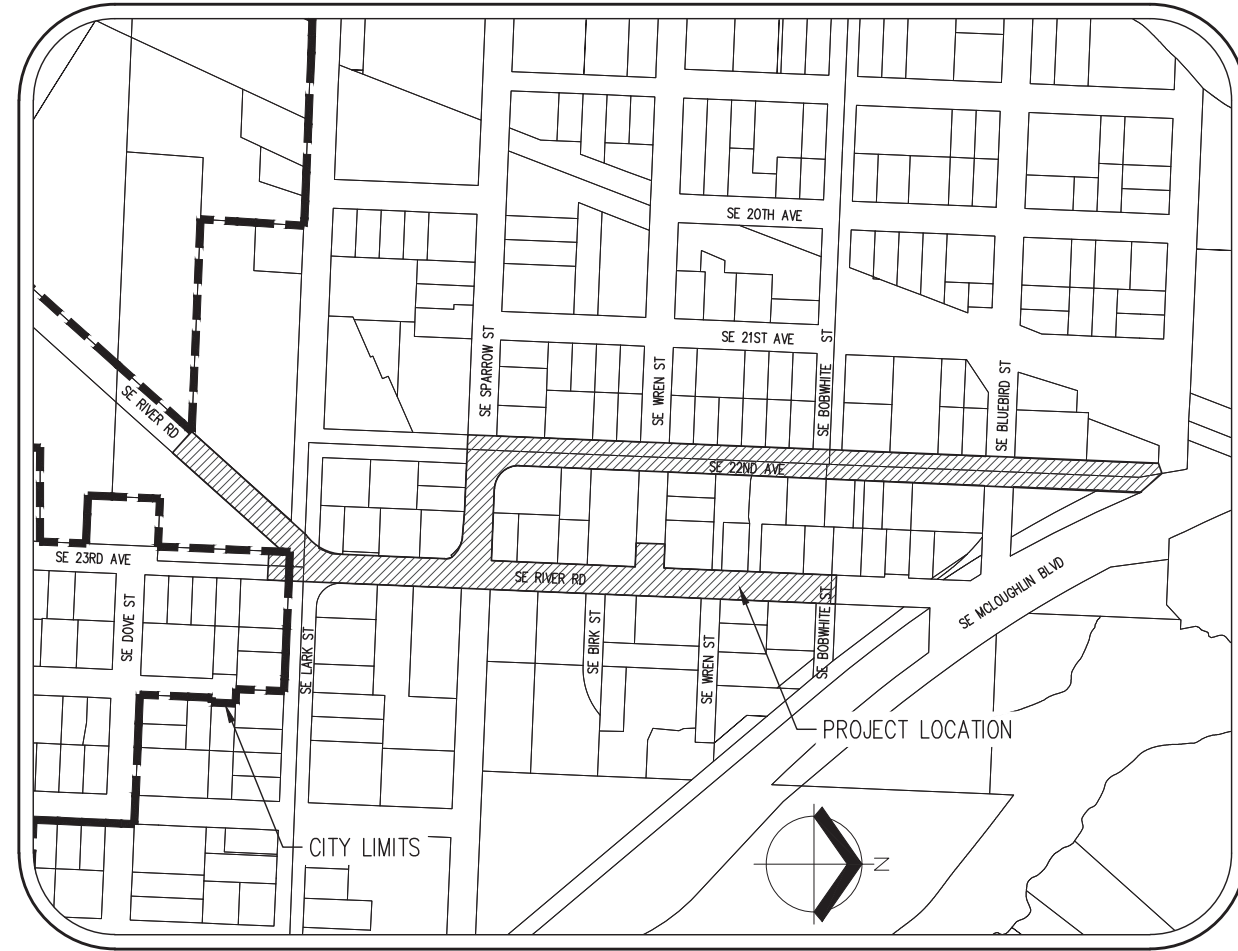


22ND & RIVER RD SAFE PROJECT

ENGINEERING CONSTRUCTION PLANS



VICINITY MAP

1" = 200'

SHEET SET

- | | |
|--|---------------------------------------|
| C000 COVER SHEET WITH VICINITY MAP | C112 CURB RAMP DETAILS |
| C001 GENERAL NOTES AND LEGEND | C113 CURB RAMP DETAILS |
| C010 DEMOLITION AND STREET KEY MAP | C114 CURB RAMP DETAILS |
| C070 DEMOLITION AND EROSION CONTROL PLAN | C115 CURB RAMP DETAILS |
| C071 DEMOLITION AND EROSION CONTROL PLAN | C116 CURB RAMP DETAILS |
| C072 DEMOLITION AND EROSION CONTROL PLAN | C117 CURB RAMP DETAILS |
| C073 DEMOLITION AND EROSION CONTROL PLAN | C118 CURB RAMP DETAILS |
| C074 DEMOLITION AND EROSION CONTROL PLAN | C119 CURB RAMP DETAILS |
| C075 DEMOLITION AND EROSION CONTROL PLAN | C120 CURB RAMP DETAILS |
| C076 DEMOLITION AND EROSION CONTROL PLAN | C125 TYPICAL STREET SECTIONS |
| C077 DEMOLITION AND EROSION CONTROL PLAN | C126 STREET DETAILS |
| C078 DEMOLITION AND EROSION CONTROL PLAN | C127 STREET DETAILS |
| C079 EROSION CONTROL DETAILS | C128 STREET DETAILS |
| C090 SIGNAGE, STRIPING & OVERALL PAVEMENT RESTORATION PLAN | C201 STM 'A' AND 'B' PLAN AND PROFILE |
| C091 SIGNAGE, STRIPING & OVERALL PAVEMENT RESTORATION PLAN | C202 STM 'C' PLAN AND PROFILE |
| C092 SIGNAGE, STRIPING & OVERALL PAVEMENT RESTORATION PLAN | C203 STM 'D' AND 'E' PLAN |
| C093 SIGNAGE AND STRIPING DETAILS | C204 STM 'F' PLAN AND PROFILE |
| C094 SIGNAGE AND STRIPING DETAILS | C205 STORM DETAILS |
| C095 SIGNAGE AND STRIPING DETAILS | C206 STORM DETAILS |
| C101 STREET PLAN AND PROFILE | C207 STORM DETAILS |
| C102 STREET PLAN AND PROFILE | C208 STORM DETAILS |
| C103 STREET PLAN AND PROFILE | C209 STORM DETAILS |
| C104 STREET PLAN AND PROFILE | C400 OVERALL WATER PLAN |
| C105 STREET PLAN AND PROFILE | C401 WATER PLAN |
| C106 STREET PLAN AND PROFILE | C402 WATER PLAN |
| C107 STREET PLAN AND PROFILE | C403 WATER PLAN |
| C108 STREET PLAN AND PROFILE | C404 WATER PLAN |
| C109 STREET PLAN AND PROFILE | C405 WATER PLAN |
| C110 CURB RAMP DETAILS | C406 WATER PLAN |
| C111 CURB RAMP DETAILS | C407 WATER DETAILS |

UTILITY CONTACTS

EROSION CONTROL

JERE SONNE
CITY OF MILWAUKIE PUBLIC WORKS
6101 SE JOHNSON CREEK BLVD.
MILWAUKIE, OR 97206
PH: (503) 786-7674
FAX: (503) 786-7676

WATER/STREETS

RONELLE SEARS
CITY OF MILWAUKIE PUBLIC WORKS
6101 SE JOHNSON CREEK BLVD.
MILWAUKIE, OR 97206
PH: (503) 786-7615
FAX: (503) 786-7676

STORMWATER

SHANE HART
CITY OF MILWAUKIE PUBLIC WORKS
6101 SE JOHNSON CREEK BLVD.
MILWAUKIE, OR 97206
PH: (503) 786-7679
FAX: (503) 786-7676

FRANCHISE UTILITIES

- CLACKAMAS COUNTY DOT CBX (503) 940-6940
- NORTHWEST NATURAL (800) 882-3377
- ODOT ELECTRICAL (971) 673-6201
- PORTLAND GENERAL ELECTRIC (503) 464-7777
- CENTRY LINK (800) 573-1311
- AT&T LNS (800) 241-3624
- OAK LODGE WATER SERVICE DISTRICT (503) 654-7765

PROJECT CONTACTS

MILWAUKIE

TESSIE PRENTICE, RLA, PE
ENGINEERING DEPARTMENT
10722 SE MAIN STREET.
MILWAUKIE, OR 97222
PH: (503) 786-7548
FAX: (503) 774-8236

ENGINEERING/SURVEYING FIRM

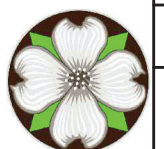
AKS ENGINEERING & FORESTRY, LLC
CONTACT: JOHN CHRISTIANSEN, P.E.
12965 SW HERMAN ROAD, SUITE 100
TUALATIN, OR 97062
PH: (503) 563-6151
FAX: (503) 563-6152



Know what's below.
Call before you dig.

NOTICE TO EXCAVATORS:

ATTENTION: OREGON LAW REQUIRES YOU TO FOLLOW RULES ADOPTED BY THE OREGON UTILITY NOTIFICATION CENTER. THOSE RULES ARE SET FORTH ON OAR 952-001-0010 THROUGH OAR 952-001-0090. YOU MAY OBTAIN COPIES OF THE RULES FROM THE CENTER BY CALLING 503-232-1987. IF YOU HAVE ANY QUESTIONS ABOUT THE RULES, YOU MAY CONTACT THE CENTER. YOU MUST NOTIFY THE CENTER AT LEAST TWO BUSINESS DAYS, BUT NOT MORE THAN TEN BUSINESS DAYS, BEFORE COMMENCING AN EXCAVATION. CALL 503-246-6699.



AKS ENGINEERING & FORESTRY, LLC
12965 SW HERMAN RD. STE 100
TUALATIN, OR 97062
P: 503.563.6151
F: 503.563.6152
aks-eng.com

ENGINEERING • SURVEYING • NATURAL RESOURCES
FORESTRY • PLANNING • LANDSCAPE ARCHITECTURE

22ND AVE & RIVER RD
SAFE PROJECT
MILWAUKIE
OREGON

COVER SHEET WITH
VICINITY MAP

DESIGNED BY: JAW
DRAWN BY: GMB
CHECKED BY: JPC
SCALE: AS NOTED
DATE: 05/21/2020

REGISTERED PROFESSIONAL
ENGINEER
6382PE
ORREGON
JULY 29, 2009
JOHN P. CHRISTIANSEN
RENEWAL DATE: 12/31/21

REVISIONS

JOB NUMBER
6685-01
SHEET
C000

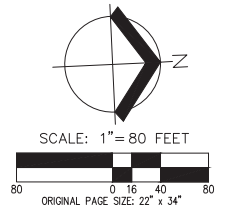
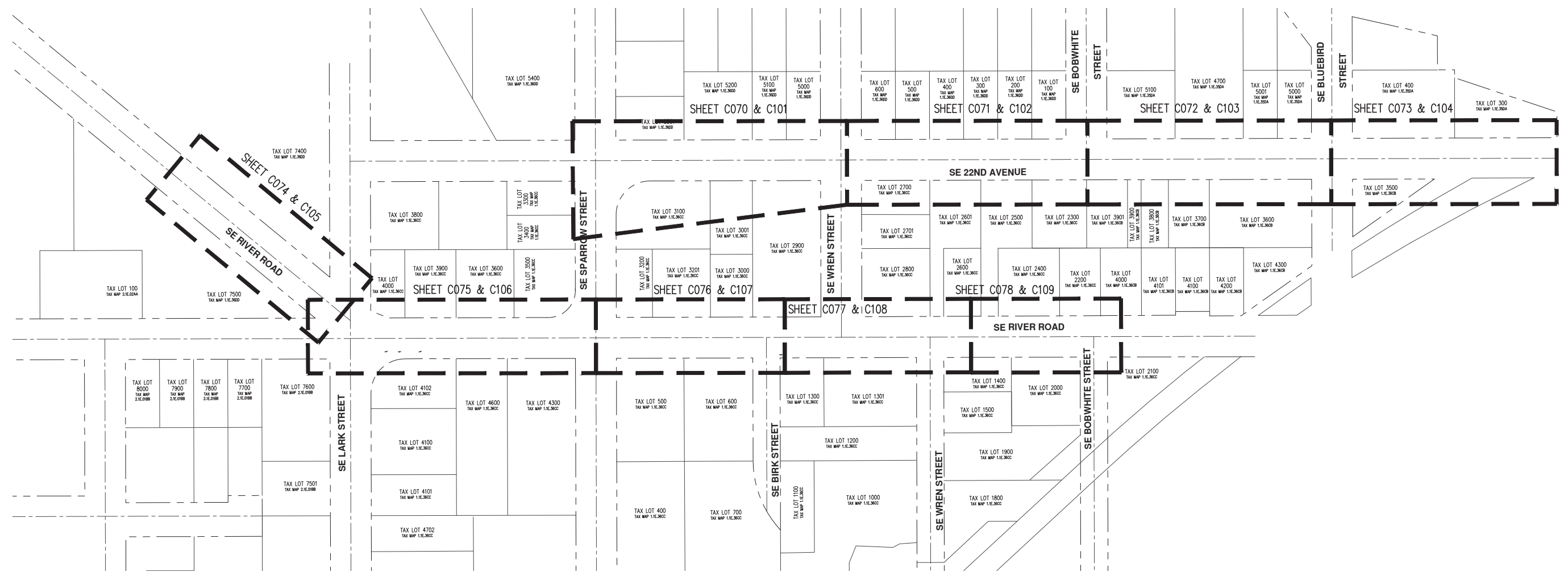
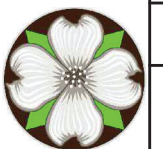
**22ND AVE & RIVER RD
 SAFE PROJECT
 OREGON**

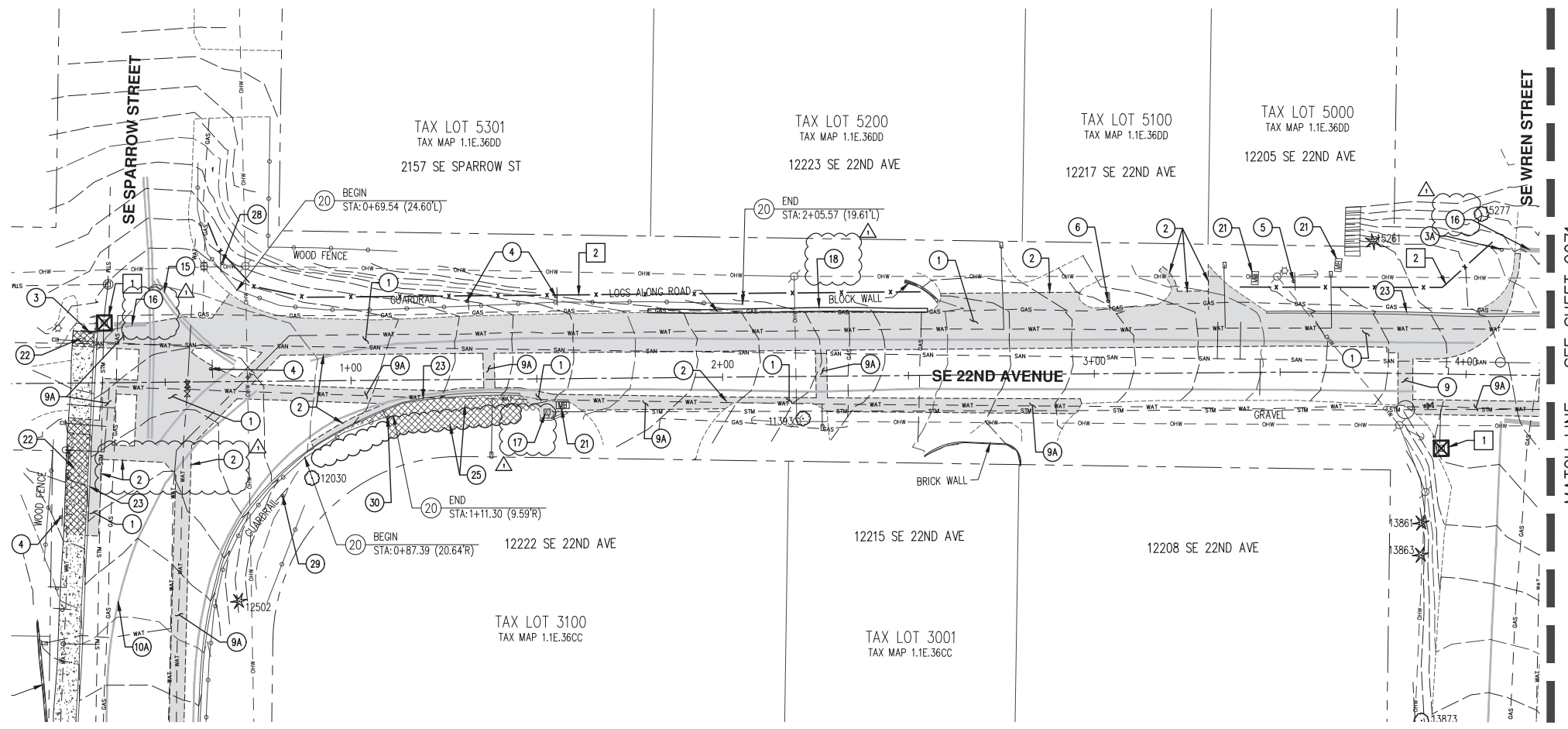
**DEMOLITION AND STREET
 KEY MAP**

DESIGNED BY: JAW
 DRAWN BY: GMB
 CHECKED BY: JPC
 SCALE: AS NOTED
 DATE: 05/21/2020



REVISIONS
 JOB NUMBER
 6685-01
 SHEET
C010





LEGEND

- EXISTING GROUND CONTOUR (1 FT) --- 181 ---
- EXISTING GROUND CONTOUR (5 FT) --- 180 ---
- EXISTING TREE TO REMAIN
- EXISTING TREE TO BE REMOVED
- AC SAWCUT
- SEDIMENT BARRIER
- INLET PROTECTION
- EXISTING AC PAVEMENT TO BE REMOVED
- EXISTING CONCRETE TO BE REMOVED
- EXISTING GRAVEL TO BE REMOVED

DEMOLITION KEY NOTES

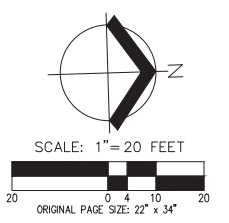
1. REMOVE EXISTING AC PAVEMENT AND EXCAVATE AS NEEDED.
2. SAWCUT EXISTING AC PAVEMENT (TYP)
3. SALVAGE EXISTING STOP SIGN FOR RELOCATION.
- 3A. REMOVE EXISTING STOP SIGN AND POST.
4. REMOVE EXISTING DIRECTIONAL SIGN AND POST.
5. SALVAGE EXISTING BUS STOP SIGN FOR RELOCATION. MAINTAIN FUNCTIONALITY OF BUS STOP THROUGHOUT CONSTRUCTION.
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12. REMOVE EXISTING 4" YELLOW LINE STRIPING. STA 13+40.98 - 13+60.07
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23. REMOVE EXISTING CURB.
24. REMOVE EXISTING GRAVEL.
25. REMOVE EXISTING LANDSCAPING/VEGETATION.
26. REMOVE EXISTING TREE.
27. REMOVE APPROXIMATE LENGTH OF EXISTING FENCE.
28. REMOVE EXISTING NO PARKING SIGN AND POST.
29. REMOVE EXISTING ONE WAY SIGN AND POST.
30. REMOVE EXISTING DO NOT ENTER SIGN AND POST.

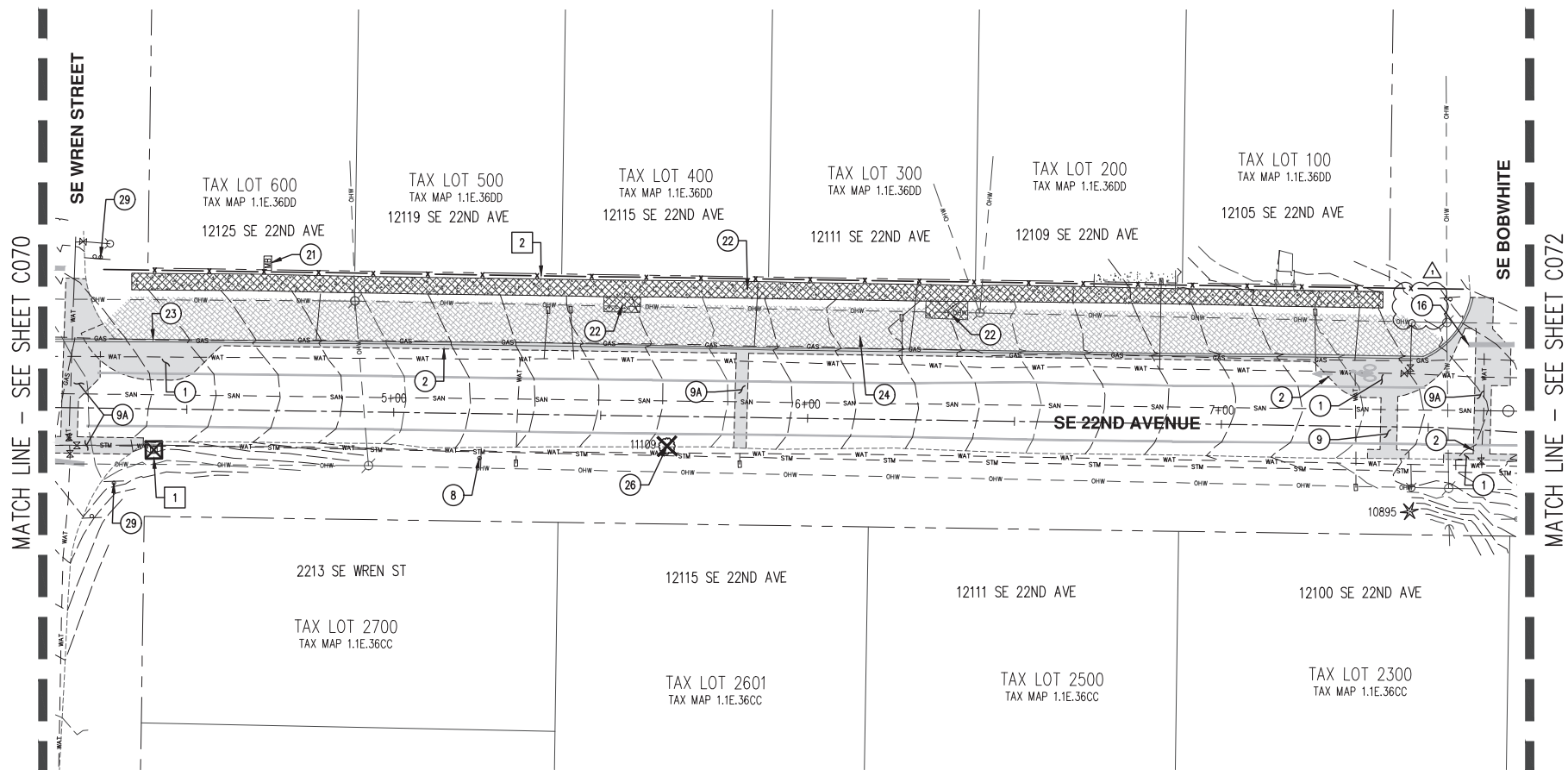
EROSION CONTROL KEY NOTES

1. INSTALL TYPE 3 OR TYPE 7 INLET PROTECTION PER DETAIL RD1010
2. INSTALL TYPE 3 SEDIMENT BARRIER PER DETAIL RD1030

GENERAL NOTES:

1. CONTRACTOR TO COORDINATE THE REMOVAL OF ALL NECESSARY PRIVATE UTILITIES WITH THE APPROPRIATE UTILITY PROVIDERS
2. CONTRACTOR TO ABANDON (IF DISCOVERED) ANY EXISTING WELLS, SEPTIC TANKS, AND DRAIN FIELDS FOUND DURING CONSTRUCTION PER APPLICABLE LOCAL, STATE, AND FEDERAL REQUIREMENTS
3. CONTRACTOR TO COORDINATE ALL STREET WORK WITH PROPERTY OWNERS AND PROJECT ENGINEER/INSPECTOR
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5. CONTRACTOR TO SALVAGE (FOR RELOCATION) ANY STREET NAME OR OTHER ACCESSORY SIGNS FROM ALL EXISTING POSTS IDENTIFIED FOR REMOVAL
6. SEE WATER PLANS FOR WATER SYSTEM DEMOLITION





LEGEND

EXISTING GROUND CONTOUR (1 FT)	---	181
EXISTING GROUND CONTOUR (5 FT)	---	180
EXISTING TREE TO REMAIN		
EXISTING TREE TO BE REMOVED		
AC SAWCUT		
SEDIMENT BARRIER		
INLET PROTECTION		
EXISTING AC PAVEMENT TO BE REMOVED		
EXISTING CONCRETE TO BE REMOVED		
EXISTING GRAVEL TO BE REMOVED		

DEMOLITION KEY NOTES

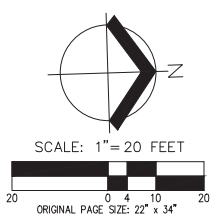
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7. SALVAGE EXISTING CROSSING SIGN FOR RELOCATION.
8. REMOVE EXISTING SPEED SIGN AND POST.
9. REMOVE EXISTING AC FOR STORM TRENCHING. SEE STORM PLANS FOR TRENCH DETAILS.
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28. REMOVE EXISTING NO PARKING SIGN AND POST.
29. REMOVE EXISTING ONE WAY SIGN AND POST.
30. REMOVE EXISTING DO NOT ENTER SIGN AND POST.

EROSION CONTROL KEY NOTES

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2. INSTALL TYPE 3 SEDIMENT BARRIER PER DETAIL RD1030

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6. SEE WATER PLANS FOR WATER SYSTEM DEMOLITION



**DEMOLITION AND EROSION
 CONTROL PLAN**

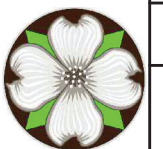
DESIGNED BY: JAW
 DRAWN BY: GMB
 CHECKED BY: JPC
 SCALE: AS NOTED
 DATE: 05/21/2020

REGISTERED PROFESSIONAL ENGINEER
 OREGON
 NO. 29, 2009
 JOHN P. CHRISTIANSEN
 RENEWAL DATE: 12/31/21

REVISIONS
 ADDENDUM #1 6/17/2020

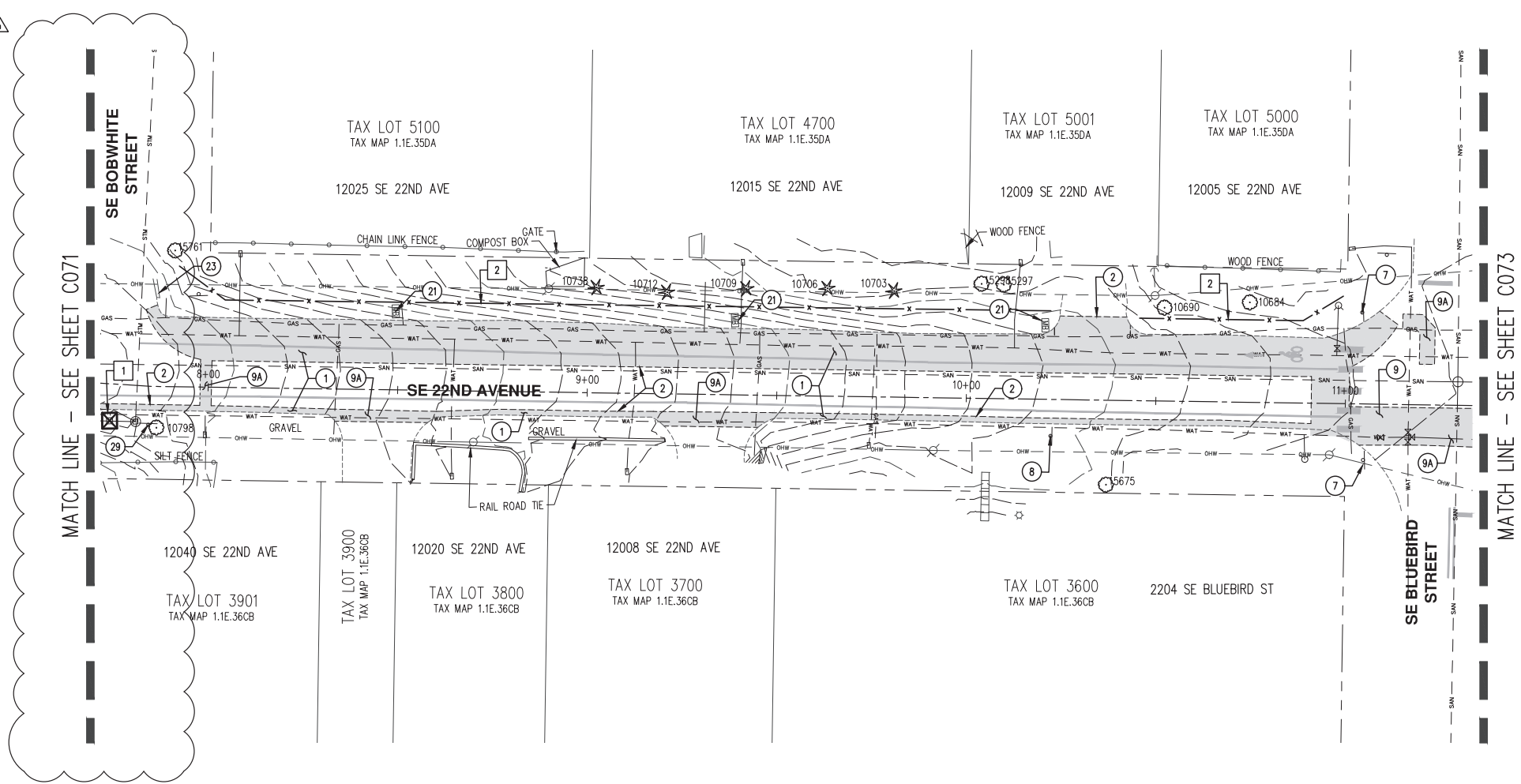


AKS DRAWING FILE: 6685-01_C070_DEMO.DWG | LAYOUT: C071



LEGEND

EXISTING GROUND CONTOUR (1 FT)	---	181
EXISTING GROUND CONTOUR (5 FT)	---	180
EXISTING TREE TO REMAIN		
EXISTING TREE TO BE REMOVED		
AC SAWCUT	---	
SEDIMENT BARRIER	---	
INLET PROTECTION		
EXISTING AC PAVEMENT TO BE REMOVED		
EXISTING CONCRETE TO BE REMOVED		
EXISTING GRAVEL TO BE REMOVED		



DEMOLITION KEY NOTES

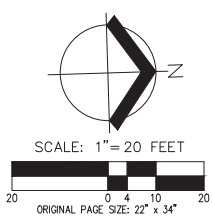
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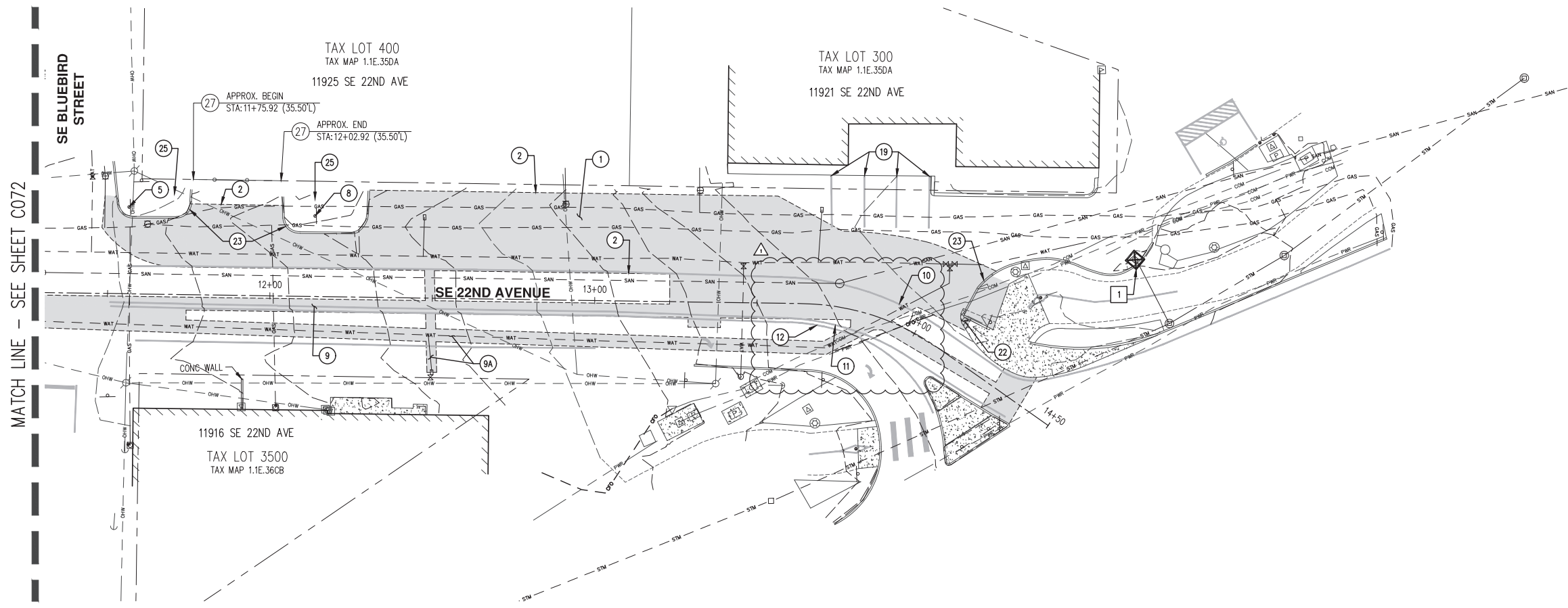
EROSION CONTROL KEY NOTES

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2. INSTALL TYPE 3 SEDIMENT BARRIER PER DETAIL RD1030

GENERAL NOTES:

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6. SEE WATER PLANS FOR WATER SYSTEM DEMOLITION





LEGEND

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- AC SAWCUT
- SEDIMENT BARRIER
- INLET PROTECTION
- EXISTING AC PAVEMENT TO BE REMOVED
- EXISTING CONCRETE TO BE REMOVED
- EXISTING GRAVEL TO BE REMOVED

DEMOLITION KEY NOTES

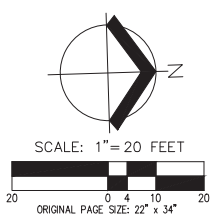
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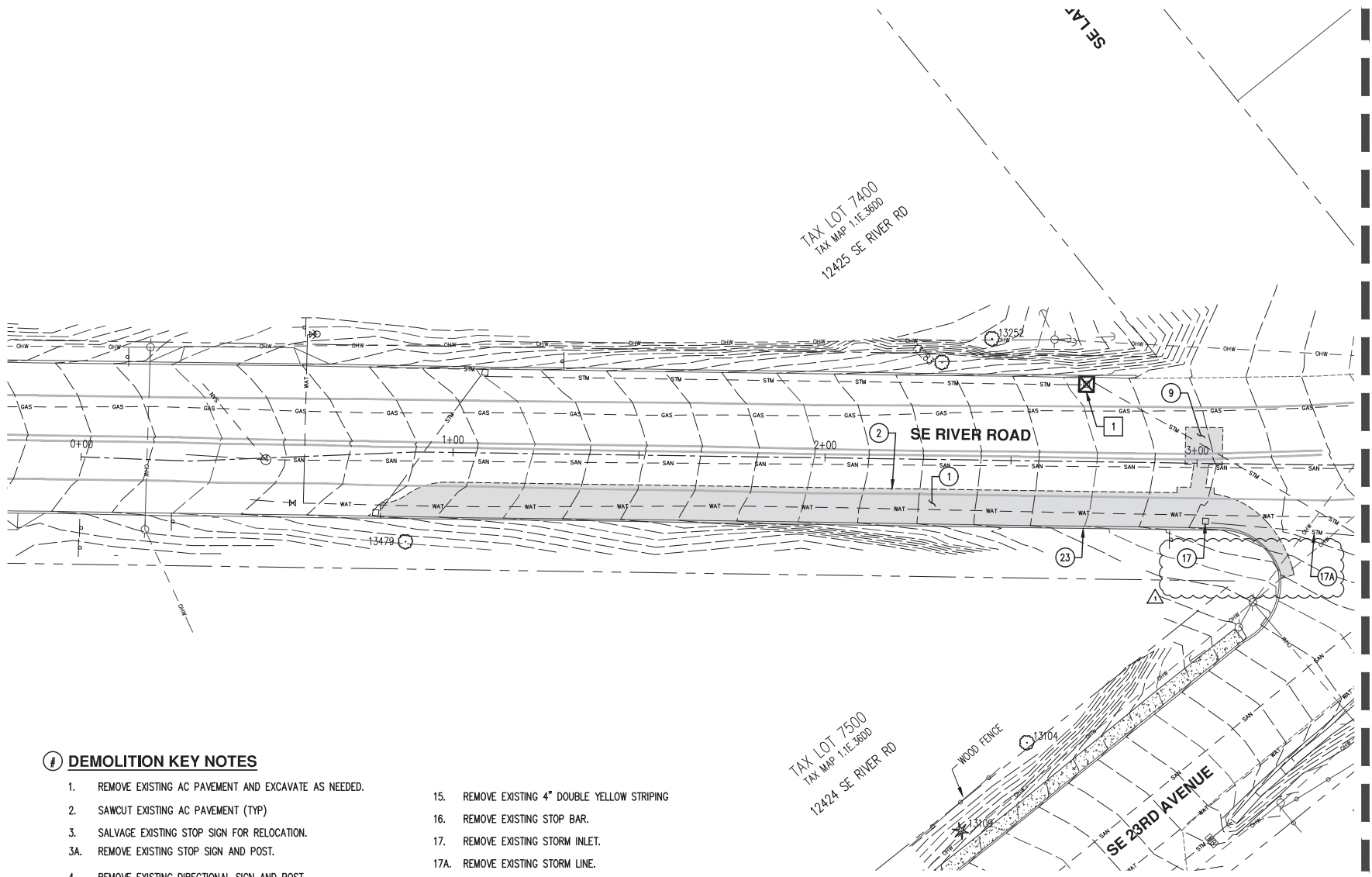
EROSION CONTROL KEY NOTES

1. INSTALL TYPE 3 OR TYPE 7 INLET PROTECTION PER DETAIL RD1010
2. INSTALL TYPE 3 SEDIMENT BARRIER PER DETAIL RD1030









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6. SEE WATER PLANS FOR WATER SYSTEM DEMOLITION





LEGEND

- EXISTING GROUND CONTOUR (1 FT) --- 181 ---
- EXISTING GROUND CONTOUR (5 FT) --- 180 ---
- EXISTING TREE TO REMAIN  
- EXISTING TREE TO BE REMOVED  
- AC SAWCUT --- x ---
- SEDIMENT BARRIER --- x ---
- INLET PROTECTION 
- EXISTING AC PAVEMENT TO BE REMOVED 
- EXISTING CONCRETE TO BE REMOVED 
- EXISTING GRAVEL TO BE REMOVED 

DEMOLITION KEY NOTES

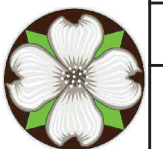
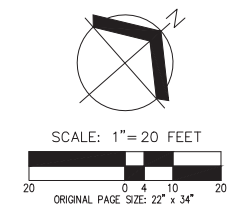
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2. SAWCUT EXISTING AC PAVEMENT (TYP)
3. SALVAGE EXISTING STOP SIGN FOR RELOCATION.
- 3A. REMOVE EXISTING STOP SIGN AND POST.
4. REMOVE EXISTING DIRECTIONAL SIGN AND POST.
5. SALVAGE EXISTING BUS STOP SIGN FOR RELOCATION. MAINTAIN FUNCTIONALITY OF BUS STOP THROUGHOUT CONSTRUCTION.
6. SALVAGE EXISTING TURN SIGN AND SPEED ADVISORY SIGN FOR RELOCATION.
7. SALVAGE EXISTING CROSSING SIGN FOR RELOCATION.
8. REMOVE EXISTING SPEED SIGN AND POST.
9. REMOVE EXISTING AC FOR STORM TRENCHING. SEE STORM PLANS FOR TRENCH DETAILS.
- 9A. REMOVE EXISTING AC FOR WATER TRENCHING. SEE WATER PLANS FOR TRENCH DETAILS.
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- 10A. REMOVE EXISTING 8" WHITE LINE STRIPING. BEGIN STA 0+33.78 (79.24' R) END STA 0+43.76 (39.07' R)
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12. REMOVE EXISTING 4" YELLOW LINE STRIPING. STA 13+40.98 - 13+60.07
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15. REMOVE EXISTING 4" DOUBLE YELLOW STRIPING
16. REMOVE EXISTING STOP BAR.
17. REMOVE EXISTING STORM INLET.
- 17A. REMOVE EXISTING STORM LINE.
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23. REMOVE EXISTING CURB.
24. REMOVE EXISTING GRAVEL.
25. REMOVE EXISTING LANDSCAPING/VEGETATION.
26. REMOVE EXISTING TREE.
27. REMOVE APPROXIMATE LENGTH OF EXISTING FENCE.
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29. REMOVE EXISTING ONE WAY SIGN AND POST.
30. REMOVE EXISTING DO NOT ENTER SIGN AND POST.

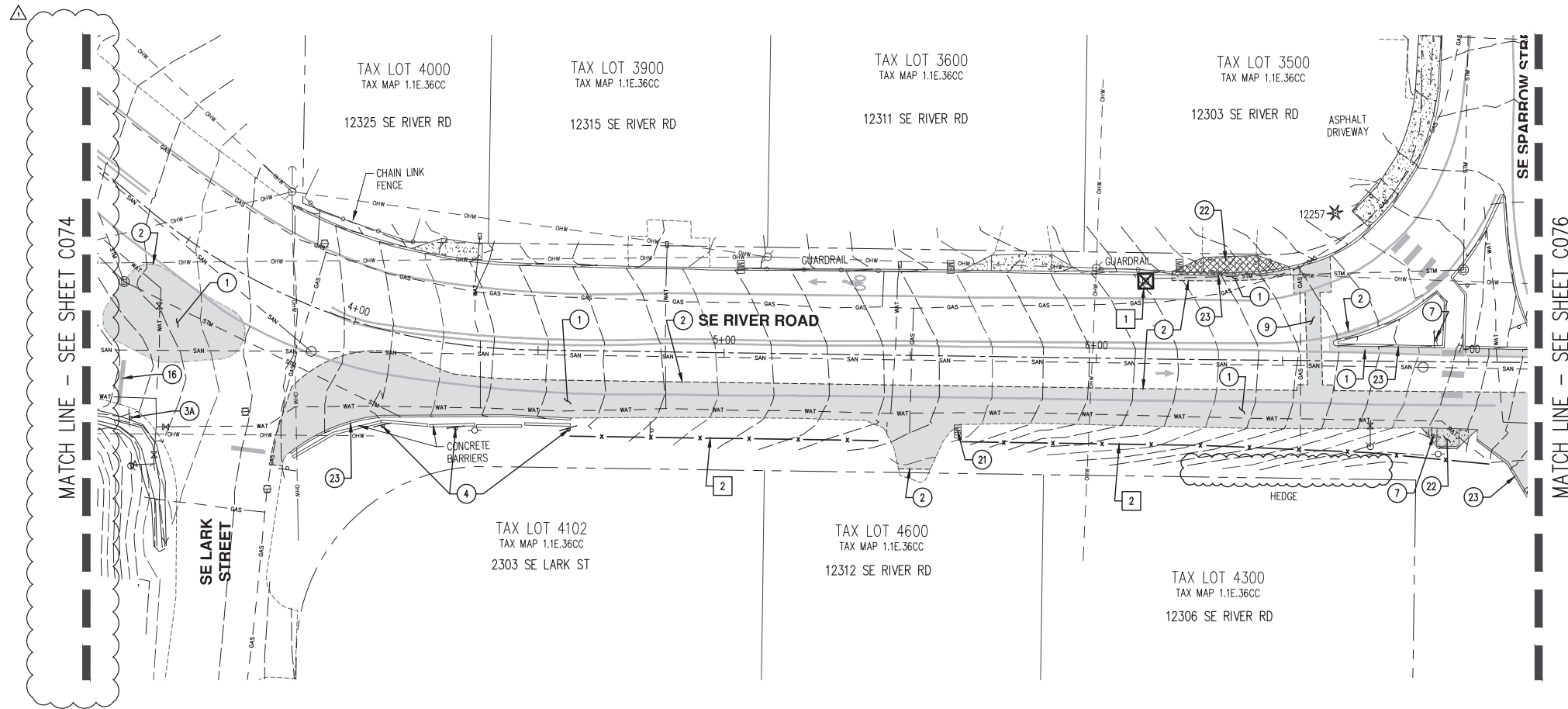
EROSION CONTROL KEY NOTES

1. INSTALL TYPE 3 OR TYPE 7 INLET PROTECTION PER DETAIL RD1010
2. INSTALL TYPE 3 SEDIMENT BARRIER PER DETAIL RD1030

GENERAL NOTES:

1. CONTRACTOR TO COORDINATE THE REMOVAL OF ALL NECESSARY PRIVATE UTILITIES WITH THE APPROPRIATE UTILITY PROVIDERS
2. CONTRACTOR TO ABANDON (IF DISCOVERED) ANY EXISTING WELLS, SEPTIC TANKS, AND DRAIN FIELDS FOUND DURING CONSTRUCTION PER APPLICABLE LOCAL, STATE, AND FEDERAL REQUIREMENTS
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4. CONTRACTOR TO PROTECT ALL EXISTING SIGNS NOT BEING REMOVED/RELOCATED
5. CONTRACTOR TO SALVAGE (FOR RELOCATION) ANY STREET NAME OR OTHER ACCESSORY SIGNS FROM ALL EXISTING POSTS IDENTIFIED FOR REMOVAL
6. SEE WATER PLANS FOR WATER SYSTEM DEMOLITION





LEGEND

EXISTING GROUND CONTOUR (1 FT)	---	181
EXISTING GROUND CONTOUR (5 FT)	---	180
EXISTING TREE TO REMAIN		
EXISTING TREE TO BE REMOVED		
AC SAWCUT	---	
SEDIMENT BARRIER	X	
INLET PROTECTION		
EXISTING AC PAVEMENT TO BE REMOVED		
EXISTING CONCRETE TO BE REMOVED		
EXISTING GRAVEL TO BE REMOVED		

DEMOLITION KEY NOTES

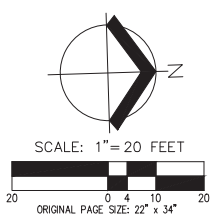
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7. SALVAGE EXISTING CROSSING SIGN FOR RELOCATION.
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24. REMOVE EXISTING GRAVEL.
25. REMOVE EXISTING LANDSCAPING/VEGETATION.
26. REMOVE EXISTING TREE.
27. REMOVE APPROXIMATE LENGTH OF EXISTING FENCE.
28. REMOVE EXISTING NO PARKING SIGN AND POST.
29. REMOVE EXISTING ONE WAY SIGN AND POST.
30. REMOVE EXISTING DO NOT ENTER SIGN AND POST.

EROSION CONTROL KEY NOTES

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2. INSTALL TYPE 3 SEDIMENT BARRIER PER DETAIL RD1030

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**DEMOLITION AND EROSION
 CONTROL PLAN**

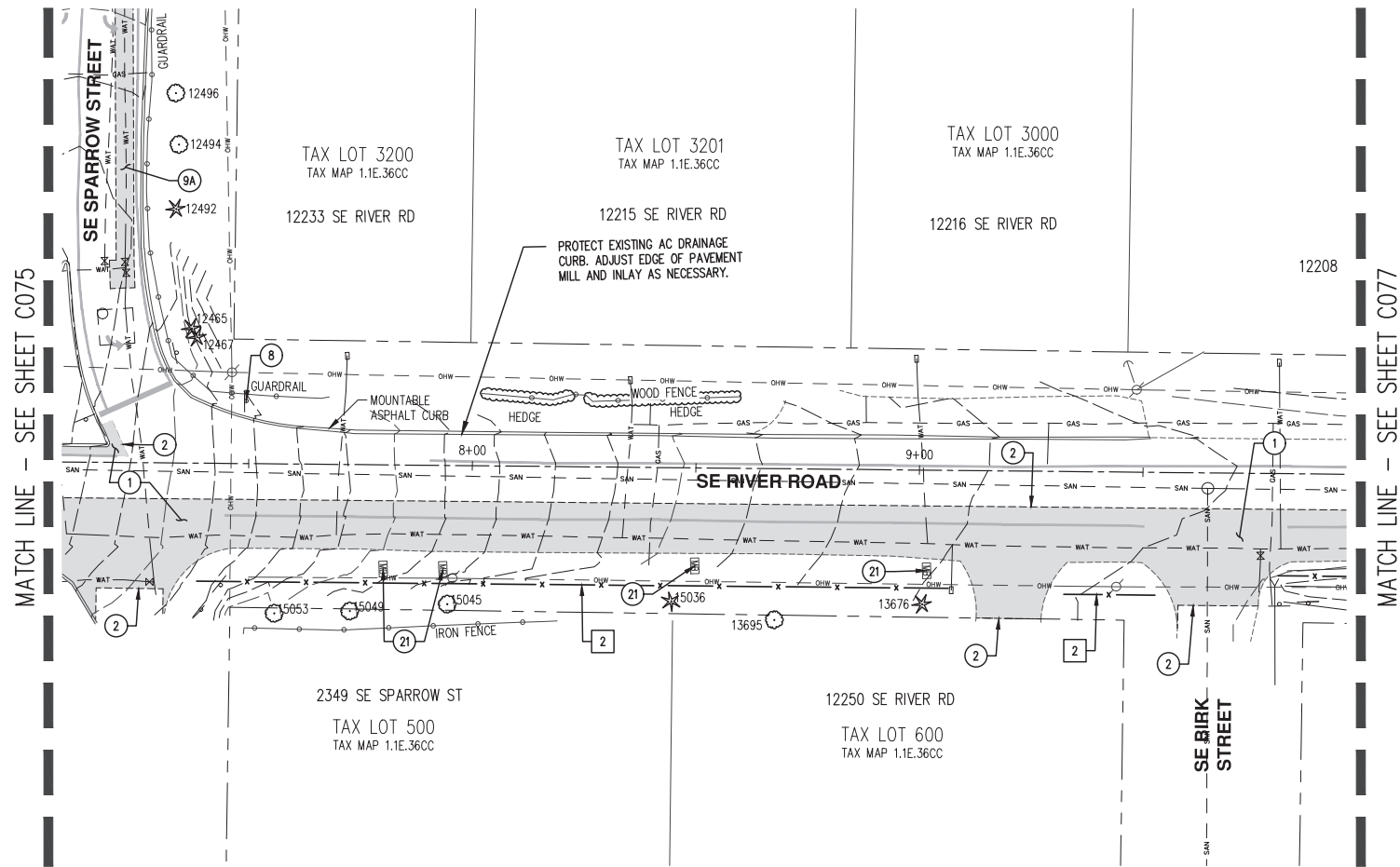
DESIGNED BY: JAW
 DRAWN BY: GMB
 CHECKED BY: JPC
 SCALE: AS NOTED
 DATE: 05/21/2020

RENEWAL DATE: 12/31/21

REVISIONS
 ADDENDUM #1 6/17/2020



AKS DRAWING FILE: 6685-01_C070_DEMO.DWG | LAYOUT: C075



LEGEND

EXISTING GROUND CONTOUR (1 FT)	---	181
EXISTING GROUND CONTOUR (5 FT)	---	180
EXISTING TREE TO REMAIN		
EXISTING TREE TO BE REMOVED		
AC SAWCUT	---	x
SEDIMENT BARRIER	---	x
INLET PROTECTION		
EXISTING AC PAVEMENT TO BE REMOVED		
EXISTING CONCRETE TO BE REMOVED		
EXISTING GRAVEL TO BE REMOVED		

DEMOLITION KEY NOTES

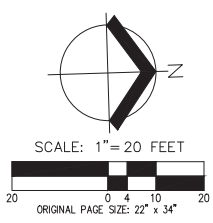
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EROSION CONTROL KEY NOTES

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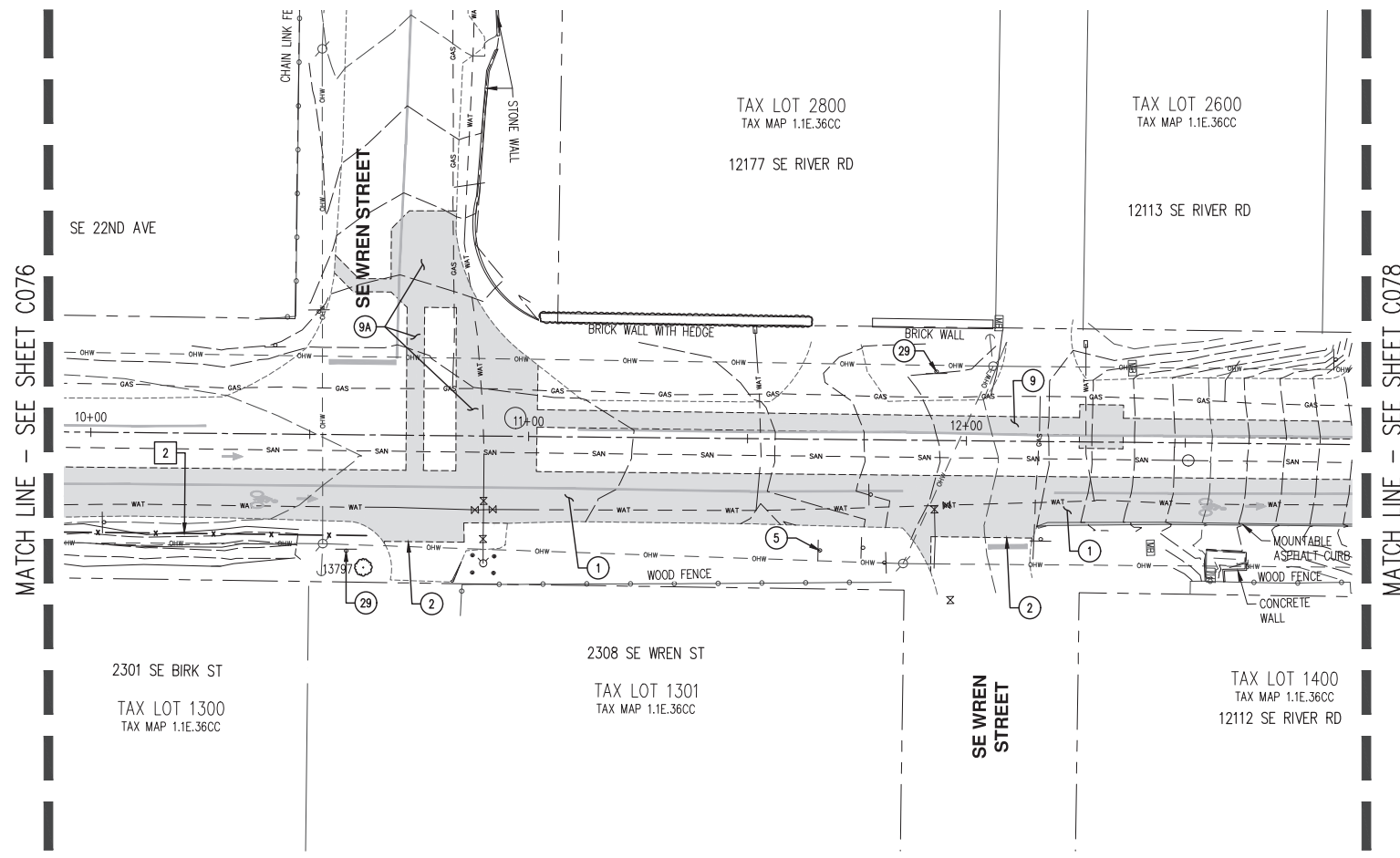
**DEMOLITION AND EROSION
 CONTROL PLAN**

DESIGNED BY: JAW
 DRAWN BY: GMB
 CHECKED BY: JPC
 SCALE: AS NOTED
 DATE: 05/21/2020

REGISTERED PROFESSIONAL
 ENGINEER
 NO. 6382PE
 OREGON
 APR 29, 2009
 JOHN P. CHRISTENSEN
 RENEWAL DATE: 12/31/21

REVISIONS
 ADDENDUM #1 6/17/2020





LEGEND

EXISTING GROUND CONTOUR (1 FT) --- 181 ---
 EXISTING GROUND CONTOUR (5 FT) --- 180 ---
 EXISTING TREE TO REMAIN (circle with cross)
 EXISTING TREE TO BE REMOVED (circle with X)
 AC SAWCUT (dashed line)
 SEDIMENT BARRIER (line with X)
 INLET PROTECTION (square with X)
 EXISTING AC PAVEMENT TO BE REMOVED (stippled pattern)
 EXISTING CONCRETE TO BE REMOVED (cross-hatched pattern)
 EXISTING GRAVEL TO BE REMOVED (diagonal hatched pattern)

DEMOLITION KEY NOTES

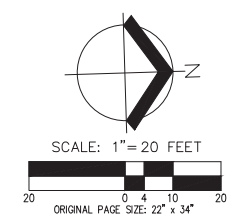
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29. REMOVE EXISTING ONE WAY SIGN AND POST.
30. REMOVE EXISTING DO NOT ENTER SIGN AND POST.

