

A

B

C

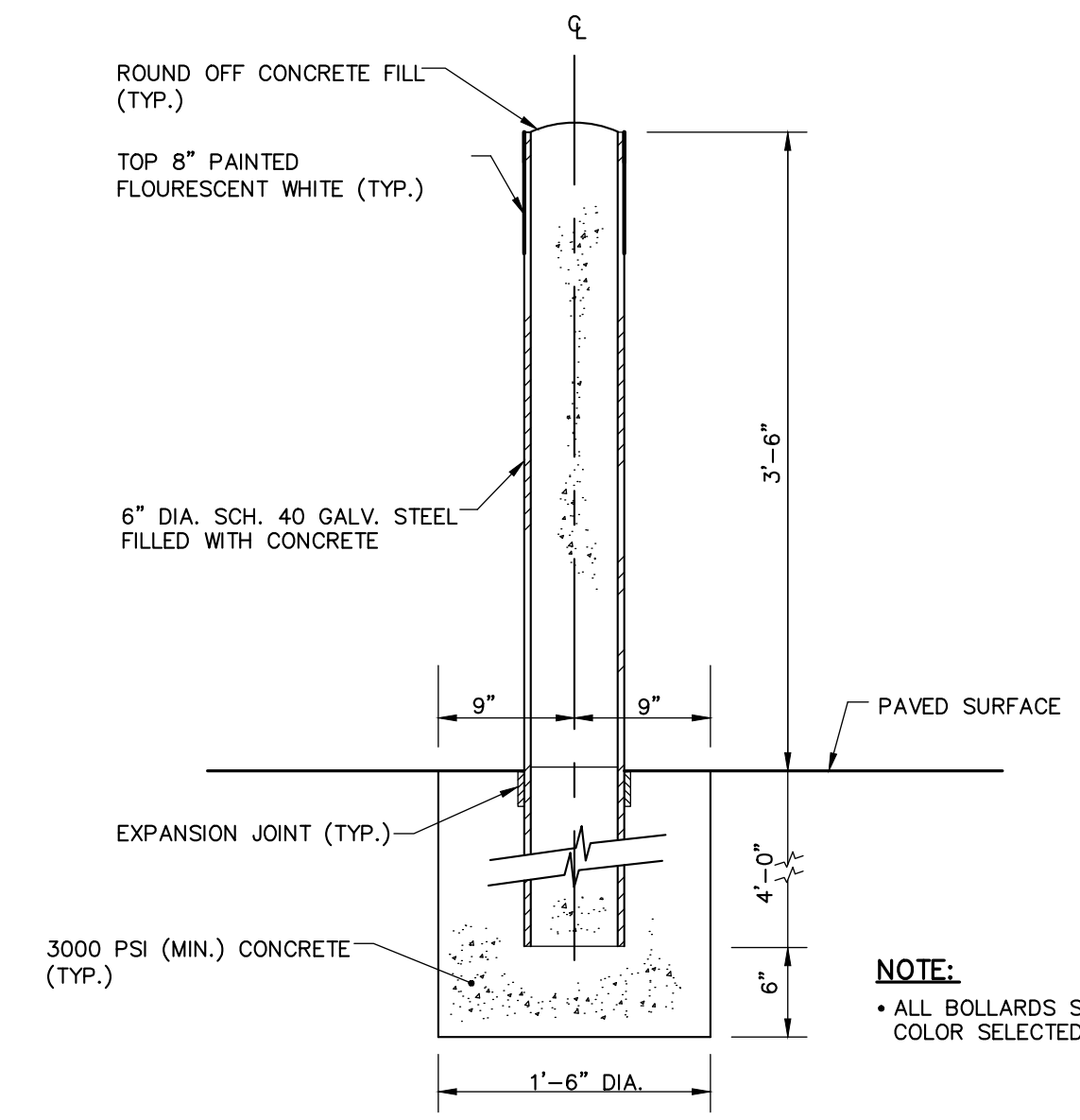
D

A

