

CITY OF PORTLAND PUBLIC WORKS DEPARTMENT



2026 OCEAN AVENUE SIDEWALK PROJECT

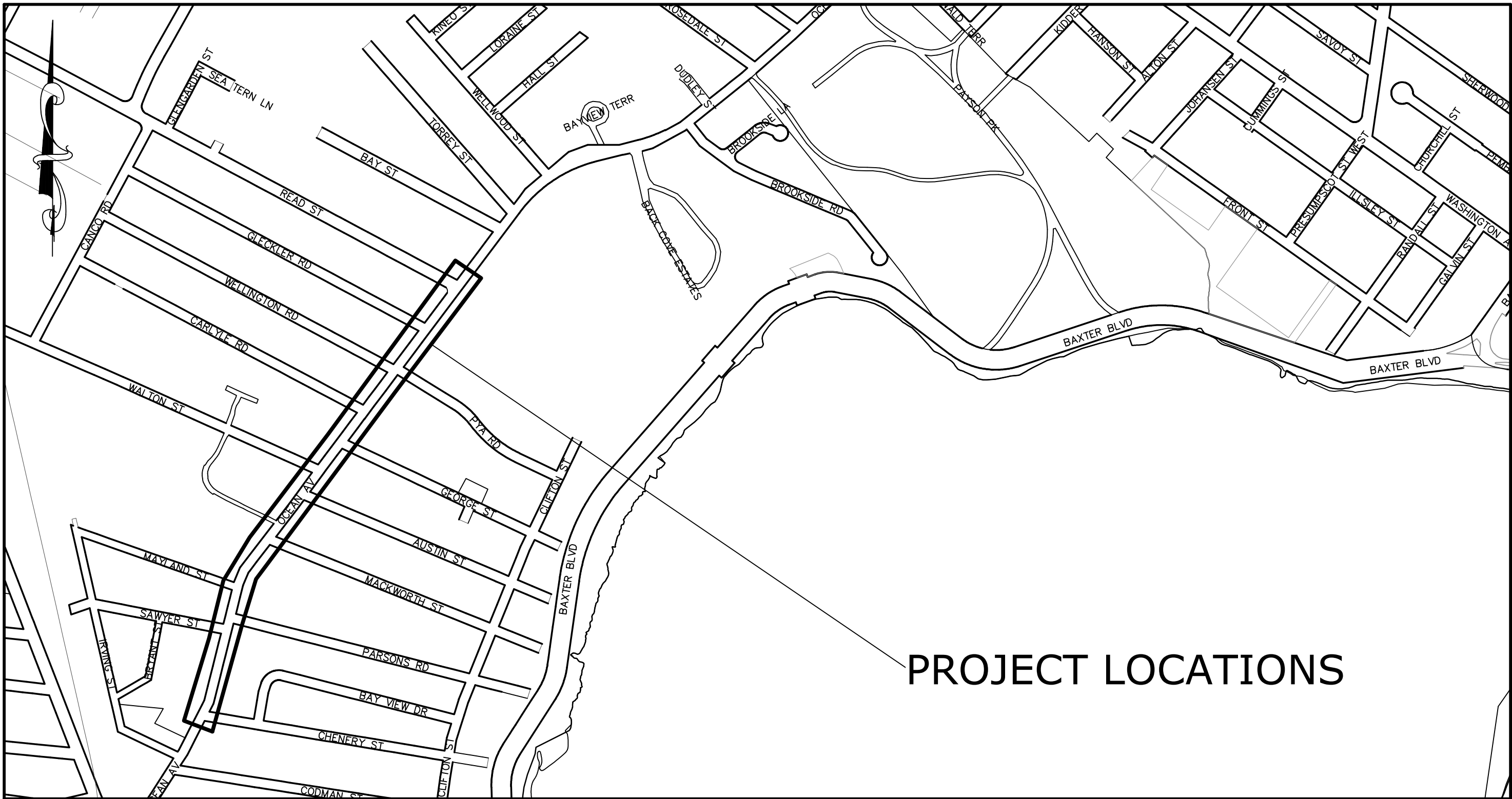
BID NUMBER: XXXXXX

YEAR
APPROVED
2026

CONSTRUCTION PLANS


2/12/2026
DATE
KEITH D. GRAY, P.E.
CITY ENGINEER


2/11/2026
DATE
EMILY BOLT, P.E.
PROJECT MANAGER

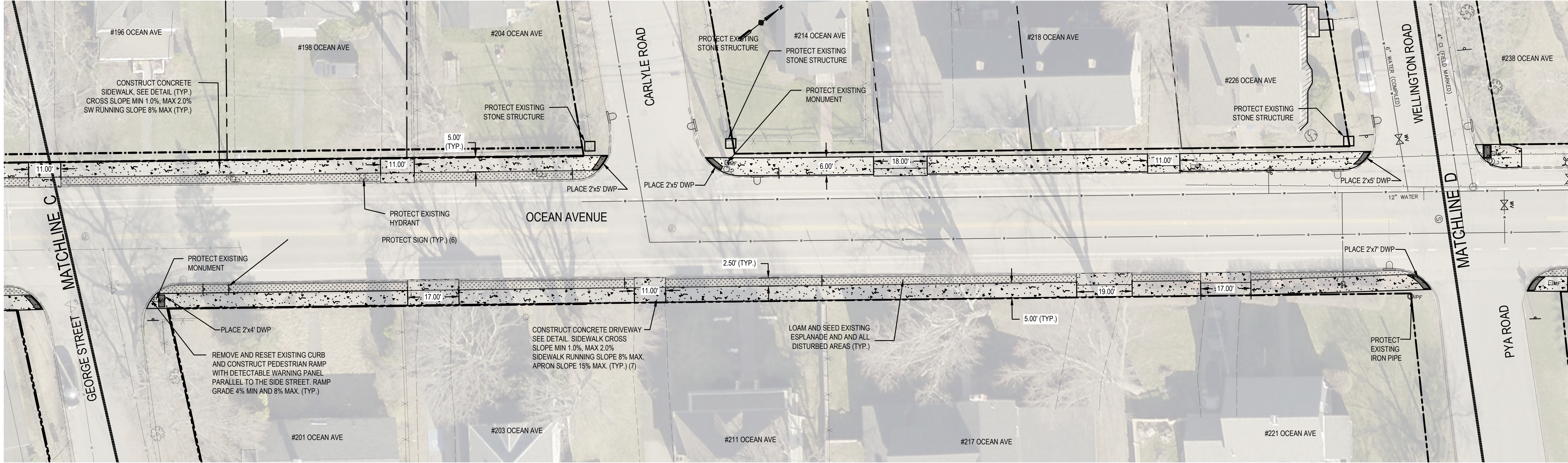
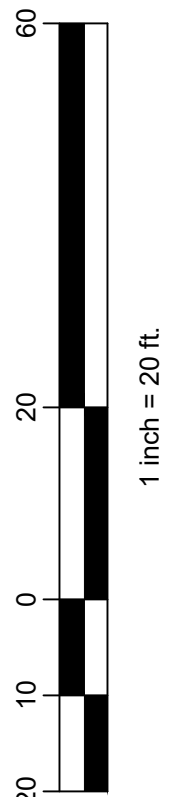
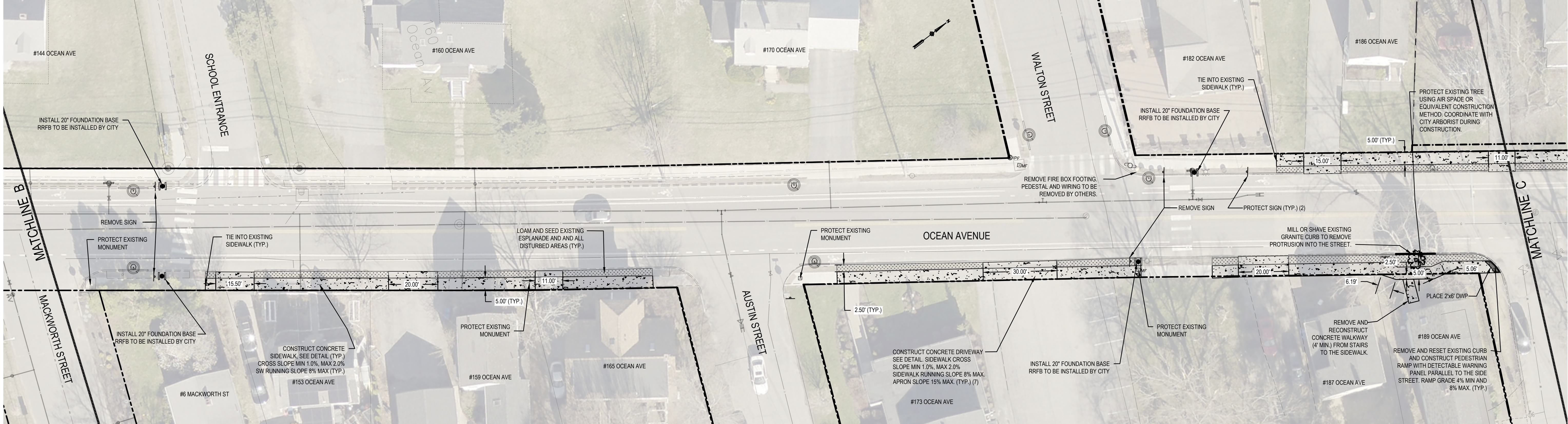


INDEX OF PLANS	
NO.	TITLE
0	COVER SHEET
1	GENERAL NOTES
2-6	EXISTING CONDITION (EC-01 TO EC-05)
7-9	SITE PLANS (C-01 TO C-03)
10-12	TYPICAL DETAILS

- 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 INSTALLING 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 REQUIREMENT 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 - UTILIT - 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 UTILIT/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 CFR 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 JOINT 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

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PLAN SHEET 2 18/02/2025



EXISTING CONDITIONS	
GRANITE MONUMENT	
SIGN	
DECIDUOUS TREE	
CATCH BASIN	
STREET LINE	
PROPERTY LINE	
5' CONTOUR INTERVAL	
1' CONTOUR INTERVAL	
GAS LINE	
ELECTRIC LINE	
DRAIN LINE	
SEWER LINE	
TELEPHONE LINE	
WATER LINE	
FIRE ALARM	
GRANITE CURB	
EDGE OF ROAD / DRIVEWAY / PARKING LOT	
SIDEWALK	

PROPOSED CONDITIONS	
DOUBLE MOUNTED RFRB	
ELECTRICAL CONDUIT	
NEW GRANITE CURB	
NEW GRANITE TIPDOWN CURB	
SAW CUT	
NEW CONCRETE SIDEWALK/DRIVEWAY	
DETECTABLE WARNING PANEL (DWP)	
LOAM & SEED AREA	
CROSS WALK BAR	

GENERAL CONSTRUCTION NOTES:

