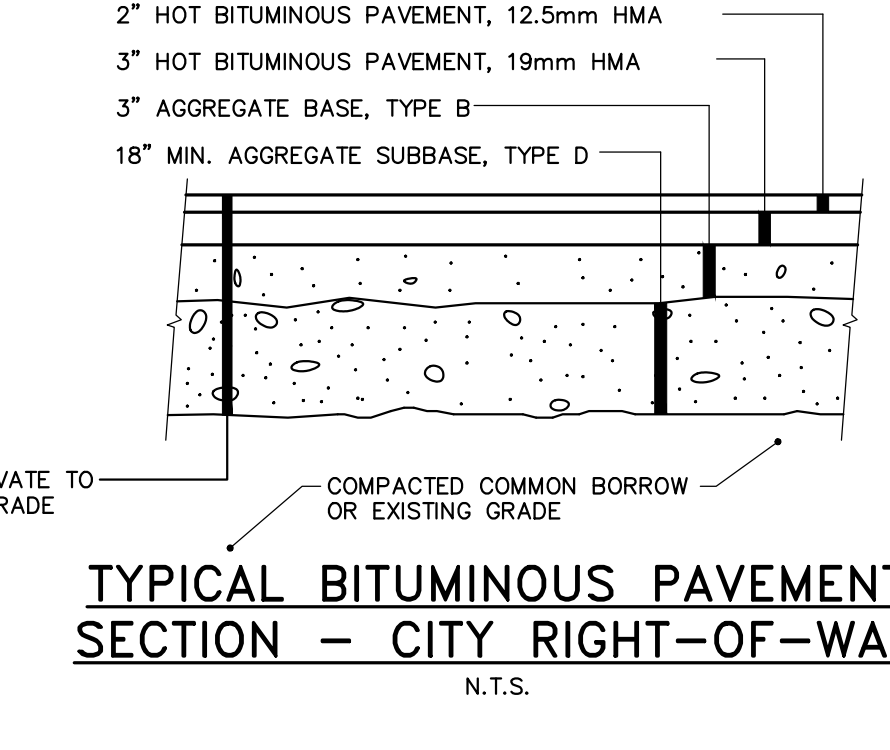
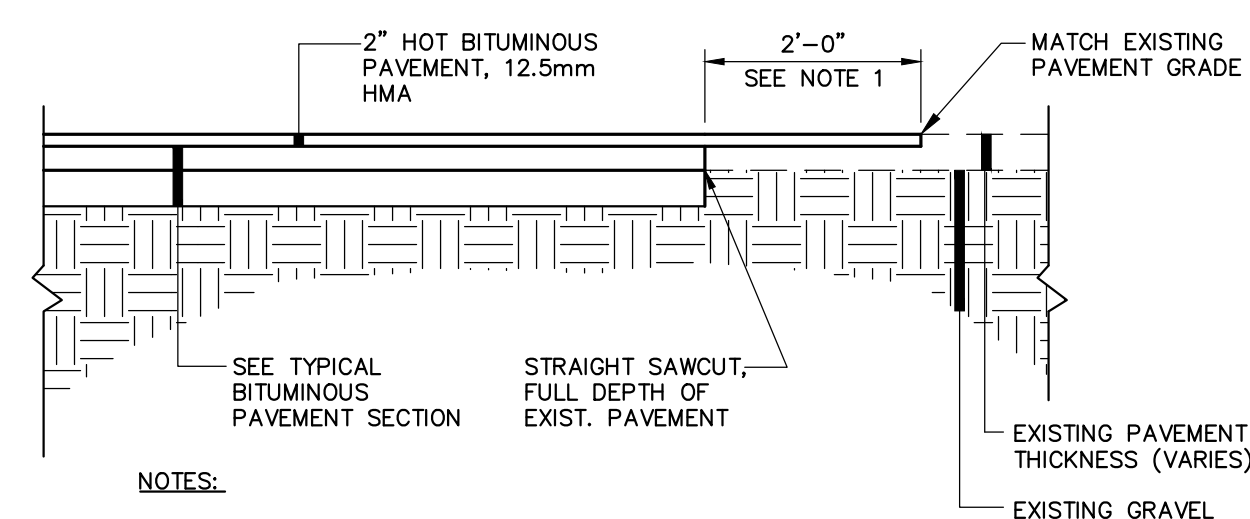


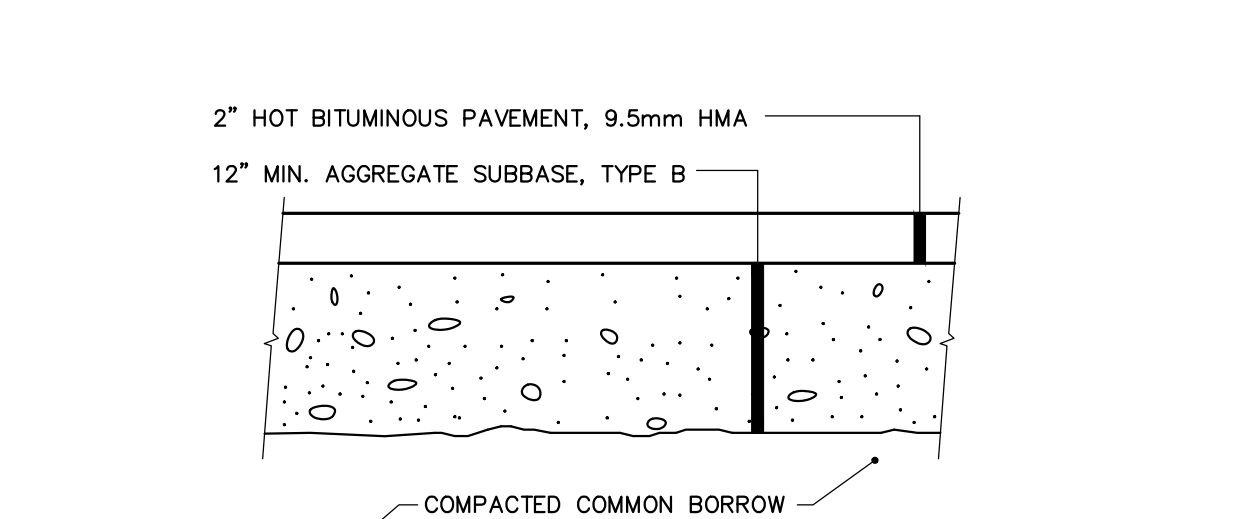
TYPICAL BITUMINOUS PAVEMENT SECTION - PARKING N.T.S.



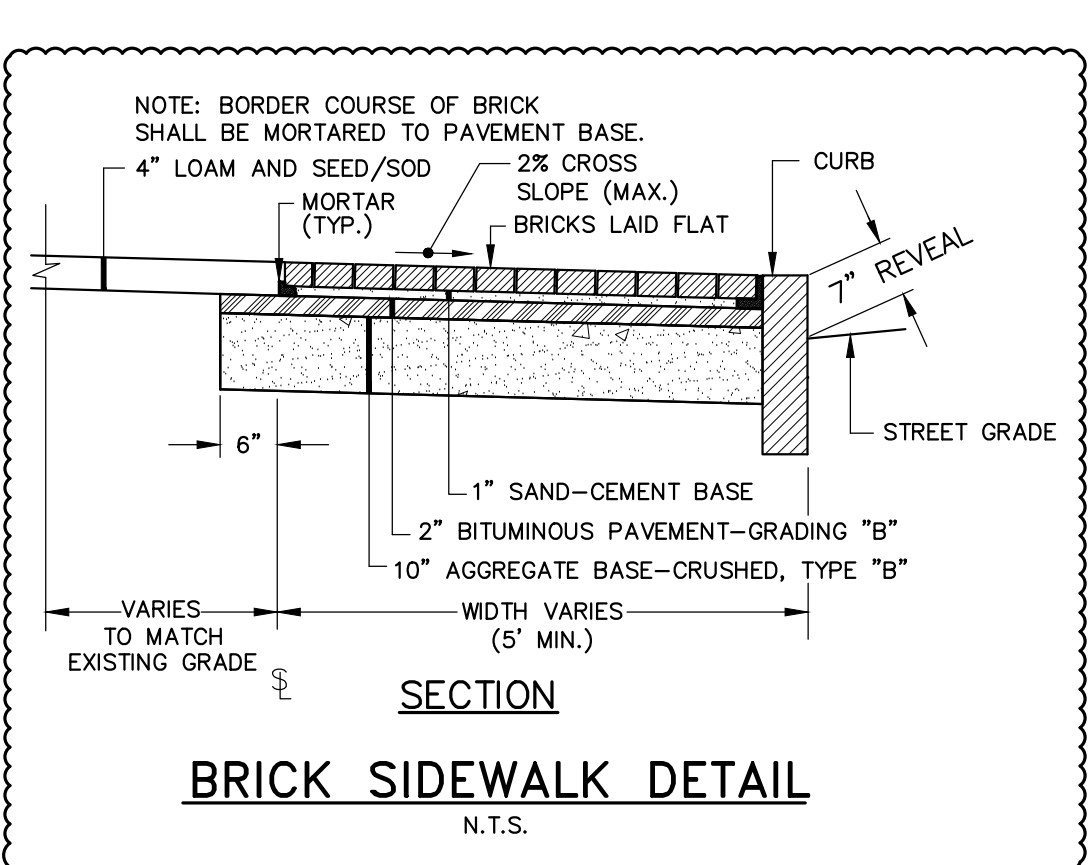
TYPICAL BITUMINOUS PAVEMENT SECTION - CITY RIGHT-OF-WAY N.T.S.



