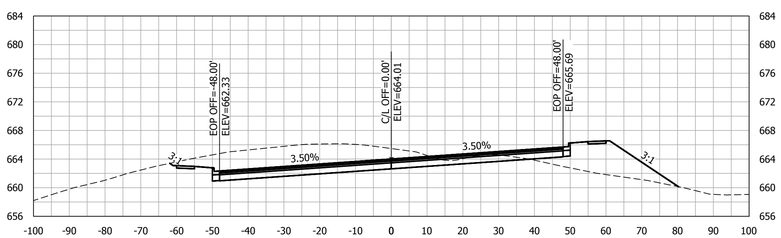


14+50.00



17+00.00

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KADRE ENGINEERING
PROJECT NO. 24052
2447 ALTON ROAD, STE 101
BIRMINGHAM, AL 35210
CONTACT: Lee Tharp
Tel + 334.315.0239
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ENGINEERING SERVICES
171 N. ROSS STREET, SUITE 200
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PHONE: (334) 501-3000; FAX: (334) 501-7294

AUBURN

ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRANDON LEE LAMAR 6/12/26

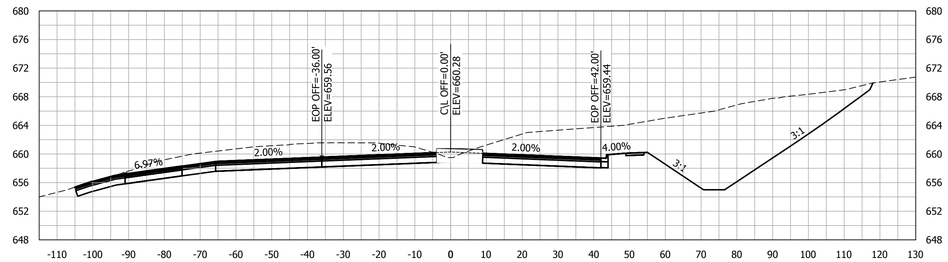
CROSS SECTIONS - N. DONAHUE DRIVE
STA 14+50 - 19+00

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

REVISIONS

NO.	CHECK	DATE	DESCRIPTION

DRAWN: WCW
CHECKED: BLH
DATE: 06/12/2026
SCALE: 1" = 20' H, 1" = 10' V
SHEET NO.: C9.3



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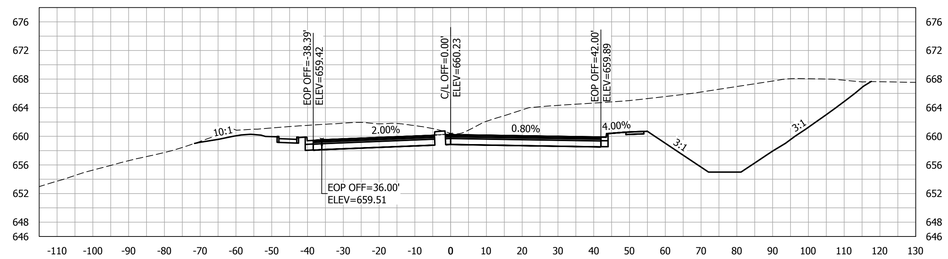
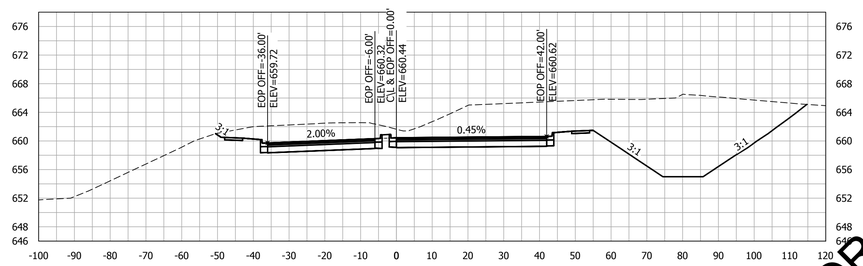
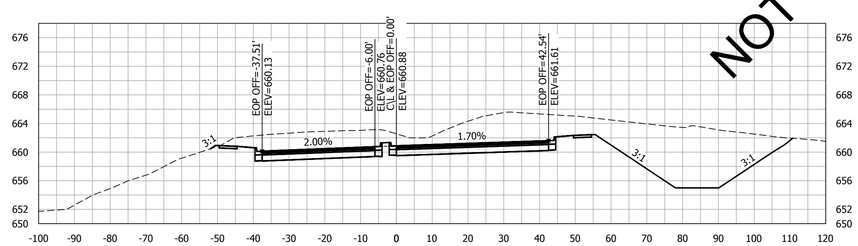


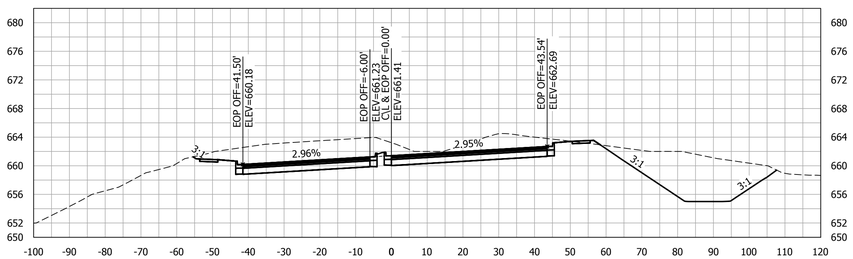
21+00.00



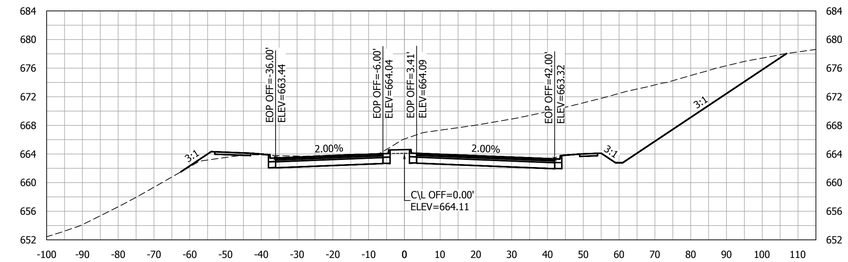
20+50.00



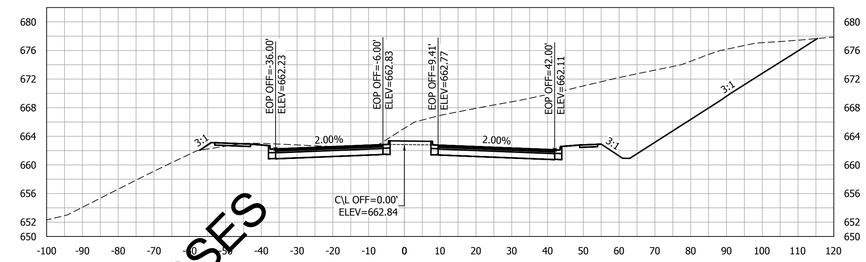
20+00.00



19+50.00



24+00.00



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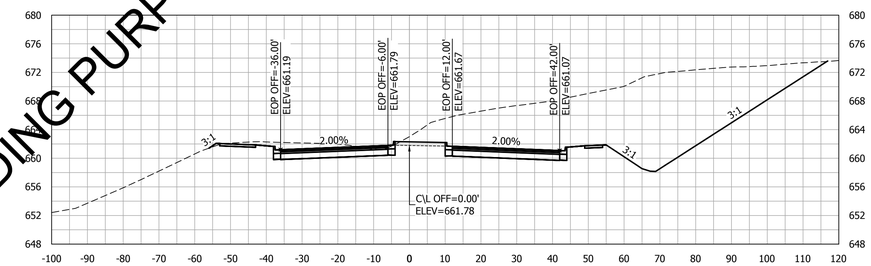

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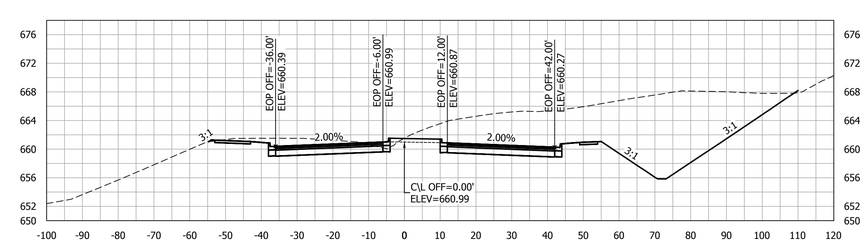

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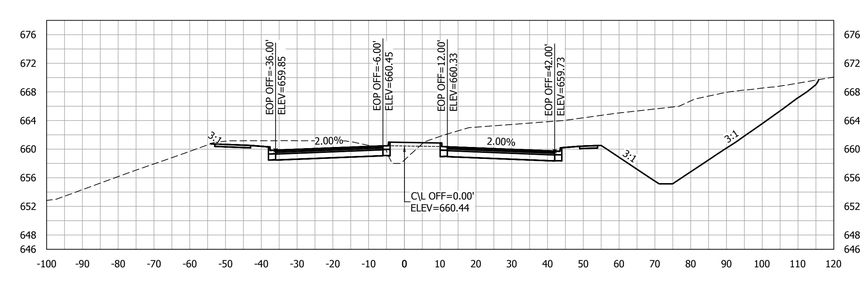

22+00.00

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KADRE ENGINEERING
PROJECT NO. 24052
2447 ALTON ROAD, STE 101
BIRMINGHAM, AL 35210
CONTACT: Lee Tharp
Tel + 334.315.0239
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ENGINEERING SERVICES
171 N. ROSS STREET, SUITE 200
AUBURN, ALABAMA 36830
PHONE: (334) 501-3000; FAX: (334) 501-7294

AUBURN

ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRIAN LAMAR
6/12/26

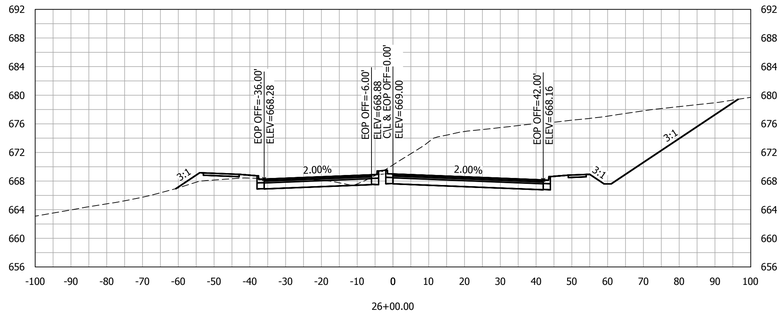
CROSS SECTIONS - N. DONAHUE DRIVE
STA 19+50 - 24+00

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

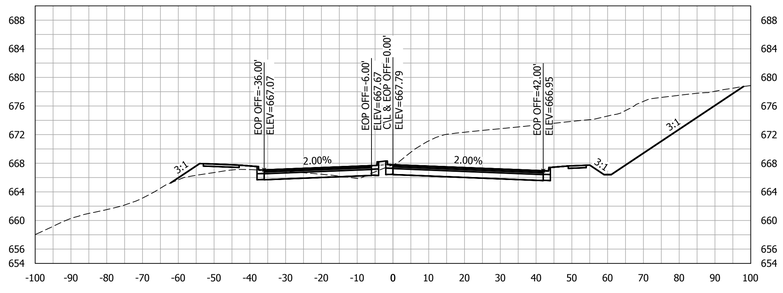
REVISIONS

NO.	CHECK	DATE	DESCRIPTION

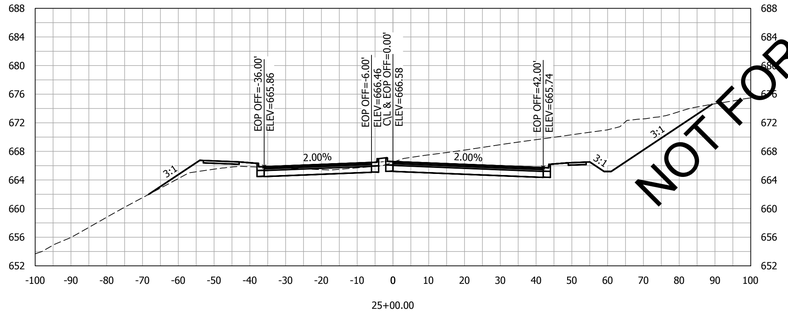
DRAWN: WCW
CHECKED: BLH
DATE: 06/12/2026
SCALE: 1" = 20' H, 1" = 10' V
SHEET NO.: C9.4



26+00.00



25+50.00



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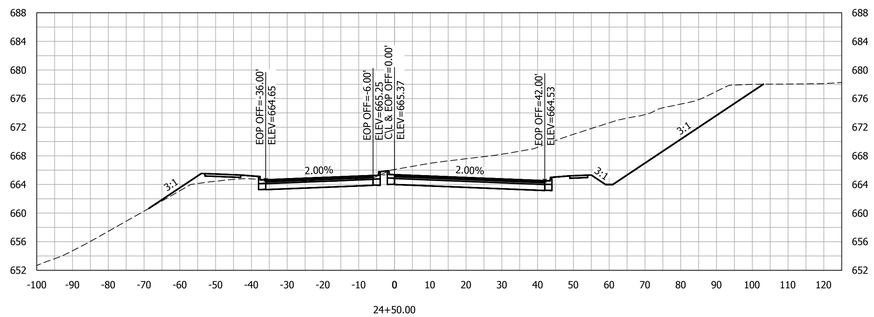
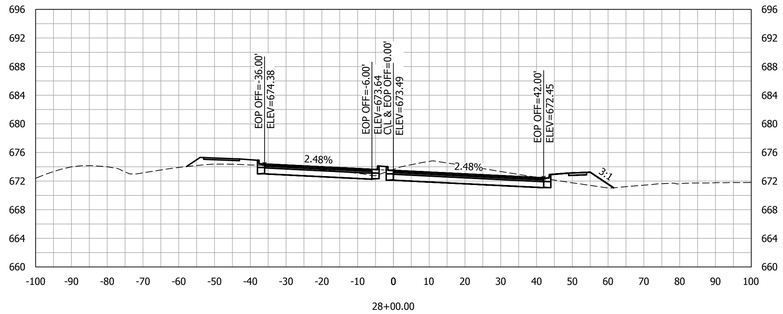
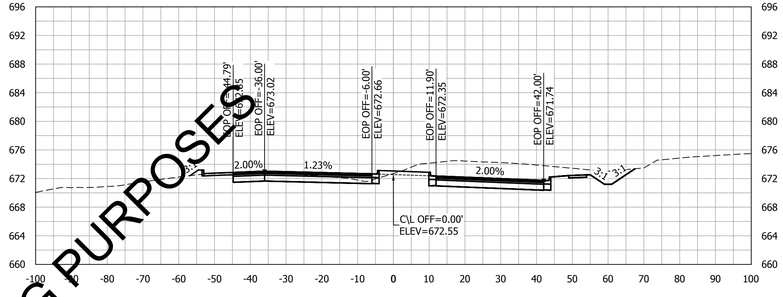


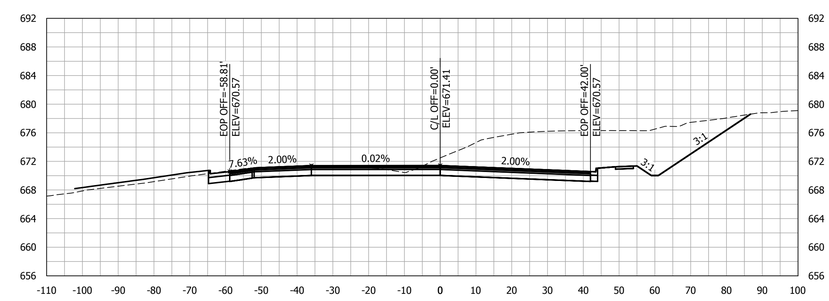
24+50.00



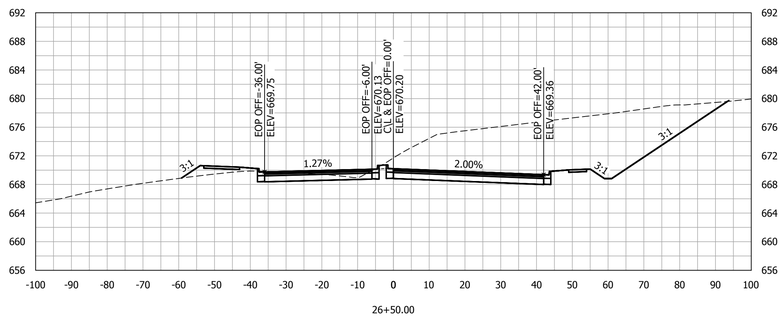
28+00.00



27+50.00



27+00.00



26+50.00

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KADRE ENGINEERING
PROJECT NO. 24052
2447 ALTON ROAD, STE 101
BIRMINGHAM, AL 35210
CONTACT: Lee Tharp
Tel + 334.315.0239
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171 N. ROSS STREET, SUITE 200
AUBURN, ALABAMA 36830
PHONE: (334) 501-3000; FAX: (334) 501-7294

AUBURN

ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRIAN LAMAR
6/12/26

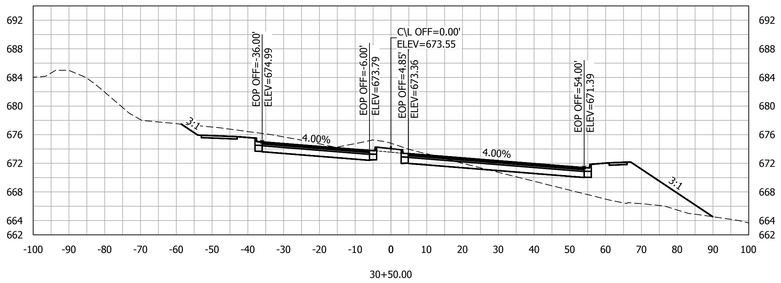
CROSS SECTIONS - N. DONAHUE DRIVE
STA 24+50 - 28+00

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

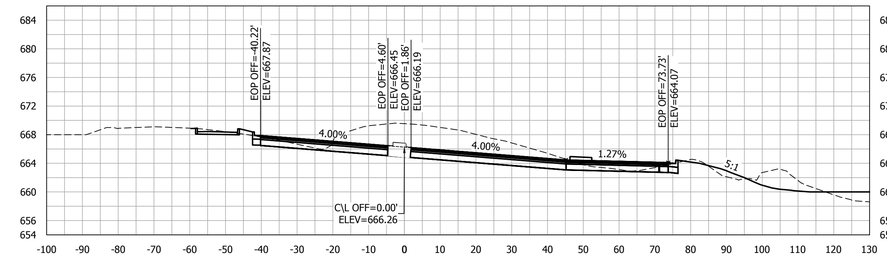
REVISIONS

NO.	CHECK	DATE	DESCRIPTION

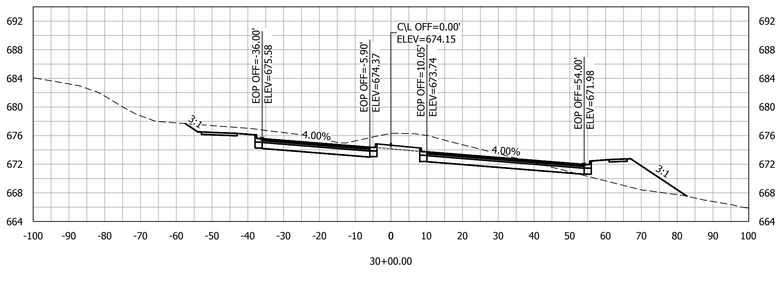
DRAWN: WCW
CHECKED: BLH
DATE: 06/12/2026
SCALE: 1" = 20' H, 1" = 10' V
SHEET NO.: C9.5



30+50.00



33+00.00



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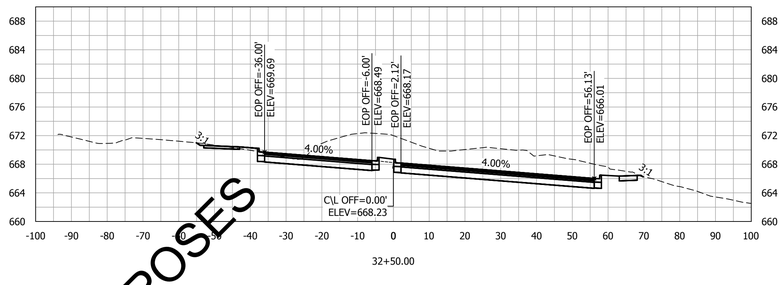
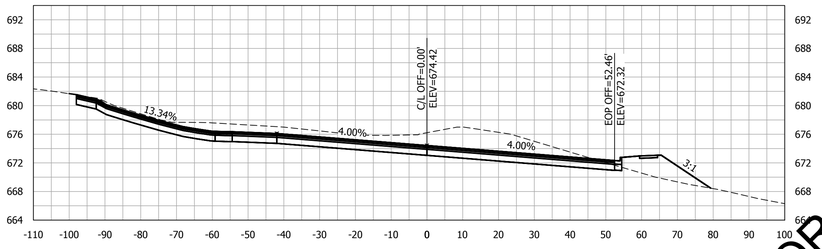


32+50.00



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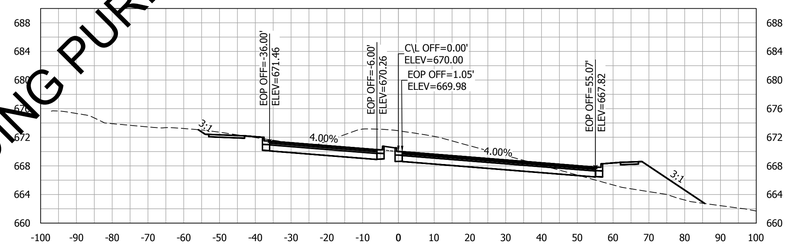
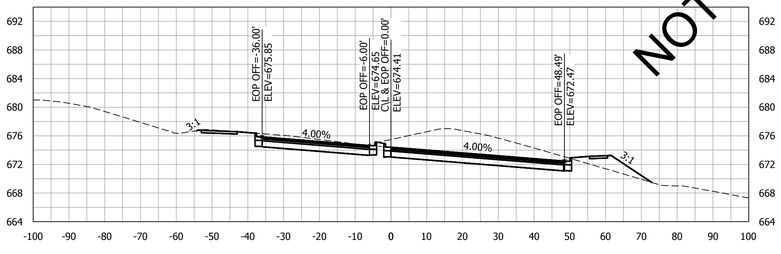


32+00.00



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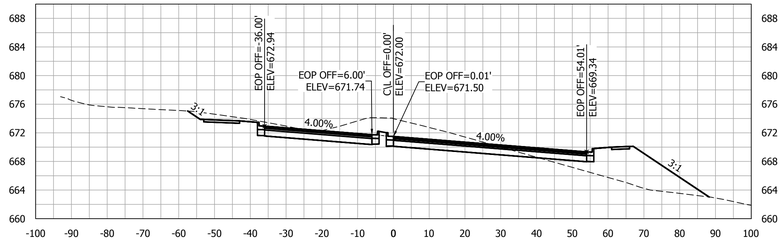
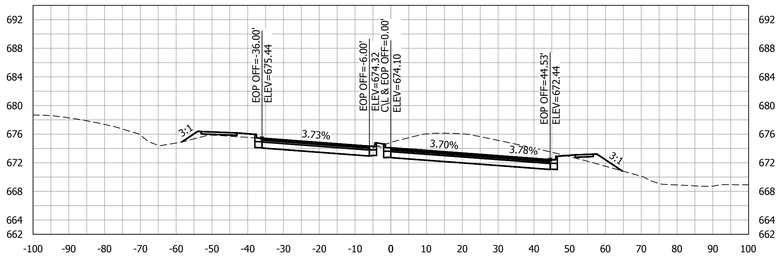
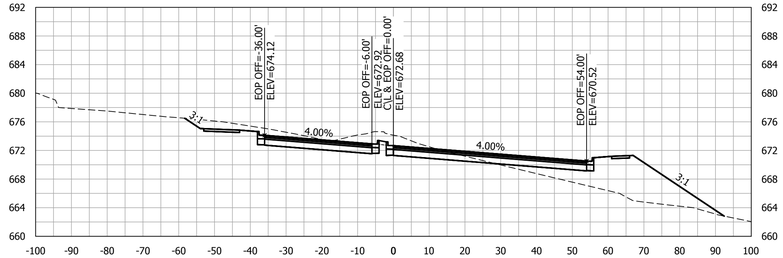


31+50.00



28+50.00



31+00.00

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KADRE ENGINEERING
PROJECT NO. 24052
2447 ALTON ROAD, STE 101
BIRMINGHAM, AL 35210
CONTACT: Lee Tharp
Tel + 334.315.0239
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AUBURN, ALABAMA 36830
PHONE: (334) 501-3000; FAX: (334) 501-7294

AUBURN

ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRIAN LAMAR
6/12/26

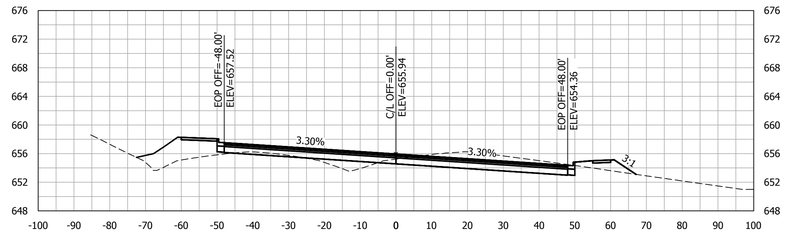
CROSS SECTIONS - N. DONAHUE DRIVE
STA 28+50 - 33+00

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

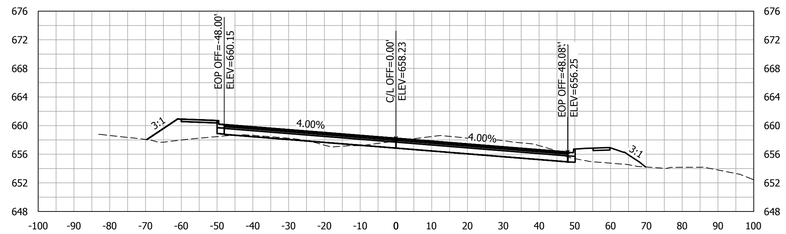
REVISIONS

NO.	CHECK	DATE	DESCRIPTION

DRAWN: WCW
CHECKED: BLH
DATE: 06/12/2026
SCALE: 1" = 20' H, 1" = 10' V
SHEET NO.: C9.6



35+50.00



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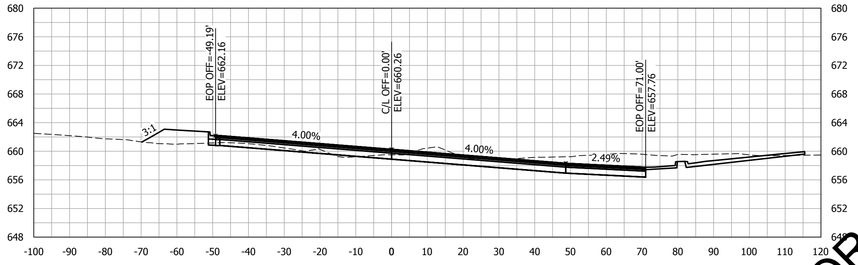
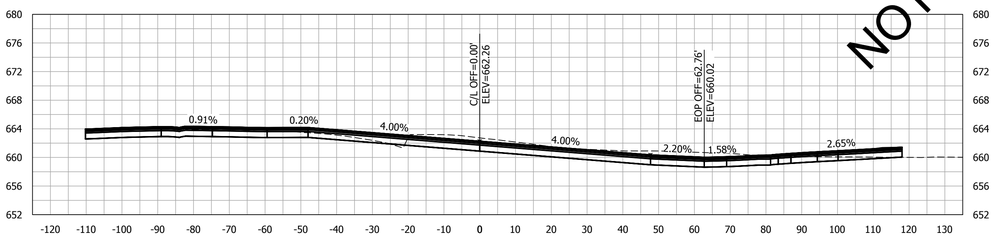
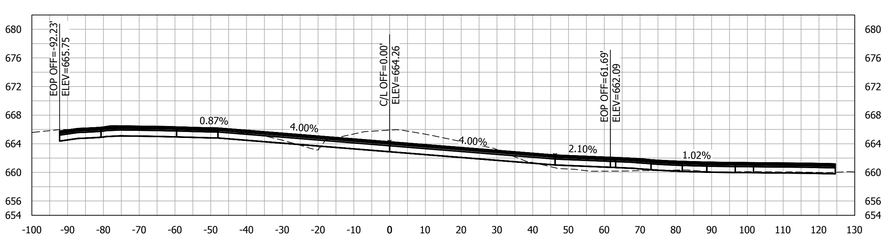


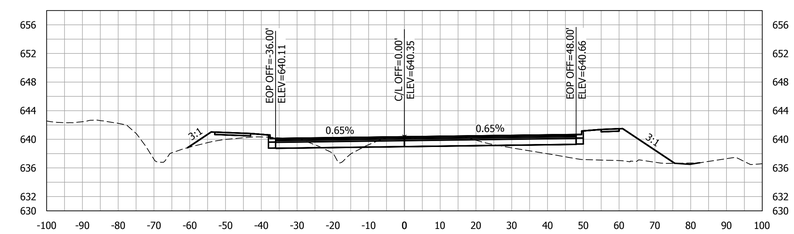
34+50.00



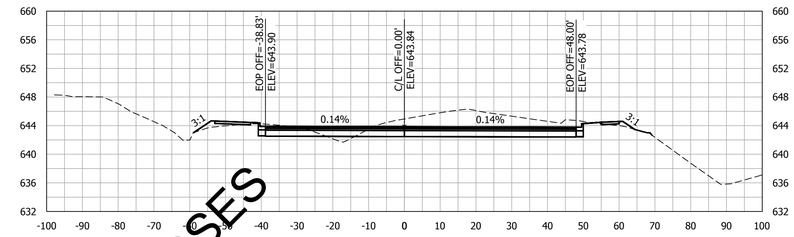
34+00.00



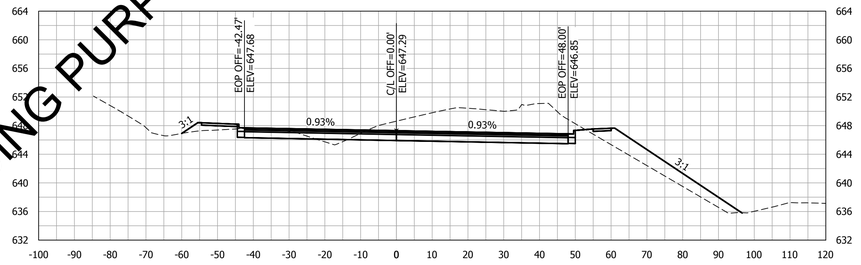
33+50.00



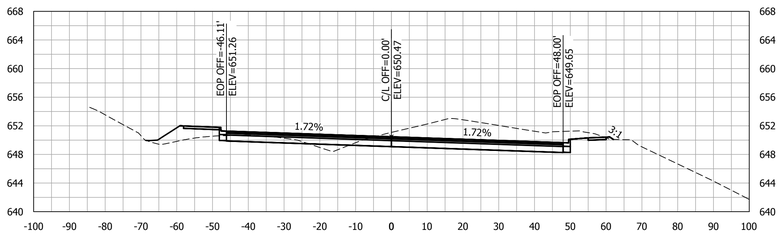
38+00.00



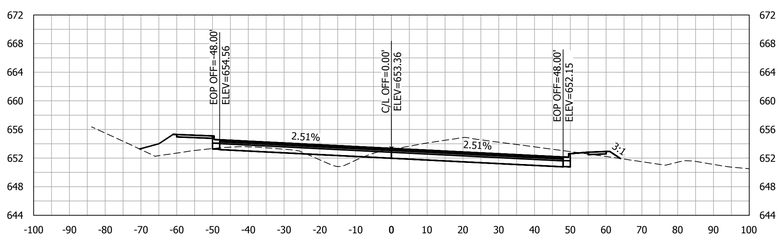
37+50.00



37+00.00



36+50.00



36+00.00

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KADRE ENGINEERING
PROJECT NO. 24052
2447 ALTON ROAD, STE 101
BIRMINGHAM, AL 35210
CONTACT: Lee Tharp
Tel + 334.315.0239
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PHONE: (334) 501-3000; FAX: (334) 501-7294

AUBURN

ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRIAN LAMAR
6/12/26

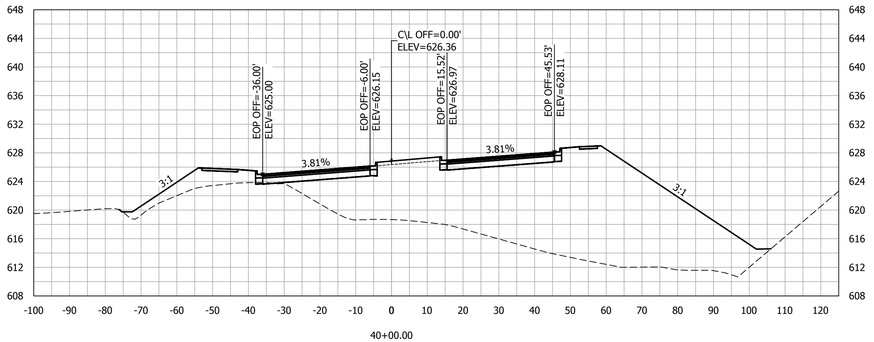
CROSS SECTIONS - N. DONAHUE DRIVE
STA 33+50 - 38+00

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

REVISIONS

NO.	CHECK	DATE	DESCRIPTION

DRAWN: WCW
CHECKED: BLH
DATE: 06/12/2026
SCALE: 1" = 20' H, 1" = 10' V
SHEET NO.: C9.7



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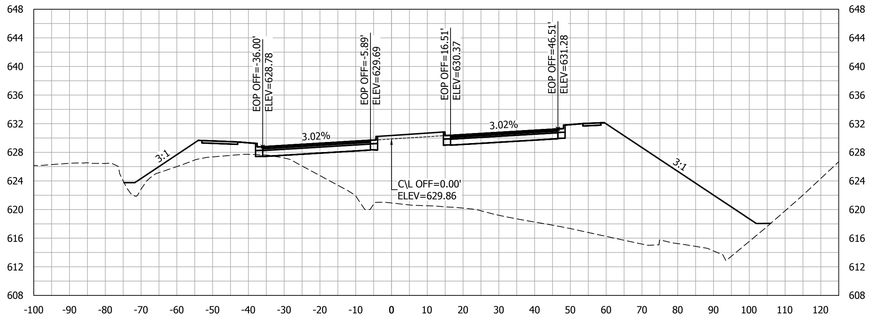
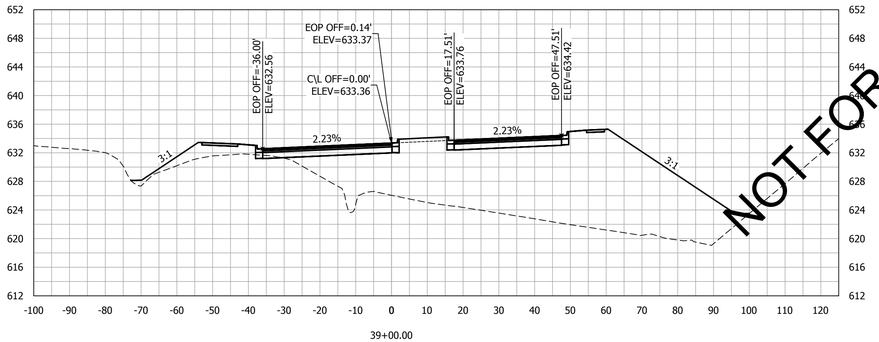
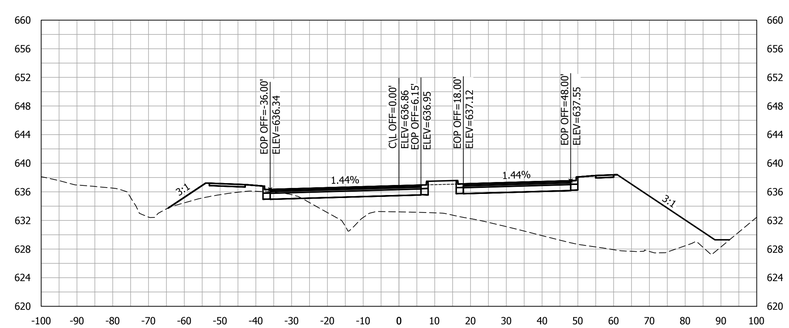


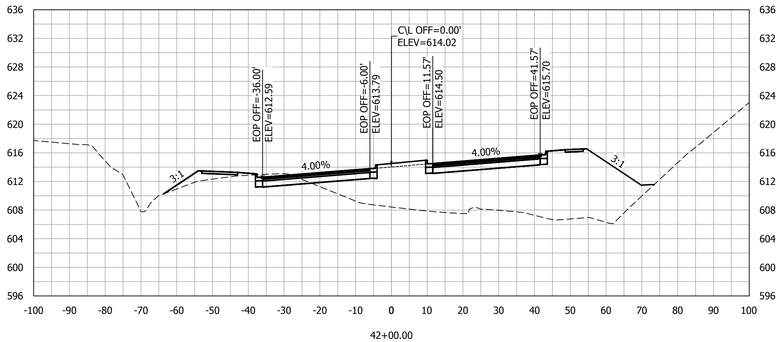
39+50.00



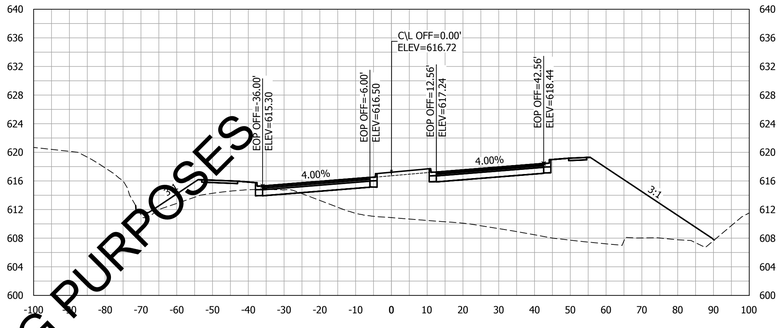
39+00.00



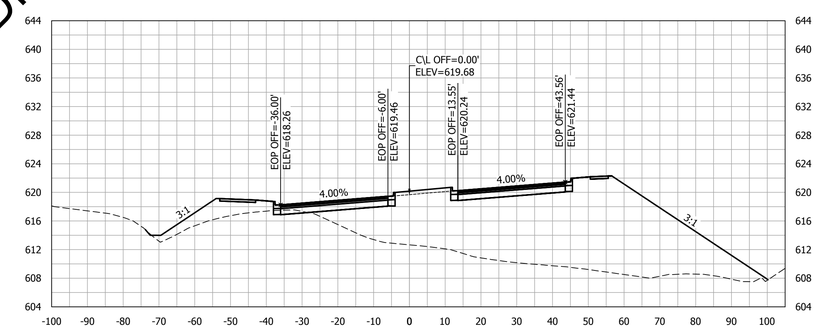
38+50.00



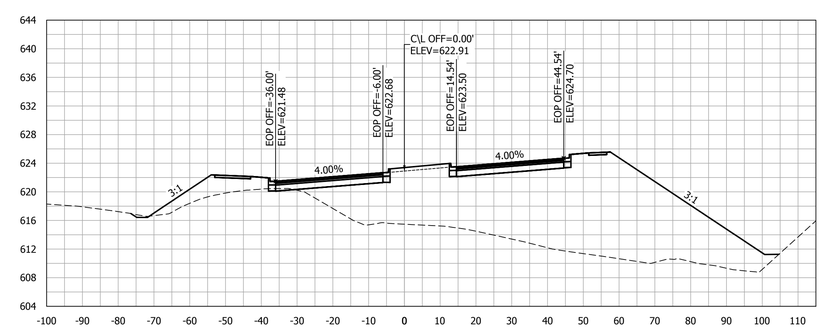
42+00.00



41+50.00



41+00.00



40+50.00

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KADRE ENGINEERING
PROJECT NO. 24052
2447 ALTON ROAD, STE 101
BIRMINGHAM, AL 35210
CONTACT: Lee Tharp
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AUBURN

ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRIAN LAMAR
6/12/26

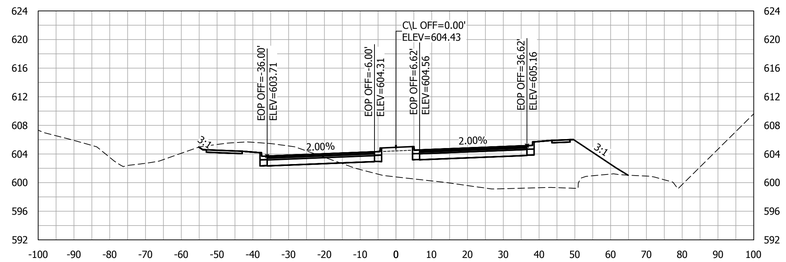
CROSS SECTIONS - N. DONAHUE DRIVE
STA 38+50 - 42+00

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

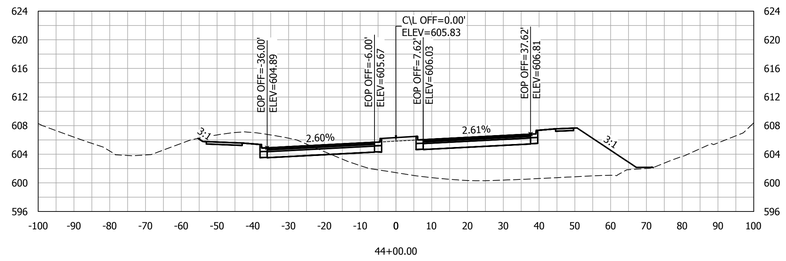
REVISIONS

NO.	CHECK	DATE	DESCRIPTION

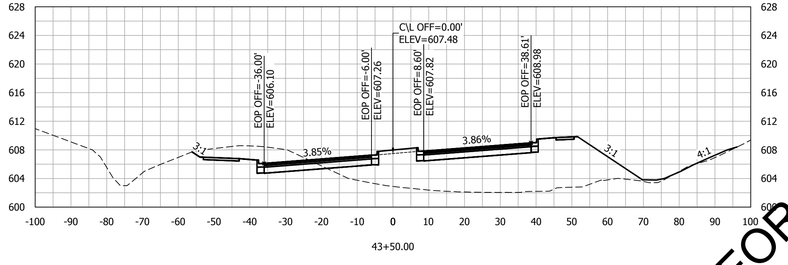
DRAWN: WCW
CHECKED: BLH
DATE: 06/12/2026
SCALE: 1" = 20' H, 1" = 10' V
SHEET NO.: C9.8



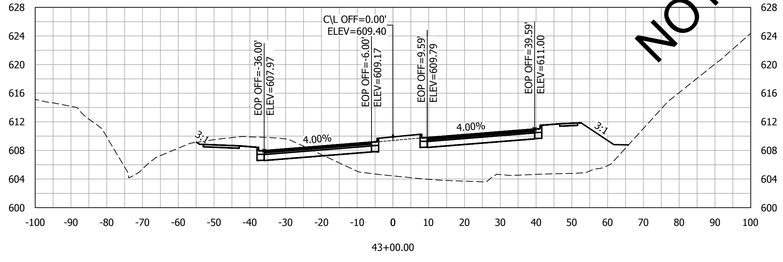
44+50.00



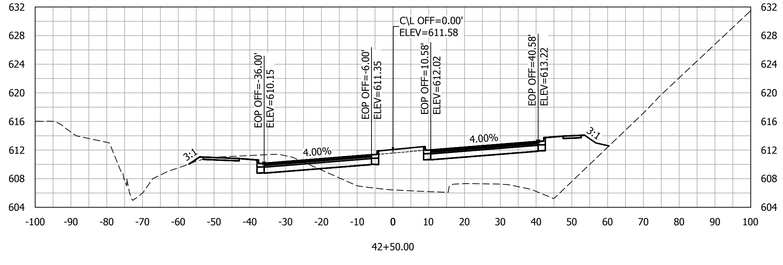
44+00.00



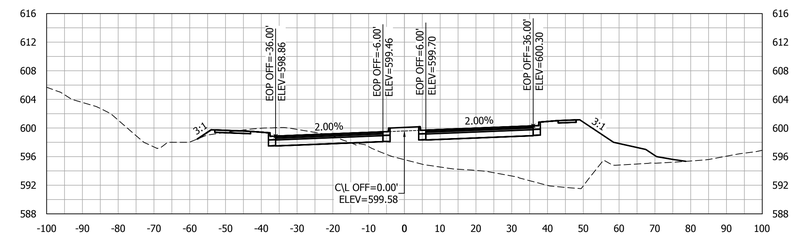
43+50.00



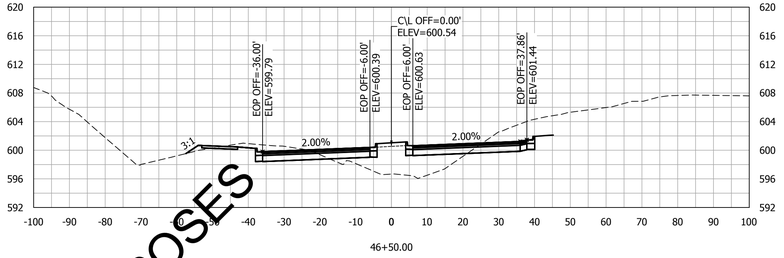
43+00.00



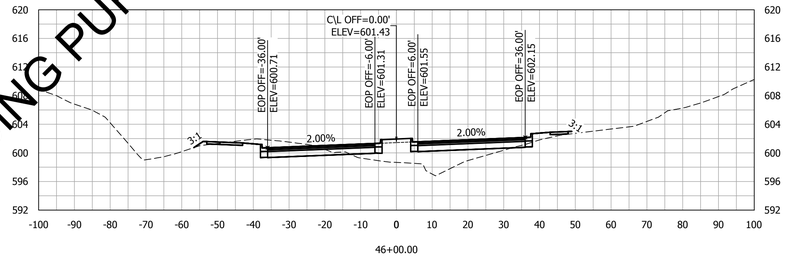
42+50.00



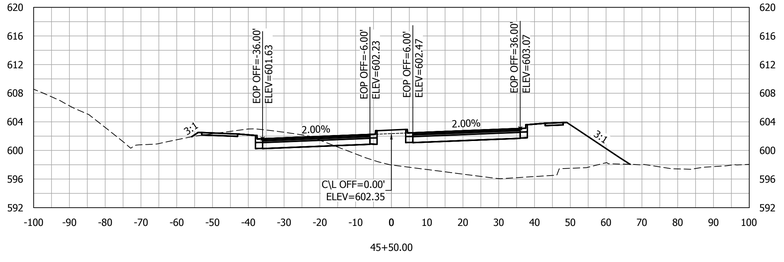
47+00.00



46+50.00



46+00.00



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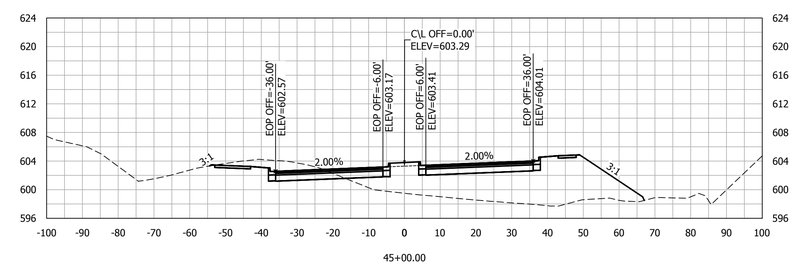

45+00.00

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2447 ALTON ROAD, STE 101
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CONTACT: Lee Tharp
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PHONE: (334) 501-3000; FAX: (334) 501-7294

AUBURN

ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRIAN LAMAR
6/12/26

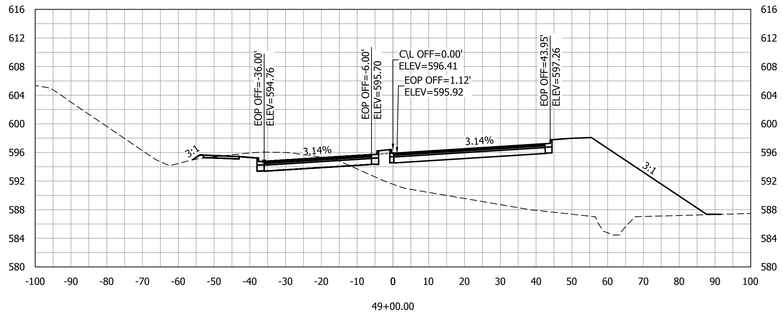
CROSS SECTIONS - N. DONAHUE DRIVE
STA 42+50 - 47+00

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

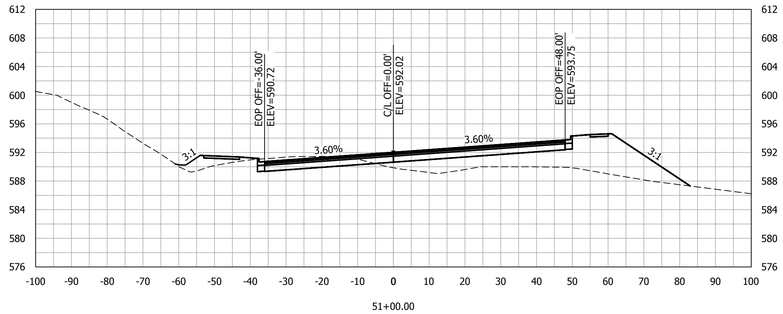
REVISIONS

NO.	CHECK	DATE	DESCRIPTION

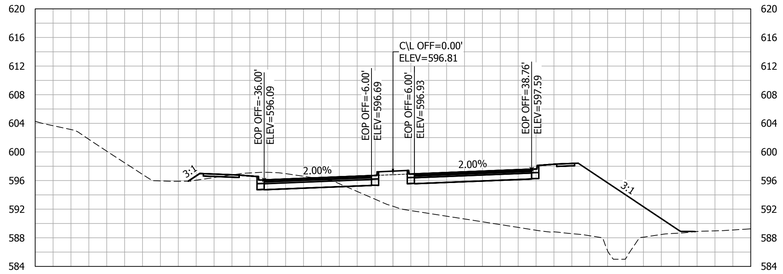
DRAWN: WCW
CHECKED: BLH
DATE: 06/12/2026
SCALE: 1" = 20' H, 1" = 10' V
SHEET NO.: C9.9



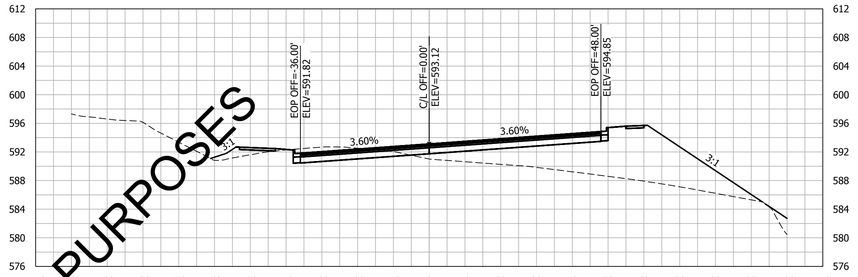
49+00.00



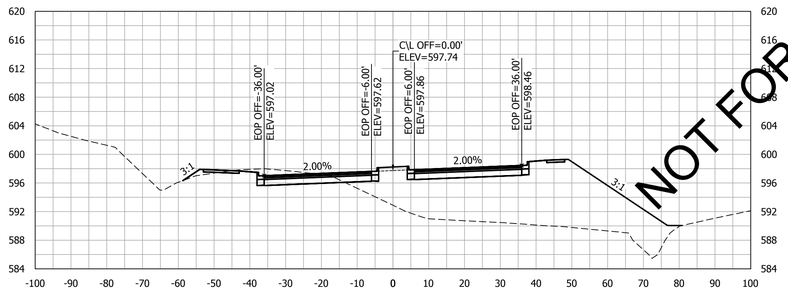
51+00.00



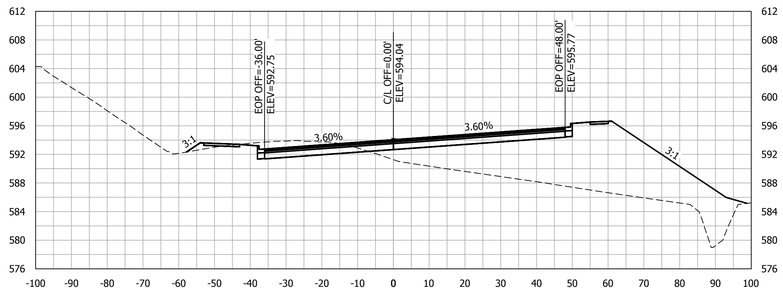
48+50.00



50+50.00



48+00.00



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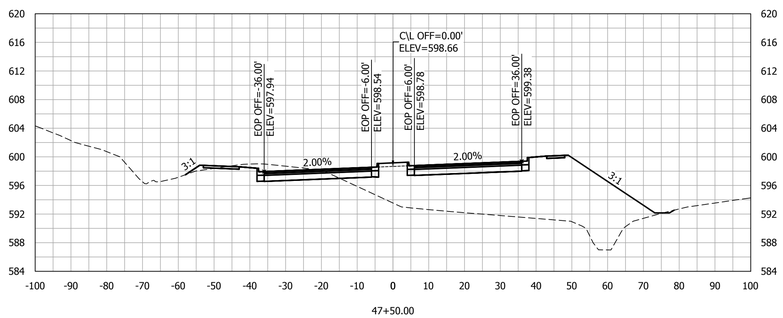
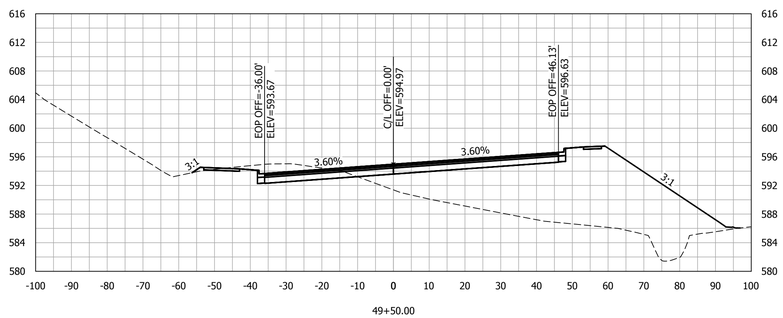


47+50.00



49+50.00

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KADRE ENGINEERING
PROJECT NO. 24052
2447 ALTON ROAD, STE 101
BIRMINGHAM, AL 35210
CONTACT: Lee Tharp
Tel + 334.315.0239
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PHONE: (334) 501-3000; FAX: (334) 501-7294

AUBURN

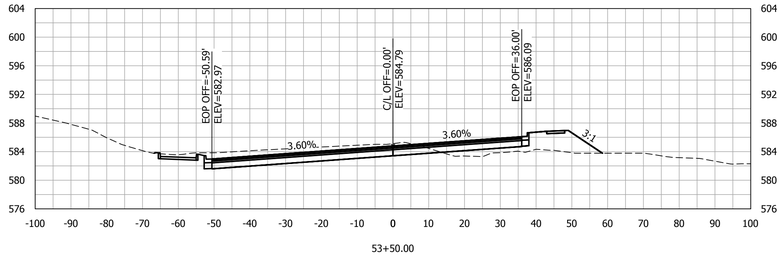
ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRIAN LEE LAMAR 6/12/26

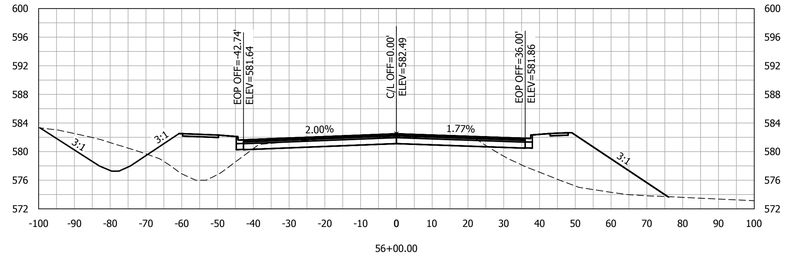
CROSS SECTIONS - N. DONAHUE DRIVE
STA 47+50 - 51+00

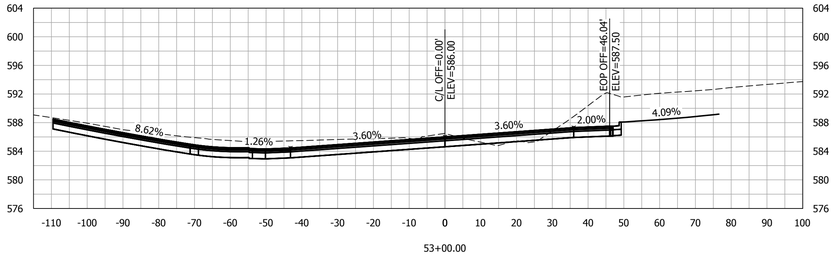
CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

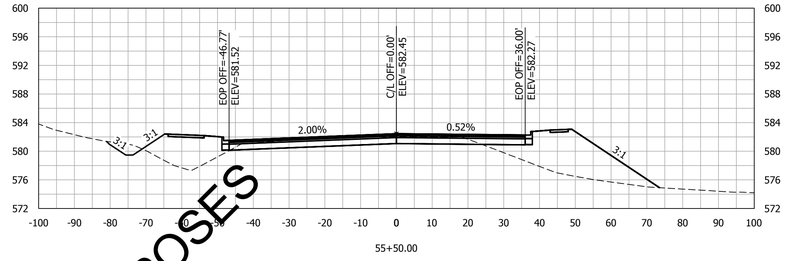
REVISIONS			
NO.	CHECK.	DATE	DESCRIPTION

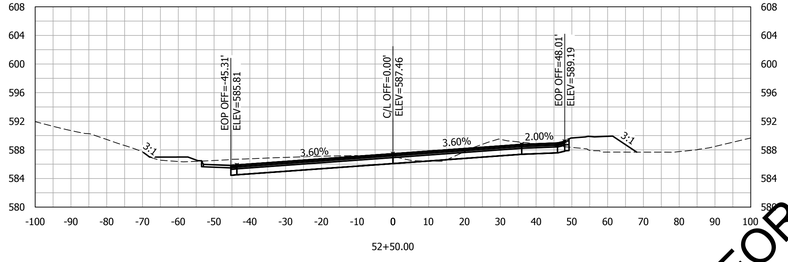
DRAWN: WCW
CHECKED: BLH
DATE: 06/12/2026
SCALE: 1" = 20' H, 1" = 10' V
SHEET NO.: C9.10

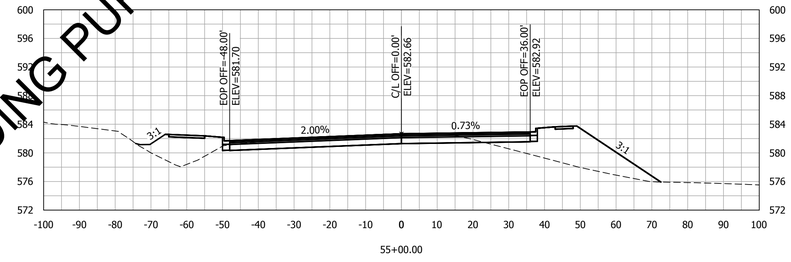


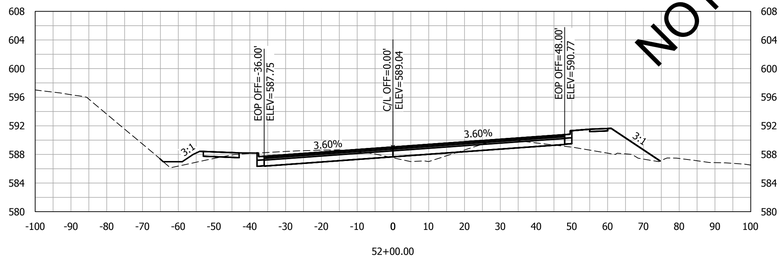


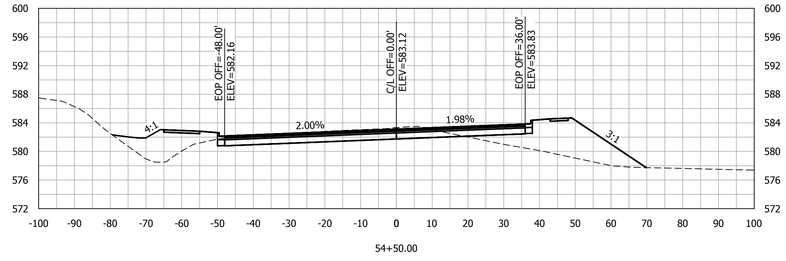


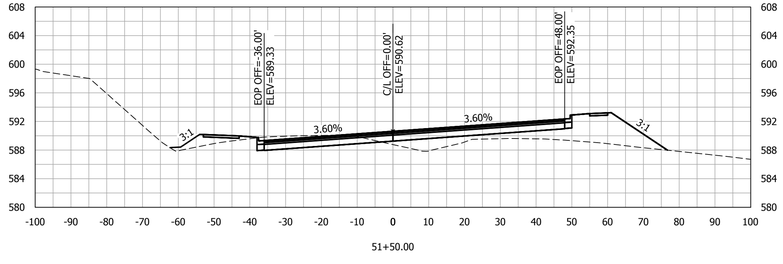


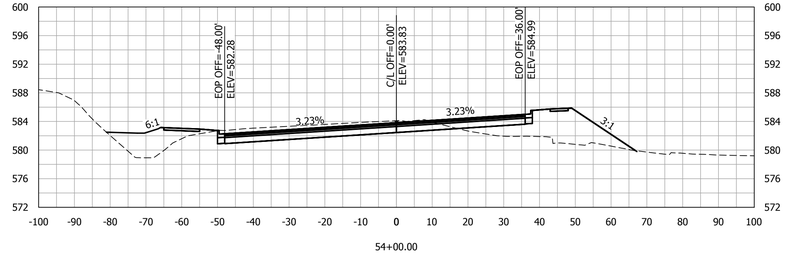












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2447 ALTON ROAD, STE 101
BIRMINGHAM, AL 35210
CONTACT: Lee Tharp
Tel + 334.315.0239
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AUBURN, ALABAMA 36830
PHONE: (334) 501-3000; FAX: (334) 501-7294

AUBURN

ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRIAN LEE HARP LAMAR
6/12/26

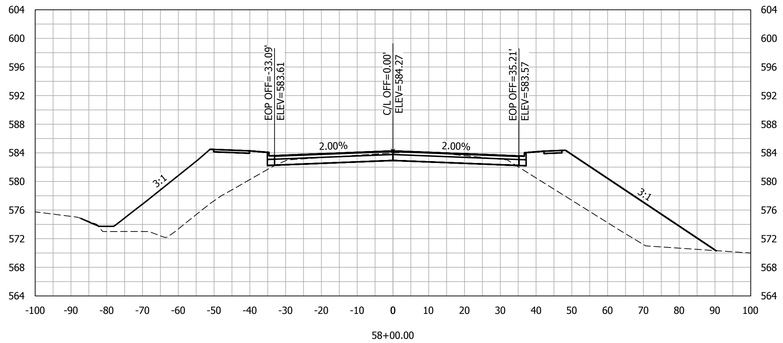
CROSS SECTIONS - N. DONAHUE DRIVE
STA 51+50 - 56+00

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

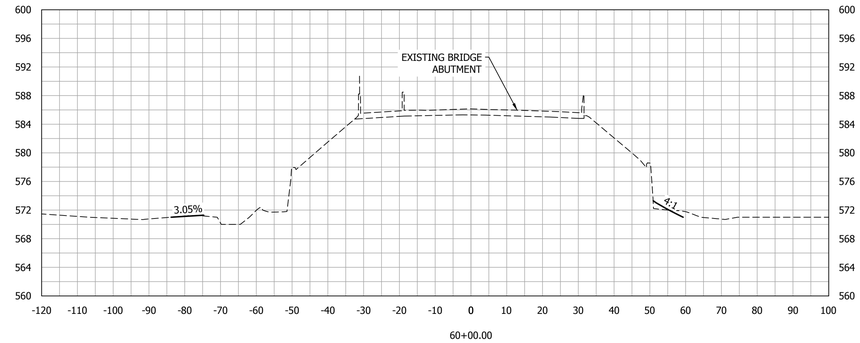
REVISIONS

NO.	CHECK	DATE	DESCRIPTION

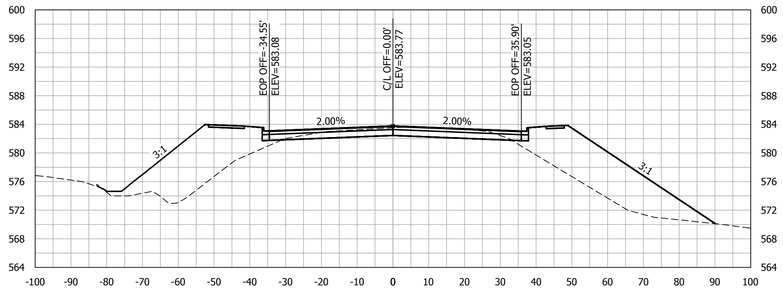
DRAWN: WCW
CHECKED: BLH
DATE: 06/12/2026
SCALE: 1" = 20' H, 1" = 10' V
SHEET NO.: C9.11



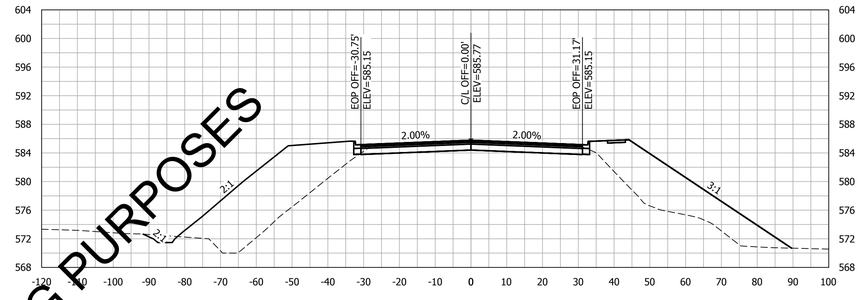
58+00.00



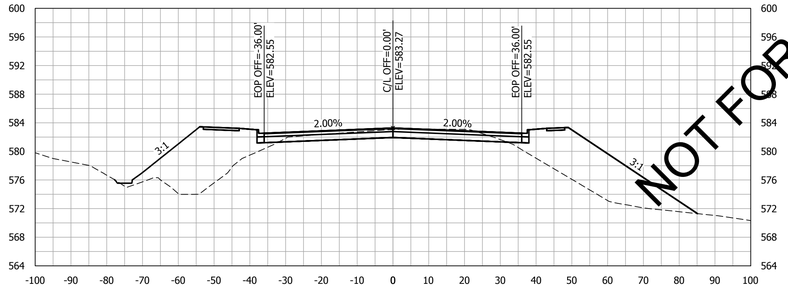
60+00.00



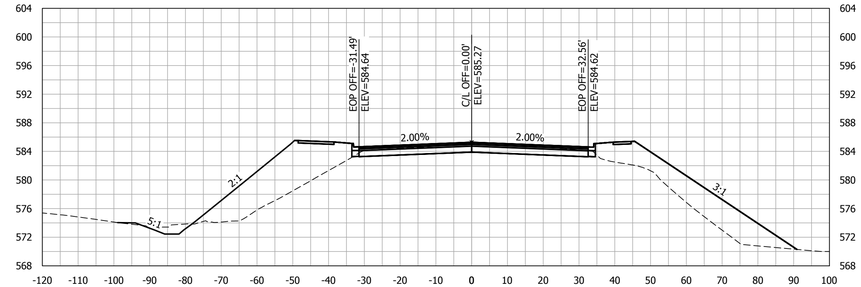
57+50.00



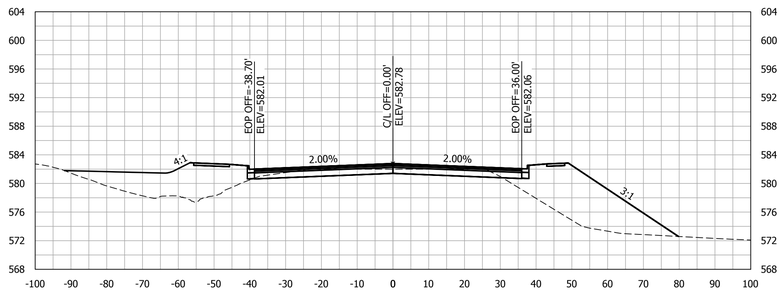
59+50.00



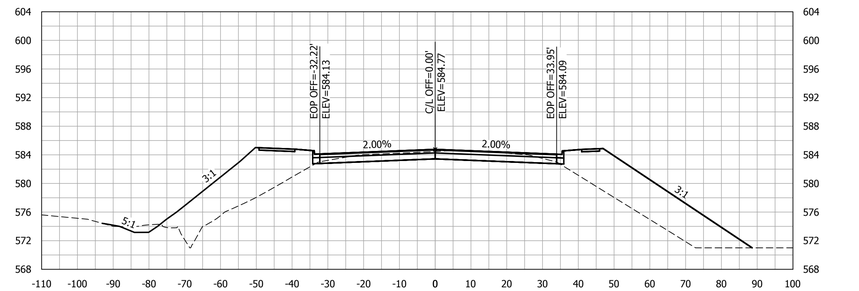
57+00.00



59+00.00



56+50.00



58+50.00

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171 N. ROSS STREET, SUITE 200
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PHONE: (334) 501-3000; FAX: (334) 501-7294

AUBURN

ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRIAN LAMAR HAYES
6/12/26

CROSS SECTIONS - N. DONAHUE DRIVE
STA 56+50 - 60+00

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

REVISIONS

NO.	CHECK	DATE	DESCRIPTION

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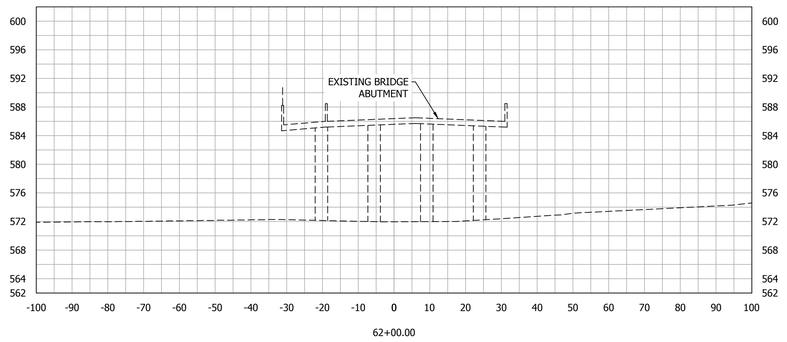
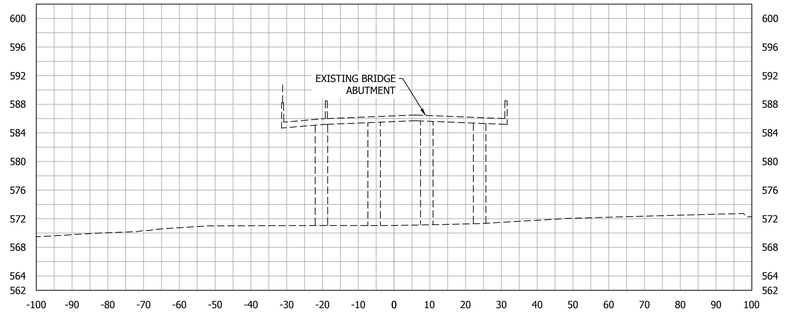
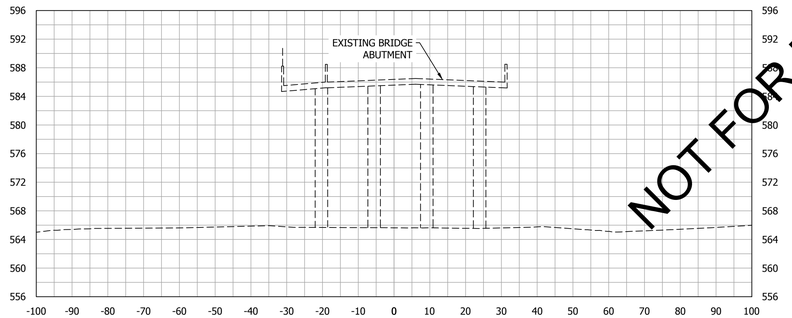
CHECKED: BLH
DATE: 06/12/2026
SCALE: 1" = 20' H, 1" = 10' V
SHEET NO.: C9.12



62+00.00



61+50.00



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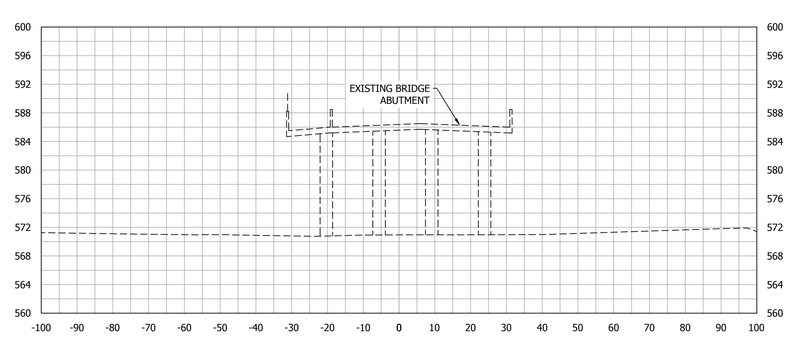
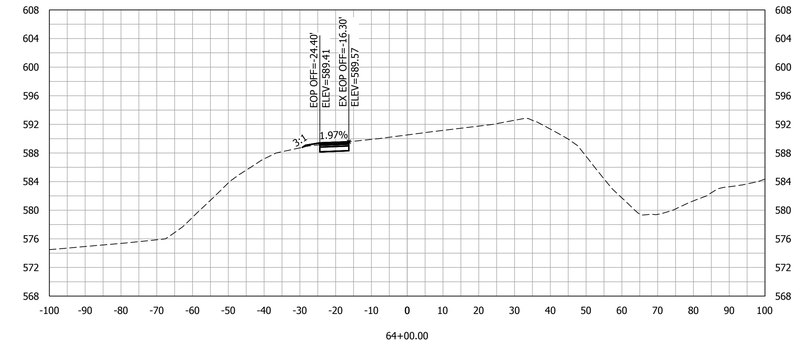


60+50.00



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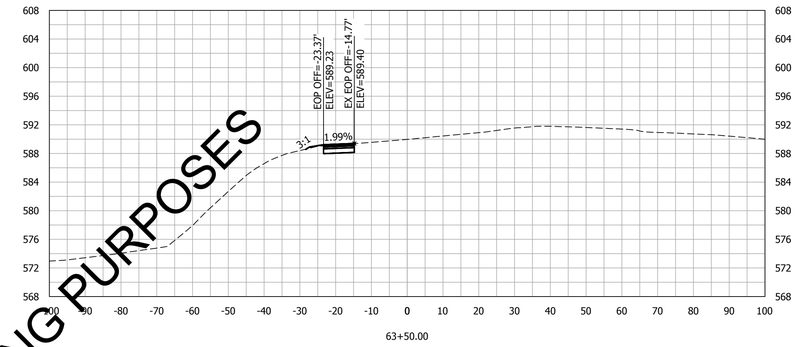

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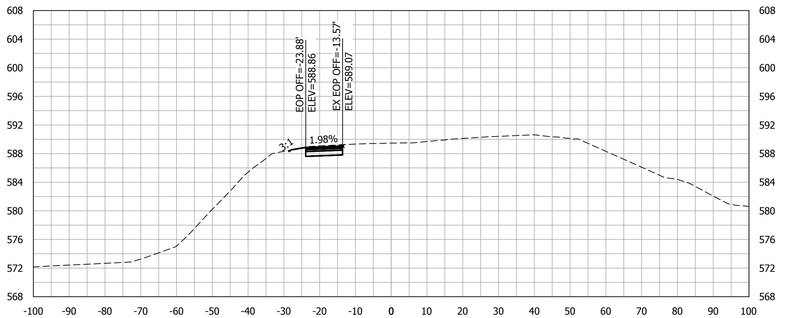

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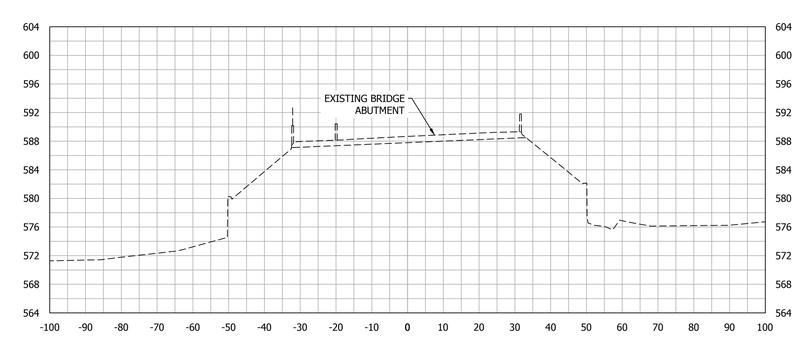

62+50.00

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KADRE ENGINEERING
PROJECT NO. 24052
2447 ALTON ROAD, STE 101
BIRMINGHAM, AL 35210
CONTACT: Lee Tharp
Tel + 334.315.0239
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ENGINEERING SERVICES
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AUBURN

ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRIAN LAMAR
6/12/26

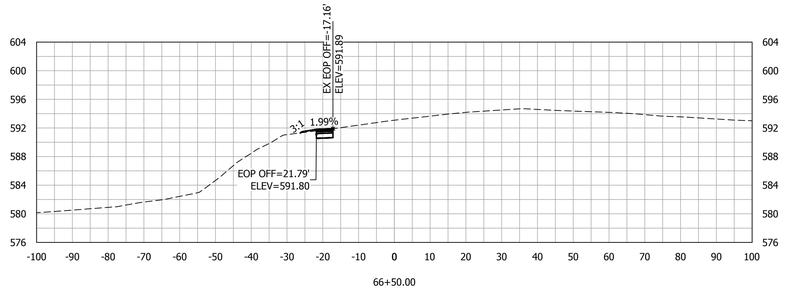
CROSS SECTIONS - N. DONAHUE DRIVE
STA 60+50 - 64+00

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

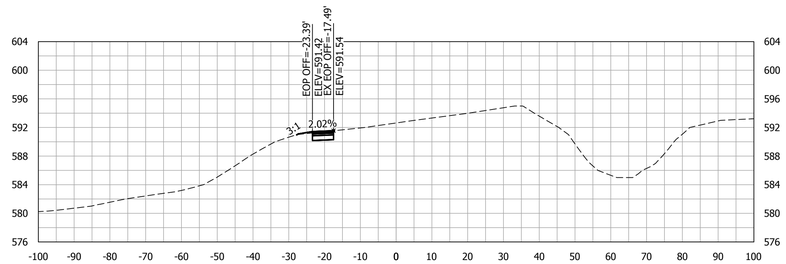
REVISIONS

NO.	CHECK	DATE	DESCRIPTION

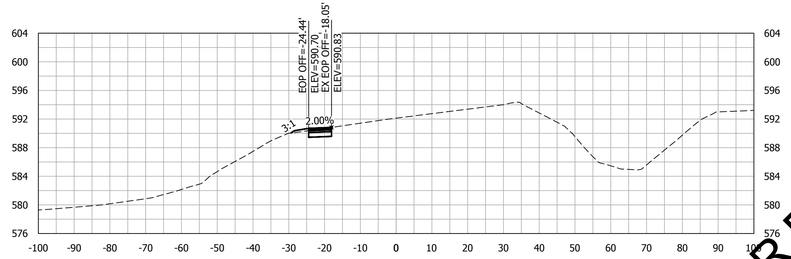
DRAWN: WCW
CHECKED: BLH
DATE: 06/12/2026
SCALE: 1" = 20' H, 1" = 10' V
SHEET NO.: C9.13



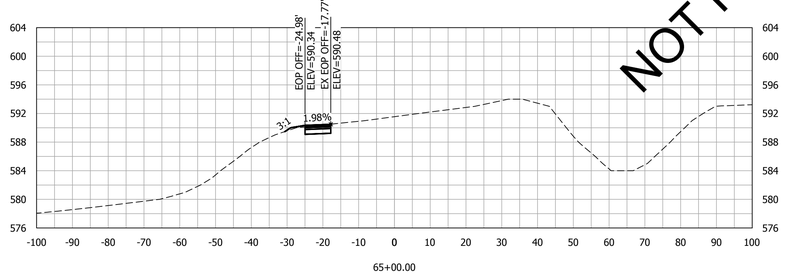
66+50.00



66+00.00



65+50.00



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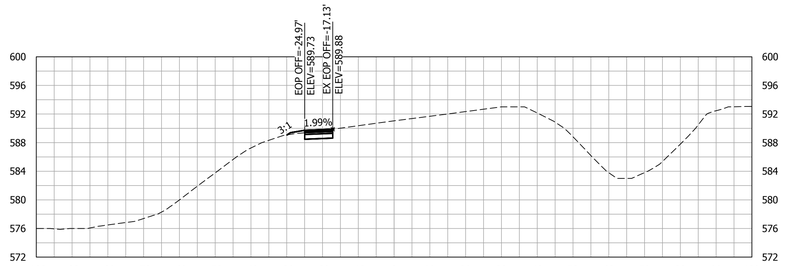

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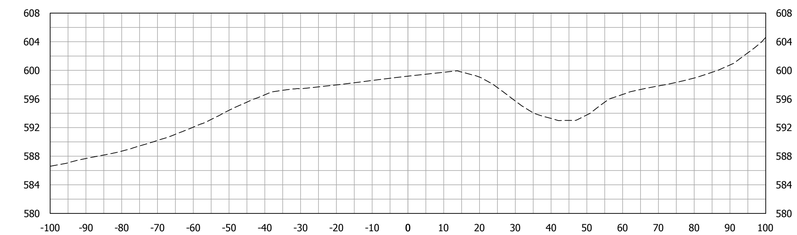
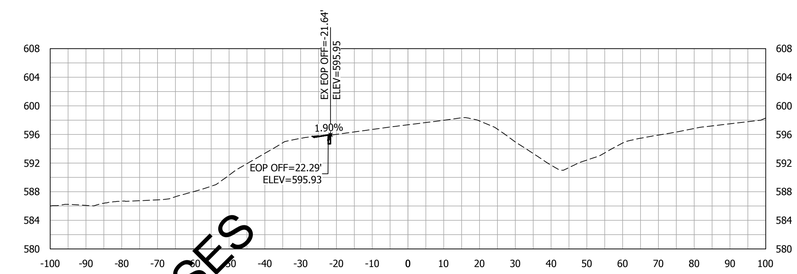
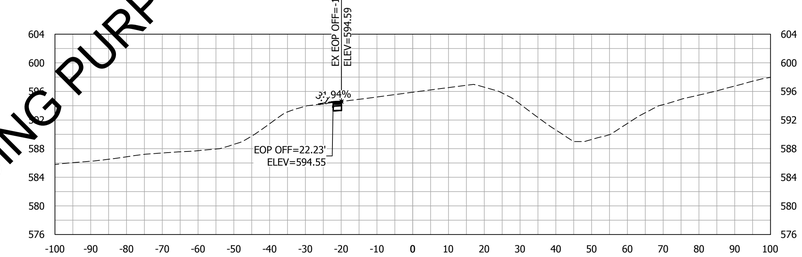


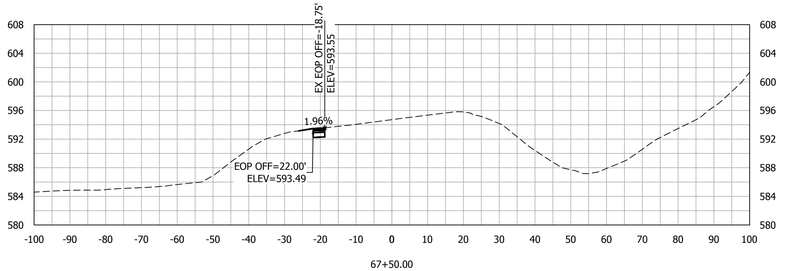
69+00.00



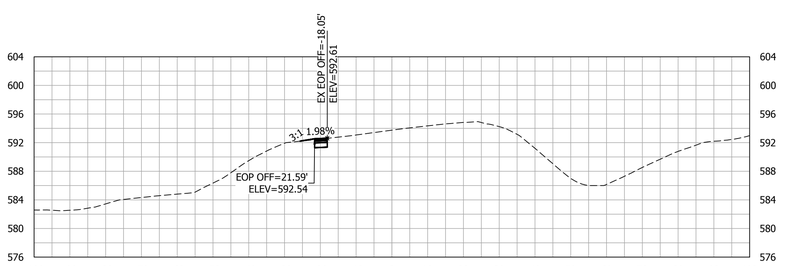
68+50.00



68+00.00



67+50.00



67+00.00

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KADRE ENGINEERING
PROJECT NO. 24052
2447 ALTON ROAD, STE 101
BIRMINGHAM, AL 35210
CONTACT: Lee Tharp
Tel + 334.315.0239
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ENGINEERING SERVICES
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AUBURN

ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRIAN LAMAR 6/12/26

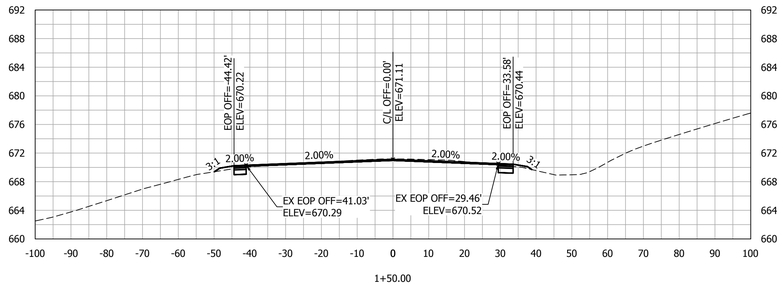
CROSS SECTIONS - N. DONAHUE DRIVE
STA 64+50 - 69+00

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

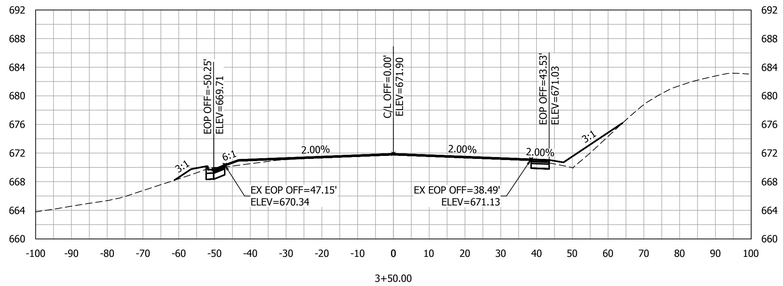
REVISIONS

NO.	CHECK	DATE	DESCRIPTION

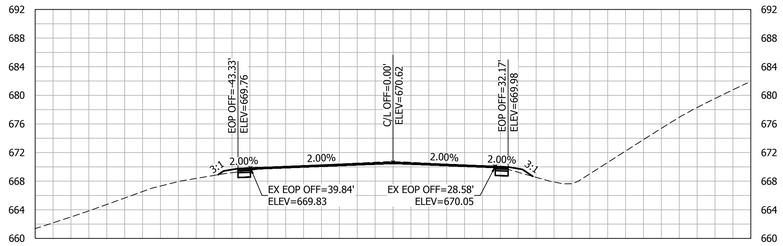
DRAWN: WCW
CHECKED: BLH
DATE: 06/12/2026
SCALE: 1" = 20' H, 1" = 10' V
SHEET NO.: C9.14



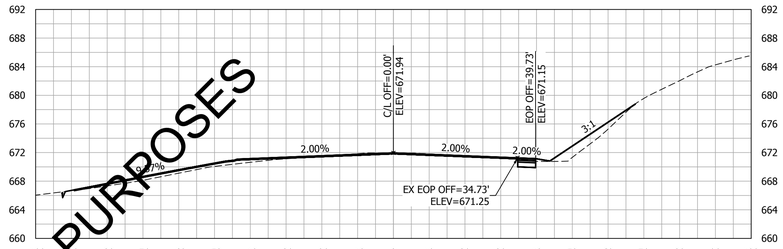
1+50.00



3+50.00



1+00.00



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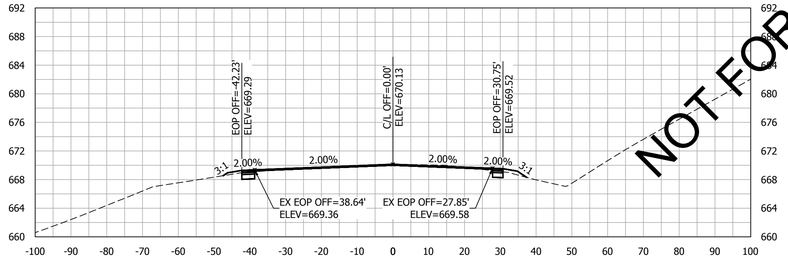
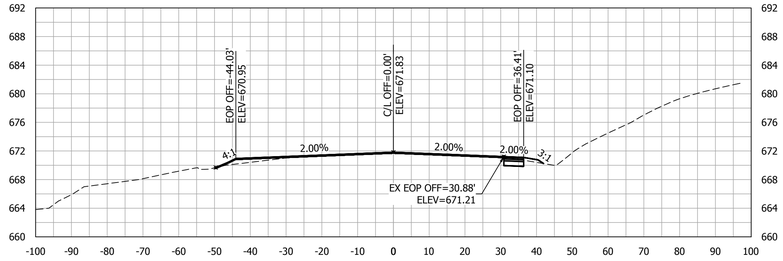


0+50.00



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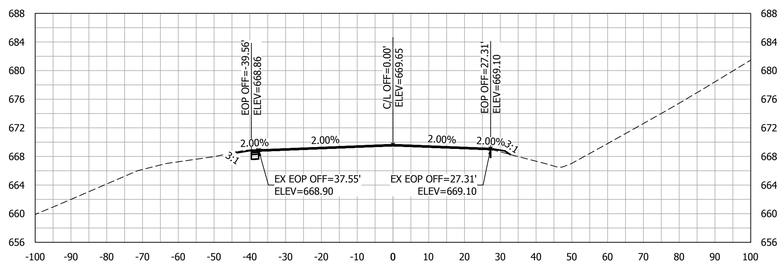

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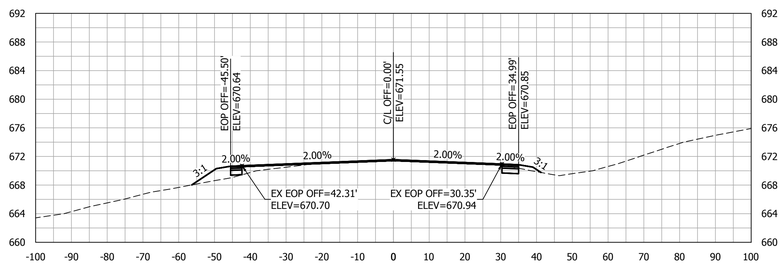

2+00.00

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KADRE ENGINEERING
PROJECT NO. 24052
2447 ALTON ROAD, STE 101
BIRMINGHAM, AL 35210
CONTACT: Lee Tharp
Tel + 334.315.0239
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ENGINEERING SERVICES
171 N. ROSS STREET, SUITE 200
AUBURN, ALABAMA 36830
PHONE: (334) 501-3000; FAX: (334) 501-7294

