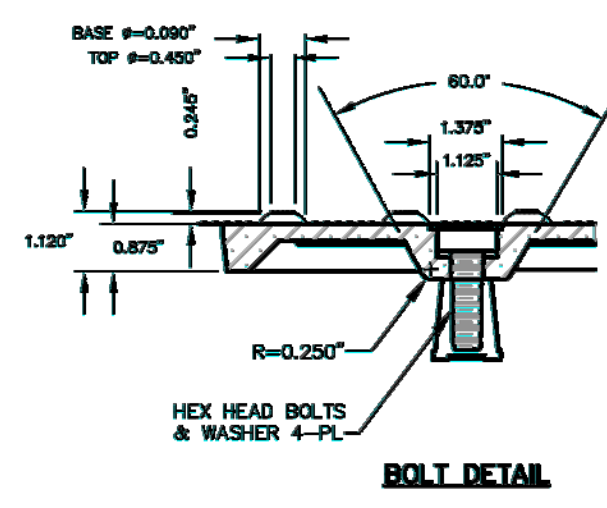


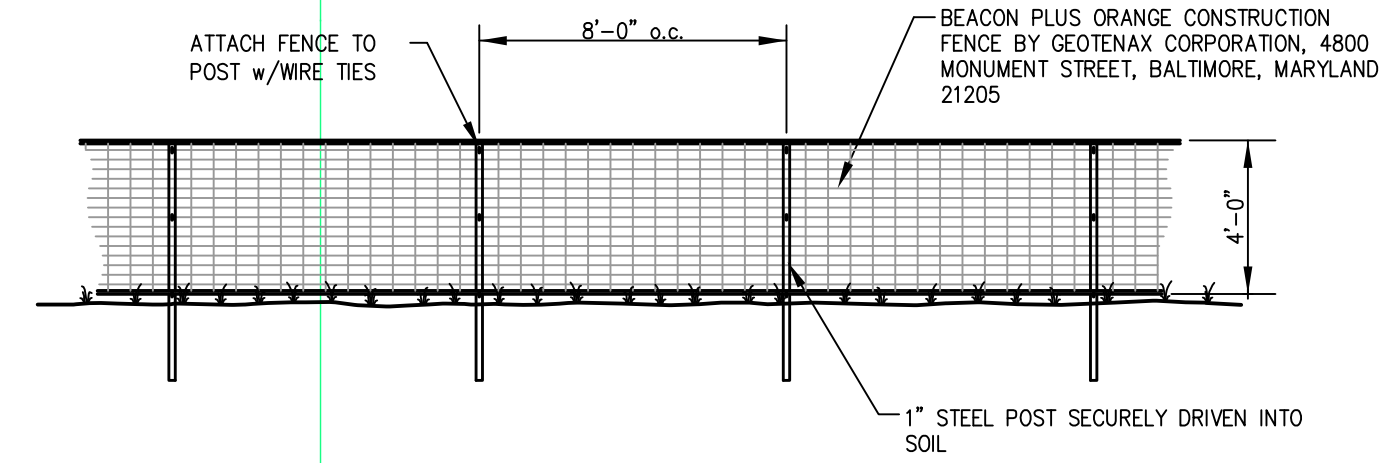
A SIDEWALK RAMP DETECTABLE WARNING PANEL
NOT TO SCALE