- ALL SIDEWALKS, INCLUDING CURB RAMPS, MUST MEET THE AMERICANS WITH DISABILITIES ACT (ADA) STANDARDS. SEE 'GENERAL NOTES' ON SHEET 1. IF THE CONTRACTOR DETERMINES THAT ADA STANDARDS ARE NOT COMPATIBLE WITH SITE CONDITIONS, THEY SHALL CONTACT THE ENGINEER/RESIDENT IMMEDIATELY UPON DISCOVERY AND REQUEST GUIDANCE. INSTALLATION OF A RAMP OR SIDEWALK SEGMENT THAT DIFFERS FROM THE PLAN WITHOUT GUIDANCE FROM AND APPROVAL OF ENGINEER/RESIDENT, AND WHICH DOES NOT MEET ADA STANDARDS WILL NOT BE ACCEPTED.
- SIDEWALK CROSS-SLOPE SHALL BE NO LESS THAN 0.9% AND NO MORE THAN 2.0%. CONTRACTOR SHOULD AIM FOR 1.5% TO ALLOW FOR CONSTRUCTION TOLERANCE.
- CONTRACTOR TO NOTIFY PROJECT MANAGER WITH APPROXIMATE QUANTITY OF WORK IF INDETERMINATE CONTRACT ITEMS ARE ENCOUNTERED IN THE FIELD.
- SIDEWALK AND DRIVEWAY RECONSTRUCTION MATERIAL TO FOLLOW CITY'S SIDEWALK MATERIAL POLICY UNLESS OTHERWISE NOTED.
- CONTRACTOR TO COORDINATE WITH PROPERTY OWNER IN ADVANCE OF ANY DRIVEWAY WORK.
- CONTRACTOR TO CONFIRM INVERTS IN FIELD PRIOR TO ORDERING STRUCTURES.
- GRADE ESPLANADE TO SLOPE AWAY FROM SIDEWALK TO EXISTING TOP OF CURB, UNLESS NOTED OTHERWISE. EXISTING GRADES SHOULD BE MAINTAINED WHERE POSSIBLE NEAR TREES TO PROTECT ROOTS.
- PROPOSED SIDEWALK TO BE NO LESS THAN 5' WIDE UNLESS NOTED OTHERWISE.
- PROPOSED GRANITE CURB QUANTITIES ARE AN ESTIMATE. THE CONTRACTOR SHALL FIELD VERIFY ALL QUANTITIES BEFORE ORDERING GRANITE CURB FOR THE PROJECT.
- CONTRACTOR TO PROTECT ANY EXISTING RETAINING WALL ADJACENT TO PROPOSED SIDEWALK WORK.
- CONTRACTOR TO PROTECT TREES NOT OTHERWISE LABELED FOR REMOVAL.
- PROTECTION OF EXISTING TREES - INCLUDING METHODS OF EXCAVATION, TREATMENT OF EXPOSED ROOTS, AND GENERAL CONSTRUCTION PRACTICES FOR WORK IN CLOSE PROXIMITY TO THE TREES - SHALL BE IN ACCORDANCE WITH SECTION 622 OF THE SPECIFICATIONS.
- ANY EXISTING FLEXIBLE SIGNS MOUNTED ON UTILITY POSTS WITHIN THE PROJECT LIMIT ARE TO BE REPLACED WITH CITY STANDARD U-CHANNEL POSTS AND TRADITIONAL SIGNS.
- ANY SIGNAGE / POSTS LOCATED WITHIN THE WORK AREA AND NEEDING TO BE REMOVED SHALL BE RESET IN EXISTING LOCATION, UNLESS OTHERWISE NOTED OR DIRECTED BY RESIDENT INSPECTOR.
- A 1/4-INCH THICK PREFORMED JOINT FILLER SHALL BE USED AGAINST ANY FIXED OBJECTS WITHIN OR DIRECTLY ADJACENT TO THE CONCRETE SIDEWALK POUR.
- CONTRACTOR TO PROTECT ANY EXISTING FENCING AND POSTS ADJACENT TO PROPOSED SIDEWALK WORK.

PROJECT NAME:

OCEAN AVENUE SIDEWALK
CHENERY ST. TO READ ST.

CITY OF PORTLAND, MAINE
DEPARTMENT OF PUBLIC WORKS

DIVISION
212 CANCO ROAD, SUITE B, PORTLAND, MAINE 04103
PHONE (207) 874-8846

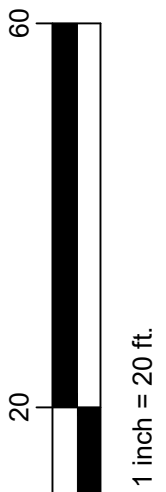
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	SUBMISSION	



DESIGN BY: I. MARISTANY
DRAWN BY: I. MARISTANY
CHECKED BY: E. BOLT

SHEET NAME:
SITE PLAN: OCEAN AVENUE
MACKWORTH ST TO PYA RD

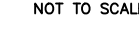
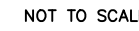
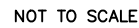
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VAULT #:	01052_006
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1. ALL SIDEWALKS, INCLUDING CURB RAMPS, MUST MEET THE AMERICANS WITH DISABILITIES ACT (ADA) STANDARDS. SEE 'GENERAL NOTES' ON SHEET 1. IF THE CONTRACTOR DETERMINES THAT ADA STANDARDS ARE NOT COMPATIBLE WITH SITE CONDITIONS, THEY SHALL CONTACT THE ENGINEER/RESIDENT IMMEDIATELY UPON DISCOVERY AND REQUEST GUIDANCE. INSTALLATION OF A RAMP OR SIDEWALK SEGMENT THAT DIFFERS FROM THE PLAN WITHOUT GUIDANCE FROM AND APPROVAL OF ENGINEER/RESIDENT, AND WHICH DOES NOT MEET ADA STANDARDS WILL NOT BE ACCEPTED.
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13. ANY EXISTING FLEXIBLE SIGNS MOUNTED ON UTILITY POSTS WITHIN THE PROJECT LIMIT ARE TO BE REPLACED WITH CITY STANDARD U-CHANNEL POSTS AND TRADITIONAL SIGNS.
14. ANY SIGNAGE/POSTS LOCATED WITHIN THE WORK AREA AND NEEDING TO BE REMOVED SHALL BE RESET IN EXISTING LOCATION, UNLESS OTHERWISE NOTED OR DIRECTED BY RESIDENT INSPECTOR.
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16. CONTRACTOR TO PROTECT ANY EXISTING FENCING AND POSTS ADJACENT TO PROPOSED SIDEWALK WORK.

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SIDEWALK\SIDEWALK\DESIGN\CAD\OCEAN_AV_BAY2\CHENERY_2024\DWG\OCEAN_AV_NOTES_DETAILS.DWG 10/21/2024



