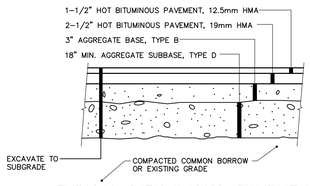
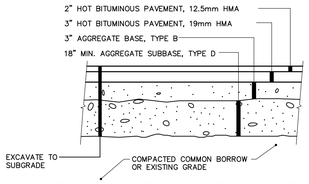


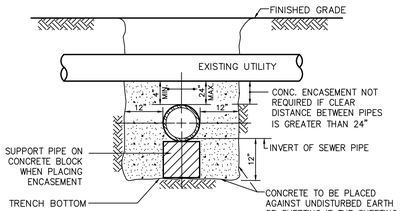
TYPICAL BITUMINOUS PAVEMENT SECTION – PARKING

N.T.S.



TYPICAL BITUMINOUS PAVEMENT SECTION – CITY RIGHT-OF-WAY

N.T.S.

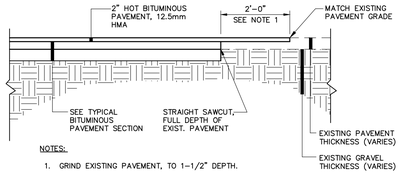


NOTE:

PIPE MUST BE BRACED VERTICALLY & HORIZONTALLY TO PREVENT FLOATATION DURING PLACEMENT OF CONC.

UTILITY CROSSING LESS THAN 24" CLEARANCE

N.T.S.

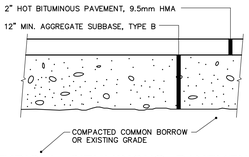


NOTES:

1. GRIND EXISTING PAVEMENT, TO 1–1/2" DEPTH.
2. PROVIDE BITUMINOUS TACK COAT ON VERTICAL AND HORIZONTAL SURFACES PRIOR TO PAVING.
3. DETAIL APPLICABLE TO PAVEMENT BUTT JOINTS AT ROADWAY WORK LIMITS. REFER TO PIPE INSTALLATION DTL. OR PAVED ROAD SECTION DTLS. FOR TRENCH REPAIR REQUIREMENTS.

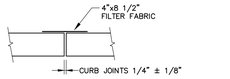
PAVEMENT BUTT JOINT DETAIL

N.T.S.

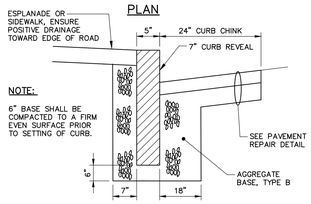


TYPICAL BITUMINOUS PAVEMENT SECTION – SIDEWALKS

N.T.S.



PLAN



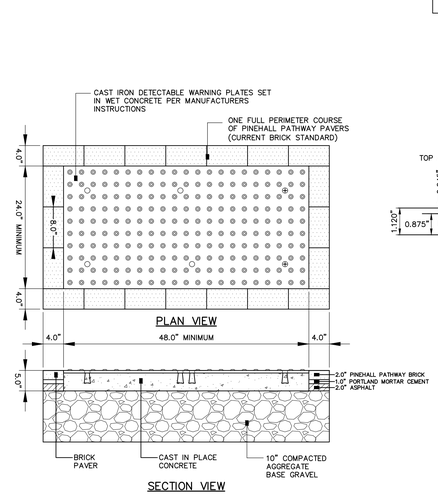
SECTION

CURB TYPE 1 ON CURVES			
TYPE	RADIUS OF CURVE	LENGTH	STONE IS CUT OR CAST
1	0' TO 60' INCL.	4' MIN.	ARC TO FIT CURVE
	OVER 60' TO 160'	4' TO 6'	STRAIGHT PIECES

TYPICAL NEW AND RESET CURB INSTALLATION

N.T.S.