EROSION CONTROL KEY NOTES

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GENERAL NOTES:

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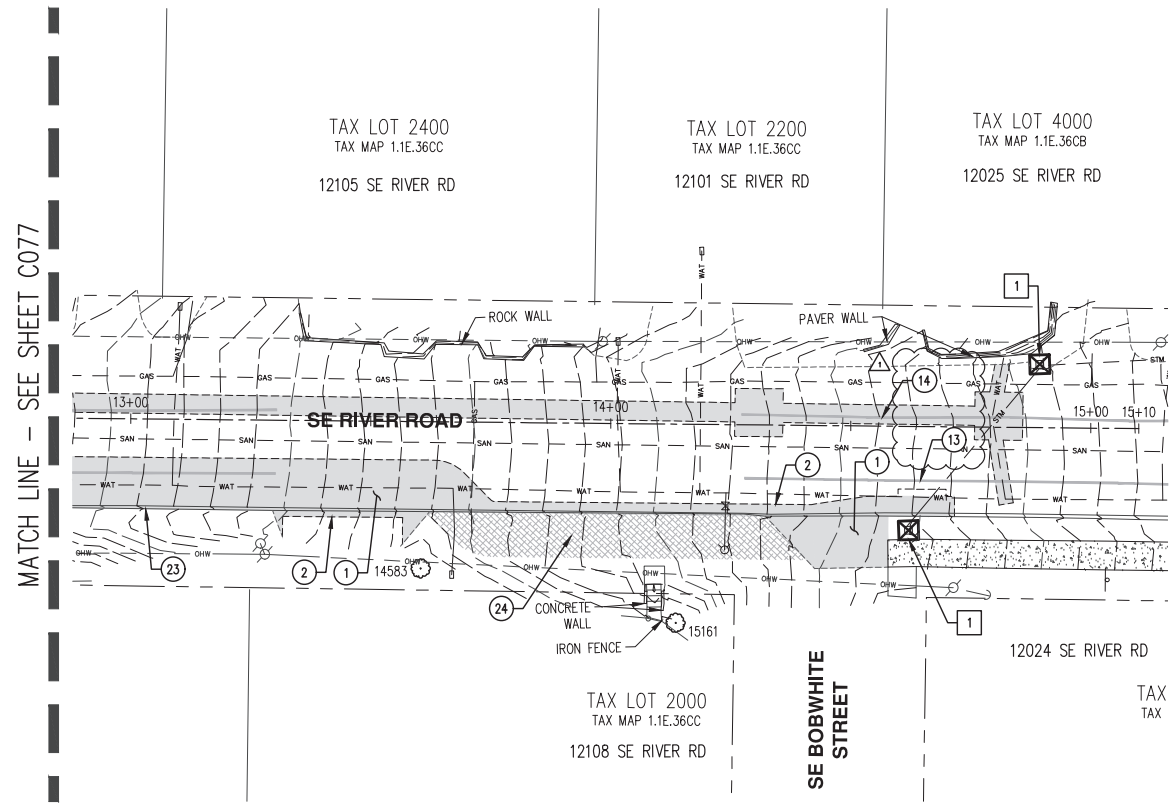
**DEMOLITION AND EROSION
 CONTROL PLAN**

DESIGNED BY: JAW
 DRAWN BY: GMB
 CHECKED BY: JPC
 SCALE: AS NOTED
 DATE: 05/21/2020

RENEWAL DATE: 12/31/21
 REVISIONS:
 ADDENDUM #1 6/17/2020



AKS DRAWING FILE: 6685-01_C070_DEMO.DWG | LAYOUT: C077



LEGEND

EXISTING GROUND CONTOUR (1 FT) --- 181 ---
 EXISTING GROUND CONTOUR (5 FT) --- 180 ---
 EXISTING TREE TO REMAIN (circle with cross)
 EXISTING TREE TO BE REMOVED (circle with X)
 AC SAWCUT (dashed line)
 SEDIMENT BARRIER (line with X)
 INLET PROTECTION (square with X)
 EXISTING AC PAVEMENT TO BE REMOVED (solid grey)
 EXISTING CONCRETE TO BE REMOVED (cross-hatch pattern)
 EXISTING GRAVEL TO BE REMOVED (diagonal hatch pattern)

f DEMOLITION KEY NOTES

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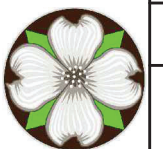
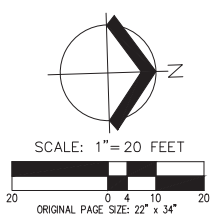
EROSION CONTROL KEY NOTES

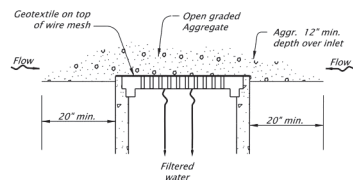
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2. INSTALL TYPE 3 SEDIMENT BARRIER PER DETAIL RD1030

GENERAL NOTES:

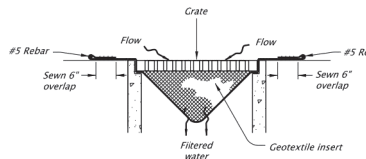
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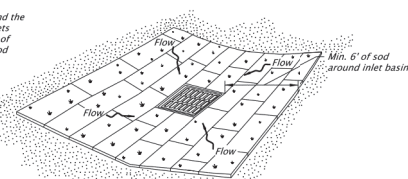




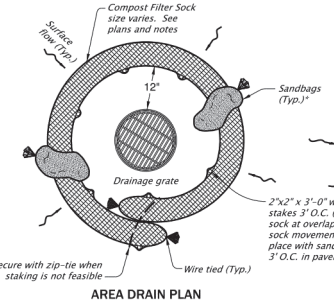
GEOTEXTILE/WIRE MESH/AGGREGATE - TYPE 2



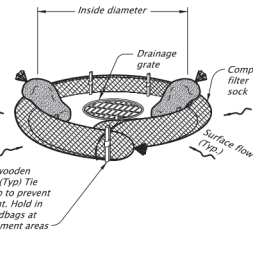
PREFABRICATED FILTER INSERT - TYPE 3



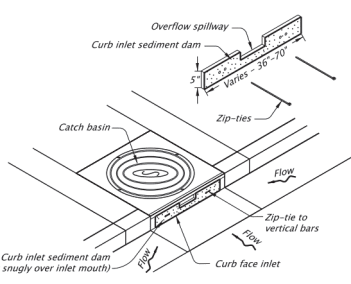
SOD PROTECTION - TYPE 6



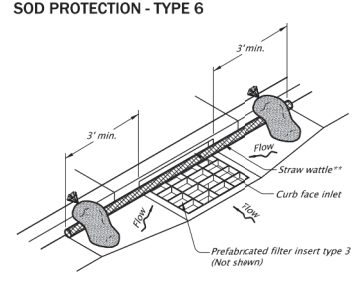
AREA DRAIN PLAN



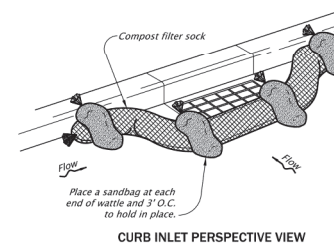
AREA DRAIN PERSPECTIVE VIEW



CURB INLET SEDIMENT DAM - TYPE 10



WATTLE BARRIER WITH FILTER INSERT - TYPE 11



CURB INLET PERSPECTIVE VIEW

COMPOST FILTER SOCK OR WATTLE - TYPE 7

* Use sandbags to hold wattles in place. Sandbags are not necessary for compost filter socks

Notes:

Type 2 - Geotextile/wire mesh/aggregate
Place the wire mesh over the grate.
Place sediment fence geotextile over the wire mesh and perimeter area around structure.
Install aggregate over the geotextile fabric.

Type 3 - Prefabricated filter inserts
Install prefabricated filter inserts according to the plans, special provisions, and manufacturer recommendations.
Prefabricated inserts with provisions for overflow are allowed only when accompanied by additional BMP's to prevent the potential of sediments entering project storm systems.
Field fabricated inserts are not allowed.

Type 7 - Compost filter sock
Drive 2" x 2" wood stakes a minimum of 6" into ground and flush with the top of the sock.
Overlap ends of sock per manufacturer's recommendations

Type 7 cont. - (1' min, 3' max).
Use 8" to 12" dia sock on curbside in traffic areas.
Use 12" to 18" dia sock in non-traffic areas or areas where the larger socks can be used safely.

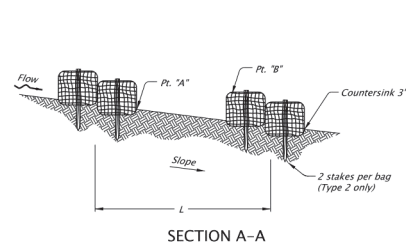
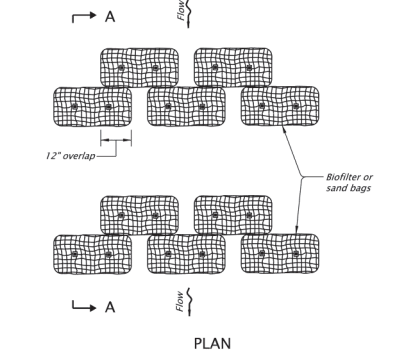
Type 10 - Curb inlet sediment dam
Fit curb inlet sediment dam snugly into inlet mouth. Curb inlet sediment dam is required for use with inlet filter inserts where at-grade inlet grate and curb inlet are combined at a catch basin.

Type 11 - Wattle barrier with filter insert
Install prefabricated filter insert per type 3 detail.
Install wattles over opening and 3" to each side of opening tight against curb. Adjust wattle to force storm water to flow through filter inserts or wattle prior to leaving the site. Adjust, replace or modify the inlet protection as needed to prevent sediment laden water from entering the catch basin.

CALC BOOK NO. 6402, 6406, 6407	BASELINE REPORT DATE	October 2018
NOTE: All material and workmanship shall be in accordance with the current Oregon Standard Specifications		
OREGON STANDARD DRAWINGS		
INLET PROTECTION		
TYPE 2, 3, 6, 7, 10 and 11		
2018		
DATE	REVISION DESCRIPTION	
01/2018	Added type 10 and 11	
10/2018	Corrected sheet title to include inlet protection details	

Effective Date: December 1, 2019 - May 31, 2020

RD1010



BIOFILTER BAG / SAND BAG BARRIER - TYPE 2 AND 4

Notes:

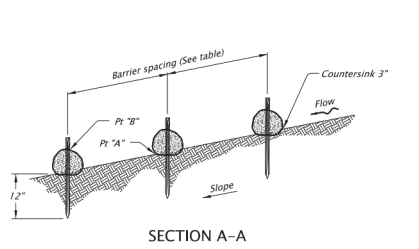
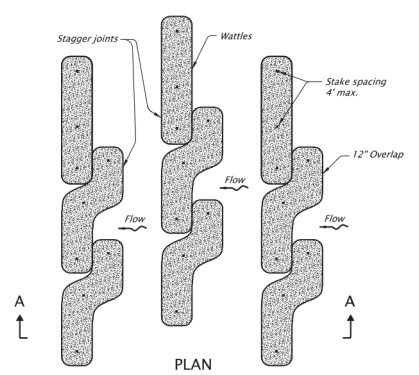
- For type 2 barrier, drive stakes flush with top of bag and into undisturbed ground a min. of 12". Omit stakes if bags are placed on paved surface.
- For type 2 and 4 barrier, space bags (L) so that the elevation of point "A" is less than or equal to the elevation of point "B".

Type 2 - Biofilter bags
Type 3 - Wattles
Type 4 - Sand bags

BARRIER SPACING		
INSTALL PARALLEL ALONG CONTOURS AS FOLLOWS		
% SLOPE	% SLOPE	MAXIMUM SPACING ON SLOPE
10% Flatter	1:10 or Flatter	300'
10 > % ≥ 15	10 > X ≥ 7.5	150'
15 > % ≥ 20	7.5 > X ≥ 5	100'
20 > % ≥ 30	5 > X ≥ 3	50'
Steeper than 30%	Steeper than 1:3	25'

Effective Date: December 1, 2019 - May 31, 2020

RD1030



FIBER ROLL BARRIER - TYPE 3

CALC BOOK NO. 6402, 6406, 6407	BASELINE REPORT DATE	January 2016
NOTE: All material and workmanship shall be in accordance with the current Oregon Standard Specifications		
OREGON STANDARD DRAWINGS		
SEDIMENT BARRIER		
TYPE 2, 3 AND 4		
2018		
DATE	REVISION DESCRIPTION	

The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user and should not be used without consulting a Registered Professional Engineer.

DESIGNED BY: JAW
DRAWN BY: GMB
CHECKED BY: JPC
SCALE: AS NOTED
DATE: 05/21/2020



REVISIONS

JOB NUMBER
6685-01
SHEET
C079



LEGEND

AC PAVEMENT OVERLAY/ INLAY

AC TAPER AREA

ENLARGEMENT 2
 SCALE: 1" = 10'

5' SPACED BI-DIRECTIONAL YELLOW RAISED PAVEMENT MARKERS (TYP)

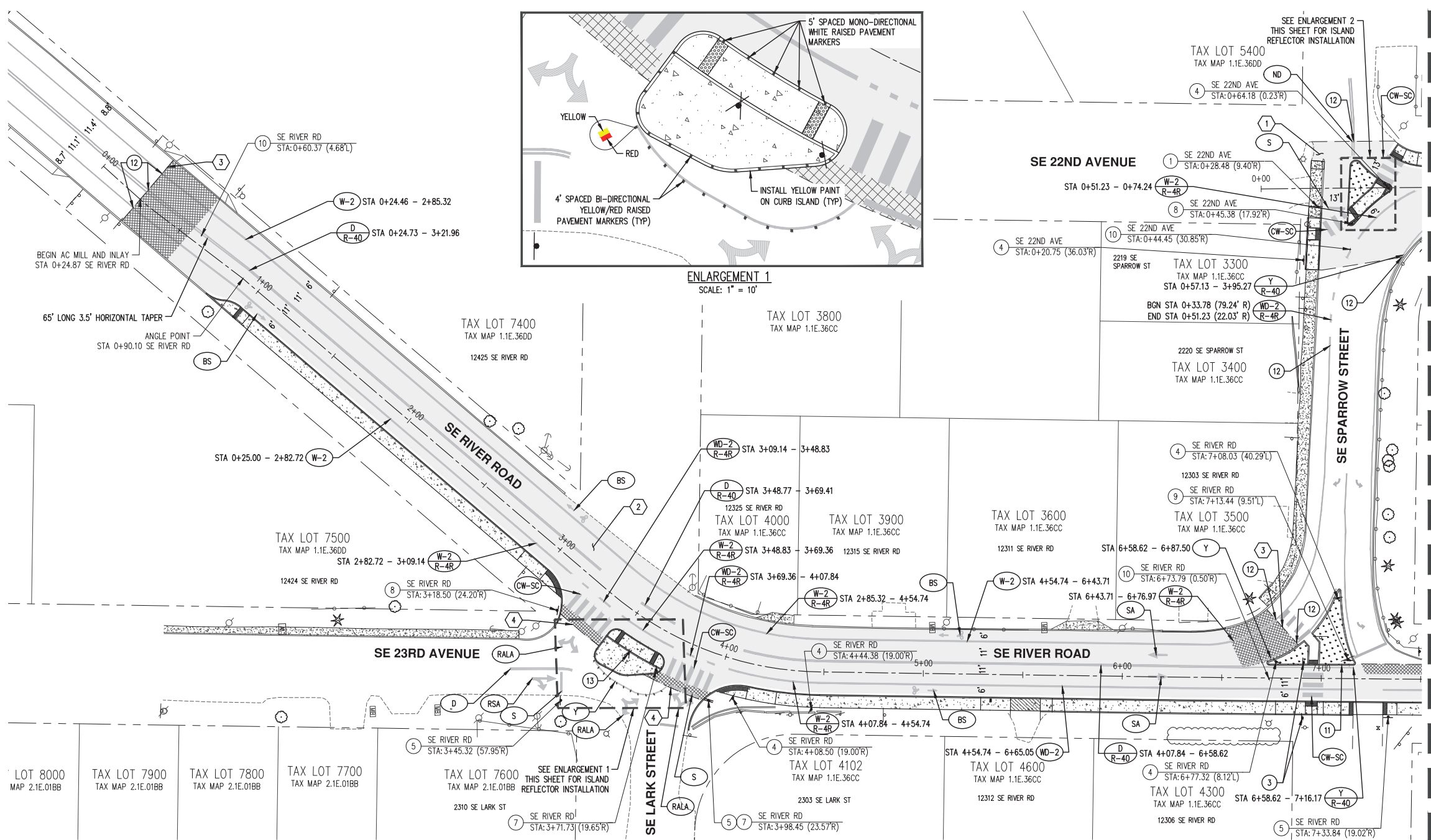
INSTALL YELLOW PAINT ON CURB ISLAND (TYP)

ENLARGEMENT 1
 SCALE: 1" = 10'

5' SPACED MONO-DIRECTIONAL WHITE RAISED PAVEMENT MARKERS

4' SPACED BI-DIRECTIONAL YELLOW/RED RAISED PAVEMENT MARKERS (TYP)

INSTALL YELLOW PAINT ON CURB ISLAND (TYP)



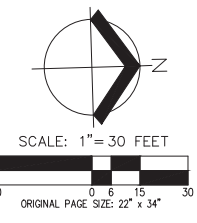
- NOTES:**
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 - ALL PERMANENT PAVEMENT STRIPING SHALL BE SURFACE INSTALLED PER THE APPLICABLE ODOT STANDARD DRAWINGS. SEE DETAILS TM500, TM501, TM502, TM503, TM517, TM521, TM530 SHEETS C094-C096.
 - ALL HORIZONTAL INFORMATION (STATION AND OFFSET) FOR KEY NOTES ARE BASED ON THE CENTERLINE ALIGNMENT.
 - COORDINATE WITH CITY FOR LOCATION OF SIGNING AND STRIPING PRIOR TO INSTALLATION.
 - ALL EXISTING STREET NAME AND/OR OTHER ACCESSORY SIGNS SALVAGED FROM EXISTING POSTS SHALL BE REINSTALLED/RELOCATED AS NECESSARY. CONTRACTOR TO COORDINATE WITH THE CITY
 - ALL PROPOSED BIKE SYMBOLS TO FACE CURB. CONTRACTOR TO COORDINATE WITH THE CITY PRIOR TO INSTALLATION

- STRIPING LEGEND**
- (W) INSTALL 4" WHITE LINE
 - (W-2) INSTALL 8" WHITE LINE
 - (WD-2) INSTALL 8" WHITE DOTTED LINE
 - (D) INSTALL DOUBLE NO PASS TWO 4" YELLOW LINES
 - (RA) INSTALL RIGHT TURN ARROW (WHITE)
 - (S) INSTALL 1' STOP BAR
 - (Y) INSTALL 4" YELLOW LINE
 - (SA) INSTALL STRAIGHT ARROW (WHITE)
 - (D/R-40) INSTALL DOUBLE NO-PASS TWO 4" YELLOW LINES WITH REFLECTORS
 - (ND) INSTALL NARROW DOUBLE NO-PASS 4" YELLOW LINES
 - (BS) INSTALL BIKE LANE STANDARD STENCIL (WHITE)
 - (RSA) INSTALL RIGHT TURN STRAIGHT ARROW (WHITE)
 - (W-2/R-4R) INSTALL CHANNELIZING LANE LINE POSITIONING GUIDE REFLECTORS WITH 8" WHITE LINE
 - (CW-SC) INSTALL STAGGERED CONTINENTAL CROSSWALK 2' WHITE BARS

- (SLM) INSTALL SHARED LANE MARKING (WHITE)
- (RALA) INSTALL RIGHT TURN LEFT TURN ARROW (WHITE)
- (WD-2/R-4R) INSTALL 8" WHITE DOTTED LINE WITH REFLECTORS
- (B) BIKE STENCIL (WHITE)
- (Y/R-40) INSTALL 4" YELLOW LINE WITH REFLECTORS
- (P) INSTALL ON STREET PARKING (TYP)

- 1 SIGNAGE & STRIPING KEY NOTES**
- RELOCATED STOP SIGN, R1-1. SEE DETAILS TM200, TM681 & TM687 FOR SIGN INSTALLATION WITH NEW POST AND FOOTING.
 - RELOCATED BUS STOP SIGN. SEE DETAILS TM200, TM681 & TM687 FOR SIGN INSTALLATION WITH NEW POST AND FOOTING.
 - RELOCATED CROSSING SIGN, W11-2. SEE DETAILS TM200, TM681 & TM687 FOR SIGN INSTALLATION WITH NEW POST AND FOOTING.
 - INSTALL 18"x24" DIRECTIONAL SIGN, W1-BL PER MUTCD SECTION 2C.09. SEE DETAILS TM200, TM681 & TM687 FOR SIGN INSTALLATION.
 - INSTALL 30"x30" STOP SIGN, R1-1. SEE DETAILS TM200, TM681 & TM687 FOR INSTALLATION.
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 - RELOCATED SPEED ADVISORY SIGN AND TURN SIGN. SEE DETAILS TM200, TM681 & TM687 FOR SIGN INSTALLATION WITH NEW POST AND FOOTING
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 - INSTALL YELLOW PAINT ON CURB ISLAND WITH 5' SPACED YELLOW BI-DIRECTIONAL RAISED PAVEMENT MARKERS.
 - MATCH EXISTING STRIPING
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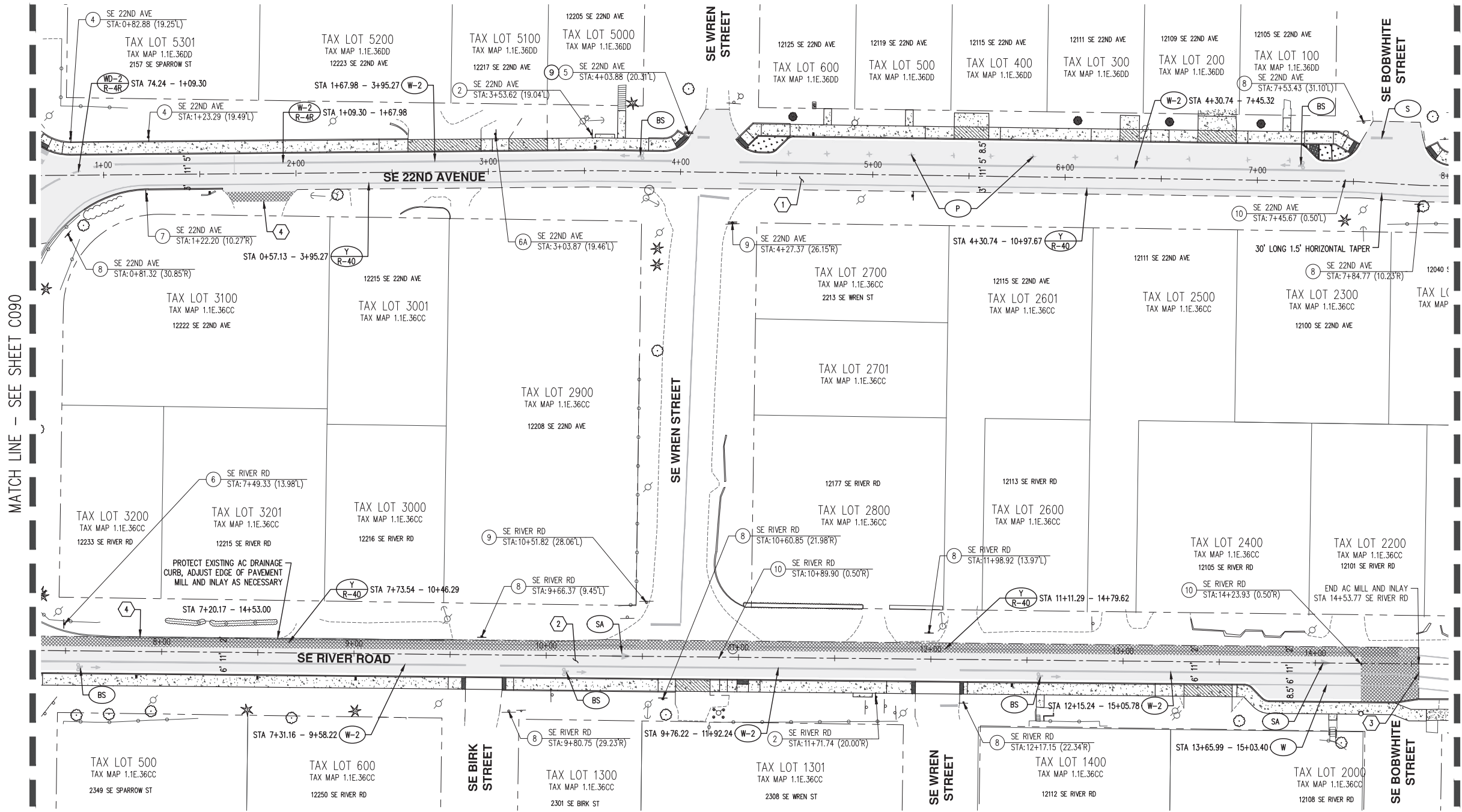
- 2 PAVEMENT KEY NOTES**
- 2" MILL AND INLAY AC PAVEMENT (22ND AVE)
 - 1" MILL AND 2" INLAY/OVERLAY AC PAVEMENT (RIVER RD)
 - EDGE OF 1" MILL MATCH EXISTING GRADE WITH 30 LF 1"-2" MILL PER DETAIL RD610
 - EDGE OF 1" MILL MATCH EXISTING GRADE WITH 5 LF 1"-2" MILL PER DETAIL RD610



LEGEND

AC PAVEMENT OVERLAY/ INLAY

AC TAPER AREA



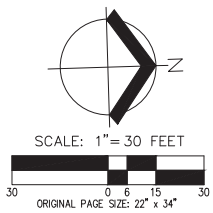
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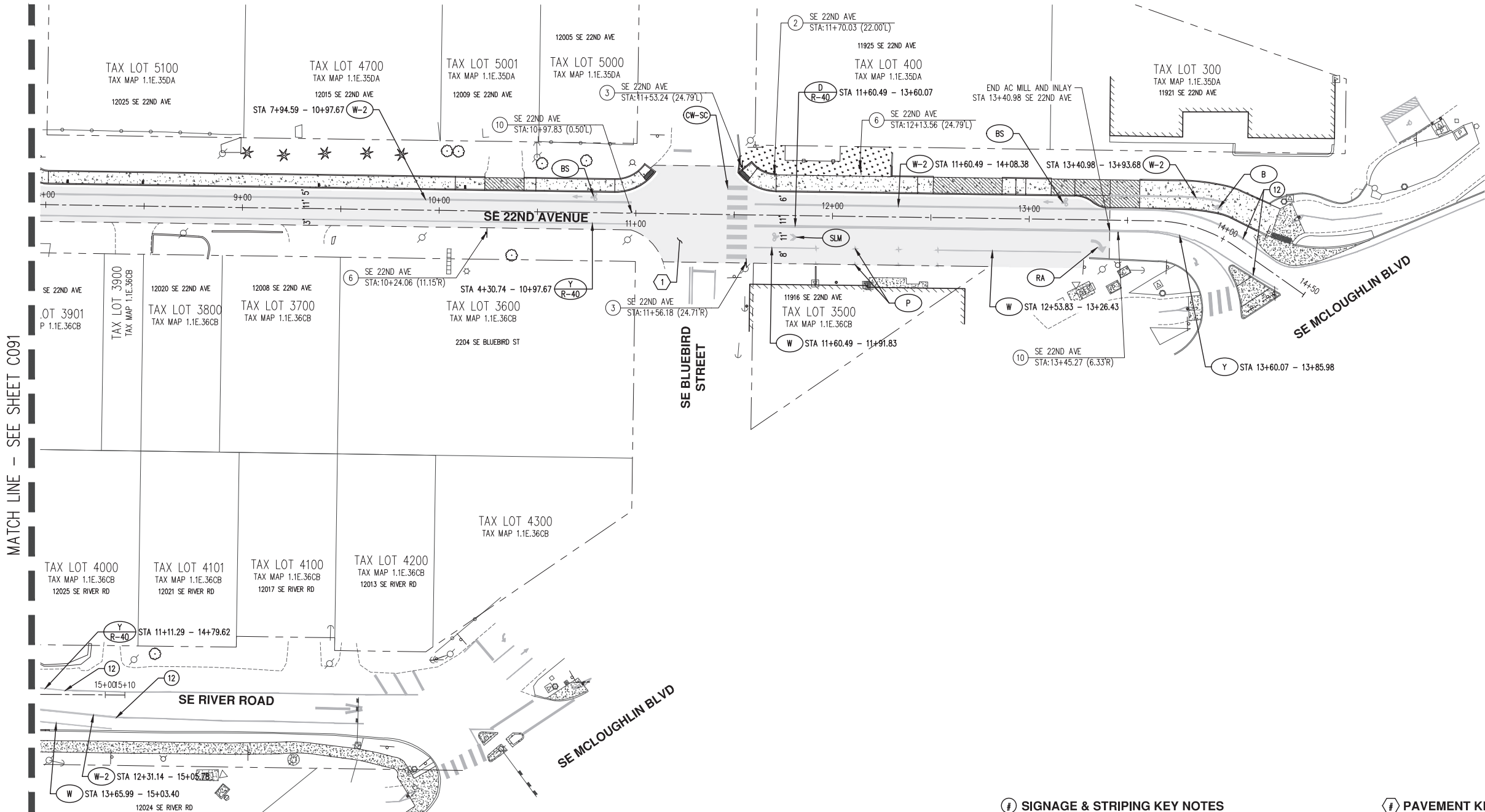
AKS DRAWING FILE: 6685-01_C090_PAVEMENT_REHAB.DWG | LAYOUT: C091



LEGEND

AC PAVEMENT OVERLAY/ INLAY [Pattern]

AC TAPER AREA [Pattern]



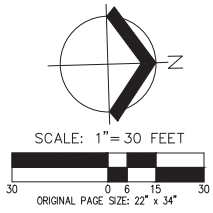
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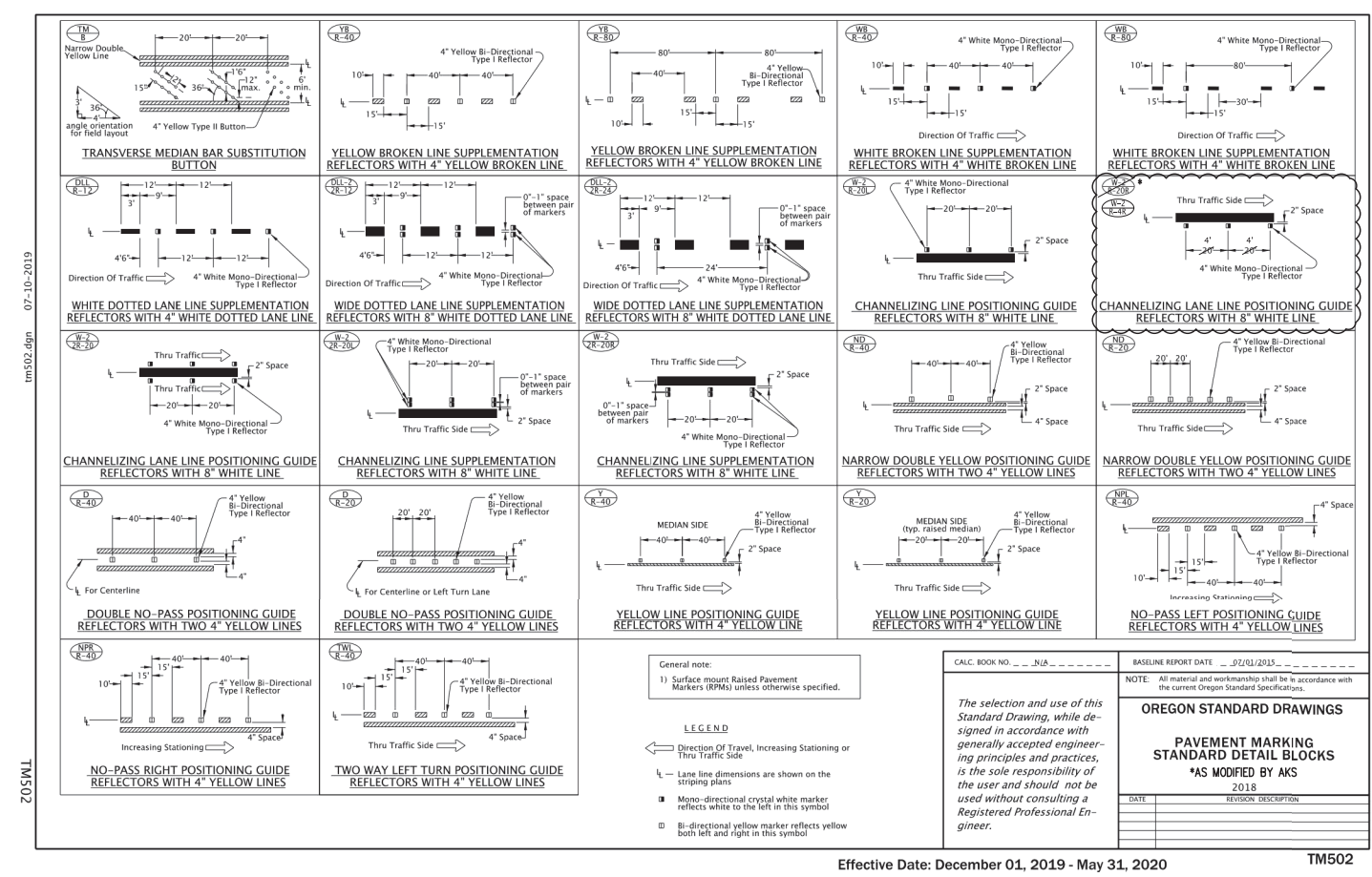
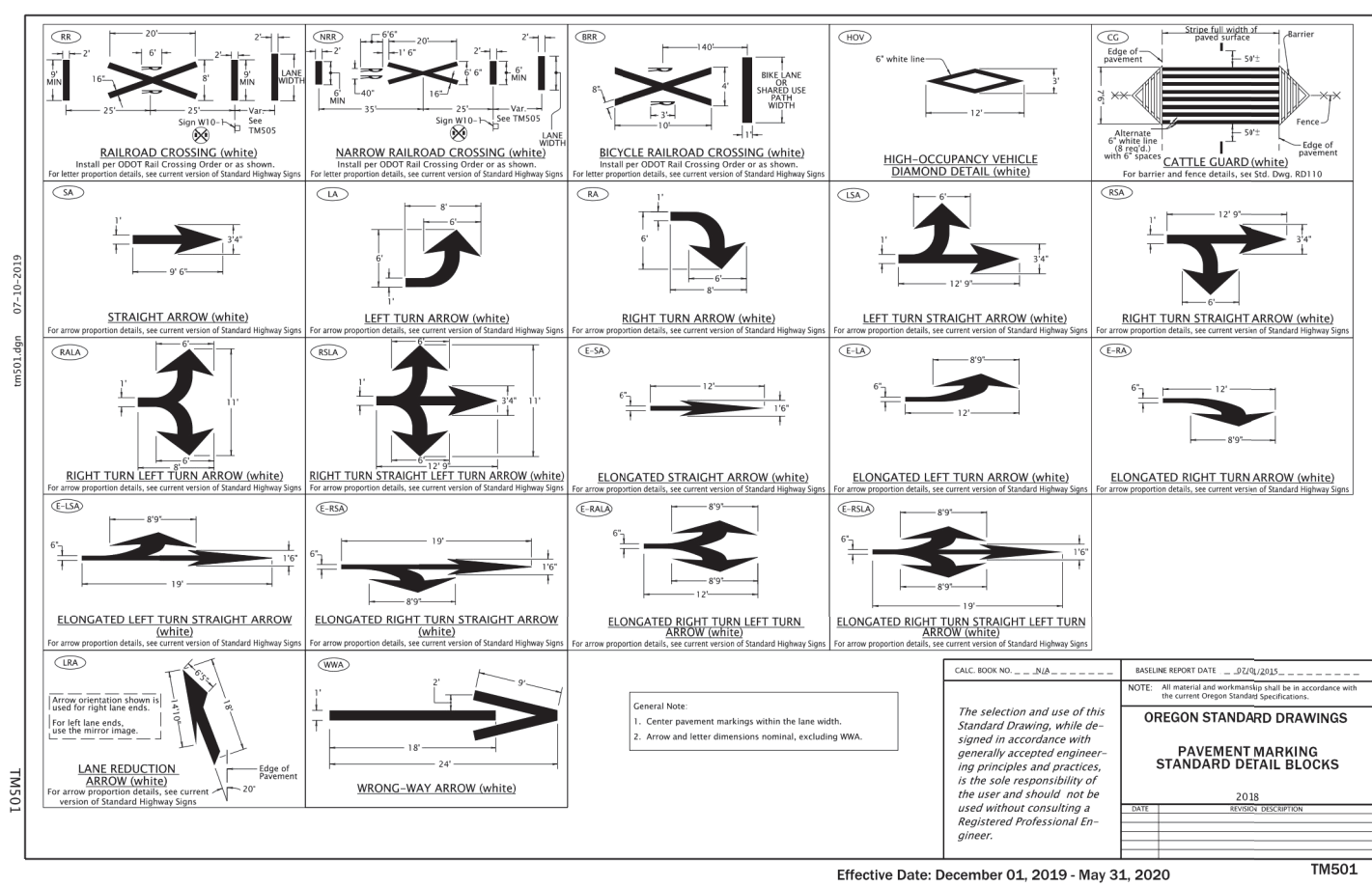
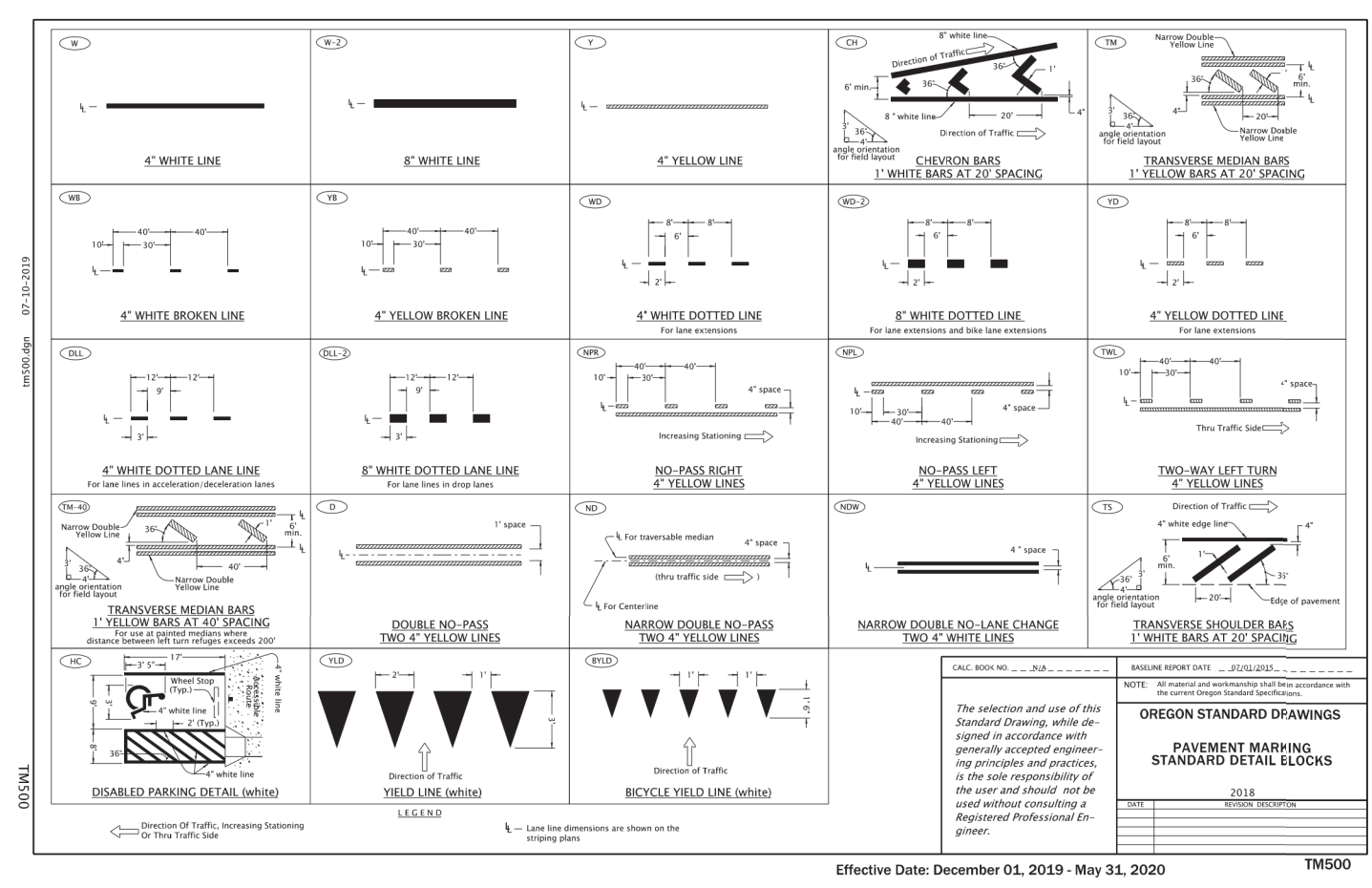
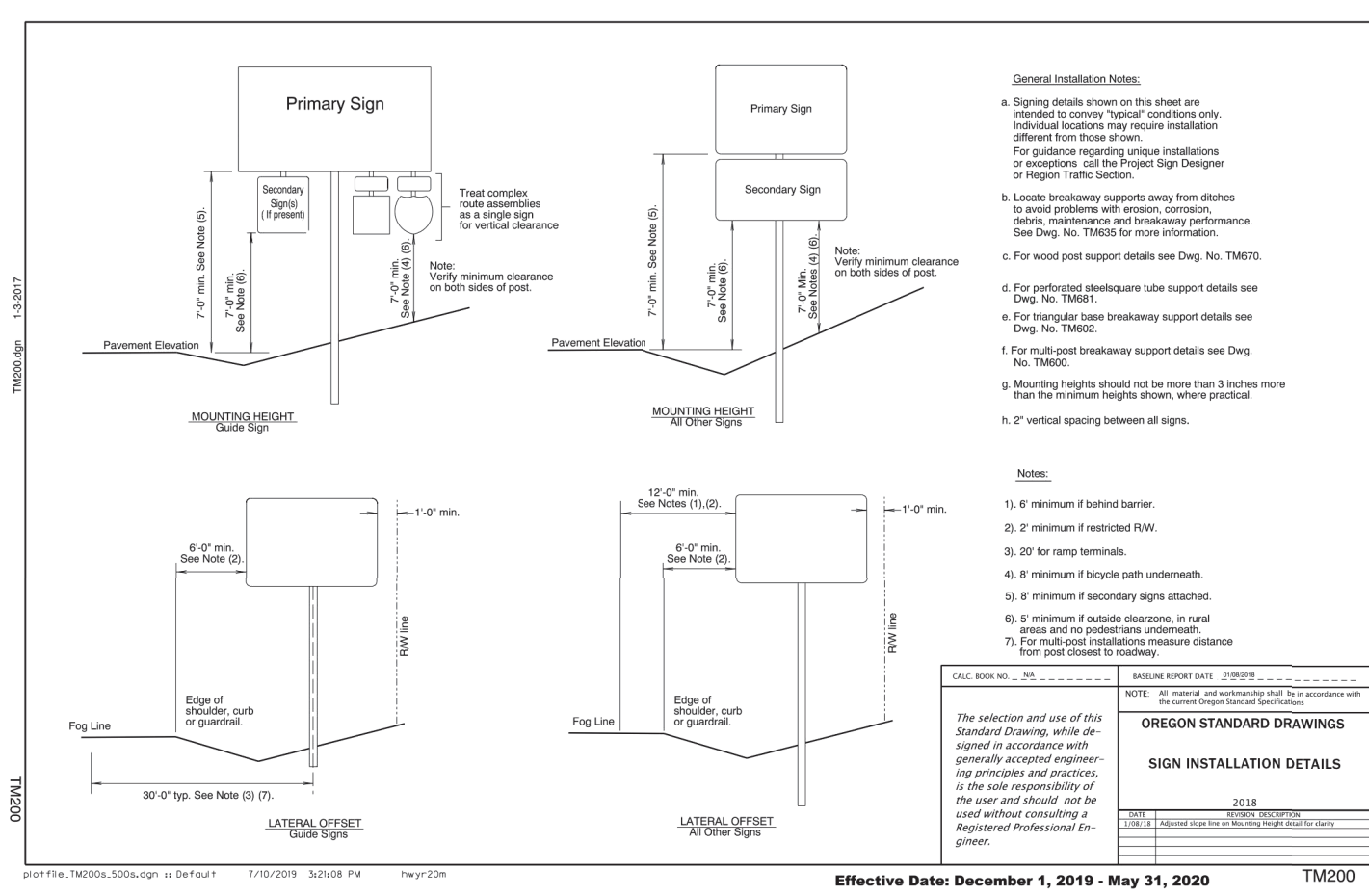
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 - EDGE OF 1" MILL. MATCH EXISTING GRADE WITH 5 LF 1"-2" MILL PER DETAIL RD610





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 aks-eng.com

**ENGINEERING • SURVEYING • NATURAL RESOURCES
 FORESTRY • PLANNING • LANDSCAPE ARCHITECTURE**

**22ND AVE & RIVER RD
 SAFE PROJECT**

**OREGON
 MILWAUKIE**

**SIGNAGE AND STRIPING
 DETAILS**

DESIGNED BY: JAW
 DRAWN BY: GMB
 CHECKED BY: JPC
 SCALE: AS NOTED
 DATE: 05/21/2020

RENEWAL DATE: 12/31/21

REVISIONS

JOB NUMBER
 6685-01
 SHEET
 C093



07-10-2019 tms03.dgn

STANDARD CROSSWALK
TWO 1" WHITE BARS
Install per Standard Drawing TMS30

STAGGERED CONTINENTAL CROSSWALK
4" WHITE BARS
Install per Standard Drawing TMS30

STOP BAR
1" WHITE BAR
Install per Standard Drawing TMS30

STOP BAR - LARGE
2" WHITE BAR
Install per Standard Drawing TMS30

RAMP METER STOP BAR
1" & 2" WHITE BARS
For multi-lane ramp meter applications

SHARED LANE MARKING (white)
Center marking within lane width or as shown
For proportion details, see current version of Standard Highway Signs

BIKE STENCIL (white)
Used for Intersection Bicycle Box Applications
See Section 414 of Traffic Line Manual

BIKE RIGHT TURN STENCIL (white)
Center marking within lane width
For proportion details, see current version of Standard Highway Signs

BIKE LEFT TURN STENCIL (white)
Center marking within lane width
For proportion details, see current version of Standard Highway Signs

BIKE LANE STANDARD STENCIL (white)
Center marking within lane width
For proportion details, see current version of Standard Highway Signs

BIKE DETECTOR MARKING (white)
For placement location with loops, see Section 416 of Traffic Line Manual

GREEN SUPPLEMENTAL BICYCLE LANE SOLID LINE (green)
Color full width of lane

GREEN SUPPLEMENTAL BICYCLE LANE DOTTED LINE EXTENSION (green)
Color full width of lane between dotted lines

BUS (white)
Center marking within lane width
For letter proportion details, see current version of Standard Highway Signs

ONLY (white)
Center marking within lane width
For letter proportion details, see current version of Standard Highway Signs

SCHOOL (white)
Center marking within lane width
For letter proportion details, see current version of Standard Highway Signs

SCHOOL - LARGE (white)
Center marking within width of two lanes
For letter proportion details, see current version of Standard Highway Signs

CROSSING - LARGE (white)
Center marking within width of two lanes
For letter proportion details, see current version of Standard Highway Signs

X-ING (white)
Center marking within lane width
For letter proportion details, see current version of Standard Highway Signs

ON-STREET PARKING DETAIL (white)
Center marking within lane width
For letter proportion details, see current version of Standard Highway Signs

CHANNELIZING LANE LINE POSITIONING GUIDE
REFLECTORS WITH 8" WHITE DOTTED LINE

General Note:
1. Arrow, letter, and bike symbol dimensions nominal.

LEGEND
← Direction of Travel

Effective Date: December 01, 2019 - May 31, 2020

07-10-2019 tms21.dgn

GROOVE INSTALLED GROOVE AND MATERIAL DIMENSIONS

Pavement Marking Material Type	Groove Depth	Recess Depth	Material Thickness
Durable Method 'A' & Method 'D'	220 ± 20 mils	45 ± 5 mils	Var.
High Performance	60 ± 10 mils	Var.	25 mils

SURFACE INSTALLED MATERIAL THICKNESS

Pavement Marking Material Type	Thickness
Durable Method 'A' & Method 'D'	120 mils
High Performance	25 mils

Effective Date: December 01, 2019 - May 31, 2020

1-5-2017 tms50.dgn

PAVEMENT MARKINGS FOR TYPICAL INTERSECTION

STAGGERED CONTINENTAL LAYOUT

STANDARD CROSSWALK BARS AT INTERSECTION

INSTALLATION OF BIKE LANE STENCILS FOR BIKE LANE SEPARATED BY RIGHT TURN LANE

INSTALLATION OF BIKE LANE STENCILS FOLLOWING INTERSECTIONS

General Note:
1. Install crosswalk bars such that the throat of the ADA ramp is entirely within crosswalk markings, or 5' back of extended fog line, edge of pavement, or curb face.

