NOTES:

ALL RAMPS SHALL COMPLY WITH ADA STANDARDS.

LANDING AREA MAY BE REQUIRED BASED ON SIDEWALK DIMENSIONS.

GRANITE CURB ADJACENT TO LANDING SHALL BE FLUSH WITH STREET.

SIDEWALK MATERIAL PER CITY SIDEWALK MATERIAL POLICY.

FLARED SECTIONS SHOULD MATCH THE SURFACE MATERIAL USED FOR THE SIDEWALK CONSTRUCTION.

FLARE MINIMUM:
4'–0" – SIDEWALK WITH ESPLANADE
7'–0" – SIDEWALK ONLY

PREFERRED SIDEWALK RAMP AT INTERSECTION

NOT TO SCALE

DATE: FEBRUARY 2010 REVISED:	CITY OF PORTLAND, MAINE TECHNICAL STANDARDS MANUAL	TRANSPORTATION SYSTEMS AND STREET DESIGN SECTION I	FIGURE: I-6E
	PREFERRED SIDEWALK RAMP LOCATION AT INTERSECTION		

NOTES:

1. COMPOSITE WET SET (REPLACEABLE) DETECTABLE WARNING PANELS SHALL BE AS MANUFACTURED BY ADA SOLUTIONS, INC. (WWW.ADATILE.COM), OR APPROVED EQUAL.
2. CAST IN PLACE CONCRETE SHALL MEET SPECIFICATIONS FOR MAINE D.O.T. CLASS A STRUCTURAL CONCRETE, MINIMUM COMPRESSIVE STRENGTH 4,000 PSI. THE CONCRETE SHALL BE SEALED PRIOR TO SETTING PANELS. THE EXPOSED CONCRETE BORDER SHALL RECEIVE A GROOVED EDGE BETWEEN THE PANEL AND CONCRETE, ALONG WITH A UNIFORM BROOM FINISH PERPENDICULAR TO THE FLOW OF PEDESTRIAN TRAFFIC.
3. TRUNCATED DOMES SHALL BE ALIGNED IN ROWS, PARALLEL AND PERPENDICULAR TO THE PREDOMINANT DIRECTION OF TRAVEL. TRUNCATED DOME BRICKS AND GRANITE PAVERS ARE NOT ALLOWED.
4. FOR ALL DETECTABLE WARNING PANELS (EXCEPT AS SPECIFIED IN FIGURE I–7A AND TECHNICAL MANUAL SECTION 1.8.4.), FEDERAL YELLOW COLORED (#33538) PANELS SHALL BE USED. FOLLOW MANUFACTURER'S INSTRUCTIONS FOR INSTALLATION.
5. SIZE: THE DETECTABLE WARNING PANEL(S) SHALL EXTEND 24 INCHES MINIMUM IN THE DIRECTION OF TRAVEL AND THE FULL WIDTH OF THE CURB RAMP, LANDING, OR BLENDED TRANSITION TO THE STREET.
6. ORIENTATION: THE DETECTABLE WARNING PANEL SHALL BE LOCATED SO THAT THE EDGE NEAREST THE CURB LINE IS 6 INCHES MINIMUM AND 8 INCHES MAXIMUM FROM THE CURB LINE. THE PANEL SHALL BE ORIENTED TO THE DIRECTION OF TRAVEL AS IDENTIFIED BY THE POINT OF EGRESS.

SIDEWALK RAMP DETECTABLE WARNING PANEL

NOT TO SCALE

DATE: FEBRUARY 2010 REVISED: MARCH 2, 2011 MAY 24, 2011 AUGUST 8, 2011	CITY OF PORTLAND, MAINE TECHNICAL STANDARDS MANUAL	TRANSPORTATION SYSTEMS AND STREET DESIGN SECTION I	FIGURE: I-7
	SIDEWALK RAMP DETECTABLE WARNING PANEL		

1 NEW SITE PLAN
SCALE: 1/4" = 1'-0"

Reviewed for Code Compliance
Inspections Division
Approved with Conditions
Date: 01/25/18

CALEB JOHNSON ARCHITECTS + BUILDER
265 MAIN STREET, SUITE 201 BIDDEFORD, ME 0400.
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C.JAB.M

STUDIO MANAGER:
PROJECT ARCHITECT:

CHANGES THIS ISSUE:

ID	DESCRIPTION

* ISSUE NUMBER
** CHANGE NUMBER

*	**	DESCRIPTION

SUBMISSIONS:

ISSUE	DATE

CONSULTANTS:
#STRUCTURAL ENGINEER: #STRUCTURAL INTEGRITY CONSULTING ENGINEERS, INC #ADDRESS: 1 DOW STREET, PORTLAND, ME 04101 #AARON JONES

DRAFTSPERSON: Michael Chestnutt
DATE OF ISSUE: 01/17/2018
PROJECT STATUS: PRELIMINARY DESIGN

GRISANTI - MUNJOY ST

SUSAN GRISANTI
60 MUNJOY ST PORTLAND ME 04101

LICENSED ARCHITECT CALEB M. JOHNSON NO. 2919 STATE OF MAINE

PERMIT SET

NEW SITE PLAN
SP-02

/Volumes/Network Files/CJAB/PROJECTS/B COMMERCIAL STUDIO/1 Current Projects/Grisanti Munjoy St/1 DESIGN/DRAWINGS/5 CD/ARCHICAD/Grisanti CD NEW EXIT STAIR OPTION 2 4.27.17.pln