AUBURN

ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRIAN LAMAR
6/12/26

CROSS SECTIONS - SHUG JORDAN PKWY

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

REVISIONS

NO.	CHECK	DATE	DESCRIPTION

DRAWN: WCW
CHECKED: BLH
DATE: 06/12/2026
SCALE: 1" = 20' H, 1" = 10' V
SHEET NO.: C9.15

KADRE ENGINEERING
PROJECT NO. 24052
2447 ALTON ROAD, STE 101
BIRMINGHAM, AL 35210
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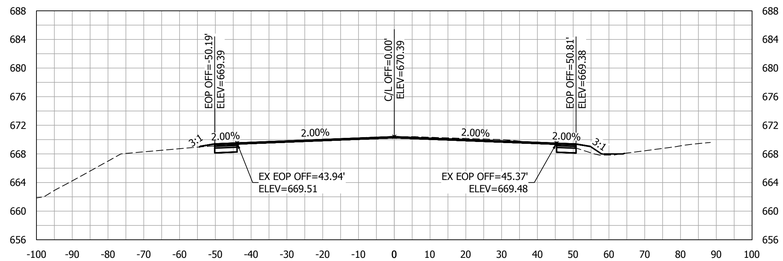

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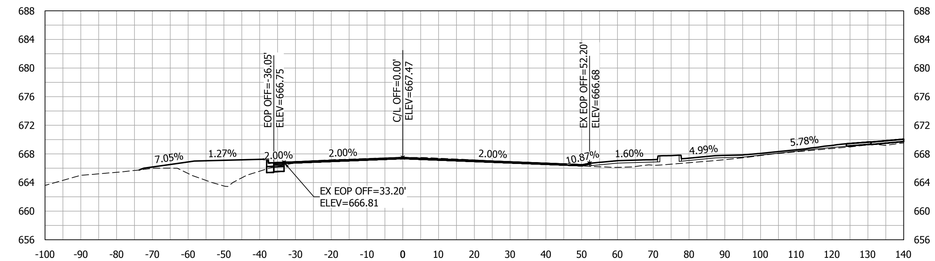
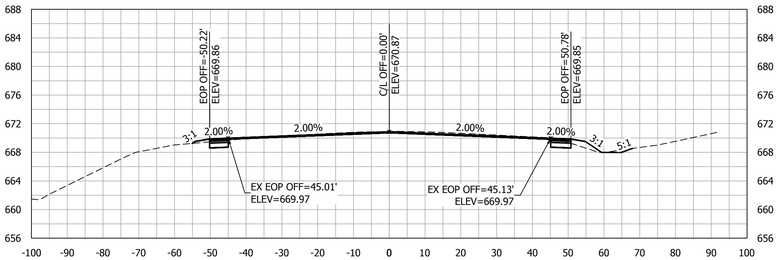


7+50.00



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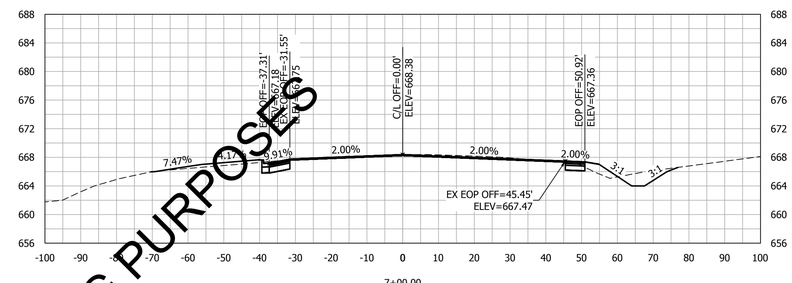

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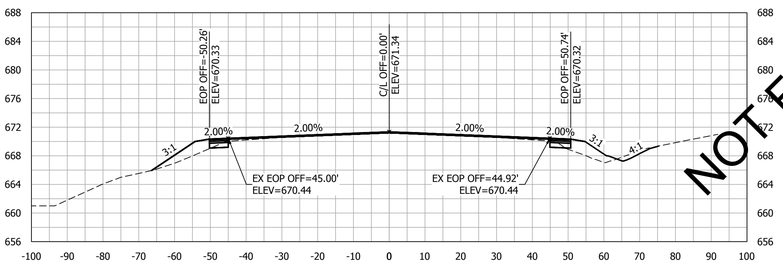
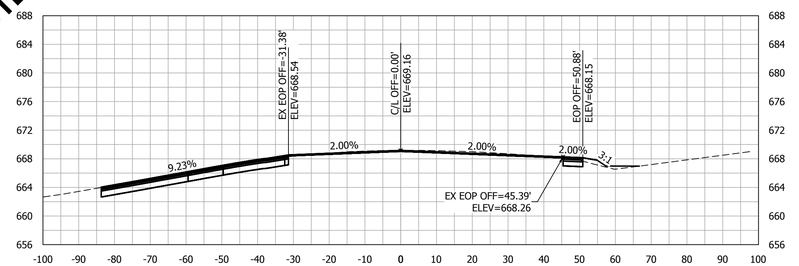
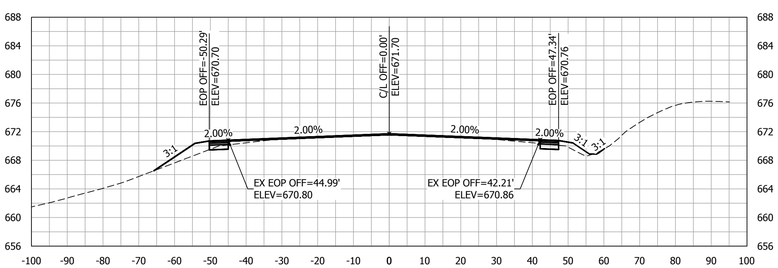


4+50.00



6+50.00



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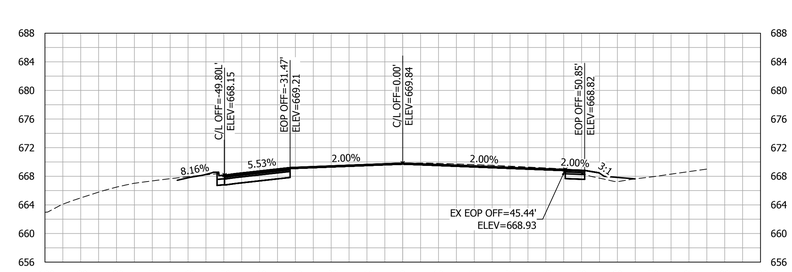

6+00.00

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ENGINEERING SERVICES
171 N. ROSS STREET, SUITE 200
AUBURN, ALABAMA 36830
PHONE: (334) 501-3000; FAX: (334) 501-7294

AUBURN

ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRIAN LAMAR HARRIS 6/12/26

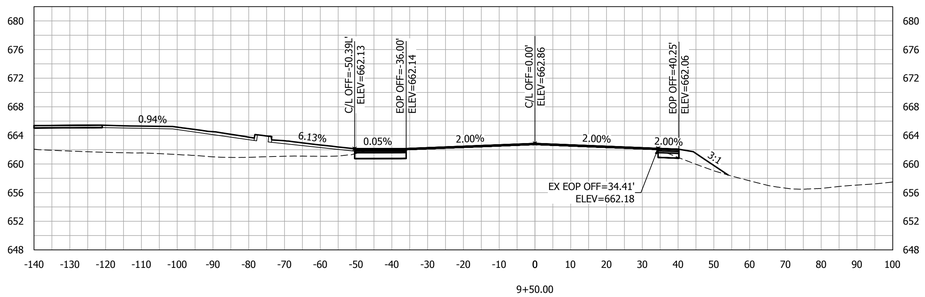
CROSS SECTIONS - SHUG JORDAN PKWY

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

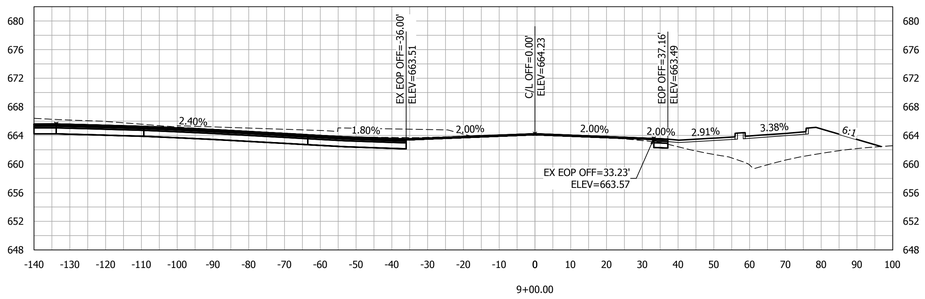
REVISIONS

NO.	CHECK	DATE	DESCRIPTION

DRAWN: WCW
CHECKED: BLH
DATE: 06/12/2026
SCALE: 1" = 20' H, 1" = 10' V
SHEET NO.: C9.16



9+50.00



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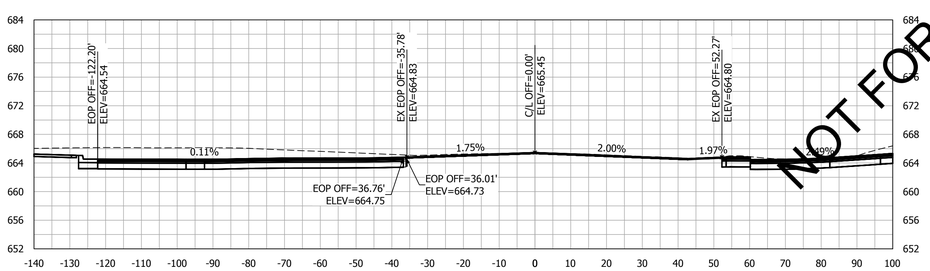
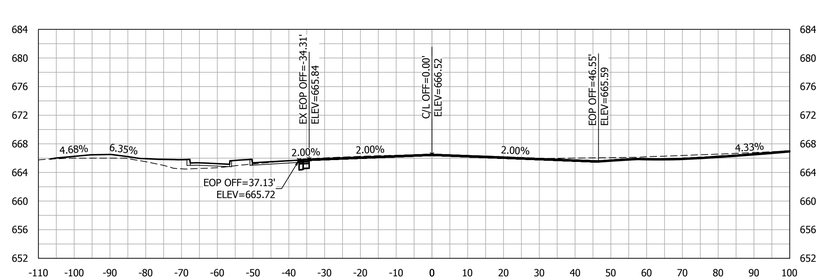


8+50.00



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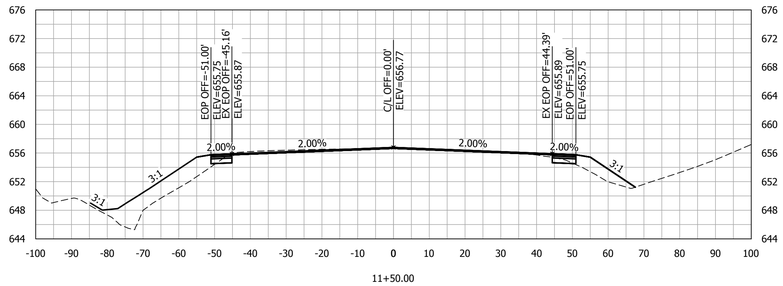

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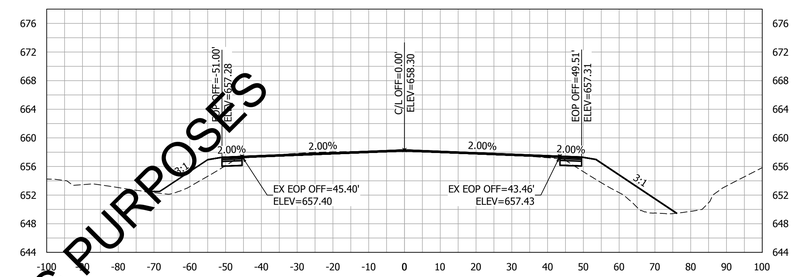

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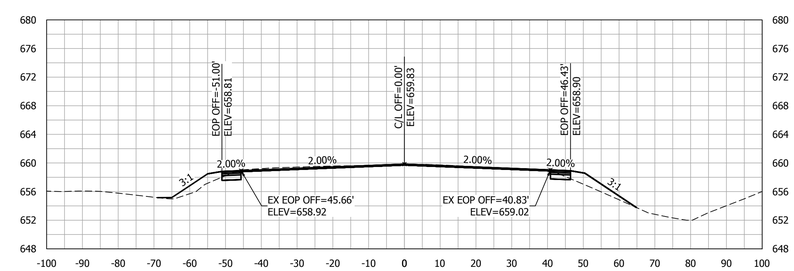

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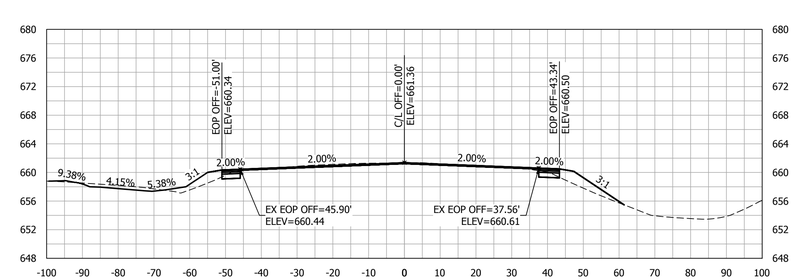

10+00.00

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KADRE ENGINEERING
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AUBURN

ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRIAN LAMAR
6/12/26

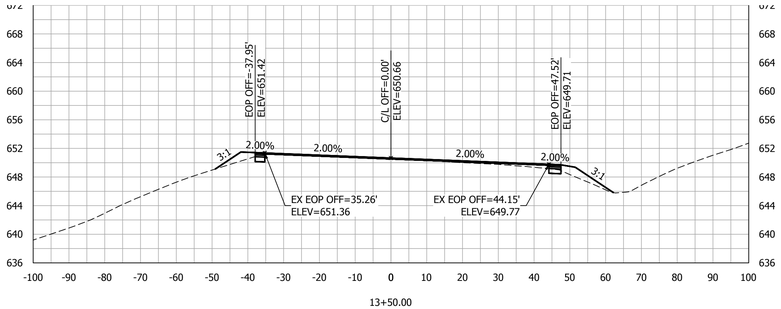
CROSS SECTIONS - SHUG JORDAN PKWY

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

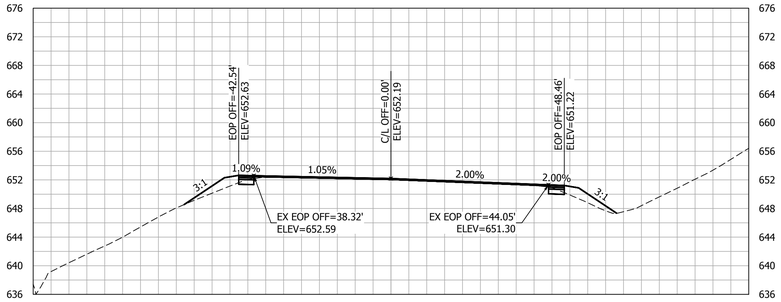
REVISIONS

NO.	CHECK	DATE	DESCRIPTION

DRAWN: WCW
CHECKED: BLH
DATE: 06/12/2026
SCALE: 1" = 20' H, 1" = 10' V
SHEET NO.: C9.17



13+50.00



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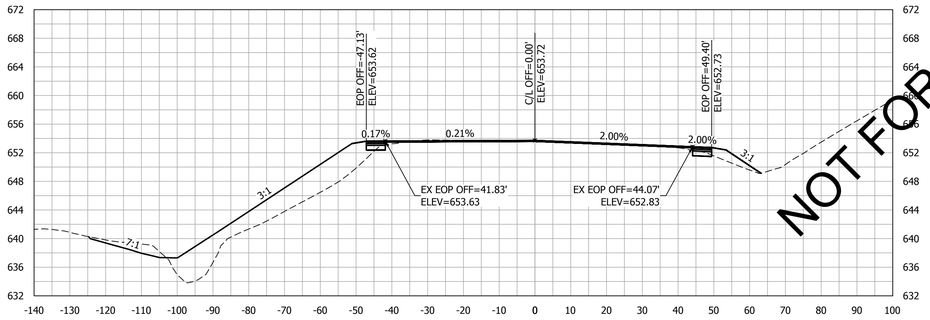
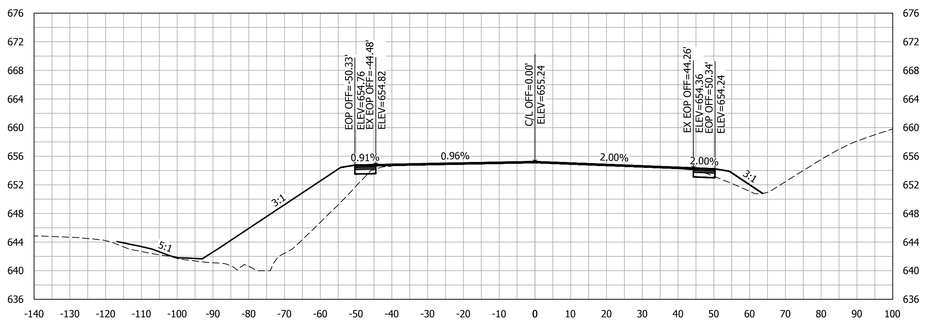


12+50.00



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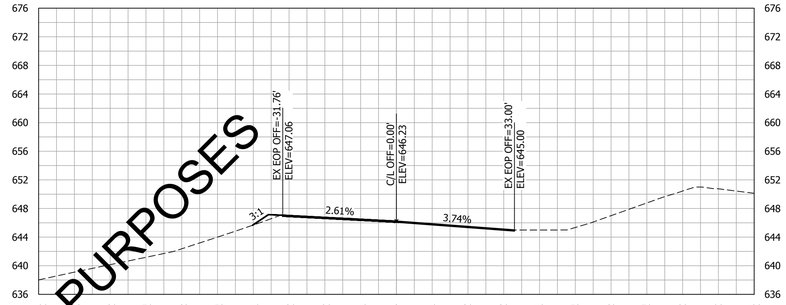

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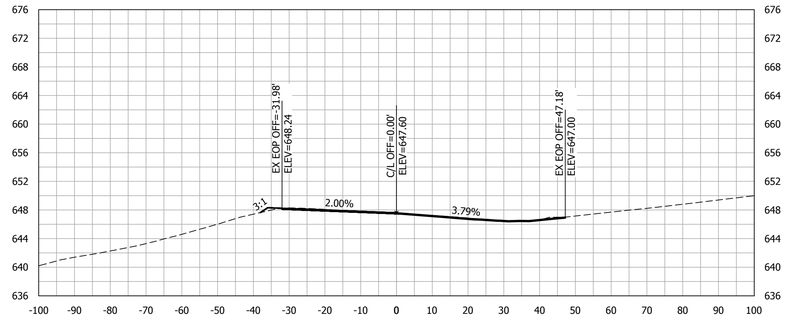

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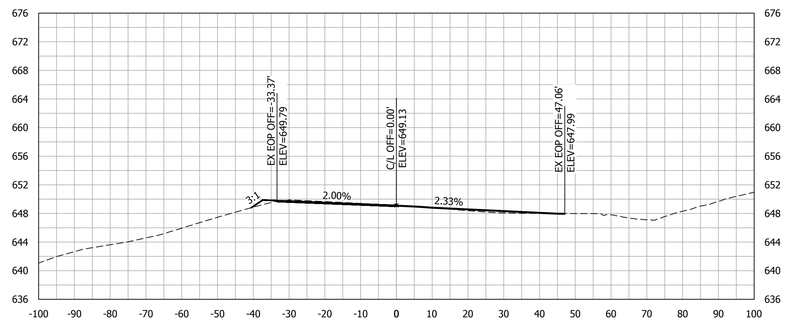

14+00.00

NOT FOR BIDDING PURPOSES

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AUBURN

ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRIAN LAMAR
6/12/26

CROSS SECTIONS - SHUG JORDAN PKWY

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

REVISIONS

NO.	CHECK	DATE	DESCRIPTION

DRAWN: WCW
CHECKED: BLH
DATE: 06/12/2026
SCALE: 1" = 20' H, 1" = 10' V
SHEET NO.: C9.18

CONSTRUCTION PHASING NOTES:

PHASE 1-A: (N. DONAHUE DR. WIDENING- NORTH OF SHUG JORDAN PKWY)
1. MAINTAIN TRAFFIC ON EXISTING ROADWAY.
2. INSTALL EASTERN GRADING, UTILITIES, STORMWATER INFRASTRUCTURE, AND BMPs.

PHASE 1-B: (N. DONAHUE DR. WIDENING- SOUTH OF SHUG JORDAN PKWY)
1. MAINTAIN TRAFFIC ON EXISTING ROADWAY.
2. INSTALL EASTERN GRADING, UTILITIES, STORMWATER INFRASTRUCTURE, AND BMPs.

PHASE 2-A: (N. DONAHUE DR. WIDENING- SOUTH OF SHUG JORDAN PKWY)
1. MAINTAIN TRAFFIC ON EXISTING ROADWAY.
2. INSTALL CURB AND GUTTER, BASE, AND PAVE THROUGH UPPER BINDER LAYER.
3. INSTALL FINAL STORMWATER INLET TOPS.
4. RECONSTRUCT WAL-MART ACCESS POINTS AND SIDEWALK CONNECTIONS. MAINTAIN WAL-MART ACCESS TO N. DONAHUE THROUGHOUT CONSTRUCTION.

PHASE 2-B: (N. DONAHUE DR. WIDENING - NORTH OF SHUG JORDAN PKWY)
1. MAINTAIN TRAFFIC ON EXISTING ROADWAY.
2. INSTALL CURB AND GUTTER, BASE, AND PAVE THROUGH UPPER BINDER LAYER.
3. INSTALL FINAL STORMWATER INLET TOPS.

PHASE 3: (N. DONAHUE DR.)
1. SHIFT TRAFFIC TO EASTERN WIDENING OF N. DONAHUE DR.
2. TEMP STRIPE N. DONAHUE DR. FROM STA 0+00 TO END OF WORK FOR 2-LANE TRAFFIC.
3. MODIFY SIGNAL AS REQUIRED FOR TEMPORARY RE-ALIGNED INTERSECTION.

PHASE 4-A: (EXISTING N. DONAHUE DR. PAVING)
1. DEMO EXISTING N. DONAHUE PAVING.
2. MAINTAIN EXISTING ROADWAY CONNECTIONS AND ACCESS POINTS TO NEW TEMP LANES THROUGHOUT DEMOLITION AND CONSTRUCTION.
3. MILL N. DONAHUE SOUTH OF SHUG JORDAN PKWAY AS REQ'D FOR OVERLAY.

PHASE 4-B: (N. DONAHUE ROADWAY RECONSTRUCTION)
1. MAINTAIN TRAFFIC ON TEMPORARY ROADWAY LANES.
2. INSTALL EASTERN GRADING, UTILITIES, STORMWATER INFRASTRUCTURE, AND BMPs.
3. MAINTAIN EXISTING ROADWAY CONNECTIONS AND ACCESS POINTS TO NEW TEMP LANES THROUGHOUT DEMOLITION AND CONSTRUCTION.

PHASE 4-C: (N. DONAHUE ROADWAY RECONSTRUCTION)
1. MAINTAIN TRAFFIC ON TEMPORARY ROADWAY STRIPING.
2. INSTALL CURB AND GUTTER, BASE, AND PAVE THROUGH UPPER BINDER LAYER.
3. INSTALL FINAL STORMWATER INLET TOPS.
4. INSTALL SIDEWALKS AND CROSSWALKS STA 12+00 TO END.

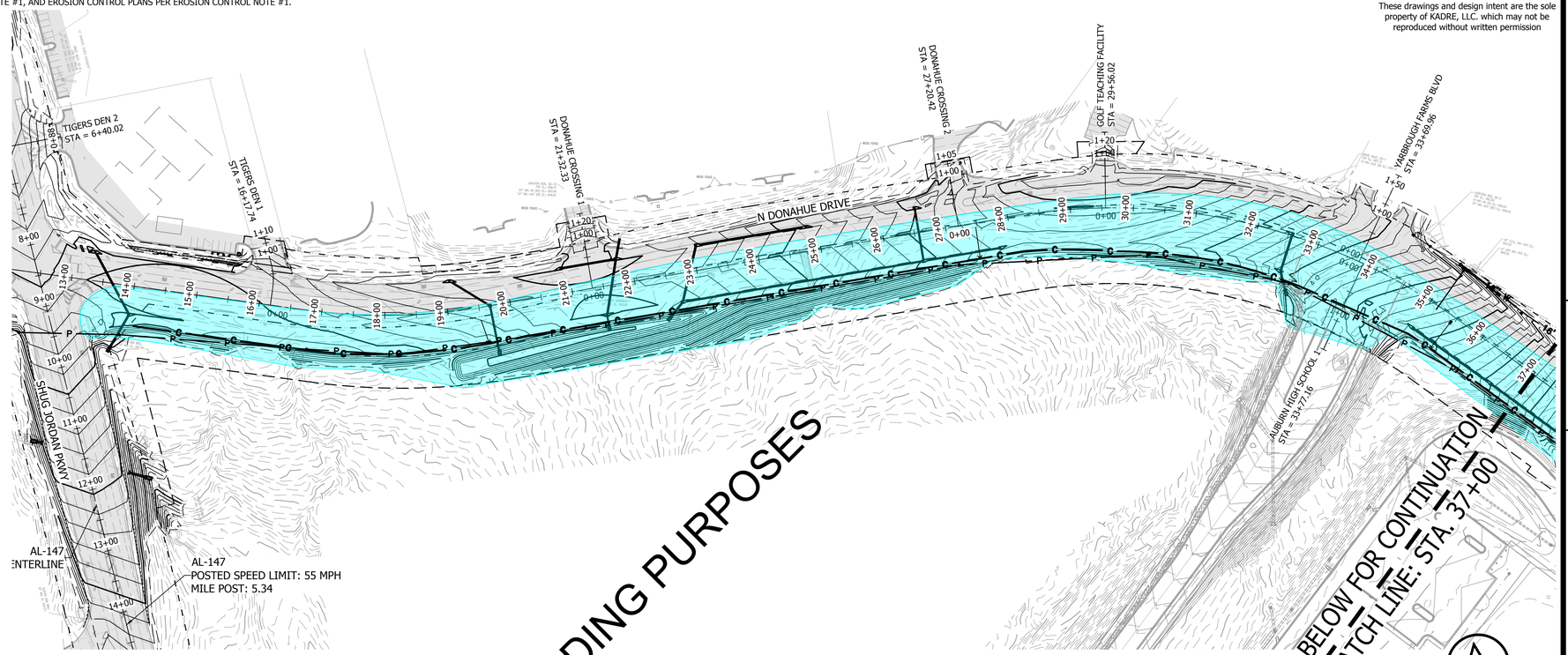
PHASE 5: (SHUG JORDAN PKWY WIDENING)
1. MAINTAIN TRAFFIC ON EXISTING ROADWAY.
2. INSTALL EASTERN GRADING, UTILITIES, STORMWATER INFRASTRUCTURE, AND BMPs.
3. INSTALL CURB AND GUTTER, BASE AND PAVE THROUGH UPPER BINDER LAYER.

PHASE 6: (SHUG JORDAN PKWY / N. DONAHUE DR. INTERSECTION)
1. INSTALL PERMANENT SIGNAL AND SIGNAGE.
2. MILL AND FILL SHUG JORDAN PKWY.
3. INSTALL CURB AND GUTTER AND SIDEWALK/CROSSWALK FACILITIES.
4. TEMPORARY STRIPE SHUG JORDAN PKWY WITH FINAL MARKING LOCATIONS.

PHASE 7: (N. DONAHUE DR.)
1. INSTALL WEARING SURFACE AND TEMPORARY STRIPE FINAL MARKING LOCATIONS FROM 0+00 TO END OF WORK.
2. SHIFT TRAFFIC TO FINAL LANEAGE.

PHASE 8: (LIMITS OF WORK)
1. INSTALL FINAL STRIPING AND RPMs.
2. REMOVE ALL TEMPORARY BMPs AND COMPLETE FINAL STABILIZATION.

SPECIAL NOTE:
1. THE PHASING SHOWN WITHIN THESE PLANS IS A GENERIC PHASING OF OVERALL CONSTRUCTION WORK. THE CONTRACTOR IS RESPONSIBLE FOR CONSTRUCTION PHASING. WITHIN THIS PHASING RESPONSIBILITY, THE CONTRACTOR MUST SUBMIT PHASING PLANS TO THE CITY OF AUBURN FOR REVIEW INCLUDING BUT NOT LIMITED TO WORK PHASING, TRAFFIC PATTERN MODIFICATIONS, TRAFFIC CONTROL PLANS PER TRAFFIC CONTROL NOTE #1, AND EROSION CONTROL PLANS PER EROSION CONTROL NOTE #1.



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AUBURN

ALABAMA LICENSED PROFESSIONAL ENGINEER No. 30400 BRANDON LEE HARRIS LAMAR 12/2/26

PHASING PLAN - PHASE 1A

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

REVISIONS				
NO.	CHECK	DATE	DESCRIPTION	

DRAWN: WCW
CHECKED: BLH
DATE: 06/12/2026
SCALE: 1" = 100'
SHEET NO.: C10.0

CONSTRUCTION PHASING NOTES:

PHASE 1-A: (N. DONAHUE DR. WIDENING- NORTH OF SHUG JORDAN PKWY)
1. MAINTAIN TRAFFIC ON EXISTING ROADWAY.
2. INSTALL EASTERN GRADING, UTILITIES, STORMWATER INFRASTRUCTURE, AND BMPs.

PHASE 1-B: (N. DONAHUE DR. WIDENING- SOUTH OF SHUG JORDAN PKWY)
1. MAINTAIN TRAFFIC ON EXISTING ROADWAY.
2. INSTALL EASTERN GRADING, UTILITIES, STORMWATER INFRASTRUCTURE, AND BMPs.

PHASE 2-A: (N. DONAHUE DR. WIDENING- SOUTH OF SHUG JORDAN PKWY)
1. MAINTAIN TRAFFIC ON EXISTING ROADWAY.
2. INSTALL CURB AND GUTTER, BASE, AND PAVE THROUGH UPPER BINDER LAYER.
3. INSTALL FINAL STORMWATER INLET TOPS.
4. RECONSTRUCT WAL-MART ACCESS POINTS AND SIDEWALK CONNECTIONS. MAINTAIN WAL-MART ACCESS TO N. DONAHUE THROUGHOUT CONSTRUCTION.

PHASE 2-B: (N. DONAHUE DR. WIDENING - NORTH OF SHUG JORDAN PKWY)
1. MAINTAIN TRAFFIC ON EXISTING ROADWAY.
2. INSTALL CURB AND GUTTER, BASE, AND PAVE THROUGH UPPER BINDER LAYER.
3. INSTALL FINAL STORMWATER INLET TOPS.

PHASE 3: (N. DONAHUE DR.)
1. SHIFT TRAFFIC TO EASTERN WIDENING OF N. DONAHUE DR.
2. TEMP STRIPE N. DONAHUE DR. FROM STA 0+00 TO END OF WORK FOR 2-LANE TRAFFIC.
3. MODIFY SIGNAL AS REQUIRED FOR TEMPORARY RE-ALIGNED INTERSECTION.

PHASE 4-A: (EXISTING N. DONAHUE DR. PAVING)
1. DEMO EXISTING N. DONAHUE PAVING.
2. MAINTAIN EXISTING ROADWAY CONNECTIONS AND ACCESS POINTS TO NEW TEMP LANES THROUGHOUT DEMOLITION AND CONSTRUCTION.
3. MILL N. DONAHUE SOUTH OF SHUG JORDAN PKWAY AS REQ'D FOR OVERLAY.

PHASE 4-B: (N. DONAHUE ROADWAY RECONSTRUCTION)
1. MAINTAIN TRAFFIC ON TEMPORARY ROADWAY LANES.
2. INSTALL EASTERN GRADING, UTILITIES, STORMWATER INFRASTRUCTURE, AND BMPs.
3. MAINTAIN EXISTING ROADWAY CONNECTIONS AND ACCESS POINTS TO NEW TEMP LANES THROUGHOUT DEMOLITION AND CONSTRUCTION.

PHASE 4-C: (N. DONAHUE ROADWAY RECONSTRUCTION)
1. MAINTAIN TRAFFIC ON TEMPORARY ROADWAY STRIPING.
2. INSTALL CURB AND GUTTER, BASE, AND PAVE THROUGH UPPER BINDER LAYER.
3. INSTALL FINAL STORMWATER INLET TOPS.
4. INSTALL SIDEWALKS AND CROSSWALKS STA 12+00 TO END.

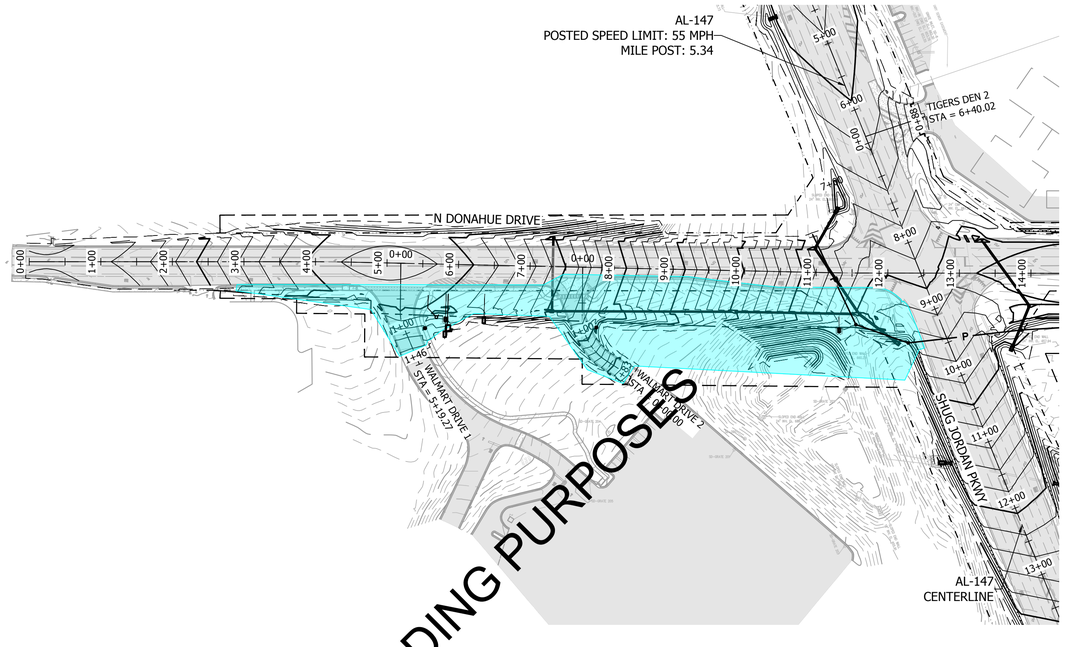
PHASE 5: (SHUG JORDAN PKWY WIDENING)
1. MAINTAIN TRAFFIC ON EXISTING ROADWAY.
2. INSTALL EASTERN GRADING, UTILITIES, STORMWATER INFRASTRUCTURE, AND BMPs.
3. INSTALL CURB AND GUTTER, BASE AND PAVE THROUGH UPPER BINDER LAYER.

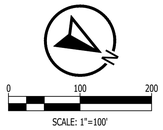
PHASE 6: (SHUG JORDAN PKWY / N. DONAHUE DR. INTERSECTION)
1. INSTALL PERMANENT SIGNAL AND SIGNAGE.
2. MILL AND FILL SHUG JORDAN PKWY.
3. INSTALL CURB AND GUTTER AND SIDEWALK/CROSSWALK FACILITIES.
4. TEMPORARY STRIPE SHUG JORDAN PKWY WITH FINAL MARKING LOCATIONS.

PHASE 7: (N. DONAHUE DR.)
1. INSTALL WEARING SURFACE AND TEMPORARY STRIPE FINAL MARKING LOCATIONS FROM 0+00 TO END OF WORK.
2. SHIFT TRAFFIC TO FINAL LANEAGE.

PHASE 8: (LIMITS OF WORK)
1. INSTALL FINAL STRIPING AND RPMs.
2. REMOVE ALL TEMPORARY BMPs AND COMPLETE FINAL STABILIZATION.

SPECIAL NOTE:
1. THE PHASING SHOWN WITHIN THESE PLANS IS A GENERIC PHASING OF OVERALL CONSTRUCTION WORK. THE CONTRACTOR IS RESPONSIBLE FOR CONSTRUCTION PHASING. WITHIN THIS PHASING RESPONSIBILITY, THE CONTRACTOR MUST SUBMIT PHASING PLANS TO THE CITY OF AUBURN FOR REVIEW INCLUDING BUT NOT LIMITED TO WORK PHASING, TRAFFIC PATTERN MODIFICATIONS, TRAFFIC CONTROL PLANS PER TRAFFIC CONTROL NOTE #1, AND EROSION CONTROL PLANS PER EROSION CONTROL NOTE #1.





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AUBURN

ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRIAN L. HARRIS LAMAR
06/12/26

PHASING PLAN - PHASE 1B

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

REVISIONS

NO.	CHECK	DATE	DESCRIPTION

DRAWN: WCW
CHECKED: BLH
DATE: 06/12/2026
SCALE: 1" = 100'
SHEET NO.: C10.1

CONSTRUCTION PHASING NOTES:

PHASE 1-A: (N. DONAHUE DR. WIDENING- NORTH OF SHUG JORDAN PKWY)
1. MAINTAIN TRAFFIC ON EXISTING ROADWAY.
2. INSTALL EASTERN GRADING, UTILITIES, STORMWATER INFRASTRUCTURE, AND BMPs.

PHASE 1-B: (N. DONAHUE DR. WIDENING- SOUTH OF SHUG JORDAN PKWY)
1. MAINTAIN TRAFFIC ON EXISTING ROADWAY.
2. INSTALL EASTERN GRADING, UTILITIES, STORMWATER INFRASTRUCTURE, AND BMPs.

PHASE 2-A: (N. DONAHUE DR. WIDENING- SOUTH OF SHUG JORDAN PKWY)
1. MAINTAIN TRAFFIC ON EXISTING ROADWAY.
2. INSTALL CURB AND GUTTER, BASE, AND PAVE THROUGH UPPER BINDER LAYER.
3. INSTALL FINAL STORMWATER INLET TOPS.
4. RECONSTRUCT WAL-MART ACCESS POINTS AND SIDEWALK CONNECTIONS. MAINTAIN WAL-MART ACCESS TO N. DONAHUE THROUGHOUT CONSTRUCTION.

PHASE 2-B: (N. DONAHUE DR. WIDENING - NORTH OF SHUG JORDAN PKWY)
1. MAINTAIN TRAFFIC ON EXISTING ROADWAY.
2. INSTALL CURB AND GUTTER, BASE, AND PAVE THROUGH UPPER BINDER LAYER.
3. INSTALL FINAL STORMWATER INLET TOPS.

PHASE 3: (N. DONAHUE DR.)
1. SHIFT TRAFFIC TO EASTERN WIDENING OF N. DONAHUE DR.
2. TEMP STRIPE N. DONAHUE DR. FROM STA 0+00 TO END OF WORK FOR 2-LANE TRAFFIC.
3. MODIFY SIGNAL AS REQUIRED FOR TEMPORARY RE-ALIGNED INTERSECTION.

PHASE 4-A: (EXISTING N. DONAHUE DR. PAVING)
1. DEMO EXISTING N. DONAHUE PAVING.
2. MAINTAIN EXISTING ROADWAY CONNECTIONS AND ACCESS POINTS TO NEW TEMP LANES THROUGHOUT DEMOLITION AND CONSTRUCTION.
3. MILL N. DONAHUE SOUTH OF SHUG JORDAN PKWAY AS REQ'D FOR OVERLAY.

PHASE 4-B: (N. DONAHUE ROADWAY RECONSTRUCTION)
1. MAINTAIN TRAFFIC ON TEMPORARY ROADWAY LANES.
2. INSTALL EASTERN GRADING, UTILITIES, STORMWATER INFRASTRUCTURE, AND BMPs.
3. MAINTAIN EXISTING ROADWAY CONNECTIONS AND ACCESS POINTS TO NEW TEMP LANES THROUGHOUT DEMOLITION AND CONSTRUCTION.

PHASE 4-C: (N. DONAHUE ROADWAY RECONSTRUCTION)
1. MAINTAIN TRAFFIC ON TEMPORARY ROADWAY STRIPING.
2. INSTALL CURB AND GUTTER, BASE, AND PAVE THROUGH UPPER BINDER LAYER.
3. INSTALL FINAL STORMWATER INLET TOPS.
4. INSTALL SIDEWALKS AND CROSSWALKS STA 12+00 TO END.

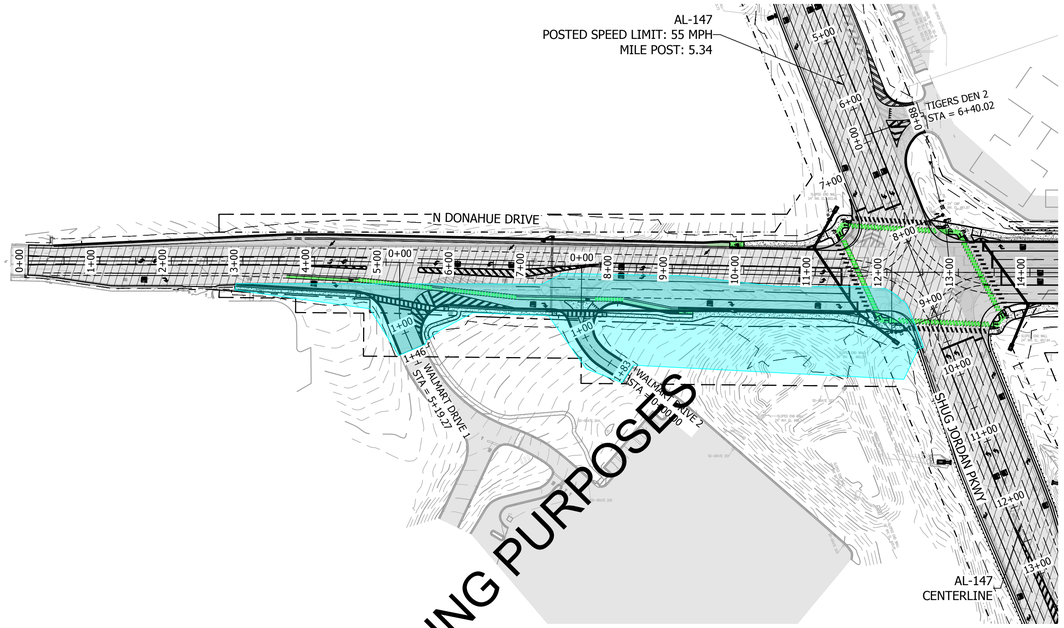
PHASE 5: (SHUG JORDAN PKWY WIDENING)
1. MAINTAIN TRAFFIC ON EXISTING ROADWAY.
2. INSTALL EASTERN GRADING, UTILITIES, STORMWATER INFRASTRUCTURE, AND BMPs.
3. INSTALL CURB AND GUTTER, BASE AND PAVE THROUGH UPPER BINDER LAYER.

PHASE 6: (SHUG JORDAN PKWY / N. DONAHUE DR. INTERSECTION)
1. INSTALL PERMANENT SIGNAL AND SIGNAGE.
2. MILL AND FILL SHUG JORDAN PKWY.
3. INSTALL CURB AND GUTTER AND SIDEWALK/CROSSWALK FACILITIES.
4. TEMPORARY STRIPE SHUG JORDAN PKWY WITH FINAL MARKING LOCATIONS.

PHASE 7: (N. DONAHUE DR.)
1. INSTALL WEARING SURFACE AND TEMPORARY STRIPE FINAL MARKING LOCATIONS FROM 0+00 TO END OF WORK.
2. SHIFT TRAFFIC TO FINAL LANEAGE.

PHASE 8: (LIMITS OF WORK)
1. INSTALL FINAL STRIPING AND RPMs.
2. REMOVE ALL TEMPORARY BMPs AND COMPLETE FINAL STABILIZATION.

SPECIAL NOTE:
1. THE PHASING SHOWN WITHIN THESE PLANS IS A GENERIC PHASING OF OVERALL CONSTRUCTION WORK. THE CONTRACTOR IS RESPONSIBLE FOR CONSTRUCTION PHASING. WITHIN THIS PHASING RESPONSIBILITY, THE CONTRACTOR MUST SUBMIT PHASING PLANS TO THE CITY OF AUBURN FOR REVIEW INCLUDING BUT NOT LIMITED TO WORK PHASING, TRAFFIC PATTERN MODIFICATIONS, TRAFFIC CONTROL PLANS PER TRAFFIC CONTROL NOTE #1, AND EROSION CONTROL PLANS PER EROSION CONTROL NOTE #1.





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AUBURN

ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRENT L. LAMAR 06/12/26

PHASING PLAN - PHASE 2A

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

REVISIONS

NO.	CHECK	DATE	DESCRIPTION

DRAWN: WCW
CHECKED: BLH
DATE: 06/12/2026
SCALE: 1" = 100'
SHEET NO.: C10.2

CONSTRUCTION PHASING NOTES:

PHASE 1-A: (N. DONAHUE DR. WIDENING- NORTH OF SHUG JORDAN PKWY)
1. MAINTAIN TRAFFIC ON EXISTING ROADWAY.
2. INSTALL EASTERN GRADING, UTILITIES, STORMWATER INFRASTRUCTURE, AND BMPs.

PHASE 1-B: (N. DONAHUE DR. WIDENING- SOUTH OF SHUG JORDAN PKWY)
1. MAINTAIN TRAFFIC ON EXISTING ROADWAY.
2. INSTALL EASTERN GRADING, UTILITIES, STORMWATER INFRASTRUCTURE, AND BMPs.

PHASE 2-A: (N. DONAHUE DR. WIDENING- SOUTH OF SHUG JORDAN PKWY)
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2. INSTALL CURB AND GUTTER, BASE, AND PAVE THROUGH UPPER BINDER LAYER.
3. INSTALL FINAL STORMWATER INLET TOPS.
4. RECONSTRUCT WAL-MART ACCESS POINTS AND SIDEWALK CONNECTIONS. MAINTAIN WAL-MART ACCESS TO N. DONAHUE THROUGHOUT CONSTRUCTION.

PHASE 2-B: (N. DONAHUE DR. WIDENING - NORTH OF SHUG JORDAN PKWY)
1. MAINTAIN TRAFFIC ON EXISTING ROADWAY.
2. INSTALL CURB AND GUTTER, BASE, AND PAVE THROUGH UPPER BINDER LAYER.
3. INSTALL FINAL STORMWATER INLET TOPS.

PHASE 3: (N. DONAHUE DR.)
1. SHIFT TRAFFIC TO EASTERN WIDENING OF N. DONAHUE DR.
2. TEMP STRIPE N. DONAHUE DR. FROM STA 0+00 TO END OF WORK FOR 2-LANE TRAFFIC.
3. MODIFY SIGNAL AS REQUIRED FOR TEMPORARY RE-ALIGNED INTERSECTION.

PHASE 4-A: (EXISTING N. DONAHUE DR. PAVING)
1. DEMO EXISTING N. DONAHUE PAVING.
2. MAINTAIN EXISTING ROADWAY CONNECTIONS AND ACCESS POINTS TO NEW TEMP LANES THROUGHOUT DEMOLITION AND CONSTRUCTION.
3. MILL N. DONAHUE SOUTH OF SHUG JORDAN PKWAY AS REQ'D FOR OVERLAY.

PHASE 4-B: (N. DONAHUE ROADWAY RECONSTRUCTION)
1. MAINTAIN TRAFFIC ON TEMPORARY ROADWAY LANES.
2. INSTALL EASTERN GRADING, UTILITIES, STORMWATER INFRASTRUCTURE, AND BMPs.
3. MAINTAIN EXISTING ROADWAY CONNECTIONS AND ACCESS POINTS TO NEW TEMP LANES THROUGHOUT DEMOLITION AND CONSTRUCTION.

PHASE 4-C: (N. DONAHUE ROADWAY RECONSTRUCTION)
1. MAINTAIN TRAFFIC ON TEMPORARY ROADWAY STRIPING.
2. INSTALL CURB AND GUTTER, BASE, AND PAVE THROUGH UPPER BINDER LAYER.
3. INSTALL FINAL STORMWATER INLET TOPS.
4. INSTALL SIDEWALKS AND CROSSWALKS STA 12+00 TO END.

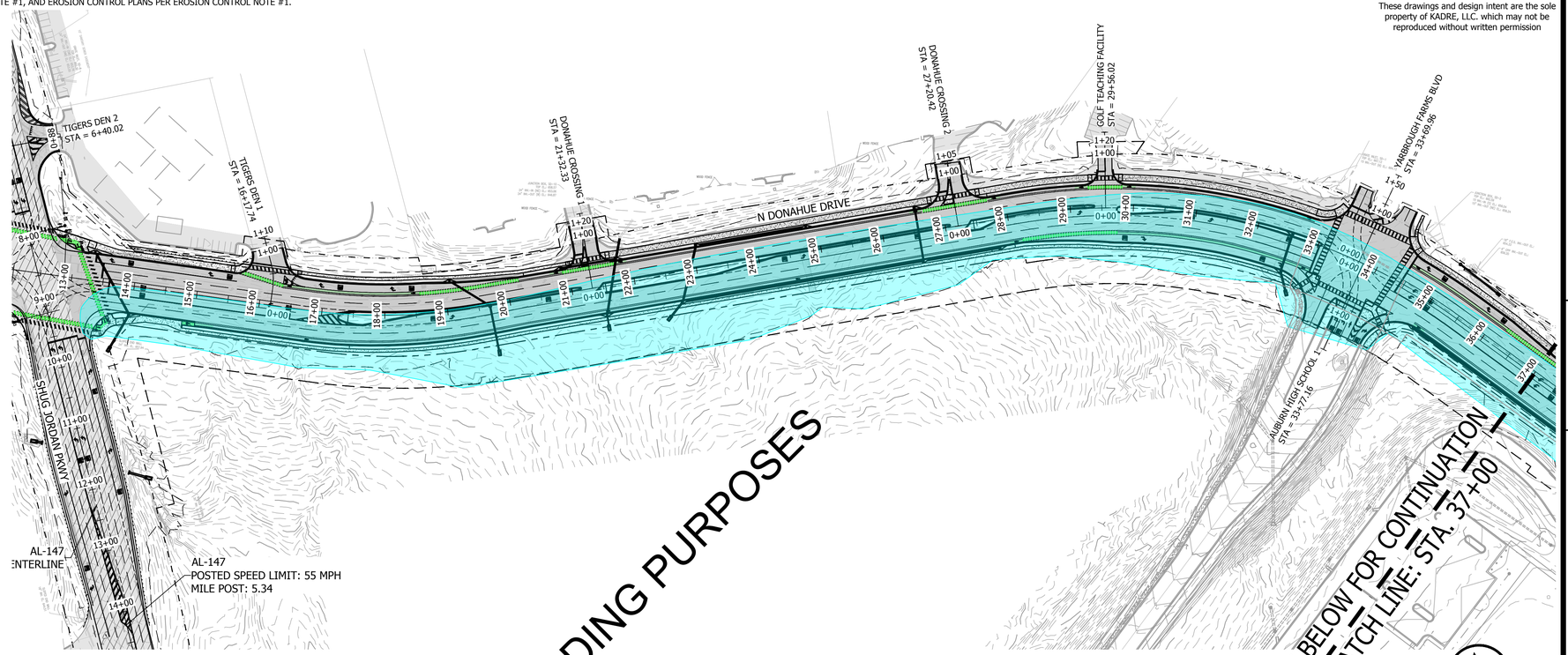
PHASE 5: (SHUG JORDAN PKWY WIDENING)
1. MAINTAIN TRAFFIC ON EXISTING ROADWAY.
2. INSTALL EASTERN GRADING, UTILITIES, STORMWATER INFRASTRUCTURE, AND BMPs.
3. INSTALL CURB AND GUTTER, BASE AND PAVE THROUGH UPPER BINDER LAYER.

PHASE 6: (SHUG JORDAN PKWY / N. DONAHUE DR. INTERSECTION)
1. INSTALL PERMANENT SIGNAL AND SIGNAGE.
2. MILL AND FILL SHUG JORDAN PKWY.
3. INSTALL CURB AND GUTTER AND SIDEWALK/CROSSWALK FACILITIES.
4. TEMPORARY STRIPE SHUG JORDAN PKWY WITH FINAL MARKING LOCATIONS.

PHASE 7: (N. DONAHUE DR.)
1. INSTALL WEARING SURFACE AND TEMPORARY STRIPE FINAL MARKING LOCATIONS FROM 0+00 TO END OF WORK.
2. SHIFT TRAFFIC TO FINAL LANEAGE.

PHASE 8: (LIMITS OF WORK)
1. INSTALL FINAL STRIPING AND RPMs.
2. REMOVE ALL TEMPORARY BMPs AND COMPLETE FINAL STABILIZATION.

SPECIAL NOTE:
1. THE PHASING SHOWN WITHIN THESE PLANS IS A GENERIC PHASING OF OVERALL CONSTRUCTION WORK. THE CONTRACTOR IS RESPONSIBLE FOR CONSTRUCTION PHASING. WITHIN THIS PHASING RESPONSIBILITY, THE CONTRACTOR MUST SUBMIT PHASING PLANS TO THE CITY OF AUBURN FOR REVIEW INCLUDING BUT NOT LIMITED TO WORK PHASING, TRAFFIC PATTERN MODIFICATIONS, TRAFFIC CONTROL PLANS PER TRAFFIC CONTROL NOTE #1, AND EROSION CONTROL PLANS PER EROSION CONTROL NOTE #1.



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AUBURN

ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRANDON LEE LAMAR 12/26

PHASING PLAN - PHASE 2B

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

REVISIONS	DESCRIPTION	DATE	CHECK
NO.			

DRAWN: WCW
CHECKED: BLH
DATE: 06/12/2026
SCALE: 1" = 100'
SHEET NO.: C10.3

CONSTRUCTION PHASING NOTES:

PHASE 1-A: (N. DONAHUE DR. WIDENING- NORTH OF SHUG JORDAN PKWY)
1. MAINTAIN TRAFFIC ON EXISTING ROADWAY.
2. INSTALL EASTERN GRADING, UTILITIES, STORMWATER INFRASTRUCTURE, AND BMPs.

PHASE 1-B: (N. DONAHUE DR. WIDENING- SOUTH OF SHUG JORDAN PKWY)
1. MAINTAIN TRAFFIC ON EXISTING ROADWAY.
2. INSTALL EASTERN GRADING, UTILITIES, STORMWATER INFRASTRUCTURE, AND BMPs.

PHASE 2-A: (N. DONAHUE DR. WIDENING- SOUTH OF SHUG JORDAN PKWY)
1. MAINTAIN TRAFFIC ON EXISTING ROADWAY.
2. INSTALL CURB AND GUTTER, BASE, AND PAVE THROUGH UPPER BINDER LAYER.
3. INSTALL FINAL STORMWATER INLET TOPS.
4. RECONSTRUCT WAL-MART ACCESS POINTS AND SIDEWALK CONNECTIONS. MAINTAIN WAL-MART ACCESS TO N. DONAHUE THROUGHOUT CONSTRUCTION.

PHASE 2-B: (N. DONAHUE DR. WIDENING - NORTH OF SHUG JORDAN PKWY)
1. MAINTAIN TRAFFIC ON EXISTING ROADWAY.
2. INSTALL CURB AND GUTTER, BASE, AND PAVE THROUGH UPPER BINDER LAYER.
3. INSTALL FINAL STORMWATER INLET TOPS.

PHASE 3: (N. DONAHUE DR.)
1. SHIFT TRAFFIC TO EASTERN WIDENING OF N. DONAHUE DR.
2. TEMP STRIPE N. DONAHUE DR. FROM STA 0+00 TO END OF WORK FOR 2-LANE TRAFFIC.
3. MODIFY SIGNAL AS REQUIRED FOR TEMPORARY RE-ALIGNED INTERSECTION.

PHASE 4-A: (EXISTING N. DONAHUE DR. PAVING)
1. DEMO EXISTING N. DONAHUE PAVING.
2. MAINTAIN EXISTING ROADWAY CONNECTIONS AND ACCESS POINTS TO NEW TEMP LANES THROUGHOUT DEMOLITION AND CONSTRUCTION.
3. MILL N. DONAHUE SOUTH OF SHUG JORDAN PKWAY AS REQ'D FOR OVERLAY.

PHASE 4-B: (N. DONAHUE ROADWAY RECONSTRUCTION)
1. MAINTAIN TRAFFIC ON TEMPORARY ROADWAY LANES.
2. INSTALL EASTERN GRADING, UTILITIES, STORMWATER INFRASTRUCTURE, AND BMPs.
3. MAINTAIN EXISTING ROADWAY CONNECTIONS AND ACCESS POINTS TO NEW TEMP LANES THROUGHOUT DEMOLITION AND CONSTRUCTION.

PHASE 4-C: (N. DONAHUE ROADWAY RECONSTRUCTION)
1. MAINTAIN TRAFFIC ON TEMPORARY ROADWAY STRIPING.
2. INSTALL CURB AND GUTTER, BASE, AND PAVE THROUGH UPPER BINDER LAYER.
3. INSTALL FINAL STORMWATER INLET TOPS.
4. INSTALL SIDEWALKS AND CROSSWALKS STA 12+00 TO END.

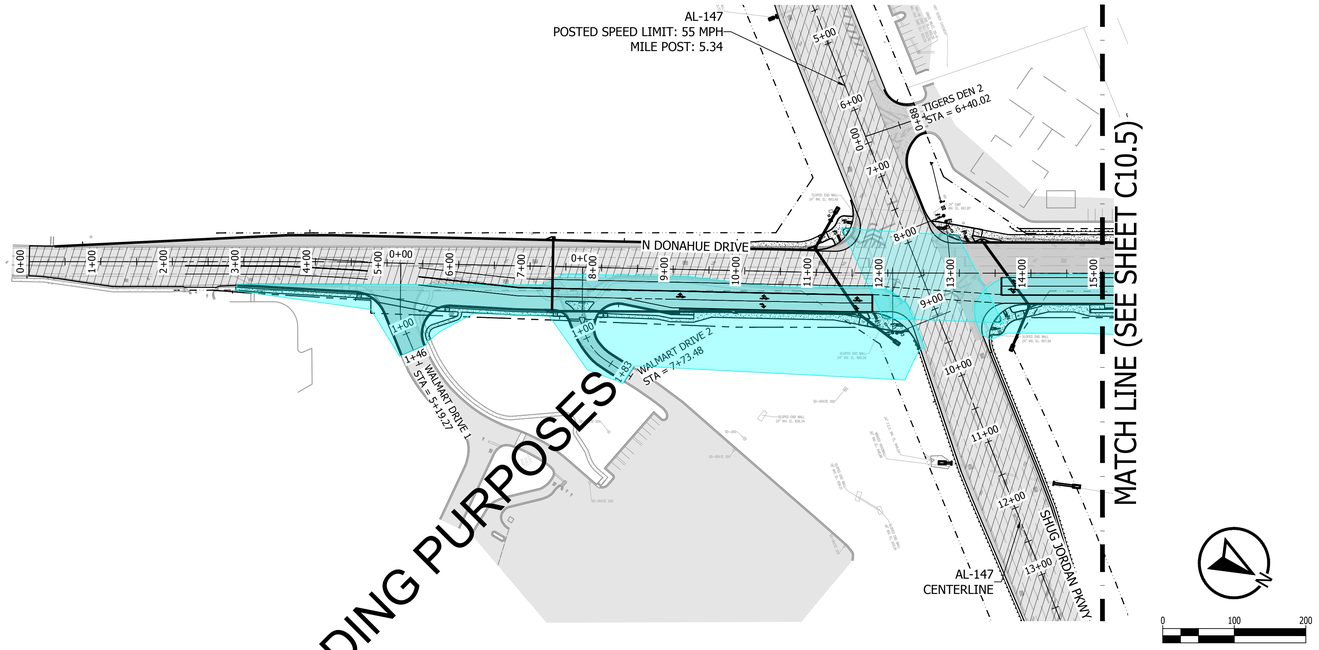
PHASE 5: (SHUG JORDAN PKWY WIDENING)
1. MAINTAIN TRAFFIC ON EXISTING ROADWAY.
2. INSTALL EASTERN GRADING, UTILITIES, STORMWATER INFRASTRUCTURE, AND BMPs.
3. INSTALL CURB AND GUTTER, BASE AND PAVE THROUGH UPPER BINDER LAYER.

PHASE 6: (SHUG JORDAN PKWY / N. DONAHUE DR. INTERSECTION)
1. INSTALL PERMANENT SIGNAL AND SIGNAGE.
2. MILL AND FILL SHUG JORDAN PKWY.
3. INSTALL CURB AND GUTTER AND SIDEWALK/CROSSWALK FACILITIES.
4. TEMPORARY STRIPE SHUG JORDAN PKWY WITH FINAL MARKING LOCATIONS.

PHASE 7: (N. DONAHUE DR.)
1. INSTALL WEARING SURFACE AND TEMPORARY STRIPE FINAL MARKING LOCATIONS FROM 0+00 TO END OF WORK.
2. SHIFT TRAFFIC TO FINAL LANEAGE.

PHASE 8: (LIMITS OF WORK)
1. INSTALL FINAL STRIPING AND RPMs.
2. REMOVE ALL TEMPORARY BMPs AND COMPLETE FINAL STABILIZATION.

SPECIAL NOTES:
1. THE PHASING SHOWN WITHIN THESE PLANS IS A GENERIC PHASING OF OVERALL CONSTRUCTION WORK. THE CONTRACTOR IS RESPONSIBLE FOR CONSTRUCTION PHASING. WITHIN THIS PHASING RESPONSIBILITY, THE CONTRACTOR MUST SUBMIT PHASING PLANS TO THE CITY OF AUBURN FOR REVIEW INCLUDING BUT NOT LIMITED TO WORK PHASING, TRAFFIC PATTERN MODIFICATIONS, TRAFFIC CONTROL PLANS PER TRAFFIC CONTROL NOTE #1, AND EROSION CONTROL PLANS PER EROSION CONTROL NOTE #1.



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AUBURN

ALABAMA LICENSED PROFESSIONAL ENGINEER No. 30400 BRANDON LEE HARPER LAMAR 06/12/26

PHASING PLAN - PHASE 3

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

REVISIONS

NO.	CHECK	DATE	DESCRIPTION

DRAWN: WCW
CHECKED: BLH
DATE: 06/12/2026
SCALE: 1" = 100'
SHEET NO.: C10.4

CONSTRUCTION PHASING NOTES:

PHASE 1-A: (N. DONAHUE DR. WIDENING- NORTH OF SHUG JORDAN PKWY)
1. MAINTAIN TRAFFIC ON EXISTING ROADWAY.
2. INSTALL EASTERN GRADING, UTILITIES, STORMWATER INFRASTRUCTURE, AND BMPs.

PHASE 1-B: (N. DONAHUE DR. WIDENING- SOUTH OF SHUG JORDAN PKWY)
1. MAINTAIN TRAFFIC ON EXISTING ROADWAY.
2. INSTALL EASTERN GRADING, UTILITIES, STORMWATER INFRASTRUCTURE, AND BMPs.

PHASE 2-A: (N. DONAHUE DR. WIDENING- SOUTH OF SHUG JORDAN PKWY)
1. MAINTAIN TRAFFIC ON EXISTING ROADWAY.
2. INSTALL CURB AND GUTTER, BASE, AND PAVE THROUGH UPPER BINDER LAYER.
3. INSTALL FINAL STORMWATER INLET TOPS.
4. RECONSTRUCT WAL-MART ACCESS POINTS AND SIDEWALK CONNECTIONS. MAINTAIN WAL-MART ACCESS TO N. DONAHUE THROUGHOUT CONSTRUCTION.

PHASE 2-B: (N. DONAHUE DR. WIDENING - NORTH OF SHUG JORDAN PKWY)
1. MAINTAIN TRAFFIC ON EXISTING ROADWAY.
2. INSTALL CURB AND GUTTER, BASE, AND PAVE THROUGH UPPER BINDER LAYER.
3. INSTALL FINAL STORMWATER INLET TOPS.

PHASE 3: (N. DONAHUE DR.)
1. SHIFT TRAFFIC TO EASTERN WIDENING OF N. DONAHUE DR.
2. TEMP STRIPE N. DONAHUE DR. FROM STA 0+00 TO END OF WORK FOR 2-LANE TRAFFIC.
3. MODIFY SIGNAL AS REQUIRED FOR TEMPORARY RE-ALIGNED INTERSECTION.

PHASE 4-A: (EXISTING N. DONAHUE DR. PAVING)
1. DEMO EXISTING N. DONAHUE PAVING.
2. MAINTAIN EXISTING ROADWAY CONNECTIONS AND ACCESS POINTS TO NEW TEMP LANES THROUGHOUT DEMOLITION AND CONSTRUCTION.
3. MILL N. DONAHUE SOUTH OF SHUG JORDAN PKWAY AS REQ'D FOR OVERLAY.

PHASE 4-B: (N. DONAHUE ROADWAY RECONSTRUCTION)
1. MAINTAIN TRAFFIC ON TEMPORARY ROADWAY LANES.
2. INSTALL EASTERN GRADING, UTILITIES, STORMWATER INFRASTRUCTURE, AND BMPs.
3. MAINTAIN EXISTING ROADWAY CONNECTIONS AND ACCESS POINTS TO NEW TEMP LANES THROUGHOUT DEMOLITION AND CONSTRUCTION.

PHASE 4-C: (N. DONAHUE ROADWAY RECONSTRUCTION)
1. MAINTAIN TRAFFIC ON TEMPORARY ROADWAY STRIPING.
2. INSTALL CURB AND GUTTER, BASE, AND PAVE THROUGH UPPER BINDER LAYER.
3. INSTALL FINAL STORMWATER INLET TOPS.
4. INSTALL SIDEWALKS AND CROSSWALKS STA 12+00 TO END.

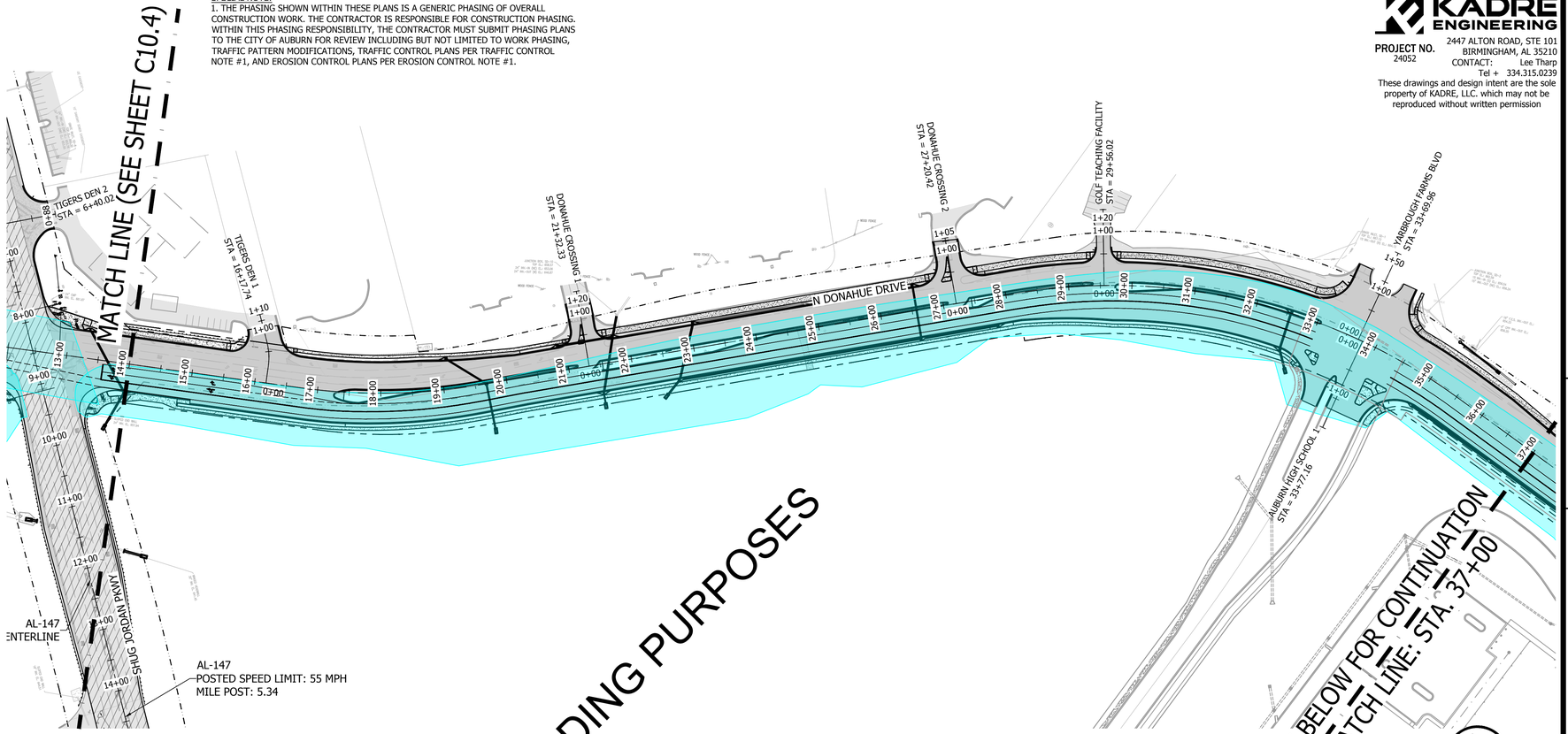
PHASE 5: (SHUG JORDAN PKWY WIDENING)
1. MAINTAIN TRAFFIC ON EXISTING ROADWAY.
2. INSTALL EASTERN GRADING, UTILITIES, STORMWATER INFRASTRUCTURE, AND BMPs.
3. INSTALL CURB AND GUTTER, BASE AND PAVE THROUGH UPPER BINDER LAYER.

PHASE 6: (SHUG JORDAN PKWY / N. DONAHUE DR. INTERSECTION)
1. INSTALL PERMANENT SIGNAL AND SIGNAGE.
2. MILL AND FILL SHUG JORDAN PKWY.
3. INSTALL CURB AND GUTTER AND SIDEWALK/CROSSWALK FACILITIES.
4. TEMPORARY STRIPE SHUG JORDAN PKWY WITH FINAL MARKING LOCATIONS.

PHASE 7: (N. DONAHUE DR.)
1. INSTALL WEARING SURFACE AND TEMPORARY STRIPE FINAL MARKING LOCATIONS FROM 0+00 TO END OF WORK.
2. SHIFT TRAFFIC TO FINAL LANEAGE.

PHASE 8: (LIMITS OF WORK)
1. INSTALL FINAL STRIPING AND RPMs.
2. REMOVE ALL TEMPORARY BMPs AND COMPLETE FINAL STABILIZATION.

SPECIAL NOTE:
1. THE PHASING SHOWN WITHIN THESE PLANS IS A GENERIC PHASING OF OVERALL CONSTRUCTION WORK. THE CONTRACTOR IS RESPONSIBLE FOR CONSTRUCTION PHASING. WITHIN THIS PHASING RESPONSIBILITY, THE CONTRACTOR MUST SUBMIT PHASING PLANS TO THE CITY OF AUBURN FOR REVIEW INCLUDING BUT NOT LIMITED TO WORK PHASING, TRAFFIC PATTERN MODIFICATIONS, TRAFFIC CONTROL PLANS PER TRAFFIC CONTROL NOTE #1, AND EROSION CONTROL PLANS PER EROSION CONTROL NOTE #1.



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AUBURN

ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRANDON LEE HARPER LAMAR
12/26

PHASING PLAN - PHASE 3

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

REVISIONS	DESCRIPTION	DATE	CHECK
NO.			

DRAWN: WCW
CHECKED: BLH
DATE: 06/12/2026
SCALE: 1" = 100'
SHEET NO.: C10.5

CONSTRUCTION PHASING NOTES:

PHASE 1-A: (N. DONAHUE DR. WIDENING- NORTH OF SHUG JORDAN PKWY)
1. MAINTAIN TRAFFIC ON EXISTING ROADWAY.
2. INSTALL EASTERN GRADING, UTILITIES, STORMWATER INFRASTRUCTURE, AND BMPs.

PHASE 1-B: (N. DONAHUE DR. WIDENING- SOUTH OF SHUG JORDAN PKWY)
1. MAINTAIN TRAFFIC ON EXISTING ROADWAY.
2. INSTALL EASTERN GRADING, UTILITIES, STORMWATER INFRASTRUCTURE, AND BMPs.

PHASE 2-A: (N. DONAHUE DR. WIDENING- SOUTH OF SHUG JORDAN PKWY)
1. MAINTAIN TRAFFIC ON EXISTING ROADWAY.
2. INSTALL CURB AND GUTTER, BASE, AND PAVE THROUGH UPPER BINDER LAYER.
3. INSTALL FINAL STORMWATER INLET TOPS.
4. RECONSTRUCT WAL-MART ACCESS POINTS AND SIDEWALK CONNECTIONS. MAINTAIN WAL-MART ACCESS TO N. DONAHUE THROUGHOUT CONSTRUCTION.

PHASE 2-B: (N. DONAHUE DR. WIDENING - NORTH OF SHUG JORDAN PKWY)
1. MAINTAIN TRAFFIC ON EXISTING ROADWAY.
2. INSTALL CURB AND GUTTER, BASE, AND PAVE THROUGH UPPER BINDER LAYER.
3. INSTALL FINAL STORMWATER INLET TOPS.

PHASE 3: (N. DONAHUE DR.)
1. SHIFT TRAFFIC TO EASTERN WIDENING OF N. DONAHUE DR.
2. TEMP STRIPE N. DONAHUE DR. FROM STA 0+00 TO END OF WORK FOR 2-LANE TRAFFIC.
3. MODIFY SIGNAL AS REQUIRED FOR TEMPORARY RE-ALIGNED INTERSECTION.

PHASE 4-A: (EXISTING N. DONAHUE DR. PAVING)
1. DEMO EXISTING N. DONAHUE PAVING.
2. MAINTAIN EXISTING ROADWAY CONNECTIONS AND ACCESS POINTS TO NEW TEMP LANES THROUGHOUT DEMOLITION AND CONSTRUCTION.
3. MILL N. DONAHUE SOUTH OF SHUG JORDAN PKWAY AS REQ'D FOR OVERLAY.

PHASE 4-B: (N. DONAHUE ROADWAY RECONSTRUCTION)
1. MAINTAIN TRAFFIC ON TEMPORARY ROADWAY LANES.
2. INSTALL EASTERN GRADING, UTILITIES, STORMWATER INFRASTRUCTURE, AND BMPs.
3. MAINTAIN EXISTING ROADWAY CONNECTIONS AND ACCESS POINTS TO NEW TEMP LANES THROUGHOUT DEMOLITION AND CONSTRUCTION.

PHASE 4-C: (N. DONAHUE ROADWAY RECONSTRUCTION)
1. MAINTAIN TRAFFIC ON TEMPORARY ROADWAY STRIPING.
2. INSTALL CURB AND GUTTER, BASE, AND PAVE THROUGH UPPER BINDER LAYER.
3. INSTALL FINAL STORMWATER INLET TOPS.
4. INSTALL SIDEWALKS AND CROSSWALKS STA 12+00 TO END.

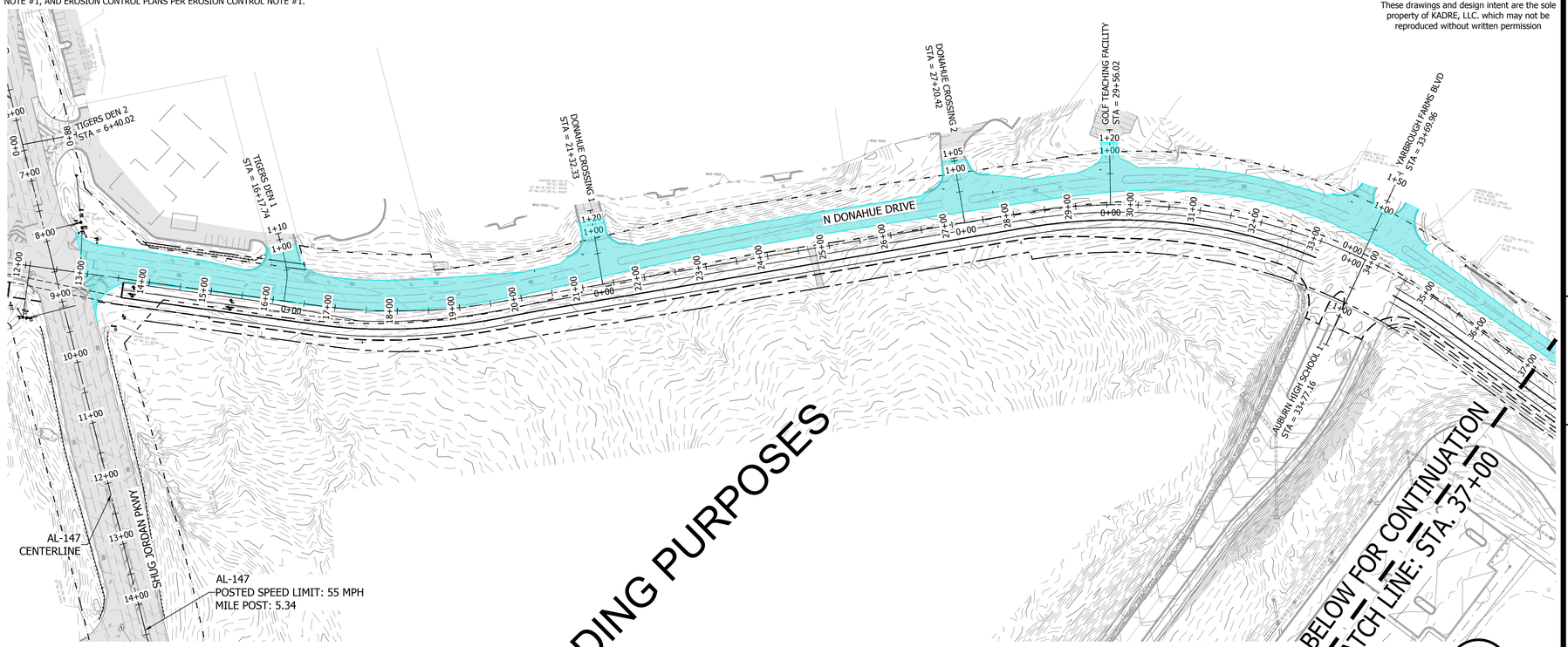
PHASE 5: (SHUG JORDAN PKWY WIDENING)
1. MAINTAIN TRAFFIC ON EXISTING ROADWAY.
2. INSTALL EASTERN GRADING, UTILITIES, STORMWATER INFRASTRUCTURE, AND BMPs.
3. INSTALL CURB AND GUTTER, BASE AND PAVE THROUGH UPPER BINDER LAYER.

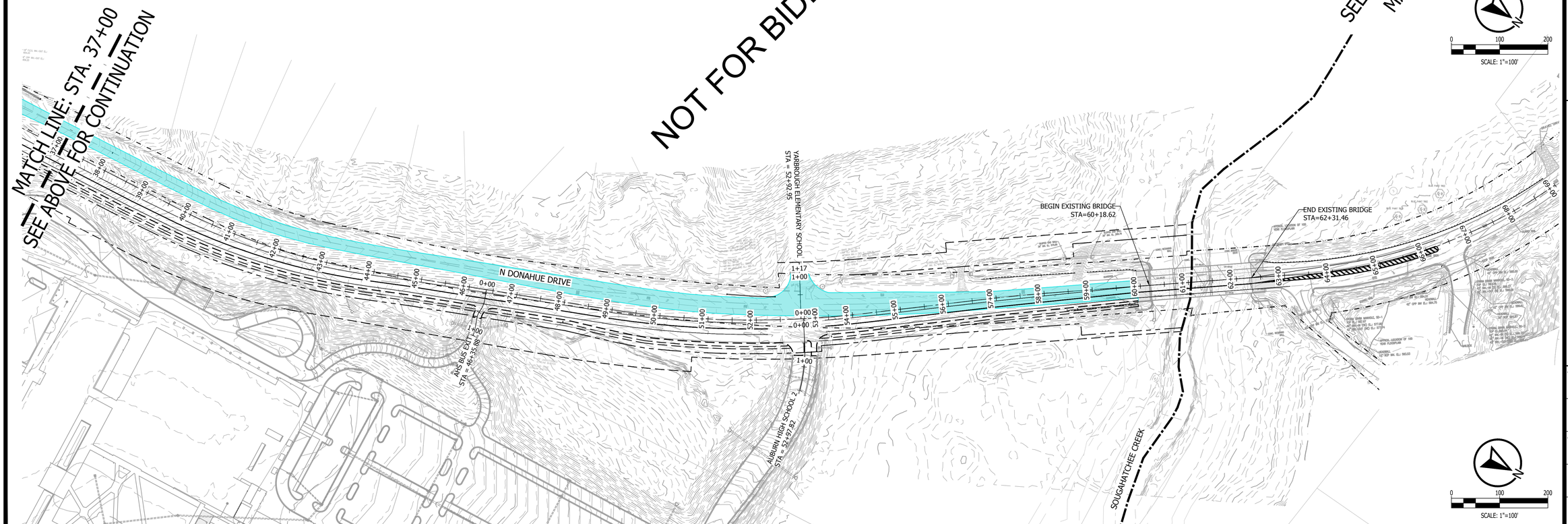
PHASE 6: (SHUG JORDAN PKWY / N. DONAHUE DR. INTERSECTION)
1. INSTALL PERMANENT SIGNAL AND SIGNAGE.
2. MILL AND FILL SHUG JORDAN PKWY.
3. INSTALL CURB AND GUTTER AND SIDEWALK/CROSSWALK FACILITIES.
4. TEMPORARY STRIPE SHUG JORDAN PKWY WITH FINAL MARKING LOCATIONS.

PHASE 7: (N. DONAHUE DR.)
1. INSTALL WEARING SURFACE AND TEMPORARY STRIPE FINAL MARKING LOCATIONS FROM 0+00 TO END OF WORK.
2. SHIFT TRAFFIC TO FINAL LANEAGE.

PHASE 8: (LIMITS OF WORK)
1. INSTALL FINAL STRIPING AND RPMs.
2. REMOVE ALL TEMPORARY BMPs AND COMPLETE FINAL STABILIZATION.

SPECIAL NOTE:
1. THE PHASING SHOWN WITHIN THESE PLANS IS A GENERIC PHASING OF OVERALL CONSTRUCTION WORK. THE CONTRACTOR IS RESPONSIBLE FOR CONSTRUCTION PHASING. WITHIN THIS PHASING RESPONSIBILITY, THE CONTRACTOR MUST SUBMIT PHASING PLANS TO THE CITY OF AUBURN FOR REVIEW INCLUDING BUT NOT LIMITED TO WORK PHASING, TRAFFIC PATTERN MODIFICATIONS, TRAFFIC CONTROL PLANS PER TRAFFIC CONTROL NOTE #1, AND EROSION CONTROL PLANS PER EROSION CONTROL NOTE #1.





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AUBURN

ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRANDON LEE HARRIS LAMAR 12/26

PHASING PLAN - PHASE 4A

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

REVISIONS				
NO.	CHECK	DATE	DESCRIPTION	

DRAWN: WCW
CHECKED: BLH
DATE: 06/12/2026
SCALE: 1" = 100'
SHEET NO.: C10.6

CONSTRUCTION PHASING NOTES:

PHASE 1-A: (N. DONAHUE DR. WIDENING- NORTH OF SHUG JORDAN PKWY)
1. MAINTAIN TRAFFIC ON EXISTING ROADWAY.
2. INSTALL EASTERN GRADING, UTILITIES, STORMWATER INFRASTRUCTURE, AND BMPs.

PHASE 1-B: (N. DONAHUE DR. WIDENING- SOUTH OF SHUG JORDAN PKWY)
1. MAINTAIN TRAFFIC ON EXISTING ROADWAY.
2. INSTALL EASTERN GRADING, UTILITIES, STORMWATER INFRASTRUCTURE, AND BMPs.

PHASE 2-A: (N. DONAHUE DR. WIDENING- SOUTH OF SHUG JORDAN PKWY)
1. MAINTAIN TRAFFIC ON EXISTING ROADWAY.
2. INSTALL CURB AND GUTTER, BASE, AND PAVE THROUGH UPPER BINDER LAYER.
3. INSTALL FINAL STORMWATER INLET TOPS.
4. RECONSTRUCT WAL-MART ACCESS POINTS AND SIDEWALK CONNECTIONS. MAINTAIN WAL-MART ACCESS TO N. DONAHUE THROUGHOUT CONSTRUCTION.

PHASE 2-B: (N. DONAHUE DR. WIDENING - NORTH OF SHUG JORDAN PKWY)
1. MAINTAIN TRAFFIC ON EXISTING ROADWAY.
2. INSTALL CURB AND GUTTER, BASE, AND PAVE THROUGH UPPER BINDER LAYER.
3. INSTALL FINAL STORMWATER INLET TOPS.

PHASE 3: (N. DONAHUE DR.)
1. SHIFT TRAFFIC TO EASTERN WIDENING OF N. DONAHUE DR.
2. TEMP STRIPE N. DONAHUE DR. FROM STA 0+00 TO END OF WORK FOR 2-LANE TRAFFIC.
3. MODIFY SIGNAL AS REQUIRED FOR TEMPORARY RE-ALIGNED INTERSECTION.

PHASE 4-A: (EXISTING N. DONAHUE DR. PAVING)
1. DEMO EXISTING N. DONAHUE PAVING.
2. MAINTAIN EXISTING ROADWAY CONNECTIONS AND ACCESS POINTS TO NEW TEMP LANES THROUGHOUT DEMOLITION AND CONSTRUCTION.
3. MILL N. DONAHUE SOUTH OF SHUG JORDAN PKWAY AS REQ'D FOR OVERLAY.

PHASE 4-B: (N. DONAHUE ROADWAY RECONSTRUCTION)
1. MAINTAIN TRAFFIC ON TEMPORARY ROADWAY LANES.
2. INSTALL EASTERN GRADING, UTILITIES, STORMWATER INFRASTRUCTURE, AND BMPs.
3. MAINTAIN EXISTING ROADWAY CONNECTIONS AND ACCESS POINTS TO NEW TEMP LANES THROUGHOUT DEMOLITION AND CONSTRUCTION.

PHASE 4-C: (N. DONAHUE ROADWAY RECONSTRUCTION)
1. MAINTAIN TRAFFIC ON TEMPORARY ROADWAY STRIPING.
2. INSTALL CURB AND GUTTER, BASE, AND PAVE THROUGH UPPER BINDER LAYER.
3. INSTALL FINAL STORMWATER INLET TOPS.
4. INSTALL SIDEWALKS AND CROSSWALKS STA 12+00 TO END.

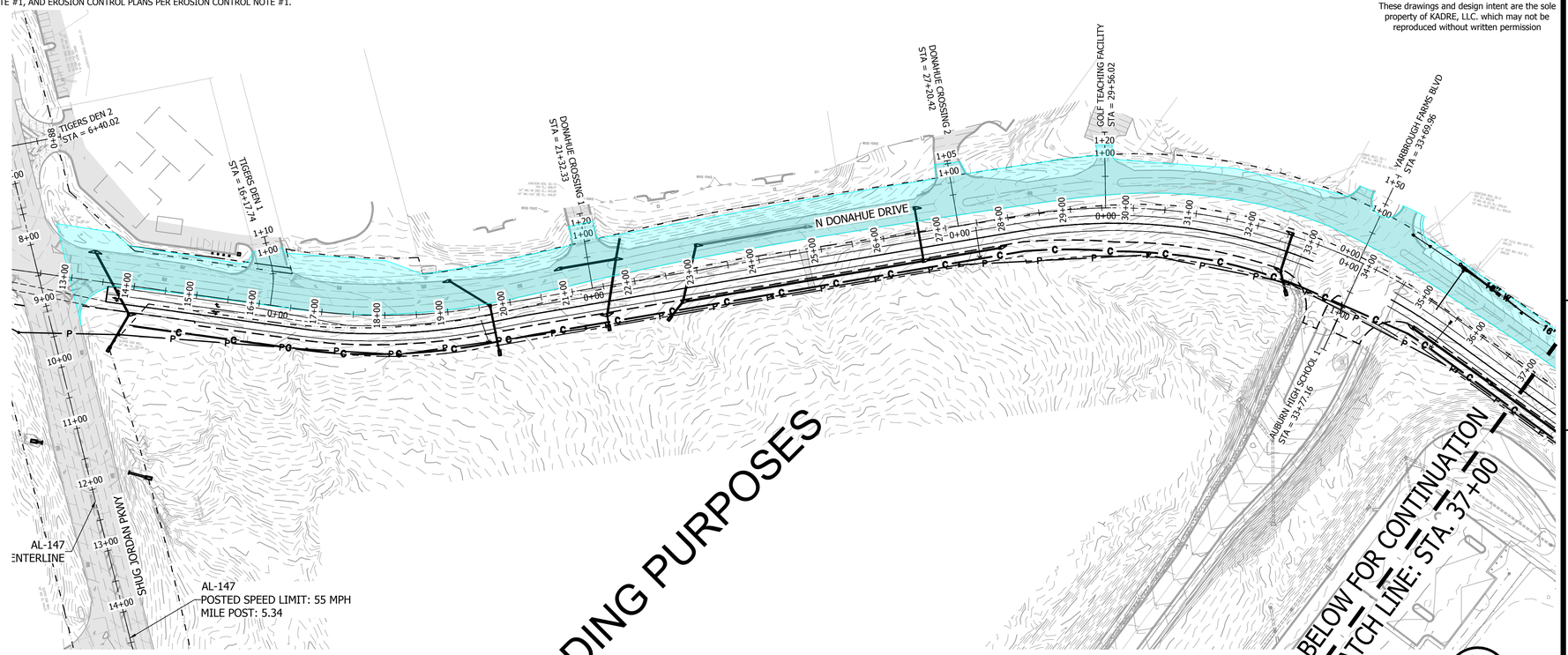
PHASE 5: (SHUG JORDAN PKWY WIDENING)
1. MAINTAIN TRAFFIC ON EXISTING ROADWAY.
2. INSTALL EASTERN GRADING, UTILITIES, STORMWATER INFRASTRUCTURE, AND BMPs.
3. INSTALL CURB AND GUTTER, BASE AND PAVE THROUGH UPPER BINDER LAYER.

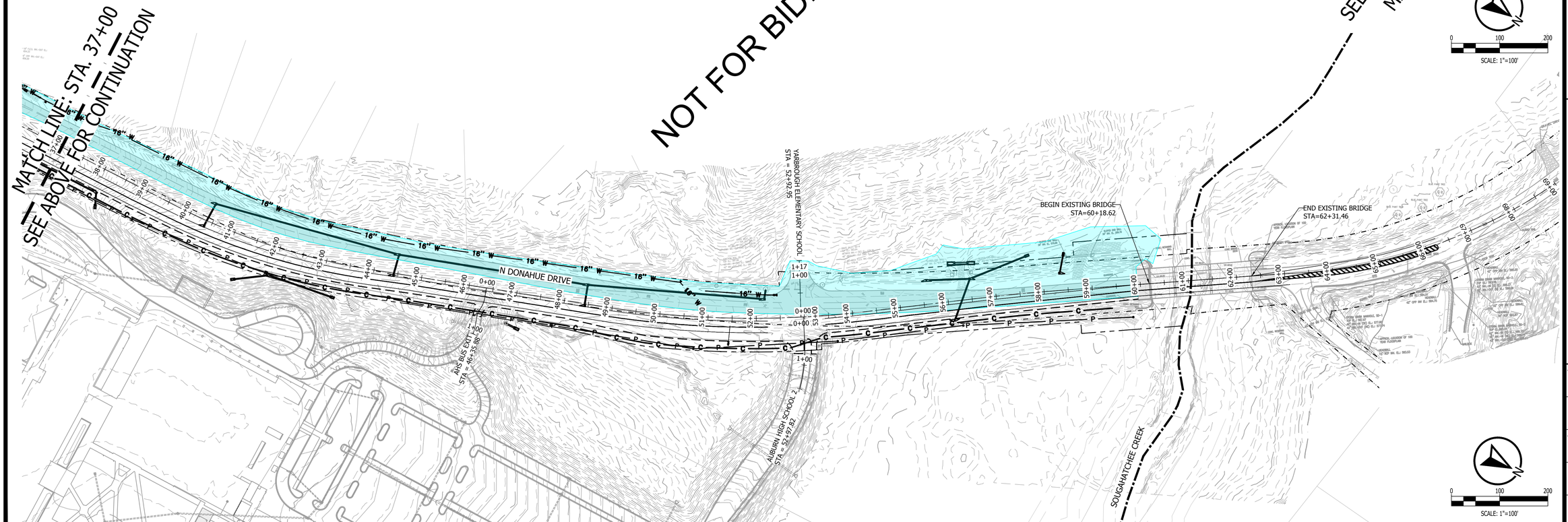
PHASE 6: (SHUG JORDAN PKWY / N. DONAHUE DR. INTERSECTION)
1. INSTALL PERMANENT SIGNAL AND SIGNAGE.
2. MILL AND FILL SHUG JORDAN PKWY.
3. INSTALL CURB AND GUTTER AND SIDEWALK/CROSSWALK FACILITIES.
4. TEMPORARY STRIPE SHUG JORDAN PKWY WITH FINAL MARKING LOCATIONS.

