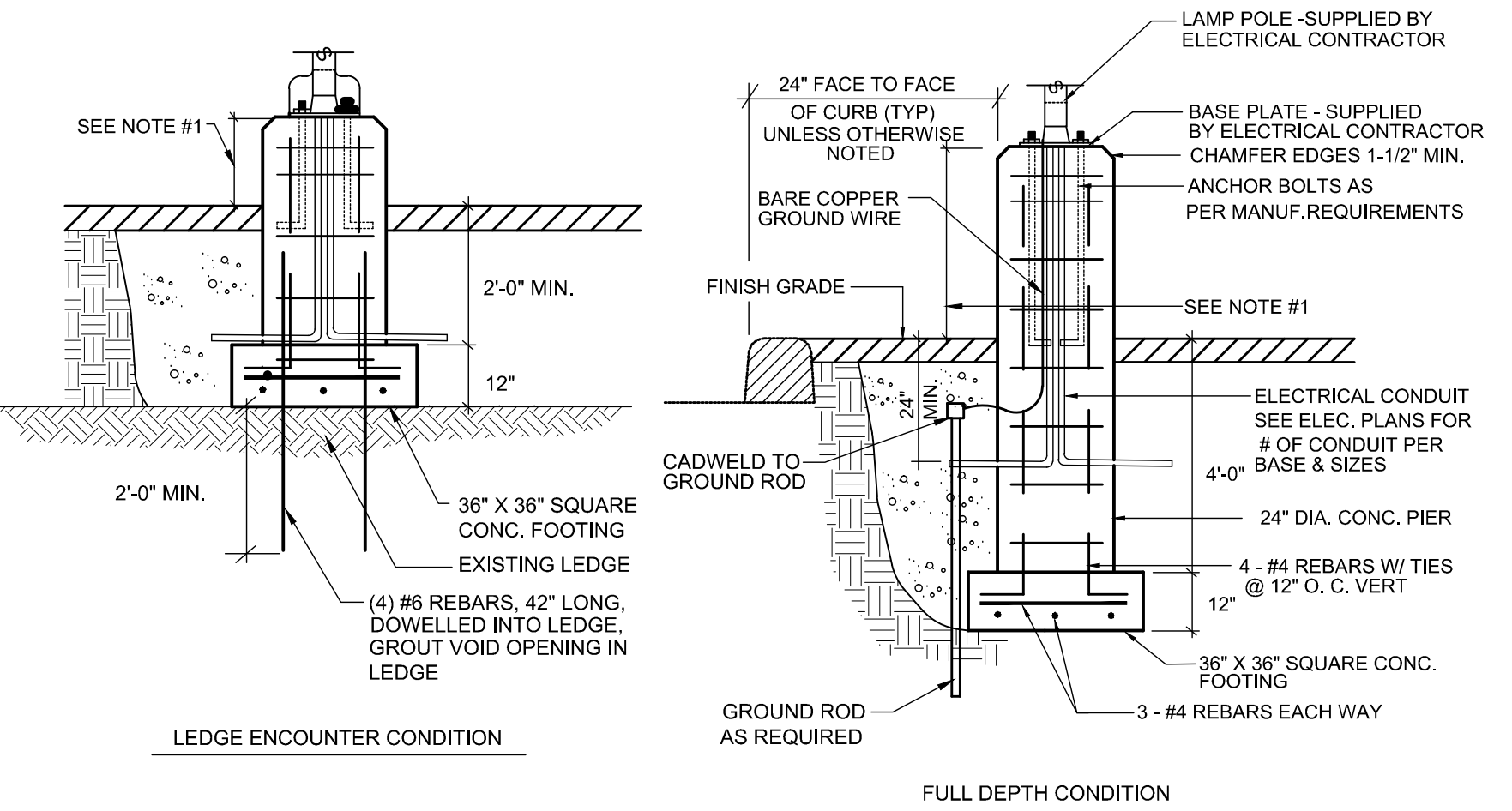