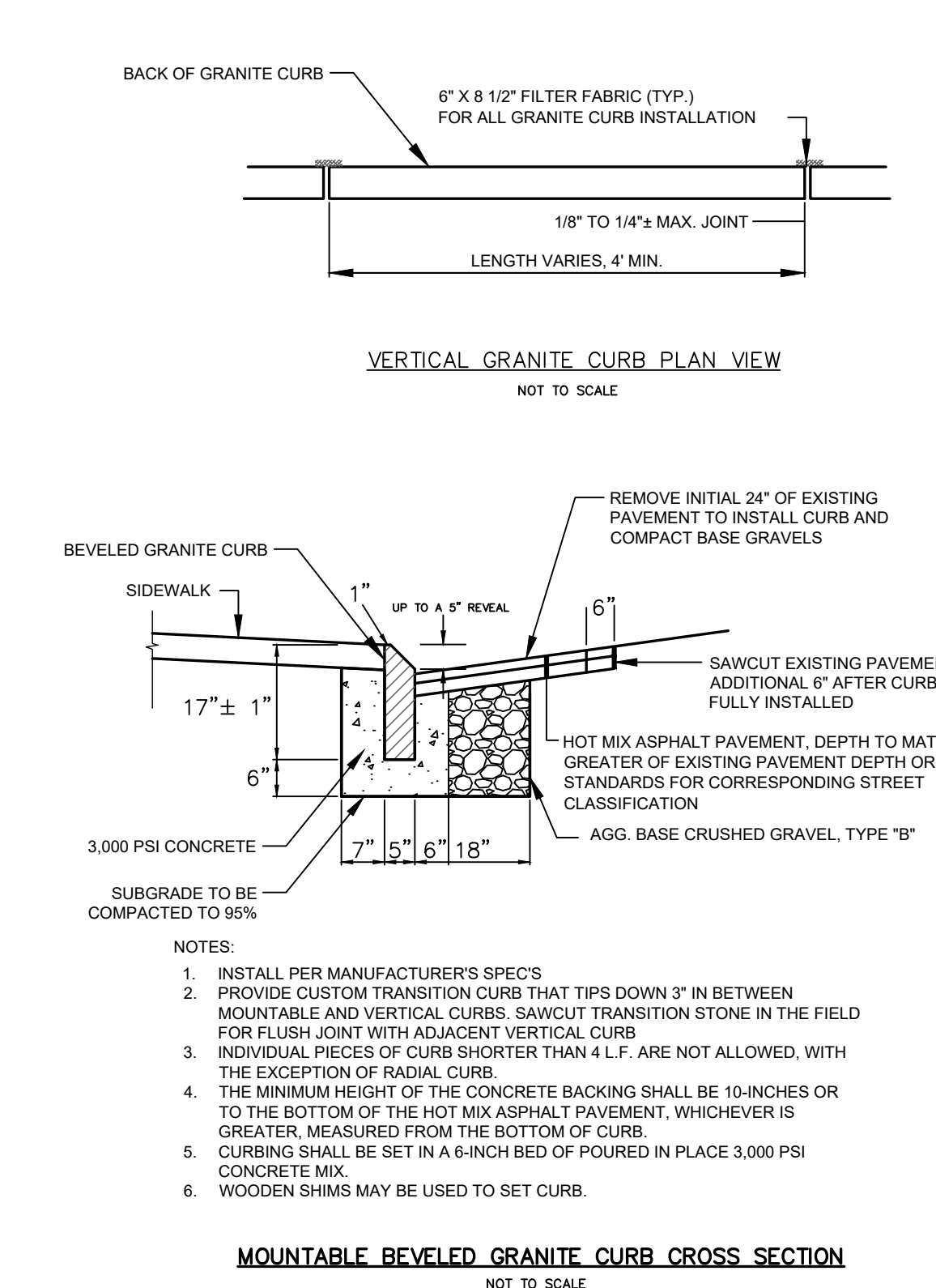
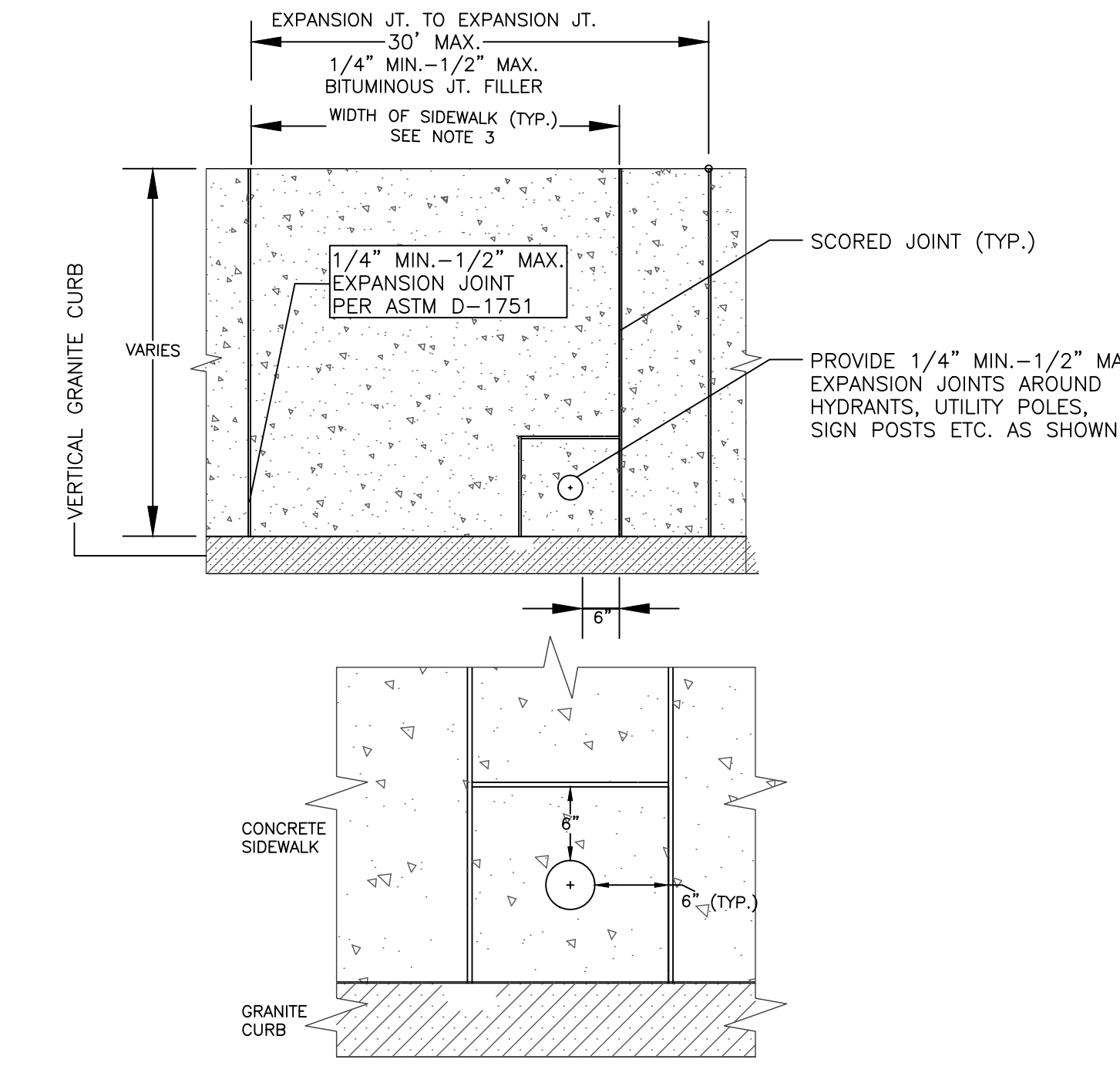
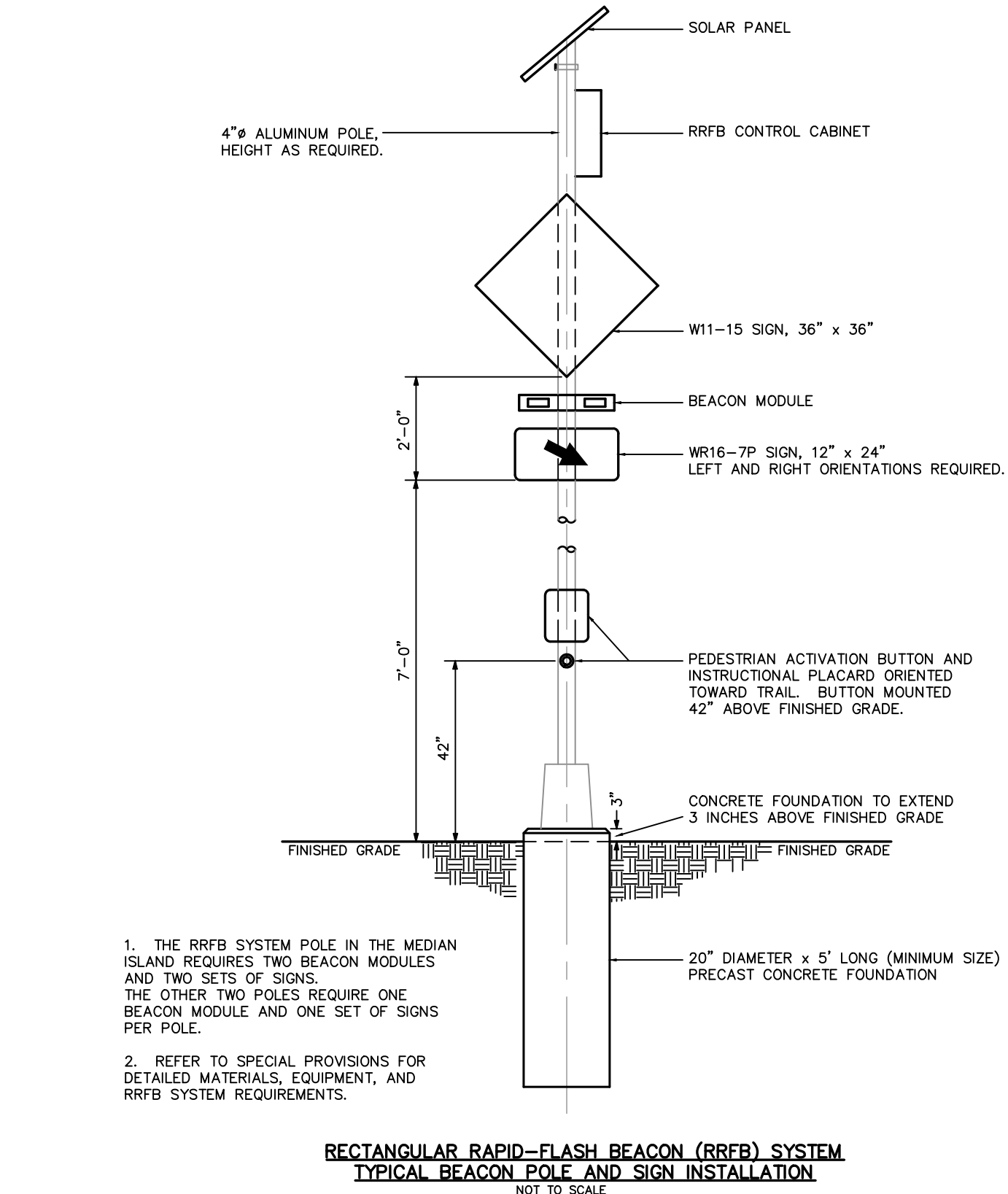
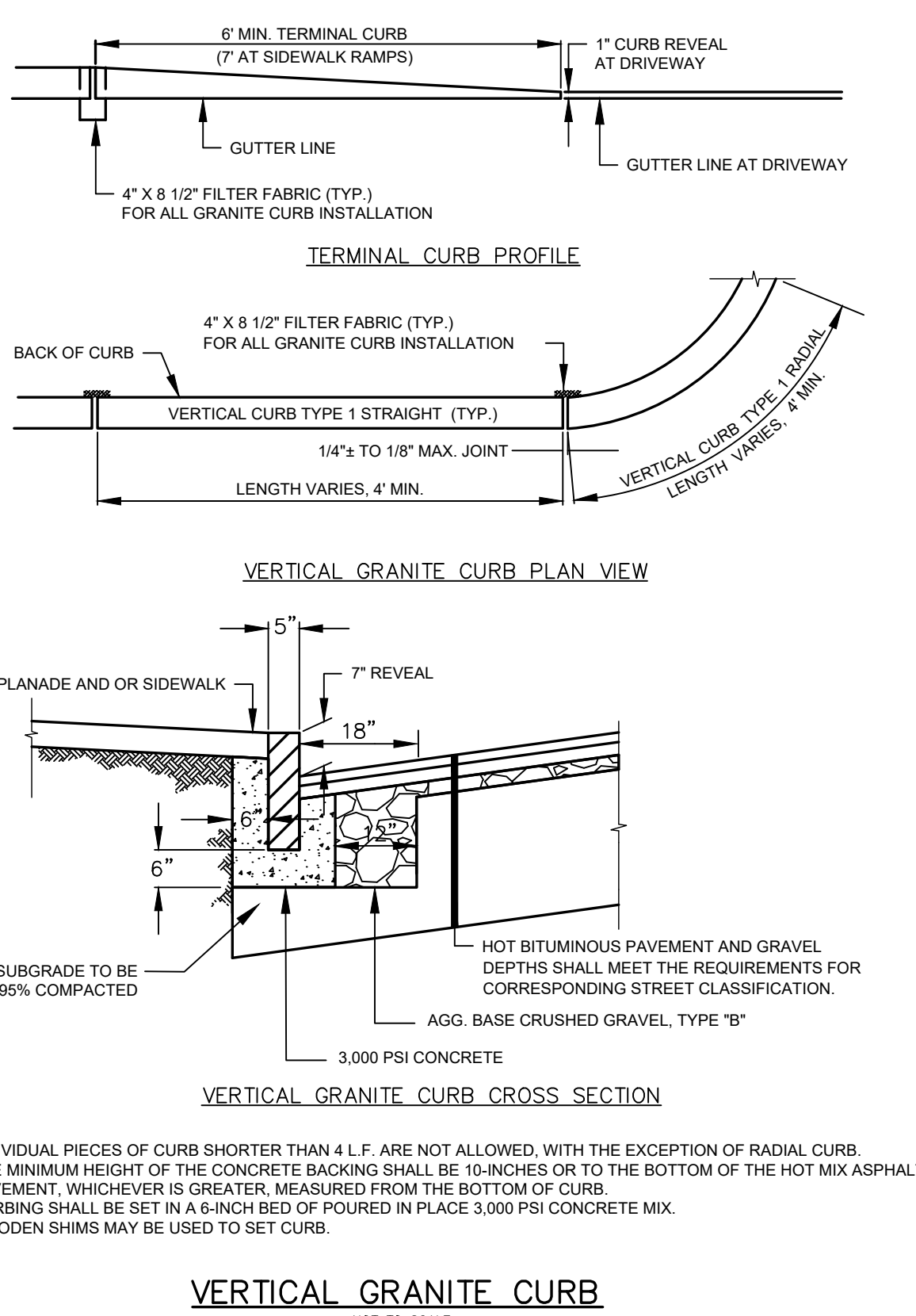
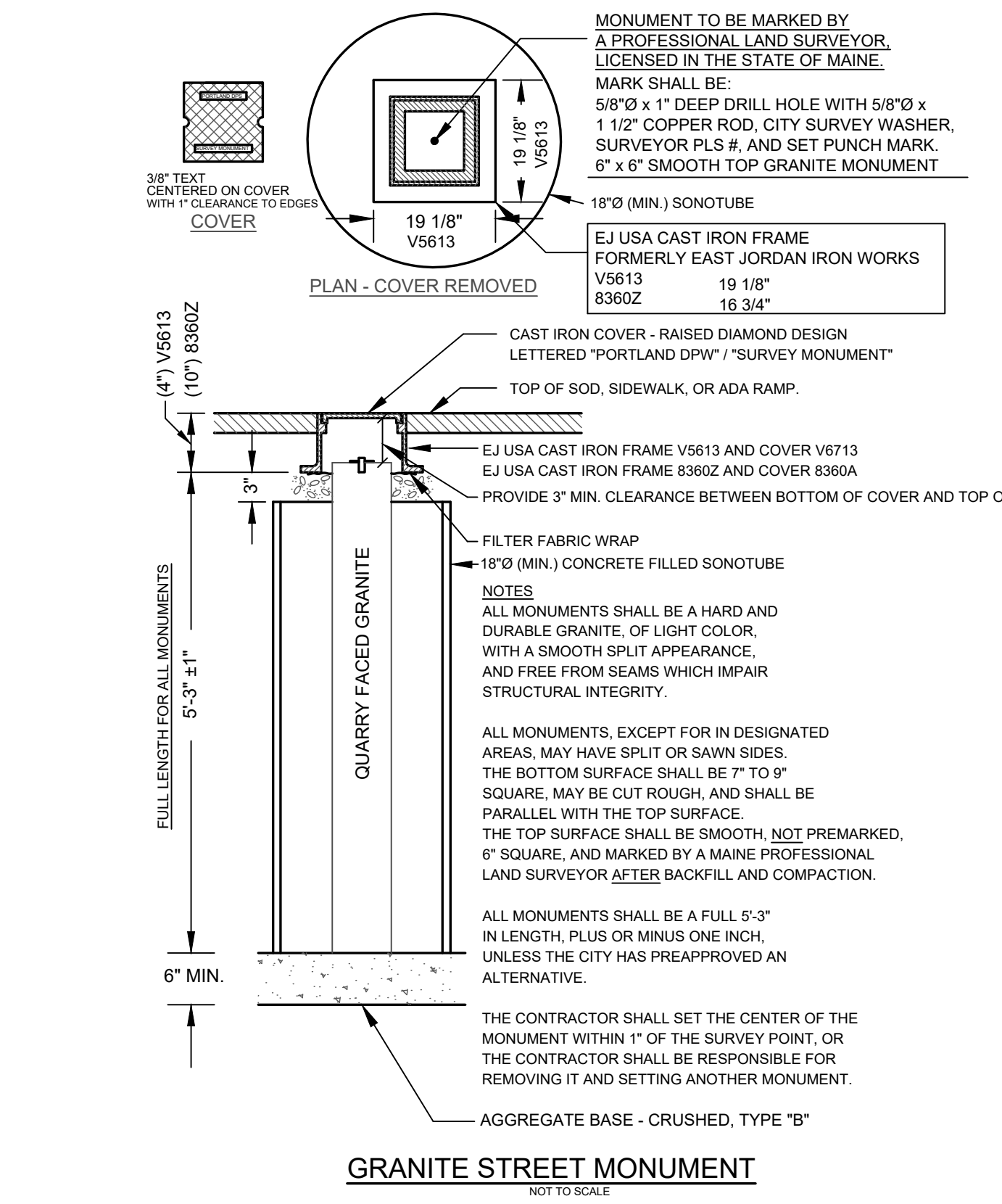
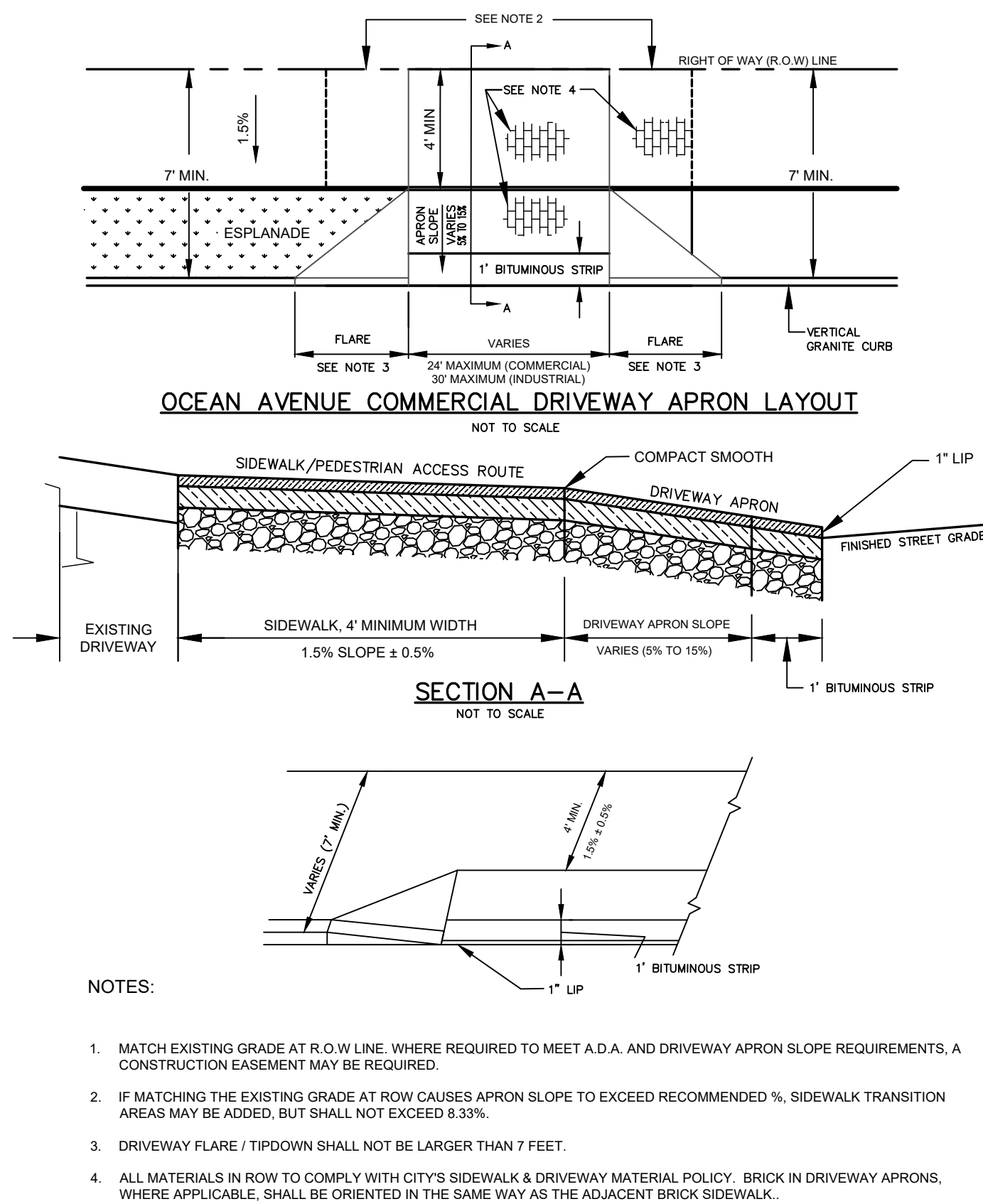
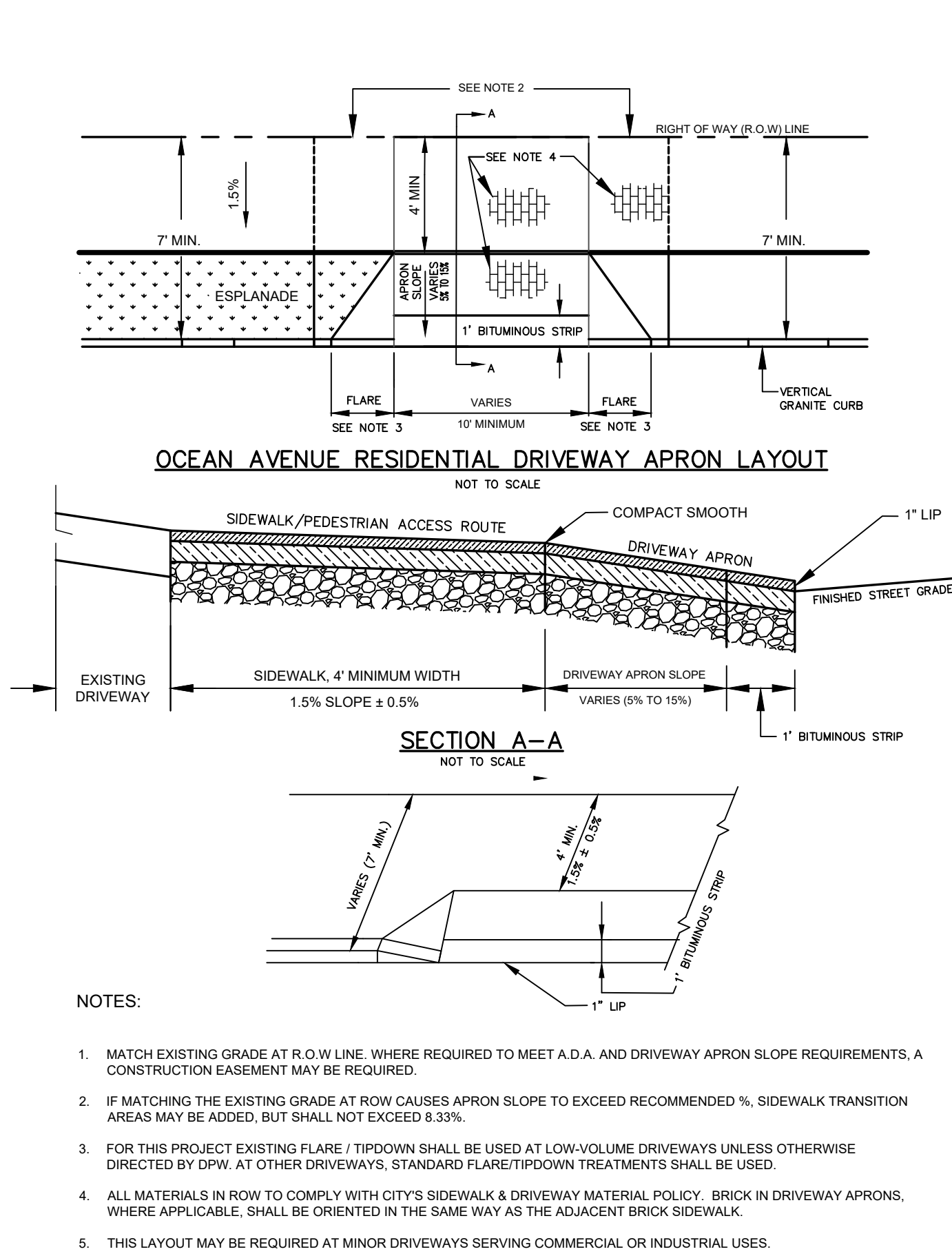
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3. SIDEWALKS SHALL BE CONSTRUCTED IN BRICK, CONCRETE, OR BITUMINOUS, ACCORDING TO THE SIDEWALK DRIVEWAY APPROPRIATE POLICY, UNLESS DIRECTED OTHERWISE BY THE CITY ENGINEER.
2. SIDEWALKS AND RAMPS SHALL BE BUILT ACCORDING TO THE FOLLOWING DIMENSIONS 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.
3. TWO CURB RAMPS ARE REQUIRED AT EACH SIDEWALK CORNER. EACH CURB RAMP SHALL CONNECT THE PEDESTRIAN ACCESS ROUTE AT EACH PEDESTRIAN STREET CROSSING. IN