PHASE 7: (N. DONAHUE DR.)
1. INSTALL WEARING SURFACE AND TEMPORARY STRIPE FINAL MARKING LOCATIONS FROM 0+00 TO END OF WORK.
2. SHIFT TRAFFIC TO FINAL LANEAGE.

PHASE 8: (LIMITS OF WORK)
1. INSTALL FINAL STRIPING AND RPMs.
2. REMOVE ALL TEMPORARY BMPs AND COMPLETE FINAL STABILIZATION.

SPECIAL NOTE:
1. THE PHASING SHOWN WITHIN THESE PLANS IS A GENERIC PHASING OF OVERALL CONSTRUCTION WORK. THE CONTRACTOR IS RESPONSIBLE FOR CONSTRUCTION PHASING. WITHIN THIS PHASING RESPONSIBILITY, THE CONTRACTOR MUST SUBMIT PHASING PLANS TO THE CITY OF AUBURN FOR REVIEW INCLUDING BUT NOT LIMITED TO WORK PHASING, TRAFFIC PATTERN MODIFICATIONS, TRAFFIC CONTROL PLANS PER TRAFFIC CONTROL NOTE #1, AND EROSION CONTROL PLANS PER EROSION CONTROL NOTE #1.





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AUBURN

ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRANDON LEE HARRIS LAMAR
12/26

PHASING PLAN - PHASE 4B

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

REVISIONS				
NO.	CHECK	DATE	DESCRIPTION	

DRAWN: WCW
CHECKED: BLH
DATE: 06/12/2026
SCALE: 1" = 100'
SHEET NO.: C10.7

CONSTRUCTION PHASING NOTES:

PHASE 1-A: (N. DONAHUE DR. WIDENING- NORTH OF SHUG JORDAN PKWY)
1. MAINTAIN TRAFFIC ON EXISTING ROADWAY.
2. INSTALL EASTERN GRADING, UTILITIES, STORMWATER INFRASTRUCTURE, AND BMPs.

PHASE 1-B: (N. DONAHUE DR. WIDENING- SOUTH OF SHUG JORDAN PKWY)
1. MAINTAIN TRAFFIC ON EXISTING ROADWAY.
2. INSTALL EASTERN GRADING, UTILITIES, STORMWATER INFRASTRUCTURE, AND BMPs.

PHASE 2-A: (N. DONAHUE DR. WIDENING- SOUTH OF SHUG JORDAN PKWY)
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2. INSTALL CURB AND GUTTER, BASE, AND PAVE THROUGH UPPER BINDER LAYER.
3. INSTALL FINAL STORMWATER INLET TOPS.
4. RECONSTRUCT WAL-MART ACCESS POINTS AND SIDEWALK CONNECTIONS. MAINTAIN WAL-MART ACCESS TO N. DONAHUE THROUGHOUT CONSTRUCTION.

PHASE 2-B: (N. DONAHUE DR. WIDENING - NORTH OF SHUG JORDAN PKWY)
1. MAINTAIN TRAFFIC ON EXISTING ROADWAY.
2. INSTALL CURB AND GUTTER, BASE, AND PAVE THROUGH UPPER BINDER LAYER.
3. INSTALL FINAL STORMWATER INLET TOPS.

PHASE 3: (N. DONAHUE DR.)
1. SHIFT TRAFFIC TO EASTERN WIDENING OF N. DONAHUE DR.
2. TEMP STRIPE N. DONAHUE DR. FROM STA 0+00 TO END OF WORK FOR 2-LANE TRAFFIC.
3. MODIFY SIGNAL AS REQUIRED FOR TEMPORARY RE-ALIGNED INTERSECTION.

PHASE 4-A: (EXISTING N. DONAHUE DR. PAVING)
1. DEMO EXISTING N. DONAHUE PAVING.
2. MAINTAIN EXISTING ROADWAY CONNECTIONS AND ACCESS POINTS TO NEW TEMP LANES THROUGHOUT DEMOLITION AND CONSTRUCTION.
3. MILL N. DONAHUE SOUTH OF SHUG JORDAN PKWAY AS REQ'D FOR OVERLAY.

PHASE 4-B: (N. DONAHUE ROADWAY RECONSTRUCTION)
1. MAINTAIN TRAFFIC ON TEMPORARY ROADWAY LANES.
2. INSTALL EASTERN GRADING, UTILITIES, STORMWATER INFRASTRUCTURE, AND BMPs.
3. MAINTAIN EXISTING ROADWAY CONNECTIONS AND ACCESS POINTS TO NEW TEMP LANES THROUGHOUT DEMOLITION AND CONSTRUCTION.

PHASE 4-C: (N. DONAHUE ROADWAY RECONSTRUCTION)
1. MAINTAIN TRAFFIC ON TEMPORARY ROADWAY STRIPING.
2. INSTALL CURB AND GUTTER, BASE, AND PAVE THROUGH UPPER BINDER LAYER.
3. INSTALL FINAL STORMWATER INLET TOPS.
4. INSTALL SIDEWALKS AND CROSSWALKS STA 12+00 TO END.

PHASE 5: (SHUG JORDAN PKWY WIDENING)
1. MAINTAIN TRAFFIC ON EXISTING ROADWAY.
2. INSTALL EASTERN GRADING, UTILITIES, STORMWATER INFRASTRUCTURE, AND BMPs.
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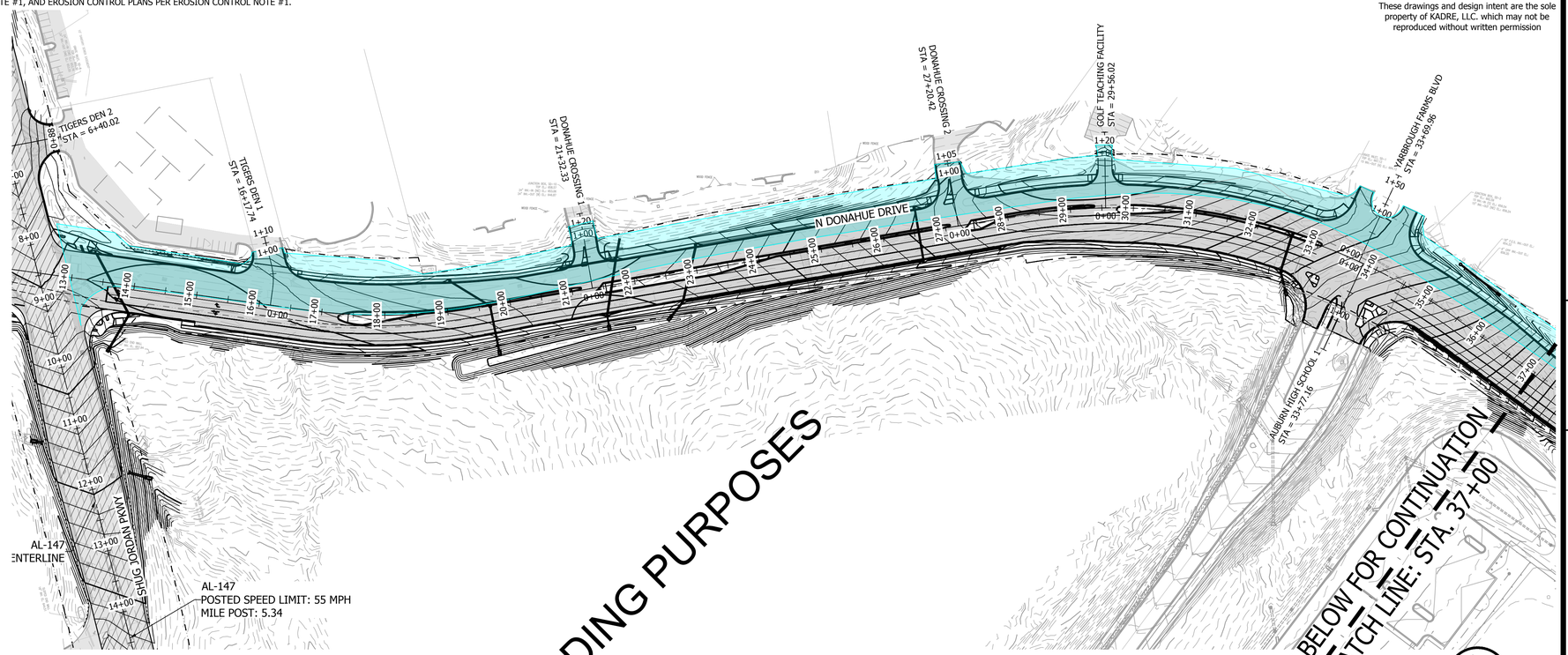
PHASE 6: (SHUG JORDAN PKWY / N. DONAHUE DR. INTERSECTION)
1. INSTALL PERMANENT SIGNAL AND SIGNAGE.
2. MILL AND FILL SHUG JORDAN PKWY.
3. INSTALL CURB AND GUTTER AND SIDEWALK/CROSSWALK FACILITIES.
4. TEMPORARY STRIPE SHUG JORDAN PKWY WITH FINAL MARKING LOCATIONS.

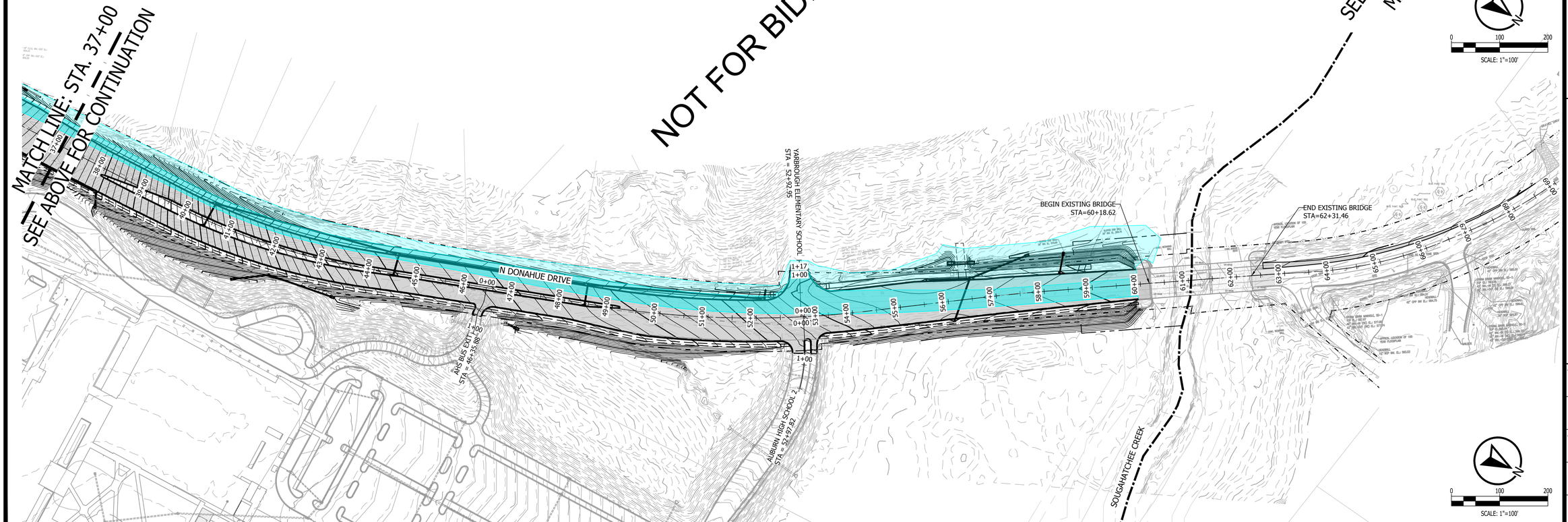
PHASE 7: (N. DONAHUE DR.)
1. INSTALL WEARING SURFACE AND TEMPORARY STRIPE FINAL MARKING LOCATIONS FROM 0+00 TO END OF WORK.
2. SHIFT TRAFFIC TO FINAL LANEAGE.

PHASE 8: (LIMITS OF WORK)
1. INSTALL FINAL STRIPING AND RPMs.
2. REMOVE ALL TEMPORARY BMPs AND COMPLETE FINAL STABILIZATION.

SPECIAL NOTE:
1. THE PHASING SHOWN WITHIN THESE PLANS IS A GENERIC PHASING OF OVERALL CONSTRUCTION WORK. THE CONTRACTOR IS RESPONSIBLE FOR CONSTRUCTION PHASING. WITHIN THIS PHASING RESPONSIBILITY, THE CONTRACTOR MUST SUBMIT PHASING PLANS TO THE CITY OF AUBURN FOR REVIEW INCLUDING BUT NOT LIMITED TO WORK PHASING, TRAFFIC PATTERN MODIFICATIONS, TRAFFIC CONTROL PLANS PER TRAFFIC CONTROL NOTE #1, AND EROSION CONTROL PLANS PER EROSION CONTROL NOTE #1.



NOT FOR BIDDING PURPOSES



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AUBURN

ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRANNEN LEE HARPER LAMAR
6/12/26

PHASING PLAN - PHASE 4C

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

SCALE: 1"=100'

REVISIONS				
NO.	CHECK	DATE	DESCRIPTION	

DRAWN: WCW
CHECKED: BLH
DATE: 06/12/2026
SCALE: 1" = 100'
SHEET NO.: C10.8

CONSTRUCTION PHASING NOTES:

PHASE 1-A: (N. DONAHUE DR. WIDENING- NORTH OF SHUG JORDAN PKWY)
1. MAINTAIN TRAFFIC ON EXISTING ROADWAY.
2. INSTALL EASTERN GRADING, UTILITIES, STORMWATER INFRASTRUCTURE, AND BMPs.

PHASE 1-B: (N. DONAHUE DR. WIDENING- SOUTH OF SHUG JORDAN PKWY)
1. MAINTAIN TRAFFIC ON EXISTING ROADWAY.
2. INSTALL EASTERN GRADING, UTILITIES, STORMWATER INFRASTRUCTURE, AND BMPs.

PHASE 2-A: (N. DONAHUE DR. WIDENING- SOUTH OF SHUG JORDAN PKWY)
1. MAINTAIN TRAFFIC ON EXISTING ROADWAY.
2. INSTALL CURB AND GUTTER, BASE, AND PAVE THROUGH UPPER BINDER LAYER.
3. INSTALL FINAL STORMWATER INLET TOPS.
4. RECONSTRUCT WAL-MART ACCESS POINTS AND SIDEWALK CONNECTIONS. MAINTAIN WAL-MART ACCESS TO N. DONAHUE THROUGHOUT CONSTRUCTION.

PHASE 2-B: (N. DONAHUE DR. WIDENING - NORTH OF SHUG JORDAN PKWY)
1. MAINTAIN TRAFFIC ON EXISTING ROADWAY.
2. INSTALL CURB AND GUTTER, BASE, AND PAVE THROUGH UPPER BINDER LAYER.
3. INSTALL FINAL STORMWATER INLET TOPS.

PHASE 3: (N. DONAHUE DR.)
1. SHIFT TRAFFIC TO EASTERN WIDENING OF N. DONAHUE DR.
2. TEMP STRIPE N. DONAHUE DR. FROM STA 0+00 TO END OF WORK FOR 2-LANE TRAFFIC.
3. MODIFY SIGNAL AS REQUIRED FOR TEMPORARY RE-ALIGNED INTERSECTION.

PHASE 4-A: (EXISTING N. DONAHUE DR. PAVING)
1. DEMO EXISTING N. DONAHUE PAVING.
2. MAINTAIN EXISTING ROADWAY CONNECTIONS AND ACCESS POINTS TO NEW TEMP LANES THROUGHOUT DEMOLITION AND CONSTRUCTION.
3. MILL N. DONAHUE SOUTH OF SHUG JORDAN PKWAY AS REQ'D FOR OVERLAY.

PHASE 4-B: (N. DONAHUE ROADWAY RECONSTRUCTION)
1. MAINTAIN TRAFFIC ON TEMPORARY ROADWAY LANES.
2. INSTALL EASTERN GRADING, UTILITIES, STORMWATER INFRASTRUCTURE, AND BMPs.
3. MAINTAIN EXISTING ROADWAY CONNECTIONS AND ACCESS POINTS TO NEW TEMP LANES THROUGHOUT DEMOLITION AND CONSTRUCTION.

PHASE 4-C: (N. DONAHUE ROADWAY RECONSTRUCTION)
1. MAINTAIN TRAFFIC ON TEMPORARY ROADWAY STRIPING.
2. INSTALL CURB AND GUTTER, BASE, AND PAVE THROUGH UPPER BINDER LAYER.
3. INSTALL FINAL STORMWATER INLET TOPS.
4. INSTALL SIDEWALKS AND CROSSWALKS STA 12+00 TO END.

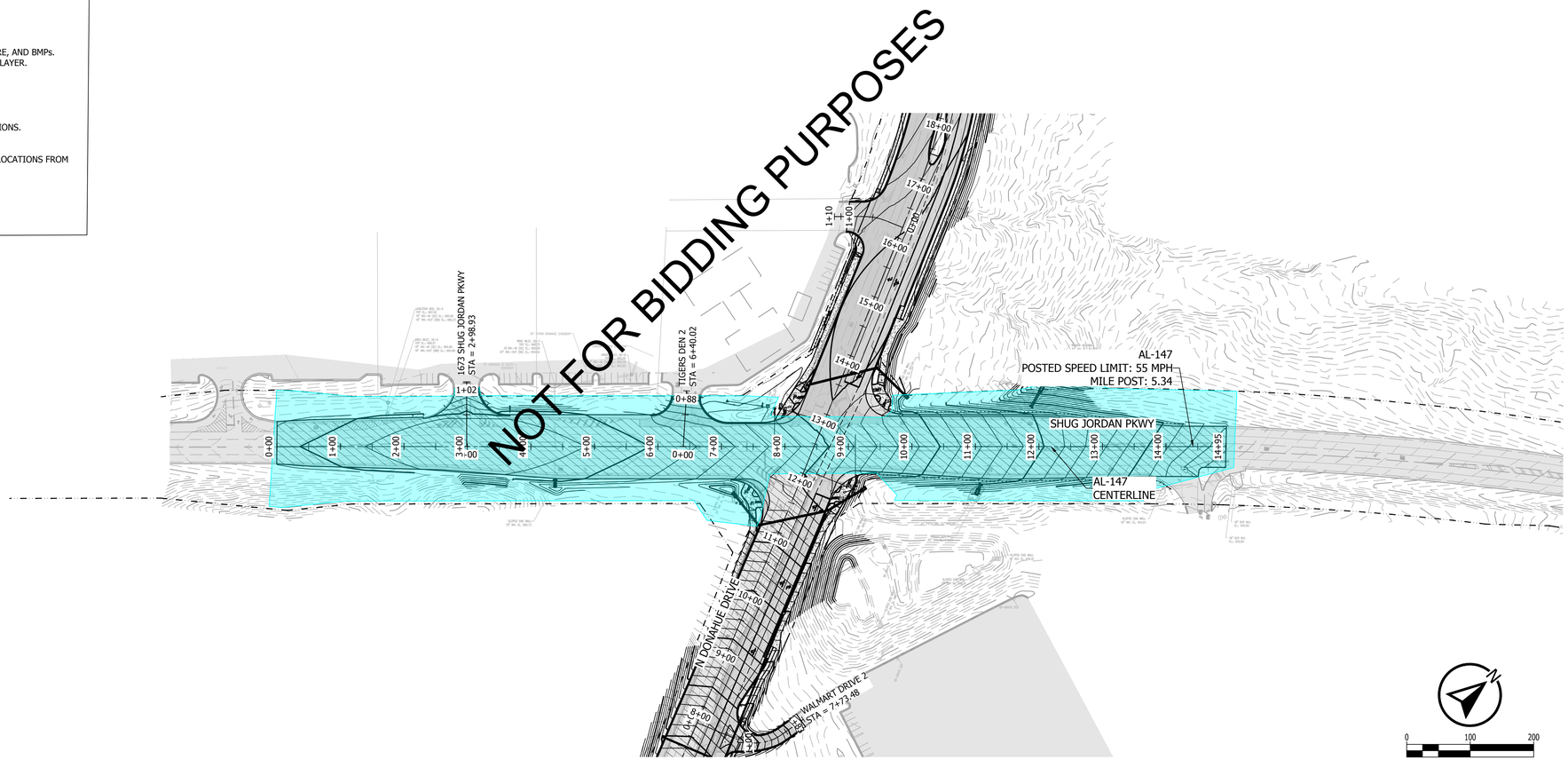
PHASE 5: (SHUG JORDAN PKWY WIDENING)
1. MAINTAIN TRAFFIC ON EXISTING ROADWAY.
2. INSTALL EASTERN GRADING, UTILITIES, STORMWATER INFRASTRUCTURE, AND BMPs.
3. INSTALL CURB AND GUTTER, BASE AND PAVE THROUGH UPPER BINDER LAYER.

PHASE 6: (SHUG JORDAN PKWY / N. DONAHUE DR. INTERSECTION)
1. INSTALL PERMANENT SIGNAL AND SIGNAGE.
2. MILL AND FILL SHUG JORDAN PKWY.
3. INSTALL CURB AND GUTTER AND SIDEWALK/CROSSWALK FACILITIES.
4. TEMPORARY STRIPE SHUG JORDAN PKWY WITH FINAL MARKING LOCATIONS.

PHASE 7: (N. DONAHUE DR.)
1. INSTALL WEARING SURFACE AND TEMPORARY STRIPE FINAL MARKING LOCATIONS FROM 0+00 TO END OF WORK.
2. SHIFT TRAFFIC TO FINAL LANEAGE.

PHASE 8: (LIMITS OF WORK)
1. INSTALL FINAL STRIPING AND RPMs.
2. REMOVE ALL TEMPORARY BMPs AND COMPLETE FINAL STABILIZATION.

SPECIAL NOTE:
1. THE PHASING SHOWN WITHIN THESE PLANS IS A GENERIC PHASING OF OVERALL CONSTRUCTION WORK. THE CONTRACTOR IS RESPONSIBLE FOR CONSTRUCTION PHASING. WITHIN THIS PHASING RESPONSIBILITY, THE CONTRACTOR MUST SUBMIT PHASING PLANS TO THE CITY OF AUBURN FOR REVIEW INCLUDING BUT NOT LIMITED TO WORK PHASING, TRAFFIC PATTERN MODIFICATIONS, TRAFFIC CONTROL PLANS PER TRAFFIC CONTROL NOTE #1, AND EROSION CONTROL PLANS PER EROSION CONTROL NOTE #1.



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AUBURN

ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRANDON L. HARRIS LAMAR 12/26

PHASING PLAN - PHASE 5

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

REVISIONS

NO.	DESCRIPTION	DATE	CHECK.

DRAWN: WCW
CHECKED: BLH
DATE: 06/12/2026
SCALE: 1" = 100'
SHEET NO.: C10.9

CONSTRUCTION PHASING NOTES:

PHASE 1-A: (N. DONAHUE DR. WIDENING- NORTH OF SHUG JORDAN PKWY)
1. MAINTAIN TRAFFIC ON EXISTING ROADWAY.
2. INSTALL EASTERN GRADING, UTILITIES, STORMWATER INFRASTRUCTURE, AND BMPs.

PHASE 1-B: (N. DONAHUE DR. WIDENING- SOUTH OF SHUG JORDAN PKWY)
1. MAINTAIN TRAFFIC ON EXISTING ROADWAY.
2. INSTALL EASTERN GRADING, UTILITIES, STORMWATER INFRASTRUCTURE, AND BMPs.

PHASE 2-A: (N. DONAHUE DR. WIDENING- SOUTH OF SHUG JORDAN PKWY)
1. MAINTAIN TRAFFIC ON EXISTING ROADWAY.
2. INSTALL CURB AND GUTTER, BASE, AND PAVE THROUGH UPPER BINDER LAYER.
3. INSTALL FINAL STORMWATER INLET TOPS.
4. RECONSTRUCT WAL-MART ACCESS POINTS AND SIDEWALK CONNECTIONS. MAINTAIN WAL-MART ACCESS TO N. DONAHUE THROUGHOUT CONSTRUCTION.

PHASE 2-B: (N. DONAHUE DR. WIDENING - NORTH OF SHUG JORDAN PKWY)
1. MAINTAIN TRAFFIC ON EXISTING ROADWAY.
2. INSTALL CURB AND GUTTER, BASE, AND PAVE THROUGH UPPER BINDER LAYER.
3. INSTALL FINAL STORMWATER INLET TOPS.

PHASE 3: (N. DONAHUE DR.)
1. SHIFT TRAFFIC TO EASTERN WIDENING OF N. DONAHUE DR.
2. TEMP STRIPE N. DONAHUE DR. FROM STA 0+00 TO END OF WORK FOR 2-LANE TRAFFIC.
3. MODIFY SIGNAL AS REQUIRED FOR TEMPORARY RE-ALIGNED INTERSECTION.

PHASE 4-A: (EXISTING N. DONAHUE DR. PAVING)
1. DEMO EXISTING N. DONAHUE PAVING.
2. MAINTAIN EXISTING ROADWAY CONNECTIONS AND ACCESS POINTS TO NEW TEMP LANES THROUGHOUT DEMOLITION AND CONSTRUCTION.
3. MILL N. DONAHUE SOUTH OF SHUG JORDAN PKWAY AS REQ'D FOR OVERLAY.

PHASE 4-B: (N. DONAHUE ROADWAY RECONSTRUCTION)
1. MAINTAIN TRAFFIC ON TEMPORARY ROADWAY LANES.
2. INSTALL EASTERN GRADING, UTILITIES, STORMWATER INFRASTRUCTURE, AND BMPs.
3. MAINTAIN EXISTING ROADWAY CONNECTIONS AND ACCESS POINTS TO NEW TEMP LANES THROUGHOUT DEMOLITION AND CONSTRUCTION.

PHASE 4-C: (N. DONAHUE ROADWAY RECONSTRUCTION)
1. MAINTAIN TRAFFIC ON TEMPORARY ROADWAY STRIPING.
2. INSTALL CURB AND GUTTER, BASE, AND PAVE THROUGH UPPER BINDER LAYER.
3. INSTALL FINAL STORMWATER INLET TOPS.
4. INSTALL SIDEWALKS AND CROSSWALKS STA 12+00 TO END.

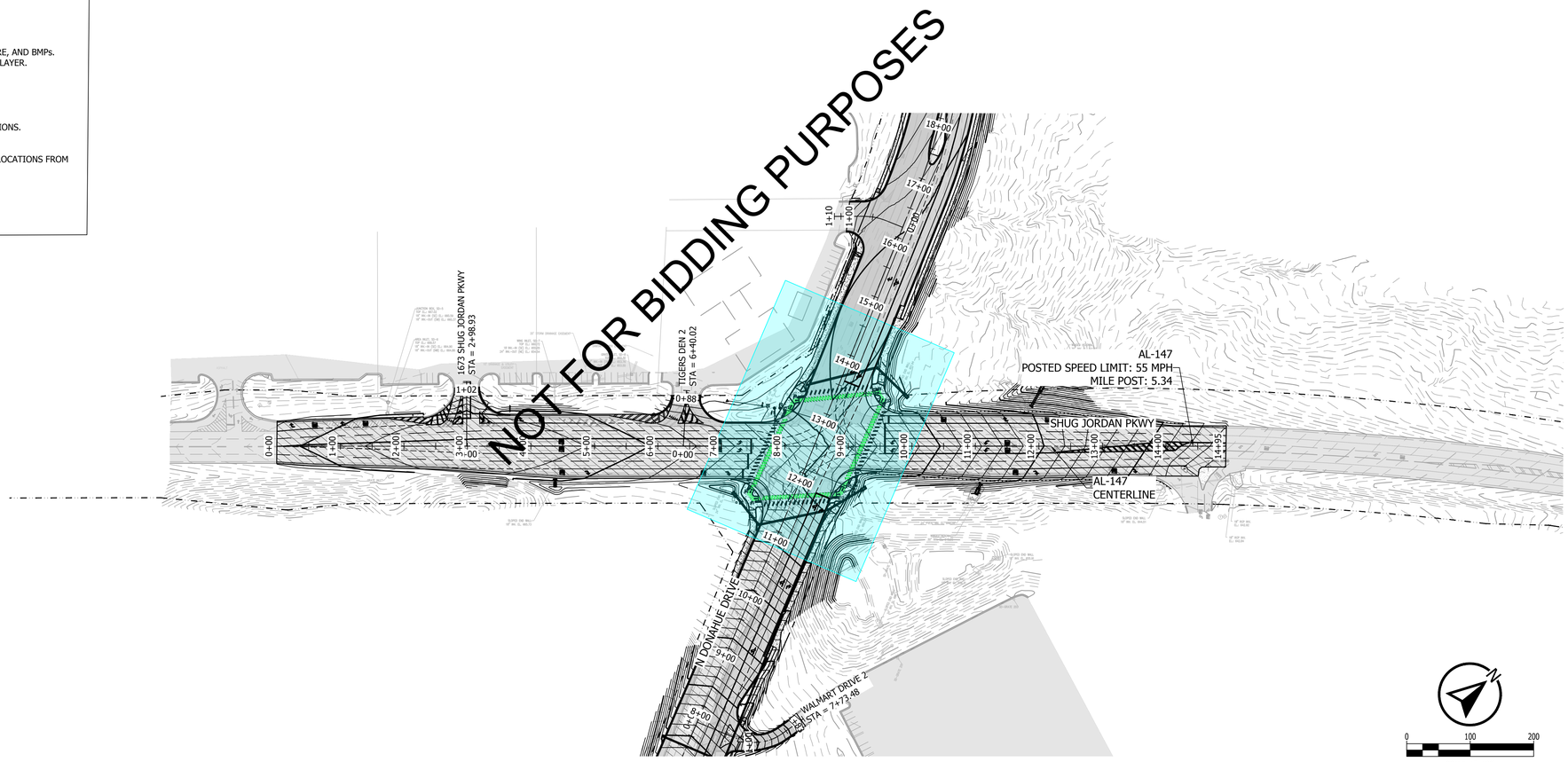
PHASE 5: (SHUG JORDAN PKWY WIDENING)
1. MAINTAIN TRAFFIC ON EXISTING ROADWAY.
2. INSTALL EASTERN GRADING, UTILITIES, STORMWATER INFRASTRUCTURE, AND BMPs.
3. INSTALL CURB AND GUTTER, BASE AND PAVE THROUGH UPPER BINDER LAYER.

PHASE 6: (SHUG JORDAN PKWY / N. DONAHUE DR. INTERSECTION)
1. INSTALL PERMANENT SIGNAL AND SIGNAGE.
2. MILL AND FILL SHUG JORDAN PKWY.
3. INSTALL CURB AND GUTTER AND SIDEWALK/CROSSWALK FACILITIES.
4. TEMPORARY STRIPE SHUG JORDAN PKWY WITH FINAL MARKING LOCATIONS.

PHASE 7: (N. DONAHUE DR.)
1. INSTALL WEARING SURFACE AND TEMPORARY STRIPE FINAL MARKING LOCATIONS FROM 0+00 TO END OF WORK.
2. SHIFT TRAFFIC TO FINAL LANEAGE.

PHASE 8: (LIMITS OF WORK)
1. INSTALL FINAL STRIPING AND RPMs.
2. REMOVE ALL TEMPORARY BMPs AND COMPLETE FINAL STABILIZATION.

SPECIAL NOTE:
1. THE PHASING SHOWN WITHIN THESE PLANS IS A GENERIC PHASING OF OVERALL CONSTRUCTION WORK. THE CONTRACTOR IS RESPONSIBLE FOR CONSTRUCTION PHASING. WITHIN THIS PHASING RESPONSIBILITY, THE CONTRACTOR MUST SUBMIT PHASING PLANS TO THE CITY OF AUBURN FOR REVIEW INCLUDING BUT NOT LIMITED TO WORK PHASING, TRAFFIC PATTERN MODIFICATIONS, TRAFFIC CONTROL PLANS PER TRAFFIC CONTROL NOTE #1, AND EROSION CONTROL PLANS PER EROSION CONTROL NOTE #1.



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AUBURN

ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRYAN HUNTER LAMAR 12/26

PHASING PLAN - PHASE 6

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

REVISIONS

NO.	DESCRIPTION	DATE	CHECK.

DRAWN: WCW
CHECKED: BLH
DATE: 06/12/2026
SCALE: 1" = 100'
SHEET NO.: C10.10

CONSTRUCTION PHASING NOTES:

PHASE 1-A: (N. DONAHUE DR. WIDENING- NORTH OF SHUG JORDAN PKWY)
1. MAINTAIN TRAFFIC ON EXISTING ROADWAY.
2. INSTALL EASTERN GRADING, UTILITIES, STORMWATER INFRASTRUCTURE, AND BMPs.

PHASE 1-B: (N. DONAHUE DR. WIDENING- SOUTH OF SHUG JORDAN PKWY)
1. MAINTAIN TRAFFIC ON EXISTING ROADWAY.
2. INSTALL EASTERN GRADING, UTILITIES, STORMWATER INFRASTRUCTURE, AND BMPs.

PHASE 2-A: (N. DONAHUE DR. WIDENING- SOUTH OF SHUG JORDAN PKWY)
1. MAINTAIN TRAFFIC ON EXISTING ROADWAY.
2. INSTALL CURB AND GUTTER, BASE, AND PAVE THROUGH UPPER BINDER LAYER.
3. INSTALL FINAL STORMWATER INLET TOPS.
4. RECONSTRUCT WAL-MART ACCESS POINTS AND SIDEWALK CONNECTIONS. MAINTAIN WAL-MART ACCESS TO N. DONAHUE THROUGHOUT CONSTRUCTION.

PHASE 2-B: (N. DONAHUE DR. WIDENING - NORTH OF SHUG JORDAN PKWY)
1. MAINTAIN TRAFFIC ON EXISTING ROADWAY.
2. INSTALL CURB AND GUTTER, BASE, AND PAVE THROUGH UPPER BINDER LAYER.
3. INSTALL FINAL STORMWATER INLET TOPS.

PHASE 3: (N. DONAHUE DR.)
1. SHIFT TRAFFIC TO EASTERN WIDENING OF N. DONAHUE DR.
2. TEMP STRIPE N. DONAHUE DR. FROM STA 0+00 TO END OF WORK FOR 2-LANE TRAFFIC.
3. MODIFY SIGNAL AS REQUIRED FOR TEMPORARY RE-ALIGNED INTERSECTION.

PHASE 4-A: (EXISTING N. DONAHUE DR. PAVING)
1. DEMO EXISTING N. DONAHUE PAVING.
2. MAINTAIN EXISTING ROADWAY CONNECTIONS AND ACCESS POINTS TO NEW TEMP LANES THROUGHOUT DEMOLITION AND CONSTRUCTION.
3. MILL N. DONAHUE SOUTH OF SHUG JORDAN PKWAY AS REQ'D FOR OVERLAY.

PHASE 4-B: (N. DONAHUE ROADWAY RECONSTRUCTION)
1. MAINTAIN TRAFFIC ON TEMPORARY ROADWAY LANES.
2. INSTALL EASTERN GRADING, UTILITIES, STORMWATER INFRASTRUCTURE, AND BMPs.
3. MAINTAIN EXISTING ROADWAY CONNECTIONS AND ACCESS POINTS TO NEW TEMP LANES THROUGHOUT DEMOLITION AND CONSTRUCTION.

PHASE 4-C: (N. DONAHUE ROADWAY RECONSTRUCTION)
1. MAINTAIN TRAFFIC ON TEMPORARY ROADWAY STRIPING.
2. INSTALL CURB AND GUTTER, BASE, AND PAVE THROUGH UPPER BINDER LAYER.
3. INSTALL FINAL STORMWATER INLET TOPS.
4. INSTALL SIDEWALKS AND CROSSWALKS STA 12+00 TO END.

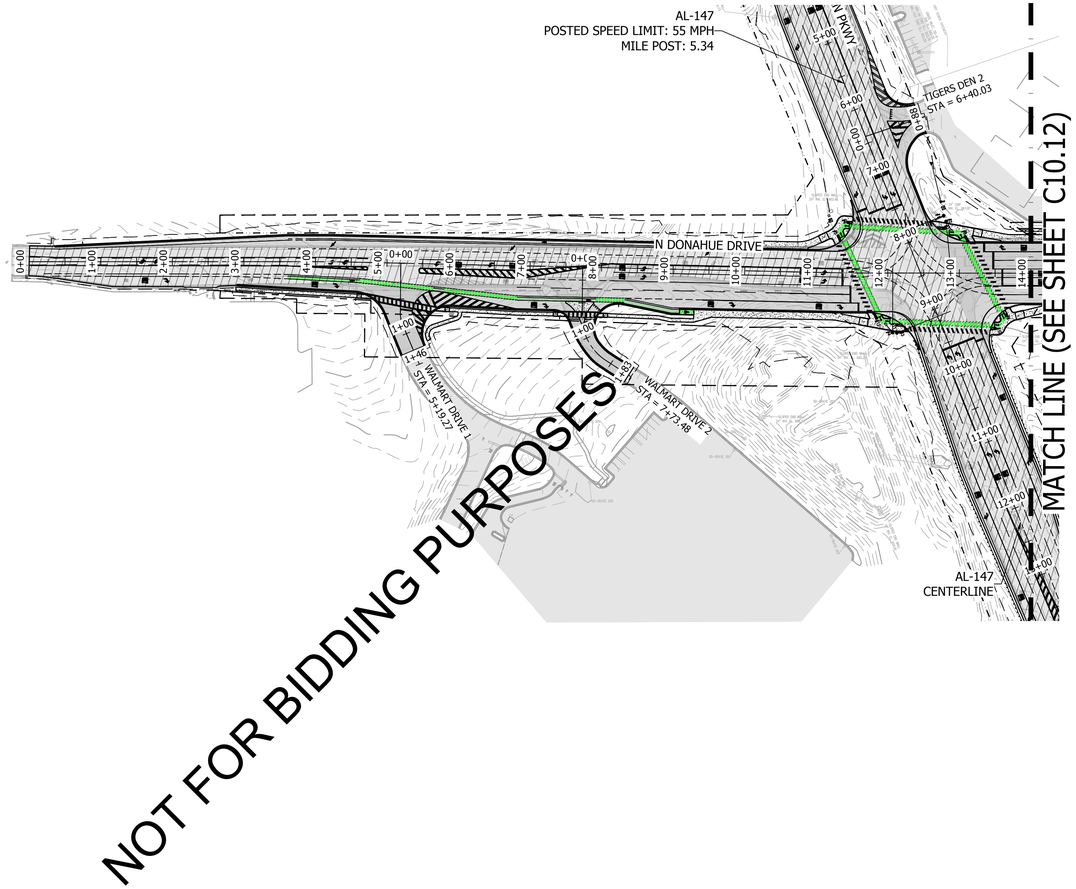
PHASE 5: (SHUG JORDAN PKWY WIDENING)
1. MAINTAIN TRAFFIC ON EXISTING ROADWAY.
2. INSTALL EASTERN GRADING, UTILITIES, STORMWATER INFRASTRUCTURE, AND BMPs.
3. INSTALL CURB AND GUTTER, BASE AND PAVE THROUGH UPPER BINDER LAYER.

PHASE 6: (SHUG JORDAN PKWY / N. DONAHUE DR. INTERSECTION)
1. INSTALL PERMANENT SIGNAL AND SIGNAGE.
2. MILL AND FILL SHUG JORDAN PKWY.
3. INSTALL CURB AND GUTTER AND SIDEWALK/CROSSWALK FACILITIES.
4. TEMPORARY STRIPE SHUG JORDAN PKWY WITH FINAL MARKING LOCATIONS.

PHASE 7: (N. DONAHUE DR.)
1. INSTALL WEARING SURFACE AND TEMPORARY STRIPE FINAL MARKING LOCATIONS FROM 0+00 TO END OF WORK.
2. SHIFT TRAFFIC TO FINAL LANEAGE.

PHASE 8: (LIMITS OF WORK)
1. INSTALL FINAL STRIPING AND RPMs.
2. REMOVE ALL TEMPORARY BMPs AND COMPLETE FINAL STABILIZATION.

SPECIAL NOTE:
1. THE PHASING SHOWN WITHIN THESE PLANS IS A GENERIC PHASING OF OVERALL CONSTRUCTION WORK. THE CONTRACTOR IS RESPONSIBLE FOR CONSTRUCTION PHASING. WITHIN THIS PHASING RESPONSIBILITY, THE CONTRACTOR MUST SUBMIT PHASING PLANS TO THE CITY OF AUBURN FOR REVIEW INCLUDING BUT NOT LIMITED TO WORK PHASING, TRAFFIC PATTERN MODIFICATIONS, TRAFFIC CONTROL PLANS PER TRAFFIC CONTROL NOTE #1, AND EROSION CONTROL PLANS PER EROSION CONTROL NOTE #1.



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AUBURN

ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRIAN LEE HARRIS LAMAR 6/12/26

PHASING PLAN - PHASE 7

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

REVISIONS

NO.	CHECK	DATE	DESCRIPTION

DRAWN: WCW
CHECKED: BLH
DATE: 06/12/2026
SCALE: 1" = 100'
SHEET NO.: C10.11

CONSTRUCTION PHASING NOTES:

PHASE 1-A: (N. DONAHUE DR. WIDENING- NORTH OF SHUG JORDAN PKWY)
1. MAINTAIN TRAFFIC ON EXISTING ROADWAY.
2. INSTALL EASTERN GRADING, UTILITIES, STORMWATER INFRASTRUCTURE, AND BMPs.

PHASE 1-B: (N. DONAHUE DR. WIDENING- SOUTH OF SHUG JORDAN PKWY)
1. MAINTAIN TRAFFIC ON EXISTING ROADWAY.
2. INSTALL EASTERN GRADING, UTILITIES, STORMWATER INFRASTRUCTURE, AND BMPs.

PHASE 2-A: (N. DONAHUE DR. WIDENING- SOUTH OF SHUG JORDAN PKWY)
1. MAINTAIN TRAFFIC ON EXISTING ROADWAY.
2. INSTALL CURB AND GUTTER, BASE, AND PAVE THROUGH UPPER BINDER LAYER.
3. INSTALL FINAL STORMWATER INLET TOPS.
4. RECONSTRUCT WAL-MART ACCESS POINTS AND SIDEWALK CONNECTIONS. MAINTAIN WAL-MART ACCESS TO N. DONAHUE THROUGHOUT CONSTRUCTION.

PHASE 2-B: (N. DONAHUE DR. WIDENING - NORTH OF SHUG JORDAN PKWY)
1. MAINTAIN TRAFFIC ON EXISTING ROADWAY.
2. INSTALL CURB AND GUTTER, BASE, AND PAVE THROUGH UPPER BINDER LAYER.
3. INSTALL FINAL STORMWATER INLET TOPS.

PHASE 3: (N. DONAHUE DR.)
1. SHIFT TRAFFIC TO EASTERN WIDENING OF N. DONAHUE DR.
2. TEMP STRIPE N. DONAHUE DR. FROM STA 0+00 TO END OF WORK FOR 2-LANE TRAFFIC.
3. MODIFY SIGNAL AS REQUIRED FOR TEMPORARY RE-ALIGNED INTERSECTION.

PHASE 4-A: (EXISTING N. DONAHUE DR. PAVING)
1. DEMO EXISTING N. DONAHUE PAVING.
2. MAINTAIN EXISTING ROADWAY CONNECTIONS AND ACCESS POINTS TO NEW TEMP LANES THROUGHOUT DEMOLITION AND CONSTRUCTION.
3. MILL N. DONAHUE SOUTH OF SHUG JORDAN PKWAY AS REQ'D FOR OVERLAY.

PHASE 4-B: (N. DONAHUE ROADWAY RECONSTRUCTION)
1. MAINTAIN TRAFFIC ON TEMPORARY ROADWAY LANES.
2. INSTALL EASTERN GRADING, UTILITIES, STORMWATER INFRASTRUCTURE, AND BMPs.
3. MAINTAIN EXISTING ROADWAY CONNECTIONS AND ACCESS POINTS TO NEW TEMP LANES THROUGHOUT DEMOLITION AND CONSTRUCTION.

PHASE 4-C: (N. DONAHUE ROADWAY RECONSTRUCTION)
1. MAINTAIN TRAFFIC ON TEMPORARY ROADWAY STRIPING.
2. INSTALL CURB AND GUTTER, BASE, AND PAVE THROUGH UPPER BINDER LAYER.
3. INSTALL FINAL STORMWATER INLET TOPS.
4. INSTALL SIDEWALKS AND CROSSWALKS STA 12+00 TO END.

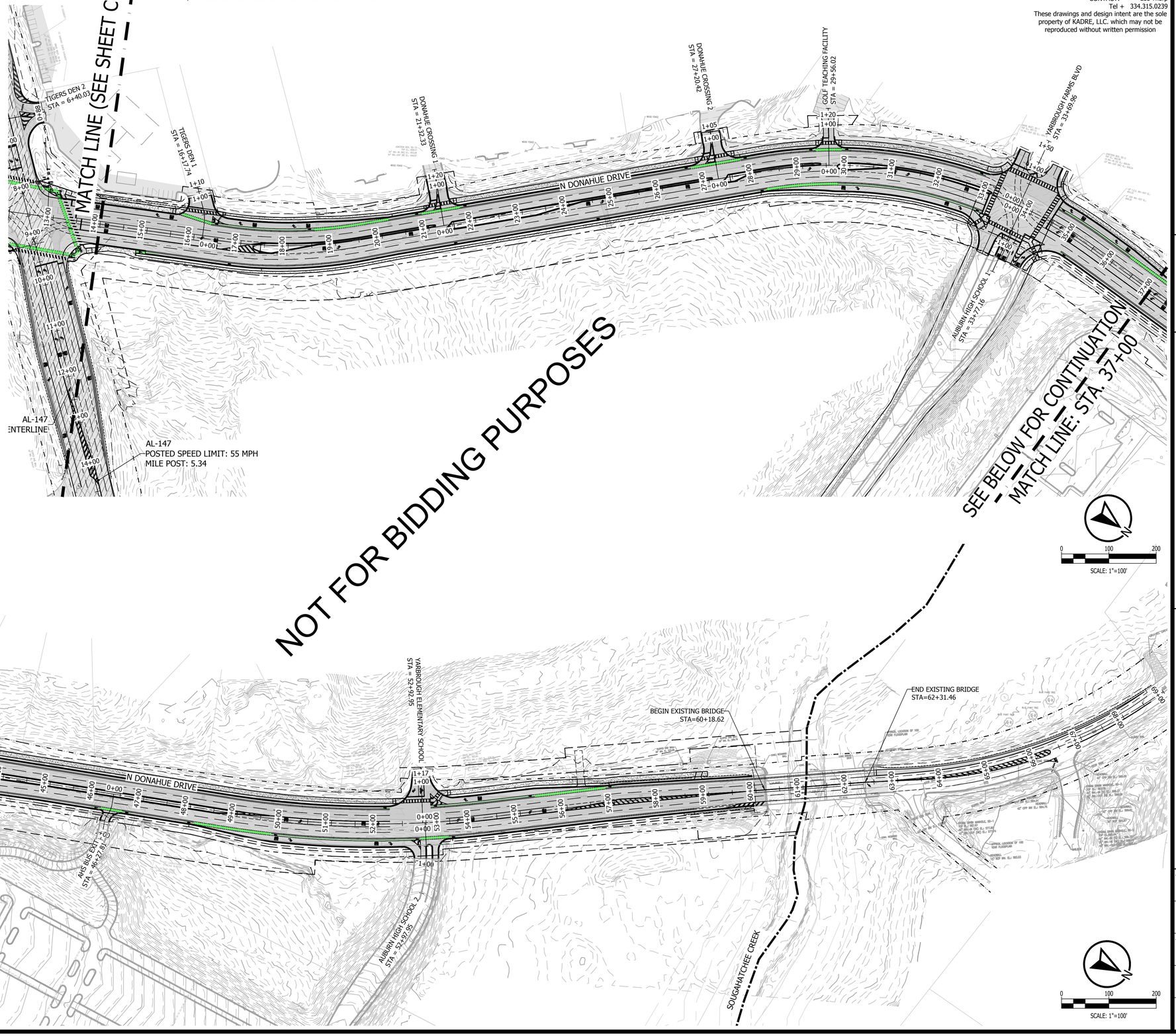
PHASE 5: (SHUG JORDAN PKWY WIDENING)
1. MAINTAIN TRAFFIC ON EXISTING ROADWAY.
2. INSTALL EASTERN GRADING, UTILITIES, STORMWATER INFRASTRUCTURE, AND BMPs.
3. INSTALL CURB AND GUTTER, BASE AND PAVE THROUGH UPPER BINDER LAYER.

PHASE 6: (SHUG JORDAN PKWY / N. DONAHUE DR. INTERSECTION)
1. INSTALL PERMANENT SIGNAL AND SIGNAGE.
2. MILL AND FILL SHUG JORDAN PKWY.
3. INSTALL CURB AND GUTTER AND SIDEWALK/CROSSWALK FACILITIES.
4. TEMPORARY STRIPE SHUG JORDAN PKWY WITH FINAL MARKING LOCATIONS.

PHASE 7: (N. DONAHUE DR.)
1. INSTALL WEARING SURFACE AND TEMPORARY STRIPE FINAL MARKING LOCATIONS FROM 0+00 TO END OF WORK.
2. SHIFT TRAFFIC TO FINAL LANEAGE.

PHASE 8: (LIMITS OF WORK)
1. INSTALL FINAL STRIPING AND RPMs.
2. REMOVE ALL TEMPORARY BMPs AND COMPLETE FINAL STABILIZATION.

SPECIAL NOTE:
1. THE PHASING SHOWN WITHIN THESE PLANS IS A GENERIC PHASING OF OVERALL CONSTRUCTION WORK. THE CONTRACTOR IS RESPONSIBLE FOR CONSTRUCTION PHASING. WITHIN THIS PHASING RESPONSIBILITY, THE CONTRACTOR MUST SUBMIT PHASING PLANS TO THE CITY OF AUBURN FOR REVIEW INCLUDING BUT NOT LIMITED TO WORK PHASING, TRAFFIC PATTERN MODIFICATIONS, TRAFFIC CONTROL PLANS PER TRAFFIC CONTROL NOTE #1, AND EROSION CONTROL PLANS PER EROSION CONTROL NOTE #1.



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AUBURN

ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRANDON LEE HARRIS LAMAR 06/12/26

PHASING PLAN - PHASE 7

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

REVISIONS			
NO.	CHECK	DATE	DESCRIPTION

DRAWN: WCW
CHECKED: BLH
DATE: 06/12/2026
SCALE: 1" = 100'
SHEET NO.: C10.12

CONSTRUCTION PHASING NOTES:

PHASE 1-A: (N. DONAHUE DR. WIDENING- NORTH OF SHUG JORDAN PKWY)
1. MAINTAIN TRAFFIC ON EXISTING ROADWAY.
2. INSTALL EASTERN GRADING, UTILITIES, STORMWATER INFRASTRUCTURE, AND BMPs.

PHASE 1-B: (N. DONAHUE DR. WIDENING- SOUTH OF SHUG JORDAN PKWY)
1. MAINTAIN TRAFFIC ON EXISTING ROADWAY.
2. INSTALL EASTERN GRADING, UTILITIES, STORMWATER INFRASTRUCTURE, AND BMPs.

PHASE 2-A: (N. DONAHUE DR. WIDENING- SOUTH OF SHUG JORDAN PKWY)
1. MAINTAIN TRAFFIC ON EXISTING ROADWAY.
2. INSTALL CURB AND GUTTER, BASE, AND PAVE THROUGH UPPER BINDER LAYER.
3. INSTALL FINAL STORMWATER INLET TOPS.
4. RECONSTRUCT WAL-MART ACCESS POINTS AND SIDEWALK CONNECTIONS. MAINTAIN WAL-MART ACCESS TO N. DONAHUE THROUGHOUT CONSTRUCTION.

PHASE 2-B: (N. DONAHUE DR. WIDENING - NORTH OF SHUG JORDAN PKWY)
1. MAINTAIN TRAFFIC ON EXISTING ROADWAY.
2. INSTALL CURB AND GUTTER, BASE, AND PAVE THROUGH UPPER BINDER LAYER.
3. INSTALL FINAL STORMWATER INLET TOPS.

PHASE 3: (N. DONAHUE DR.)
1. SHIFT TRAFFIC TO EASTERN WIDENING OF N. DONAHUE DR.
2. TEMP STRIPE N. DONAHUE DR. FROM STA 0+00 TO END OF WORK FOR 2-LANE TRAFFIC.
3. MODIFY SIGNAL AS REQUIRED FOR TEMPORARY RE-ALIGNED INTERSECTION.

PHASE 4-A: (EXISTING N. DONAHUE DR. PAVING)
1. DEMO EXISTING N. DONAHUE PAVING.
2. MAINTAIN EXISTING ROADWAY CONNECTIONS AND ACCESS POINTS TO NEW TEMP LANES THROUGHOUT DEMOLITION AND CONSTRUCTION.
3. MILL N. DONAHUE SOUTH OF SHUG JORDAN PKWAY AS REQ'D FOR OVERLAY.

PHASE 4-B: (N. DONAHUE ROADWAY RECONSTRUCTION)
1. MAINTAIN TRAFFIC ON TEMPORARY ROADWAY LANES.
2. INSTALL EASTERN GRADING, UTILITIES, STORMWATER INFRASTRUCTURE, AND BMPs.
3. MAINTAIN EXISTING ROADWAY CONNECTIONS AND ACCESS POINTS TO NEW TEMP LANES THROUGHOUT DEMOLITION AND CONSTRUCTION.

PHASE 4-C: (N. DONAHUE ROADWAY RECONSTRUCTION)
1. MAINTAIN TRAFFIC ON TEMPORARY ROADWAY STRIPING.
2. INSTALL CURB AND GUTTER, BASE, AND PAVE THROUGH UPPER BINDER LAYER.
3. INSTALL FINAL STORMWATER INLET TOPS.
4. INSTALL SIDEWALKS AND CROSSWALKS STA 12+00 TO END.

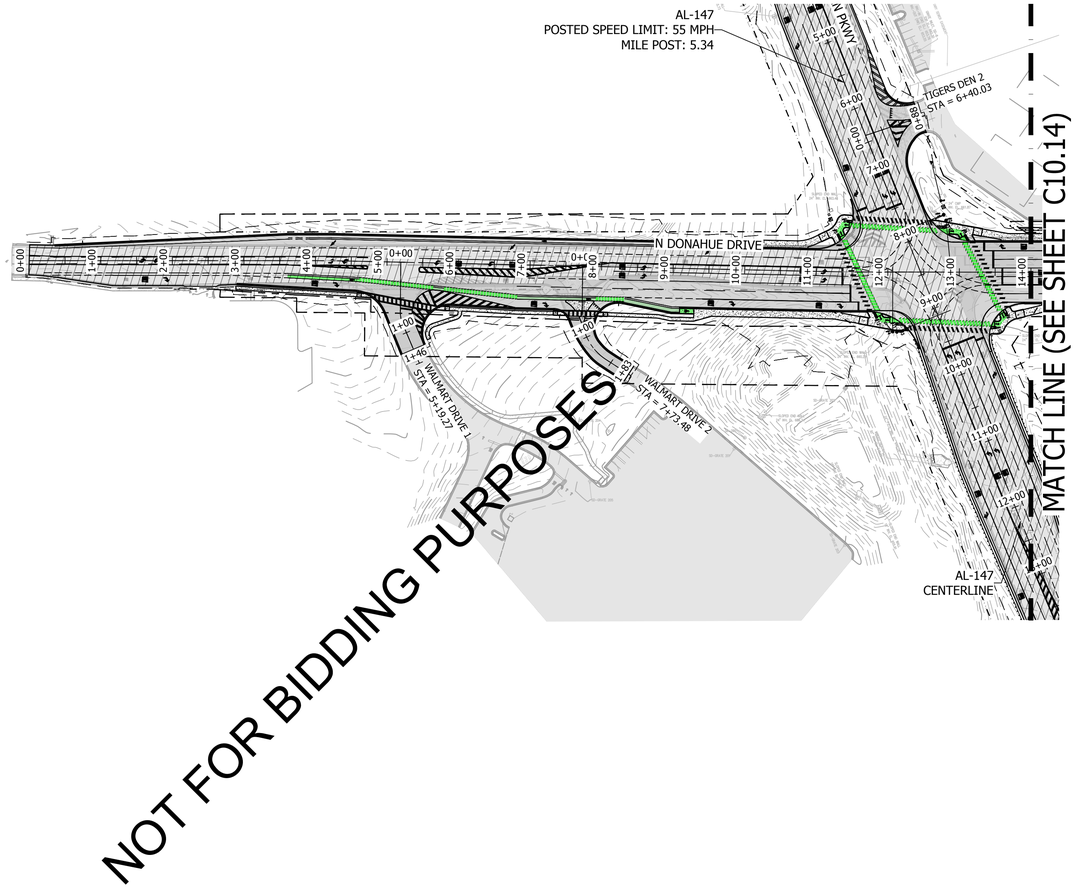
PHASE 5: (SHUG JORDAN PKWY WIDENING)
1. MAINTAIN TRAFFIC ON EXISTING ROADWAY.
2. INSTALL EASTERN GRADING, UTILITIES, STORMWATER INFRASTRUCTURE, AND BMPs.
3. INSTALL CURB AND GUTTER, BASE AND PAVE THROUGH UPPER BINDER LAYER.

PHASE 6: (SHUG JORDAN PKWY / N. DONAHUE DR. INTERSECTION)
1. INSTALL PERMANENT SIGNAL AND SIGNAGE.
2. MILL AND FILL SHUG JORDAN PKWY.
3. INSTALL CURB AND GUTTER AND SIDEWALK/CROSSWALK FACILITIES.
4. TEMPORARY STRIPE SHUG JORDAN PKWY WITH FINAL MARKING LOCATIONS.

PHASE 7: (N. DONAHUE DR.)
1. INSTALL WEARING SURFACE AND TEMPORARY STRIPE FINAL MARKING LOCATIONS FROM 0+00 TO END OF WORK.
2. SHIFT TRAFFIC TO FINAL LANEAGE.

PHASE 8: (LIMITS OF WORK)
1. INSTALL FINAL STRIPING AND RPMs.
2. REMOVE ALL TEMPORARY BMPs AND COMPLETE FINAL STABILIZATION.

SPECIAL NOTE:
1. THE PHASING SHOWN WITHIN THESE PLANS IS A GENERIC PHASING OF OVERALL CONSTRUCTION WORK. THE CONTRACTOR IS RESPONSIBLE FOR CONSTRUCTION PHASING. WITHIN THIS PHASING RESPONSIBILITY, THE CONTRACTOR MUST SUBMIT PHASING PLANS TO THE CITY OF AUBURN FOR REVIEW INCLUDING BUT NOT LIMITED TO WORK PHASING, TRAFFIC PATTERN MODIFICATIONS, TRAFFIC CONTROL PLANS PER TRAFFIC CONTROL NOTE #1, AND EROSION CONTROL PLANS PER EROSION CONTROL NOTE #1.



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AUBURN

ALABAMA LICENSED PROFESSIONAL ENGINEER No. 30400 BRIAN LEE HARRIS LAMAR
6/12/26

PHASING PLAN - PHASE 8

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

REVISIONS

NO.	CHECK	DATE	DESCRIPTION

DRAWN: WCW
CHECKED: BLH
DATE: 06/12/2026
SCALE: 1" = 100'
SHEET NO.: C10.13

CONSTRUCTION PHASING NOTES:

PHASE 1-A: (N. DONAHUE DR. WIDENING- NORTH OF SHUG JORDAN PKWY)
1. MAINTAIN TRAFFIC ON EXISTING ROADWAY.
2. INSTALL EASTERN GRADING, UTILITIES, STORMWATER INFRASTRUCTURE, AND BMPs.

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3. INSTALL FINAL STORMWATER INLET TOPS.
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1. MAINTAIN TRAFFIC ON EXISTING ROADWAY.
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PHASE 6: (SHUG JORDAN PKWY / N. DONAHUE DR. INTERSECTION)
1. INSTALL PERMANENT SIGNAL AND SIGNAGE.
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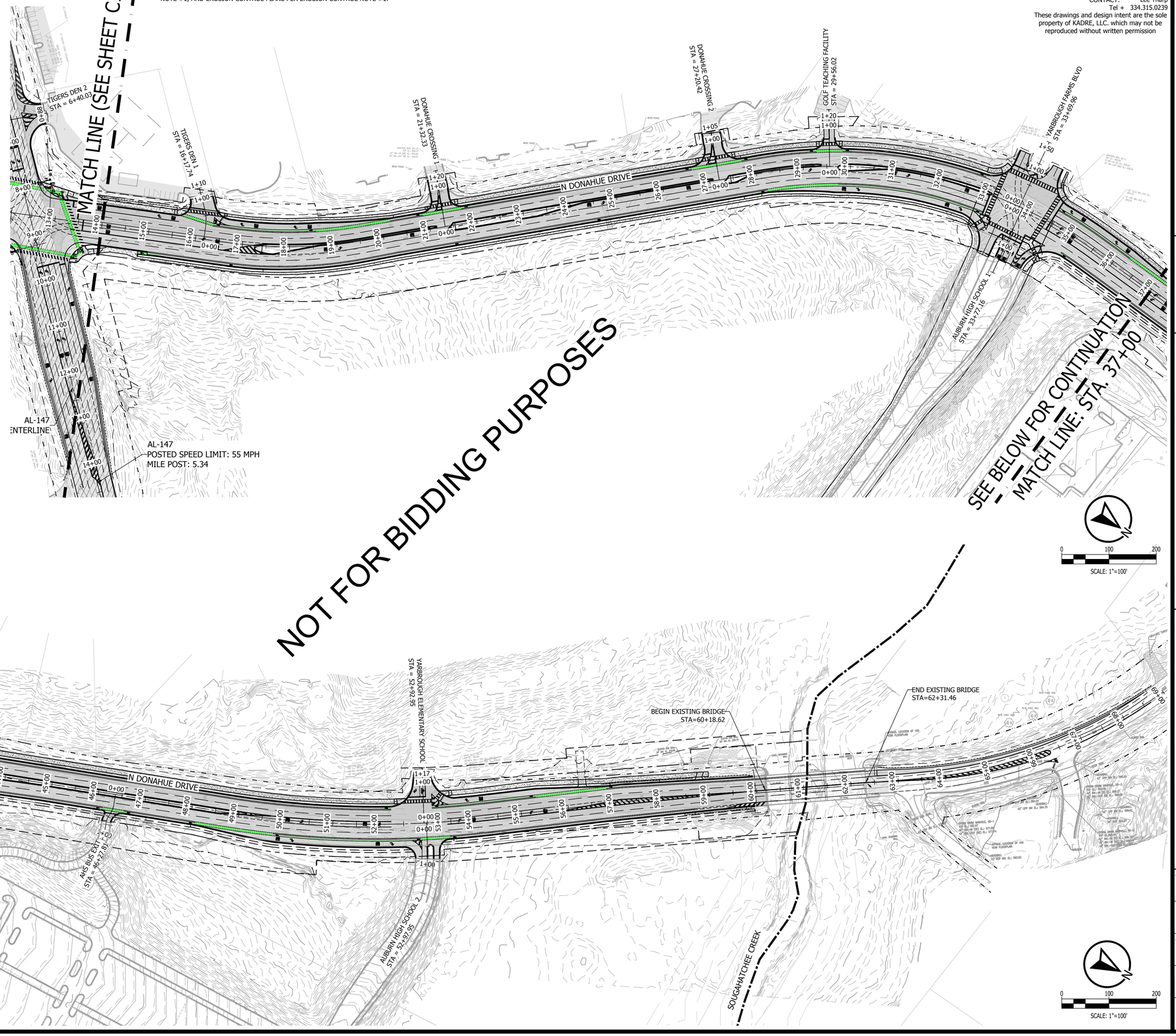
4. TEMPORARY STRIPE SHUG JORDAN PKWY WITH FINAL MARKING LOCATIONS.

PHASE 7: (N. DONAHUE DR.)
1. INSTALL WEARING SURFACE AND TEMPORARY STRIPE FINAL MARKING LOCATIONS FROM 0+00 TO END OF WORK.
2. SHIFT TRAFFIC TO FINAL LANEAGE.

PHASE 8: (LIMITS OF WORK)
1. INSTALL FINAL STRIPING AND RPMs.
2. REMOVE ALL TEMPORARY BMPs AND COMPLETE FINAL STABILIZATION.

SPECIAL NOTE:
1. THE PHASING SHOWN WITHIN THESE PLANS IS A GENERIC PHASING OF OVERALL CONSTRUCTION WORK. THE CONTRACTOR IS RESPONSIBLE FOR CONSTRUCTION PHASING. WITHIN THIS PHASING RESPONSIBILITY, THE CONTRACTOR MUST SUBMIT PHASING PLANS TO THE CITY OF AUBURN FOR REVIEW INCLUDING BUT NOT LIMITED TO WORK PHASING, TRAFFIC PATTERN MODIFICATIONS, TRAFFIC CONTROL PLANS PER TRAFFIC CONTROL NOTE #1, AND EROSION CONTROL PLANS PER EROSION CONTROL NOTE #1.



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AUBURN

ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRANDON LEE HARPER LAMAR 12/2/26

PHASING PLAN - PHASE 8

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

REVISIONS			
NO.	CHECK	DATE	DESCRIPTION

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CHECKED: BLH
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GENERAL TRAFFIC CONTROL PLAN NOTES

REFERENCE PROJECT NO	FISCAL YEAR	SHEET NO
.	.	.

( ) DENOTES NOTES THAT APPLY TO THIS PROJECT

(700) THE TRAFFIC CONTROL PLAN IS DEVELOPED IN CONFORMANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES PART 6, 11th EDITION. THE TRAFFIC CONTROL DEVICES INDICATED REPRESENT CONDITIONS KNOWN DURING PLAN DEVELOPMENT. IN THE EVENT ACTUAL PHYSICAL CONDITIONS WARRANT ADDITIONAL TRAFFIC CONTROL DEVICES, THEY SHALL BE INSTALLED IN CONFORMANCE WITH THE M.U.T.C.D. PART 6 AS DIRECTED BY THE ENGINEER. COST SHALL BE PAID FOR UNDER THE APPROPRIATE PAY ITEM.

(701) ALL BLACK ON ORANGE CONSTRUCTION SIGNS SHALL BE FABRICATED USING TYPE XI FLUORESCENT ORANGE REFLECTIVE SHEETING MATERIAL FOR THE SIGN BACKGROUND.

(702) DURING NON-WORKING HOURS NO EQUIPMENT OR MATERIAL SHALL BE PARKED OR STORED CLOSER THAN 30 FEET TO THE EDGE OF ANY ROADWAY CARRYING TRAFFIC. WHEN THIS IS NOT PRACTICAL, IT SHALL BE PLACED IN AN AREA APPROVED BY THE ENGINEER AND DELINEATED BY REFLECTORIZED DRUMS. THIS INCLUDES STORAGE OF TRAFFIC CONTROL DEVICES SUCH AS TRAILER MOUNTED OR OTHER TEMPORARY SIGNS, BARRICADES, DRUMS, ETC., WHICH ARE NOT IN USE DURING NON-WORKING HOURS. TO BE FURNISHED BY THE CONTRACTOR WITHOUT COST TO THE ALDOT. (SEE SKETCH ON SHEET _____)

(703) WHERE THE LOCATION OF A REQUIRED SIGN FALLS IN A DRIVEWAY, SIDEWALK, BRIDGE, ETC., OR WHERE THE VISIBILITY OF A SIGN IS LIMITED TO THE TRAVELING PUBLIC, THE LOCATION SHALL BE ADJUSTED AS DIRECTED BY THE ENGINEER.

(704) THE CONTRACTOR IS TO REMOVE, RELOCATE OR COVER DURING CONSTRUCTION AND THEN RESET OR UNCOVER UPON COMPLETION OF A PARTICULAR SECTION ANY CONFLICTING IN-PLACE ROADWAY SIGNS AND DELINEATORS, AS DIRECTED BY THE ENGINEER. SIGNS REQUIRING REMOVAL SHALL BE STOCKPILED AS DIRECTED BY THE ENGINEER AND SHALL BECOME PROPERTY OF THE ALDOT. COST SHALL BE A SUBSIDIARY OBLIGATION OF ITEM 740B.

(705) DURING ALL PHASES OF WORK, NON-APPLICABLE PAVEMENT STRIPING OR MARKINGS SHALL BE REMOVED AND APPROPRIATE PAVEMENT STRIPING OR MARKINGS SHALL BE PLACED AS EXPEDITIOUSLY AS PRACTICAL, BUT IN ALL CASES, SHALL BE IN PLACE BY NIGHTFALL ON ANY ROADWAY CARRYING TRAFFIC, EXCEPT ON SHORT TERM OPERATIONS WHERE IT IS DETERMINED BY THE ENGINEER, THAT SUCH REMOVAL AND REPLACEMENT IS MORE HAZARDOUS THAN LEAVING EXISTING MARKINGS IN PLACE. COST OF ANY REMOVAL SHALL BE PAID FOR UNDER ITEM 701D OR AS A SUBSIDIARY OBLIGATION OF ITEM 701C.

706 OMITTED

(707) THE CONTRACTOR SHALL PLACE ALL ADVANCE WARNING SIGNS BEFORE PROCEEDING WITH HIS WORK. SIGNS SHALL BE PLACED IN ORDER, IN THE DIRECTION OF TRAFFIC AND REMOVED IN REVERSE ORDER.

(708) ALL VEHICLES, EQUIPMENT, PERSONNEL (EXCEPT FLAGGERS), AND THEIR ACTIVITIES, ARE RESTRICTED AT ALL TIMES TO ONE SIDE OF THE PAVEMENT UNLESS OTHERWISE AUTHORIZED BY THE ENGINEER.

(709) THE CONTRACTOR SHALL MAINTAIN AT LEAST ONE ACCESS TO BUSINESSES AND RESIDENCES DURING ALL PHASES OF CONSTRUCTION.

710 CONSTRUCTION SIGNS MOUNTED ON TEMPORARY SUPPORTS SHALL BE MOUNTED AT A MINIMUM HEIGHT OF 1 FOOT.

(711) FLAGGERS SHALL BE PROPERLY ATTIRED, EQUIPPED WITH STAFF MOUNTED STOP/SLOW PADDLES IN SIGHT OF EACH OTHER, OR HAVE DIRECT COMMUNICATION AT ALL TIMES. FLAGGER STATION LOCATION MAY BE VARIED FROM THOSE SHOWN BASED ON ROADWAY ALIGNMENT AND CONDITIONS AT THE TIME OF THE LANE CLOSURE.

(712) FLAGGERS ARE TO BE USED WHEN DIRECTED BY THE ENGINEER. SIGNS SHALL BE PLACED AT THE APPROPRIATE TIME, AND SHALL BE COVERED OR REMOVED WHEN FLAGGERS ARE NOT ON DUTY AND DURING NON-WORKING HOURS.

(713) FOR MOVING OPERATIONS, THE TRAFFIC CONES MAY BE DELETED IF THE FLAGGERS ARE IN SIGHT OF EACH OTHER, OR IF A PILOT CAR IS USED ON A TWO LANE ROADWAY.

714 OMITTED

(715) ALL CONTRACTOR'S EMPLOYEES' PERSONAL VEHICLES, AND CONTRACTOR'S EQUIPMENT NOT IN OPERATION, SHALL BE PARKED A MINIMUM OF THIRTY (30) FEET FROM THE TRAVELED WAY DURING WORKING HOURS, AS NOT TO CREATE A HAZARD.

(716) THE TRAFFIC CONTROL PLAN IS NOT ALL INCLUSIVE. THE TCP PROVIDES SEVERAL DETAILED DRAWINGS INDICATING THE TRAFFIC CONTROL NECESSARY FOR THE DIFFERENT CONSTRUCTION ACTIVITIES ANTICIPATED FOR THIS PROJECT. THE CONTRACTOR SHALL SELECT THE DETAILED DRAWING THAT BEST FITS THE ACTIVITY TO BE PERFORMED.

717 OMITTED

718 REQUIRED TEMPORARY ROUTE MARKER ASSEMBLIES THAT ARE TO BE LOCATED IN THE VICINITY OF EXISTING ROUTE MARKERS SHOULD BE PLACED ALONG SIDE OF THOSE ALREADY IN PLACE. SOME EXISTING ROUTE MARKERS MAY HAVE TO BE COVERED OR REMOVED, AS DIRECTED BY THE ENGINEER. COST SHALL BE A SUBSIDIARY OBLIGATION OF ITEM 740B.

719 RA-1 (REBUILD ALABAMA) SIGNS SHALL BE REQUIRED FOR EVERY PROJECT. RA-1 SIGNS SHALL BE PLACED AT THE BEGINNING OF THE WORK LIMITS OF THE SUBJECT PROJECT ROUTE. RA-1 SIGNS SHALL BE POSTED ON THE RIGHT-HAND SIDE OF THE ROADWAY ON THEIR OWN SUPPORT SYSTEM. THE RA-1 SIGNS SHALL BE REMOVED UPON COMPLETION OF THE PROJECT.

(720) ALL TRAFFIC CONTROL DEVICES THAT ARE NOT APPLICABLE AT ANY SPECIFIC TIME SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER.

721 OMITTED

722 OMITTED

723 THE CONTRACTOR SHALL MAKE PROVISIONS FOR THE SAFETY OF PEDESTRIAN TRAFFIC CROSSING THE WORK ZONES DURING CONSTRUCTION.

724 OMITTED

(725) ALL SIGNS SHALL BE POST-MOUNTED IF THE WORK PERIOD EXCEEDS FOUR DAYS, EXCEPT FOR THOSE SIGNS WHICH ARE MOUNTED ON BARRICADES. FOR REPEATED DAY OPERATIONS, SIGNS MAY BE MOUNTED ON TEMPORARY SUPPORTS AND REMOVED AT THE COMPLETION OF THE DAY'S OPERATION.

(726) W8 SIGNS INTENDED TO WARN MOTORISTS OF SURFACE CONDITIONS EXTENDING FOR GREATER THAN 1 MILE SHALL BE PLACED PRIOR TO THE BEGINNING OF SURFACE CONDITION AND AT 1 MILE INCREMENTS THEREAFTER, WITH THE EXCEPTION SPECIFIED IN NOTE 727.

(727) DURING THE WIDENING OR RESURFACING OF ANY ROADWAY CARRYING TRAFFIC, THE CONTRACTOR SHALL ADVISE THE MOTORISTS OF ANY EDGE OF PAVEMENT DROP-OFFS 3 INCHES OR GREATER BY PLACING SHOULDER DROP-OFF SIGNS EVERY ½ MILE BEGINNING PRIOR TO THE WIDENING OR RESURFACING. REQUIRED SHOULDER WORK TO ELIMINATE THE DROP-OFFS SHALL BE PURSUED IN AN EXPEDITIOUS MANNER FOLLOWING THE WIDENING AND/OR RESURFACING.

(728) A DIFFERENCE IN ELEVATION OF APPROXIMATELY 2 INCHES OR LESS AT THE CENTERLINE MAY BE ALLOWED DURING NON-WORKING HOURS WITHOUT ADDITIONAL TRAFFIC CONTROL. SPECIAL CONDITIONS MAY EXIST WHERE PROTECTION SHOULD BE PROVIDED WHERE THE DIFFERENCE IS 2 INCHES OR LESS.

(729) SIGNS ON TEMPORARY SUPPORTS ARE TO BE REMOVED OR COVERED WHEN NO WORK IS BEING PERFORMED OR AT THE COMPLETION OF THE DAY'S OPERATION.

730 OMITTED

731 OMITTED

(732) CHANNELIZING DRUMS SHOULD BE PLACED ON 100 FOOT INTERVALS IN RADII.

(733) CHANNELIZING DRUMS PLACED TO PROTECT COMPLETED WORK NOT OPEN TO TRAFFIC, SHOULD BE SPACED AT 50 FOOT INTERVALS.

(734) CHANNELIZING DRUMS PLACED IN THE EXCAVATED AREA AHEAD OF PAVING OPERATIONS, SHOULD BE SPACED AT 50 FOOT INTERVALS.

(735) CHANNELIZING DRUMS PLACED ON PAVEMENT DURING WORKING HOURS SHALL BE SHIFTED TO THE EDGE OF SHOULDER DURING NON-WORKING HOURS AND DURING PEAK PERIODS.

(736) CHANNELIZING DRUMS SHOULD BE PLACED ON 25 FOOT INTERVALS THROUGHOUT ALL TAPERS.

(737) CHANNELIZING DEVICES SHALL EXTEND TO A POINT WHERE THEY ARE VISIBLE TO APPROACHING TRAFFIC.

738 OMITTED

739 OMITTED

740 OMITTED

741 FOR DIVIDED ROADWAYS, THE REQUIRED ADVANCE WARNING SIGNS SHALL BE POSTED ON BOTH THE RIGHT AND LEFT SIDE OF THE ROADWAY.

742 THE CONTRACTOR SHALL CLOSE THE LANE ADJACENT TO THE WORK AREA ANYTIME WORK OUTSIDE THE EXISTING TRAVEL LANES ENCROACHES WITHIN 2 FEET OF THE EXISTING EDGE OF PAVEMENT.

743 OMITTED

(744) THE TRANSITION TAPER LENGTH (L) IS SHOWN IN TABLE 6B-4, AND THE BUFFER LENGTH IS SHOWN IN TABLE 6B-2 OF THE MUTCD, PART 6, 11th EDITION.

745 OMITTED

(746) UNEVEN LANES SIGNS SHALL BE COVERED OR REMOVED WHEN NO UNEVEN PAVEMENT CONDITIONS EXIST.

(747) MOVING OPERATIONS SHALL BE CONFINED TO ONE LANE IN THE DIRECTION OF TRAFFIC.

748 RS-2 (WHEN WORKERS ARE PRESENT BEGIN HIGHER FINES) AND RS-3 (END HIGHER FINES) SIGNS SHALL BE REQUIRED FOR EVERY PROJECT ON STATE ROUTES AND INTERSTATE HIGHWAYS. THESE SIGNS SHALL BE POSTED AT THE BEGINNING AND END OF THE PROJECT WITH AN R2-1 (REGULATORY SPEED SIGN) ALWAYS FOLLOWING THE RS-2 SIGN. RS-4 (HIGHER FINES ZONE) AND R2-1 SIGNS SHALL BE POSTED AT MAXIMUM INTERVALS OF THREE MILES THROUGHOUT THE PROJECT LIMITS.

(749) WHEN A CONSTRUCTION WORK ZONE SPEED LIMIT REDUCTION IS NOT REQUIRED AT THE END OF THE WORK DAY, THE CONTRACTOR SHALL COVER OR REMOVE THE REDUCED R2-1 (REGULATORY SPEED SIGNS) AND THE W3-5B (REDUCED SPEED AHEAD) SIGNS UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

(750) DURING REPLACEMENT OF GUARDRAIL AND/OR GUARDRAIL END ANCHORS, A REFLECTORIZED DRUM SHALL BE PLACED BEFORE THE END OF ANY EXPOSED GUARDRAIL AT NIGHT WHERE THE GUARDRAIL END ANCHOR CANNOT BE REPLACED IN ONE DAY'S TIME.

(751) CONSTRUCTION SIGNS MOUNTED ON A SINGULAR OR DUAL SQUARE TUBULAR OR U-CHANNEL POST SHALL BE INSTALLED AS SHOWN ON SPECIAL DRAWING NOS. IHS-710-21 AND IHS-710-23.

(752) THE CONTRACTOR AND THE CONSTRUCTION ENGINEER SHALL DISCUSS AND PLAN FOR THE HANDLING OF TRAFFIC FOR ALL HOLIDAYS BEFORE ANY WORK BEGINS. UNLESS OTHERWISE PRE-APPROVED BY THE REGION ENGINEER, THE FOLLOWING SHALL HOLD:

THE CONTRACTOR SHALL NOT HAVE A LANE CLOSURE DURING THE FOLLOWING PERIODS UNLESS OTHERWISE DIRECTED BY THE ENGINEER OR ALDOT:

FOR CHRISTMAS AND NEW YEARS DAY:
FROM 11:59 PM DECEMBER 23 THROUGH 6:00 AM JANUARY 2.

FOR NATIONAL MEMORIAL DAY AND LABOR DAY:
FROM 12:00 NOON THE FRIDAY BEFORE THE HOLIDAY THROUGH
11:59 PM THE DAY OF THE HOLIDAY.

FOR INDEPENDENCE DAY (THE 4TH OF JULY):
FROM 12:00 NOON THE DAY BEFORE THE HOLIDAY THROUGH
11:59 PM THE DAY OF THE HOLIDAY.

FOR THANKSGIVING DAY:
FROM 12:00 NOON THE WEDNESDAY BEFORE THANKSGIVING
DAY THROUGH 11:59 PM THE SUNDAY FOLLOWING THANKSGIVING DAY.

ANY OTHER STATE HOLIDAYS WILL BE HANDLED AS APPROVED BY THE PROJECT ENGINEER

THE CONTRACTOR SHALL COORDINATE WITH THE ENGINEER AND LOCAL GOVERNMENT ON TRAFFIC AND/OR WORK RESTRICTIONS FOR LOCAL HOLIDAYS OR EVENTS NOT LISTED ON ALDOT'S LIST OF OFFICIAL STATE HOLIDAYS.

NOT FOR BIDDING PURPOSES

NOT TO SCALE

--SPECIFICATIONS--
CURRENT ALABAMA DEPARTMENT OF TRANSPORTATION

ALABAMA DEPARTMENT OF TRANSPORTATION
1409 COLISEUM BOULEVARD
MONTGOMERY, AL 36130-3050

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REVISIONS:
1. Modified Note 748 for the addition of the R13-3b sign on 9-28-2021 by D.J.W.
2. Aligned text for Note 746 on 12-8-2021 by D.J.W.
3. Modified Notes 700 and 744 to reflect the 11th edition of the MUTCD
Modified Note 710 to a minimum height of 1 foot on 11-18-2025 by C.F.E.
4. Adjusted spacing to correct clipped text on 12-1-2025 by C.F.E.

BUREAU STD ENGR: G.L.D.
DRAWN BY: J.F.T.
DATE DRAWN:
REVISED DATE: 12/1/2025

DESIGN BUREAU SPECIAL DRAWING: GENERAL TRAFFIC CONTROL PLAN NOTES
SPECIAL DRAWING NO: SPECIAL PROJECT DETAIL
INDEX NO: 2000

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ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRENT L. LAMAR 12/2/26

TEMPORARY TRAFFIC CONTROL – SHUG JORDAN PARKWAY

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

REVISIONS

NO.	DESCRIPTION	DATE	CHECK

DRAWN: WCW
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DATE: 06/12/2026
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SHEET NO.: C11.0

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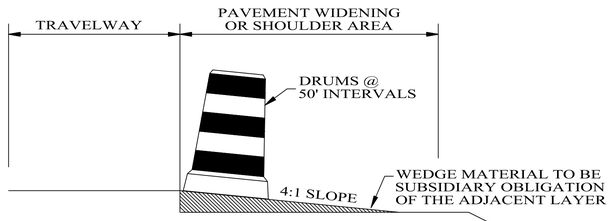
REFERENCE PROJECT NO	FISCAL YEAR	SHEET NO

TEMPORARY TRAFFIC CONTROL PLAN SHEET

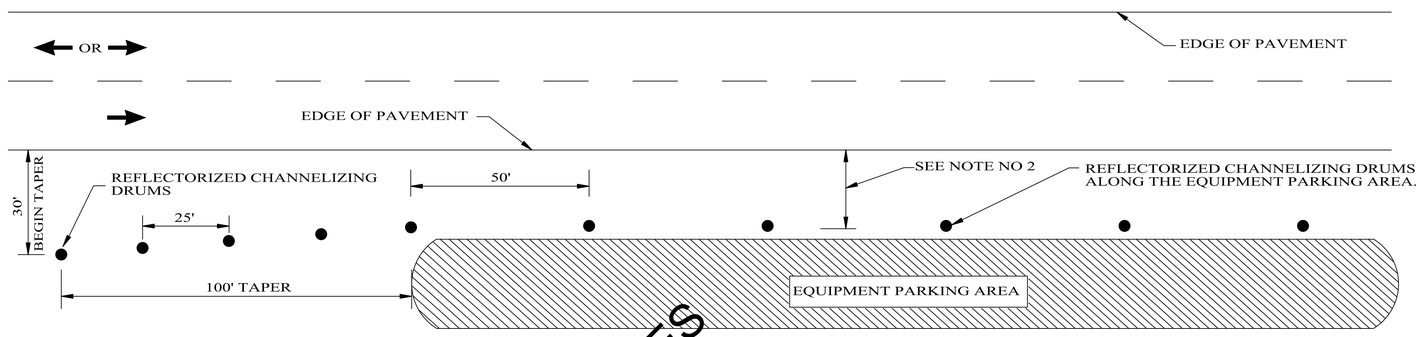


(FOR USE WHERE EXCAVATION HAS BEEN DONE, BUT WIDENING IS NOT COMPLETED BY NIGHTFALL OR WHERE PAVEMENT DROP OFF OF RESURFACING PROJECTS IS 3" OR MORE AT NIGHTFALL)

TYPICAL FOR DROP-OFF AT EDGE OF PAVEMENT

NOTE:
THE CONTRACTOR IS TO CONSTRUCT A WEDGE OF UNCLASSIFIED EXCAVATION OR CRUSHED AGGREGATE BASE . THE COST OF PLACING AND REMOVAL SHALL BE A SUBSIDIARY OBLIGATION OF THE ADJACENT LAYER.

CHANNELIZING DRUMS SHALL BE PLACED AT 50 FT INTERVALS.



NOTES:

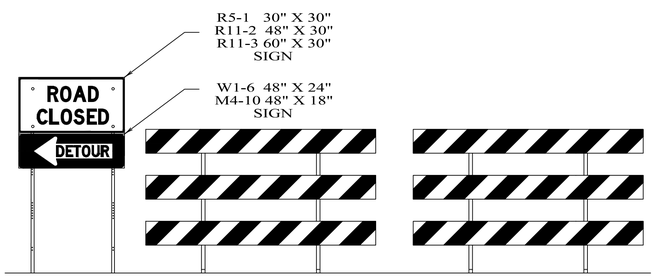
1. SEE ALDOT'S GENERAL TRAFFIC CONTROL PLAN NOTE NO. 702.

2. DRUMS TO BE AS FAR AS PRACTICAL FROM EDGE OF PAVEMENT. MINIMUM DESIRABLE DISTANCE IS 15 FEET FOR FREEWAY TYPE FACILITIES AND 10 FEET FOR OTHER FACILITIES. FOR UNUSUAL CONDITIONS, SUCH AS SPECIAL EQUIPMENT OR LIMITED AVAILABLE SPACE, DIMENSIONS LESS THAN DESIRABLE SHALL BE AS DIRECTED BY THE ENGINEER.

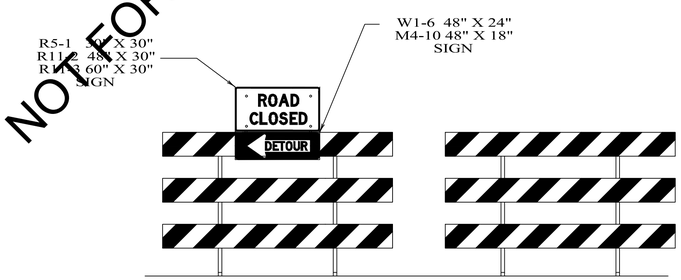
3. ALL DEVICES TO BE FURNISHED BY THE CONTRACTOR WITHOUT COST TO THE ALDOT.

DELINEATING DETAIL FOR EQUIPMENT PARKING OR STORING AREA

NOT FOR BIDDING PURPOSES



DETAILS FOR TYPICAL PLACEMENT OF TYPE III BARRICADES INSIDE OF CLEAR ZONE



DETAILS FOR TYPICAL PLACEMENT OF TYPE III BARRICADES OUTSIDE OF CLEAR ZONE

NOTES

1. SLOPE OF STRIPES ON BARRICADES SHALL BE IN ACCORDANCE WITH SECTION 6K.07 OF THE MUTCD AND DRAWING B-107-2.

2. IF SIGNS ARE REQUIRED TO BE USED IN CONJUNCTION WITH TYPE III BARRICADES TO BE PLACED INSIDE THE CLEAR ZONE, THEY SHALL BE POST MOUNTED TO THE SIDE OF THE BARRICADES AS SHOWN.

3. IF ROAD CLOSED OR DETOUR SIGNS ARE REQUIRED TO BE USED WITH TYPE III BARRICADES TO BE PLACED OUTSIDE THE CLEAR ZONE, THEY SHALL BE PLACED ON THE TOP OF THE BARRICADES NEAREST THE DETOUR.

NOT TO SCALE

--SPECIFICATIONS--
CURRENT ALABAMA DEPARTMENT OF TRANSPORTATION

ALABAMA DEPARTMENT OF TRANSPORTATION
1409 COLISEUM BOULEVARD
MONTGOMERY, AL 36130-3050

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REVISIONS:
1. Corrected text overlap on 12-8-2021 by D.J.W.
2. Updated MUTCD references to the 11th Edition on 11-19-2025 by C.F.E.