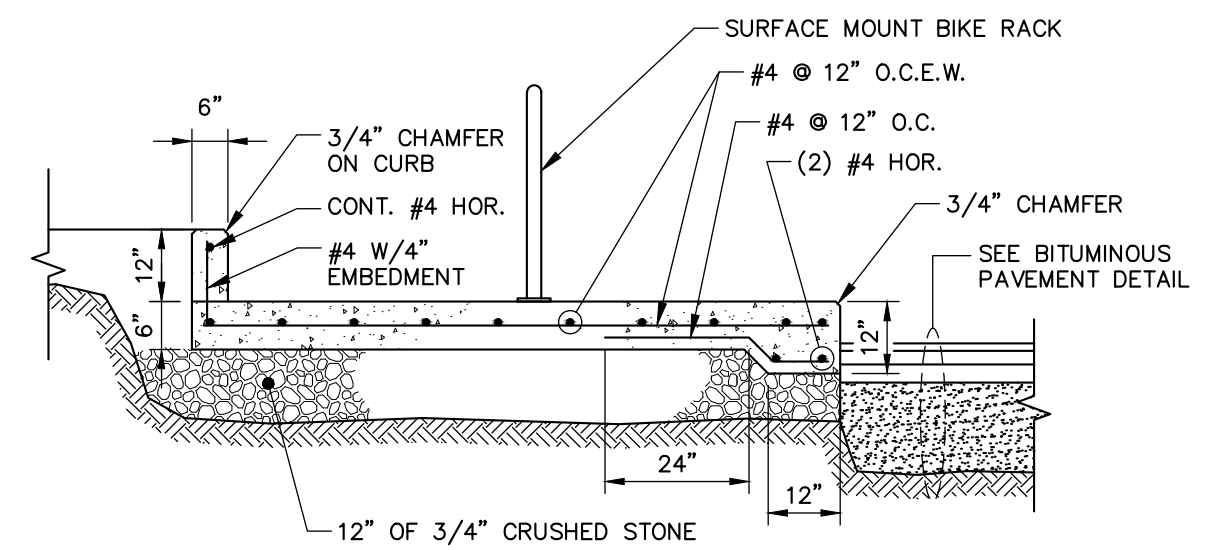
B

C

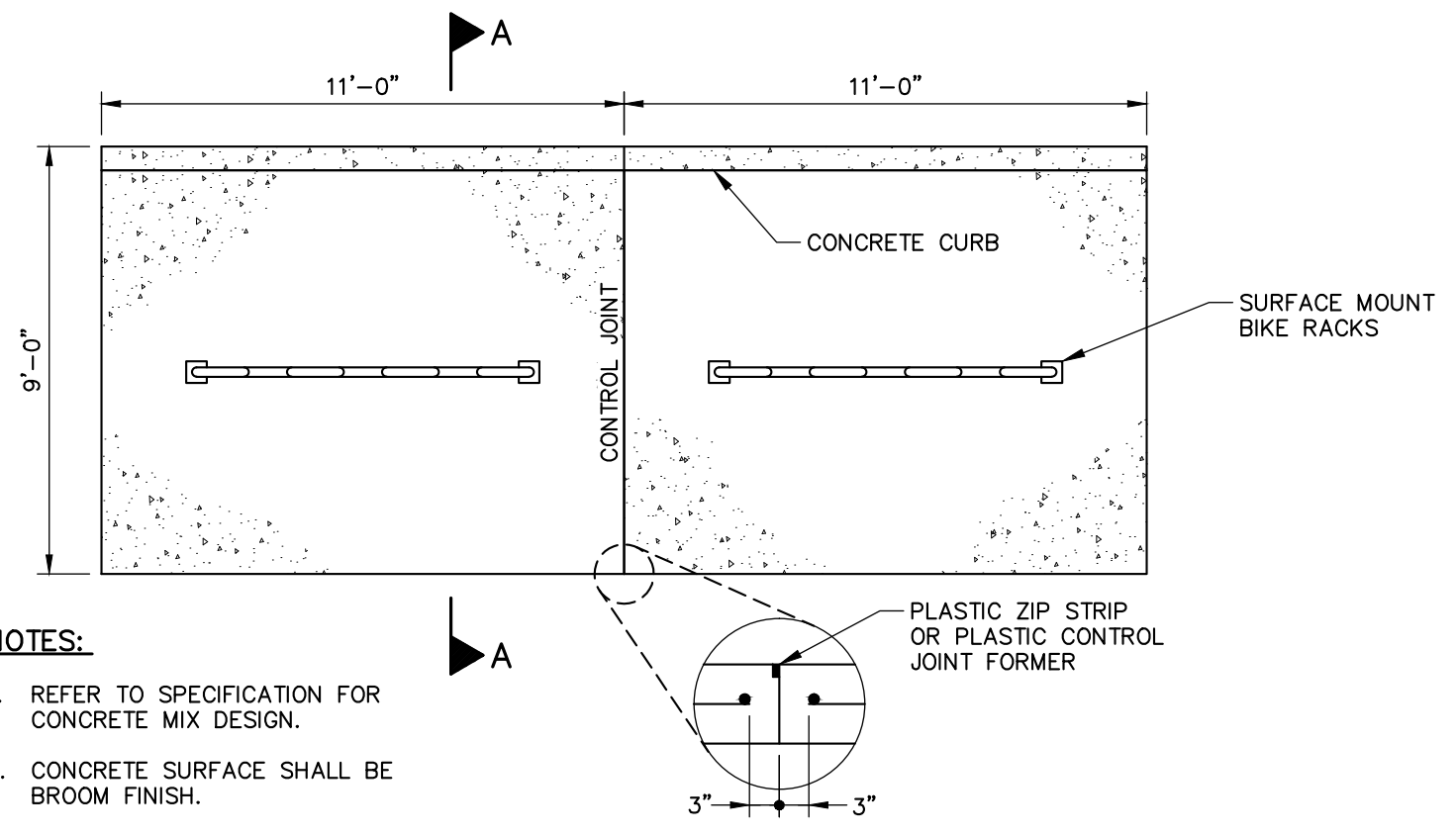
D



CONCRETE FILLED BOLLARD DETAIL
N.T.S.