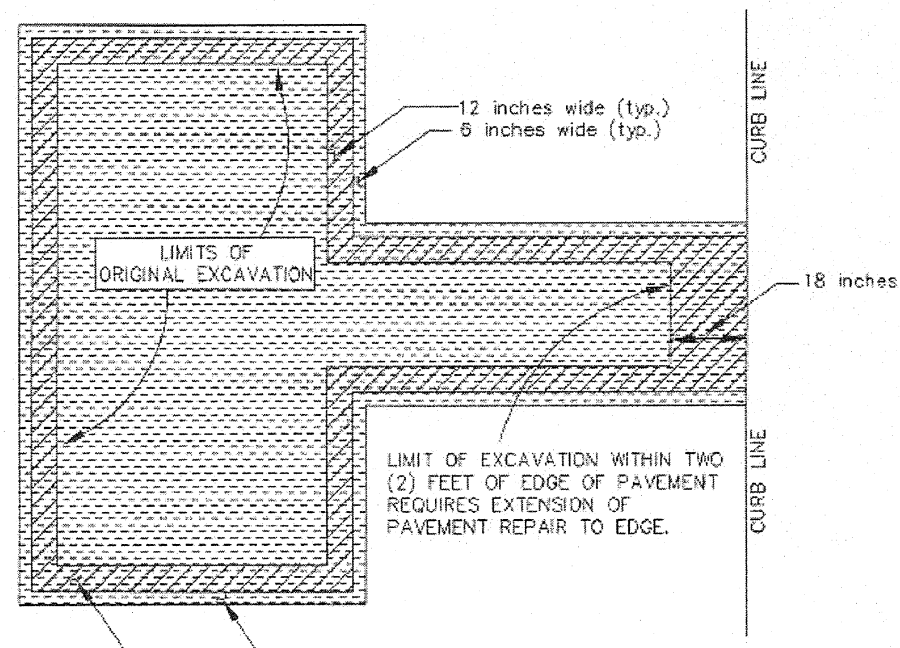
NOTES:

1. COMPOSITE WET SET (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 DOME 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 1-7A AND TECHNICAL MANUAL SECTION 1.8.4), FEDERAL YELLOW COLORED (#33336) 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 8 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.

A SIDEWALK RAMP DETECTABLE WARNING PANEL
N.T.S.



C ORANGE CONSTRUCTION FENCE DETAIL
N.T.S.