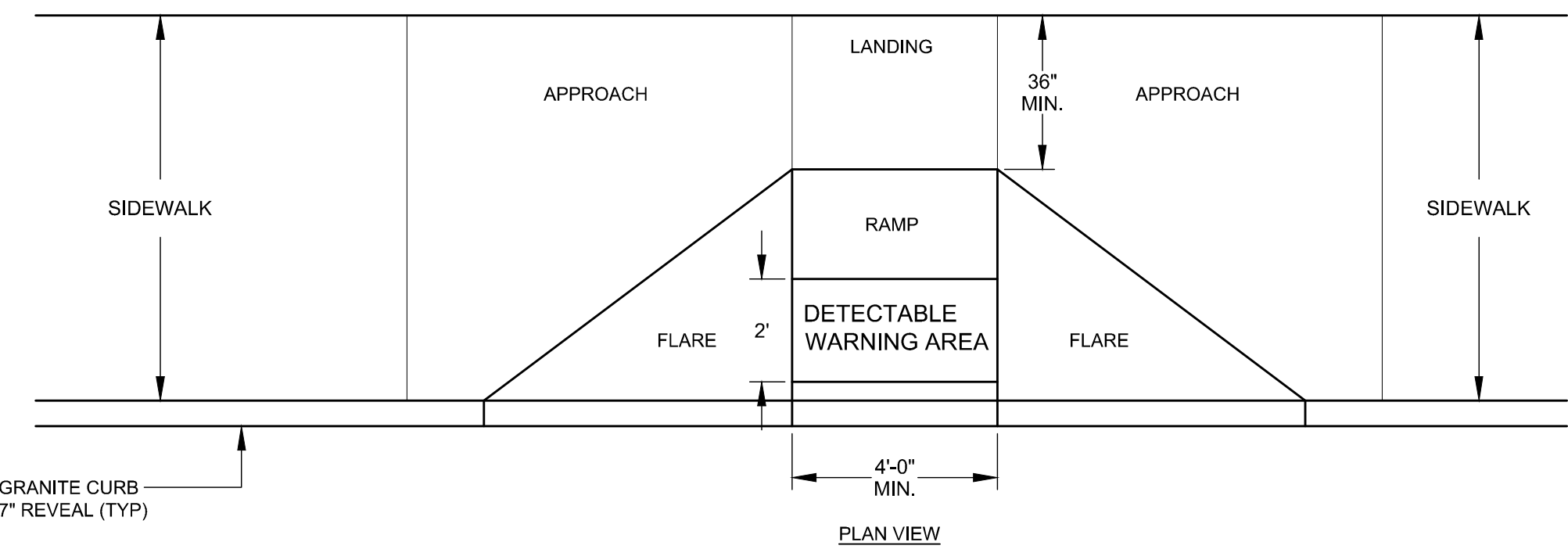