ALTERNATIONS WHERE PHYSICAL CONSTRAINTS PREVENT TWO CURB RAMPS FROM BEING INSTALLED AT A STREET CORNER, A SINGLE PEDESTRIAN CURB RAMP MAY BE PERMITTED.
4. 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.
5. ALL SIDEWALKS AND RAMPS SHALL DRAIN TOWARD THE STREET, DRIVEWAY, OR PARKING AREA, WITH A MAXIMUM CROSS SLOPE OF 2.0%.
6. LEVEL LANDINGS (NO GREATER THAN 2.0% SLOPE IN ANY DIRECTION) AT THE BOTTOM OF PERPENDICULAR RAMPS SHALL BE WHOLLY CONTAINED WITHIN MARKED CROWDSWALKS.
7. PONDING SHALL NOT BE PERMITTED WITHIN THE CURB RAMP LIMITS. RAMPS SHALL NOT ALTER ROADWAY DRAINAGE PATTERNS.
8. 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.
9. 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.
10. THE COUNTER SLOPE WITHIN 2' OF THE CURB RAMP SHALL BE 5% MAXIMUM. IN ALTERNATIONS, 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%.
11. 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.
12. AT MARKED CROWDSWALKS, THE FULL WIDTH OF THE RAMP OR LANDING SHALL BE CONTAINED WITHIN THE PAVEMENT MARKINGS.
13. TACTILE WARNING PANELS SHALL BE PROVIDED ON ALL RAMPS AS PER FIGURE I-7 (OR I-7A) OF THESE STANDARD DETAILS.
14. RAMP FLARES SHOULD BE LOCATED OUTSIDE THE DIRECT LINE OF TRAVEL MOST LIKELY TO BE FOLLOWED BY THE VISUALLY IMPAIRED.
15. 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.
16. 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.
17. 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.
18. 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.
19. MAXIMUMS AND MINIMUMS DO NOT HAVE TOLERANCES AND ARE NOT TO BE EXCEEDED OR UNMET.