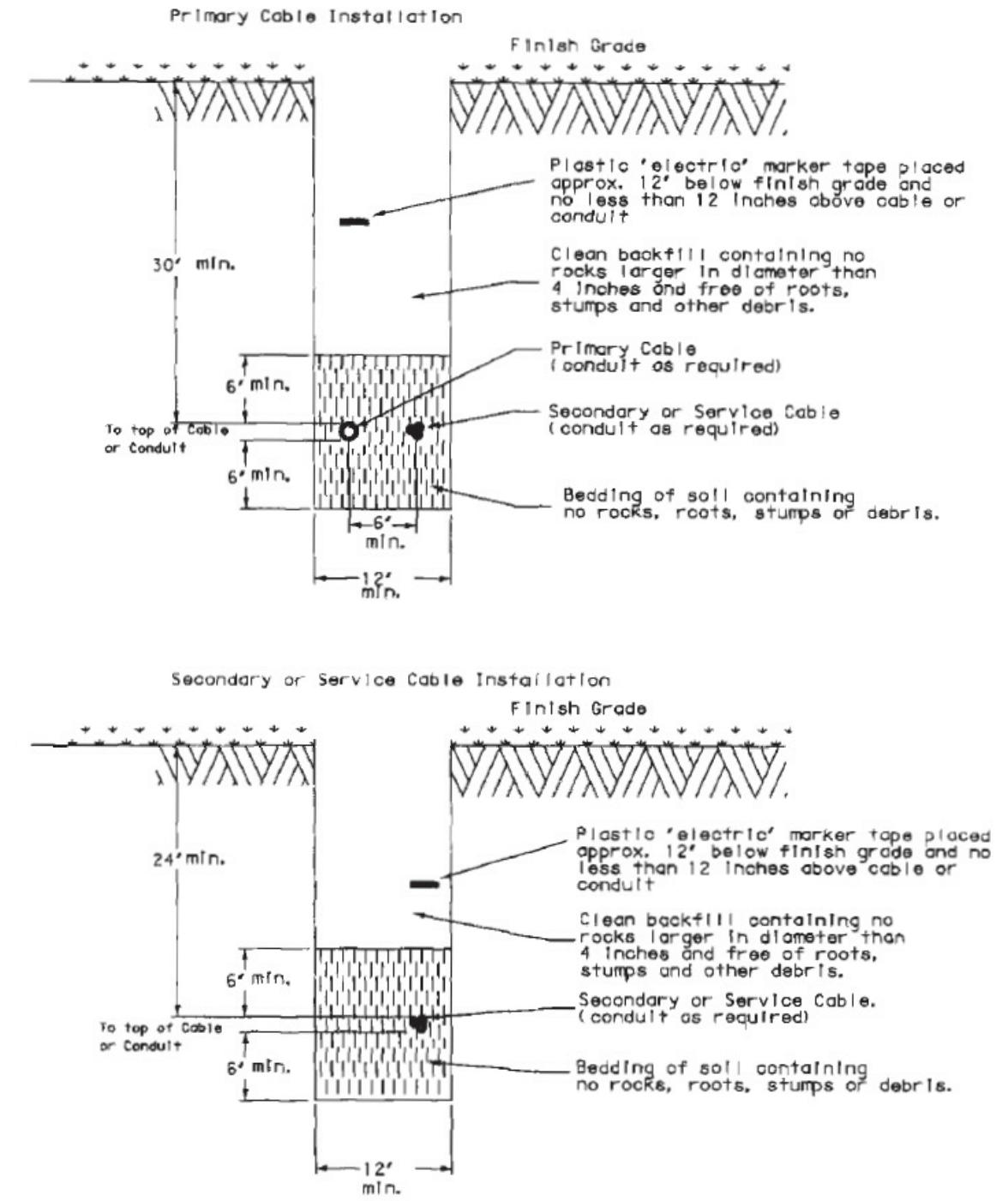


PERMANENT PAVEMENT
AFTER FREEZE/THAW CYCLE, GRIND TEMPORARY REPAIR AREA PLUS SIX (6) INCHES BEYOND IN ALL DIRECTIONS; MINIMUM OF ONE AND ONE-HALF (1 1/2) INCH DEPTH OVERLAY IN ACCORDANCE WITH CITY REGULATIONS. (TYP.)

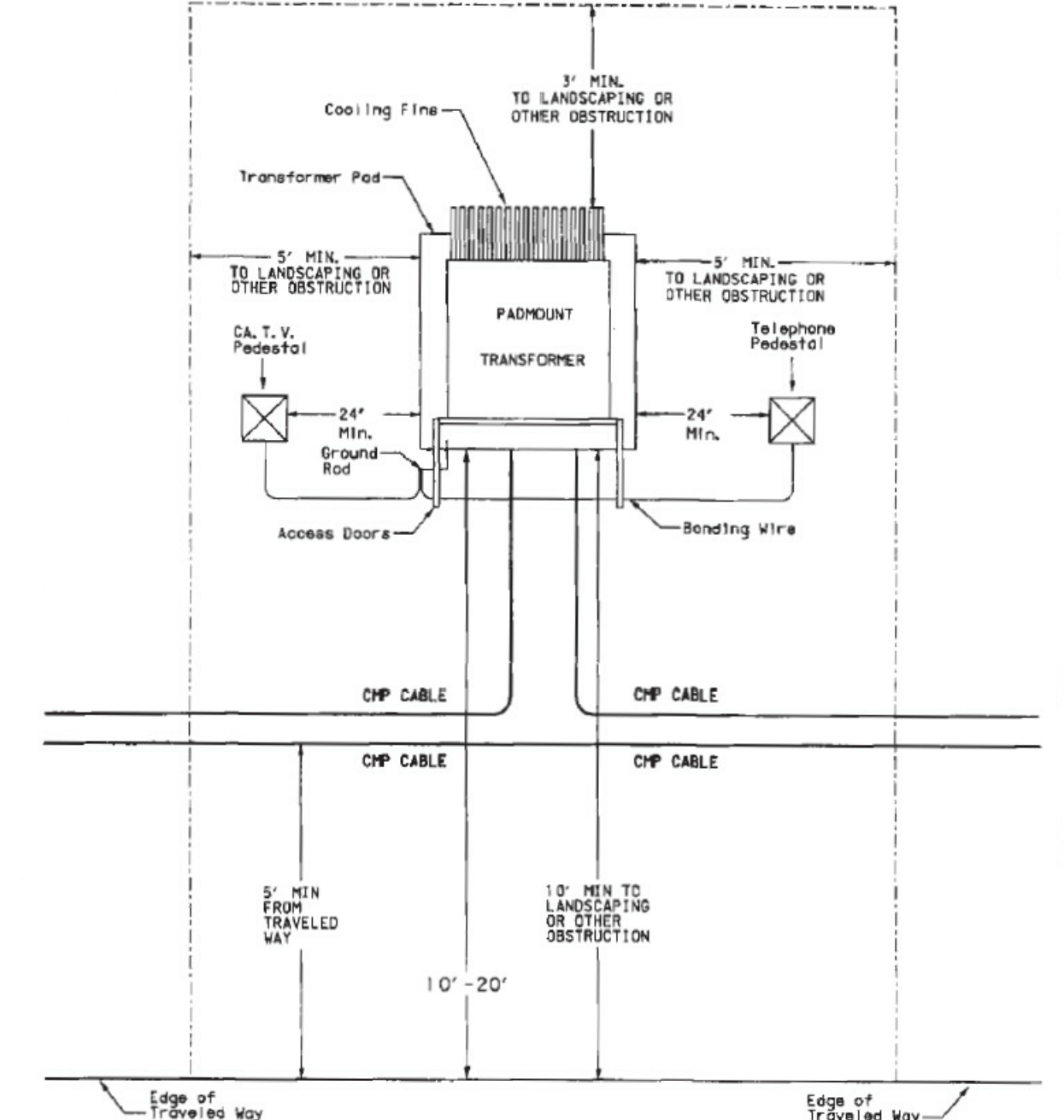
TEMPORARY PAVEMENT
PLACED ON WELL COMPACTED BASE OF EXISTING AND NEW MATERIAL EXTENDS TWELVE (12) INCHES BEYOND EXCAVATION. (TYP.)