NOTE:  
1. POLE BASE HEIGHT ABOVE FINISHED GRADE SHALL BE AS FOLLOWS: 30" IN UNPROTECTED PARKING LOT, 2' IN PROTECTED SIDEWALK LOCATION. REFER TO LAYOUT SHEET CP101 FOR INDIVIDUAL POLE BASE LOCATIONS.



DESIGN ELEMENT:	SLOPE IN DIRECTION OF TRAVEL:	CROSS SLOPE:
APPROACH	8.33% MAXIMUM	2%
LANDING	2%	2%
RAMP	8.33% MAXIMUM	MATCH STREET GRADE
FLARE	10% MAX. AT CURB FACE	-
SIDEWALK	MATCH STREET GRADE	2%



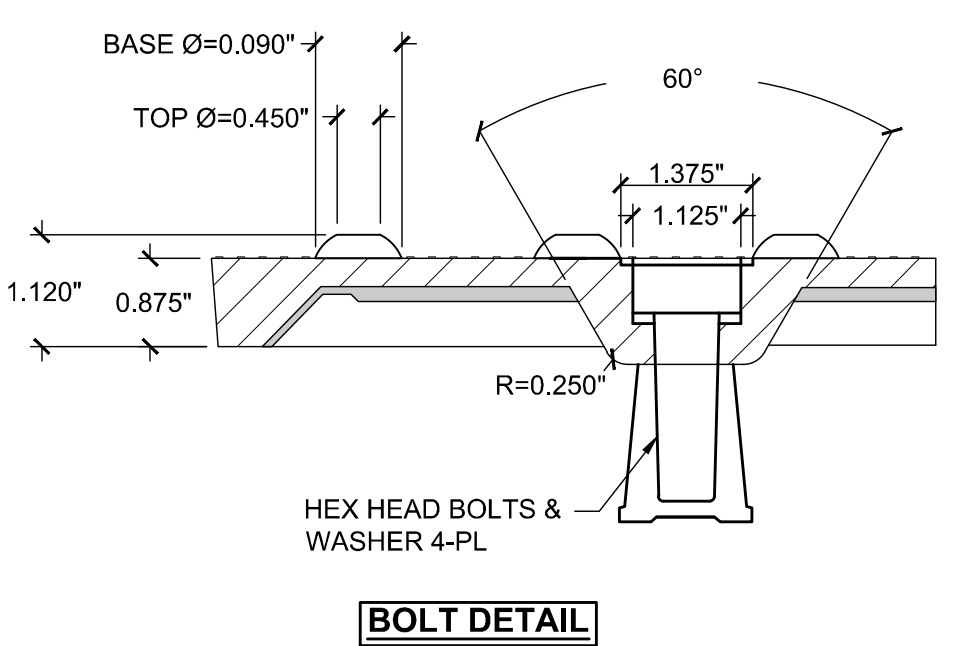