LEGEND
← Direction of Travel
L - Lane line dimensions are shown on the striping plans

Effective Date: December 1, 2019 - May 31, 2020

10-JUL-2017 tms61.dgn

SINGLE POST ELEVATION
No scale

TWO POST ELEVATION
No scale

THREE POST ELEVATION
No scale

PERMANENT PERFORATED STEEL SQUARE TUBE TABLE

Square Tube Size	$(X * Y * Z)$ in ft ³ - Maximum 3 Second Gust Wind Speed (TM671)					
	85 MPH		95 MPH		105 or 110 MPH	
	Number of Posts	Number of Posts	Number of Posts	Number of Posts	Number of Posts	Number of Posts
2"-12 ga.	79	158	237	63	126	189
2 1/2"-12 ga.	136	272	408	109	218	327
2 3/4"-10 ga.	165	330	495	132	264	396
2 3/4" & 2 1/2"-12 ga.	231	462	693	185	370	555

TEMPORARY PERFORATED STEEL SQUARE TUBE TABLE

Square Tube Size	$(X * Y * Z)$ in ft ³ - Maximum 3 Second Gust Wind Speed (TM671)					
	85 MPH		95 MPH		105 or 110 MPH	
	Number of Posts	Number of Posts	Number of Posts	Number of Posts	Number of Posts	Number of Posts
2"-12 ga.	125	250	375	100	200	300
2 1/2"-12 ga.	215	430	645	172	344	516
2 3/4"-10 ga.	261	522	783	209	418	627
2 3/4" & 2 1/2"-12 ga.	364	728	1092	292	584	876

BASE REQUIREMENTS

1. Anchor - See Drawing TM687 for PSST anchor foundation details.
2. Slip - See Drawing TM688 for PSST slip base foundation details.
3. N/A - Do not use this option.

Effective Date: December 1, 2019 - May 31, 2020

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**ENGINEERING • SURVEYING • NATURAL RESOURCES
FORESTRY • PLANNING • LANDSCAPE ARCHITECTURE**

**22ND AVE & RIVER RD
SAFE PROJECT**

MILWAUKIE OREGON

**SIGNAGE AND STRIPING
DETAILS**

DESIGNED BY: JAW
DRAWN BY: GMB
CHECKED BY: JPC
SCALE: AS NOTED
DATE: 05/21/2020

Accompanied by dwgs. TM200, TM671, TM687, TM688, TM689, TM822

PERFORATED STEEL SQUARE TUBE (PSST) SIGN SUPPORT INSTALLATION

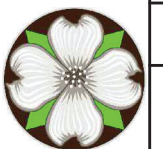
Effective Date: December 1, 2019 - May 31, 2020

JOB NUMBER 6685-01
SHEET C094

DESIGNED BY: JAW
 DRAWN BY: GMB
 CHECKED BY: JPC
 SCALE: AS NOTED
 DATE: 05/21/2020



REVISIONS:
 JOB NUMBER
6685-01
 SHEET
C095



<p>EDGE DETAIL</p>	
<p>CALC. BOOK NO. N/A</p>	<p>BASILINE REPORT DATE 25-JUL-2017</p>
<p>NOTE: All material and workmanship shall be in accordance with the current Oregon Standard Specifications.</p>	
<p>OREGON STANDARD DRAWINGS</p> <p>ASPHALT CONCRETE PAVEMENT (ACP) DETAILS</p>	
<p>2018</p>	
<p>DATE REVISION DESCRIPTION</p>	
<p> </p>	
<p> </p>	

General Notes:

1. Material grade for base hardware connection shall be according to the manufacturer's recommendation and based on crash testing.
2. Anchor steel shall be hot dipped galvanized or approved equal.
3. Footing concrete shall be Commercial Grade Concrete (fc = 3000 psi) per Specification 00440. The CGC mixture may be accepted at the site of placement according to 00440.14.
4. The estimated concrete volume is .09 cubic yards.

TABLE 1

TAPER LENGTHS	
Posted Speed	Taper Length
< 45 mph	1" per 50'
≥ 45 mph	1" per 100'

METHOD A *

* See project plans for method.

METHOD B *

ACP PAVEMENT MATCH AT PROJECT ENDS OR BRIDGE ENDS WHEN NOT OVERLAYING THE BRIDGE

METHOD OF FEATHERING ACP PAVEMENT AT GRAVEL APPROACHES

METHOD OF MATCHING EXTG. ACP INLAY SURFACING
 (Inlay to extg. asphalt conc. pvmt.)

2" ANCHOR DETAIL
 No scale

2" OPTIONAL ANCHOR DETAIL
 No scale

2 1/2" ANCHOR DETAIL
 No scale

PLAN
 No scale

Accompanied by dwgs. TM681, TM688
 CALC. BOOK NO. 5752
 BASILINE REPORT DATE 06-JAN-2012

NOTE: All material and workmanship shall be in accordance with the current Oregon Standard Specifications.

OREGON STANDARD DRAWINGS

PERFORATED STEEL SQUARE TUBE (PSST) ANCHOR FOUNDATION

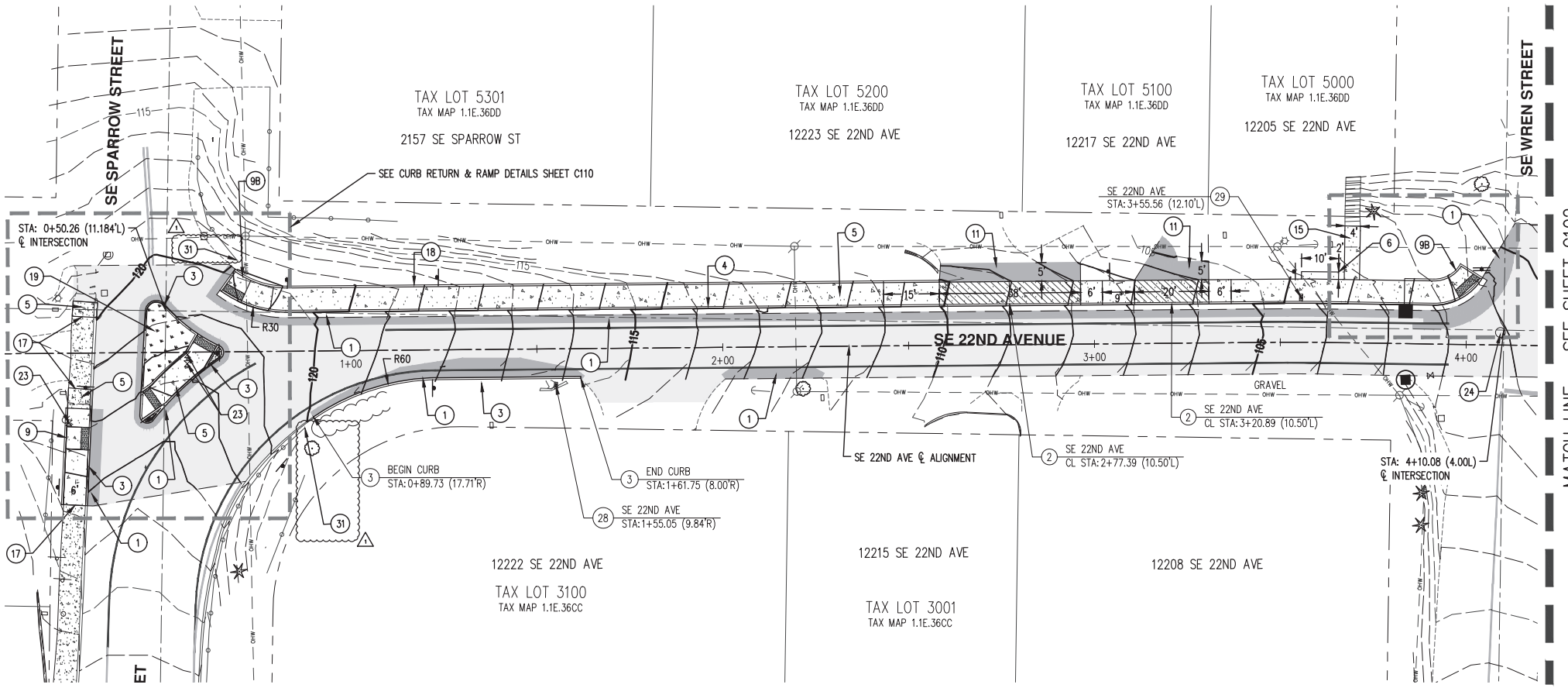
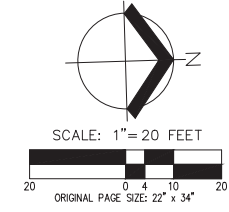
2018

DATE REVISION DESCRIPTION

Effective Date: December 1, 2019 - May 31, 2020

LEGEND

- 2" GRIND AND INLAY
- FULL DEPTH AC PAVEMENT
- NEW LANDSCAPE AREA
- NEW CONCRETE WALK
- NEW CONCRETE DRIVEWAY
- EXISTING CONCRETE WALK

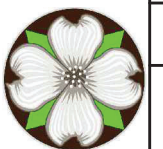
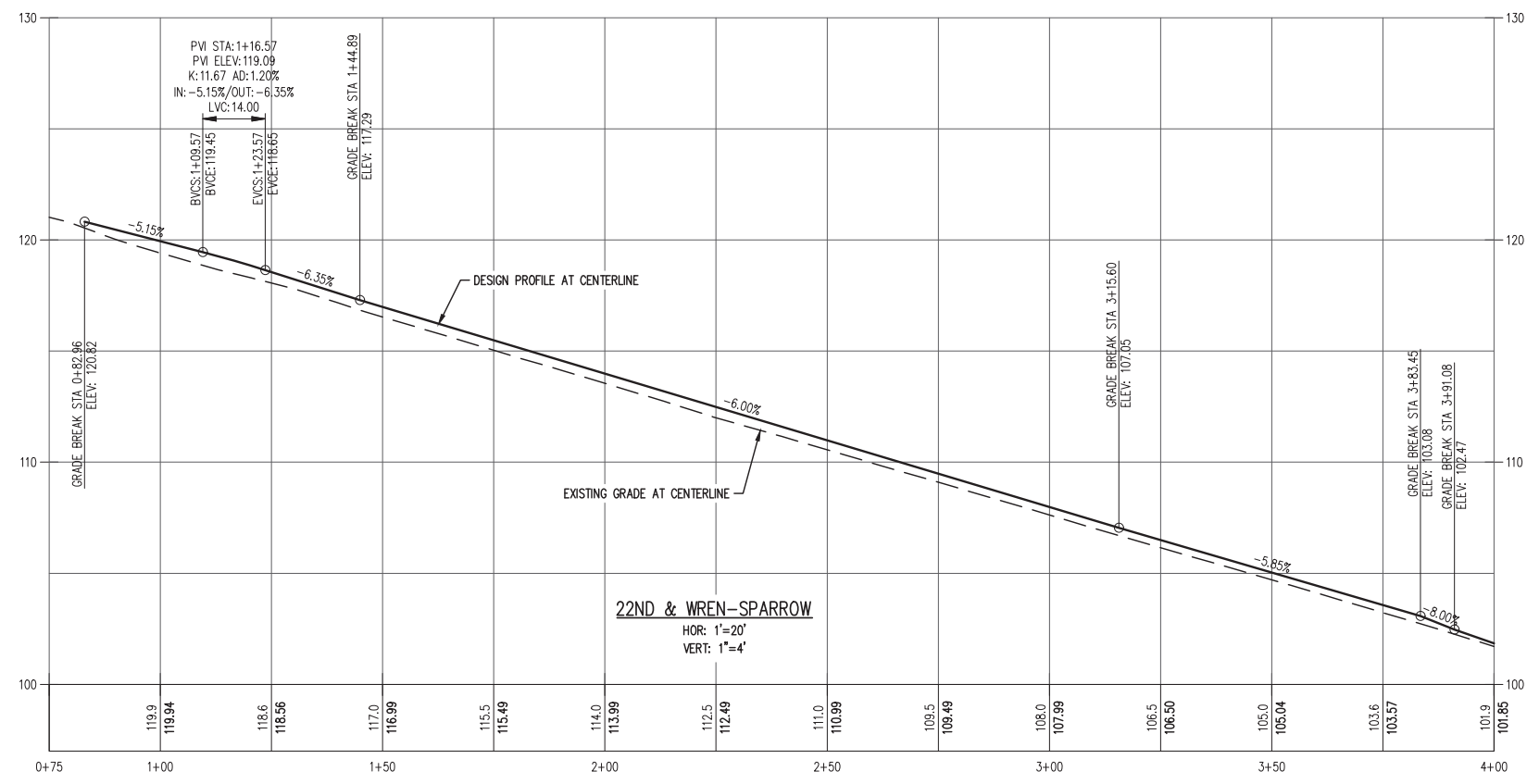


KEY NOTES

1. INSTALL FULL DEPTH AC PAVEMENT PER FULL DEPTH AC PAVEMENT SECTION (22ND AVE) SHEET C126
- 1A. INSTALL FULL DEPTH AC PAVEMENT PER FULL DEPTH AC PAVEMENT SECTION (RIVER RD) SHEET C126
2. INSTALL OPTION N DRIVEWAY DROP PER ODOT DETAIL RD750
- 2A. INSTALL OPTION N DRIVEWAY DROP PER ODOT DETAIL RD750 WITH AC DRIVEWAY
- 2B. INSTALL OPTION N DRIVEWAY DROP PER ODOT DETAIL RD750 WITH #4 REBAR AT 12" O.C. EACH WAY
3. INSTALL 6" STANDARD CURB PER ODOT DETAIL RD700
- 3A. INSTALL 6" MOUNTABLE CURB PER ODOT DETAIL RD700
4. INSTALL 6" STANDARD CURB & GUTTER PER ODOT DETAIL RD700
5. INSTALL 6" WIDE SIDEWALK PER ODOT DETAIL RD720
6. INSTALL CONCRETE PAD FOR BUS STOP. MATCH NEW SIDEWALK SLOPE AND CONCRETE THICKNESS
7. INSTALL BLACK DETECTABLE WARNING SURFACE. SEE ODOT DETAILS RD758 & RD759
8. INSTALL 8" WIDE SIDEWALK PER ODOT DETAIL RD720
9. INSTALL PARALLEL CURB RAMP WITH DETECTABLE WARNING SURFACE. SEE CURB RAMP DETAILS SHEETS AND ODOT DETAIL RD755
- 9A. INSTALL PERPENDICULAR CURB RAMP (THROUGH BUFFER STRIP) WITH DETECTABLE WARNING SURFACE. SEE CURB RAMP DETAILS SHEETS AND ODOT DETAIL RD755
- 9B. INSTALL CURBED OPTION CURB RAMP (FOR ENDS OF SIDEWALKS) WITH DETECTABLE WARNING SURFACE. SEE CURB RAMP DETAILS SHEETS AND ODOT DETAIL RD754
- 9C. INSTALL CURB RAMP WITH DETECTABLE WARNING SURFACE
10. INSTALL CONCRETE TRANSITION PANEL TO CONNECT TO EXISTING DRIVEWAY. SEE CONCRETE TRANSITION SECTION SHEET C126
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13. RESTORE 1" HIGH MOUNTABLE ASPHALT CURB AS NECESSARY
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18. INSTALL RETAINING WALL CURB PER DETAIL SHEET C126
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21. NEW ON STREET PARALLEL PARKING (TYP) SEE SIGNAGE, STRIPING & OVERALL PAVEMENT RESTORATION PLAN FOR PAVEMENT MARKING
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25. ADJUST STORM MANHOLE TO FINISHED GRADE
26. ADJUST STORM INLET TO FINISHED GRADE
27. ADJUST NATURAL GAS STRUCTURE TO FINISHED GRADE
28. INSTALL SINGLE MAILBOX SUPPORT PER ODOT DETAIL RD100. PLACE SALVAGED MAILBOX ON NEW POST. CONTRACTOR TO COORDINATE WITH PRIVATE RESIDENCE
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32. INSTALL STORMWATER FACILITY. SEE STORM PLANS AND DETAILS
33. INSTALL APPROXIMATELY 43 LF OF NEW FENCE AND CONNECT TO EXISTING. CONTRACTOR TO MATCH EXISTING FENCE STYLE AND HEIGHT
34. INSTALL HYDRANT EXTENSION. HYDRANT FLANGE ELEVATION TO BE SET 2" TO 6" ABOVE ADJACENT TOP OF RETAINING WALL CURB

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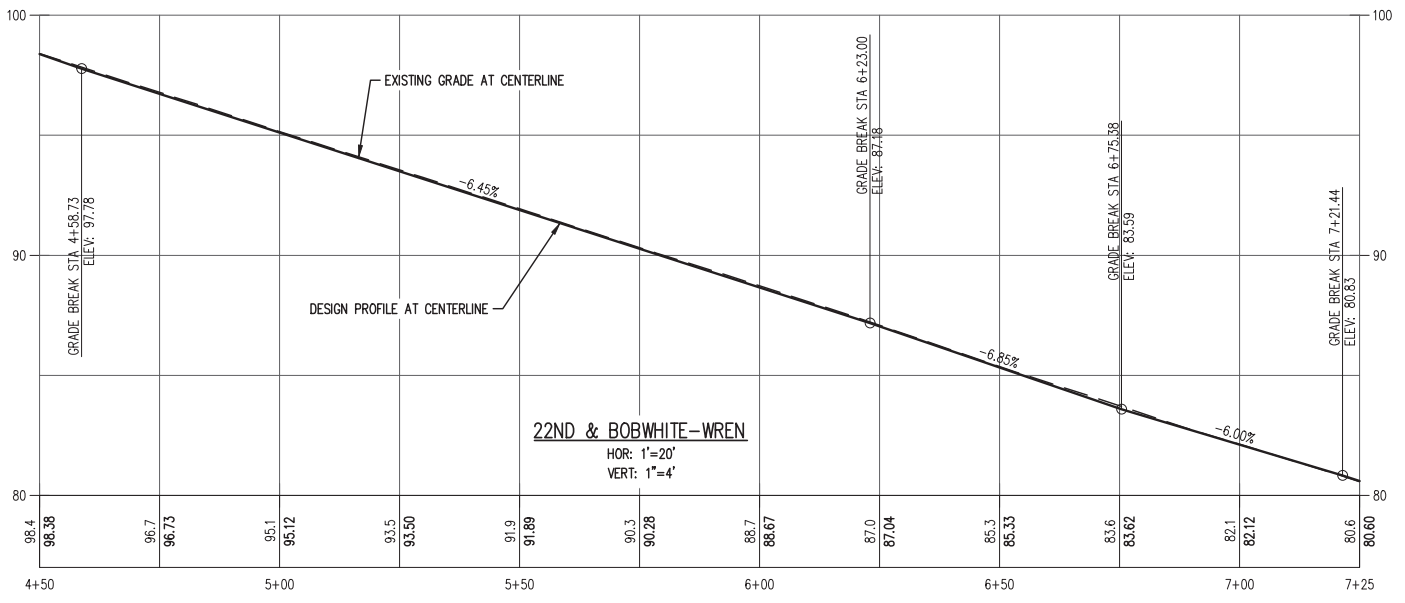
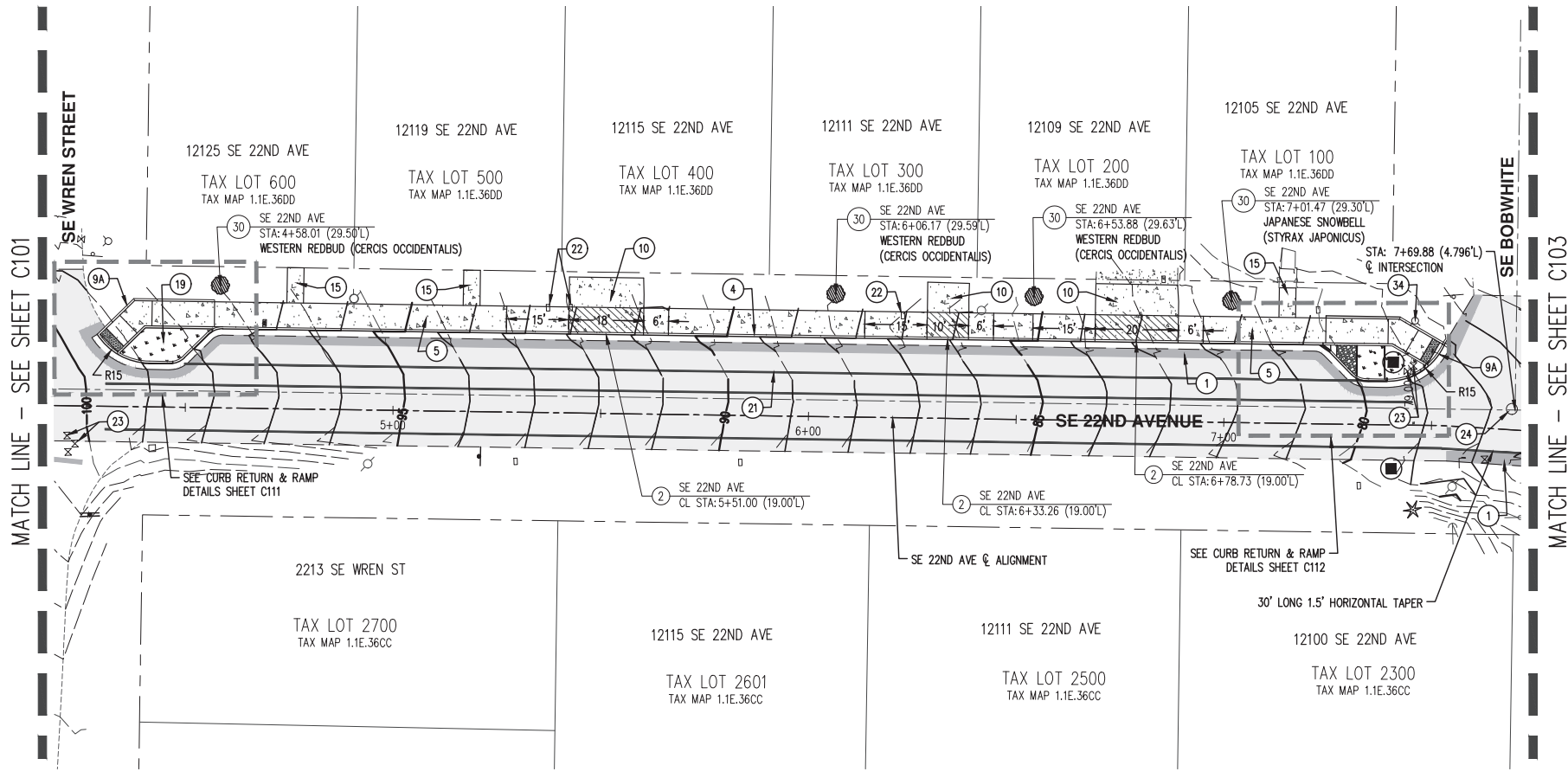
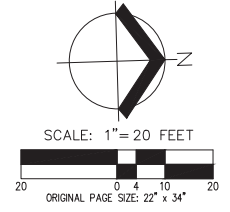


LEGEND

- 2" GRIND AND INLAY
- FULL DEPTH AC PAVEMENT
- NEW LANDSCAPE AREA
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- NEW CONCRETE DRIVEWAY
- EXISTING CONCRETE WALK

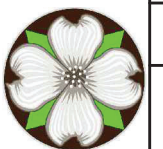
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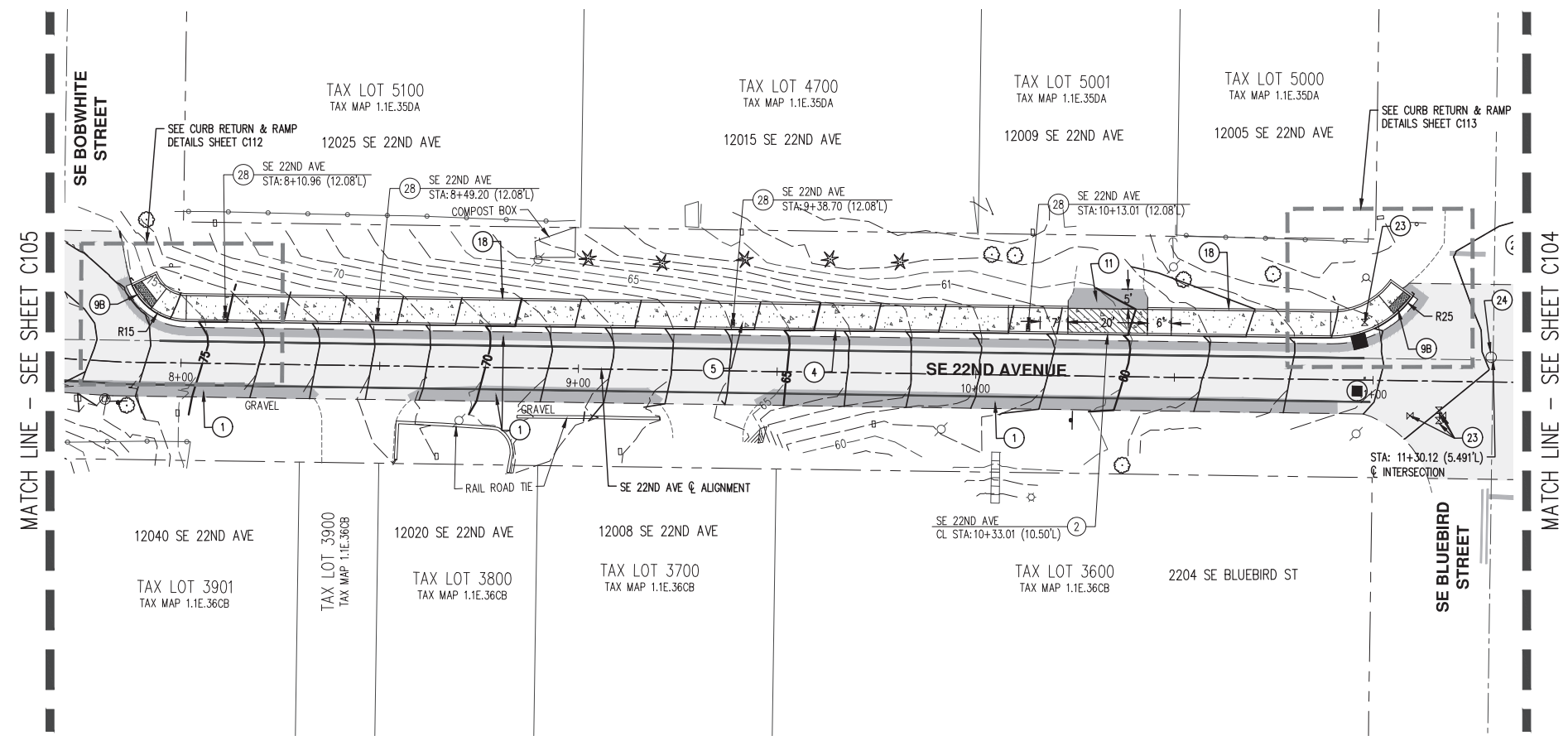
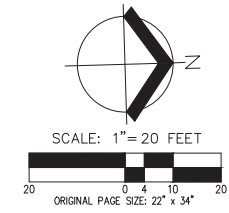
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LEGEND

- 2" GRIND AND INLAY
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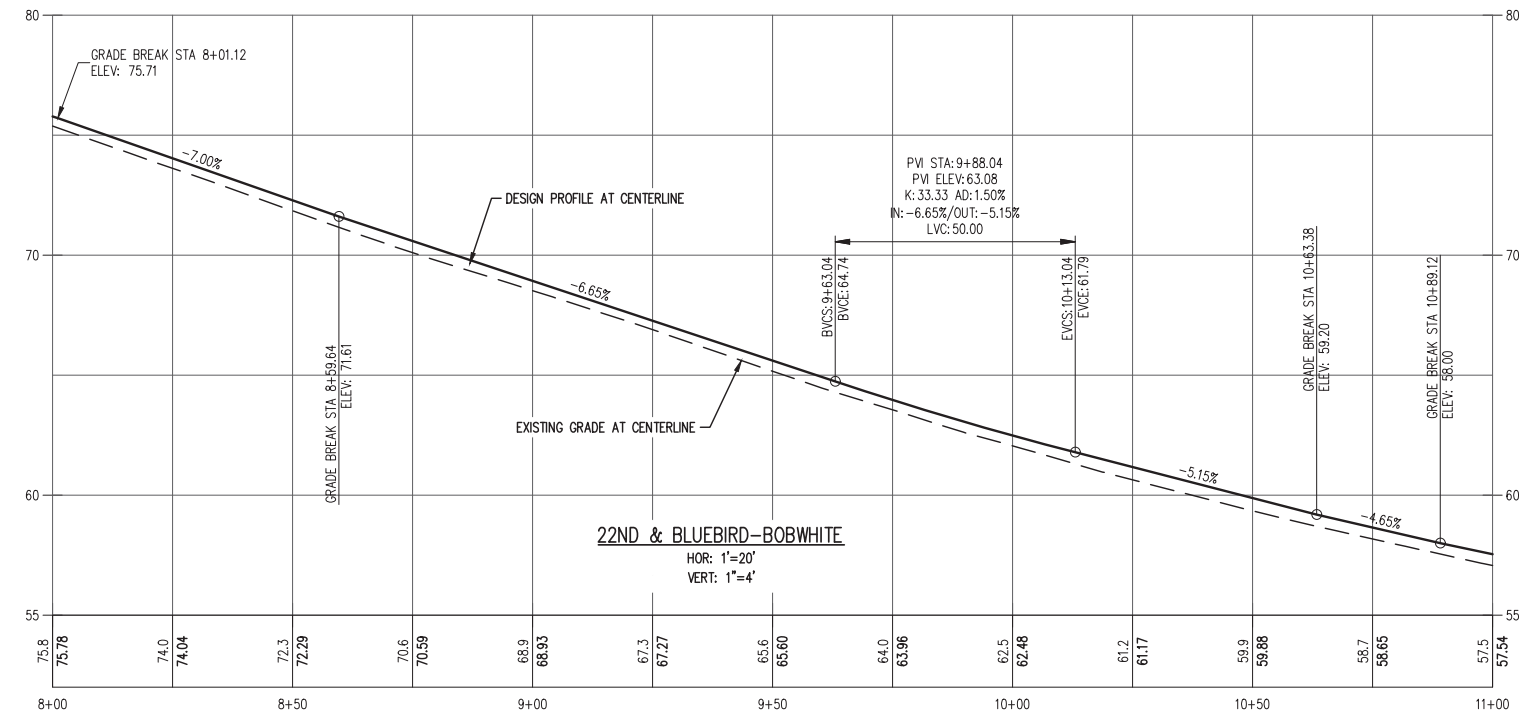


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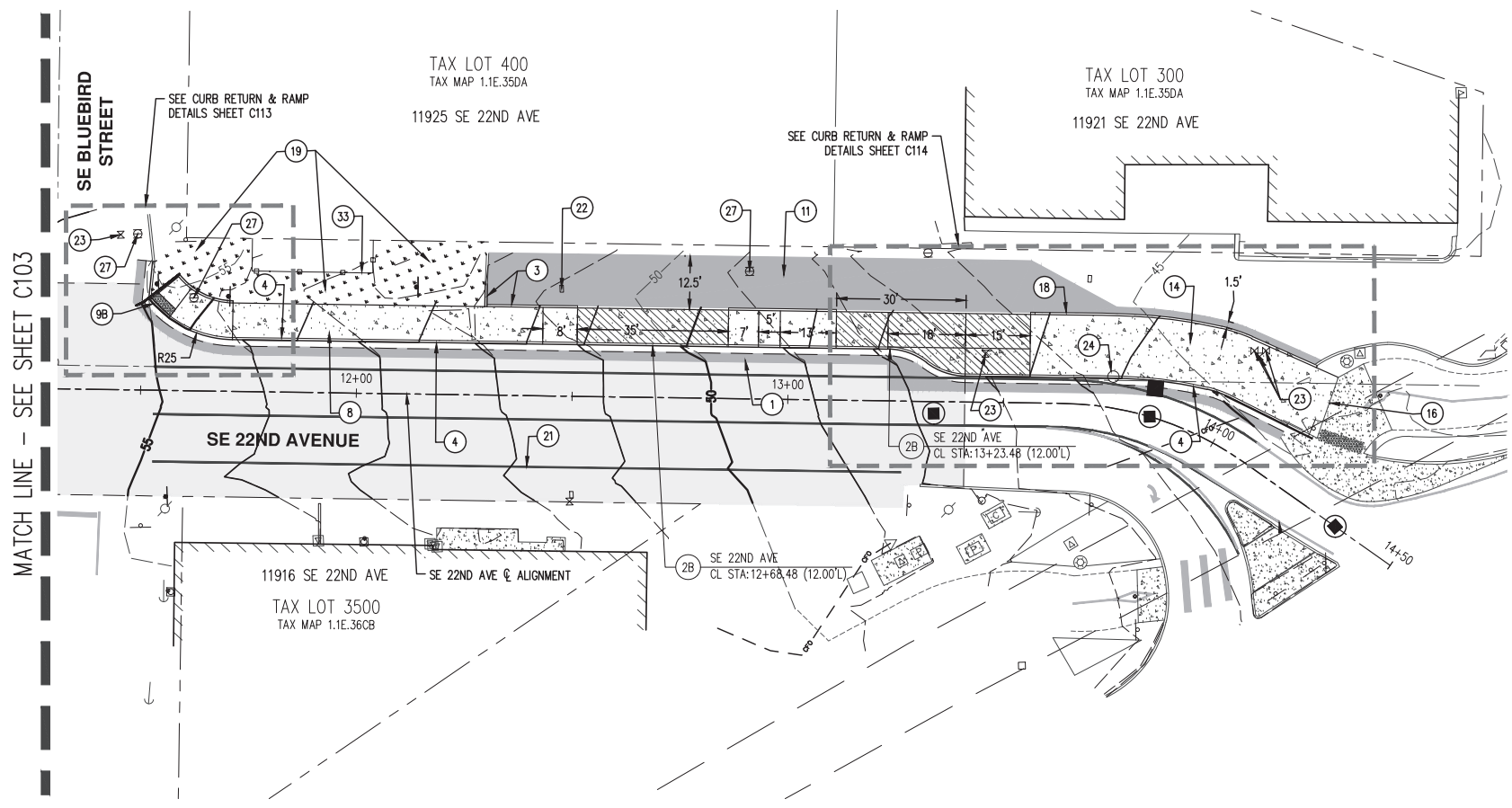
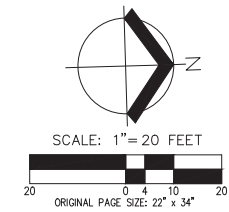
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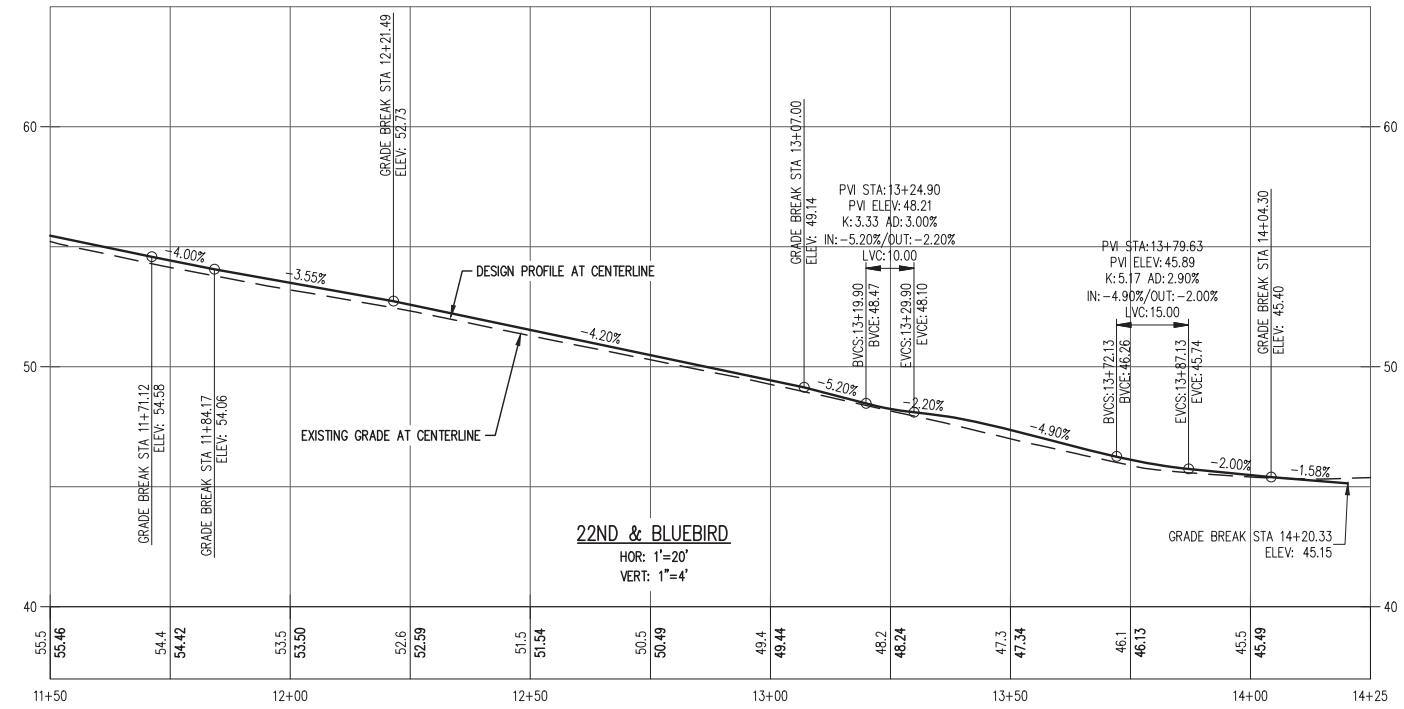


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- CONNECT TO EXISTING MULTI-USE PATH
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- INSTALL RETAINING WALL CURB PER DETAIL SHEET C126
- INSTALL LANDSCAPING (SEE GENERAL NOTE THIS SHEET)
- INSTALL RAMP TO TRANSITION BIKE LANE TO AC PAVEMENT
- NEW ON STREET PARALLEL PARKING (TYP) SEE SIGNAGE, STRIPING & OVERALL PAVEMENT RESTORATION PLAN FOR PAVEMENT MARKING
- ADJUST WATER METER BOX TO FINISHED GRADE
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- INSTALL SINGLE MAILBOX SUPPORT PER ODOT DETAIL RD100
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- INSTALL MSKT GUARDRAIL END TERMINAL OR EQUIVALENT FROM ODOT'S QUALIFIED PRODUCTS LIST PER MANUFACTURE'S RECOMMENDATIONS
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- INSTALL APPROXIMATELY 43 LF OF NEW FENCE AND CONNECT TO EXISTING
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- INSTALL HYDRANT EXTENSION. HYDRANT FLANGE ELEVATION TO BE SET
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NOTES

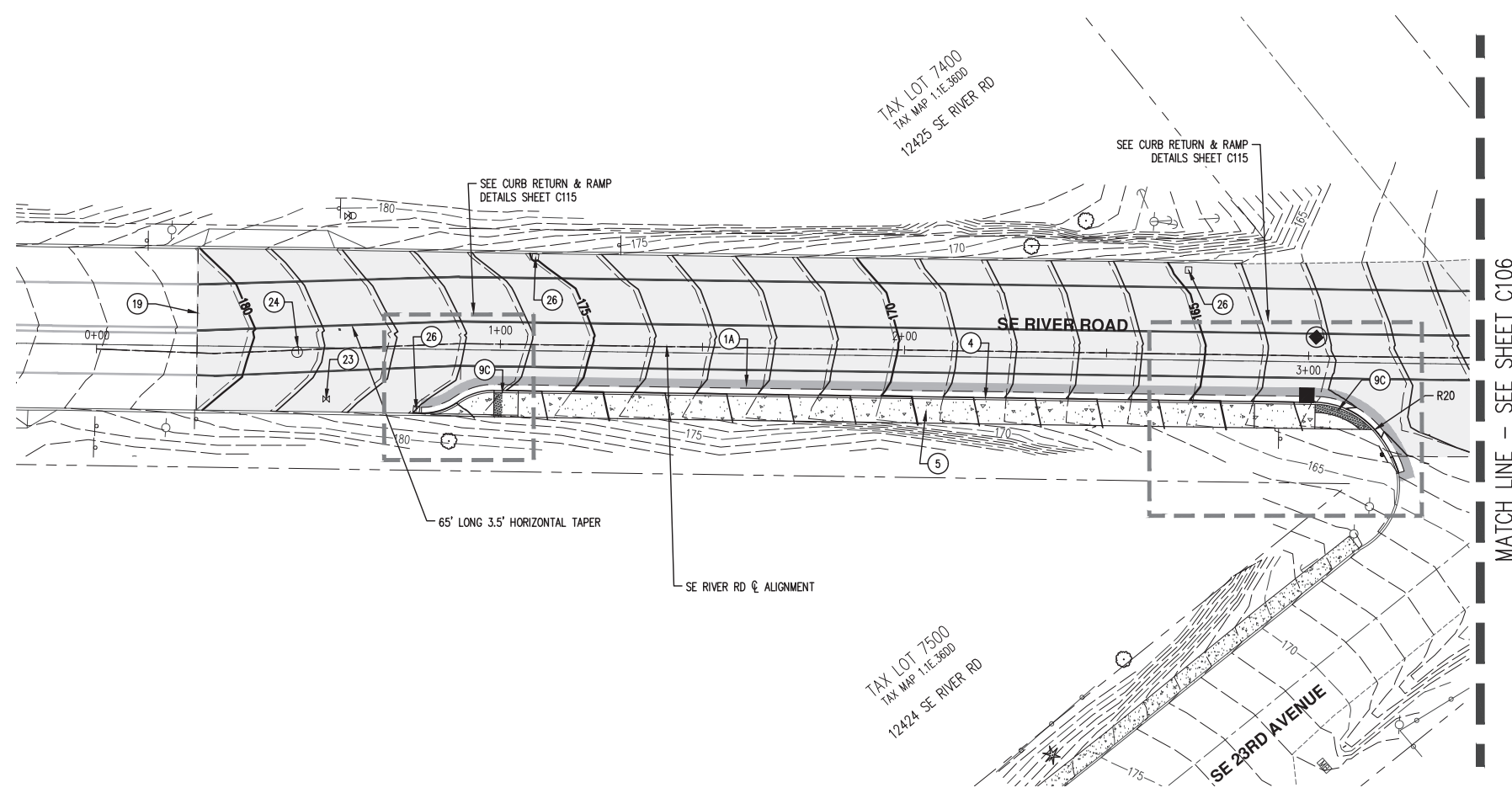
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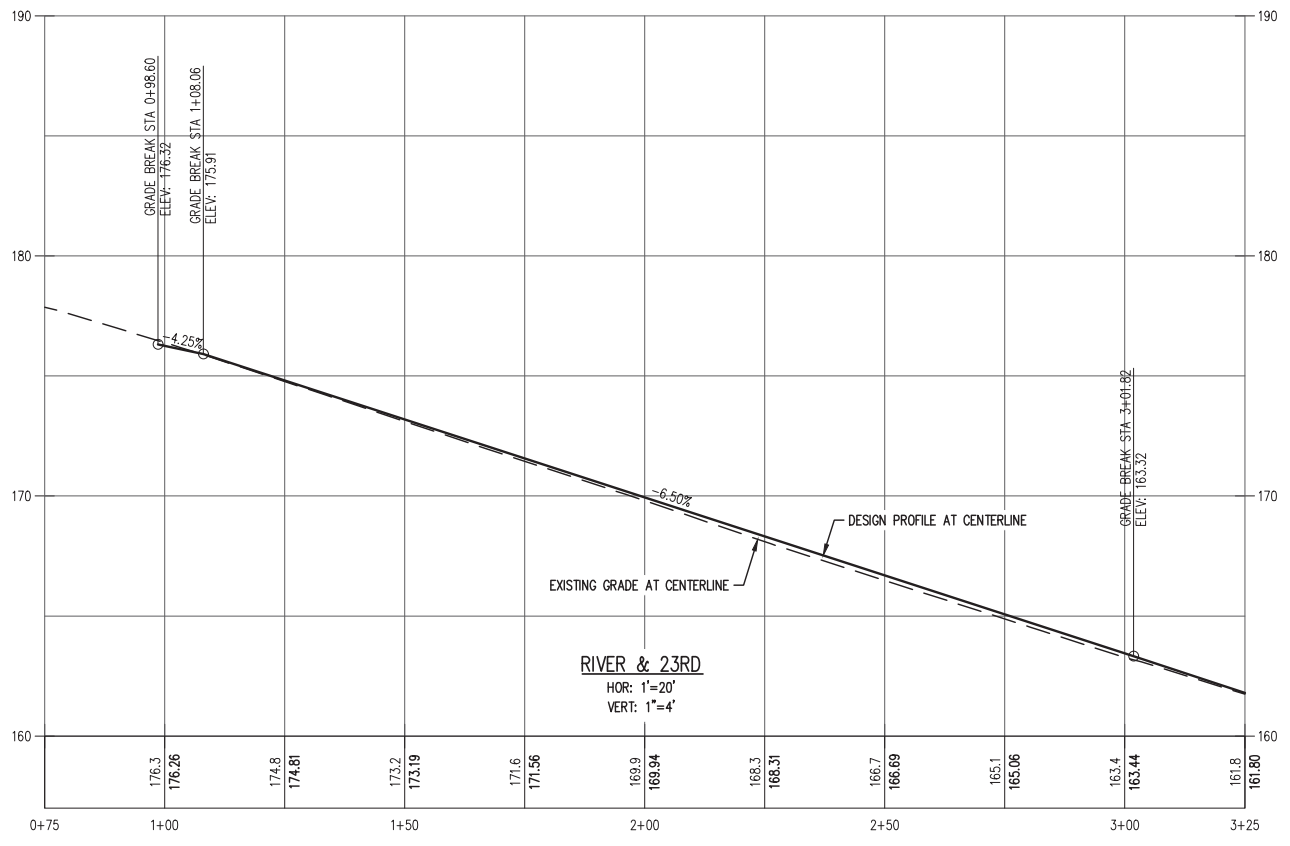
LEGEND

- 1" GRIND AND 2" INLAY
- FULL DEPTH AC PAVEMENT
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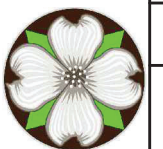
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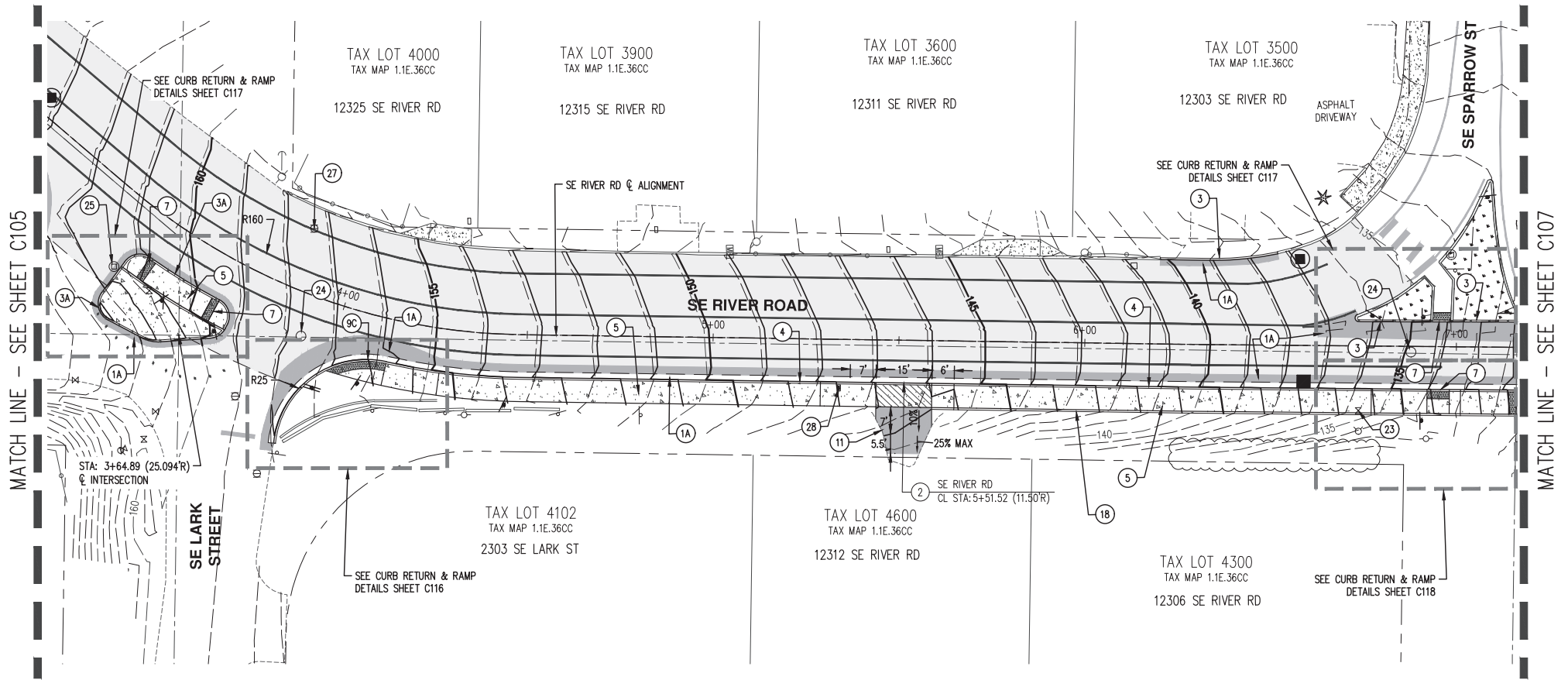


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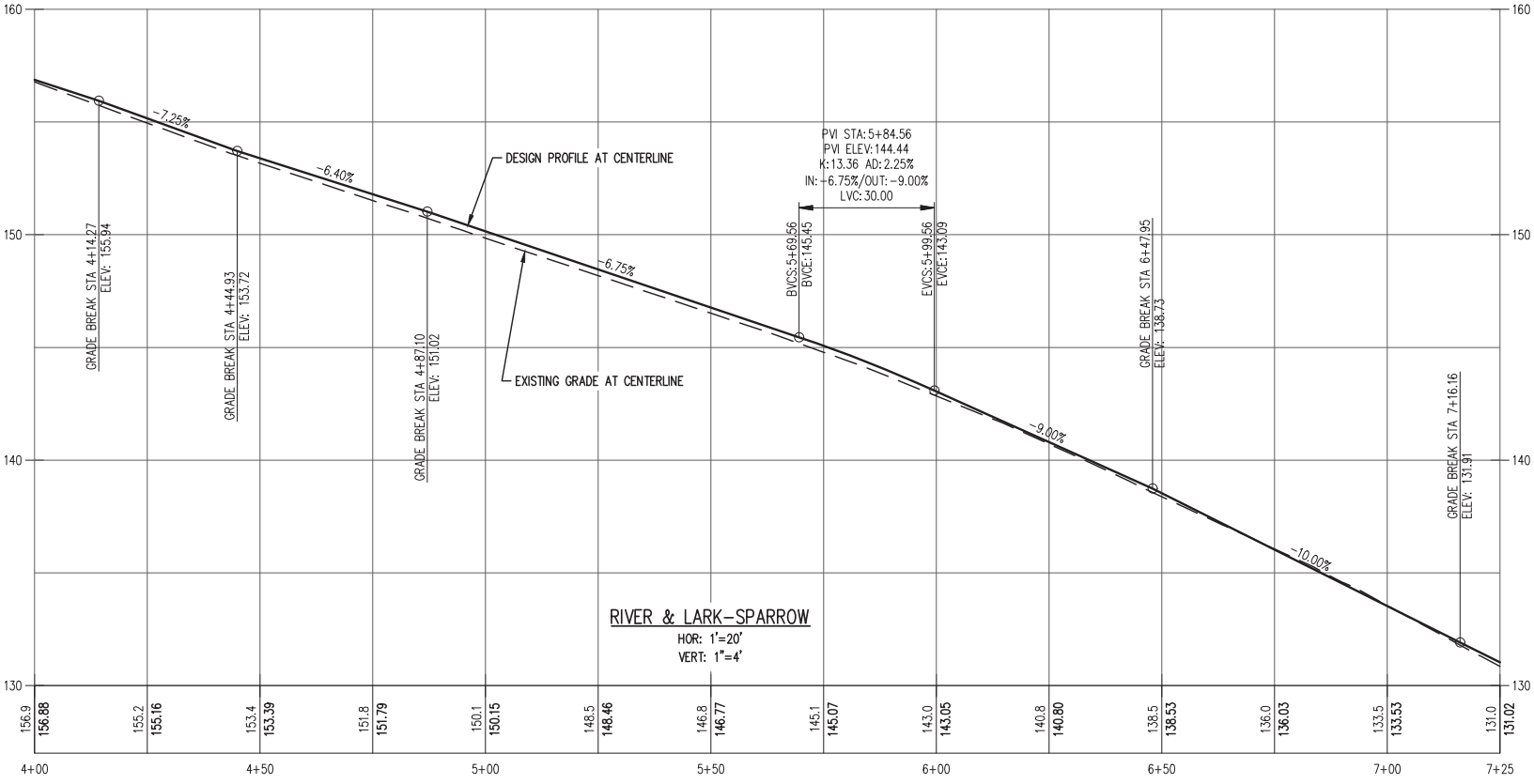