D PLAN VIEW OF MINOR EXCAVATION PAVEMENT REPAIR
N.T.S.

UNDERGROUND CABLE INSTALLATION TRENCH OCCUPIED BY CENTRAL MAINE POWER COMPANY ONLY



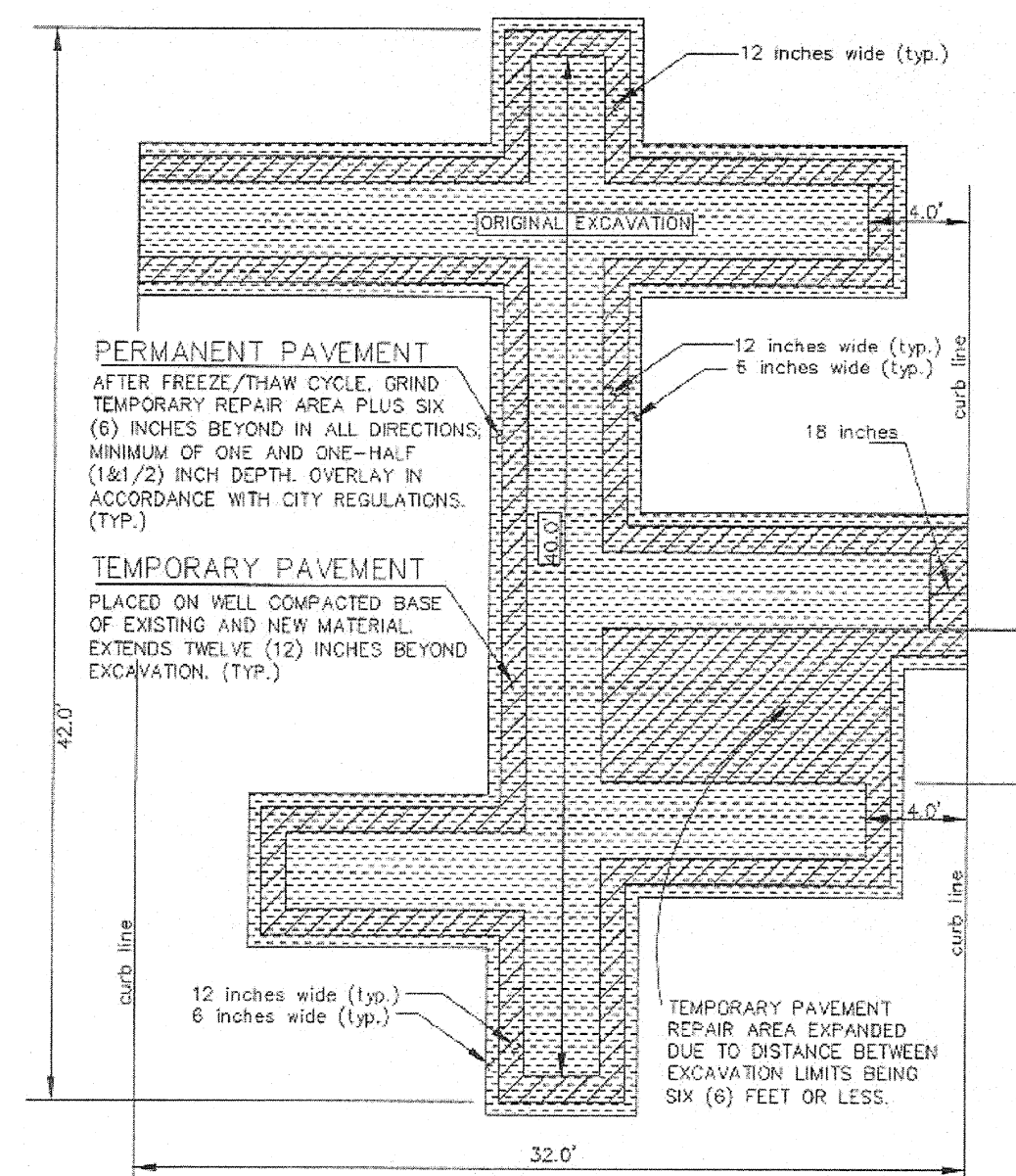
F UNDERGROUND CABLE TRENCH FOR POWER ONLY
N.T.S.