NOTE: AGGREGATE TYPES PER MDOT SECTION 304.02



PLAN VIEW

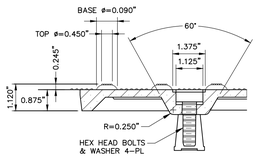
SECTION VIEW

SIDEWALK RAMP DETECTABLE WARNING

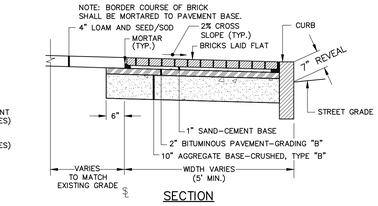
N.T.S.

NOTES:

1. ALL DETECTABLE WARNING PLATES SHALL BE UNCOATED CAST IRON. FOLLOW MANUFACTURER'S INSTRUCTIONS FOR INSTALLATION.
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.
3. 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.
4. 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.
5. 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.
6. 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.
7. 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.



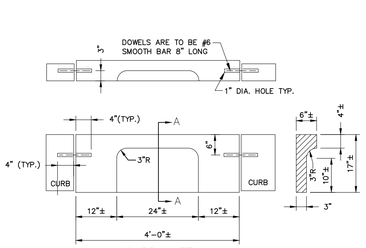
BOLT DETAIL



SECTION

BRICK SIDEWALK DETAIL

N.T.S.



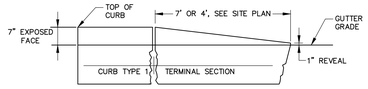
CURB INLET

SECTION A–A

*FOR "D" FRAME & COVER INLETS

TYPE 1 GRANITE CURB INLET

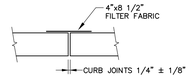
N.T.S.



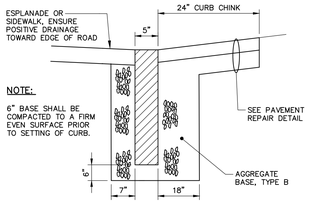
TERMINAL SECTION TYPE "1"

TERMINAL CURB SECTION

N.T.S.



PLAN

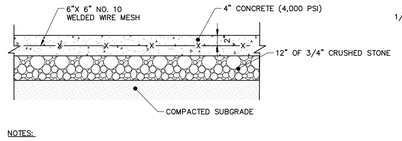


SECTION

TYPICAL FLUSH CURB INSTALLATION

N.T.S.

NOTE: AGGREGATE TYPES PER MDOT SECTION 304.02

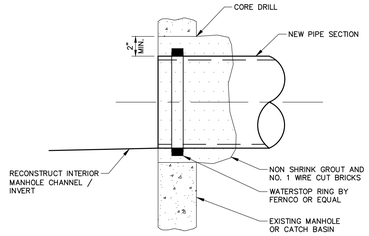


NOTES:

1. PROVIDE 1/2" PREMOLDED BITUMINOUS EXPANSION JOINTS AT 20 FT. INTERVALS.
2. PROVIDE CONTROL JOINTS AT 5 FT. INTERVALS OR AS SHOWN ON LANDSCAPE PLANS.
3. PROVIDE LIGHT BROOM FINISH AFTER TOOLING OF EDGES/ JOINTS. NO TOOLING PATTERNS ON FINISH SLAB

CAST–IN–PLACE CONCRETE SIDEWALK

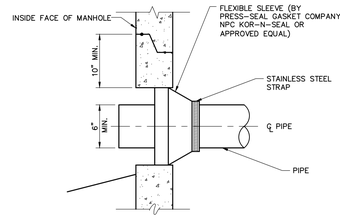
N.T.S.



NEW PIPE TO EXISTING STRUCTURE

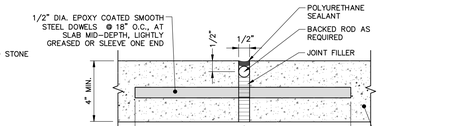
N.T.S.

NOTE: EXISTING MANHOLE OR CATCH BASIN SHALL BE CORE DRILLED FOR PIPE INSTALLATION



NEW PIPE TO NEW STRUCTURE CONNECTION DETAIL

N.T.S.