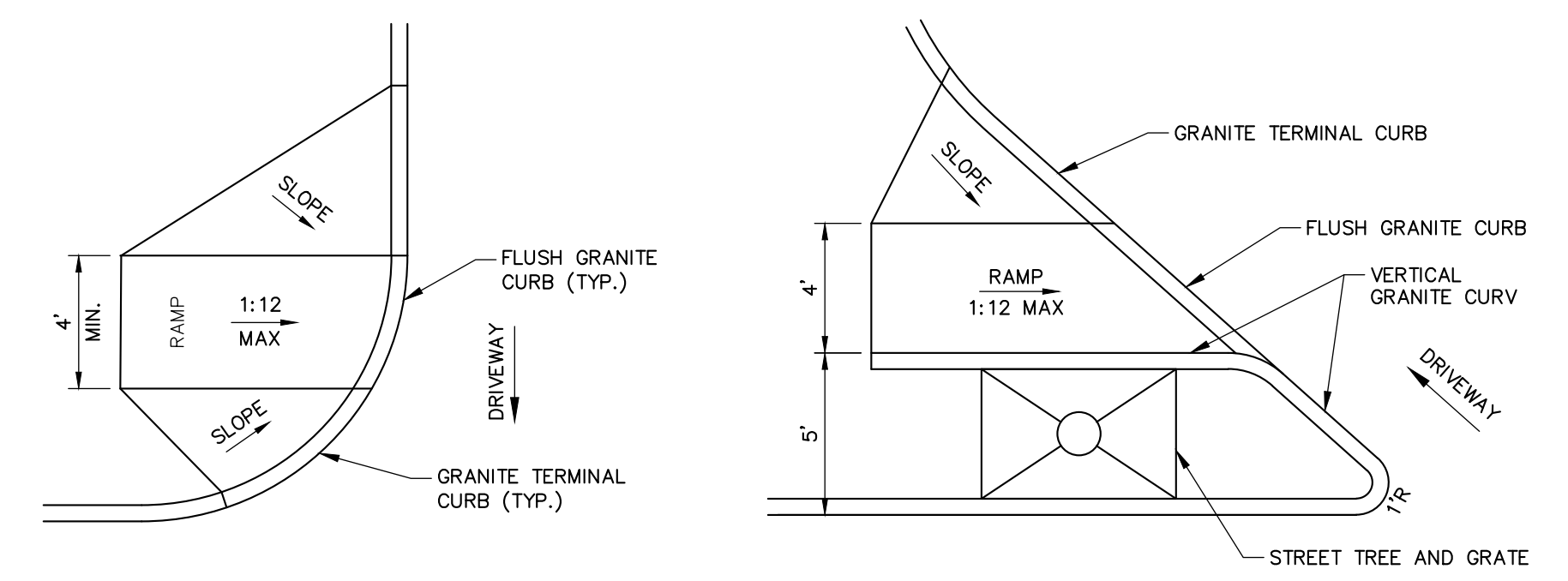
SECTION A-A



PLAN
SCALE: N.T.S.

- NOTES:**
- REFER TO SPECIFICATION FOR CONCRETE MIX DESIGN.