Bureau Std Engr: G.L.D.
DRAWN BY:
DATE DRAWN:
REVISED DATE: 11-19-2025

DESIGN BUREAU SPECIAL DRAWING
STANDARD DETAILS FOR TRAFFIC CONTROL PLANS

SPECIAL DRAWING NO
SPECIAL PROJECT DETAIL

INDEX NO
2001

ENGINEERING SERVICES
171 N. ROSS STREET, SUITE 200
AUBURN, ALABAMA 36830
PHONE: (334) 501-3000; FAX: (334) 501-7294

AUBURN

ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRIAN LAMAR HOLT
12/26

TEMPORARY TRAFFIC CONTROL – SHUG JORDAN PARKWAY

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

REVISIONS NO.	DESCRIPTION	DATE	CHECK

DRAWN: WCW
CHECKED: BLH
DATE: 06/12/2026
SCALE: NTS
SHEET NO.: C11.1

KADRE ENGINEERING
PROJECT NO. 24052
2447 ALTON ROAD, STE 101
BIRMINGHAM, AL 35210
CONTACT: Lee Tharp
Tel + 334.315.0239
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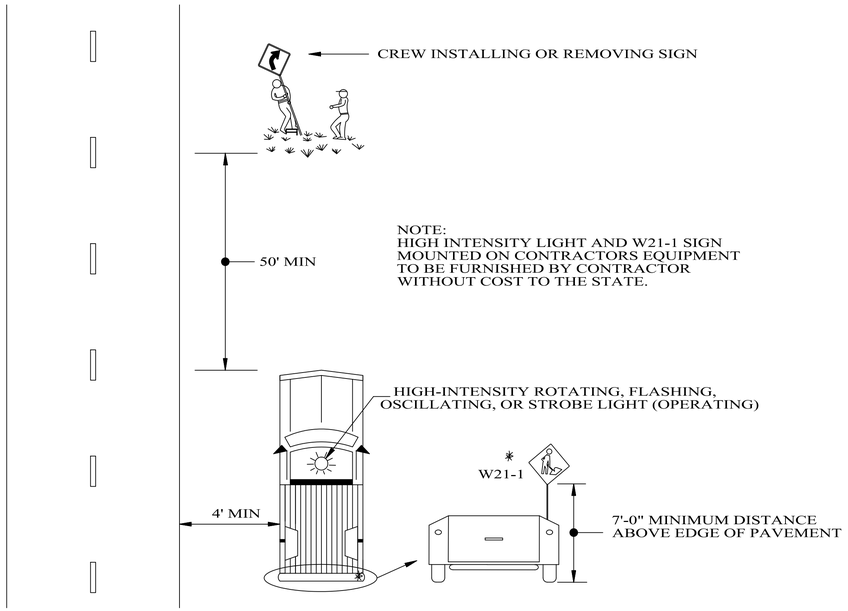
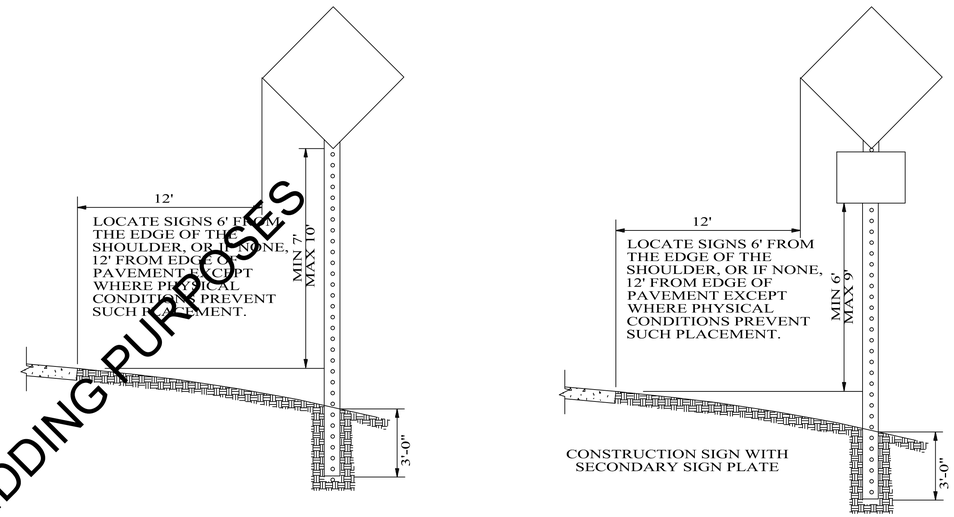
TEMPORARY TRAFFIC CONTROL PLAN SHEET

REFERENCE PROJECT NO	FISCAL YEAR	SHEET NO



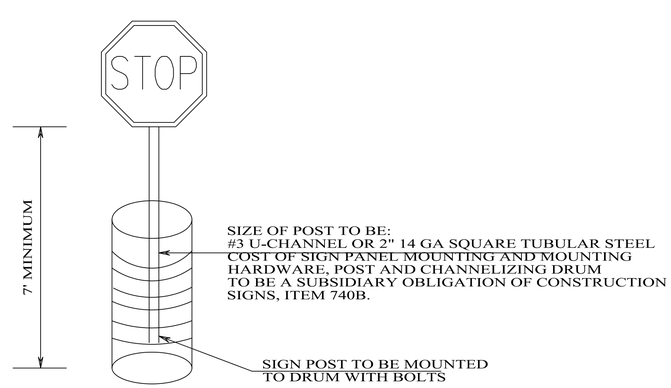
TYPICAL METHOD FOR INSTALLING OR REMOVING CONSTRUCTION SIGNS



NOTE:
IF THE CONTRACTOR CHOOSES TO SPLICE THE POSTS FOR THE REQUIRED POST MOUNTED CONSTRUCTION SIGNS, THEY SHALL BE SPLICED AS SHOWN ON DRAWING IHS-710-23.

HEIGHT AND LATERAL LOCATION OF POST MOUNTED CONSTRUCTION SIGNS

NOT FOR BIDDING PURPOSES



DETAIL FOR DRUM MOUNTED CONSTRUCTION SIGNS

NOT TO SCALE

--SPECIFICATIONS--
CURRENT ALABAMA DEPARTMENT OF TRANSPORTATION

ALABAMA DEPARTMENT OF TRANSPORTATION
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REVISIONS:
1.

Bureau Std Engr: D.J.W.
DRAWN BY:
DATE DRAWN:
REVISED DATE: 6-12-2019

DESIGN BUREAU SPECIAL DRAWING
STANDARD DETAILS FOR TRAFFIC CONTROL PLANS

SPECIAL DRAWING NO
SPECIAL PROJECT DETAIL

INDEX NO
2001A

ENGINEERING SERVICES
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AUBURN

ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRIAN LAMAR 6/12/26

TEMPORARY TRAFFIC CONTROL – SHUG JORDAN PARKWAY

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

REVISIONS

NO.	CHECK	DATE	DESCRIPTION

DRAWN WCW
CHECKED BLH
DATE 06/12/2026
SCALE NTS
SHEET NO. C11.2

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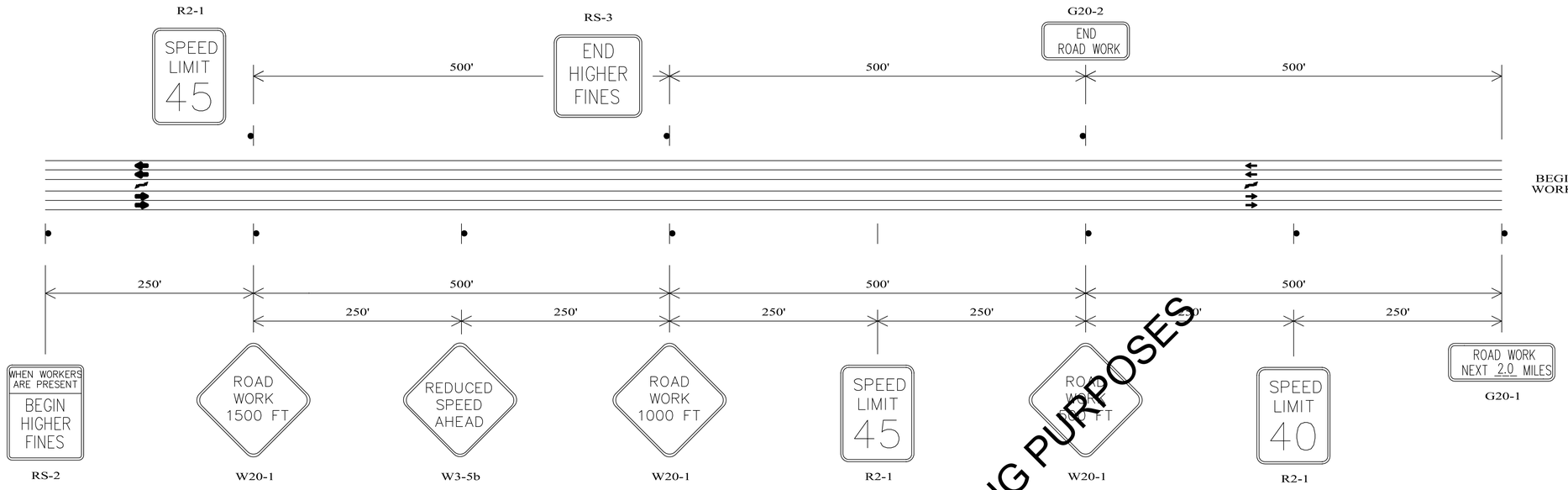
TEMPORARY TRAFFIC CONTROL PLAN SHEET

REFERENCE PROJECT NO	FISCAL YEAR	SHEET NO



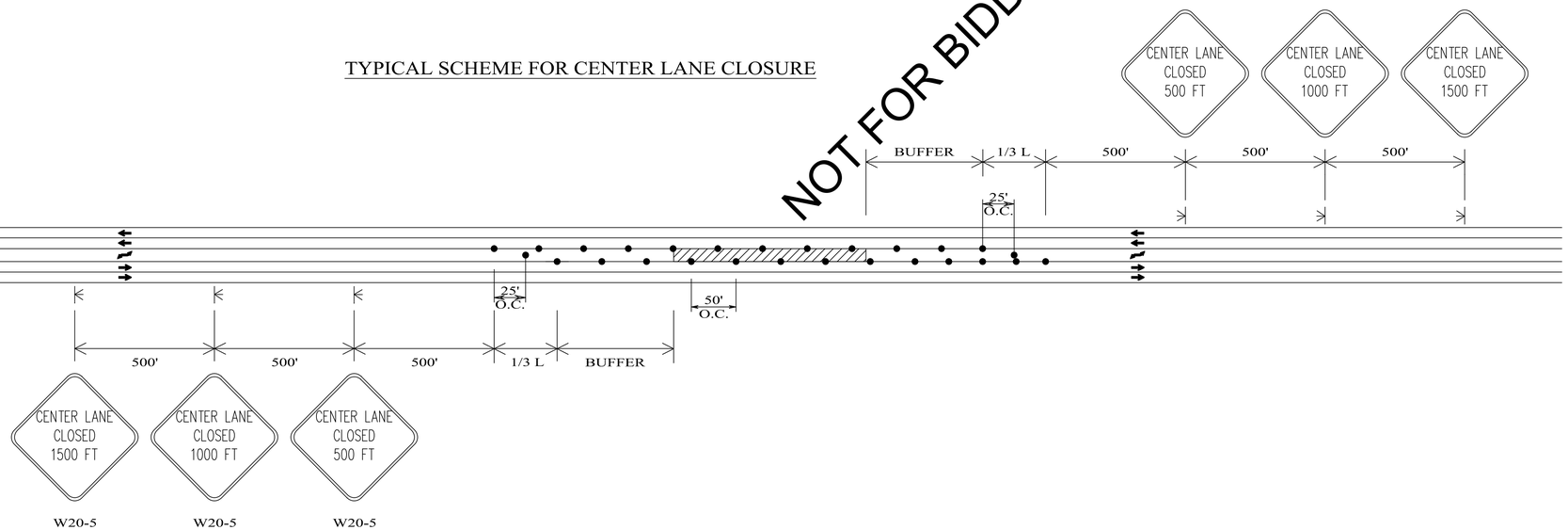
TYPICAL PLACEMENT FOR ADVANCE WARNING SIGNS

REQUIRED SIGN SIZES	
G20-1	48" X 24"
G20-2	48" X 24"
R2-1	30" X 36"
W3-5b	48" X 48"
RS-2	48" X 60"
RS-3	48" X 48"
W20-1	48" X 48"
W20-5	48" X 48"

THE SIGN SIZES SHOWN ON THIS SHEET SHALL SUPERCEDE THOSE SHOWN ON THE STANDARD HIGHWAY SIGNS DRAWINGS UNLESS OTHERWISE APPROVED BY THE ENGINEER.

NOT FOR BIDDING PURPOSES

TYPICAL SCHEME FOR CENTER LANE CLOSURE



LEGEND

- TEMPORARY MOUNTED SIGN
- POST MOUNTED SIGN
- CHANNELIZING DRUM
- WORK AREA

GENERAL NOTES

1. ALL ADVANCE WARNING SIGNS REQUIRED AT THE BEGINNING AND END OF PROJECT SHALL BE POST MOUNTED. ALL SIGNS REQUIRED FOR THE LANE CLOSURE SHALL BE TEMPORARY MOUNTED.

2. SIGN (XX) SHALL SHOW THE SPEED IN THE WORK ZONE. SIGN (YY) SHALL BE USED IF SPEED REDUCTION REQUIRES TWO SIGNS. SIGN(ZZ) SHALL SHOW THE POSTED SPEED OUTSIDE THE WORK ZONE.

NOT TO SCALE

--SPECIFICATIONS--
CURRENT ALABAMA DEPARTMENT OF TRANSPORTATION

ALABAMA DEPARTMENT OF TRANSPORTATION
1409 COLISEUM BOULEVARD
MONTGOMERY, AL 36130-3050

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REVISIONS:
1. Updated MUTCD references to the 11th Edition on 11-19-2025 by C.F.E.

Bureau Std Engr: G.L.D.
DRAWN BY:
DATE DRAWN:
REVISED DATE: 11-19-2025

DESIGN BUREAU SPECIAL DRAWING
DETAILS FOR TRAFFIC CONTROL FOR 5-LANE HIGHWAYS

SPECIAL DRAWING NO: SPECIAL PROJECT DETAIL
INDEX NO: 2003

ENGINEERING SERVICES
171 N. ROSS STREET, SUITE 200
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AUBURN

ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRIAN LAMAR
6/12/26

TEMPORARY TRAFFIC CONTROL – SHUG JORDAN PARKWAY

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

REVISIONS			
NO.	CHECK	DATE	DESCRIPTION

DRAWN: WCW
CHECKED: BLH
DATE: 06/12/2026
SCALE: NTS
SHEET NO.: C11.3

KADRE ENGINEERING
PROJECT NO. 24052
2447 ALTON ROAD, STE 101
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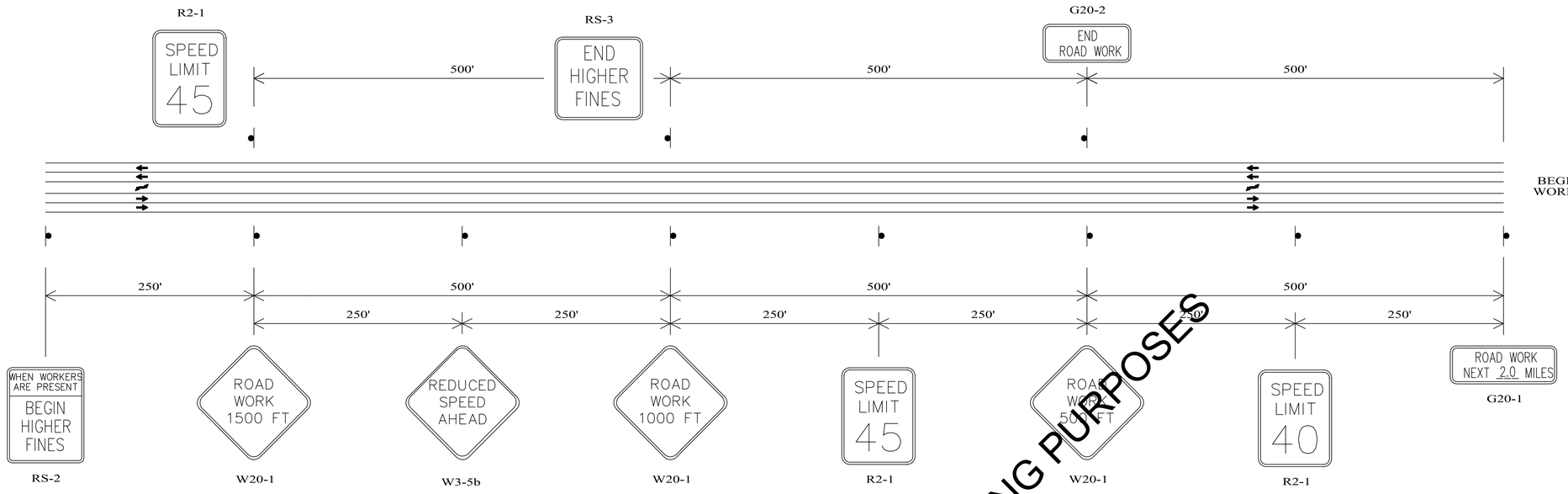
TEMPORARY TRAFFIC CONTROL PLAN SHEET

REFERENCE PROJECT NO	FISCAL YEAR	SHEET NO



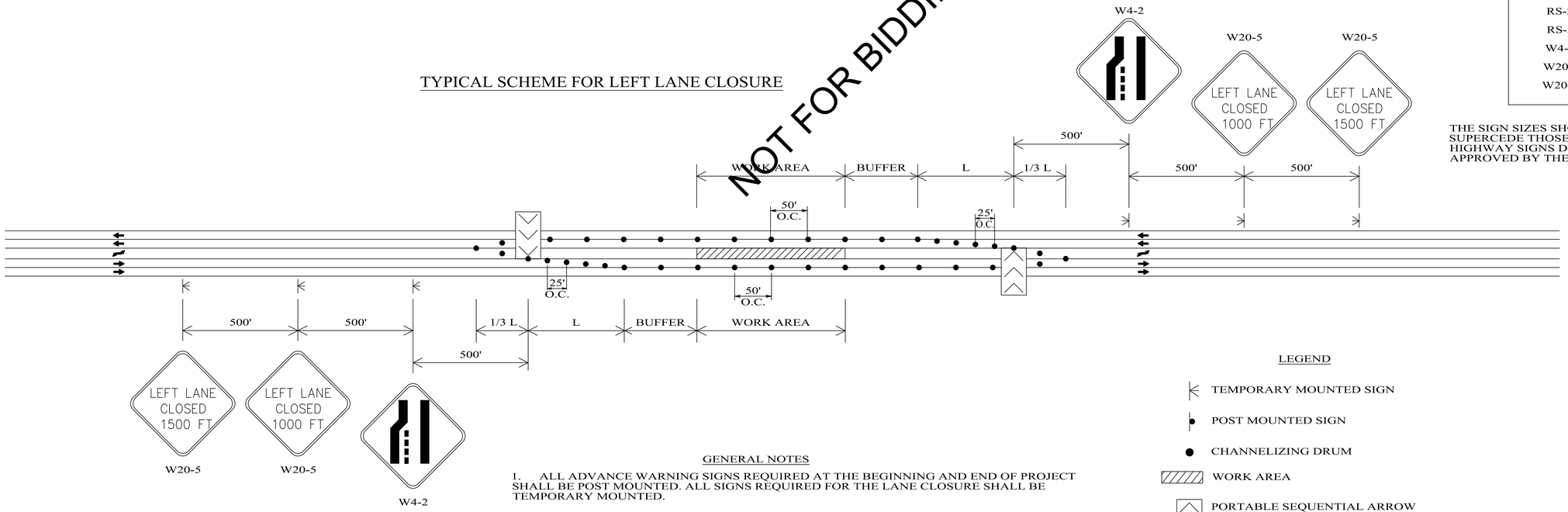
TYPICAL PLACEMENT FOR ADVANCE WARNING SIGNS

NOT FOR BIDDING PURPOSES

REQUIRED SIGN SIZES	
G20-1	48" X 24"
G20-2	48" X 24"
R2-1	30" X 36"
W3-5b	48" X 48"
RS-2	48" X 60"
RS-3	48" X 48"
W4-2	48" X 48"
W20-1	48" X 48"
W20-5	48" X 48"

THE SIGN SIZES SHOWN ON THIS SHEET SHALL SUPERCEDE THOSE SHOWN ON THE STANDARD HIGHWAY SIGNS DRAWINGS UNLESS OTHERWISE APPROVED BY THE ENGINEER.

TYPICAL SCHEME FOR LEFT LANE CLOSURE



GENERAL NOTES

1. ALL ADVANCE WARNING SIGNS REQUIRED AT THE BEGINNING AND END OF PROJECT SHALL BE POST MOUNTED. ALL SIGNS REQUIRED FOR THE LANE CLOSURE SHALL BE TEMPORARY MOUNTED.

2. SIGN (XX) SHALL SHOW THE SPEED IN THE WORK ZONE. SIGN (YY) SHALL BE USED IF SPEED REDUCTION REQUIRES TWO SIGNS. SIGN(ZZ) SHALL SHOW THE POSTED SPEED OUTSIDE THE WORK ZONE.

LEGEND

- TEMPORARY MOUNTED SIGN
- POST MOUNTED SIGN
- CHANNELIZING DRUM
- WORK AREA
- PORTABLE SEQUENTIAL ARROW AND CHEVRON SIGN UNIT

NOT TO SCALE

--SPECIFICATIONS--
CURRENT ALABAMA DEPARTMENT OF TRANSPORTATION

ENGINEERING SERVICES
171 N. ROSS STREET, SUITE 200
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AUBURN

ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRIAN LAMAR HOLT 02/26

TEMPORARY TRAFFIC CONTROL – SHUG JORDAN PARKWAY

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

REVISIONS

NO.	DESCRIPTION	DATE	CHECK

DRAWN: WCW
CHECKED: BLH
DATE: 06/12/2026
SCALE: NTS
SHEET NO.: C11.4

ALABAMA DEPARTMENT OF TRANSPORTATION
1409 COLISEUM BOULEVARD
MONTGOMERY, AL 36130-3050

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REVISIONS:
1. Changed the RS-2 and RS-3 sign label previously called out R16-3 and R 16-3A on 02/13/2026 by D.T.J.

Bureau Std Engr:	G.L.D.
DRAWN BY:	
DATE DRAWN:	D.T.J.
REVISED DATE:	02-13-2026

DESIGN BUREAU SPECIAL DRAWING
DETAILS FOR TRAFFIC CONTROL FOR 5-LANE HIGHWAYS

SPECIAL DRAWING NO	INDEX NO
SPECIAL PROJECT DETAIL	2003A

KADRE ENGINEERING
PROJECT NO. 24052
2447 ALTON ROAD, STE 101
BIRMINGHAM, AL 35210
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Tel + 334.315.0239
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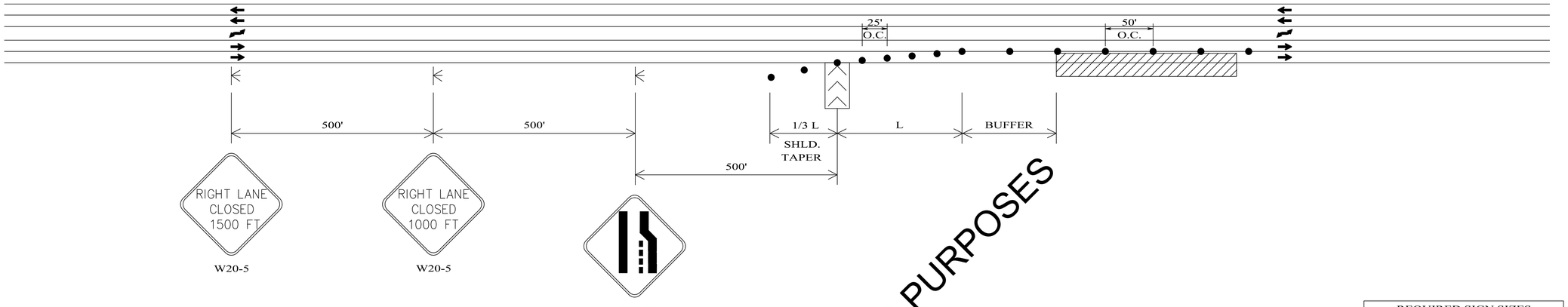
TEMPORARY TRAFFIC CONTROL PLAN SHEET

REFERENCE PROJECT NO	FISCAL YEAR	SHEET NO

TYPICAL SCHEME FOR OUTSIDE LANE CLOSURE

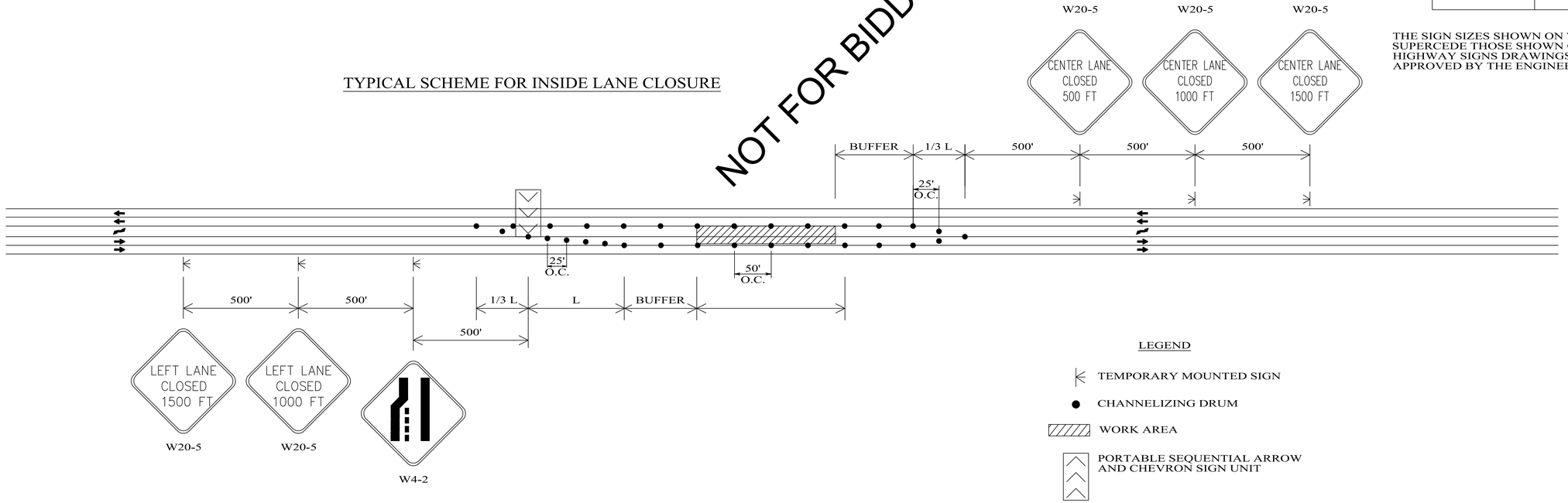


NOT FOR BIDDING PURPOSES

REQUIRED SIGN SIZES	
W4-2	48" X 48"
W20-5	48" X 48"

THE SIGN SIZES SHOWN ON THIS SHEET SHALL SUPERCEDE THOSE SHOWN ON THE STANDARD HIGHWAY SIGNS DRAWINGS UNLESS OTHERWISE APPROVED BY THE ENGINEER.

TYPICAL SCHEME FOR INSIDE LANE CLOSURE



LEGEND

- TEMPORARY MOUNTED SIGN
- CHANNELIZING DRUM
- WORK AREA
- PORTABLE SEQUENTIAL ARROW AND CHEVRON SIGN UNIT

GENERAL NOTES

1. ALL SIGNS SHALL BE TEMPORARY MOUNTED AS SHOWN.

NOT TO SCALE

--SPECIFICATIONS--
CURRENT ALABAMA DEPARTMENT OF TRANSPORTATION

ALABAMA DEPARTMENT OF TRANSPORTATION
1409 COLISEUM BOULEVARD
MONTGOMERY, AL 36130-3050

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REVISIONS:
1. Removed errant text on 12-8-2021 by D.J.W.

Bureau Std Engr: D.J.W.
DRAWN BY:
DATE DRAWN:
REVISED DATE: 12-8-2021

DESIGN BUREAU SPECIAL DRAWING
DETAILS FOR TRAFFIC CONTROL FOR 5-LANE HIGHWAYS

SPECIAL DRAWING NO
SPECIAL PROJECT DETAIL

INDEX NO
2004

ENGINEERING SERVICES
171 N. ROSS STREET, SUITE 200
AUBURN, ALABAMA 36830
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AUBURN

ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRENT L. LAMAR 12/6/26

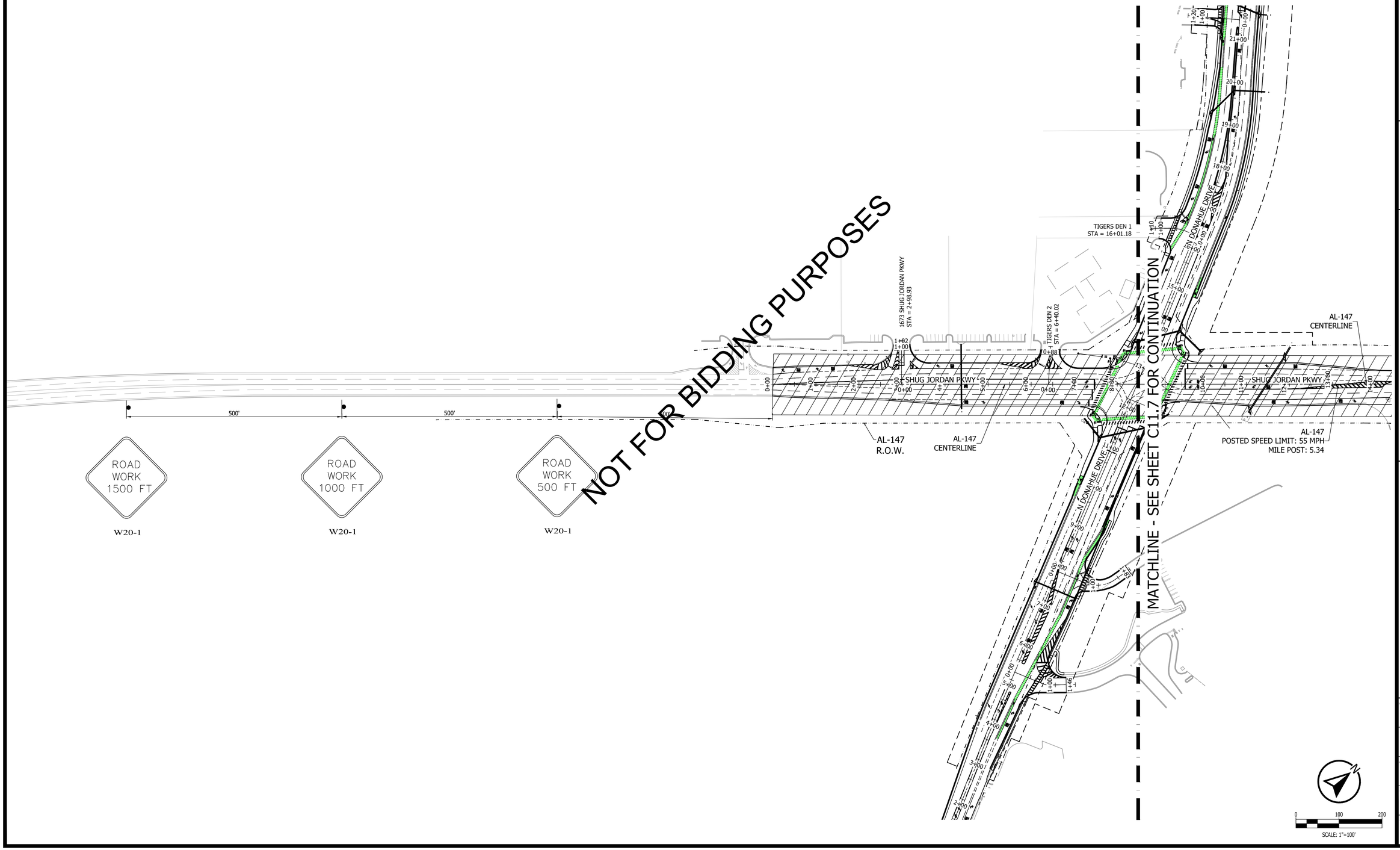
TEMPORARY TRAFFIC CONTROL – SHUG JORDAN PARKWAY

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

REVISIONS

NO.	DESCRIPTION	DATE	CHECK

DRAWN: WCW
CHECKED: BLH
DATE: 06/12/2026
SCALE: NTS
SHEET NO.: C11.5



KADRE ENGINEERING
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2447 ALTON ROAD, STE 101
BIRMINGHAM, AL 35210
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AUBURN

ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRIAN LAMAR 6/12/26

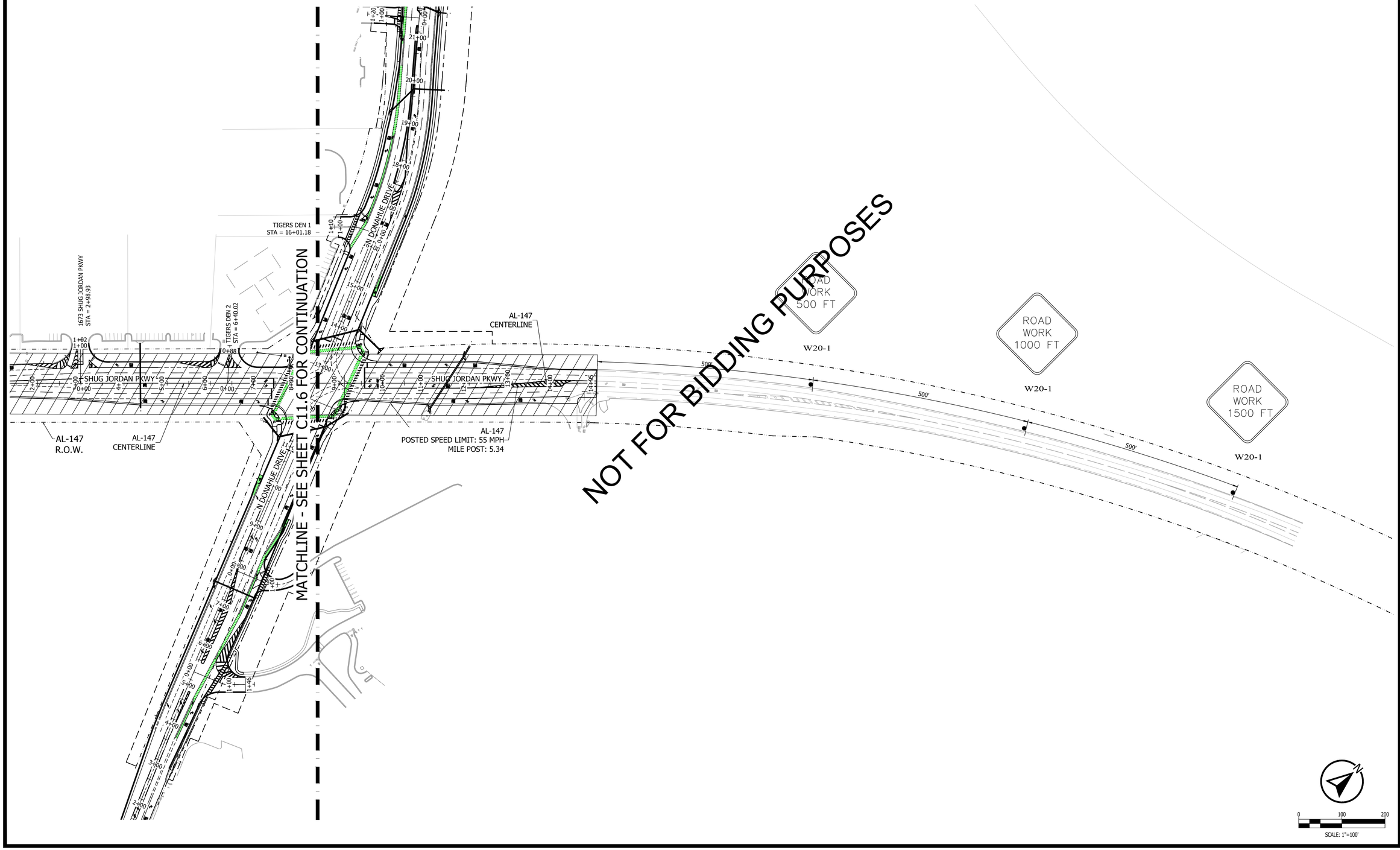
TEMPORARY TRAFFIC CONTROL – SHUG JORDAN PARKWAY

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

REVISIONS

NO.	CHECK	DATE	DESCRIPTION

DRAWN: WCW
CHECKED: BLH
DATE: 06/12/2026
SCALE: 1" = 100'
SHEET NO.: C11.6



KADRE ENGINEERING

PROJECT NO. 24052

2447 ALTON ROAD, STE 101
BIRMINGHAM, AL 35210
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AUBURN

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TEMPORARY TRAFFIC CONTROL – SHUG JORDAN PARKWAY

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

REVISIONS

NO.	CHECK	DATE	DESCRIPTION

DRAWN: WCW
CHECKED: BLH
DATE: 06/12/2026
SCALE: 1" = 100'
SHEET NO.: C11.7

KADRE ENGINEERING
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BIRMINGHAM, AL 35210
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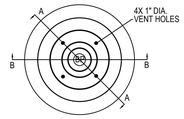
AUBURN

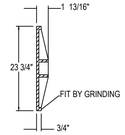
ALABAMA LICENSED PROFESSIONAL ENGINEER No. 30400 BRENT LAMAR HALL 12/26

CAST IRON RING AND COVER DETAIL

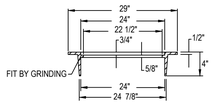
APPROVED FOR NON TRAFFIC



COVER FACE

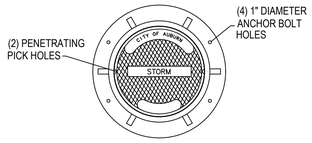


SECTION A - A

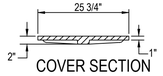


SECTION B - B

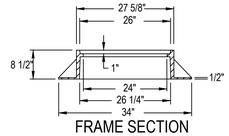
APPROVED FOR TRAFFIC



COVER FACE



COVER SECTION

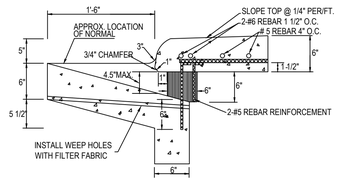


FRAME SECTION

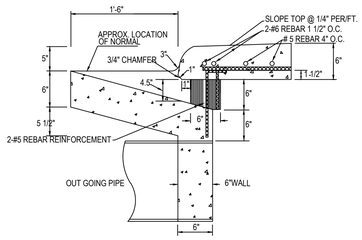
7.00

DEPRESSED GUTTER DETAIL

DEPRESSED GUTTER DETAIL #1

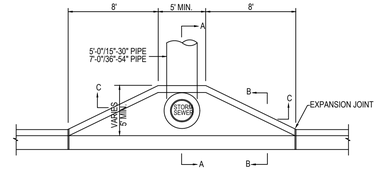


DEPRESSED GUTTER DETAIL #2

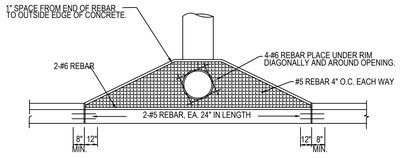


7.01

DOUBLE WING INLET

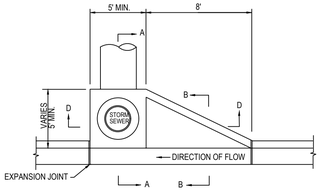


DOUBLE WING INLET PLAN

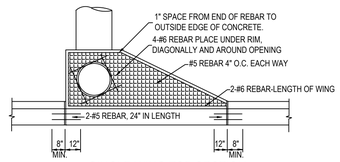


DOUBLE WING INLET TOP SECTION

SINGLE WING INLET



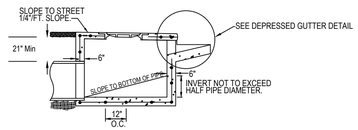
SINGLE WING INLET PLAN



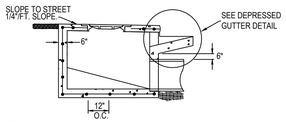
SINGLE WING TOP SECTION

7.02

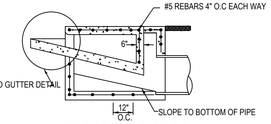
INLET BOX DETAIL



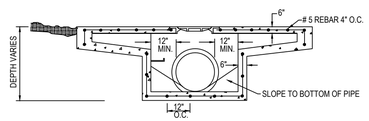
INLET BOX DETAIL AA(1)



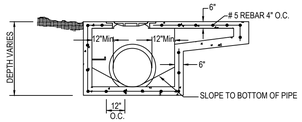
INLET BOX DETAIL AA(2)



INLET BOX DETAIL BB



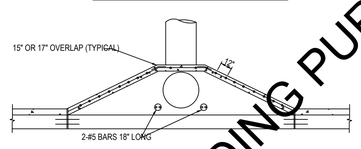
DOUBLE WING INLET DETAIL CC



SINGLE WING INLET DETAIL DD

7.03

DOUBLE WING INLET DETAIL



DOUBLE WING INLET SLAB SECTION

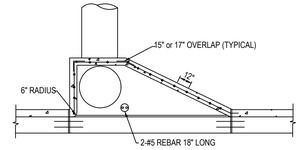


DOUBLE WING INLET ELEVATION

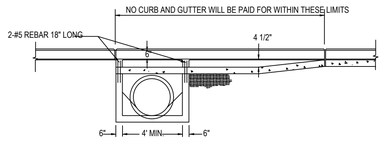
NOT FOR BIDDING PURPOSES

7.04

SINGLE WING INLET DETAIL



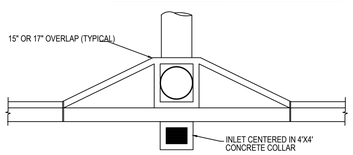
SINGLE WING INLET SLAB SECTION



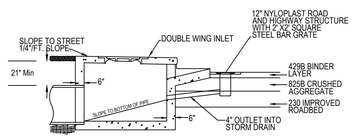
SINGLE WING INLET ELEVATION

7.05

INLET BOX DETAIL(temporary drain)



PLAN VIEW

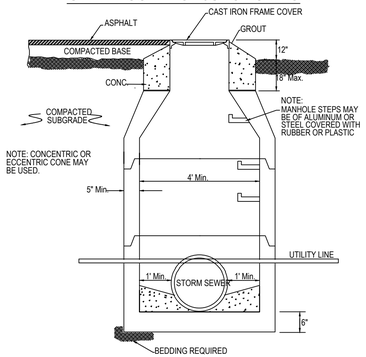


PROFILE VIEW

NOTE:
THIS DETAIL SHALL BE USED AT THE SAG INLETS. WHERE WEARING SURFACE WILL NOT BE PLACED AT THIS TIME.

INLET SHALL BE PLACED AT LOWEST POINT IN THE ROADWAY.

UTILITY CONFLICT JUNCTION BOX

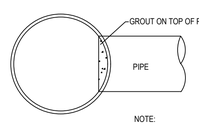


SECTIONAL ELEVATION

NOTES:
1. INSTALL JUNCTION BOX WHEN THERE IS A CONFLICT BETWEEN STORM SEWER AND OTHER UTILITY LINES.
2. IF THE CONFLICTING UTILITY LINE IS A SANITARY SEWER LINE, REPLACE THE V.C. OR PVC. PIPE WITH DUCTILE IRON PIPE.
3. IF POSSIBLE INSTALL THE CONFLICTING UTILITY IN THE UPPER 1/3 OF THE STORM SEWER.

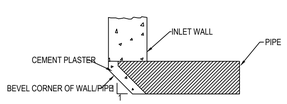
7.06

PIPE BEVELL

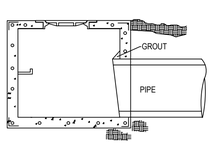


NOTE:
PIPE MUST BE FLUSH ON SIDES OF BOX.

PLAN VIEW
PIPE ENTRANCE IN BOX



BEVELLED RING
(POURED IN PLACE APPLICATION)



ELEVATION

7.07

NOTES

1. *HEADWALL AND WINGWALLS SHALL HAVE A RUBBED SMOOTH FINISH. PIPE SHALL BE CUT FLUSH WITH THE INSIDE FACE OF THE HEADWALL.*
2. *JUNCTION BOX INVERTS SHALL BE SMOOTH AND APPROXIMATE THE CROSS SECTION OF THE PIPE USED. AT LEAST 0.20' OF FALL IS REQUIRED ACROSS ALL JUNCTION BOXES AND/OR INLETS. THE FLOOR SHALL BE SLOPED TO DRAIN ALL WATER TO THE INVERT. ALL PIPE SHALL BE CUT FLUSH WITH THE FACE OF THE JUNCTION BOX AND INLET JUNCTION BOX.*
3. *CAST IRON FRAME AND COVER SHALL WEIGH 375 POUNDS IN TRAFFIC AND 325 POUNDS OFF TRAFFIC.*
4. *ALL PIPES SHALL BE LAID WITH ENDS ABBUTTING AND TRUE TO LINE AND GRADE. PIPE SHALL BE FITTED AND MATCHED TO FORM A LINE WITH A SMOOTH, UNIFORM INVERT. GROUT SHALL THEN BE APPLIED SMOOTHLY TO THE OUTSIDE TOP TWO THIRDS AND THE INSIDE BOTTOM ONE HALF TO WATER PROOF ALL PIPE.*
5. *PRECAST MANHOLES MAY BE USED FOR PIPE UP TO 36". LARGER SIZES MUST BE APPROVED PRIOR TO USE.*
6. *FOR PIPE SIZES LARGER THAN 42", HEADWALLS SHALL BE AS SPECIFIED BY THE CITY ENGINEER.*
7. *INLETS SHALL NOT BE PLACED IN A RADIUS OF INTERSECTING STREETS OR DRIVES.*
8. *PRECAST ITEMS MUST BE APPROVED PRIOR TO USE.*
9. *CHAMFER STRIPS ARE REQUIRED ON ALL HEADWALL EDGES.*
10. *RIPRAP IS REQUIRED AT ALL PIPE OUTLETS WITH GEOFABRIC. THE SIZE OF THE PAD SHALL BE AS DESIGNED BY THE ENGINEER BUT SHALL BE CONSTRUCTED PER THE DETAIL.*
11. *DISTANCE FROM RADIUS POINT TO EXISTING EXPANSION OR CONSTRUCTION JOINT SHALL BE AT LEAST 3.0' IF LESS THAN 3.0', CURB AND GUTTER SHALL BE REPLACED TO EXISTING JOINT.*
12. *MINIMUM INSIDE DIMENSION OF JUNCTION BOXES AND INLETS SHALL BE 4 FEET.*
13. *TOP OF INLET SHALL BE THE SAME ELEVATION AS ADJOINING CURB AND GUTTER.*
14. *2" MINIMUM WEEP HOLES SHALL BE CONSTRUCTED IN INLETS TO FACILITATE SUBGRADE DRAINAGE.*
15. *IF INLETS ALSO SERVES AS A JUNCTION BOX, CONTOUR BOTTOM AS PER JUNCTION BOX REQUIREMENTS.*
16. *MORTAR: A CONCRETE MIX EQUIVALENT TO AT LEAST A 3000 PSI STABILITY.*
17. *NUMBER 5 REBAR SHALL BE INSTALLED INTO ALL CURB AND GUTTER COLD JOINT TIE INS, AT ALL INLETS & JUNCTION BOXES, OR TO BE DETERMINED BY THE PROJECT ENGINEER/ PROJECT INSPECTOR.*
18. *INSTALL STEPS IN JUNCTION BOXES OR INLET EVERY 16" ON CENTER ACCESSIBLE TO MANHOLE COVER. AT LEAST ONE STEP IS REQUIRED PER BOX, MINIMUM.*
19. *FOUR FOOT (4') MINIMUM TRANSITIONS FROM ROLL CURB TO STANDARD CURB AND GUTTER TO ALLOW STANDARD INLET TO BE CONSTRUCTION.*
20. *INVERTS SHALL BE POURED CONCRETE. NO BRICK OR ROCKS SHALL BE USED AS FILLER MATERIAL.*
21. *#5 BARS REQUIRED IN GUTTER.*
22. *INVERTS SHALL NOT EXCEED HALF THE DIAMETER OF THE PIPE. NO FLAT AREAS ARE PERMITTED.*
23. *INLET TOPS SHALL BE SLOPED AT 1/4"/ft TOWARD THE STREET (SEE DETAIL)*
24. *CONCRETE USED FOR STORM STRUCTURES MUST HAVE A MINIMUM COMPRESSIVE STRENGTH OF 3000 psi.*
25. *MODIFIED INLETS MUST HAVE SAME CARRYING CAPACITY AS STANDARD INLETS. DIMENSIONS/DETAILS MUST BE APPROVED BY CITY OF AUBURN ENGINEER PRIOR TO INSTALLATION.*
26. *HDPE CAN BE USED IN AREAS WHERE IT WILL BE OUTSIDE OF THE ROADWAY PAVEMENT UPON CITY ENGINEER APPROVAL.*
27. *AN EXPANSION JOINT MUST BE PROVIDED AT THE INLET / CURB FACE.*
28. *MECHANICAL TAMPING IS REQUIRED AROUND AND BEHIND INLETS.*

7.08

STANDARD DETAILS: STORM - SHEET 1 OF 2

City of Auburn

DEPARTMENT:	ENGINEERING SERVICES
SCALE:	N.T.S.
DRAWN BY:	GINA McCRICKARD
CITY ENGINEER:	ALISON FRAZIER
APPVD. BY:	ALISON FRAZIER
IMPLEMENTED:	01-01-2022

REVISIONS:
01-01-2024: 7.08

EFFECTIVE DATE: 2024

DETAIL SHEET

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

REVISIONS	NO.	CHECK	DATE	DESCRIPTION

DRAWN: WCW
CHECKED: BLH
DATE: 06/12/2026
SCALE: N.T.S.
SHEET NO.: C12.0

KADRE ENGINEERING
PROJECT NO. 24052
2447 ALTON ROAD, STE 101
BIRMINGHAM, AL 35210
CONTACT: Lee Tharp
Tel + 334.315.0239
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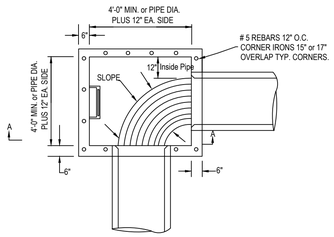
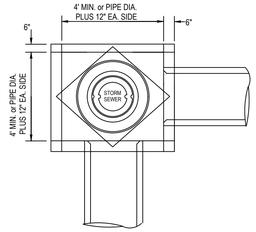
ENGINEERING SERVICES
171 N. ROSS STREET, SUITE 200
AUBURN, ALABAMA 36830
PHONE: (334) 501-3000; FAX: (334) 501-7294

AUBURN

JUNCTION BOX DETAIL



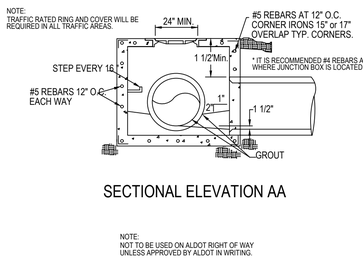
SECTIONAL PLAN



PLAN

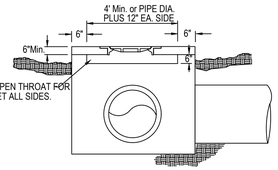
7.09

AREA INLET/JUNCTION BOX ELEVATION



SECTIONAL ELEVATION AA

NOTE:
NOT TO BE USED ON ALDOT RIGHT OF WAY UNLESS APPROVED BY ALDOT IN WRITING.



AREA INLET ELEVATION

7.10

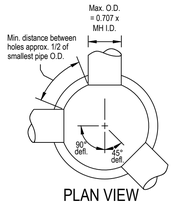
BASE AND RISER DETAIL



RISER DETAIL



SECTIONAL ELEVATION



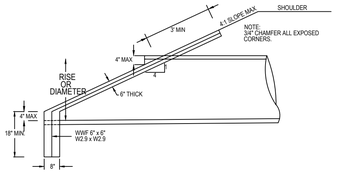
PLAN VIEW

Pipe Dia.	Req'd* Opening	MANHOLE DIA. (IN.) 48	60	72	84	96
15"	23"	85	>90	>90	>90	>90
18"	27"	83	>90	>90	>90	>90
21"	30"	72	>90	>90	>90	>90
24"	36"	55	85	>90	>90	>90
30"	42"	"	65	90	>90	>90
36"	48"	"	45	75	90	>90
42"	56"	"	"	50	70	90
48"	63"	"	"	15	45	70
54"	70"	"	"	"	30	56

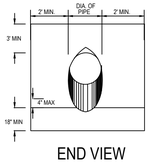
* Opening = Pipe Dia. + (wall thickness x 2) + 3.5" free space

7.11

SLOPED PAVED HEADWALL



SLOPED HEADWALL ELEVATION

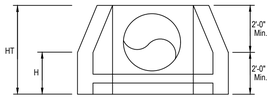


END VIEW

7.12

WINGED HEADWALL

HEADWALL DETAIL

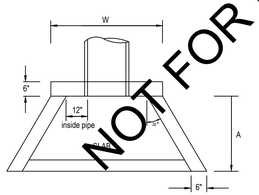


WINGED HEADWALL ELEVATION

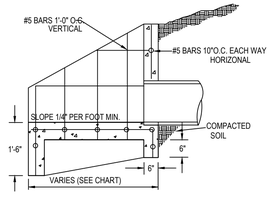
PIPE SIZE CHART

PIPE SIZE	A MIN.	W MIN.	H MIN.	HT MIN.
15 IN	4 FT	DIA.+3 FT	2 FT	4 FT
18 IN	4 FT	DIA.+3 FT	2 FT	4 FT
24 IN	4 FT	DIA.+3 FT	2'-6"	4 FT
30 IN	4.5 FT	DIA.+3 FT	2'-6"	4'-6"
36 IN	5 FT	DIA.+3 FT	3 FT	5 FT
42 IN	5 FT	DIA.+3 FT	3 FT	6 FT
48 IN	5.5 FT	*****	3 FT	6'-6"
54 IN	6 FT	*****	3'-6"	7 FT
60 IN	6.5 FT	*****	3'-6"	7'-6"
72 IN	7 FT	*****	4 FT	8 FT

NOTE: HEADWALL HEIGHT MAY VARY FROM THE CHART WITH APPROVAL OR RECOMMENDATION OF THE CITY ENGINEER.



WINGED HEADWALL PLAN

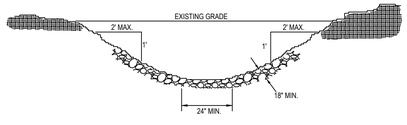


SECTIONAL ELEVATION

7.13

RIP RAP SWALE

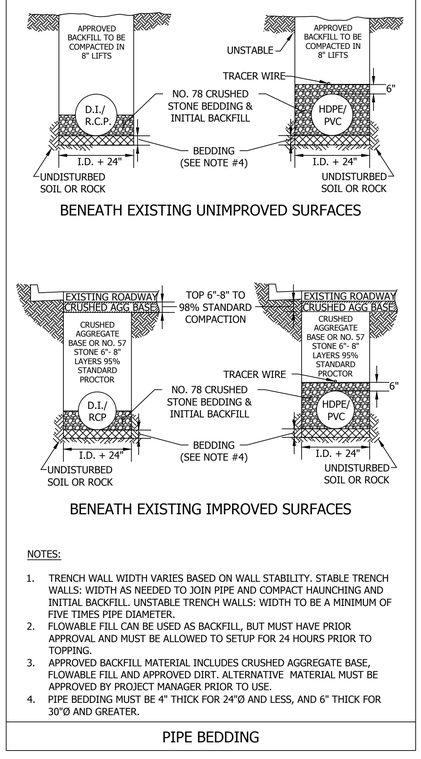
RIPRAP DITCH SECTION



NOTE:
1. BOTTOM WIDTH IS DETERMINED BY ENGINEER.
2. A 3:1 SIDE SLOPE IS PREFERRED, BUT NO SLOPE CAN EXCEED 2:1.

PIPE SIZE	BOTTOM WIDTH MINIMUM
15 IN	2 FT
18 IN	2 FT
24 IN	3 FT
30 IN	3 FT
36 IN	4 FT
42 IN	4 FT
48 IN	5 FT
54 IN	5 FT
60 IN	6 FT
72 IN	7 FT

7.14



NOTES:

1. TRENCH WALL WIDTH VARIES BASED ON WALL STABILITY. STABLE TRENCH WALLS: WIDTH AS NEEDED TO JOIN PIPE AND COMPACT HAUNCHING AND INITIAL BACKFILL. UNSTABLE TRENCH WALLS: WIDTH TO BE A MINIMUM OF FIVE TIMES PIPE DIAMETER.
2. FLOWABLE FILL CAN BE USED AS BACKFILL, BUT MUST HAVE PRIOR APPROVAL AND MUST BE ALLOWED TO SETUP FOR 24 HOURS PRIOR TO TOPPING.
3. APPROVED BACKFILL MATERIAL INCLUDES CRUSHED AGGREGATE BASE, FLOWABLE FILL AND APPROVED DIRT. ALTERNATIVE MATERIAL MUST BE APPROVED BY PROJECT MANAGER PRIOR TO USE.
4. PIPE BEDDING MUST BE 4" THICK FOR 24"Ø AND LESS, AND 6" THICK FOR 30"Ø AND GREATER.

PIPE BEDDING

NOT FOR BIDDING PURPOSES

STANDARD DETAILS: STORM - SHEET 2 OF 2

City of Auburn

DEPARTMENT:	ENGINEERING SERVICES
SCALE:	N.T.S.
DRAWN BY:	GINA McCRICKARD
CITY ENGINEER:	ALISON FRAZIER
APPVD. BY:	ALISON FRAZIER
IMPLEMENTED:	01-01-2022

REVISIONS:

EFFECTIVE DATE: 2024

ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRENT L. LAMAR 12/26

REVISIONS

NO.	CHECK	DATE	DESCRIPTION

DETAIL SHEET

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

DRAWN: WCW
CHECKED: BLH
DATE: 06/12/2026
SCALE: N.T.S.
SHEET NO.: C12.1

KADRE ENGINEERING
PROJECT NO. 24052
2447 ALTON ROAD, STE 101
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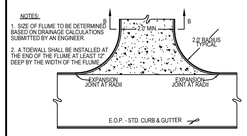
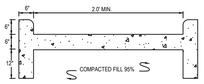
AUBURN

ALABAMA LICENSED PROFESSIONAL ENGINEER No. 30400 BRANDON LAMAR 12/2/26

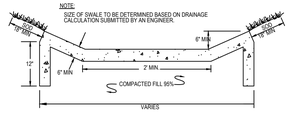
FLUME DETAIL



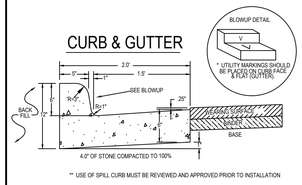
FLUME DETAIL
SECTION B-B



CONCRETE SWALE

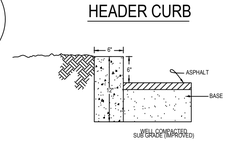


CURB & GUTTER

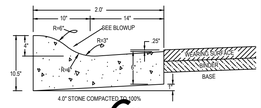


** USE OF SPILL CURB MUST BE REVIEWED AND APPROVED PRIOR TO INSTALLATION

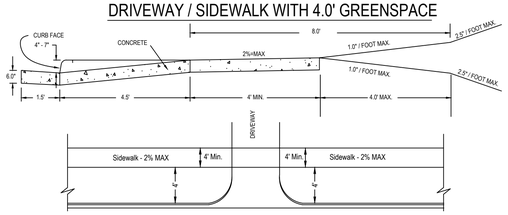
HEADER CURB



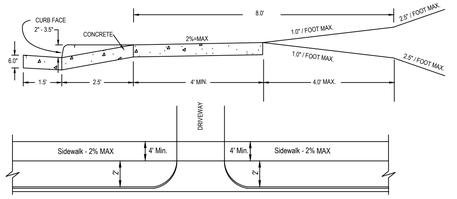
ROLL CURB



DRIVEWAY / SIDEWALK WITH 4.0' GREENSPACE



DRIVEWAY / SIDEWALK WITH 2.0' GREENSPACE



5.04

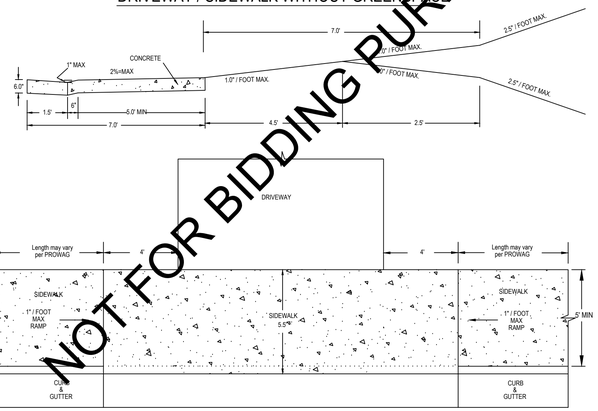
5.05

NOTES:

1. SIDE SLOPES FOR STREETS SHALL VARY FROM A POINT SIX (6') FEET BEHIND THE CURB TO THE EXISTING ELEVATION AT THE RIGHT OF WAY (R.O.W.), EXCEPT THAT SUCH SLOPE SHALL NOT BE GREATER THAN 3:1. IN CASES WHERE A 3:1 SLOPE CARRIES THE CONSTRUCTION LIMITS BEYOND THE R.O.W. LINE, THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY CLEARING & GRUBBING, EXCAVATION, BACKFILL, MULCHING OR ANY OTHER WORK REQUIRED TO ACCOMMODATE THE 3:1 SLOPE. IN CASES WHERE ROCK IS ENCOUNTERED, THE SLOPE MAY BE 2.5:1 IN THE ROCK PORTION.
2. FOR PORTLAND CEMENT CONCRETE PAVEMENTS, THE TYPICAL CROSS SECTION SHALL BE DESIGNED ON A CASE BY CASE BASIS.
3. CURB AND GUTTER SHALL BE CAST IN PLACE WITH THE FOLLOWING REQUIREMENTS: EXPANSION JOINT AT FIFTY (50.0') FOOT INTERVALS WITH DUMMY JOINTS AT TEN (10.0') FOOT INTERVALS. WHEN ELECTRIC, GAS, SEWER OR WATER SERVICE LINES ARE IN PLACE, AN "E", "G", "S" OR "W" SHALL BE MARKED ON CURB FACE AND FLAT/GUTTER AT THE APPROPRIATE LOCATION(S. AFTER THE CURB & GUTTER HAS BEEN CURED, EXTRA PRECAUTIONS WILL BE TAKEN DURING BACKFILLING AND/OR OTHER ACTIVITIES TO PREVENT DAMAGE OR MARRING OF FINISH; REFER TO CURB & GUTTER DETAILS FOR PLACEMENT OF UTILITY MARKINGS WITH A MIN. OF 4"x2" LETTERS.
4. ALL ROADWAY MATERIALS (ASPHALT AND CRUSHED AGGREGATE BASE) SHALL COMPLY WITH THE CURRENT ALDOT STANDARDS, UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER.
5. TACK POINTS (PRIME) SHALL BE APPLIED PRIOR TO WEARING SURFACE APPLICATION, AND BETWEEN LAYERS OF PAVEMENT MATERIAL FOR RESURFACING PROJECTS. TACK SHALL COMPLY WITH CURRENT ALDOT SPECIFICATIONS. IN ADDITION, IF PAVING OPERATION IS DELAYED, OR EDGES BECOME DIRTY OR MUDDY, ALL DIRT AND MUD MUST BE REMOVED PRIOR TO APPLYING TACK COAT.
6. PROVIDE 1 1/2" DEEP BY 1/8" WIDE CONTROL JOINTS EVERY 5' WITH EXPANSION JOINTS EVERY 50'. EXPANSION MATERIAL CAN BE FIBER BOARD OR A TREATED 1X4.
7. FOR NON CURB AND GUTTER STREETS, A PAVED DRIVEWAY TURNOUT IS REQUIRED. SLOPES MUST MEET ILLUSTRATED REQUIREMENTS ON THESE DETAILS.
8. JOINT SEAL SHALL BE PLACED ON THE BINDER LAYER IF THE WEARING SURFACE IS NOT APPLIED FOR 12 MONTHS.
9. SIDEWALK CROSS SLOPES SHALL BE 1% MINIMUM.

5.06

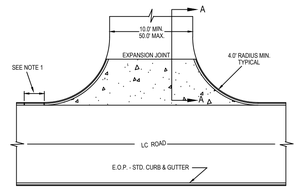
DRIVEWAY / SIDEWALK WITHOUT GREENSPACE

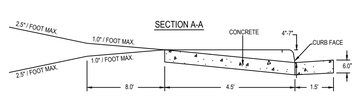


NOT FOR BIDDING PURPOSES

5.07

STANDARD DRIVEWAY

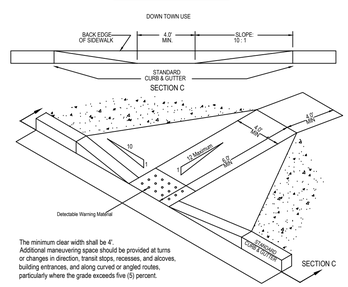




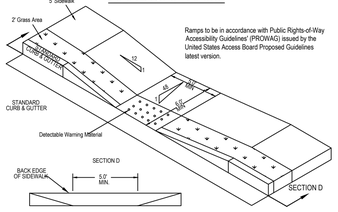
NOTES:
1. DISTANCE FROM RADIUS POINT TO EXISTING EXPANSION OR CONSTRUCTION JOINT SHALL BE AT LEAST 3'. IF THE DISTANCE IS LESS THAN 3.0', CURB & GUTTER SHALL BE REPLACED TO THE EXISTING JOINT.
2. EXPANSION JOINT TO BE PLACED AT TIE IN.
3. THE TEN FOOT MINIMUM WIDTH IS FOR RESIDENTIAL USES ON LOCAL STREETS, CUL-DE-SACS, AND ALLEYS. ALL OTHERS WILL BE TWELVE FOOT MINIMUM WIDTH. THE 50' WIDTH IS RESERVED FOR COMMERCIAL AND MULTI UNIT RESIDENTIAL DEVELOPMENTS.(FOR ALL OTHER RESIDENTIAL USES THE MAXIMUM DRIVEWAY WIDTH SHALL BE 24'.
4. DRIVEWAY TURNOUT WIDTHS ARE MEASURED AT THE RIGHT OF WAY.
5. REMOVE CURB & GUTTER FOR DRIVEWAY TURNOUT PLACEMENT. SAW CUTTING IS PERMITTED ALONG THE CURB LINE / GUTTER TO MAINTAIN EXISTING GUTTER.
6. ALL CONCRETE SHALL BE A MINIMUM OF SIX INCHES THICK.
7. RADII FOR USES OTHER THAN RESIDENTIAL MUST BE TWENTY-FIVE FOOT, MINIMUM.
8. ON STREETS WITH SIDEWALK CONCRETE DRIVEWAY TURNOUT MUST EXTEND TO THE BACK EDGE OF THE SIDEWALK.
9. CONCRETE DRIVEWAY TURNOUT MUST MEET CITY STANDARDS OR CAN BE DESIGNED TO SITE SPECIFIC CONDITIONS.
10. IF ON A NON-CURB AND GUTTER STREET AN ASPHALT APRON MAY BE UTILIZED.

5.08

HANDICAP RAMP

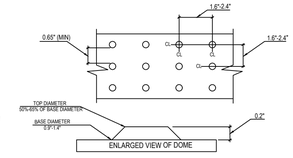


HANDICAP RAMP



Ramps to be in accordance with Public Rights-of-Way Accessibility Guidelines' (PROWAG) issued by the United States Access Board Proposed Guidelines latest version.

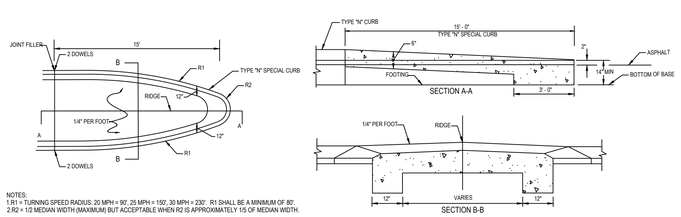
DETECTABLE WARNING AT HANDICAP RAMP



NOTES:
1. DETECTABLE WARNINGS SHALL CONSIST OF A SURFACE OF TRUNCATED DOMES AND SHALL COMPLY WITH APPLICABLE ADA REGULATIONS.
2. DOME SIZE: TRUNCATED DOMES IN A DETECTABLE WARNING SURFACE SHALL HAVE A BASE DIAMETER OF 0.9 INCH MINIMUM TO 1.4 INCHES MAXIMUM. A TOP DIAMETER OF 50 PERCENT OF THE BASE DIAMETER MINIMUM TO 65 PERCENT OF THE BASE DIAMETER MAXIMUM, AND HEIGHT OF 0.2 INCH
3. DOME SPACING: TRUNCATED DOMES IN A DETECTABLE WARNING SURFACE SHALL HAVE A CENTER-TO-CENTER SPACING OF 1.6 INCHES MINIMUM AND 2.4 INCHES MAXIMUM, AND A BASE-TO-BASE SPACING OF 0.65 INCH MINIMUM, MEASURED BETWEEN THE MOST ADJACENT DOMES.
4. CONTRAST: DETECTABLE WARNING SURFACES SHALL CONTRAST VISUALLY WITH ADJACENT GUTTER, STREET OR HIGHWAY, OR WALKWAY SURFACE EITHER LIGHT-ON-DARK, OR DARK-ON-LIGHT.
5. SIZE: DETECTABLE WARNING SURFACES SHALL EXTEND 24 INCHES MINIMUM IN THE DIRECTION OF TRAVEL AND THE FULL WIDTH OF THE CURB RAMP (EXCLUSIVE OF FLARES), THE LANDING, OR THE BLENDED TRANSITION.

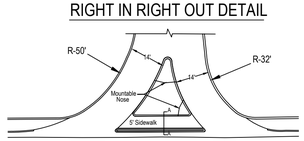
5.12

MOUNTABLE ISLAND NOSE

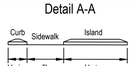


NOTES:
1.R1 = TURNING SPEED RADIUS: 20 MPH = 90', 25 MPH = 150', 30 MPH = 230'. R1 SHALL BE A MINIMUM OF 80'.
2.R2 = 1/2 MEDIAN WIDTH (MAXIMUM) BUT ACCEPTABLE WHEN R2 IS APPROXIMATELY 1/5 OF MEDIAN WIDTH.

RIGHT IN RIGHT OUT DETAIL

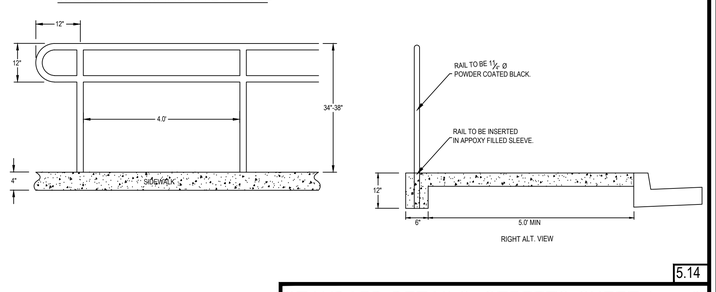


RIGHT IN RIGHT OUT DETAIL
Detail A-A



5.13

SIDEWALK GUARDRAIL DETAIL



5.14

STANDARD DETAILS: STREETS-SHEET 1 OF 2

City of Auburn

DEPARTMENT:	ENGINEERING SERVICES
SCALE:	N.T.S.
DRAWN BY:	GINA McCRICKARD
CITY ENGINEER:	ALISON FRAZIER
APPVD. BY:	ALISON FRAZIER
IMPLEMENTED:	01-01-2022

REVISIONS:
01-01-2024: 5.12, 5.14

EFFECTIVE DATE: 2024

DETAIL SHEET

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

NO.	DESCRIPTION	DATE	CHECK

DRAWN: WCW
CHECKED: BLH
DATE: 06/12/2026
SCALE: N.T.S.
SHEET NO.: C12.2

KADRE ENGINEERING
PROJECT NO. 24052
2447 ALTON ROAD, STE 101
BIRMINGHAM, AL 35210
CONTACT: Lee Tharp
Tel + 334.315.0239
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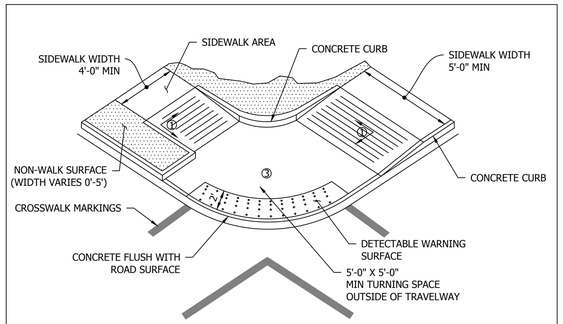
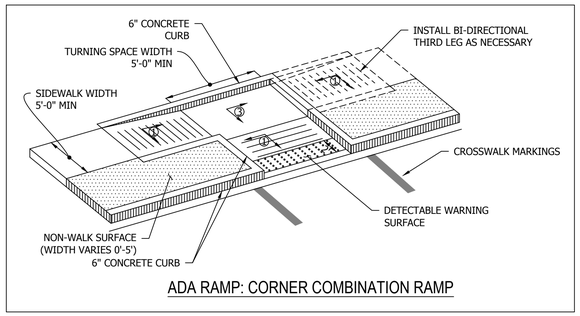
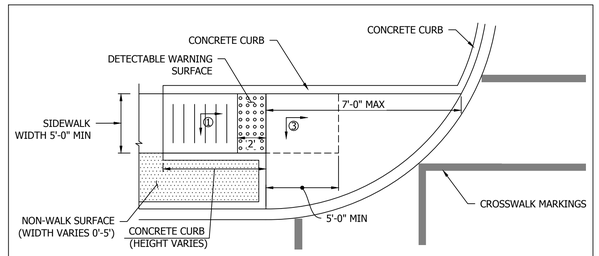


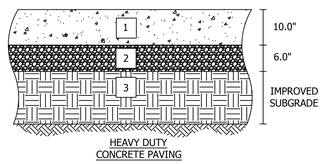
ADA RAMP: MODIFIED TYPE 2: BLENDED CORNER (ALDOT SW-618)



ADA RAMP: CORNER COMBINATION RAMP



MODIFIED TYPE 1A: PARALLEL CORNER (ALDOT SW-618)



HEAVY DUTY CONCRETE PAVING

1	PORTLAND CEMENT CONCRETE PAVEMENT (4,000 PSI/650 FLEXURAL)
2	CRUSHED AGGREGATE BASE COURSE, TYPE B, ALDOT SECTION 825, COMPACTED TO 98% (ASTM D 1557)
3	SCARIFY AND RECOMPACT THE UPPER 12" IN CUT AREAS TO 98% MAXIMUM STANDARD PROCTOR (ASTM D-698) OR PER ON-SITE GEOTECHNICAL RECOMMENDATIONS
*	CONCRETE PAVING REINFORCEMENT MUST BE FIBERFORCE 500 SYNTHETIC MICORFIBERS BY FULL FORCE AT 5# PER CY. (OR APPROVED EQUAL) ¾" DOWELS AT 12"O.C. (ONE END GREASED) LOCATED AT EXPANSION JOINTS AND POUR BREAKS WITH 6" EMBED LENGTH. SEE CONCRETE PAVING JOINT DETAIL FOR ADDITIONAL JOINTING INFORMATION.

CONCRETE PAVING

NOT FOR BIDDING PURPOSES

ENGINEERING SERVICES
171 N. ROSS STREET, SUITE 200
AUBURN, ALABAMA 36830
PHONE: (334) 501-3000; FAX: (334) 501-7294

AUBURN

ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRENT L. LAMAR 6/12/26

DETAIL SHEET

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

REVISIONS

NO.	CHECK	DATE	DESCRIPTION

DRAWN: WCW
CHECKED: BLH
DATE: 06/12/2026
SCALE: N.T.S.
SHEET NO.: C12.3

STANDARD DETAILS: STREETS-SHEET 2 OF 2

City of Auburn

DEPARTMENT:	ENGINEERING SERVICES
SCALE:	N.T.S.
DRAWN BY:	GINA McCRICKARD
CITY ENGINEER:	ALISON FRAZIER
APPVD. BY:	ALISON FRAZIER
IMPLEMENTED:	01-01-2022

REVISIONS: 01-01-2024: 5.12, 5.14

EFFECTIVE DATE: 2024

KADRE ENGINEERING
PROJECT NO. 24052
2447 ALTON ROAD, STE 101
BIRMINGHAM, AL 35210
CONTACT: Lee Tharp
Tel + 334.315.0239
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ENGINEERING SERVICES
171 N. ROSS STREET, SUITE 200
AUBURN, ALABAMA 36830
PHONE: (334) 501-3000; FAX: (334) 501-7294

AUBURN

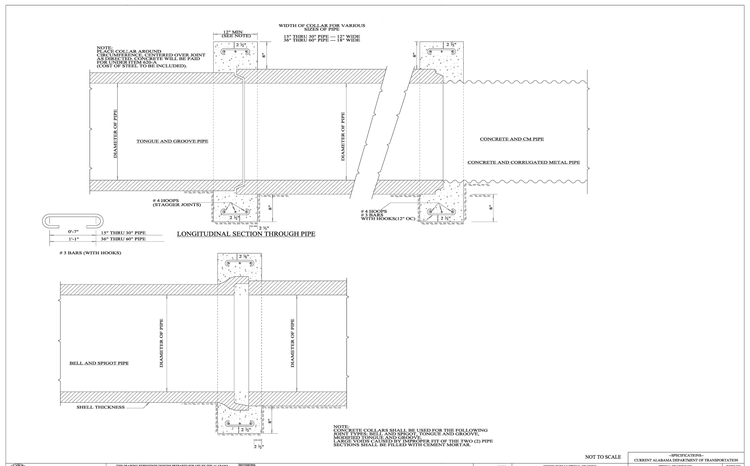
ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRANDON LAMAR 12/26

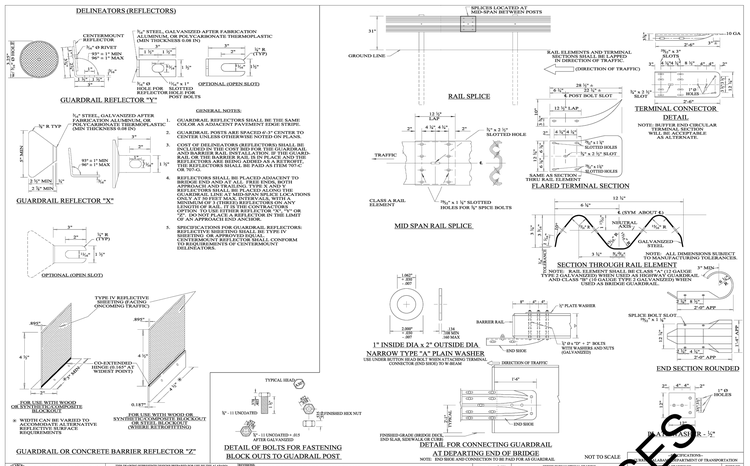
DETAIL SHEET
CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

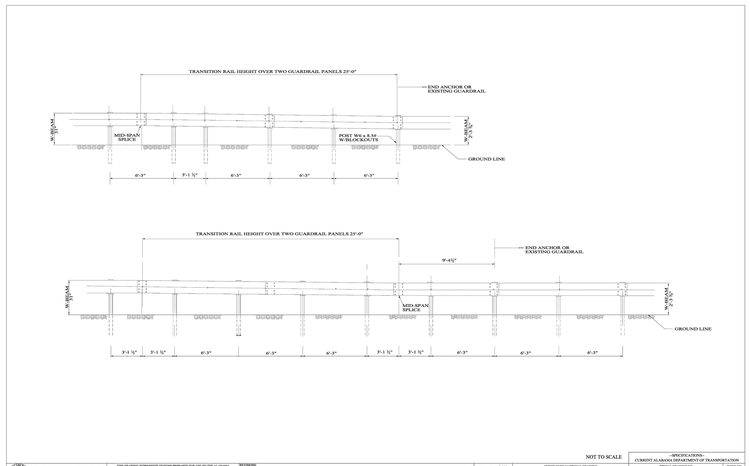
NO.	DESCRIPTION	DATE	CHECK
REVISIONS			

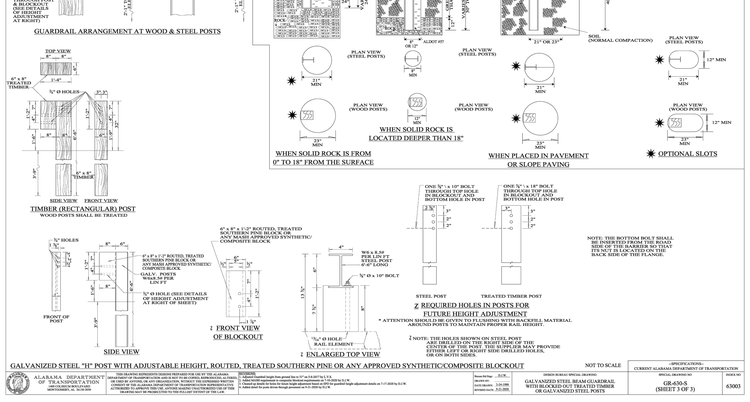
DRAWN WCW
CHECKED BLH
DATE 06/12/2026
SCALE N.T.S.
SHEET NO. C12.4

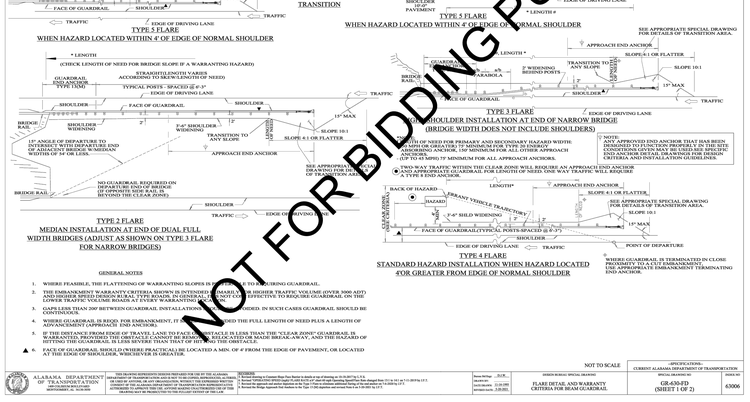
NOT FOR BIDDING PURPOSES





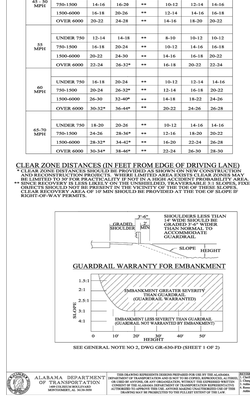


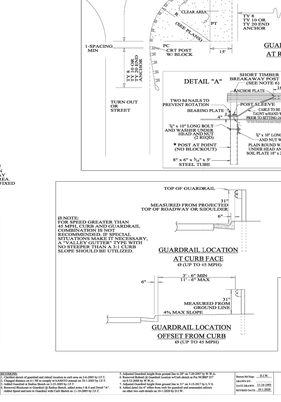


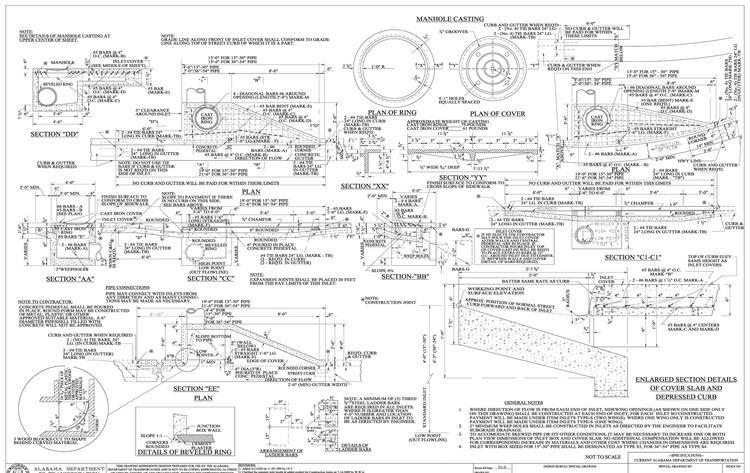


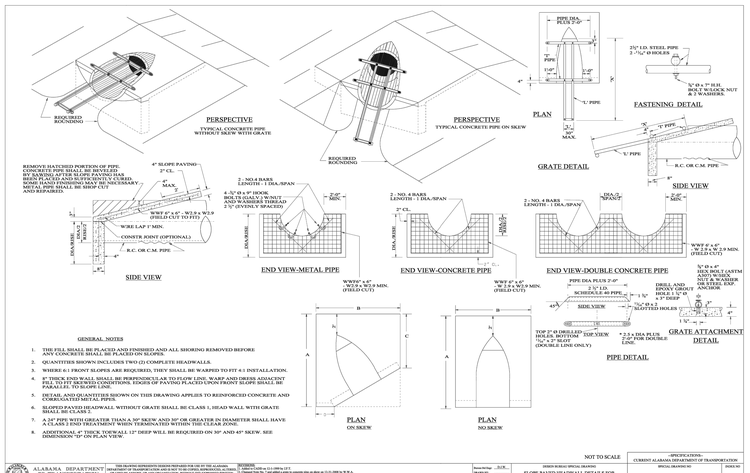
DESIGN SPEED	DESIGN ADT	FILL SLOPES			CUT SLOPES		
		6:1 OR FLATTER	5:1 TO 4:1	3:1	3:1	4:1 TO 5:1	6:1 OR FLATTER
40 MPH OR LESS	UNDER 750	7-10	7-10	**	7-10	7-10	7-10
	750-1500	10-12	12-14	**	10-12	10-12	10-12
	1500-6000	12-14	14-16	**	12-14	12-14	12-14
	OVER 6000	14-16	16-18	**	14-16	14-16	14-16
45 – 50 MPH	UNDER 750	10-12	12-14	**	8-10	8-10	10-12
	750-1500	14-16	16-20	**	10-12	12-14	14-16
	1500-6000	16-18	20-26	**	12-14	14-16	16-18
	OVER 6000	20-22	24-28	**	14-16	18-20	20-22
55 MPH	UNDER 750	12-14	14-18	**	8-10	10-12	10-12
	750-1500	16-18	20-24	**	10-12	14-16	16-18
	1500-6000	20-22	24-30	**	14-16	16-18	20-22
	OVER 6000	22-24	26-32*	**	16-18	20-22	22-24
60 MPH	UNDER 750	16-18	20-24	**	10-12	12-14	14-16
	750-1500	20-24	26-32*	**	12-14	16-18	20-22
	1500-6000	24-26	28-36*	**	14-16	18-20	24-26
	OVER 6000	30-32*	36-44*	**	20-22	24-26	26-28
65-70 MPH	UNDER 750	18-20	20-26	**	10-12	14-16	14-16
	750-1500	24-26	28-38*	**	12-16	18-20	20-22
	1500-6000	28-30	34-42*	**	16-20	22-26	24-28
	OVER 6000	30-34*	38-46*	**	22-24	26-30	28-30

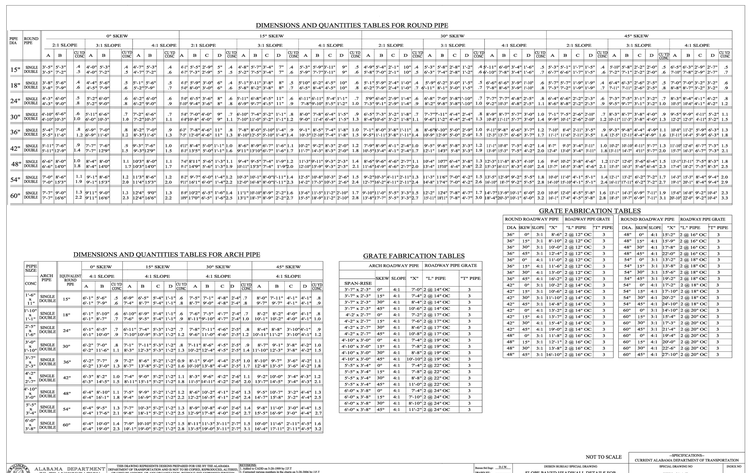
CLEAR ZONE DISTANCES (IN FEET FROM EDGE OF DRIVING LANE)
* CLEAR ZONE DISTANCES AFTER REHABILITATION OR RECONSTRUCTION PROJECTS. WHERE LIMITED AREA EXISTS CLEAR ZONES MAY BE REDUCED TO VALUES IN THE "INITIAL" COLUMN OR BACKSLOPE GRADED AT 3:1 OR FLATTER.
** SINCE RECOVERY IS LESS LIKELY ON THE UNFAVORABLE TRAVERSABLE 3:1 SLOPES, FIXED OBJECTS SHOULD NOT BE PRESENT IN THE VICINITY OF THE TOE OF THESE SLOPES. WHERE THE RUNNING ADT OF 3000 SHOULD BE PROVIDED AT THE TOE OF SLOPE IF RIGHT-OF-WAY PERMITS.











