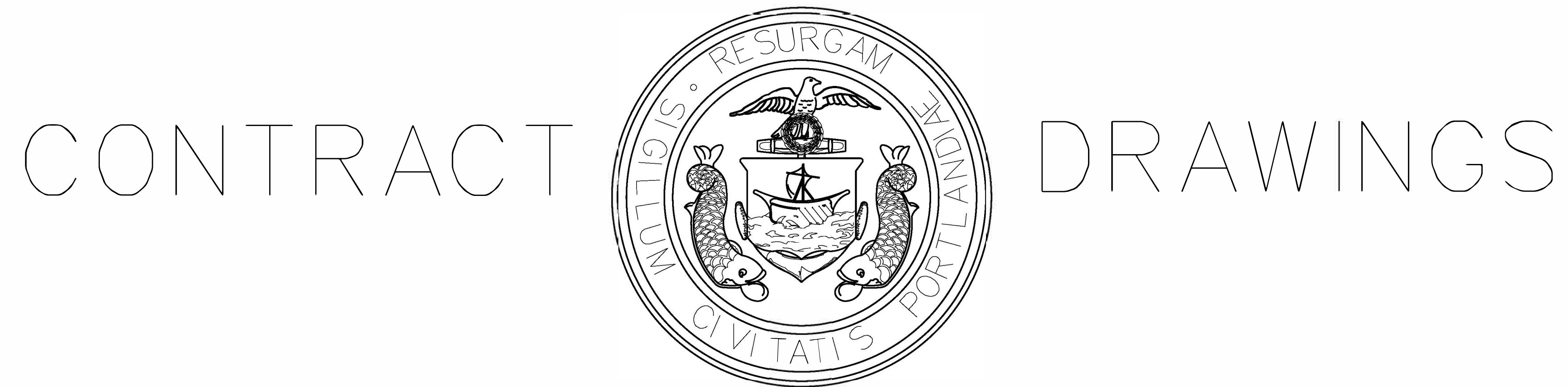


CITY OF PORTLAND PUBLIC WORKS DEPARTMENT



2026 CDBG SIDEWALK AND ADA PROJECT *BID # 26100*

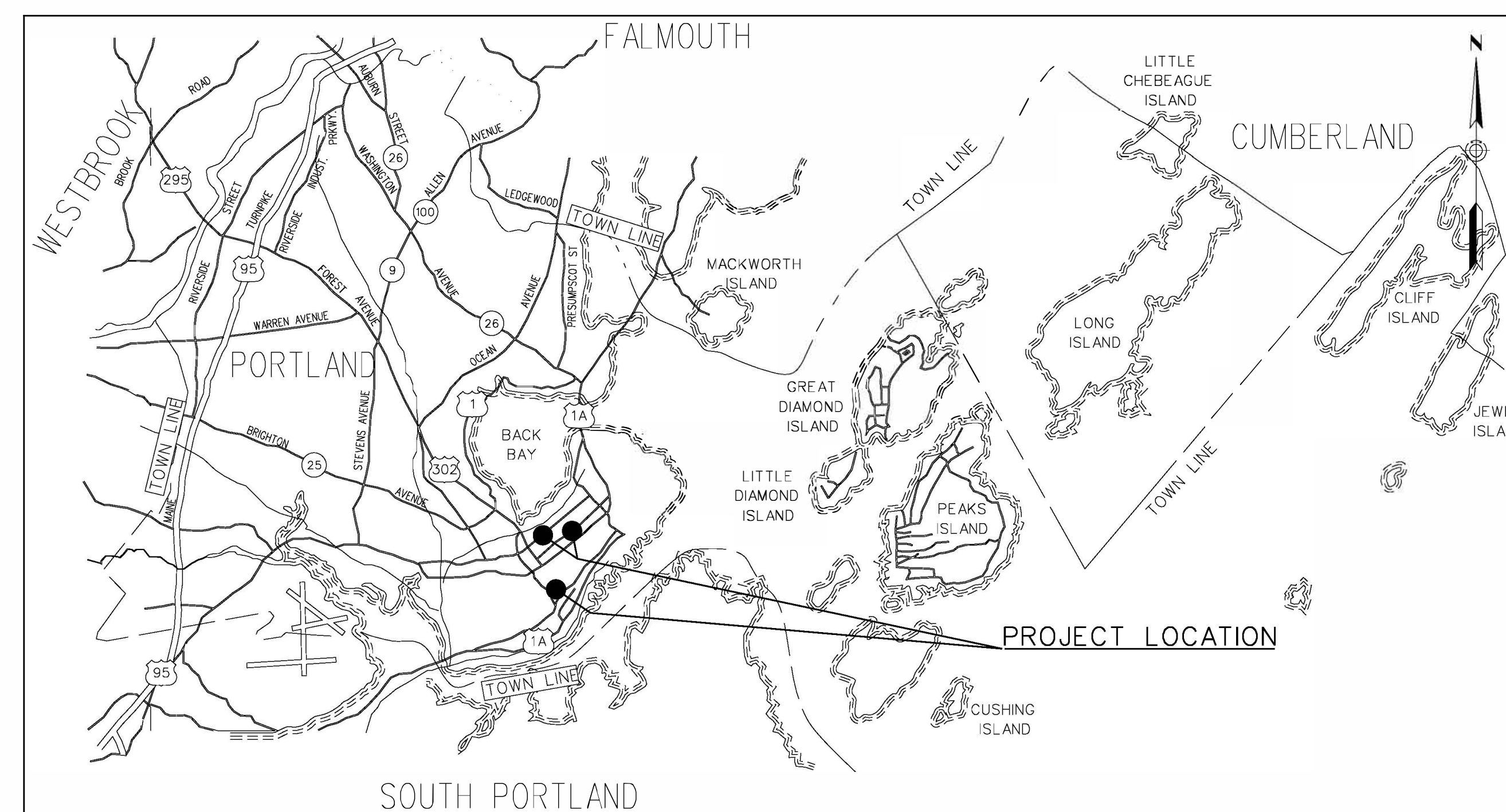
INDEX OF PLANS

<u>SHEET NO.</u>	<u>SHEET TITLE</u>
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2	GENERAL NOTES
3-10	CONGRESS STREET SIDEWALK
11	TATE STREET SIDEWALK
12	CUMBERLAND AVENUE SIDEWALK
13-16	DETAILS

DESIGNED BY:



MAY 2026



GENERAL NOTES:

1. PROTECT EXISTING FEATURES/STRUCTURES NOT CALLED OUT FOR REPLACEMENT/ALTERATION.
2. THE CITY OF PORTLAND SHALL HAVE THE RIGHT AND AUTHORITY TO DETERMINE THE ACCEPTABILITY OF WORK AND MATERIALS IN PROGRESS OR COMPLETED. THE CITY OF PORTLAND SHALL HAVE THE RIGHT TO REJECT ANY WORK OR MATERIALS WHICH DO NOT CONFORM, IN ITS SOLE OPINION, TO THE PLANS OR SPECIFICATIONS.
3. PRIOR TO THE BEGINNING OF CONSTRUCTION, THE CONTRACTOR SHALL SECURE A STREET OPENING PERMIT FROM THE PORTLAND DEPARTMENT OF PUBLIC WORKS. NO FEE WILL BE CHARGED FOR THIS PERMIT.
4. ALL MATERIAL SCHEDULES SHOWN ON THE PLANS ARE FOR GENERAL INFORMATION ONLY. THE CONTRACTOR SHALL PREPARE THEIR OWN MATERIAL SCHEDULES BASED UPON THEIR PLAN REVIEW. ALL SCHEDULES SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO ORDERING MATERIALS OR PERFORMING WORK.
5. PRIOR TO ORDERING CURB, THE CONTRACTOR SHALL REVIEW LOCATIONS OF EXISTING CURB JOINTS IN FIELD AND CONFIRM LENGTHS OF NEW CURBING ADJACENT TO EXISTING CURBING.
6. CONTRACTOR SHALL USE CAUTION WHEN WORKING NEAR EXISTING OVERHEAD LINES.
7. DISPOSITION OF SURPLUS MATERIAL SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. SURPLUS MATERIAL SHALL NOT BE DISPOSED OF ON THE PROJECT SITE. DISPOSITION SHALL BE MADE ONLY AT WASTE AREAS WHICH ARE LICENSED TO ACCEPT SUCH MATERIALS, UNLESS THE MATERIALS CAN BE INCORPORATED IN FILLS IN OTHER PROJECTS OF THE CONTRACTOR.
8. IF CONTRACTOR PROPOSES TO TEMPORARILY STOCKPILE ANY SURPLUS SOIL AND ROCK IN THE CITY OF PORTLAND, THE CONTRACTOR SHALL OBTAIN APPROVAL FOR EACH STOCKPILE LOCATION FROM THE CITY. IF CONTRACTOR PROPOSES TO PERMANENTLY STOCKPILE ANY SURPLUS SOIL AND ROCK ON PROPERTY IN THE CITY OF PORTLAND, THE CONTRACTOR MUST OBTAIN ANY SITE PLAN AND FILL PERMITS REQUIRED FROM CITY PLANNING AUTHORITY OR ANY FILL PERMITS REQUIRED FROM MAINE DEP OR US ARMY CORP OF ENGINEERS. BOTH TEMPORARY AND PERMANENT STOCKPILE LOCATIONS SHALL MEET THE APPLICABLE SETBACK REQUIREMENTS IN THE CITY LAND USE CODE.
9. MAINTENANCE OF TRAFFIC SHALL BE FOLLOWING THE MOST CURRENT VERSION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" AND THE MAINE DOT SPECIFICATIONS AND STANDARD PLANS.
10. THE CONTRACTOR SHALL CALL THE APPROPRIATE UTILITY COMPANY AND DIG SAFE (888-344-7233) AT LEAST 72 HOURS PRIOR TO ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR THE ELEVATION OF THE EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND WHERE POSSIBLE MEASUREMENTS TAKEN IN THE FIELD. THE FOLLOWING UTILITIES MAY HAVE FACILITIES WITHIN THE PROJECT LIMITS: · CENTRAL MAINE POWER COMPANY · UNITIL · PORTLAND FIRE DEPARTMENT · PORTLAND WATER DISTRICT · CITY OF PORTLAND · SPECTRUM · CONSOLIDATED COMMUNICATIONS · AT&T ANY ADDITIONAL UTILITY WORK NOT SPECIFIED ON THE PLANS SHALL BE COMPLETED BY THE RESPECTIVE UTILITY COMPANY. IT SHOULD BE NOTED THAT RECENT UPGRADES TO THE GAS LINE WERE MADE BY UNITIL/NEUCO IN AUGUST 2020. THIS WORK WAS CONDUCTED AFTER THE SURVEY WAS COMPLETED.
11. CONTRACTOR SHALL COORDINATE ANY DISRUPTION OF PRIVATE UTILITY SERVICES WITH LAND OWNER AT LEAST 2 DAYS (48 HOURS) PRIOR TO SCHEDULED DISRUPTION.
12. EXCAVATIONS ACCOMPLISHED AS PART OF THIS PROJECT SHALL BE CONSTRUCTED IN ACCORDANCE WITH OSHA REGULATIONS SUBPART P OF 29 CRF PART 1926.650-652 (CONSTRUCTION STANDARD FOR EXCAVATIONS).
13. LOCATIONS OF RIGHT-OF-WAY SHOWN ON PLANS ARE APPROXIMATE ONLY.
14. THE CONTRACTOR SHALL COMPLETE THE WORK WITHIN THE RIGHT-OF-WAY, AND SHALL BE RESPONSIBLE IF TRESPASSING ON PRIVATE PROPERTY OCCURS.
15. CONTRACTOR SHALL NOT PARK, IMPEDE ACCESS OR STORE EQUIPMENT/MATERIAL ON ADJACENT PRIVATELY OWNED LAND WITHOUT WRITTEN CONSENT FROM THE CITY OR LAND OWNER.
16. THE CONTRACTOR SHALL RESTORE ALL AREAS DISTURBED OR DAMAGED BY CONSTRUCTION ACTIVITIES, TO ORIGINAL FINISH SURFACE (LAWN, PAVEMENT, GRAVEL, ETC.) UNLESS NOTED OTHERWISE ON PLANS. RESTORATION OF PAVED SURFACES, GRAVEL SURFACES, DRIVEWAYS, WALKWAYS, LAWNS AND OTHER AREAS SHALL BE AT THE CONTRACTORS EXPENSE. ALL CURB DAMAGED BY CONSTRUCTION ACTIVITIES SHALL BE REPLACED IN KIND, AT THE CONTRACTORS EXPENSE, AND SHALL CONFORM TO CITY OF PORTLAND STANDARDS.
17. ALL SIGNING, SIGNAL AND STRIPING MATERIALS AND PLACEMENT SHALL CONFORM TO THE MOST CURRENT EDITION OF THE MAINE DOT STANDARD SPECIFICATIONS, SUPPLEMENTAL SPECIFICATIONS AND STANDARD DETAILS AND WITH THE FEDERAL HIGHWAY ADMINISTRATION "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES".
18. BUTT JOINTS SHALL BE USED AT ALL LOCATIONS WHERE THE PROPOSED PAVEMENT MEETS EXISTING PAVEMENT. NO FEATHERING OF PAVEMENT WILL BE PERMITTED. COST OF BUTT JOINTS SHALL BE INCIDENTAL TO PAY ITEMS IN SECTION 403 - HOT BITUMINOUS PAVEMENT AND SECTION 608 - SIDEWALKS AND DRIVEWAYS.
19. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRING ANY TRENCH PAVEMENT THAT HAS EXPERIENCED EXCESSIVE SETTLEMENT, CRACKING, OR OPENING OF JOINTS. REPAIRS MAY INCLUDE OVERLAY, REMOVAL OF UNACCEPTABLE MATERIALS, COMPLETE REPLACEMENT, JOINT SEALING, OR RECONSTRUCTING PAVEMENT JOINTS AS REQUIRED. THIS WORK MAY BE NECESSARY AFTER THE FINAL ACCEPTANCE OF WORK OR PRIOR TO THE ONE YEAR GUARANTEE. THIS WORK SHALL BE DONE AT THE CONTRACTOR'S EXPENSE.
20. ALL WORK COMPLETED UNDER THIS CONTRACT SHALL BE GOVERNED BY AND SHALL CONFORM WITH CITY OF PORTLAND TECHNICAL AND DESIGN STANDARDS AND GUIDELINES.
21. THE CONTRACTOR SHALL ANTICIPATE THAT GROUNDWATER WILL BE ENCOUNTERED DURING CONSTRUCTION AND SHALL INCLUDE SUFFICIENT COSTS WITHIN THEIR BID TO PROVIDE DEWATERING AS NECESSARY. NO SEPARATE PAYMENT SHALL BE MADE TO THE CONTRACTOR FOR DEWATERING.

- EXISTING FACILITIES/STRUCTURES (I.E. TREES, POLES, LIGHT POLES) SHALL BE REMOVED AND PROTECTED DURING CONSTRUCTION. CITY RETAINS THE RIGHT TO KEEP ANY AND ALL REMOVED FACILITIES/STRUCTURES. CONTRACTOR SHALL DISPOSE OF UNWANTED/UNUSED FACILITIES/STRUCTURES OFF SITE IN CONFORMANCE WITH APPLICABLE FEDERAL, STATE, AND LOCATION REGULATIONS.

23. ALL MATERIALS AND CONSTRUCTION METHODS SHALL CONFORM WITH APPLICABLE FEDERAL, STATE, AND CITY OF PORTLAND CODES AND SPECIFICATIONS.

24. COMPACTION REQUIREMENTS:

LOCATION	BELOW PAVED AREAS	BELOW GRASSED AREAS
<u>MINIMUM COMPACTION*</u>	95%	90%

*ALL PERCENTAGES OF COMPACTION SHALL BE OF MAXIMUM DRY DENSITY AT THE OPTIMUM MOISTURE CONTENT AS DETERMINED AND CONTROLLED IN ACCORDANCE WITH ASTM D-1557.

25. CLEAN AND/OR FLUSH SEDIMENT AND DEBRIS FROM ALL MANHOLES, CATCH BASINS AND ASSOCIATED PIPING AFTER THE WORK HAS BEEN COMPLETED. ACCUMULATED SEDIMENT SHALL BE REMOVED AND PROPERLY DISPOSED OF.

26. PROPOSED CATCH BASIN, SEWER MANHOLE (SMH), AND DRAIN MANHOLE (DMH) SYMBOLS REPRESENT LOCATION OF NEW STRUCTURES. REFER TO DETAILS AND SPECIFICATIONS FOR INFORMATION ON FRAMES AND GRATES, COVERS, SHAPE, STYLE AND DIMENSIONS.

27. ALL WORK WITHIN CITY STREET RIGHTS-OF-WAY SHALL BE PERFORMED IN ACCORDANCE WITH REQUIREMENTS OF THE CITY TRAFFIC ENGINEER. THE CONTRACTOR SHALL SUBMIT A PROPOSED TRAFFIC CONTROL PLAN TO THE TRAFFIC ENGINEER AT LEAST 7 DAYS BEFORE STARTING CONSTRUCTION IN ANY STREET. THE TRAFFIC CONTROL PLAN SHALL BE SUBJECT TO APPROVAL BY THE TRAFFIC ENGINEER, WHO MAY ATTACH SPECIAL CONDITIONS TO, OR REQUIRE MODIFICATIONS OF, THE TRAFFIC CONTROL PLAN. CONSTRUCTION SHALL NOT BEGIN UNTIL THE PLAN IS APPROVED BY THE CITY TRAFFIC ENGINEER.

28. THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN ALL NECESSARY BARRIERS, FENCES, LIGHTS, WARNING SIGNS AND OTHER DEVICES NECESSARY TO SAFEGUARD TRAFFIC AND THE PUBLIC DURING WORKING AND NON-WORKING HOURS FOR THE DURATION OF THE PROJECT. SITE SHALL BE LEFT WITH APPROPRIATE SAFETY MEASURES IN PLACE DURING NON-WORKING HOURS. NO TRENCH SHALL BE LEFT OPEN DURING NON-WORKING HOURS. SITE SAFETY IS THE RESPONSIBILITY OF THE CONTRACTOR, DURING BOTH WORKING AND NON-WORKING HOURS.

29. IT IS THE CONTRACTORS RESPONSIBILITY TO FAMILIARIZE THEMSELVES WITH THE EXISTING CONDITIONS PRIOR TO BIDDING.

30. ON ALL "ALTER", "MODIFY," "ABANDON" AND "REMOVE" STRUCTURES, THE CONTRACTOR SHALL REMOVE ABANDONED PIPES OR PLUG AND FILL WITH FLOWABLE FILL.

31. THE COST OF REMOVING EXISTING STRUCTURES AND/OR PIPES SHALL BE INCIDENTAL TO THE COST OF THE REPLACEMENT STRUCTURE AND/OR PIPE WHEN REPLACED IN THE SAME VICINITY, REFER TO SPECIFICATION SECTION 202.08.

32. RESTRICT ACCESS TO SITE THROUGH THE USE OF APPROPRIATE SIGNAGE, BARRIERS, FENCES, ETC. SITE SHALL BE LEFT WITH APPROPRIATE SAFETY MEASURES IN PLACE DURING NON-WORKING HOURS. NO TRENCH SHALL BE LEFT OPEN DURING NON-WORKING HOURS. SITE SAFETY IS THE RESPONSIBILITY OF THE CONTRACTOR, DURING BOTH WORKING AND NON-WORKING HOURS.

33. THE FOLLOWING SHALL BE INCIDENTAL TO THE 603 & 604 PAY ITEMS: - CUTTING OF PIPE AND/OR CONNECTIONS NECESSARY TO CONSTRUCT NEW STORM DRAIN & SEWER PIPE AND APPURTENANCES - WORK & MATERIALS NECESSARY TO CONNECT NEW OR EXISTING PIPES TO CATCH BASINS OR MANHOLES - CHANGES TO FLOW LINES/PROFILE GRADES/PIPE INVERTS.

34. AT LOCATIONS WHERE EXISTING CATCH BASINS ARE BEING REMOVED AND NEW CATCH BASINS ADDED IN A DIFFERENT LOCATION, CONTRACTOR SHALL REGRADE THE AREA WHERE THE OLD BASIN IS BEING REMOVED TO BLEND IN SMOOTHLY WITH ADJACENT STREET GRADES. AT THE LOCATION OF THE NEW CATCH BASIN, CONTRACTOR SHALL CONSTRUCT APPROPRIATE DEPRESSION PER THE CITY OF PORTLAND DETAILS AND STANDARDS.

35. ALL SIDEWALK CONSTRUCTION SHALL CONFORM TO THE APPROPRIATE ADA/PROWAG STANDARDS, INCLUDING BUT NOT LIMITED TO THE FOLLOWING:

35.1. WALKWAYS SHALL HAVE A MAXIMUM CROSS SLOPE (PERPENDICULAR TO THE DIRECTION OF TRAVEL) OF 1.5% AND A MAXIMUM LONGITUDINAL SLOPE (ALONG THE DIRECTION OF TRAVEL) OF 5%, UNLESS LONGITUDINAL SLOPE OF ROADWAY IS STEEPER.

35.2. CURB RAMPS MAY HAVE A RUNNING SLOPE OF UP TO 8% (1" PER FOOT), BUT ARE NOT REQUIRED TO EXCEED 15' IN LENGTH. WHERE 8% RUNNING SLOPE IS NOTE POSSIBLE, CURB STONES ARE TO BE SET TO PROVIDE CONSTANT SLOPE OVER 15', ALONG TOP-OF-CURB. FROM FULL CURB REVEAL TO FLUSH CURB.

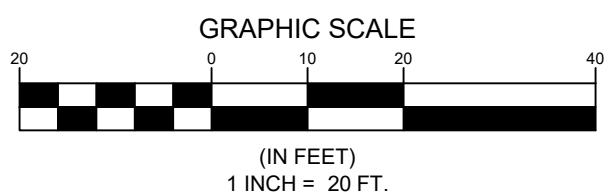
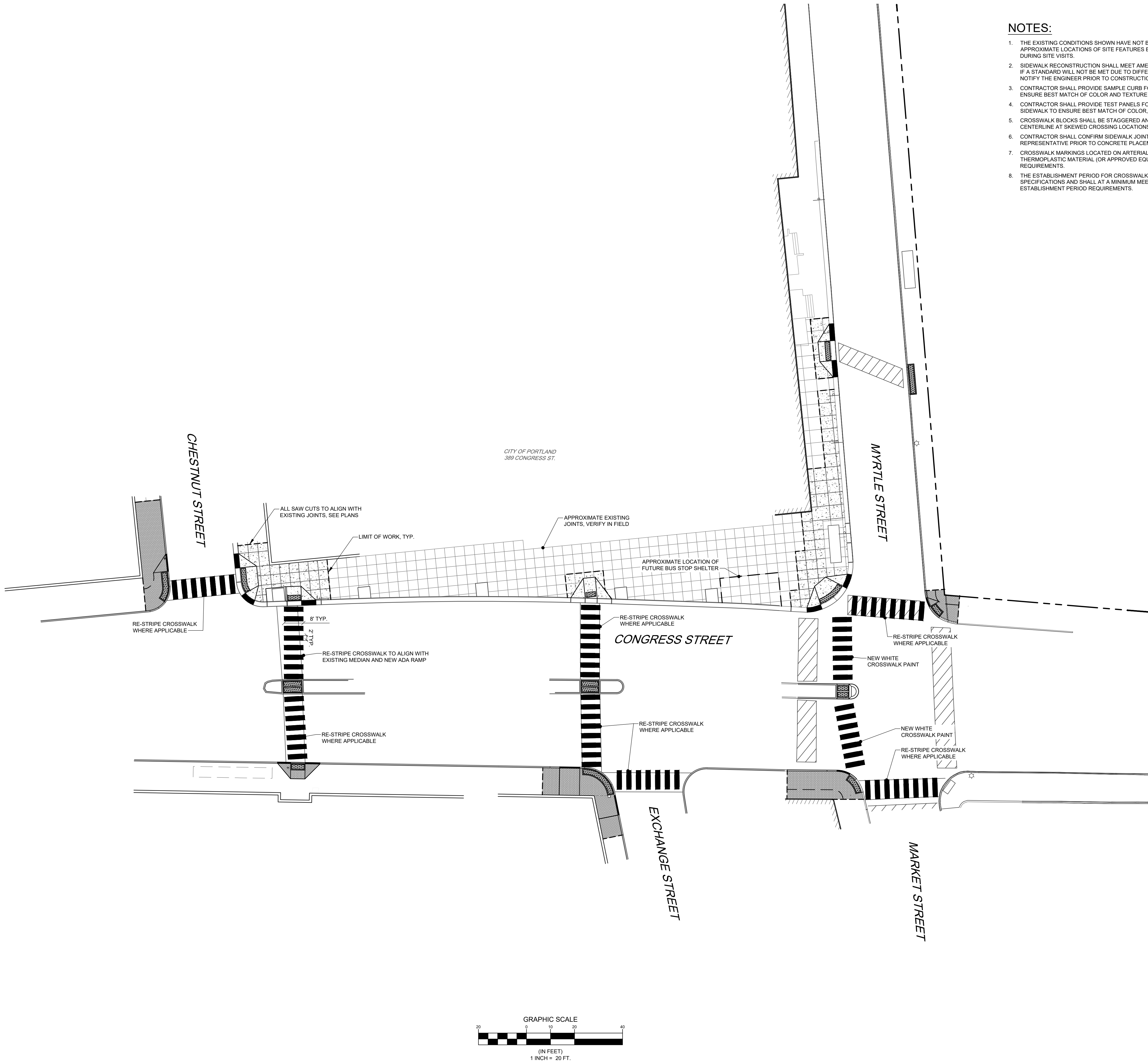
35.3. LANDING AREAS SHALL HAVE A MAXIMUM SLOPE OF 1.5% IN ALL DIRECTIONS.

35.4. IF THE CONTRACTOR DETERMINES THAT THE ABOVE STANDARDS ARE NOT COMPATIBLE WITH SITE CONDITIONS THEY SHALL CONTACT THE ENGINEER/RESIDENT INSPECTOR UPON DISCOVERY AND REQUEST GUIDANCE. INSTALLATION OF A RAMP OR SIDEWALK SEGMENT WITHOUT GUIDANCE FROM AND APPROVAL OF ENGINEER/RESIDENT, AND WHICH DOES NOT MEETING ADA STANDARDS WILL NOT BE ACCEPTED.

35.5. CONTRACTOR TO FIELD VERIFY LIMITS OF WORK AND GRADING OF DRIVEWAYS WITH ENGINEER/RESIDENT INSPECTOR PRIOR TO BEGINNING WORK. SAW CUTS TO BE MARKED OUT AND VERIFIED WITH ENGINEERING PRIOR TO CUTTING.

[illegible]

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NOTES:

1. THE EXISTING CONDITIONS SHOWN HAVE NOT BEEN SURVEY LOCATED AND REPRESENT APPROXIMATE LOCATIONS OF SITE FEATURES BASED ON MEASUREMENTS AND PHOTOS TAKEN DURING SITE VISITS.
2. SIDEWALK RECONSTRUCTION SHALL MEET AMERICANS WITH DISABILITIES ACT (ADA) STANDARDS. IF A STANDARD WILL NOT BE MET DUE TO DIFFERING FIELD CONDITIONS THE CONTRACTOR SHALL NOTIFY THE ENGINEER PRIOR TO CONSTRUCTION OR FIELD MODIFICATIONS.
3. CONTRACTOR SHALL PROVIDE SAMPLE CURB FOR NEW HISTORIC 2' WIDE GRANITE CURBING TO ENSURE BEST MATCH OF COLOR AND TEXTURE TO EXISTING HISTORIC CURB.
4. CONTRACTOR SHALL PROVIDE TEST PANELS FOR NEW EXPOSED AGGREGATE CONCRETE SIDEWALK TO ENSURE BEST MATCH OF COLOR, TEXTURE, AND FINISH TO THE EXISTING PANELS.
5. CROSSWALK BLOCKS SHALL BE STAGGERED AND REMAIN PARALLEL TO THE ROADWAY CENTERLINE AT SKEWED CROSSING LOCATIONS.
6. CONTRACTOR SHALL CONFIRM SIDEWALK JOINT LAYOUT AND SPACING WITH THE CITY REPRESENTATIVE PRIOR TO CONCRETE PLACEMENT.
7. CROSSWALK MARKINGS LOCATED ON ARTERIAL STREETS SHALL BE APPLIED WITH A THERMOPLASTIC MATERIAL (OR APPROVED EQUAL) MEETING ALL MANUFACTURER AND MUTCD REQUIREMENTS.
8. THE ESTABLISHMENT PERIOD FOR CROSSWALK MARKINGS SHALL BE BASED ON MANUFACTURERS SPECIFICATIONS AND SHALL AT A MINIMUM MEET MAINE DOT STANDARD SPECIFICATION 627.07 ESTABLISHMENT PERIOD REQUIREMENTS.