 - CONCRETE SURFACE SHALL BE BROOM FINISH.

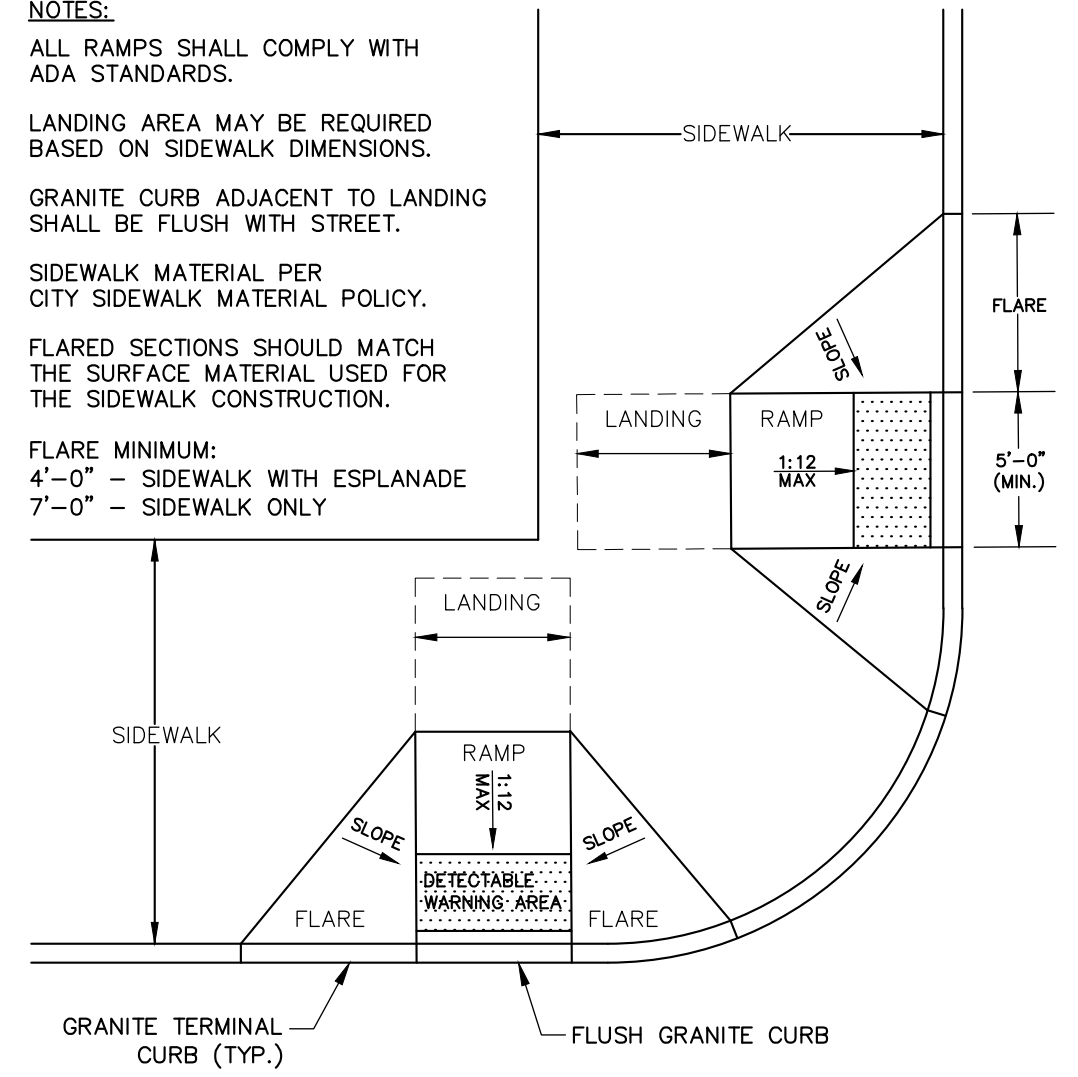
BIKE RACK REINFORCED CONCRETE SLAB
SCALE: N.T.S.