DIMENSIONS AND QUANTITIES TABLES FOR ROUND PIPE

PIPE DIA	ROUND SIZE	0° SKEW				15° SKEW				30° SKEW				45° SKEW			
		2:1 SLOPE		4:1 SLOPE		2:1 SLOPE		4:1 SLOPE		2:1 SLOPE		4:1 SLOPE		2:1 SLOPE		4:1 SLOPE	
		A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B
15"	SINGLE	5'-3"	5'-3"	5'-3"	5'-3"	4'-6"	5'-3"	4'-6"	5'-3"	4'-1"	5'-3"	4'-1"	5'-3"	3'-6"	5'-3"	3'-6"	5'-3"
	DOUBLE	8'-6"	5'-3"	8'-6"	5'-3"	8'-0"	5'-3"	8'-0"	5'-3"	7'-6"	5'-3"	7'-6"	5'-3"	7'-0"	5'-3"	7'-0"	5'-3"
18"	SINGLE	5'-9"	5'-9"	5'-9"	5'-9"	5'-0"	5'-9"	5'-0"	5'-9"	4'-7"	5'-9"	4'-7"	5'-9"	4'-0"	5'-9"	4'-0"	5'-9"
	DOUBLE	9'-0"	5'-9"	9'-0"	5'-9"	8'-6"	5'-9"	8'-6"	5'-9"	8'-0"	5'-9"	8'-0"	5'-9"	7'-6"	5'-9"	7'-6"	5'-9"
24"	SINGLE	6'-3"	6'-9"	6'-3"	6'-9"	5'-6"	6'-9"	5'-6"	6'-9"	5'-1"	6'-9"	5'-1"	6'-9"	4'-6"	6'-9"	4'-6"	6'-9"
	DOUBLE	9'-6"	6'-9"	9'-6"	6'-9"	9'-0"	6'-9"	9'-0"	6'-9"	8'-6"	6'-9"	8'-6"	6'-9"	8'-0"	6'-9"	8'-0"	6'-9"
30"	SINGLE	6'-10"	7'-3"	6'-10"	7'-3"	6'-0"	7'-3"	6'-0"	7'-3"	5'-7"	7'-3"	5'-7"	7'-3"	4'-11"	7'-3"	4'-11"	7'-3"
	DOUBLE	10'-0"	7'-3"	10'-0"	7'-3"	9'-6"	7'-3"	9'-6"	7'-3"	9'-0"	7'-3"	9'-0"	7'-3"	8'-6"	7'-3"	8'-6"	7'-3"
36"	SINGLE	7'-4"	7'-9"	7'-4"	7'-9"	6'-6"	7'-9"	6'-6"	7'-9"	6'-0"	7'-9"	6'-0"	7'-9"	5'-3"	7'-9"	5'-3"	7'-9"
	DOUBLE	10'-6"	7'-9"	10'-6"	7'-9"	10'-0"	7'-9"	10'-0"	7'-9"	9'-6"	7'-9"	9'-6"	7'-9"	9'-0"	7'-9"	9'-0"	7'-9"
42"	SINGLE	7'-11"	8'-3"	7'-11"	8'-3"	7'-0"	8'-3"	7'-0"	8'-3"	6'-5"	8'-3"	6'-5"	8'-3"	5'-8"	8'-3"	5'-8"	8'-3"
	DOUBLE	11'-0"	8'-3"	11'-0"	8'-3"	10'-6"	8'-3"	10'-6"	8'-3"	10'-0"	8'-3"	10'-0"	8'-3"	9'-6"	8'-3"	9'-6"	8'-3"
48"	SINGLE	8'-5"	8'-9"	8'-5"	8'-9"	7'-6"	8'-9"	7'-6"	8'-9"	6'-10"	8'-9"	6'-10"	8'-9"	6'-1"	8'-9"	6'-1"	8'-9"
	DOUBLE	11'-6"	8'-9"	11'-6"	8'-9"	11'-0"	8'-9"	11'-0"	8'-9"	10'-6"	8'-9"	10'-6"	8'-9"	10'-0"	8'-9"	10'-0"	8'-9"
54"	SINGLE	8'-10"	9'-3"	8'-10"	9'-3"	7'-11"	9'-3"	7'-11"	9'-3"	7'-2"	9'-3"	7'-2"	9'-3"	6'-5"	9'-3"	6'-5"	9'-3"
	DOUBLE	12'-0"	9'-3"	12'-0"	9'-3"	11'-6"	9'-3"	11'-6"	9'-3"	11'-0"	9'-3"	11'-0"	9'-3"	10'-6"	9'-3"	10'-6"	9'-3"
60"	SINGLE	9'-4"	9'-9"	9'-4"	9'-9"	8'-5"	9'-9"	8'-5"	9'-9"	7'-7"	9'-9"	7'-7"	9'-9"	6'-9"	9'-9"	6'-9"	9'-9"
	DOUBLE	12'-6"	9'-9"	12'-6"	9'-9"	12'-0"	9'-9"	12'-0"	9'-9"	11'-6"	9'-9"	11'-6"	9'-9"	11'-0"	9'-9"	11'-0"	9'-9"

DIMENSIONS AND QUANTITIES TABLES FOR ARCH PIPE

PIPE SIZE EQUIV.	ARCH SIZE	0° SKEW				15° SKEW				30° SKEW				45° SKEW			
		4:1 SLOPE				4:1 SLOPE				4:1 SLOPE				4:1 SLOPE			
		EQUIVALENT SPAN	RISE	A	B	A	B	C	D	A	B	C	D	A	B	C	D
15"	SINGLE	18"	11"	5'-3"	5'-3"	5'-3"	5'-3"	4'-1"	5'-3"	5'-3"	5'-3"	4'-1"	5'-3"	5'-3"	5'-3"	4'-1"	5'-3"
	DOUBLE			8'-6"	5'-3"	8'-0"	5'-3"	7'-6"	5'-3"	7'-6"	5'-3"	7'-0"	5'-3"	7'-0"	5'-3"	6'-6"	5'-3"
18"	SINGLE	23"	14"	5'-9"	5'-9"	5'-9"	5'-9"	4'-7"	5'-9"	5'-9"	5'-9"	4'-7"	5'-9"	5'-9"	5'-9"	4'-7"	5'-9"
	DOUBLE			9'-0"	5'-9"	8'-6"	5'-9"	8'-0"	5'-9"	8'-0"	5'-9"	7'-6"	5'-9"	7'-6"	5'-9"	7'-0"	5'-9"
24"	SINGLE	30"	19"	6'-3"	6'-9"	6'-3"	6'-9"	5'-1"	6'-9"	6'-3"	6'-9"	5'-1"	6'-9"	6'-3"	6'-9"	5'-1"	6'-9"
	DOUBLE			9'-6"	6'-9"	9'-0"	6'-9"	8'-6"	6'-9"	9'-0"	6'-9"	8'-6"	6'-9"	8'-6"	6'-9"	8'-0"	6'-9"
30"	SINGLE	38"	24"	6'-10"	7'-3"	6'-10"	7'-3"	5'-7"	7'-3"	6'-10"	7'-3"	5'-7"	7'-3"	6'-10"	7'-3"	5'-7"	7'-3"
	DOUBLE			10'-0"	7'-3"	9'-6"	7'-3"	9'-0"	7'-3"	9'-6"	7'-3"	9'-0"	7'-3"	9'-0"	7'-3"	8'-6"	7'-3"
36"	SINGLE	45"	29"	7'-4"	7'-9"	7'-4"	7'-9"	6'-0"	7'-9"	7'-4"	7'-9"	6'-0"	7'-9"	7'-4"	7'-9"	6'-0"	7'-9"
	DOUBLE			10'-6"	7'-9"	10'-0"	7'-9"	9'-6"	7'-9"	10'-0"	7'-9"	9'-6"	7'-9"	9'-6"	7'-9"	9'-0"	7'-9"
42"	SINGLE	53"	34"	7'-11"	8'-3"	7'-11"	8'-3"	6'-5"	8'-3"	7'-11"	8'-3"	6'-5"	8'-3"	7'-11"	8'-3"	6'-5"	8'-3"
	DOUBLE			11'-0"	8'-3"	10'-6"	8'-3"	10'-0"	8'-3"	10'-6"	8'-3"	10'-0"	8'-3"	10'-0"	8'-3"	9'-6"	8'-3"
48"	SINGLE	60"	38"	8'-5"	8'-9"	8'-5"	8'-9"	6'-10"	8'-9"	8'-5"	8'-9"	6'-10"	8'-9"	8'-5"	8'-9"	6'-10"	8'-9"
	DOUBLE			11'-6"	8'-9"	11'-0"	8'-9"	10'-6"	8'-9"	11'-0"	8'-9"	10'-6"	8'-9"	10'-6"	8'-9"	10'-0"	8'-9"
54"	SINGLE	68"	43"	8'-10"	9'-3"	8'-10"	9'-3"	7'-8"	9'-3"	8'-10"	9'-3"	7'-8"	9'-3"	8'-10"	9'-3"	7'-8"	9'-3"
	DOUBLE			12'-0"	9'-3"	11'-6"	9'-3"	11'-0"	9'-3"	11'-6"	9'-3"	11'-0"	9'-3"	11'-0"	9'-3"	10'-6"	9'-3"
60"	SINGLE	83"	53"	9'-4"	9'-9"	9'-4"	9'-9"	8'-1"	9'-9"	9'-4"	9'-9"	8'-1"	9'-9"	9'-4"	9'-9"	8'-1"	9'-9"
	DOUBLE			12'-6"	9'-9"	12'-0"	9'-9"	11'-6"	9'-9"	12'-0"	9'-9"	11'-6"	9'-9"	11'-6"	9'-9"	11'-0"	9'-9"

GRATE FABRICATION TABLES

DIA.	ROUND ROADWAY PIPE GRATE			ROADWAY PIPE GRATE		
	"X"	"Y" PIPE	"

KADRE ENGINEERING
PROJECT NO. 24052
2447 ALTON ROAD, STE 101
BIRMINGHAM, AL 35210
CONTACT: Lee Tharp
Tel + 334.315.0239
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ENGINEERING SERVICES
171 N. ROSS STREET, SUITE 200
AUBURN, ALABAMA 36830
PHONE: (334) 501-3000; FAX: (334) 501-7294

AUBURN

ALABAMA LICENSED PROFESSIONAL ENGINEER No. 30400 BRYCE WAYNE LAMAR 6/30/26

TEMPORARY TRAFFIC CONTROL PLAN SHEET

REFERENCE PROJECT NO	FISCAL YEAR	SHEET NO

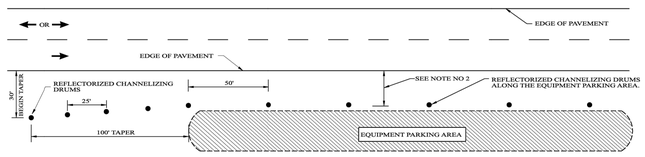


(FOR USE WHERE EXCAVATION HAS BEEN DONE, BUT WIDENING IS NOT COMPLETED BY NIGHTFALL OR WHERE PAVEMENT DROP OFF OF RESURFACING PROJECTS IS 3" OR MORE AT NIGHTFALL)

TYPICAL FOR DROP-OFF AT EDGE OF PAVEMENT

NOTE:
THE CONTRACTOR IS TO CONSTRUCT A WEDGE OF UNCLASSIFIED EXCAVATION OR CRUSHED AGGREGATE BASE. THE COST OF PLACING AND REMOVAL SHALL BE A SUBSIDIARY OBLIGATION OF THE ADJACENT LAYER.

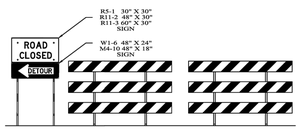
CHANNELIZING DRUMS SHALL BE PLACED AT 50 FT INTERVALS.



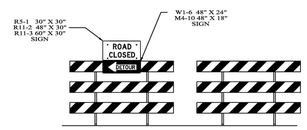
NOTES:

1. SEE ALDOT'S GENERAL TRAFFIC CONTROL PLAN NOTE NO. 702.
2. DRUMS TO BE AS FAR AS PRACTICAL FROM EDGE OF PAVEMENT, MINIMUM DESIRABLE DISTANCE IS 15 FEET FOR FREEWAY TYPE FACILITIES AND 10 FEET FOR OTHER FACILITIES. FOR UNUSUAL CONDITIONS, SUCH AS SPECIAL EQUIPMENT OR LIMITED AVAILABLE SPACE, DIMENSIONS LESS THAN DESIRABLE SHALL BE AS DIRECTED BY THE ENGINEER.
3. ALL DEVICES TO BE FURNISHED BY THE CONTRACTOR WITHOUT COST TO THE ALDOT.

DELINEATING DETAIL FOR EQUIPMENT PARKING OR STORING AREA



DETAILS FOR TYPICAL PLACEMENT OF TYPE III BARRICADES INSIDE OF CLEAR ZONE



DETAILS FOR TYPICAL PLACEMENT OF TYPE III BARRICADES OUTSIDE OF CLEAR ZONE

NOTES

1. SLOPE OF STRIPES ON BARRICADES SHALL BE IN ACCORDANCE WITH SECTION 6K.07 OF THE MUTCD AND DRAWING B-107-2.
2. IF SIGNS ARE REQUIRED TO BE USED IN CONJUNCTION WITH TYPE III BARRICADES TO BE PLACED INSIDE THE CLEAR ZONE, THEY SHALL BE POST MOUNTED TO THE SIDE OF THE BARRICADES AS SHOWN.
3. IF ROAD CLOSED OR DETOUR SIGNS ARE REQUIRED TO BE USED WITH TYPE III BARRICADES TO BE PLACED OUTSIDE THE CLEAR ZONE, THEY SHALL BE PLACED ON THE TOP OF THE BARRICADES NEAREST THE DETOUR.

NOT TO SCALE

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CURRENT ALABAMA DEPARTMENT OF TRANSPORTATION

ALABAMA DEPARTMENT OF TRANSPORTATION
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MONTGOMERY, AL 36130-3050

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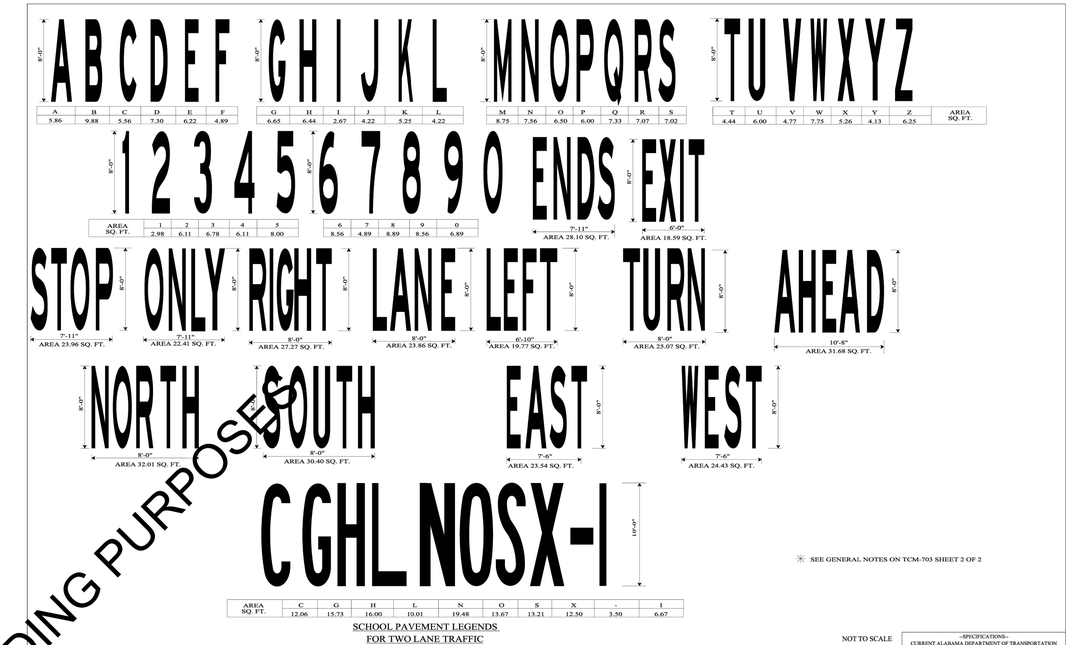
REVISIONS
1. Corrected text overlap on 12-8-2021 by D.J.W.
2. Updated MUTCD references to the 11th Edition on 11-19-2025 by C.P.E.

Bureau Std Engr.	D.J.D.
DRAWN BY:	
DATE DRAWN:	
REVISED DATE:	11-19-2025

DESIGN BUREAU/ SPECIAL DRAWING: STANDARD DETAILS FOR TRAFFIC CONTROL PLANS

SPECIAL DRAWING NO: SPECIAL PROJECT DETAIL

INDEX NO: 2001



✳ SEE GENERAL NOTES ON TCM-703 SHEET 2 OF 2

SCHOOL PAVEMENT LEGENDS FOR TWO LANE TRAFFIC

NOT TO SCALE

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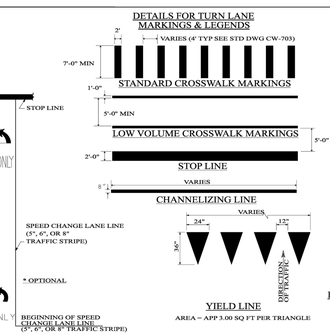
REVISIONS
1. Changed Channelizing Line to Channelizing Stripe 4" or 8" Traffic Stripe on 8-20-2000 by J.F.T.
2. Changed Channelizing Stripe to 5", 6" or 8" Traffic Stripe on 7-12-2007 by W.W.A.
3. Added Lane Reduction, Optional Turn Lane & Optional Exit Lane Arrows and Exit Legend on 8-5-2008 by W.W.A.
4. Changed width of STOP from 7'-9" to 7'-11" and drawing was enlarged to show scales clearer on Pavement Legends 6-23-2015 by J.F.T.
5. Changed and updated "AREA" dimension of "ONLY" Legend from 23.96 SQ. FT. to 23.86 SQ. FT. on 10-1-2015 by J.F.T.
6. Added "NORTH", "SOUTH", "EAST", & "WEST" legends on 10-1-2015 by J.F.T.
7. Added "NORTH", "SOUTH", "EAST", & "WEST" legends on 10-1-2015 by J.F.T.

Bureau Std Engr.	D.J.W.
DRAWN BY:	
DATE DRAWN:	11-8-1995
REVISED DATE:	10-1-2015

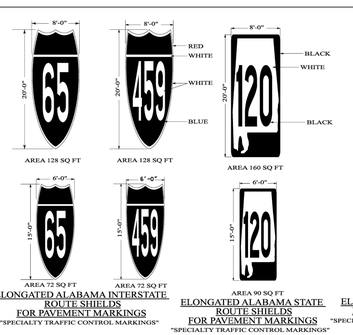
DESIGN BUREAU/ SPECIAL DRAWING: PAVEMENT LEGENDS AND MARKINGS

SPECIAL DRAWING NO: TCM-703 (SHEET 1 OF 2)

INDEX NO: 70301



YIELD LINE
AREA = APP 3.00 SQ FT PER TRIANGLE

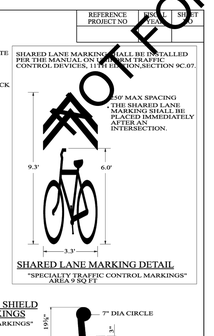


ELONGATED ALABAMA INTERSTATE ROUTE SHIELDS FOR PAVEMENT MARKINGS "SPECIALTY TRAFFIC CONTROL MARKINGS"

ELONGATED ALABAMA STATE ROUTE SHIELDS FOR PAVEMENT MARKINGS "SPECIALTY TRAFFIC CONTROL MARKINGS"

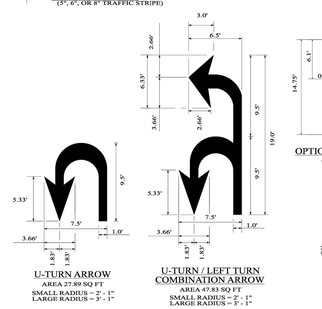
ELONGATED U.S. ROUTE SHIELD FOR PAVEMENT MARKINGS "SPECIALTY TRAFFIC CONTROL MARKINGS"

SHARED LANE MARKING SHALL BE INSTALLED PER THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, 11TH EDITION, SECTION 9C.07.



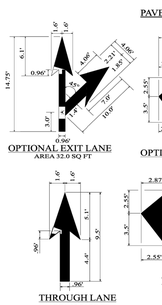
SHARED LANE MARKING DETAIL
"SPECIALTY TRAFFIC CONTROL MARKINGS" AREA 9 SQ FT

PAVEMENT ARROWS



U-TURN ARROW
AREA 27.89 SQ FT
SMALL RADIUS = 2' - 1"
LARGE RADIUS = 5' - 1"

U-TURN / LEFT TURN COMBINATION ARROW
AREA 47.83 SQ FT
SMALL RADIUS = 2' - 1"
LARGE RADIUS = 5' - 1"



OPTIONAL EXIT LANE
AREA 32.0 SQ FT



OPTIONAL TURN LANE
AREA 27.57 SQ FT

U-TURN ARROW
AREA 27.89 SQ FT
SMALL RADIUS = 2' - 1"
LARGE RADIUS = 5' - 1"

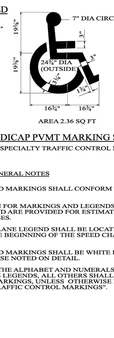
U-TURN / LEFT TURN COMBINATION ARROW
AREA 47.83 SQ FT
SMALL RADIUS = 2' - 1"
LARGE RADIUS = 5' - 1"

THROUGH LANE
AREA 12.24 SQ FT

TURN LANE
AREA 16.46 SQ FT

LANE REDUCTION
AREA 42.25 SQ FT

WRONG WAY ARROW
AREA 23.70 SQ FT



AREA 2.36 SQ FT

HANDICAP PVMT MARKING SYMBOL
"SPECIALTY TRAFFIC CONTROL MARKINGS"

GENERAL NOTES

1. ALL LEGENDS AND MARKINGS SHALL CONFORM TO THE MUTCD.
2. THE AREA SHOWN FOR MARKINGS AND LEGENDS ARE APPROXIMATE AND ARE PROVIDED FOR ESTIMATING AND PAYMENT PURPOSES.
3. THE FIRST TURN LANE LEGEND SHALL BE LOCATED ADJACENT TO THE BEGINNING OF THE SPEED CHANGE LANE LINE.
4. ALL LEGENDS AND MARKINGS SHALL BE WHITE IN COLOR UNLESS OTHERWISE NOTED ON DETAIL.
5. ALL LETTERS OF THE ALPHABET AND NUMERALS SHALL BE CLASSIFIED AS MARKINGS. ALL LEGENDS SHALL BE CLASSIFIED AS MARKINGS, UNLESS OTHERWISE NOTED AS "SPECIALTY TRAFFIC CONTROL MARKINGS".

NOT TO SCALE

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REVISIONS
1. Added 12 Inch and 6 Inch Type Curb Turn Combination Markings, Crosswalk Dimensions, and rearranged sheet No. 2 to be in Order by J.F.T.
2. Added Amerson Shields on 10-1-2015 by J.F.T.
3. Added "NORTH", "SOUTH", "EAST", & "WEST" legends, added Note #5 & added Shareve detail on 7-7-2016 by L.V.S.
4. Updated the sizes of the "ALTERNATE ALABAMA STATE ROUTE SHIELDS" "ALTERNATE U.S. ROUTE SHIELDS" and "SHARED LANE MARKING DETAIL" on 7-27-2017 by L.V.S.
5. Added "ALTERNATE ALABAMA STATE ROUTE SHIELDS" "459" and "ALTERNATE U.S. ROUTE SHIELDS" "72" and added "SHARED LANE MARKING DETAIL" on 6-11-2019 by L.V.S.
6. Added U-Turn Arrow and U-Turn / Left Turn Combination Arrow on 11-19-2025 by C.P.E.
7. Updated MUTCD from 2009 to 11TH Edition on 11-19-2025 by C.P.E.

Bureau Std Engr.	D.J.D.
DRAWN BY:	
DATE DRAWN:	11-8-1995
REVISED DATE:	11-19-2025

DESIGN BUREAU/ SPECIAL DRAWING: PAVEMENT LEGENDS AND MARKINGS

SPECIAL DRAWING NO: TCM-703 (SHEET 2 OF 2)

INDEX NO: 70302

NOT FOR BIDDING PURPOSES

REVISIONS	NO.	CHECK	DATE	DESCRIPTION

DETAIL SHEET

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

DRAWN: WCW
CHECKED: BLH
DATE: 06/12/2026
SCALE: N.T.S.
SHEET NO.: C12.5

KADRE ENGINEERING
PROJECT NO. 24052
2447 ALTON ROAD, STE 101
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ENGINEERING SERVICES
171 N. ROSS STREET, SUITE 200
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PHONE: (334) 501-3000; FAX: (334) 501-7294

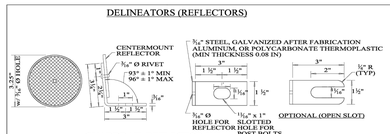
AUBURN

ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRENT HOLLIS LAMAR 06/12/26

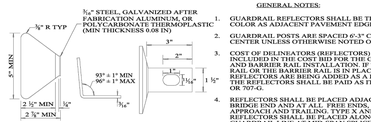
DETAIL SHEET

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

DELINEATORS (REFLECTORS)

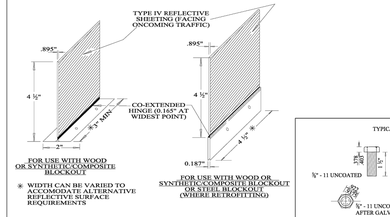


GUARDRAIL REFLECTOR "Y"



GUARDRAIL REFLECTOR "X"

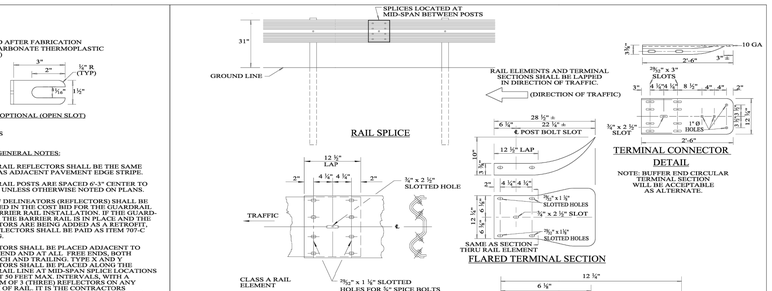




GUARDRAIL OR CONCRETE BARRIER REFLECTOR "Z"

GENERAL NOTES:

1. GUARDRAIL REFLECTORS SHALL BE THE SAME COLOR AS ADJACENT PAVEMENT EDGE STRIPE.
2. GUARDRAIL POSTS ARE SPACED 6'-3" CENTER TO CENTER UNLESS OTHERWISE NOTED ON PLANS.
3. COST OF DELINEATORS (REFLECTORS) SHALL BE INCLUDED IN THE COST BID FOR GUARDRAIL, BRIDGE RAIL, AND BARRIER RAIL INSTALLATION. IF THE GUARDRAIL OR THE BARRIER RAIL IS IN PLACE AND THE REFLECTORS ARE BEING ADDED AS A RETROFIT, THE REFLECTORS SHALL BE PAID AS ITEM 707-C OR 707-G.
4. REFLECTORS SHALL BE PLACED ADJACENT TO BRIDGE END AND AT ALL FREE ENDS, BOTH APPROACH AND TRAILING. TYPE X AND Y REFLECTORS SHALL BE PLACED ALONG THE GUARDRAIL LINE AT MID-SPAN SPLICE LOCATIONS AND AT POST LOCATIONS AS SHOWN (A MINIMUM OF 3 (THREE) REFLECTORS ON ANY LENGTH OF RAIL. IT IS THE CONTRACTORS OPTION TO USE EITHER REFLECTOR "X", "Y" OR "Z". DO NOT PLACE A REFLECTOR IN THE LIMIT OF AN APPROACH END ANCHOR.
5. SPECIFICATIONS FOR GUARDRAIL REFLECTORS: REFLECTIVE SHEETING SHALL BE TYPE IV SHEETING OR APPROVED EQUAL. CENTERMOUNT REFLECTOR SHALL CONFORM TO REQUIREMENTS OF CENTERMOUNT DELINEATORS.



MID SPAN RAIL SPLICE

FLARED TERMINAL SECTION

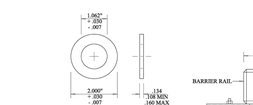
TERMINAL CONNECTOR DETAIL

NOTE: BUFFER END CIRCULAR TERMINAL SECTION WILL BE ACCEPTABLE AS ALTERNATE.



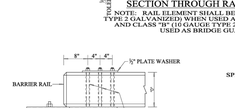
SECTION THROUGH RAIL ELEMENT

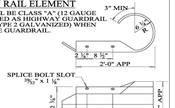
NOTE: RAIL ELEMENT SHALL BE CLASS "A" (12 GAUGE TYPE 2 GALVANIZED) WHEN USED AS HIGHWAY GUARDRAIL AND CLASS "B" (10 GAUGE TYPE 2 GALVANIZED) WHEN USED AS BRIDGE GUARDRAIL.



1" INSIDE DIA x 2" OUTSIDE DIA NARROW TYPE "A" PLAIN WASHER

USE UNDER BUTTON HEAD BOLT WHEN ATTACHING TERMINAL CONNECTOR (END SHOE) TO W-BEAM





END SECTION ROUNDED



DETAIL OF BOLTS FOR FASTENING BLOCK OUTS TO GUADRAIL POST

DETAIL FOR CONNECTING GUARDRAIL AT DEPARTING END OF BRIDGE

NOTE: END SHOE AND CONNECTION TO BE PAID FOR AS GUARDRAIL



PLATE WASHER - ¼"

NOT TO SCALE

–SPECIFICATIONS–
CURRENT ALABAMA DEPARTMENT OF TRANSPORTATION

ALABAMA DEPARTMENT OF TRANSPORTATION
1409 COLISEUM BOULEVARD
MONTGOMERY, AL 36130-3050

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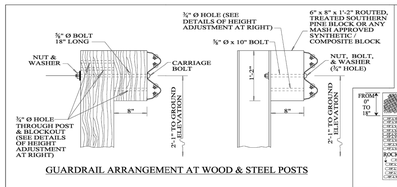
REVISIONS:
1. Added skid-open rail splice details and deleted washer on block out detail on 5-15-2017 by L.V.S.
2. Changed General Note 4 to prohibit the use of reflectors within the limits of an approach end anchor and only place them at splice locations on 9-24-2019 by D.J.W.

Bureau Std Engr:	D.J.W.
DRAWN BY:	
DATE DRAWN:	2-24-1988
REVISED DATE:	9-24-2019

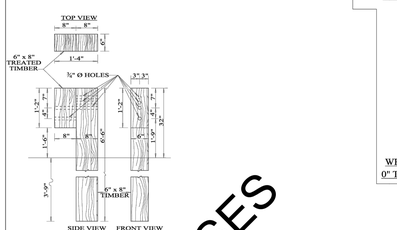
DESIGN BUREAU SPECIAL DRAWING
GALVANIZED STEEL BEAM GUARDRAIL WITH BLOCKED OUT TREATED TIMBER OR GALVANIZED STEEL POSTS (DELINEATORS/REFLECTORS FOR GUARDRAIL OR CONCRETE BARRIER RAIL)

SPECIAL DRAWING NO	INDEX NO
GR-630-S (SHEET 1 OF 3)	63001

INSTALLATION IN ROCK

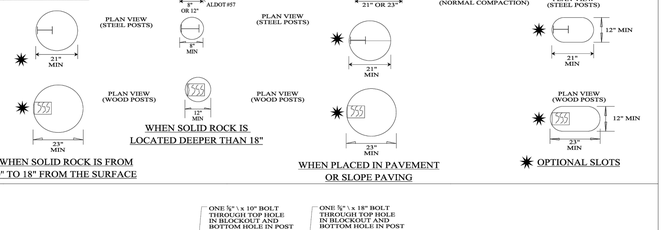


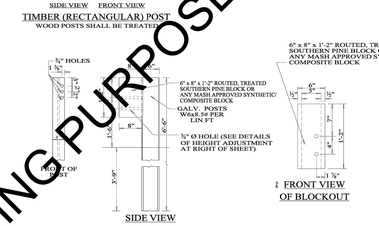
GUARDRAIL ARRANGEMENT AT WOOD & STEEL POSTS

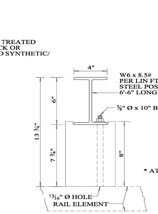


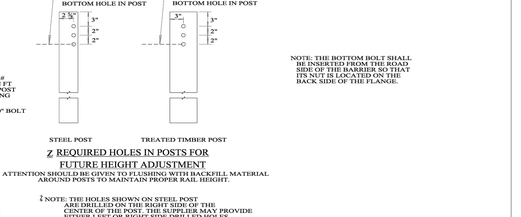
TIMBER (RECTANGULAR) POST

WOOD POSTS SHALL BE TREATED









Z REQUIRED HOLES IN POSTS FOR FUTURE HEIGHT ADJUSTMENT

* ATTENTION SHOULD BE GIVEN TO FLUSHING WITH BACKFILL MATERIAL AROUND POSTS TO MAINTAIN PROPER RAIL HEIGHT.

Z NOTE: THE HOLES SHOWN ON STEEL POST ARE DRILLED ON THE RIGHT SIDE OF THE CENTER OF THE POST. THE SUPPLIER MAY PROVIDE EITHER LEFT OR RIGHT SIDE DRILLED HOLES, OR ON BOTH SIDES.

GALVANIZED STEEL "H" POST WITH ADJUSTABLE HEIGHT, ROUTED, TREATED SOUTHERN PINE OR ANY APPROVED SYNTHETIC/COMPOSITE BLOCKOUT

NOT TO SCALE

–SPECIFICATIONS–
CURRENT ALABAMA DEPARTMENT OF TRANSPORTATION

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MONTGOMERY, AL 36130-3050

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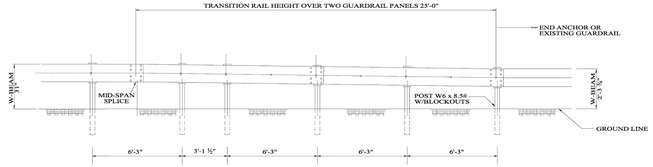
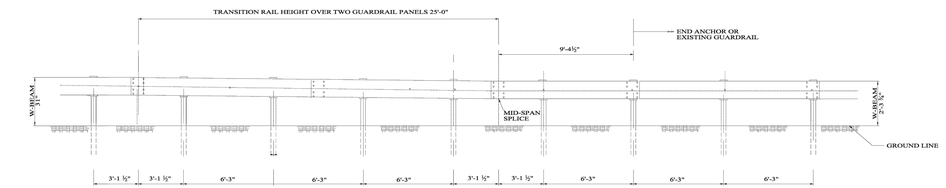
REVISIONS:
1. Adjusted Guardrail height from ground line to 31" on 5-8-2017 by L.V.S.
2. Added MASH requirement to composite blockout requirements on 7-10-2020 by D.J.W.
3. Cleaned up details for holes for future height adjustment based on SPD for guardrail height adjustment details on 7-17-2020 by D.J.W.
4. Added detail for posts driven through pavement on 9-21-2020 by D.J.W.

Bureau Std Engr:	D.J.W.
DRAWN BY:	
DATE DRAWN:	2-24-1988
REVISED DATE:	9-21-2020

DESIGN BUREAU SPECIAL DRAWING
GALVANIZED STEEL BEAM GUARDRAIL WITH BLOCKED OUT TREATED TIMBER OR GALVANIZED STEEL POSTS

SPECIAL DRAWING NO	INDEX NO
GR-630-S (SHEET 3 OF 3)	63003





NOT TO SCALE

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REVISIONS:

Bureau Std Engr:	D.J.W.
DRAWN BY:	
DATE DRAWN:	
REVISED DATE:	

DESIGN BUREAU SPECIAL DRAWING
(MASH) GUARDRAIL HEIGHT TRANSITION DETAIL

SPECIAL DRAWING NO	INDEX NO
GR-630-S (SHEET 2 OF 3)	63002

NOT FOR BIDDING PURPOSES

REVISIONS

NO.	CHECK	DATE	DESCRIPTION

DRAWN: WCW
CHECKED: BLH
DATE: 06/12/2026
SCALE: N.T.S.
SHEET NO.: C12.6

KADRE ENGINEERING
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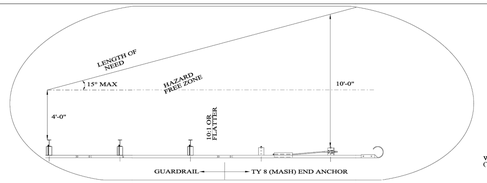
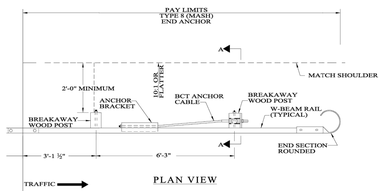
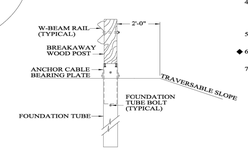
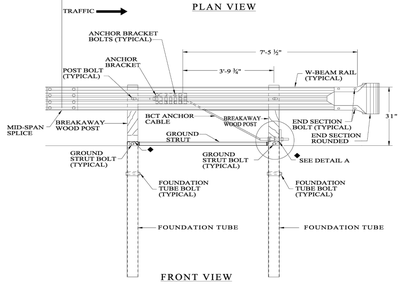




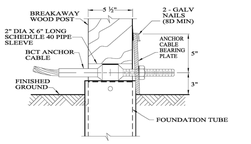
PLAN VIEW



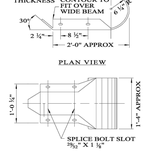
SECTION A-A



FRONT VIEW



DETAIL A
GROUND STRUT NOT SHOWN FOR CLARITY



W BEAM END SECTION ROUNDED

NOT TO SCALE

GENERAL NOTES

1. ALL BOLTS, NUTS, CABLE ANCHORS, BEARING PLATES, ETC., SHALL BE GALVANIZED.
2. END SECTIONS BOLTS AND NUTS HAVE THE SAME MATERIAL REQUIREMENTS AS SPLICE BOLTS.
3. FOUNDATION TUBE BOLTS ARE ¾" DIAMETER ASTM A307 HEX HEAD BOLT, FOUNDATION TUBE BOLTS REQUIRE ASTM A563 A NUT AND TWO ASTM F844 ¾" DIAMETER FLAT WASHERS. INSTALL ONE WASHER UNDER BOLT HEAD AND ONE WASHER UNDER NUT.
4. ANCHOR BRACKET AND GROUND STRUT BOLTS ARE ¾" DIAMETER ASTM A307 HEX HEAD BOLT, ANCHOR BRACKET BOLTS REQUIRE ASTM A563 A NUT AND TWO ASTM F844 ¾" DIAMETER FLAT WASHERS. INSTALL ONE WASHER UNDER BOLT HEAD AND ONE WASHER UNDER NUT.
5. W-BEAM END SECTION ROUNDED HAS THE SAME MATERIAL PROPERTIES AS STANDARD STEEL RAIL.
6. TOP OF FONDATION TUBE SHALL BE NO MORE THAN 3" ABOVE FINISHED GROUND.
7. PAYMENT FOR THE GUARDRAIL END ANCHOR TYPE 8 (MASH) SHALL BE UNDER ITEM 630C. THE PRICE BID SHALL INCLUDE ALL RAIL, POSTS, CABLE, TUBES, BOLTS, ETC AS SHOWN ON THESE DRAWINGS.

ALABAMA DEPARTMENT OF TRANSPORTATION
1409 COLISEUM BOULEVARD
MONTGOMERY, AL 36130-3050

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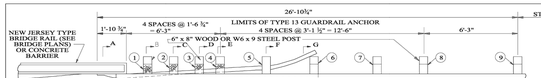
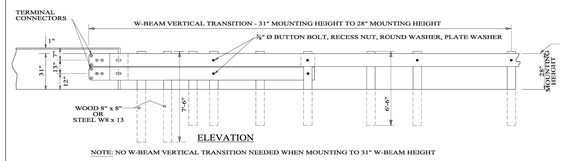
REVISIONS:
1. Sheet completely redrawn to meet MASH standards on 9-15-2020 by J.F.T.

Bureau Std Engr: D.J.W.	DESIGN BUREAU SPECIAL DRAWING	SPECIAL DRAWING NO	INDEX NO
DRAWN BY: J.F.T.	DETAILS OF GUARDRAIL END ANCHOR - TYPE 8 (MASH)	GA-630-8 (SHEET 1 OF 2)	63030
DATE DRAWN: 9-15-2020			
REVISED DATE: 9-15-2020			

–SPECIFICATIONS–
CURRENT ALABAMA DEPARTMENT OF TRANSPORTATION



PLAN



ELEVATION

NOTE: NO W-BEAM VERTICAL TRANSITION NEEDED WHEN MOUNTING TO 31" W-BEAM HEIGHT

TABLE
THICKNESS OF WOOD BLOCKOUT FOR BOTTOM RAIL

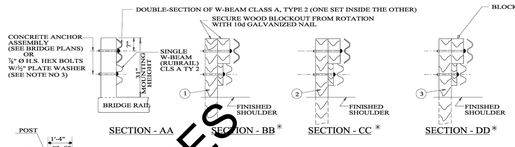
POST NO	WOOD OR STEEL POST
1	7"
2	6"
3	4 ½"
4	3"
5	NO BLOCKOUT

WIDTH OF WOOD BLOCKOUT FOR STEEL POST – 4 ½"
WIDTH OF WOOD BLOCKOUT FOR WOOD POST, 6" (POSTS 3-5)
WIDTH OF WOOD BLOCKOUT FOR WOOD POST, 8" (POSTS 1-2)

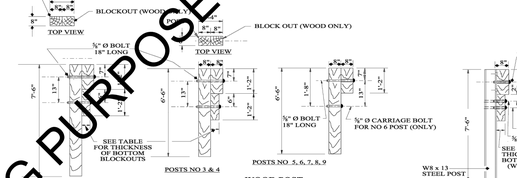
THIS SHEET IS TO BE USED IN CONJUCTION WITH PRECAST BRIDGE UNITS ONLY. ALL OTHER TYPES SHOULD USE DRAWING GR-630-13(M).

GENERAL NOTES

1. STANDARD GUARDRAIL ELEMENTS AND HARDWARE AS DETAILED IN 1995 AASHTO "A GUIDE TO STANDARDIZED HIGHWAY BARRIER RAIL HARDWARE" HAS BEEN USED TO DEVELOP THIS GUARDRAIL TRANSITION.
2. THE BOTTOM W-BEAM MAY BE SHOP BENT TO FACILITATE INSTALLATION.
3. SEE SPECIAL DRAWING GR-630-S FOR DETAIL OF POST, GUARDRAIL AND HARDWARE NOT SHOWN.
* 4. DO NOT BOLT DOUBLE SECTION W-BEAM (OR RUBRAIL W BEAM TO POSTS AND BLOCKOUTS ON POST NUMBERS 1, 2, 3 AND 5. BOLT BLOCKOUTS DIRECTLY TO POSTS.
5. AT POST 7, BACK UP PLATE BOLTED TO BLOCKOUT ONLY.
6. STEEL POSTS 1 & 2 ARE W8 x 13. STEEL POSTS 3 THROUGH 9 ARE W6 x 9. WOOD POSTS 1 & 2 ARE 8" x 8" WOOD POSTS 3-9 ARE 6" x 8".
7. FOR OFF-SYSTEM ROUTES ONLY; AND, WHEN ATTACHING TO PRECAST BRIDGE RAILS, BATTER POSTS NO 1 THROUGH 4 TO TRANSITION TO SLOPED BARRIER FACE. SEE PRECAST BRIDGE RAIL DRAWING FOR SLOPED FACE DIMENSIONS.
8. ALL BLOCKOUTS SHOWN ON THIS DRAWING SHALL BE WOOD ONLY.



SECTION - AA | SECTION - BB * | SECTION - CC * | SECTION - DD * | SECTION - EE | SECTION - FF * | SECTION - GG



WOOD POST | STEEL POST

NOT TO SCALE

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1409 COLISEUM BOULEVARD
MONTGOMERY, AL 36130-3050

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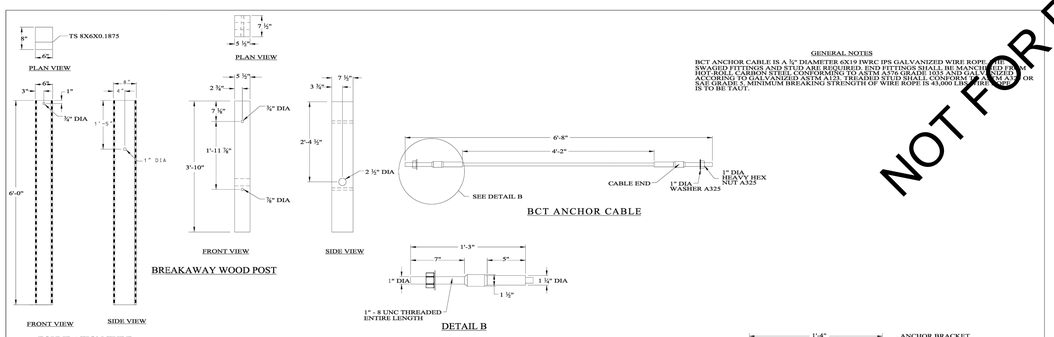
REVISIONS:
1. Added Note No. 7 on 9-10-2021 by J.F.T.
2. Clarified bolt location on Sindown on 10-10-2005 by J.F.T.
3. Added Note No. 8 and Steel Post Option for Safety Hardware on 5-26-2005 by W.W.A.
4. Adjusted Guardrail height from ground line to 28" on 7-29-2007 by W.W.A.
5. STRAIGHT FACE TYP3 BRIDGE RAIL attachment option added on 1-2-2014 by J.F.T.
6. Adjusted Guardrail height from ground line to 31" on 5-19-2017 by J.F.T.
7. Added note that w-beam transition from 31" to 28" not needed when setting to 31" height on 8-20-2017 by L.Y.S.
8. Added reference to Special Drawing GR-630-S for safety hardware adjs and deleted details pertaining to straight face barrier rail on 9-17-2021 by D.J.W.

Bureau Std Engr: D.J.W.	DESIGN BUREAU SPECIAL DRAWING	SPECIAL DRAWING NO	INDEX NO
DRAWN BY: J.C.T. (1998)	DETAILS OF GUARDRAIL END ANCHOR - TYPE 13 FOR USE WITH PRECAST BRIDGES ONLY	GA-630-13	63036
DATE DRAWN: 3-27-1998			
REVISED DATE: 9-17-2020			

–SPECIFICATIONS–
CURRENT ALABAMA DEPARTMENT OF TRANSPORTATION



NOT TO SCALE

GENERAL NOTES

BCT ANCHOR CABLE IS A ½" DIAMETER 6X19 IWRC IPS GALVANIZED WIRE ROPE. END SWAGED FITTINGS AND STUD ARE REQUIRED. END FITTINGS SHALL BE MANUFACTURED ACCORDING TO GALVANIZED ASTM A325. THREADED STUD SHALL CONFORM TO ASTM A325 OR SAE GRADE 5. MINIMUM BREAKING STRENGTH OF WIRE ROPE IS 43,000 LBS. WIRE ROPE IS TO BE TAUT.

ALABAMA DEPARTMENT OF TRANSPORTATION
1409 COLISEUM BOULEVARD
MONTGOMERY, AL 36130-3050

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REVISIONS:

Bureau Std Engr: D.J.W.	DESIGN BUREAU SPECIAL DRAWING	SPECIAL DRAWING NO	INDEX NO
DRAWN BY: J.F.T.	DETAILS OF GUARDRAIL END ANCHOR - TYPE 8 (MASH)	GA-630-8 (SHEET 2 OF 2)	63031
DATE DRAWN: 9-15-2020			
REVISED DATE:			

–SPECIFICATIONS–
CURRENT ALABAMA DEPARTMENT OF TRANSPORTATION

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ENGINEERING SERVICES
171 N. ROSS STREET, SUITE 200
AUBURN, ALABAMA 36830
PHONE: (334) 501-3000; FAX: (334) 501-7294

AUBURN

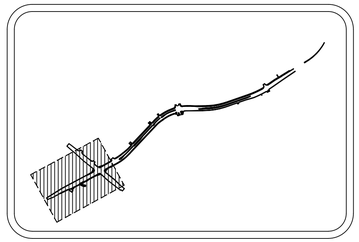
ALABAMA LICENSED PROFESSIONAL ENGINEER No. 30400 BRANDON HALE LAMAR 06/12/26

DETAIL SHEET

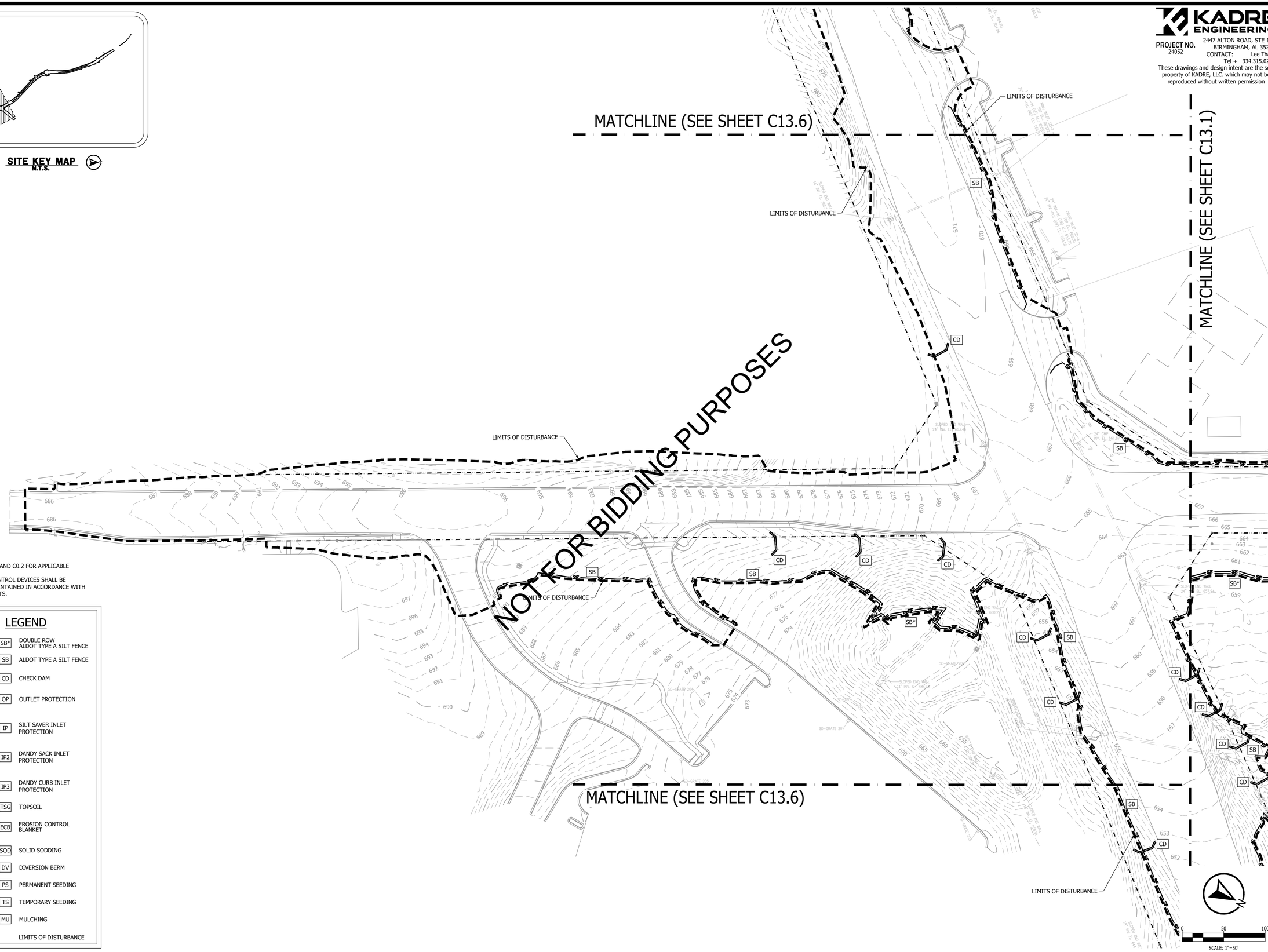
CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

REVISIONS NO.	CHECK	DATE	DESCRIPTION

DRAWN: WCW
CHECKED: BLH
DATE: 06/12/2026
SCALE: N.T.S.
SHEET NO.: C12.7



SITE KEY MAP
N.T.S.



SPECIAL NOTES:
1. SEE SHEETS C0.1 AND C0.2 FOR APPLICABLE GENERAL NOTES.
2. ALL EROSION CONTROL DEVICES SHALL BE INSTALLED AND MAINTAINED IN ACCORDANCE WITH ADEM REQUIREMENTS.

LEGEND

SB*	DOUBLE ROW ALDOT TYPE A SILT FENCE
SB	ALDOT TYPE A SILT FENCE
CD	CHECK DAM
OP	OUTLET PROTECTION
IP	SILT SAVER INLET PROTECTION
IP2	DANDY SACK INLET PROTECTION
IP3	DANDY CURB INLET PROTECTION
TSG	TOPSOIL
ECB	EROSION CONTROL BLANKET
SOD	SOLID SODDING
DV	DIVERSION BERM
PS	PERMANENT SEEDING
TS	TEMPORARY SEEDING
MU	MULCHING
	LIMITS OF DISTURBANCE

KADRE ENGINEERING
PROJECT NO. 24052
2447 ALTON ROAD, STE 101
BIRMINGHAM, AL 35210
CONTACT: Lee Tharp
Tel + 334.315.0239

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AUBURN, ALABAMA 36830
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AUBURN

ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRIAN LAMAR
6/12/26

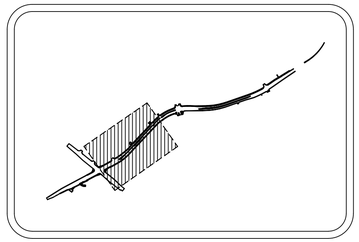
INITIAL EROSION CONTROL PLAN
STA 0+00 - 14+00

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

REVISIONS

NO.	CHECK	DATE	DESCRIPTION

DRAWN: WCW
CHECKED: BLH
DATE: 06/12/2026
SCALE: 1" = 50'
SHEET NO.: C13.0



SITE KEY MAP
N.T.S.



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2447 ALTON ROAD, STE 101
BIRMINGHAM, AL 35210
CONTACT: Lee Tharp
Tel + 334.315.0239

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LEGEND

SF	SB*	DOUBLE ROW ALDOT TYPE A SILT FENCE
SF	SB	ALDOT TYPE A SILT FENCE
	CD	CHECK DAM
	OP	OUTLET PROTECTION
	IP	SILT SAVER INLET PROTECTION
	IP2	DANDY SACK INLET PROTECTION
	IP3	DANDY CURB INLET PROTECTION
	TSG	TOPSOIL
	ECB	EROSION CONTROL BLANKET
	SOD	SOLID SODDING
	DV	DIVERSION BERM
	PS	PERMANENT SEEDING
	TS	TEMPORARY SEEDING
	MU	MULCHING
		LIMITS OF DISTURBANCE

SPECIAL NOTES:
1. SEE SHEETS C0.1 AND C0.2 FOR APPLICABLE GENERAL NOTES.
2. ALL EROSION CONTROL DEVICES SHALL BE INSTALLED AND MAINTAINED IN ACCORDANCE WITH ADEM REQUIREMENTS.

0 50 100
SCALE: 1"=50'

ENGINEERING SERVICES
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AUBURN

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6/12/26

INITIAL EROSION CONTROL PLAN
STA 14+00 - 28+00

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

REVISIONS

NO.	CHECK	DATE	DESCRIPTION

DRAWN: WCW
CHECKED: BLH
DATE: 06/12/2026
SCALE: 1" = 50'
SHEET NO.: C13.1

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BIRMINGHAM, AL 35210
CONTACT: Lee Tharp
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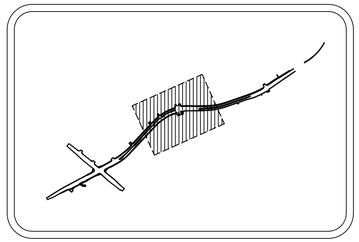

SITE KEY MAP
N.T.S.



SPECIAL NOTES:
1. SEE SHEETS C0.1 AND C0.2 FOR APPLICABLE GENERAL NOTES.
2. ALL EROSION CONTROL DEVICES SHALL BE INSTALLED AND MAINTAINED IN ACCORDANCE WITH ADEM REQUIREMENTS.

LEGEND

SB*	DOUBLE ROW ALDOT TYPE A SILT FENCE
SB	ALDOT TYPE A SILT FENCE
CD	CHECK DAM
OP	OUTLET PROTECTION
IP	SILT SAVER INLET PROTECTION
IP2	DANDY SACK INLET PROTECTION
IP3	DANDY CURB INLET PROTECTION
TSG	TOPSOIL
ECB	EROSION CONTROL BLANKET
SOD	SOLID SODDING
DV	DIVERSION BERM
PS	PERMANENT SEEDING
TS	TEMPORARY SEEDING
MU	MULCHING
	LIMITS OF DISTURBANCE

0 50 100
SCALE: 1"=50'

ENGINEERING SERVICES
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AUBURN

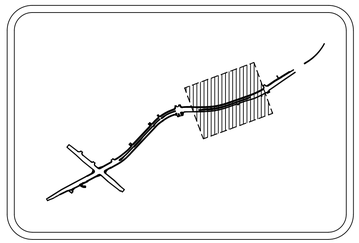
ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRIAN LAMAR
6/12/26

INITIAL EROSION CONTROL PLAN
STA 28+00 - 38+00

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

REVISIONS			
NO.	CHECK	DATE	DESCRIPTION

DRAWN: WCW
CHECKED: BLH
DATE: 06/12/2026
SCALE: 1" = 50'
SHEET NO.: C13.2



SITE KEY MAP
N.T.S.

MATCHLINE (SEE SHEET C13.2)

MATCHLINE (SEE SHEET C13.4)

NOT FOR BIDDING PURPOSES

LIMITS OF DISTURBANCE

LIMITS OF DISTURBANCE

SPECIAL NOTES:
1. SEE SHEETS C0.1 AND C0.2 FOR APPLICABLE GENERAL NOTES.
2. ALL EROSION CONTROL DEVICES SHALL BE INSTALLED AND MAINTAINED IN ACCORDANCE WITH ADEM REQUIREMENTS.

LEGEND

SB*	DOUBLE ROW ALDOT TYPE A SILT FENCE	
SB	ALDOT TYPE A SILT FENCE	
CD	CHECK DAM	
OP	OUTLET PROTECTION	
IP	SILT SAVER INLET PROTECTION	
IP2	DANDY SACK INLET PROTECTION	
IP3	DANDY CURB INLET PROTECTION	
TSG	TOPSOIL	
ECB	EROSION CONTROL BLANKET	
SOD	SOLID SODDING	
DV	DIVERSION BERM	
PS	PERMANENT SEEDING	
TS	TEMPORARY SEEDING	
MU	MULCHING	
	LIMITS OF DISTURBANCE	

N

0 50 100
SCALE: 1"=50'

KADRE ENGINEERING
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BIRMINGHAM, AL 35210
CONTACT: Lee Tharp
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AUBURN

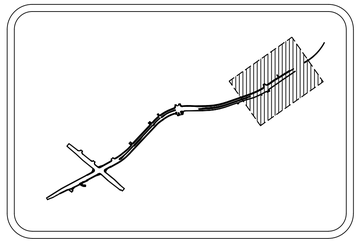
ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRIAN LAMAR
6/12/26

INITIAL EROSION CONTROL PLAN
STA 38+00 - 50+00

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

REVISIONS			
NO.	CHECK	DATE	DESCRIPTION

DRAWN: WCW
CHECKED: BLH
DATE: 06/12/2026
SCALE: 1" = 50'
SHEET NO.: C13.3



SITE KEY MAP
N.T.S.

MATCHLINE (SEE SHEET C13.3)

MATCHLINE (SEE SHEET C13.5)

NOT FOR BIDDING PURPOSES

LIMITS OF DISTURBANCE

LIMITS OF DISTURBANCE

SPECIAL NOTES:
1. SEE SHEETS C0.1 AND C0.2 FOR APPLICABLE GENERAL NOTES.
2. ALL EROSION CONTROL DEVICES SHALL BE INSTALLED AND MAINTAINED IN ACCORDANCE WITH ADEM REQUIREMENTS.

LEGEND

SB*	DOUBLE ROW ALDOT TYPE A SILT FENCE	
SB	ALDOT TYPE A SILT FENCE	
CD	CHECK DAM	
OP	OUTLET PROTECTION	
IP	SILT SAVER INLET PROTECTION	
IP2	DANDY SACK INLET PROTECTION	
IP3	DANDY CURB INLET PROTECTION	
TSG	TOPSOIL	
ECB	EROSION CONTROL BLANKET	
SOD	SOLID SODDING	
DV	DIVERSION BERM	
PS	PERMANENT SEEDING	
TS	TEMPORARY SEEDING	
MU	MULCHING	
	LIMITS OF DISTURBANCE	

0 50 100
SCALE: 1"=50'

KADRE ENGINEERING
PROJECT NO. 24052
2447 ALTON ROAD, STE 101
BIRMINGHAM, AL 35210
CONTACT: Lee Tharp
Tel + 334.315.0239

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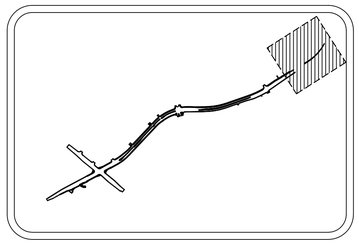
ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER LAMAR
06/12/26

INITIAL EROSION CONTROL PLAN
STA 50+00 - 60+00

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

REVISIONS				
NO.	CHECK	DATE	DESCRIPTION	

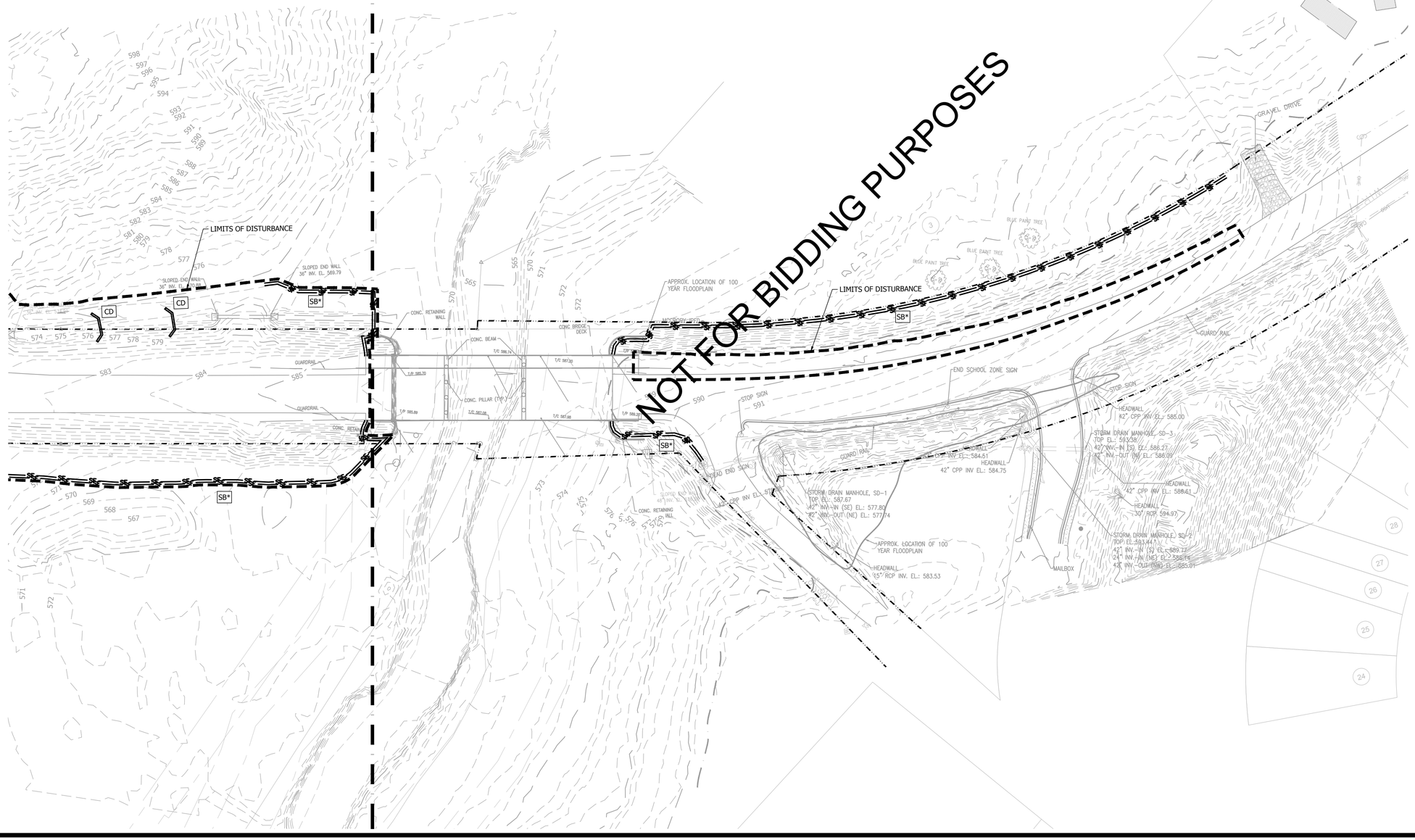
DRAWN: WCW
CHECKED: BLH
DATE: 06/12/2026
SCALE: 1" = 50'
SHEET NO.: C13.4



SITE KEY MAP
N.T.S.

MATCHLINE (SEE SHEET C13.4)

NOT FOR BIDDING PURPOSES



SPECIAL NOTES:
1. SEE SHEETS C0.1 AND C0.2 FOR APPLICABLE GENERAL NOTES.
2. ALL EROSION CONTROL DEVICES SHALL BE INSTALLED AND MAINTAINED IN ACCORDANCE WITH ADEM REQUIREMENTS.

LEGEND

SF SF	SB*	DOUBLE ROW ALDOT TYPE A SILT FENCE
SF	SB	ALDOT TYPE A SILT FENCE
	CD	CHECK DAM
	OP	OUTLET PROTECTION
	IP	SILT SAVER INLET PROTECTION
	IP2	DANDY SACK INLET PROTECTION
	IP3	DANDY CURB INLET PROTECTION
	TSG	TOPSOIL
	ECB	EROSION CONTROL BLANKET
	SOD	SOLID SODDING
	DV	DIVERSION BERM
	PS	PERMANENT SEEDING
	TS	TEMPORARY SEEDING
	MU	MULCHING
		LIMITS OF DISTURBANCE

0 50 100
SCALE: 1"=50'

KADRE ENGINEERING
PROJECT NO. 24052
2447 ALTON ROAD, STE 101
BIRMINGHAM, AL 35210
CONTACT: Lee Tharp
Tel + 334.315.0239

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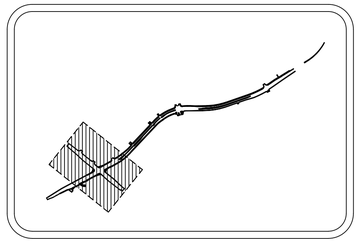
AUBURN

ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRIAN LAMAR HOLT
12/26

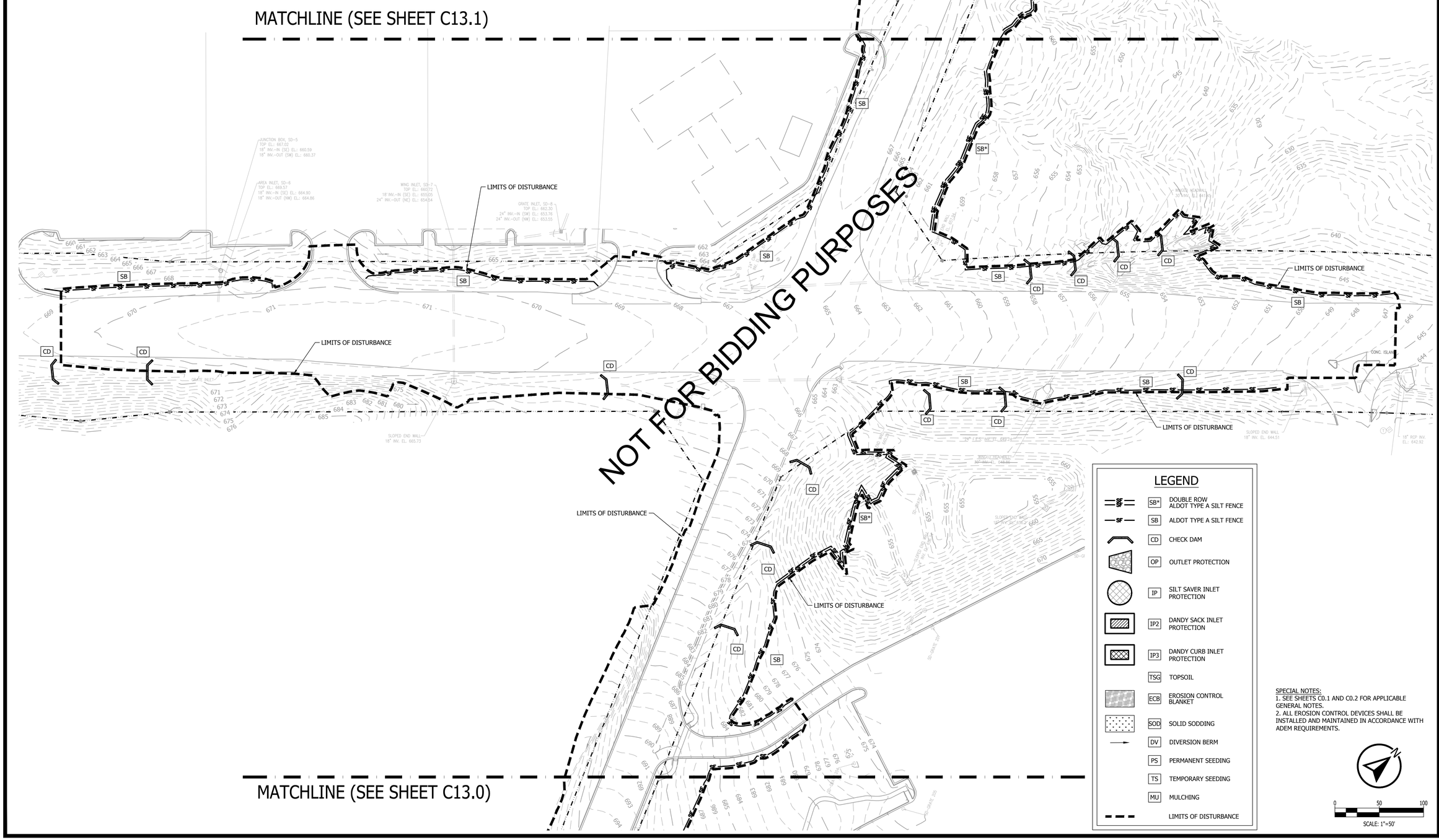
INITIAL EROSION CONTROL PLAN
STA 60+00 - 69+00
CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

REVISIONS	NO.	CHECK	DATE	DESCRIPTION

DRAWN: WCW
CHECKED: BLH
DATE: 06/12/2026
SCALE: 1" = 50'
SHEET NO.: C13.5



SITE KEY MAP
N.T.S.



LEGEND

SB*	DOUBLE ROW ALDOT TYPE A SILT FENCE
SB	ALDOT TYPE A SILT FENCE
CD	CHECK DAM
OP	OUTLET PROTECTION
IP	SILT SAVER INLET PROTECTION
IP2	DANDY SACK INLET PROTECTION
IP3	DANDY CURB INLET PROTECTION
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ECB	EROSION CONTROL BLANKET
SOD	SOLID SODDING
DV	DIVERSION BERM
PS	PERMANENT SEEDING
TS	TEMPORARY SEEDING
MU	MULCHING
	LIMITS OF DISTURBANCE

SPECIAL NOTES:
1. SEE SHEETS C0.1 AND C0.2 FOR APPLICABLE GENERAL NOTES.
2. ALL EROSION CONTROL DEVICES SHALL BE INSTALLED AND MAINTAINED IN ACCORDANCE WITH ADEM REQUIREMENTS.

0 50 100
SCALE: 1"=50'

KADRE ENGINEERING
PROJECT NO. 24052
2447 ALTON ROAD, STE 101
BIRMINGHAM, AL 35210
CONTACT: Lee Tharp
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AUBURN

ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRIAN LAMAR HARRIS 6/12/26

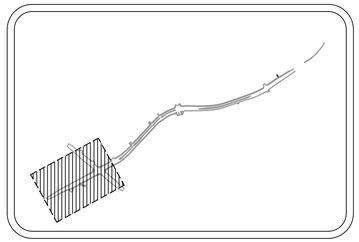
INITIAL EROSION CONTROL PLAN - SHUG
JORDAN PKWY

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

REVISIONS

NO.	CHECK	DATE	DESCRIPTION

DRAWN: WCW
CHECKED: BLH
DATE: 06/12/2026
SCALE: 1" = 50'
SHEET NO.: C13.6



SITE KEY MAP
N.T.S.

MATCHLINE (SEE SHEET C13.13)

MATCHLINE (SEE SHEET C13.8)

NOT FOR BIDDING PURPOSES

N DONAHUE DRIVE

SHUG JORDAN PKWY

1673 SHUG JORDAN PKWY
STA = 2+98.93

TIGERS DEN 2
STA = 6+40.02

WALMART DRIVE 1
STA = 5+19.47

WALMART DRIVE 2
STA = 7+73.65

AL-147
CENTERLINE

POSTED SPEED LIMIT: 55 MPH
MILE POST: 5.34

LIMITS OF DISTURBANCE

SPECIAL NOTES:
1. SEE SHEETS C0.1 AND C0.2 FOR APPLICABLE GENERAL NOTES.
2. ALL EROSION CONTROL DEVICES SHALL BE INSTALLED AND MAINTAINED IN ACCORDANCE WITH ADEM REQUIREMENTS.

LEGEND

SB*	DOUBLE ROW ALDOT TYPE A SILT FENCE	
SB	ALDOT TYPE A SILT FENCE	
CD	CHECK DAM	
OP	OUTLET PROTECTION	
IP	SILT SAVER INLET PROTECTION	
IP2	DANDY SACK INLET PROTECTION	
IP3	DANDY CURB INLET PROTECTION	
TSG	TOPSOIL	
ECB	EROSION CONTROL BLANKET	
SOD	SOLID SODDING	
DV	DIVERSION BERM	
PS	PERMANENT SEEDING	
TS	TEMPORARY SEEDING	
MU	MULCHING	
	LIMITS OF DISTURBANCE	

SCALE: 1"=50'

KADRE ENGINEERING
PROJECT NO. 24052
2447 ALTON ROAD, STE 101
BIRMINGHAM, AL 35210
CONTACT: Lee Tharp
Tel + 334.315.0239

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AUBURN

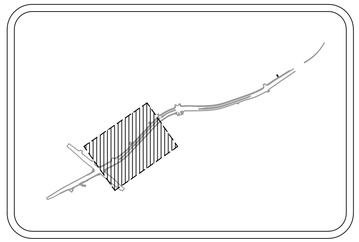
ALABAMA LICENSED PROFESSIONAL ENGINEER
No. 30400
BRIAN LAMAR HOLT
12/26

FINAL EROSION CONTROL PLAN
STA 0+00 - 14+00

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

REVISIONS				
NO.	CHECK	DATE	DESCRIPTION	

DRAWN: WCW
CHECKED: BLH
DATE: 06/12/2026
SCALE: 1" = 50'
SHEET NO.: C13.7



SITE KEY MAP
N.T.S.

MATCHLINE (SEE SHEET C13.7)

MATCHLINE (SEE SHEET C13.9)

NOT FOR BIDDING PURPOSES

LIMITS OF DISTURBANCE

LIMITS OF DISTURBANCE

LIMITS OF DISTURBANCE

LIMITS OF DISTURBANCE

N DONAHUE DRIVE

SHUG JORDAN PKWY

TIGERS DEN 1
STA = 10+17.74

DONAHUE CROSSING 1
STA = 21+32.33

DONAHUE CROSSING 2
STA = 27+20.42

JUNCTION BOX, SD-10
TOP EL: 658.57
24" INV.-IN (NE) EL: 653.06
24" INV.-OUT (W) EL: 644.87

WOOD FENCE

END WALL
EL: 657.94

24" HEADWALL
EL: 657.90

LEGEND

SB*	DOUBLE ROW ALDOT TYPE A SILT FENCE	
SB	ALDOT TYPE A SILT FENCE	
CD	CHECK DAM	
OP	OUTLET PROTECTION	
IP	SILT SAVER INLET PROTECTION	
IP2	DANDY SACK INLET PROTECTION	
IP3	DANDY CURB INLET PROTECTION	
TSG	TOPSOIL	
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SOD	SOLID SODDING	
DV	DIVERSION BERM	
PS	PERMANENT SEEDING	
TS	TEMPORARY SEEDING	
MU	MULCHING	
	LIMITS OF DISTURBANCE	

SPECIAL NOTES:
1. SEE SHEETS C0.1 AND C0.2 FOR APPLICABLE GENERAL NOTES.
2. ALL EROSION CONTROL DEVICES SHALL BE INSTALLED AND MAINTAINED IN ACCORDANCE WITH ADEM REQUIREMENTS.

0 50 100
SCALE: 1"=50'

KADRE ENGINEERING
PROJECT NO. 24052
2447 ALTON ROAD, STE 101
BIRMINGHAM, AL 35210
CONTACT: Lee Tharp
Tel + 334.315.0239
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AUBURN

ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRANDON LEE HARRIS LAMAR 6/12/26

FINAL EROSION CONTROL PLAN
STA 14+00 - 28+00

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

REVISIONS	NO.	CHECK	DATE	DESCRIPTION

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DATE: 06/12/2026
SCALE: 1" = 50'
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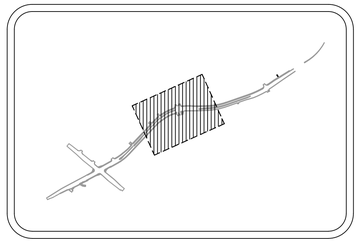

SITE KEY MAP
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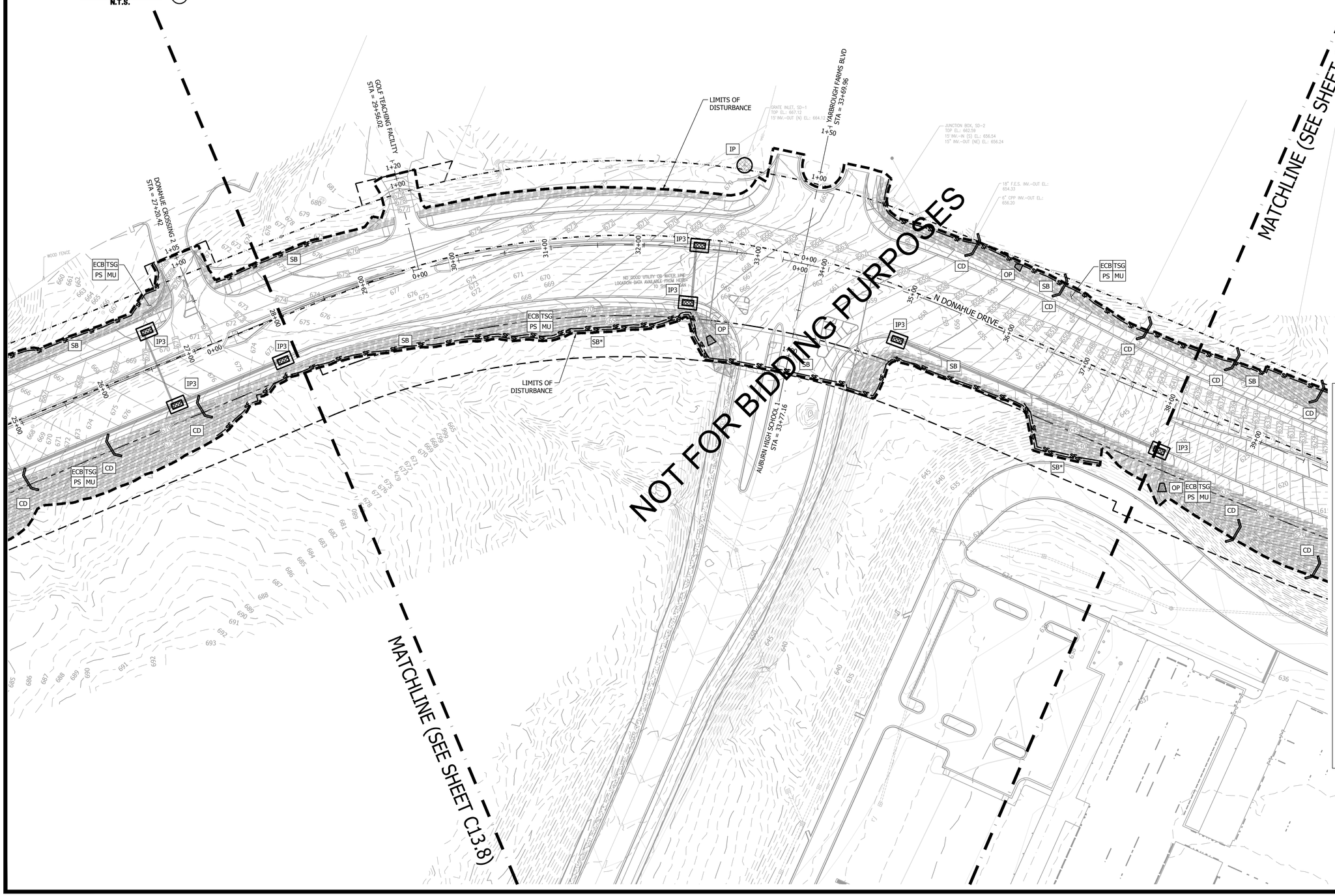

SPECIAL NOTES:
1. SEE SHEETS C0.1 AND C0.2 FOR APPLICABLE GENERAL NOTES.
2. ALL EROSION CONTROL DEVICES SHALL BE INSTALLED AND MAINTAINED IN ACCORDANCE WITH ADEM REQUIREMENTS.

LEGEND

SB*	DOUBLE ROW ALDOT TYPE A SILT FENCE
SB	ALDOT TYPE A SILT FENCE
CD	CHECK DAM
OP	OUTLET PROTECTION
IP	SILT SAVER INLET PROTECTION
IP2	DANDY SACK INLET PROTECTION
IP3	DANDY CURB INLET PROTECTION
TSG	TOPSOIL
ECB	EROSION CONTROL BLANKET
SOD	SOLID SODDING
DV	DIVERSION BERM
PS	PERMANENT SEEDING
TS	TEMPORARY SEEDING
MU	MULCHING
	LIMITS OF DISTURBANCE

0 50 100
SCALE: 1"=50'

KADRE ENGINEERING
PROJECT NO. 24052
2447 ALTON ROAD, STE 101
BIRMINGHAM, AL 35210
CONTACT: Lee Tharp
Tel + 334.315.0239

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ENGINEERING SERVICES
171 N. ROSS STREET, SUITE 200
AUBURN, ALABAMA 36830
PHONE: (334) 501-3000; FAX: (334) 501-7294

AUBURN

ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRIAN LAMAR HARRIS
6/12/26

FINAL EROSION CONTROL PLAN
STA 28+00 - 38+00

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

REVISIONS

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SCALE: 1" = 50'
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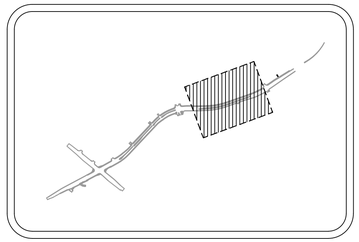

SITE KEY MAP
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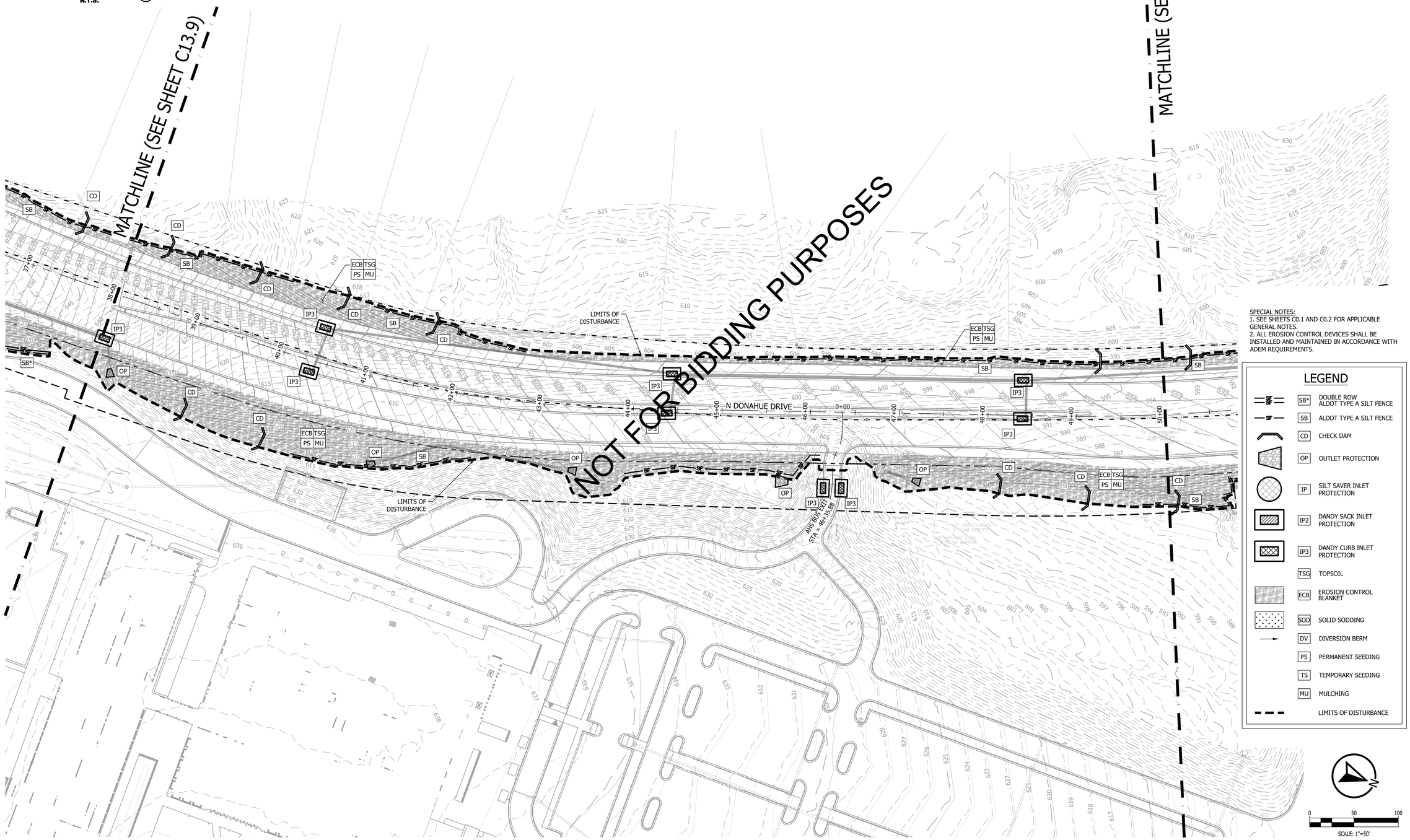

SPECIAL NOTES:
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2. ALL EROSION CONTROL DEVICES SHALL BE INSTALLED AND MAINTAINED IN ACCORDANCE WITH ADEM REQUIREMENTS.

LEGEND

SF	SB*	DOUBLE ROW ALDOT TYPE A SILT FENCE
SF	SB	ALDOT TYPE A SILT FENCE
	CD	CHECK DAM
	OP	OUTLET PROTECTION
	IP	SILT SAVER INLET PROTECTION
	IP2	DANDY SACK INLET PROTECTION
	IP3	DANDY CURB INLET PROTECTION
	TSG	TOPSOIL
	ECB	EROSION CONTROL BLANKET
	SOD	SOLID SODDING
	DV	DIVERSION BERM
	PS	PERMANENT SEEDING
	TS	TEMPORARY SEEDING
	MU	MULCHING
		LIMITS OF DISTURBANCE

0 50 100
SCALE: 1"=50'

KADRE ENGINEERING
PROJECT NO. 24052
2447 ALTON ROAD, STE 101
BIRMINGHAM, AL 35210
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AUBURN

ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRIAN LAMAR
6/12/26

FINAL EROSION CONTROL PLAN
STA 38+00 - 50+00
CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

REVISIONS

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DATE: 06/12/2026
SCALE: 1" = 50'
SHEET NO. C13.10



KADRE ENGINEERING

PROJECT NO. 24052

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SPECIAL NOTES:
1. SEE SHEETS C0.1 AND C0.2 FOR APPLICABLE GENERAL NOTES.
2. ALL EROSION CONTROL DEVICES SHALL BE INSTALLED AND MAINTAINED IN ACCORDANCE WITH ADEM REQUIREMENTS.

LEGEND

SB*	DOUBLE ROW ALDOT TYPE A SILT FENCE
SB	ALDOT TYPE A SILT FENCE
CD	CHECK DAM
OP	OUTLET PROTECTION
IP	SILT SAVER INLET PROTECTION
IP2	DANDY SACK INLET PROTECTION
IP3	DANDY CURB INLET PROTECTION
TSG	TOPSOIL
ECB	EROSION CONTROL BLANKET
SOD	SOLID SODDING
DV	DIVERSION BERM
PS	PERMANENT SEEDING
TS	TEMPORARY SEEDING
MU	MULCHING
	LIMITS OF DISTURBANCE

ENGINEERING SERVICES
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AUBURN, ALABAMA 36830
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AUBURN

ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRIAN LAMAR
6/12/26

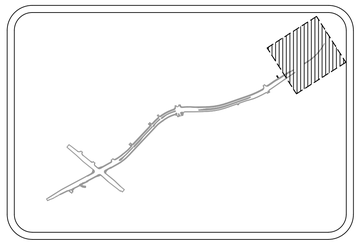
FINAL EROSION CONTROL PLAN
STA 50+00 - 60+00

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

REVISIONS

NO.	CHECK	DATE	DESCRIPTION

DRAWN: WCW
CHECKED: BLH
DATE: 06/12/2026
SCALE: 1" = 50'
SHEET NO. C13.11



SITE KEY MAP
N.T.S.

MATCHLINE (SEE SHEET C13.11)

NOT FOR BIDDING PURPOSES

N DONAHUE DRIVE

60' BIT PVMT

BEGIN EXISTING BRIDGE
STA=60+18.62

END EXISTING BRIDGE
STA=62+31.46

LIMITS OF DISTURBANCE

APPROX. LOCATION OF 100 YEAR FLOODPLAIN

SLOPED END WALL
36" INV. EL. 569.79

CONC. RETAINING WALL

CONC. BRIDGE DECK

GUARDRAIL

GUARD RAIL

END SCHOOL ZONE SIGN

STOP SIGN

ROAD END SIGN

GRAVEL DRIVE

BLUE PAINT TREE

MAILBOX

HEADWALL
42" CPP INV EL.: 585.00

STORM DRAIN MANHOLE, SD-3
TOP EL.: 593.58
42" INV.-IN (S) EL.: 586.27
42" INV.-OUT (N) EL.: 586.09

HEADWALL
42" CPP INV EL.: 584.57

HEADWALL
42" CPP INV EL.: 584.75

HEADWALL
42" CPP INV EL.: 586.61

HEADWALL
30" RCP 594.97

STORM DRAIN MANHOLE, SD-4
TOP EL.:593.44
42" INV.-IN (S) EL.: 589.72
24" INV.-IN (NE) EL.: 588.74
42" INV.-OUT (NW) EL.: 585.01

STORM DRAIN MANHOLE, SD-1
TOP EL.: 587.67
42" INV.-IN (SE) EL.: 577.80
42" INV.-OUT (NE) EL.: 577.74

HEADWALL
15" RCP INV. EL.: 583.53

APPROX. LOCATION OF 100 YEAR FLOODPLAIN

SPECIAL NOTES:
1. SEE SHEETS C0.1 AND C0.2 FOR APPLICABLE GENERAL NOTES.
2. ALL EROSION CONTROL DEVICES SHALL BE INSTALLED AND MAINTAINED IN ACCORDANCE WITH ADEM REQUIREMENTS.

LEGEND

SF SF	SB*	DOUBLE ROW ALDOT TYPE A SILT FENCE
SF	SB	ALDOT TYPE A SILT FENCE
	CD	CHECK DAM
	OP	OUTLET PROTECTION
	IP	SILT SAVER INLET PROTECTION
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	TSG	TOPSOIL
	ECB	EROSION CONTROL BLANKET
	SOD	SOLID SODDING
	DV	DIVERSION BERM
	PS	PERMANENT SEEDING
	TS	TEMPORARY SEEDING
	MU	MULCHING
		LIMITS OF DISTURBANCE

0 50 100
SCALE: 1"=50'

KADRE ENGINEERING
PROJECT NO. 24052
2447 ALTON ROAD, STE 101
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AUBURN

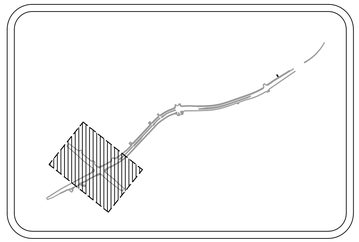
ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRIAN LAMAR
12/26

FINAL EROSION CONTROL PLAN
STA 60+00 - 69+00

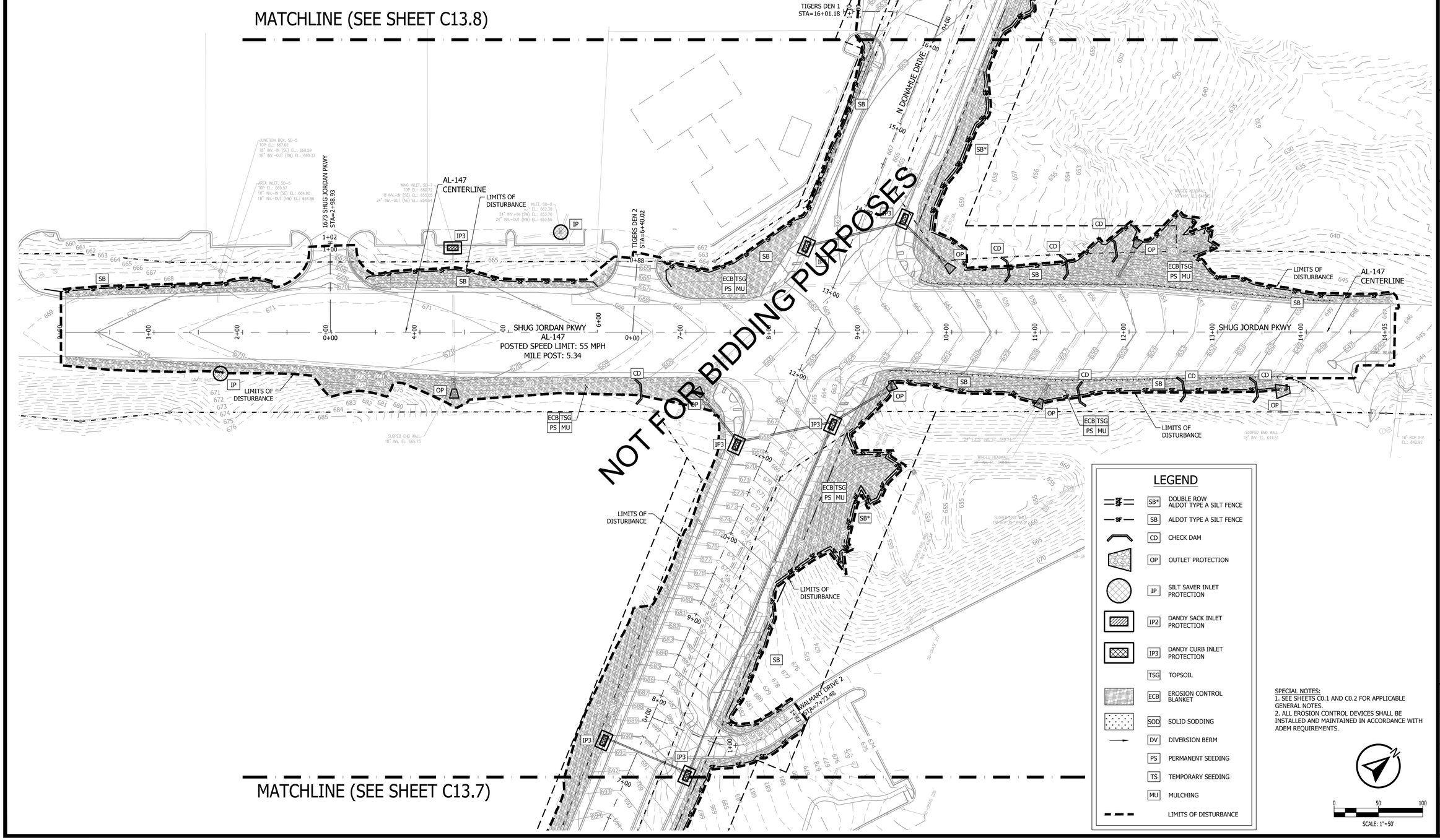
CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

REVISIONS			
NO.	CHECK	DATE	DESCRIPTION

DRAWN	WCW
CHECKED	BLH
DATE	06/12/2026
SCALE	1" = 50'
SHEET NO.	C13.12



SITE KEY MAP
N.T.S.