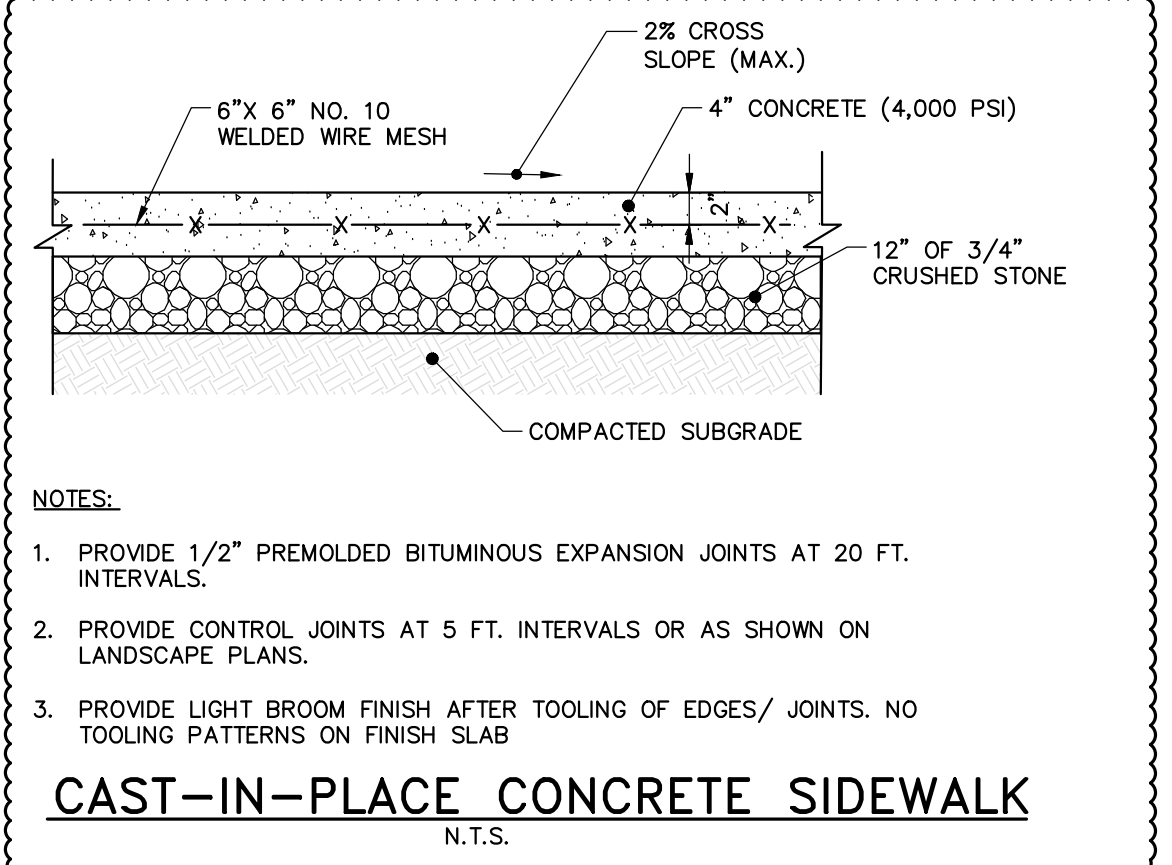
PAVEMENT BUTT JOINT DETAIL N.T.S.



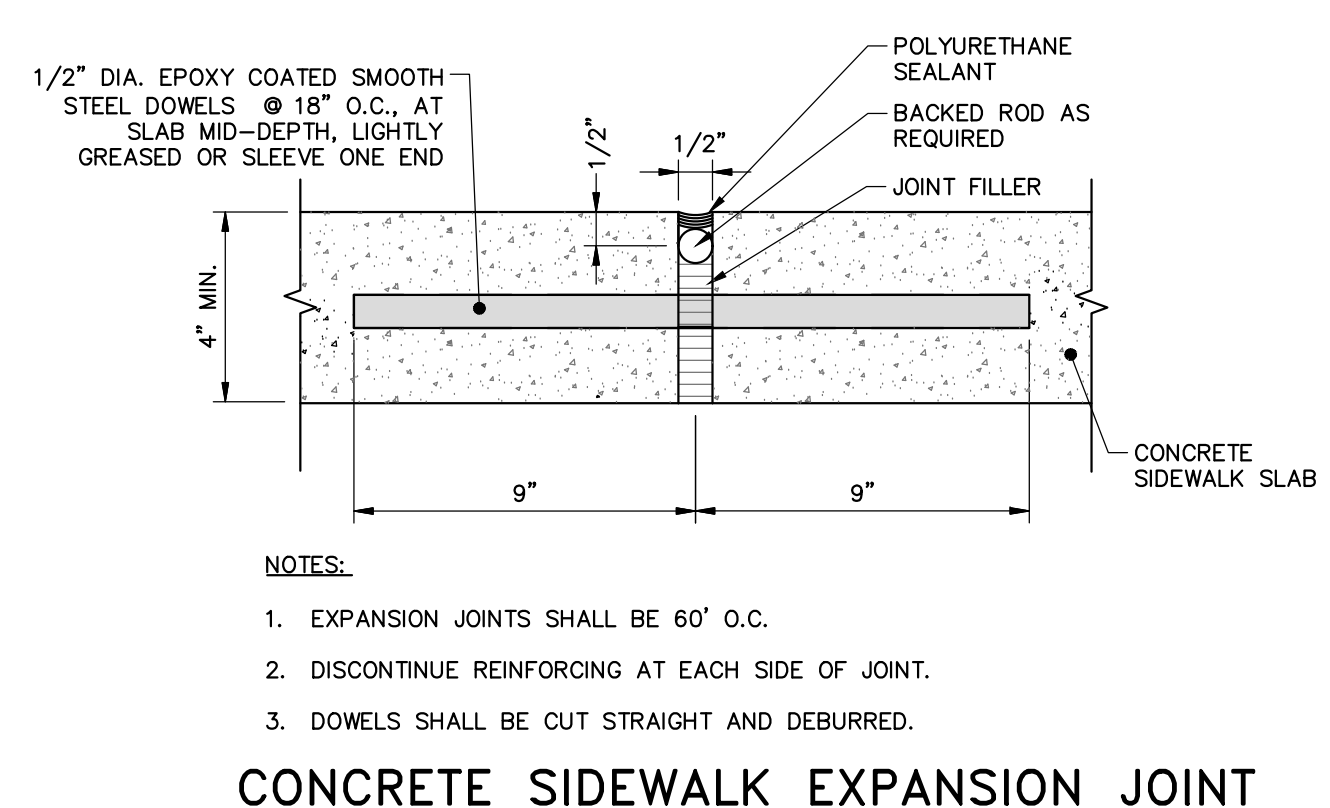
TYPICAL BITUMINOUS PAVEMENT SECTION - SIDEWALKS N.T.S.



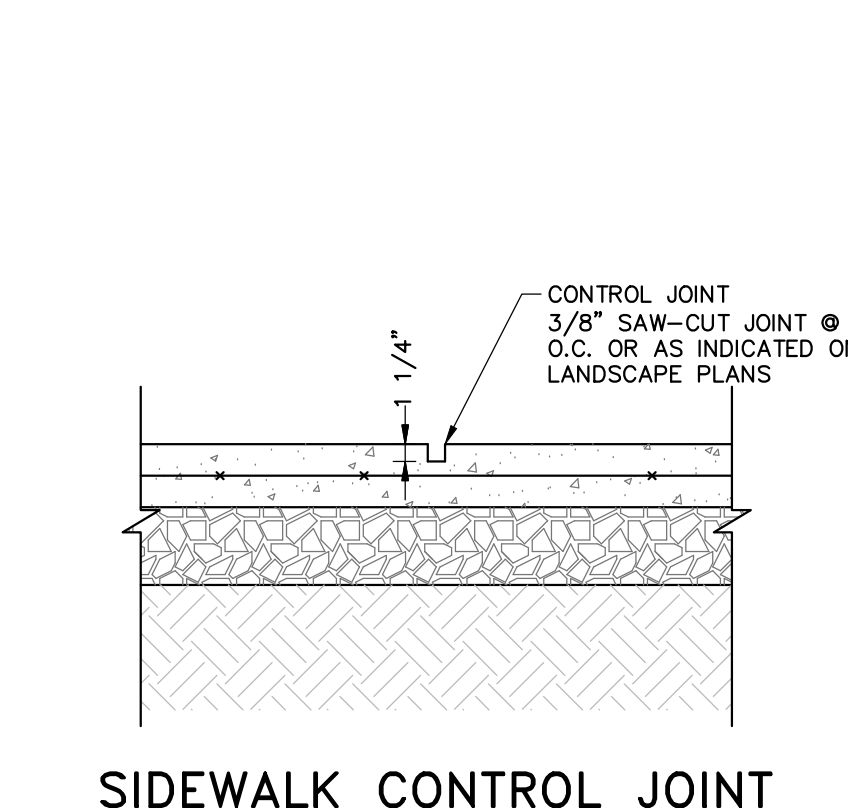
BRICK SIDEWALK DETAIL N.T.S.