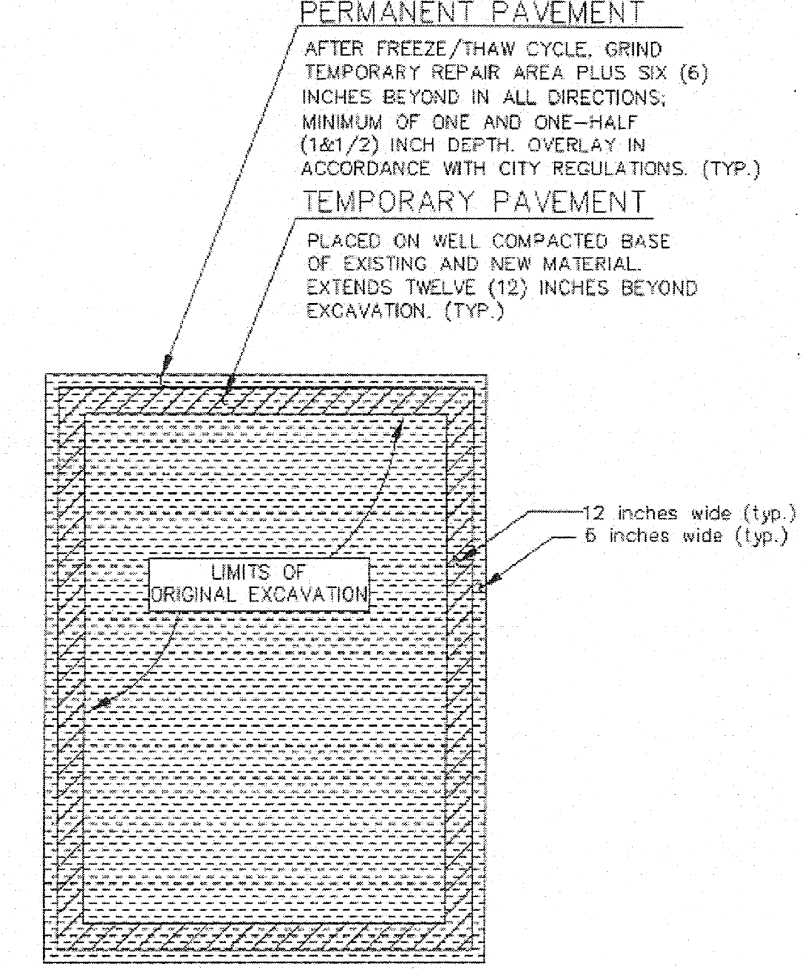
Preferred layout of a padmount transformer and direct buried underground distribution system. Prior CMP approval is required for any deviation from this layout.

At each transformer location a level 10 feet by 10 foot (minimum) area will be provided. The elevation of this area shall be sufficiently high to always be above the highest expected water level and at or above the top of any nearby ditch slope. The transformer foundation shall be installed so the top of the foundation is 6 inches above this elevation. The transformer foundation shall be installed no more than 20 feet from a road surface.