LEGEND

SB*	DOUBLE ROW ALDOT TYPE A SILT FENCE
SB	ALDOT TYPE A SILT FENCE
CD	CHECK DAM
OP	OUTLET PROTECTION
IP	SILT SAVER INLET PROTECTION
IP2	DANDY SACK INLET PROTECTION
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SPECIAL NOTES:
1. SEE SHEETS C0.1 AND C0.2 FOR APPLICABLE GENERAL NOTES.
2. ALL EROSION CONTROL DEVICES SHALL BE INSTALLED AND MAINTAINED IN ACCORDANCE WITH ADEM REQUIREMENTS.

0 50 100
SCALE: 1"=50'

KADRE ENGINEERING
PROJECT NO. 24052
2447 ALTON ROAD, STE 101
BIRMINGHAM, AL 35210
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AUBURN

ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRIAN LAMAR HARRIS 6/12/26

FINAL EROSION CONTROL PLAN - SHUG JORDAN PKWY

CITY OF AUBURN NORTH DONAHUE DRIVE WIDENING

REVISIONS

NO.	CHECK	DATE	DESCRIPTION

DRAWN: WCW
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DATE: 06/12/2026
SCALE: 1" = 50'
SHEET NO.: C13.13

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BIRMINGHAM, AL 35210
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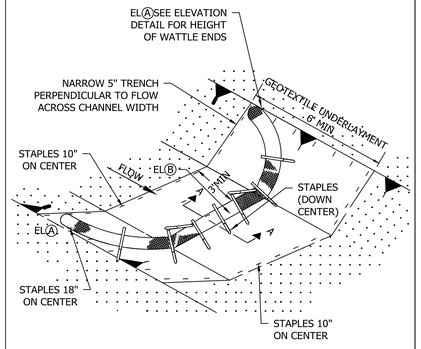
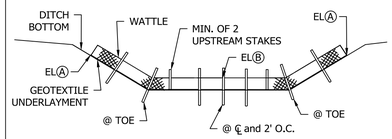
AUBURN

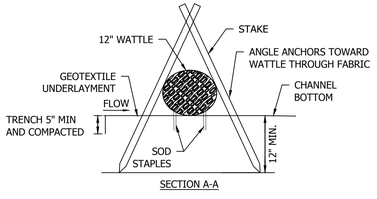
ALABAMA LICENSED No. 30400 PROFESSIONAL ENGINEER BRENT L. HARRELL LAMAR A. 06/12/26





ELEVATION DETAIL

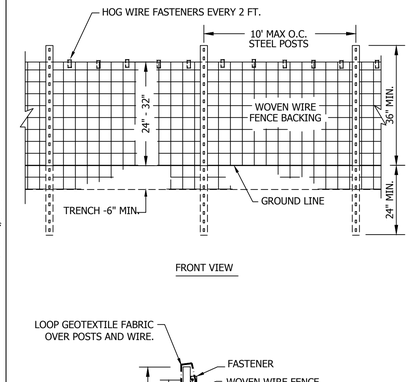
END POINTS Ⓐ MUST BE HIGHER THAN FLOWLINE POINT Ⓑ



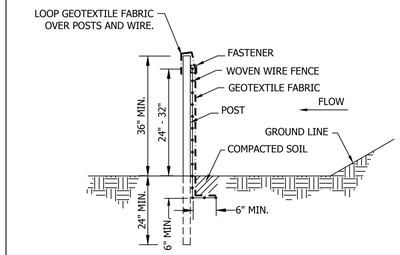
SECTION A-A

NOTES:
1. MINIMUM RECOMMENDED PLACEMENT INTERVAL BETWEEN WATTLE DITCH CHECK IS 100 FEET UNLESS SHOWN OTHERWISE ON THE PLANS OR APPROVED BY THE ENGINEER.
2. ANCHORING STAKES SHALL BE SIZED, SPACED, DRIVEN, AND BE OF A MATERIAL THAT EFFECTIVELY SECURES THE CHECK. STAKE SPACING SHALL BE A MAXIMUM OF TWO FEET.
3. SECURE GEOTEXTILE UNDERLAYMENT BY PLACING STAPLES 18 INCHES APART ALONG THE CHANNEL EDGES AND DOWN THE CENTER OF THE CHANNEL. SPACE STAPLES 10 INCHES APART ACROSS THE UPSTREAM AND DOWNSTREAM EDGES.
4. PLACE STAPLES ON BOTH SIDES OF WATTLE AT 6" SPACING.

WATTLE CHECK DAM



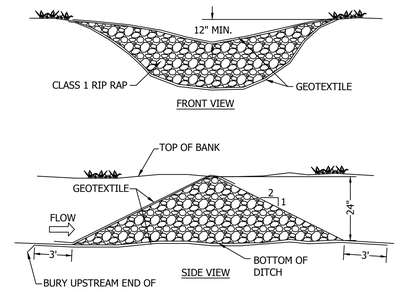
FRONT VIEW



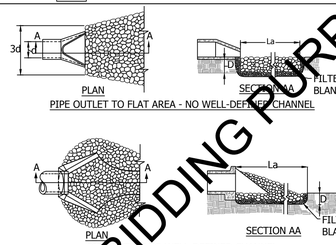
SIDE VIEW

NOTES:
1. WOVEN WIRE FENCE SHALL BE MINIMUM 14 GAUGE, 6" X 6" (ALDOT ALLOWS UP TO 12" HORIZONTAL SPACING).
2. THE WOVEN WIRE FENCING SHALL BE FASTENED TO THE UPSTREAM SIDE OF POSTS BY STAPLES OR WIRE TIES.
3. GEOTEXTILE FABRIC SHALL BE SECURELY FASTENED TO THE WOVEN WIRE FENCING.
4. MACHINE TRENCHED GEOTEXTILE SHALL BE TRENCHED VERTICAL AT LEAST 8" DEEP.

SB SILT FENCE WITH WIRE BACKING



CD ROCK CHECK DAM

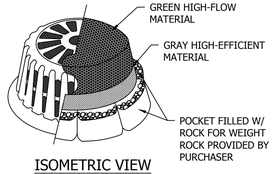


PIPE OUTLET TO FLAT AREA - NO WELL-DEFINED CHANNEL

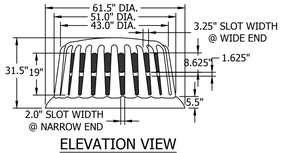
PIPE OUTLET TO WELL-DEFINED CHANNEL

NOTES:
1. La IS THE LENGTH OF THE RIPRAP APRON.
2. D = 1.5 TIMES THE MAXIMUM STONE DIAMETER BUT NOT LESS THAN 6".
3. IN A WELL-DEFINED CHANNEL EXTEND THE APRON UP THE CHANNEL BANKS TO AN ELEVATION OF 6" ABOVE THE MAXIMUM TAILWATER DEPTH OR TO THE TOP OF THE BANK, WHICHEVER IS LESS.
4. A FILTER BLANKET OR FILTER FABRIC SHOULD BE INSTALLED BETWEEN THE RIPRAP AND SOIL FOUNDATION.
REFER TO FIGURES OP-2 & OP-3 IN THE ALABAMA EROSION CONTROL HANDBOOK FOR SIZING OF APRON AND GRADATION OF RIPRAP TO USED.

OP OUTLET PROTECTION



ISOMETRIC VIEW



ELEVATION VIEW

NOTES:
1. THE BASE OF THE FABRIC SHOULD BE BURIED WITH COMPACTED EARTH FILL AT LEAST 12" INTO THE SOIL OR EXTEND HORIZONTALLY AND BE ADEQUATELY SECURED WITH BALLAST MATERIAL ACCORDING TO THE MANUFACTURER'S RECOMMENDATIONS.
2. INSPECT FABRIC DAILY FOR CUTS, ABRASIONS, AND PROPER INSTALLATION. REPLACE OR REPOSITION AS NECESSARY.
3. WHEN SEDIMENT HAS ACCUMULATED TO ½ THE HEIGHT OF THE STRUCTURE, IT SHOULD BE REMOVED AND PROPERLY DISPOSED OF.

IP FABRIC DROP INLET PROTECTION

NOT FOR BIDDING PURPOSES

TABLE MU-1: MULCHING MATERIALS AND APPLICATION RATES

MATERIAL	RATE PER ACRE (PER 1,000 SQ.FT.	NOTES
STRAW WITH SEED	1 1/2 - 2 TONS (70 LBS - 90 LBS)	SPREAD BY HAND OR MACHINE TO ATTAIN 75% GROUNDCOVER; ANCHOR WHEN SUBJECT TO BLOWING.
STRAW ALONE (NO SEED)	2 1/2 - 3 TONS (115 LBS - 160 LBS)	SPREAD BY HAND OR MACHINE; ANCHOR WHEN SUBJECT TO BLOWING.
WOOD CHIPS	5-6 TONS (225 LBS - 270 LBS)	TREAT WITH 12 LBS. NITROGEN/TON.
BARK	35 CUBIC YARDS (0.8 CUBIC YARD)	CAN APPLY WITH MULCH BLOWER.
PINE STRAW	1-2 TONS (45 LBS - 90 LBS)	SPREAD BY HAND OR MACHINE; WILL NOT BLOW LIKE STRAW.
PEANUT HULL	10-20 TON 450 LBS - 900 LBS)	WILL WASH OFF SLOPES. TREAT WITH 12 LBS. NITROGEN/TON.

TABLE TS-1: COMMONLY USED PLANTS FOR TEMPORARY COVER

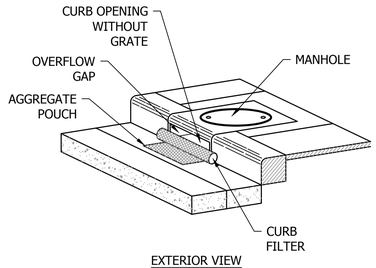
SPECIES	SEEDING RATE PER AC PLS	NORTH	CENTRAL	SOUTH
MILLET, BROWNTOP, OR GERMAN	40 LBS	MAY 1 - AUG 1	ARP 1 - AUG 15	ARP 1 - AUG 15
RYE	3 BU	SEPT 1 - NOV 15	SEPT 15 - NOV 15	SEPT 15 - NOV 15
RYEGRASS	30 LBS	AUG 1 - SEPT 15	SEPT 1 - OCT 15	SEPT 1 - OCT 15
SORGHUM - SUDAN HYBRIDS	40 LBS	MAY 1 - AUG 1	APR 15 - AUG 1	ARP 1 - AUG 15
SUNDANGRASS	40 LBS	MAY 1 - AUG 1	APR 15 - AUG 1	ARP 1 - AUG 15
WHEAT	3 BU	SEPT 1 - NOV 1	SEPT 15 - NOV 15	SEPT 15 - NOV 15
COMMON BERMUDAGRASS	10 LBS	APR 1 - JULY 1	MAR 15 - JULY 15	MAR 1 - JULY 15
CRIMSON CLOVER	10 LBS	SEPT 1 - NOV 1	SEPT 1 - NOV 1	SEPT 1 - NOV 1

TABLE PS-1: COMMONLY USED PLANTS FOR PERMANENT COVER WITH SEEDING RATES AND DATES

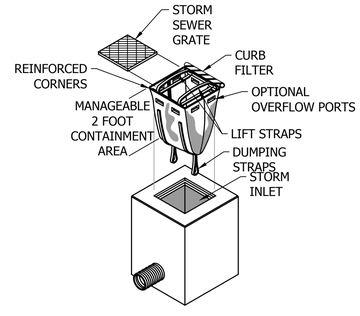
SPECIES	SEEDING RATE PER AC PLS	NORTH	CENTRAL	SOUTH
BAHIAGRASS, PENSACOLA	40 LBS	--	MAR 1 - JULY 1	FEB 1 - NOV 1
BERMUDAGRASS, COMMON	10 LBS	APR 1 - JULY 1	MAR 15 - JULY 15	MAR 1 - JULY 15
BAHIAGRASS, PENSACOLA	30 LBS	--	MAR 1 - JULY 1	MAR 1 - JULY 15
BERMUDAGRASS, COMMON	5 LBS	--	MAR 1 - JULY 1	MAR 1 - JULY 15
BERNUDAGRASS, HYBRID (LAWN TYPES)	SOLID SOD	ANYTIME	ANYTIME	ANYTIME
BERNUDAGRASS, HYBRID (LAWN TYPES)	SPRIGS 1/SQ FT	MAR 1 - AUG 1	MAR 1 - AUG 1	FEB 15 - SEPT 1
FESCUE, TALL	40 - 50 LBS	SEPT 1 - NOV 1	SEPT 1 - NOV 1	--
SERICEA	40 - 60 LBS	MAR 15 - JULY 15	MAR 1 - JULY 15	FEB 15 - JULY 15
SERICEA & COMMON BERMUDAGRASS	40 - 60 LBS 10 LBS	MAR 15 - JULY 15	MAR 1 - JULY 15	FEB 15 - JULY 15
SWITCHGRASS, ALAMO	4 LBS	APR 1 - JUN 15	MAR 15 - JUN 15	MAR 15 - JUN 15

NOTES:
1. ANY DISTURBED AREA MUST BE PLANTED OR OTHERWISE PROVIDED WITH GROUND COVER, MATERIALS, DEVICES, AND/OR STRUCTURES SUFFICIENT TO RESTRAIN ALL FORMS OF EROSION, TO THE MAXIMUM EXTENT PRACTICABLE WITHIN FOURTEEN (14) DAYS OF STOPPING WORK.
2. CONTRACTOR TO COORDINATE PERMANENT SEEDING WITH OWNER.
3. PLS MEANS PURE LIVE SEED AND IS USED TO ADJUST SEEDING RATES. FOR EXAMPLE: TO PLANT 10 LBS PLS OF A SPECIES WITH GERMINATION OF 80% AND 10% INERT MATERIAL -> 10 LBS / 0.70 = 14.3 LBS.

MU TS PS MULCHING, TEMPORARY SEEDING, & PERMANENT SEEDING TABLES



EXTERIOR VIEW



INTERIOR VIEW

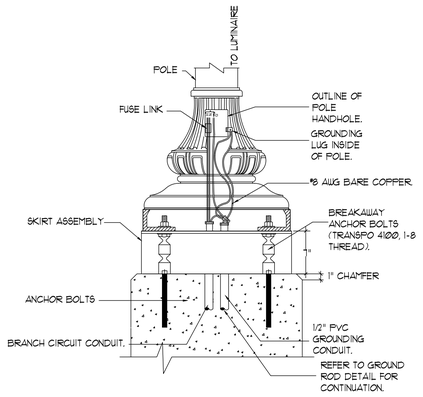
DANDY SACK

EROSION CONTROL DETAIL SHEET

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

REVISIONS	DESCRIPTION	DATE	CHECK
NO.			

DRAWN WCW
CHECKED BLH
DATE 06/12/2026
SCALE N.T.S.
SHEET NO. C13.14

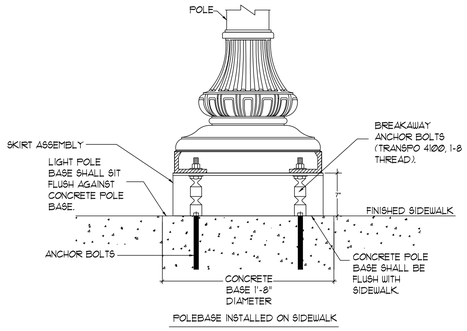


1 POLE HANDHOLE DETAIL

NO SCALE

POLE HANDHOLE DETAIL NOTES:

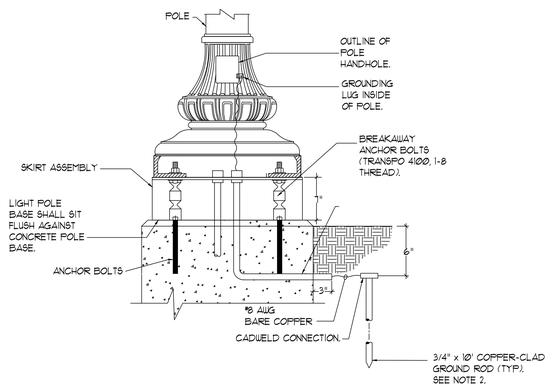
1. DETAIL TYPICAL FOR FIXTURE AS REQUIRED.



POLEBASE INSTALLED ON SIDEWALK

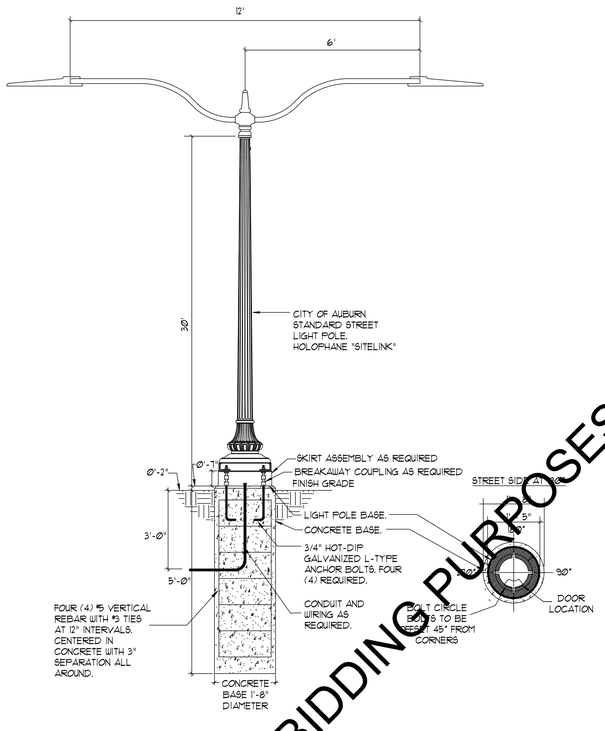
2 POLE BASE DETAIL

NO SCALE



3 POLE BASE GROUND ROD DETAIL

NO SCALE

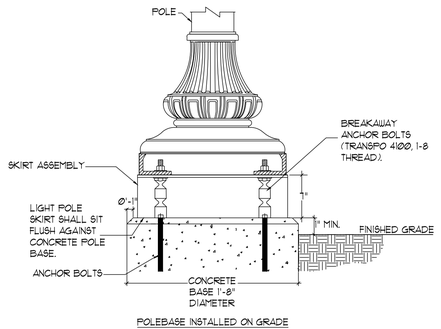


4 TYPICAL STREET LIGHT POLE DETAIL

NO SCALE

STREET POLE DETAIL NOTES:

1. DETAIL IS TYPICAL FOR FIXTURE TYPE 'DSL'. PROJECT MAY REQUIRE A SINGLE ARM.
2. CONTRACTOR SHALL COORDINATE ANCHOR BOLT ORIENTATION SO THAT ALL HANDHOLES ARE SAME AND "SITELINK" BOLT SLOT IS EXACTLY ADJACENT AND PARALLEL TO STREET. Ø0° SHALL BE AT STREET SIDE AND HANDHOLE SHALL BE AT Ø° OPPOSITE STREET. NO EXCEPTIONS TO THIS CORRECT POLE INSTALLATION.



POLEBASE INSTALLED ON GRADE

5 POLE BASE DETAIL

NO SCALE

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LIGHTING FIXTURE SCHEDULE

FIXTURE TYPE	DESCRIPTION	INPUT WATTS	LAMPS	BALLAST	MANUFACTURER	NOTES
DSL	STREET LIGHT FIXTURE WITH CAST ALUMINUM HOUSING MOUNTED ON 30' DECORATIVE POLE WITH 6' ROADWAY ARM (2)	UNV / 248 W	LED / 4000K 16,000 LUMENS	ELECTRONIC	HOLOPHANE ATB0 P3Ø4 MVOLT R3 BK PT (LIGHT FIXTURE) WDA 30 SL6 TID CØ5 BK RP132A, BHC 12IN 2A TN SL6 BK, FGIUS, BUKT 1100R 1200BC 100AB, TRANSPO, AB RPD325Ø29 (POLE (1) & ROADWAY ARM (2)).	-

LIGHTING FIXTURE SCHEDULE NOTES

1. CONFIRM VOLTAGE WITH DRAWINGS AND COORDINATE/CONFIRM ALL MOUNTING HEIGHTS AND FINISHES WITH ARCHITECT PRIOR TO ORDERING AND INSTALLATION.
2. PROVIDE ALL HARDWARE AND ACCESSORIES TO INSTALL FIXTURES AS INDICATED IN FIXTURE DESCRIPTION.
3. MANUFACTURER PART NUMBERS MAY NOT NECESSARILY MATCH DESCRIPTION. OBTAIN CLARIFICATION IF A CONFLICT EXISTS BETWEEN DESCRIPTION AND MODEL NUMBER.

GENERAL NOTES

1. ALL ELECTRICAL WORK AND MATERIAL SHALL CONFORM TO THE LATEST EDITION OF THE N.E.C. AND THE REQUIREMENTS OF THE STATE AND LOCAL AUTHORITY HAVING JURISDICTION.
2. WIRING SYSTEM SHALL CONSIST OF COPPER WIRING INSTALLED IN CONDUIT, MINIMUM WIRE SIZE SHALL BE #12 AWG. MINIMUM CONDUIT SIZE SHALL BE 3/4".
3. CONDUIT SHALL BE SIZED IN ACCORDANCE WITH TABLE 1, CHAPTER 9 OF N.E.C.
4. CONTRACTOR SHALL PROVIDE ALL MATERIAL NECESSARY TO FINALIZE A NEAT, COMPLETE AND PROPERLY WORKING ELECTRICAL SYSTEM WHICH CONFORMS TO ALL LOCAL CODES AND THE NATIONAL ELECTRICAL CODE AS PER PLANS, AND SPECS.
5. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO VISIT THE SITE AND BECOME THOROUGHLY FAMILIAR WITH ALL EXISTING CONDITIONS PRIOR TO BID DATE OR CONSTRUCTION DATE, AS HE SHALL BE RESPONSIBLE FOR SAME.
6. EXACT LOCATION OF EXISTING UNDERGROUND UTILITIES IS THE RESPONSIBILITY OF THE CONTRACTOR.
7. CUTTING OF EXISTING PAVEMENT IS NOT ALLOWED FOR ROUTING OF NEW CIRCUITS/CONDUITS. PROVIDE DIRECTIONAL HORIZONTAL BORING MINIMUM 36" BELOW GRADE AS REQUIRED.
8. REQUIRED CHAMFER SHALL BE CONSTRUCTED USING CHAMFER STRIP, IT MAY NOT BE HAND TOOLED.
9. CONTRACTOR SHALL COORDINATE EXACT LOCATION OF PEDESTRIAN LIGHTS WITH OWNER REPRESENTATIVE PRIOR TO INSTALLATION.
10. CONTRACTOR SHALL SCHEDULE ALL INSPECTIONS WITH OWNER REPRESENTATIVES AS REQUIRED IN THE CITY OF AUBURN ENGINEERING DESIGN AND CONSTRUCTION MANUAL.
11. SERVICE VOLTAGE AT EACH ELECTRICAL ENCLOSURE SHALL BE 120 / 240 VOLT, 1 PHASE, 3 WIRE. SERVICE SHALL BE UNDERGROUND BY ALABAMA POWER.
12. ENCLOSURE LOCATIONS ARE GENERAL. COORDINATE EXACT LOCATIONS WITH OWNER REPRESENTATIVE AND ALABAMA POWER COMPANY PRIOR TO INSTALLATION.
13. EACH ENCLOSURE SHALL HAVE (1) SPARE 2-INCH CONDUIT STUBBED OUT 5' AND CAPPED. COORDINATE EXACT LOCATION WITH THE CITY OF AUBURN.

ELECTRICAL LEGEND

SYMBOL	DESCRIPTION	MOUNTING HEIGHT ON CENTER (COORD WITH ARCH)
E	EXISTING TO REMAIN	
R	RELOCATED	
D	DEMOLISHED	
	CONDUIT RUN CONCEALED IN THE FLOOR, UNDERGROUND, OR UNDER THE ELEVATED SLAB	
	CIRCUITS HOMERUN TO THE PANEL	

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AUBURN

ALABAMA LICENSED No. 37156 PROFESSIONAL ENGINEER ALEN TAYLOR SASSER

01/20/2026

PLAN & PROFILE - N. DONAHUE DRIVE
ELECTRICAL LEGEND, NOTES, AND SCHEDULE

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

REVISIONS				
NO.	CHECK	DATE	DESCRIPTION	

DRAWN: CDO
CHECKED: ATS
DATE: 02/20/2026
SCALE:
SHEET NO.: E0.1

PANELBOARD "EQ" SCHEDULE

VOLTAGE:	120 / 240	1 PHASE 3 WIRE	MAIN:	100A MLO	MOUNTING:					
BUS SIZE:	125 AMPS	FAULT DUTY:	SEE RISER	AIC	SURFACE					

CKT NO	DESCRIPTION	LOAD	NOTE	BKR	PHASE A	PHASE B	BKR	NOTE	LOAD	DESCRIPTION	CKT NO
1	POLE MOUNTED RECS	0.2		20/1	0.4		20/1		0.2	POLE MOUNTED RECS	2
3	POLE MOUNTED RECS	0.2		20/1		0.5	20/1		0.4	POLE MOUNTED RECS	4
5	POLE MOUNTED RECS	0.4		20/1	0.9		20/1		0.5	POLE MOUNTED RECS	6
7	POLE MOUNTED RECS	0.2		20/1		0.2	20/1		0.0	SPARE	8
9	SPARE	0.0		20/1	0.0		20/1		0.0	SPARE	10
11	SPARE	0.0		20/1		0.0	20/1		0.0	SPARE	12
13	SPARE	0.0		20/1	0.0		20/1		0.0	SPARE	14
15	SPARE	0.0		20/1		0.0	20/1		0.0	SPARE	16
17	SPARE	0.0		20/1	0.0		20/1		0.0	SPARE	18
19	SPARE	0.0		20/1		0.0	20/1		0.0	SPARE	20
21	SPARE	0.0		20/1	0.0		20/1		0.0	SPARE	22
23	SPARE	0.0		20/1		0.0	20/1		0.0	SPARE	24
25	SPARE	0.0		20/1	0.0		20/1		0.0	SPARE	26
27	SPARE	0.0		20/1		0.0	20/1		0.0	SPARE	28
29	SPARE	0.0		20/1	0.2		20/1		0.2	PANEL MOUNTED REC	30
					1.4	0.7					

LIGHTING:	0.0	x 125% =	0.0
RECEPT:	2.2	x NEC 220.44	2.2
MOTORS:	0.0	x 100%	0.0
A/C:	0.0	x 100%	0.0
HEATING:	0.0	x 100%	0.0
KITCHEN:	0.0	x NEC 220.56	0.0
CONTINUOUS	0.0	x 100%*	0.0
TOTAL KVA	2.2	CALC KVA	2.2
TOTAL AMPS	9.0	CALC AMPS	9.0

BUS KVA		NOTES:
A	B	1
1.4	0.7	

PANELBOARD "SL" SCHEDULE

VOLTAGE:	120 / 240	1 PHASE 3 WIRE	MAIN:	100A MLO	MOUNTING:					
BUS SIZE:	125 AMPS	FAULT DUTY:	SEE RISER	AIC	SURFACE					

CKT NO	DESCRIPTION	LOAD	NOTE	BKR	PHASE A	PHASE B	BKR	NOTE	LOAD	DESCRIPTION	CKT NO
1	STREET LIGHTING	0.1		20/2	0.4		20/2		0.2	STREET LIGHTING	2
3		0.1				0.4			0.2		4
5	STREET LIGHTING	0.2		20/2	0.5		20/2		0.2	STREET LIGHTING	6
7		0.2				0.5			0.2		8
9	STREET LIGHTING	0.1		20/2	0.2		20/2		0.1	STREET LIGHTING	10
11		0.1				0.2			0.1		12
13	SPACE	0.0			0.0				0.0	SPACE	14
15		0.0				0.0			0.0		16
17	SPACE	0.0			0.0				0.0	SPACE	18
19		0.0				0.0			0.0		20
21	SPACE	0.0			0.0				0.0	SPACE	22
23		0.0				0.0			0.0		24
25	SPACE	0.0			0.0				0.0	SPACE	26
27		0.0				0.0			0.0		28
29	SPACE	0.0			0.0				0.0	SPACE	30
					1.1	1.1					

LIGHTING:	2.2	x 125% =	2.8
RECEPT:	0.0	x NEC 220.44	0.0
MOTORS:	0.0	x 100%	0.0
A/C:	0.0	x 100%	0.0
HEATING:	0.0	x 100%	0.0
KITCHEN:	0.0	x NEC 220.56	0.0
CONTINUOUS	0.0	x 100%*	0.0
TOTAL KVA	2.2	CALC KVA	2.8
TOTAL AMPS	9.3	CALC AMPS	11.6

BUS KVA		NOTES:
A	B	1
1.1	1.1	

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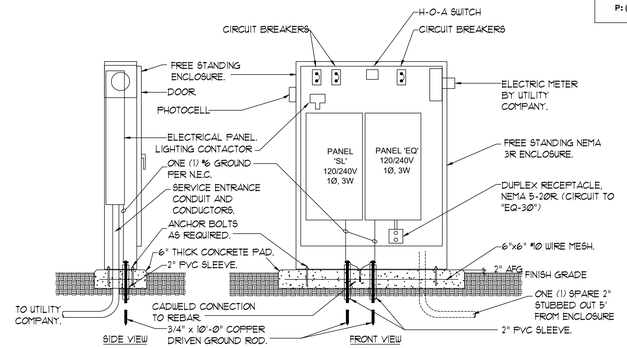
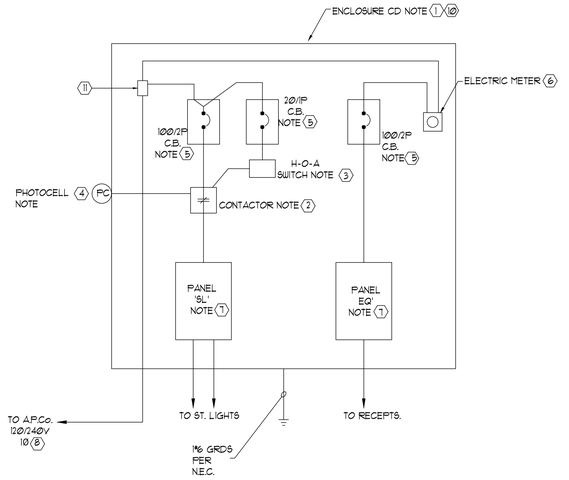


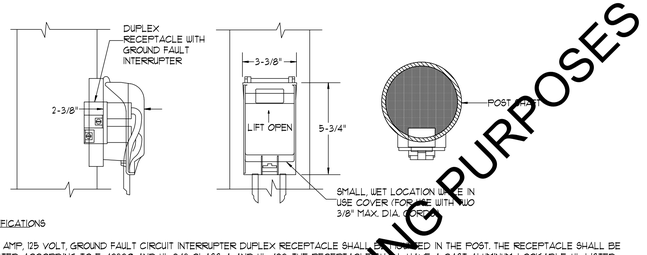
1 PANEL ENCLOSURE DETAIL
NO SCALE



2 EQUIPMENT INSIDE ENCLOSURE
NO SCALE

ENCLOSURE NOTES

1. ENCLOSURE SHALL BE FREESTANDING ON CONCRETE PAD, RAINPROOF-NEMA 3R, STEEL (G90), PAINTED BLACK (RAL 9011), HINGED AND LOCKABLE OUTSIDE DOOR, HINGED DEAD-FRONT INSIDE COVER. ALL INTERNAL WIRING AND CONNECTIONS SHALL BE BY MANUFACTURER, MUST BE UL "SERVICE ENTRANCE" RATED. SIZE AS REQUIRED. ALL CIRCUIT BREAKERS (MAIN &BRANCH) AND H-O-A SWITCH SHALL BE ACCESSIBLE INSIDE ENCLOSURE WITH DEAD-FRONT COVER CLOSED. MILBANK OR APPROVED EQUIVALENT.
2. CONTACTOR SHALL BE 100 AMP 2 POLE. ELECTRICALLY HELD WITH 120 VOLT COIL, OPEN TYPE. THIS CONTACTOR SHALL CONTROL "ON-OFF" OF ALL CIRCUITS IN PANEL 'SL'.
3. HAND-OFF-AUTO (H-O-A) SWITCH SHALL BE 120 VOLT 20 AMP RATED AND SHALL OPERATE AS FOLLOWS:
"HAND"- CONTACTOR IS CLOSED AND PANEL 'SL' IS ENERGIZED.
"OFF"-CONTACTOR IS OPEN AND PANEL 'SL' IS DEENERGIZED.
"AUTO"-PHOTOCELL CONTROLS CONTACTOR AND "ON-OFF" OF PANEL 'SL'.
4. PHOTOCELL SHALL BE SPST 120 VOLT TO CONTROL CONTRACTOR AND "ON-OFF" OF PANEL 'SL'. PHOTOCELL SHALL BE MOUNTED INSIDE OF ENCLOSURE WITH GLASS WINDOW TO DETECT OUTSIDE LIGHT.
5. CIRCUIT BREAKER (SIZE AS NOTED), SEPARATE OPEN TYPE, 10K AIC. ACCESSIBLE ON INSIDE HINGED COVER WITH LABEL DESCRIBING FUNCTION.
6. UTILITY COMPANY ELECTRIC METER. MOUNT SOCKET INSIDE ENCLOSURE WITH METER VISIBLE ON OUTSIDE. COORDINATE REQUIREMENTS WITH UTILITY COMPANY. METER MOUNTING HEIGHT SHALL BE BETWEEN 48" AND 60" ABOVE FINISH GRADE TO CENTER OF METER.
7. PANEL, 120/240VOLT 1 PHASE 3 WIRE, CIRCUIT BREAKER LOAD CENTER TYPE. REFER TO PANELBOARD SCHEDULE FOR CIRCUIT BREAKERS. BREAKERS SHALL BE ACCESSIBLE ON INSIDE HINGED COVER. PROVIDE DIRECTORY OR LABELS.
8. CONTRACTOR SHALL FURNISH AND INSTALL ONE (1) 3"c. 36" DEEP. ALABAMA POWER COMPANY WILL FURNISH AND INSTALL CONDUCTORS. COORDINATE CONNECTION REQUIREMENTS.
9. ALL ENCLOSURE COMPONENTS AND INTERNAL WIRING BETWEEN COMPONENTS SHALL BE DONE BY ENCLOSURE MANUFACTURER.
10. THIS IS A STANDARD ELECTRICAL ENCLOSURE FOR CITY OF AUBURN AND MAY INCLUDE EQUIPMENT NOT USED ON THIS PROJECT.
11. SERVICE TERMINATION LUGS.



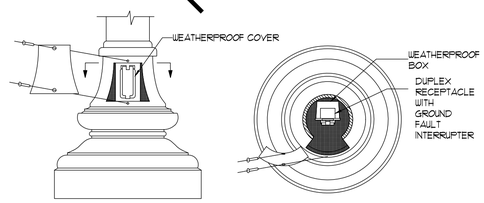
SPECIFICATIONS

A 20 AMP, 125 VOLT, GROUND FAULT CIRCUIT INTERRUPTER DUPLEX RECEPTACLE SHALL BE MOUNTED IN THE POST. THE RECEPTACLE SHALL BE UL LISTED ACCORDING TO E-48380 AND UL 943 CLASS A AND UL 498. THE RECEPTACLE SHALL HAVE A CAST ALUMINUM, LOCKABLE, UL LISTED COVER THAT IS SUITABLE FOR WET LOCATIONS WHILE IN USE AND COMPLIES WITH NEC ARTICLE 410-57(B). THE COVER SHALL ACCEPT MOST COMMON CORD SETS UP TO 3/8" DIAMETER (14/3). THE RECEPTACLE AND COVER SHALL MOUNT TO AN OUTLET OPENING, IN THE POST SHAFT, WITH A GASKET AND STAINLESS STEEL SCREWS. HOLOPHANE FGUS-SBKH. LOCATE RECEPTACLE 11' ABOVE BOTTOM OF POLE. THIS RECEPTACLE SHALL BE MOUNTED 11'-0" ABOVE BOTTOM OF POLE BASE.

3 WEATHERPROOF RECEPTACLE - EXTERNAL POST SHAFT LOCATION
NO SCALE

WEATHERPROOF RECEPTACLE NOTES:

1. DETAIL TYPICAL FOR FIXTURE AS REQUIRED.



SPECIFICATIONS

A 20 AMP, 125 VOLT, GROUND FAULT CIRCUIT INTERRUPTER DUPLEX RECEPTACLE SHALL BE MOUNTED INSIDE THE POST BASE, FACING TOWARD THE ACCESS DOOR. THE RECEPTACLE SHALL BE UL LISTED ACCORDING TO E-48380 AND UL 943 CLASS A AND UL 498. THE RECEPTACLE SHALL BE MOUNTED IN A CAST ALUMINUM BOX AND COVER THAT IS SUITABLE FOR WET LOCATIONS WHILE NOT IN USE. THE RECEPTACLE AND COVER SHALL MOUNT TO A OUTLET BOX WITH A GASKET AND STAINLESS STEEL SCREWS. HOLOPHANE RB/GFI/WPC

4 WEATHERPROOF RECEPTACLE - INTERNAL BASE LOCATION
NO SCALE

WEATHERPROOF RECEPTACLE NOTES:

1. RECEPTACLES MUST BE WIRED ON SEPARATE CIRCUIT FROM LIGHT.
2. RECEPTACLES ARE TYPICALLY INSTALLED FOR USE BY AUTHORIZED PERSONNEL FOR SPECIAL EVENTS, DECORATIVE SEASONAL LIGHTS, AND OWNER MAINTENANCE PURPOSES.

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AUBURN

ALABAMA LICENSED No. 37156 PROFESSIONAL ENGINEER ALLEN TAYLOR SASSER

01/20/2026

PLAN & PROFILE - N. DONAHUE DRIVE
ELECTRICAL DETAILS

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

REVISIONS			
NO.	CHECK	DATE	DESCRIPTION

DRAWN: CDO
CHECKED: ATS
DATE: 02/20/2026
SCALE:
SHEET NO.: E0.2



NOT FOR BIDDING PURPOSES

1 ELECTRICAL PLAN STA 12+00 - 24+00
1" = 50'
NORTH

GENERAL NOTES: (APPLY TO THIS SHEET ONLY)

1. COORDINATE EXACT LOCATION FOR ALL ELECTRICAL AND LIGHTING DEVICES WITH ARCHITECT PRIOR TO INSTALLATION.
2. LABEL PANELBOARD SCHEDULES PER NEC 408.4.
3. ALL BRANCH CIRCUITS SHALL BE WIRED 2"C, 2-#12, 1-#12G MINIMUM, UNLESS OTHERWISE NOTED ON THE PLANS. ALL HOMERUNS SHALL BE A MINIMUM 2" CONDUIT.

KEY NOTES (APPLY TO THIS SHEET ONLY)

1. PROVIDE AND INSTALL CIRCUIT WITH 2#4, 1#6G. 1 ¼"C. THROUGHOUT TO ACCOUNT FOR VOLTAGE DROP. REFER TO DETAILS 3 AND 4 ON SHEET E0.2 FOR POLE MOUNTED RECEPTACLE INFORMATION. COORDINATE EXACT INSTALLATION REQUIREMENTS WITH OWNER PRIOR TO ROUGH-IN.
2. PROVIDE AND INSTALL CIRCUIT TO EQ-2 WITH 2#6, 1#6G. 1"C. THROUGHOUT TO ACCOUNT FOR VOLTAGE DROP. REFER TO DETAILS 3 AND 4 ON SHEET E0.2 FOR POLE MOUNTED RECEPTACLE INFORMATION. COORDINATE EXACT INSTALLATION REQUIREMENTS WITH OWNER PRIOR TO ROUGH-IN
3. PROVIDE AND INSTALL CIRCUIT TO EQ-3 WITH 2#8, 1#8G. 1"C. THROUGHOUT TO ACCOUNT FOR VOLTAGE DROP. REFER TO DETAILS 3 AND 4 ON SHEET E0.2 FOR POLE MOUNTED RECEPTACLE INFORMATION. COORDINATE EXACT INSTALLATION REQUIREMENTS WITH OWNER PRIOR TO ROUGH-IN.
4. PROVIDE AND INSTALL CIRCUIT WITH 2#8, 1#8G. AND 2#6, 1#6G. IN SHARED 2"C. THROUGHOUT TO ACCOUNT FOR VOLTAGE DROP. REFER TO KEYNOTES 2 AND 3 FOR FURTHER INFORMATION.

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AUBURN

ALABAMA LICENSED No. 37156 PROFESSIONAL ENGINEER ALLEN TAYLOR SABER
01/20/2026

PLAN & PROFILE - N. DONAHUE DRIVE
ELECTRICAL PLAN STA 12+00 - 24+00

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

REVISIONS

NO.	CHECK	DATE	DESCRIPTION

DRAWN: CDO
CHECKED: ATS
DATE: 02/20/2026
SCALE: 1" = 50'
SHEET NO.: E1.2

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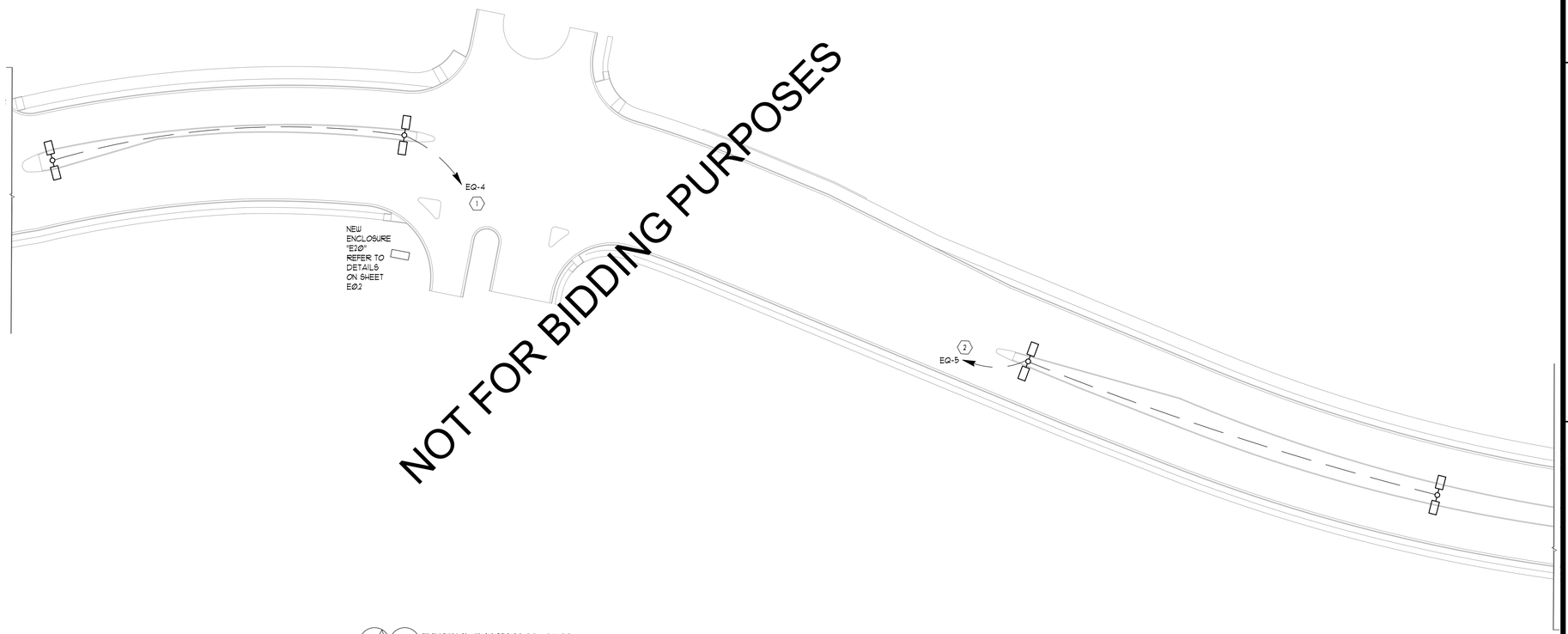
AUBURN



1 ELECTRICAL PLAN STA 24+00 - 36+00
1" = 50'
NORTH

GENERAL NOTES: (APPLY TO THIS SHEET ONLY)

1. COORDINATE EXACT LOCATION FOR ALL ELECTRICAL AND LIGHTING DEVICES WITH ARCHITECT PRIOR TO INSTALLATION.
2. LABEL PANELBOARD SCHEDULES PER NEC 408.4.
3. ALL BRANCH CIRCUITS SHALL BE WIRED 3"C, 2-#12, 1-#12G MINIMUM, UNLESS OTHERWISE NOTED ON THE PLANS. ALL HOMERUNS SHALL BE A MINIMUM 2" CONDUIT.

KEY NOTES (APPLY TO THIS SHEET ONLY)

1. PROVIDE AND INSTALL CIRCUIT WITH 2#8, 1#8G, 1"C, THROUGHOUT TO ACCOUNT FOR VOLTAGE DROP. REFER TO DETAILS 3 AND 4 ON SHEET E0.2 FOR POLE MOUNTED RECEPTACLE INFORMATION. COORDINATE EXACT INSTALLATION REQUIREMENTS WITH OWNER PRIOR TO ROUGH-IN.
2. PROVIDE AND INSTALL CIRCUIT WITH 2#4, 1#4G, 1 ¼"C, THROUGHOUT TO ACCOUNT FOR VOLTAGE DROP. REFER TO DETAILS 3 AND 4 ON SHEET E0.2 FOR POLE MOUNTED RECEPTACLE INFORMATION. COORDINATE EXACT INSTALLATION REQUIREMENTS WITH OWNER PRIOR TO ROUGH-IN.

ALABAMA LICENSED No. 37156 PROFESSIONAL ENGINEER ALLEN TAYLOR SASSER

01/20/2026

PLAN & PROFILE - N. DONAHUE DRIVE
ELECTRICAL PLAN STA 24+00 - 36+00

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

REVISIONS	NO.	CHECK	DATE	DESCRIPTION

DRAWN: CDO
CHECKED: ATS
DATE: 02/20/2026
SCALE: 1" = 50'
SHEET NO.: E1.3

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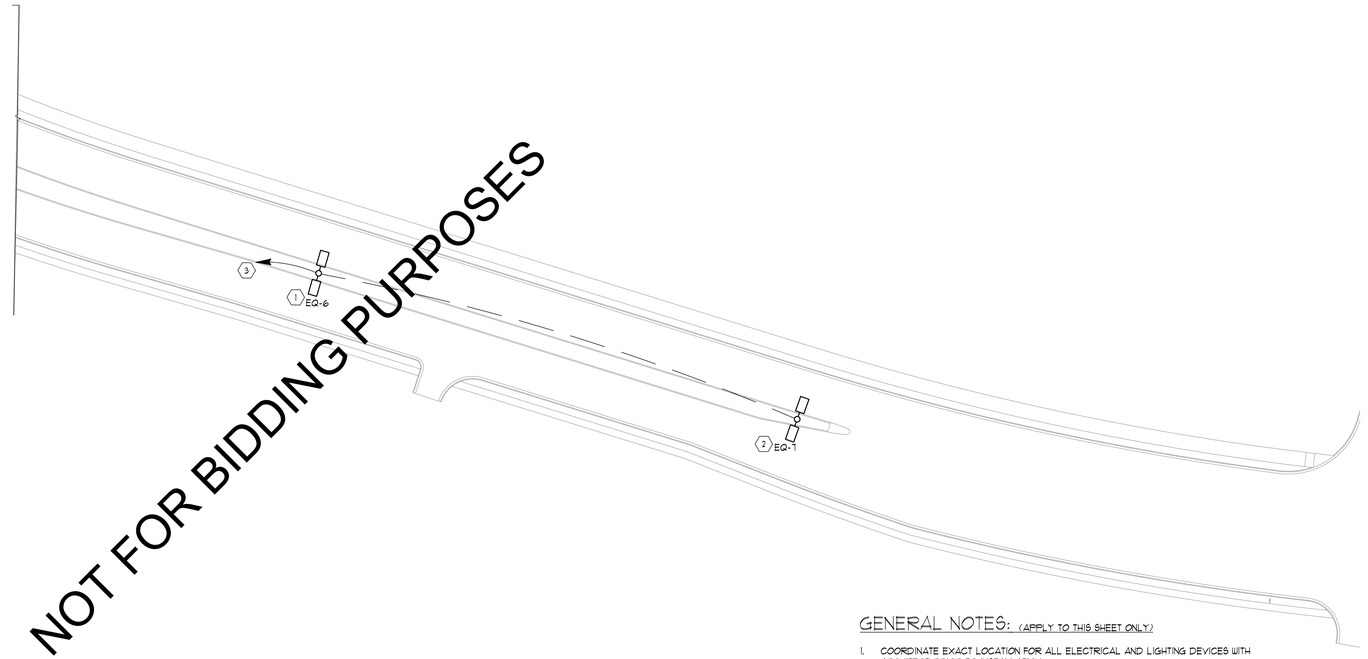

NOT FOR BIDDING PURPOSES

NORTH

ELECTRICAL PLAN STA 36+00 - 48+00
1" = 50'

GENERAL NOTES: (APPLY TO THIS SHEET ONLY)

1. COORDINATE EXACT LOCATION FOR ALL ELECTRICAL AND LIGHTING DEVICES WITH ARCHITECT PRIOR TO INSTALLATION.
2. LABEL PANELBOARD SCHEDULES PER NEC 408.4.
3. ALL BRANCH CIRCUITS SHALL BE WIRED 2"C, 2-#2, 1-#2G MINIMUM, UNLESS OTHERWISE NOTED ON THE PLANS. ALL HOMERUNS SHALL BE A MINIMUM 2" CONDUIT.

KEY NOTES (APPLY TO THIS SHEET ONLY)

(1) PROVIDE AND INSTALL CIRCUIT WITH 2#6, 1#6G, 1"C. THROUGHOUT TO ACCOUNT FOR VOLTAGE DROP. REFER TO DETAILS 3 AND 4 ON SHEET E0.2 FOR POLE MOUNTED RECEPTACLE INFORMATION. COORDINATE EXACT INSTALLATION REQUIREMENTS WITH OWNER PRIOR TO ROUGH-IN.

(2) PROVIDE AND INSTALL CIRCUIT WITH 2#4, 1#4G, 1 ½"C. THROUGHOUT TO ACCOUNT FOR VOLTAGE DROP. REFER TO DETAILS 3 AND 4 ON SHEET E0.2 FOR POLE MOUNTED RECEPTACLE INFORMATION. COORDINATE EXACT INSTALLATION REQUIREMENTS WITH OWNER PRIOR TO ROUGH-IN

PROVIDE AND INSTALL CIRCUIT WITH 2#4, 1#4G. AND 2#6, 1#6G., IN SHARED 2"C. THROUGHOUT TO ACCOUNT FOR VOLTAGE DROP. REFER TO KEYNOTES 1 AND 2 FOR FURTHER INFORMATION.

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AUBURN, ALABAMA 36830
PHONE: (334) 501-3000; FAX: (334) 501-7294

AUBURN

ALABAMA LICENSED No. 37156 PROFESSIONAL ENGINEER ALLEN TAYLOR SASSER

01/10/2026

PLAN & PROFILE - N. DONAHUE DRIVE
ELECTRICAL PLAN STA 36+00 - 48+00

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

REVISIONS	NO.	CHECK	DATE	DESCRIPTION

DRAWN: CDO
CHECKED: ATS
DATE: 02/20/2026
SCALE: 1" = 50'
SHEET NO.: E1.4

CONWAY & OWEN
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2515 East Glenn Ave., Suite 304
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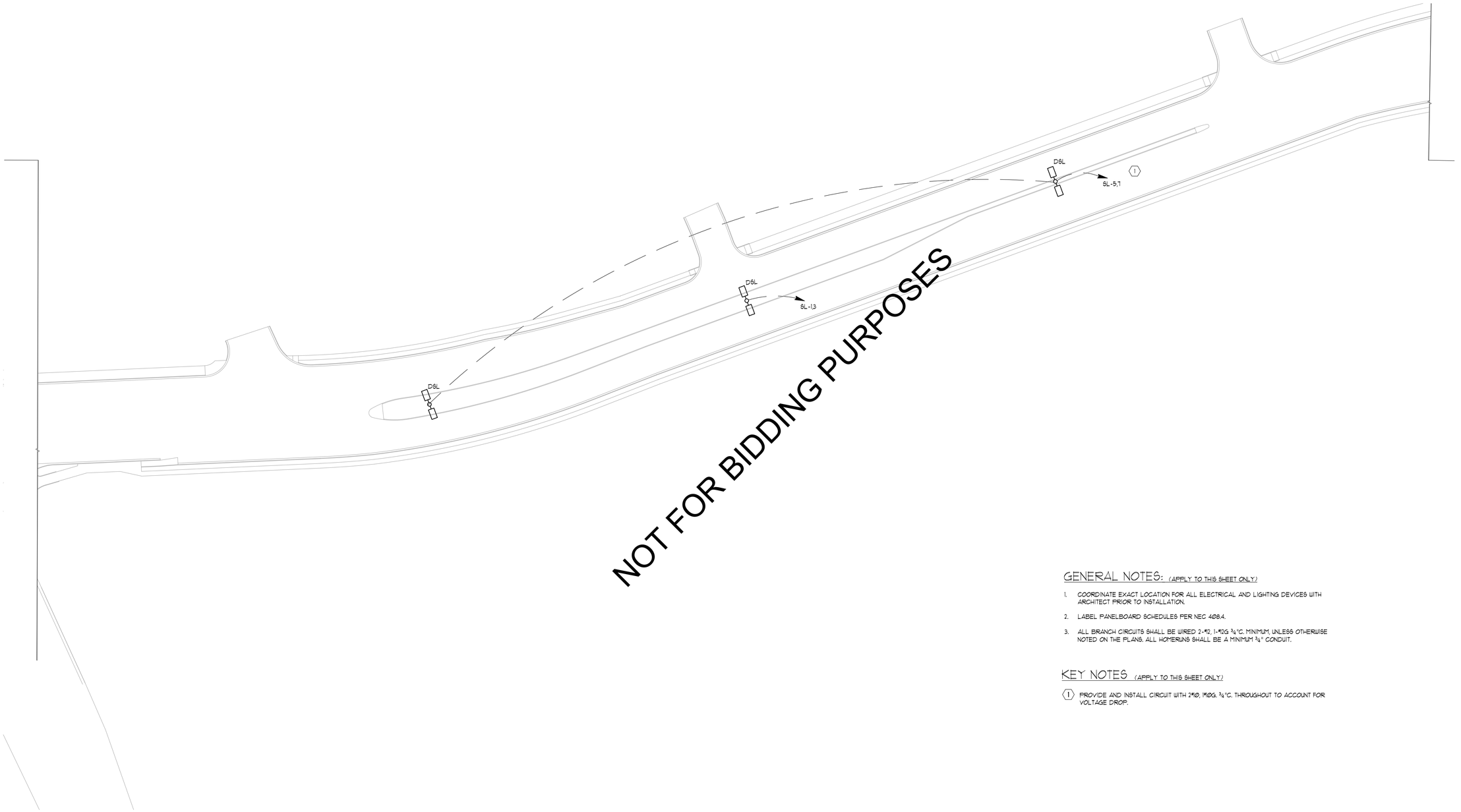

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GENERAL NOTES: (APPLY TO THIS SHEET ONLY)

1. COORDINATE EXACT LOCATION FOR ALL ELECTRICAL AND LIGHTING DEVICES WITH ARCHITECT PRIOR TO INSTALLATION.
2. LABEL PANELBOARD SCHEDULES PER NEC 408.4.
3. ALL BRANCH CIRCUITS SHALL BE WIRED 2-#12, 1-#12G ¾"C. MINIMUM, UNLESS OTHERWISE NOTED ON THE PLANS. ALL HOMERUNS SHALL BE A MINIMUM ¾" CONDUIT.

KEY NOTES (APPLY TO THIS SHEET ONLY)

(1) PROVIDE AND INSTALL CIRCUIT WITH 2#10, 1#10G. ¾"C. THROUGHOUT TO ACCOUNT FOR VOLTAGE DROP.

NORTH (1) LIGHTING PLAN STA 12+00 - 24+00
1" = 50'

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ALABAMA LICENSED No. 37156 PROFESSIONAL ENGINEER ALLEN TAYLOR SASSER

01/10/2026

PLAN & PROFILE - N. DONAHUE DRIVE
LIGHTING PLAN STA 12+00 - 24+00

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

REVISIONS

NO.	CHECK	DATE	DESCRIPTION

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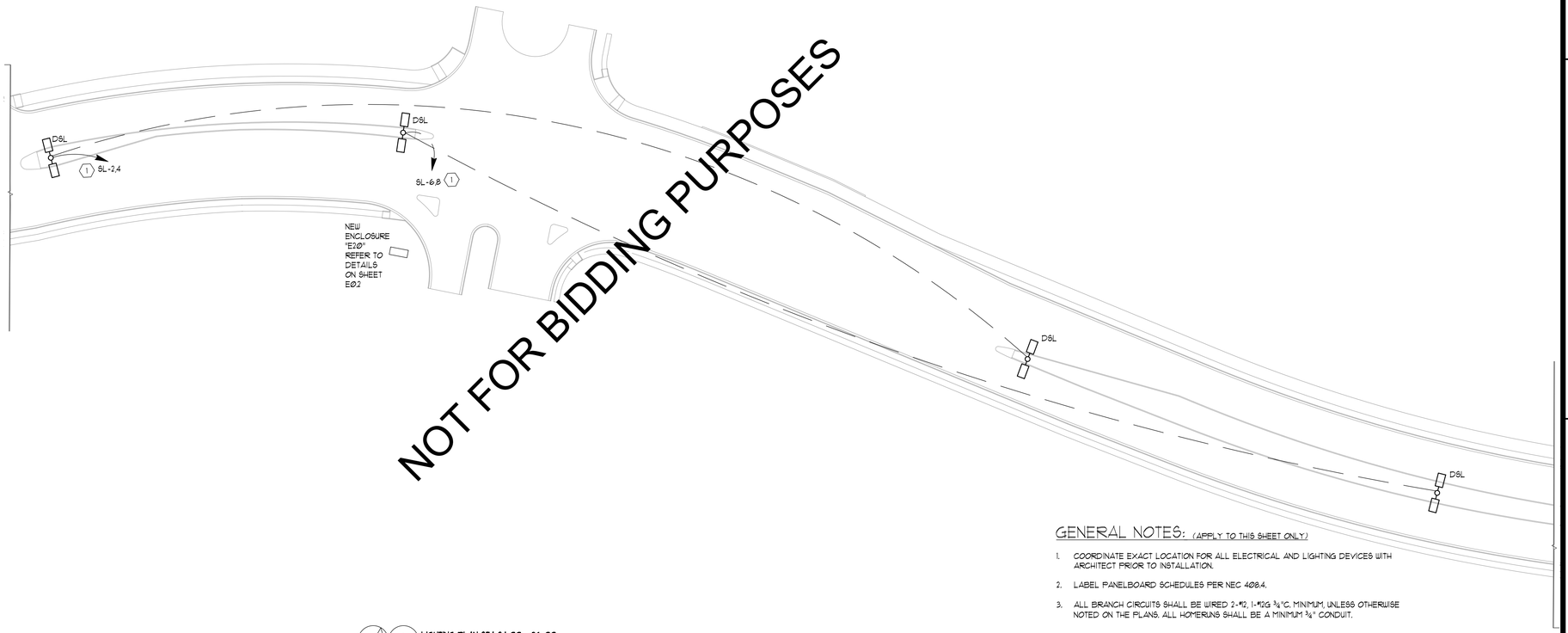

1 LIGHTING PLAN STA 24+00 - 36+00
1" = 50'
NORTH

GENERAL NOTES: (APPLY TO THIS SHEET ONLY)

1. COORDINATE EXACT LOCATION FOR ALL ELECTRICAL AND LIGHTING DEVICES WITH ARCHITECT PRIOR TO INSTALLATION.
2. LABEL PANELBOARD SCHEDULES PER NEC 408.4.
3. ALL BRANCH CIRCUITS SHALL BE WIRED 2-#12, 1-#12G ¾"C. MINIMUM, UNLESS OTHERWISE NOTED ON THE PLANS. ALL HOMERUNS SHALL BE A MINIMUM ¾" CONDUIT.

KEY NOTES (APPLY TO THIS SHEET ONLY)

(1) PROVIDE AND INSTALL CIRCUIT WITH 2#10, 1#10G. ¾"C. THROUGHOUT TO ACCOUNT FOR VOLTAGE DROP.

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ALABAMA LICENSED No. 37156 PROFESSIONAL ENGINEER ALLEN TAYLOR SAXER

01/20/2026

PLAN & PROFILE - N. DONAHUE DRIVE
LIGHTING PLAN STA 24+00 - 36+00

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

REVISIONS	NO.	CHECK.	DATE	DESCRIPTION

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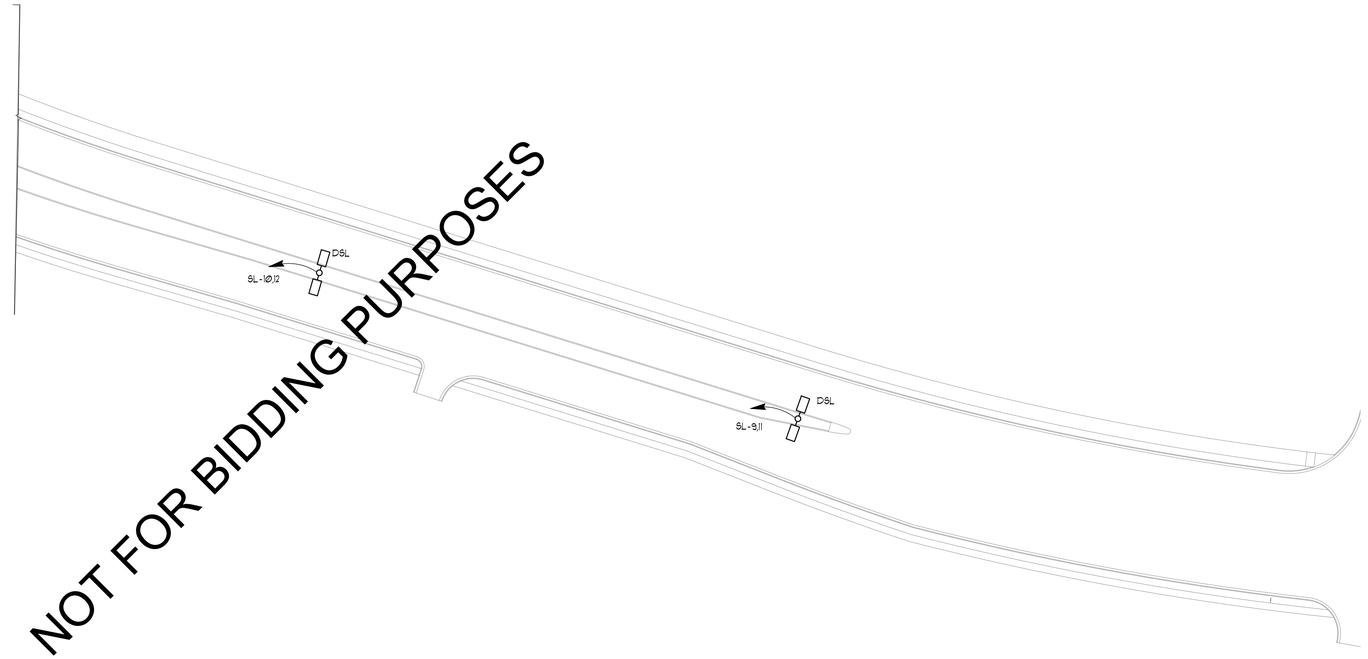

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1 LIGHTING PLAN STA 36+00 - 48+00
1" = 50'
NORTH

GENERAL NOTES: (APPLY TO THIS SHEET ONLY)

1. COORDINATE EXACT LOCATION FOR ALL ELECTRICAL AND LIGHTING DEVICES WITH ARCHITECT PRIOR TO INSTALLATION.
2. LABEL PANELBOARD SCHEDULES PER NEC 408.4.
3. ALL BRANCH CIRCUITS SHALL BE WIRED 2-#12, 1-#12G ¾"C. MINIMUM, UNLESS OTHERWISE NOTED ON THE PLANS. ALL HOMERUNS SHALL BE A MINIMUM ¾" CONDUIT.

ALABAMA LICENSED No. 37156 PROFESSIONAL ENGINEER ALLEN TAYLOR SABER

01/20/2026

PLAN & PROFILE - N. DONAHUE DRIVE
LIGHTING PLAN STA 36+00 - 48+00

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

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SKIPPER
CONSULTING INC
3644 VANN ROAD, SUITE 100
BIRMINGHAM, ALABAMA 35235
TELEPHONE: (205) 655-8855

TRAFFIC SIGNAL AND ITS LEGEND

ELECTRICAL BOXES

	EXISTING	REQUIRED
METALLIC PULL BOX	PB	PB
FIBER OPTIC COMMBOX TYPE F1	F1	F1
FIBER OPTIC COMMBOX TYPE F2	F2	F2
TRAFFIC SIGNAL JUNCTION BOX TYPE S1	S1	S1
TRAFFIC SIGNAL JUNCTION BOX TYPE S2	S2	S2
TRAFFIC SIGNAL JUNCTION BOX TYPE S3	S3	S3

CABLE IN CONDUIT

	EXISTING	REQUIRED
FIBER OPTIC CABLE IN CONDUIT (UNDERGROUND)	fo	FO
FIBER OPTIC CABLE IN CONDUIT (UNDERGROUND WITH CONCRETE)	fowc	FOWC
FIBER OPTIC CABLE IN CONDUIT (BRIDGE ATTACHED)	fo	FO
FIBER OPTIC CABLE (AERIAL INSTALLATION)	OFO	OFO
INTERCONNECT CABLE IN CONDUIT (UNDERGROUND)	UI	UI
INTERCONNECT CABLE (AERIAL INSTALLATION)	OI	OI
CONDUIT	C	C
ENCASEMENT		
OVERHEAD ELECTRIC	OE	OE
BURIED ELECTRIC	BE	BE

VEHICULAR DETECTORS

	EXISTING	REQUIRED
PRESENCE LOOP DETECTOR		
QUADRUPOLE LOOP DETECTOR		
6'x 6' LOOP DETECTOR		
VEHICLE DETECTION CAMERA	VDC	
DETECTION ZONE		
RADAR DETECTION UNIT	R	R
RADAR DETECTION UNIT (ADVANCE)	AR	AR
RADAR DETECTION UNIT (PRESENSE)	PR	PR
MAGNETOMETER (SENSOR)		
MAGNETOMETER (REPEATER POLE)		

CABINETS

	EXISTING	REQUIRED
CABINET		

CAMERAS

	EXISTING	REQUIRED
CCTV CAMERA, FIXED	FIX	FIX
CCTV CAMERA, PTZ	PTZ	PTZ

MISCELLANEOUS EQUIPMENT

	EXISTING	REQUIRED
TRAFFIC SIGNAL HEAD		#
TRAFFIC SIGNAL HEAD WITH BACKPLATE		#
PEDESTRIAN SIGNAL HEAD		
8 FOOT PEDESTAL POLE AND PEDESTRIAN SIGNAL HEAD		
PEDESTAL MOUNTED FLASHING WARNING SIGNAL WITH SIGN		
PEDESTAL MOUNTED ILLUMINATED SCHOOL ZONE SIGN	SCH	SCH
PUSH BUTTON ASSEMBLY	PB	PB
SPAN/MASTARM MOUNTED SIGN		
OMNI DIRECTIONAL ANTENNA		
DIRECTIONAL ANTENNA		
EMERGENCY VEHICLE PREEMPTION SENSOR		EVP
BLANKOUT MESSAGE SIGN	B	B
TRAFFIC CONTROL CENTER		
HIGHWAY ADVISORY RADIO		
HUB BUILDING	H	H
DYNAMIC MESSAGE SIGN (OVERHEAD)		
DYNAMIC MESSAGE SIGN (ROADSIDE)		
DYNAMIC MESSAGE SIGN (CANTILEVER)		
DIGITAL RADIO	DR	DR
REPEATER		

(NOTE: # INDICATES SIGNAL HEAD NUMBER)

POLES

	EXISTING	REQUIRED
METAL POLE OR AS SPECIFIED ON PLANS		
CONCRETE POLE		
METAL MASTARM POLE		
CLASS 3 WOOD SERVICE POLE WITH DISCONNECT	D	D
WOOD POLE		
DOWN GUY		
LUMINAIRE		

ABBREVIATIONS

AMERICAN WIRE GUAGE	AWG
CLOSED CIRCUIT TELEVISION	CCTV
CONDUIT	C
CURB AND GUTTER	C&G
DYNAMIC MESSAGE SIGN	DMS
EASTBOUND ROADWAY	EBR
EMERGENCY VEHICLE PREEMPTION	EVP
END ANCHOR	E/A
FLASHING BEACON	FB
GALVANIZED RIGID CONDUIT	GRC
GUARDRAIL	GR
HIGH DENSITY POLYETHYLENE	HDPE
HIGHWAY ADVISORY RADIO	HAR
INDIVIDUAL LOWERING DEVICE	ILD
INTELLIGENT TRANSPORTATION SYSTEM(S)	ITS
JUNCTION BOX	JB
LEFT	LT
LIGHT EMITTING DIODE	LED
LIGHT POLE	LP
LUMINAIRE	LUM
MILEPOST	MP
NORTHBOUND ROADWAY	NBR
NON-METALLIC CONDUIT	NMC
PAN TILT ZOOM	PTZ
PRIMARY FIBER DISTRIBUTION UNIT	PFDU
PROPERTY LINE	PL
PUBLIC ACCESS CAMERA	PAC
PULL BOX	PB
RADIUS	R
RAILROAD	RR
RIGHT	RT
RIGHT OF WAY	ROW
ROADWAY	RDWY
SECONDARY FIBER DISTRIBUTION UNIT	SFDU
SCHOOL	SCH
SOUTHBOUND ROADWAY	SBR
STANDARD DRAWING	STD-DWG
STATION	STA
TRAFFIC CONTROL CENTER	TCC
TRAFFIC SIGNAL OPERATING PLAN	TSOP
TRANSPORTATION MANAGEMENT CENTER	TMC
TURNOUT	TO
VEHICLE DETECTION CAMERA	VDC
WESTBOUND ROADWAY	WBR

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R20220708

ALABAMA DEPARTMENT OF TRANSPORTATION
TRAFFIC DESIGN SECTION

NOT TO SCALE

SHEET TITLE	ROUTE
TRAFFIC SIGNAL AND ITS LEGEND	___

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AUBURN

ALABAMA REGISTERED No. 24823 PROFESSIONAL ENGINEER JUSTIN W. LOVE 6/12/26

TRAFFIC SIGNAL AND ITS LEGEND
CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

REVISIONS	NO.	CHECK	DATE	DESCRIPTION

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DATE: 06/12/2026
SCALE: NTS
SHEET NO.: TS1.0

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TRAFFIC SIGNAL PLAN NOTES

IN THE EVENT CONFLICTS OCCUR BETWEEN THE PROJECT TRAFFIC SIGNAL NOTES AND THE MUTCD, THE MUTCD WILL GOVERN.

(500.) AS WORK BEGINS RELATED TO OR AFFECTING THE SIGNAL(S), WITHIN THE CONSTRUCTION LIMITS, THE CONTRACTOR SHALL ASSUME RESPONSIBILITY OF ALL EXISTING, TEMPORARY, AND REQUIRED SIGNAL(S). THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTINUAL OPERATION AND MAINTENANCE OF THE SIGNAL(S) UNTIL ALL SIGNAL WORK OR WORK AFFECTING THE SIGNAL(S) IS ACCEPTED BY THE ALABAMA DEPARTMENT OF TRANSPORTATION AND THE CITY OF AUBURN.

(501.) THE ALABAMA DEPARTMENT OF TRANSPORTATION AND THE CITY OF AUBURN RESERVE THE RIGHT TO RESPOND TO TRAFFIC CONTROL UNIT(S) MALFUNCTIONS IN AN EMERGENCY OR NATURAL DISASTER. IN DOING SO, THE CONTRACTOR'S LIABILITY AND RESPONSIBILITY RELATED TO MAINTAINING THE TRAFFIC UNIT(S) OR SYSTEM REMAINS IN EFFECT.

502. A NOTICE OF INTENT FOR NPDES PERMIT COVERAGE HAS BEEN FILED WITH ADEM FOR THIS PROJECT. A COPY OF THE CONSTRUCTION BEST MANAGEMENT PRACTICES PLAN (CBMPP) IS AVAILABLE THROUGH OFFICE ENGINEER PRIOR TO BIDDING.

(503.) THE CONTRACTOR SHALL PROVIDE A SET OF AS-BUILT PLANS TO THE ALDOT AREA TRAFFIC ENGINEER AND THE CITY OF AUBURN.

(504.) THE CONTRACTOR SHALL INSTALL TEMPORARY SIGNAL(S) AS REQUIRED BY THE TEMPORARY TRAFFIC SIGNAL PLAN LAYOUT(S) OR THE TRAFFIC CONTROL PLAN(S). WHEN TEMPORARY SIGNAL(S) ARE NOT REQUIRED, THE CONTRACTOR SHALL BE RESPONSIBLE FOR MODIFYING AND ADJUSTING THE EXISTING AND/OR REQUIRED SIGNAL(S) SO THAT ALL LANE SHIFTS, CLOSURES, AND ANY OTHER CHANGES TO THE ROADWAY DURING CONSTRUCTION ARE CONTROLLED BY THE EXISTING AND/OR REQUIRED SIGNAL(S).

(505.) WHEN THE CONTROLLER IS IN THE FLASHING MODE, THE VEHICULAR SIGNAL HEADS SHALL FLASH YELLOW ON ALABAMA HIGHWAY 147 (SHUG JORDAN PARKWAY), RED ON ALL CROSS STREETS, AND RED ON PROTECTED LEFT TURNS.

(506.) THE CONTRACTOR SHALL HAVE THE APPROVAL OF THE ENGINEER PRIOR TO THE REMOVAL OF ANY EXISTING TRAFFIC CONTROL UNIT. THE CONTRACTOR SHALL NOT REMOVE AN EXISTING TRAFFIC CONTROL UNIT UNTIL THE REQUIRED TRAFFIC CONTROL UNIT IS INSTALLED AND COMPLETELY OPERATIONAL.

507. ALL EXISTING TRAFFIC CONTROL EQUIPMENT WHICH IS THE PROPERTY OF THE STATE INCLUDING SIGNAL HEADS, CONTROLLERS, POLES, AND MISCELLANEOUS HARDWARE SHALL BE REMOVED UPON COMPLETION OF THE NEW TRAFFIC CONTROL UNIT (TEMPORARY OR PERMANENT) AND STORED TO COMPLY WITH SECTION 730.03 OF THE STANDARD SPECIFICATIONS. THE SAME SHALL BE DELIVERED TO THE ALABAMA DEPARTMENT OF TRANSPORTATION AS DIRECTED BY THE ENGINEER.

(508.) ALL EXISTING TRAFFIC CONTROL EQUIPMENT WHICH IS THE PROPERTY OF THE CITY OF AUBURN INCLUDING SIGNAL HEADS, CONTROLLERS, POLES, AND MISCELLANEOUS HARDWARE SHALL BE REMOVED UPON COMPLETION OF THE NEW TRAFFIC CONTROL UNIT (TEMPORARY OR PERMANENT) AND STORED TO COMPLY WITH SECTION 730.03 OF THE STANDARD SPECIFICATIONS. THE SAME SHALL BE DELIVERED TO THE CITY OF AUBURN OR AS DIRECTED BY THE ENGINEER.

(509.) THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING ALL UTILITY COMPANIES TO LOCATE ALL OVERHEAD AND UNDERGROUND UTILITIES, WHETHER SHOWN ON THE PLANS OR NOT. DAMAGE TO UTILITIES CAUSED BY THE CONTRACTOR SHALL BE REPAIRED BY THE CONTRACTOR TO THE SATISFACTION OF THE UTILITY COMPANY AND THE ENGINEER. THE CONTRACTOR SHALL BEAR ALL COST TO REPAIR ANY AND ALL DAMAGES TO THE UTILITIES CAUSED BY THE CONTRACTOR.

(510.) THE LOCATION OF THE POWER SOURCE AS SHOWN IN THE PLANS IS APPROXIMATE. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF THE POWER SOURCE AND THE SHORTEST ROUTE TO SERVE THE TRAFFIC SIGNAL CONTROLLER CABINET AND LUMINAIRES.

(511.) THE TRAFFIC SIGNAL POLE LOCATION(S) AS SHOWN IN THE PLANS IS(ARE) APPROXIMATE. PRIOR TO BEGINNING POLE FOUNDATION WORK, THE CONTRACTOR SHALL STAKE ALL POLE LOCATIONS FOR REVIEW BY THE ENGINEER. THE COST OF THIS WORK SHALL BE A SUBSIDIARY OBLIGATION OF THE POLE FOUNDATIONS WHEN PAY ITEM 680A, GEOMETRIC CONTROLS, IS NOT INCLUDED IN THE CONTRACT. THE ENGINEER, AFTER CONSULTATION WITH CONSTRUCTION BUREAU, MAY MAKE MINOR ADJUSTMENTS TO POLE LOCATIONS IN ORDER TO AVOID CONFLICTS WITH UTILITIES AND OTHER STRUCTURES. THE CONTRACTOR SHALL ASCERTAIN THAT THE FINAL POLE LOCATION(S) PROVIDE FOR THE VEHICULAR SIGNAL HEADS TO MEET THE DISTANCE REQUIREMENTS FROM THE STOP LINE AS REQUIRED BY THE MUTCD. WHEN PEDESTRIAN SIGNAL HEADS AND/OR PEDESTRIAN CROSSWALKS ARE INVOLVED, THE SAME SAID POLE LOCATION(S) SHALL ALSO CONFORM TO THE RELATIVE SECTIONS OF THE MUTCD.

(512.) EACH REQUIRED TRAFFIC SIGNAL STRAIN POLE, MAST ARM POLE, AND MAST ARM MAY VARY IN LENGTH AND SIZE. THE CONTRACTOR SHALL ASCERTAIN THAT THE POLE HEIGHTS ARE SUFFICIENT TO PROVIDE THE REQUIRED VERTICAL VEHICULAR TRAFFIC SIGNAL CLEARANCE. EXTENSIONS FOR MOUNTING SIGNALS SHALL BE PROVIDED WHEN NECESSARY. WHERE MAST ARMS ARE REQUIRED, CONTRACTOR SHALL ASCERTAIN THAT ALL ARM LENGTHS ARE SUFFICIENT SO THAT EACH VEHICULAR SIGNAL HEAD POSITION CONFORMS TO THE MUTCD.

(513.) CONTRACTOR SHALL CONNECT EACH POLE GROUNDING SYSTEM IMMEDIATELY AFTER THE POLE HAS BEEN PLACED. NO METAL POLE SHALL BE LEFT UNGROUNDED AFTER IT HAS BEEN PLACED ON ITS FOUNDATION.

(514.) THE CONTRACTOR SHALL LOCATE EACH REQUIRED AND RELOCATED VEHICULAR TRAFFIC SIGNAL HEAD ON THE SPAN WIRE OR MAST ARM SO THAT EACH HEAD IS LOCATED IN THE APPROACH LANE FOR WHICH IT APPLIES. LOCATION OF SIGNAL HEADS SHALL CONFORM TO THE MUTCD.

515. BALANCE ADJUSTERS SHALL BE INSTALLED ON TRAFFIC SIGNAL HEADS WHERE REQUIRED FOR PROPER AIM. THE CONTRACTOR SHALL ALIGN THE SIGNAL HEADS IN ACCORDANCE WITH THE MUTCD AND TO THE SATISFACTION OF THE ENGINEER.

(516.) A 12 INCH DRIP LOOP WITH 3 LOOPS SHALL BE PROVIDED TO THE RIGHTS OF EACH VEHICULAR TRAFFIC SIGNAL HEAD. A DRIP LOOP SHALL BE FORMED SO THAT WATER CANNOT ENTER THE ENTRANCE FITTING OR SIGNAL WEATHER HEAD. THE WIRE SHALL ENTER THE CLAMP FROM THE BOTTOM OF THE DRIP LOOP.

(517.) THE CONTRACTOR SHALL INSTALL BACKPLATES WITH A 2 INCH FEDERAL YELLOW REFLECTIVE BORDER ON ALL EXISTING AND REQUIRED SIGNALS AS SHOWN ON PLANS.

(518.) THE CONTRACTOR SHALL TAG AND MARK ALL IMSA SIGNAL CABLE 20-1 IN THE SIGNAL CABINET TO INCLUDE THE PHASE AND SIGNAL INDICATOR OR INDICATION COLOR. ALL WIRING SHALL BE IN ACCORDANCE WITH THE CITY OF AUBURN ENGINEERING DESIGN & CONSTRUCTION MANUAL AND ALDOT STANDARDS.

519. WHEN EXISTING SPAN WIRE THAT IS TO BE RETAINED HAS SAGGED, THE CONTRACTOR SHALL ADJUST THE SPAN WIRE SO THAT SIGNAL HEADS COMPLY WITH THE CLEARANCE SHOWN ON THE STANDARD DETAIL DRAWING.

(520.) WHEN PVC CONDUIT IS USED FROM THE CONTROLLER TO THE STEEL STRAIN POLE OR MAST ARM POLE, THE CONTRACTOR SHALL BOND THE CONTROLLER TO THE POLE WITH A #6-1C BONDING CABLE.

(521.) MARKING/WARNING TAPE SHALL BE BURIED OVER TRENCHED CONDUIT. THE TAPE SHALL BE 4 INCH POLYETHYLENE, RED IN COLOR WITH BLACK LETTERING.

NOT FOR BIDDING PURPOSES

(522.) NOTES THAT APPLY TO THIS PROJECT.

522. WHEN EXISTING LOOP WIRE AND VEHICLE LOOP DETECTORS ARE TO BE RETAINED AND REUSED, OR RELOCATED IN A NEW CONTROLLER CABINET, THE CONTRACTOR SHALL ASCERTAIN THE MANUFACTURER AND MODEL NUMBER OF EACH EXISTING DETECTOR AMPLIFIER AND PROVIDE A NEW WIRING HARNESS COMPLETELY WIRED IN THE CONTROLLER CABINET FOR EACH EXISTING DETECTOR AMPLIFIER.

523. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO HIRE A LICENSED PROFESSIONAL ENGINEER TO INPUT AND FINE TUNE THE SIGNAL TIMINGS. WHERE SIGNAL TIMINGS ARE NOT INCLUDED IN THE PLANS, THIS ENGINEER SHALL ALSO BE RESPONSIBLE FOR CALCULATING BASE OR FREE RUNNING SIGNAL TIMINGS. THE COST OF THIS WORK SHALL BE A SUBSIDIARY OBLIGATION OF 730C.

524. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO HIRE A LICENSED PROFESSIONAL ENGINEER TO INPUT AND FINE TUNE THE SIGNAL TIMINGS, INCLUDING TIME-OF-DAY AND COORDINATED TIMINGS. WHERE SIGNAL TIMINGS ARE NOT INCLUDED IN THE PLANS, THIS ENGINEER SHALL ALSO BE RESPONSIBLE FOR CALCULATING APPROPRIATE SIGNAL TIMINGS FOR ONLY THOSE SIGNALS INCLUDED IN THE PLANS UNLESS OTHERWISE INDICATED. THE COST OF THIS WORK SHALL BE A SUBSIDIARY OBLIGATION OF 730C.

525. THE AREA TRAFFIC ENGINEER / CITY TRAFFIC ENGINEER / COUNTY TRAFFIC ENGINEER SHALL BE RESPONSIBLE FOR INPUTTING AND FINE TUNING THE TIMINGS.

(526.) ALL PEDESTRIAN PUSH BUTTONS AT SIGNALIZED INTERSECTIONS AFFECTED BY THIS PROJECT SHALL BE APS STYLE. PUSH BUTTONS SHALL BE INSTALLED TO MEET THE REQUIREMENTS OF ADA, PROWAG, MUTCD, ALDOT, AND THE CITY OF AUBURN; AND BE DONE SO TO THE SATISFACTION OF THE ENGINEER. ANY ADDITIONAL REQUIRED WORK OR EQUIPMENT NOT INCLUDED IN THE PLANS BUT NECESSARY TO FULFILL THE REQUIREMENTS LISTED ABOVE SHALL BE COVERED BY SECTION 104.03, "EXTRA WORK".

(527.) THE TRAFFIC SIGNAL SHALL NOT REMAIN INOPERABLE FOR A SINGLE PERIOD OF TIME IN EXCESS OF 8 HOURS.

(528.) THE INSTALLER SHALL PROVIDE A MINIMUM OF TWO UNIFORMED POLICE OFFICERS FOR TRAFFIC CONTROL PURPOSES DURING TIMES WHEN THE TRAFFIC SIGNAL IS OUT OF OPERATION.

(529.) ALL TRAFFIC SIGNAL EQUIPMENT AND INSTALLATION SHALL BE IN CONFORMANCE WITH THE ALABAMA DEPARTMENT OF TRANSPORTATION STANDARDS AND SPECIFICATIONS, LATEST EDITIONS, AND THE CITY OF AUBURN ENGINEERING DESIGN AND CONSTRUCTION MANUAL, LATEST EDITION. PRIOR TO ORDERING, THE SIGNAL CONTRACTOR SHALL GAIN APPROVAL BY ALDOT AND THE CITY OF AUBURN FOR ALL TRAFFIC SIGNAL EQUIPMENT PROPOSED FOR USE ON THIS PROJECT.

(530.) VIDEO DETECTION EQUIPMENT USED ON THIS PROJECT SHALL BE MIOVISION SMARTVIEW 360 BELL CAMERA AND MIOVISION SMARTVIEW APPROACH DETECTION. VIDEO DETECTION EQUIPMENT USED ON THIS PROJECT SHALL BE APPROVED BY THE CITY OF AUBURN AND ALDOT.

(531.) IT SHALL BE THE RESPONSIBILITY OF THE INSTALLER TO PROVIDE ACTUAL POLE AND POLE FOUNDATION DESIGNS AND PROVIDE CERTIFICATION OF THE ADEQUACY OF EACH FOR USE ON THIS PROJECT BY A REGISTERED PROFESSIONAL ENGINEER IN ALABAMA. SUCH CERTIFICATIONS SHALL BE APPROVED AS PART OF THE EQUIPMENT SUBMITTAL PACKAGE AND SHALL BE SUBMITTED FOR APPROVAL TO THE ALABAMA DEPARTMENT OF TRANSPORTATION AND THE CITY OF AUBURN. CONTRACTOR IS RESPONSIBLE FOR ANY SUBSURFACE EXPLORATION NECESSARY FOR POLE FOUNDATION DESIGN AND ANY REVIEW FEES FROM THE ALABAMA DEPARTMENT OF TRANSPORTATION.

(532.) ALL SIGNAL CONTROLLER CABINET DOORS SHALL BE ORIENTED SO WHEN THE CABINET DOOR IS OPEN, THE TRAFFIC SIGNALS ARE VISIBLE TO THE SIGNAL TECHNICIAN.