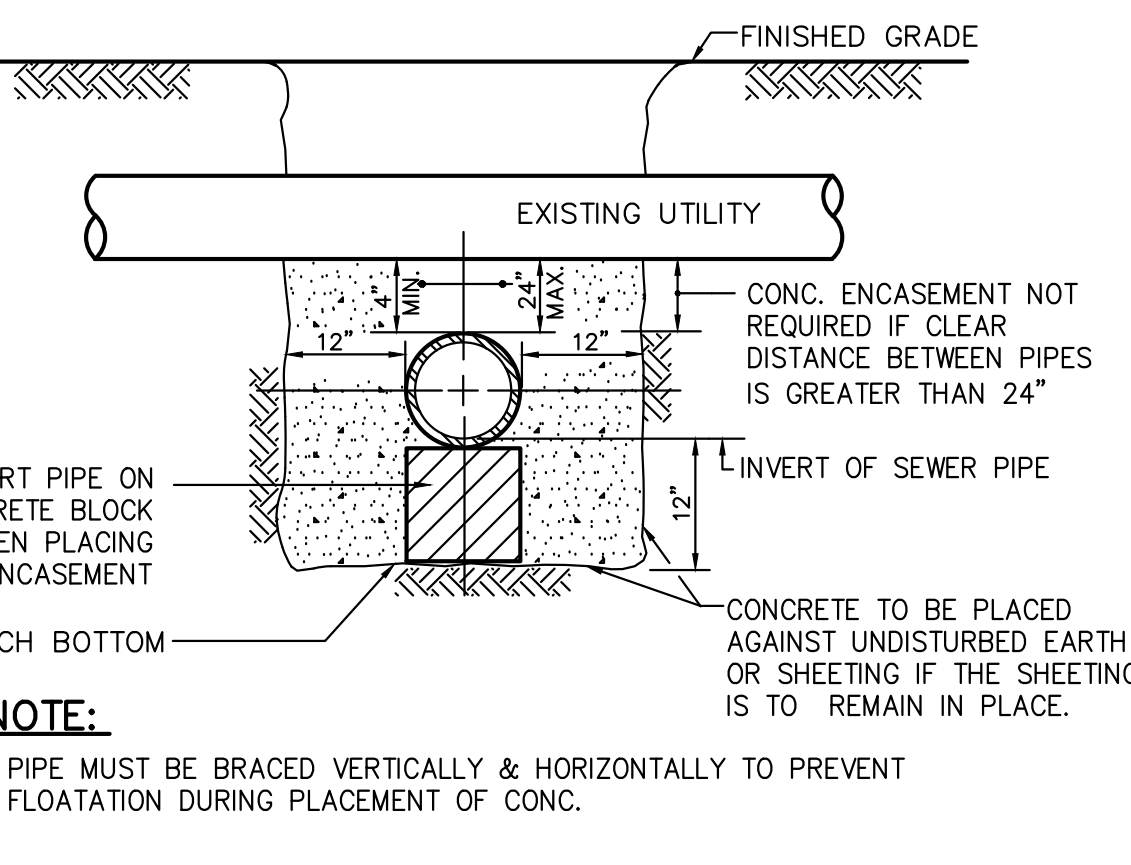
CAST-IN-PLACE CONCRETE SIDEWALK N.T.S.



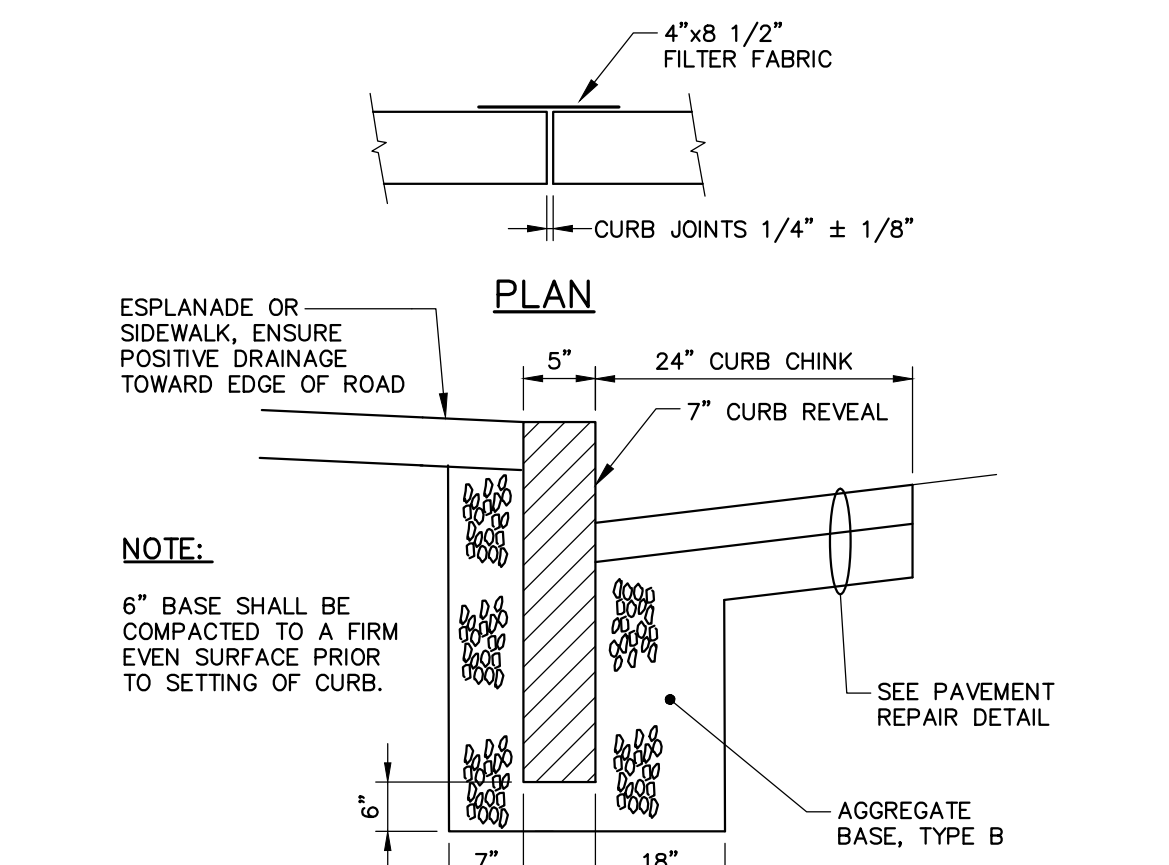
CONCRETE SIDEWALK EXPANSION JOINT N.T.S.



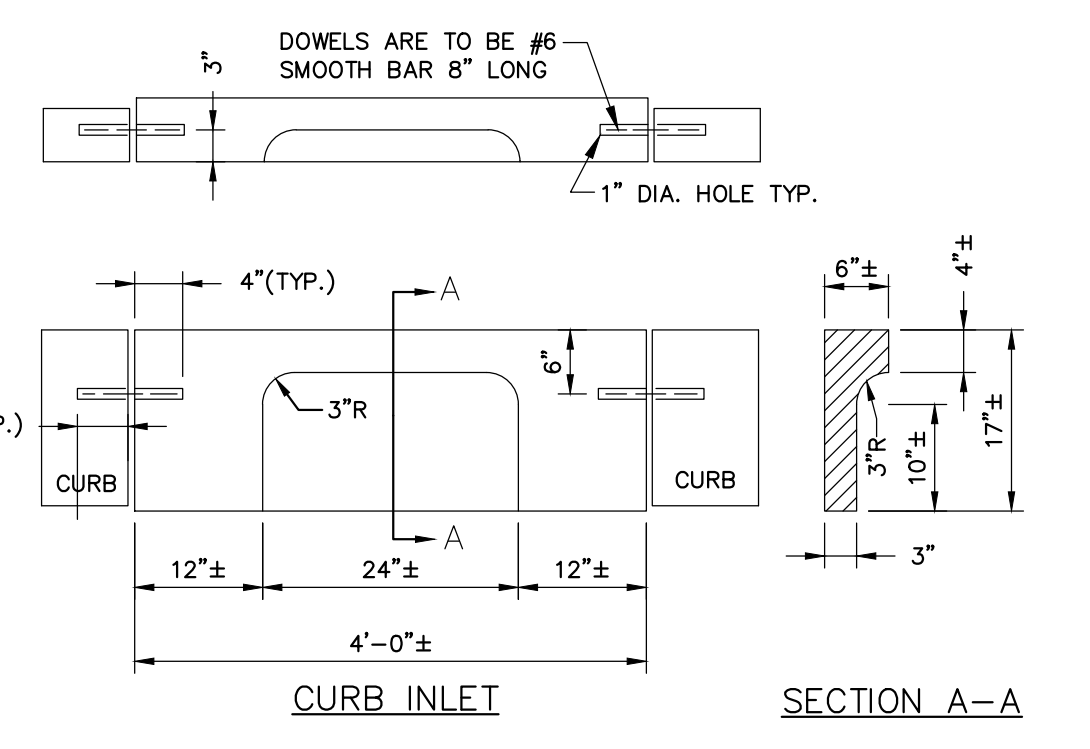
SIDEWALK CONTROL JOINT N.T.S.