TYPICAL ADA RAMP AT DRIVEWAY

ADA RAMP AT FORE STREET DRIVEWAY ENTRANCE

- NOTES:**
- ALL RAMP 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

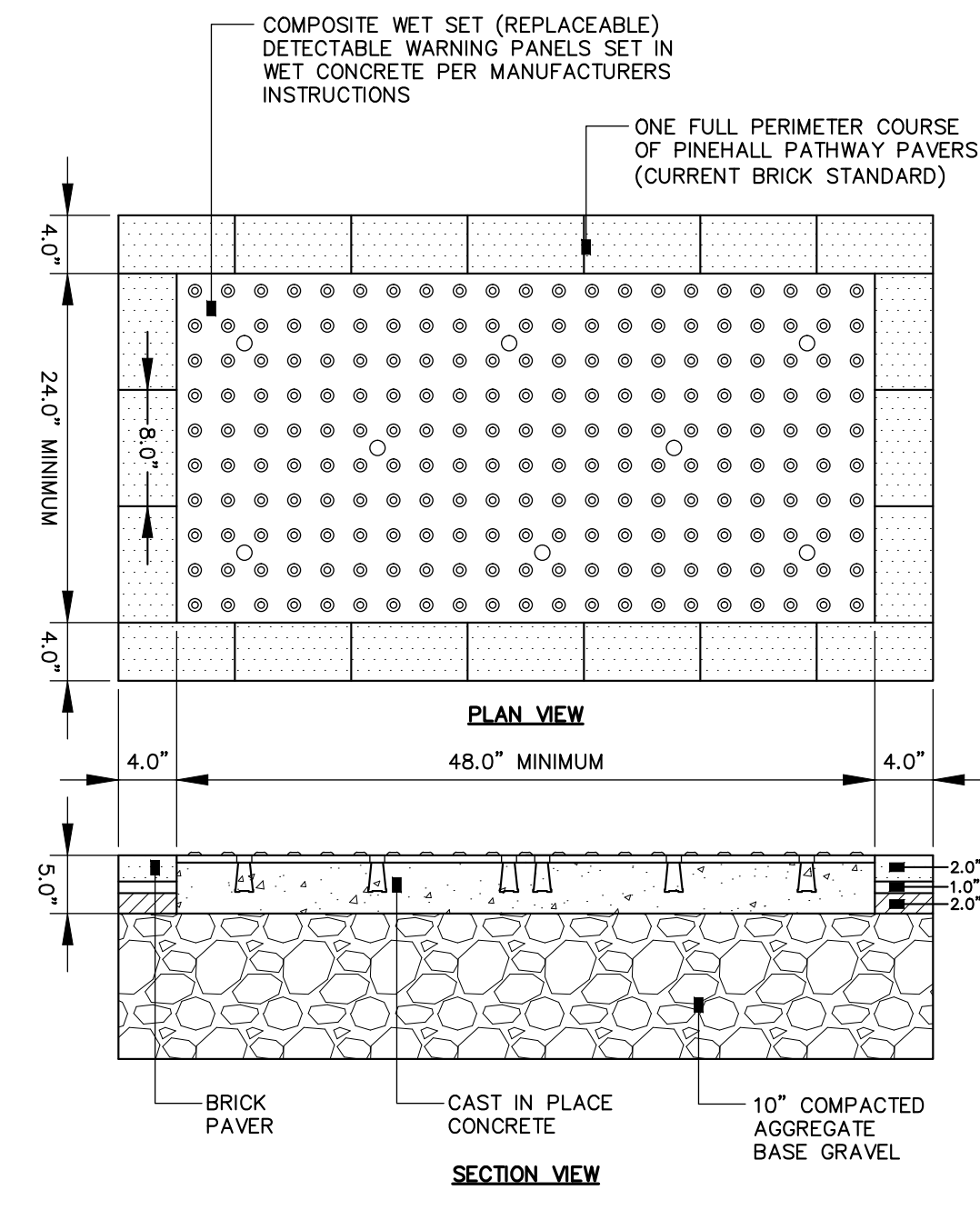


SIDEWALK RAMP AT INTERSECTION (FORE & UNION STREET)