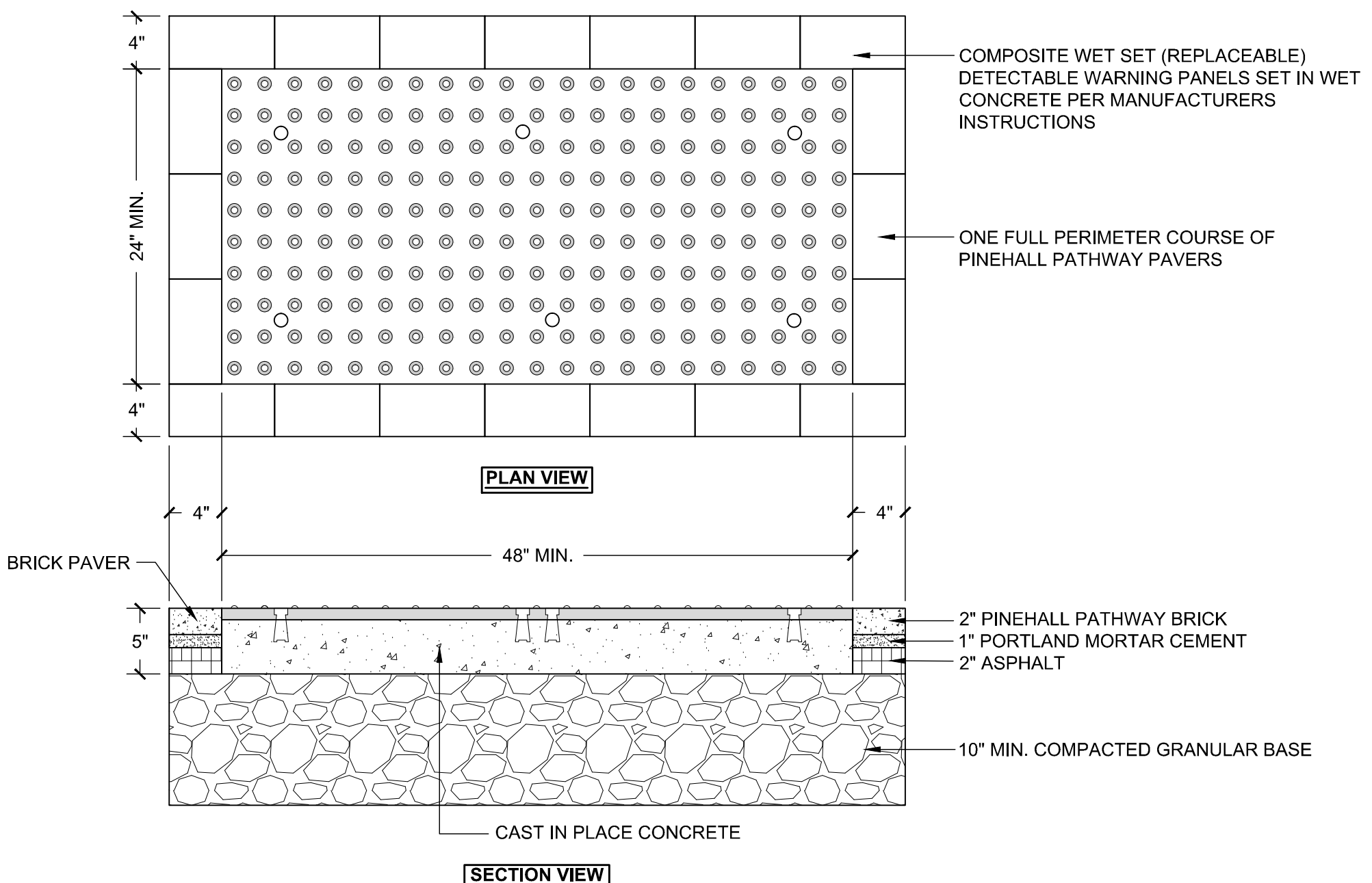
NOTES:  
ALL RAMP SHALL COMPLY WITH ADA STANDARDS.  
GRANITE CURB ADJACENT TO LANDING SHALL BE FLUSH WITH STREET.  
SIDEWALK MATERIAL PER CITY SIDEWALK MATERIAL POLICY.  
DETECTABLE WARNING AREA INSTALLATION PER CITY SIDEWALK MATERIAL POLICY SEE DETAILS A1 SHEET C503 FOR ADDITIONAL INSTALLATION INFORMATION.  
ADA RAMP SURFACE MATERIAL TO CONFORM TO SIDEWALK MATERIAL

