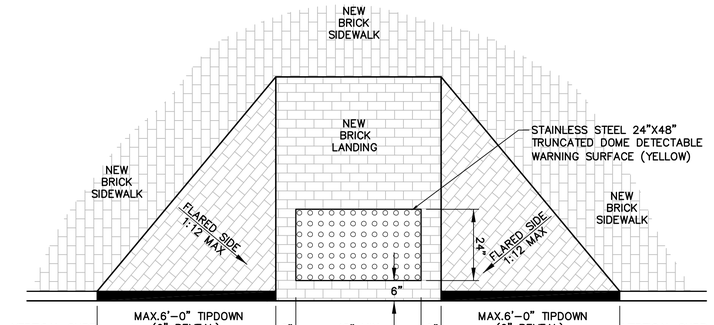
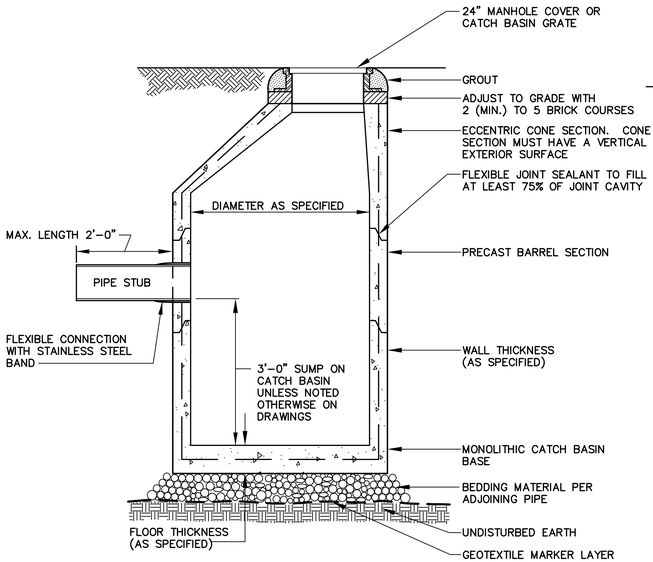
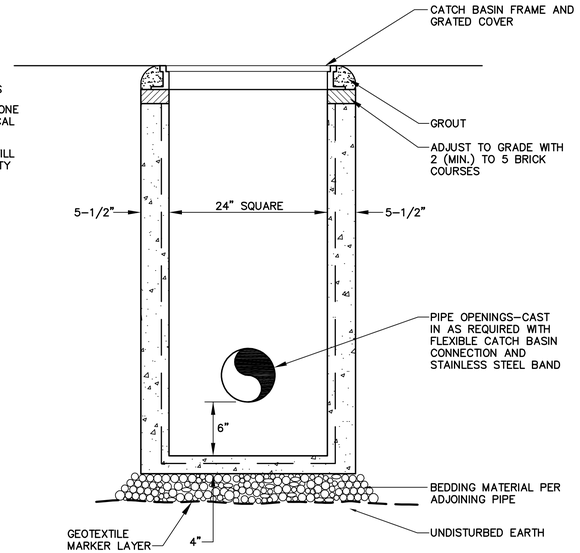


1 FLARED RAMP DETAIL
NOT TO SCALE

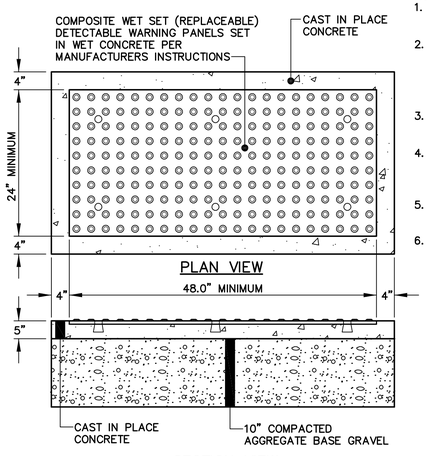


I.D.	WALL WIDTH	FLOOR THICKNESS
4'-0"	5"	6"
5'-0"	6"	6"
6'-0"	7"	6"
8'-0"	8"	8"
10'-0"	10"	9"

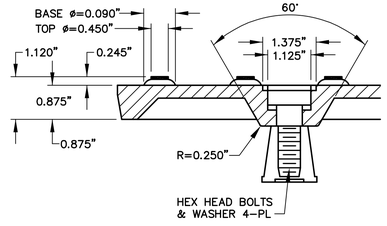
2 PRECAST CONCRETE MANHOLE
NOT TO SCALE



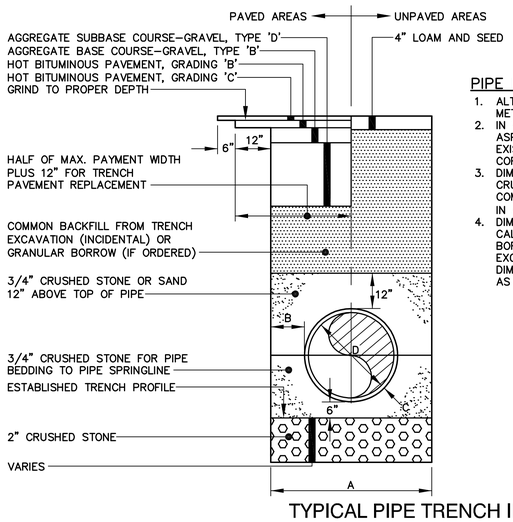
3 PRECAST CONCRETE CATCH BASIN-TYPE "F"
NOT TO SCALE



NOTES:
1. COMPOSITE WET SAND (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.