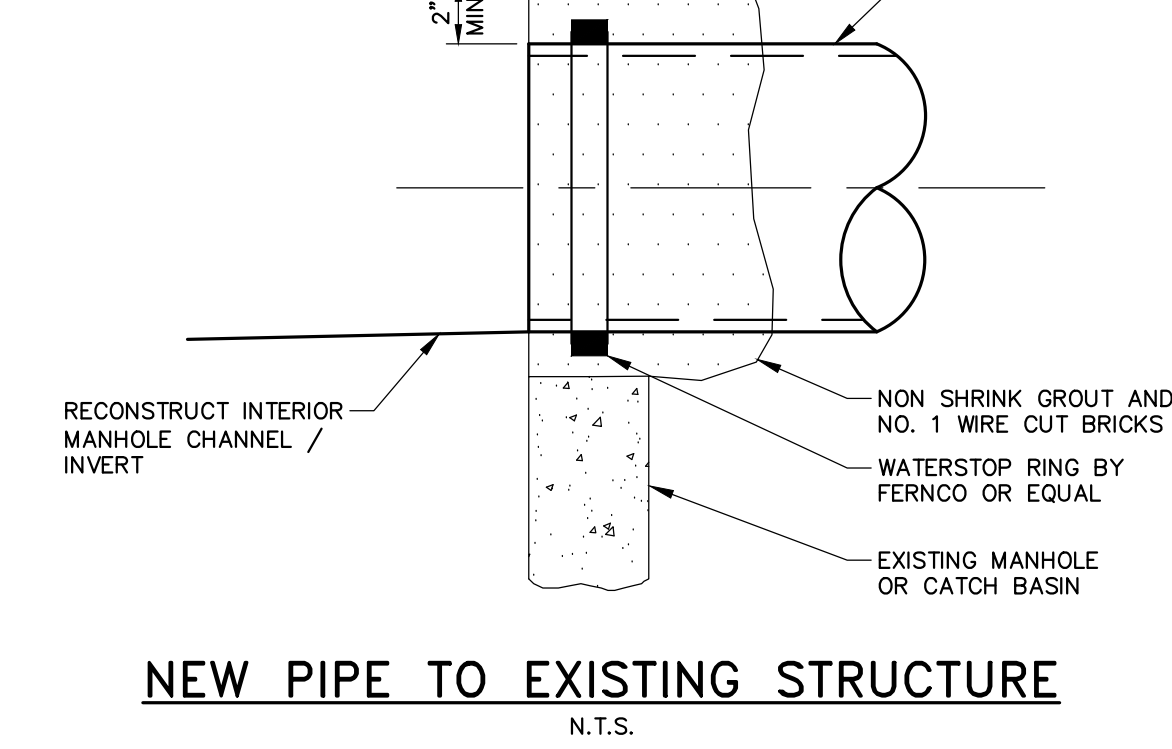
UTILITY CROSSING LESS THAN 24 inch CLEARANCE N.T.S.



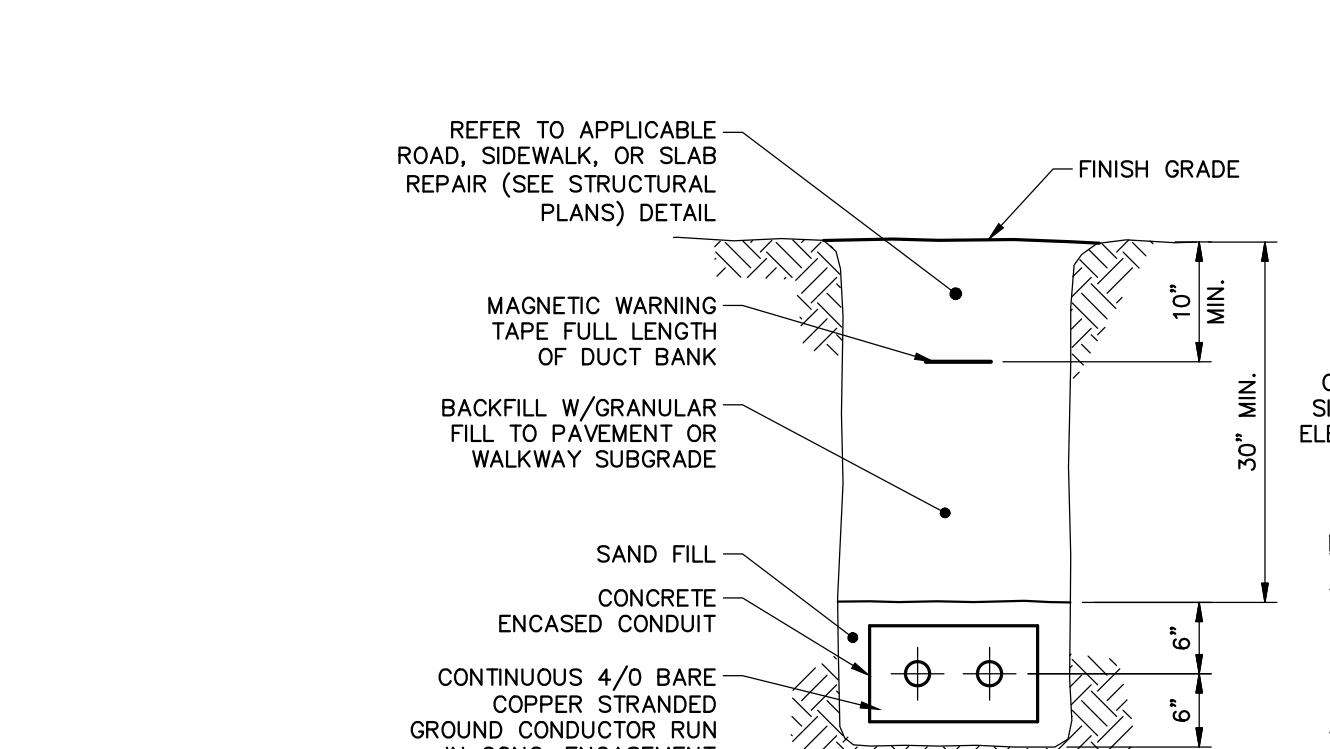
TYPICAL NEW AND RESET CURB INSTALLATION N.T.S.



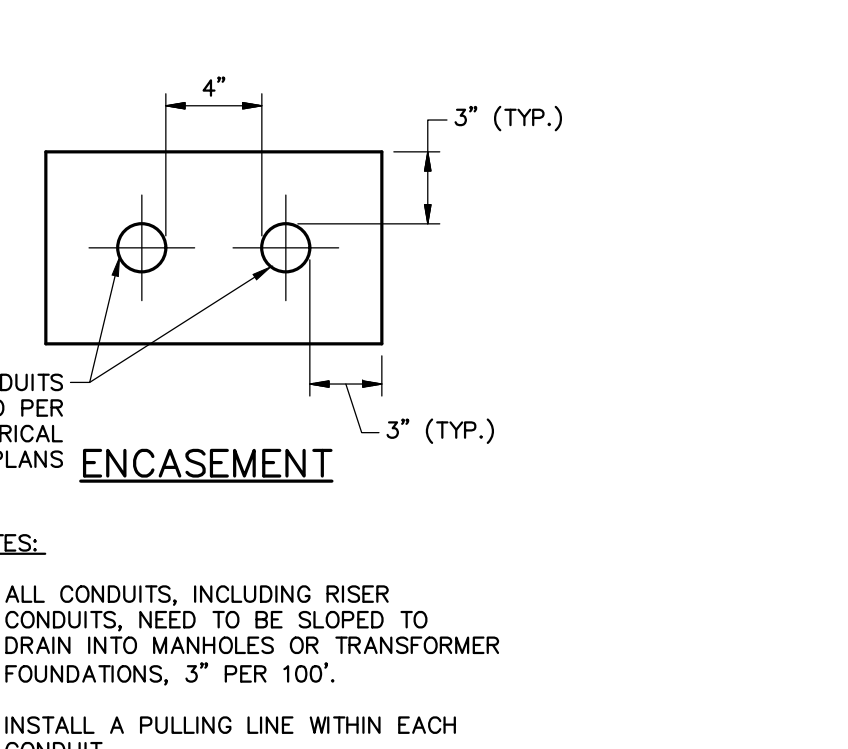
NEW PIPE TO EXISTING STRUCTURE N.T.S.



NEW PIPE TO NEW STRUCTURE CONNECTION DETAIL N.T.S.



BURIED ELECTRICAL CONDUIT DETAIL N.T.S.