20. 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.
21. 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.
22. DETECTABLE WARNINGS SHALL SPAN THE WIDTH OF THE PEDESTRIAN RAMP. SEE STANDARD DETAIL FIGURE I-7 (I-7A).
23. 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.
24. 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.
25. THE RAMP LENGTH SHALL NOT EXCEED 15 FEET. ADJUST RAMP LENGTH OR SLOPE AS NEEDED TO PROVIDE ACCESS TO THE MAXIMUM EXTENT FEASIBLE.
26. ALL CURB RAMP JOINTS AND GRADE BREAKS SHALL BE FLUSH.
27. RAMP GRADE BREAKS SHALL BE PERPENDICULAR TO THE RUNNING SLOPE.
28. THERE SHALL BE A MINIMUM OF 12" AGGREGATE SUBBASE COURSE - GRAVEL UNDER THE SIDEWALK SURFACE ON PEDESTRIAN RAMPS.
29. DRAINAGE STRUCTURES, UTILITY POLES, TRAFFIC SIGNAL EQUIPMENT OR OTHER OBSTRUCTIONS SHALL NOT BE INSTALLED IN THE CURB RAMP OR TURNING SPACE AREAS.
30. 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.
31. 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.

DESIGN BY:	I. MARISTANY
DRAWN BY:	I. MARISTANY
CHECKED BY:	E. BOLT
SHEET NAME:	
DETAILS	
DATE:	FEBRUARY 2026
SHEET NO.:	10 OF 12
REV.:	

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SIDEWALK EXPANSION JOINT
NOT TO SCALE

DESIGN BY:	I. MARISTANY	PROJECT NAME:	OCEAN AVENUE SIDEWALK CHENERY ST. TO READ ST.
DRAWN BY:	I. MARISTANY	CITY OF PORTLAND, MAINE DEPARTMENT OF PUBLIC WORKS	
CHECKED BY:	E. BOLT	ENGINEERING DIVISION	
SHEET NAME:	DETAILS	212 CANCO RD, SUITE 8, PORTLAND, MAINE 04101 PHONE (207) 874-8801 FAX (207) 874-8852	
DATE:	FEBRUARY 2026	REVISIONS:	
SHEET NO.:	11 OF 12		