246573 Tipdown Plan.dwg, TAB: OVERALL CONGRESS SIDEWALK

OVERALL CONGRESS STREET SIDEWALKS	
OF: PORTLAND CITY HALL SIDEWALKS	
389 CONGRESS STREET PORTLAND, MAINE	
FOR: THE CITY OF PORTLAND	
389 CONGRESS STREET PORTLAND, MAINE	
DESIGNED	JSH
DRAWN	JSH
CHECKED	DLR
DATE	05-08-2026
SCALE	1" = 20'
PROJECT	240573
SHEET 3 OF 16	

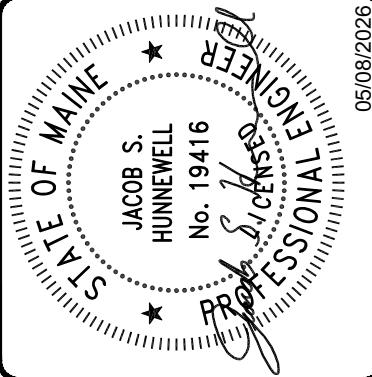
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T E C H N I C S

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75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

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A	DLR	09-17-2024	ISSUED FOR INTERNAL PRELIMINARY REVIEW
REV	BY	DATE	STATUS
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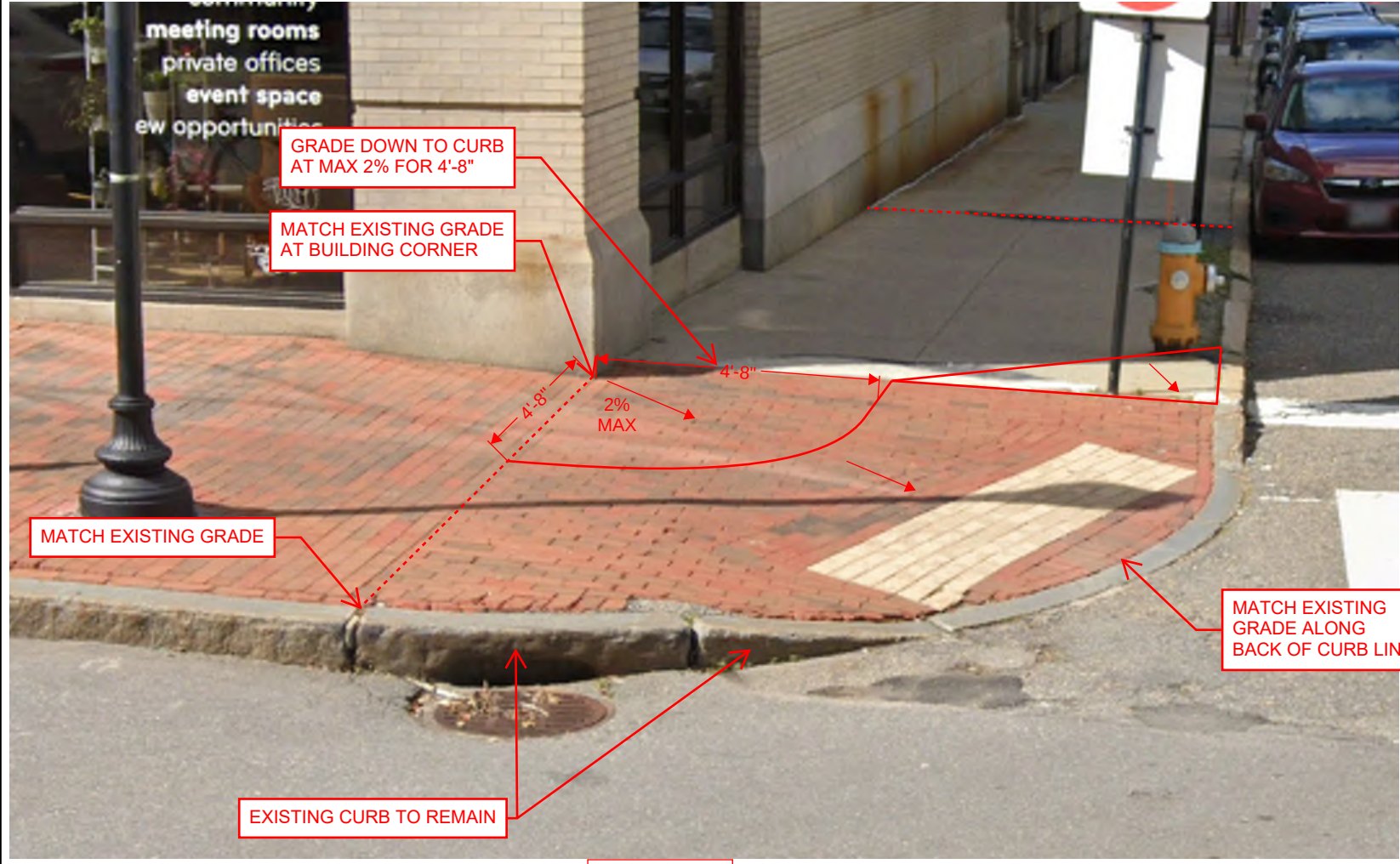
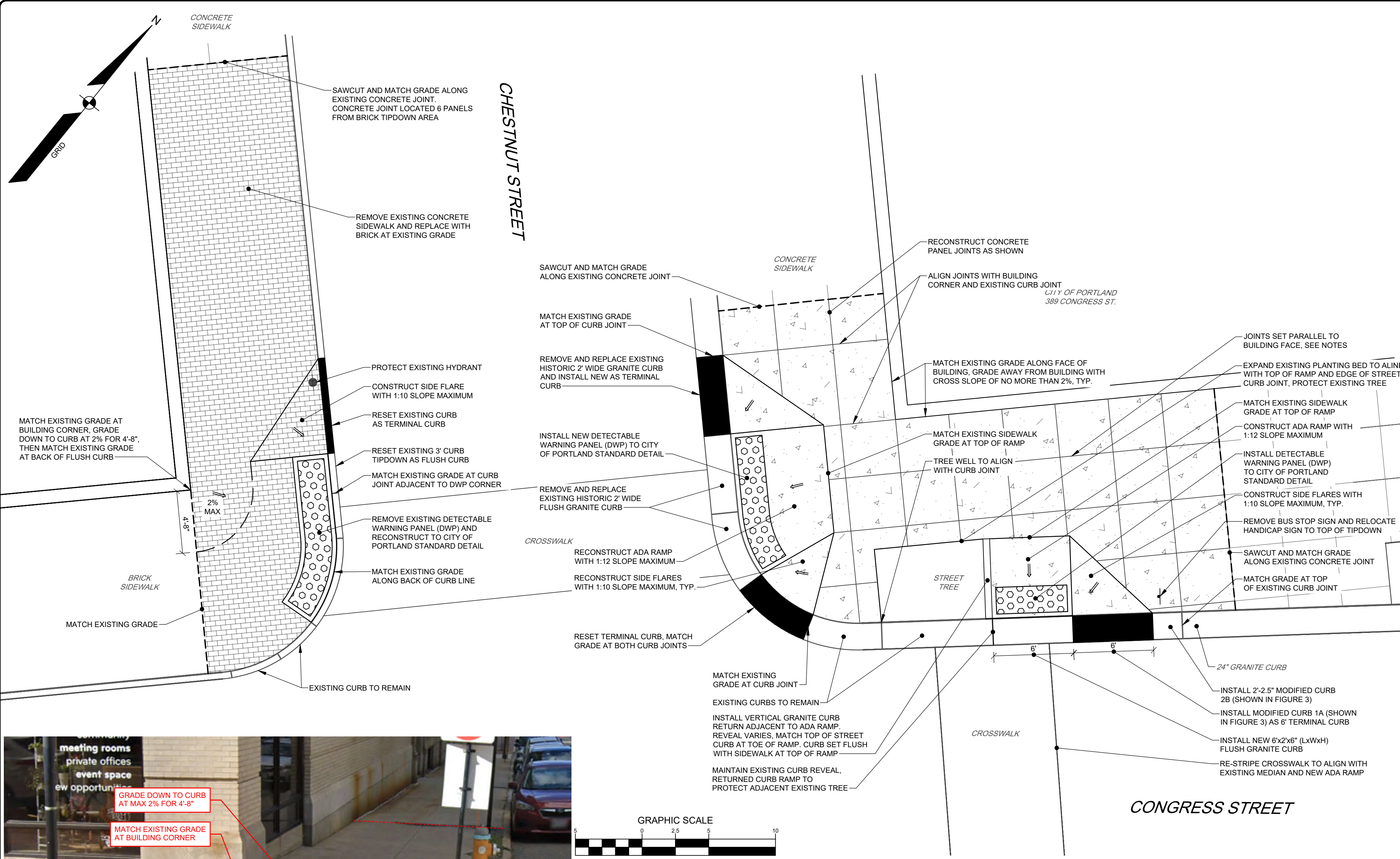


FIGURE 1

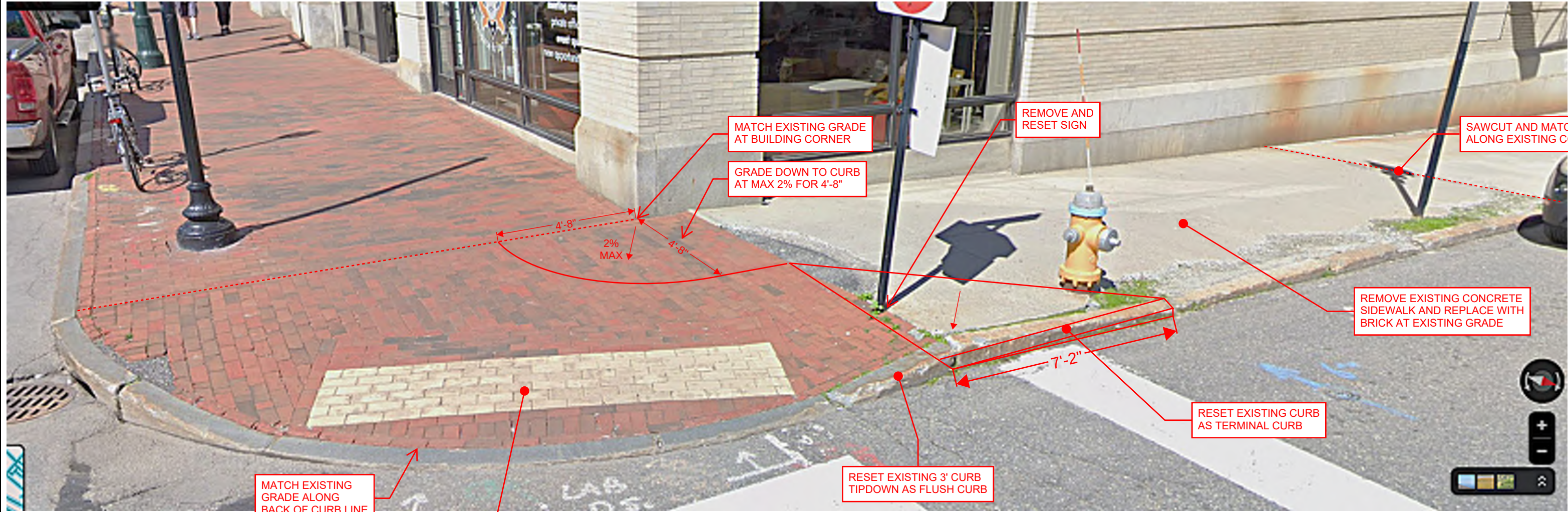


FIGURE 2



FIGURE 3: CURB MODIFICATION PLAN

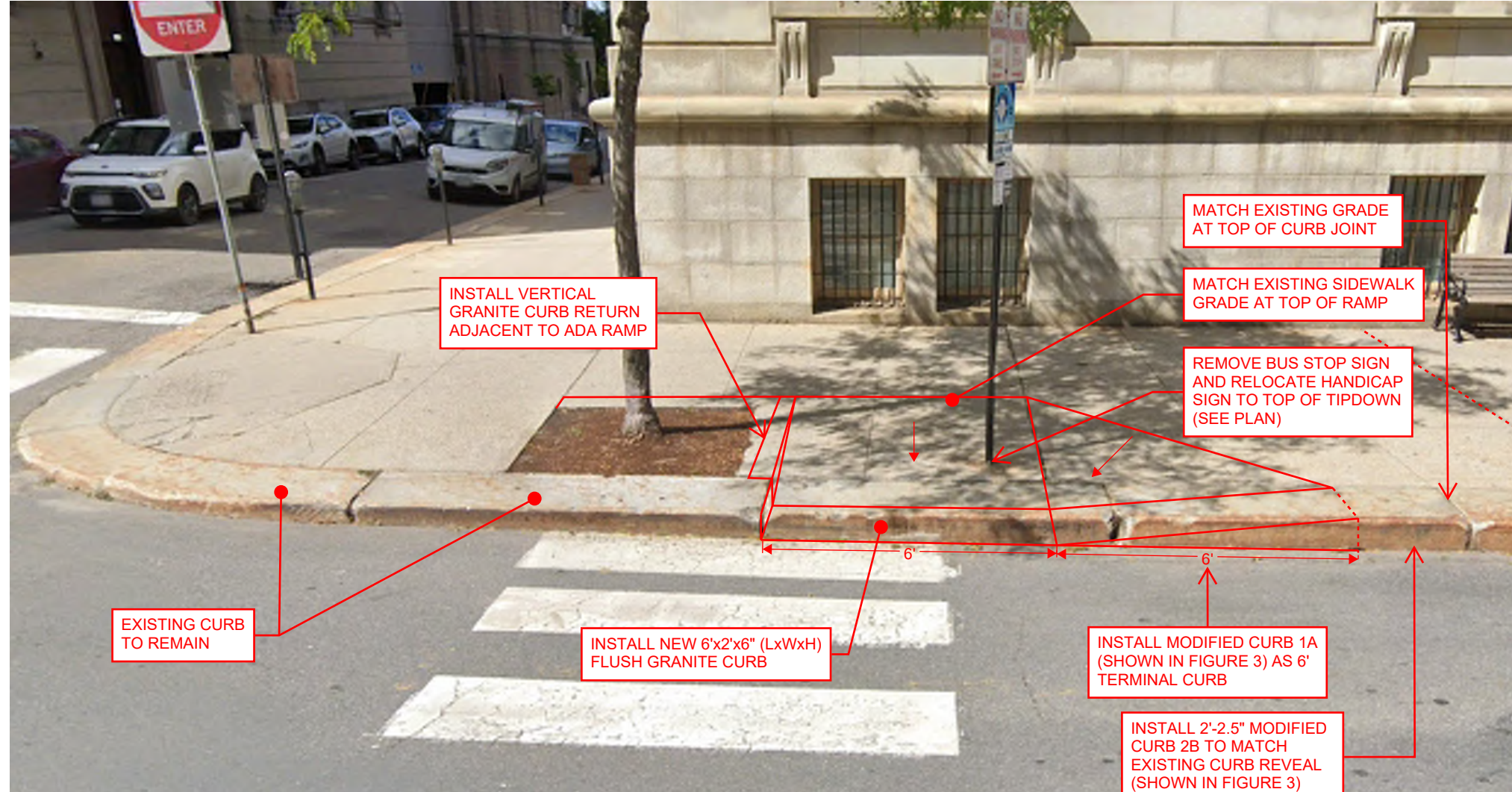


FIGURE 4

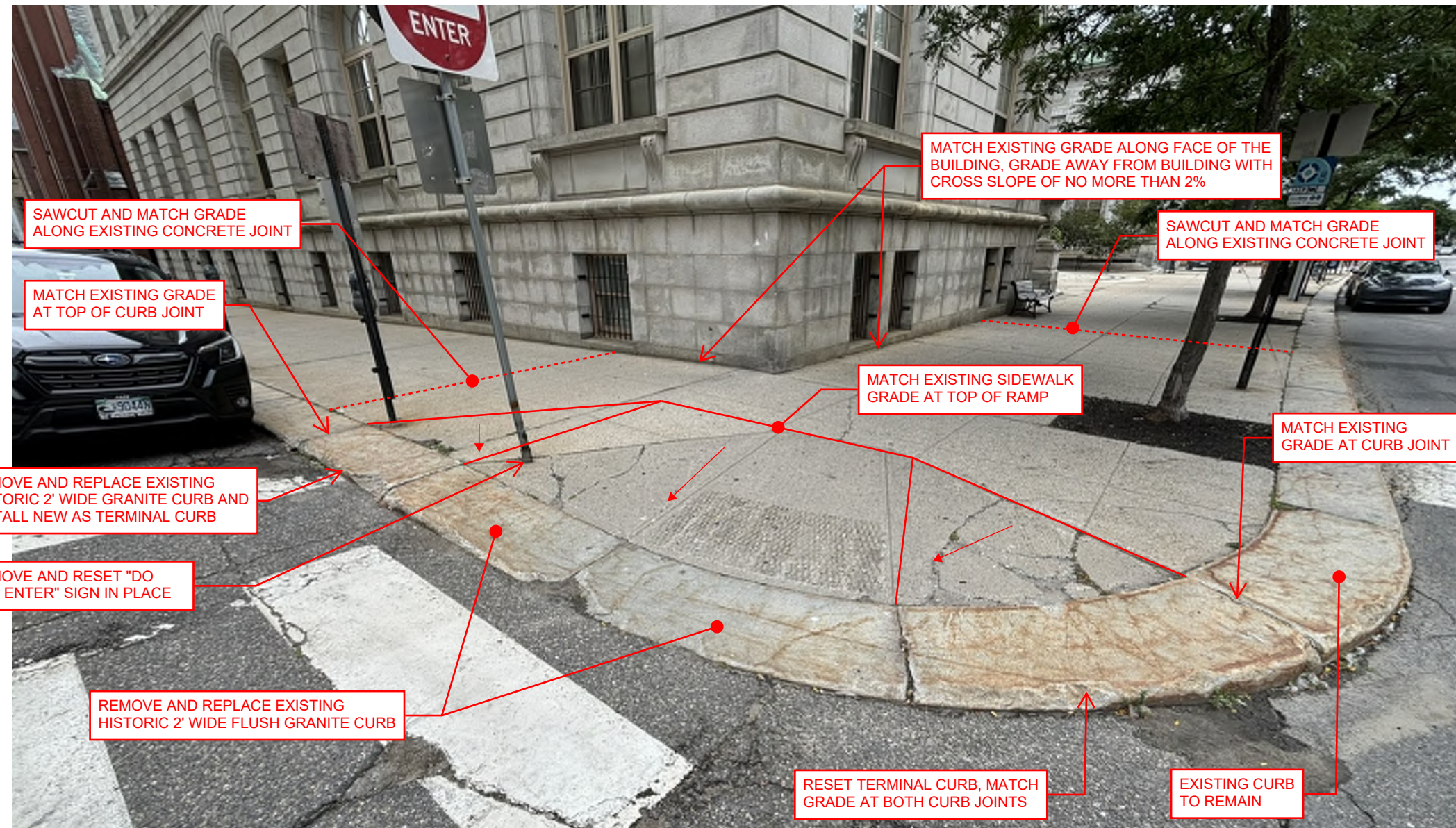
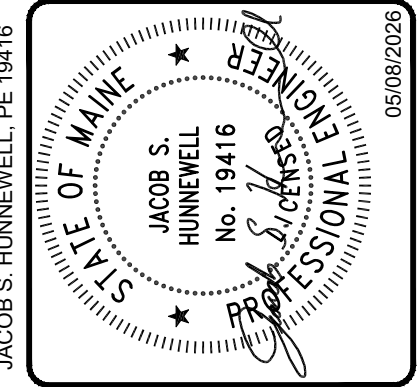


FIGURE 5

NOTES:

1. THE EXISTING CONDITIONS SHOWN HAVE NOT BEEN SURVEY LOCATED AND REPRESENT APPROXIMATE LOCATIONS OF SITE FEATURES BASED ON MEASUREMENTS AND PHOTOS TAKEN DURING SITE VISITS.
2. SIDEWALK RECONSTRUCTION SHALL MEET AMERICANS WITH DISABILITIES ACT (ADA) STANDARDS. IF A STANDARD WILL NOT BE MET DUE TO DIFFERING FIELD CONDITIONS THE CONTRACTOR SHALL NOTIFY THE ENGINEER PRIOR TO CONSTRUCTION OR FIELD MODIFICATIONS.
3. CONTRACTOR SHALL PROVIDE SAMPLE CURB FOR NEW HISTORIC 2" WIDE GRANITE CURBING TO ENSURE BEST MATCH OF COLOR AND TEXTURE TO EXISTING HISTORIC CURB.
4. CONTRACTOR SHALL PROVIDE TEST PANELS FOR NEW EXPOSED AGGREGATE CONCRETE SIDEWALK TO ENSURE BEST MATCH OF COLOR, TEXTURE, AND FINISH TO THE EXISTING PANELS.
5. CONTRACTOR SHALL CONFIRM SIDEWALK JOINT LAYOUT AND SPACING WITH THE CITY REPRESENTATIVE PRIOR TO CONCRETE PLACEMENT.



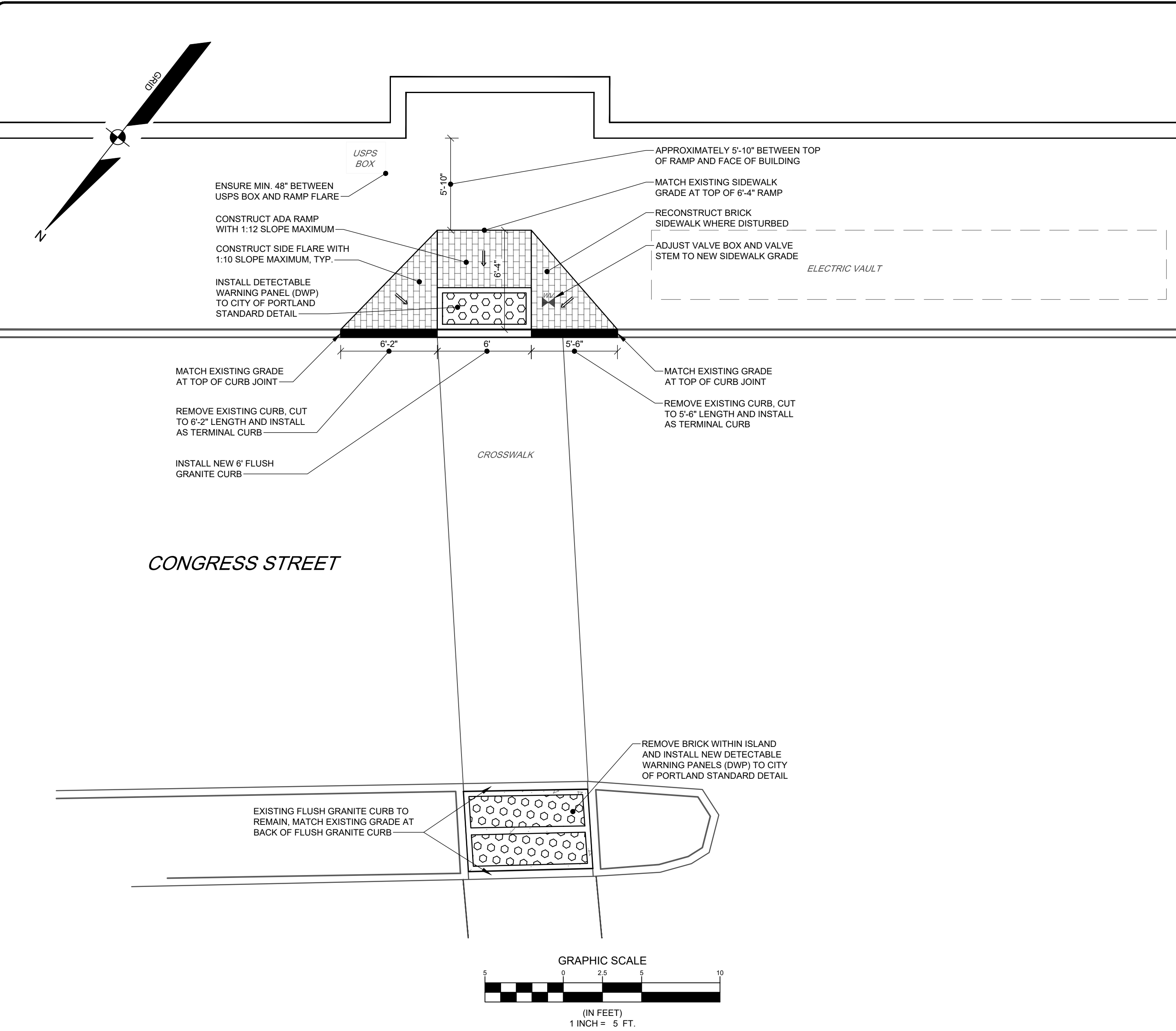
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CONGRESS STREET SIDEWALK - CONGRESS AND CHESTNUT
OF:
PORTLAND CITY HALL SIDEWALKS
389 CONGRESS STREET
PORTLAND, MAINE
FOR:
THE CITY OF PORTLAND
389 CONGRESS STREET
PORTLAND, MAINE

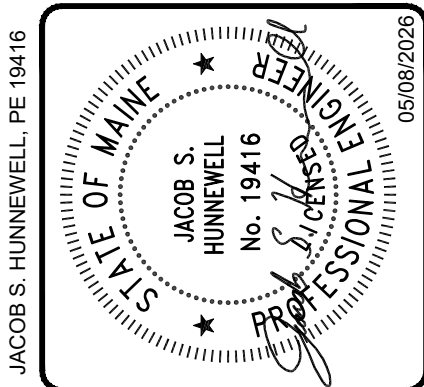
DESIGNED	JSH
DRAWN	JSH
CHECKED	DLR
DATE	05-08-2026
SCALE	1" = 5'
PROJECT	240573

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2. SIDEWALK RECONSTRUCTION SHALL MEET AMERICANS WITH DISABILITIES ACT (ADA) STANDARDS. IF A STANDARD WILL NOT BE MET DUE TO DIFFERING FIELD CONDITIONS THE CONTRACTOR SHALL NOTIFY THE ENGINEER PRIOR TO CONSTRUCTION OR FIELD MODIFICATIONS.
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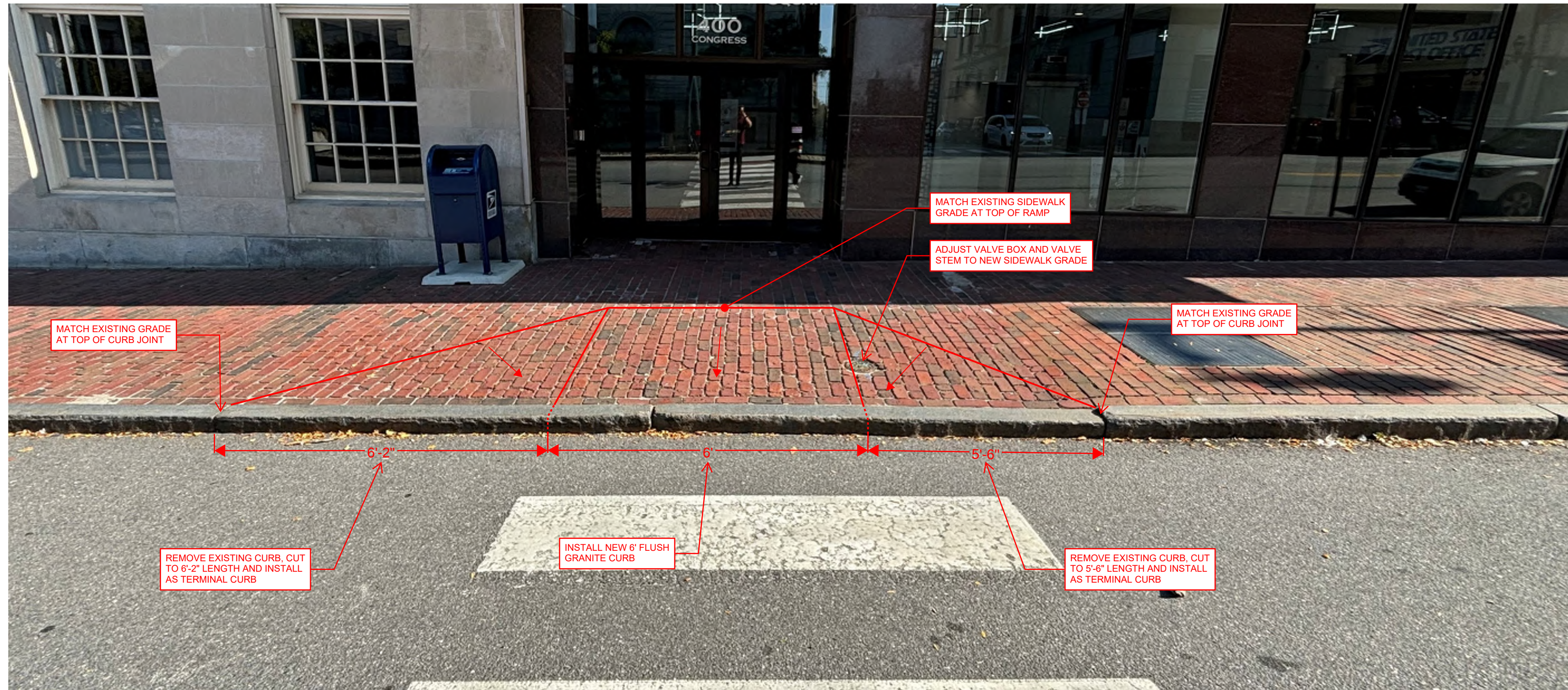
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TECHNIQS