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AUBURN

ALABAMA REGISTERED No. 24823 PROFESSIONAL ENGINEER JUSTIN W. LOVELACE 6/12/26

TRAFFIC SIGNAL NOTE SHEET

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

REVISIONS				
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TRAFFIC SIGNAL SUMMARY OF QUANTITES

TRAFFIC SIGNAL PAY ITEMS (EQUIPMENT)

SHEET NUMBER	DESCRIPTION	METAL TRAFFIC SIGNAL POLE FOUNDATION	METAL TRAFFIC SIGNAL POLE WITH 80' MAST ARM ASSEMBLY	METAL TRAFFIC SIGNAL POLE WITH 90' MAST ARM ASSEMBLY	TRAFFIC SIGNAL JUNCTION BOX, TYPE S1	TRAFFIC SIGNAL JUNCTION BOX, TYPE S2	1", NON-METALLIC, CONDUIT	2", METALLIC CONDUIT	2", NON-METALLIC, CONDUIT	LUMINAIRE EXTENSION ASSEMBLY, 12 FEET	PEDESTRIAN SIGNAL HEAD, TYPE LED	VEHICULAR SIGNAL HEAD, 12 INCH, 3 SECTION, TYPE LED	MISCELLANEOUS EQUIPMENT, PEDESTAL POLE AND FOUNDATION	MISCELLANEOUS EQUIPMENT, PEDESTRIAN PUSH BUTTON	CONTROLLER ASSEMBLY, TYPE NEMA, 16 CHANNELS	ELECTRICAL POWER SERVICE ASSEMBLY WITH WOOD POLE	UNINTERRUPTABLE POWER SUPPLY SYSTEM, MANAGED	6" ELECTRICAL CONDUIT, 1 LINE, TYPE 5 INSTALLATION	DRAWING NUMBERS
	LOCATION	730E-000	730F-000	730F-001	730K-001	730K-002	730L-003	730L-004	730L-005	730N-000	730P-100	730P-022	730Q-001	730Q-005	730R-041	730T-010	730T-022	756A-028	
		EACH	EACH	EACH	EACH	EACH	LIN FOOT	LIN FOOT	LIN FOOT	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	LIN FOOT	
TS1.3	AL 147 (SHUG JORDAN PARKWAY) AT NORTH DONAHUE DRIVE	4	2	2	2	4	50	50	1475	4	8	24	8	8	1	1	1	605	A,B,C,D,E,F,G,H,I,J,K,L
	TOTAL	4	2	2	2	4	50	50	1475	4	8	24	8	8	1	1	1	605	

NOT FOR BIDDING PURPOSES

TRAFFIC SIGNAL PAY ITEMS (LUMP SUM)

SHEET NUMBER	DESCRIPTION	REMOVAL OF EXISTING TRAFFIC CONTROL UNIT	FURNISHING AND INSTALLING TRAFFIC CONTROL UNIT	VIDEO DETECTION SYSTEM	DRAWING NUMBERS
	LOCATION	730A-000	730C-000	730U-015	
		LUMP SUM	LUMP SUM	LUMP SUM	
TS1.3	AL 147 (SHUG JORDAN PARKWAY) AT NORTH DONAHUE DRIVE	1	1	1	A,B,C,D,E,F,G,H,I,J,K,L

LEGEND

A. STANDARD DRAWING NO. T.S.D.-730-1
B. STANDARD DRAWING NO. T.S.D.-730-2A
C. STANDARD DRAWING NO. T.S.D.-730-2B
D. STANDARD DRAWING NO. T.S.D.-730-4
E. STANDARD DRAWING NO. T.S.D.-730-9
F. STANDARD DRAWING NO. T.S.D.-730-9A
G. STANDARD DRAWING NO. T.S.D.-730-10
H. STANDARD DRAWING NO. T.S.D.-730-12
I. STANDARD DRAWING NO. T.S.D.-730-13
J. STANDARD DRAWING NO. T.S.D.-730-14
K. STANDARD DRAWING NO. TSOP NO. 29
L. STANDARD DRAWING NO. SHS-8

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AUBURN

ALABAMA REGISTERED No. 24823 PROFESSIONAL ENGINEER JUSTIN W. LOVE 6/12/26

TRAFFIC SIGNAL SUMMARY OF QUANTITIES

CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

REVISIONS

NO.	DESCRIPTION	CHECK	DATE

DRAWN: JWL
CHECKED: JWL
DATE: 06/12/2026
SCALE: NTS
SHEET NO.: TS1.2

TRAFFIC SIGNAL LAYOUT
AL 147 (SHUG JORDAN PARKWAY) AT NORTH DONAHUE DRIVE

CONDUIT AND CONDUCTOR SCHEDULE			
CONDUIT	CONDUCTOR	FROM	TO
1–1"	--	DISCONNECT	CONTROLLER
1–1"	--	DISCONNECT	POLE #1
1–2"	--	CONTROLLER	JUNCTION BOX A
2–2"	--	JUNCTION BOX A	JUNCTION BOX B
1–2"	--	JUNCTION BOX B	PED. PEDESTAL POLE #6
1–2"	--	PED. PEDESTAL POLE #6	PED. PEDESTAL POLE #5
2–2"	--	CONTROLLER	POLE #1
2–2"	--	CONTROLLER	POLE #2
1–2"	--	POLE #2	PED. PEDESTAL POLE #8
1–2"	--	PED. PEDESTAL POLE #8	PED. PEDESTAL POLE #7
3–2"	--	CONTROLLER	JUNCTION BOX C
4–2"	--	JUNCTION BOX C	JUNCTION BOX D
1–2"	--	JUNCTION BOX D	PED. PEDESTAL POLE #9
1–2"	--	PED. PEDESTAL POLE #9	PED. PEDESTAL POLE #10
3–2"	--	JUNCTION BOX D	JUNCTION BOX E
4–2"	--	JUNCTION BOX E	JUNCTION BOX F
2–2"	--	JUNCTION BOX F	POLE #3
2–2"	--	JUNCTION BOX F	POLE #4
1–2"	--	POLE #3	PED. PEDESTAL POLE #11
1–2"	--	PED. PEDESTAL POLE #11	PED. PEDESTAL POLE #12
--	#6 AWG	DISCONNECT	GROUND ROD
--	3C#6 AWG	DISCONNECT	CONTROLLER
--	3C#8 AWG	DISCONNECT	LIGHTNING ARRESTOR (EACH POLE W/LUMINAIRE)
--	3C#10 AWG	LIGHTNING ARRESTOR	LUMINAIRE (EACH)
--	7C#14 AWG IMSA 20–1	CONTROLLER	SIGNAL HEADS 1
--	7C#14 AWG IMSA 20–1	CONTROLLER	SIGNAL HEADS 2
--	7C#14 AWG IMSA 20–1	CONTROLLER	SIGNAL HEADS 3
--	7C#14 AWG IMSA 20–1	CONTROLLER	SIGNAL HEADS 4
--	7C#14 AWG IMSA 20–1	CONTROLLER	SIGNAL HEADS 5
--	7C#14 AWG IMSA 20–1	CONTROLLER	SIGNAL HEADS 6
--	7C#14 AWG IMSA 20–1	CONTROLLER	SIGNAL HEADS 7
--	7C#14 AWG IMSA 20–1	CONTROLLER	SIGNAL HEADS 8
--	5C#14 AWG IMSA 20–1	CONTROLLER	PED SIGNAL HEADS 2 & APS PUSHBUTTON (EACH)
--	5C#14 AWG IMSA 20–1	CONTROLLER	PED SIGNAL HEADS 4 & APS PUSHBUTTON (EACH)
--	5C#14 AWG IMSA 20–1	CONTROLLER	PED SIGNAL HEADS 6 & APS PUSHBUTTON (EACH)
--	5C#14 AWG IMSA 20–1	CONTROLLER	PED SIGNAL HEADS 8 & APS PUSHBUTTON (EACH)
--	RG–59U COAXIAL CABLE	CONTROLLER	VIDEO DETECTION CAMERAS (EACH)
--	3C#16 AWG	CONTROLLER	VIDEO DETECTION CAMERAS (EACH)
--	RG–59U COAXIAL CABLE	CONTROLLER	BICYCLE INDICATOR (EACH)
--	3C#16 AWG	CONTROLLER	BICYCLE INDICATOR (EACH)
--	3C#14 STREET SIGN CABLE	CONTROLLER	INTERNALLY ILLUMINATED D3–1 STREET NAME SIGNS

GENERAL TRAFFIC SIGNAL NOTES:

1. STANDARD TRAFFIC SIGNAL OPERATING PLAN NO. 29 TO BE USED.
2. PAVEMENT MARKINGS SHOWN ARE FOR ILLUSTRATIVE PURPOSES ONLY.
3. BASE MAP INFORMATION WAS PROVIDED BY KADRE ENGINEERING.
4. REQUIRED TRAFFIC SIGNAL HEADS SHALL BE L.E.D. AND HAVE YELLOW HOUSINGS.
5. THE CONTRACTOR IS TO ENSURE THAT AN IMSA LEVEL II TRAFFIC SIGNAL TECHNICIAN SHALL BE ON SITE DURING ALL SIGNAL CONSTRUCTION ACTIVITIES.
6. CONTRACTOR SHALL CONSULT WITH THE EQUIPMENT MANUFACTURER REGARDING PROPER LOCATION, PLACEMENT, AND INSTALLATION OF THE VIDEO CAMERAS TO ENSURE ADEQUATE VEHICLE, PEDESTRIAN, AND BICYCLE DETECTION. CONTRACTOR TO ASSURE THAT CAMERA DETECTION SHIELDING, GROUNDING, AND SURGE PROTECTION MEETS LATEST REQUIREMENTS FROM THE MANUFACTURER.
7. ALL NEW LUMINAIRES SHALL HAVE A PHOTODETECTOR.
8. ALL REQUIRED PEDESTRIAN SIGNAL HEADS SHALL BE L.E.D. COUNTDOWN SIGNAL HEADS AND BLACK. PEDESTRIAN PUSHBUTTONS SHALL BE APS AND SHALL INCLUDE THE STREET NAMES IN BRAILLE AND HAVE THE STREET NAMES AUDIBLE. THE APS HOUSING SHALL BE BLACK.
9. CONTRACTOR SHALL COORDINATE POWER SERVICE WITH THE CITY OF AUBURN, ALDOT, AND THE POWER COMPANY.
10. UNLESS OTHERWISE NOTED, ALL PRESENCE ZONES SHALL EXTEND 3 FEET BEYOND THE STOP LINE.
11. THE CONTRACTOR SHOULD NOTE THAT SPACING FOR JUNCTION BOXES IS NOT TO EXCEED 200 FEET.
12. THE CONTRACTOR IS RESPONSIBLE FOR CONSTRUCTION ZONE TRAFFIC CONTROL FOR THOSE WORK ITEMS HE WILL UNDERTAKE AND TO PROTECT THE PUBLIC AND CONSTRUCTION PERSONNEL.
13. THE CONTRACTOR SHALL NOT ORDER THE TRAFFIC SIGNAL MATERIALS UNTIL THE DESIGN CALCULATIONS AND EQUIPMENT SUBMITTAL DATA HAVE BEEN REVIEWED AND APPROVED BY THE CITY OF AUBURN AND ALDOT.
14. THE UPS BATTERY BACK–UP SYSTEM SHALL BE HOUSED IN THE TRAFFIC SIGNAL CONTROLLER CABINET WITH INTEGRATED UPS CABINET AND SHALL BE PER THE CITY OF AUBURN AND ALDOT STANDARDS AND SPECIFICATIONS.
15. ALL SIGNAL HEADS MOUNTED ON MAST ARMS SHALL BE MOUNTED USING BLACK ASTRO–BRAC BRACKETS, OR APPROVED EQUAL AS A SUBSIDIARY ITEM OF 730P–022.
16. ALL TRAFFIC SIGNAL POLES, MAST ARMS, LUMINAIRE ARMS, AND PEDESTAL POLES SHALL BE DECORATIVE AND BLACK. THE BASE MOUNTED CABINET SHALL BE POWDER COATED GLOSS BLACK. ALL TRAFFIC SIGNAL EQUIPMENT SHALL BE IN ACCORDANCE WITH ALDOT AND CITY OF AUBURN ENGINEERING DESIGN & CONSTRUCTION MANUAL STANDARDS.
17. AN R10–3e SHALL BE MOUNTED WITH ALL APS PEDESTRIAN PUSHBUTTONS. AN R10–22 AND CUSTOM SIGN C WITH BICYCLE INDICATOR SHALL BE MOUNTED ADJACENT TO ALL BIKE DETECTION ZONES.

REQUIRED SIGNS

R10–15 MODIFIED	R10–3e	R10–5	R10–22	CUSTOM SIGN C*
TURNING VEHICLES TO	START CROSSING Flash Crossing If Started TIME REMAINING To Flash Crossing DON'T CROSS TO CROSS PUSH BUTTON	LEFT ON GREEN ARROW ONLY	TO REQUEST GREEN WAIT ON	BICYCLE DETECTED WHEN ILLUMINATED
30" X 30"	9" X 15"	30" X 36"	12" X 18"	12" X 18"

*SUBSTITUTIONS OF BICYCLE INDICATOR AND CUSTOM SIGN C ARE ALLOWABLE WITH ALDOT AND CITY OF AUBURN APPROVAL

RELOCATED D3–1 SIGNS WITH NEW MOUNTING HARDWARE

D3–1 SIGN A: Shug Jordan Pkwy

D3–1 SIGN B: N Donahue Dr

REQUIRED SIGNAL HEADS

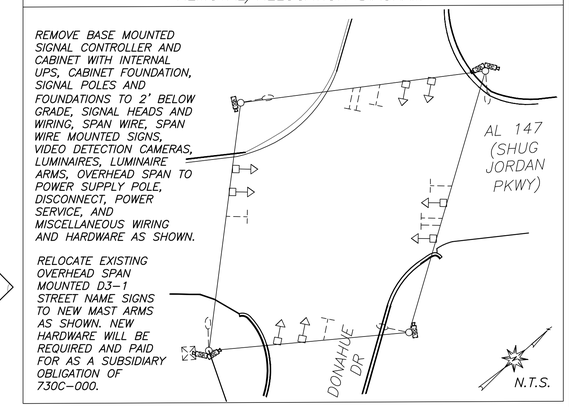
1,3,5,7 | 2,4,6,8 | P2,P4,P6,P8

SKIPPER CONSULTING INC
3644 VANN ROAD, SUITE 100
BIRMINGHAM, ALABAMA 35235
TELEPHONE: (205) 655–8855

REMOVAL/RELOCATION DIAGRAM

REMOVE BASE MOUNTED SIGNAL CONTROLLER AND CABINET WITH INTERNAL UPS, CABINET FOUNDATION, SIGNAL POLES AND FOUNDATIONS TO 2' BELOW GRADE, SIGNAL HEADS AND WIRING, SPAN WIRE, SPAN WIRE MOUNTED SIGNS, VIDEO DETECTION CAMERAS, LUMINAIRES, LUMINAIRE ARMS, OVERHEAD SPAN TO POWER SUPPLY POLE, DISCONNECT, POWER SERVICE, AND MISCELLANEOUS WIRING AND HARDWARE AS SHOWN.

RELOCATE EXISTING OVERHEAD SPAN MOUNTED D3–1 STREET NAME SIGNS TO NEW MAST ARMS AS SHOWN. NEW HARDWARE WILL BE REQUIRED AND PAID FOR AS A SUBSIDIARY OBLIGATION OF 730C–000.



LOCAL CONTROLLER PROGRAMMING CHART												
PHASE	MIN INITIAL	PASSAGE	YELLOW	ALL RED	MAX 1	MAX 2	WALK	FDW	PED OMIT	MIN RECALL	PHASE OMIT	NON–LOCK
1	7.0	3.0	5.9	2.0	20.0	25.0	–	–	Y	N	N	Y
2	21.0	2.5	5.8	2.0	50.0	60.0	7	33	N	Y	N	N
3	7.0	3.0	5.0	2.0	20.0	25.0	–	–	Y	N	N	Y
4	7.0	3.0	5.7	2.0	40.0	50.0	7	37	N	N	N	Y
5	7.0	3.0	5.9	2.0	20.0	25.0	–	–	Y	N	N	Y
6	21.0	2.5	5.8	2.0	50.0	60.0	7	33	N	Y	N	N
7	7.0	3.0	5.0	2.0	20.0	25.0	–	–	Y	N	N	Y
8	7.0	3.0	5.7	2.0	40.0	50.0	7	32	N	N	N	Y
9	9.0	3.0	5.8	6.7	50.0	60.0	–	–	Y	N	N	Y
10	9.0.	3.0	5.7	6.8	40.0	50.0	–	–	Y	N	N	Y
11	9.0	3.0	5.8	6.7	50.0	60.0	–	–	Y	N	N	Y
12	9.0.	3.0	5.7	6.8	40.0	50.0	–	–	Y	N	N	Y

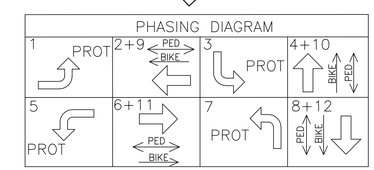
ESTIMATED EQUIPMENT AND MATERIAL SCHEDULE (730C–000)
DESCRIPTION
MISC. HARDWARE
#14 SIGNAL CABLE, IMSA 20–1
SIGN, R10–3e, WITH MOUNTING HARDWARE
SIGN, R10–5, WITH MOUNTING HARDWARE
SIGN, R10–15 MODIFIED, WITH MOUNTING HARDWARE
SIGN, R10–22, WITH MOUNTING HARDWARE
SIGN, CUSTOM SIGN C, WITH MOUNTING HARDWARE
NEW MOUNTING HARDWARE AND RELOCATION OF D3–1 INTERNALLY ILLUMINATED STREET NAME SIGNS
AI GLANCE UNIT, WITH VIDEO PASS THROUGH, W/AI 4–PORT UNIT W/CENTRAL COMMS & EMERGENCY PREEMPT
BICYCLE INDICATORS

SUPPORTING STRUCTURES					
POLE NO.	POLE LENGTH (APPROX.)	MAST ARM LENGTH (APPROX.)	POLE LOCATION (APPROX.)*	LUMINAIRE ARM EXT. LENGTH (APPROX.)	COMMENTS
1	27' WITH 3' TOP	80'	N 775267.4, E 759455.6	12'	
2	27' WITH 3' TOP	90'	N 775274.3, E 759461.1	12'	
3	27' WITH 3' TOP	80'	N 775290.5, E 759630.4	12'	
4	27' WITH 3' TOP	90'	N 775285.0, E 759633.0	12'	
5	12'	N/A	N 775152.5, E 759552.4	N/A	PED. PEDESTAL POLE
6	12'	N/A	N 775155.9, E 759528.9	N/A	PED. PEDESTAL POLE
7	12'	N/A	N 775275.2, E 759471.2	N/A	PED. PEDESTAL POLE
8	12'	N/A	N 775308.0, E 759466.3	N/A	PED. PEDESTAL POLE
9	12'	N/A	N 775411.0, E 759533.4	N/A	PED. PEDESTAL POLE
10	12'	N/A	N 775407.1, E 759558.2	N/A	PED. PEDESTAL POLE
11	12'	N/A	N 775285.3, E 759620.7	N/A	PED. PEDESTAL POLE
12	12'	N/A	N 775255.5, E 759626.4	N/A	PED. PEDESTAL POLE

*US SURVEY FEET, ALABAMA EAST, NORTHING, EASTING COORDINATES

VIDEO DETECTION ZONE CHART				
ZONE	PHASE	SIZE	TYPE	COMMENTS
1A	1	6' X 50'	PRESENCE	
1B	1	6' X 50'	PRESENCE	
2A	2	6' X 6'	ADVANCE	405' FROM STOPLINE
2B	2	6' X 6'	ADVANCE	405' FROM STOPLINE
2C	2	6' X 6'	ADVANCE	200' FROM STOPLINE
2D	2	6' X 6'	ADVANCE	200' FROM STOPLINE
3A	3	6' X 50'	PRESENCE	
3B	3	6' X 50'	PRESENCE	
4A	4	6' X 50'	PRESENCE	
4B	4	6' X 50'	PRESENCE	
4C	4	6' X 50'	PRESENCE	10 SEC DELAY
5A	5	6' X 50'	PRESENCE	
5B	5	6' X 50'	PRESENCE	
6A	6	6' X 6'	ADVANCE	405' FROM STOPLINE
6B	6	6' X 6'	ADVANCE	405' FROM STOPLINE
6C	6	6' X 6'	ADVANCE	200' FROM STOPLINE
6D	6	6' X 6'	ADVANCE	200' FROM STOPLINE
7A	7	6' X 50'	PRESENCE	
7B	7	6' X 50'	PRESENCE	
8A	8	6' X 50'	PRESENCE	
8B	8	6' X 50'	PRESENCE	
8C	8	6' X 50'	PRESENCE	10 SEC DELAY
9	9	6' X 6'	PRESENCE	BIKE DETECTOR
10	10	6' X 6'	PRESENCE	BIKE DETECTOR
11	11	6' X 6'	PRESENCE	BIKE DETECTOR
12	12	6' X 6'	PRESENCE	BIKE DETECTOR

PHASING DIAGRAM



O/L–A = 2+9 O/L–C = 6+11
O/L–B = 4+10 O/L–D = 8+12

NOTE: POLES 5–12 ARE REQUIRED 12' PEDESTAL POLES WITH CONCRETE FOUNDATION, EACH W/APS PUSHBUTTON, R10–3e SIGN, CLAM–SHELL MOUNTED PEDESTRIAN HEAD, R10–22 SIGN, CUSTOM SIGN C, BICYCLE INDICATOR, & TOP MOUNTED SIGNAL HEAD

30 0 30 60

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AUBURN

ALABAMA REGISTERED No. 24823 PROFESSIONAL ENGINEER JUSTIN W. LOVE 6/12/26

TRAFFIC SIGNAL LAYOUT
CITY OF AUBURN
NORTH DONAHUE DRIVE WIDENING

REVISIONS			
NO.	CHECK	DATE	DESCRIPTION

DRAWN: JWL
CHECKED: JWL
DATE: 06/12/2026
SCALE: AS SHOWN
SHEET NO.: TS1.3

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APPENDIX B. GEOTECHNICAL REPORT FOR NORTH DONAHUE DRIVE WIDENING PHASE I







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Report of Subsurface Exploration and Geotechnical Evaluation
North Donahue Drive Road Widening
Auburn, Alabama
Building & Earth Project No.: AU240082

Prepared For:
Kadre Engineering

June 11, 2024

BUILDING & EARTH
Geotechnical, Environmental, and Materials Engineers

BUILDING & EARTH
Geotechnical, Environmental, and Materials Engineers

95 Lee Road 46, Suite C
Auburn, AL 36830
Ph: (334) 821-1445
www.BuildingAndEarth.com

June 11, 2024

Kadre Engineering
1930 Mall Blvd
Auburn, AL 36830

Attention: Mr. Lee Tharp

Subject: Report of Subsurface Exploration and Geotechnical Evaluation
North Donahue Road Widening
Auburn, AL
Building & Earth Project No: AU240082

Dear Mr. Tharp:

Building & Earth Sciences, Inc. has completed the authorized subsurface exploration and geotechnical engineering evaluation for the North Donahue Road Widening project consisting of widening approximately ±4,600 linear feet along the east side of the northbound lane on North Donahue Drive beginning from its intersection with Shug Jordan Parkway in Auburn, Alabama.

The purpose of this exploration and evaluation was to assess the subsurface conditions at the site and to gather data to prepare this report for the proposed construction. The recommendations in this report are based on a physical reconnaissance of the site and observation and classification of samples obtained from 15 soil test borings and five asphalt core samples conducted at the site. Confirmation of the anticipated subsurface conditions during construction is an essential part of geotechnical services.

We appreciate the opportunity to provide consultation services for the proposed project. If you have any questions regarding the information in this report or need any additional information, please call us.

Respectfully Submitted,
BUILDING & EARTH SCIENCES, INC.

Aaron Roy, P.E.
Assistant Branch Manager

Jeff Pepper, P.E.
Chief Engineer/Principal

ALABAMA LICENSED No. 30081 PROFESSIONAL ENGINEER JEFFREY C. PEPPER

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APPENDIX

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1.0 PROJECT & SITE DESCRIPTION

Based on the provided *Scope Exhibit – Geotech Overall Site plans* (undated) prepared by Kadre Engineering, we understand that the project will widen three legs of the Shug Jordan Intersection and widen North Donahue from the intersection to the bridge at the Saugahatchee Creek crossing. There will also be a 10' wide multi-use path on the west side of the North Donahue widening.

At the time of our field exploration, the areas proposed for widening consisted of grass landscaping, which sloped sporadically upwards and downwards from west to east throughout the roadway, generally following the existing topography of the native land. Several locations throughout North Donahue Drive have east- and westbound turn lanes resulting in sections of 3 to 4 lanes of traffic. The crown of the roadway promotes positive surface run-off away from roadway; typically allowing drainage to cross the roadway and into right of way grass lined ditches. Various overhead and underground utilities were observed through the length of the north and southbound shoulders, which restricted where soil test borings could be drilled. Photographs depicting the current site condition are presented on the following page.

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Figure 1: Google Earth Aerial of North Donahue Drive



Figure 1: Boring B-05 Facing South

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Figure 2: Standing Water Observed on Shoulder Near Boring B-08



Figure 3: Boring B-10 Facing North

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2.0 GEOLOGY

Published data from the USGS indicated that the roadway is underlain by the Auburn Gneiss and Bottle Granite Formations, both members of the Opelika Complex formed in the Precambrian to Paleozoic age. These formations typically consists of fine-grained biotite and oligoclase gneiss intermixed with coarse-grained muscovite-biotite and locally contains muscovite-rich pegmatite.

Felsic gneiss, the primary rock type, is a gneissic rock dominated by light colored minerals. The secondary rock type, mica schist, are typically constituted by mica and quartz, and whose schistosity in mainly due to the parallel arrangement of mica flakes. Near surface soils typically consist of sands, silts, and clays that have resulted from physical and chemical weathering of the parent rock formation.

3.0 FIELD INVESTIGATION

The authorized subsurface exploration was performed on May 15-16, 2024, in conformance with our proposal AU26059, dated March 27, 2024. Occasionally some modification of the scope outlined in our proposal is required to provide for proper evaluation based on the existing surface conditions. Multiple underground and overhead utilities were observed bordering both sides of the existing roadway. Therefore, boring B-12 was offset approximately 80 feet north to avoid conflicts with the existing slope and both overhead and underground utilities.

The soil boring locations were determined in the field by a representative of our staff measuring distances from existing site features. As such, the boring locations shown on the Boring Location Plan attached to this report should be considered approximate. The borings were not surveyed after completion of drilling. The boring locations are shown on the Boring Location Plan and Profile Sheets in the attached appendix.

Fifteen Standard Penetration Test (SPT) borings were performed by Building & Earth drill crews using a Geo-Probe model 7822-DT track mounted drill rig equipped with an automatic hammer. Soil samples were taken from the split spoon samples, visually classified by a Building & Earth field representative, placed in plastic bags and transported to our laboratory for testing and further review by the project engineer. Bulk grab samples were also collected in order to perform standard Proctor and California Bearing Ratio (CBR) tests. At the laboratory, the samples were visually examined to confirm or adjust the field classifications.

Generalized subsurface profiles have been constructed using data from the soil test borings. The profiles graphically depict the general soil conditions and strata type

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encountered at the specific boring location. However, due to the variability of the soils at the site, the profiles may not depict all conditions and strata changes within the subject area. Note that the stratification lines indicated on the soil profile represent approximate boundaries between major soil types as interpreted by the engineer. Actual field soil conditions may vary from this interpretation.

4.0 GENERAL SUBSURFACE CONDITIONS

Soil conditions along the project widening alignment were investigated by drilling a total of 15 soil test borings. The borings consisted of approximately 2 to 4 inches of topsoil underlain by varying stratums of silty sand (SM), clayey sand (SC), sandy silt (ML), and sandy lean clay (CL) fill material and residual SM, SC, and ML soils. A 6-inch-thick stratum of topsoil was encountered between the fill and residual soil transition zone in boring B-04 between 4.5 and 5 feet below existing grade.

SPT N-values in the upper five feet ranged from 2 blows per foot (bpf) to 28 bpf with an average of 9 bpf, indicating very loose to dense soil densities and soft to hard consistencies. Below 5 feet, soil densities and/or consistencies averaged 9 bpf.

Subsurface soil profiles, which show the thickness of the stratum, referenced above have also been prepared based on the data obtained at the specific boring locations. For subsurface soil profiles and specific details on the information obtained from individual soil borings, please refer to the Boring Logs section in the Appendix. The elevations of the borings indicated in this report were estimated based on elevations gathered from the provided *Scope Exhibit – Geotech Overall Site plans* (undated) prepared by Kadre Engineering.

4.1 TOPSOIL

All borings initially encountered approximately 2 to 4 inches of topsoil. Topsoil depths reported on the boring logs should only be construed as an estimate and topsoil thickness may vary in unexplored areas. However, a 6-inch thick stratum of topsoil was encountered between the fill and residual soil transition zone in boring B-04 between 4.5 and 5 feet below existing grade. For this report, topsoil is defined as the soil horizon which contains the root mat of the noted vegetation. ***The site contractor should provide their own evaluation of the site to determine the topsoil depth to utilize for bidding purposes.***

4.2 FILL SOILS

Beneath the topsoil, all borings with the exception of B-08, B-12, B-13, and B-14 encountered varying stratums of silty sand (SM), clayey sand (SC), sandy silt (ML), and sandy lean clays (CL) classified as fill material. The fill generally extended between 1.5 and

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6 feet with boring B-01 encountering fill through 10 feet. The fill exhibited SPT N-values between 3 and 15 blows per foot (bpf), indicating very loose to medium dense relative densities for the SM/SC soils and medium stiff to very stiff consistencies for the ML/CL soils.

Laboratory testing of select samples of the fill soils indicated approximately 43 to 52 percent passing the No. 200 sieve with soil moisture contents ranging from 7 to 26 percent. Atterberg limits testing performed of the sand fill soils indicated liquid limits (LL) of 21 and 23 and plasticity indices (PI) of 5 and 9, respectively. Atterberg limits were also conducted on a sample of the ML fill soil in B-01 between 1.5 and 3 feet that exhibited non-plastic characteristics.

4.3 Residual Soils

Beneath the topsoil or existing fill, the borings encountered residual of silty sand (SM), clayey sand (SC), and sandy silt (ML) at various elevations and thicknesses.

Both low consistency (N≤6) cohesive soils and low relative density (N≤8) sands were encountered at varying depths, with low consistency and low relative density soils extending to depths between 1.5 and 10 feet throughout the site. SPT values across the site ranged from 0 to 44 bpf, indicating very loose/very soft to hard/dense soil conditions.

Generally, the northern borings (B-01 through B-07) exhibited lower SPT values directly below the fills soils and continued through the termination depth with N-values between less than 8 bpf. More favorable subsurface conditions were encountered within the southern borings (B-08 through B-15), with an average SPT value of 14 bpf indicating medium dense/very stiff conditions.

Laboratory analysis of select samples of the sand soils indicated approximately 20 to 49 percent finer than the No. 200 sieve with soil moisture contents ranging between 11 and 29 percent. Atterberg limits were also conducted on a sample of the sand soil in B-10 between 1.5 and 3 feet that exhibited non-plastic characteristics.

Laboratory analysis of select samples of the cohesive soils indicated approximately 62 to 64 percent finer than the No. 200 sieve with soil moisture contents varying between approximately 24 and 32 percent. Atterberg limits testing performed on a select pf the cohesive soils indicated an LL of 47 and a PI of 19.

4.4 Weathered Rock

Partially weathered rock (PWR), hard materials that can be augered through and characterized by SPT blow counts greater than 50 blows per 6 inches of penetration was

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encountered at the site. Weathered rock is typically considered a transition zone from residual soil to bedrock. During SPT sampling, the weathered rock is pulverized by the sampling equipment to the degree that it is retrieved as soil. The PWR was sampled as silty sand (SM) and exhibited moisture contents between 7 and 15 percent.

Partially weathered rock was encountered in borings B-08 and B-12 at depths of about 4.5 and 6.5 feet below existing grades, respectfully. It should be noted that PWR was encountered within 6 inches of final grades in boring B-12. A summary of the weathered rock elevations is provided in the following table.

Boring No.	Depth (ft)	Elevation (ft)
B-08	4.5	631.5
B-12	6.5	666.5

Table 1: Approximate PWR Depths

4.5 GROUNDWATER

At the time of drilling, groundwater was not encountered. Water levels reported are accurate only for the time and date that the borings were drilled. Long term monitoring of the boreholes was not included as part of our subsurface exploration. The borings were backfilled the same day that they were drilled.

4.6 LABORATORY TESTING

After the soil samples were visually classified, the project engineer selected representative samples for laboratory analysis. The laboratory analyses included natural moisture content, grain size, Atterberg Limits, and California Bearing Ration (CBR) tests on selected split spoon and bulk samples. Laboratory testing was performed in general accordance with applicable ASTM Procedures. The laboratory tests are presented on the appropriate Boring Logs and the laboratory summary in the attached appendix.

5.0 SITE DEVELOPMENT CONSIDERATIONS

After a review of the provided *Scope Exhibit – Geotech Overall Site plans* we anticipate cuts/fills on the order of 6 feet or less will be required to reach finished grades. Proofrolling should be utilized to identify the limits of the loose soils throughout the shoulders. ***We recommend an effort be made to stabilize the soft/loose surficial soils by moisture conditioning and compacting with heavy, non-vibratory compaction equipment.***

It is difficult to determine how these soils will react to proofrolling, so estimating a quantity of undercut will be difficult. Also, be aware that we often encounter loose soils

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associated with underground utilities within the shoulder. We anticipate that the utilities within the construction area may be relocated.

Undercutting should extend laterally 3 feet beyond the edge of pavements. Undercut soils should be replaced with structural fill. Clean, non-organic, non-saturated soils taken from the undercut area can be re-used as structural fill.

5.1 Evaluation of Low Consistency Soils

Low consistency (N≤6) cohesive soils and low relative density (N≤3) sands were encountered at varying depths, with low consistency and low relative density soils extending to depths between 1.5 and 10 feet throughout the site.

Generally, the northernmost borings exhibited lower SPT values, at depths of ranging between approximately 1.5 and 10 feet, while more favorable conditions were encountered within the southern borings. Following cuts and stripping and prior to the placement of fill, the low consistency soils within the widening pavement areas should be identified by a proofroll at time of construction. It may be possible to moisture condition and recompact the low consistency and low relative density surficial soils. If a stable condition is not achieved then the low consistency and low relative density soils should be undercut to a stable, suitable subgrade, stabilize in place. or undercut to a maximum 4 feet below final soil subgrade, whichever is less. The undercutting should extend laterally 3 feet outside the edge of pavement.

Typical stabilization methods vary widely and include modification of the soft soils with the addition of ALDOT No. 2 stone, as well as utilization of geogrids and graded aggregates. Cement stabilization can be considered but additional laboratory testing would be necessary to determine if this is a feasible option. The design of a specific stabilization method is beyond the scope of this investigation but can be provided by Building & Earth as an additional service if desired. Any undercutting or stabilization performed in pavement areas should be conducted under the observation of the geotechnical engineer or his representative.

5.2 Structural Fill

Requirements for structural fill on this project are as follows:

Soil Type	USCS Classification	Property Requirements	Placement Location
Sand and Gravel	GW, GP, GM, SW, SP, SM or combinations	Maximum 2" particle size6	2" particle sizes can be used at all locations and depths with proper drainage.

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Soil Type	USCS Classification	Property Requirements	Placement Location
Lean Silt and Clay	ML, CL	LL<50, PI<25, γ_d>95 pcf	All locations and depths.
Fat Clay, Elastic Silt	CH, MH	N/A	Not recommended for structural fill for most applications unless approved by the Geotechnical Engineer.
On-site soils	SM, SC, ML, CL	As listed above.	As listed above.

Table 2: Structural Fill Requirements

Notes:

1. All structural fill should be free of vegetation, topsoil, and any other deleterious materials. The organic content of materials to be used for fill should be less than 4 percent.
2. LL indicates the soil Liquid Limit; PI indicates the soil Plasticity Index; γ_d indicates the maximum dry density as defined by the density standard outlined in the table below.
3. Laboratory testing of the soils proposed for fill must be performed in order to verify their conformance with the above recommendations.
4. Any fill (imported or on-site) to be placed at the site should be reviewed by the geotechnical engineer.

Placement requirements for structural fill are as follows:

Specification	Requirement
Lift Thickness	Maximum 8-inch loose lifts when compacted with large heavy compaction equipment. Maximum 6-inch loose lifts when compacted with lightweight compaction equipment (thinner lifts may be required in confined locations).
Density	Minimum of 98 percent of maximum dry density as defined by AASHTO T-99 or T-180 at all locations and depths.
Moisture	±2 percent of optimum moisture as defined by AASHTO T-99 for cohesive soils. For cohesionless soils with greater than 12 percent passing the US Standard No. 200 sieve, ±3 percent of optimum moisture as defined above. Moisture requirement is waived for cohesionless soils with less than 12 percent passing the No. 200 sieve.
Density Testing Frequency	Minimum of 3 tests per lift. One test per 200 feet of trench backfill with minimum of 2 tests per lift. The testing frequency can be increased or decreased by the Geotechnical Engineer of Record in the field based on uniformity of material being placed and compactive effort used.

Table 3: Structural Fill Placement Requirements

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5.3 Difficult Excavation

Partially weathered rock was encountered in borings B-08 and B-12 at depths of about 4.5 and 6.5 feet below existing grades, respectfully. It should be noted that PWR was encountered within 6 inches of final grades in boring B-12. Difficult excavation could likely be encountered above the planned subgrade elevation or during utility installation within the vicinity of B-08 and B-12.

The depth that weathered rock and rock can be excavated is a function of the material, the equipment used, the skill of the operator, the desired rate of removal, and other factors. Large earthmoving equipment can typically rip weathered rock that can be excavated with a track hoe, or above auger refusal, however, the contractor should review the site conditions and determine the excavation techniques needed. Rock that can be excavated using ripping techniques may require hard rock excavation in isolated utility trenches.

5.4 Groundwater

Groundwater was not encountered within the depths explored. Although not anticipated, groundwater could be encountered during construction. It should be noted that fluctuations in the water level could occur due to seasonal variations in rainfall. The contractor must be prepared to remove groundwater seepage from excavations if encountered during construction. Excavations extending below groundwater levels will require dewatering systems (such as well points, sump pumps or trench drains). The contractor should evaluate the most economical and practical dewatering method.

6.0 PAVEMENT CONSIDERATIONS

Five asphalt cores were obtained along the existing North Donahue Drive alignment to determine existing pavement thicknesses. Nine to twelve inches of dense graded base was observed beneath the asphalt pavement. The following table provides the existing pavement thickness. Asphalt core photographs are included in the Appendix.

Coring ID	HMA Thickness (in)	Base Thickness (in)	Structural Number*
B-01	4.5	10.0	2.43
B-02	8.0	9.0	4.32
B-03	6.5	12.0	3.51
B-04	6.0	11.0	3.24
B-05	7.25	9.0	3.92

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Coring ID	HMA Thickness (in)	Base Thickness (in)	Structural Number*
Avg.	**6.45**	**10.2**	**3.48**

Table 4: Asphalt Core Summary

*Structural number is for the HMA only. A structural coefficient of 0.54 was used for the calculation.

The pavement roadway was in fair to good condition and appears to be performing satisfactorily.

Traffic data at the vicinity of the project was obtained through ALDOT's Alabama Traffic Data Website. The Counter ID No. 399 indicated an average annual daily traffic (AADT) of 9,311 vehicles per day (VPD) for year 2022 along with a percent commercial vehicles (TADT) of 7.4 percent. Mr. Dawson Grant with ALDOT was contacted in order to provide an estimated growth factor for this segment of roadway. According to Mr. Grant, the growth rate over the past 6 to 7 years has been about 5.8 percent. Based on an average 2022 AADT of 9,311 VPD and a growth rate of 5.8 percent, the 2024 and 2044 AADT's were calculated to be 10,422 and 32,187 VPD, respectively. In addition, the provided percent commercial vehicles (TADT) for this segment of roadway is 7.4 percent. The following equation was used to determine the bituminous pavement ESAL range:

$$ESALs = \frac{C + P}{2}(TADT)(0.99)(FDD)(FLD)(7{,}300)$$

Where:

C = Current AADT volume (10,422 VPD)

P = Projected AADT volume in 20 years (32,186 VPD)

TADT = Percent commercial vehicles (7.4%)

0.99 = Truck weight distribution factor or average number of 18-kip (80 kN) ESAL's applied per truck

FDD = Directional distribution factor (0.50)

FLD = Lane distribution factor FLD = 1 for number of lanes in one direction (urban)

7300 = Number of days in 20 years

$$ESALs = \frac{10{,}422 + 32{,}187}{2}(0.074)(0.99)(0.50)(1.0)(7{,}300) = 5.7x10^{6}$$

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The calculated number design ESAL is between $1.0x10^6$ and $1.0x10^7$, therefore, the use of ESAL Range C/D plant mix is recommended for the bituminous pavement on this project.

CBR testing was performed on representative grab samples obtained from the boring cuttings. Based on the materials encountered at the boring locations, pavements at the subject site may be designed based on a California Bearing Ratio (CBR) of 5.

Based on the *Standard Details: Street – Sheet 1 of 4* implemented date 01/01/2022 but verified effective date 2024, a Class IV street buildup for a classification of Collector/Arterial Local Commercial should be design on an average annual daily traffic (AADT) of 5,001 and greater vehicles per day (VPD). The Asphalt/Base buildup according to the Street Buildup table in Sheet No. 1 is 1 inch of wearing surface, 4 inches of binder course, and 9 inches of crushed aggregate base. This section thickness is less than the average section thickness of the existing road, therefore we recommend matching the existing section.

Layer	Material Description	Structural Coefficient	Thickness (in.)	Calculated SN
1	424A-356 Wearing, 3/8", 110#/sy	0.54	1.5	0.81
2	424B-6650 Upper Binder, 3/4", 247.5#/sy	0.54	2.25	1.215
3	424B-681 Lower Binder, 1", 302.5#/sy	0.54	2.75	1.485
4	301A008 Crushed Aggregate Base Placed in 2 Lifts	0.14	10	1.40
	Total		**16.5**	**4.91**

Table 5: North Donahue Widening Pavement Section

Based on a Structural Number of 4.91 and a CBR of 5, the pavement section presented above should be adequate for a total equivalent 18-kip single-axle load (ESAL) of 2.05+07.

All base and pavement construction operations should meet minimum requirements of the Alabama Department of Transportation (ALDOT) "*Standard Specifications for Highway Construction*", latest edition. The applicable sections of the specifications are identified as follows:

Material	Specification Section
Bituminous Asphalt Wearing Layer	424A
Bituminous Asphalt Binder Layer	424B
Mineral Aggregate Base Materials	825

Table 6: ALDOT Specification Sections

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7.0 CLOSING AND LIMITATIONS

This report was prepared for Kadre Engineering, for specific application to the North Donahue Road Widening located in Auburn, Alabama. The information in this report is not transferable. This report should not be used for a different development on the same property without first being evaluated by the engineer.

The recommendations in this report were based on the information obtained from our field exploration and laboratory analysis. The data collected is representative of the locations tested. Variations are likely to occur at other locations throughout the site. Engineering judgment was applied in regards to conditions between borings. It will be necessary to confirm the anticipated subsurface conditions during construction.

This report has been prepared in accordance with generally accepted standards of geotechnical engineering practice. No other warranty is expressed or implied. In the event that changes are made, or anticipated to be made, to the nature, design, or location of the project as outlined in this report, Building & Earth must be informed of the changes and given the opportunity to either verify or modify the conclusions of this report in writing, or the recommendations of this report will no longer be valid.

The scope of services for this project did not include any environmental assessment of the site or identification of pollutants or hazardous materials or conditions. If the owner is concerned about environmental issues Building & Earth would be happy to provide an additional scope of services to address those concerns.

This report is intended for use during design and preparation of specifications and may not address all conditions at the site during construction. Contractors reviewing this information should acknowledge that this document is for design information only.

An article published by the Geoprofessional Business Association (GBA), titled *Important Information About Your Geotechnical Report*, has been included in the Appendix. We encourage all individuals to become familiar with the article to help manage risk.

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GEOTECHNICAL INVESTIGATION METHODOLOGIES

The subsurface exploration, which is the basis of the recommendations of this report, has been performed in accordance with industry standards. Detailed methodologies employed in the investigation are presented in the following sections.

DRILLING PROCEDURES – STANDARD PENETRATION TEST (ASTM D1586)

At each boring location, soil samples were obtained at standard sampling intervals with a split-spoon sampler. The borehole was first advanced to the sample depth by augering and the sampling tools were placed in the open hole. The sampler was then driven 18 inches into the ground with a 140-pound automatic hammer free-falling 30 inches. The number of blows required to drive the sampler each 6-inch increment was recorded. The initial increment is considered the "seating" blows, where the sampler penetrates loose or disturbed soil in the bottom of the borehole.

The blows required to penetrate the final two (2) increments are added together and are referred to as the Standard Penetration Test (SPT) N-value. The N-value, when properly evaluated, gives an indication of the soil's strength and ability to support structural loads. Many factors can affect the SPT N-value, so this result cannot be used exclusively to evaluate soil conditions.

The SPT testing was performed using a drill rig equipped with an automatic hammer. Automatic hammers mechanically control the height of the hammer drop, and doing so, deliver higher energy efficiency (90 to 99 % efficiency) than manual hammers (60 % efficiency) which are dropped using a manually operated rope and cathead system. Because historic data correlations were developed based on use of a manual hammer, it is necessary to adjust the N-values obtained using an automatic hammer to make these correlations valid. Therefore, an energy correction factor of 1.3 was applied to the recorded field N-values from the automatic hammer for the purpose of our evaluation. The N-values discussed or mentioned in this report and shown on the boring logs are recorded field values.

Samples retrieved from the boring locations were labeled and stored in plastic bags at the jobsite before being transported to our laboratory for analysis. The project engineer prepared Boring Logs summarizing the subsurface conditions at the boring locations.

BULK SAMPLING

Bulk sample are obtained for the evaluation of the compaction characteristics of the site soils and for determination of the California Bearing Ratio (CBR). The bulk samples are obtained from manual excavations, backhoe test pits, or from auger cutting. Similar soils are normally combined to provide samples of adequate size for compaction or CBR testing.

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BORING LOG DESCRIPTION

Building & Earth Sciences, Inc. used the gINT software program to prepare the attached boring logs. The gINT program provides the flexibility to custom design the boring logs to include the pertinent information from the subsurface exploration and results of our laboratory analysis. The soil and laboratory information included on our logs is summarized below:

DEPTH AND ELEVATION

The depth below the ground surface and the corresponding elevation are shown in the first two columns.

SAMPLE TYPE

The method used to collect the sample is shown. The typical sampling methods include Split Spoon Sampling, Shelby Tube Sampling, Grab Samples, and Rock Core. A key is provided at the bottom of the log showing the graphic symbol for each sample type.

SAMPLE NUMBER

Each sample collected is numbered sequentially.

BLOWS PER INCREMENT, REC%, RQD%

When Standard Split Spoon sampling is used, the blows required to drive the sampler each 6-inch increment are recorded and shown in column 5. When rock core is obtained the recovery ration (REC%) and Rock Quality Designation (RQD%) is recorded.

SOIL DATA

Column 6 is a graphic representation of four different soil parameters. Each of the parameters use the same graph, however the values of the graph subdivisions vary with each parameter. Each parameter presented on column 6 is summarized below:

- N-value- The Standard Penetration Test N-value, obtained by adding the number of blows required to drive the sampler the final 12 inches, is recorded . The graph labels range from 0 to 50.
- Qu – Unconfined Compressive Strength estimate from the Pocket Penetrometer test in tons per square foot (tsf). The graph labels range from 0 to 5 tsf.
- Atterberg Limits – The Atterberg Limits are plotted with the plastic limit to the left, and liquid limit to the right, connected by a horizontal line. The difference in the plastic and liquid limits is referred to as the Plasticity Index. The Atterberg Limits test results are also included in the Remarks column on the far right of the boring log. The Atterberg Limits graph labels range from 0 to 100%.
- Moisture – The Natural Moisture Content of the soil sample as determined in our laboratory.

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SOIL DESCRIPTION

The soil description prepared in accordance with ASTM D2488, Visual Description of Soil Samples. The Munsel Color chart is used to determine the soil color. Strata changes are indicated by a solid line, with the depth of the change indicated on the left side of the line and the elevation of the change indicated on the right side of the line. If subtle changes within a soil type occur, a broken line is used. The Boring Termination or Auger Refusal depth is shown as a solid line at the bottom of the boring.

GRAPHIC

The graphic representation of the soil type is shown. The graphic used for each soil type is related to the Unified Soil Classification chart. A chart showing the graphic associated with each soil classification is included.

REMARKS

Remarks regarding borehole observations, and additional information regarding the laboratory results and groundwater observations.

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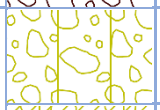
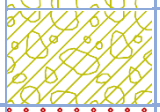
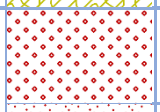
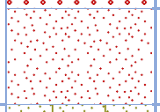
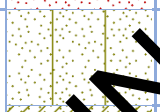
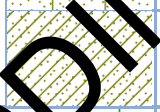
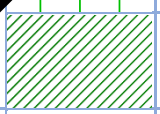
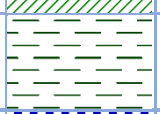
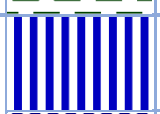
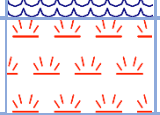
Major Divisions			Symbols		Group Name & Typical Description
			Lithology	Group	
Coarse Grained Soils *More than 50% of material is larger than No. 200 sieve size*	**Gravel and Gravelly Soils** *More than 50% of coarse fraction is larger than No. 4 sieve*	**Clean Gravels** *(Less than 5% fines)*		**GW**	*Well-graded gravels, gravel – sand mixtures, little or no fines*
				**GP**	*Poorly-graded gravels, gravel – sand mixtures, little or no fines*
		Gravels with Fines *(More than 12% fines)*		**GM**	*Silty gravels, gravel – sand – silt mixtures*
				**GC**	*Clayey gravels, gravel – sand – clay mixtures*
	Sand and Sandy Soils *More than 50% of coarse fraction is smaller than No. 4 sieve*	**Clean Sands** *(Less than 5% fines)*		**SW**	*Well-graded sands, gravelly sands, little or no fines*
				**SP**	*Poorly-graded sands, gravelly sands, little or no fines*
		Sands with Fines *(More than 12% fines)*		**SM**	*Silty sands, sand – silt mixtures*
				**SC**	*Clayey sands, sand – clay mixtures*
Fine Grained Soils *More than 50% of material is smaller than No. 200 sieve size*	**Silts and Clays** *Liquid Limit less than 50*	**Inorganic**		**ML**	*Inorganic silts and very find sands, rock flour, silty or clayey fine sands or clayey silt with slight plasticity*
				**CL**	*Inorganic clays of low to medium plasticity, gravelly clays, sandy clays, silty clays, lean clays*
		Organic		**OL**	*Organic silts and organic silty clays of low plasticity*
	Silts and Clays *Liquid Limit greater than 50*	**Inorganic**		**MH**	*Inorganic silts, micaceous or diatomaceous fine sand, or silty soils*
				**CH**	*Inorganic clays of high plasticity*
		Organic		**OH**	*Organic clays of medium to high plasticity, organic silts*
Highly Organic Soils				**PT**	*Peat, humus, swamp soils with high organic contents*

Table 1: Soil Classification Chart (based on ASTM D2487)

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Building & Earth Sciences classifies soil in general accordance with the Unified Soil Classification System (USCS) presented in ASTM D2487. Table 1 and Figure 1 exemplify the general guidance of the USCS. Soil consistencies and relative densities are presented in general accordance with Terzaghi, Peck, & Mesri's (1996) method, as shown on Table 2, when quantitative field and/or laboratory data is available. Table 2 includes Consistency and Relative Density correlations with N-values obtained using either a manual hammer (60 percent efficiency) or automatic hammer (90 percent efficiency). The *Blows Per Increment* and *SPT N-values* displayed on the boring logs are the unaltered values measured in the field. When field and/or laboratory data is not available, we may classify soil in general accordance with the Visual Manual Procedure presented in ASTM D2488.

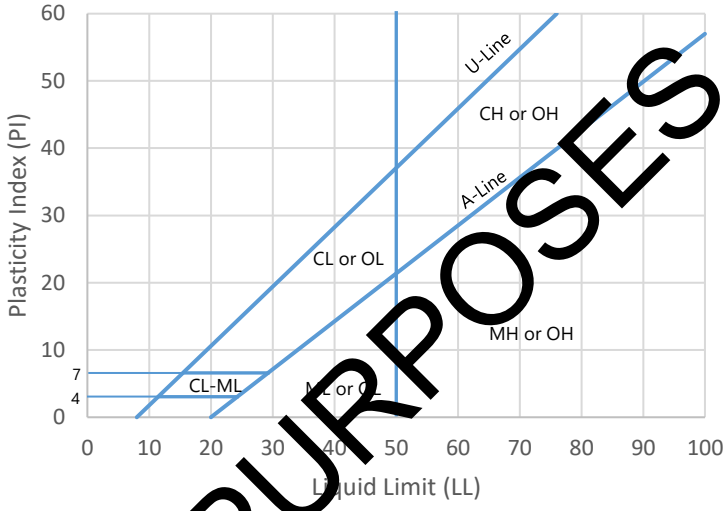

Figure 1: Plasticity Chart (based on ASTM D2487)

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Non-cohesive: Coarse-Grained Soil			Cohesive: Fine-Grained Soil			
SPT Penetration (blows/foot)		Relative Density	SPT Penetration (blows/foot)		Consistency	Estimated Range of Unconfined Compressive Strength (tsf)
Automatic Hammer*	Manual Hammer		Automatic Hammer*	Manual Hammer		
			< 2	< 2	Very Soft	< 0.25
0 - 3	0 - 4	Very Loose	2 - 3	2 - 4	Soft	0.25 – 0.50
3 - 8	4 - 10	Loose	3 - 6	4 - 8	Medium Stiff	0.50 – 1.00
8 - 23	10 - 30	Medium Dense	6 - 12	8 - 15	Stiff	1.00 – 2.00
23 - 38	30 - 50	Dense	12 - 23	15 - 30	Very Stiff	2.00 – 4.00
> 38	> 50	Very Dense	> 23	> 30	Hard	> 4.00

Table 2: Soil Consistency and Relative Density (based on Terzaghi, Peck & Mesri, 1996)

* - Modified based on 80% hammer efficiency

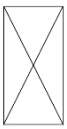
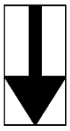
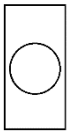
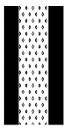
	Standard Penetration Test ASTM D1586 or AASHTO T-206		Dynamic Cone Penetrometer (Sower DCP) ASTM STP-399
	Shelby Tube Sampler ASTM D1587		No Sample Recovery
	Rock Core Sample ASTM D2113		Groundwater at Time of Drilling
	Auger Cuttings		Groundwater as Indicated

Table 1: Symbol Legend

Soil	Particle Size	U.S. Standard
Boulders	Larger than 300 mm	N.A.
Cobbles	300 mm to 75 mm	N.A.
Gravel	75 mm to 4.75 mm	3-inch to #4 sieve
Coarse	75 mm to 19 mm	3-inch to ¾-inch sieve
Fine	19 mm to 4.75 mm	¾-inch to #4 sieve
Sand	4.75 mm to 0.075 mm	#4 to #200 Sieve
Coarse	4.75 mm to 2 mm	#4 to #10 Sieve
Medium	2 mm to 0.425 mm	#10 to #40 Sieve
Fine	0.425 mm to 0.075 mm	#40 to #200 Sieve
Fines	Less than 0.075 mm	Passing #200 Sieve
Silt	0.075 mm to 2 µm	N.A.
Clay	Less than 2 µm	N.A.

Table 2: Standard Sieve Sizes

N-Value □	Standard Penetration Test Resistance calculated using ASTM D1586 or AASHTO T-206. Calculated as sum of original field recorded values.	Atterberg Limits PL LL	A measure of a soil's plasticity characteristics in general accordance with ASTM D4318. The soil Plasticity Index (PI) is representative of this characteristic and is bracketed by the Liquid Limit (LL) and the Plastic Limit (PL).
Qu ▲	Unconfined compressive strength, typically estimated from a pocket penetrometer. Results are presented in tons per square foot (tsf).	% Moisture ●	Percent natural moisture content in general accordance with ASTM D2216.

Table 3: Soil Data

Hollow Stem Auger	Flights on the outside of the shaft advance soil cuttings to the surface. The hollow stem allows sampling through the middle of the auger flights.
Mud Rotary / Wash Bore	A cutting head advances the boring and discharges a drilling fluid to support the borehole and circulate cuttings to the surface.
Solid Flight Auger	Flights on the outside bring soil cuttings to the surface. Solid stem requires removal from borehole during sampling.
Hand Auger	Cylindrical bucket (typically 3-inch diameter and 8 inches long) attached to a metal rod and turned by human force.

Table 4: Soil Drilling Methods

Descriptor	Meaning
Trace	Likely less than 5%
Few	5 to 10%
Little	15 to 25%
Some	30 to 45%
Mostly	50 to 100%

Table 5: Descriptors

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Manual Hammer	The operator tightens and loosens the rope around a rotating drum assembly to lift and drop a sliding, 140-pound hammer falling 30 inches.
Automatic Trip Hammer	An automatic mechanism is used to lift and drop a sliding, 140-pound hammer falling 30 inches.
Dynamic Cone Penetrometer (Sower DCP) ASTM STP-399	Uses a 15-pound steel mass falling 20 inches to strike an anvil and cause penetration of a 1.5-inch diameter cone seated in the bottom of a hand augered borehole. The blows required to drive the embedded cone a depth of 1-3/4 inches have been correlated by others to N-values derived from the Standard Penetration Test (SPT).

Table 6: Sampling Methods

Non-plastic	A 1/8-inch thread cannot be rolled at any water content.
Low	The thread can barely be rolled and the lump cannot be formed when drier than the plastic limit.
Medium	The thread is easy to roll and not much time is required to reach the plastic limit. The thread cannot be re-rolled after reaching the plastic limit. The lump crumbles when drier than the plastic limit.
High	It takes considerable time rolling and kneading to reach the plastic limit. The thread can be re-rolled several times after reaching the plastic limit. The lump can be formed without crumbling when drier than the plastic limit.

Table 7: Plasticity

Dry	Absence of moisture, dusty, dry to the touch.
Moist	Damp but no visible water.
Wet	Visible free water, usually soil is below water table.

Table 8: Moisture Condition

Stratified	Alternating layers of varying material or color with layers at least ½ inch thick.
Laminated	Alternating layers of varying material or color with layers less than ¼ inch thick.
Fissured	Breaks along definite planes of fracture with little resistance to fracturing.
Slickensided	Fracture planes appear polished or glossy, sometimes striated.
Blocky	Cohesive soil that can be broken down into small angular lumps which resist further breakdown.
Lensed	Inclusion of small pockets of different soils, such as small lenses of sand scattered through a mass of clay.
Homogeneous	Same color and appearance throughout.

Table 9: Structure

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KEY TO HATCHES

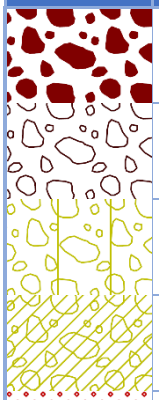
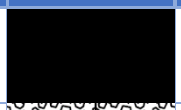
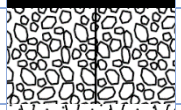
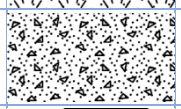
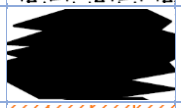
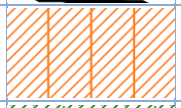
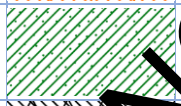
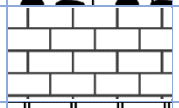
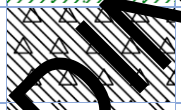
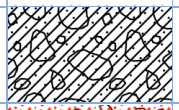
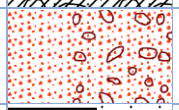
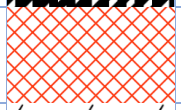
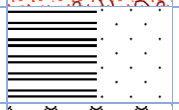
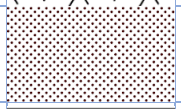
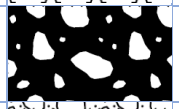
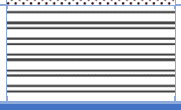
Hatch	Description	Hatch	Description	Hatch	Description
	**GW** - *Well-graded gravels, gravel – sand mixtures, little or no fines*		*Asphalt*		*Clay with Gravel*
	GP - *Poorly-graded gravels, gravel – sand mixtures, little or no fines*		*Aggregate Base*		*Sand with Gravel*
	GM - *Silty gravels, gravel – sand – silt mixtures*		*Topsoil*		*Silt with Gravel*
	GC - *Clayey gravels, gravel – sand – clay mixtures*		*Concrete*		*Gravel with Sand*
	SW - *Well-graded sands, gravelly sands, little or no fines*		*Coal*		*Gravel with Clay*
	SP - *Poorly-graded sands, gravelly sands, little or no fines*		***CL-ML*** - *Silty Clay*		*Gravel with Silt*
	SM - *Silty sands, sand – silt mixtures*		*Sandy Clay*		*Limestone*
	SC - *Clayey sands, sand – clay mixtures*		*Clayey Chert*		*Chalk*
	ML - *Inorganic silts and very find sands, rock flour, silty or clayey fine sands or clayey silt with slight plasticity*		*Low and High Plasticity Clay*		*Siltstone*
	CL - *Inorganic clays of low to medium plasticity, gravelly clays, sandy clays, silty clays, lean clays*		*Low Plasticity Silt and Clay*		*Till*
	OL - *Organic silts and organic silty clays of low plasticity*		*High Plasticity Silt and Clay*		*Sandy Clay with Cobbles and Boulders*
	MH - *Inorganic silts, micaceous or diatomaceous fine sand, or silty soils*		*Fill*		*Sandstone with Shale*
	CH - *Inorganic clays of high plasticity*		*Weathered Rock*		*Coral*
	OH - *Organic clays of medium to high plasticity, organic silts*		*Sandstone*		*Boulders and Cobbles*
	PT - *Peat, humus, swamp soils with high organic contents*		*Shale*		*Soil and Weathered Rock*

Table 1: Key to Hatches Used for Boring Logs and Soil Profiles

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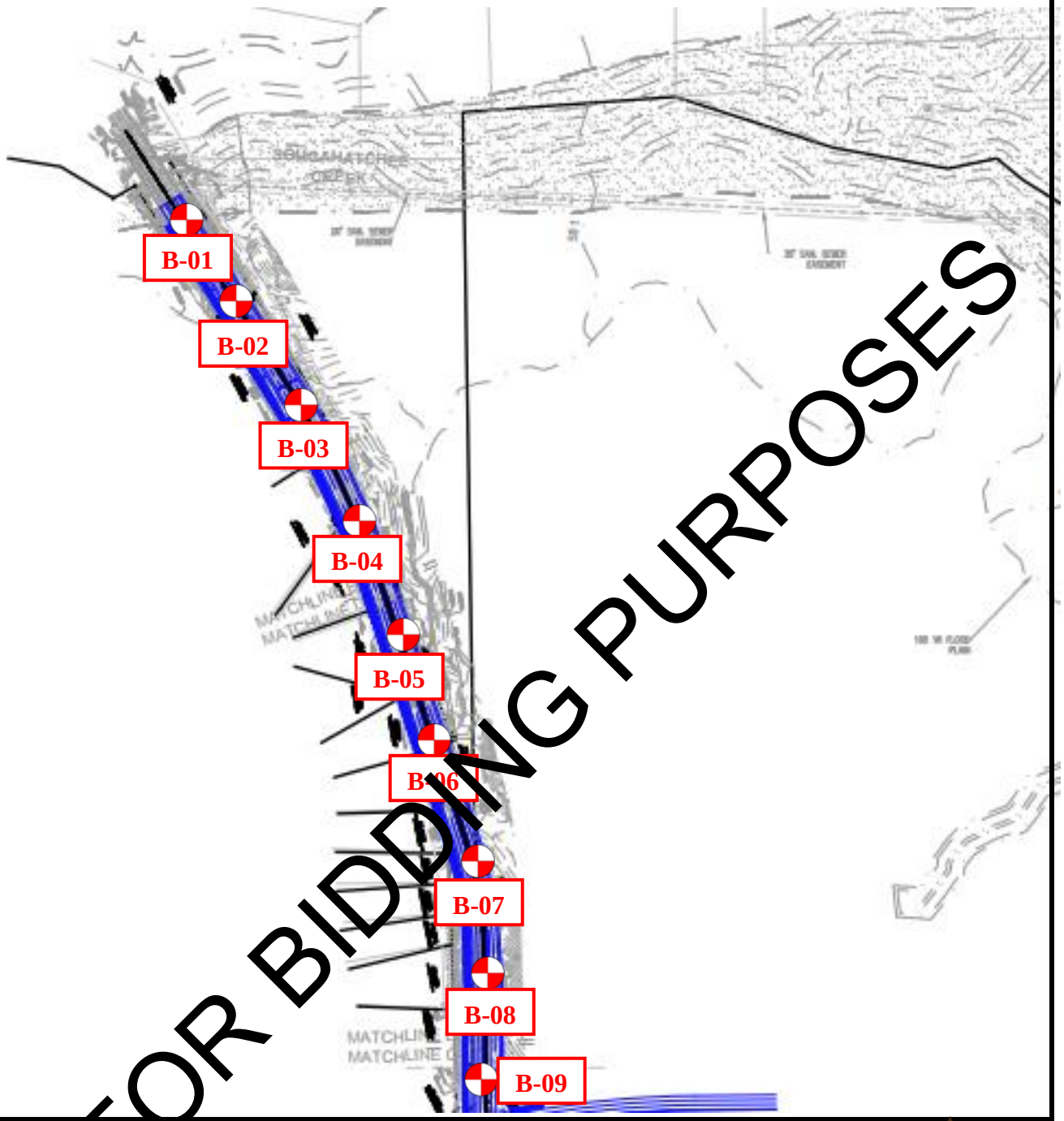
BORING LOCATION PLAN

NOT FOR BIDDING PURPOSES



NOT FOR BIDDING PURPOSES

Approximate SPT Test Location

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Geotechnical, Environmental, and Materials Engineers

N

Reference used to create this drawing:	BORING LOCATION PLAN	
N. Donahue Dr. Widening, prepared by Kadre Engineering, undated	**PROJECT NO.**	**PROJECT NAME / LOCATION**
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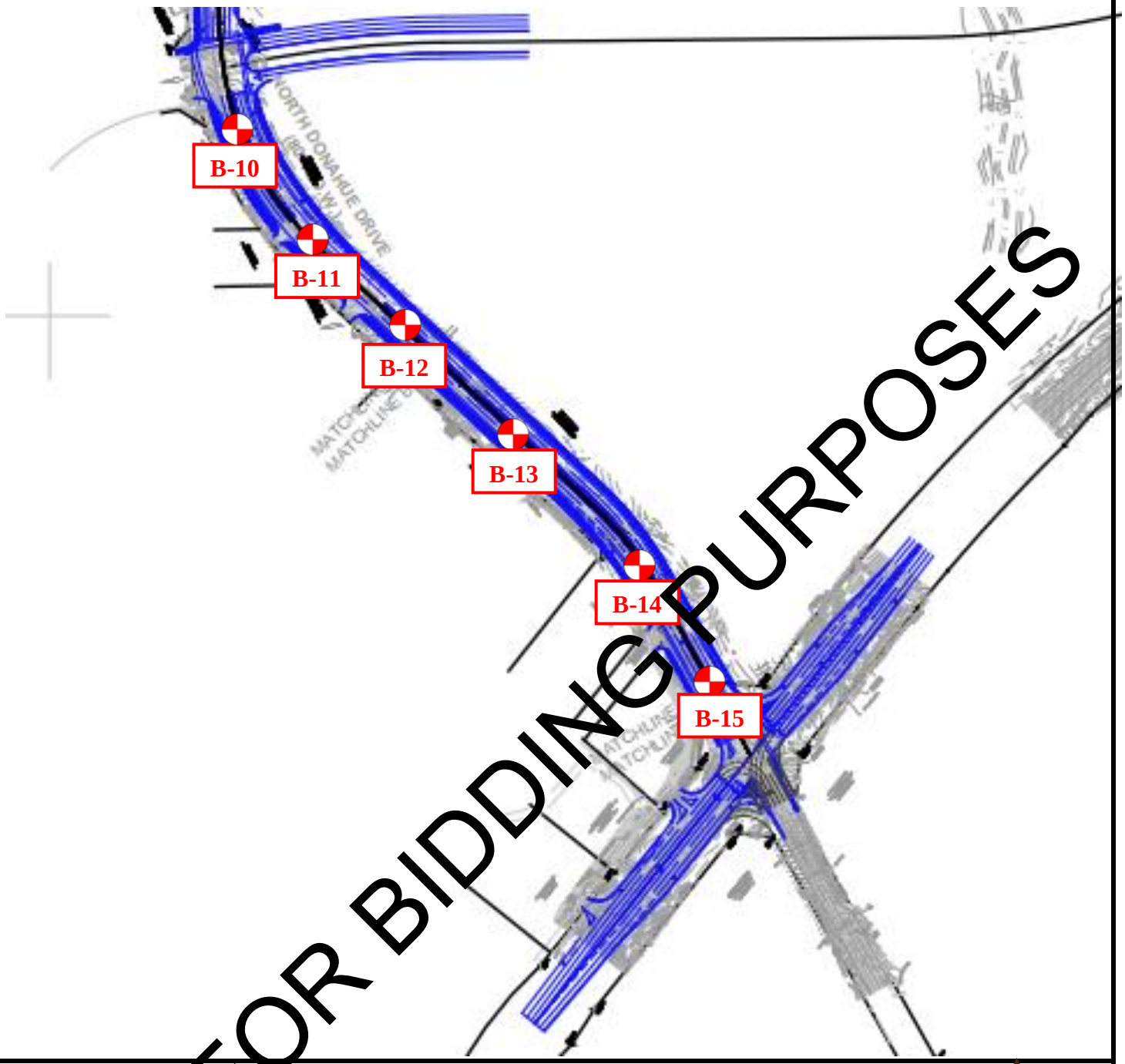
	SCALE:	**DATE:**
	NTS	06/03/2024



NOT FOR BIDDING PURPOSES

Approximate SPT Test Location

BUILDING & EARTH
Geotechnical, Environmental, and Materials Engineers

N

Reference used to create this drawing:	BORING LOCATION PLAN	
N. Donahue Dr. Widening, prepared by Kadre Engineering, undated	**PROJECT NO.**	**PROJECT NAME / LOCATION**
	AU240082	North Donahue Drive Road Widening Auburn, AL
	SCALE:	**DATE:**
	NTS	06/03/2024

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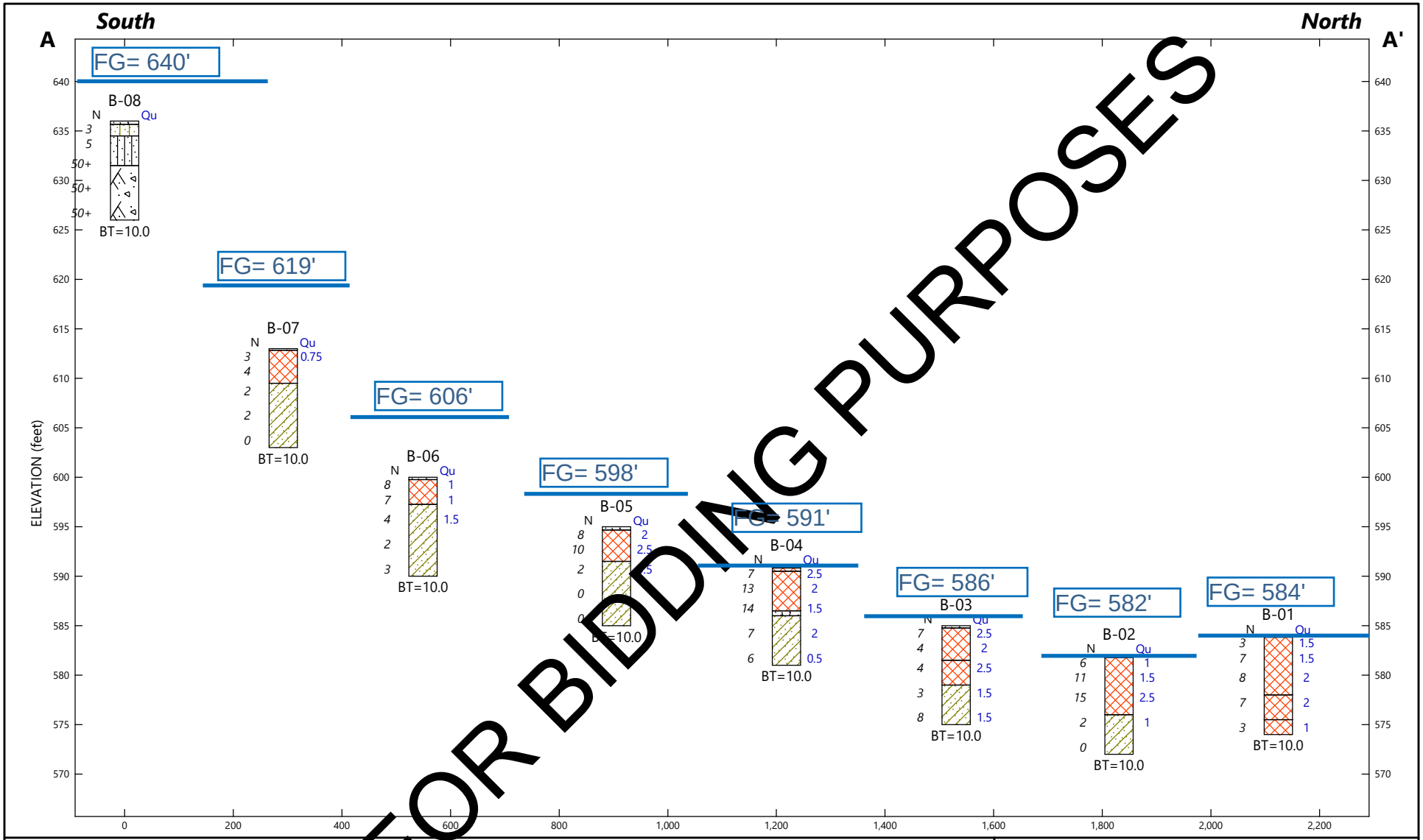

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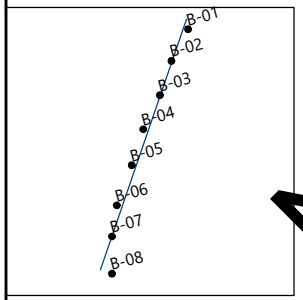

Site Map Scale 1 inch equals 1,595 feet

Key to Hatches

- Topsoil
- Fill
- USCS Clayey Sand
- USCS Silty Sand
- USCS Sandy Silt
- Weathered Rock

Legend

BT=Boring Termination, TPT=Test Pit Terminated
AR=Auger Refusal, ER=Excavation Refusal
N=Standard Penetration Test N-Value
Qu=Unconfined compressive strength estimate from pocket penetrometer test (tsf)
Water Level Reading at time of drilling.
Water Level Reading after drilling.

0 — 260
Horizontal Scale (feet)
Vertical Exaggeration: 18x

Building & Earth Sciences, Inc.
95 Lee Road 46, Suite C, Auburn, AL 36830

North Donahue Drive Road Widening
Auburn, AL

Roadway Borings A-A': Subsurface Profile

PROJECT NO: AU240082	PLATE NO: A-1	DATE: 6/4/24

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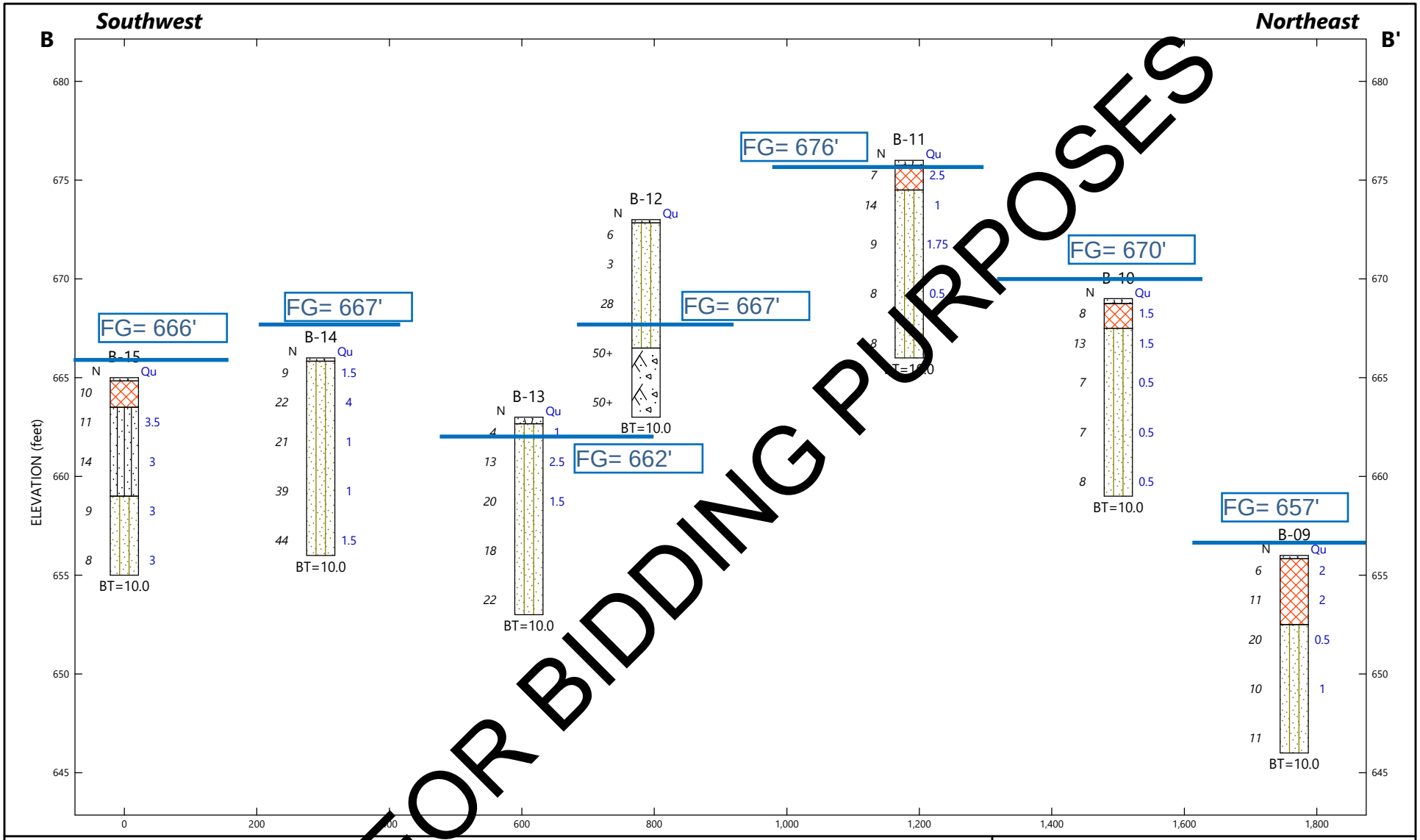

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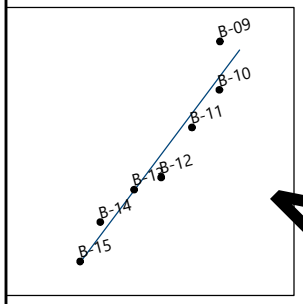

Site Map Scale 1 inch equals 1,305 feet

Key to Hatches

- Topsoil
- Fill
- USCS Silty Sand
- Weathered Rock
- USCS Sandy Silt

Legend

BT=Boring Termination, TPT=Test Pit Terminated
AR=Auger Refusal, ER=Excavation Refusal
N=Standard Penetration Test N-Value
Qu=Unconfined compressive strength estimate from pocket penetrometer test (tsf)
Water Level Reading at time of drilling.
Water Level Reading after drilling.

0 — 213
Horizontal Scale (feet)
Vertical Exaggeration: 30x

Building & Earth Sciences, Inc.
95 Lee Road 46, Suite C, Auburn, AL 36830

North Donahue Drive Road Widening
Auburn, AL

Roadway Borings B-B': Subsurface Profile

PROJECT NO: AU240082	PLATE NO: B-1	DATE: 6/4/24

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LOG OF BORING

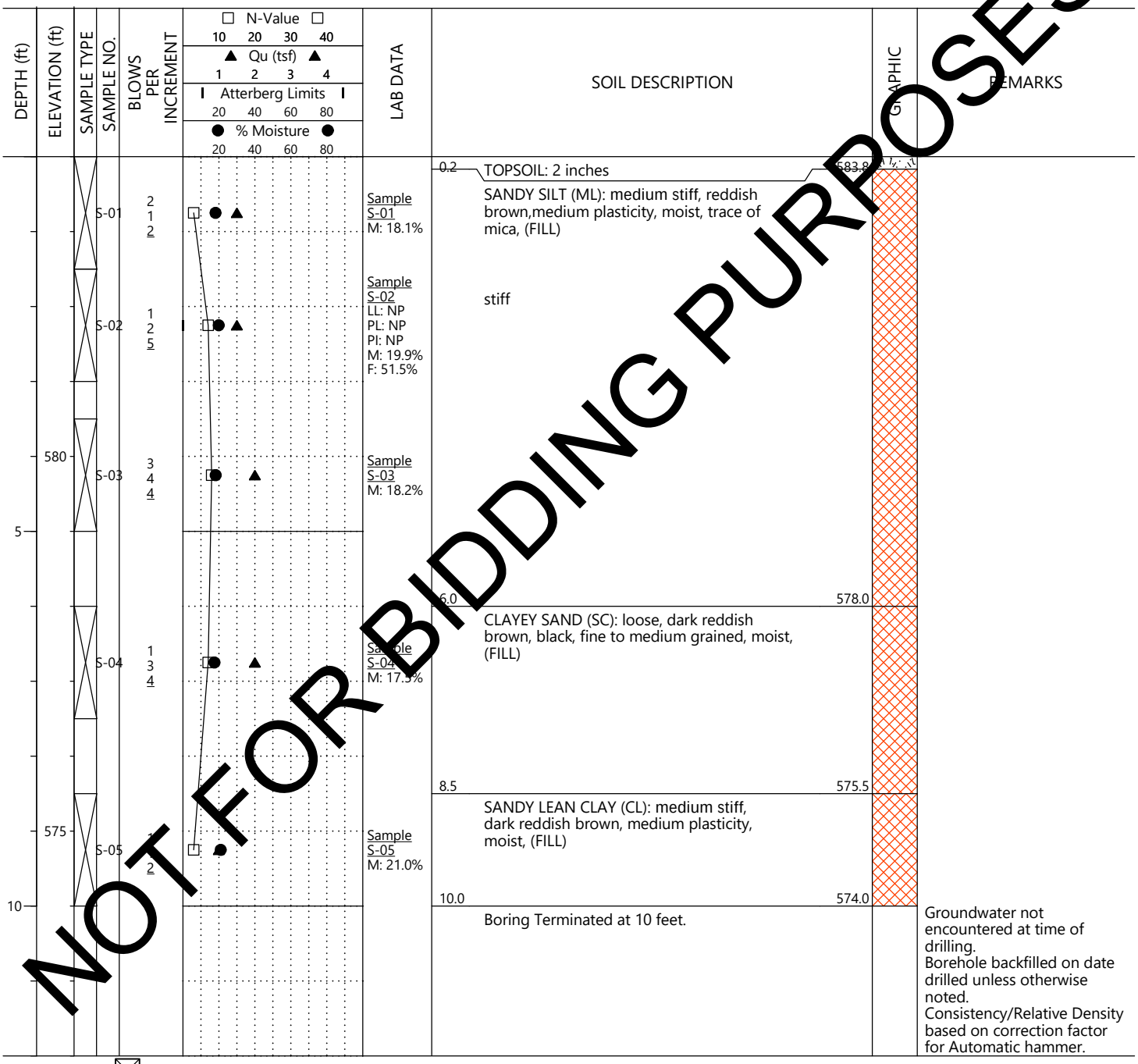
Designation: B-01

Sheet 1 of 1

1211 Newell Parkway
Montgomery, AL 36110
Office: (334) 260-9174
www.BuildingAndEarth.com

PROJECT NAME: North Donahue Drive Road Widening
PROJECT NUMBER: AU240082
DRILLING METHOD: Hollow Stem Auger
EQUIPMENT USED: GeoProbe 7822DT
HAMMER TYPE: Automatic
BORING LOCATION: 32°38'31.96"N, 85°30'15.26"W

LOCATION: Auburn, AL
DATE DRILLED: 5/16/24
WEATHER: Clear, 75°
ELEVATION: 584
DRILL CREW: Building & Earth
LOGGED BY: H. Walker



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SAMPLE TYPE ☒ Standard Penetration Test

N-VALUE STANDARD PENETRATION RESISTANCE (AASHTO T-206)
% MOISTURE PERCENT NATURAL MOISTURE CONTENT
▽ GROUNDWATER LEVEL IN THE BOREHOLE AT TIME OF DRILLING
▼ STABILIZED GROUNDWATER LEVEL

REC RECOVERY
RQD ROCK QUALITY DESIGNATION
UD UNDISTURBED
Qu POCKET PENETROMETER UNCONFINED COMPRESSIVE STRENGTH

LL: LIQUID LIMIT **M:** NATURAL MOISTURE CONTENT
PL: PLASTIC LIMIT **F:** PERCENT PASSING NO. 200 SIEVE
PI: PLASTICITY INDEX

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Geotechnical, Environmental, and Materials Engineers

LOG OF BORING

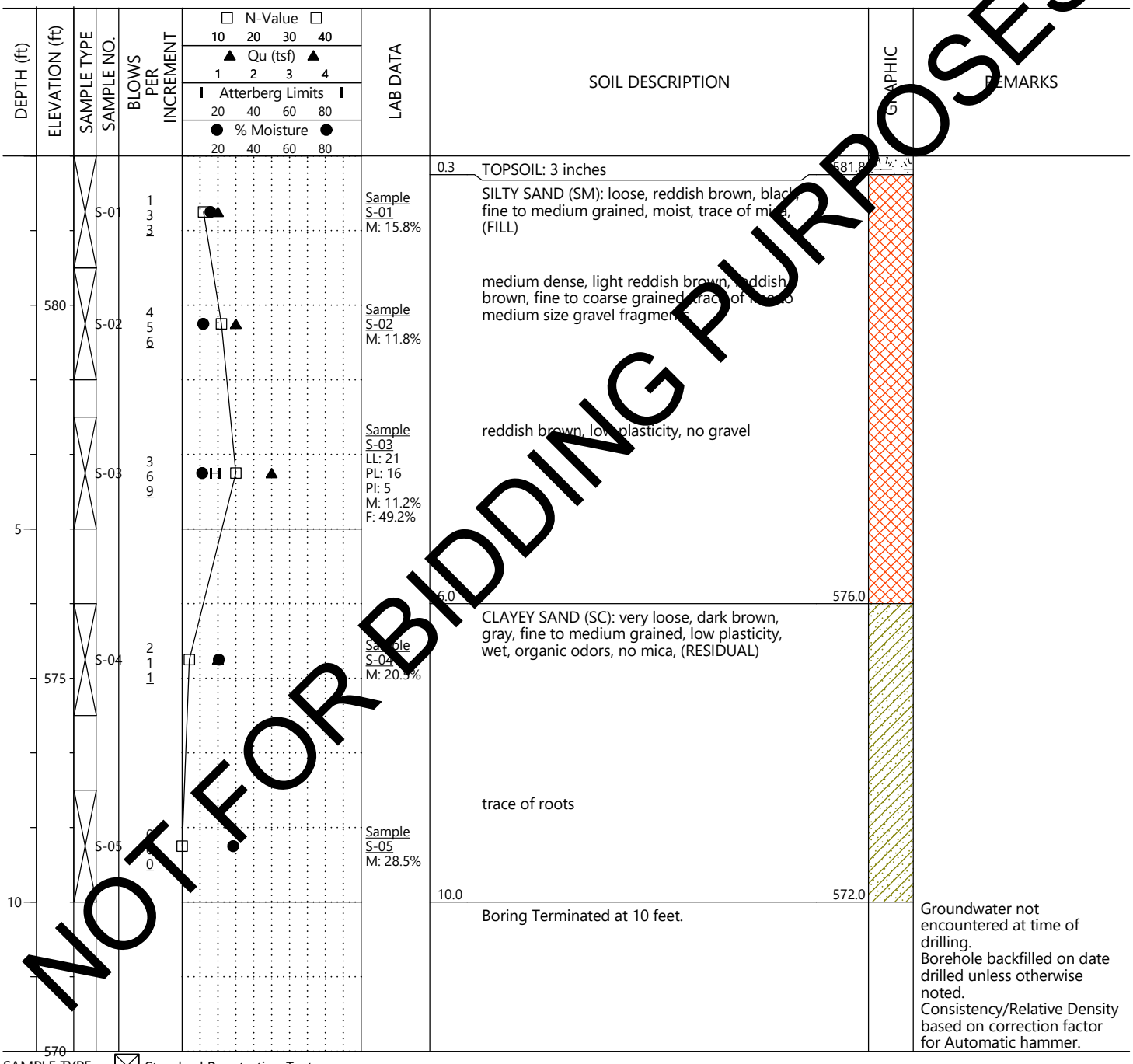
Designation: B-02

Sheet 1 of 1

1211 Newell Parkway
Montgomery, AL 36110
Office: (334) 260-9174
www.BuildingAndEarth.com

PROJECT NAME: North Donahue Drive Road Widening
PROJECT NUMBER: AU240082
DRILLING METHOD: Hollow Stem Auger
EQUIPMENT USED: GeoProbe 7822DT
HAMMER TYPE: Automatic
BORING LOCATION: 32°38'29.52"N, 85°30'13.45"W

LOCATION: Auburn, AL
DATE DRILLED: 5/16/24
WEATHER: Clear, 75°
ELEVATION: 582
DRILL CREW: Building & Earth
LOGGED BY: H. Walker



NOT FOR BIDDING PURPOSES

SAMPLE TYPE ☒ Standard Penetration Test

N-VALUE STANDARD PENETRATION RESISTANCE (AASHTO T-206)
% MOISTURE PERCENT NATURAL MOISTURE CONTENT
▽ GROUNDWATER LEVEL IN THE BOREHOLE AT TIME OF DRILLING
▼ STABILIZED GROUNDWATER LEVEL

REC RECOVERY
RQD ROCK QUALITY DESIGNATION
UD UNDISTURBED
Qu POCKET PENETROMETER UNCONFINED COMPRESSIVE STRENGTH

LL: LIQUID LIMIT **M:** NATURAL MOISTURE CONTENT
PL: PLASTIC LIMIT **F:** PERCENT PASSING NO. 200 SIEVE
PI: PLASTICITY INDEX

BUILDING & EARTH
Geotechnical, Environmental, and Materials Engineers

LOG OF BORING

Designation: B-03

Sheet 1 of 1

1211 Newell Parkway
Montgomery, AL 36110
Office: (334) 260-9174
www.BuildingAndEarth.com

PROJECT NAME: North Donahue Drive Road Widening
PROJECT NUMBER: AU240082
DRILLING METHOD: Hollow Stem Auger
EQUIPMENT USED: GeoProbe 7822DT
HAMMER TYPE: Automatic
BORING LOCATION: 32°38'26.80"N, 85°30'11.51"W

LOCATION: Auburn, AL
DATE DRILLED: 5/16/24
WEATHER: Clear, 75°
ELEVATION: 585
DRILL CREW: Building & Earth
LOGGED BY: H. Walker

NOT FOR BIDDING PURPOSES

DEPTH (ft)	ELEVATION (ft)	SAMPLE TYPE	SAMPLE NO.	BLOWS PER INCREMENT	N-Value / Qu (tsf) / Atterberg Limits / % Moisture	LAB DATA	SOIL DESCRIPTION	GRAPHIC	REMARKS
0	585		S-01	3 4 3		Sample S-01 M: 8.0%	0.3 TOPSOIL: 3 inches (584.8)		
							CLAYEY SAND (SC): loose, reddish brown, yellowish brown, fine to medium grained, moist, trace of fine to medium gravel fragments, trace of mica, (FILL)		
			S-02	3 2 2		Sample S-02 M: 15.1%			
							3.5 SANDY LEAN CLAY (CL): medium stiff, reddish brown, low plasticity, moist, no gravel, (FILL) 581.5		
			S-03	1 2 2					
5	580						6.0 CLAYEY SAND (SC): very loose, yellowish brown, light gray, fine to medium grained, low plasticity, moist, (RESIDUAL) 579.0		
			S-04	1 1 2					
							loose		
			S-05	5					
10	575						10.0 Boring Terminated at 10 feet. 575.0		Groundwater not encountered at time of drilling. Borehole backfilled on date drilled unless otherwise noted. Consistency/Relative Density based on correction factor for Automatic hammer.