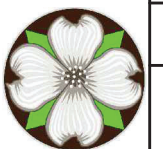
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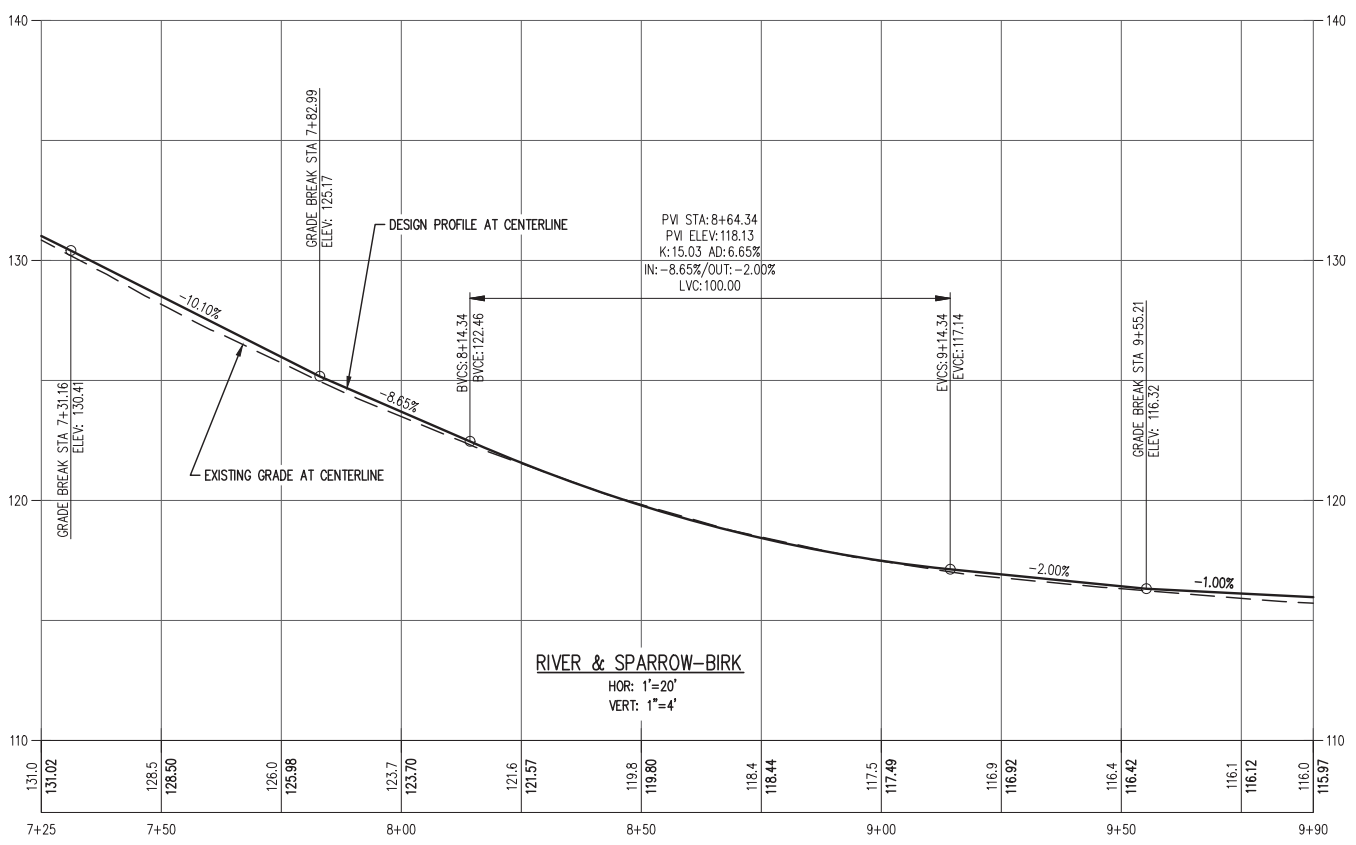
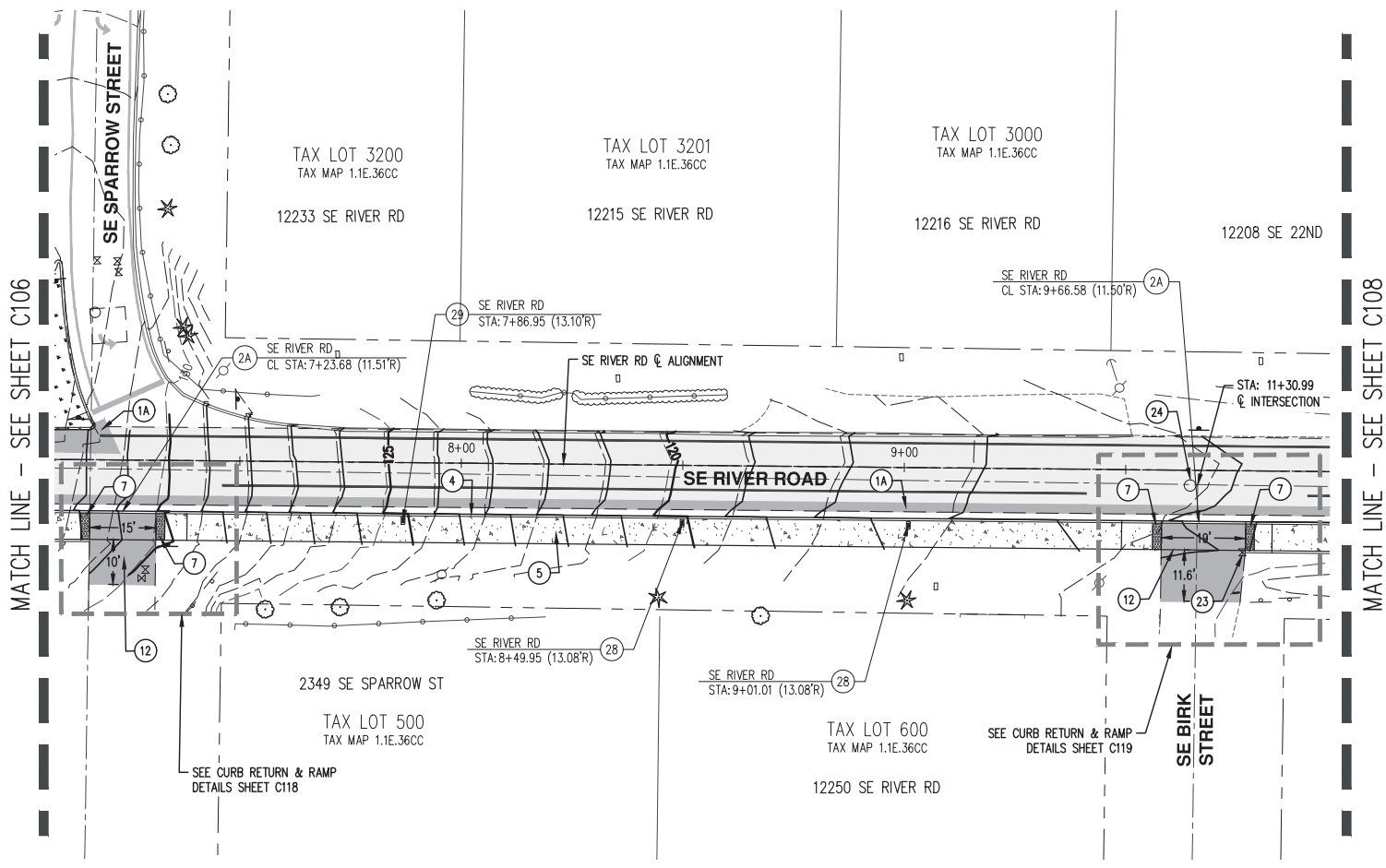




LEGEND

- 1" GRIND AND 2" INLAY
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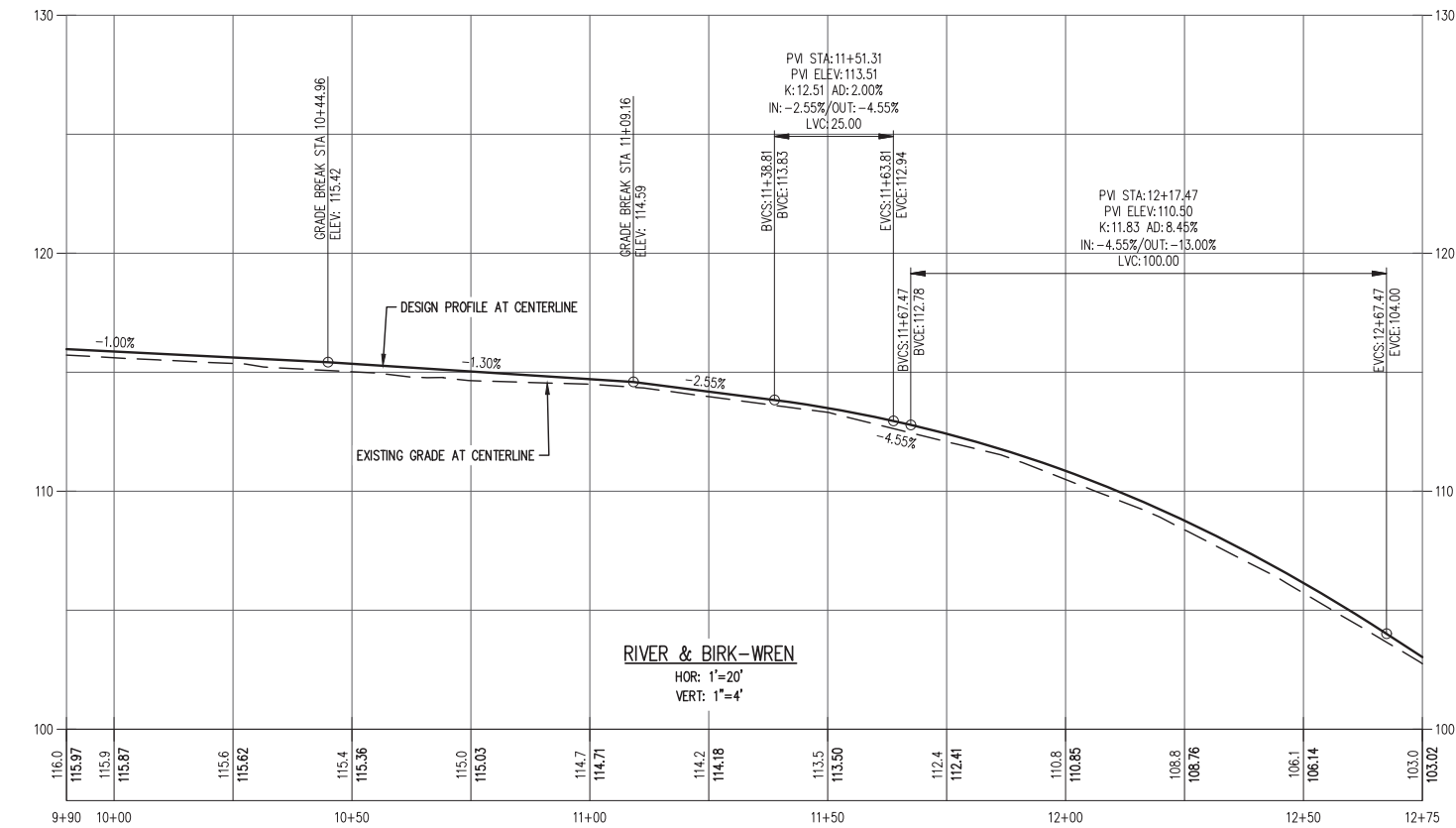
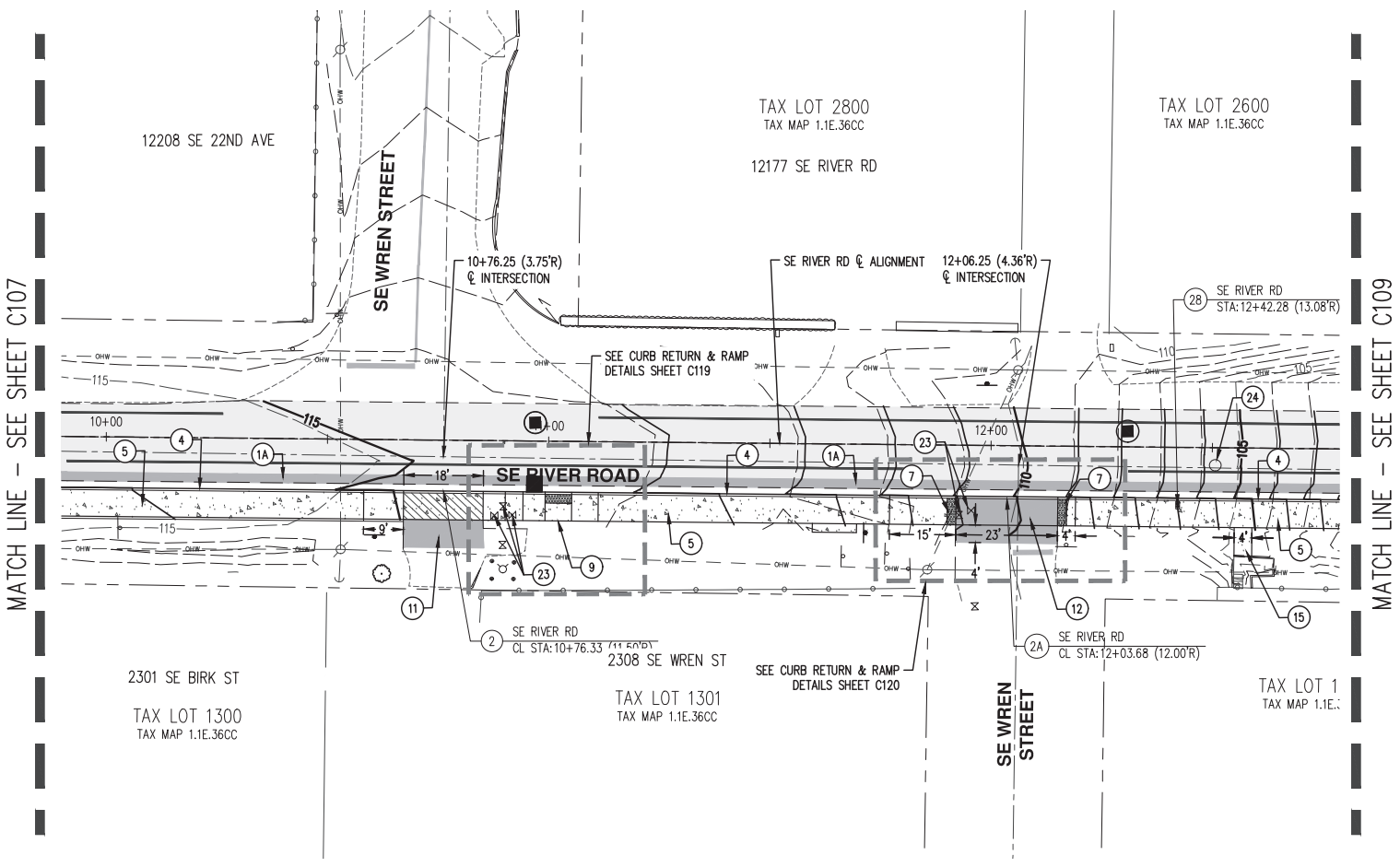
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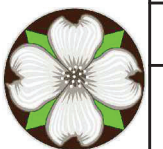


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33. INSTALL APPROXIMATELY 43 LF OF NEW FENCE AND CONNECT TO EXISTING CONTRACTOR TO MATCH EXISTING FENCE STYLE AND HEIGHT
34. INSTALL HYDRANT EXTENSION. HYDRANT FLANGE ELEVATION TO BE SET 2" TO 6" ABOVE ADJACENT TOP OF RETAINING WALL CURB

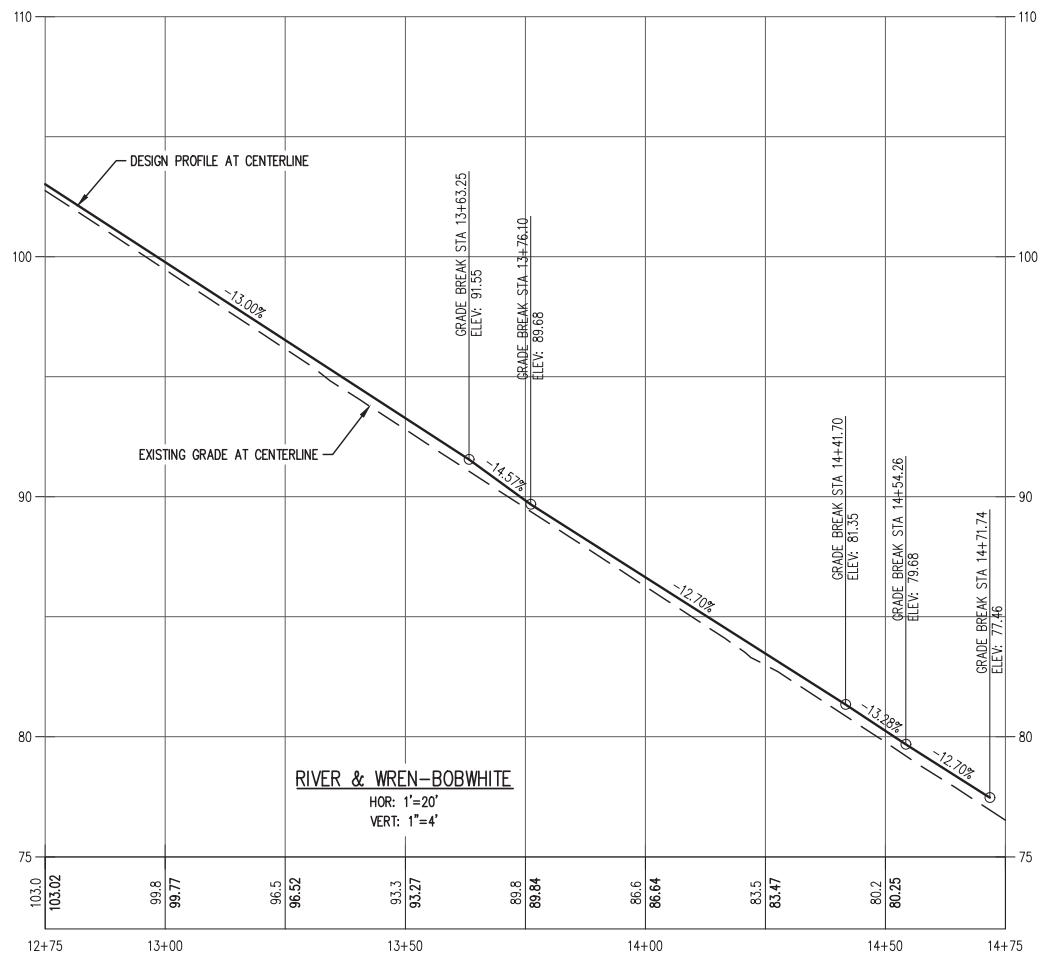
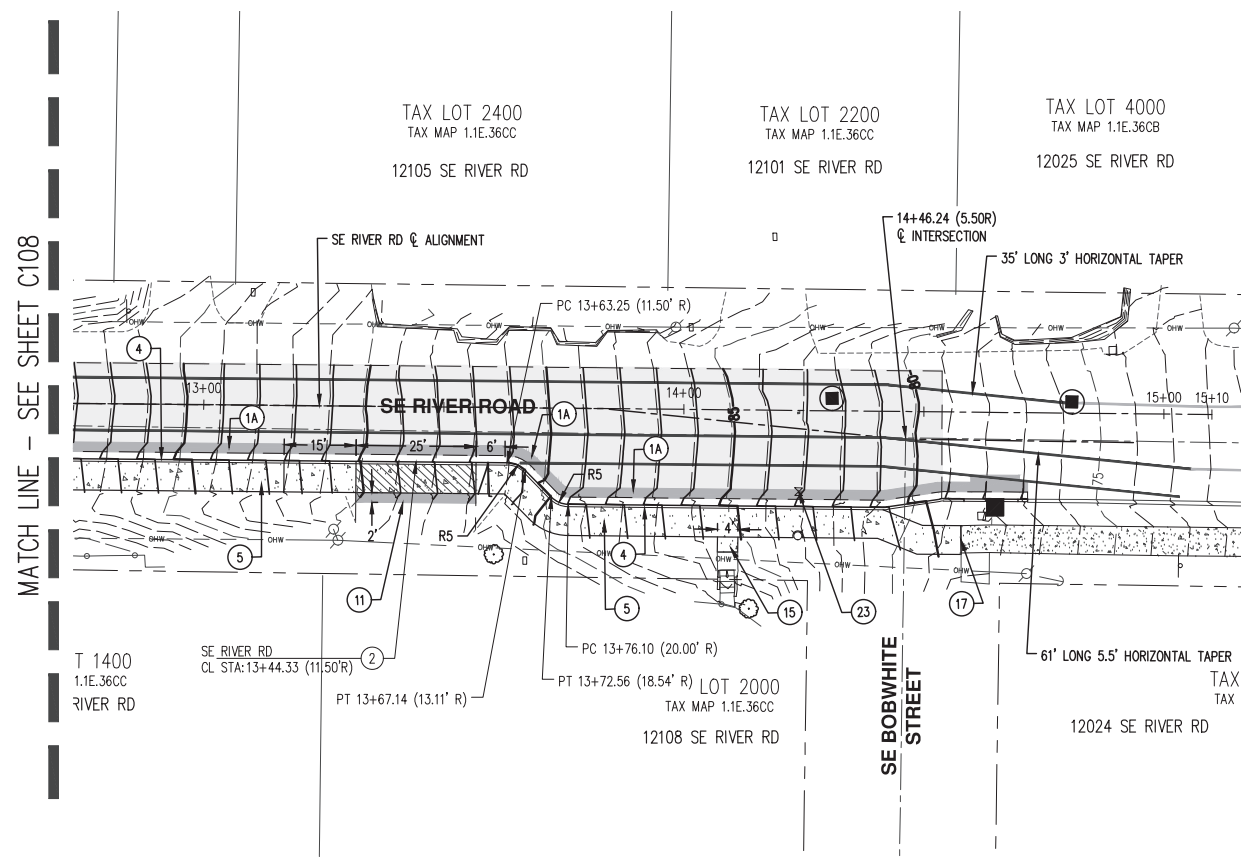
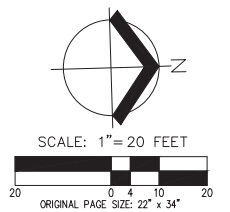
NOTES

- ALL HORIZONTAL INFORMATION (STATION AND OFFSET) FOR THE KEY NOTES ARE BASED ON THE CENTERLINE ALIGNMENT
- ALL STATION AND VERTICAL INFORMATION FOR THE PROFILE IS BASED ON CURB ALIGNMENT
- ALL NEW LANDSCAPING TO BE:
 - ONE GALLON KINKINNICK SPACED 24" O.C.
 - 4 INCHES OF MULCH
- CONTRACTOR TO RESTORE ALL DISTURBED LANDSCAPE AREAS (NOT CALLED OUT IN PLANS) AND AREAS OF EXISTING AC PAVEMENT, CONCRETE, ETC. BEING REMOVED AND NOT REPLACED. RESTORE WITH 4" MULCH OR LAWN SEED TO BEST MATCH SURROUNDING EXISTING SURFACE. COORDINATE WITH CITY PRIOR TO PLACEMENT
- LANE LINES SHOWN ARE FOR REFERENCE ONLY. SEE SIGNAGE, STRIPING & OVERALL PAVEMENT RESTORATION PLAN FOR ROAD STRIPING INFORMATION AND INSTALLATION



LEGEND

- 1" GRIND AND 2" INLAY
- FULL DEPTH AC PAVEMENT
- NEW LANDSCAPE AREA
- NEW CONCRETE WALK
- NEW CONCRETE DRIVEWAY
- EXISTING CONCRETE WALK



KEY NOTES

1. INSTALL FULL DEPTH AC PAVEMENT PER FULL DEPTH AC PAVEMENT SECTION (22ND AVE) SHEET C126
- 1A. INSTALL FULL DEPTH AC PAVEMENT PER FULL DEPTH AC PAVEMENT SECTION (RIVER RD) SHEET C126
2. INSTALL OPTION N DRIVEWAY DROP PER ODOT DETAIL RD750
- 2A. INSTALL OPTION N DRIVEWAY DROP PER ODOT DETAIL RD750 WITH AC DRIVEWAY
- 2B. INSTALL OPTION N DRIVEWAY DROP PER ODOT DETAIL RD750 WITH #4 REBAR AT 12"O.C. EACH WAY
3. INSTALL 6" STANDARD CURB PER ODOT DETAIL RD700
- 3A. INSTALL 6" MOUNTABLE CURB PER ODOT DETAIL RD700
4. INSTALL 6" STANDARD CURB & GUTTER PER ODOT DETAIL RD700
5. INSTALL 6" WIDE SIDEWALK PER ODOT DETAIL RD720
6. INSTALL CONCRETE PAD FOR BUS STOP. MATCH NEW SIDEWALK SLOPE AND CONCRETE THICKNESS
7. INSTALL BLACK DETECTABLE WARNING SURFACE. SEE ODOT DETAILS RD758 & RD759
8. INSTALL 8' WIDE SIDEWALK PER ODOT DETAIL RD720
9. INSTALL PARALLEL CURB RAMP WITH DETECTABLE WARNING SURFACE. SEE CURB RAMP DETAILS SHEETS AND ODOT DETAIL RD755
- 9A. INSTALL PERPENDICULAR CURB RAMP (THROUGH BUFFER STRIP) WITH DETECTABLE WARNING SURFACE. SEE CURB RAMP DETAILS SHEETS AND ODOT DETAIL RD755
- 9B. INSTALL CURBED OPTION CURB RAMP (FOR ENDS OF SIDEWALKS) WITH DETECTABLE WARNING SURFACE. SEE CURB RAMP DETAILS SHEETS AND ODOT DETAIL RD754
- 9C. INSTALL CURB RAMP WITH DETECTABLE WARNING SURFACE
10. INSTALL CONCRETE TRANSITION PANEL TO CONNECT TO EXISTING DRIVEWAY. SEE CONCRETE TRANSITION SECTION SHEET C126
11. INSTALL AC PAVEMENT TRANSITION PANEL TO CONNECT TO EXISTING DRIVEWAY. SEE AC DRIVEWAY TRANSITION SECTION SHEET C126
12. INSTALL AC PAVEMENT TRANSITION PANEL TO CONNECT TO EXISTING STREET. SEE AC STREET TRANSITION SECTION SHEET C126
13. RESTORE 1" HIGH MOUNTABLE ASPHALT CURB AS NECESSARY
14. INSTALL 14" WIDE CONCRETE MULTI-USE PATH
8' WIDE PEDESTRIAN LANE AND 6' WIDE BIKE LANE
15. INSTALL CONCRETE SIDEWALK TO CONNECT TO EXISTING PRIVATE WALK/STEPS. CONTRACTOR TO VERIFY PRIVATE LOCATION IN FIELD PRIOR TO CONSTRUCTION
16. CONNECT TO EXISTING MULTI-USE PATH
17. CONNECT TO EXISTING SIDEWALK
18. INSTALL RETAINING WALL CURB PER DETAIL SHEET C126
19. INSTALL LANDSCAPING (SEE GENERAL NOTE THIS SHEET)
20. INSTALL RAMP TO TRANSITION BIKE LANE TO AC PAVEMENT
21. NEW ON STREET PARALLEL PARKING (TYP) SEE SIGNAGE, STRIPING & OVERALL PAVEMENT RESTORATION PLAN FOR PAVEMENT MARKING
22. ADJUST WATER METER BOX TO FINISHED GRADE
23. ADJUST WATER VALVE BOX TO FINISHED GRADE
24. ADJUST SEWER MANHOLE TO FINISHED GRADE
25. ADJUST STORM MANHOLE TO FINISHED GRADE
26. ADJUST STORM INLET TO FINISHED GRADE
27. ADJUST NATURAL GAS STRUCTURE TO FINISHED GRADE
28. INSTALL SINGLE MAILBOX SUPPORT PER ODOT DETAIL RD100
PLACE SALVAGED MAILBOX ON NEW POST. CONTRACTOR TO COORDINATE WITH PRIVATE RESIDENCE
29. INSTALL MULTIPLE MAILBOX SUPPORT PER ODOT DETAIL RD100
PLACE SALVAGED MAILBOX ON NEW POST. CONTRACTOR TO COORDINATE WITH PRIVATE RESIDENCE
30. INSTALL NEW TREE. SEE TREE PLANTING DETAIL SHEET C126 FOR TREE INSTALLATION
31. INSTALL MSKT GUARDRAIL END TERMINAL OR EQUIVALENT FROM ODOT'S QUALIFIED PRODUCTS LIST PER MANUFACTURER'S RECOMMENDATIONS
32. INSTALL STORMWATER FACILITY. SEE STORM PLANS AND DETAILS
33. INSTALL APPROXIMATELY 43 LF OF NEW FENCE AND CONNECT TO EXISTING. CONTRACTOR TO MATCH EXISTING FENCE STYLE AND HEIGHT
34. INSTALL HYDRANT EXTENSION. HYDRANT FLANGE ELEVATION TO BE SET 2" TO 6" ABOVE ADJACENT TOP OF RETAINING WALL CURB

NOTES

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- LANE LINES SHOWN ARE FOR REFERENCE ONLY. SEE SIGNAGE, STRIPING & OVERALL PAVEMENT RESTORATION PLAN FOR ROAD STRIPING INFORMATION AND INSTALLATION

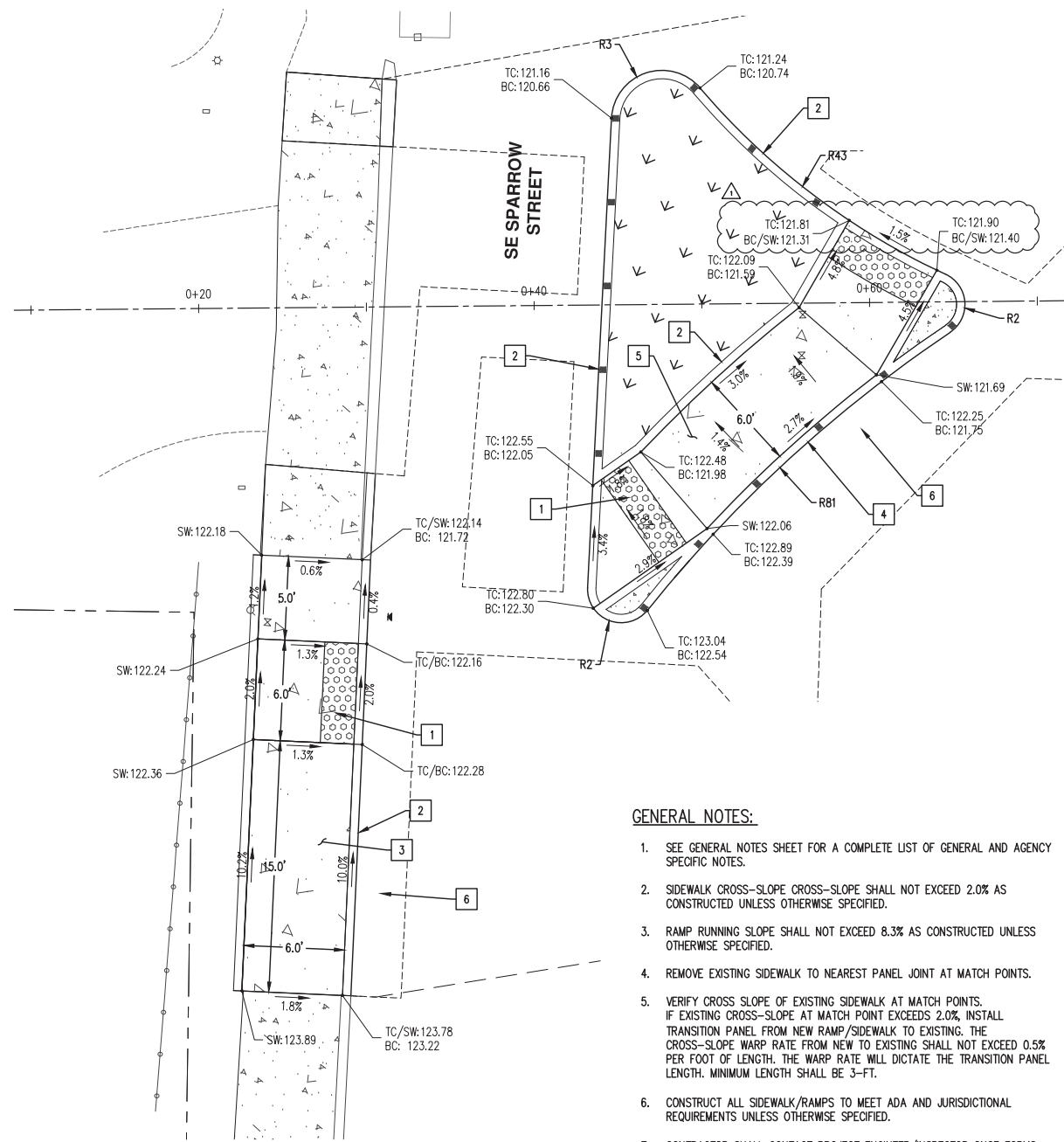
CURB RAMP DETAILS

DESIGNED BY: JAW
 DRAWN BY: GMB
 CHECKED BY: JPC
 SCALE: AS NOTED
 DATE: 05/21/2020

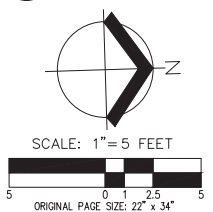


REVISIONS
 ADDENDUM #1 6/17/2020

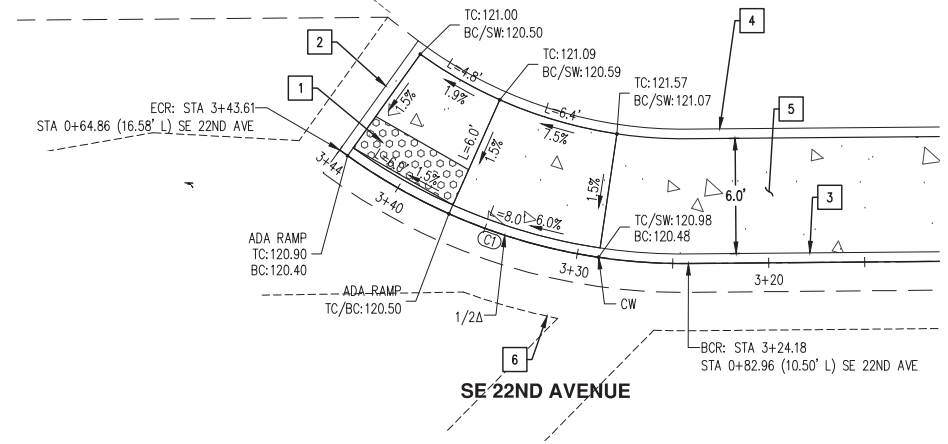
JOB NUMBER
6685-01
 SHEET
C110



A CURB RAMP DETAIL - SPARROW & 22ND

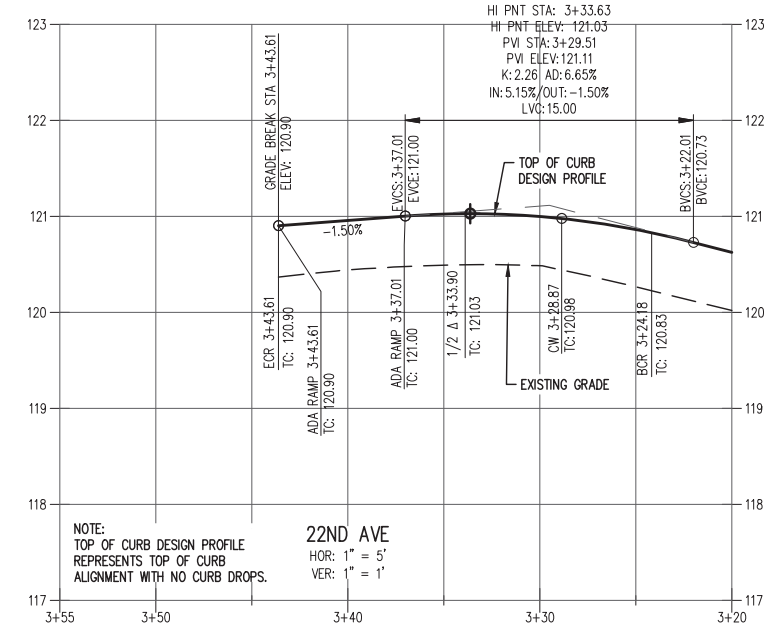


- GENERAL NOTES:**
- SEE GENERAL NOTES SHEET FOR A COMPLETE LIST OF GENERAL AND AGENCY SPECIFIC NOTES.
 - SIDEWALK CROSS-SLOPE SHALL NOT EXCEED 2.0% AS CONSTRUCTED UNLESS OTHERWISE SPECIFIED.
 - RAMP RUNNING SLOPE SHALL NOT EXCEED 8.3% AS CONSTRUCTED UNLESS OTHERWISE SPECIFIED.
 - REMOVE EXISTING SIDEWALK TO NEAREST PANEL JOINT AT MATCH POINTS.
 - VERIFY CROSS SLOPE OF EXISTING SIDEWALK AT MATCH POINTS. IF EXISTING CROSS-SLOPE AT MATCH POINT EXCEEDS 2.0%, INSTALL TRANSITION PANEL FROM NEW RAMP/SIDEWALK TO EXISTING. THE CROSS-SLOPE WARP RATE FROM NEW TO EXISTING SHALL NOT EXCEED 0.5% PER FOOT OF LENGTH. THE WARP RATE WILL DICTATE THE TRANSITION PANEL LENGTH. MINIMUM LENGTH SHALL BE 3'-FT.
 - CONSTRUCT ALL SIDEWALK/RAMPS TO MEET ADA AND JURISDICTIONAL REQUIREMENTS UNLESS OTHERWISE SPECIFIED.
 - CONTRACTOR SHALL CONTACT PROJECT ENGINEER/INSPECTOR ONCE FORMS ARE IN PLACE. TO CHECK FORMS PRIOR TO POURING CONCRETE, CONTRACTOR TO PROVIDE A MINIMUM 48 HOUR WINDOW FOR INSPECTION.



B CURB RAMP DETAIL - 22ND AVE

- KEYED NOTES:**
- INSTALL BLACK DETECTABLE WARNING SURFACE.
 - INSTALL STANDARD CURB
 - INSTALL STANDARD CURB AND GUTTER
 - INSTALL RETAINING WALL CURB
 - INSTALL CONCRETE SIDEWALK
 - SAWCUT EXISTING AC PAVEMENT
- *SEE STREET PLAN AND PROFILE SHEETS FOR INSTALLATION DETAILS

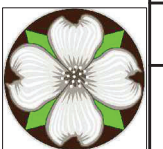


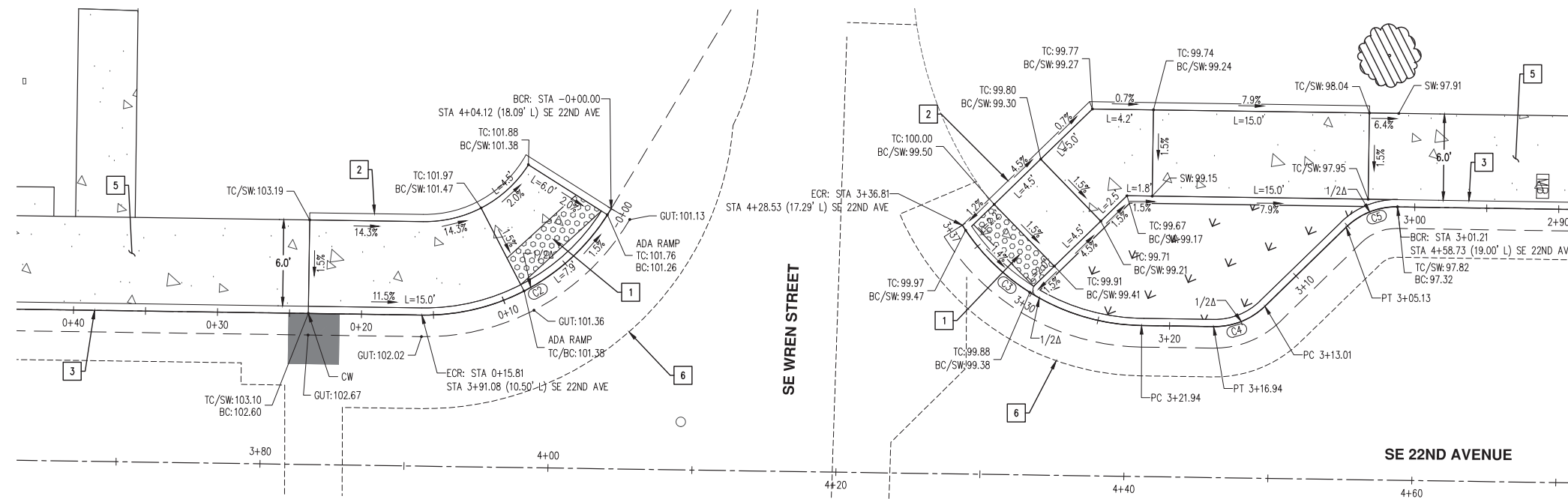
LEGEND AND ABBREVIATIONS

- TC = TOP OF CURB ELEVATION
 - BC = BOTTOM OF CURB ELEVATION
 - SW = SIDEWALK ELEVATION
 - GUT = EDGE OF GUTTER PAN ELEVATION
 - BCR = BEGIN CURB RETURN
 - ECR = END CURB RETURN
 - CW = CURB WING
 - PT = POINT OF TANGENCY
 - PC = POINT OF CURVATURE
 - PRC = POINT OF REVERSE CURVE
 - L = LENGTH
- DOWNWARD SLOPE X.X%

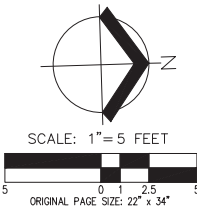
CURVE TABLE: ALIGNMENTS

CURVE/TANGENT	STATION	RADIUS	LENGTH	DELTA	CHORD	CHORD BEARING
C1	3+24.18	30.00	19.44	37°07'15"	19.10	S19°45'26"W





- GENERAL NOTES:**
- SEE GENERAL NOTES SHEET FOR A COMPLETE LIST OF GENERAL AND AGENCY SPECIFIC NOTES.
 - SIDEWALK CROSS-SLOPE SHALL NOT EXCEED 2.0% AS CONSTRUCTED UNLESS OTHERWISE SPECIFIED.
 - RAMP RUNNING SLOPE SHALL NOT EXCEED 8.3% AS CONSTRUCTED UNLESS OTHERWISE SPECIFIED.
 - REMOVE EXISTING SIDEWALK TO NEAREST PANEL JOINT AT MATCH POINTS.
 - VERIFY CROSS SLOPE OF EXISTING SIDEWALK AT MATCH POINTS. IF EXISTING CROSS-SLOPE AT MATCH POINT EXCEEDS 2.0%, INSTALL TRANSITION PANEL FROM NEW RAMP/SIDEWALK TO EXISTING. THE CROSS-SLOPE WARP RATE FROM NEW TO EXISTING SHALL NOT EXCEED 0.5% PER FOOT OF LENGTH. THE WARP RATE WILL DICTATE THE TRANSITION PANEL LENGTH. MINIMUM LENGTH SHALL BE 3'-FT.
 - CONSTRUCT ALL SIDEWALK/RAMPS TO MEET ADA AND JURISDICTIONAL REQUIREMENTS UNLESS OTHERWISE SPECIFIED.
 - CONTRACTOR SHALL CONTACT PROJECT ENGINEER/INSPECTOR ONCE FORMS ARE IN PLACE. TO CHECK FORMS PRIOR TO POURING CONCRETE, CONTRACTOR TO PROVIDE A MINIMUM 48 HOUR WINDOW FOR INSPECTION.



C CURB RAMP DETAIL - WREN & 22ND

D CURB RAMP DETAIL - WREN & 22ND

LEGEND AND ABBREVIATIONS

- TC = TOP OF CURB ELEVATION
 - BC = BOTTOM OF CURB ELEVATION
 - SW = SIDEWALK ELEVATION
 - GUT = EDGE OF CUTTER PAN ELEVATION
 - BCR = BEGIN CURB RETURN
 - ECR = END CURB RETURN
 - CW = CURB WING
 - PT = POINT OF TANGENCY
 - PC = POINT OF CURVATURE
 - PRC = POINT OF REVERSE CURVE
 - L = LENGTH
- DOWNWARD SLOPE X.X%

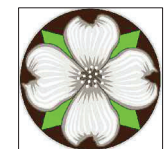
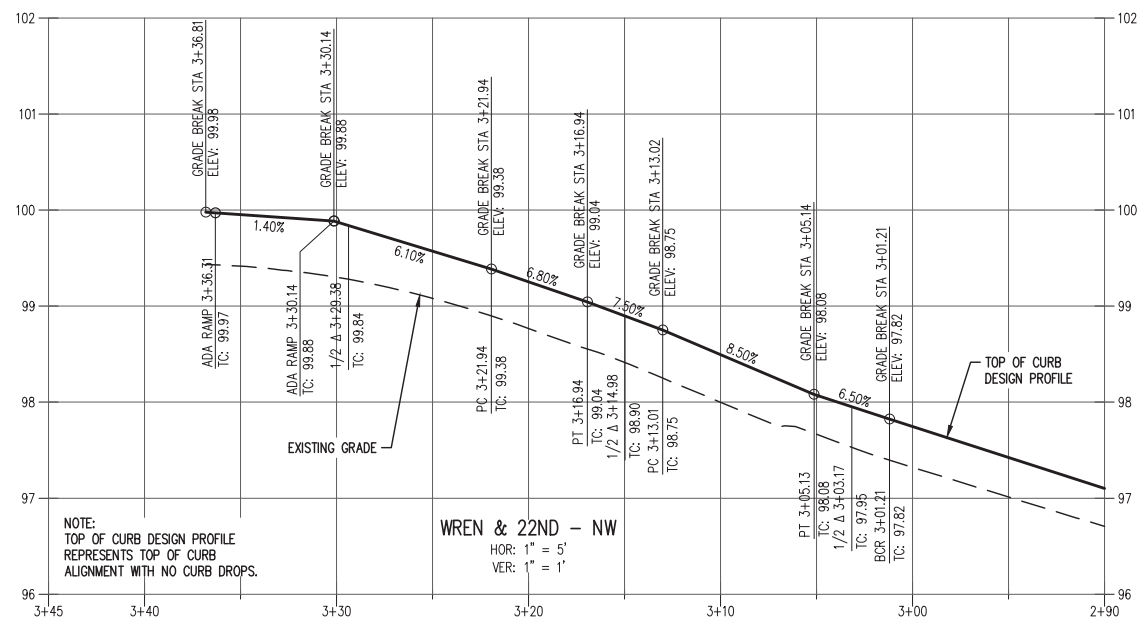
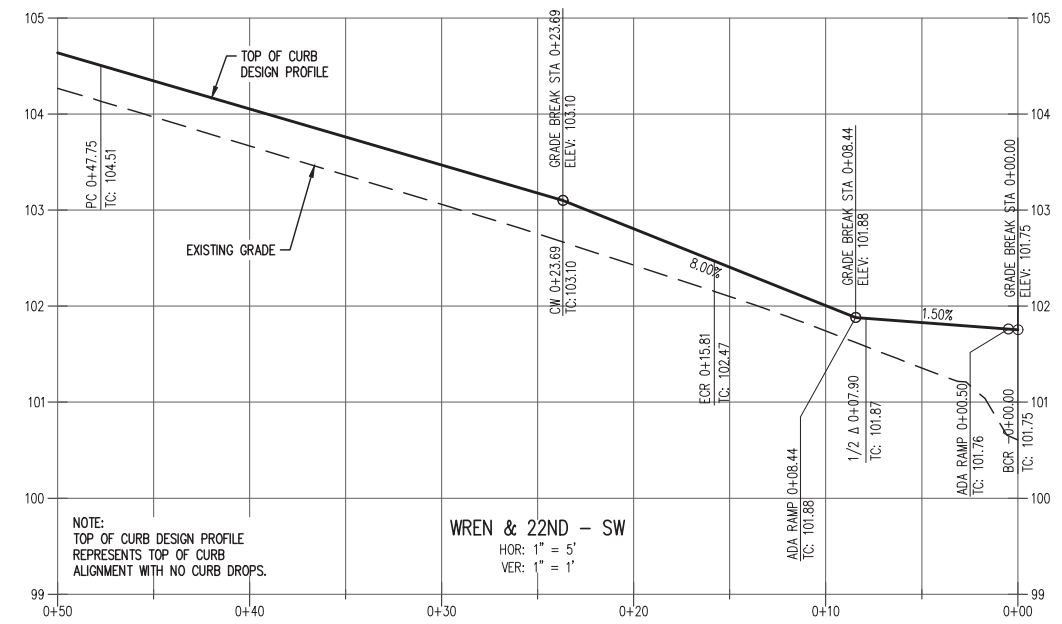
KEYED NOTES:

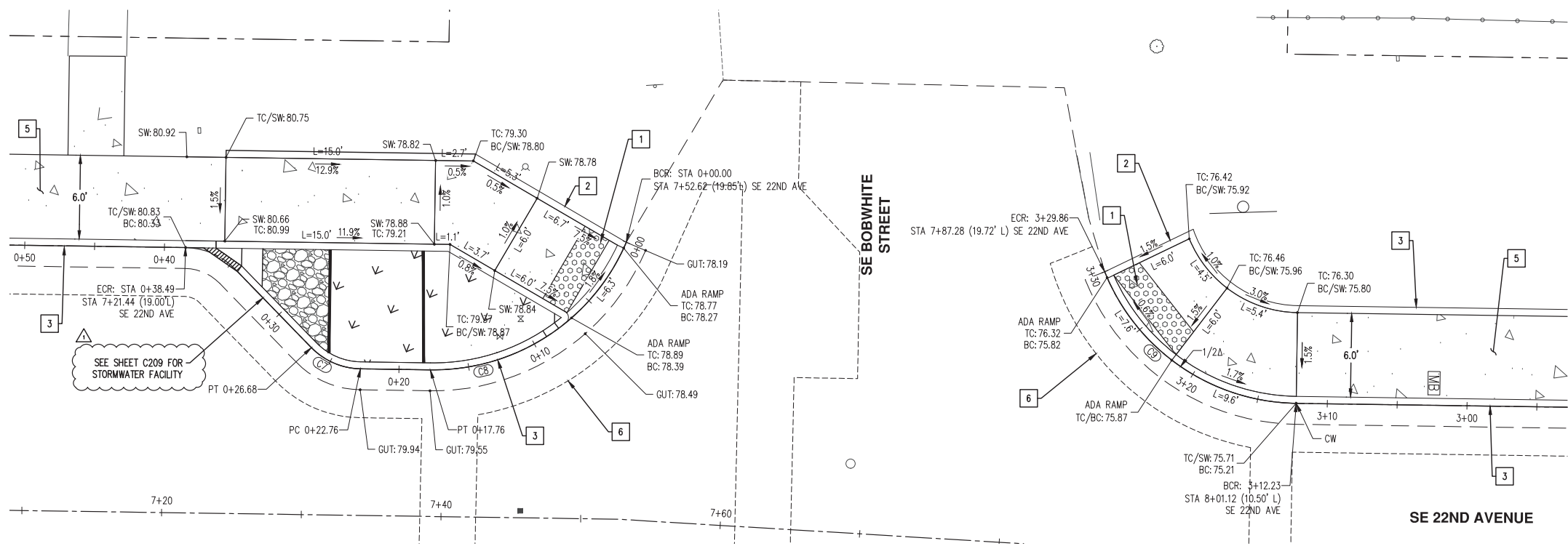
- INSTALL BLACK DETECTABLE WARNING SURFACE.
- INSTALL STANDARD CURB
- INSTALL STANDARD CURB AND CUTTER
- INSTALL RETAINING WALL CURB
- INSTALL CONCRETE SIDEWALK
- SAWCUT EXISTING AC PAVEMENT

*SEE STREET PLAN AND PROFILE SHEETS FOR INSTALLATION DETAILS

CURVE TABLE: ALIGNMENTS

CURVE/TANGENT	STATION	RADIUS	LENGTH	DELTA	CHORD	CHORD BEARING
C2	0+00.00	15.00	15.81	60°23'05"	15.09	S27°38'52"E
C3	3+21.94	15.00	14.88	56°49'17"	14.27	S30°57'19"W
C4	3+13.01	5.00	3.93	45°00'00"	3.83	S19°57'20"E
C5	3+01.21	5.00	3.93	45°00'00"	3.83	S19°57'20"E