J1 NEW CONCRETE SITE LIGHT BASE

J5 NEW ADA RAMP

NO SCALE

NO SCALE

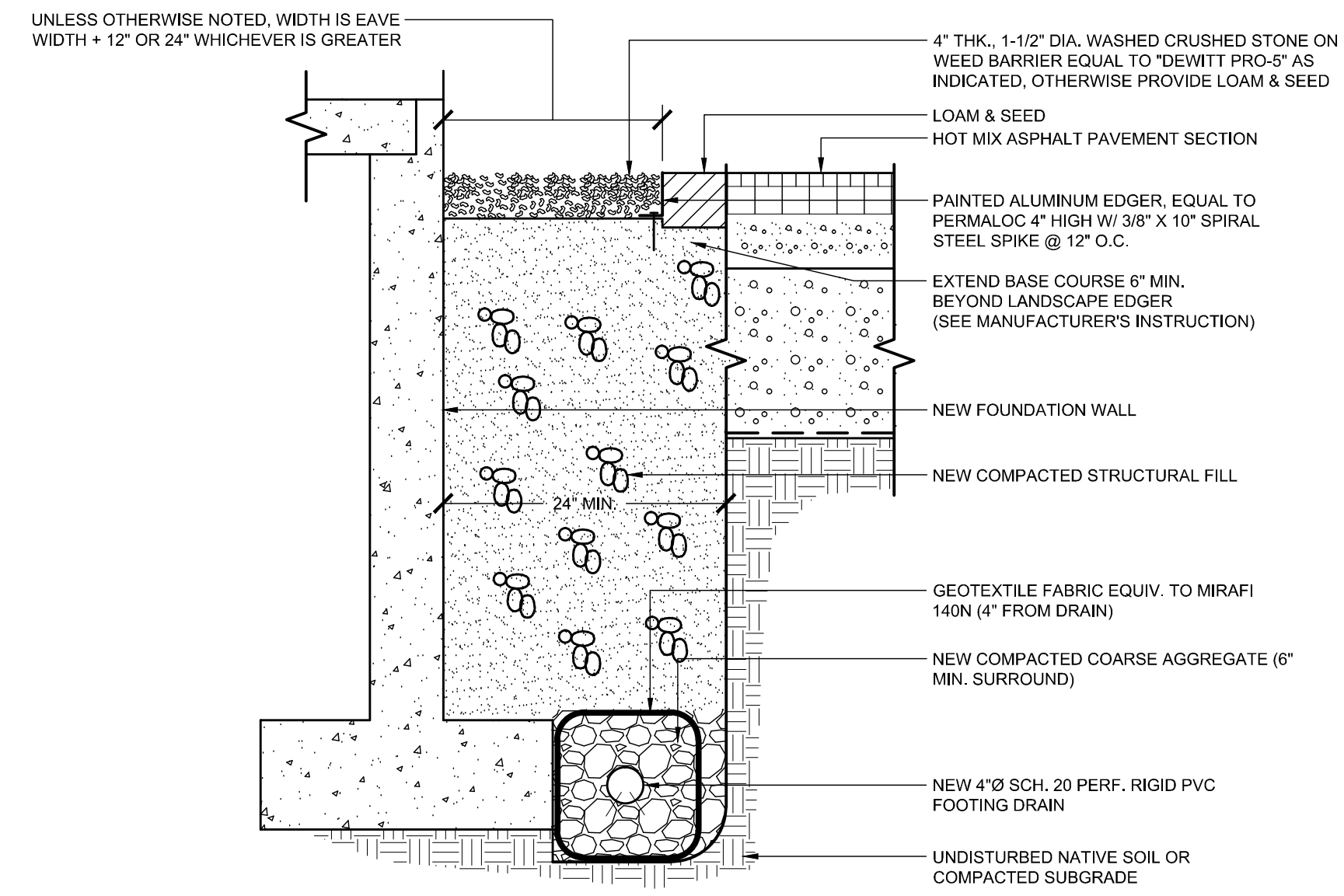


- COMPOSITE WET SET (REPLACEABLE) DETECTABLE WARNING PANELS SHALL BE AS MANUFACTURED BY ADA SOLUTIONS, INC. (WWW.ADATILES.COM), OR APPROVED EQUAL.
- CAST IN PLACE CONCRETE SHALL MEET SPECIFICATIONS FOR MAINE D.O.T. CLASS A STRUCTURAL CONCRETE, MINIMUM COMPRESSIVE STRENGTH 4,000 PSI. THE CONCRETE SHALL BE SEALED PRIOR TO SETTING PANELS.
- TRUNCATED DOMES SHALL BE ALIGNED IN ROWS, PARALLEL AND PERPENDICULAR TO THE PREDOMINANT DIRECTION OF TRAVEL. NO OTHER DETECTABLE WARNING DESIGN OR CONFIGURATION IS ALLOWED.
- FOR ALL DETECTABLE WARNING PANELS, WITHIN OR ABUTTING HISTORIC DISTRICTS AND HISTORIC LANDSCAPES, "DARK GRAY" COLORED (#36118) PANELS SHALL BE USED. FOLLOW MANUFACTURER'S INSTRUCTIONS FOR INSTALLATION.
- THE DETECTABLE WARNING PANEL SHALL HAVE ONE FULL COURSE OF PINEHALL PATHWAY PAVERS (THE CURRENT BRICK STANDARD) AROUND THE FULL PERIMETER OF THE PANEL. THIS PERIMETER COURSE SHALL BE SET USING PORTLAND MORTAR CEMENT TO CREATE A FLUSH SURFACE BETWEEN THE BRICK AND THE PANEL.
- 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.
- 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.