SAMPLE TYPE ☒ Standard Penetration Test

N-VALUE STANDARD PENETRATION RESISTANCE (AASHTO T-206)
% MOISTURE PERCENT NATURAL MOISTURE CONTENT
▽ GROUNDWATER LEVEL IN THE BOREHOLE AT TIME OF DRILLING
▼ STABILIZED GROUNDWATER LEVEL

REC RECOVERY
RQD ROCK QUALITY DESIGNATION
UD UNDISTURBED
Qu POCKET PENETROMETER UNCONFINED COMPRESSIVE STRENGTH

LL: LIQUID LIMIT **M:** NATURAL MOISTURE CONTENT
PL: PLASTIC LIMIT **F:** PERCENT PASSING NO. 200 SIEVE
PI: PLASTICITY INDEX

BUILDING & EARTH
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LOG OF BORING

Designation: B-04

Sheet 1 of 1

1211 Newell Parkway
Montgomery, AL 36110
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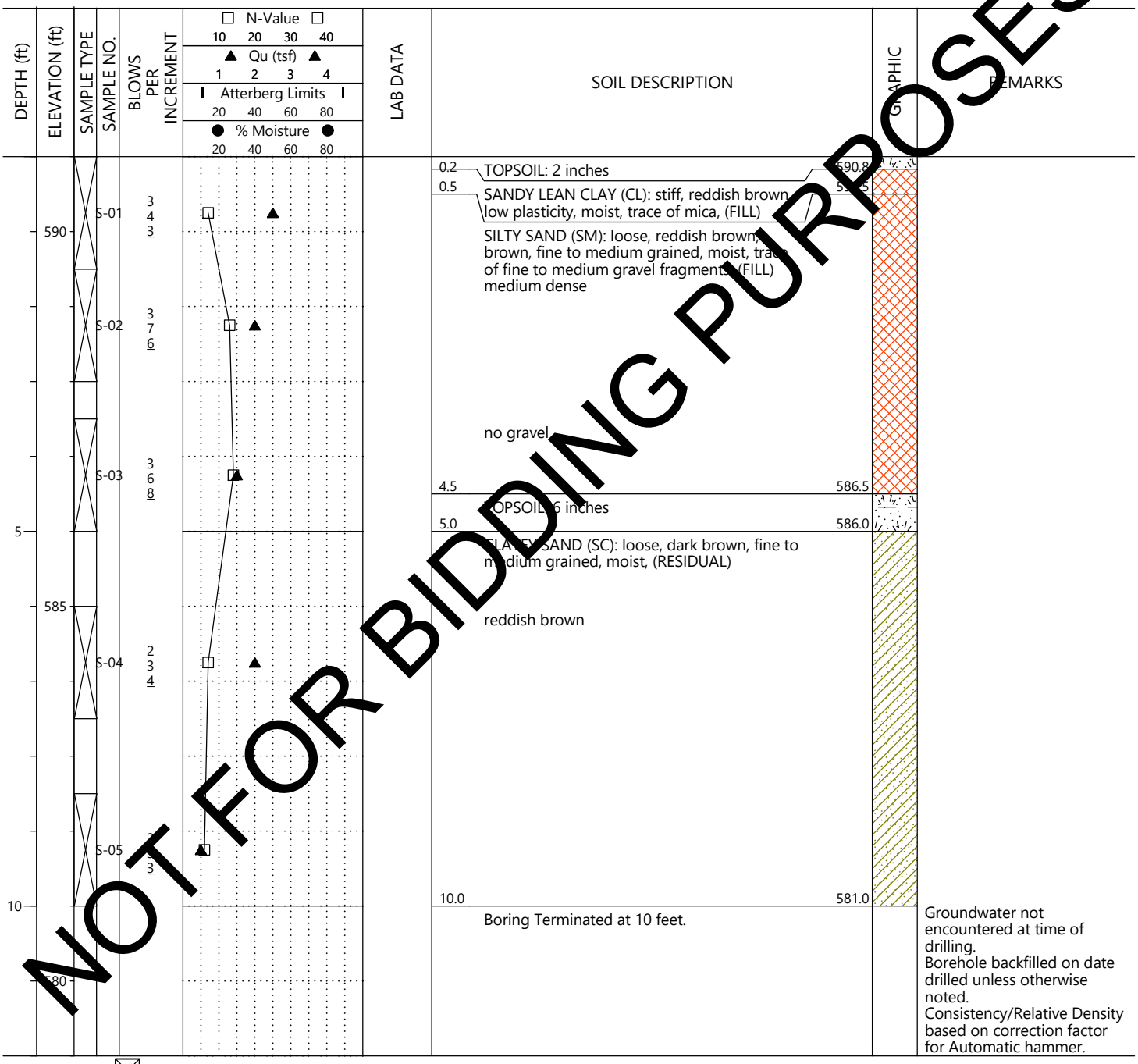
PROJECT NAME: North Donahue Drive Road Widening
PROJECT NUMBER: AU240082
DRILLING METHOD: Hollow Stem Auger
EQUIPMENT USED: GeoProbe 7822DT
HAMMER TYPE: Automatic
BORING LOCATION: 32°38'24.06"N, 85°30'9.95"W

LOCATION: Auburn, AL
DATE DRILLED: 5/16/24
WEATHER: Clear, 75°
ELEVATION: 591
DRILL CREW: Building & Earth
LOGGED BY: H. Walker



NOT FOR BIDDING PURPOSES

SAMPLE TYPE ☒ Standard Penetration Test

N-VALUE STANDARD PENETRATION RESISTANCE (AASHTO T-206)
% MOISTURE PERCENT NATURAL MOISTURE CONTENT
▽ GROUNDWATER LEVEL IN THE BOREHOLE AT TIME OF DRILLING
▼ STABILIZED GROUNDWATER LEVEL

REC RECOVERY
RQD ROCK QUALITY DESIGNATION
UD UNDISTURBED
Qu POCKET PENETROMETER UNCONFINED COMPRESSIVE STRENGTH

LL: LIQUID LIMIT **M:** NATURAL MOISTURE CONTENT
PL: PLASTIC LIMIT **F:** PERCENT PASSING NO. 200 SIEVE
PI: PLASTICITY INDEX

BUILDING & EARTH
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LOG OF BORING

Designation: B-05

Sheet 1 of 1

1211 Newell Parkway
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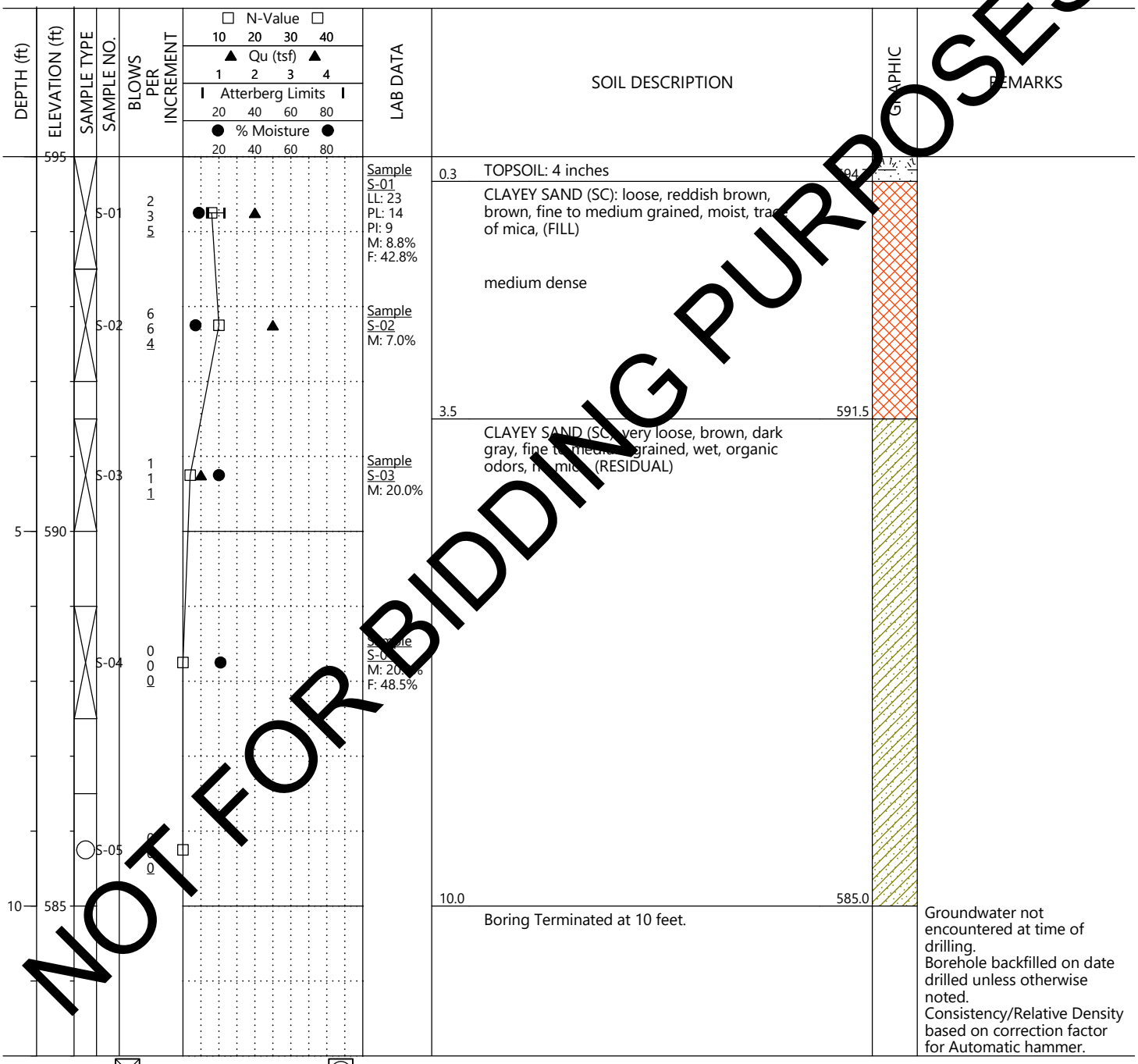
PROJECT NAME: North Donahue Drive Road Widening
PROJECT NUMBER: AU240082
DRILLING METHOD: Hollow Stem Auger
EQUIPMENT USED: GeoProbe 7822DT
HAMMER TYPE: Automatic
BORING LOCATION: 32°38'21.19"N, 85°30'8.72"W

LOCATION: Auburn, AL
DATE DRILLED: 5/16/24
WEATHER: Clear, 75°
ELEVATION: 595
DRILL CREW: Building & Earth
LOGGED BY: H. Walker



NOT FOR BIDDING PURPOSES

SAMPLE TYPE ☒ Standard Penetration Test ◯ No Recovery

N-VALUE STANDARD PENETRATION RESISTANCE (AASHTO T-206)
% MOISTURE PERCENT NATURAL MOISTURE CONTENT
▽ GROUNDWATER LEVEL IN THE BOREHOLE AT TIME OF DRILLING
▼ STABILIZED GROUNDWATER LEVEL

REC RECOVERY
RQD ROCK QUALITY DESIGNATION
UD UNDISTURBED
Qu POCKET PENETROMETER UNCONFINED COMPRESSIVE STRENGTH

LL: LIQUID LIMIT **M:** NATURAL MOISTURE CONTENT
PL: PLASTIC LIMIT **F:** PERCENT PASSING NO. 200 SIEVE
PI: PLASTICITY INDEX

BUILDING & EARTH
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LOG OF BORING

Designation: B-06

Sheet 1 of 1

1211 Newell Parkway
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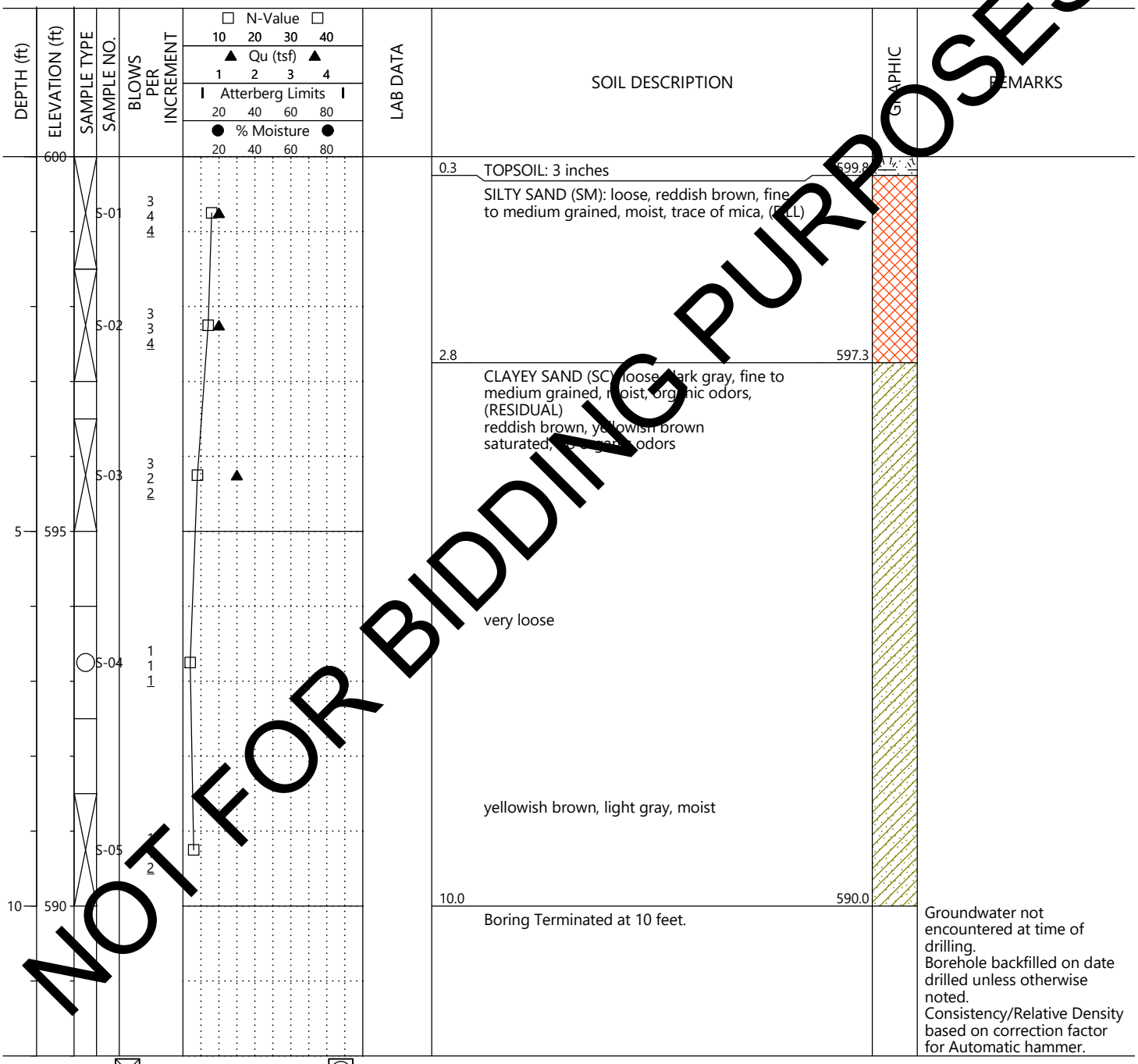
PROJECT NAME: North Donahue Drive Road Widening
PROJECT NUMBER: AU240082
DRILLING METHOD: Hollow Stem Auger
EQUIPMENT USED: GeoProbe 7822DT
HAMMER TYPE: Automatic
BORING LOCATION: 32°38'18.21"N, 85°30'7.68"W

LOCATION: Auburn, AL
DATE DRILLED: 5/16/24
WEATHER: Clear, 75°
ELEVATION: 600
DRILL CREW: Building & Earth
LOGGED BY: H. Walker



NOT FOR BIDDING PURPOSES

SAMPLE TYPE ☒ Standard Penetration Test ◯ No Recovery

N-VALUE STANDARD PENETRATION RESISTANCE (AASHTO T-206)
% MOISTURE PERCENT NATURAL MOISTURE CONTENT
▽ GROUNDWATER LEVEL IN THE BOREHOLE AT TIME OF DRILLING
▼ STABILIZED GROUNDWATER LEVEL

REC RECOVERY
RQD ROCK QUALITY DESIGNATION
UD UNDISTURBED
Qu POCKET PENETROMETER UNCONFINED COMPRESSIVE STRENGTH

LL: LIQUID LIMIT **M:** NATURAL MOISTURE CONTENT
PL: PLASTIC LIMIT **F:** PERCENT PASSING NO. 200 SIEVE
PI: PLASTICITY INDEX

BUILDING & EARTH
Geotechnical, Environmental, and Materials Engineers

LOG OF BORING

Designation: B-07

Sheet 1 of 1

1211 Newell Parkway
Montgomery, AL 36110
Office: (334) 260-9174
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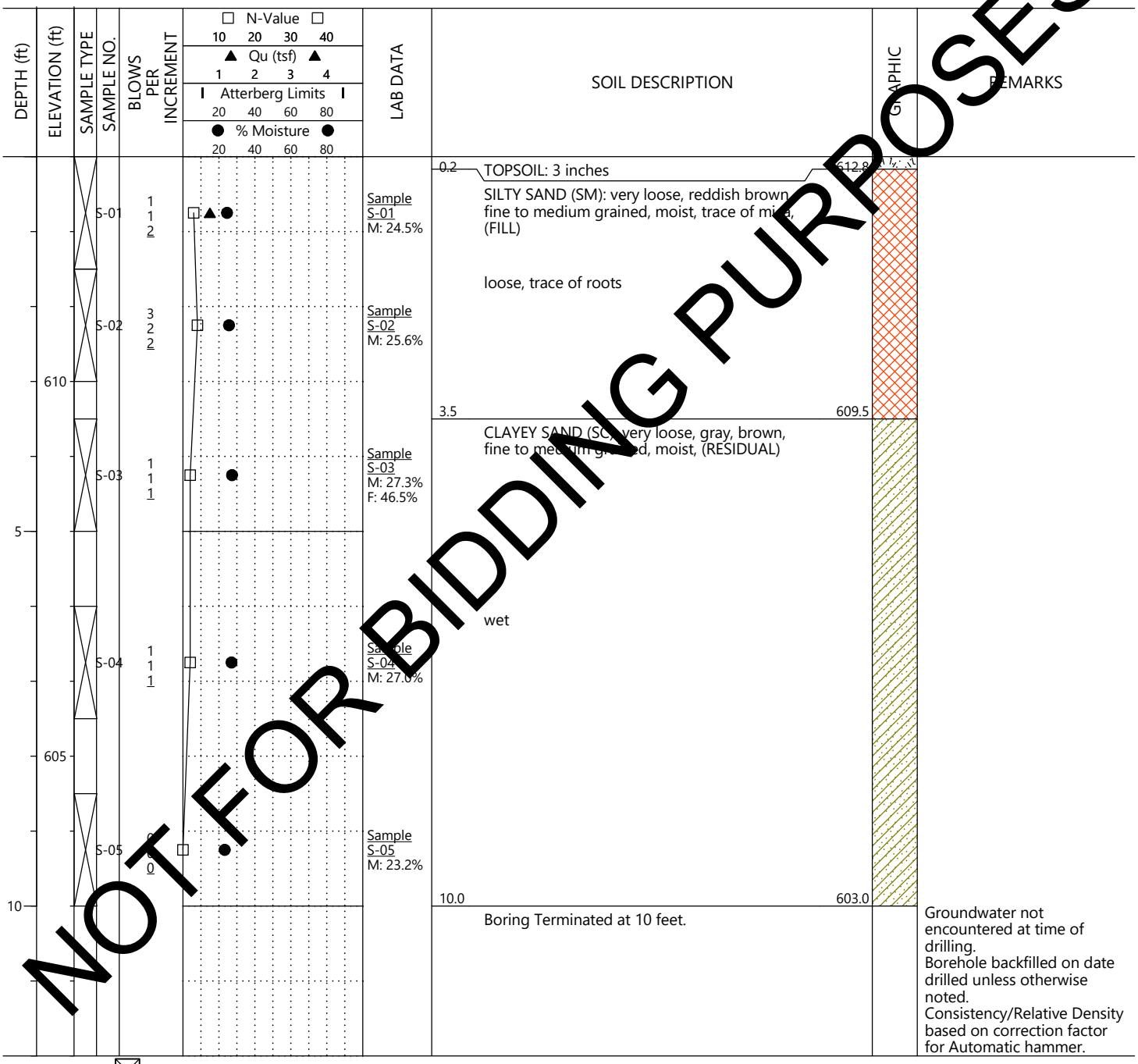
PROJECT NAME: North Donahue Drive Road Widening
PROJECT NUMBER: AU240082
DRILLING METHOD: Hollow Stem Auger
EQUIPMENT USED: GeoProbe 7822DT
HAMMER TYPE: Automatic
BORING LOCATION: 32°38'15.31"N, 32°38'15.31"N

LOCATION: Auburn, AL
DATE DRILLED: 5/15/24
WEATHER: Clear, 75°
ELEVATION: 613
DRILL CREW: Building & Earth
LOGGED BY: H. Walker



NOT FOR BIDDING PURPOSES

SAMPLE TYPE ☒ Standard Penetration Test

N-VALUE STANDARD PENETRATION RESISTANCE (AASHTO T-206)
% MOISTURE PERCENT NATURAL MOISTURE CONTENT
▽ GROUNDWATER LEVEL IN THE BOREHOLE AT TIME OF DRILLING
▼ STABILIZED GROUNDWATER LEVEL

REC RECOVERY
RQD ROCK QUALITY DESIGNATION
UD UNDISTURBED
Qu POCKET PENETROMETER UNCONFINED COMPRESSIVE STRENGTH

LL: LIQUID LIMIT **M:** NATURAL MOISTURE CONTENT
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PI: PLASTICITY INDEX

BUILDING & EARTH
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LOG OF BORING

Designation: B-08

Sheet 1 of 1

1211 Newell Parkway
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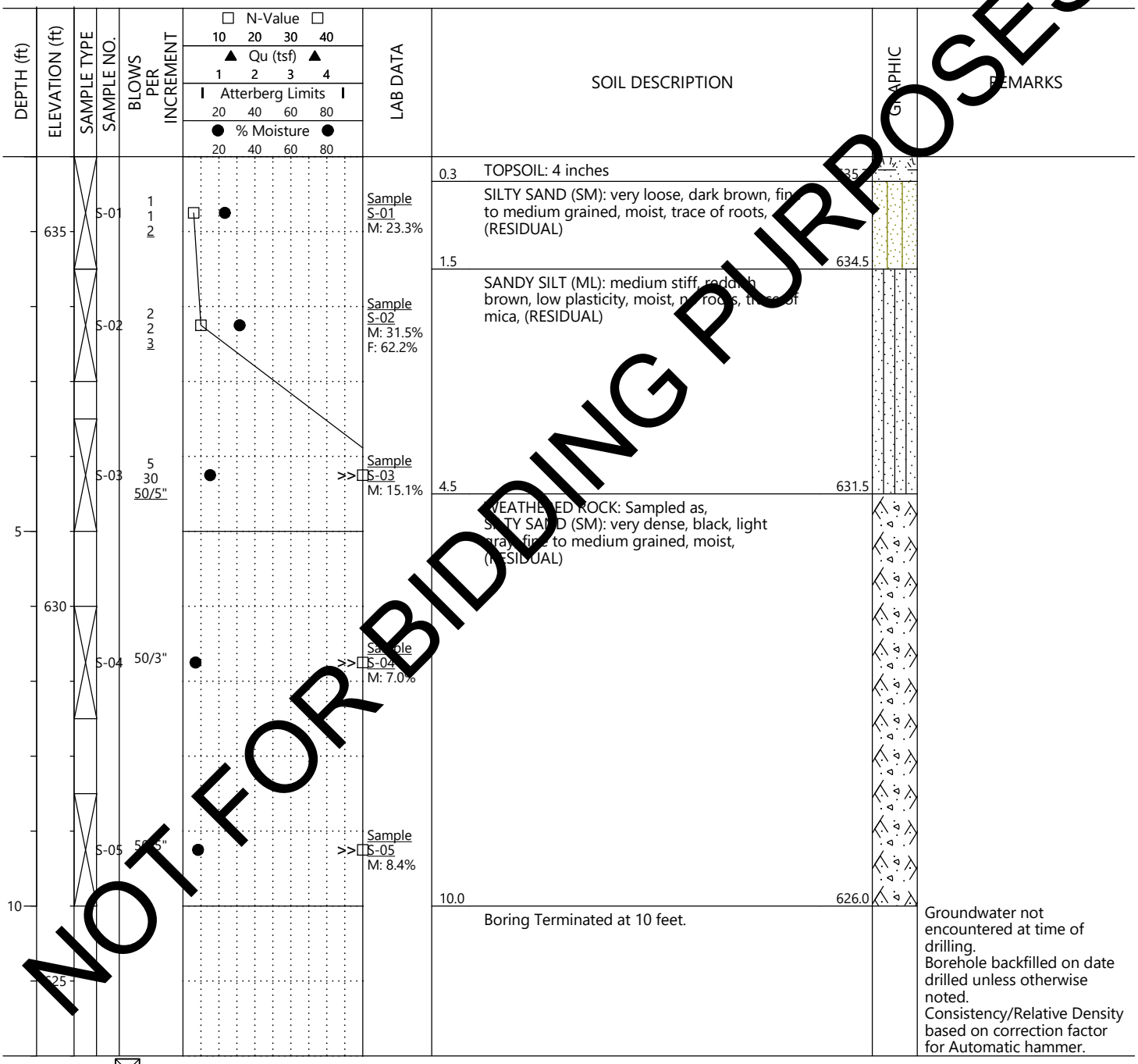
PROJECT NAME: North Donahue Drive Road Widening
PROJECT NUMBER: AU240082
DRILLING METHOD: Hollow Stem Auger
EQUIPMENT USED: GeoProbe 7822DT
HAMMER TYPE: Automatic
BORING LOCATION: 32°38'11.99"N, 85°30'6.61"W

LOCATION: Auburn, AL
DATE DRILLED: 5/16/24
WEATHER: Clear, 75°
ELEVATION: 636
DRILL CREW: Building & Earth
LOGGED BY: H. Walker



NOT FOR BIDDING PURPOSES

SAMPLE TYPE ☒ Standard Penetration Test

N-VALUE STANDARD PENETRATION RESISTANCE (AASHTO T-206)
% MOISTURE PERCENT NATURAL MOISTURE CONTENT
▽ GROUNDWATER LEVEL IN THE BOREHOLE AT TIME OF DRILLING
▼ STABILIZED GROUNDWATER LEVEL

REC RECOVERY
RQD ROCK QUALITY DESIGNATION
UD UNDISTURBED
Qu POCKET PENETROMETER UNCONFINED COMPRESSIVE STRENGTH

LL: LIQUID LIMIT **M:** NATURAL MOISTURE CONTENT
PL: PLASTIC LIMIT **F:** PERCENT PASSING NO. 200 SIEVE
PI: PLASTICITY INDEX

BUILDING & EARTH
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LOG OF BORING

Designation: B-09

Sheet 1 of 1

1211 Newell Parkway
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PROJECT NAME: North Donahue Drive Road Widening
PROJECT NUMBER: AU240082
DRILLING METHOD: Hollow Stem Auger
EQUIPMENT USED: GeoProbe 7822DT
HAMMER TYPE: Automatic
BORING LOCATION: 32°38'8.78"N, 85°30'6.36"W

LOCATION: Auburn, AL
DATE DRILLED: 5/15/24
WEATHER: Clear, 75°
ELEVATION: 656
DRILL CREW: Building & Earth
LOGGED BY: H. Walker

NOT FOR BIDDING PURPOSES

DEPTH (ft)	ELEVATION (ft)	SAMPLE TYPE	SAMPLE NO.	BLOWS PER INCREMENT	N-Value / Qu (tsf) / Atterberg Limits / % Moisture	LAB DATA	SOIL DESCRIPTION	GRAPHIC	REMARKS
0	655		S-01	2 3 3			0.2 TOPSOIL: 2 inches SILTY SAND (SM): loose, reddish brown, fine grained, moist, trace of mica, (FILL)	655.8	
			S-02	3 5 6			medium dense, fine to medium grained		
5	650		S-03	5 8 12			3.5 652.5 SILTY SAND (SM): medium dense, reddish brown, light yellowish brown, fine grained, moist, (RESIDUAL)		
			S-04	3 5 5					
			S-05	6			10.0 646.0 Boring Terminated at 10 feet.		Groundwater not encountered at time of drilling. Borehole backfilled on date drilled unless otherwise noted. Consistency/Relative Density based on correction factor for Automatic hammer.
10	645								

SAMPLE TYPE ☒ Standard Penetration Test

N-VALUE STANDARD PENETRATION RESISTANCE (AASHTO T-206)
% MOISTURE PERCENT NATURAL MOISTURE CONTENT
▽ GROUNDWATER LEVEL IN THE BOREHOLE AT TIME OF DRILLING
▼ STABILIZED GROUNDWATER LEVEL

REC RECOVERY
RQD ROCK QUALITY DESIGNATION
UD UNDISTURBED
Qu POCKET PENETROMETER UNCONFINED COMPRESSIVE STRENGTH

LL: LIQUID LIMIT **M:** NATURAL MOISTURE CONTENT
PL: PLASTIC LIMIT **F:** PERCENT PASSING NO. 200 SIEVE
PI: PLASTICITY INDEX

BUILDING & EARTH
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LOG OF BORING

Designation: B-10

Sheet 1 of 1

1211 Newell Parkway
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PROJECT NAME: North Donahue Drive Road Widening
PROJECT NUMBER: AU240082
DRILLING METHOD: Hollow Stem Auger
EQUIPMENT USED: GeoProbe 7822DT
HAMMER TYPE: Automatic
BORING LOCATION: 32°38'5.81"N, 85°30'5.80"W

LOCATION: Auburn, AL
DATE DRILLED: 5/15/24
WEATHER: Clear, 75°
ELEVATION: 669
DRILL CREW: Building & Earth
LOGGED BY: H. Walker

NOT FOR BIDDING PURPOSES

DEPTH (ft)	ELEVATION (ft)	SAMPLE TYPE	SAMPLE NO.	BLOWS PER INCREMENT	N-Value / Qu (tsf) / Atterberg Limits / % Moisture	LAB DATA	SOIL DESCRIPTION	GRAPHIC	REMARKS
			S-01	2 4 4		Sample S-01 M: 13.4%	0.3 TOPSOIL: 3 inches (668.8)		
							SILTY SAND (SM): loose, reddish brown, fine to medium grained, moist, trace of mica, (RESIDUAL)		
			S-02	6 6 7		Sample S-02 LL: NP PL: NP PI: NP M: 11.3% F: 20.3%	1.5 667.5 SILTY SAND (SM): medium dense, black, light gray, reddish brown, fine to medium grained, moist, (RESIDUAL)		
	665		S-03	2 3 4		Sample S-03 M: 16.9%	loose, black, light gray, fine grained		
5			S-04	2 3 4					
	660		S-05	3 5			black, light gray, reddish brown		
10							10.0 659.0 Boring Terminated at 10 feet.		Groundwater not encountered at time of drilling. Borehole backfilled on date drilled unless otherwise noted. Consistency/Relative Density based on correction factor for Automatic hammer.

SAMPLE TYPE ☒ Standard Penetration Test

N-VALUE STANDARD PENETRATION RESISTANCE (AASHTO T-206)
% MOISTURE PERCENT NATURAL MOISTURE CONTENT
▽ GROUNDWATER LEVEL IN THE BOREHOLE AT TIME OF DRILLING
▼ STABILIZED GROUNDWATER LEVEL

REC RECOVERY
RQD ROCK QUALITY DESIGNATION
UD UNDISTURBED
Qu POCKET PENETROMETER UNCONFINED COMPRESSIVE STRENGTH

LL: LIQUID LIMIT **M:** NATURAL MOISTURE CONTENT
PL: PLASTIC LIMIT **F:** PERCENT PASSING NO. 200 SIEVE
PI: PLASTICITY INDEX

BUILDING & EARTH
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LOG OF BORING

Designation: B-11

Sheet 1 of 1

1211 Newell Parkway
Montgomery, AL 36110
Office: (334) 260-9174
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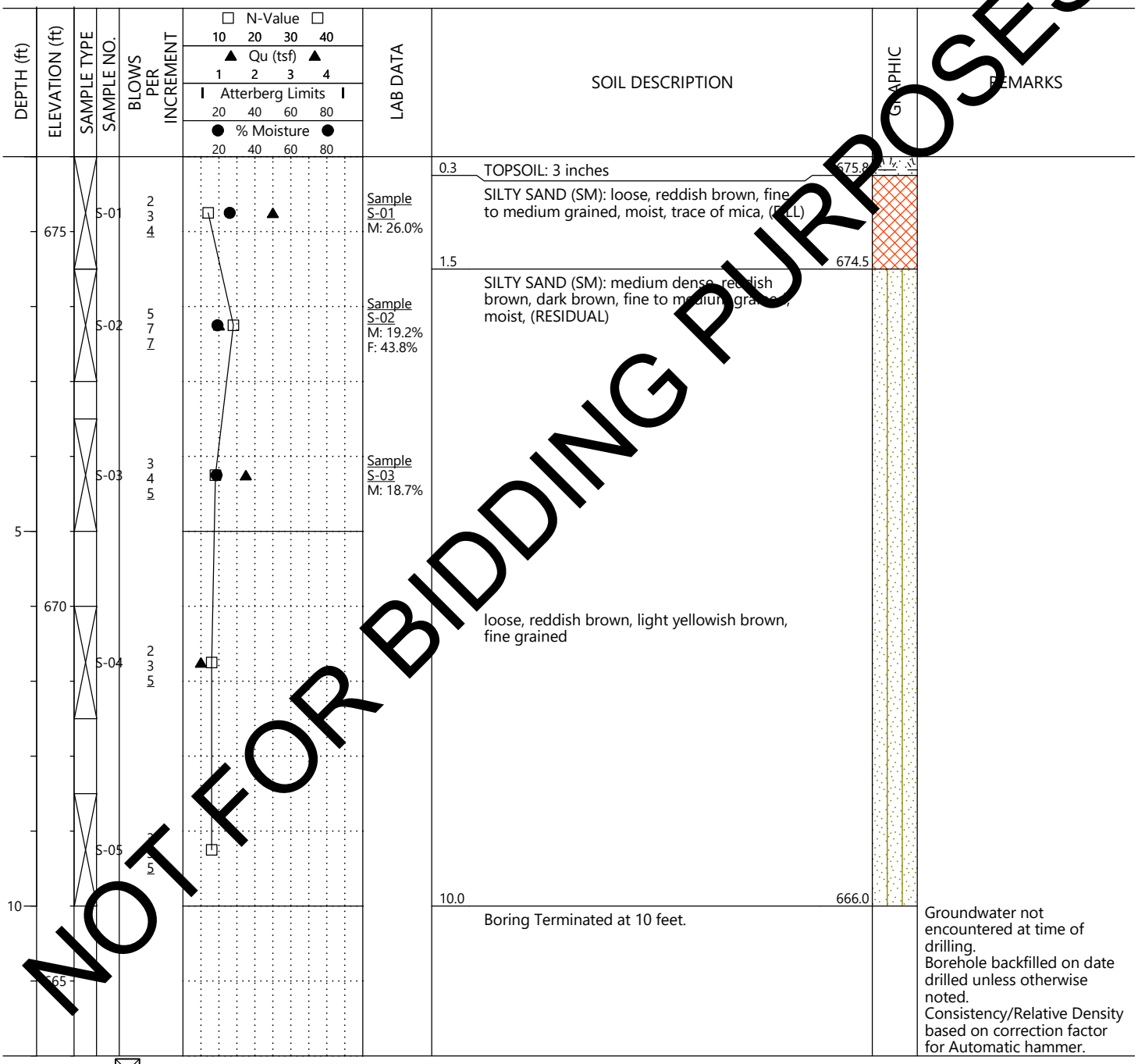
PROJECT NAME: North Donahue Drive Road Widening
PROJECT NUMBER: AU240082
DRILLING METHOD: Hollow Stem Auger
EQUIPMENT USED: GeoProbe 7822DT
HAMMER TYPE: Automatic
BORING LOCATION: 32°38'3.11"N, 85°30'3.47"W

LOCATION: Auburn, AL
DATE DRILLED: 5/15/24
WEATHER: Clear, 75°
ELEVATION: 676
DRILL CREW: Building & Earth
LOGGED BY: H. Walker



NOT FOR BIDDING PURPOSES

SAMPLE TYPE ☒ Standard Penetration Test

N-VALUE STANDARD PENETRATION RESISTANCE (AASHTO T-206)
% MOISTURE PERCENT NATURAL MOISTURE CONTENT
▽ GROUNDWATER LEVEL IN THE BOREHOLE AT TIME OF DRILLING
▼ STABILIZED GROUNDWATER LEVEL

REC RECOVERY
RQD ROCK QUALITY DESIGNATION
UD UNDISTURBED
Qu POCKET PENETROMETER UNCONFINED COMPRESSIVE STRENGTH

LL: LIQUID LIMIT **M:** NATURAL MOISTURE CONTENT
PL: PLASTIC LIMIT **F:** PERCENT PASSING NO. 200 SIEVE
PI: PLASTICITY INDEX

BUILDING & EARTH
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LOG OF BORING

Designation: B-12

Sheet 1 of 1

1211 Newell Parkway
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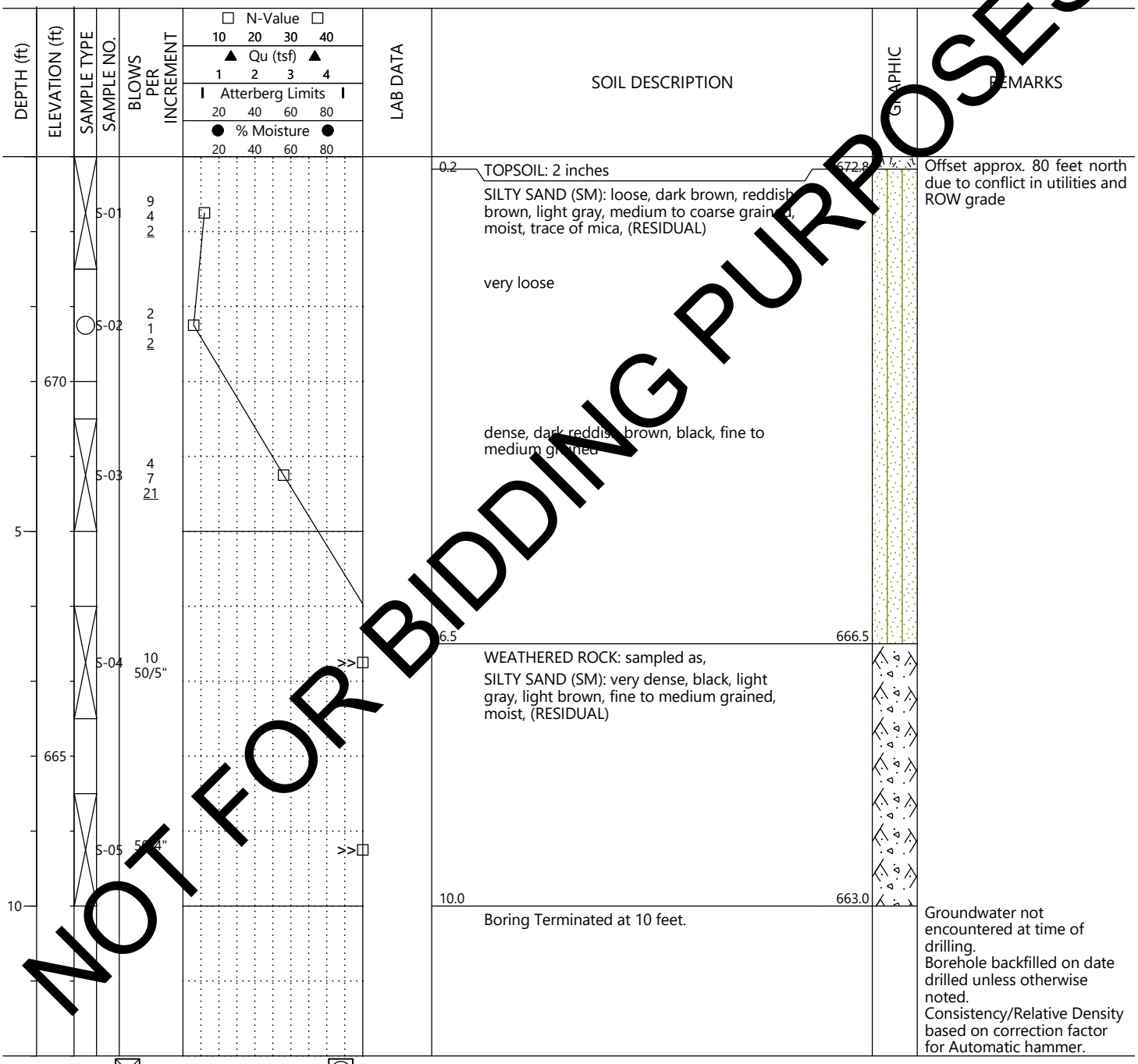
PROJECT NAME: North Donahue Drive Road Widening
PROJECT NUMBER: AU240082
DRILLING METHOD: Hollow Stem Auger
EQUIPMENT USED: GeoProbe 7822DT
HAMMER TYPE: Automatic
BORING LOCATION: 32°38'0.99"N, 85°30'0.95"W

LOCATION: Auburn, AL
DATE DRILLED: 5/15/24
WEATHER: Clear, 75°
ELEVATION: 673
DRILL CREW: Building & Earth
LOGGED BY: H. Walker



NOT FOR BIDDING PURPOSES

SAMPLE TYPE ☒ Standard Penetration Test ◯ No Recovery

N-VALUE STANDARD PENETRATION RESISTANCE (AASHTO T-206)
% MOISTURE PERCENT NATURAL MOISTURE CONTENT
▽ GROUNDWATER LEVEL IN THE BOREHOLE AT TIME OF DRILLING
▼ STABILIZED GROUNDWATER LEVEL

REC RECOVERY
RQD ROCK QUALITY DESIGNATION
UD UNDISTURBED
Qu POCKET PENETROMETER UNCONFINED COMPRESSIVE STRENGTH

LL: LIQUID LIMIT **M:** NATURAL MOISTURE CONTENT
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PI: PLASTICITY INDEX

BUILDING & EARTH
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LOG OF BORING

Designation: B-13

Sheet 1 of 1

1211 Newell Parkway
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PROJECT NAME: North Donahue Drive Road Widening
PROJECT NUMBER: AU240082
DRILLING METHOD: Hollow Stem Auger
EQUIPMENT USED: GeoProbe 7822DT
HAMMER TYPE: Automatic
BORING LOCATION: 32°37'58.96"N, 85°29'58.37"W

LOCATION: Auburn, AL
DATE DRILLED: 5/15/24
WEATHER: Clear, 75°
ELEVATION: 663
DRILL CREW: Building & Earth
LOGGED BY: H. Walker

NOT FOR BIDDING PURPOSES

DEPTH (ft)	ELEVATION (ft)	SAMPLE TYPE	SAMPLE NO.	BLOWS PER INCREMENT	N-Value / Qu (tsf) / Atterberg Limits / % Moisture	LAB DATA	SOIL DESCRIPTION	GRAPHIC	REMARKS
							0.3 TOPSOIL: 4 inches		
			S-01	3 2 2		Sample S-01 M: 16.3%	SILTY SAND (SM): loose, dark reddish brown, fine to medium grained, moist, trace of mica, (RESIDUAL)		
			S-02	3 6 7		Sample S-02 M: 25.2%	medium dense, reddish brown, light yellowish brown		
	660		S-03	4 8 12		Sample S-03 M: 17.1%	dark brown, reddish brown		
5			S-04	3 8 10			black, reddish brown		
	655		S-05	10			black, light gray		
10							10.0 653.0 Boring Terminated at 10 feet.		Groundwater not encountered at time of drilling. Borehole backfilled on date drilled unless otherwise noted. Consistency/Relative Density based on correction factor for Automatic hammer.

SAMPLE TYPE ☒ Standard Penetration Test

N-VALUE STANDARD PENETRATION RESISTANCE (AASHTO T-206)
% MOISTURE PERCENT NATURAL MOISTURE CONTENT
▽ GROUNDWATER LEVEL IN THE BOREHOLE AT TIME OF DRILLING
▼ STABILIZED GROUNDWATER LEVEL

REC RECOVERY
RQD ROCK QUALITY DESIGNATION
UD UNDISTURBED
Qu POCKET PENETROMETER UNCONFINED COMPRESSIVE STRENGTH

LL: LIQUID LIMIT **M:** NATURAL MOISTURE CONTENT
PL: PLASTIC LIMIT **F:** PERCENT PASSING NO. 200 SIEVE
PI: PLASTICITY INDEX

BUILDING & EARTH
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LOG OF BORING

Designation: B-14

Sheet 1 of 1

1211 Newell Parkway
Montgomery, AL 36110
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PROJECT NAME: North Donahue Drive Road Widening
PROJECT NUMBER: AU240082
DRILLING METHOD: Hollow Stem Auger
EQUIPMENT USED: GeoProbe 7822DT
HAMMER TYPE: Automatic
BORING LOCATION: 32°37'56.92"N, 85°29'55.58"W

LOCATION: Auburn, AL
DATE DRILLED: 5/15/24
WEATHER: Clear, 75°
ELEVATION: 666
DRILL CREW: Building & Earth
LOGGED BY: H. Walker

NOT FOR BIDDING PURPOSES

DEPTH (ft)	ELEVATION (ft)	SAMPLE TYPE	SAMPLE NO.	BLOWS PER INCREMENT	N-Value / Qu (tsf) / Atterberg Limits / % Moisture	LAB DATA	SOIL DESCRIPTION	GRAPHIC	REMARKS
0	665		S-01	2 4 5		Sample S-01 M: 16.5%	0.2 TOPSOIL: 2 inches (665.8) SILTY SAND (SM): medium dense, dark reddish brown, fine to medium grained, moist, trace of mica, (RESIDUAL)		
			S-02	7 12 10		Sample S-02 M: 17.8% F: 47.9%	reddish brown		
			S-03	4 9 12		Sample S-03 M: 16.4%	reddish brown, light gray, black		
5	660		S-04	12 18 21		Sample S-04 M: 12.6%	very dense		
			S-05	24		Sample S-05 M: 23.8%	reddish brown, light yellowish brown, light gray		
10	655						10.0 (656.0) Boring Terminated at 10 feet.		Groundwater not encountered at time of drilling. Borehole backfilled on date drilled unless otherwise noted. Consistency/Relative Density based on correction factor for Automatic hammer.

SAMPLE TYPE ☒ Standard Penetration Test

N-VALUE STANDARD PENETRATION RESISTANCE (AASHTO T-206)
% MOISTURE PERCENT NATURAL MOISTURE CONTENT
▽ GROUNDWATER LEVEL IN THE BOREHOLE AT TIME OF DRILLING
▼ STABILIZED GROUNDWATER LEVEL

REC RECOVERY
RQD ROCK QUALITY DESIGNATION
UD UNDISTURBED
Qu POCKET PENETROMETER UNCONFINED COMPRESSIVE STRENGTH

LL: LIQUID LIMIT **M:** NATURAL MOISTURE CONTENT
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BUILDING & EARTH
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LOG OF BORING

Designation: B-15

Sheet 1 of 1

1211 Newell Parkway
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Office: (334) 260-9174
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PROJECT NAME: North Donahue Drive Road Widening
PROJECT NUMBER: AU240082
DRILLING METHOD: Hollow Stem Auger
EQUIPMENT USED: GeoProbe 7822DT
HAMMER TYPE: Automatic
BORING LOCATION: 32°37'54.25"N, 85°29'53.51"W

LOCATION: Auburn, AL
DATE DRILLED: 5/15/24
WEATHER: Clear, 75°
ELEVATION: 665
DRILL CREW: Building & Earth
LOGGED BY: H. Walker

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DEPTH (ft)	ELEVATION (ft)	SAMPLE TYPE	SAMPLE NO.	BLOWS PER INCREMENT	N-Value / Qu (tsf) / Atterberg Limits / % Moisture	LAB DATA	SOIL DESCRIPTION	GRAPHIC	REMARKS
	665						0.2 TOPSOIL: 2 inches	664.8	
			S-01	2 5 5		Sample S-01 M: 10.0%	SILTY SAND (SM): medium dense, brown, reddish brown, fine to coarse grained, moist, trace of gravel, (FILL)		
							1.5	663.5	
			S-02	4 5 6		Sample S-02 LL: 47 PL: 28 PI: 19 M: 22.8% F: 63.7%	SANDY SILT (ML): stiff, reddish brown, light yellowish brown, medium plasticity, moist, trace gravel, trace of mica, (RESIDUAL)		
			S-03	5 6 8		Sample S-03 M: 23.7%	very stiff, non-plastic		
5	660						6.0	659.0	
			S-04	3 4 5		Sample S-04 M: 15.1%	SILTY SAND (SM): medium dense, reddish brown, light yellowish brown, fine to medium grained, moist, (RESIDUAL)		
			S-05	3 4 4		Sample S-05 M: 14.4%	loose		
10	655						10.0	655.0	
							Boring Terminated at 10 feet.		Groundwater not encountered at time of drilling. Borehole backfilled on date drilled unless otherwise noted. Consistency/Relative Density based on correction factor for Automatic hammer.

SAMPLE TYPE ☒ Standard Penetration Test

N-VALUE STANDARD PENETRATION RESISTANCE (AASHTO T-206)
% MOISTURE PERCENT NATURAL MOISTURE CONTENT
▽ GROUNDWATER LEVEL IN THE BOREHOLE AT TIME OF DRILLING
▼ STABILIZED GROUNDWATER LEVEL

REC RECOVERY
RQD ROCK QUALITY DESIGNATION
UD UNDISTURBED
Qu POCKET PENETROMETER UNCONFINED COMPRESSIVE STRENGTH

LL: LIQUID LIMIT **M:** NATURAL MOISTURE CONTENT
PL: PLASTIC LIMIT **F:** PERCENT PASSING NO. 200 SIEVE
PI: PLASTICITY INDEX

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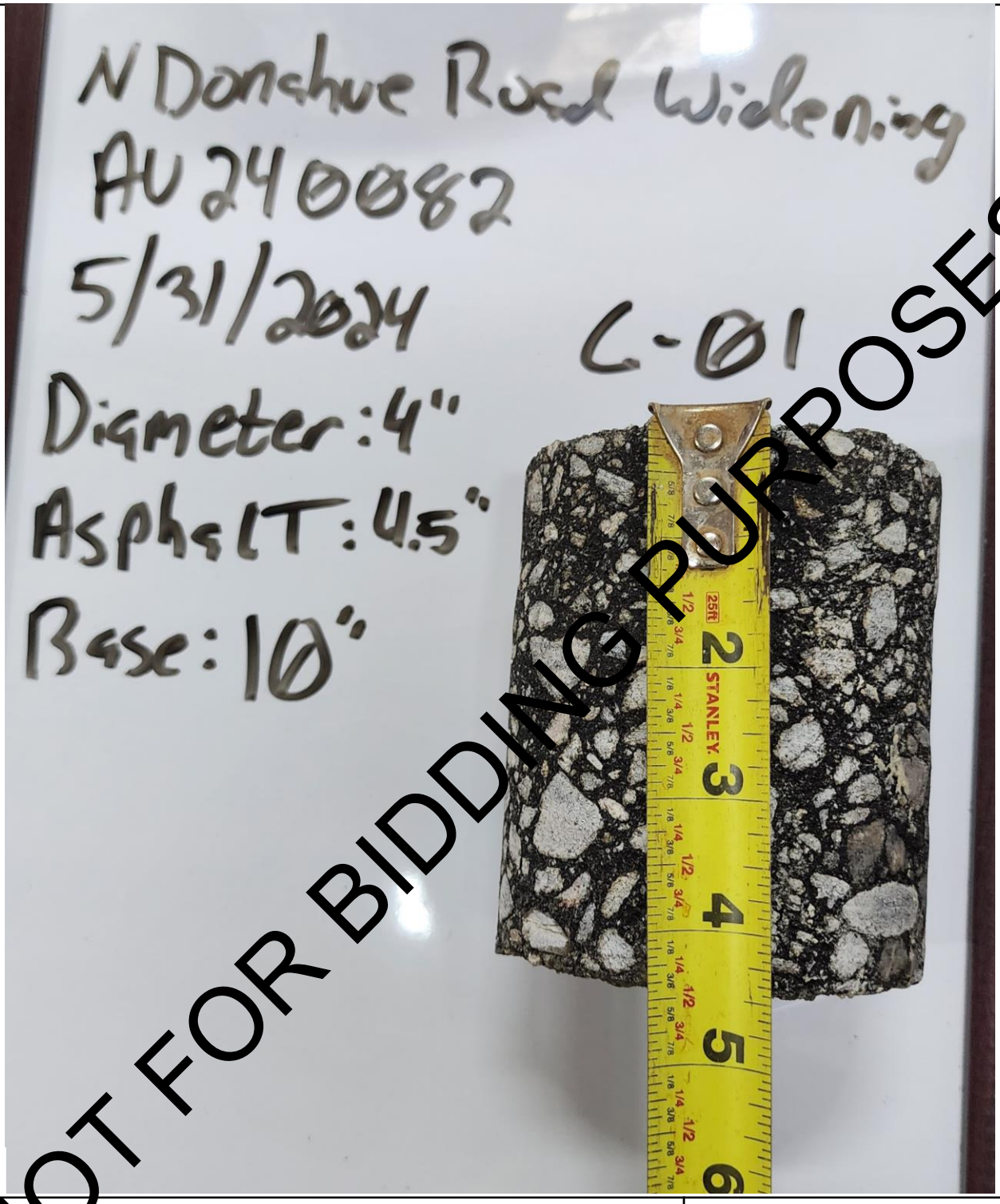

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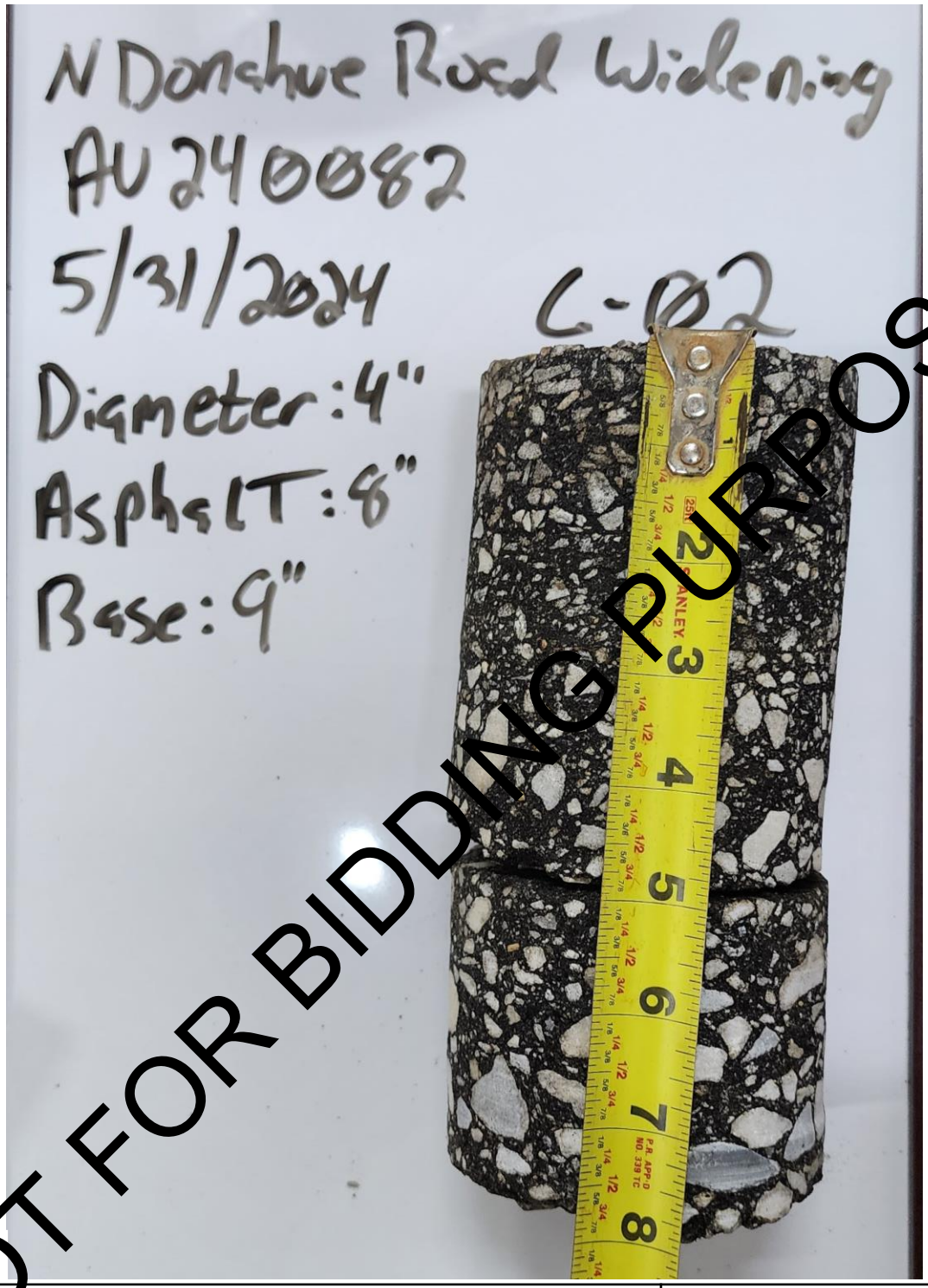
Project Name / Location:	Date	Project No.:	Sheet
N. Donahue Drive Road Widening Auburn, AL	5/31/2024	AU240082	1



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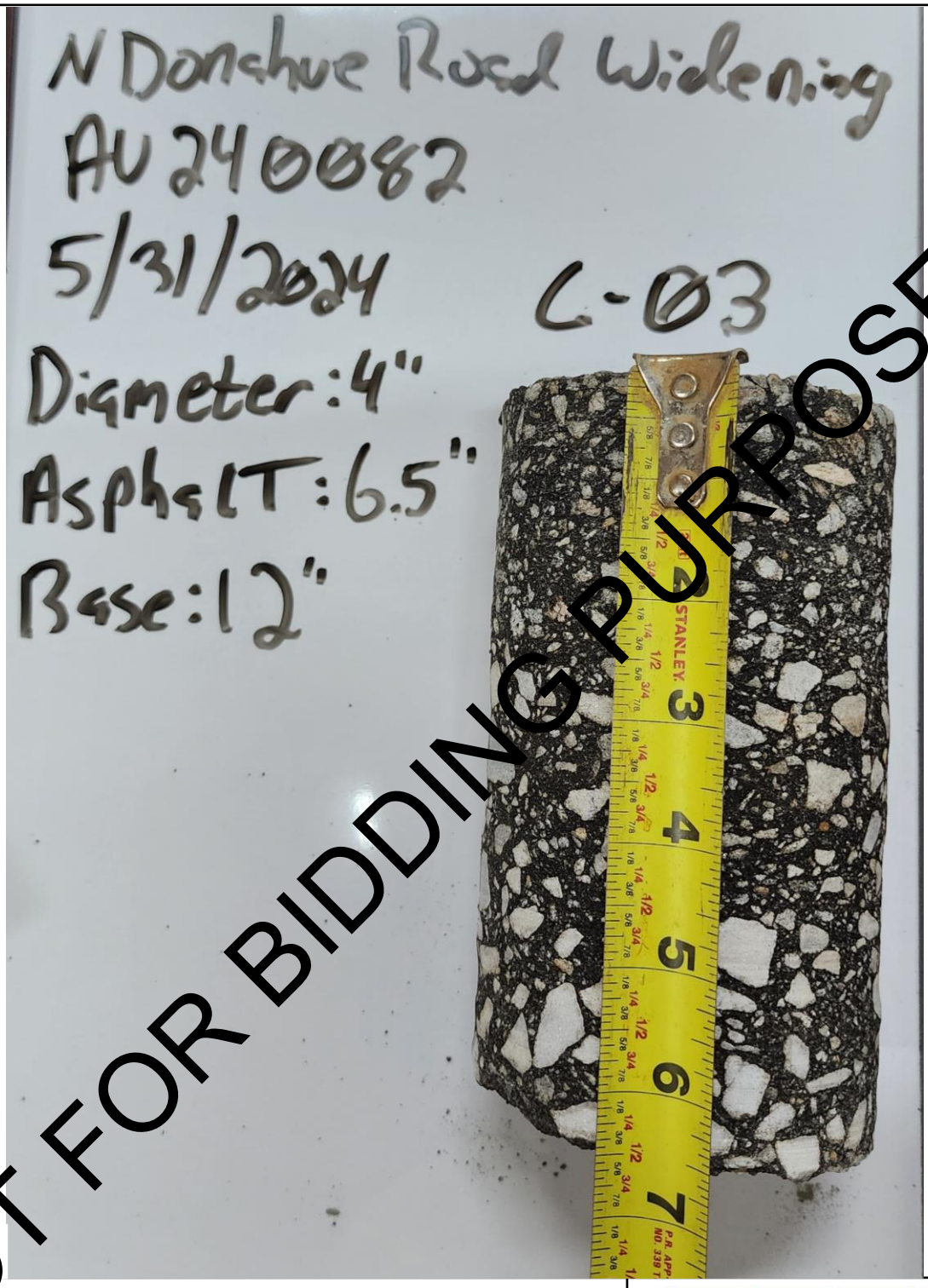
N. Donahue Drive Road Widening Auburn, AL	5/31/2024	AU240082	2



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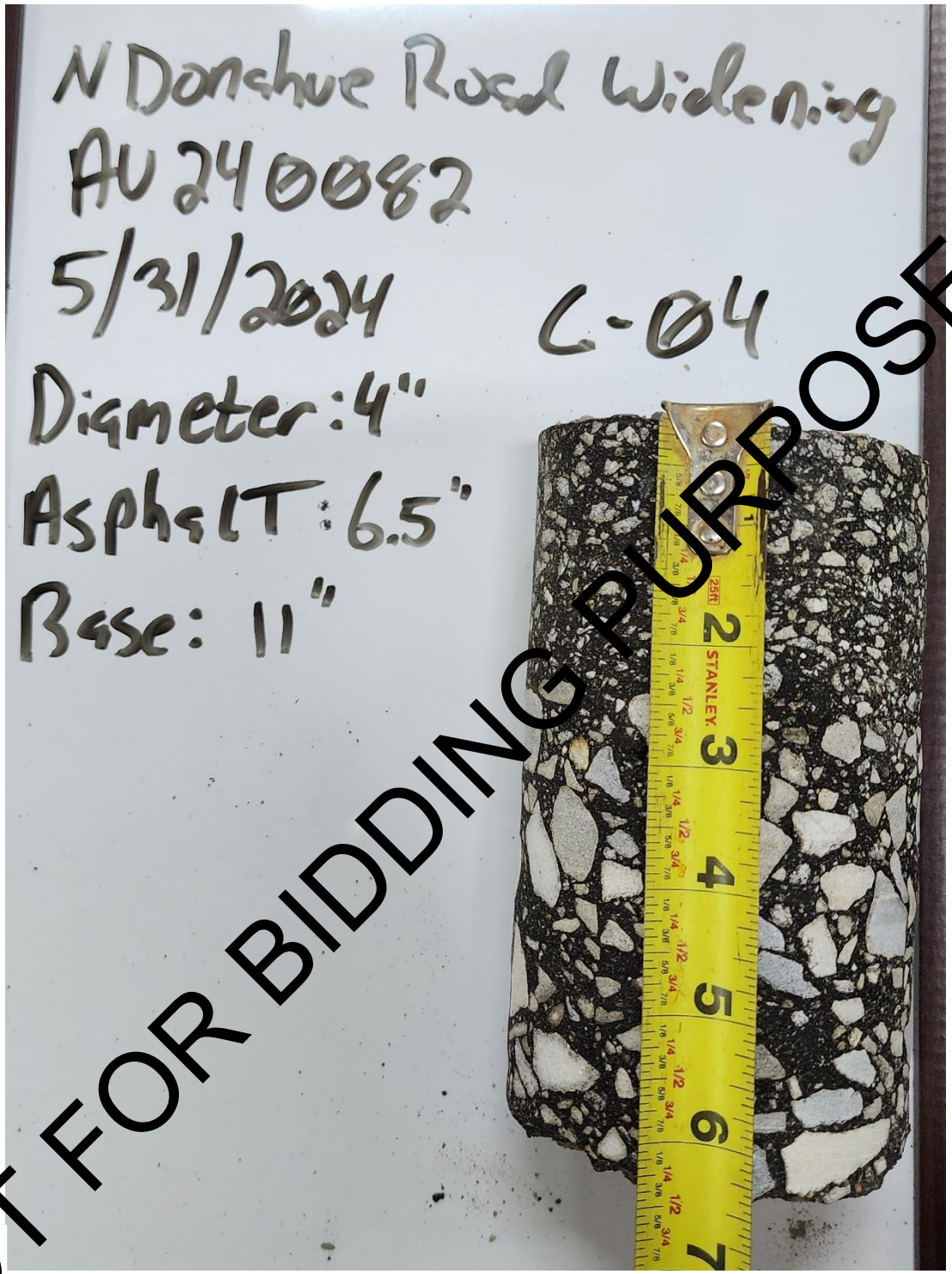
Project Name / Location:	Date	Project No.:	Sheet
N. Donahue Drive Road Widening Auburn, AL	5/31/2024	AU240082	3



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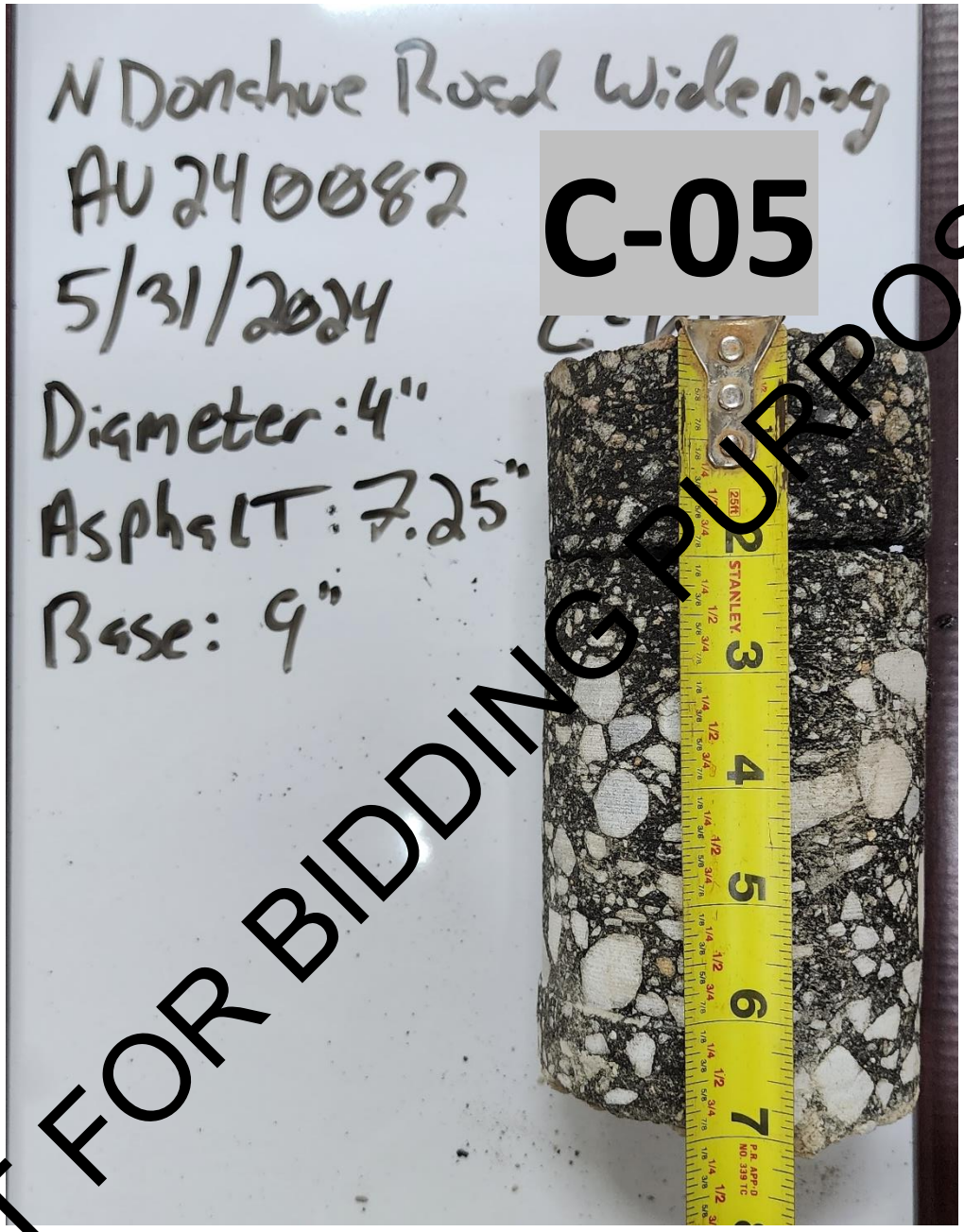
Project Name / Location:	Date	Project No.:	Sheet
N. Donahue Drive Road Widening Auburn, AL	5/31/2024	AU240082	4



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Project Name / Location:	Date	Project No.:	Sheet
N. Donahue Drive Road Widening Auburn, AL	5/31/2024	AU240082	5

LABORATORY TEST PROCEDURES

A brief description of the laboratory tests performed is provided in the following sections.

DESCRIPTION OF SOILS (VISUAL-MANUAL PROCEDURE) (ASTM D2488)

The soil samples were visually examined by our engineer and soil descriptions were provided. Representative samples were then selected and tested in accordance with the aforementioned laboratory-testing program to determine soil classifications and engineering properties. This data was used to correlate our visual descriptions with the Unified Soil Classification System (USCS).

NATURAL MOISTURE CONTENT (ASTM D2216)

Natural moisture contents (M%) were determined on selected samples. The natural moisture content is the ratio, expressed as a percentage, of the weight of water in a given amount of soil to the weight of solid particles.

ATTERBERG LIMITS (ASTM D4318)

The Atterberg Limits test was performed to evaluate the soil's plasticity characteristics. The soil Plasticity Index (PI) is representative of this characteristic and is bracketed by the Liquid Limit (LL) and the Plastic Limit (PL). The Liquid Limit is the moisture content at which the soil will flow as a heavy viscous fluid. The Plastic Limit is the moisture content at which the soil is between "plastic" and the semi-solid stage. The Plasticity Index (PI = LL - PL) is a frequently used indicator for a soil's potential for volume change. Typically, a soil's potential for volume change increases with higher plasticity indices.

MATERIAL FINER THAN NO. 200 SIEVE BY WASHING (ASTM D1140)

Grain-size tests were performed to determine the partial soil particle size distribution. The amount of material finer than the openings on the No. 200 sieve (0.075 mm) was determined by washing soil over the No. 200 sieve. The results of wash #200 tests are presented on the boring logs included in this report and in the table of laboratory test results.

LABORATORY CALIFORNIA BEARING RATIO (ASTM D1883)

The California Bearing Ratio, usually abbreviated CBR, is a punching shear test. The CBR value is a semi-empirical index of the soil's strength and deflection characteristics and has been correlated with pavement performance to establish design curves for pavement thickness. The tests were performed on six-inch diameter, five-inch thick disks of compacted soil, confined in steel cylinders. The specimens were soaked for at least 96 hours prior to testing. A piston, approximately two inches in diameter, was forced into the soaked soil at a standard rate to determine the soil's resistance to penetration. The CBR value is the ratio, expressed as a percentage, of the actual load required to produce a 0.1-inch deflection to that required for the same deflection in a certain standard crushed stone.

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LABORATORY TEST RESULTS

The results of the laboratory testing are presented in the following tables.

Boring Location	Sample Depth (ft)	LL	PL	PI	% Passing #200 Sieve	Moisture Content (%)	USCS
B-01	0-1.5	-	-	-	-	18.1	-
	1.5-3	NP	NP	NP	51.5	19.9	ML
	3.5-5	-	-	-	-	18.2	
	6-7.5	-	-	-	-	17.5	
	8.5-10	-	-	-	-	21.0	
B-02	0-1.5	-	-	-	-	15.8	-
	1.5-3	-	-	-	-	11.8	-
	3.5-5	21	16	5	49.2	21.2	SM
	6-7.5	-	-	-	-	20.5	-
	8.5-10	-	-	-	-	28.5	-
B-03	0-1.5	-	-	-	-	8.0	-
	1.5-3	-	-	-	-	15.1	-
B-05	0-1.5	23	14	9	32.8	8.8	SC
	1.5-3	-	-	-	-	7.0	-
	3.5-5	-	-	-	-	20.0	-
	6-7.5	-	-	-	48.5	20.9	-
B-07	0-1.5	-	-	-	-	24.5	-
	1.5-3	-	-	-	-	25.6	-
	3.5-5	-	-	-	46.5	27.3	-
	6-7.5	-	-	-	-	27.0	-
	8.5-10	-	-	-	-	23.2	-
B-08	0-1.5	-	-	-	-	23.3	-
	1.5-3	-	-	-	62.2	31.5	-
	3.5-5	-	-	-	-	15.1	-
	6-7.5	-	-	-	-	7.0	-
	8.5-10	-	-	-	-	8.4	-
B-10	0-1.5	-	-	-	-	13.4	-
	1.5-3	NP	NP	NP	20.3	11.3	SM
	3.5-5	-	-	-	-	16.9	-
B-11	0-1.5	-	-	-	-	26.0	-
	1.5-3	-	-	-	43.8	19.2	-
	3.5-5	-	-	-	-	18.7	-
B-13	0-1.5	-	-	-	-	16.3	-

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Boring Location	Sample Depth (ft)	LL	PL	PI	% Passing #200 Sieve	Moisture Content (%)	USCS
	1.5-3	-	-	-	-	25.2	-
	3.5-5	-	-	-	-	17.1	-
B-14	0-1.5	-	-	-	-	16.6	-
	1.5-3	-	-	-	47.9	17.8	-
	3.5-5	-	-	-	-	16.4	-
	6-7.5	-	-	-	-	12.6	-
	8.5-10	-	-	-	-	23.8	-
B-15	0-1.5	-	-	-	-	10.0	-
	1.5-3	47	28	19	63.7	22.8	ML
	3.5-5	-	-	-	-	23.7	-
	6-7.5	-	-	-	-	15.1	-
	8.5-10	-	-	-	-	14.4	-
Bulk	0-5	35	19	16	44.6	-	SC
Bulk	0-5	47	23	24	44.6	-	SC

Table A-1: General Soil Classification Test Results

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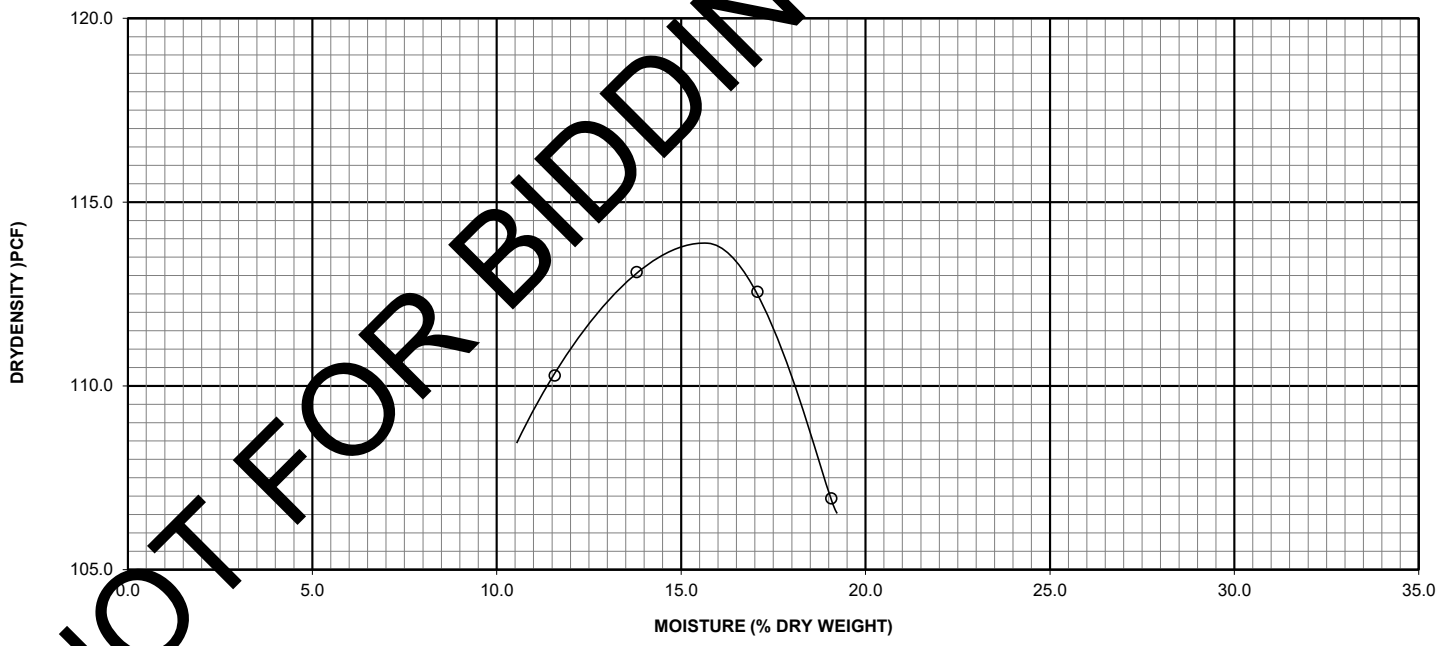
REPORT OF MOISTURE DENSITY / CBR RELATIONSHIP





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Elev./ Depth	Classification		Natural Moisture	G_S	L.L.	P.I.	% > ¾"	% > No. 4	% < No. 200
	USCS	AASHTO							
0-5ft	SC	-	-	-	35	16	-	-	41.6

Project Name.: N. Donahue Dr Road Widening
Project Number: AU240082
Sample Location: 0-5' bulk

Maximum Dry Density: 113.8
Optimum Moisture Content: 15.8

Material Description: Red Clayey Sand (SC)

Sample Number: 3760

Remarks:

Test Type;
- ☑ Standard ASTM D 698
- ☐ Modified ASTM D 1557

- ☐ Procedure A
- ☐ Procedure B
- ☑ Procedure C

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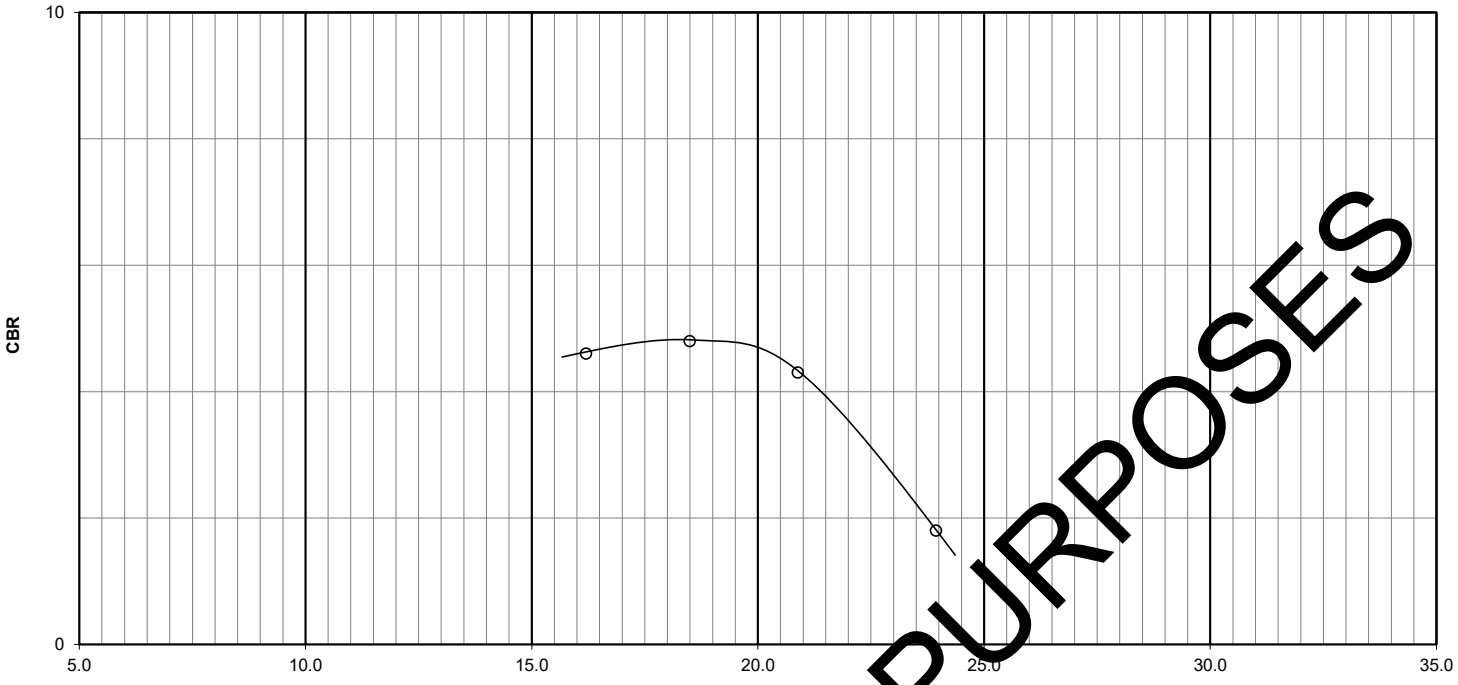
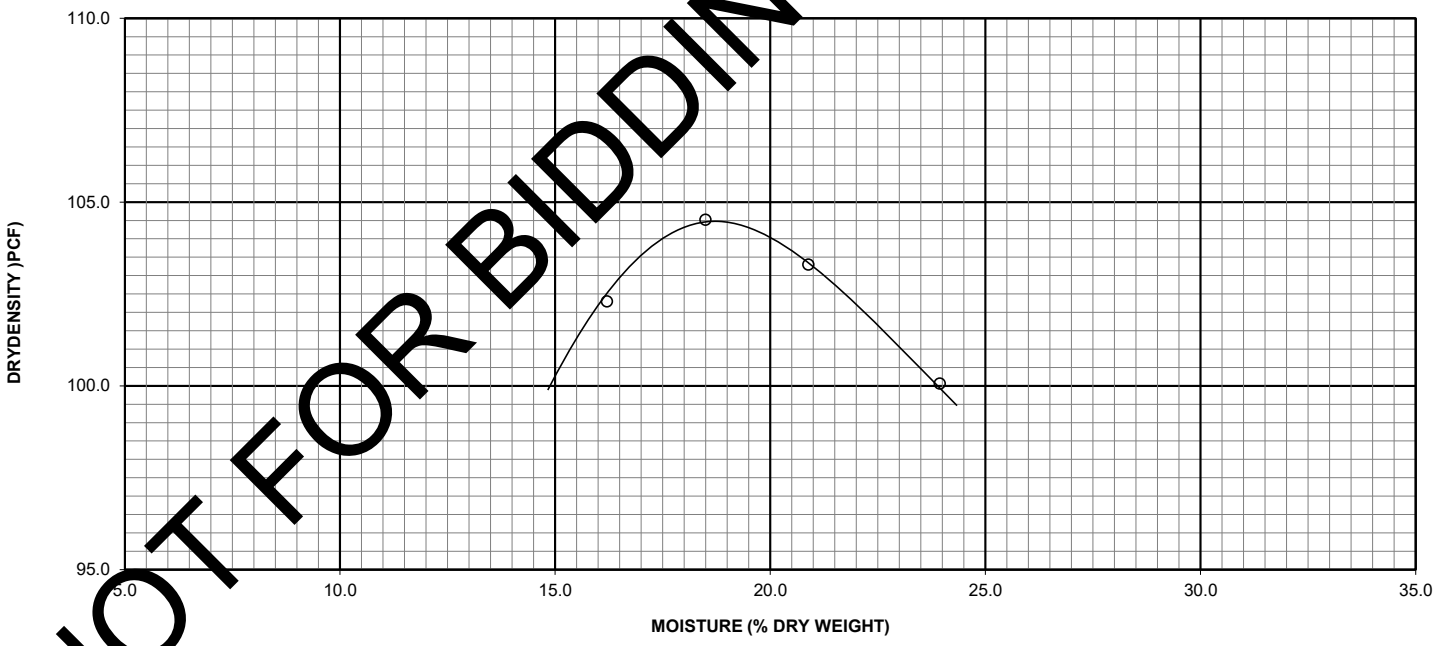
REPORT OF MOISTURE DENSITY / CBR RELATIONSHIP





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Elev./ Depth	Classification		Natural Moisture	G_S	L.L.	P.I.	% > ¾"	% > No. 4	% < No. 200
	USCS	AASHTO							
0-5ft	SC	-	-	-	47	27	-	-	44.6

Project Name.: N. Donahue Dr Road Widening
Project Number: AU240082
Sample Location: 0-5' Bulk

Maximum Dry Density: 104.5
Optimum Moisture Content: 18.5

Material Description: Red Clayey Sand (SC)

Sample Number: 3761

Remarks:

Test Type;
- ☑ Standard ASTM D 698
- ☐ Modified ASTM D 1557

Procedure:
- ☐ Procedure A
- ☐ Procedure B
- ☑ Procedure C

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Important Information about This

Geotechnical-Engineering Report

Subsurface problems are a principal cause of construction delays, cost overruns, claims, and disputes.

While you cannot eliminate all such risks, you can manage them. The following information is provided to help.

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Geotechnical Services Are Performed for Specific Purposes, Persons, and Projects

Geotechnical engineers structure their services to meet the specific needs of their clients. A geotechnical-engineering study conducted for a civil engineer may not fulfill the needs of a constructor — a construction contractor — or even another civil engineer. Because each geotechnical- engineering study is unique, each geotechnical-engineering report is unique, prepared *solely* for the client. No one except you should rely on this geotechnical-engineering report without first conferring with the geotechnical engineer who prepared it. *And no one — not even you* — should apply this report for any purpose or project except the one originally contemplated.

Read the Full Report

Serious problems have occurred because those relying on a geotechnical-engineering report did not read it all. Do not rely on an executive summary. Do not read selected elements only.

Geotechnical Engineers Base Each Report on a Unique Set of Project-Specific Factors

Geotechnical engineers consider many unique, project-specific factors when establishing the scope of a study. Typical factors include: the client's goals, objectives, and risk-management preferences; the general nature of the structure involved, its size, and configuration; the location of the structure on the site; and other planned or existing site improvements, such as access roads, parking lots, and underground utilities. Unless the geotechnical engineer who conducted the study specifically indicates otherwise, do not rely on a geotechnical-engineering report that was:

- not prepared for you;
- not prepared for your project;
- not prepared for the specific site explored; or
- completed before important project changes were made.

Typical changes that can erode the reliability of an existing geotechnical-engineering report include those that affect:

- the function of the proposed structure, as when it's changed from a parking garage to an office building, or from a light-industrial plant to a refrigerated warehouse;
- the elevation, configuration, location, orientation, or weight of the proposed structure;
- the composition of the design team; or
- project ownership.

As a general rule, *always* inform your geotechnical engineer of project changes—even minor ones—and request an assessment of their impact. *Geotechnical engineers cannot accept responsibility or liability for problems that occur because their reports do not consider developments of which they were not informed.*

Subsurface Conditions Can Change

A geotechnical-engineering report is based on conditions that existed at the time the geotechnical engineer performed the study. *Do not rely on a geotechnical-engineering report whose adequacy may have been affected by:* the passage of time; man-made events, such as construction on or adjacent to the site; or natural events, such as floods, droughts, earthquakes, or groundwater fluctuations. *Contact the geotechnical engineer before applying this report to determine if it is still reliable.* A minor amount of additional testing or analysis could prevent major problems.

Most Geotechnical Findings Are Professional Opinions

Site exploration identifies subsurface conditions only at those points where subsurface tests are conducted or samples are taken. Geotechnical engineers review field and laboratory data and then apply their professional judgment to render an opinion about subsurface conditions throughout the site. Actual subsurface conditions may differ — sometimes significantly — from those indicated in your report. Retaining the geotechnical engineer who developed your report to provide geotechnical-construction observation is the most effective method of managing the risks associated with unanticipated conditions.

A Report's Recommendations Are Not Final

Do not overrely on the confirmation-dependent recommendations included in your report. *Confirmation-dependent recommendations are not final,* because geotechnical engineers develop them principally from judgment and opinion. Geotechnical engineers can finalize their recommendations *only* by observing actual subsurface conditions revealed during construction. *The geotechnical engineer who developed your report cannot assume responsibility or liability for the report's confirmation-dependent recommendations if that engineer does not perform the geotechnical-construction observation required to confirm the recommendations' applicability.*

A Geotechnical-Engineering Report Is Subject to Misinterpretation

Other design-team members' misinterpretation of geotechnical-engineering reports has resulted in costly

problems. Confront that risk by having your geotechnical engineer confer with appropriate members of the design team after submitting the report. Also retain your geotechnical engineer to review pertinent elements of the design team's plans and specifications. Constructors can also misinterpret a geotechnical-engineering report. Confront that risk by having your geotechnical engineer participate in prebid and preconstruction conferences, and by providing geotechnical construction observation.

Do Not Redraw the Engineer's Logs

Geotechnical engineers prepare final boring and testing logs based upon their interpretation of field logs and laboratory data. To prevent errors or omissions, the logs included in a geotechnical-engineering report should *never* be redrawn for inclusion in architectural or other design drawings. Only photographic or electronic reproduction is acceptable, *but recognize that separating logs from the report can elevate risk.*

Give Constructors a Complete Report and Guidance

Some owners and design professionals mistakenly believe they can make constructors liable for unanticipated subsurface conditions by limiting what they provide for bid preparation. To help prevent costly problems, give constructors the complete geotechnical-engineering report, *but* preface it with a clearly written letter of transmittal. In that letter, advise constructors that the report was not prepared for purposes of bid development and that the report's accuracy is limited; encourage them to confer with the geotechnical engineer who prepared the report (a modest fee may be required) and/or to conduct additional study to obtain the specific types of information they need or prefer. A prebid conference can also be valuable. *Be sure constructors have sufficient time* to perform additional study. Only then might you be in a position to give constructors the best information available to you, while requiring them to at least share some of the financial responsibilities stemming from unanticipated conditions.

Read Responsibility Provisions Closely

Some clients, design professionals, and constructors fail to recognize that geotechnical engineering is far less exact than other engineering disciplines. This lack of understanding has created unrealistic expectations that have led to disappointments, claims, and disputes. To help reduce the risk of such outcomes, geotechnical engineers commonly include a variety of explanatory provisions in their reports. Sometimes labeled "limitations," many of these provisions indicate where geotechnical engineers' responsibilities begin and end, to help others recognize their own responsibilities and risks. *Read these provisions closely.* Ask questions. Your geotechnical engineer should respond fully and frankly.

Environmental Concerns Are Not Covered

The equipment, techniques, and personnel used to perform an *environmental* study differ significantly from those used to perform a *geotechnical* study. For that reason, a geotechnical engineering report does not usually relate any environmental findings, conclusions, or recommendations; e.g., about the likelihood of encountering underground storage tanks or regulated contaminants. *Unanticipated environmental problems have led to numerous project failures.* If you have not yet obtained your own environmental information, ask your geotechnical consultant for risk-management guidance. *Do not rely on an environmental report prepared for someone else.*

Obtain Professional Assistance To Deal with Mold

Diverse strategies can be applied during building design, construction, operation, and maintenance to prevent significant amounts of mold from growing on indoor surfaces. To be effective, all such strategies should be devised for the *express purpose* of mold prevention, integrated into a comprehensive plan, and executed with diligent oversight by a professional mold-prevention consultant. Because just a small amount of water or moisture can lead to the development of severe mold infestations, many mold- prevention strategies focus on keeping building surfaces dry. While groundwater, water infiltration, and similar issues may have been addressed as part of the geotechnical- engineering study whose findings are conveyed in this report, the geotechnical engineer in charge of this project is not a mold prevention consultant; *none of the services performed in connection with the geotechnical engineer's study were designed or conducted for the purpose of mold prevention. Proper implementation of the recommendations conveyed in this report will not of itself be sufficient to prevent mold from growing in or on the structure involved.*

Rely, on Your GBC-Member Geotechnical Engineer for Additional Assistance

Membership in the Geotechnical Business Council of the Geoprofessional Business Association exposes geotechnical engineers to a wide array of risk-confrontation techniques that can be of genuine benefit for everyone involved with a construction project. Confer with you GBC-Member geotechnical engineer for more information.

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GEOTECHNICAL BUSINESS COUNCIL
of the Geoprofessional Business Association

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