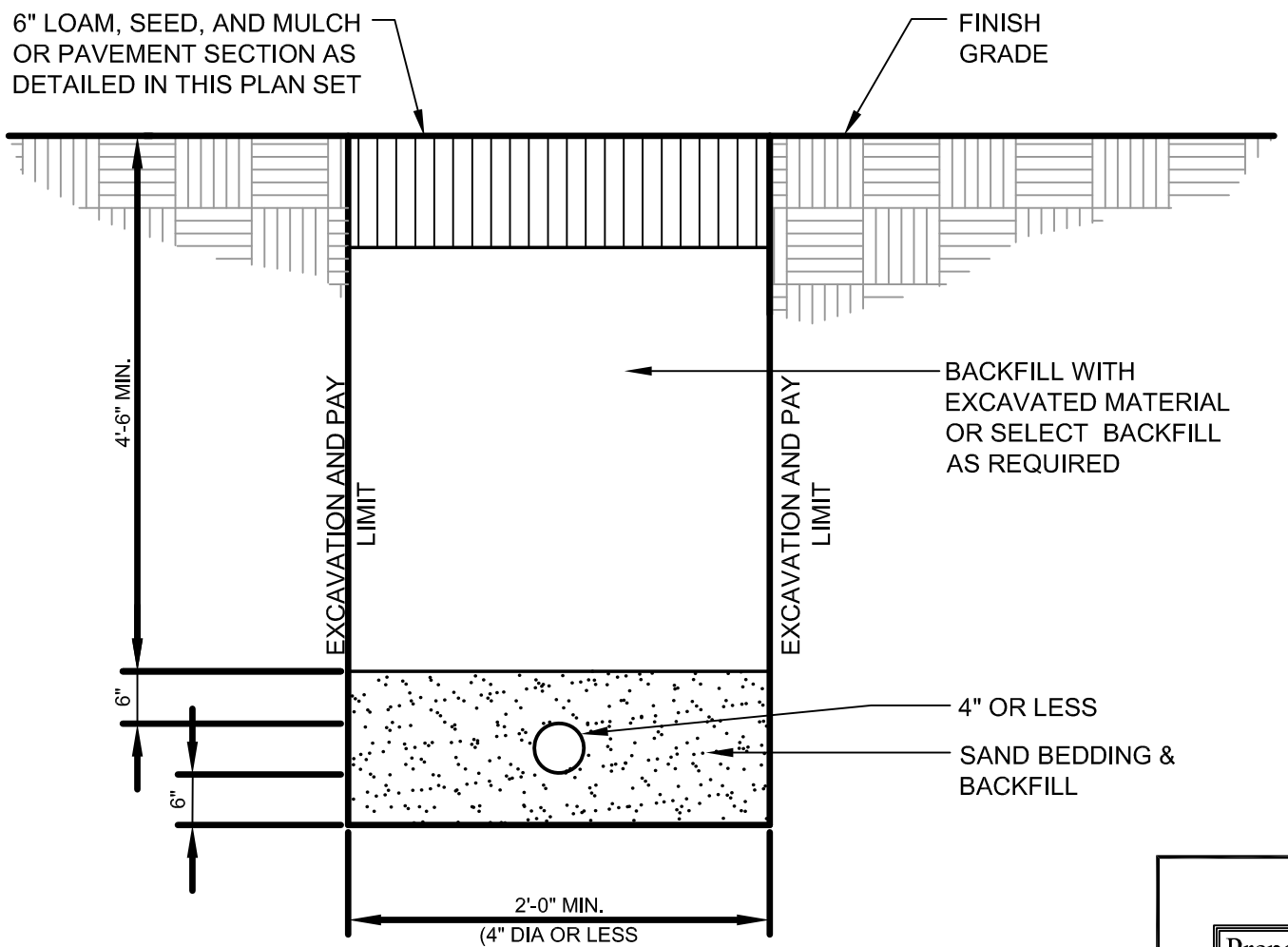
H CMP PADMOUNT TRANSFORMER LAYOUT (IF REQUIRED)
N.T.S.