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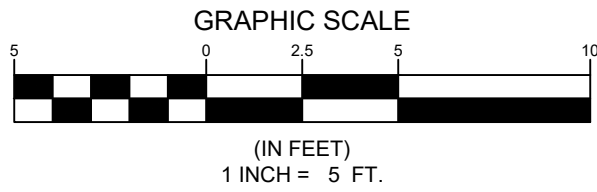
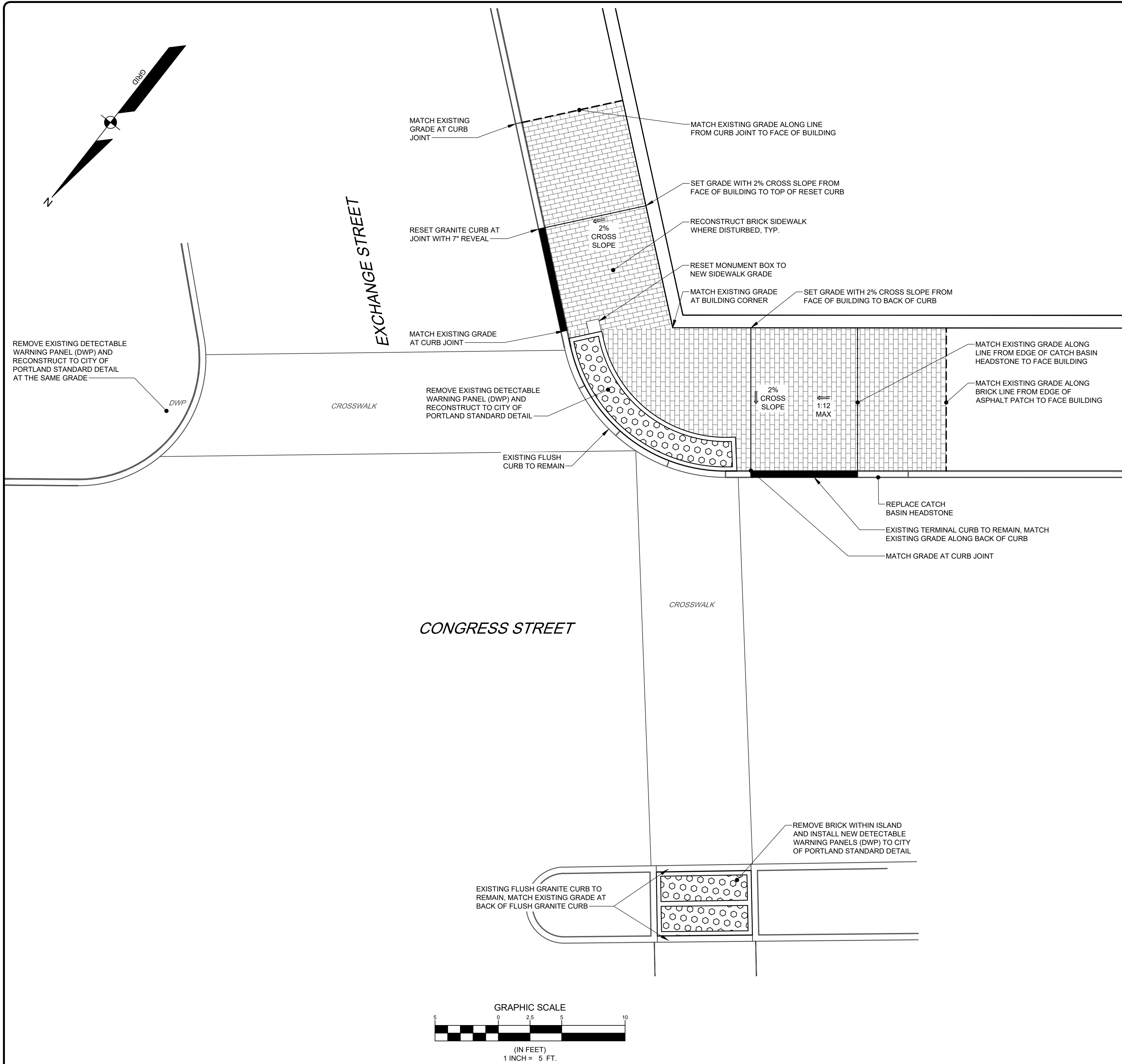
CONGRESS STREET SIDEWALK - MIDBLOCK CROSSING AT 400 CONGRESS STREET
OF:
PORTLAND CITY HALL SIDEWALKS
389 CONGRESS STREET
PORTLAND, MAINE
FOR:
THE CITY OF PORTLAND
389 CONGRESS STREET
PORTLAND, MAINE

DESIGNED	JSH
DRAWN	JSH
CHECKED	DLR
DATE	05-08-2026
SCALE	1" = 5'
PROJECT	240573

SHEET 5 OF 16

240573 Tidown Plan.dwg - TAB CONGRESS SIDEWALK 2

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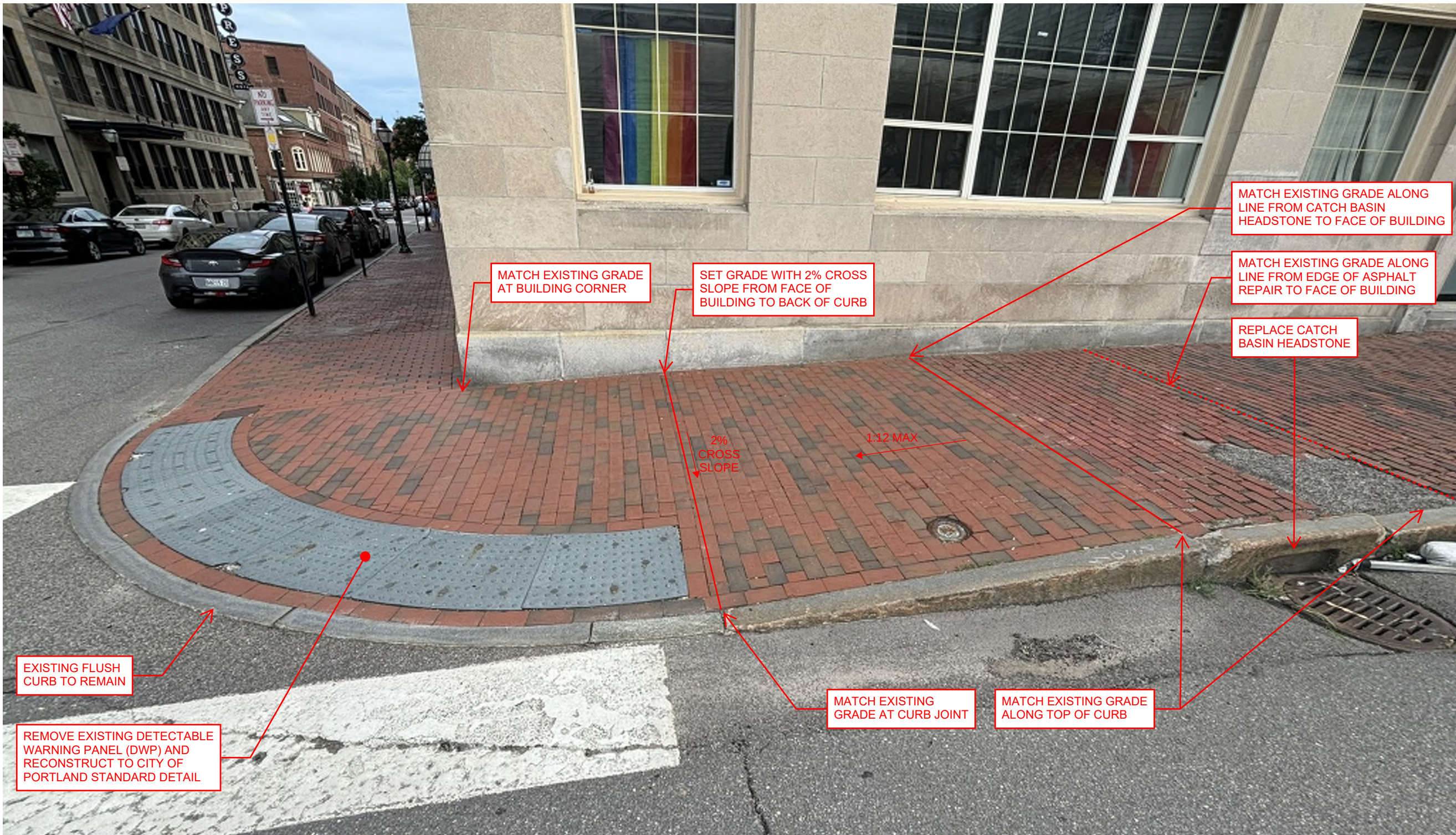


FIGURE 1

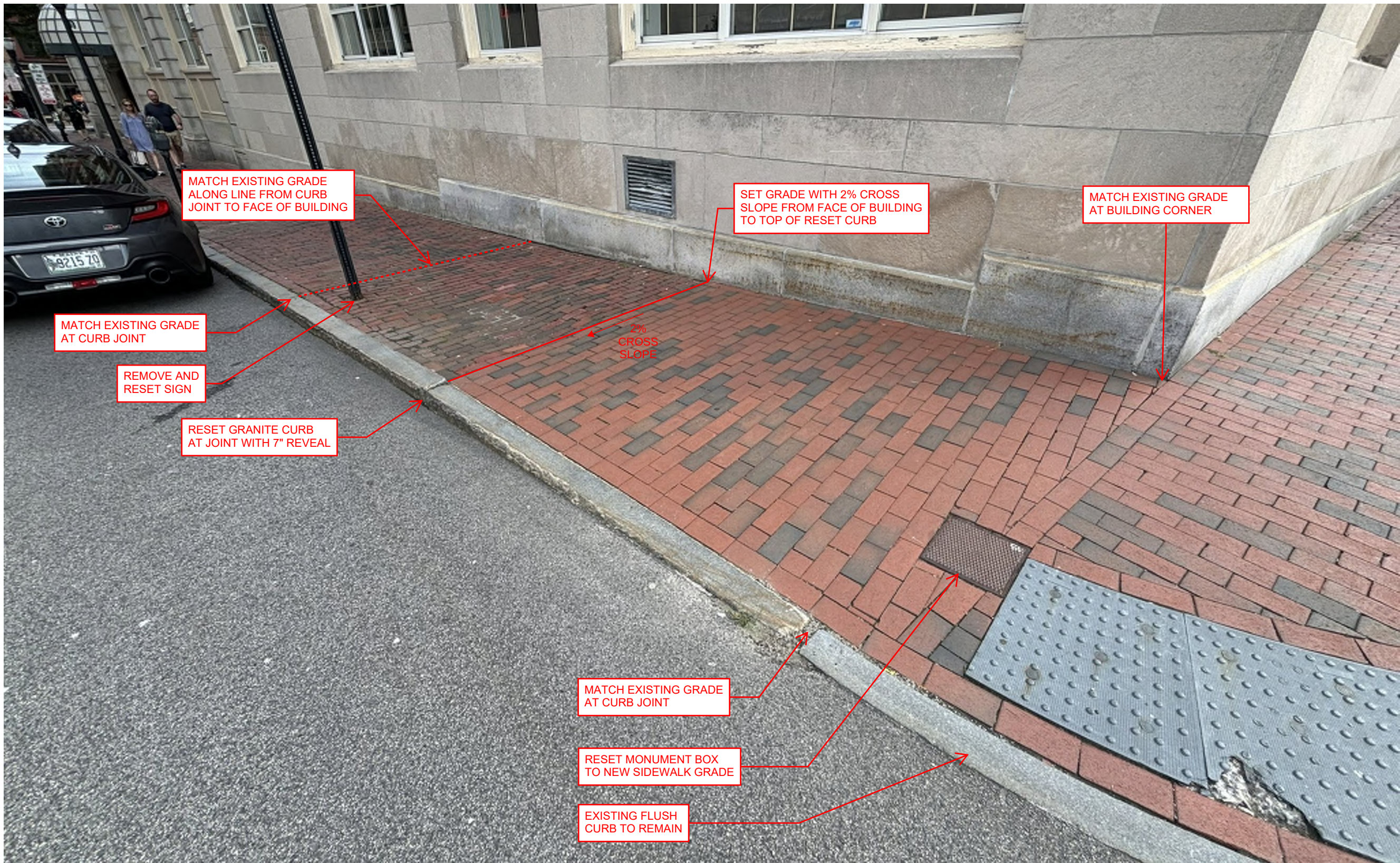
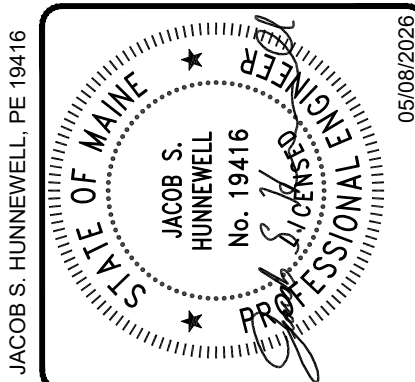


FIGURE 2



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PORTLAND, MAINE	
FOR: THE CITY OF PORTLAND	
389 CONGRESS STREET	
PORTLAND, MAINE	
DESIGNED	JSH
DRAWN	JSH
CHECKED	DLR
DATE	05-08-2026
SCALE	1" = 5'
PROJECT	240573
SHEET 6 OF 16	

F:\Projects\240024657\3DWG\Design\240573 Tipdown Plan.dwg - 5/8/2026 2:43 PM - JANE S. HUNNEWELL

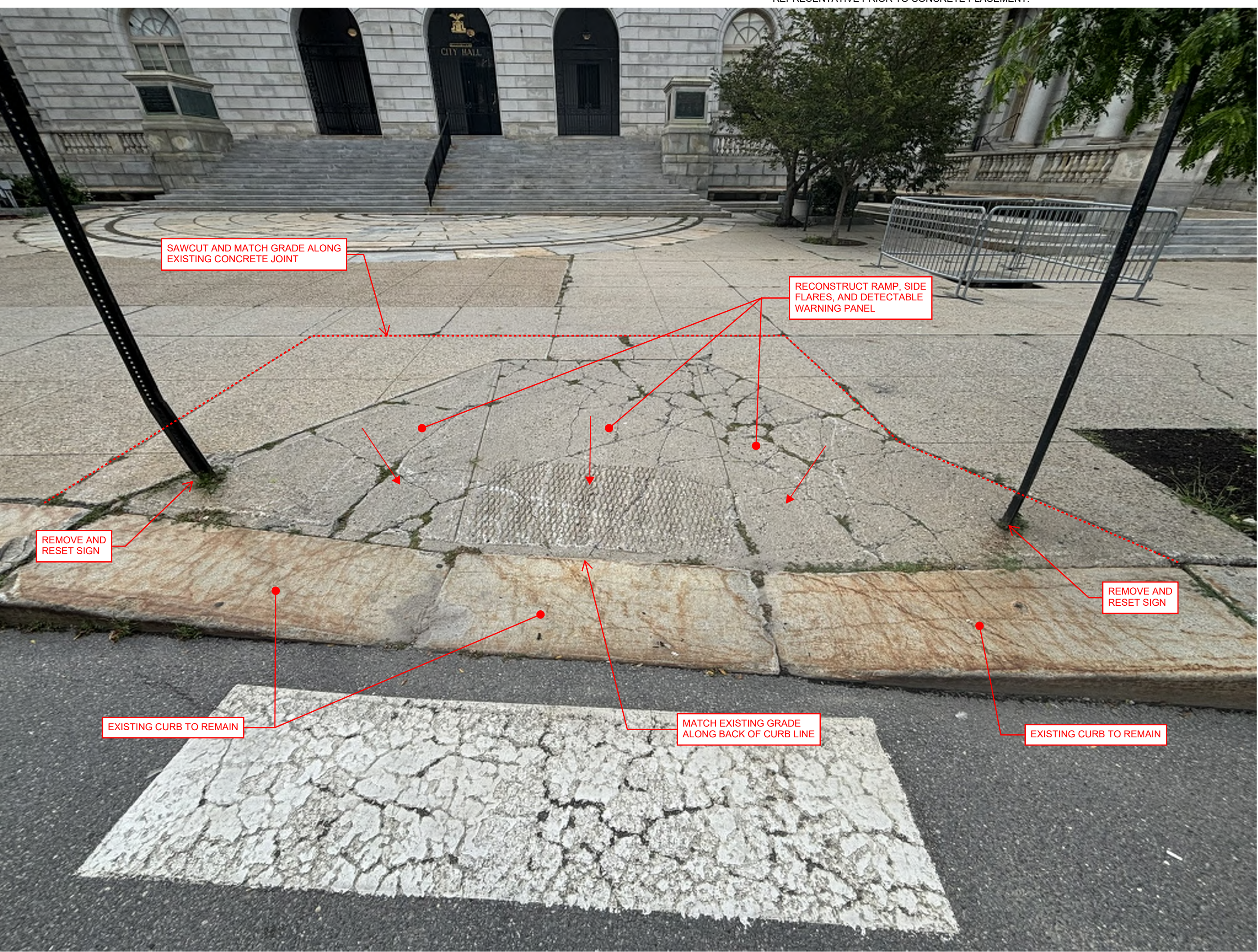
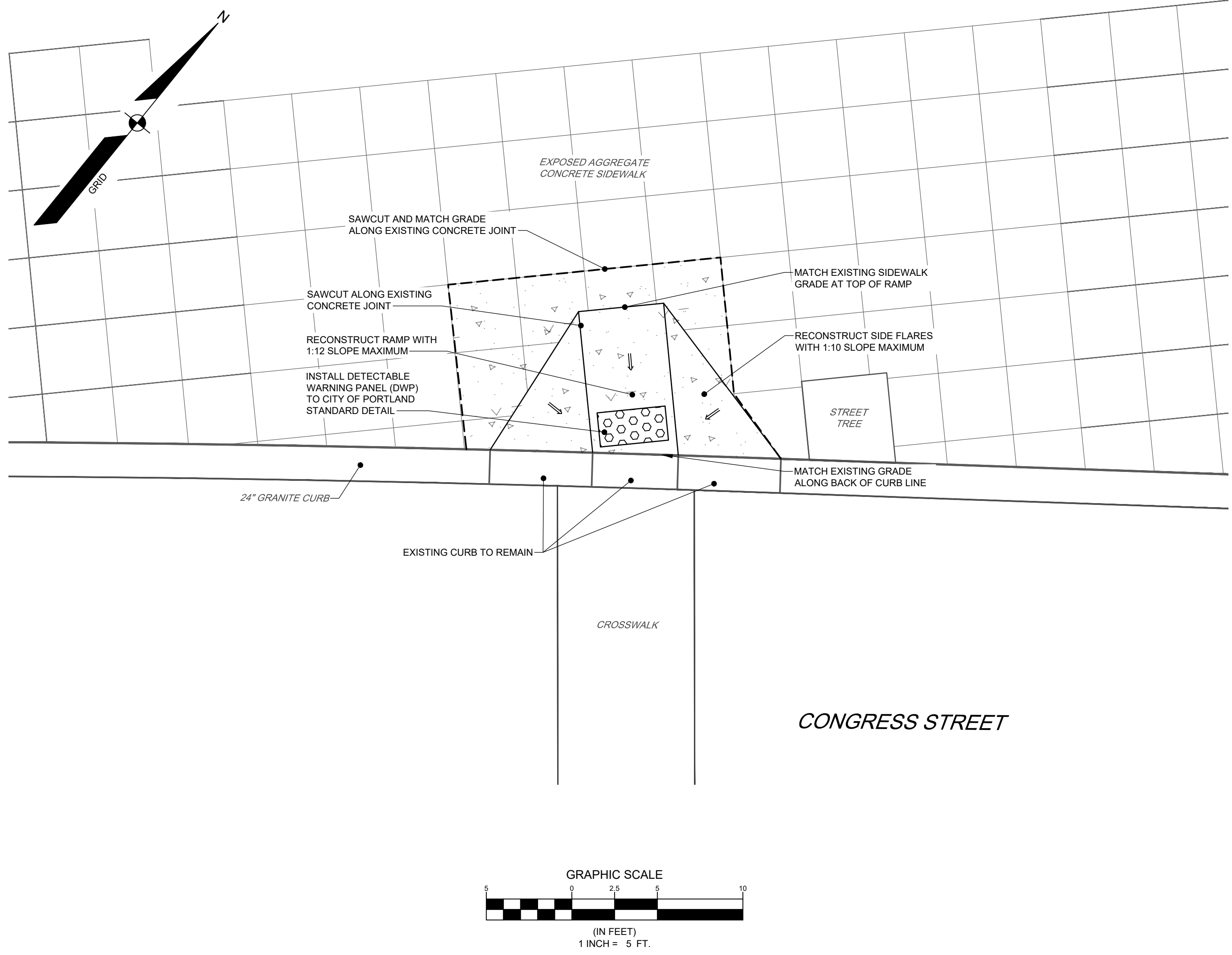


FIGURE 1

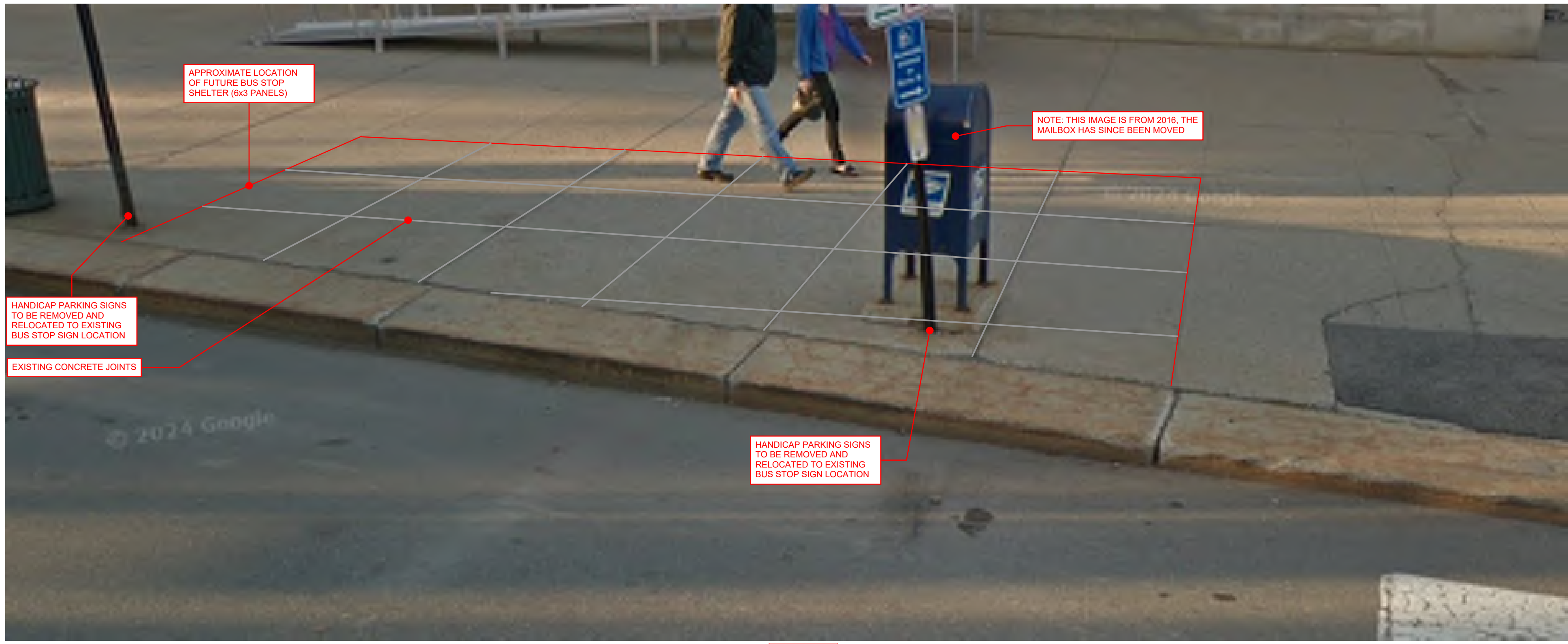


FIGURE 2

NOTES:

1. THE EXISTING CONDITIONS SHOWN HAVE NOT BEEN SURVEY LOCATED AND REPRESENT APPROXIMATE LOCATIONS OF SITE FEATURES BASED ON MEASUREMENTS AND PHOTOS TAKEN DURING SITE VISITS.
2. SIDEWALK RECONSTRUCTION SHALL MEET AMERICANS WITH DISABILITIES ACT (ADA) STANDARDS. IF A STANDARD WILL NOT BE MET DUE TO DIFFERING FIELD CONDITIONS THE CONTRACTOR SHALL NOTIFY THE ENGINEER PRIOR TO CONSTRUCTION OR FIELD MODIFICATIONS.
3. CONTRACTOR SHALL PROVIDE SAMPLE CURB FOR NEW HISTORIC 2' WIDE GRANITE CURBING TO ENSURE BEST MATCH OF COLOR AND TEXTURE TO EXISTING HISTORIC CURB.
4. CONTRACTOR SHALL PROVIDE TEST PANELS FOR NEW EXPOSED AGGREGATE CONCRETE SIDEWALK TO ENSURE BEST MATCH OF COLOR, TEXTURE, AND FINISH TO THE EXISTING PANELS.
5. CONTRACTOR SHALL CONFIRM SIDEWALK JOINT LAYOUT AND SPACING WITH THE CITY REPRESENTATIVE PRIOR TO CONCRETE PLACEMENT.

F	DLR	05-08-2026	REVISED PER CLIENT COMMENTS AND REISSUED FOR CONSTRUCTION
E	DLR	04-20-2026	REVISED PER CLIENT COMMENTS AND REISSUED FOR CONSTRUCTION
D	DLR	07-29-2025	ISSUED FOR CONSTRUCTION
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B	DLR	09-20-2024	ISSUED TO CLIENT FOR PRELIMINARY REVIEW
A	DLR	09-17-2024	ISSUED FOR INTERNAL PRELIMINARY REVIEW
REV	BY	DATE	STATUS

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SEBAGO

TECHNICS

WWW.SEAGOTECHNICS.COM

75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel: 207-200-2100

240573 Tidpown Plan.dwg - TAB CONGRESS SIDEWALK 4

CONGRESS STREET SIDEWALK - CONGRESS AND EXCHANGE 2

OF: PORTLAND CITY HALL SIDEWALKS
389 CONGRESS STREET
PORTLAND, MAINE

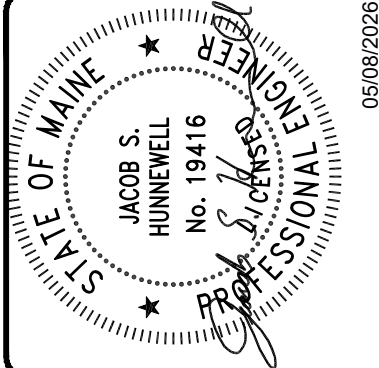
FOR: THE CITY OF PORTLAND
389 CONGRESS STREET
PORTLAND, MAINE

DESIGNED	JSH
DRAWN	JSH
CHECKED	DLR
DATE	05-08-2026
SCALE	1" = 5'
PROJECT	240573

SHEET 7 OF 16

240573 Tipdown Plan.dwg, TAB CONGRESS SIDEWALK 4

JACOB S. HUNNEWELL, PE 19416



F:\Projects\2400\240573DWG\Design\240573 Tidown Plan.dwg - 5/8/2026 2:43 PM - JANE S. HUNNEWELL