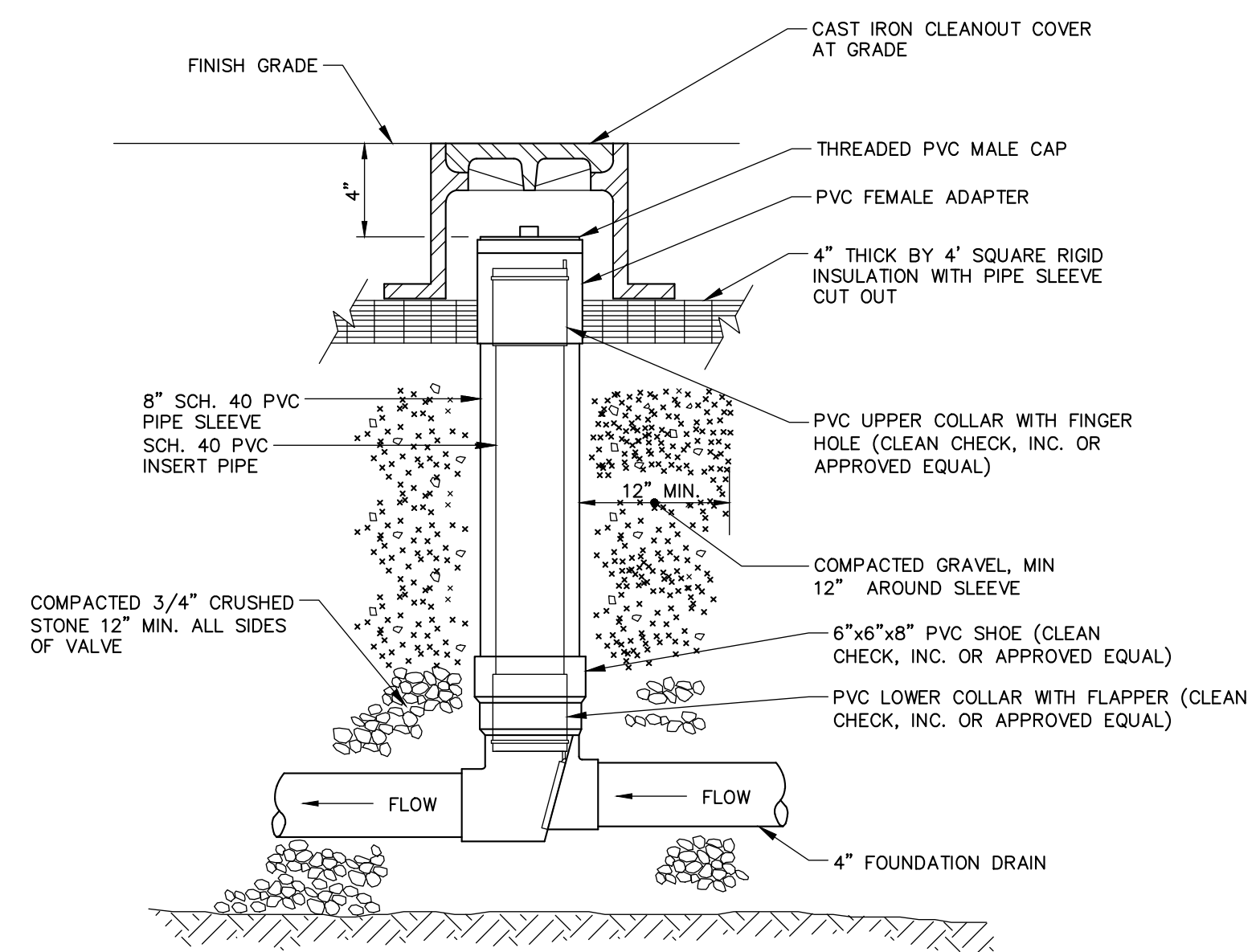
ADA ACCESSIBLE CURB RAMPS
N.T.S.

NOTES:

- COMPOSITE WET SET (REPLACEABLE) DETECTABLE WARNING PANELS SHALL BE AS MANUFACTURED BY ADA SOLUTIONS, INC. (WWW.ADATILE.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.



SIDEWALK RAMP DETECTABLE WARNING PANEL (HISTORIC DISTRICTS AND LANDSCAPES)
N.T.S.



- NOTES:**
- MATERIALS AND INSTALLATION PER MANUFACTURER'S INSTRUCTIONS.
 - SEE MECHANICAL PLANS FOR DETAIL OF BACK FLOW PREVENTOR LOCATED IN BELOW BUILDING PARKING LOT.

BACKFLOW PREVENTER
N.T.S.

41 Hutchins Drive
Portland, Maine 04102
800.426.4262 | www.woodardcurran.com

WOODARD CURRAN

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STATE OF MAINE
DENISE
CAMERON
No. 11279
Professional Engineer

4	ADDENDUM 3	1/25/13		
3	ISSUED FOR CONSTRUCTION	11/16/2012		
2	RESPONSE TO COMMENTS	10/19/2012		
1	FINAL SITE PLAN APPLICATION SUBMISSION	9/28/2012		
REV	DESCRIPTION	DATE		
DESIGNED BY: MDLM	CHECKED BY: DLG			
DRAWN BY: JBC				

CIVIL DETAILS - 4

COW PLAZA HOTEL, LLC
100 COMMERCIAL STREET, SUITE 306
PORTLAND, MAINE, C/O TIM SOLEY

HYATT PLACE
PORTLAND - OLD PORT
433 FORE STREET
PORTLAND, ME

JOB NO.: 225869.01
DATE: NOVEMBER 2012
SCALE: AS NOTED
SHEET: 9 OF 12

C-303

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