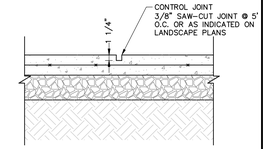


NOTES:

1. EXPANSION JOINTS SHALL BE 60' O.C.
2. DISCONTINUE REINFORCING AT EACH SIDE OF JOINT.
3. DOWELS SHALL BE CUT STRAIGHT AND DEBURRED.

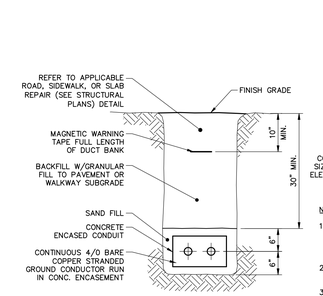
CONCRETE SIDEWALK EXPANSION JOINT

N.T.S.



SIDEWALK CONTROL JOINT

N.T.S.



TRENCH

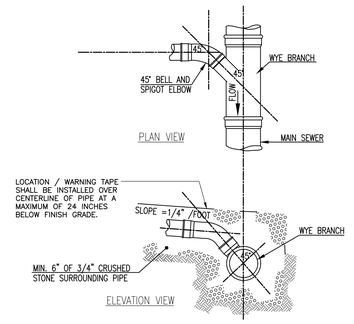
ENCASEMENT

NOTES:

1. ALL CONDUITS, INCLUDING RISER CONDUITS, NEED TO BE SLOPED TO DRAIN INTO MANHOLES OR TRANSFORMER FOUNDATIONS, 3" PER 100'.
2. INSTALL A PULLING LINE WITHIN EACH CONDUIT.
3. CONDUIT SHALL BE SCHEDULE 40 PVC, CONDUIT SWEEPS SHALL BE MIN. 48" RADIUS RIGID GALV. STEEL.

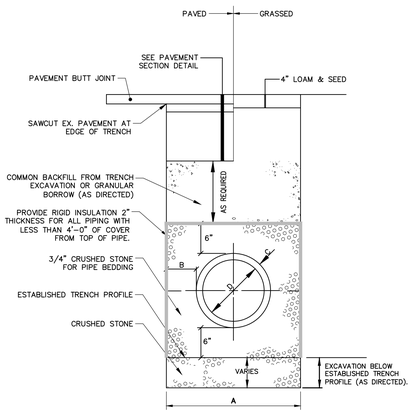
BURIED ELECTRICAL CONDUIT DETAIL

N.T.S.



TYPICAL SEWER LATERAL WYE CONNECTION DETAILS

N.T.S.



PIPE INSTALLATION DETAIL

N.T.S.

PIPE INSTALLATION DETAIL – NOTES

1. ALTERNATIVE CONSTRUCTION METHODS OR PAYMENT METHODS SHALL BE APPROVED IN ADVANCE.
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 "B" SHALL BE AT LEAST 9".
4. DIMENSION "A" SHALL BE BASED ON PIPE DIAMETER, AS SET FORTH IN THE FOLLOWING TABLE.

PIPE DIAMETER, "D" (INCHES)	MAX. TRENCH WIDTH, "A" (FEET)
6	4.0
8	4.0
10	4.0
12	4.0
15	4.0
18	5.0
21	5.0
24	5.5
27	6.0
30	6.0
36	7.0
42	8.0
48	8.0

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COMMITMENT & INTEGRITY DRIVE RESULTS

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DAVID SENUS 11791 REGISTERED PROFESSIONAL ENGINEER STATE OF MAINE 6/22/2018

REV	DESCRIPTION	DATE

DESIGNED BY: CMS | DRAWN BY: BEM | CHECKED BY: DAS

REV	DESCRIPTION	DATE
1	03/19 CSV dwg	

MAINE MEDICAL CENTER
22 BRAMHALL STREET
PORTLAND, ME 04102

MMC ST. JOHN STREET EMPLOYEE PARKING GARAGE

JOB NO.:02311158.00
DATE: JUNE 22, 2018
SCALE: AS NOTED
SHEET: 14 OF 17

CIVIL DETAILS - 3

C-202

LEVEL III SITE PLAN APPLICATION-NOT FOR CONSTRUCTION

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