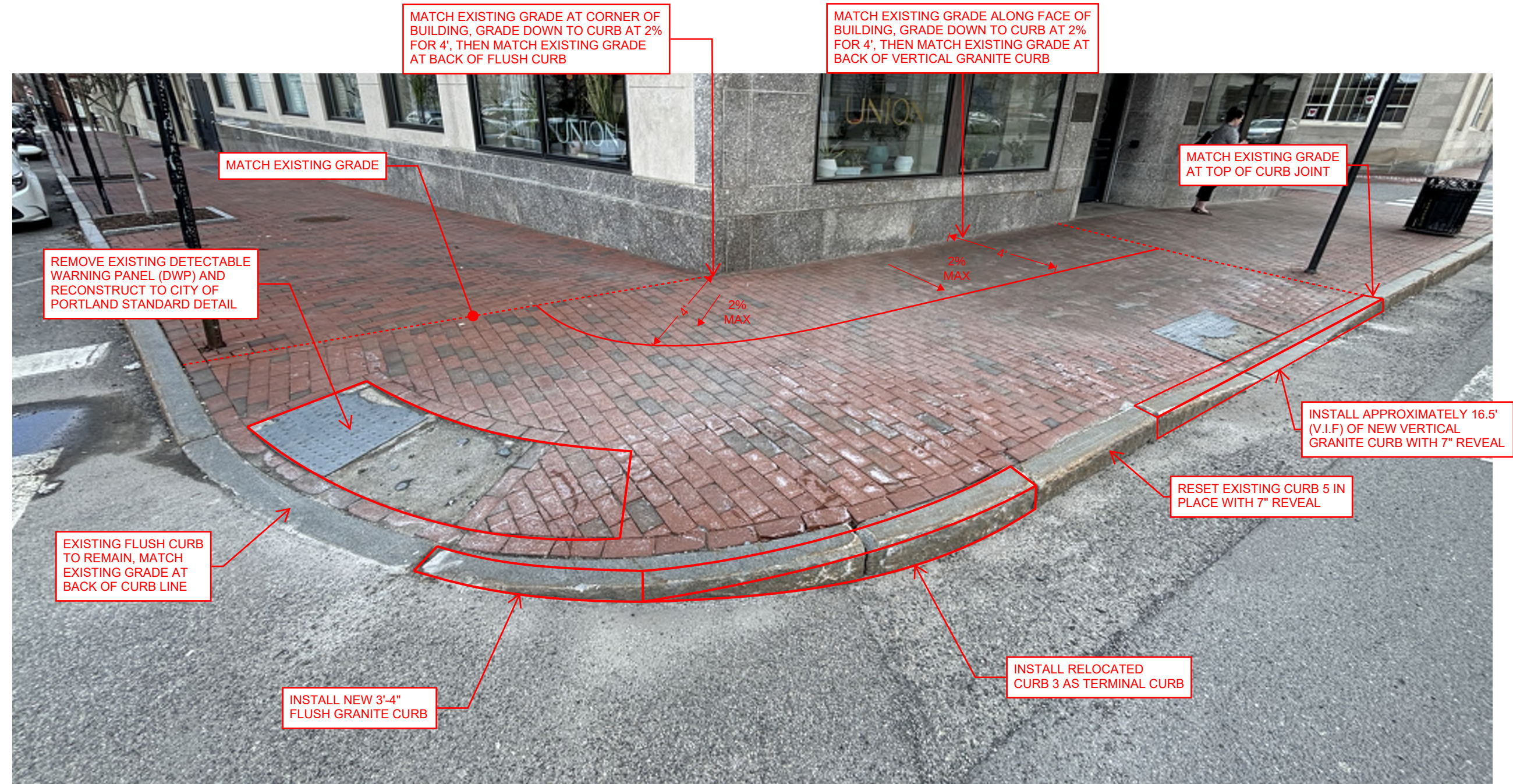
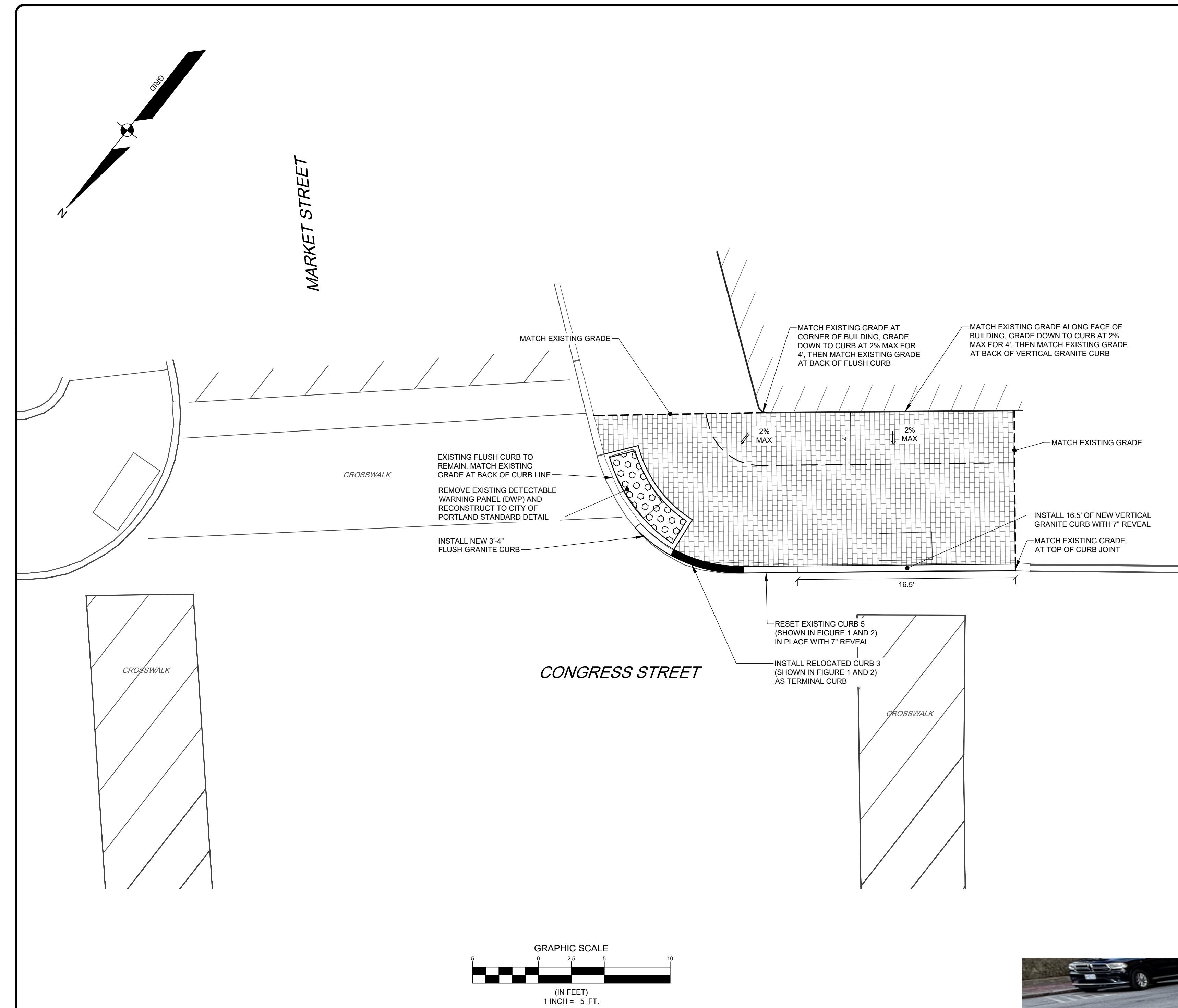


FIGURE 1

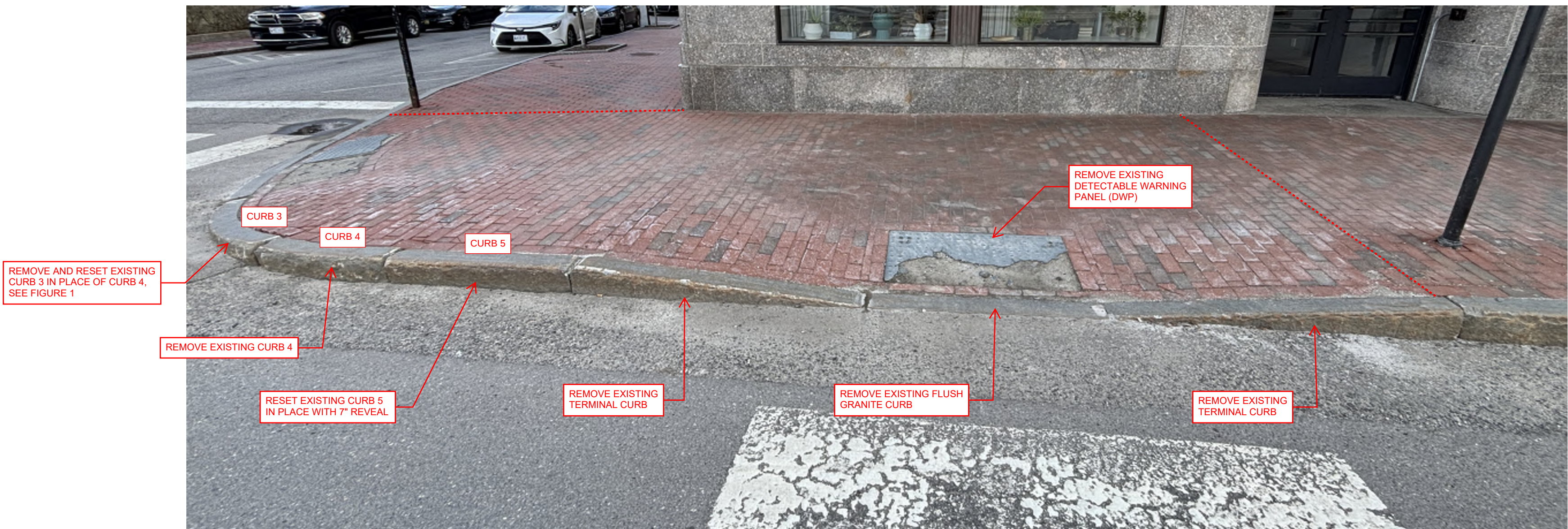


FIGURE 2

NOTES:

1. THE EXISTING CONDITIONS SHOWN HAVE NOT BEEN SURVEY LOCATED AND REPRESENT APPROXIMATE LOCATIONS OF SITE FEATURES BASED ON MEASUREMENTS AND PHOTOS TAKEN DURING SITE VISITS.
2. SIDEWALK RECONSTRUCTION SHALL MEET AMERICANS WITH DISABILITIES ACT (ADA) STANDARDS. IF A STANDARD WILL NOT BE MET DUE TO DIFFERING FIELD CONDITIONS THE CONTRACTOR SHALL NOTIFY THE ENGINEER PRIOR TO CONSTRUCTION OR FIELD MODIFICATIONS.

JACOB S. HUNNEWELL, PE 19416

STATE OF MAINE

JACOB S. HUNNEWELL

PE 19416

Professional Seal

05/08/2026

REVISED PER CLIENT COMMENTS AND REISSUED FOR CONSTRUCTION

REVISED PER CLIENT COMMENTS AND REISSUED FOR CONSTRUCTION

ISSUED FOR CONSTRUCTION

ISSUED TO CLIENT FOR PRELIMINARY REVIEW

ISSUED TO CLIENT FOR PRELIMINARY REVIEW

ISSUED FOR INTERNAL PRELIMINARY REVIEW

STATUS:

DATE:

BY:

REV:

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SEBAGO

TECHNIQS

WWW.SEAGOTECHNIQS.COM

75 John Roberts Rd.

Suite 4A

South Portland, ME 04106

Tel. 207-200-2100

CONGRESS STREET SIDEWALK - CONGRESS AND MARKET

OF:

PORTLAND CITY HALL SIDEWALKS

389 CONGRESS STREET

PORTLAND, MAINE

FOR:

THE CITY OF PORTLAND

389 CONGRESS STREET

PORTLAND, MAINE

DESIGNED

JSH

DRAWN

JSH

CHECKED

DLR

DATE

05-08-2026

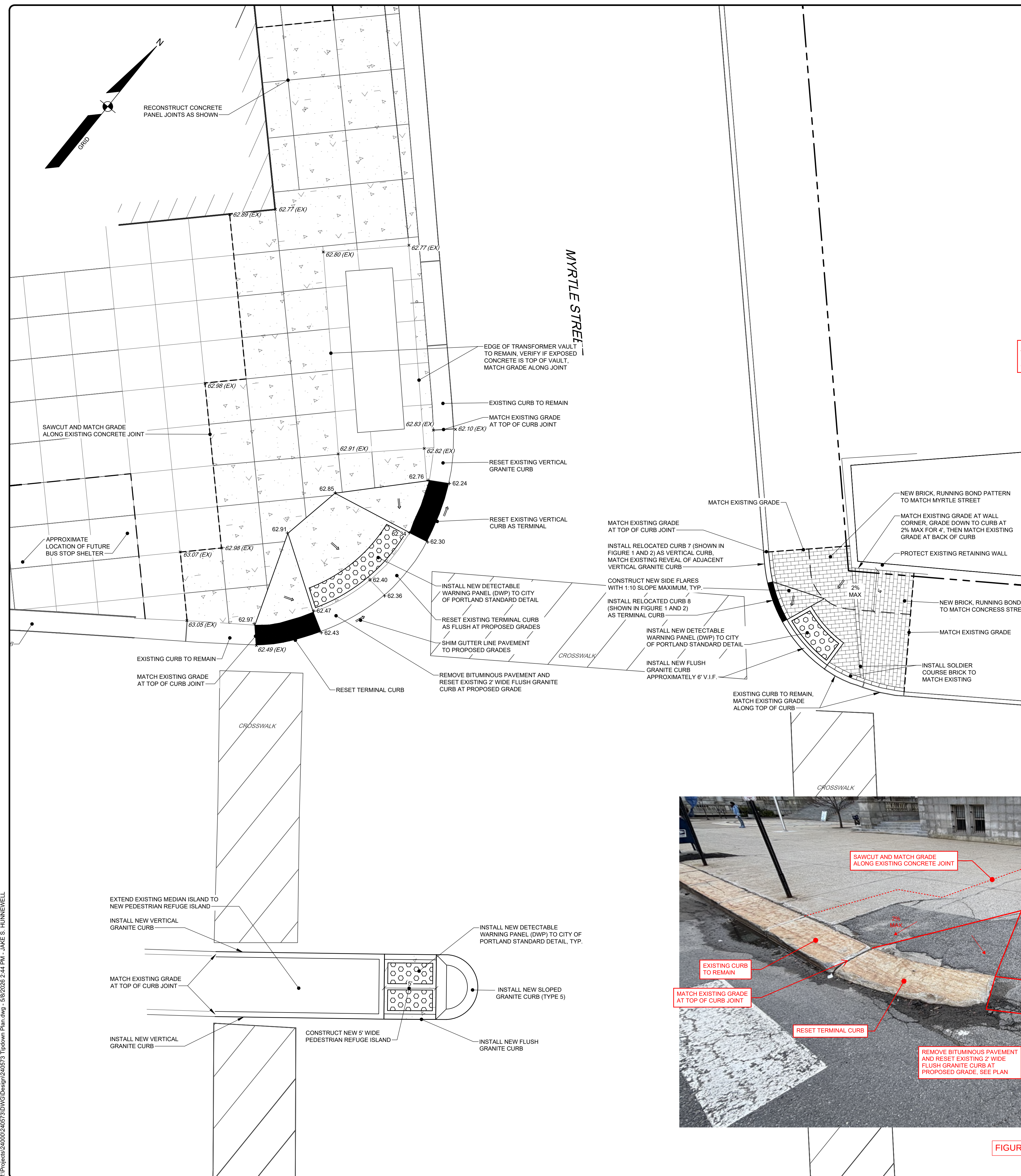
SCALE

1" = 5'

PROJECT

240573

SHEET 8 OF 16



NOTES:

1. THE EXISTING CONDITIONS SHOWN HAVE NOT BEEN SURVEY LOCATED AND REPRESENT APPROXIMATE LOCATIONS OF SITE FEATURES BASED ON MEASUREMENTS AND PHOTOS TAKEN DURING SITE VISITS.
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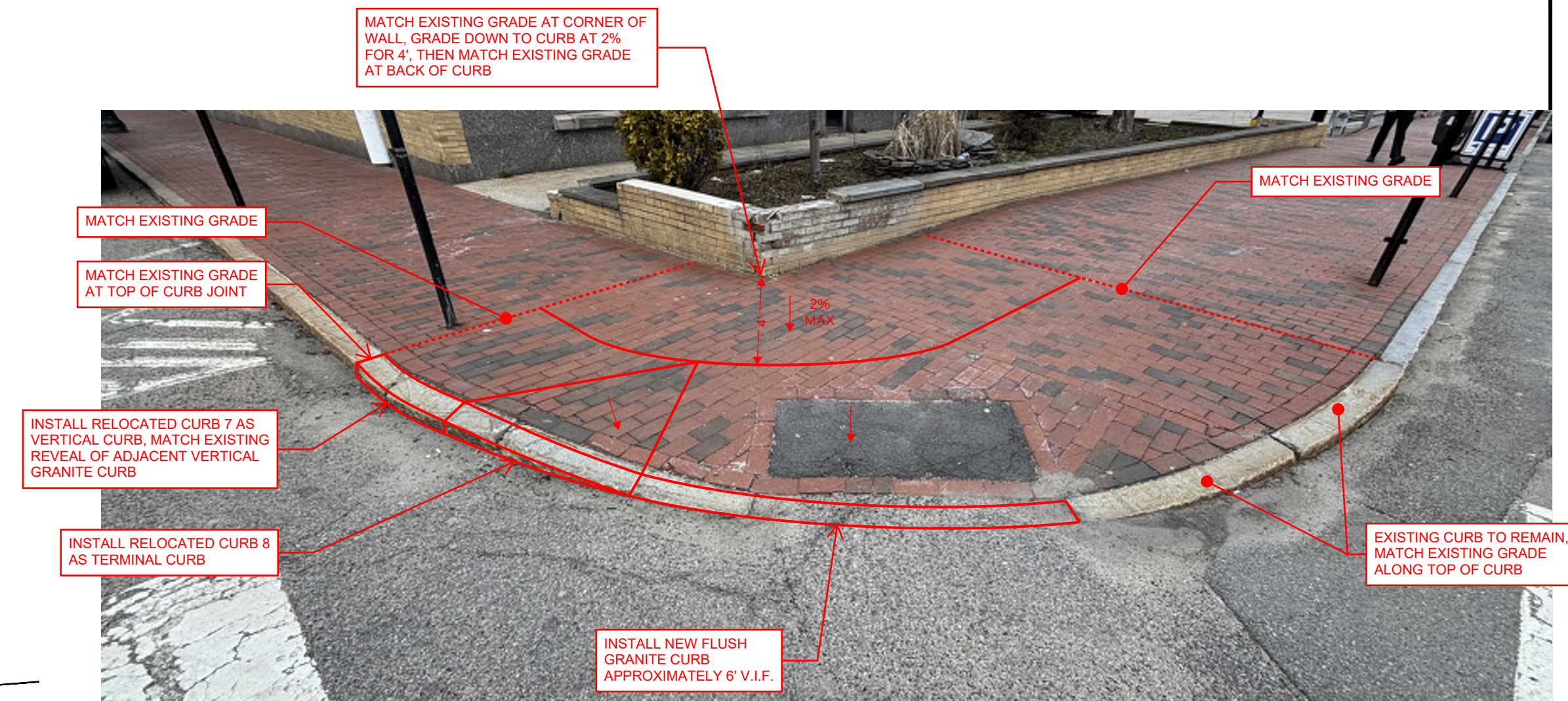


FIGURE 1



FIGURE 2

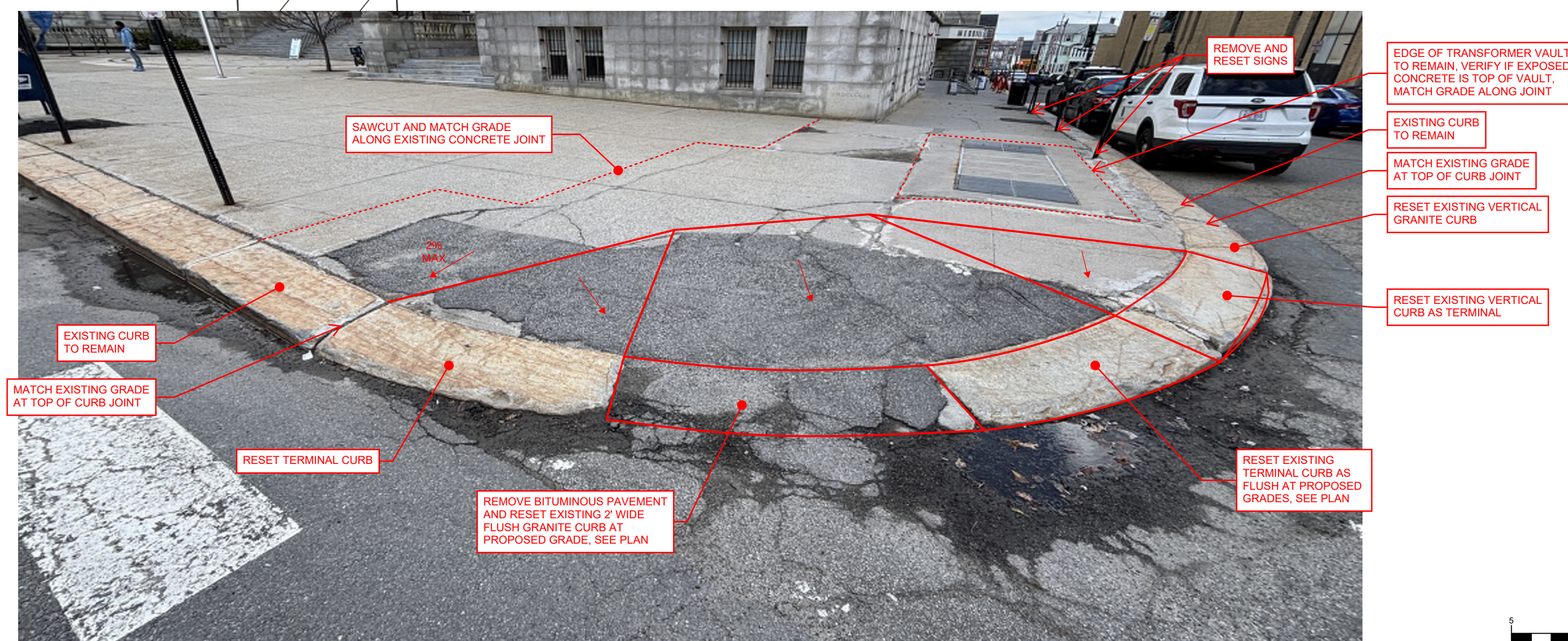
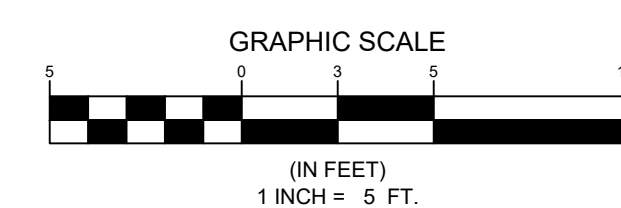


FIGURE 3



F	D/R	05-08-2028	REVISED PER CLIENT COMMENTS AND REISSUED FOR CONSTRUCTION
E	D/R	04-20-2028	REVISED PER CLIENT COMMENTS AND REISSUED FOR CONSTRUCTION
D	D/R	03-21-2023	ISSUED FOR CONSTRUCTION
G	D/R	03-21-2023	ISSUED TO CLIENT FOR PRELIMINARY REVIEW
D	D/R	03-21-2023	ISSUED TO CLIENT FOR PRELIMINARY REVIEW
A	D/R	03-21-2024	ISSUED FOR INTERNAL PRELIMINARY REVIEW
REV	BY DATE:	STATUS:	

REV:	BY:	DATE:	STATUS:
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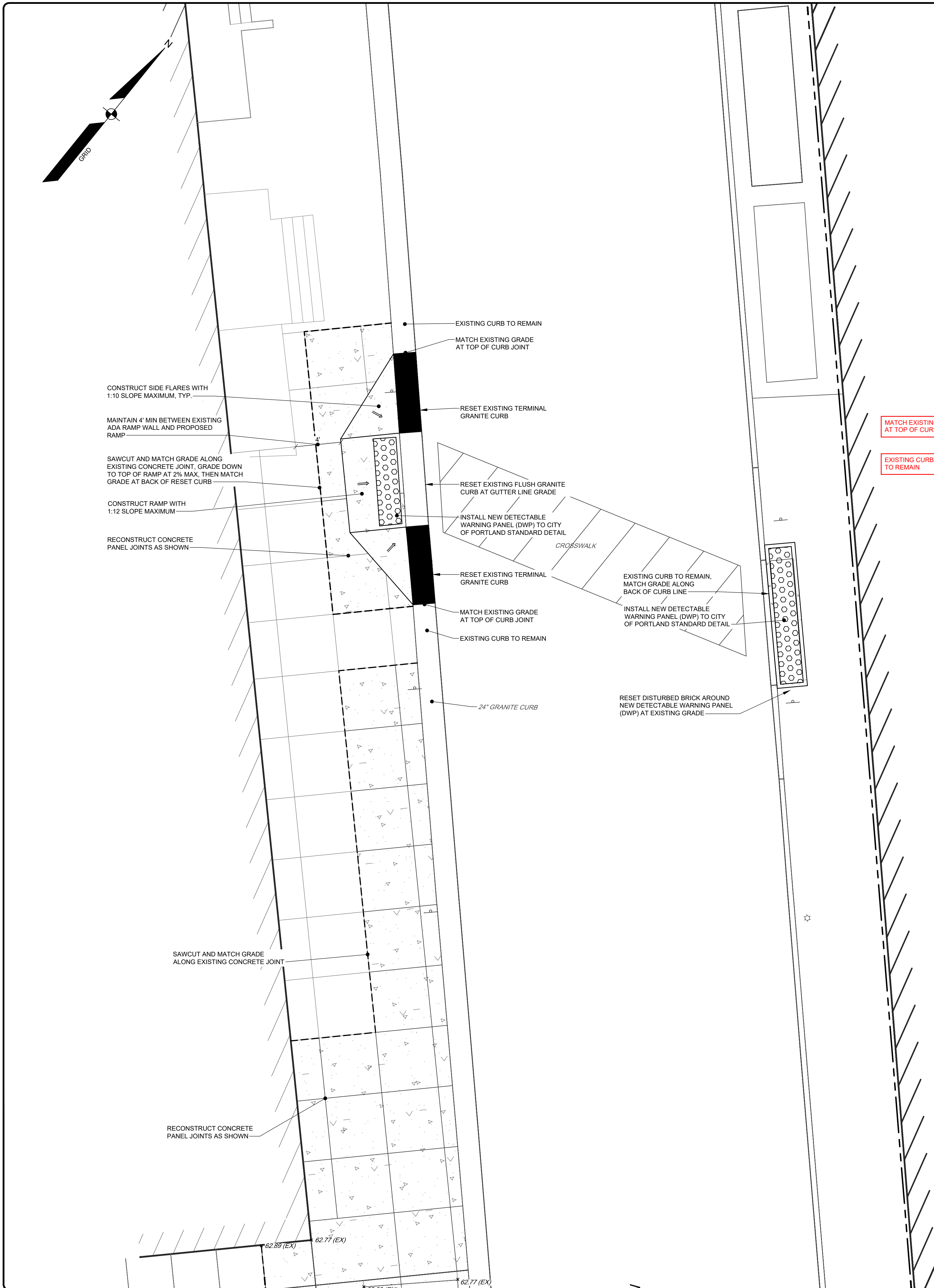
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CONGRESS STREET SIDEWALK - CONGRESS AND MYRTLE
OF: PORTLAND CITY HALL SIDEWALKS
380 CONGRESS STREET
PORTLAND, MAINE
FOR: THE CITY OF PORTLAND
380 CONGRESS STREET
PORTLAND, MAINE

DESIGNED	JSH
DRAWN	JSH
CHECKED	DLR
DATE	05-08-2026
SCALE	1" = 5'
PROJECT	240573

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NOTES:

1. THE EXISTING CONDITIONS SHOWN HAVE NOT BEEN SURVEY LOCATED AND REPRESENT APPROXIMATE LOCATIONS OF SITE FEATURES BASED ON MEASUREMENTS AND PHOTOS TAKEN DURING SITE VISITS.
2. SIDEWALK RECONSTRUCTION SHALL MEET AMERICANS WITH DISABILITIES ACT (ADA) STANDARDS. IF A STANDARD WILL NOT BE MET DUE TO DIFFERING FIELD CONDITIONS THE CONTRACTOR SHALL NOTIFY THE ENGINEER PRIOR TO CONSTRUCTION OR FIELD MODIFICATIONS.
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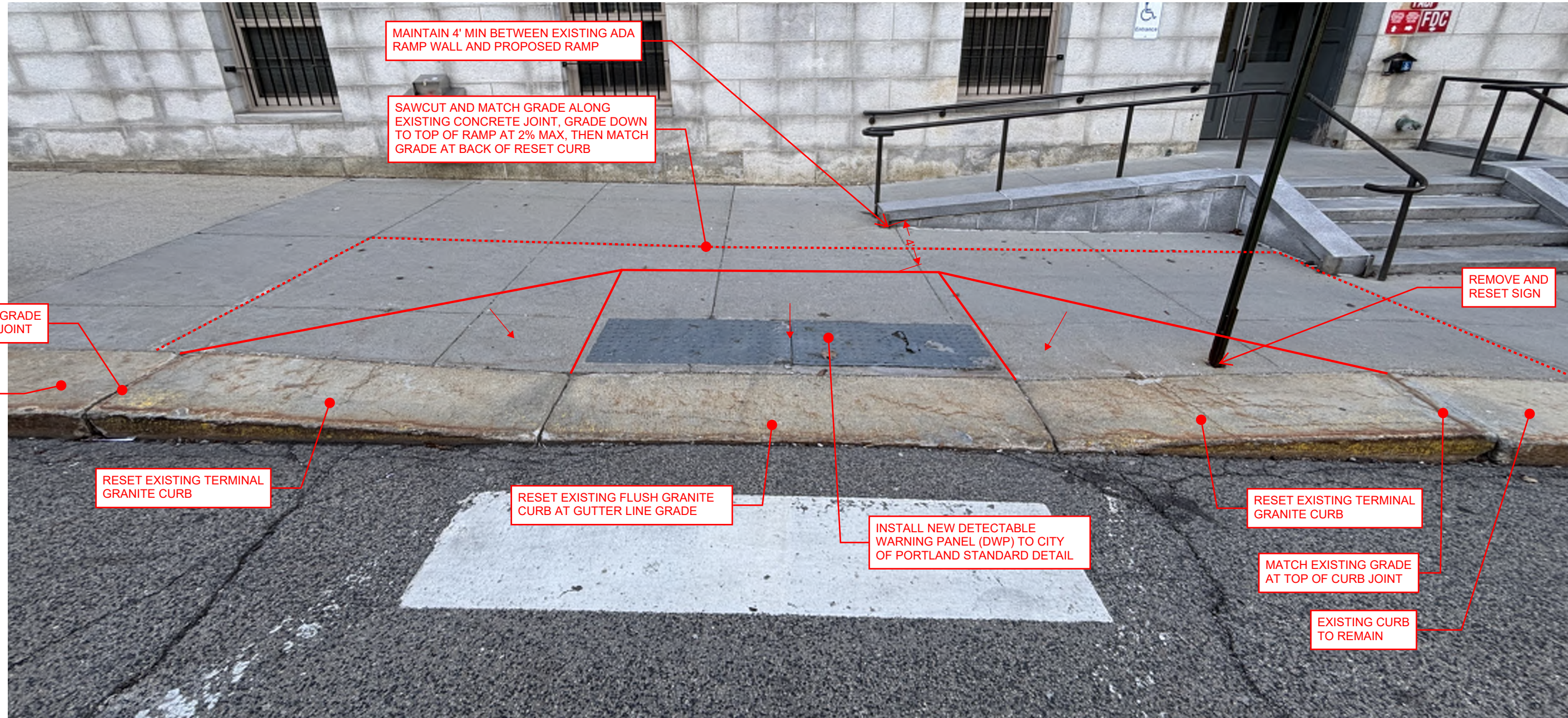