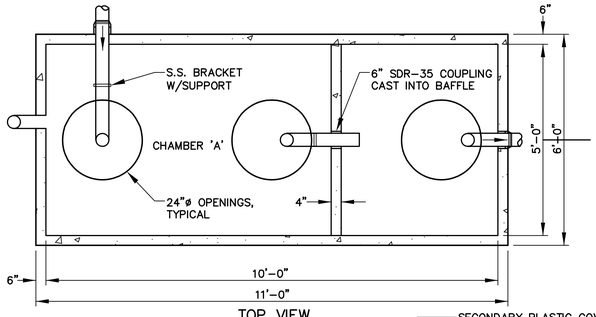
4 SIDEWALK RAMP DETECTABLE WARNING PANEL
NOT TO SCALE

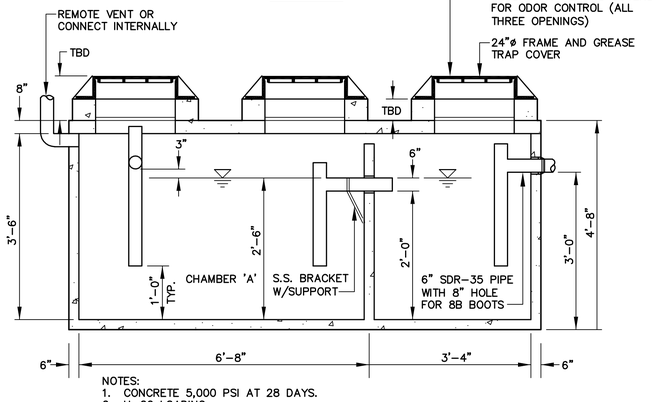


PIPE INSTALLATION NOTES
1. ALTERNATE CONSTRUCTION METHODS OR PAYMENT METHODS SHALL BE APPROVED BY THE CITY.
2. IN PAVED AREAS, DEPTHS OF GRAVEL AND HOT MIX ASPHALT PAVEMENT SHALL MATCH THE GREATER OF EXISTING CONDITIONS OR THE REQUIREMENTS FOR THE CORRESPONDING STREET CLASSIFICATION.
3. DIMENSION B SHALL BE SUFFICIENT TO ALLOW CRUSHED STONE BEDDING TO BE PLACED AND COMPACTED UNDER THE HAUNCHES OF THE PIPE; BUT IN ALL CASES DIMENSION B SHALL BE AT LEAST 9".
4. DIMENSION A IS THE MAXIMUM WIDTH ALLOWED FOR CALCULATING PAY QUANTITIES UNDER GRANULAR BORROW, CRUSHED STONE, STRUCTURAL EARTH EXCAVATION, AND STRUCTURAL ROCK EXCAVATION. DIMENSION A SHALL BE BASED ON PIPE DIAMETER D, AS SET FORTH IN THE FOLLOWING TABLE:

PIPE DIAMETER, D (INCHES)	MAX. TRENCH WIDTH, A (FEET)
4	4.0
6	4.0
8	4.0
10	4.0
12	5.0
15	5.0
18	5.0
21	5.0
24	6.0
27	6.0
30	6.0
36	6.0
42	7.0
48	7.0

5 TYPICAL PIPE TRENCH INSTALLATION (WITHIN CITY RIGHT-OF-WAY)
NOT TO SCALE





NOTES:
1. CONCRETE 5,000 PSI AT 28 DAYS.
2. H-20 LOADING.
3. JOINTS SEALED WITH BUTYL RUBBER JOINT SEALANT (ASSHTO M-19).
4. ALL TEES/BAFFLES PROVIDED BY PRECAST.

THIS STRUCTURE MUST DISCHARGE TO A CITY OF PORTLAND STANDARD MANHOLE WITH CHANNEL (CONTROL/SAMPLING MANHOLE.

FORMULA FOR SIZING THE TRAP: CHAMBER 'A' (2/3 OF TANK VOLUME) MUST BE EQUIVALENT TO THE AVERAGE DAILY PROCESS FLOW FROM THE FACILITY WITH NO SANITARY OR OTHER EXTRANEOUS WASTES FLOWING THROUGH IT.

6 EXTERNAL GREASE TRAP DESIGN
NOT TO SCALE

Site:

PROPOSED AC HOTEL
PORTLAND
FORE STREET / HANCOCK STREET / THAMES STREET
PORTLAND, MAINE

Prepared for:

PORTLAND NORWICH GROUP, LLC.
2330 PALM RIDGE ROAD #305
SANIBEL, FLORIDA 33957

STATE OF MAINE
STEPHEN J. BRADSTREET
#5740
LICENSED PROFESSIONAL ENGINEER

CIVIL ENGINEER:
STEPHEN J. BRADSTREET, PE #5740
400 COMMERCIAL STREET, SUITE 404
PORTLAND, ME 04101
207-772-2891

RANSOM
Consulting Engineers and Scientists
400 Commercial Street, Suite 404
Portland, ME 04101
Tel. (207) 772-2891
Fax (207) 772-3248
www.ransomenv.com

CONSTRUCTION DETAILS

No.	Revision/Issue	Date
E	APPROVED CITY PLAN	02/15/17
D	RESPONSE TO COMMENTS	05/10/16
C	FINAL SUBMISSION	03/15/16
B	PRELIMINARY SUBMISSION	09/29/15
A	CLIENT REVIEW	09/15/15

Design by: MPM
Checked by: SJB
Drawn by: JAR
Approved by: SJB
Project: 150.06094
Date: AUGUST 2015

Sheet No: C2.2
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