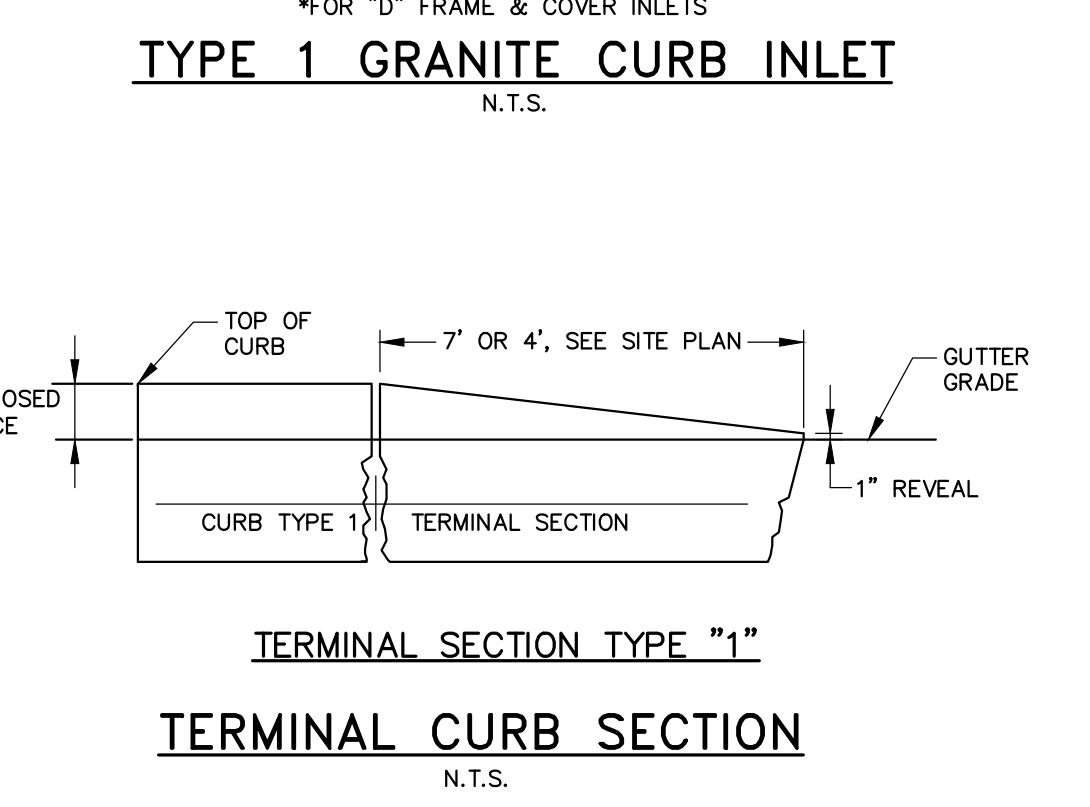


ENCASEMENT N.T.S.

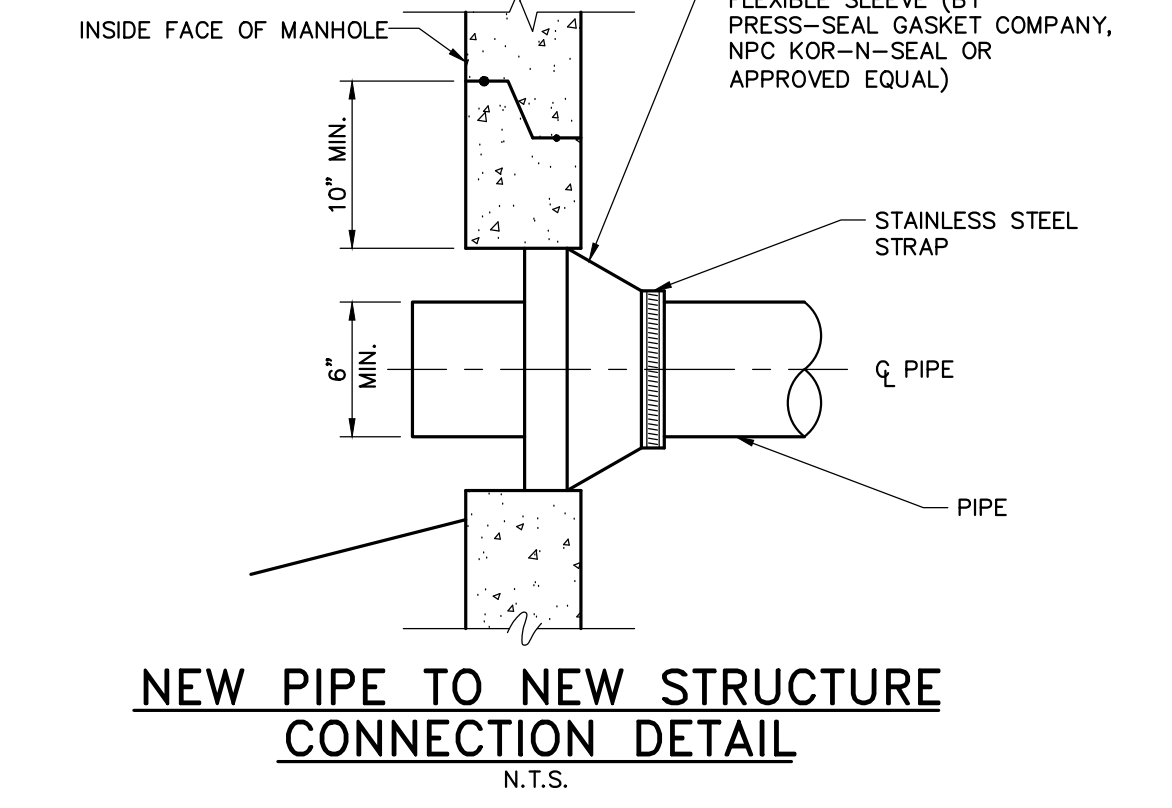
CURB TYPE 1 ON CURVES			
TYPE	RADIUS OF CURVE	LENGTH	STONE IS CUT OR CAST
1	0' TO 60' INCL.	4' MIN.	ARC TO FIT CURVE
	OVER 60' TO 160'	4' TO 6'	STRAIGHT PIECES

TYPICAL NEW AND RESET CURB INSTALLATION N.T.S.

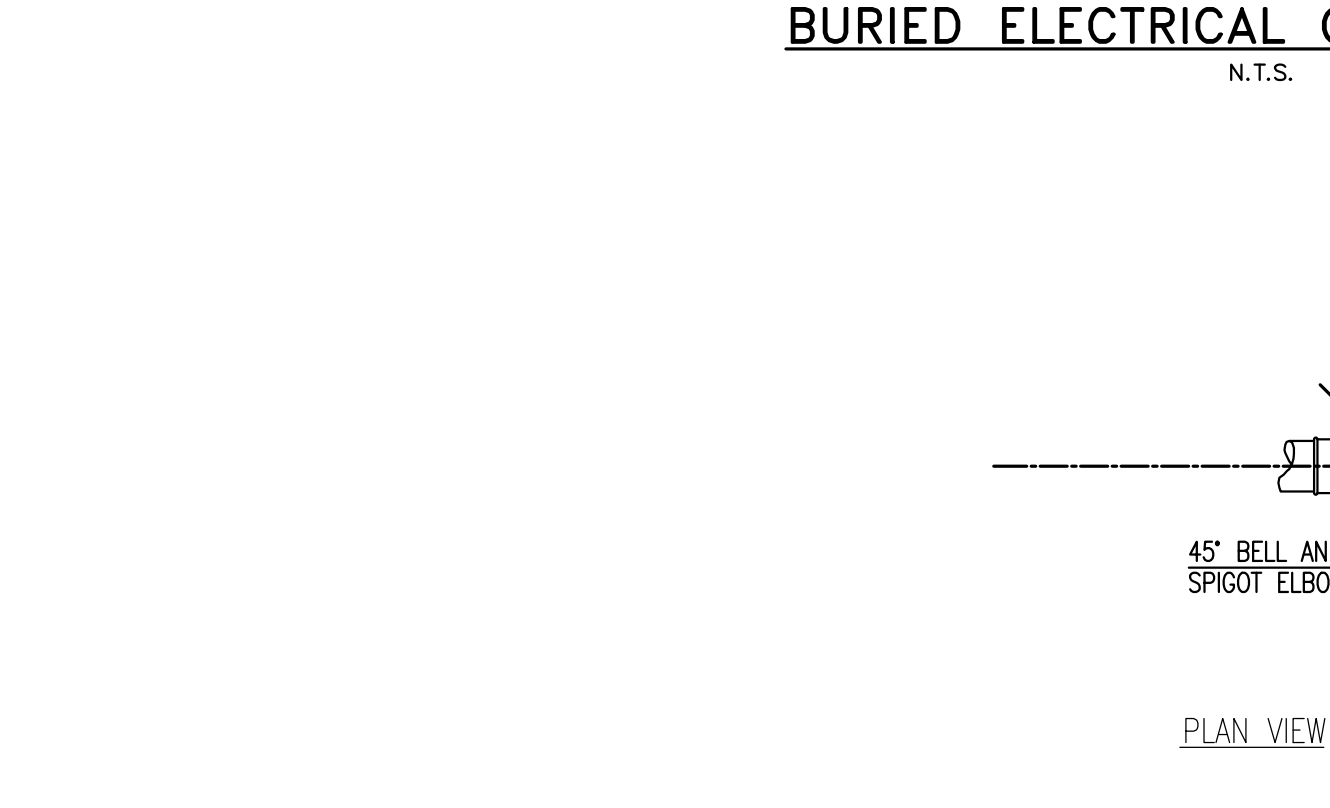
NOTE: AGGREGATE TYPES PER MDT SECTION 304.02



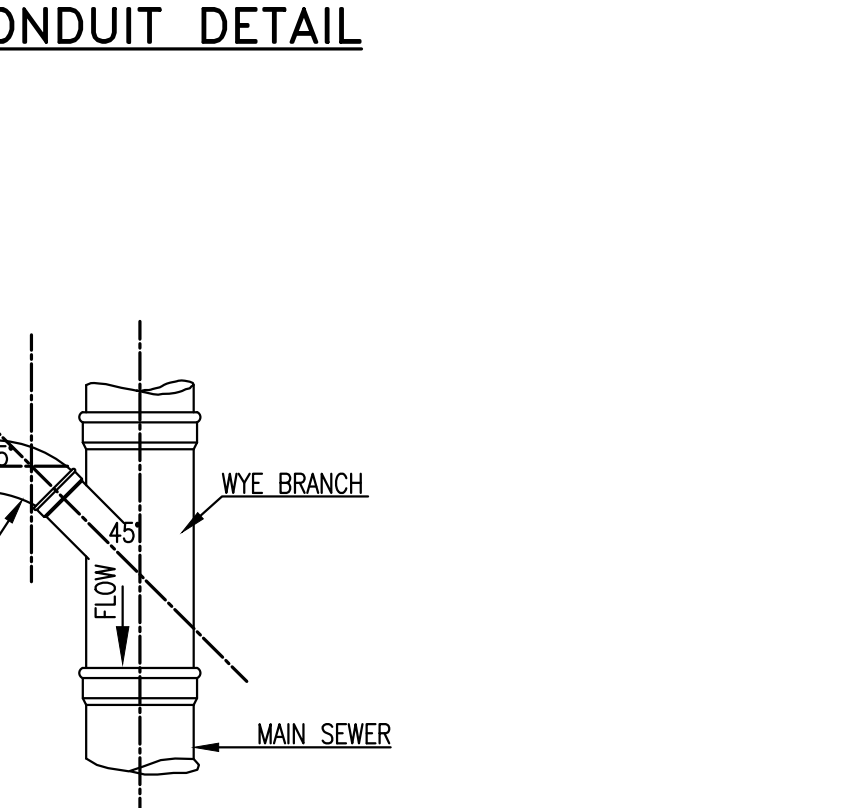
TERMINAL CURB SECTION N.T.S.