FIGURE 1

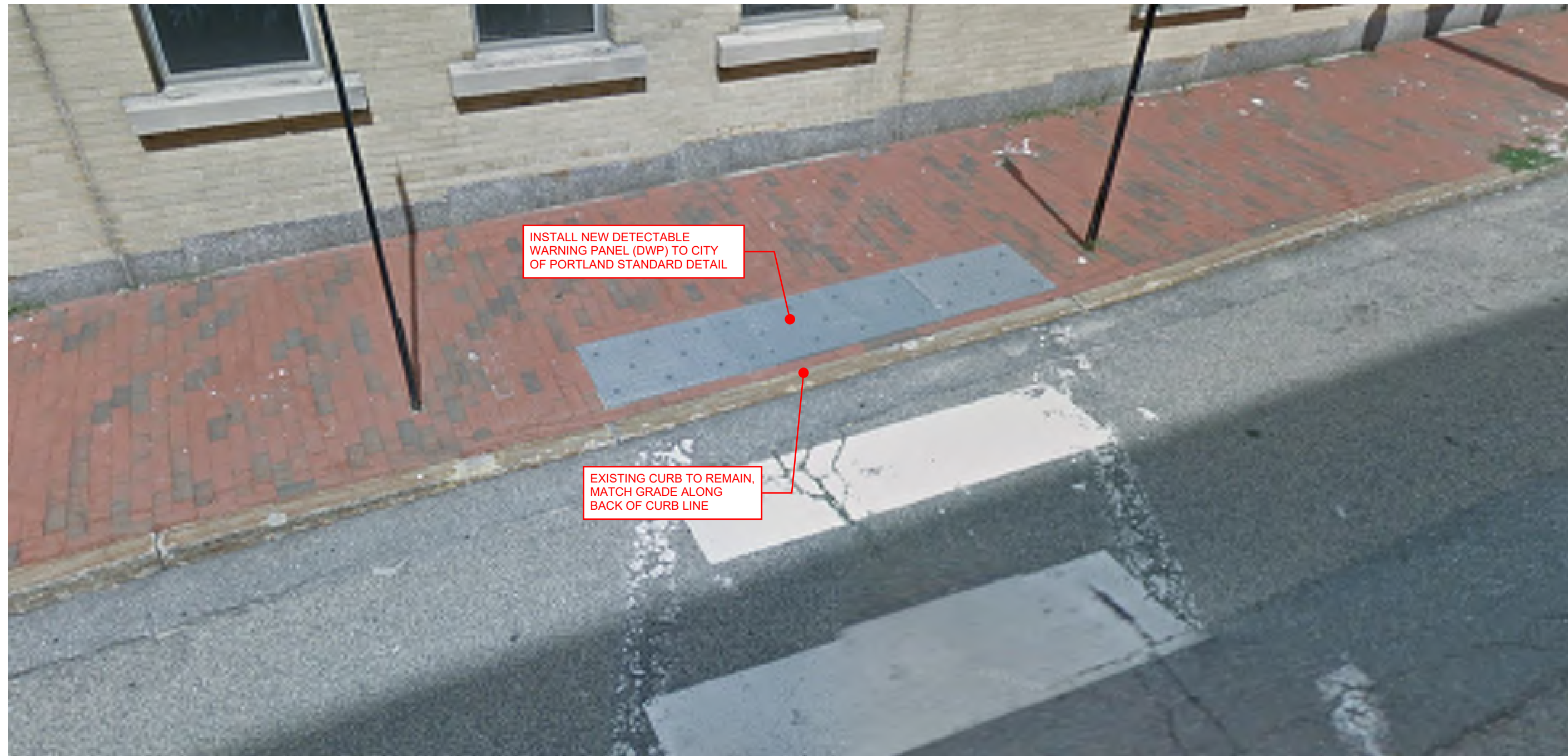
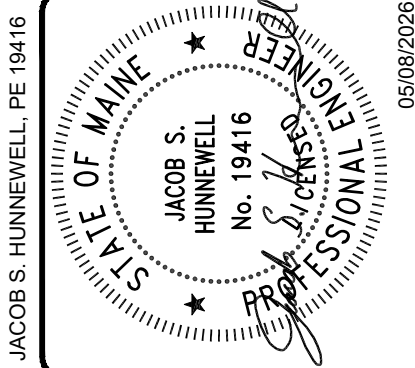
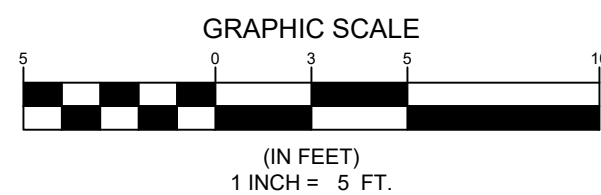


FIGURE 2



REV	BY	DATE	STATUS
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E	DLR	04-20-2026	REVISED PER CLIENT COMMENTS AND REISSUED FOR CONSTRUCTION
D	DLR	07-29-2025	ISSUED FOR CONSTRUCTION
C	DLR	03-21-2025	ISSUED TO CLIENT FOR PRELIMINARY REVIEW
B	DLR	09-20-2024	ISSUED TO CLIENT FOR PRELIMINARY REVIEW
A	DLR	09-17-2024	ISSUED FOR INTERNAL PRELIMINARY REVIEW

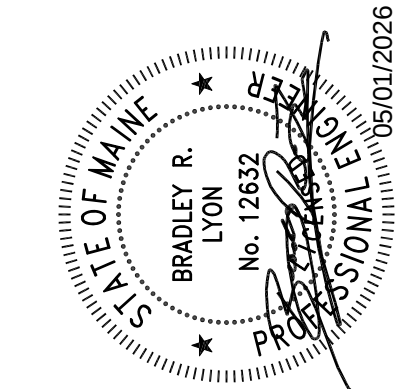
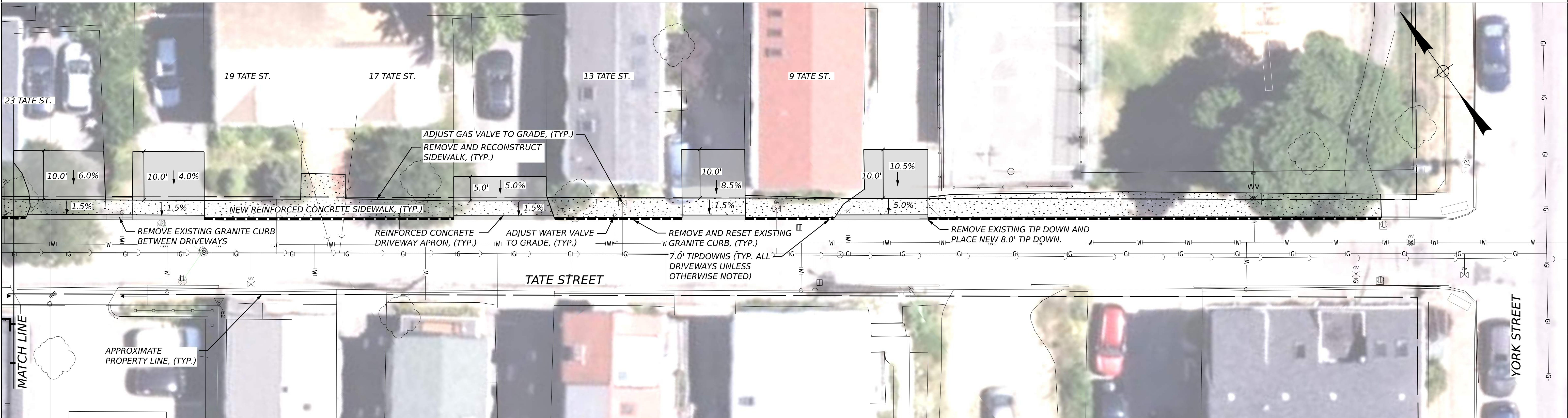
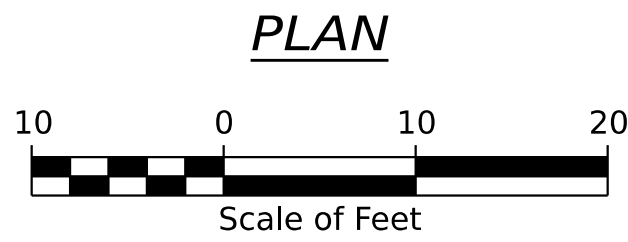
THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM SEBAGO TECHNIQS, INC. ANY ALTERATIONS, AUTHORIZED OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO SEBAGO TECHNIQS, INC.

SEBAGO
TECHNIQS
www.sebagotechniqs.com
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

CONGRESS STREET SIDEWALK - MYRTLE STREET MIDBLOCK CROSSING
OF:
PORTLAND CITY HALL SIDEWALKS
389 CONGRESS STREET
PORTLAND, MAINE
FOR:
THE CITY OF PORTLAND
389 CONGRESS STREET
PORTLAND, MAINE

DESIGNED	JSH
DRAWN	JSH
CHECKED	DLR
DATE	05-08-2026
SCALE	1" = 5'
PROJECT	240573

SHEET 10 OF 16



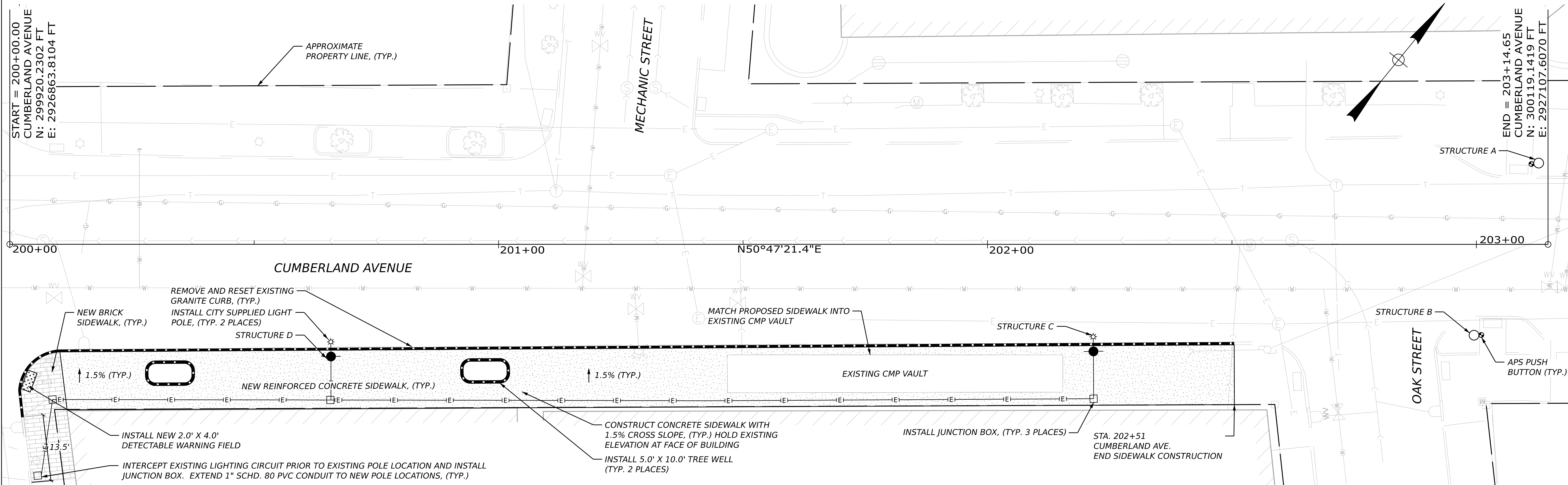
REV	SUBMISSION	DATE
2	FINAL PLANS FOR CONSTRUCTION	05/01/26
1	DRAFT PLANS TO CITY FOR REVIEW	3/12/26

PROJECT NAME: TATE STREET SIDEWALK RECONSTRUCTION

CITY OF PORTLAND MAINE
DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION
215 CANAL STREET, PORTLAND, ME 04101
PHONE (207) 874-6861 FAX (207) 874-6862



DESIGN BY: AJR	DATE: 05/01/26
DRAWN BY: AJR	SHEET NO.: 11 OF 16
CHECKED BY: BRL	REV.: 1
SHEET NAME: TATE STREET GENERAL PLAN	



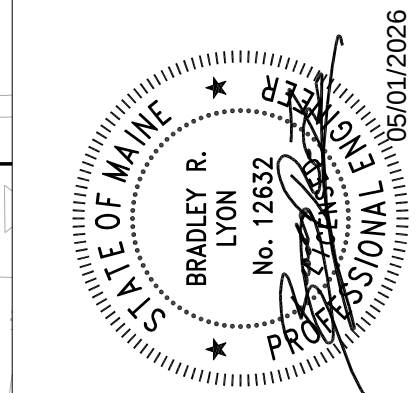
PLAN



STRUCTURE LAYOUT

STRUCTURE	LOCATION	DESCRIPTION	FOUNDATION
A	STA. 202+12, 16.6' LT	INSTALL CITY PROVIDED RECTANGULAR RAPID FLASHING BEACON (RRFB)	24" DIAMETER
B	STA. 202+99, 18.8' RT	INSTALL CITY PROVIDED RECTANGULAR RAPID FLASHING BEACON (RRFB)	24" DIAMETER
C	STA. 202+21, 21.4' RT	INSTALL CITY PROVIDED LIGHT POLE	24" DIAMETER
D	STA. 200+65, 22.4' RT	INSTALL CITY PROVIDED LIGHT POLE	24" DIAMETER

CURB RAMP DETECTABLE WARNING FIELD (ITEM #608.26)
STATION 200+04 RT AREA 8 S.F.



REV	SUBMISSION	DATE
2	FINAL PLANS FOR CONSTRUCTION	05/01/26
1	DRAFT PLANS TO CITY FOR REVIEW	03/12/26

PROJECT NAME:

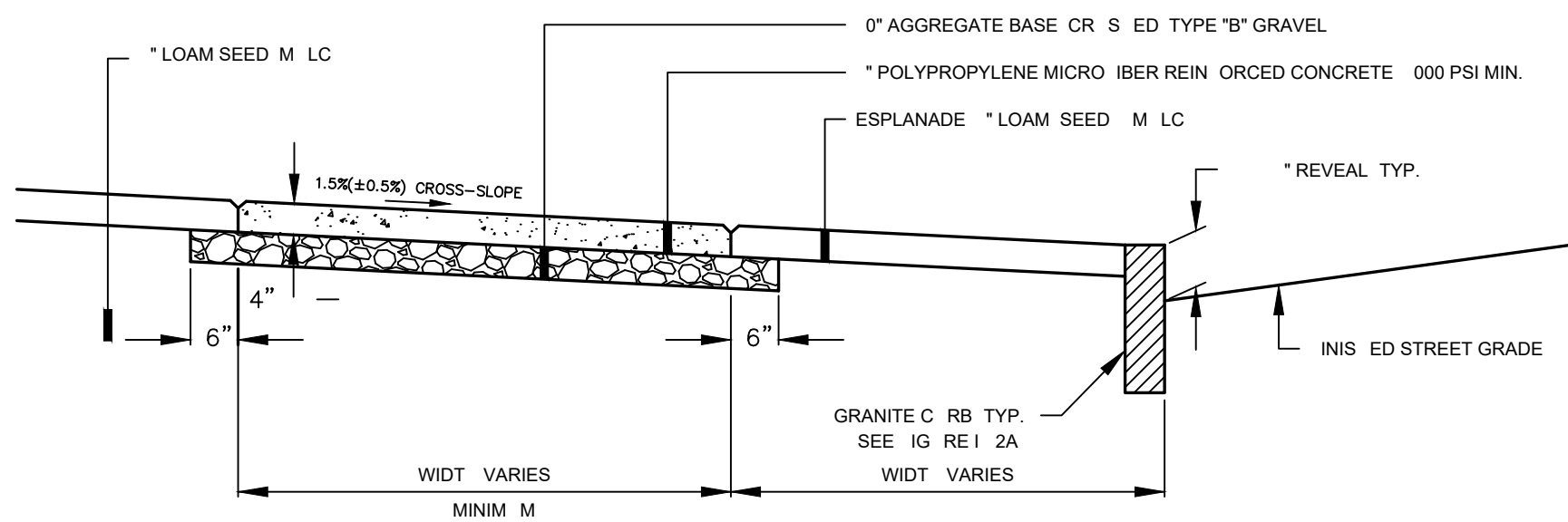
CUMBERLAND AVE. SIDEWALK

CITY OF PORTLAND MAINE
DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION
212 CANAL ROAD, 3RD FLOOR, PORTLAND, MAINE 04101
PHONE (207) 874-6861 FAX (207) 874-6862

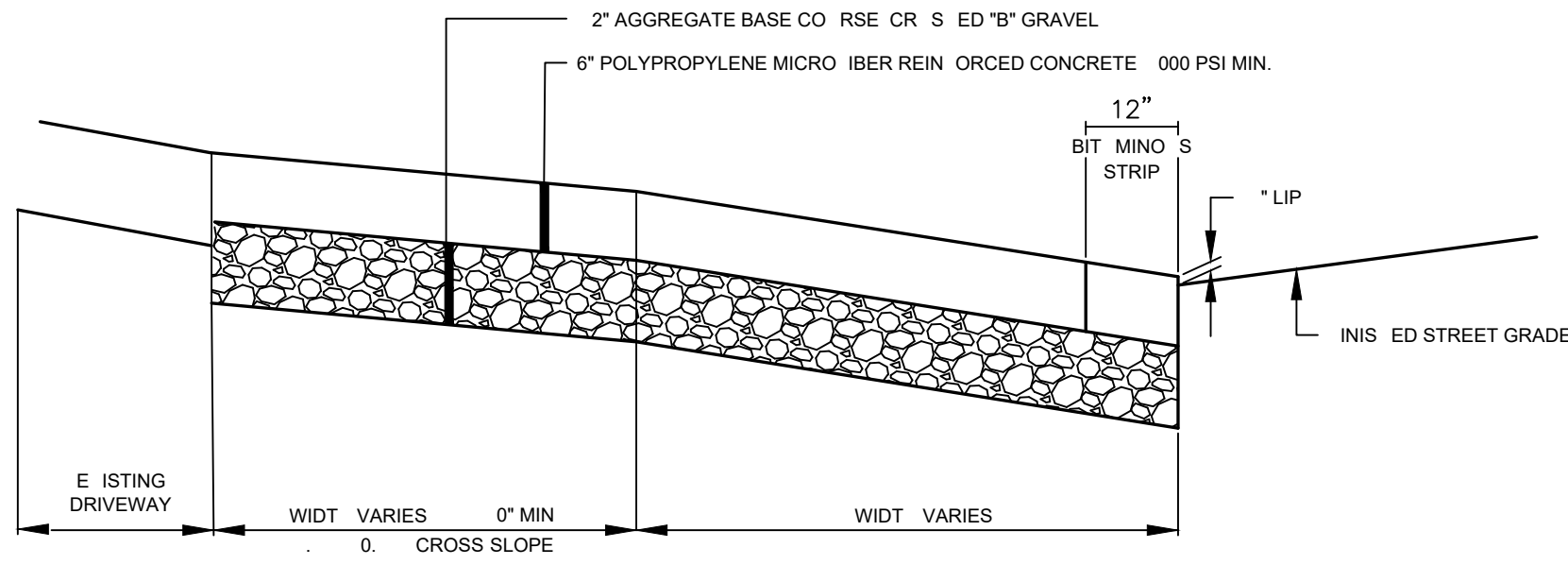


DESIGN BY:	AJR	DATE:	05/01/26
DRAWN BY:	AJR	SHEET NO.:	12 OF 16
CHECKED BY:	BRL	REV.:	1
SHEET NAME:	CUMBERLAND AVE. SIDEWALK RECONSTRUCTION PLAN		

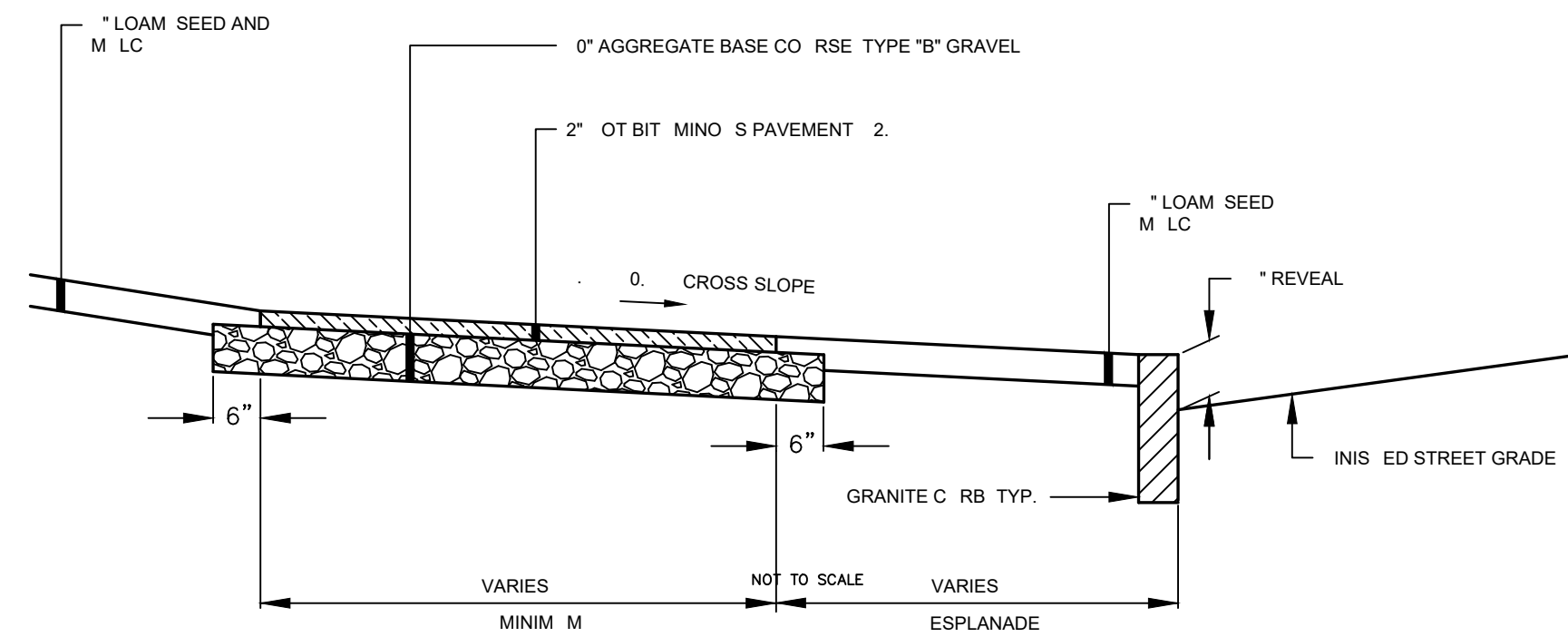
NOTE
CONCRETE SIDEWALKS TO BE TREATED WITH CONSOLIDECK SALTGUARD WB OR APPROVED
EQUAL. FOLLOW MANUFACTURER'S RECOMMENDATIONS FOR APPLICATION.



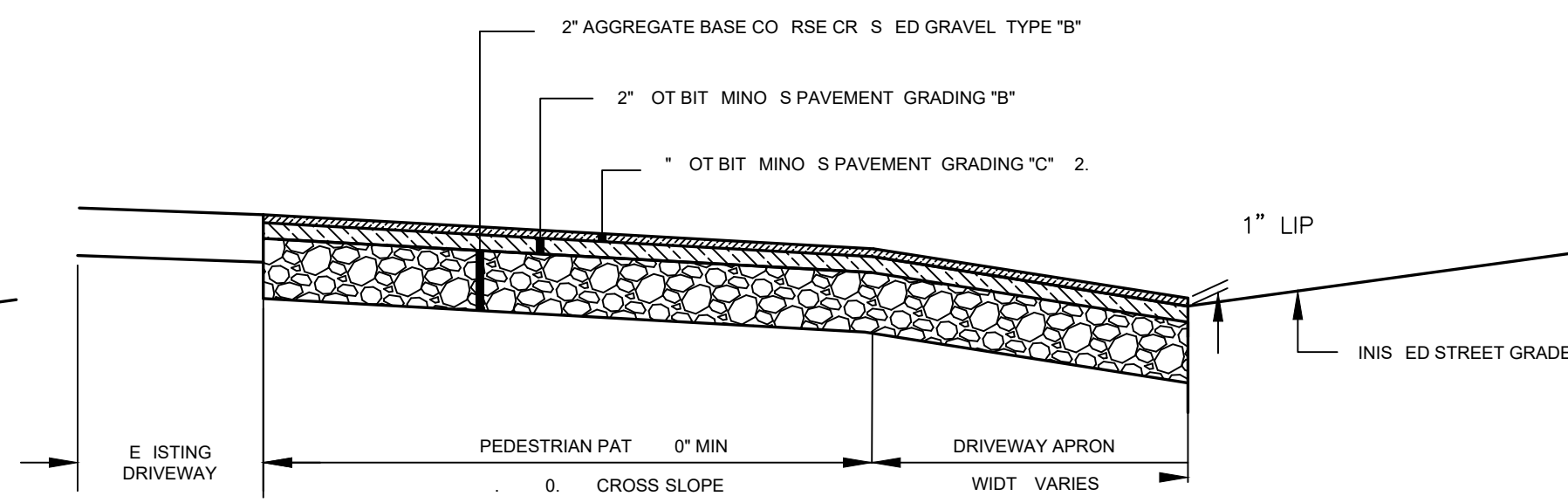
REINFORCED CONCRETE SIDEWALK
NOT TO SCALE



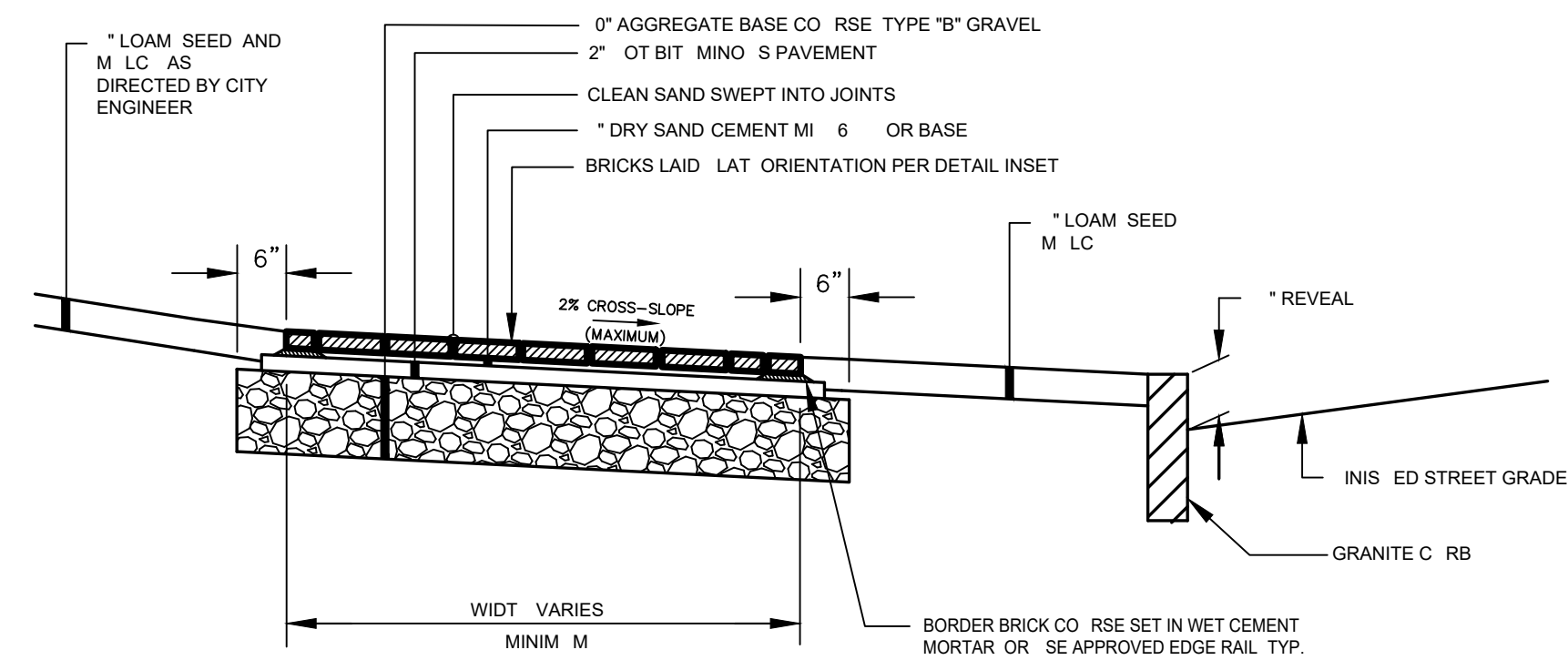
REINFORCED CONCRETE DRIVEWAY APRON
NOT TO SCALE



