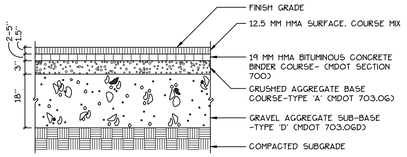
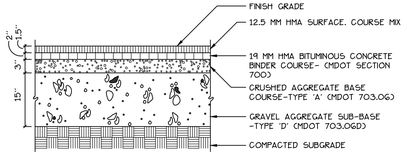


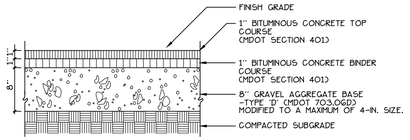
1 L5 BITUMINOUS PAVEMENT- ROAD- CITY OF PORTLAND STANDARD

NOT TO SCALE



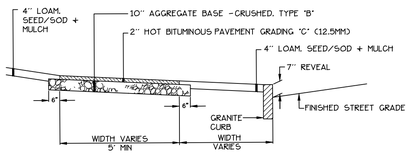
2 L5 BITUMINOUS PAVEMENT- PARKING LOT

NOT TO SCALE



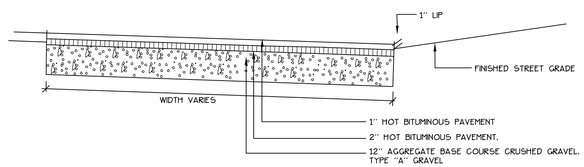
3 L5 BITUMINOUS SIDEWALK

NOT TO SCALE



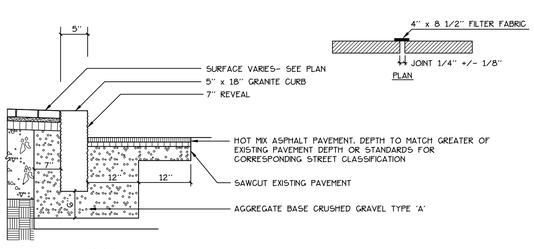
4 L5 BITUMINOUS SIDEWALK WITH GRANITE CURB- CITY OF PORTLAND

NOT TO SCALE



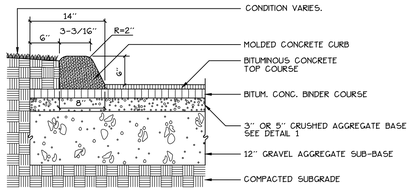
5 L5 BITUMINOUS DRIVEWAY APRON

NOT TO SCALE



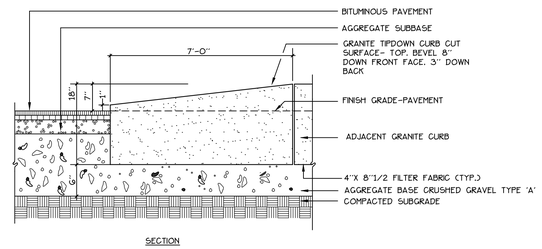
6 L5 VERTICAL GRANITE CURB- CITY RIGHT OF WAY