A1 NEW DETECTABLE WARNING PANEL

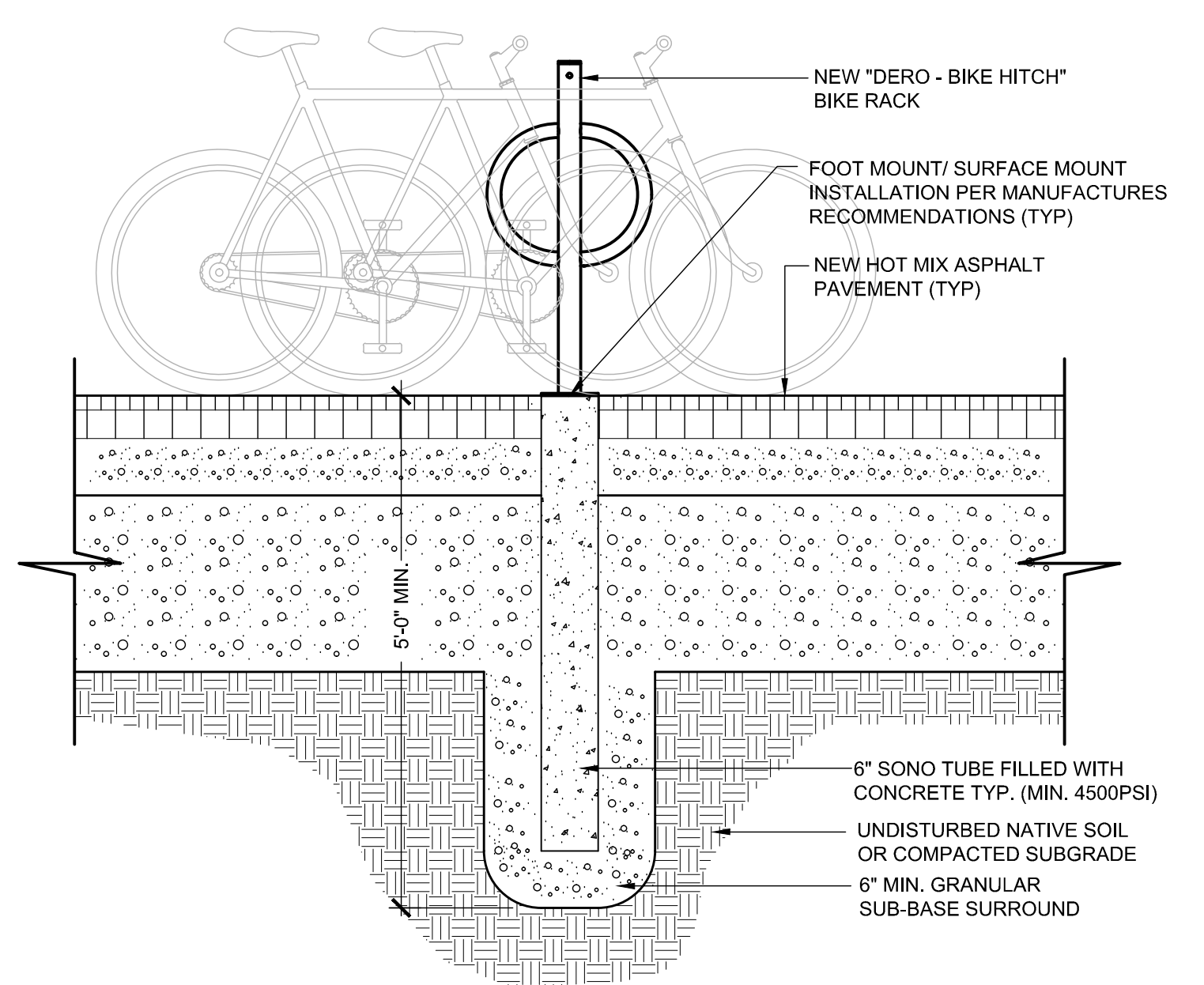
A5 NEW BIKE RACK BASE

NO SCALE



E11 NEW FOOTING DRAIN

NO SCALE

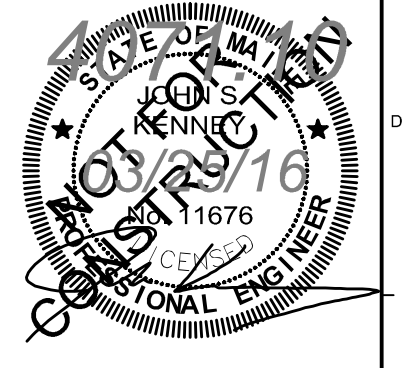


A11

NO SCALE

0	DD SUBMISSION	25 MAR 2016
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REV.	DESCRIPTION	DATE
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ASYLUM

PROJECT: PORTLAND, MAINE

**SITE DETAILS**

SHEET TITLE:	407110-C501.DWG
WBRC CAD FILE:	4071.10
PROJECT No.:	4071.10
SCALE:	NO SCALE

DATE OF RECORD:	JSK
DRAWN BY:	TAR
SCALE:	NO SCALE
PROJECT No.:	4071.10
SHEET No.:	C503

Mar 25, 2016 - 4:26am  
T:\02 Projects - Maine\4001-4000\407110 Asylum Expansion & Renovation 5D-CA12 Design\Drawings\407110-C501.dwg tabbyr/charles