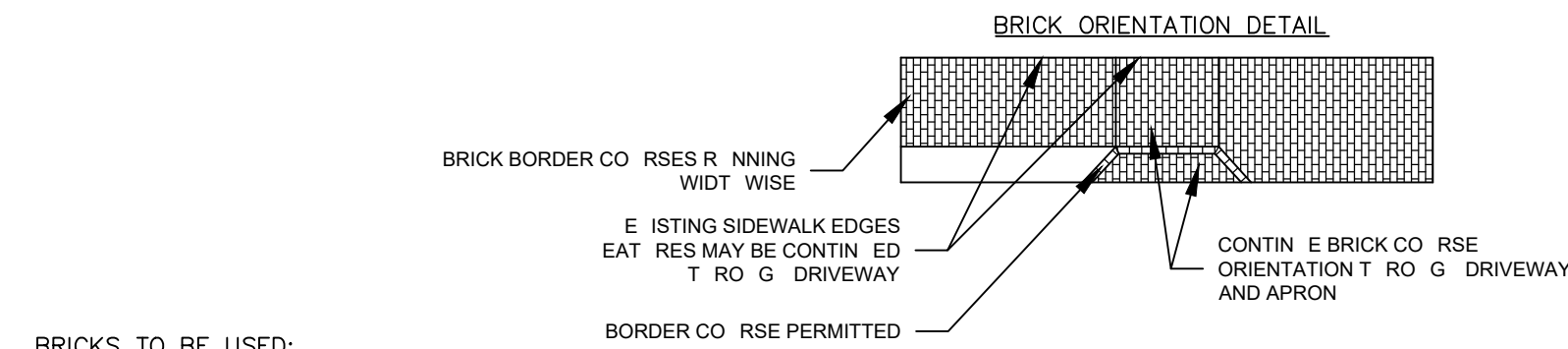
BITUMINOUS SIDEWALK



BITUMINOUS DRIVEWAY APRON
NOT TO SCALE



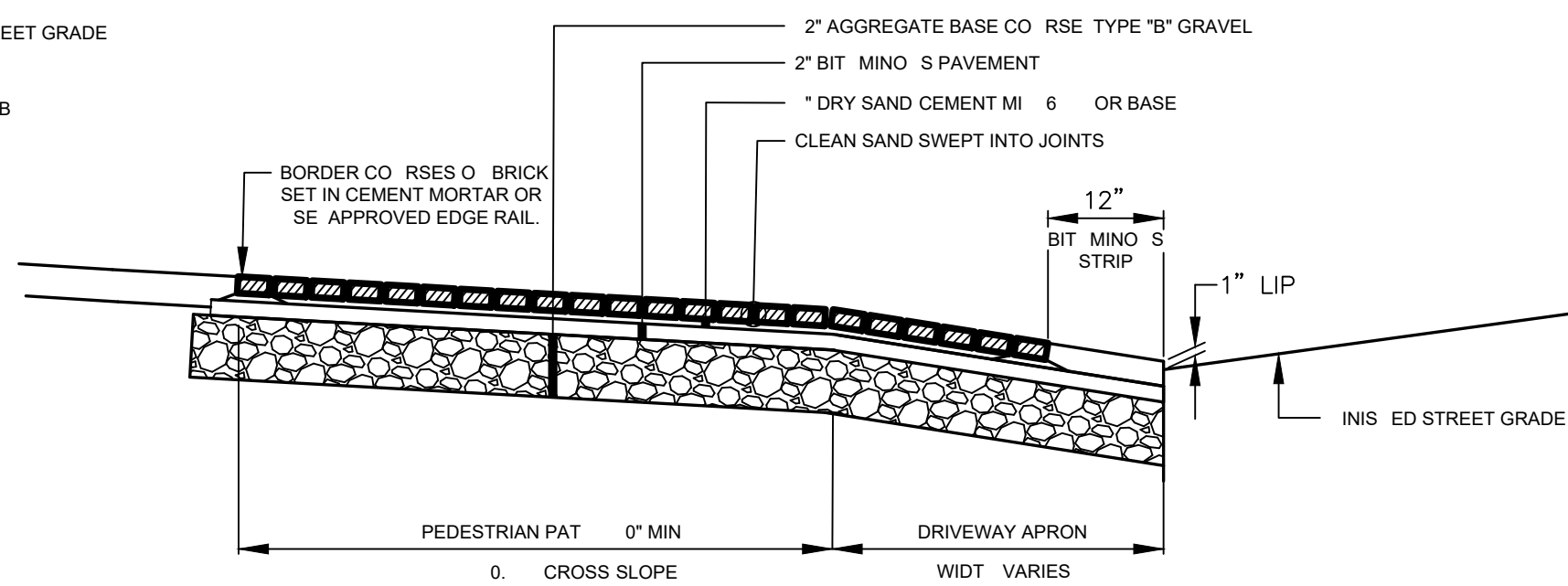
BRICK SIDEWALK WITH BITUMINOUS BASE
NOT TO SCALE



BRICKS TO BE USED:

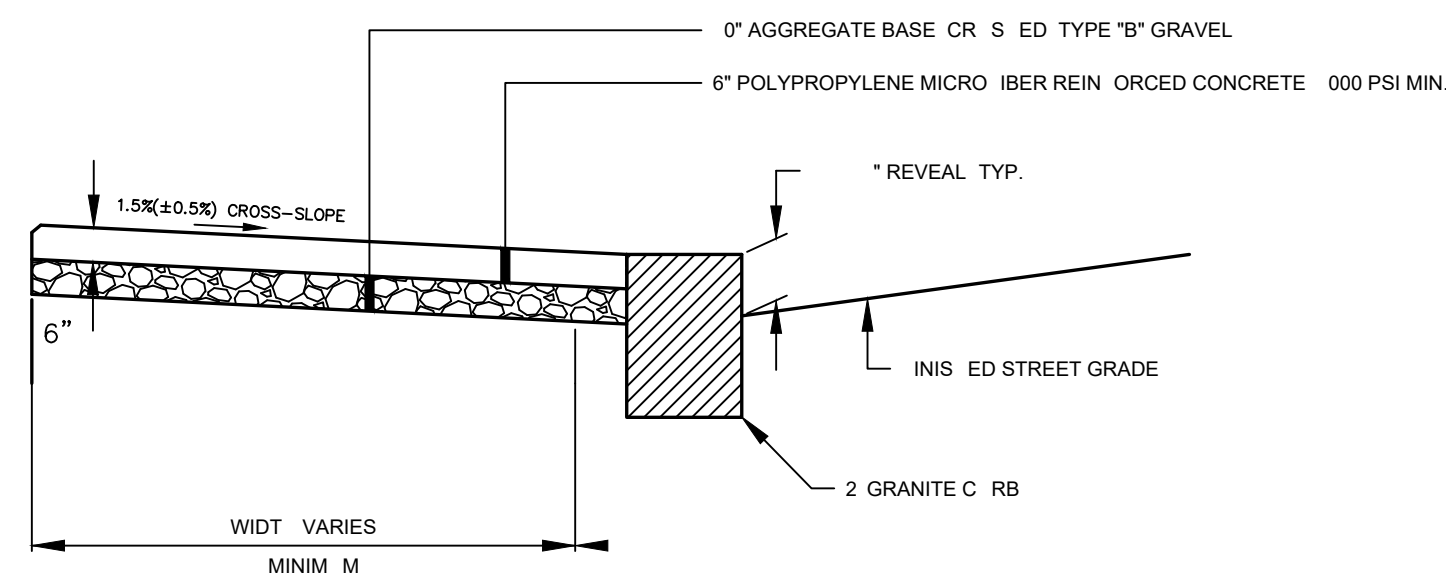
NEW CONSTRUCTION:
4"x8" PINE HALL PATHWAY PAVER BRICK; MFG. BY PINE HALL BRICK CO., MADISON, NORTH CAROLINA, OR
APPROVED EQUAL.
LACHANCE ITEM # 193623, PINE HALL PATHWAY PAVER BRICK, OR APPROVED EQUAL.

REPAIR /MAINTENANCE TO EXISTING BRICK SIDEWALKS: VERMONT PAVER; SUPPLIED BY GAGNE AND SONS.
SPECIFICATION NUMBER:
VERMONT BACKER BRICK,
ITEM NUMBER # VBBB,
OR APPROVED EQUAL.



BRICK DRIVEWAY APRON WITH BITUMINOUS BASE
NOT TO SCALE

NOTE
CONCRETE SIDEWALKS TO BE TREATED WITH CONSOLIDECK SALTGUARD WB OR APPROVED
EQUAL. FOLLOW MANUFACTURER'S RECOMMENDATIONS FOR APPLICATION.



6" REINFORCED CONCRETE SIDEWALK; EXPOSED AGGREGATE FINISH
NOT TO SCALE

GENERAL NOTES

- SIDEWALKS SHALL BE CONSTRUCTED IN BRICK, CONCRETE, OR BITUMINOUS, ACCORDING TO THE SIDEWALK & DRIVEWAY APRON MATERIALS POLICY, UNLESS DIRECTED OTHERWISE BY THE CITY ENGINEER.
- SIDEWALKS AND RAMPS SHALL BE BUILT ACCORDING TO THE FOLLOWING DIMENSIONS AND GRADES:
SIDEWALK RUNNING SLOPE: MATCH ADJACENT STREET GRADE
SIDEWALK CROSS SLOPE: 1.0% MINIMUM, 2.0% MAXIMUM
SIDEWALK WIDTH: 5'-0" MINIMUM, WIDER PREFERRED
ESPLANADE (WHERE PROVIDED) 2'-0" MINIMUM, 4'-0" OR GREATER PREFERRED IF LANDSCAPED.
- TWO CURB RAMPS ARE REQUIRED AT EACH SIDEWALK CORNER. EACH CURB RAMP SHALL CONNECT THE PEDESTRIAN ACCESS ROUTE AT EACH PEDESTRIAN STREET CROSSING. IN ALTERATIONS WHERE PHYSICAL CONSTRAINTS PREVENT TWO CURB RAMPS FROM BEING INSTALLED AT A STREET CORNER, A SINGLE PEDESTRIAN CURB RAMP MAY BE PERMITTED.
- OPPOSING CURB RAMPS AT A SINGLE CROSSING SHALL ALIGN TO PROVIDE A STRAIGHT PATH OF TRAVEL FROM THE TOP OF THE RAMP TO THE CURB RAMP ON THE OPPOSITE SIDE OF THE ROADWAY TO THE MAXIMUM EXTENT FEASIBLE.
- ALL SIDEWALKS AND RAMPS SHALL DRAIN TOWARD THE STREET, DRIVEWAY, OR PARKING AREA, WITH A MAXIMUM CROSS SLOPE OF 2.0%.
- LEVEL LANDINGS (NO GREATER THAN 2.0% SLOPE IN ANY DIRECTION) AT THE BOTTOM OF PERPENDICULAR RAMPS SHALL BE WHOLLY CONTAINED WITHIN MARKED CROSSWALKS.
- PONDING SHALL NOT BE PERMITTED WITHIN THE CURB RAMP LIMITS. RAMPS SHALL NOT ALTER ROADWAY DRAINAGE PATTERNS.
- TRANSITION FROM RAMPS TO WALKS OR STREET SURFACE SHALL BE FLUSH AND FREE OF ABRUPT CHANGES. PAVEMENT AT THE STREET SURFACE SHALL BE MILLED TO ACHIEVE FLUSH CONDITION.
- CURB RAMP AND FORM WORK SLOPES SHALL BE CHECKED WITH A DIGITAL LEVEL OF AN APPROPRIATE LENGTH. NO PORTION OF A RAMP RUN SHALL EXCEED THE MAXIMUM SLOPE REQUIREMENT.
- THE COUNTER SLOPE WITHIN 2' OF THE CURB RAMP SHALL BE 5% MAXIMUM. IN ALTERATIONS, IF THE COUNTER SLOPE OF 5% MAXIMUM CANNOT BE ACHIEVED, THE SLOPE ELEVATION MAY BE ADJUSTED SO THAT THE COMBINED COUNTER SLOPE AND RAMP SLOPE DO NOT EXCEED 13.3%.
- VERTICAL DROP-OFF EDGES TO RAMPS SHALL NOT BE BUILT UNLESS THE RAMP ABUTS AN ESPLANADE OR OTHER AREA NOT TO BE USED BY PEDESTRIANS.
- AT MARKED CROSSWALKS, THE FULL WIDTH OF THE RAMP OR LANDING SHALL BE CONTAINED WITHIN THE PAVEMENT MARKINGS.
- TACTILE WARNING PANELS SHALL BE PROVIDED ON ALL RAMPS AS PER FIGURE I-7 (OR I-7A) OF THESE STANDARD DETAILS.
- RAMP FLARES SHOULD BE LOCATED OUTSIDE THE DIRECT LINE OF TRAVEL MOST LIKELY TO BE FOLLOWED BY THE VISUALLY IMPAIRED.
- SIGNS, POLES, PLANTERS, MAILBOXES, ETC. SHALL NOT BE LOCATED WHERE THEY WILL INTERFERE WITH THE USE OF SIDEWALK RAMPS. UTILITY POLES MAY BE INCORPORATED INTO THE FLARES OF THE CURB RAMP.
- SIDEWALK RAMPS SHALL NOT BE LOCATED WHERE USERS MUST CROSS DROP INLET GRATES, MANHOLE COVERS, OR OTHER ACCESS LIDS. IF THIS CANNOT BE AVOIDED, THEN GRATE DESIGN AND PLACEMENT SHALL CONFORM TO ADA REQUIREMENTS.
- THE PUBLIC SIDEWALK CURB RAMP STANDARDS DEPICTED HERE MAY NOT BE APPROPRIATE FOR ALL LOCATIONS. FIELD CONDITIONS AT INDIVIDUAL LOCATIONS MAY REQUIRE SPECIFIC DESIGNS. RAMP DESIGNS THAT ARE COMPLIANT WITH ADA BUT NOT LISTED IN THESE DETAILS MAY BE APPROVED BY THE CITY ENGINEER.
- DESIGNS MUST BE CONSISTENT WITH THE PROVISIONS OF THESE DETAILS AND TO ADA GUIDELINES TO THE MAXIMUM EXTENT FEASIBLE ON ALTERATION PROJECTS, AND WHEN STRUCTURALLY PRACTICABLE ON NEW CONSTRUCTION PROJECTS AS REQUIRED BY THE ADA ACCESSIBILITY GUIDELINES.
- MAXIMUMS AND MINIMUMS DO NOT HAVE TOLERANCES AND ARE NOT TO BE EXCEEDED OR UNMET.
- THE STANDARD TURNING SPACE (LEVEL LANDING) IS 4'-0" X 4'-0" SLOPING NO MORE THAN 2.0% WHERE THE TURNING SPACE SHALL BE 4'-0" MINIMUM BY 5'-0" MINIMUM. THE 5'-0" DIMENSION SHALL BE PROVIDED IN THE DIRECTION OF THE RAMP RUN.
- DETECTABLE WARNINGS SHALL BE INSTALLED AT ALL SIGNED OR SIGNALIZED INTERSECTIONS. THEY SHALL HAVE A TRUNCATED DOME SURFACE. THE DOMES SHALL BE IN A SQUARE PATTERN AND ALIGNED WITH PEDESTRIAN TRAFFIC WHERE POSSIBLE.
- DETECTABLE WARNINGS SHALL SPAN THE WIDTH OF THE PEDESTRIAN RAMP. SEE STANDARD DETAIL FIGURE I-7 (I-7A).
- ALL DETECTABLE WARNING FIELDS PLACED AT THE SAME INTERSECTION SHALL BE MADE UP OF THE SAME UNIFORM MATERIAL TYPE. DETECTABLE WARNINGS SHALL BE CONTRASTING IN COLOR TO THE ADJACENT WALKWAY.
- A RAMP WITH A RUNNING SLOPE LESS THAN 5.0% IS DEFINED AS A "BLENDED TRANSITION". BLENDED TRANSITIONS DO NOT REQUIRE A LEVEL LANDING AT THE TOP OF THE RAMP.
- THE RAMP LENGTH SHALL NOT EXCEED 15 FEET. ADJUST RAMP LENGTH OR SLOPE AS NEEDED TO PROVIDE ACCESS TO THE MAXIMUM EXTENT FEASIBLE.
- ALL CURB RAMP JOINTS AND GRADE BREAKS SHALL BE FLUSH.
- RAMP GRADE BREAKS SHALL BE PERPENDICULAR TO THE RUNNING SLOPE.
- THERE SHALL BE A MINIMUM OF 12" AGGREGATE SUBBASE COURSE - GRAVEL UNDER THE SIDEWALK SURFACE ON PEDESTRIAN RAMPS.
- DRAINAGE STRUCTURES, UTILITY POLES, TRAFFIC SIGNAL EQUIPMENT OR OTHER OBSTRUCTIONS SHALL NOT BE INSTALLED IN THE CURB RAMP OR TURNING SPACE AREAS.
- BEFORE RETROFITTING RAMPS, THE CONTRACTOR SHALL VERIFY REMOVAL LIMITS ARE SUFFICIENT TO PROVIDE POSITIVE DRAINAGE, MAINTAIN EXISTING DRAINAGE PATTERNS AND AVOID PONDING IN THE FINAL CONFIGURATION.
- A TEMPORARY PEDESTRIAN ACCESS ROUTE SHALL BE PROVIDED WHENEVER THE EXISTING PEDESTRIAN ACCESS ROUTE IN THE PUBLIC RIGHT OF WAY IS BLOCKED BY CONSTRUCTION, ALTERATION, MAINTENANCE OR OTHER TEMPORARY CONDITIONS. REFER TO MUTCD FOR GUIDANCE.

REV	SUBMISSION	DATE

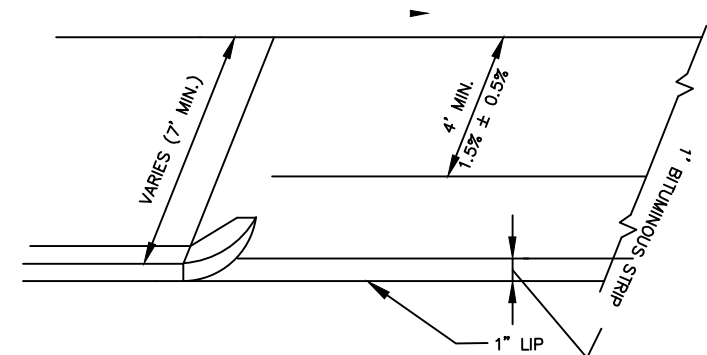
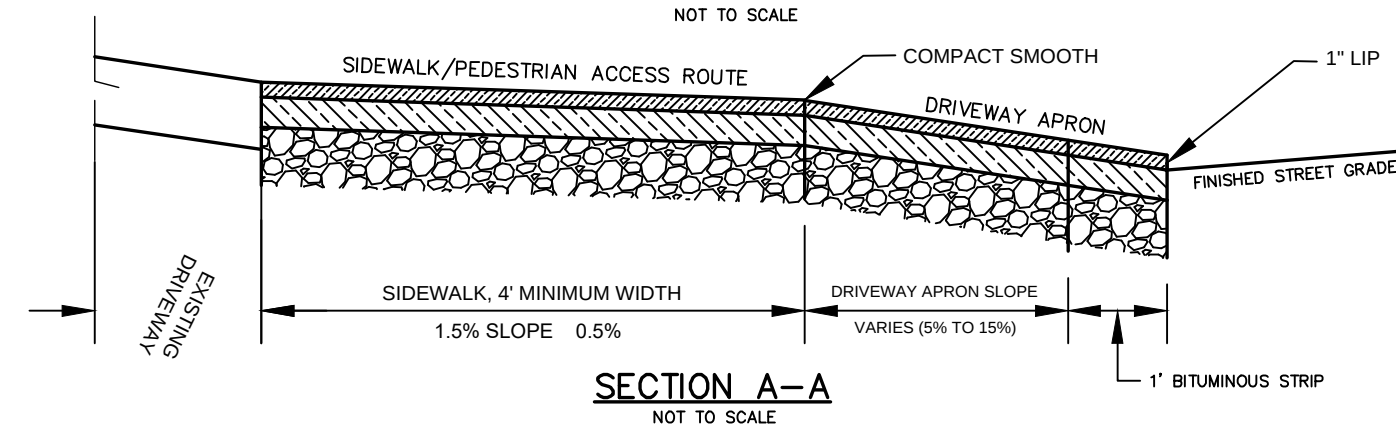
PROJECT NAME: 2026 CDBG SIDEWALK AND ADA PROJECT

CITY OF PORTLAND, MAINE
DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION
212 CANCO RD, SUITE B, PORTLAND, MAINE 04101
PHONE (207) 874-3801 FAX (207) 874-8852



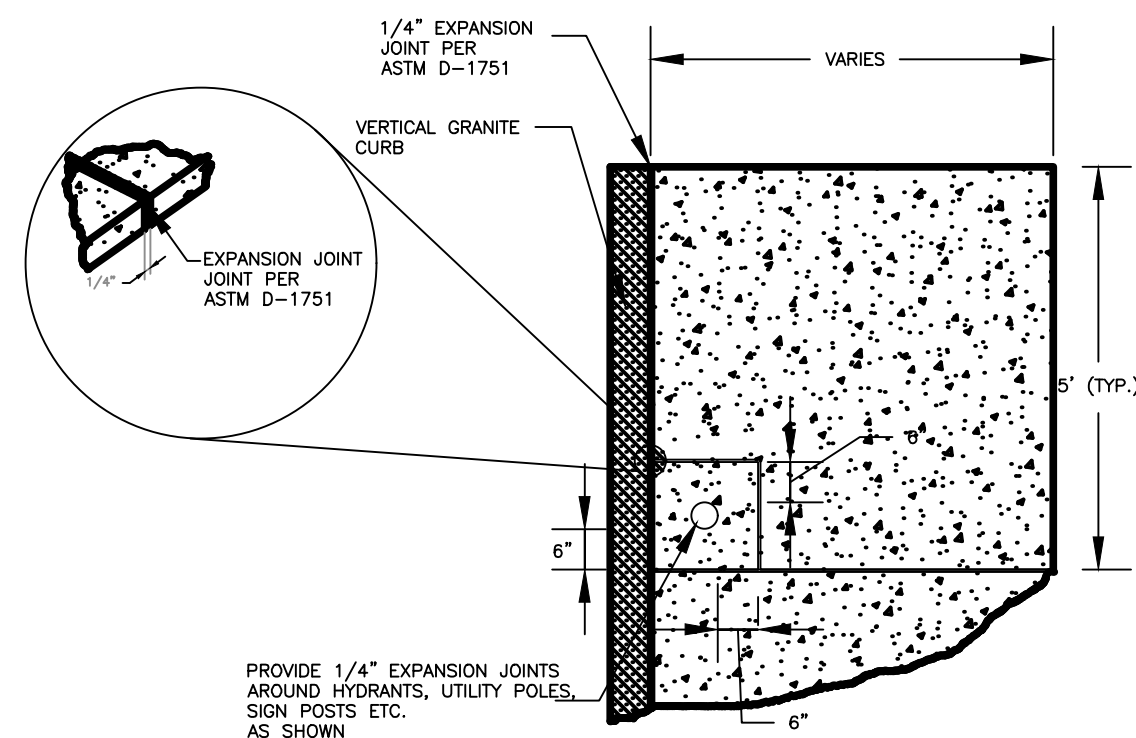
DESIGN BY: I. MARISTANY	DATE: 3/20/26	SHEET NO: 3
DRAWN BY: I. MARISTANY		
CHECKED BY: E. BOLT		
SHEET NAME: DETAILS		

STANDARD RESIDENTIAL DRIVEWAY APRON LAYOUT

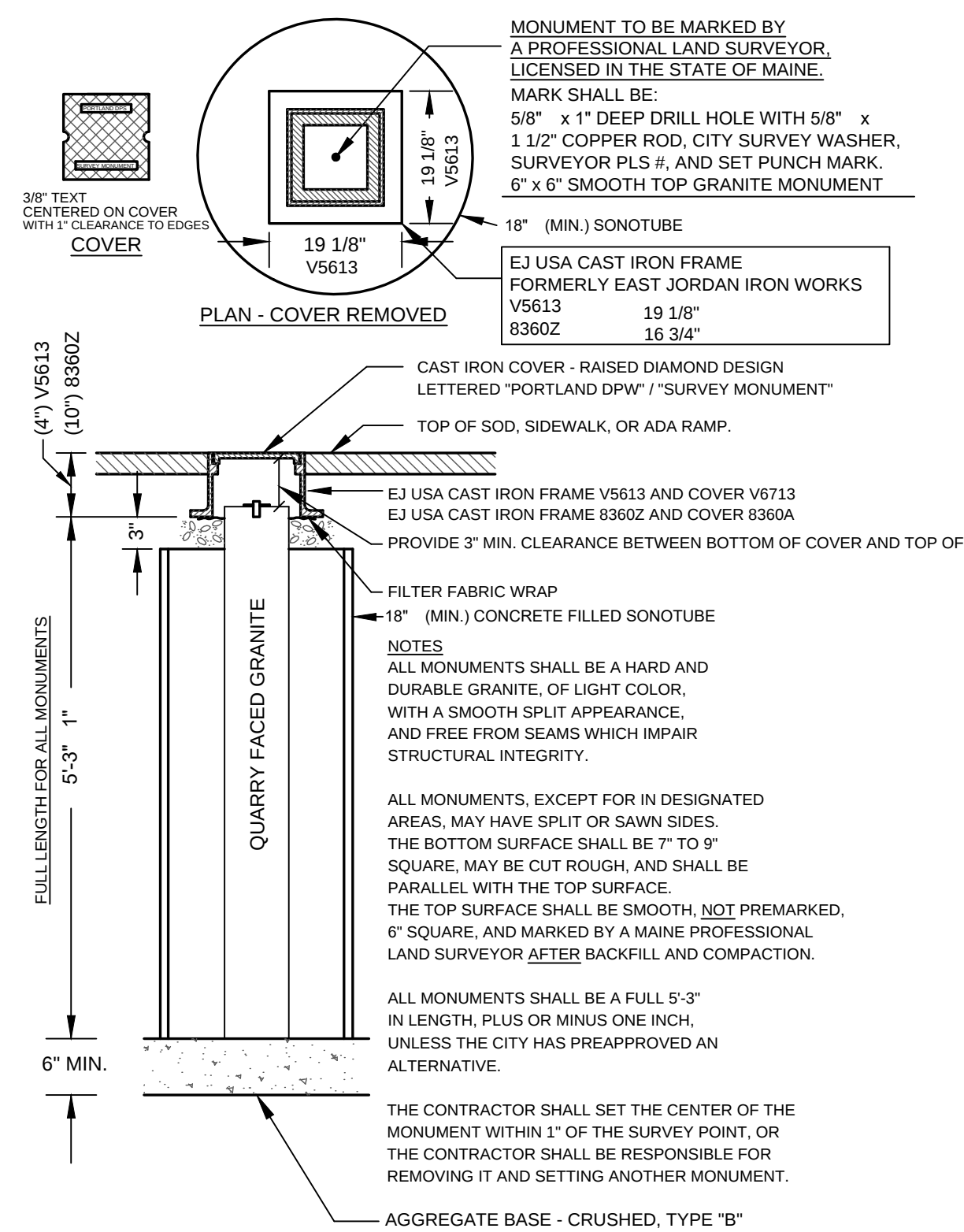


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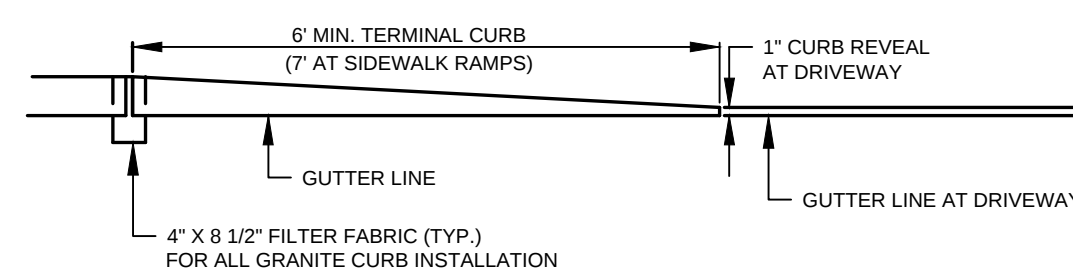
1. MATCH EXISTING GRADE AT R.O.W. LINE. WHERE REQUIRED TO MEET A.D.A. AND DRIVEWAY APRON SLOPE REQUIREMENTS, CANTH CURBING EASEMENT MAY BE REQUIRED.
2. IF MATCHING THE EXISTING GRADE AT ROW CAUSES APRON SLOPE TO EXCEED RECOMMENDED %, SIDEWALK TRANSITION AREAS MAY BE ADDED. BUT SHALL NOT EXCEED 8.33%.
3. TWO-FOOT RADIUS CORNER GRANITE PILES ("BUGS") ARE REQUIRED AT LOW-VOLUME DRIVEWAYS UNLESS OTHERWISE DIRECTED BY DPW. AT ROW COMPLY WITH DRIVEWAYS, STANDARD FLARE/TIPDOWN TREATMENTS SHALL BE.
4. ALL MATERIALS IN ROW TO COMPLY WITH CITY'S SIDEWALK & DRIVEWAY MATERIAL POLICY. BRICK IN DRIVEWAY APRONS, WHERE APPLICABLE, SHALL BE ORIENTED IN THE SAME WAY AS THE ADJACENT BRICK SIDEWALK.
5. THIS LAYOUT MAY BE REQUIRED AT MINOR DRIVEWAYS SERVING COMMERCIAL OR INDUSTRIAL USES.