E CURB RAMP DETAIL - BOBWHITE & 22ND
 SEE SHEET C209 FOR STORMWATER FACILITY DETAILS

F CURB RAMP DETAIL - BOBWHITE & 22ND

- GENERAL NOTES:**
- SEE GENERAL NOTES SHEET FOR A COMPLETE LIST OF GENERAL AND AGENCY SPECIFIC NOTES.
 - SIDEWALK CROSS-SLOPE CROSS-SLOPE SHALL NOT EXCEED 2.0% AS CONSTRUCTED UNLESS OTHERWISE SPECIFIED.
 - RAMP RUNNING SLOPE SHALL NOT EXCEED 8.3% AS CONSTRUCTED UNLESS OTHERWISE SPECIFIED.
 - REMOVE EXISTING SIDEWALK TO NEAREST PANEL JOINT AT MATCH POINTS.
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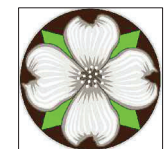
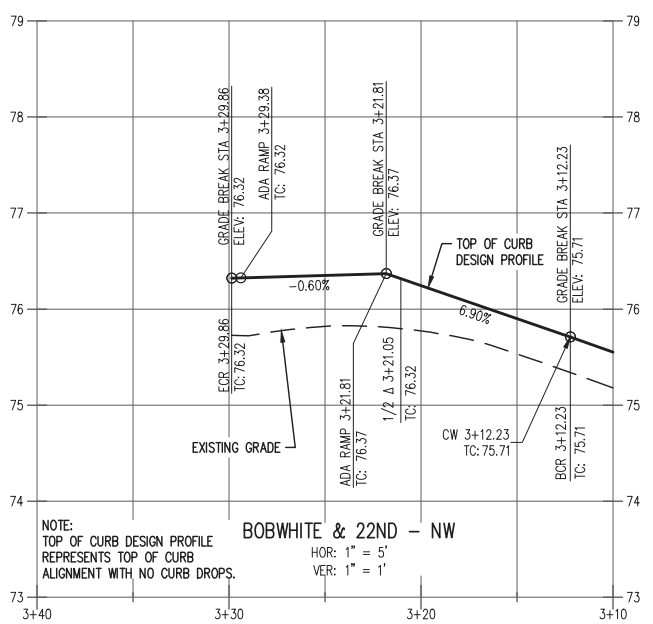
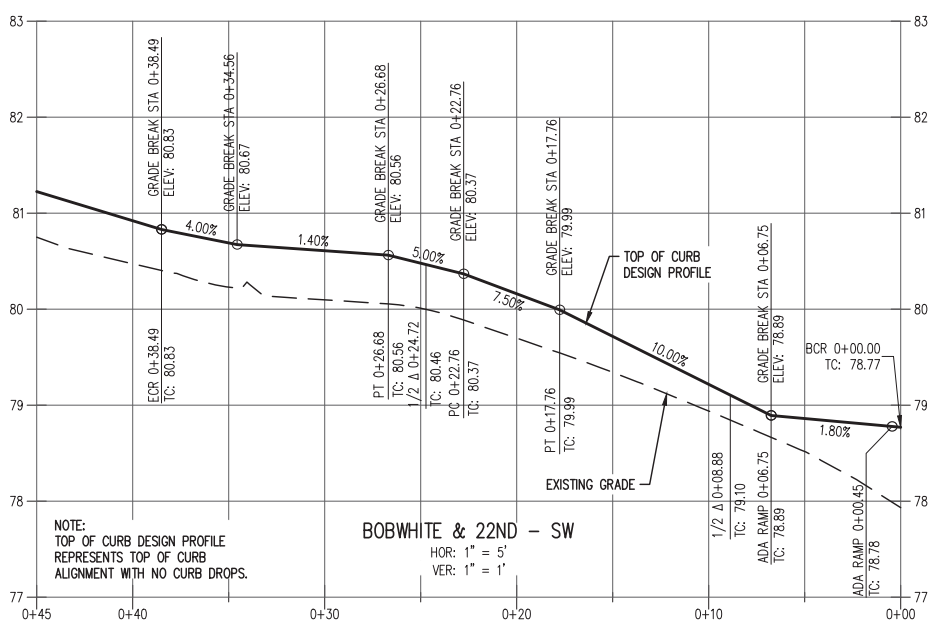
DOWNWARD SLOPE \rightarrow X.X%

CURVE TABLE: ALIGNMENTS

CURVE/TANGENT	STATION	RADIUS	LENGTH	DELTA	CHORD	CHORD BEARING
C7	0+22.76	5.00	3.93	45°00'00"	3.83	S25°02'40"W
C8	0+00.00	15.00	17.76	67°49'44"	16.74	S31°22'12"E
C9	3+12.23	15.00	17.63	67°20'41"	16.63	S36°13'01"W

KEYED NOTES:

- INSTALL BLACK DETECTABLE WARNING SURFACE.
 - INSTALL STANDARD CURB
 - INSTALL STANDARD CURB AND GUTTER
 - INSTALL RETAINING WALL CURB
 - INSTALL CONCRETE SIDEWALK
 - SAWCUT EXISTING AC PAVEMENT
- *SEE STREET PLAN AND PROFILE SHEETS FOR INSTALLATION DETAILS



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 - ECR = END CURB RETURN
 - CW = CURB WING
 - PT = POINT OF TANGENCY
 - PC = POINT OF CURVATURE
 - PRC = POINT OF REVERSE CURVE
 - L = LENGTH
- DOWNWARD SLOPE X.X%

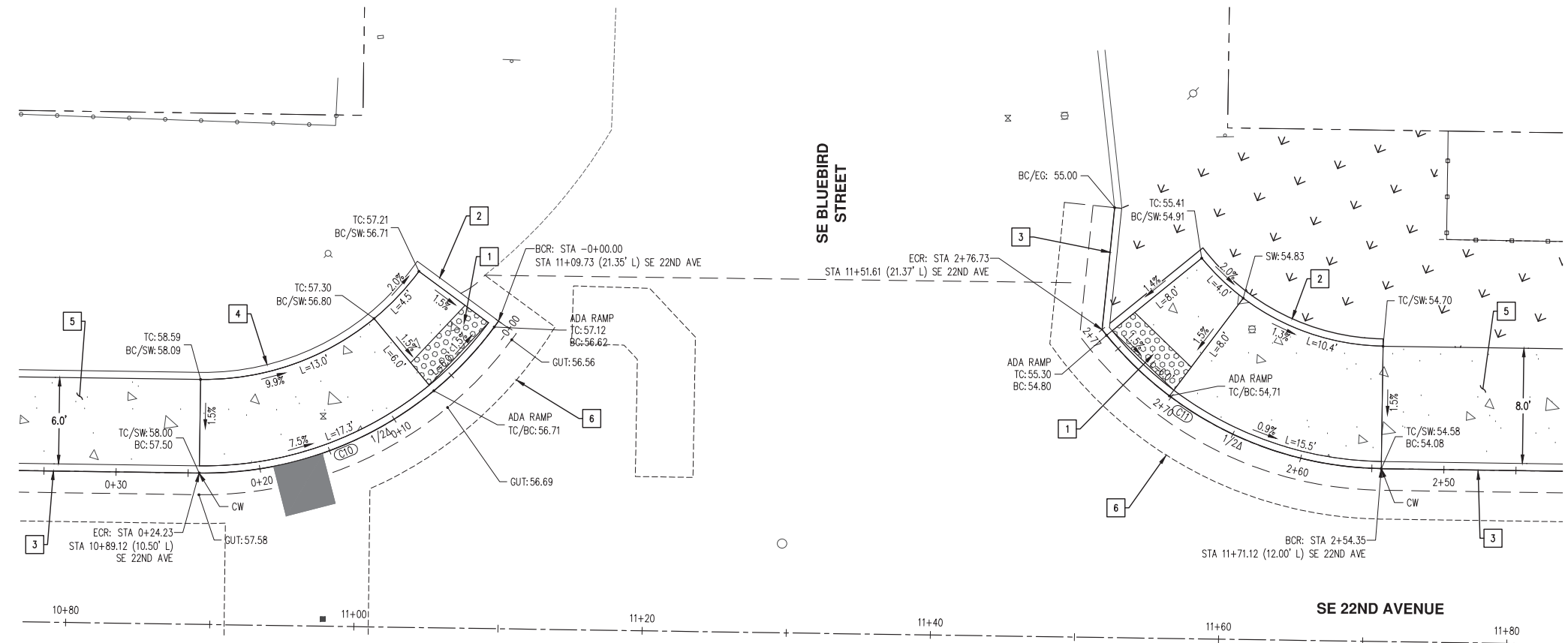
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KEYED NOTES:

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2. INSTALL STANDARD CURB
3. INSTALL STANDARD CURB AND GUTTER
4. INSTALL RETAINING WALL CURB
5. INSTALL CONCRETE SIDEWALK
6. SAWCUT EXISTING AC PAVEMENT

*SEE STREET PLAN AND PROFILE SHEETS FOR INSTALLATION DETAILS

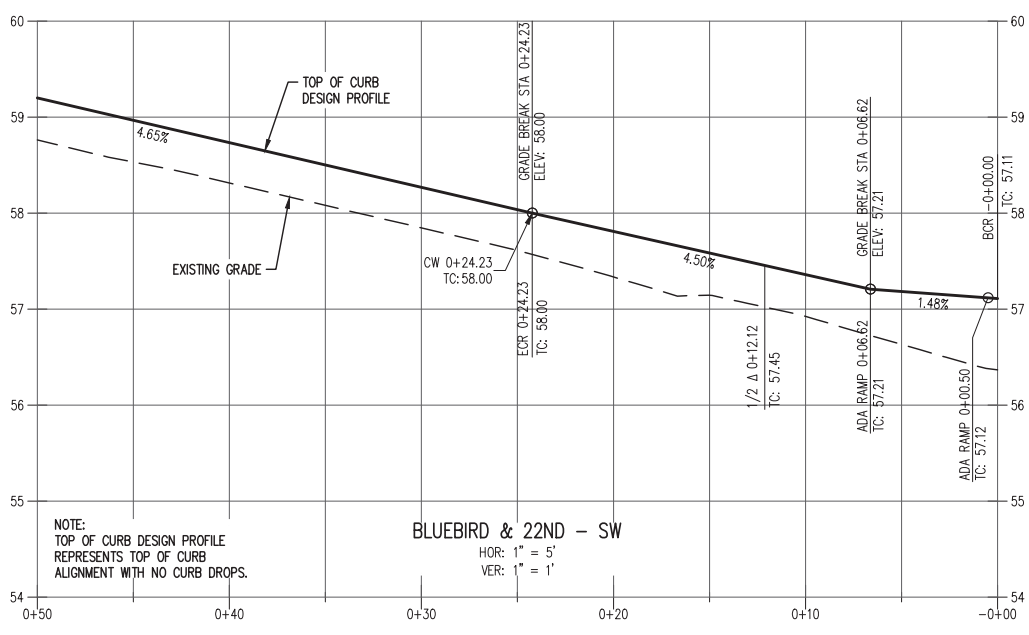


G CURB RAMP DETAIL - BLUEBIRD & 22ND

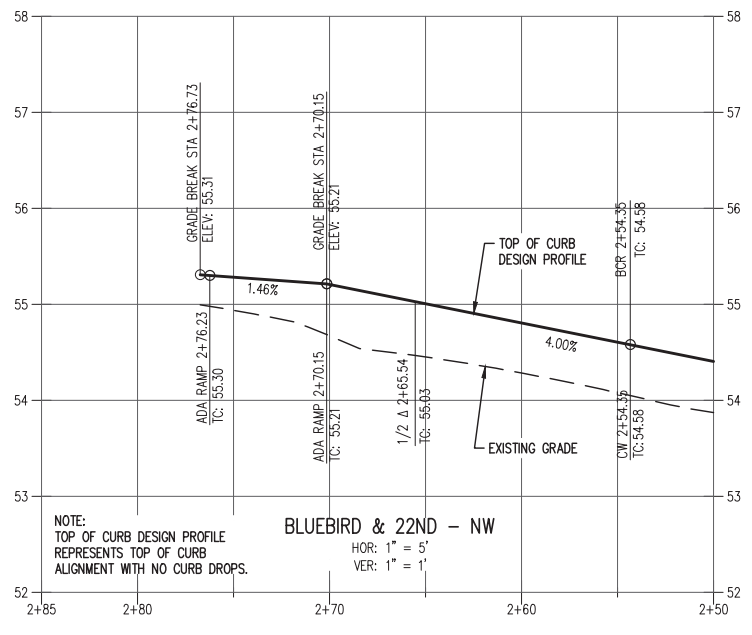
H CURB RAMP DETAIL - BLUEBIRD & 22ND

CURVE TABLE: ALIGNMENTS

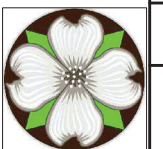
CURVE/TANGENT	STATION	RADIUS	LENGTH	DELTA	CHORD	CHORD BEARING
C10	0+00.00	25.00	24.23	55°32'05"	23.29	S25°13'22"E
C11	2+54.35	25.00	22.38	51°18'04"	21.64	S28°11'42"W

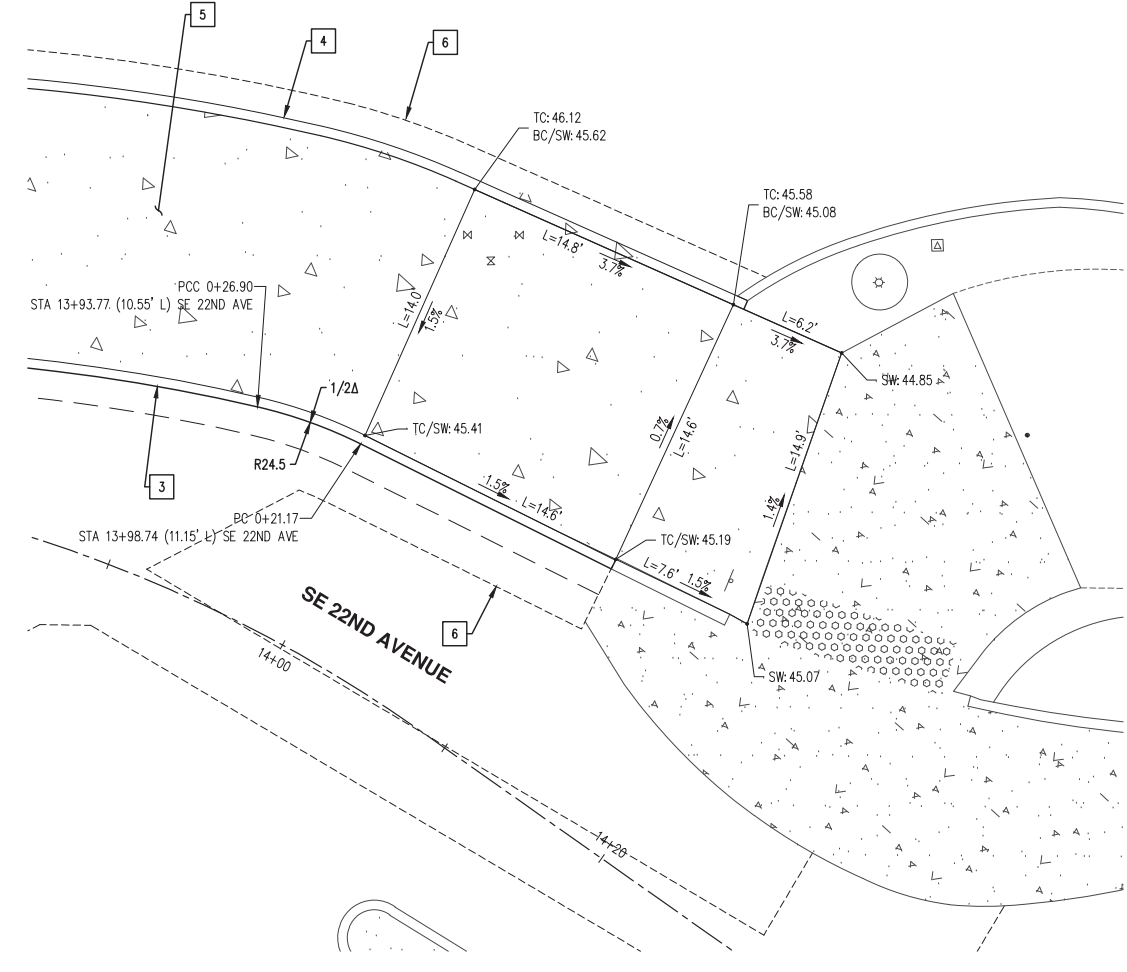
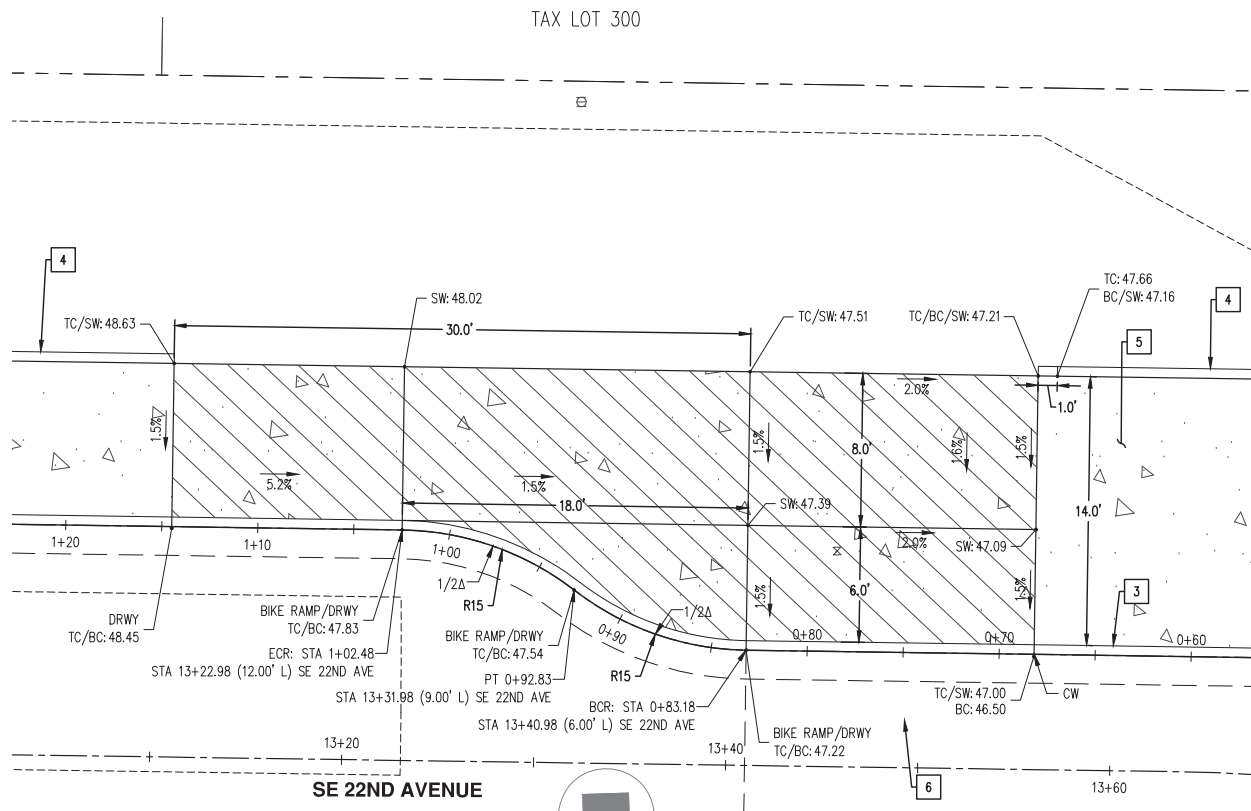


BLUEBIRD & 22ND - SW

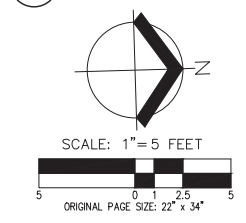


BLUEBIRD & 22ND - NW





I CURB RAMP DETAIL - 22ND AVE



LEGEND AND ABBREVIATIONS

- TC = TOP OF CURB ELEVATION
 - BC = BOTTOM OF CURB ELEVATION
 - SW = SIDEWALK ELEVATION
 - GUT = EDGE OF GUTTER PAN ELEVATION
 - BCR = BEGIN CURB RETURN
 - ECR = END CURB RETURN
 - CW = CURB WING
 - PT = POINT OF TANGENCY
 - PC = POINT OF CURVATURE
 - PRC = POINT OF REVERSE CURVE
 - L = LENGTH
- DOWNWARD SLOPE X.X%

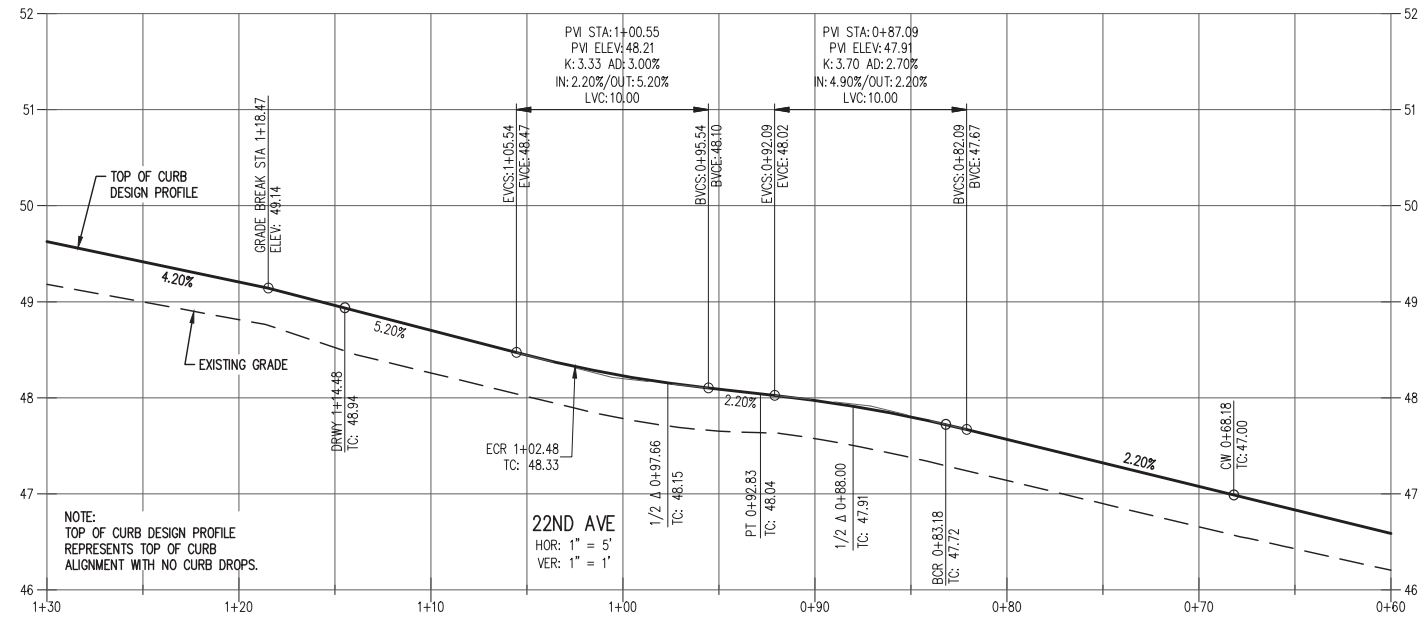
J CURB RAMP DETAIL - MCLOUGHLIN & 22ND

KEYED NOTES:

1. INSTALL BLACK DETECTABLE WARNING SURFACE.
 2. INSTALL STANDARD CURB
 3. INSTALL STANDARD CURB AND GUTTER
 4. INSTALL RETAINING WALL CURB
 5. INSTALL CONCRETE SIDEWALK
 6. SAWCUT EXISTING AC PAVEMENT
- *SEE STREET PLAN AND PROFILE SHEETS FOR INSTALLATION DETAILS

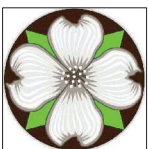
GENERAL NOTES:

1. SEE GENERAL NOTES SHEET FOR A COMPLETE LIST OF GENERAL AND AGENCY SPECIFIC NOTES.
2. SIDEWALK CROSS-SLOPE SHALL NOT EXCEED 2.0% AS CONSTRUCTED UNLESS OTHERWISE SPECIFIED.
3. RAMP RUNNING SLOPE SHALL NOT EXCEED 8.3% AS CONSTRUCTED UNLESS OTHERWISE SPECIFIED.
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5. VERIFY CROSS SLOPE OF EXISTING SIDEWALK AT MATCH POINTS. IF EXISTING CROSS-SLOPE AT MATCH POINT EXCEEDS 2.0%, INSTALL TRANSITION PANEL FROM NEW RAMP/SIDEWALK TO EXISTING. THE CROSS-SLOPE WARP RATE FROM NEW TO EXISTING SHALL NOT EXCEED 0.5% PER FOOT OF LENGTH. THE WARP RATE WILL DICTATE THE TRANSITION PANEL LENGTH. MINIMUM LENGTH SHALL BE 3-FT.
6. CONSTRUCT ALL SIDEWALK/RAMPS TO MEET ADA AND JURISDICTIONAL REQUIREMENTS UNLESS OTHERWISE SPECIFIED.
7. CONTRACTOR SHALL CONTACT PROJECT ENGINEER/INSPECTOR ONCE FORMS ARE IN PLACE. TO CHECK FORMS PRIOR TO POURING CONCRETE, CONTRACTOR TO PROVIDE A MINIMUM 48 HOUR WINDOW FOR INSPECTION.



NOTE:
 TOP OF CURB DESIGN PROFILE
 REPRESENTS TOP OF CURB
 ALIGNMENT WITH NO CURB DROPS.

22ND AVE
 HOR: 1" = 5'
 VER: 1" = 1'



GENERAL NOTES:

- SEE GENERAL NOTES SHEET FOR A COMPLETE LIST OF GENERAL AND AGENCY SPECIFIC NOTES.
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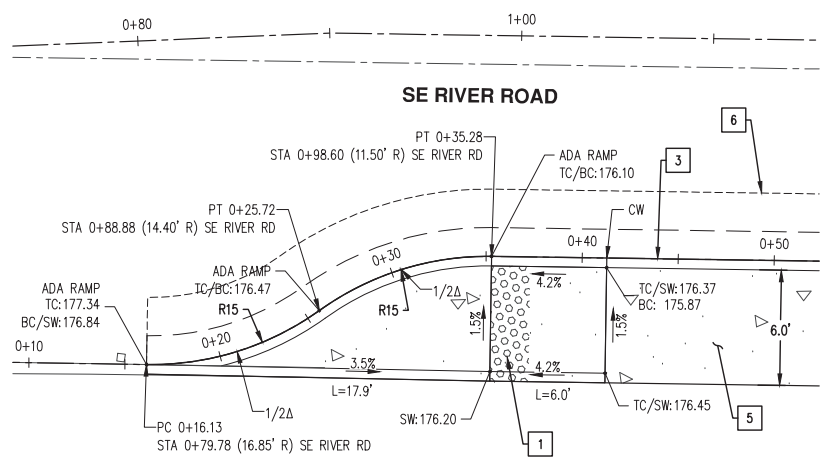
KEYED NOTES:

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- INSTALL STANDARD CURB
- INSTALL STANDARD CURB AND GUTTER
- INSTALL RETAINING WALL CURB
- INSTALL CONCRETE SIDEWALK
- SAWCUT EXISTING AC PAVEMENT

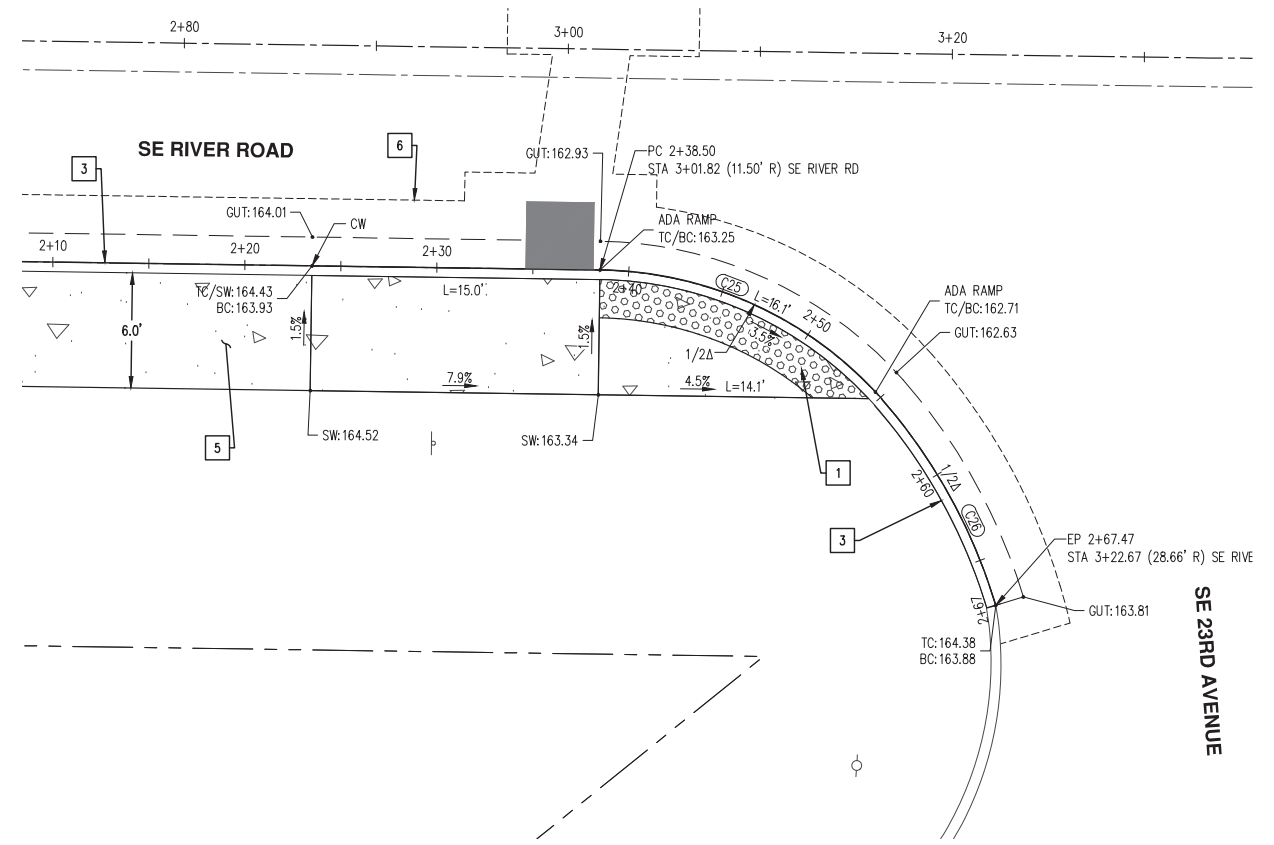
*SEE STREET PLAN AND PROFILE SHEETS FOR INSTALLATION DETAILS

LEGEND AND ABBREVIATIONS

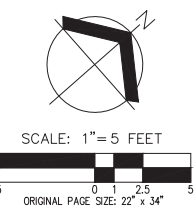
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 - PRC = POINT OF REVERSE CURVE
 - L = LENGTH
- DOWNWARD SLOPE X.X%



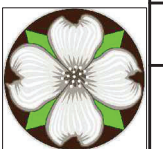
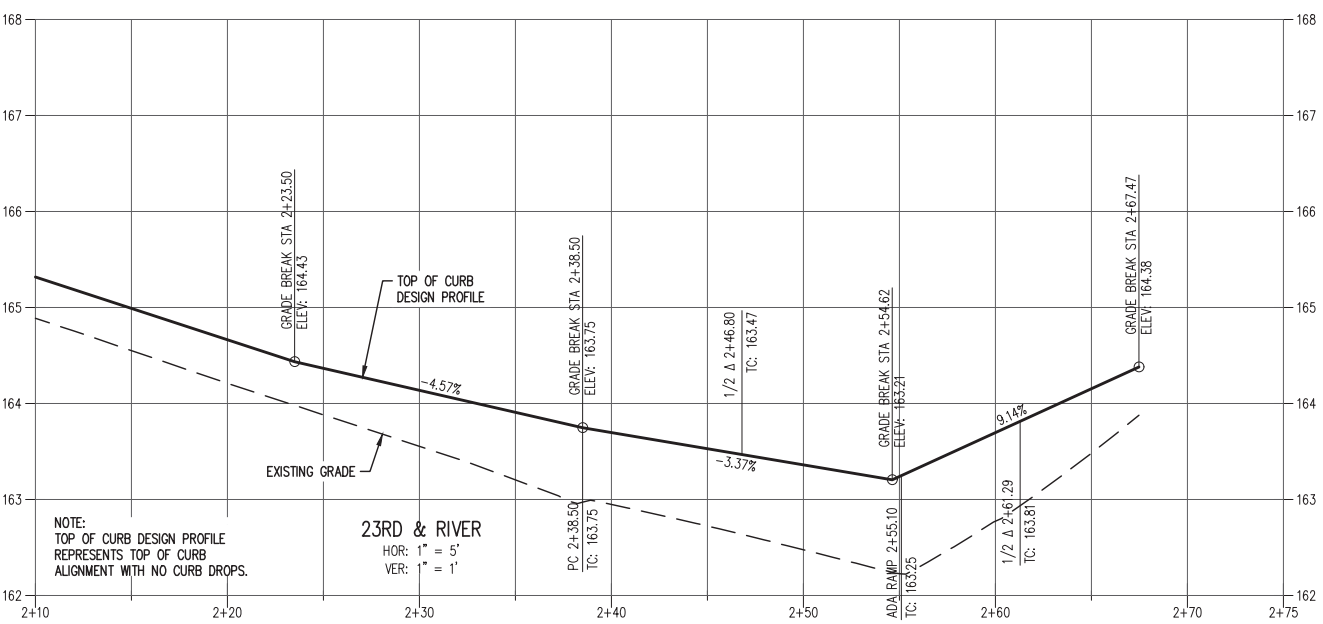
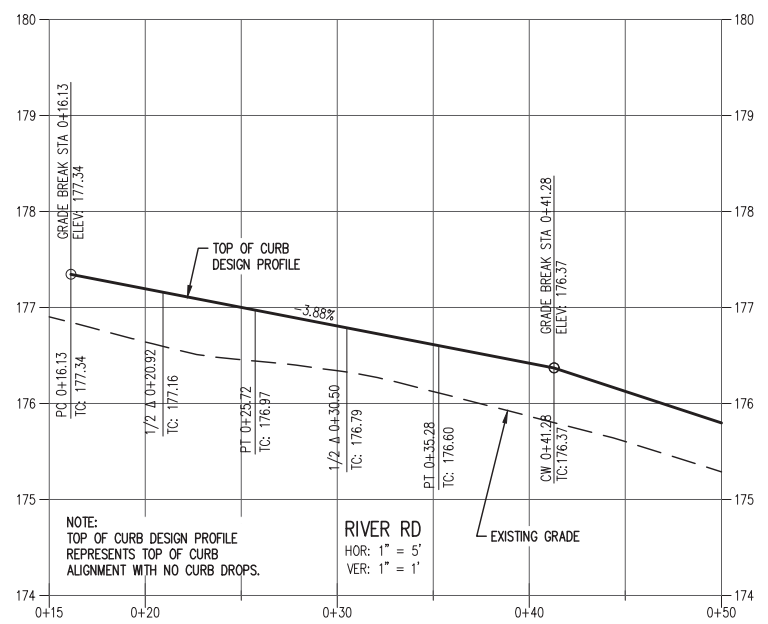
K CURB RAMP DETAIL - RIVER RD



CURVE TABLE: ALIGNMENTS						
CURVE/TANGENT	STATION	RADIUS	LENGTH	DELTA	CHORD	CHORD BEARING
C25	2+38.50	20.00	16.60	47°32'45"	16.12	N66°00'33"E
C26	2+55.10	29.00	12.37	24°26'37"	12.28	S77°33'22"E



L CURB RAMP DETAIL - 23RD & RIVER



CURVE TABLE: ALIGNMENTS						
CURVE/TANGENT	STATION	RADIUS	LENGTH	DELTA	CHORD	CHORD BEARING
C13	0+00.00	25.00	42.23	96°46'26"	37.38	N34°07'38"W
C14	0+42.23	177.00	36.19	11°42'54"	36.13	N08°24'07"E

- GENERAL NOTES:**
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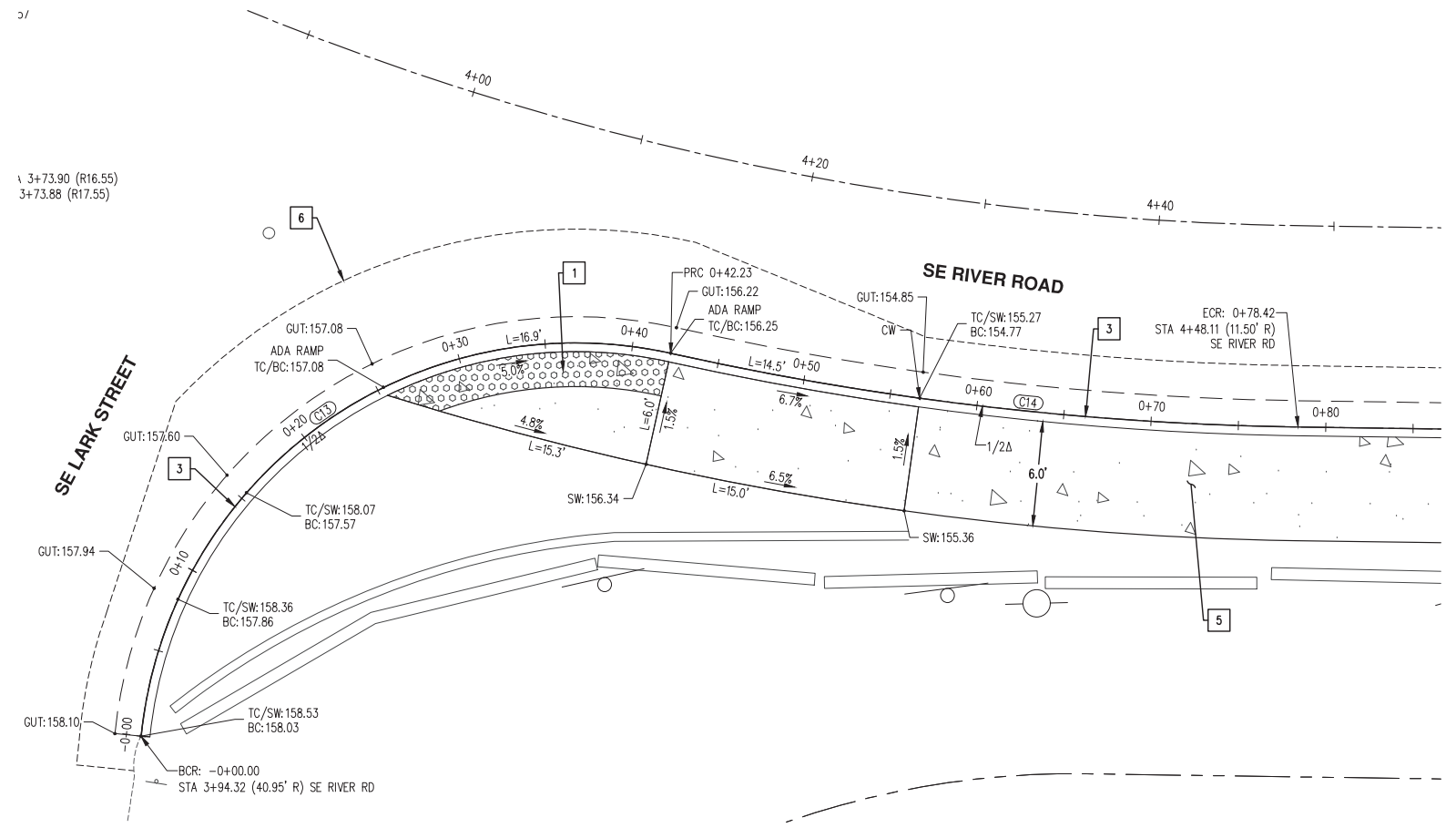
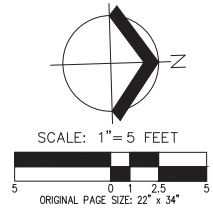
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 - INSTALL RETAINING WALL CURB
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 - SAWCUT EXISTING AC PAVEMENT

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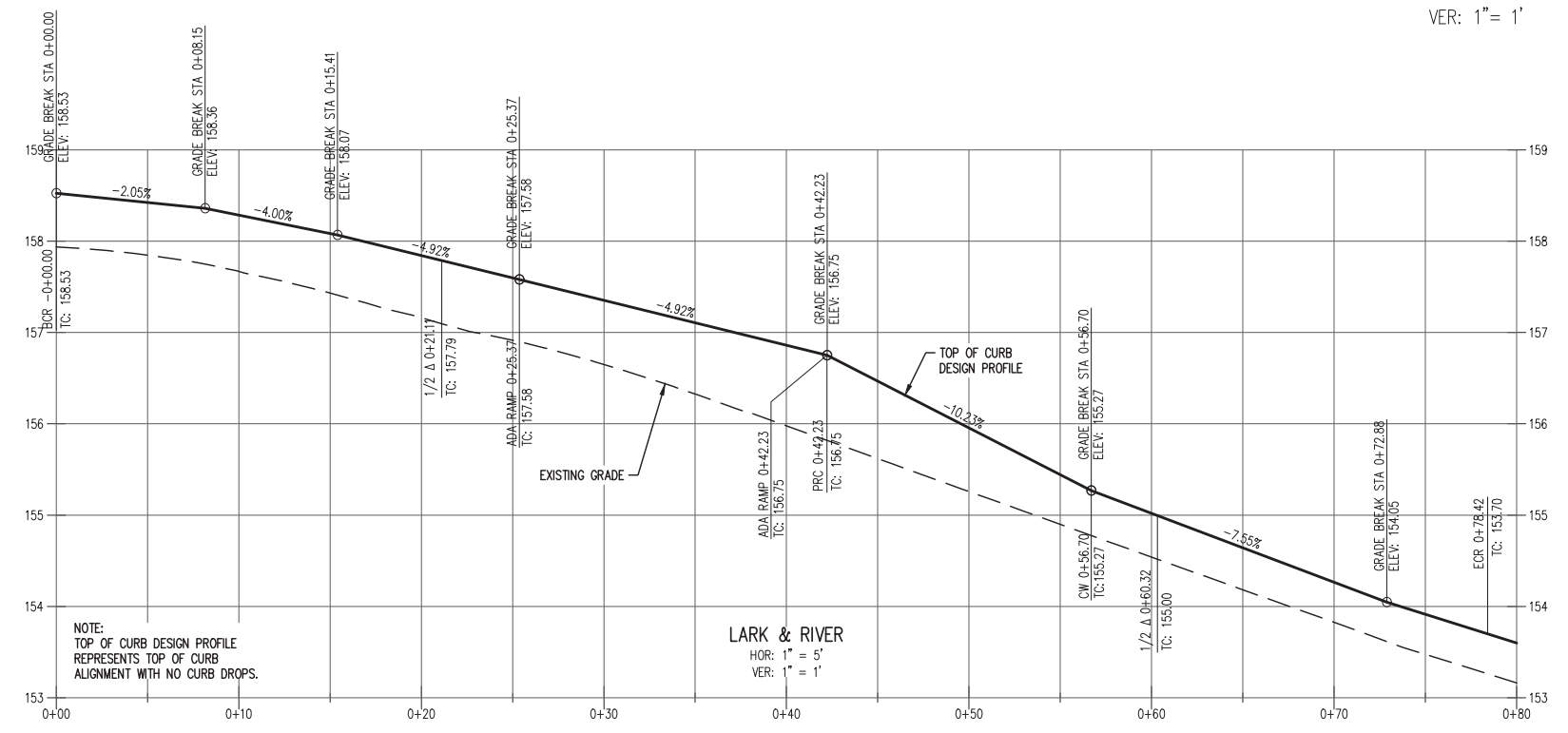
LEGEND AND ABBREVIATIONS

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 PC = POINT OF CURVATURE
 PRC = POINT OF REVERSE CURVE
 L = LENGTH

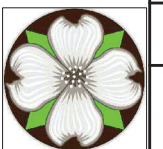
DOWNWARD SLOPE X.X%



M CURB RAMP DETAIL - LARK & RIVER



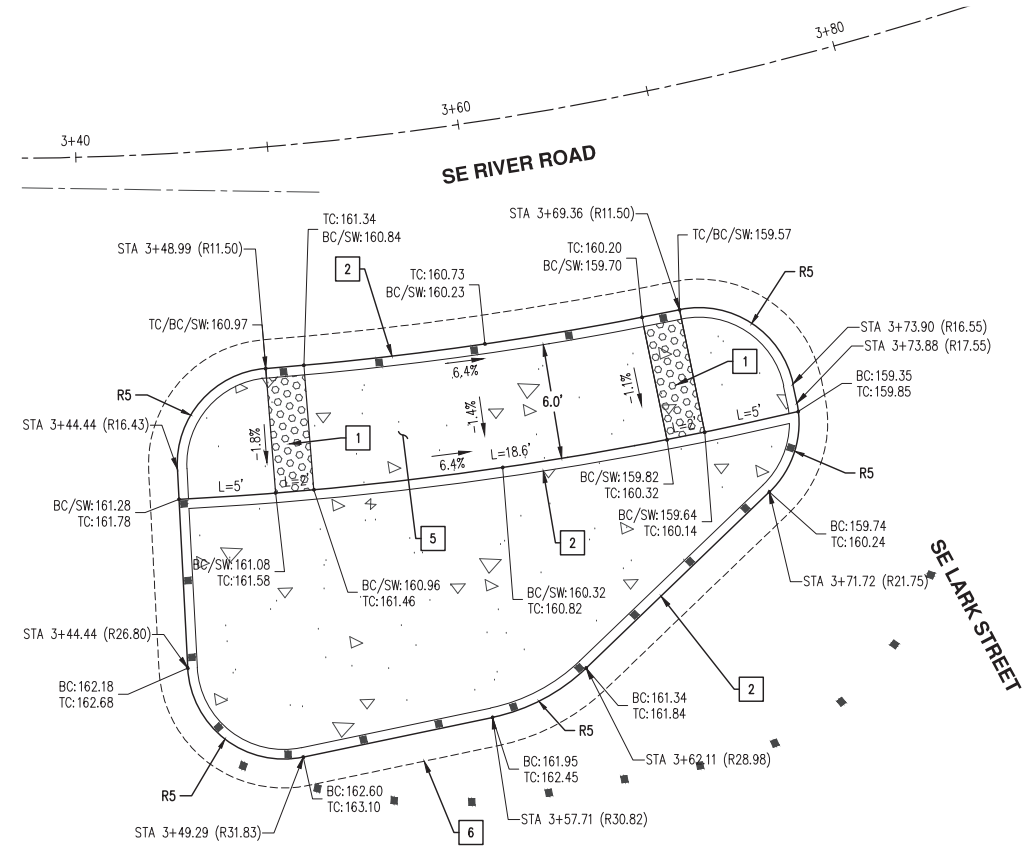
VER: 1" = 1'



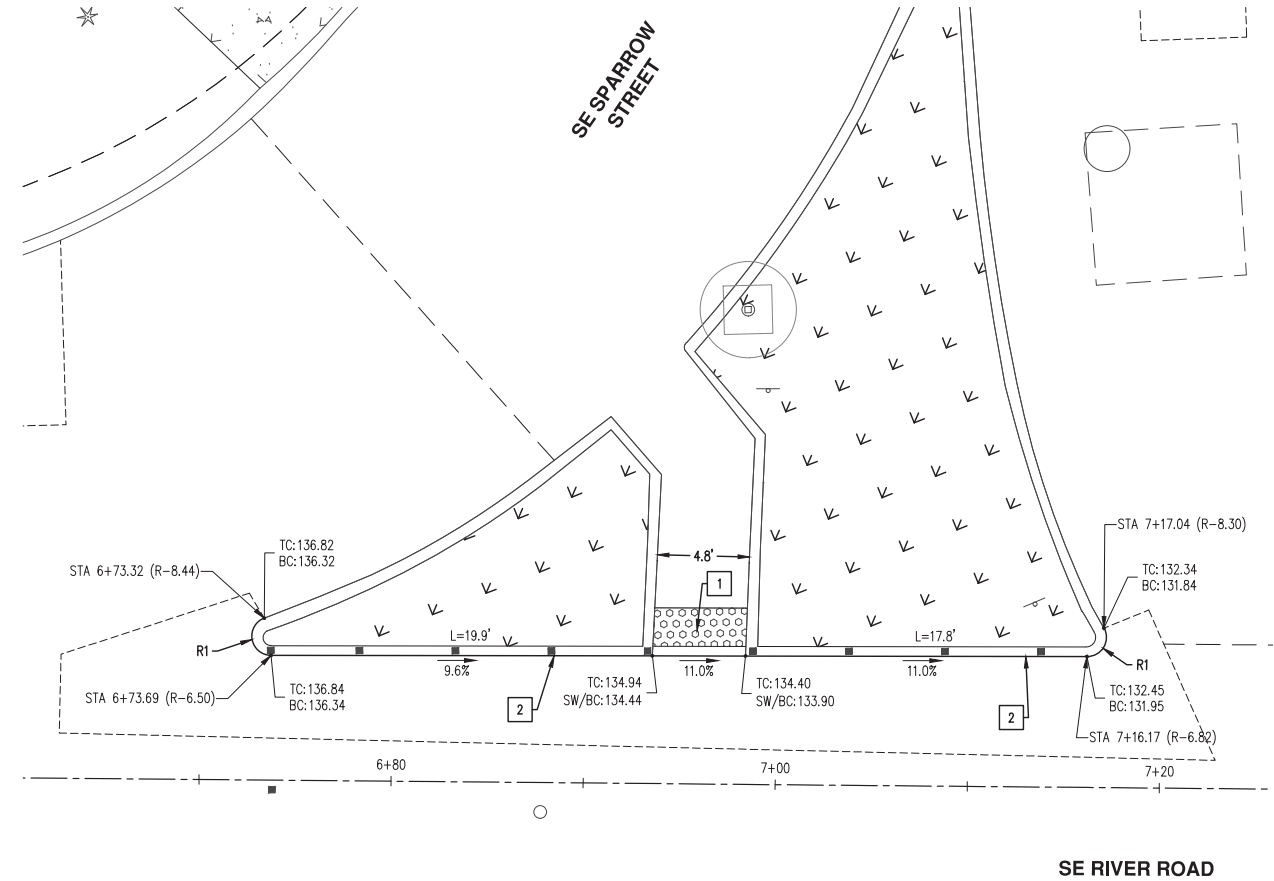
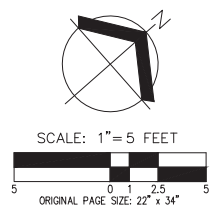
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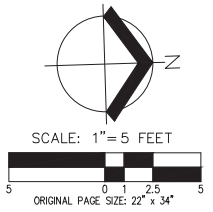
DOWNWARD SLOPE X.X%



N CURB RAMP DETAIL - 23RD, LARK & RIVER



O CURB RAMP DETAIL - SPARROW & RIVER



KEYED NOTES:

1. INSTALL BLACK DETECTABLE WARNING SURFACE.
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3. INSTALL STANDARD CURB AND GUTTER
4. INSTALL RETAINING WALL CURB
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6. SAWCUT EXISTING AC PAVEMENT

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DESIGNED BY: JAW
 DRAWN BY: GMB
 CHECKED BY: JPC
 SCALE: AS NOTED
 DATE: 05/21/2020



REVISIONS

JOB NUMBER
6685-01
 SHEET
C117



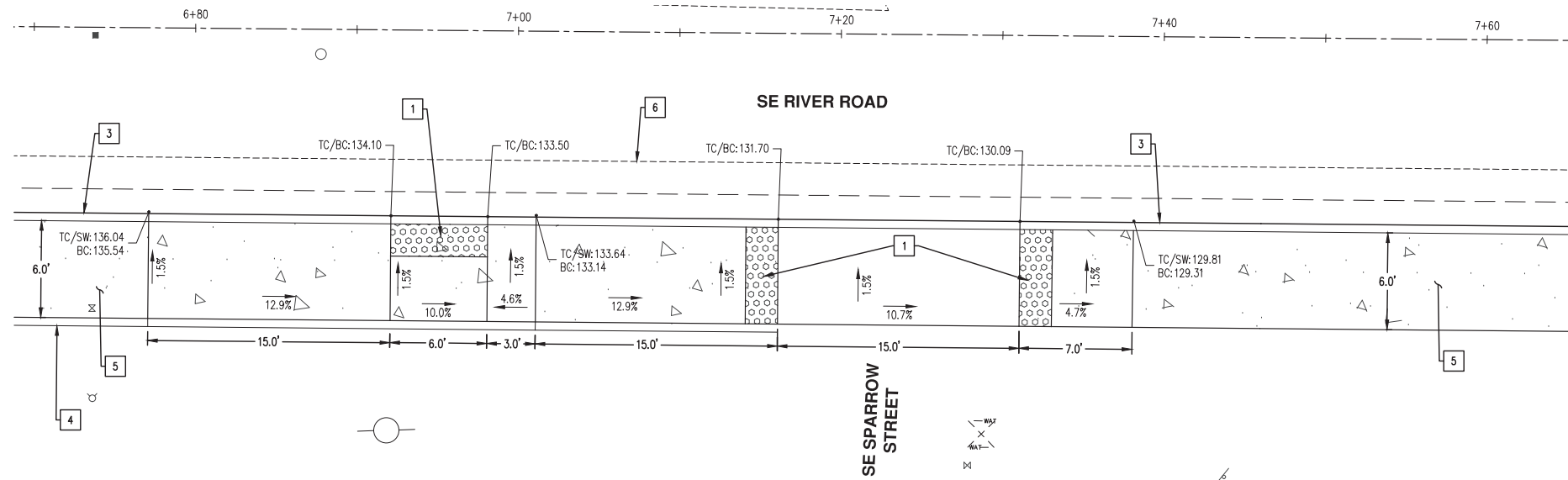
DESIGNED BY: JAW
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RENEWAL DATE: 12/31/21