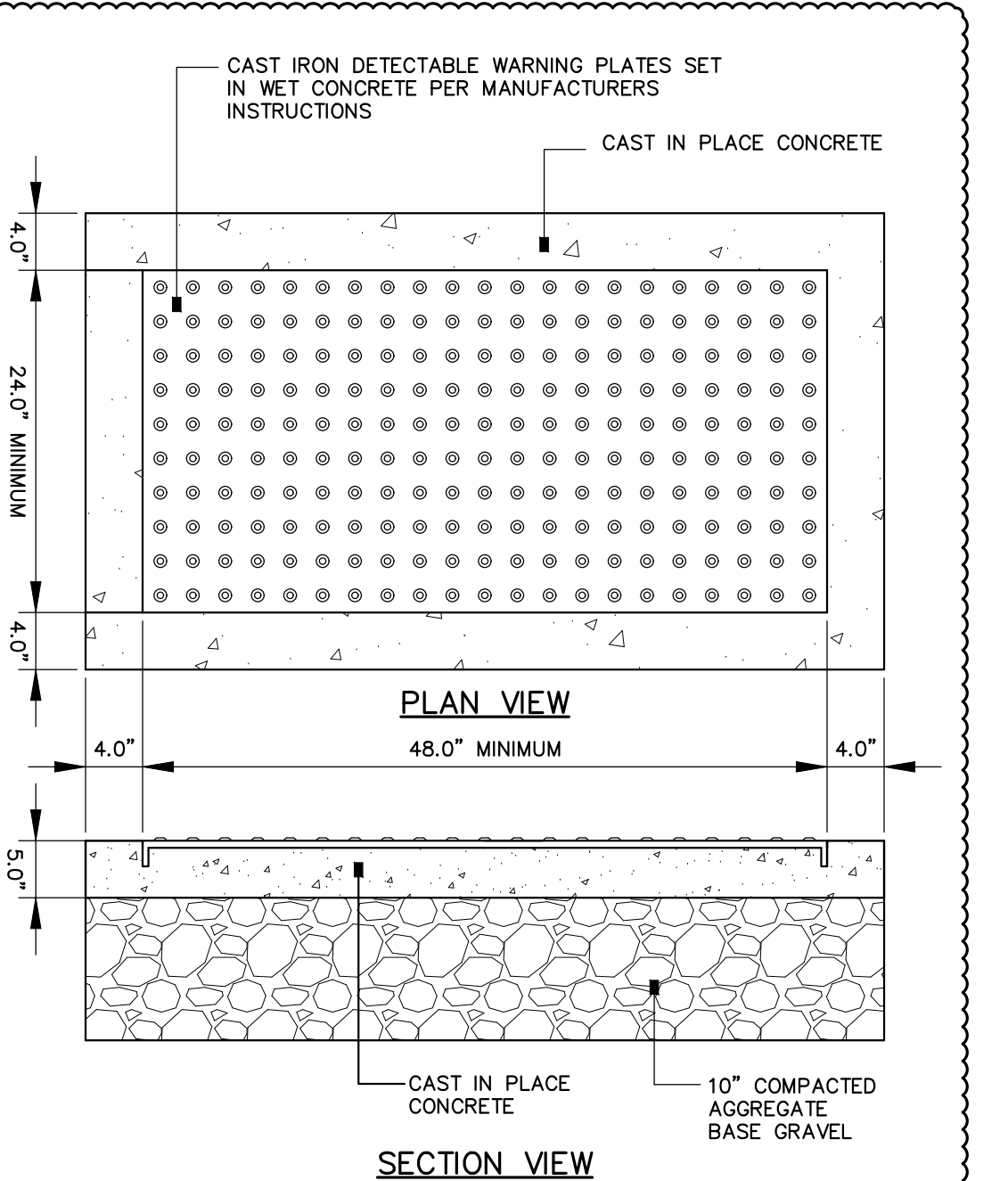
NEW PIPE TO NEW STRUCTURE CONNECTION DETAIL N.T.S.



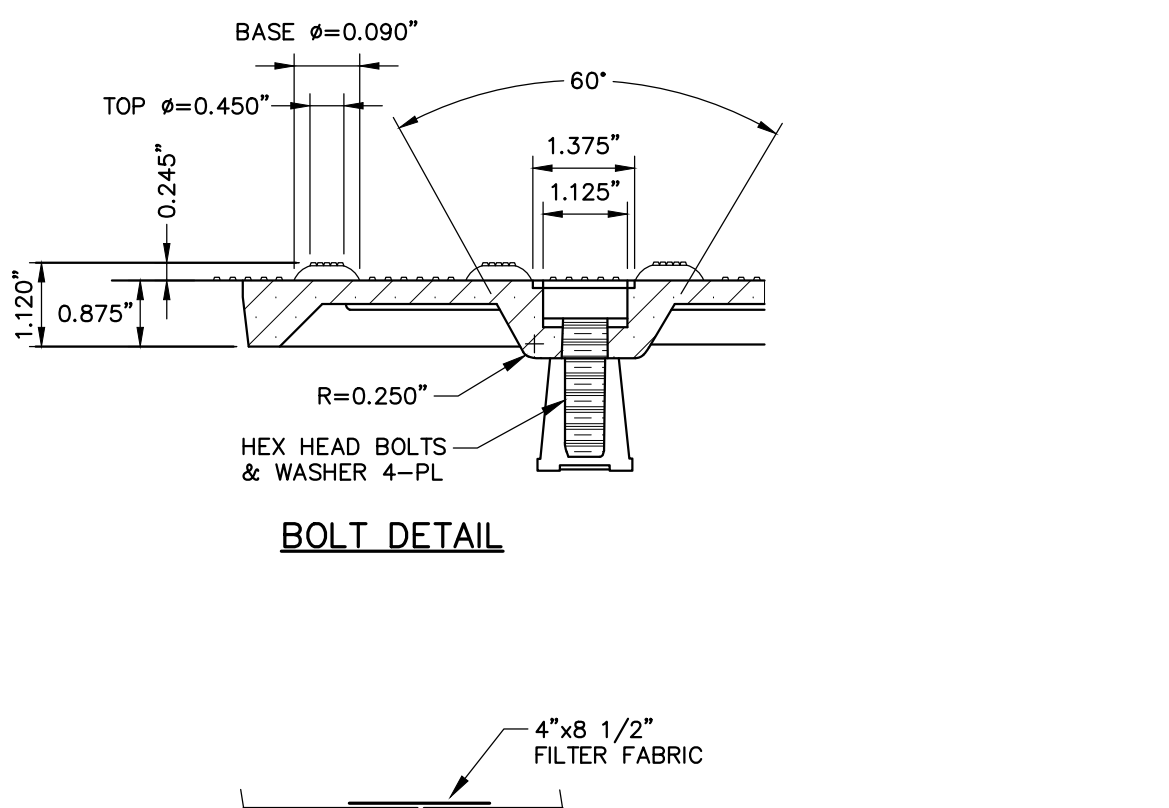
TYPICAL SEWER LATERAL WYE CONNECTION DETAILS N.T.S.