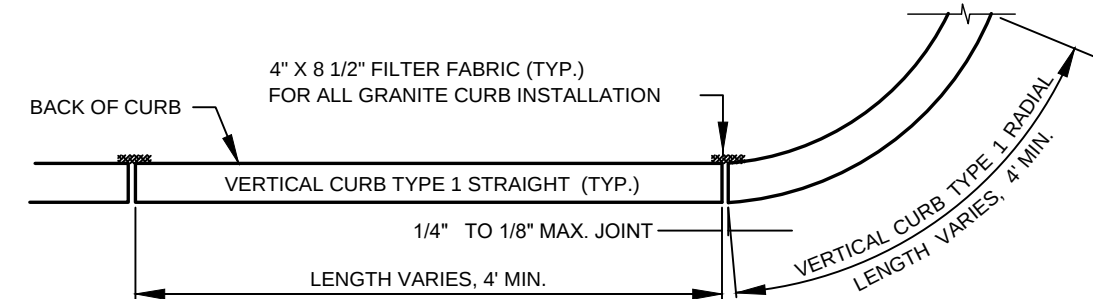
SIDEWALK EXPANSION JOINT
NOT TO SCALE



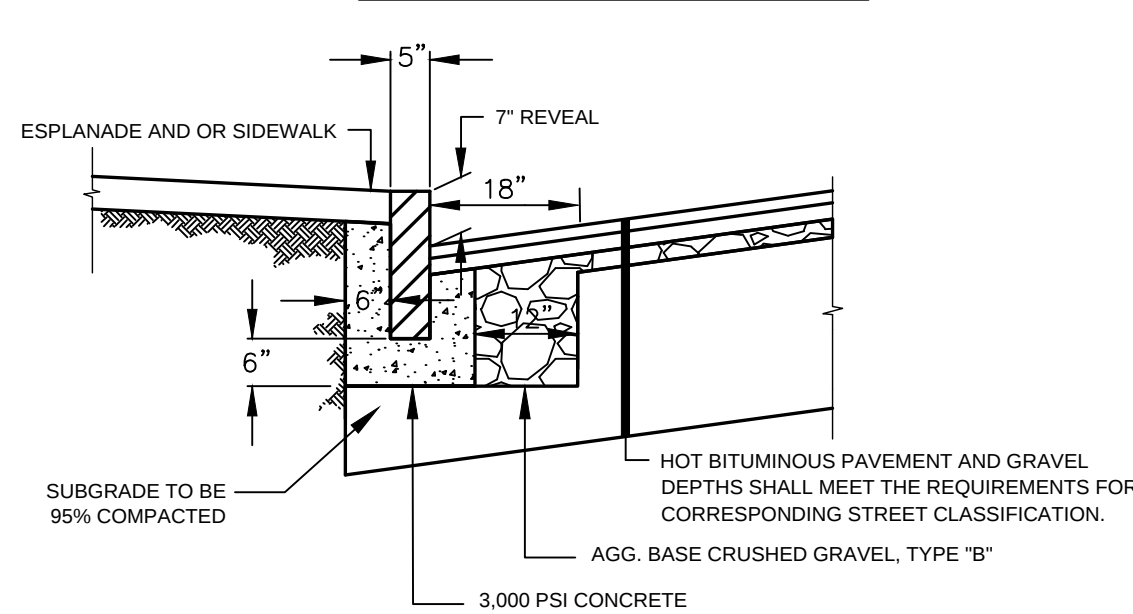
GRANITE STREET MONUMENT



TERMINAL CURB PROFILE



VERTICAL GRANITE CURB PLAN VIEW



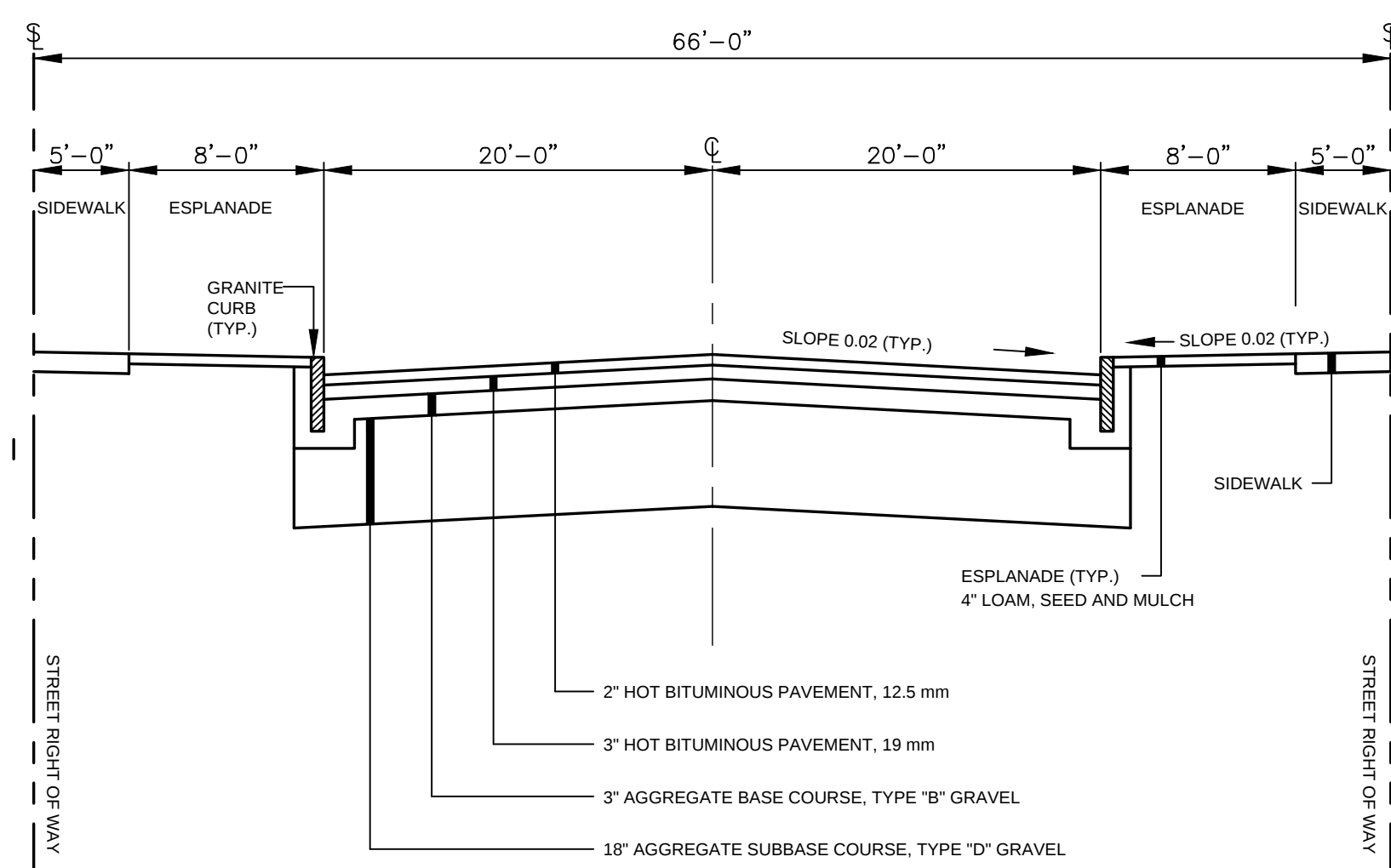
VERTICAL GRANITE CURB CROSS SECTION

NOTES

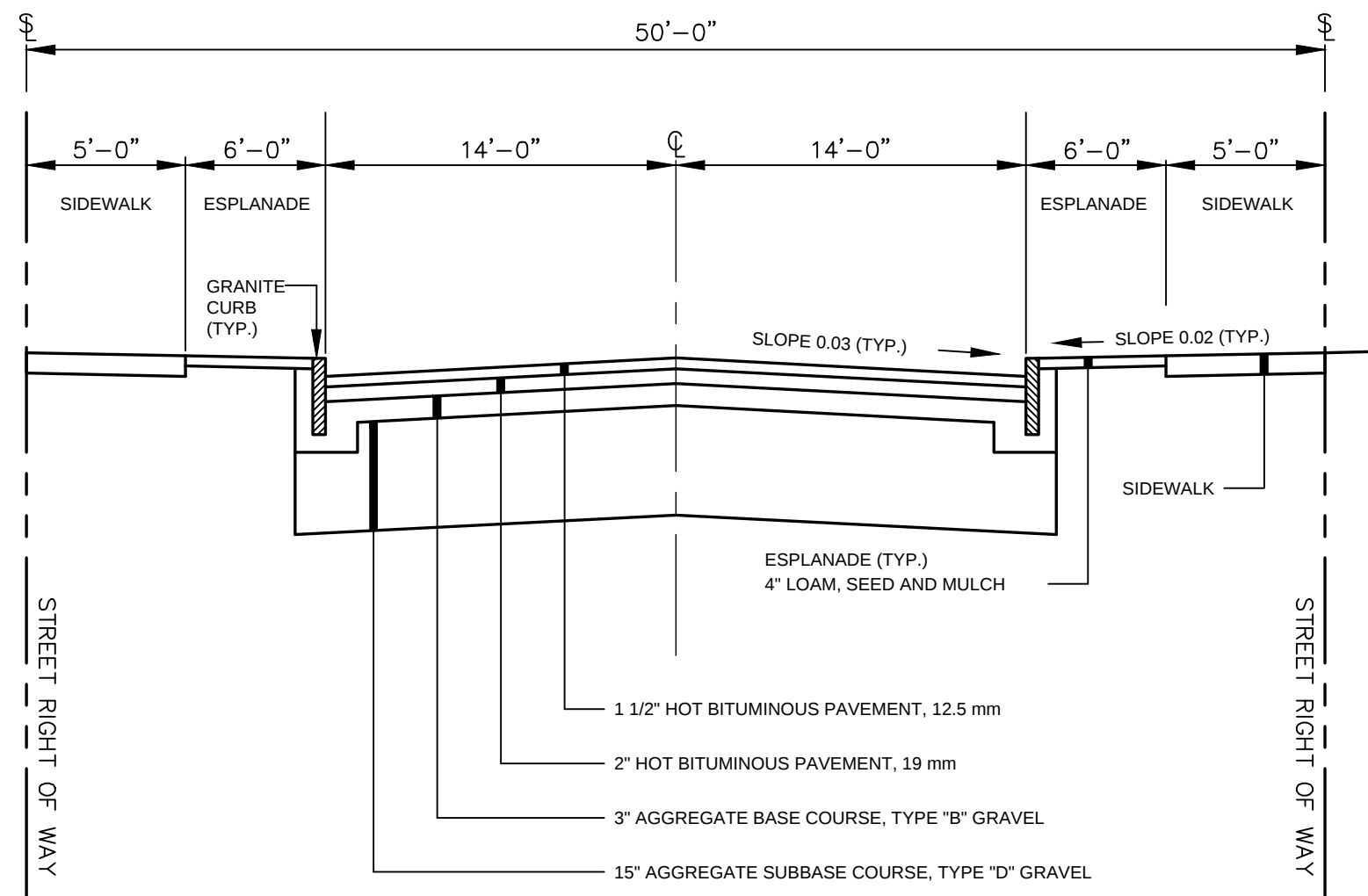
1. INDIVIDUAL PIECES OF CURB SHORTER THAN 4 L.F. ARE NOT ALLOWED, WITH THE EXCEPTION OF RADIAL CURB.
2. THE MINIMUM HEIGHT OF THE CONCRETE BACKING SHALL BE 10-INCHES OR TO THE BOTTOM OF THE HOT MIX ASPHALT PAVEMENT, WHICHEVER IS GREATER, MEASURED FROM THE BOTTOM OF CURB.
3. CURBING SHALL BE SET IN A 6-INCH BED OF POURED IN PLACE 3,000 PSI CONCRETE MIX.
4. WOODEN SHIMS MAY BE USED TO SET CURB.

VERTICAL GRANITE CURB

NOT TO SCALE



ARTERIAL STREET CROSS SECTION



LOCAL STREET CROSS SECTION

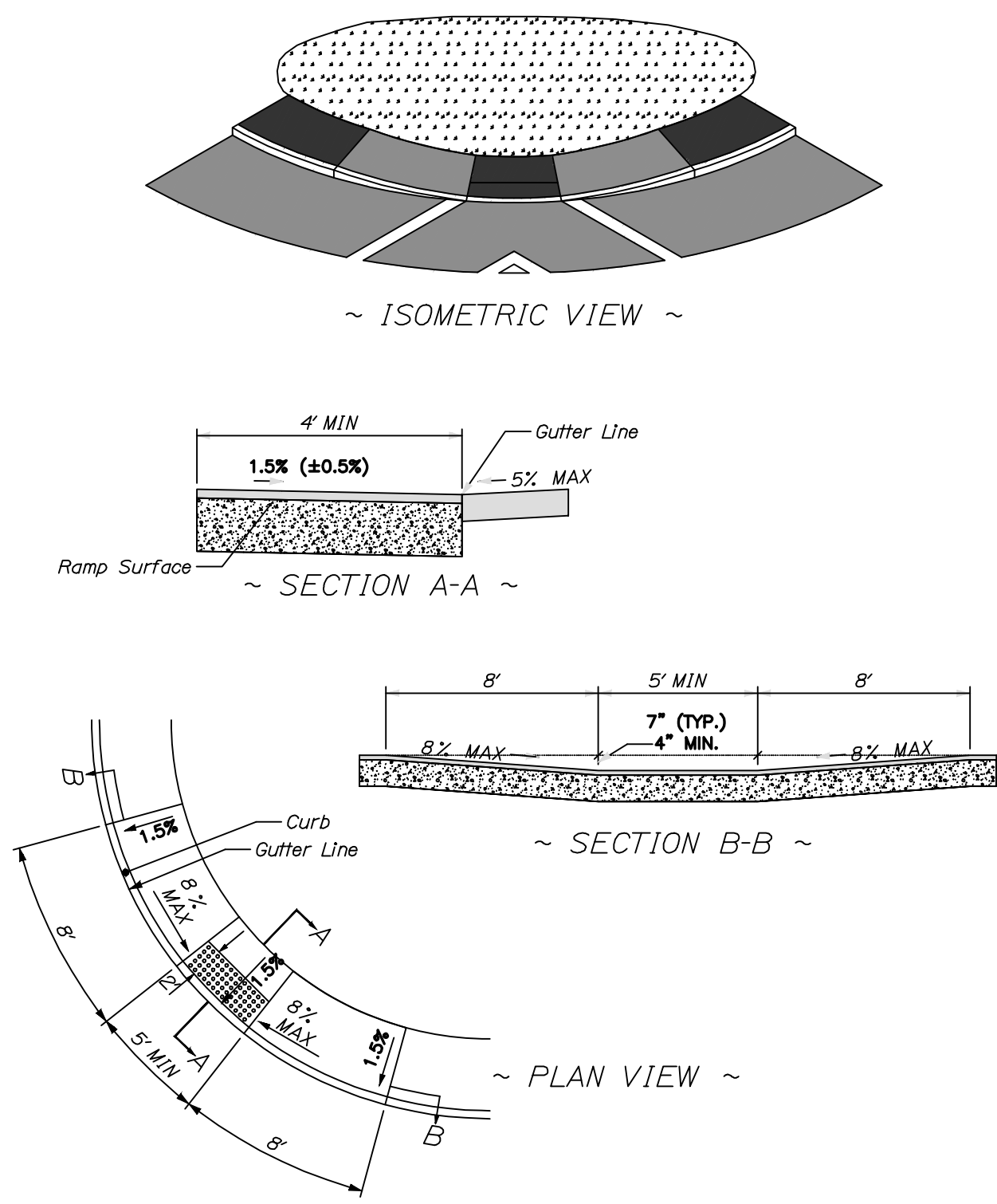
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PROJECT NAME: 2026 COBG SIDEWALK AND ADA PROJECT

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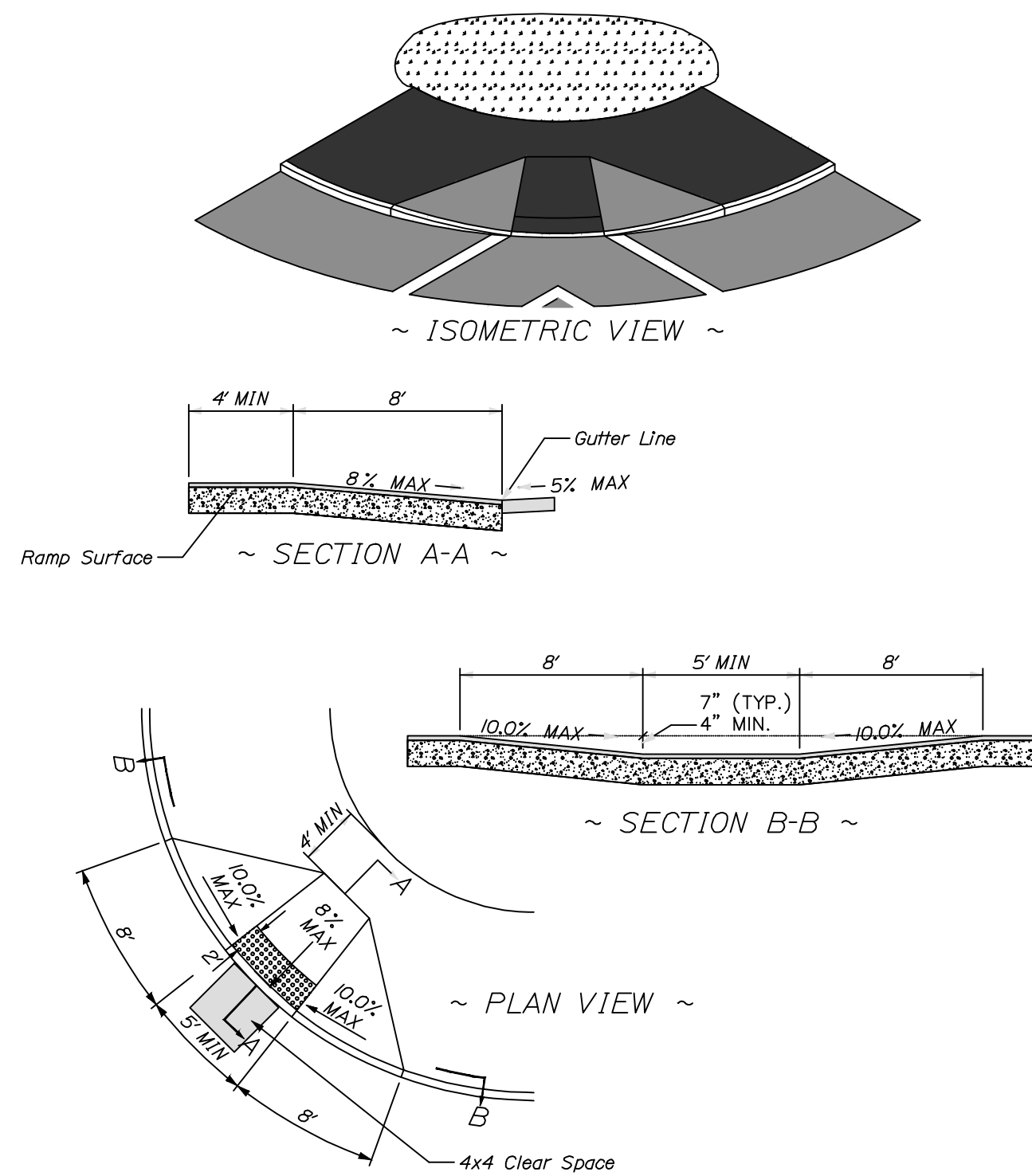


DESIGN BY:	I. MARISTANY
DRAWN BY:	I. MARISTANY
CHECKED BY:	E. BOLT
SHEET NAME:	DETAILS
DATE:	3/20/26
SHEET NO.:	14
REV.:	



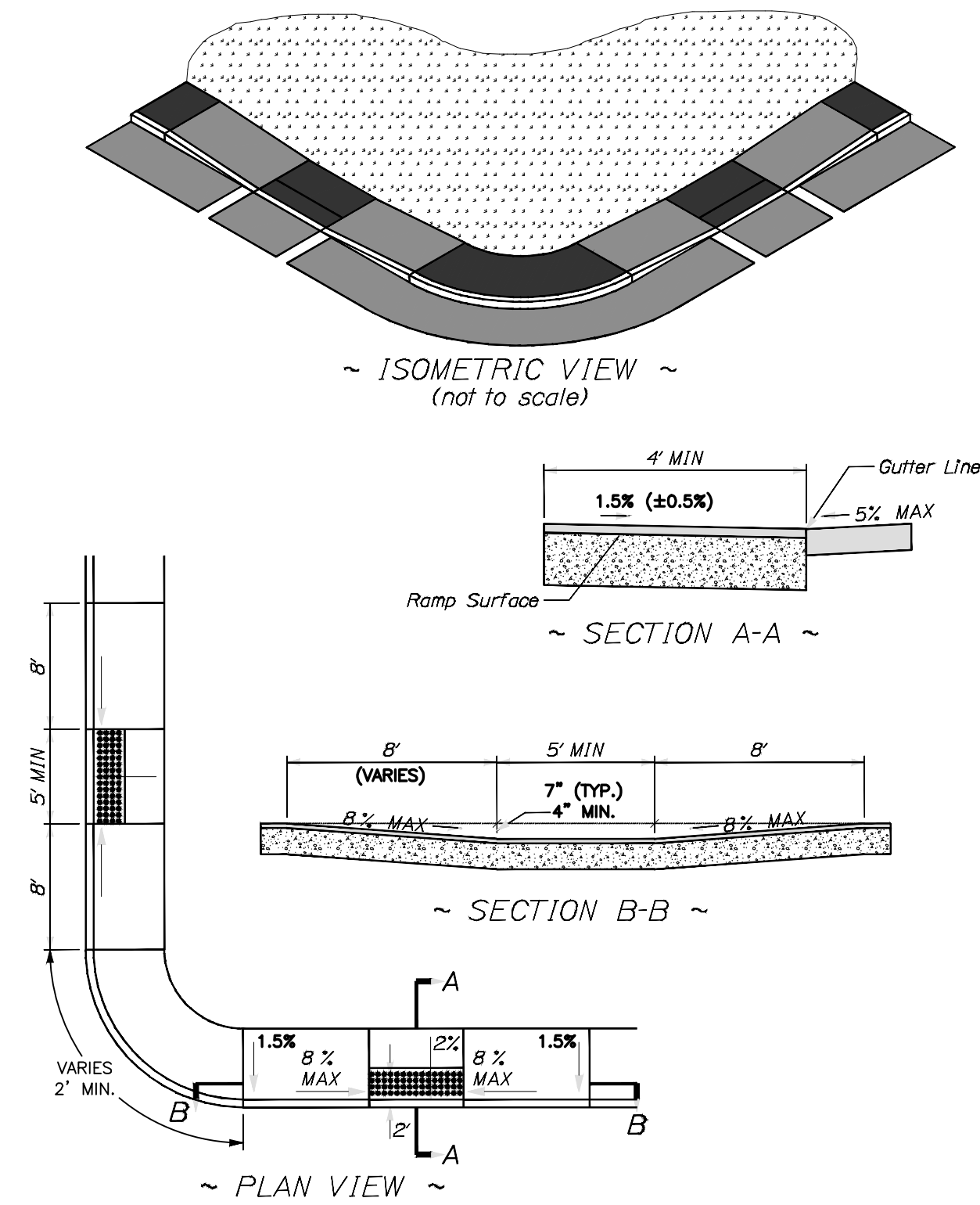
NOTES:
1. THIS LESS DESIRABLE DESIGN SHOULD NOT BE USED UNLESS REQUIRED BY DESIGN CONSTRAINTS. IT DOES NOT PROVIDE DIRECTIONAL CUES.
2. A MINIMUM CURB REVEAL OF 4" IS REQUIRED AT THE APEX OF THE CURB RADIUS.
3. MINIMUM TERMINAL CURB LENGTH SHALL BE 4".
4. SIDEWALK MATERIAL PER CITY SIDEWALK MATERIAL POLICY.

APEX PEDESTRIAN RAMP — SIDEWALKS LESS THAN 6.5' WIDE WITH NO ESPLANADE
NOT TO SCALE



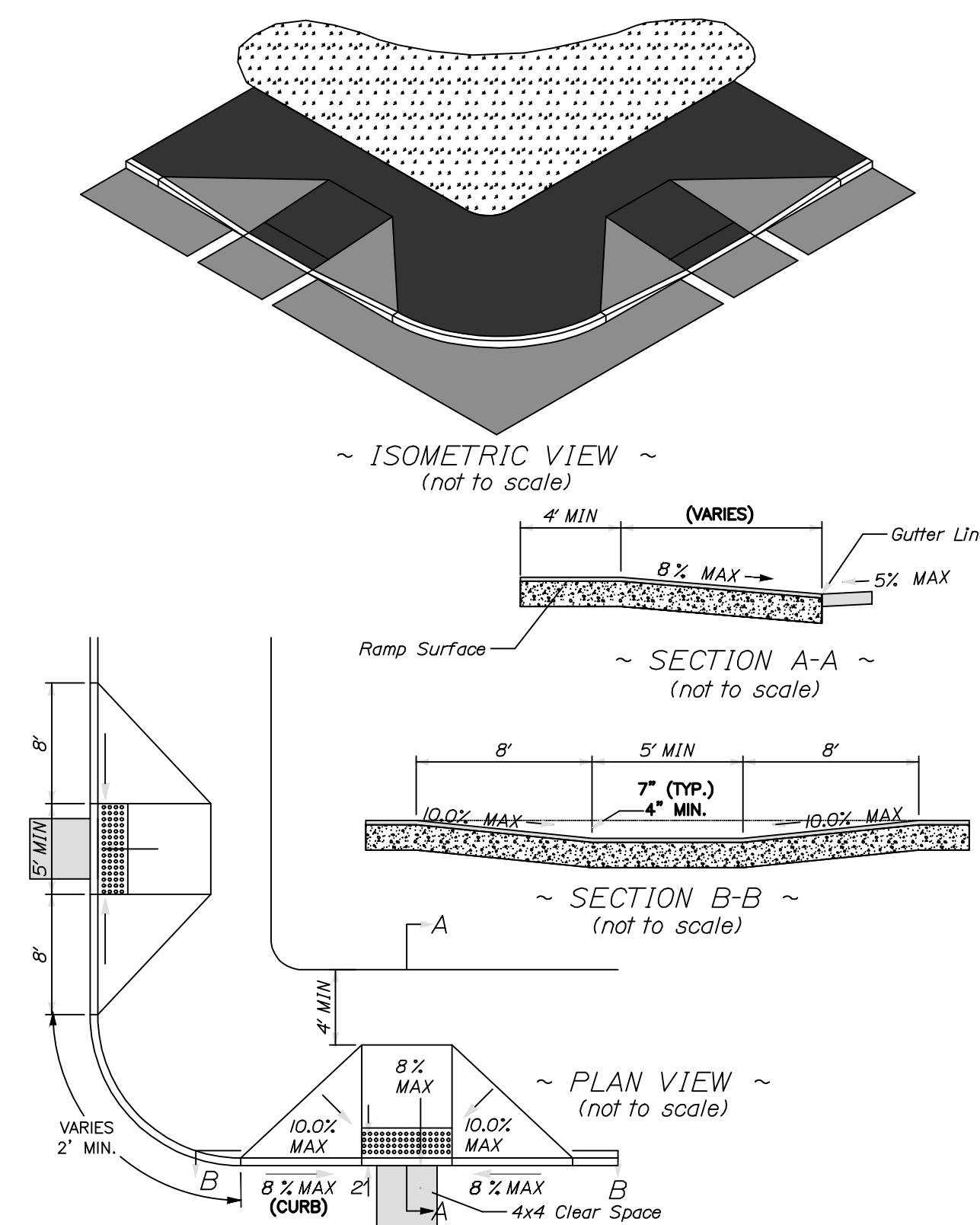
NOTES:
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2. A MINIMUM CURB REVEAL OF 4" IS REQUIRED AT THE APEX OF THE CURB RADIUS.
3. MINIMUM TERMINAL CURB LENGTH SHALL BE 4".
4. SIDEWALK MATERIAL PER CITY SIDEWALK MATERIAL POLICY.