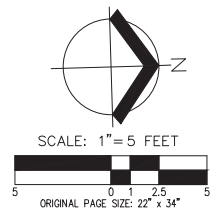
REVISIONS

JOB NUMBER
6685-01
 SHEET
C118



P CURB RAMP DETAIL - SPARROW & RIVER

Q CURB RAMP DETAIL - SPARROW & RIVER



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DOWNWARD SLOPE

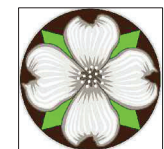
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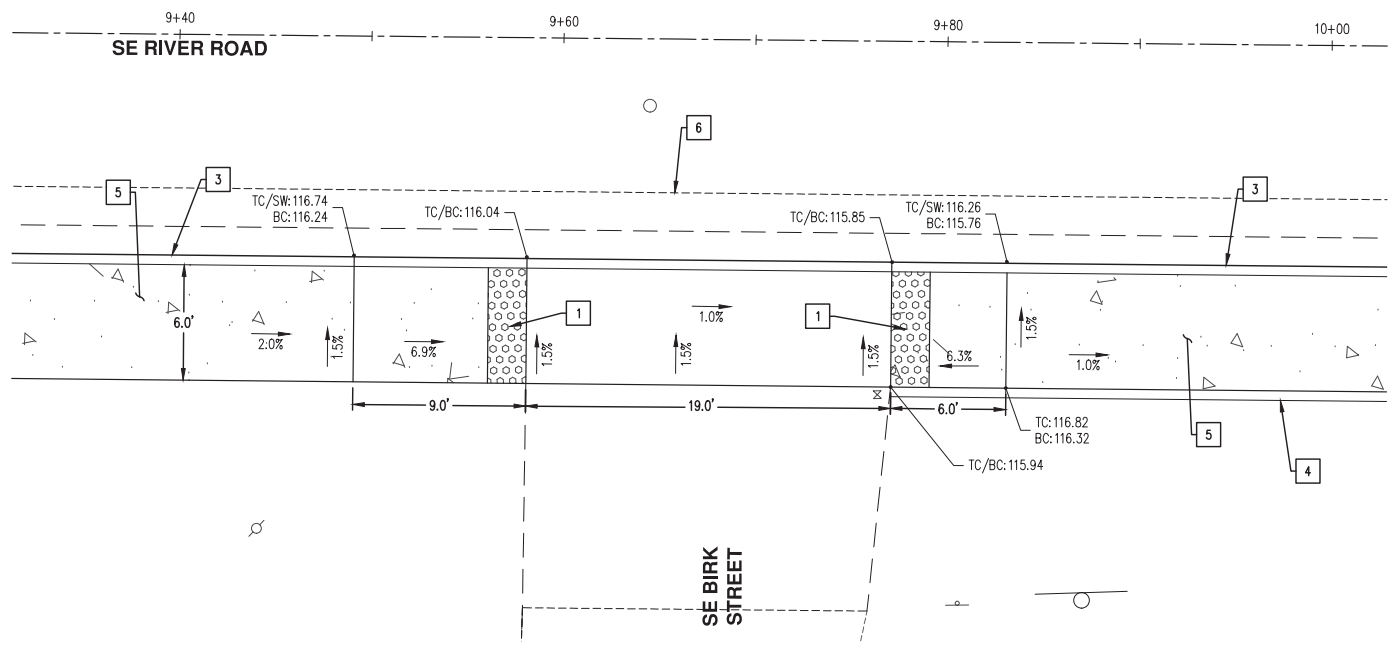
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*SEE STREET PLAN AND PROFILE SHEETS FOR INSTALLATION DETAILS AND CENTERLINE PROFILE INFORMATION

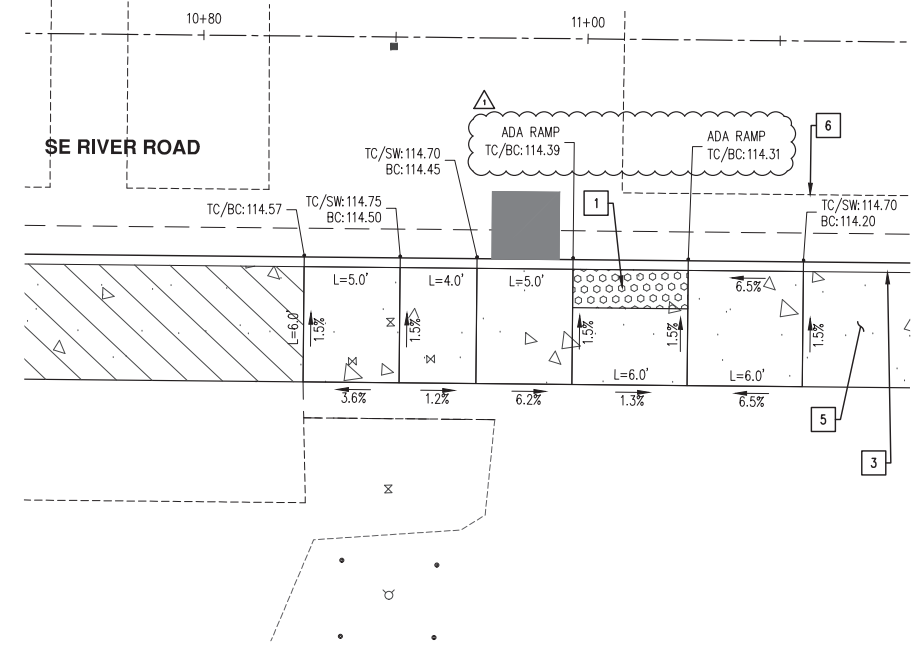
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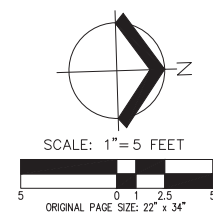
R CURB RAMP DETAIL - BIRK & RIVER



S CURB RAMP DETAIL - WREN & RIVER

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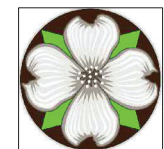
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DESIGNED BY: JAW
 DRAWN BY: CMB
 CHECKED BY: JPC
 SCALE: AS NOTED
 DATE: 05/21/2020



REVISIONS
 ADDENDUM #1 6/17/2020

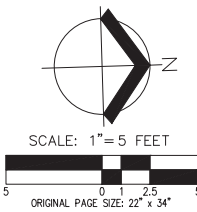
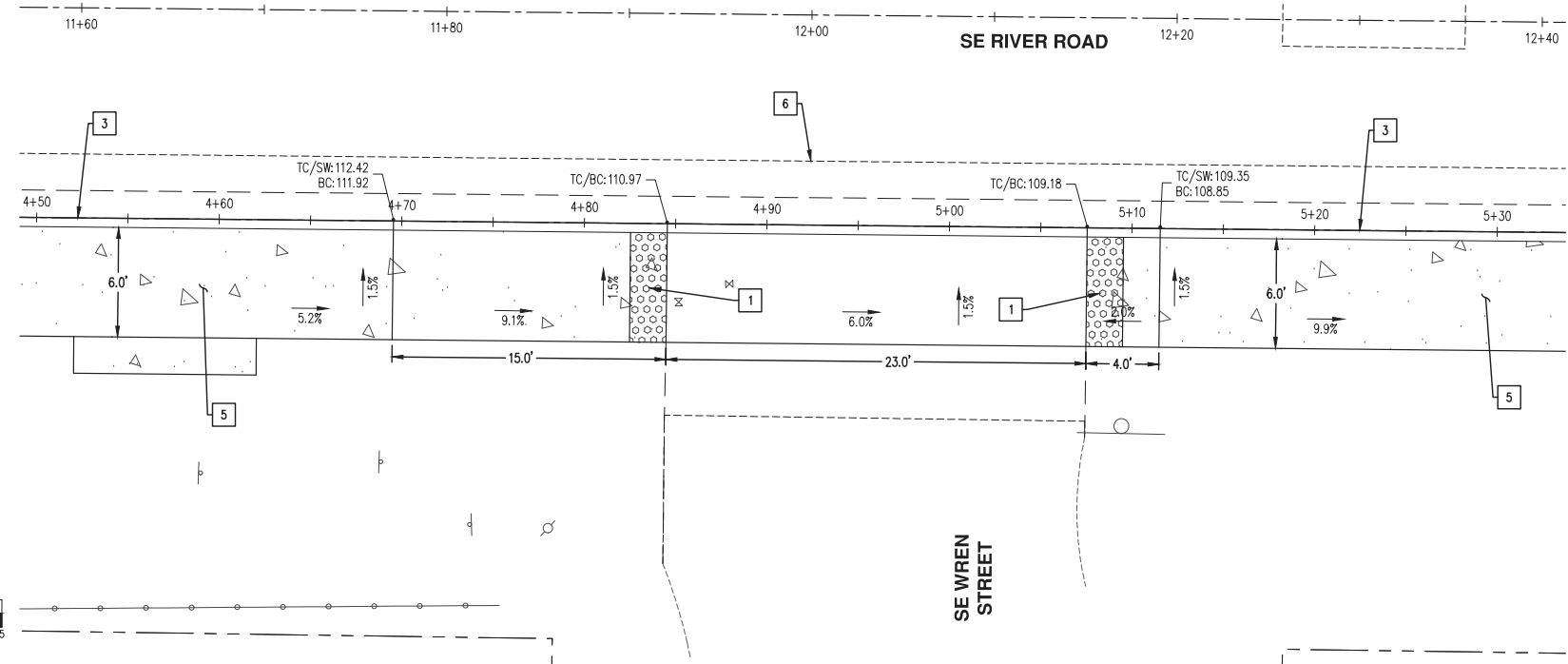
JOB NUMBER
6685-01
 SHEET
C119



LEGEND AND ABBREVIATIONS

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DOWNWARD SLOPE X.X%



U CURB RAMP DETAIL - WREN & RIVER

V CURB RAMP DETAIL - WREN & RIVER

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DESIGNED BY:	JAW
DRAWN BY:	GMB
CHECKED BY:	JPC
SCALE:	AS NOTED
DATE:	05/21/2020



REVISIONS

JOB NUMBER	6685-01
SHEET	C120

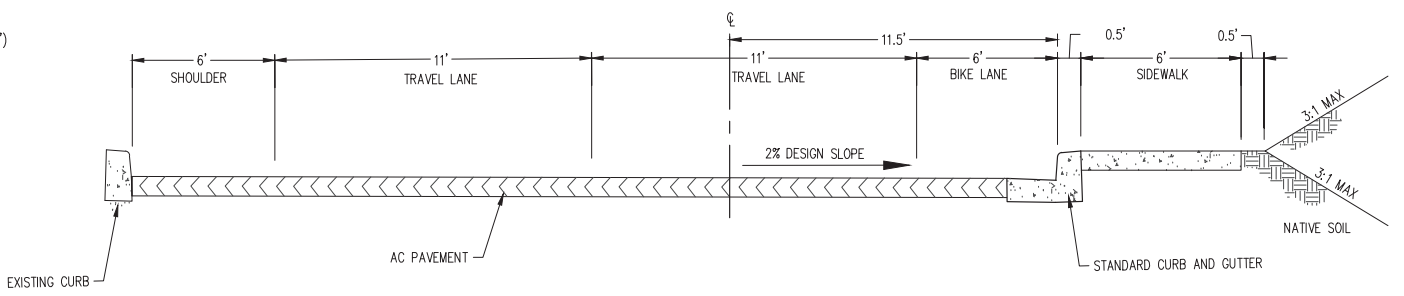


TYPICAL STREET SECTIONS

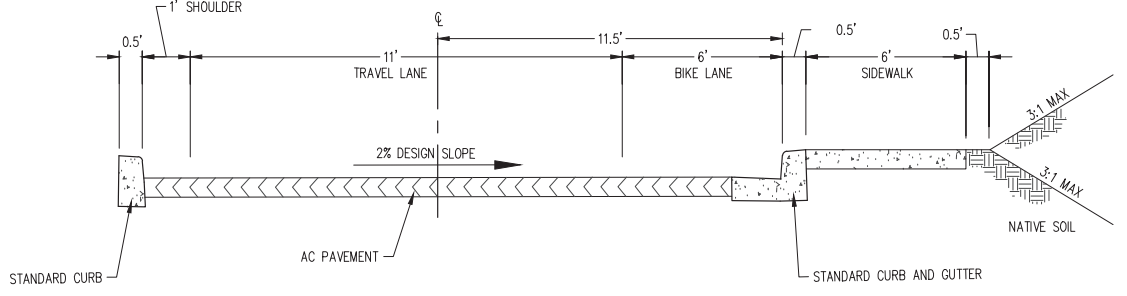
DESIGNED BY: JAW
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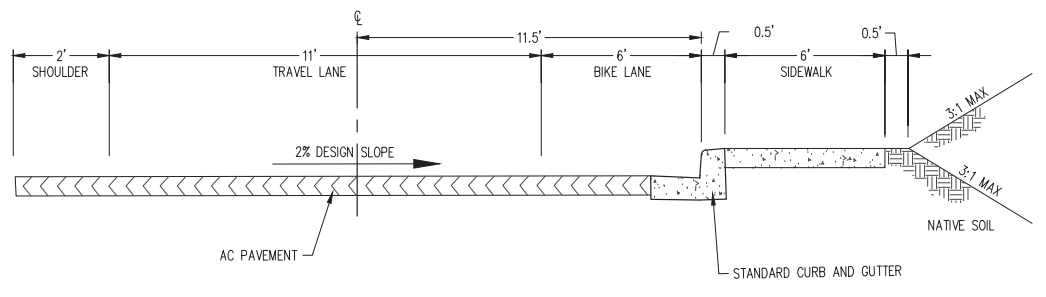
REVISIONS:
 JOB NUMBER
6685-01
 SHEET
C125



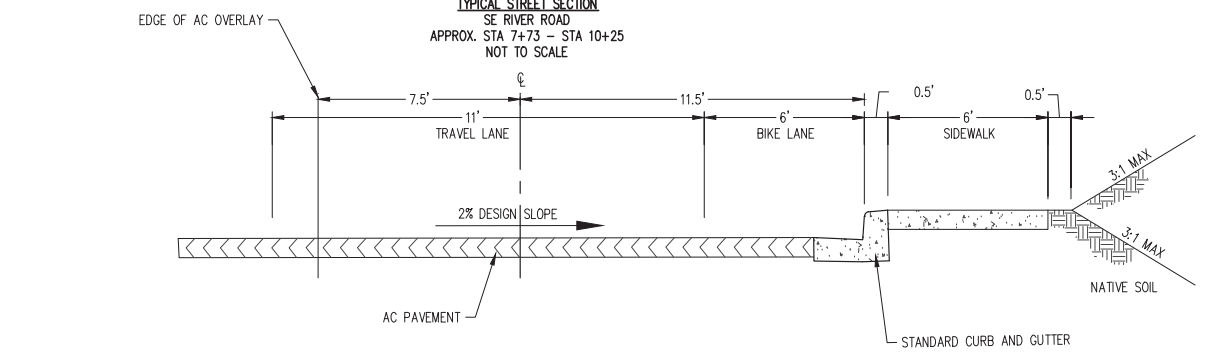
TYPICAL STREET SECTION
 SE RIVER ROAD
 APPROX. STA 0+98.60 - STA 3+01.82 & STA 4+14.27 - STA 6+50
 NOT TO SCALE



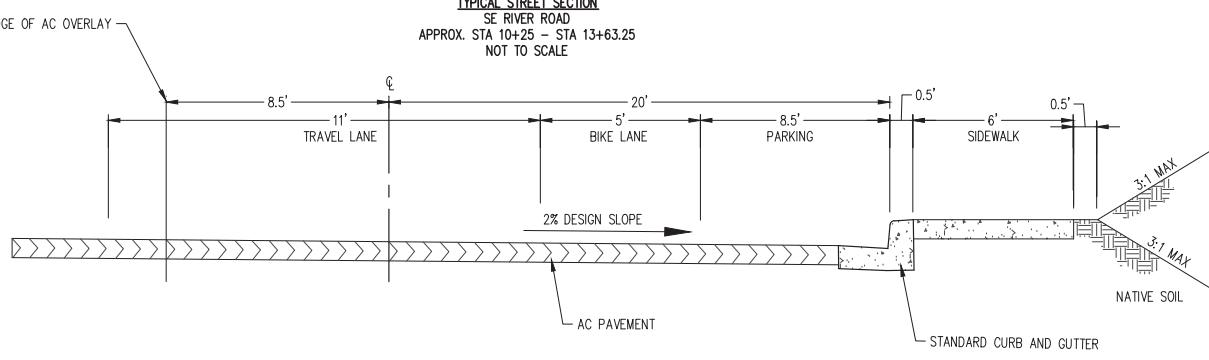
TYPICAL STREET SECTION
 SE RIVER ROAD
 APPROX. STA 6+73 - STA 7+17
 NOT TO SCALE



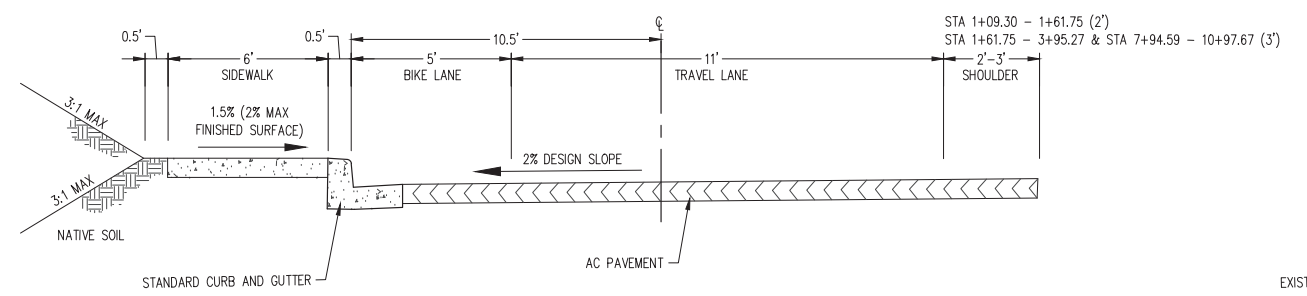
TYPICAL STREET SECTION
 SE RIVER ROAD
 APPROX. STA 7+73 - STA 10+25
 NOT TO SCALE



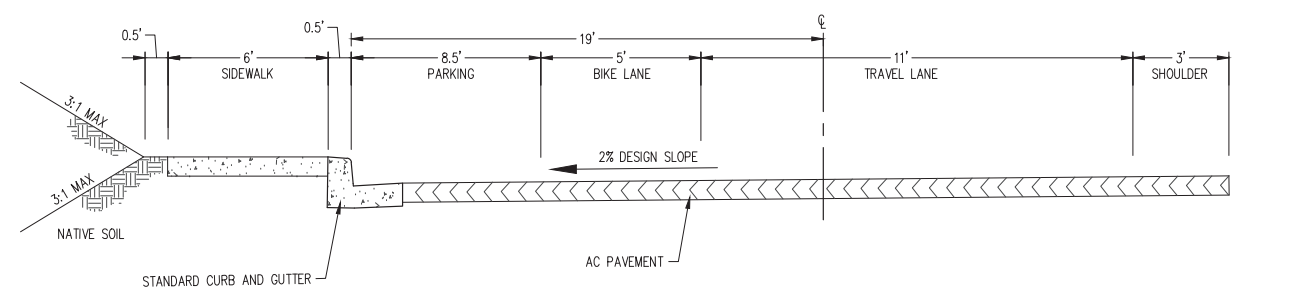
TYPICAL STREET SECTION
 SE RIVER ROAD
 APPROX. STA 10+25 - STA 13+63.25
 NOT TO SCALE



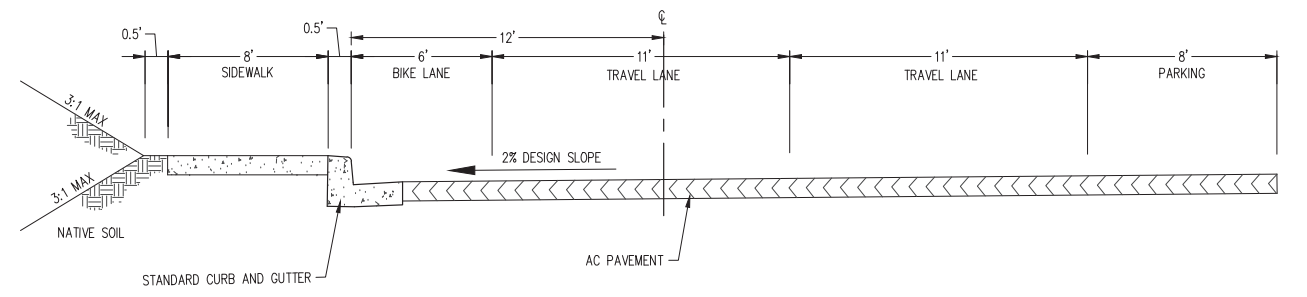
TYPICAL STREET SECTION
 SE RIVER ROAD
 APPROX. STA 13+76.10 - STA 14+50
 NOT TO SCALE



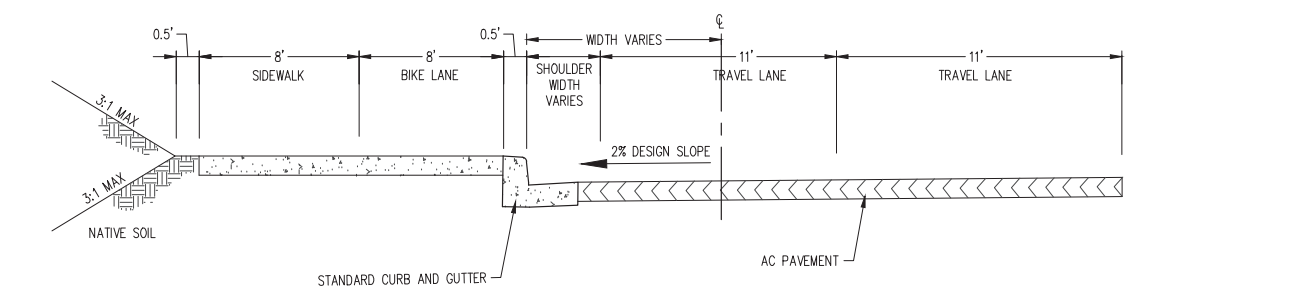
TYPICAL STREET SECTION
 SE 22ND AVE
 APPROX. STA 1+09.30 - STA 3+95.27 & STA 7+94.59 - STA 10+97.67
 NOT TO SCALE



TYPICAL STREET SECTION
 SE 22ND AVE
 APPROX. STA 4+58.73 - STA 7+22.65
 NOT TO SCALE



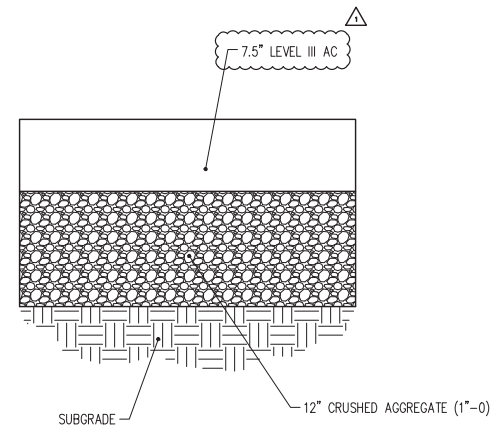
TYPICAL STREET SECTION
 SE 22ND AVE
 APPROX. STA 11+60.49 - STA 13+22.98
 NOT TO SCALE



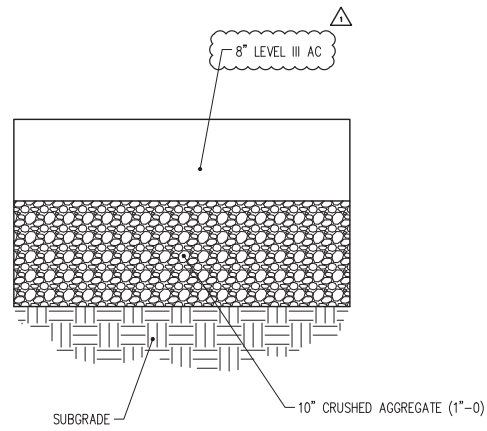
TYPICAL STREET SECTION
 SE 22ND AVE
 APPROX. STA 13+40 - STA 14+15
 NOT TO SCALE

NOTE

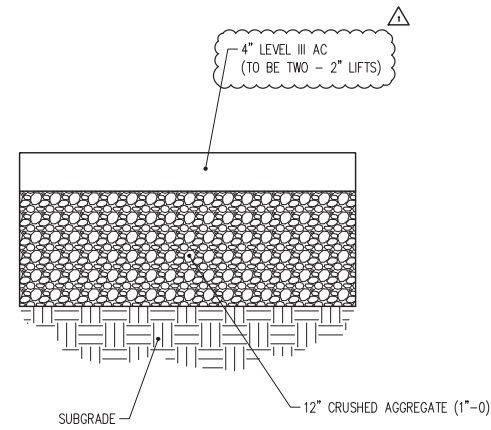
- SEE STREET PLAN AND PROFILE SHEETS FOR RETAINING WALL CURB LOCATIONS AT THE BACK OF SIDEWALK. OTHERWISE, CONTRACTOR TO GRADE BACK OF SIDEWALK PER SECTIONS THIS SHEET
- ROAD CROSS SLOPE OFF OF CENTERLINE SHOWN FOR DESIGN PURPOSES ONLY TO REFLECT NEW CURB LINE GRADE. ACTUAL ROAD CROSS SLOPE VARIES PER EXISTING CONDITIONS.
- THE CONTRACTOR IS TO GRADE AT 3:1 MAX SLOPE BEHIND ALL NEW STANDARD CURB (WITHOUT SIDEWALK), EDGE OF NEW FULL DEPTH AC PAVEMENT, ETC. THROUGHOUT THE ENTIRETY OF THE PROJECT SITE TO THE BACK INTO EXISTING SURROUNDING GRADE. IF THE TIE IN POINT OF GRADING A 3:1 SLOPE GOES BEYOND THE RIGHT OF WAY, CONTRACTOR TO COORDINATE WITH THE CITY FOR GRADING SLOPE AND DETAILS.



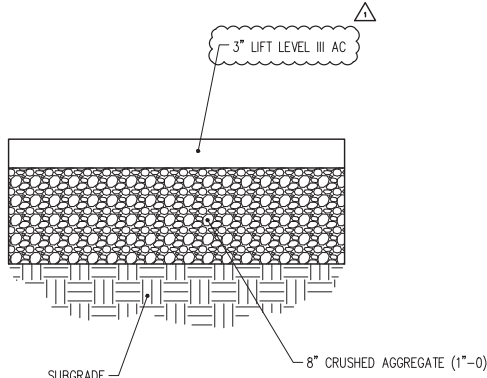
FULL DEPTH AC PAVEMENT SECTION
(22ND AVE)
NOT TO SCALE



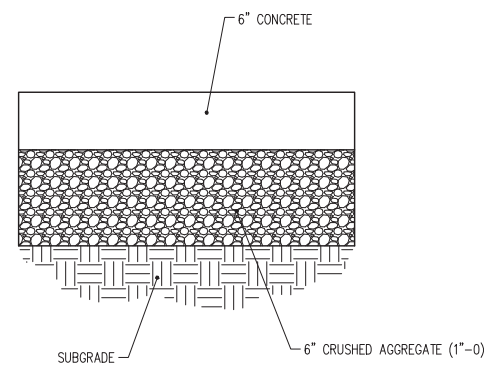
FULL DEPTH AC PAVEMENT SECTION
(RIVER RD)
NOT TO SCALE



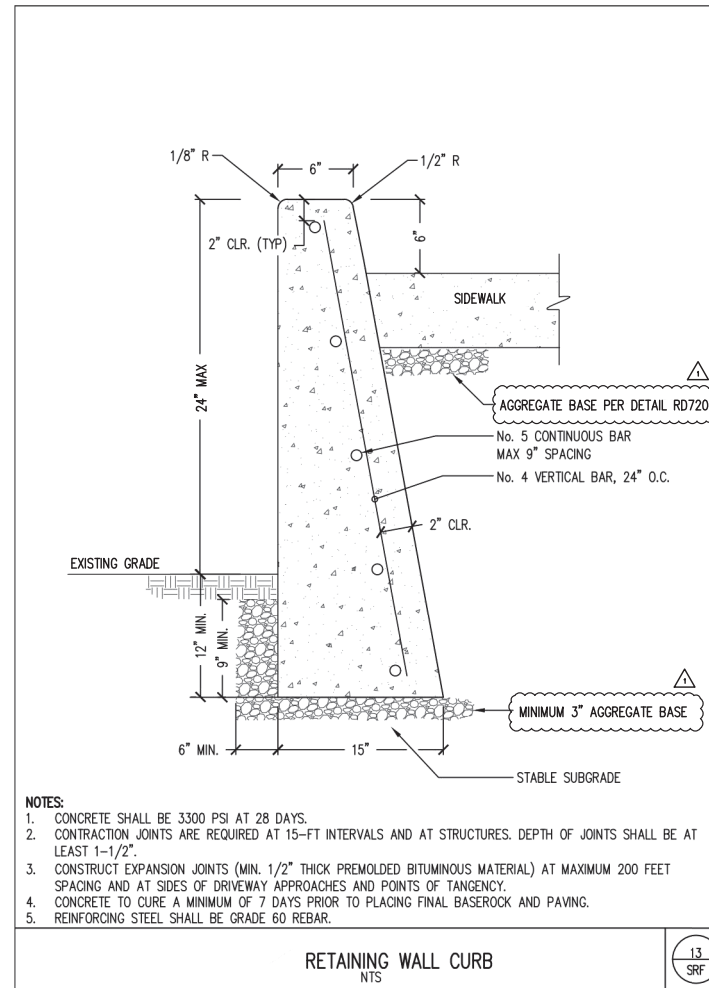
AC STREET TRANSITION SECTION
NOT TO SCALE



AC DRIVEWAY TRANSITION SECTION
NOT TO SCALE



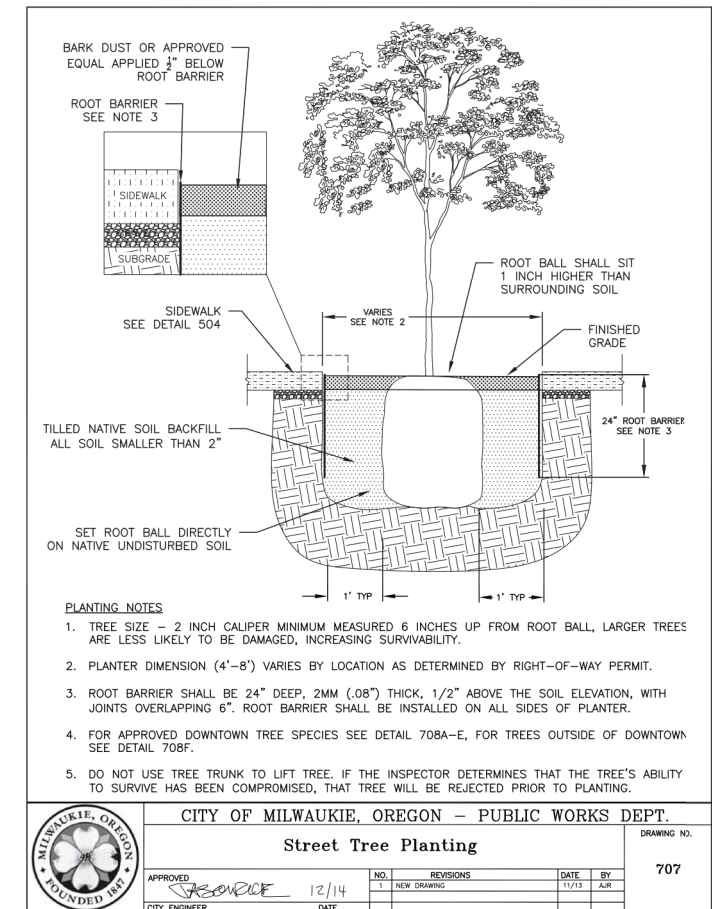
CONCRETE DRIVEWAY TRANSITION SECTION
NOT TO SCALE



- NOTES:
1. CONCRETE SHALL BE 3300 PSI AT 28 DAYS.
 2. CONTRACTION JOINTS ARE REQUIRED AT 15-FT INTERVALS AND AT STRUCTURES. DEPTH OF JOINTS SHALL BE AT LEAST 1-1/2".
 3. CONSTRUCT EXPANSION JOINTS (MIN. 1/2" THICK PREMOLDED BITUMINOUS MATERIAL) AT MAXIMUM 200 FEET SPACING AND AT SIDES OF DRIVEWAY APPROACHES AND POINTS OF TANGENCY.
 4. CONCRETE TO CURE A MINIMUM OF 7 DAYS PRIOR TO PLACING FINAL BASEROCK AND PAVING.
 5. REINFORCING STEEL SHALL BE GRADE 60 REBAR.

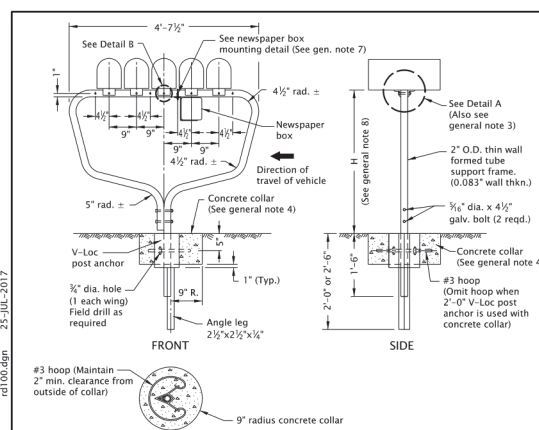
RETAINING WALL CURB
NTS

13
SRF



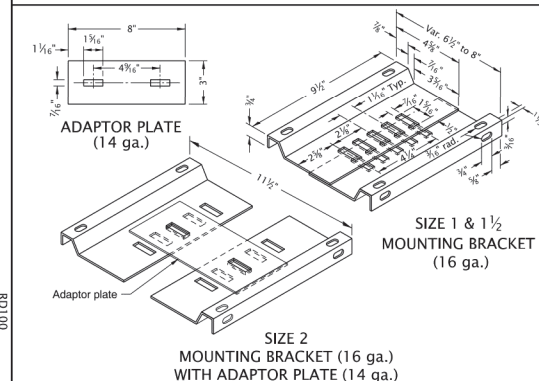
- PLANTING NOTES
1. TREE SIZE - 2 INCH CALIPER MINIMUM MEASURED 6 INCHES UP FROM ROOT BALL, LARGER TREES ARE LESS LIKELY TO BE DAMAGED, INCREASING SURVIVABILITY.
 2. PLANTER DIMENSION (4'-8") VARIES BY LOCATION AS DETERMINED BY RIGHT-OF-WAY PERMIT.
 3. ROOT BARRIER SHALL BE 24" DEEP, 2MM (.08") THICK, 1/2" ABOVE THE SOIL ELEVATION, WITH JOINTS OVERLAPPING 6". ROOT BARRIER SHALL BE INSTALLED ON ALL SIDES OF PLANTER.
 4. FOR APPROVED DOWNTOWN TREE SPECIES SEE DETAIL 708A-E, FOR TREES OUTSIDE OF DOWNTOWN SEE DETAIL 708F.
 5. DO NOT USE TREE TRUNK TO LIFT TREE. IF THE INSPECTOR DETERMINES THAT THE TREE'S ABILITY TO SURVIVE HAS BEEN COMPROMISED, THAT TREE WILL BE REJECTED PRIOR TO PLANTING.

CITY OF MILWAUKIE, OREGON - PUBLIC WORKS DEPT.		DRAWING NO.	
Street Tree Planting		707	
APPROVED	DATE	NO.	REVISIONS
<i>[Signature]</i>	12/14	1	NEW DRAWING
CITY ENGINEER	DATE		DATE
			BY
			JAR



CONCRETE COLLAR

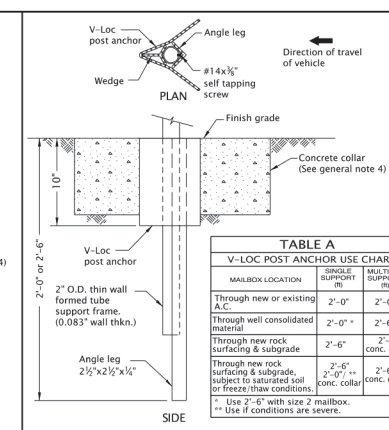
MULTIPLE SUPPORT
(Supports 5 standard (Sizes 1 & 1 1/2) mailboxes or 4 large (Size 2) mailboxes)



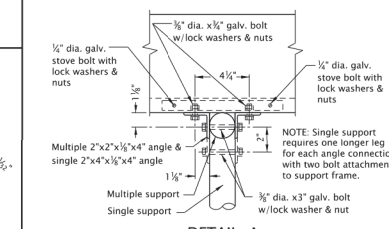
ADAPTOR PLATE
(14 ga.)

SIZE 1 & 1 1/2
MOUNTING BRACKET
(16 ga.)

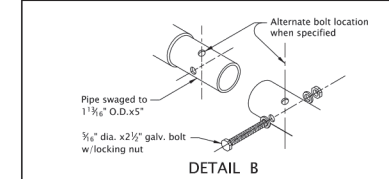
SIZE 2
MOUNTING BRACKET
(16 ga.)
WITH ADAPTOR PLATE (14 ga.)



POST MOUNTING SOCKET



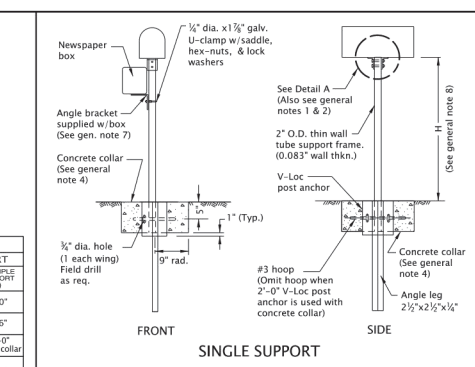
DETAIL A



DETAIL B

MAILBOX LOCATION	SINGLE SUPPORT (ft)	MULTIPLE SUPPORT (ft)
Through new or existing A.C.	2'-0"	2'-0"
Through well consolidated material	2'-0"	2'-6"
Through new rock surfacing & subgrade	2'-6"	2'-0" conc. collar
Through new rock surfacing & subgrade, subject to saturated soil or freeze/thaw conditions	2'-0" conc. collar	2'-6" conc. collar

* Use 2'-6" with size 2 mailbox.
** Use if conditions are severe.

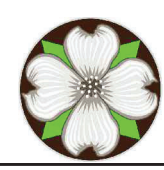


SINGLE SUPPORT

- GENERAL NOTES FOR ALL DETAILS:
1. Angle connections to be parallel to traffic flow for Size 2 mailbox mounted on single post.
 2. All holes in the tube support frame are to be predrilled by the manufacturer.
 3. Size 2 mailbox mounted on a multiple support requires 2 each 1/2" dia. x 1/2" galv. bolts with lock washers and nuts to attach the adaptor plate to the mounting tube support frame. The unit will then require 4 angle connections to attach to the formed concrete collar. (See general note 4)
 4. Provide concrete collar when any of the following conditions exist:
 - a) when required in Table A
 - b) when required by project plans
 - c) as directed by the Engineer
 5. Concrete collar, when required, to be poured in place after V-Loc post anchor has been installed, level and plumb. Do not excavate below bottom of V-Loc post anchor. Care shall be taken that no concrete is placed within anchor.
 6. Other proprietary products available as listed in ODOT's QPL.
 7. For mailbox installation locations, see Std. Dwg. RD101 and project plans.
 8. Mounting height (H) shall be 42" nominal, measured from vehicle driving surface.
 9. See project plans for detail not shown.

CALC. BOOK NO.	N/A	BASILINE REPORT DATE	25-JUL-2017
NOTE: All material and workmanship shall be in accordance with the current Oregon Standard Specifications			
OREGON STANDARD DRAWINGS			
MAILBOX SUPPORT			
DATE	2018	REVISION	DESCRIPTION

Effective Date: December 1, 2019 - May 31, 2020 RD100



O.D.O.T. & City of Portland Standard "H"=16" STANDARD CURB
 (See general note 11)

MOUNTABLE CURB
 (See general note 11)

CURB ENDING DETAIL

CURB AND GUTTER

MOUNTABLE CURB AND GUTTER

LOW PROFILE MOUNTABLE CURB AND GUTTER
 (Where shown on plans)

MODIFICATION FOR KEYWAY
 (Where shown on plans)

WEEP HOLE DETAIL
 (Where shown on plans, and allowed by jurisdiction)

VALLEY GUTTER
 (Where shown on plans)

GUTTER PAN NOTES:
 Slope 5.0% normal.
 Slope 4.0% max. at curb ramps.
 Vary slope as req'd. for drainage. Vary where shown on plans, and allowed by jurisdiction.

GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:

1. Curb exposure "E" = 6" to 9", as measured vertically from flowline to highest point on curb. Vary as shown on plans or as directed. O.D.O.T. standard "E" = 7".
2. Const. curb expansion joints at 200' maximum spacing, and at points of tangency, and at ends of each driveway.
3. Const. curb contraction joints at 15' maximum spacing, and at ends of each inlet and curb ramp.
4. Transitions shall be used to connect curbs of different exposures "E". ("E" is the total vertical dimension of those curb surfaces having a slope of 1:1 or steeper). Minimum desirable transition length shall be 20' for each 1" difference in "E".
5. Tops of all curbs shall slope toward the roadway at 1.5% max. (Max. 2.0% finished surface slope), unless otherwise shown, or as directed.
6. Dimensions are nominal, vary to conform with curb machine approved by the engineer.
7. Dimensions adjacent to radii are measured to the point of intersection of curb surfaces.
8. For driveway details, and monolithic curb & sidewalk, see Std. Dwg. RD720 & RD721.
9. For drainage curbs, see Std. Dwg. RD701.
10. For curb ramp details, see Std. Dwg. RD755.
11. On or along state highways, curb and gutter is required at curb ramp.

OREGON STANDARD DRAWINGS
CURBS
 2018

Effective Date: December 1, 2019 – May 31, 2020

TYPICAL PLAN VIEW - CURB LINE SIDEWALK

TYPICAL CURB SIDEWALK CROSS SECTION

TYPICAL MONOLITHIC CURB & SIDEWALK CROSS SECTION

CLEAR CIRCULATION PATH

REQUIRED SIDEWALK WIDENING AROUND OBSTRUCTIONS

GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:

1. Include additional paved or unpaved 2" shy distance to vertical faces higher than 5' such as retaining walls, sound walls, fences and buildings.
2. Curb type and sidewalk width as shown on plans or as directed.
3. On sidewalks 8' and wider, provide a longitudinal joint at the midpoint.
4. Install 3" pvc weep hole pipes in sidewalks where shown on plans, and allowed by jurisdiction. Place contraction joint over top of pipe. See Std. Dwg. RD700 for weep hole details.
5. Provide expansion joints around poles, posts, boxes, at ends of each driveway, and other fixtures which protrude through or against the structures. For sidewalk, monolithic curb & sidewalk, const. expansion joints at 45' maximum spacing. See Std. Dwg. RD722 for expansion joints details.
6. Const. contraction joints at 15' maximum spacing, and at ends of each curb ramp. See Std. Dwg. RD722 for contraction joints details.
7. For curb details, see Std. Dwg. RD700 & RD701. ODOT standard E=7".
7. Sidewalk details are based on ODOT applicable standards.
8. Fully lowered sidewalk shown; see project plans for the driveway design specified. For driveway details not shown, see Std. Dwg. RD725, RD730, RD735, RD740, RD745 & RD750.
9. See project plans for details not shown.

LEGEND

- Sidewalk pay limit.
- Driveway pay limit, varies by option. (See general note 8).
- Slope 1.5% max. (Max. 2.0% finished surface slope)

OREGON STANDARD DRAWINGS
CURB LINE SIDEWALKS
 2018

Effective Date: December 1, 2019 – May 31, 2020

OPTION M PARTIALLY LOWERED SIDEWALK

OPTION N FULLY LOWERED SIDEWALK

SECTION A-A

SECTION B-B

SECTION C-C

GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:

1. Details are based on ODOT applicable standards.
2. Only use details allowed by jurisdiction.
3. The following dimensions are as shown on plans, or as directed: driveway width, driveway slope, sidewalk width, curb exposure, driveway lip exposure, landing area length and width. See project plans for details not shown.
4. Curb, gutter, and sidewalk types varies, see plans. See Std. Dwg. RD700 & RD701 for curb details.
5. A greater than or equal 4' unobstructed clear passage with cross slope 1.5% max. (Max. 2.0% finished surface slope) is required behind driveway apron.
6. Where existing driveway is in good condition, and meets slope requirements, construct only as much as required for satisfactory connection with new work.
7. Check the gutter flow depth at driveway locations to assure that the design flood does not overtop the back of sidewalk at driveway. If overtopping occurs place an inlet at upstream side of driveway or perform other approved design mitigation.
8. Construct a full depth expansion joints with 1#2 (in) preformed joint filler at ends of each driveway.
9. Tooled joints are required at all driveway slope break lines.
10. 15' min. of the driveway behind the sidewalk should be surfaced to prevent tracking of gravel onto the sidewalk.
11. Monolithic curb & sidewalk shall retain thickened edge through lowered profile, to accommodate driveway use. See Std. Dwg. RD720 for details.
11. Any dimensions except those of general note 5 may be amended by local agencies for their use.

LEGEND:

- Sidewalk
- Driveway pay limit (if monolithic, include adjacent curb)
- Turning space
- When not constrained 4.5' x 4.5' (4' x 4' min. finished surface).
- When constrained 4.5' x 5.5' (4' x 5' min. finished surface with longer dimension in direction of pedestrian street crossing). The landing area shall have a slope of 1.5% max. (Max. 2.0% finished surface slope).
- Detachable warning surface
- Slope 1.5% max. (Max. 2.0% finished surface slope)
- Slope 7.5% max. (Max. 8.3% finished surface slope)
- Counter slope 4% max. ascending or descending, slope as required for drainage
- W New construction sidewalk width. See contract plans for dimension.
- E Curb exposure

OREGON STANDARD DRAWINGS
CURB LINE SIDEWALK DRIVEWAYS OR ALLEYS (OPTIONS M & N) LOCAL JURISDICTIONS
 2018

Effective Date: December 1, 2019 – May 31, 2020

SHOULDER OPTION

CURBED OPTION

TAPER OPTION

CURB RAMP AND TURNING SPACE (FOR ENDS OF SIDEWALKS)

GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:

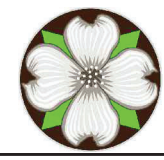
1. Curb ramp details are based on ODOT applicable Standards.
2. See project plans for details not shown.
3. See Std. Dwg. RD700 & RD701 for curbs. See Std. Dwg. RD720 & RD721 for sidewalks. See Std. Dwg. TMS03 & TMS30 for crosswalk markings, widths, etc. See Std. Dwg. RD755 for curb ramp details not shown.
4. Tooled joints are required at all curb ramp grade break lines.
5. Curb ramp slopes shown are relative to the true level horizon (Zero bubble).
6. When a shared use path terminates, the curb ramp shall be the full width of the path and generally use taper or shoulder option. If curb option is used, the turning space x-dimension should be minimum 8' wide to enable bicycles to ride from ramp to shoulder.
7. Grade breaks at the top and bottom of curb ramp runs shall be perpendicular to the direction of the ramp run. Grade breaks shall not be permitted on the surface of ramp runs and turning spaces. Surface slopes that meet at grade breaks shall be flush.
8. On or along state highways, curb and gutter is required at curb ramps.
9. All end of sidewalk options can be used for curved or tangent roadway sections.
10. When the slope of the curb ramp is greater than 5.0%, a min. landing space of 4.5' x 4.5' with a 1.5% max. slope (2.0% finished surface) is required at the bottom of the curb ramp. See section C-C.

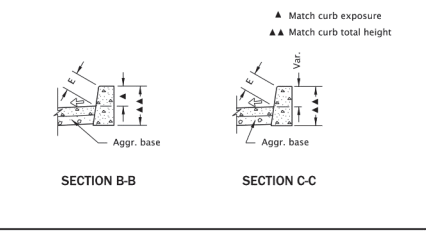
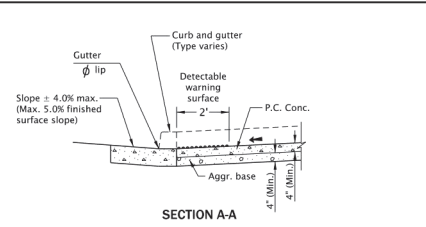
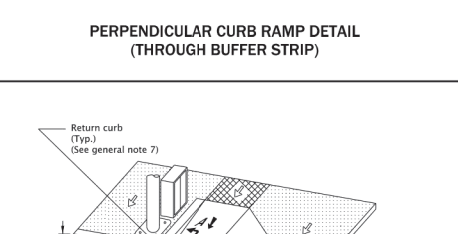
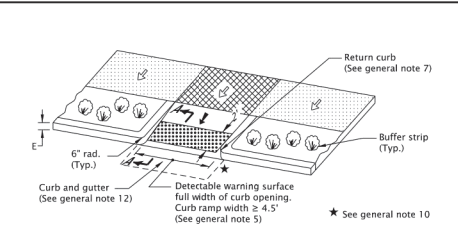
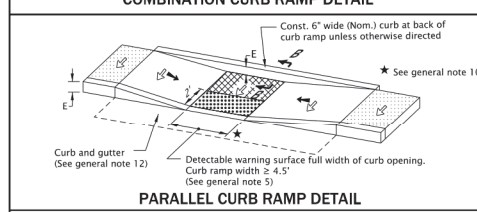
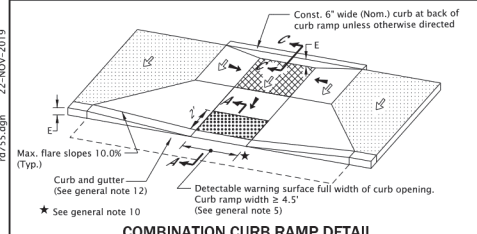
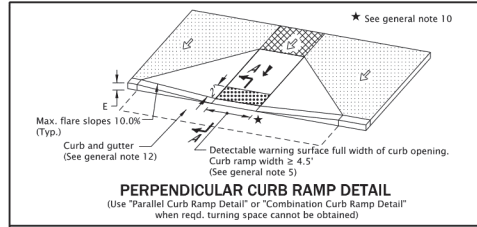
LEGEND:

- Sidewalk
- Transition panel
- Turning space
- When not constrained 4.5' x 4.5' (4' x 4' min. finished surface).
- When constrained 4.5' x 5.5' (4' x 5' min. finished surface with longer dimension in direction of pedestrian street crossing). The landing area shall have a slope of 1.5% max. (Max. 2.0% finished surface slope).
- Detachable warning surface
- Slope 1.5% max. (Max. 2.0% finished surface slope)
- Slope 7.5% max. (Max. 8.3% finished surface slope)
- Counter slope 4% max. ascending or descending, slope as required for drainage
- W New construction sidewalk width. See contract plans for dimension.

OREGON STANDARD DRAWINGS
CURB RAMP AND TURNING SPACE (FOR ENDS OF SIDEWALKS)
 2018

Effective Date: December 1, 2019 – May 31, 2020





LEGEND:

- Sidewalk
- Turning space When not constrained 4.5' x 4.5' (4' x 4' min. finished surface). When constrained 4.5' x 5.5' (4' x 5' min. finished surface with longer dimension in direction of pedestrian street crossing). For the purposes of this application, a max. 2.0% finished surface slope (for drainage) is considered level.
- Detectable warning surface
- Slope 1.5% max. (Max. 2.0% finished surface slope) (Normal sidewalk cross slope)
- Slope 7.5% max. (Max. 8.3% finished surface slope)

GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:

- Curb ramp details are based on ODOT applicable standards.
- See Std. Dwg. RD700 & RD701 for curbs. See Std. Dwg. RD720 & RD721 for sidewalks. See Std. Dwg. TMS03 & TMS30 for crosswalk markings, widths, etc.
- Tooled dummy joints are required at all curb ramp grade break lines.
- Curb ramp slopes shown are relative to the true level horizon (zero bubble).
- Place detectable warning surface at the back of curb for a minimum depth of 2' at curb ramp that is adjacent to traffic. For details not shown, see Std. Dwg. RD758 & RD759.
- Grade breaks at the top and bottom of curb ramp runs shall be perpendicular to the direction of the ramp run. Grade breaks shall not be permitted on the surface of ramp runs and turning spaces. Surface slopes that meet at grade breaks shall be flush.
- Return curb may be provided in lieu of flared slope only if protected from traverse travel by landscaping. Return curb shall not reduce width of approaching sidewalk.
- Curb ramps for paths intersecting a roadway should be full width of path, excluding flares. When a curb ramp is used to provide bicycle access from a roadway to a sidewalk, the curb ramp should be 8' wide.
- For curb ramp placement options, see Std. Dwg. RD756 & RD757.
- Check the gutter flow depth at curb ramp locations to assure that the design flood does not overtop the back of sidewalk at curb ramp. Place an inlet at upstream side of curb ramp or perform other approved design mitigation.
- Site conditions normally require a project specific design.
- See project plans for details not shown.
- On or along state highways, curb and gutter is required at curb ramps.

GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:

- Curb ramps for paths intersecting a roadway should be full width of path, excluding flares. When a curb ramp is used to provide bicycle access from a roadway to a sidewalk, the curb ramp should be 8' wide.
- For curb ramp placement options, see Std. Dwg. RD756 & RD757.
- Check the gutter flow depth at curb ramp locations to assure that the design flood does not overtop the back of sidewalk at curb ramp. Place an inlet at upstream side of curb ramp or perform other approved design mitigation.
- Site conditions normally require a project specific design.
- See project plans for details not shown.
- On or along state highways, curb and gutter is required at curb ramps.

CALC. BOOK NO. N/A BASELINE REPORT DATE 21-JUN-2019

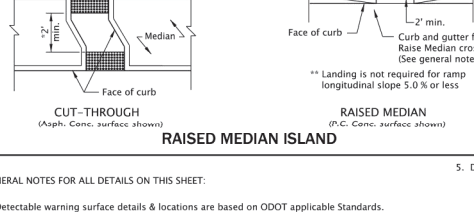
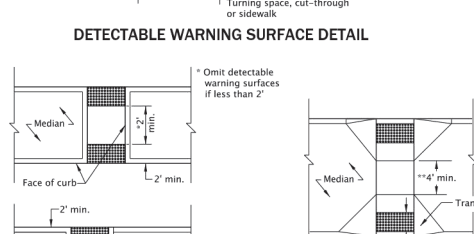
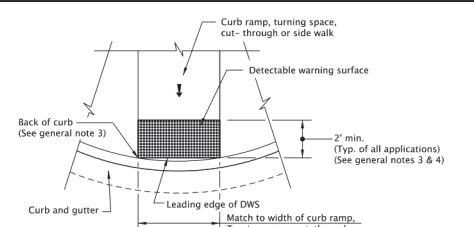
NOTE: All material and workmanship shall be in accordance with the current Oregon Standard Specifications.

OREGON STANDARD DRAWINGS
CURB RAMP DETAILS

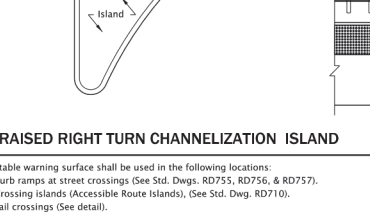
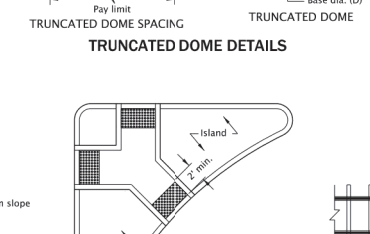
2018

DATE	REVISION DESCRIPTION
01-2018	REVISED DETAILS, REVISED BACKED NOTES
07-2018	REVISED DETAIL, REVISED BACKED NOTES
01-2019	REVISED DETAIL & ADDED DIMENSION
06-2019	REVISED DETAIL & NOTES
11-2019	REVISED NOTES

Effective Date: December 1, 2019 – May 31, 2020 RD755



	A	B	C	D	E
MIN.	1.60"	0.65"	0.45"	0.90"	0.20"
MAX.	2.40"	---	0.91"	1.40"	0.20"



GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:

- Detectable warning surface details & locations are based on ODOT applicable Standards.
- See project plans for details not shown. See Std. Dwg. RD700 & RD701 for curbs. See Std. Dwg. RD720 & RD721 for sidewalks. See Std. Dwg. TMS03 & TMS30 for crosswalk markings, widths, etc. See Std. Dwg. RD705 & RD710 for islands.
- The detectable warning surface shall extend the full width of the curb ramp, or other roadway entrance as applicable. A gap of up to 2 inches on each side of the detectable warning surface is permitted (Measured at the leading corners of the detectable warning surface panel).
- Detectable warning surface shall be placed at the back of curb for a minimum depth of 2 ft. at curb ramps that adjacent to traffic. Detectable warning surface may be radial or rectangular, but must comply with the truncated dome size and spacing standards. Detectable warning surface may be cut to meet necessary shape as shown in plans. Color to be safety yellow if no color specified in construction note. For detectable warning surface on or along state highway, alternative colors must be approved.

5. Detectable warning surface shall be used in the following locations:

- Curb ramps at street crossings (See Std. Dwg. RD755, RD756, & RD757).
- Crossing islands (Accessible Route Islands), (See Std. Dwg. RD710).
- Rail crossings (See detail).

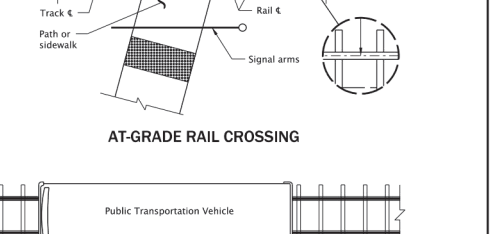
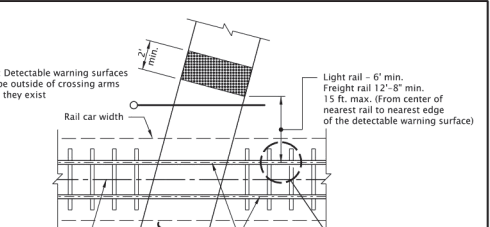
6. Where public transportation stations (rail, bus, etc.) use platform boarding, detectable warning surface shall be placed along the full edge length of the station, when not protected by platform screens or guards (See Std. Dwg. RD758).

7. Detectable warning surface shall not be used on the following locations:

- End of sidewalk transitions that are not at a crosswalk (See Std. Dwg. RD754).
- Driveways, unless constructed with curb return (See Std. Dwg. RD725, RD730, RD735, RD740, RD745, & RD750).
- Parking lots.

8. Grade breaks at the top and bottom of curb ramp runs shall be perpendicular to the direction of the ramp run. Grade breaks shall not be permitted on the surface of ramp runs and turning spaces. Surface slopes that meet at grade breaks shall be flush.

9. Detectable warning surfaces shall be separated by a 2.0 ft minimum length of walkway without detectable warnings. Where the island has no curb, the detectable warning surface shall be placed at the edge of roadway.



CALC. BOOK NO. N/A BASELINE REPORT DATE 21-JUN-2019

NOTE: All material and workmanship shall be in accordance with the current Oregon Standard Specifications.

OREGON STANDARD DRAWINGS
DETECTABLE WARNING SURFACE DETAILS & PLACEMENT LOCATIONS

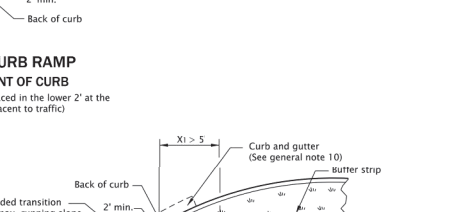
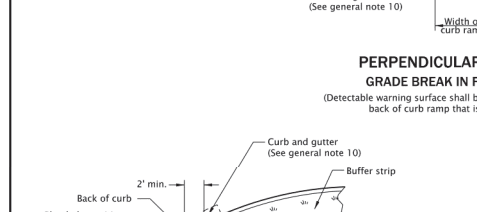
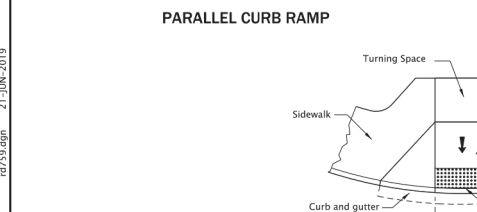
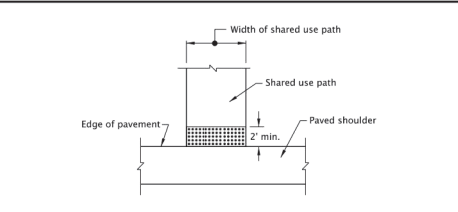
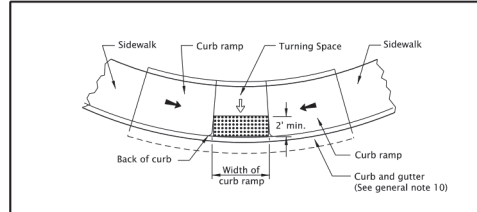
2018

DATE	REVISION DESCRIPTION
09-2018	REVISED DETAILS & NOTES
02-2019	REVISED DETAILS & NOTES
06-2019	REVISED NOTES

GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:

- Detectable warning surface details & locations are based on ODOT applicable Standards.
- See project plans for details not shown. See Std. Dwg. RD700 & RD701 for curbs. See Std. Dwg. RD720 & RD721 for sidewalks. See Std. Dwg. TMS03 & TMS30 for crosswalk markings, widths, etc. See Std. Dwg. RD705 & RD710 for islands.
- The detectable warning surface shall extend the full width of the curb ramp, or other roadway entrance as applicable. A gap of up to 2 inches on each side of the detectable warning surface is permitted (Measured at the leading corners of the detectable warning surface panel).
- Detectable warning surface shall be placed at the back of curb for a minimum depth of 2 ft. at curb ramps that adjacent to traffic. Detectable warning surface may be radial or rectangular, but must comply with the truncated dome size and spacing standards. Detectable warning surface may be cut to meet necessary shape as shown in plans. Color to be safety yellow if no color specified in construction note. For detectable warning surface on or along state highway, alternative colors must be approved.

Effective Date: December 1, 2019 – May 31, 2020 RD758



GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:

- Detectable warning surface details & locations are based on ODOT applicable Standards.
- See project plans for details not shown. See Std. Dwg. RD700 & RD701 for curbs. See Std. Dwg. RD720 for sidewalks. See Std. Dwg. TMS03 & TMS30 for crosswalk markings, widths, etc. See Std. Dwg. RD705 & RD710 for islands.
- The Detectable Warning Surface shall extend the full width of the curb ramp, or other roadway entrance as applicable. A gap of up to 2 inches on each side of the Detectable warning surface is permitted (Measured at the leading corners of the detectable warning surface panel).
- Detectable warning surface shall be placed at the back of curb for a minimum depth of 2 ft. at curb ramps that adjacent to traffic. Detectable warning surface may be radial or rectangular, but must comply with the truncated dome size and spacing standards. Detectable warning surface may be cut to meet necessary shape as shown in plans. Color to be safety yellow if no color specified in construction note. For detectable warning surface on or along state highway, alternative colors must be approved.
- Detectable warning surface shall be used in the following locations:

6. Where public transportation stations (rail, bus, etc.) use platform boarding, detectable warning surface shall be placed along the full edge length of the station, when not protected by platform screens or guards (See Std. Dwg. RD758).

7. Detectable warning surface shall not be used on the following locations:

- End of sidewalk transitions that are not at a crosswalk (See Std. Dwg. RD754).
- Driveways, unless constructed with curb return (See Std. Dwg. RD725, RD730, RD735, RD740, RD745, & RD750).
- Parking lots.

8. Grade breaks at the top and bottom of curb ramp runs shall be perpendicular to the direction of the ramp run. Grade breaks shall not be permitted on the surface of ramp runs and turning spaces. Surface slopes that meet at grade breaks shall be flush.

9. Where no curb is present, the detectable warning surface shall be placed at the edge of the roadway.

10. On or along state highways, curb and gutter is required at curb ramps.

11. Detectable warning surface placement for perpendicular ramps vary as shown.

CALC. BOOK NO. N/A BASELINE REPORT DATE 21-JUN-2019

NOTE: All material and workmanship shall be in accordance with the current Oregon Standard Specifications.

OREGON STANDARD DRAWINGS
DETECTABLE WARNING SURFACE DETAILS & PLACEMENT LOCATIONS

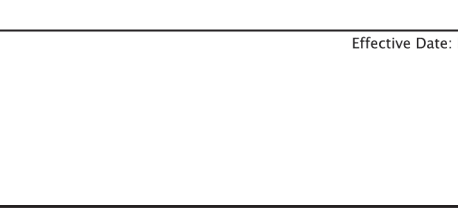
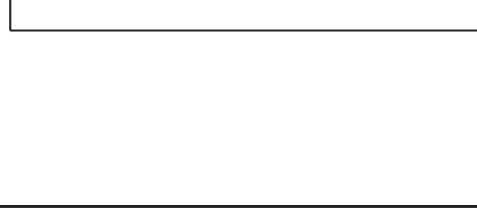
2018

DATE	REVISION DESCRIPTION
07-2018	REVISED DRAWING TITLE, REVISED DETAILS & NOTES
09-2018	REVISED DETAIL & NOTES
01-2019	REVISED DETAIL & NOTES
06-2019	REVISED DETAIL & NOTES

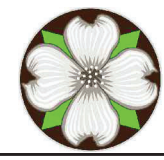
GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:

- Detectable warning surface details & locations are based on ODOT applicable Standards.
- See project plans for details not shown. See Std. Dwg. RD700 & RD701 for curbs. See Std. Dwg. RD720 for sidewalks. See Std. Dwg. TMS03 & TMS30 for crosswalk markings, widths, etc. See Std. Dwg. RD705 & RD710 for islands.
- The Detectable Warning Surface shall extend the full width of the curb ramp, or other roadway entrance as applicable. A gap of up to 2 inches on each side of the Detectable warning surface is permitted (Measured at the leading corners of the detectable warning surface panel).
- Detectable warning surface shall be placed at the back of curb for a minimum depth of 2 ft. at curb ramps that adjacent to traffic. Detectable warning surface may be radial or rectangular, but must comply with the truncated dome size and spacing standards. Detectable warning surface may be cut to meet necessary shape as shown in plans. Color to be safety yellow if no color specified in construction note. For detectable warning surface on or along state highway, alternative colors must be approved.

Effective Date: December 1, 2019 – May 31, 2020 RD759



Effective Date: December 1, 2019 – May 31, 2020 RD759

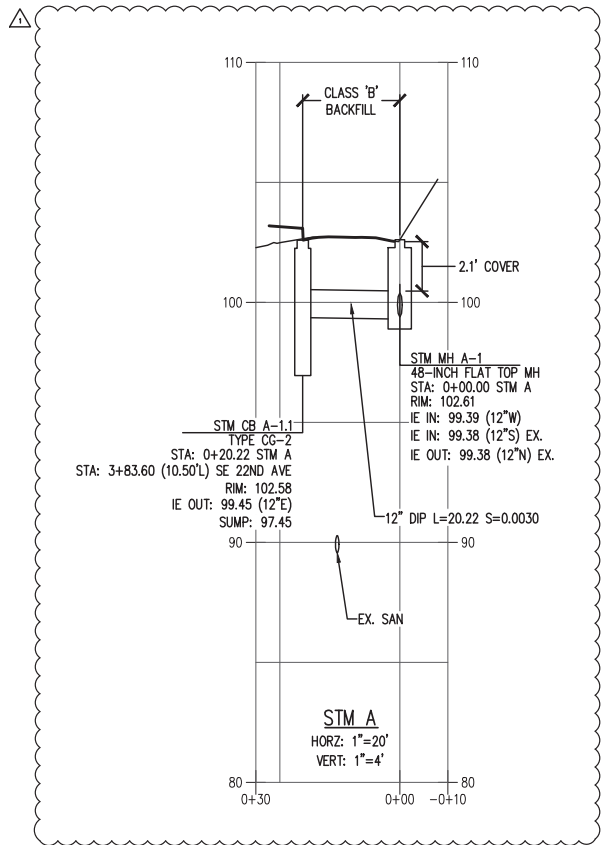
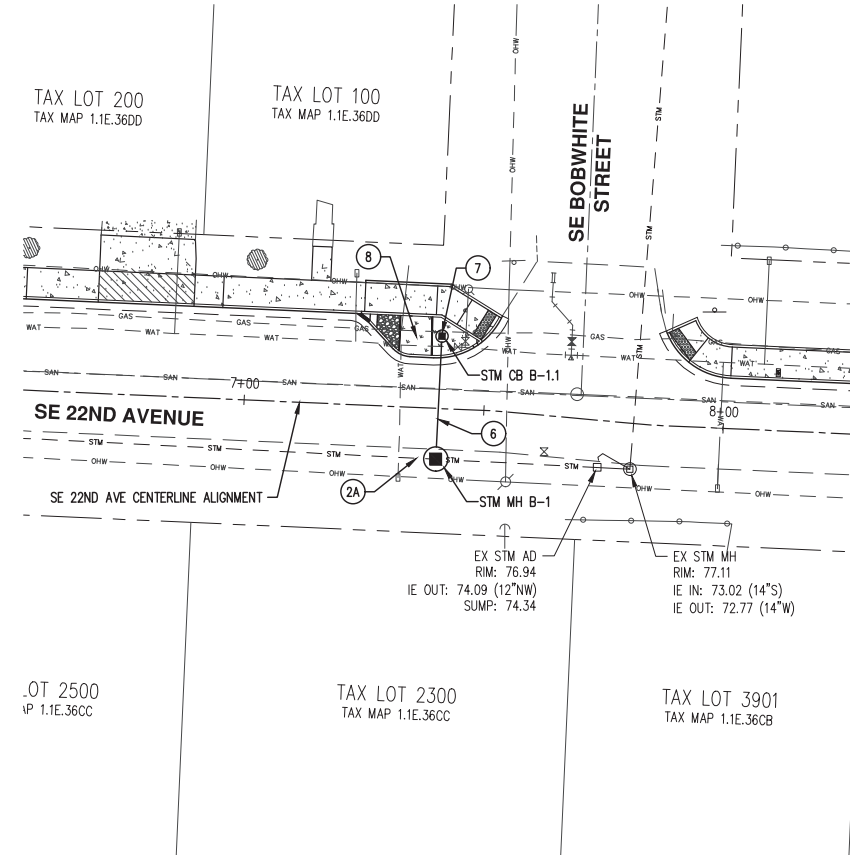
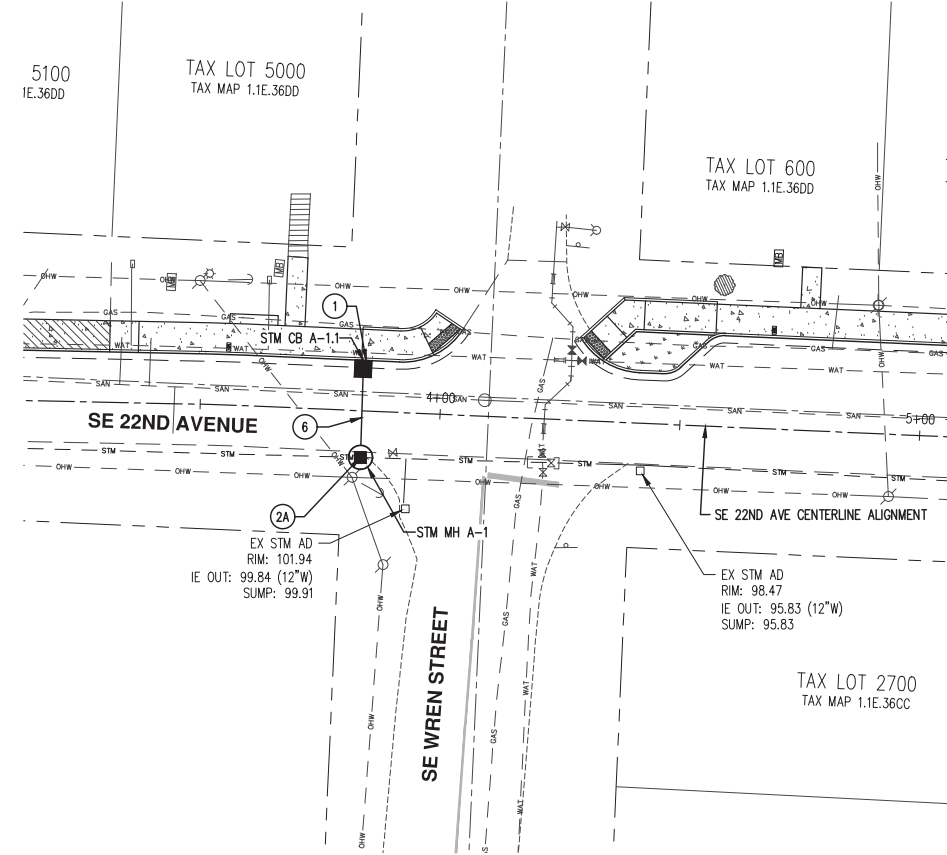
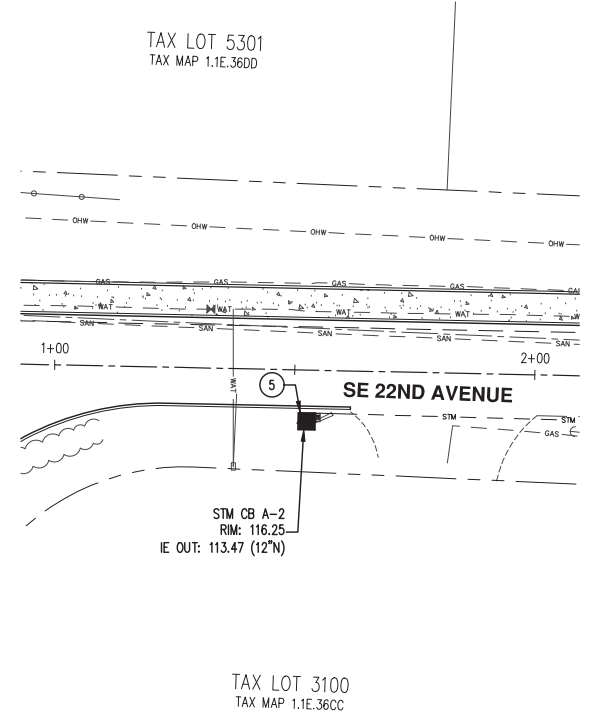


DESIGNED BY: JAW
 DRAWN BY: GMB
 CHECKED BY: JPC
 SCALE: AS NOTED
 DATE: 05/21/2020



RENEWAL DATE: 12/31/21
 REVISIONS
 ADDENDUM #1 6/17/2020

JOB NUMBER
6685-01
 SHEET
C201



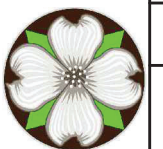
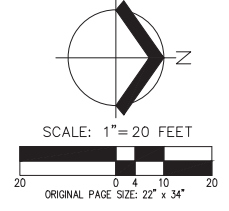
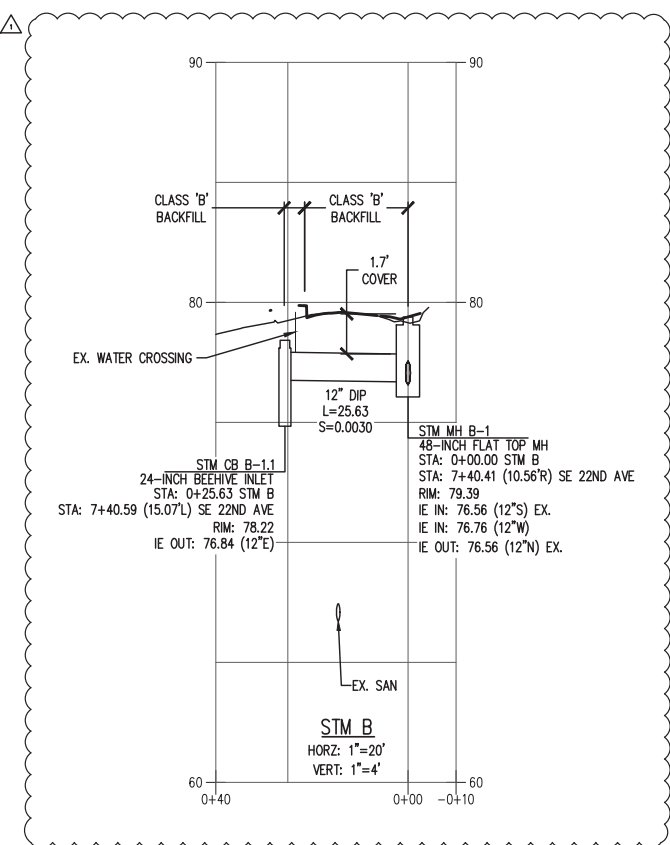
STORMWATER CATCH BASIN TABLE										
CB	TYPE	RIM ELEV	IE OUT	SUMP	PIPE	SLOPE	LENGTH	DS MH	STATION & OFFSET	ALIGNMENT
STM CB A-1.1	TYPE CG-2	102.58	99.45	2.00'	12" DIP	0.0030	20.22 LF	STM MH A-1	3+83.60 10.50 L	SE 22ND AVE
STM CB A-2	TYPE CG-3	116.25	113.47	1.50'	12"	0.0610	230.95 LF	STM MH A-1	1+52.66 8.92 R	SE 22ND AVE
STM CB B-1.1	BEEHIVE INLET	78.42	76.84	1.50'	12" DIP	0.0030	25.63 LF	STM MH B-1	7+40.58 15.07 L	SE 22ND AVE

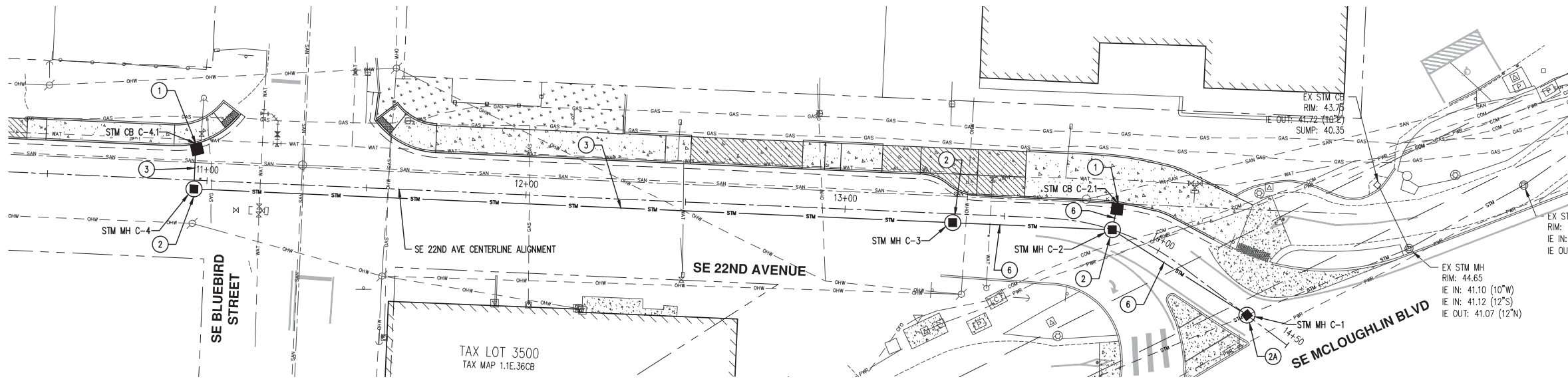
STORM DRAIN (SD) KEYED NOTES

- INSTALL TYPE G-2 CONCRETE INLET PER STANDARD CITY OF MILWAUKIE DETAILS 602, 604, 605 SHEETS C205, 206
- INSTALL STANDARD FLAT TOP STORM SEWER MANHOLE WITHOUT STEPS PER DETAILS R342, RD336, RD344, RD345 AND CITY OF MILWAUKIE DETAIL 608
- INSTALL STANDARD FLAT TOP STORM SEWER MANHOLE WITHOUT STEPS OVER EXISTING STORM LINE PER DETAILS RD339, RD342, RD336, RD344, RD345 AND CITY OF MILWAUKIE DETAIL 608
- INSTALL STANDARD STORM SEWER MANHOLE WITHOUT STEPS PER DETAILS RD335, RD336, RD344, RD345 AND CITY OF MILWAUKIE DETAIL 608
- INSTALL 12" PVC STORM LINE
- INSTALL 12"x12" TEE (NOT USED)
- INSTALL TYPE CG-3 CONCRETE INLET OVER EXISTING STORM LINE PER DETAILS RD339, RD371, RD372.
- INSTALL 12" DUCTILE IRON STORM LINE
- INSTALL BEEHIVE INLET GRATE PER DETAIL SW-350
- INSTALL PLANTER PER PLANTER DETAIL SHEET C209

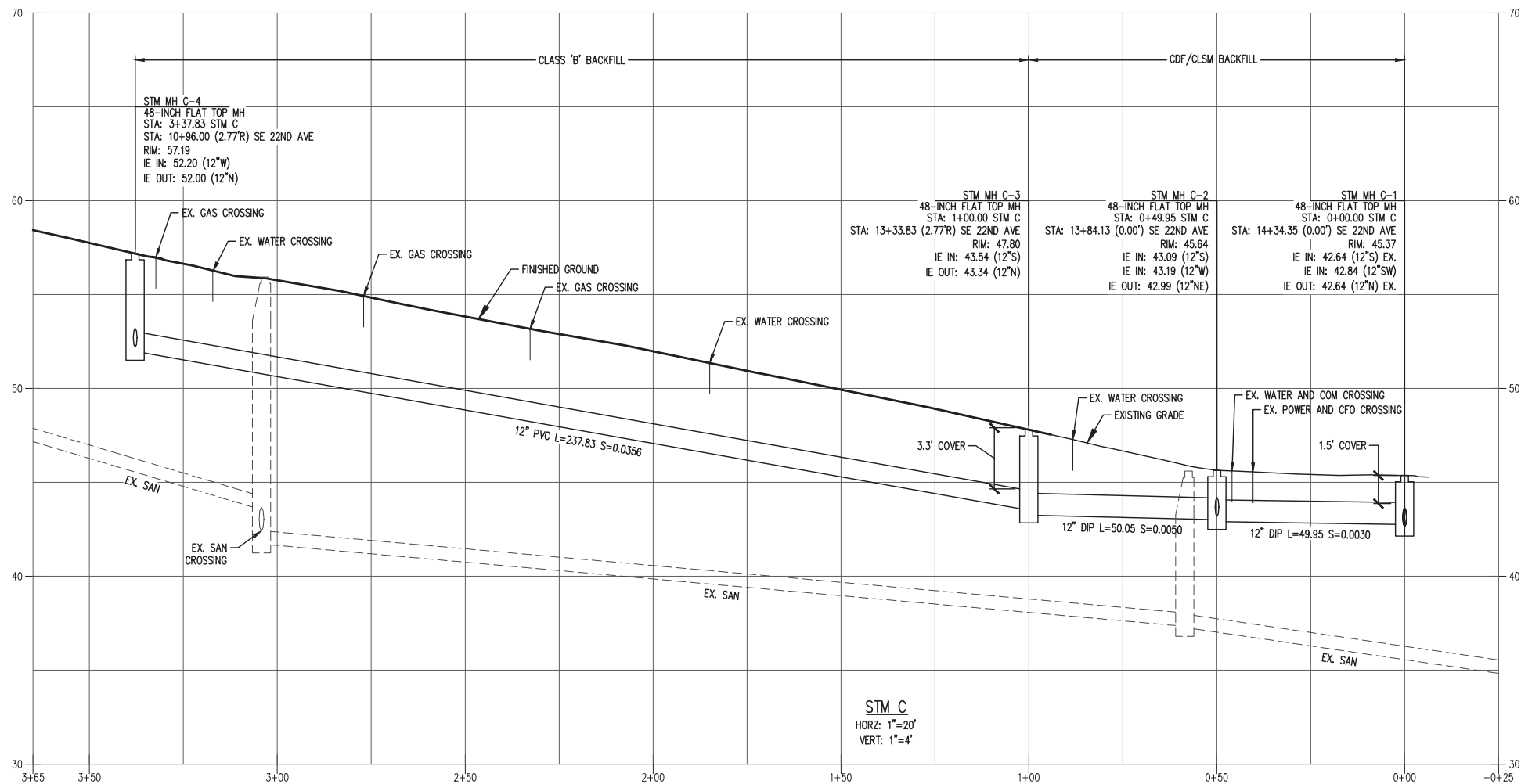
NOTES

- CONTRACTOR TO POTHOLE EXISTING STORM LINE AT CONNECTION LOCATION PRIOR TO INSTALLATION OF ANY STORMWATER INFRASTRUCTURE TO VERIFY LOCATION AND ELEVATION OF EXISTING PIPE. NOTIFY ENGINEER OF ANY DISCREPANCIES PRIOR TO INSTALLATION.
- ALL TRENCH SAWCUT AND PAVEMENT RESTORATION FOR STORMWATER INSTALLATION PER CITY OF MILWAUKIE STANDARD DETAIL 509





CB	TYPE	RIM ELEV	IE OUT	SUMP	PIPE	SLOPE	LENGTH	DS MH	STATION & OFFSET	ALIGNMENT
STM CB C-2.1	TYPE CG-2	45.27	43.22	2.00'	12" PVC	0.0030	8.45 LF	STM MH C-2	??? ??? ???	???
STM CB C-4.1	TYPE CG-2	57.19	53.20	2.00'	12" PVC	0.0703	14.23 LF	STM MH C-4	??? ??? ???	???

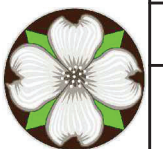
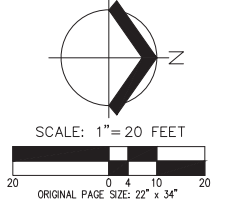


STORM DRAIN (SD) KEYED NOTES

- INSTALL TYPE G-2 CONCRETE INLET PER STANDARD CITY OF MILWAUKIE DETAILS 602, 604, 605 SHEETS C205, 206
- INSTALL STANDARD FLAT TOP STORM SEWER MANHOLE WITHOUT STEPS PER DETAILS R342, RD336, RD344, RD345 AND CITY OF MILWAUKIE DETAIL 608
- INSTALL STANDARD FLAT TOP STORM SEWER MANHOLE WITHOUT STEPS OVER EXISTING STORM LINE PER DETAILS RD339, RD342, RD336, RD344, RD345 AND CITY OF MILWAUKIE DETAIL 608
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- INSTALL 12"x12" TEE (NOT USED)
- INSTALL TYPE CG-3 CONCRETE INLET OVER EXISTING STORM LINE PER DETAILS RD339, RD371, RD372
- INSTALL 12" DUCTILE IRON STORM LINE
- INSTALL BEEHIVE INLET GRATE PER DETAIL SW-350
- INSTALL PLANTER PER PLANTER DETAIL SHEET C209

NOTES

- CONTRACTOR TO POTHOLE EXISTING STORM LINE AT CONNECTION LOCATION PRIOR TO INSTALLATION OF ANY STORMWATER INFRASTRUCTURE TO VERIFY LOCATION AND ELEVATION OF EXISTING PIPE. NOTIFY ENGINEER OF ANY DISCREPANCIES PRIOR TO INSTALLATION.



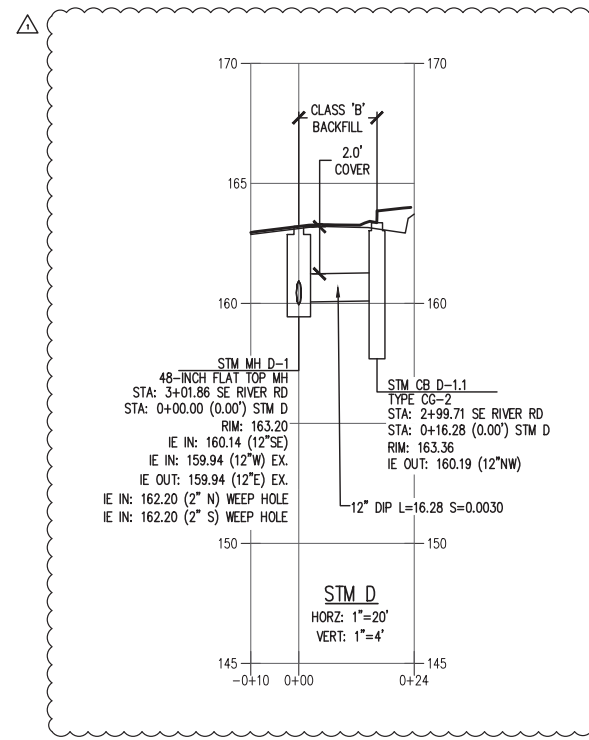
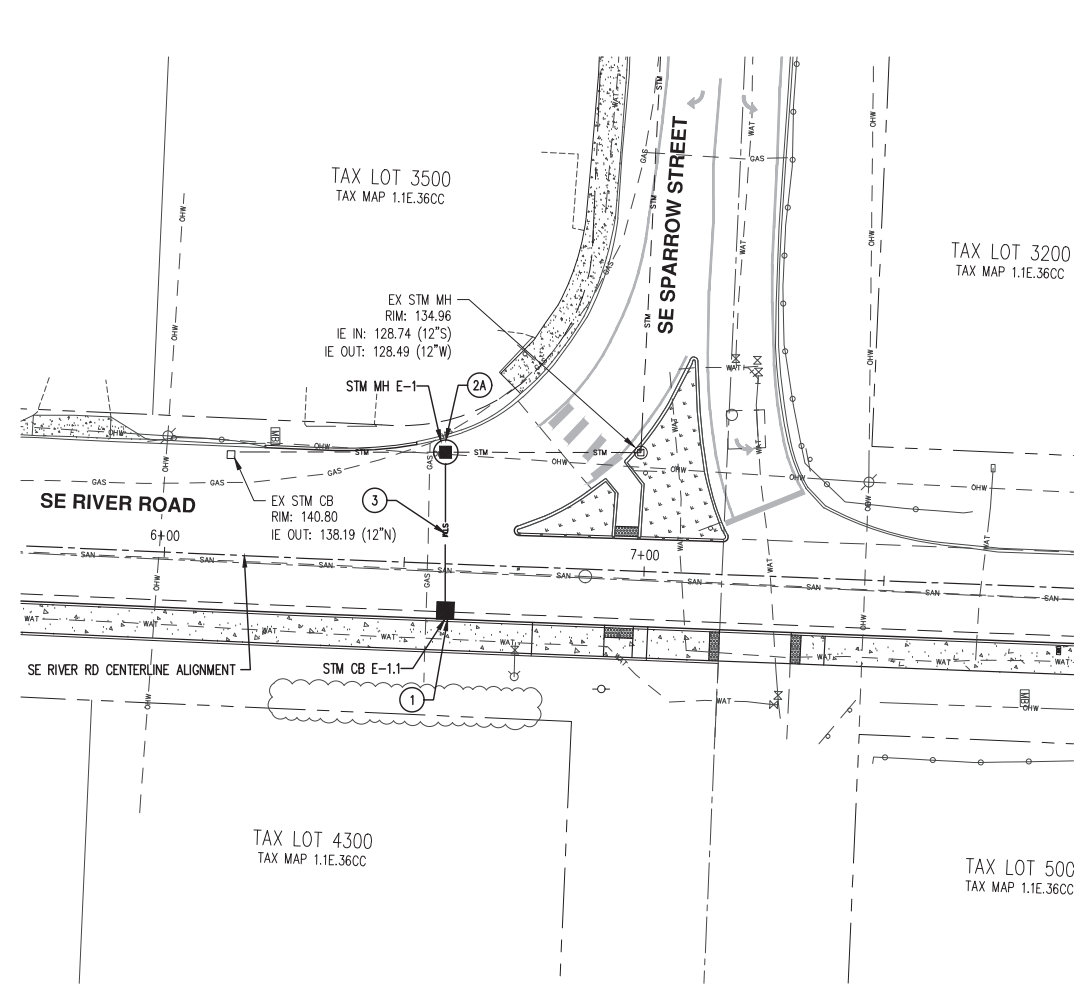
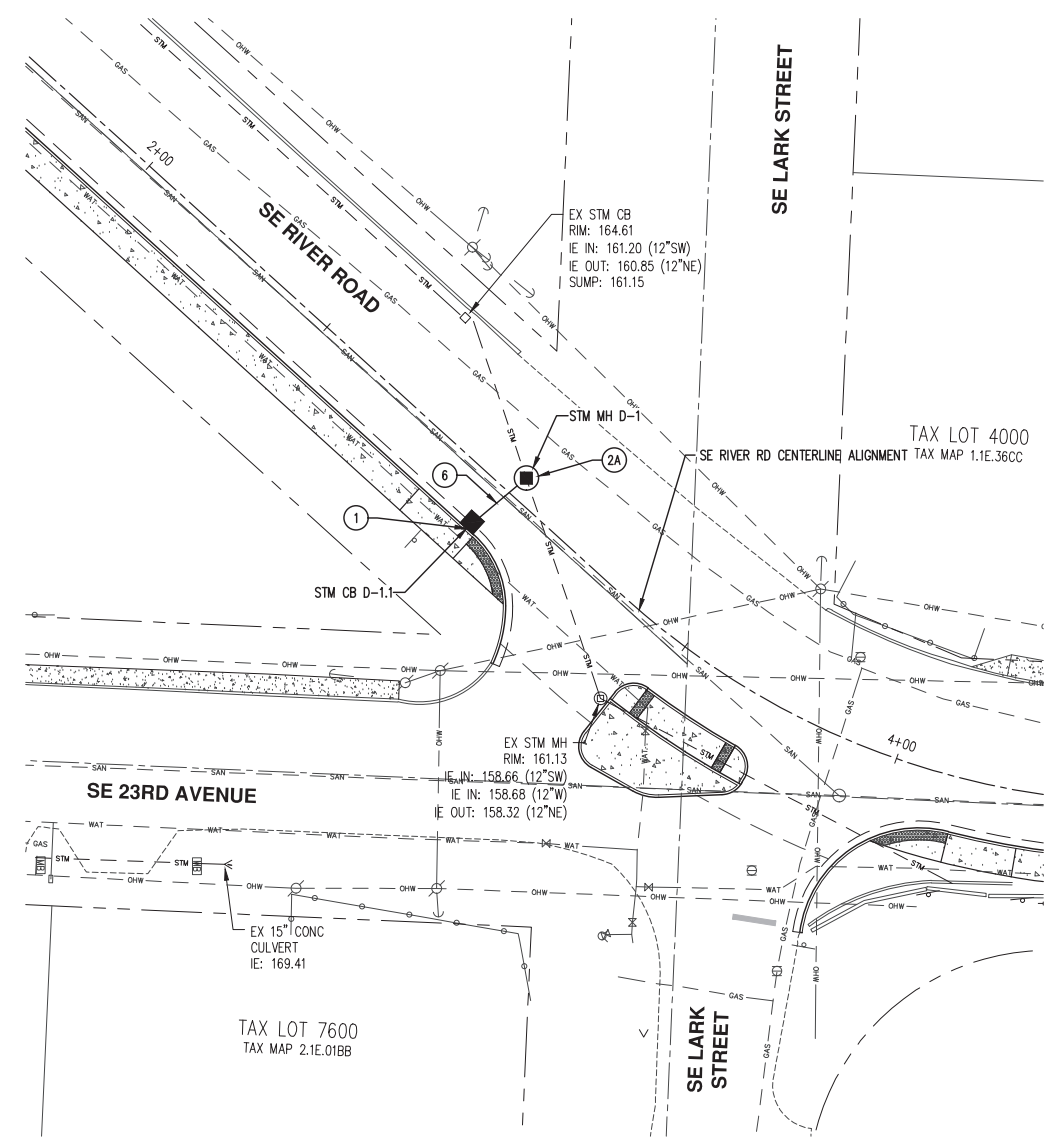
AKS DRAWING FILE: 6685-01_C200 STORM PLAN AND PROFILE.DWG | LAYOUT: C202

DESIGNED BY: JAW
 DRAWN BY: GMB
 CHECKED BY: JPC
 SCALE: AS NOTED
 DATE: 05/21/2020



RENEWAL DATE: 12/31/21
 REVISIONS:
 ADDENDUM #1 6/17/2020

JOB NUMBER
6685-01
 SHEET
C203



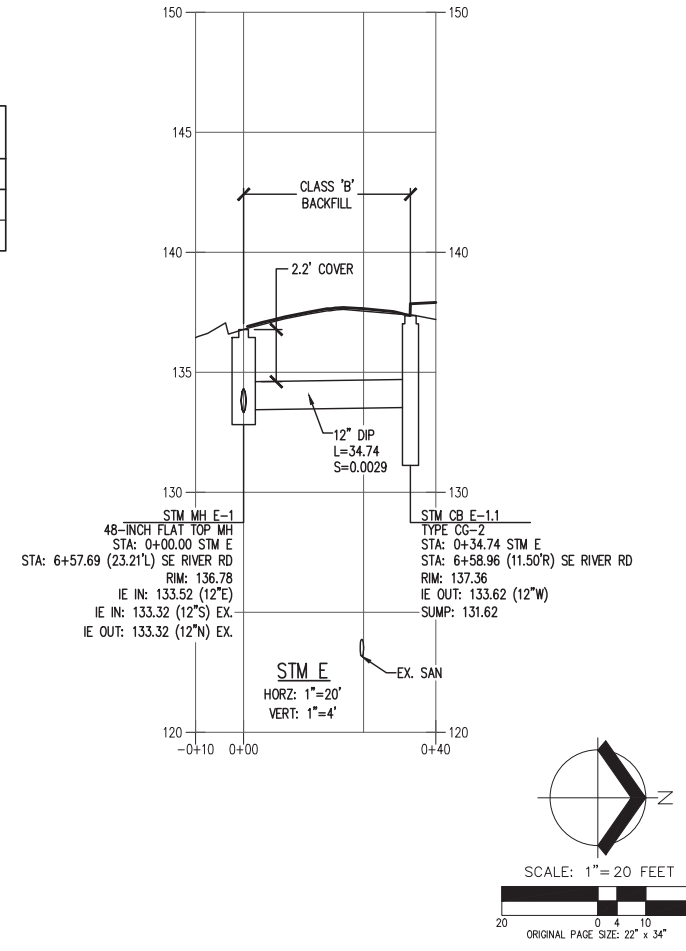
CB	TYPE	RIM ELEV	IE OUT	SUMP	PIPE	SLOPE	LENGTH	DS MH	STATION & OFFSET	ALIGNMENT
STM CB D-1.1	TYPE CG-2	163.36	160.19	2.00'	12" DIP	0.0030	16.28 LF	STM MH D-1	2+99.71 11.50 R	SE RIVER RD
STM CB E-1.1	TYPE CG-2	137.36	133.62	2.00'	12" DIP	0.0029	34.74 LF	STM MH E-1	6+58.96 11.50 R	SE RIVER RD

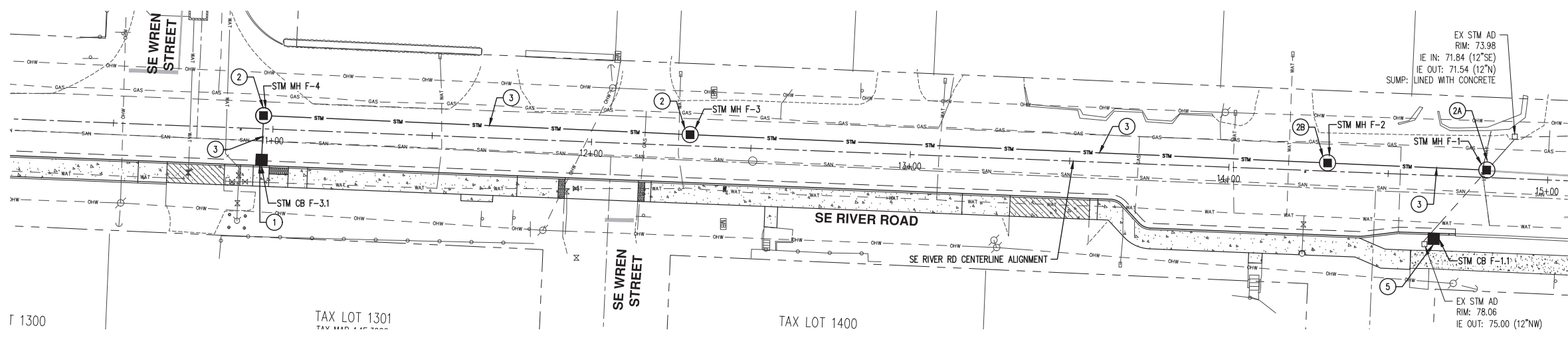
STORM DRAIN (SD) KEYED NOTES

- INSTALL TYPE G-2 CONCRETE INLET PER STANDARD CITY OF MILWAUKIE DETAILS 602, 604, 605 SHEETS C205, 206
- INSTALL STANDARD FLAT TOP STORM SEWER MANHOLE WITHOUT STEPS PER DETAILS R342, RD336, RD344, RD345 AND CITY OF MILWAUKIE DETAIL 608
- INSTALL STANDARD FLAT TOP STORM SEWER MANHOLE WITHOUT STEPS OVER EXISTING STORM LINE PER DETAILS RD339, RD342, RD336, RD344, RD345 AND CITY OF MILWAUKIE DETAIL 608
- INSTALL STANDARD STORM SEWER MANHOLE WITHOUT STEPS PER DETAILS RD335, RD336, RD344, RD345 AND CITY OF MILWAUKIE DETAIL 608
- INSTALL 12" PVC STORM LINE
- INSTALL 12"x12" TEE (NOT USED)
- INSTALL TYPE CG-3 CONCRETE INLET OVER EXISTING STORM LINE PER DETAILS RD339, RD371, RD372.
- INSTALL 12" DUCTILE IRON STORM LINE
- INSTALL BEEHIVE INLET GRATE PER DETAIL SW-350
- INSTALL PLANTER PER PLANTER DETAIL SHEET C209
- INSTALL 2" WEEP HOLE IN MANHOLE APPROXIMATELY 12" BELOW FINISHED GRADE

NOTES

- CONTRACTOR TO POTHOLE EXISTING STORM LINE AT CONNECTION LOCATION PRIOR TO INSTALLATION OF ANY STORMWATER INFRASTRUCTURE TO VERIFY LOCATION AND ELEVATION OF EXISTING PIPE. NOTIFY ENGINEER OF ANY DISCREPANCIES PRIOR TO INSTALLATION.
- ALL TRENCH SAWCUT AND PAVEMENT RESTORATION FOR STORMWATER INSTALLATION PER CITY OF MILWAUKIE STANDARD DETAIL 509

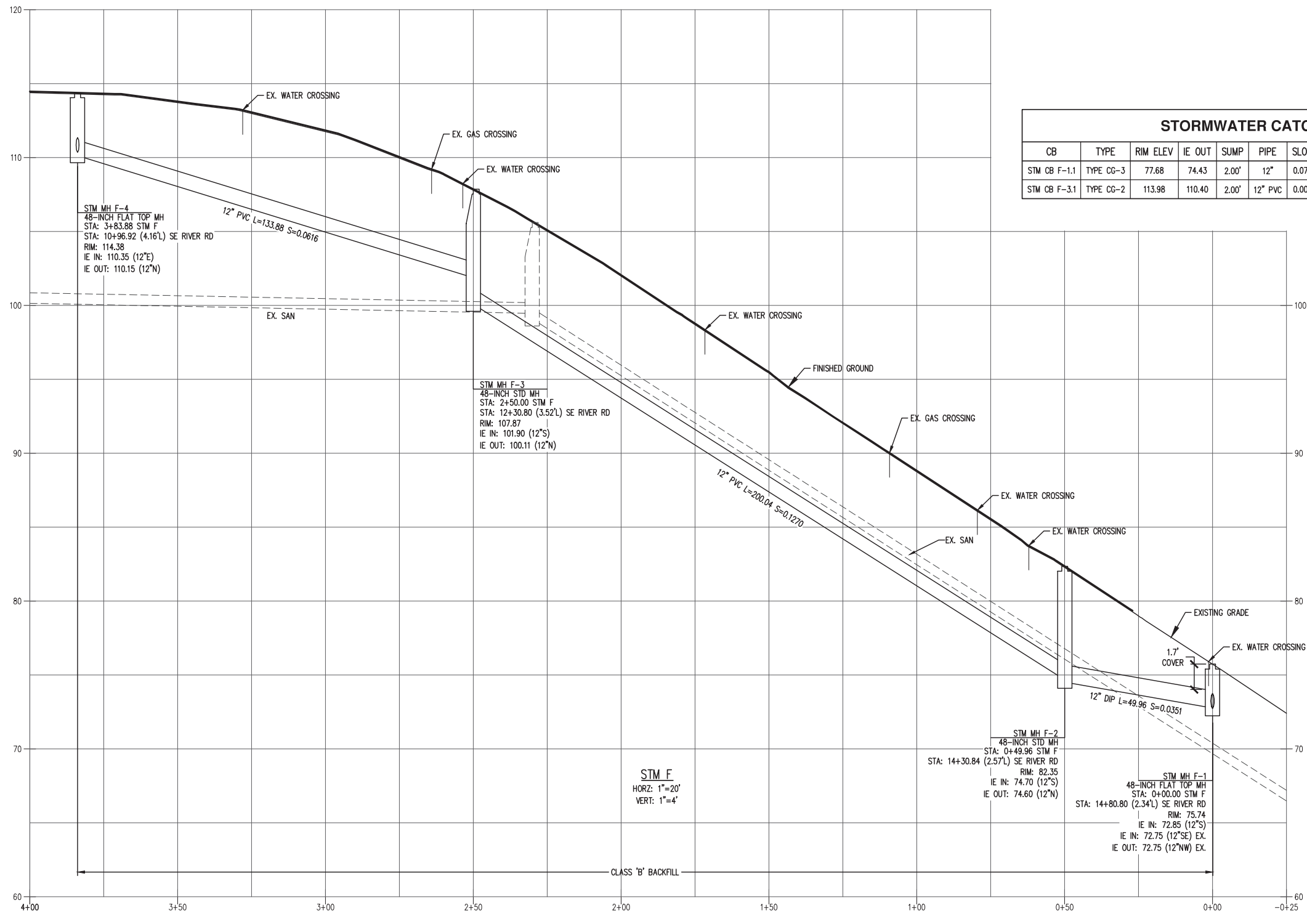




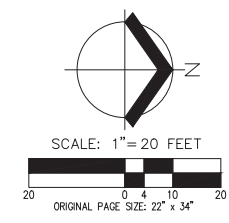
- STORM DRAIN (SD) KEYED NOTES**
- INSTALL TYPE G-2 CONCRETE INLET PER STANDARD CITY OF MILWAUKIE DETAILS 602, 604, 605 SHEETS C205, 206
 - INSTALL STANDARD FLAT TOP STORM SEWER MANHOLE WITHOUT STEPS OVER EXISTING STORM LINE PER DETAILS RD342, RD336, RD344, RD345 AND CITY OF MILWAUKIE DETAIL 608
 - INSTALL STANDARD FLAT TOP STORM SEWER MANHOLE WITHOUT STEPS OVER EXISTING STORM LINE PER DETAILS RD339, RD342, RD336, RD344, RD345 AND CITY OF MILWAUKIE DETAIL 608
 - INSTALL STANDARD STORM SEWER MANHOLE WITHOUT STEPS PER DETAILS RD335, RD336, RD344, RD345 AND CITY OF MILWAUKIE DETAIL 608
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 - INSTALL 12" DUCTILE IRON STORM LINE
 - INSTALL BEEHIVE INLET GRATE PER DETAIL SW-350
 - INSTALL PLANTER PER PLANTER DETAIL SHEET C209

STORMWATER CATCH BASIN TABLE

CB	TYPE	RIM ELEV	IE OUT	SUMP	PIPE	SLOPE	LENGTH	DS MH	STATION & OFFSET	ALIGNMENT
STM CB F-1.1	TYPE CG-3	77.68	74.43	2.00'	12"	0.0755	22.25 LF	STM MH F-1	??? ??? ???	???
STM CB F-3.1	TYPE CG-2	113.98	110.40	2.00'	12" PVC	0.0030	15.66 LF	STM MH F-4	??? ??? ???	???