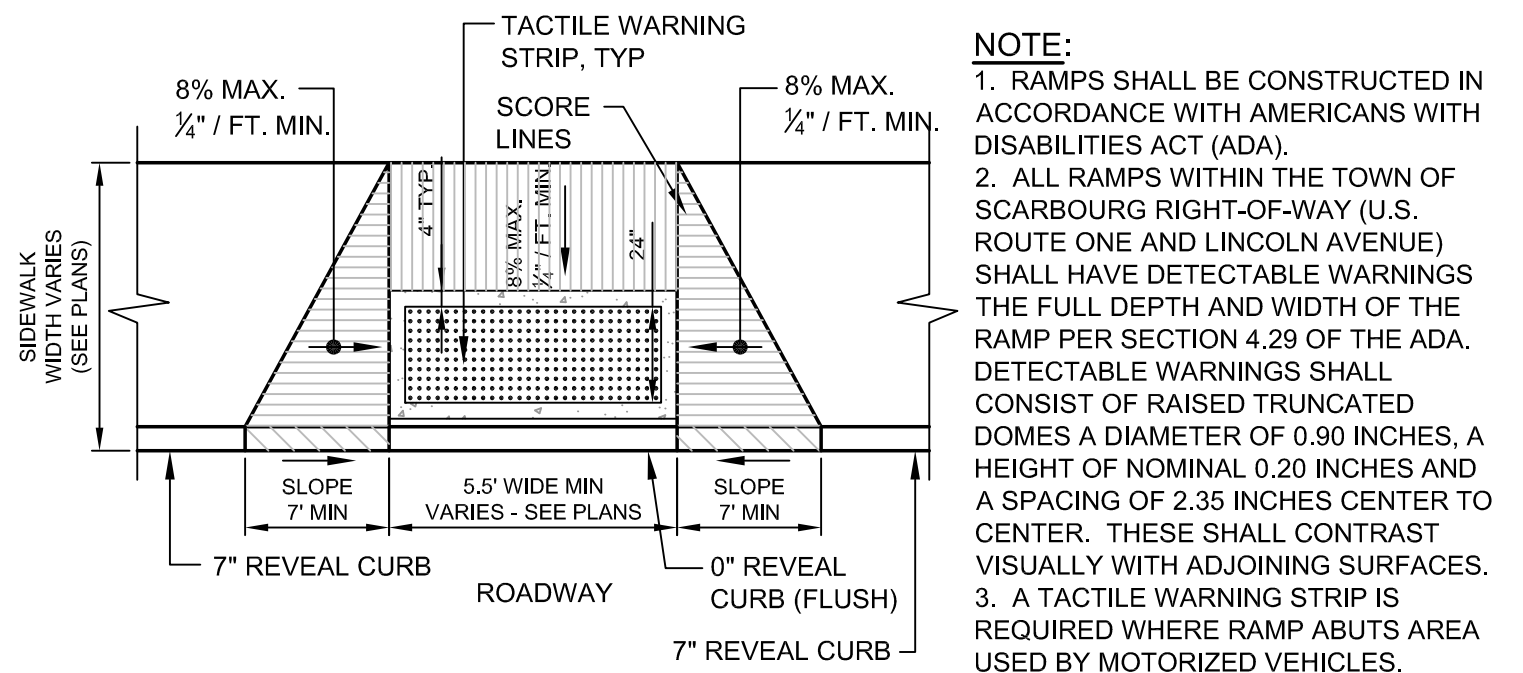
B PLAN VIEW OF MAJOR EXCAVATION PAVEMENT REPAIR
N.T.S.



E PLAN VIEW OF MINOR EXCAVATION PAVEMENT REPAIR
N.T.S.



G WATER SERVICE TRENCH DETAIL
N.T.S.



I BARRIER FREE RAMP DETAILS
N.T.S.

Prepared For: DEVELOPERS COLLABORATIVE PREDEVELOPMENT L.L.C.	Project: NATHAN CLIFFORD SCHOOL REDEVELOPMENT	Revisions: 12.20.13 - RELEASED FOR BIDS 11.19.13 - FINAL PLAN SUBMISSION 11.12.13 - FINAL PLAN SUBMISSION 11.05.13 - FINAL PLAN SUBMISSION 10.16.13 - REV. PLAN SUBMISSION 10.01.13 - PRELIMINARY PLAN SUBMISSION TO CITY
17 CHESTNUT STREET PORTLAND, ME 04101	FALMOUTH STREET PORTLAND, MAINE	Date: OCT. 2012
Architect: ARCHETYPE Architects 48 Union Wharf Portland, Maine 04101 (207) 772-6022 Fax (207) 772-4056	Scale: N.T.S.	C-7.2