APEX PEDESTRIAN RAMP — SIDEWALK WIDTH 6.5' AND GREATER WITH NO ESPLANADE
NOT TO SCALE



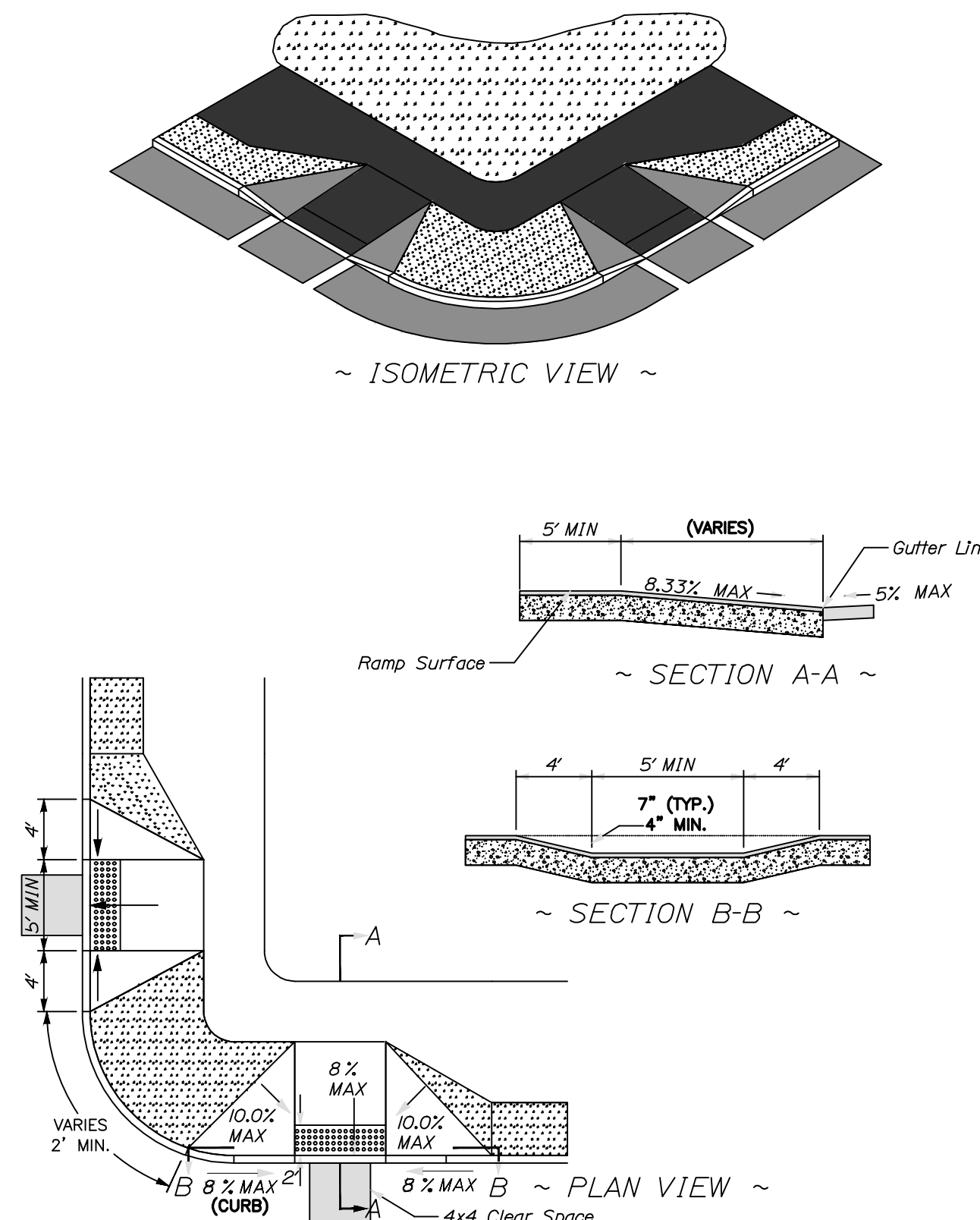
NOTES:
1. THIS DESIGN IS THE PREFERRED OPTION WHEN THE SIDEWALK WIDTH IS LESS THAN 6.5'. USE OTHER OPTIONS ONLY WHEN REQUIRED BY DESIGN CONSTRAINTS.
2. A MINIMUM CURB REVEAL OF 4" IS REQUIRED AT THE APEX OF THE CURB RADIUS.
3. MINIMUM TERMINAL CURB LENGTH SHALL BE 4".
4. SIDEWALK MATERIAL PER CITY SIDEWALK MATERIAL POLICY.

PARALLEL PEDESTRIAN RAMP — SIDEWALKS LESS THAN 6.5' WIDE WITH NO ESPLANADE
NOT TO SCALE



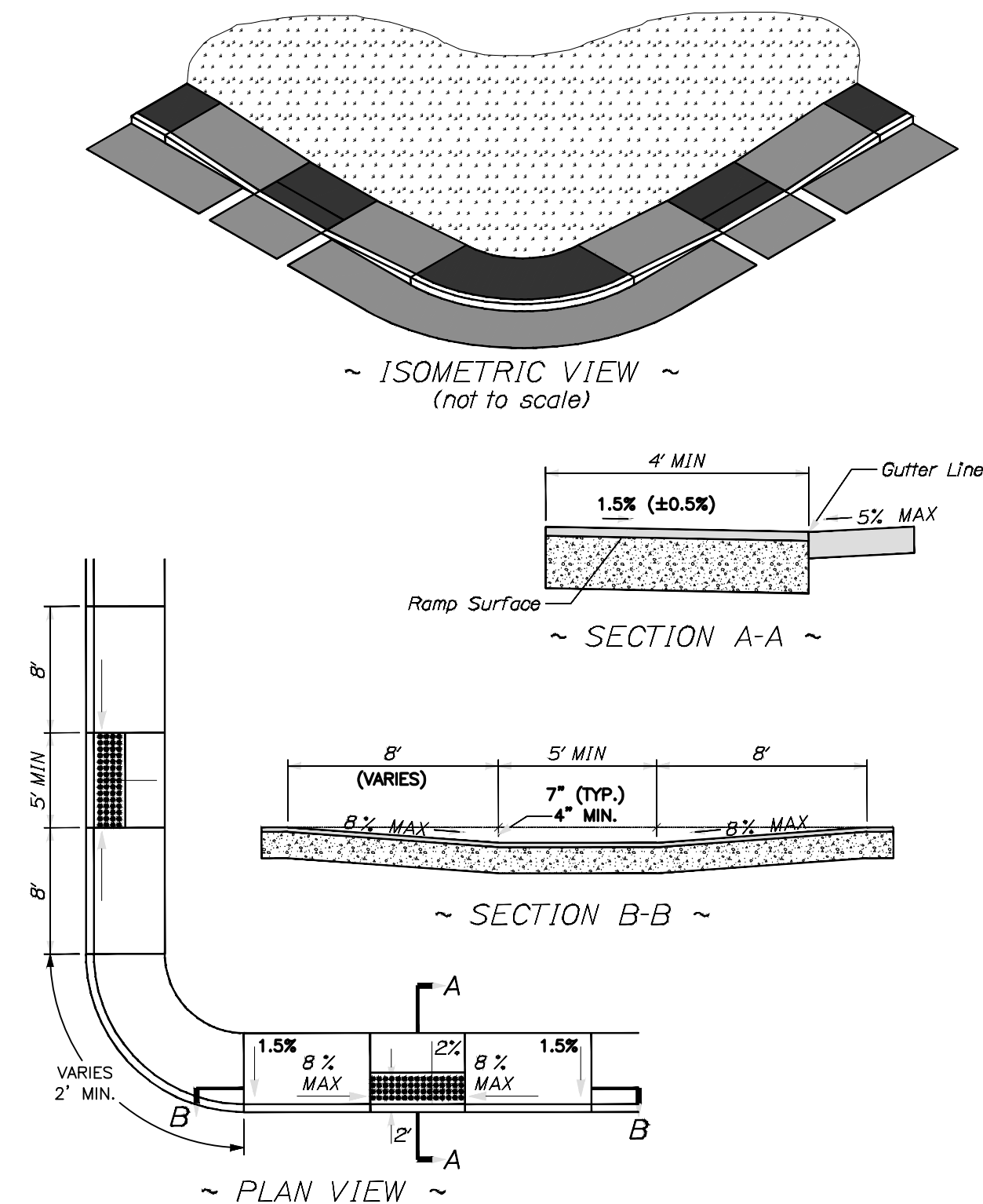
NOTES:
1. THIS DESIGN IS THE PREFERRED OPTION WHEN THE SIDEWALK WIDTH IS GREATER THAN 6.5'. USE OTHER OPTIONS ONLY WHEN REQUIRED BY DESIGN CONSTRAINTS.
2. A MINIMUM CURB REVEAL OF 4" IS REQUIRED AT THE APEX OF THE CURB RADIUS.
3. MINIMUM TERMINAL CURB LENGTH SHALL BE 4".
4. SIDEWALK MATERIAL PER CITY SIDEWALK MATERIAL POLICY.

PERPENDICULAR PEDESTRIAN RAMP — SIDEWALK WIDTH 6.5' AND GREATER NO ESPLANADE
NOT TO SCALE



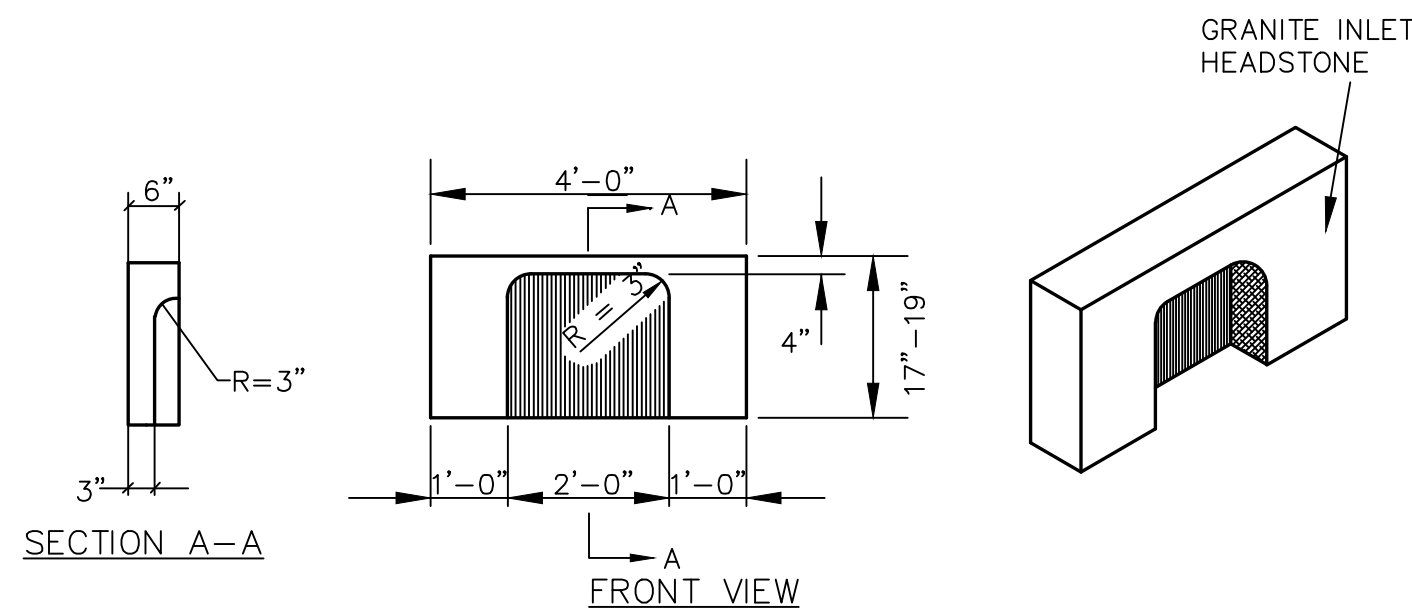
NOTES:
1. THIS DESIGN IS THE PREFERRED OPTION WHEN THE SIDEWALK WIDTH IS GREATER THAN 6.5'. USE OTHER OPTIONS ONLY WHEN REQUIRED BY DESIGN CONSTRAINTS.
2. A MINIMUM CURB REVEAL OF 4" IS REQUIRED AT THE APEX OF THE CURB RADIUS.
3. MINIMUM TERMINAL CURB LENGTH SHALL BE 4".
4. SIDEWALK MATERIAL PER CITY SIDEWALK MATERIAL POLICY.

PERPENDICULAR PEDESTRIAN RAMP — SIDEWALK WIDTH 6.5' AND GREATER WITH ESPLANADE
NOT TO SCALE

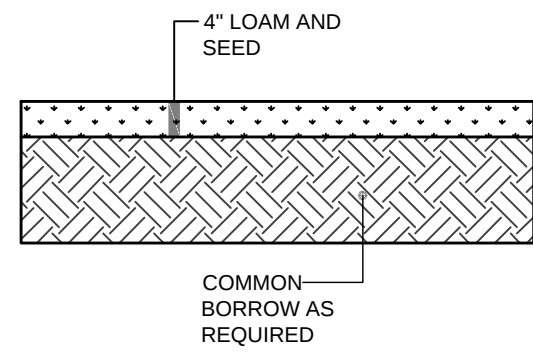


NOTES:
1. THIS DESIGN IS THE PREFERRED OPTION WHEN THE SIDEWALK WIDTH IS LESS THAN 6.5'. USE OTHER OPTIONS ONLY WHEN REQUIRED BY DESIGN CONSTRAINTS.
2. A MINIMUM CURB REVEAL OF 4" IS REQUIRED AT THE APEX OF THE CURB RADIUS.
3. MINIMUM TERMINAL CURB LENGTH SHALL BE 4".
4. SIDEWALK MATERIAL PER CITY SIDEWALK MATERIAL POLICY.

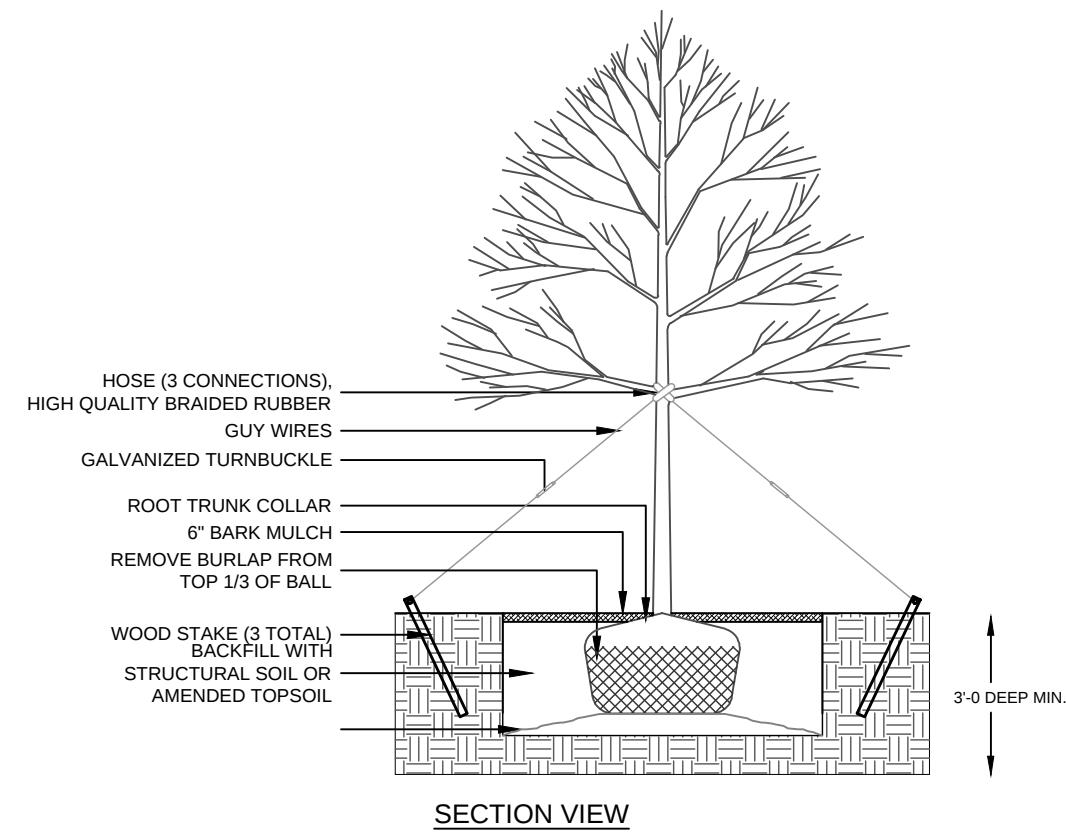
PARALLEL PEDESTRIAN RAMP — SIDEWALKS LESS THAN 6.5' WIDE WITH NO ESPLANADE
NOT TO SCALE



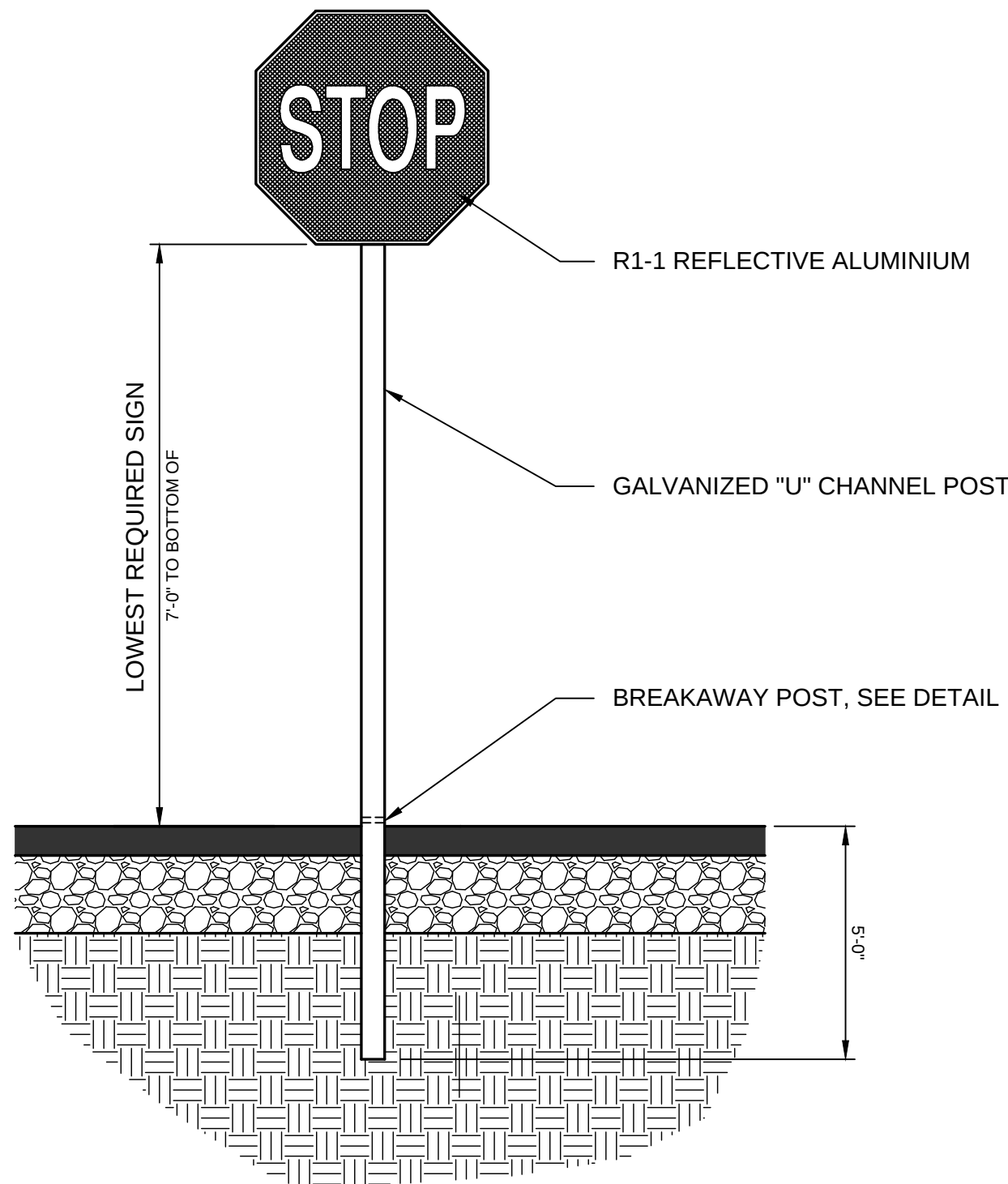
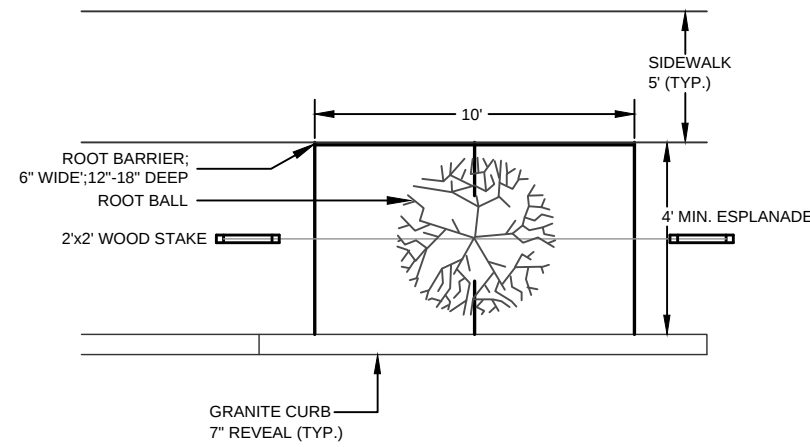
4' GRANITE HEADSTONE FOR CATCH BASIN INLET
NOT TO SCALE



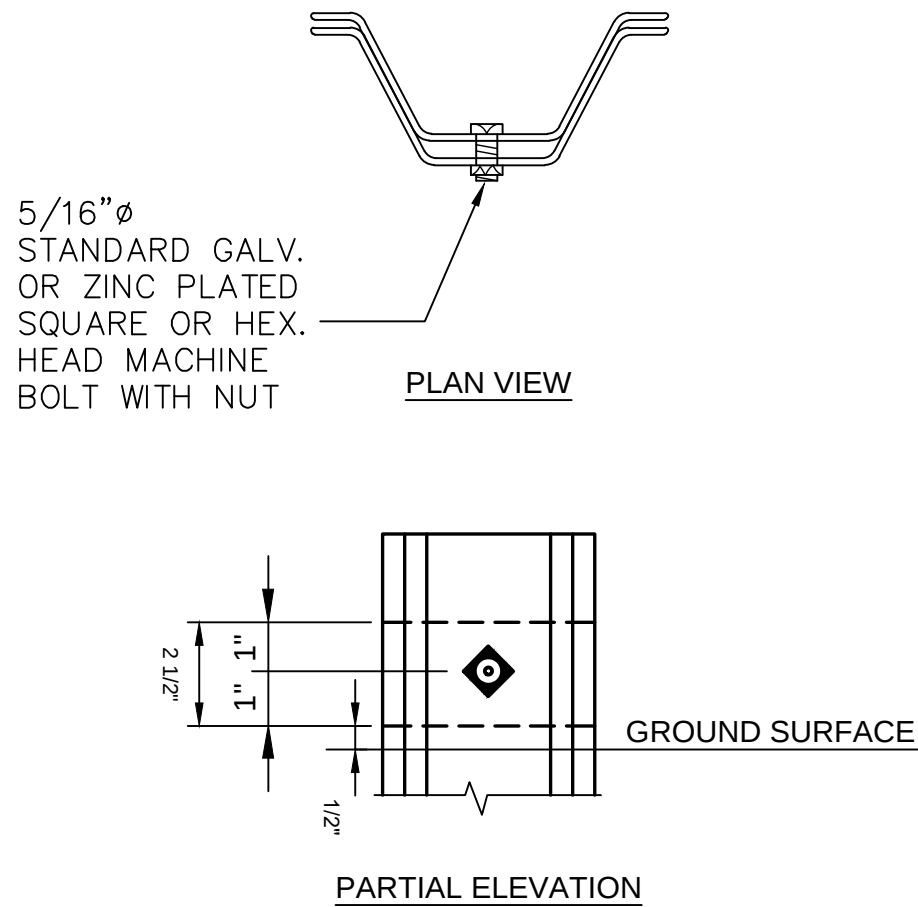
LOAM AND SEED DETAIL
NOT TO SCALE



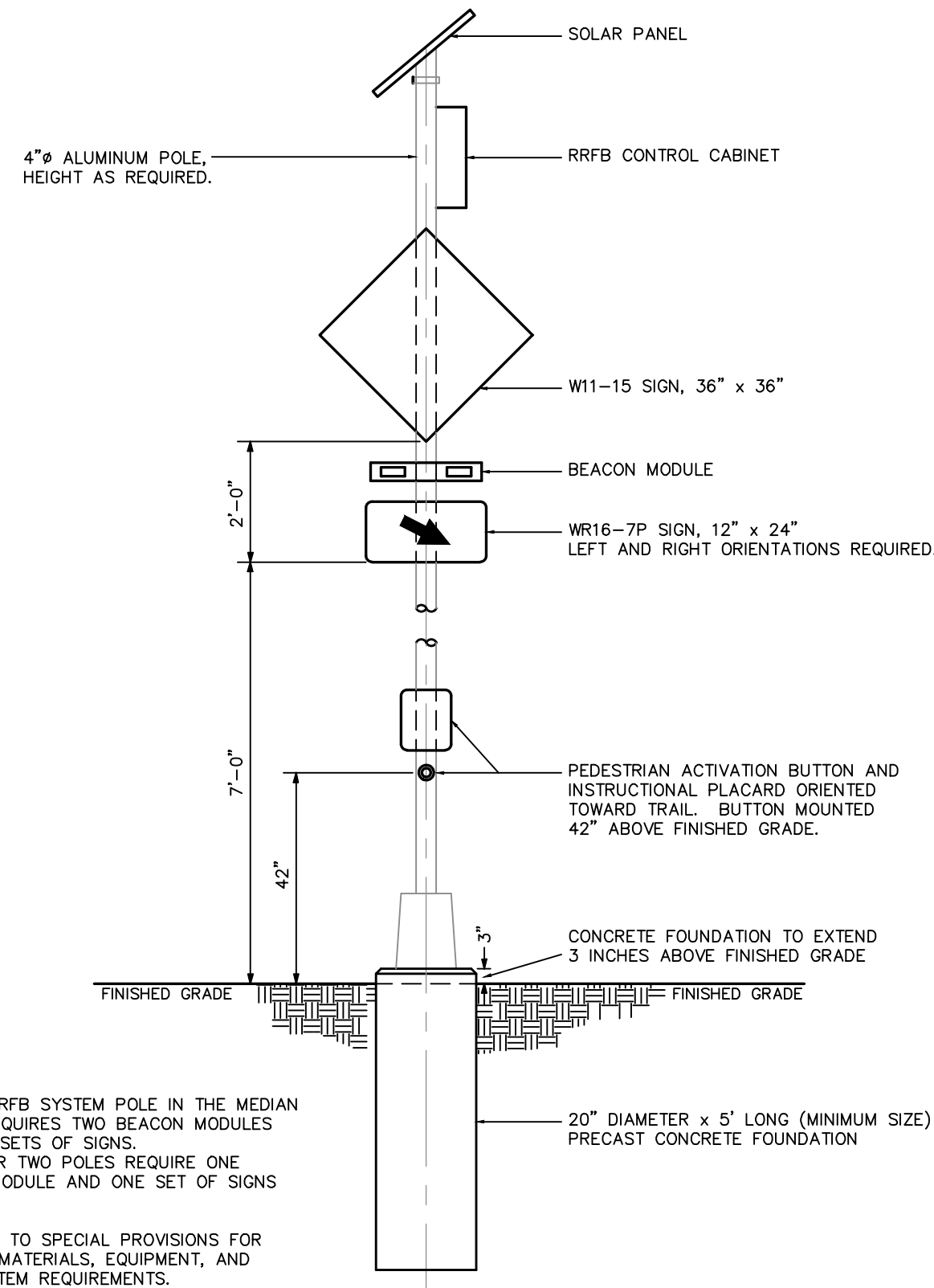
- NOTES:
1. IN ACCORDANCE WITH ASTM STANDARDS REFERENCED IN THE NOTES, DURING SITE PREP, THE TREE WELL SHALL BE EXCAVATED TO A DEPTH OF 3' AND BACKFILLED WITH PLANTING SOIL. WHEN READY FOR PLANTING, THE PLANTING PIT SHALL BE EXCAVATED AND THE ROOTBALL WILL BE SET ON A COMPACTED SOIL BASE. NOT UNDISTURBED SUBGRADE. SEE DRAWING PLANS FOR TREE WELL DETAILS AND GRANITE EDGING DETAILS.
 2. REMOVE EXISTING SOIL AND REPLACE WITH CITY PROVIDED SOIL MIX.
 3. CONTRACTOR TO EXCAVATE AND REPLACE ALL SOILS TO A DEPTH OF 3' FOR ALL EXISTING AND NEW TREE WELLS, NEW ESPLANADES, AND EXISTING BUMPOUTS.
 4. CONTRACTOR SHALL NOT EXCAVATE WITHIN 2' OF EXISTING UTILITY POLES, LIGHT POLES OR TRAFFIC SIGNALS.
 5. EXISTING ESPLANADES AND RAISED PLANTERS TO RECEIVE NEW PLANTING SOIL TO A DEPTH OF 3' AND EQUIVALENT WIDTH TO ACHIEVE A MINIMUM OF 66 CUBIC FT. FOR EACH NEW TREE PIT.



TYPICAL SIGN INSTALLATION
NOT TO SCALE



BREAK AWAY CHANNEL POST



1. THE RRFB SYSTEM POLE IN THE MEDIAN ISLAND REQUIRES TWO BEACON MODULES AND TWO SETS OF SIGNS. THE OTHER TWO POLES REQUIRE ONE BEACON MODULE AND ONE SET OF SIGNS PER POLE.
2. REFER TO SPECIAL PROVISIONS FOR DETAILED MATERIALS, EQUIPMENT, AND RRFB SYSTEM REQUIREMENTS.

RECTANGULAR RAPID-FLASH BEACON (RRFB) SYSTEM
TYPICAL BEACON POLE AND SIGN INSTALLATION
NOT TO SCALE