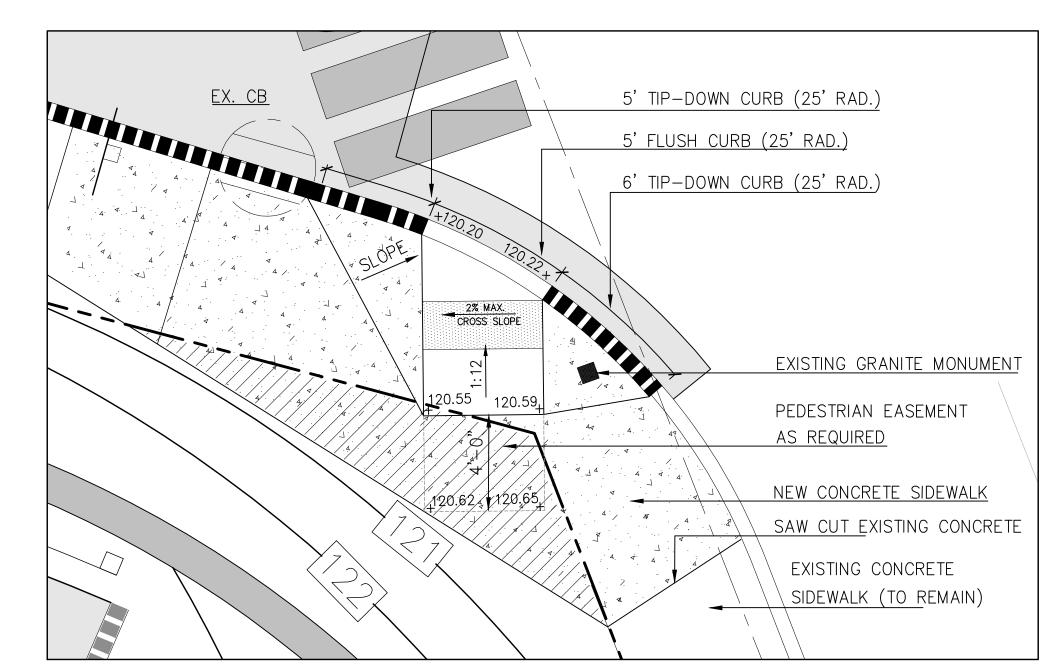
STEVENS AVE./ARBOR STREET INTERSECTION



COMPOSITE WET SET (REPLACEABLE) COMPOSITE WET SET (REPLACEABLE) DETECTABLE WARNING PANELS SHALL BE AS DETECTABLE WARNING PANELS SET IN WET MANUFACTURED BY ADA SOLUTIONS, INC. (ADATILE.COM), OR APPROVED EQUAL. CONCRETE PER MANUFACTURE'S 2. CAST-IN-PLACE CONCRETE SHALL MEET SPECIFICATIONS FOR MAINE D.O.T. CLASS A INSTRUCTIONS-DARK GRAY (#36118). STRUCTURAL CONCRETE, MINIMUM COMPRESSIVE STRENGTH 4,000 PSI. THE CONCRETE SHALL BE SEALED PRIOR TO SETTING PANEL. THE EXPOSED CONCRETE BORDER SHALL RECEIVE A GROOVED EDGE BETWEEN THE PANEL AND THE CONCRETE, ALONG -CONCRETE WITH A UNIFORM BROOM FINISH PERPENDICULAR TO THE FLOW OF PEDESTRIAN 3. TRUNCATED DOMES SHALL BE ALIGNED IN ROWS, PARALLEL AND PERPENDICULAR TO THE PREDOMINANT DIRECTIONS 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 I.S.4.), GRAY COLORED 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 6-INCHES MINIMUM AND  $\theta$ -INCHES MAXIMUM FROM THE CURB LINE. THE PANEL SHALL BE ORIENTED TO THE DIRECTION OF TRAVEL AS IDENTIFIED BY THE POINT OF EGRESS. <u>PLAN VIEW</u> 48"MINIMUM LIO" COMPACTED CONCRETE SECTION VIEW AGGREGATE BASE GRAVEL HEAD BOLTS BOLT DETAIL

SIDEWALK RAMP DETECTABLE WARNING TILE L2.I NOT TO SCALE

FOREST AVE./ARBOR STREET INTERSECTION

<u>EXISTING</u> SIDEWALK. EXISTING MANHOLE. ADJUST AS NEEDED. <sup>†</sup>126.80 EXISTING SIGN TO REMAIN PEDESTRIAN EASEMENT AS REQUIRED SAW CUT EXISTING CONCRETE EX. CB RIM=125.84 **EXISTING** <u>CONCRETE</u> SIDEWALK. EXISTING SIGN TO REMAIN

SAW CUT EXISTING CONCRETE |RIM| = 118.29/PEDESTRIAN EASEMENT REQUIRED EXISTING CONCRETE **EXISTING** ADJUST TIPDOWN TO <u>CONCRETE</u> MATCH CB CURB INLET SIDEWALK. RIM=117.75 FOREST AVE./POLAND STREET INTERSECTION

OCTOBER 17, 2014

Prepared For:

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Landscape Architects

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a

The Staples School

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Prepared By:

Portland, Maine 04103

MITCHELL & ASSOCIATES

Owner:

Applicant: The Park Danforth

Issued For:

Avenu

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Steve

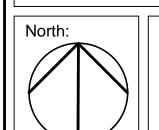
Revisions: NOV. 25, 2014: Per City of Portland Staff Review Comments

PERMITTING

JAN. 5, 2015: Per City of Portland **Staff Review Comments** MAR. 25, 2015: Site Pricing Set

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CURB CUT AND



Sheet No.:

STEVENS AVE./POLAND STREET INTERSECTION SCALE: |' = 4'-0"

© 2015 RAMP DETAIL PLANS Scale: AS SHOWN

ROBERT B. METCALF