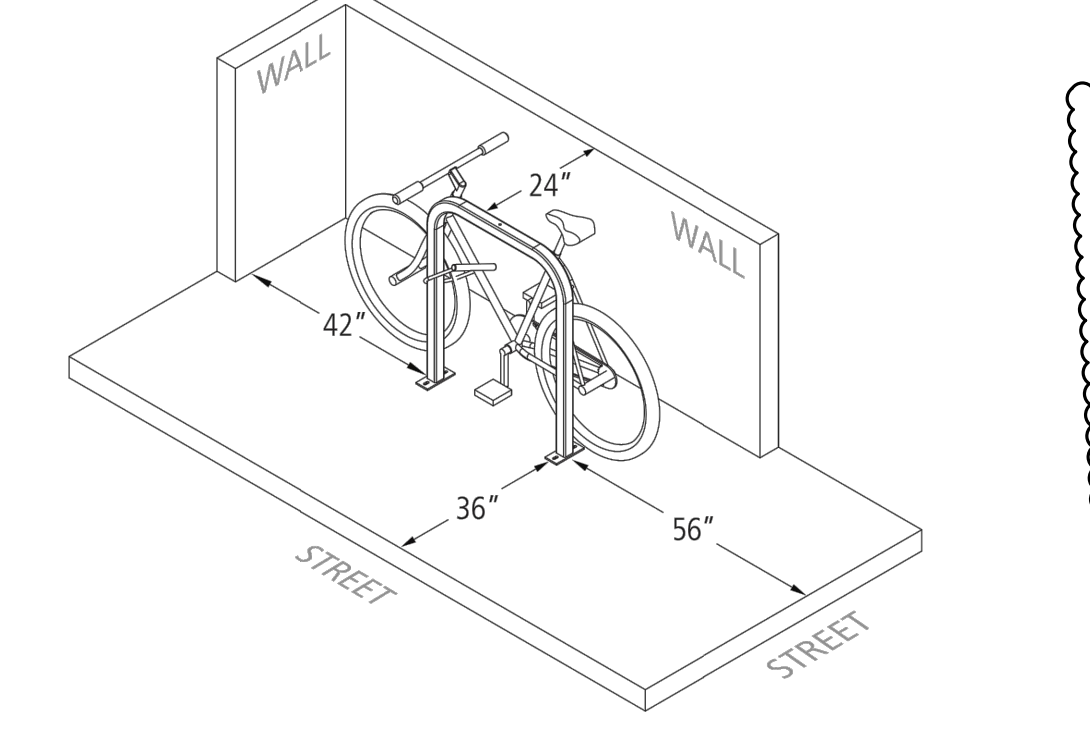
ENCASEMENT N.T.S.



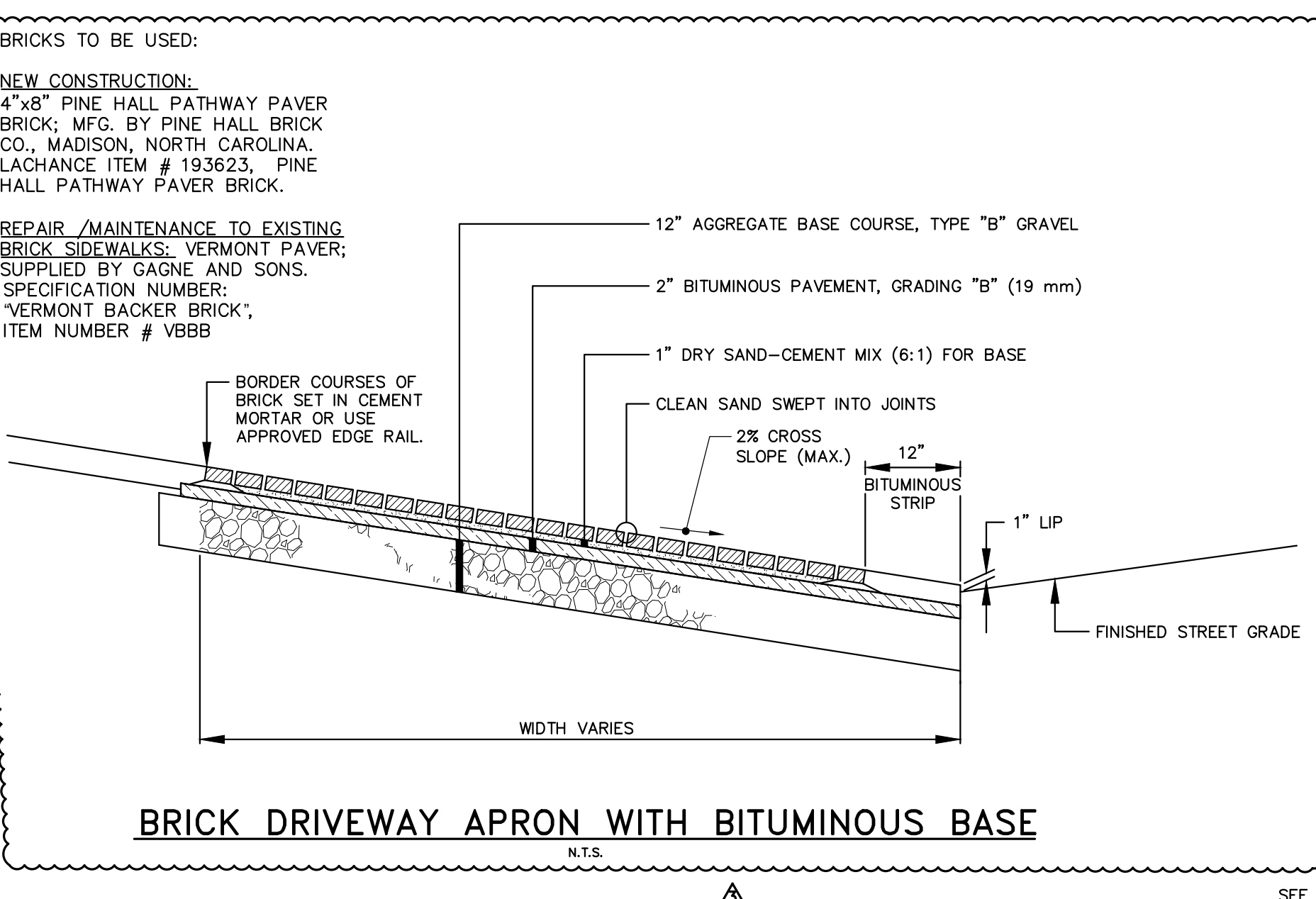
SIDEWALK RAMP DETECTABLE WARNING N.T.S.



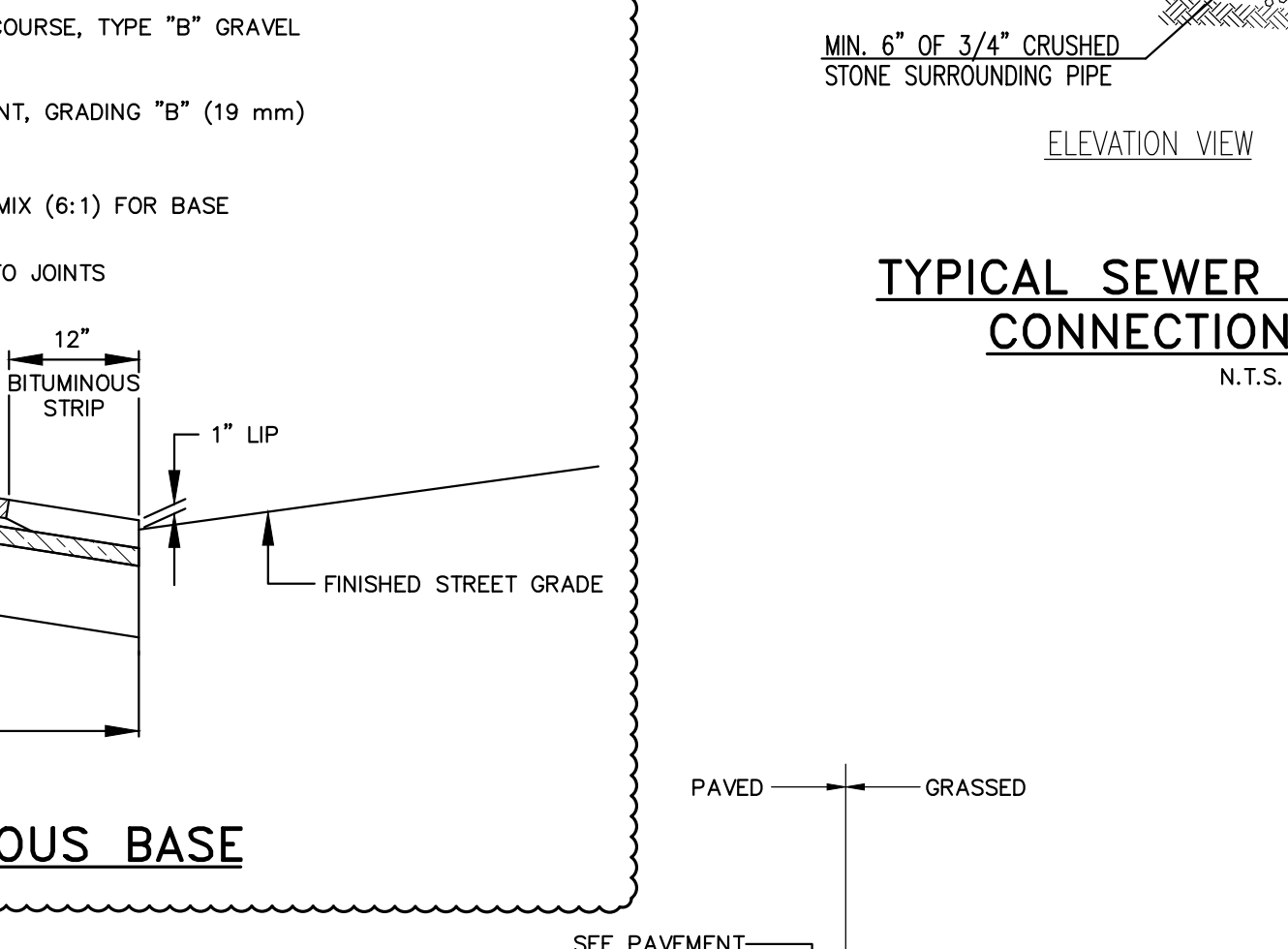
BOLT DETAIL N.T.S.



BIKE RACK DETAIL N.T.S.