NOT TO SCALE



7 L5 SLIPFORM CONCRETE CURB-DRIVEWAY

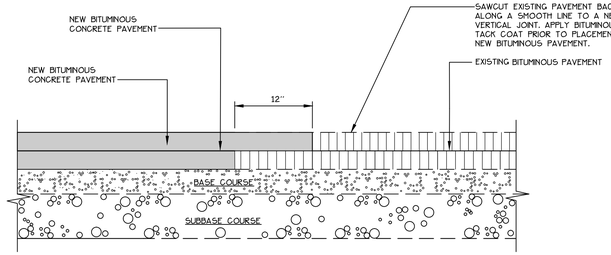
NOT TO SCALE



SECTION

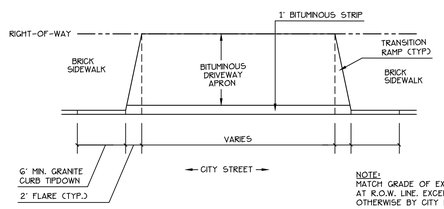
8 L5 GRANITE TIP-DOWN CURB

NOT TO SCALE



9 L5 PAVEMENT SAWCUT DETAIL

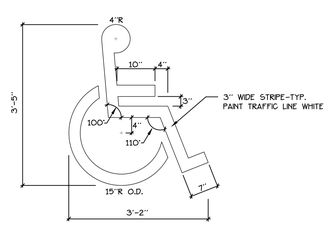
NOT TO SCALE



NOTE:
MATCH GRADE OF EXISTING DRIVEWAY AT R.O.W. LINE, EXCEPT WHEN DIRECTED OTHERWISE BY CITY ENGINEER

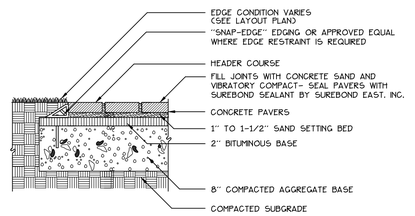
10 L5 DRIVEWAY APRON LAYOUT

NOT TO SCALE



11 L5 ACCESSIBLE SPACE MARKINGS

NOT TO SCALE

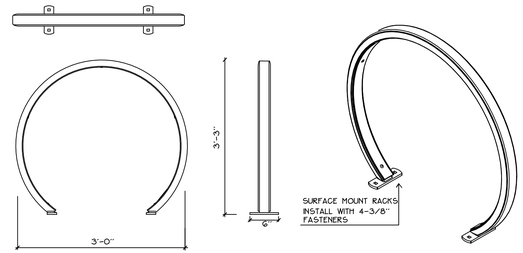


NOTE:
PAVERS SHALL BE SEALED WITH SUREBOND SB-1370 JOINT STABILIZING SEALER OR APPROVED EQUAL

MANUFACTURER: GENEST CONCRETE WORKS, INC. OR APPROVED EQUAL

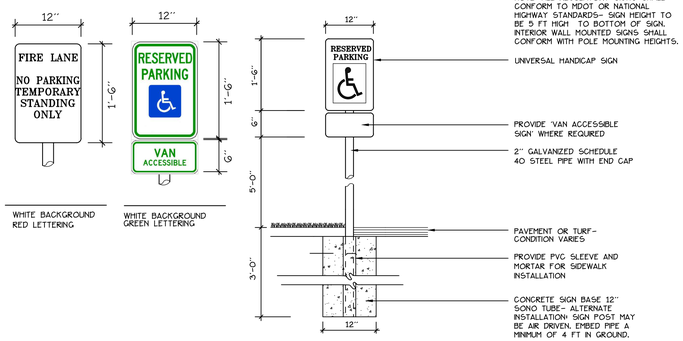
12 L5 CONCRETE PAVERS

NOT TO SCALE



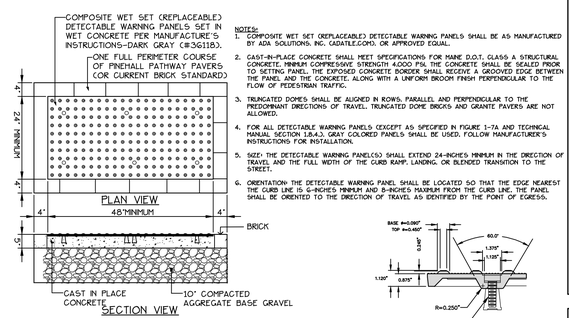
13 L5 SPORTWORKS 'OAHU' BIKE RACK DETAIL

NOT TO SCALE



14 L5 HANDICAP PARKING SIGNAGE AND REGULATORY SIGNS

NOT TO SCALE



NOTES:
1. COMPOSITE WET SET (REPLACEABLE) DETECTABLE WARNING PANELS SHALL BE AS MANUFACTURED BY ADA SOLUTIONS, INC. CADATILE-COMO, 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 SCALED PRIOR TO SETTING PANEL. THE EXPOSED CONCRETE BORDER SHALL RECEIVE A GROOVED EDGE BETWEEN THE PANEL AND THE CONCRETE, ALONG WITH A UNIFORM BROOM FINISH PERPENDICULAR TO THE FLOW OF PEDESTRIAN TRAFFIC.
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 1.8.4.3. 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 8-INCHES MAXIMUM FROM THE CURB LINE. THE PANEL SHALL BE ORIENTED TO THE DIRECTION OF TRAVEL AS IDENTIFIED BY THE POINT OF EGRESS.

15 L5 SIDEWALK RAMP DETECTABLE WARNING TILE

NOT TO SCALE

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Date:
APRIL 10, 2015

Issued For:
SITE PLAN AND SUBDIVISION PLAN REVIEW

Revisions:
Rev. 5/22/15

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Title:
SITE DETAILS

Scale:
AS SHOWN

LICENSED LANDSCAPE ARCHITECT
ROBERT B. METCALF
No. 1815

Sheet No.:
L5