BRICK DRIVEWAY APRON WITH BITUMINOUS BASE N.T.S.

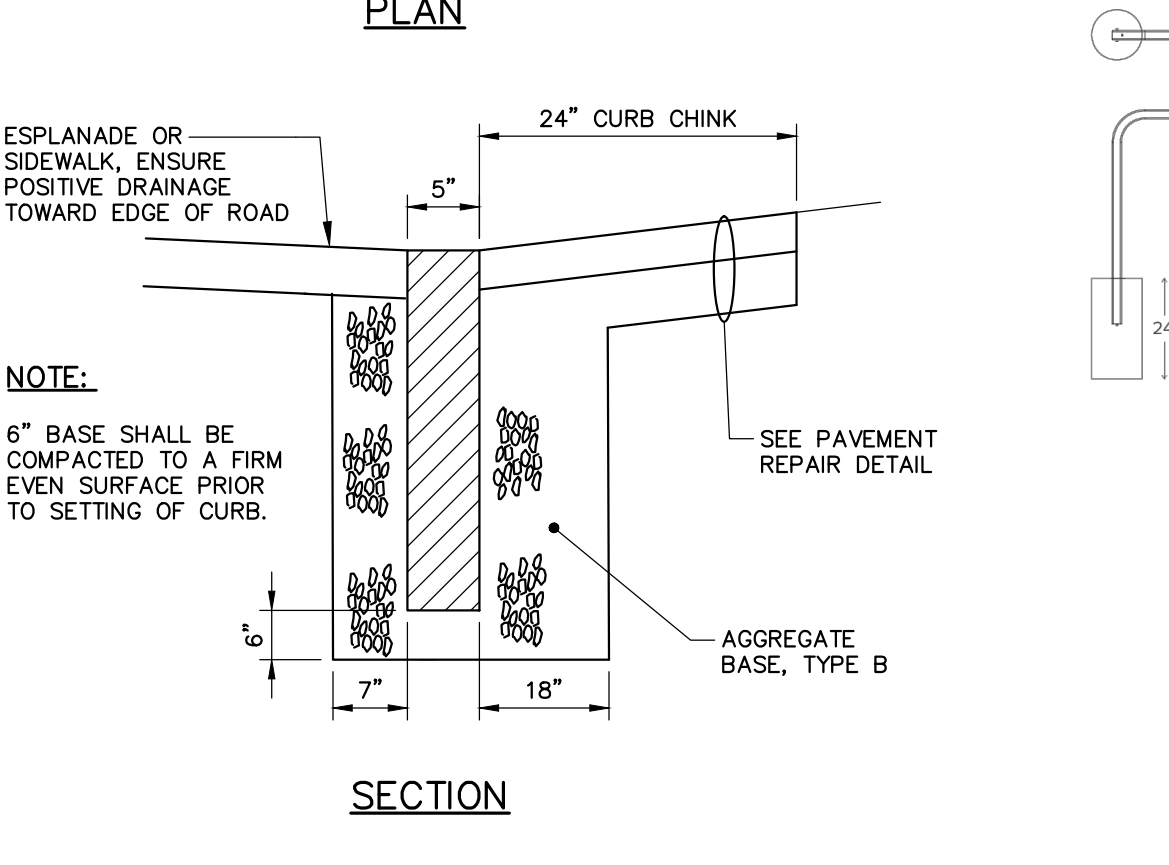


PIPE INSTALLATION DETAIL N.T.S.

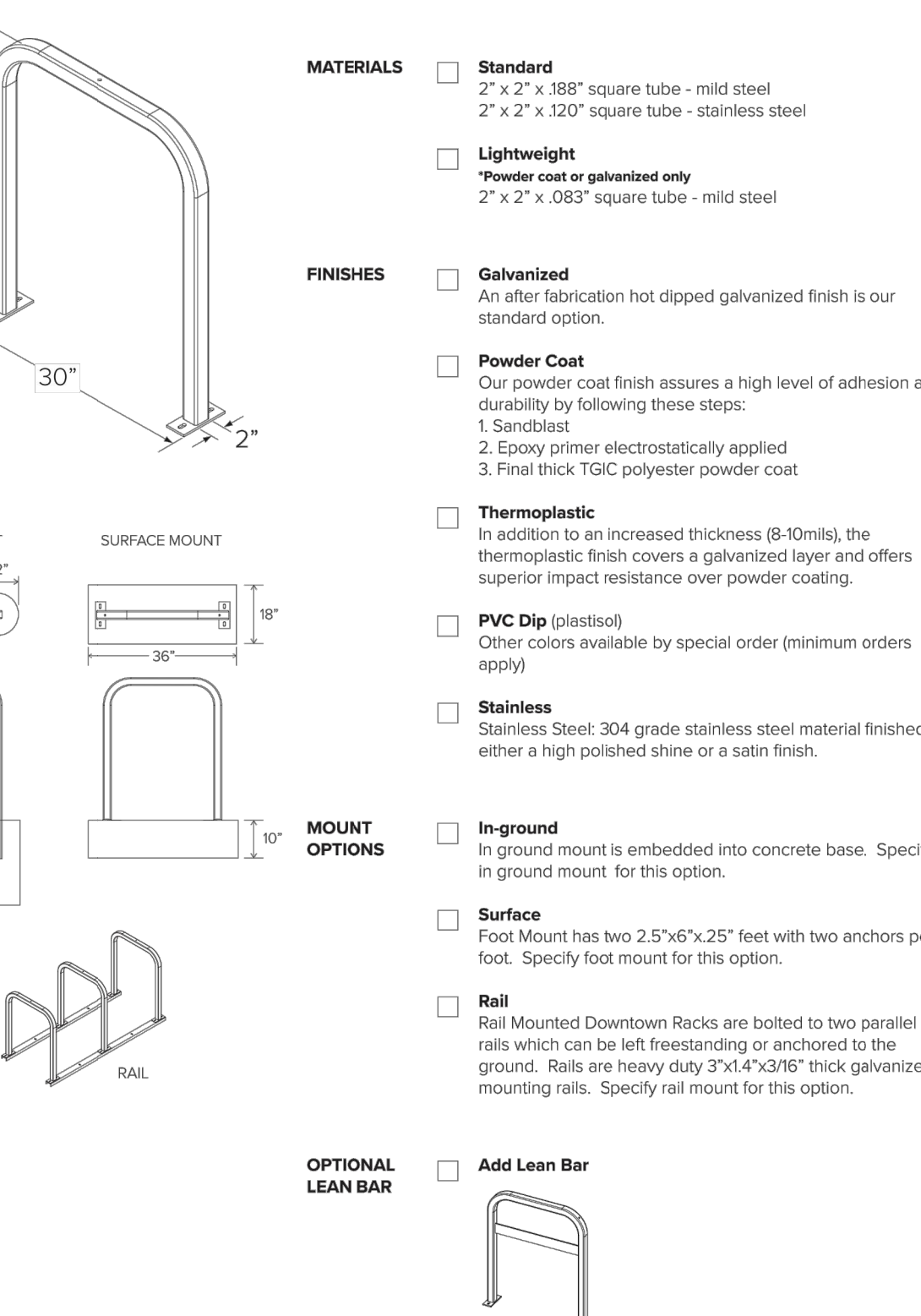
PIPE INSTALLATION DETAIL - NOTES

- ALTERNATIVE CONSTRUCTION METHODS OR PAYMENT METHODS SHALL BE APPROVED IN ADVANCE.
- 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.
- 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 INCHES.
- 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
30	6.0
36	7.0
42	8.0
48	8.0



TYPICAL FLUSH CURB INSTALLATION N.T.S.



BIKE RACK DETAIL N.T.S.

NOTES:

- ALL DETECTABLE WARNING PLATES SHALL BE UNCOATED CAST IRON. FOLLOW MANUFACTURER'S INSTRUCTIONS FOR INSTALLATION.
- CAST IN PLACE CONCRETE SHALL MEET SPECIFICATIONS FOR MAINE D.O.T. CLASS A STRUCTURAL CONCRETE. MINIMUM COMPRESSIVE STRENGTH 4000 PSI. THE EXPOSED CONCRETE BORDER SHALL RECEIVE A UNIFORM BROOM FINISH PERPENDICULAR TO THE FLOW OF PEDESTRIAN TRAFFIC.
- 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.
- SIZE: THE DETECTABLE WARNING PLATES SHALL EXTEND 24 INCHES MINIMUM IN THE DIRECTION OF TRAVEL AND THE PLATE WIDTH AND CONCRETE SHALL EXTEND THE WIDTH OF THE CURB RAMP, LANDING, OR BLENDING 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 CROSS.

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DAVID A. SENUS
PROFESSIONAL ENGINEER
LICENSE NO. 10001
EXPIRES 12/31/2018

NO.	REVISION	DATE	DESCRIPTION
1	RESPONSE TO COMMENTS SUBMISSION	12/22/2018	
2	RESPONSE TO COMMENTS SUBMISSION	02/02/2019	
3	RESPONSE TO COMMENTS SUBMISSION	02/02/2019	

DESIGNED BY: DMS
DRAWN BY: BGM
CHECKED BY: C-203

MAINE MEDICAL CENTER
BRANHALL STREET
PORTLAND, ME 04102

MMC ST. JOHN STREET
EMPLOYEE PARKING GARAGE

JOB NO.: 0231158-00
DATE: JUNE 22, 2018
SCALE: AS NOTED
SHEET: 14 OF 17

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