- NOTES**
- CONTRACTOR TO POTHOLE EXISTING STORM LINE AT CONNECTION LOCATION PRIOR TO INSTALLATION OF ANY STORMWATER INFRASTRUCTURE TO VERIFY LOCATION AND ELEVATION OF EXISTING PIPE. NOTIFY ENGINEER OF ANY DISCREPANCIES PRIOR TO INSTALLATION.



AKS
 ENGINEERING & FORESTRY, LLC
 12965 SW HERMAN RD. STE 100
 TUALATIN, OR 97062
 P: 503.563.6151
 F: 503.563.6152
 aks-eng.com

**22ND AVE & RIVER RD
 SAFE PROJECT
 MILWAUKIE
 OREGON**

STM 'F' PLAN AND PROFILE

DESIGNED BY: JAW
 DRAWN BY: GMB
 CHECKED BY: JPC
 SCALE: AS NOTED
 DATE: 05/21/2020

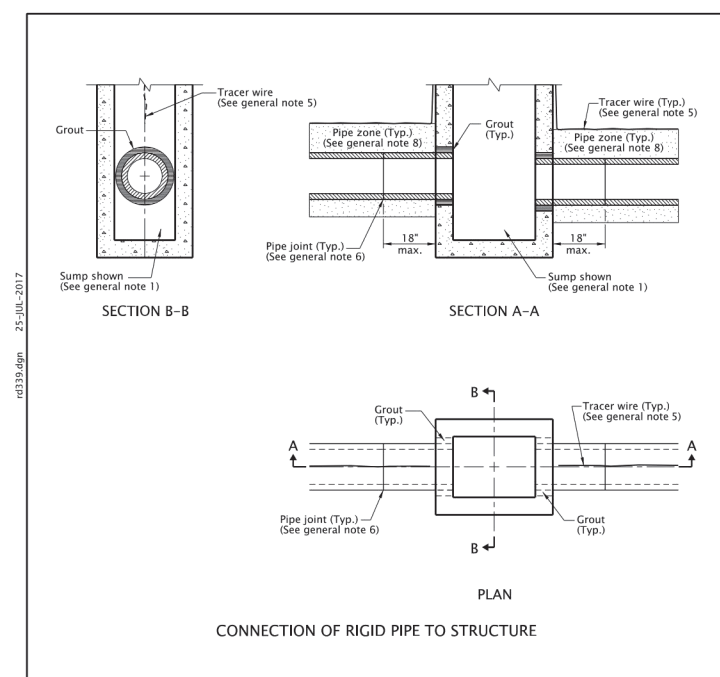


REVISIONS

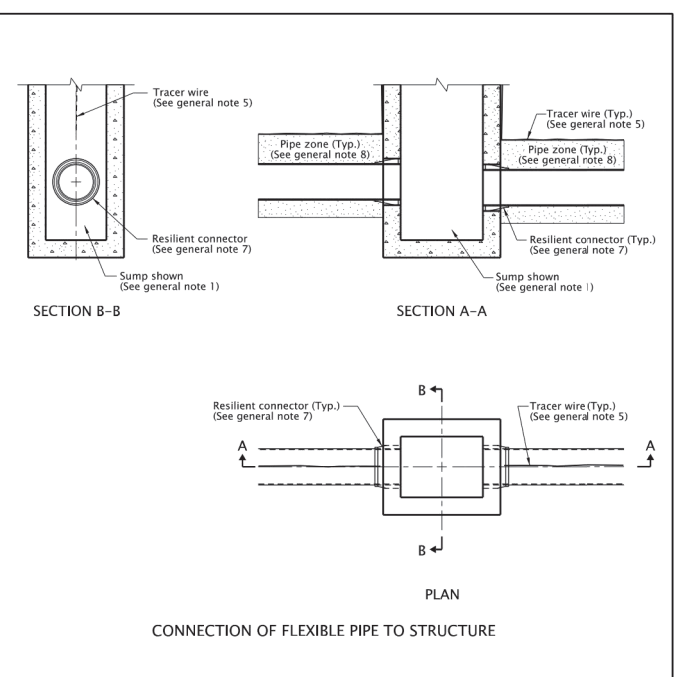
JOB NUMBER
6685-01

SHEET
C204

AKS DRAWING FILE: 6685-01_C200 STORM PLAN AND PROFILE.DWG | LAYOUT: C204



CONNECTION OF RIGID PIPE TO STRUCTURE



CONNECTION OF FLEXIBLE PIPE TO STRUCTURE

GENERAL NOTES FOR ALL DETAILS:

1. See Std. Dwg. RD364, RD365, and RD366 for inlet details not shown.
2. See appropriate standard drawings or special project details for other similar structures.
3. Location, elevation, diameter, slope, and number of pipe(s) varies, see project plans.
4. Max. pipe diameter varies with pipe material.
5. All connecting pipes shall have a tracer wire, or approved alternate. See Std. Dwg. RD336 for tracer wire details.
6. When rigid pipe is used, the connecting pipe shall have a flexible, gasketed and unrestrained joint within 18" of manhole wall. Joint type varies with manufacturer.
7. When flexible pipe is used, install resilient connectors conforming to requirements of ASTM C923.
8. Pipe zone varies, see Std. Dwg. RD300.

CALC. BOOK NO. N/A

BASELINE REPORT DATE 14-JUL-2014

NOTE: All material and workmanship shall be in accordance with the current Oregon Standard Specifications.

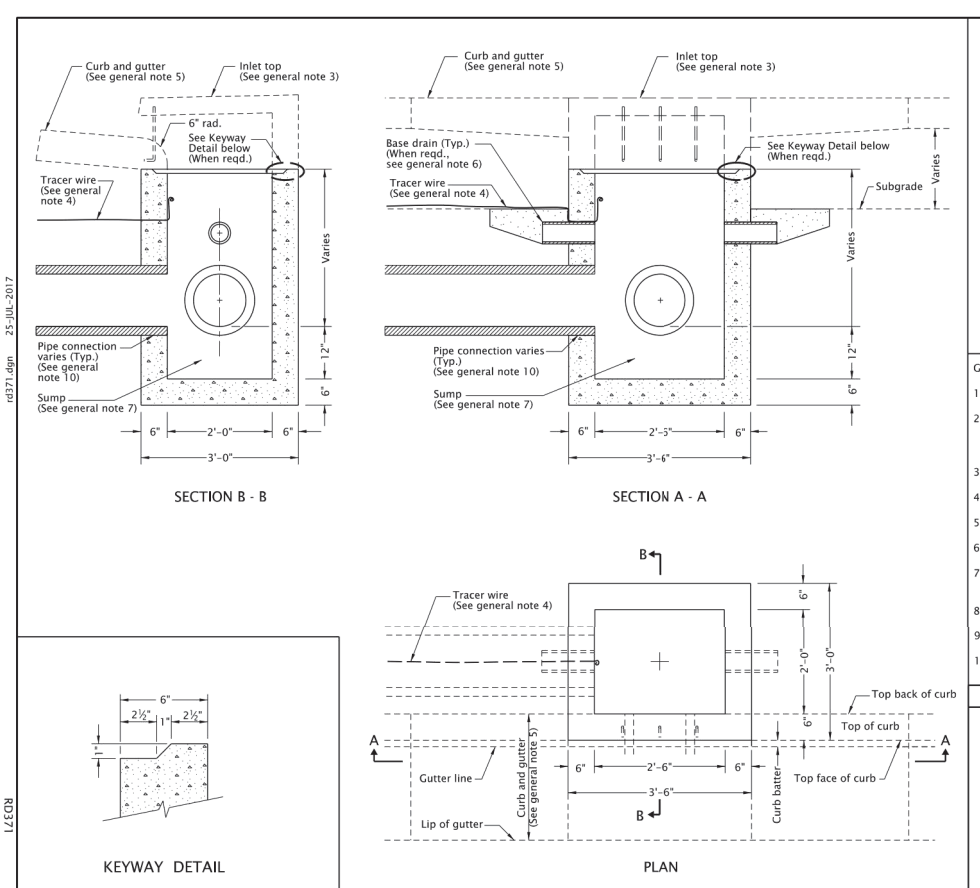
OREGON STANDARD DRAWINGS

PIPE TO STRUCTURE CONNECTIONS

2018

DATE REVISION DESCRIPTION

Effective Date: December 1, 2019 – May 31, 2020 RD339



KEYWAY DETAIL

PLAN

CALC. BOOK NO. N/A

BASELINE REPORT DATE 21-JUL-2015

NOTE: All material and workmanship shall be in accordance with the current Oregon Standard Specifications.

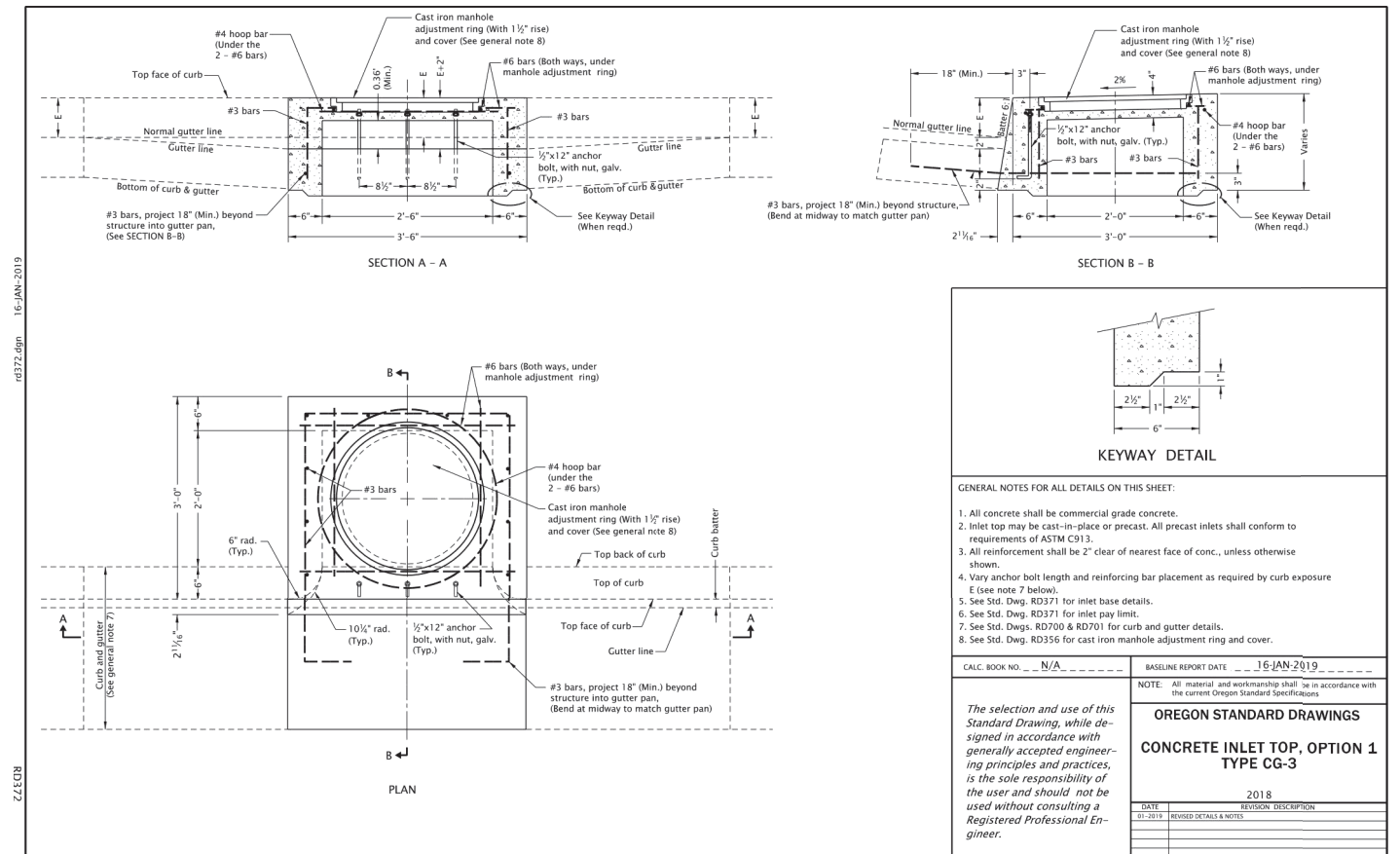
OREGON STANDARD DRAWINGS

CONCRETE INLET BASE TYPE CG-3

2018

DATE REVISION DESCRIPTION

Effective Date: December 1, 2019 – May 31, 2020 RD371



KEYWAY DETAIL

GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:

1. All concrete shall be commercial grade concrete.
2. Inlet top may be cast-in-place or precast. All precast inlets shall conform to requirements of ASTM C913.
3. All reinforcement shall be 2" clear of nearest face of conc., unless otherwise shown.
4. Vary anchor bolt length and reinforcing bar placement as required by curb exposure E (see note 7) below.
5. See Std. Dwg. RD371 for inlet base details.
6. See Std. Dwg. RD371 for inlet pay limit.
7. See Std. Dwg. RD700 & RD701 for curb and gutter details.
8. See Std. Dwg. RD356 for cast iron manhole adjustment ring and cover.

CALC. BOOK NO. N/A

BASELINE REPORT DATE 16-JAN-2019

NOTE: All material and workmanship shall be in accordance with the current Oregon Standard Specifications.

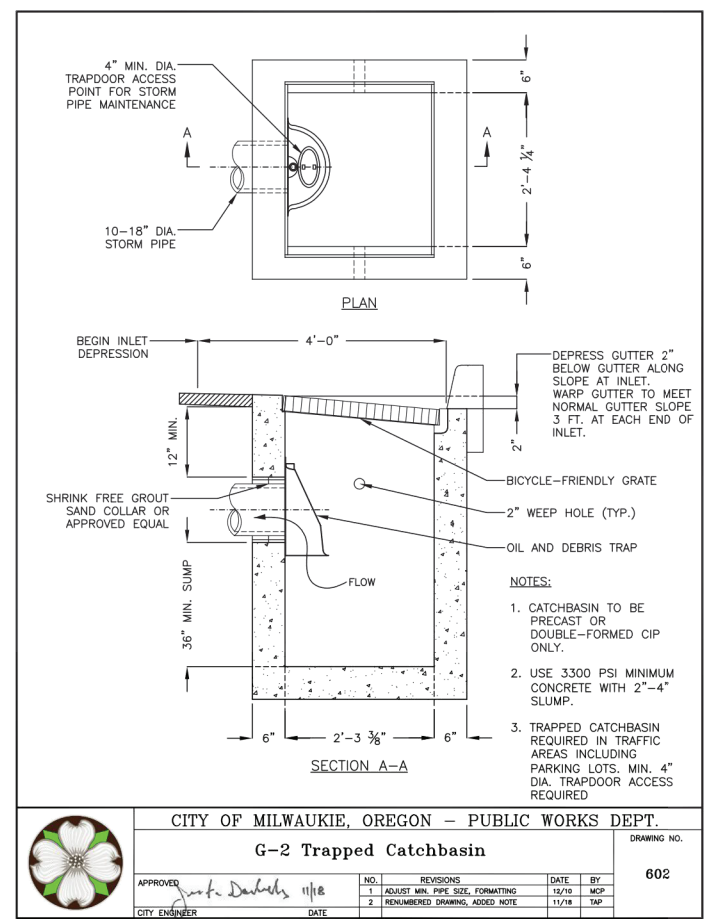
OREGON STANDARD DRAWINGS

CONCRETE INLET TOP, OPTION 1 TYPE CG-3

2018

DATE REVISION DESCRIPTION

Effective Date: December 1, 2019 – May 31, 2020 RD372



SECTION A-A

CITY OF MILWAUKIE, OREGON – PUBLIC WORKS DEPT.

G-2 Trapped Catchbasin

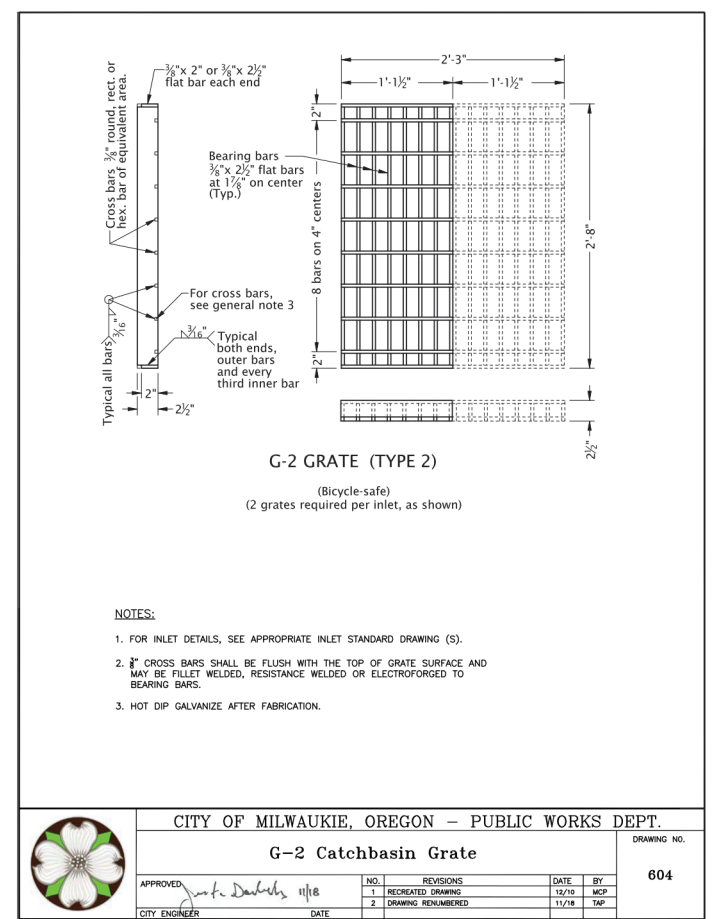
DRAWING NO. 602

APPROVED [Signature] DATE 11/8

NO. REVISIONS DATE BY

1. ADJUST MIN. PIPE SIZE, FORMATTING 12/19 MCP

2. RENAMED DRAWING, ADDED NOTE 11/18 TAP



G-2 GRATE (TYPE 2)

(Bicycle-safe)
(2 grates required per inlet, as shown)

CITY OF MILWAUKIE, OREGON – PUBLIC WORKS DEPT.

G-2 Catchbasin Grate

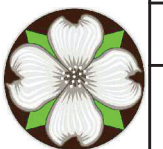
DRAWING NO. 604

APPROVED [Signature] DATE 11/8

NO. REVISIONS DATE BY

1. RECREATED DRAWING 12/19 MCP

2. DRAWING RENAMED 11/18 TAP



G-2 FRAME

NOTES:
 1. FOR INLET DETAILS, SEE APPROPRIATE INLET STANDARD DRAWING (S).
 2. $\frac{3}{4}$ " CROSS BARS SHALL BE FLUSH WITH THE TOP OF GRATE SURFACE AND MAY BE FILLET WELDED, RESISTANCE WELDED OR ELECTROFORGED TO BEARING BARS.
 3. HOT DIP GALVANIZE AFTER FABRICATION.

CITY OF MILWAUKIE, OREGON – PUBLIC WORKS DEPT.		DRAWING NO.	605
G-2 Catchbasin Frame		DATE	11/18
APPROVED	NO. REVISIONS	DATE	BY
[Signature]	1 RECREATED DRAWING	12/10	MSP
	2 DRAWING RENUMBERED	11/18	TAP
CITY ENGINEER	DATE		

Storm Manhole Frame and Lid

NOTES:
 1. USE SUBURBAN TYPE ONLY IN NON-TRAFFIC AREAS, AND ONLY WITH APPROVAL BY THE CITY.
 2. COVER AND FRAME SHALL BE GRAY CAST IRON ASTM A-48 CLASS 30.
 3. COVER AND FRAME TO BE MACHINED TO A TRUE BEARING ALL AROUND.
 4. NOTCH LID FOR LIFTING HOOK.

LIDS MAY BE PURCHASED FROM THE CITY OR THE MANUFACTURER

CITY OF MILWAUKIE, OREGON – PUBLIC WORKS DEPT.		DRAWING NO.	608
Storm Manhole Frame and Lid		DATE	11/18
APPROVED	NO. REVISIONS	DATE	BY
[Signature]	2 REMOVED NOTE ALLOWING OPEN GRATES	12/10	MSP
	3 CHANGED LID DETAIL	12/12	MTC
CITY ENGINEER	4 CHANGED DRAWING NUMBER	11/18	TAP
	DATE		

MANHOLE WITH PRECAST CONICAL TOP

MANHOLE WITH PRECAST FLAT SLAB TOP

GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:
 1. All precast products shall conform to requirements of ASTM C478.
 2. Standard precast manhole section diameter shall be 48". Use 42" if specified by the Engineer.
 3. See Std. Dwg. RD345 for pipe to manhole connections.
 4. See Std. Dwg. RD344 for manhole base section.
 5. Adjust 24" maximum.
 6. All connecting pipes shall have a tracer wire, or approved alternate.
 7. See Std. Dwg. RD336 for manhole steps.
 8. See Std. Dwg. RD336 for details not shown.
 9. See Std. Dwg. RD356 for manhole covers and frames, manhole adjustment rings, etc.
 10. Max. pipe diameter varies with pipe material.
 11. See Std. Dwg. RD342 for shallow manholes.
 12. Location, elevation, diameter, slope, and number of pipe(s) varies, see project plans.

The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user and should not be used without consulting a Registered Professional Engineer.

CALC. BOOK NO.	N/A	BASILINE REPORT DATE	21-JUN-2019
NOTE: All material and workmanship shall be in accordance with the current Oregon Standard Specifications			
OREGON STANDARD DRAWINGS			
STANDARD STORM SEWER MANHOLE			
2018			
DATE	REVISION	DESCRIPTION	
01-2019		ADDED DETAIL TITLES	
06-2019			

Effective Date: December 1, 2019 – May 31, 2020 RD335

DETAIL "A" TRACER WIRE
(See general note 6)

DETAIL "B" MANHOLE STEPS
(See general note 7)

DETAIL "C" PRECAST CONICAL TOP OR PRECAST FLAT SLAB TOP AND MANHOLE STEPS ORIENTATION
(See general note 7)

GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:
 1. All precast products shall conform to requirements of ASTM C478.
 2. Standard precast manhole section diameter shall be 48". Use 42" if specified by the Engineer.
 3. See Std. Dwg. RD345 for pipe to manhole connections.
 4. See Std. Dwg. RD344 for manhole base section.
 5. Adjust 24" maximum.
 6. All connecting pipes shall have a tracer wire, or approved alternate. Place tracer wire directly over pipe centerline and on top of the pipe zone material.
 7. Steps shall conform to requirements of ASTM C478. When H=42" or less omit steps. See Detail "C" for alignment of steps, and manhole cover and frame.
 8. See Std. Dwg. RD335 for details not shown.
 9. See Std. Dwg. RD356 for manhole covers and frames, manhole adjustment rings, etc.
 10. Max. pipe diameter varies with pipe material.
 11. See Std. Dwg. RD342 for shallow manholes.
 12. See project plans for details not shown.

The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user and should not be used without consulting a Registered Professional Engineer.

CALC. BOOK NO.	N/A	BASILINE REPORT DATE	16-JAN-2019
NOTE: All material and workmanship shall be in accordance with the current Oregon Standard Specifications			
OREGON STANDARD DRAWINGS			
STANDARD MANHOLE DETAILS			
2018			
DATE	REVISION	DESCRIPTION	
01-2019			

Effective Date: December 1, 2019 – May 31, 2020 RD336

SECTION A-A (Base, Riser & Flat Slab Top)

SECTION B-B (Base & Flat Slab Top)

TOP VIEW (Base, Riser & Flat Slab Top)

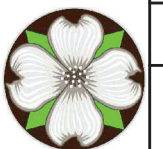
TOP VIEW (Base & Flat Slab Top)

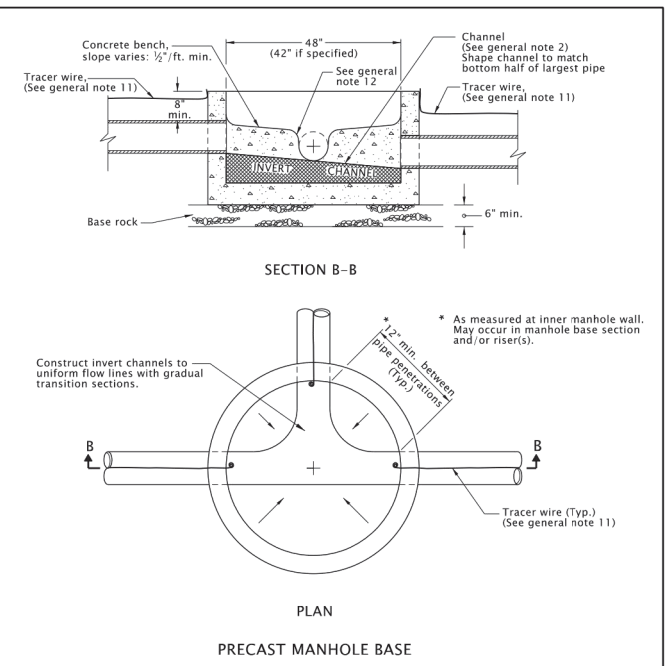
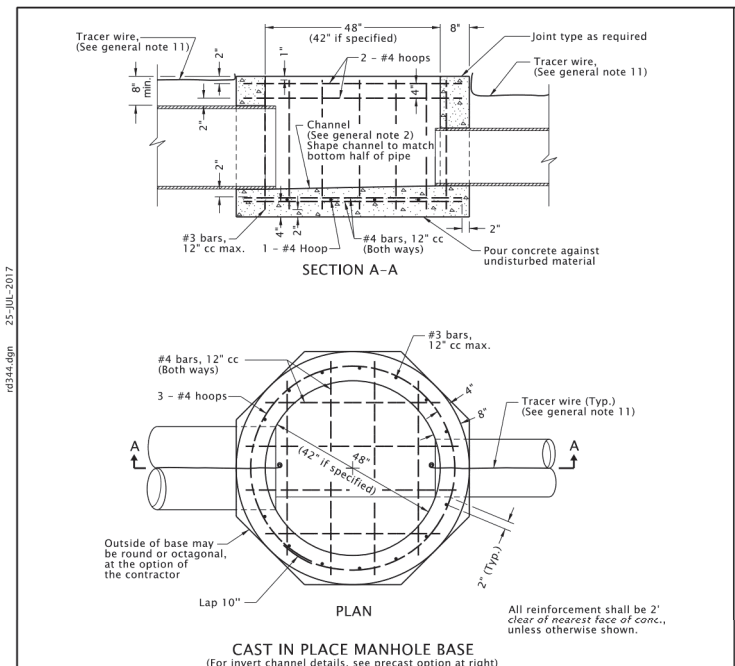
GENERAL NOTES FOR ALL DETAILS:
 1. Minimum length if laterals or connections are inserted: outside diameter of pipe + 17".
 2. Use Section B-B when length of riser becomes less than minimum shown.
 3. Base may be precast or cast-in-place.
 4. All precast products shall conform to the requirements of ASTM C478.
 5. See Std. Dwg. RD336 for details not shown.
 6. See Std. Dwg. RD344 for manhole base section.
 7. See Std. Dwg. RD345 for pipe to manhole connections.
 8. See Std. Dwg. RD356 for manhole covers and frames.
 9. All concrete shall be commercial grade concrete.
 10. Max. pipe diameter varies with pipe material.
 11. Location, elevation, diameter, slope, and number of pipe(s) varies, see project plans.

The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user and should not be used without consulting a Registered Professional Engineer.

CALC. BOOK NO.	N/A	BASILINE REPORT DATE	21-JUL-2015
NOTE: All material and workmanship shall be in accordance with the current Oregon Standard Specifications			
OREGON STANDARD DRAWINGS			
SHALLOW MANHOLES			
2018			
DATE	REVISION	DESCRIPTION	

Effective Date: December 1, 2019 – May 31, 2020 RD342



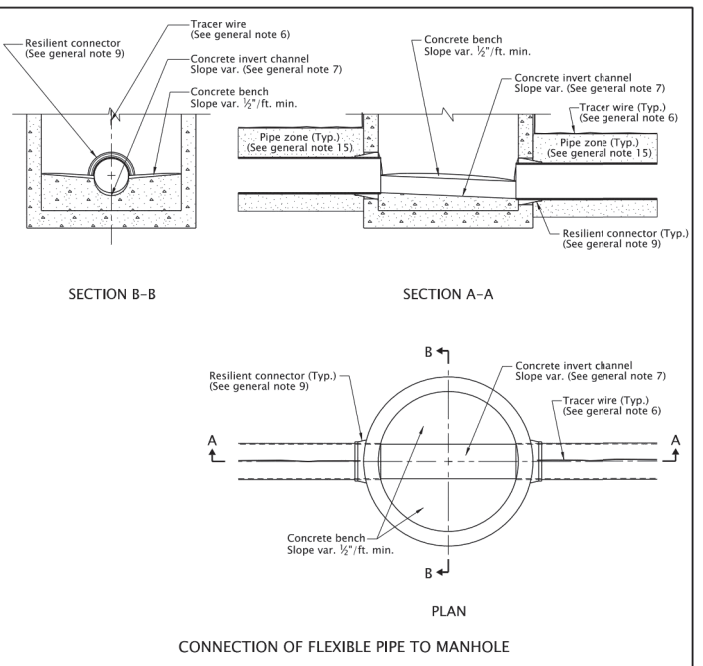
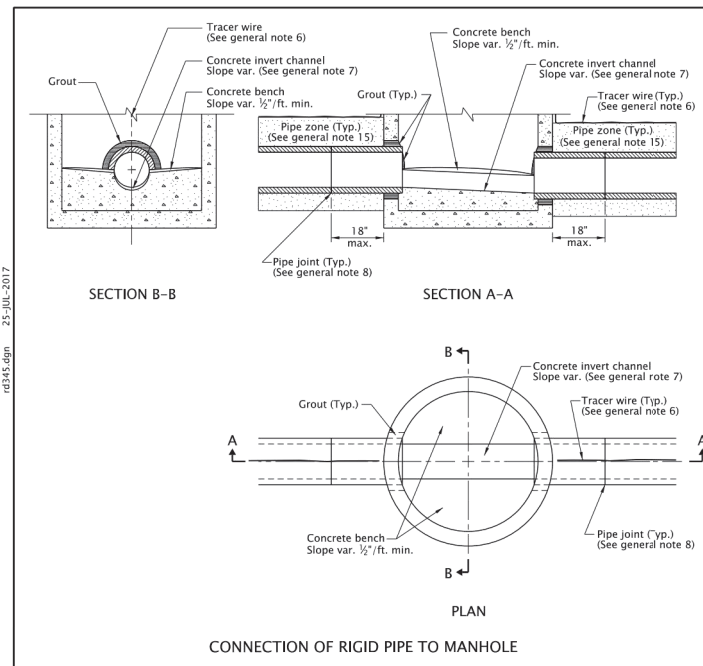


GENERAL NOTES FOR ALL DETAILS:

- All concrete shall be commercial grade concrete.
- Channels shall be constructed to provide smooth slopes and radii to outlet pipe.
- Bases may be precast or cast in place.
- Max. pipe diameter varies with pipe material.
- Use on 42" and 48" diameter manhole.
- Extend pipe into manhole and grout smooth. Pipe(s) may extend 2" max. beyond the interior manhole wall.
- Location, elevation, diameter, slope, and number of pipe(s) varies, see project plans.
- All precast products shall conform to the requirements of ASTM C478.
- See Std. Dwg. RD345 for pipe to manhole connections.
- See Std. Dwg. RD336 for manhole steps details.
- See Std. Dwg. RD336 for tracer wire details.
- At spring line of pipe, extend channel up to crown line on 12:1 batter.

OREGON STANDARD DRAWINGS
STANDARD MANHOLE BASE SECTION
 DATE: 2018
 REVISION DESCRIPTION

Effective Date: December 1, 2019 – May 31, 2020 RD344

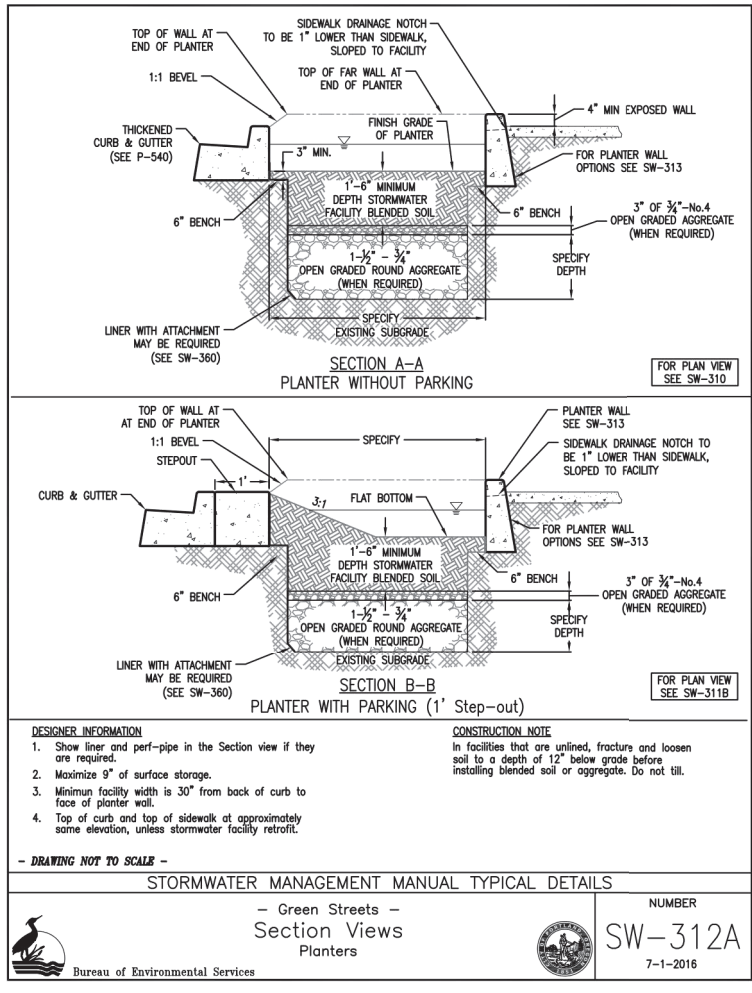


GENERAL NOTES FOR ALL DETAILS:

- All precast sections shall conform to requirements of ASTM C478.
- Manhole base sections may be precast or cast-in-place.
- All concrete shall be commercial grade concrete.
- Location, elevation, diameter, slope, and number of pipe(s) varies, see project plans.
- Max. pipe diameter varies with pipe material.
- All connecting pipes shall have a tracer wire, or approved alternate. See Std. Dwg. RD336 for tracer wire details.
- Invert channels shall be constructed to provide smooth slopes and radii to outlet pipe.
- When rigid pipe is used, the connecting pipe shall have a flexible, gasketed and unrestrained joint within 18" of manhole wall. Joint type varies with manufacturer.
- When flexible pipe is used, install resilient connectors conforming to requirements of ASTM C933.
- See Std. Dwg. RD335, RD336, and RD338 for details not shown.
- See Std. Dwg. RD336 for manhole steps details.
- See Std. Dwg. RD342 for shallow manholes.
- See Std. Dwg. RD344 for manhole base section.
- See Std. Dwg. RD356 for manhole covers and frames, manhole adjustment rings, etc.
- Pipe zone varies, see Std. Dwg. RD300.

OREGON STANDARD DRAWINGS
PIPE TO MANHOLE CONNECTIONS
 DATE: 2018
 REVISION DESCRIPTION

Effective Date: December 1, 2019 – May 31, 2020 RD345

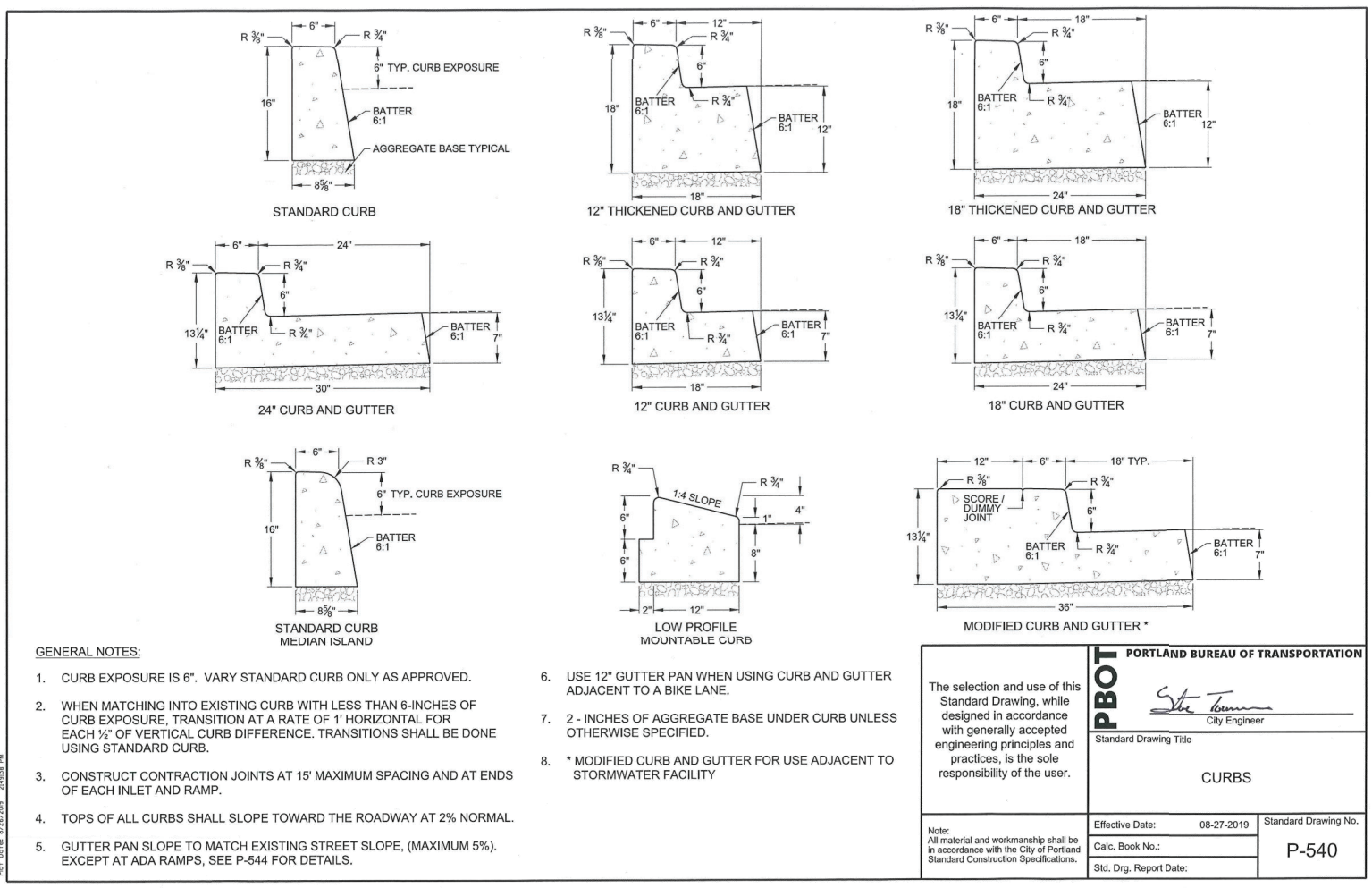


DESIGNER INFORMATION

- Show liner and per-pipe in the Section view if they are required.
- Maximize 9" of surface storage.
- Minimum facility width is 30" from back of curb to face of planter wall.
- Top of curb and top of sidewalk at approximately same elevation, unless stormwater facility retrofit.

CONSTRUCTION NOTE
 In facilities that are unlined, fractured and loosen soil to a depth of 12" below grade before installing blended soil or aggregate. Do not till.

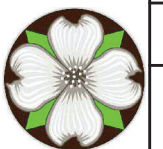
STORMWATER MANAGEMENT MANUAL TYPICAL DETAILS
 - Green Streets -
 Section Views
 Planters
 NUMBER
SW-312A
 7-1-2016



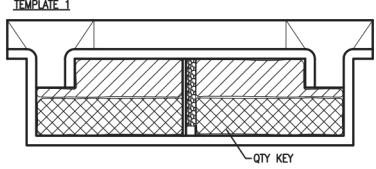
GENERAL NOTES:

- CURB EXPOSURE IS 6". VARY STANDARD CURB ONLY AS APPROVED.
- WHEN MATCHING INTO EXISTING CURB WITH LESS THAN 6-INCHES OF CURB EXPOSURE, TRANSITION AT A RATE OF 1" HORIZONTAL FOR EACH 1/2" OF VERTICAL CURB DIFFERENCE. TRANSITIONS SHALL BE DONE USING STANDARD CURB.
- CONSTRUCT CONTRACTION JOINTS AT 15' MAXIMUM SPACING AND AT ENDS OF EACH INLET AND RAMP.
- TOPS OF ALL CURBS SHALL SLOPE TOWARD THE ROADWAY AT 2% NORMAL.
- GUTTER PAN SLOPE TO MATCH EXISTING STREET SLOPE, (MAXIMUM 5%). EXCEPT AT ADA RAMPS, SEE P-544 FOR DETAILS.
- USE 12" GUTTER PAN WHEN USING CURB AND GUTTER ADJACENT TO A BIKE LANE.
- 2 - INCHES OF AGGREGATE BASE UNDER CURB UNLESS OTHERWISE SPECIFIED.
- * MODIFIED CURB AND GUTTER FOR USE ADJACENT TO STORMWATER FACILITY

PORTLAND BUREAU OF TRANSPORTATION
PBOT
 Standard Drawing Title
CURBS
 Effective Date: 08-27-2019
 Calc. Book No.:
 Std. Drg. Report Date:
P-540



TEMPLATE 1

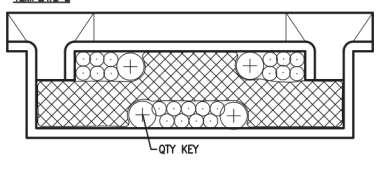


PLANT LEGEND 1

Symbol	Botanical Name	Common Name
	<i>Juncus patens</i>	Spreading rush
	<i>Carex obnupta</i>	Slough sedge

QTY KEY

TEMPLATE 2



PLANT LEGEND 2

Symbol	Botanical Name	Common Name
	<i>Carex obnupta</i>	Slough sedge
	<i>Liriope muscari</i> "Big Blue"	Big blue lily turf
	<i>Cornus sericea</i> "Kelsey"	Kelsey dogwood

QTY KEY

SAMPLE PLANT LEGEND					
SYMBOL	BOTANIC NAME	COMMON NAME	SIZE	SQ. FOOT AREA - ZONE A	X
	Xxxxx xxxxxx	xxxxxx	X	X	X
	Xxxxx xxxxxx	xxxxxx	X	X	X
	Xxxxx xxxxxx	xxxxxx	X	X	X

INSTRUCTIONS

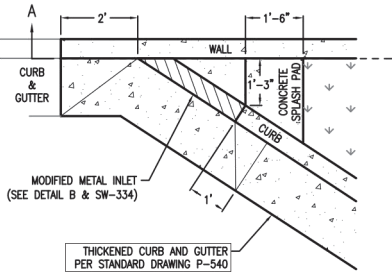
- Choose a template and alter it to design. These are examples of approved planting templates. Other planting plans may be approved.
- Plant lists and on-center spacing requirements are found in Section 2.4.1 of the City of Portland Stormwater Management Manual.
- Planting legend required. State plant species, spacing, and quantities per Zone A and Zone B and per facility. Include the square footage of Zone A and B.
- Planting Plans shall include labels for each plant group identifying the plant species and quantity in the group.
- See detail SW-363 for plant spacing.

- DRAWING NOT TO SCALE -

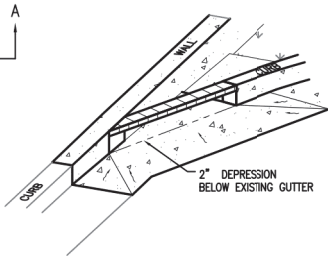
STORMWATER MANAGEMENT MANUAL TYPICAL DETAILS

- Green Streets -
 Landscape Planting Templates
 Planters

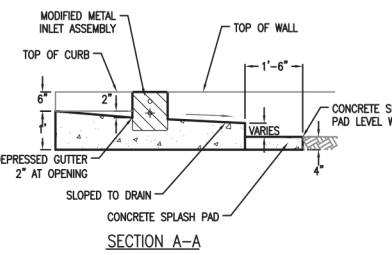
NUMBER
SW-315
 7-1-2016



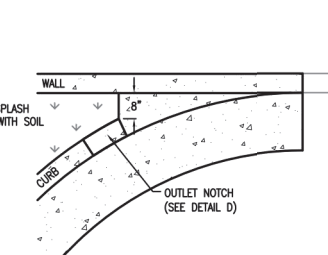
DETAIL A - INLET PLAN



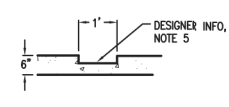
DETAIL B - INLET PERSPECTIVE



SECTION A-A



DETAIL C - OUTLET PLAN



DETAIL D - OUTLET NOTCH

DESIGNER INFORMATION:

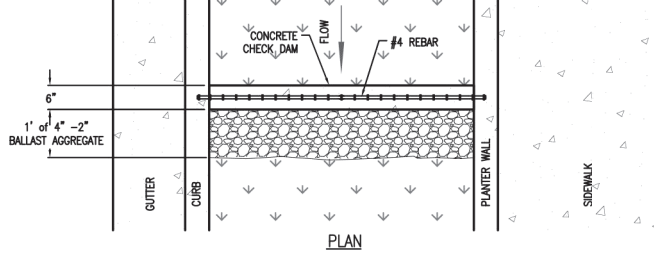
- Additional concrete inlets, [SW-331] can be added if necessary (preferably immediately downstream of each check dam to minimize potential backflow).
- Sawcut beyond facility and transition existing curb to new curb and gutter at 1' per foot as necessary.
- Inlet may be modified to maximize flow entry to stormwater facility.
- Modify inlet and outlet design as needed for site.
- Ensure outlet notch elevation is 2" below lowest inlets and sidewalk notches.
- Concrete splash pad required at all inlets.

- DRAWING NOT TO SCALE -

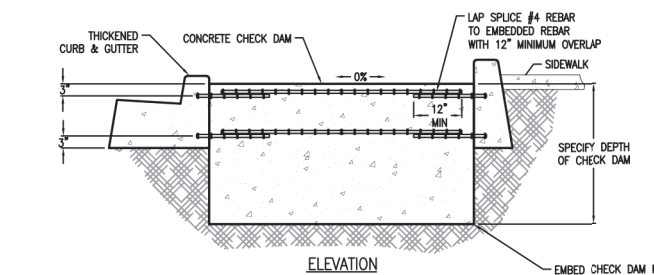
STORMWATER MANAGEMENT MANUAL TYPICAL DETAILS

- Green Streets -
 Inlet & Outlet for Curb Extensions
 Curb Inlets

NUMBER
SW-333
 7-1-2016



PLAN



ELEVATION

DESIGNER INFORMATION

- Provide elevations and stationing and/or dimensioning for check dams.
- Top of checkdam (top) elevation to be whichever is lowest: 1" below the elevation of the upstream inlet elevation of the facility; 2" below the elevation of the sidewalk adjacent to the check dam; or 2" below the elevation of the top of curb (top) adjacent to the check dam.
- Ensure that check dam elevations do not cause stormwater to overflow to sidewalk.
- Provide 1' curb-side step-out if planter is adjacent to parking, modify detail as needed.

CONSTRUCTION NOTE

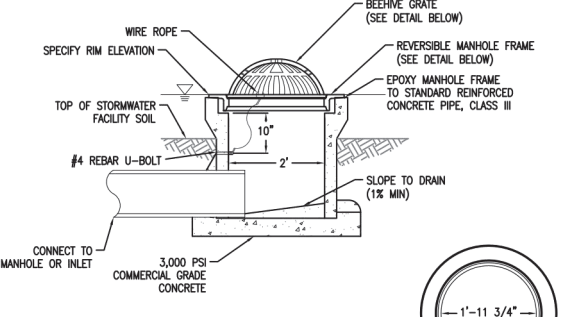
- Concrete to be 3,000 psi.
- Embed #4 rebar 3" into curb and planter wall.

- DRAWING NOT TO SCALE -

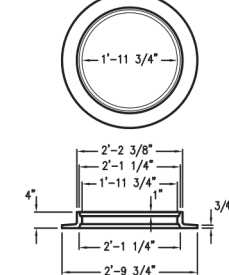
STORMWATER MANAGEMENT MANUAL TYPICAL DETAILS

- Green Streets -
 Concrete Check Dam for Planters
 Check Dams

NUMBER
SW-343
 7-1-2016



BEHIVE GRATE



24"x4" REVERSIBLE MANHOLE FRAME

DESIGNER INFORMATION

- If connecting to a combination sewer manhole installation of a "swing-check type backwater valve" or approved equal is required to prevent odor emissions.
- Size inlet based on calculated flows & manufacturers recommendations.

CONSTRUCTION NOTES

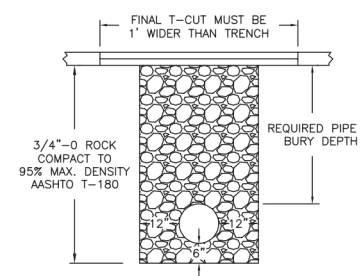
- Secure grate in place with 5/8" of wire rope. Loop ends of wire rope around U-bolt and grate. Crimp each end of wire rope with ferrule.
- Drill 2" deep holes into pipe and epoxy #4 rebar U-bolt (2"x 4") in holes.
- Grate to be cast iron, ASTM A48 CL30.
- Beehive rim elevation to be 1" lower than sidewalk notches, top of planter wall, top of slope, outlet notch or upstream notch, whichever is lowest.
- Wire rope between 1/8"-3/16" diameter, stainless steel, 7 strands of 19 wires.

- DRAWING NOT TO SCALE -

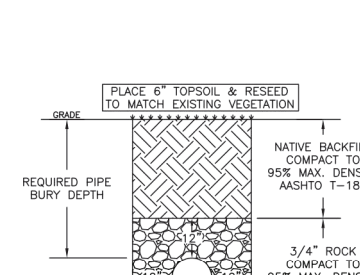
STORMWATER MANAGEMENT MANUAL TYPICAL DETAILS

- Green Streets -
 Beehive Inlet Grate
 Overflow Inlets

NUMBER
SW-350
 7-1-2016



TRENCHES WITHIN PAVED AREAS



TRENCHES OUTSIDE OF PAVED AREAS


ASPHALT REPLACEMENT DEPTH	
CLASSIFICATION	DEPTH (IN.)
ARTERIAL/INDUSTRIAL	8 OR EXISTING
COLLECTOR	6 OR EXISTING
LOCAL	4 OR EXISTING

NOTES:

- ADDITIONAL REPAIR IS REQUIRED FOR STREETS PAVED WITHIN THE LAST 5 YEARS. SEE STANDARD DETAIL NO. 516.
- FINAL SAWCUTS MUST BE 6" WIDER THAN THE WIDTH OF THE ROLLER USED FOR COMPACTION.
- PAVING SHALL CONSIST OF CLASS "C" MODIFIED ASPHALT CONCRETE AND BE PLACED IN LIFTS. EACH LIFT OF PAVEMENT SHALL HAVE A MAXIMUM DEPTH OF 3" & MINIMUM DEPTH OF 2".
- INFRASTRUCTURE REPAIRS MAY BE REQUIRED AT THE DISCRETION OF THE ENGINEERING DIRECTOR.
- UNDERMINED, BROKEN OR CRACKED PAVEMENT EDGES SHALL BE SAWCUT AND REMOVED AT THE DISCRETION OF THE ENGINEERING DIRECTOR.
- CONTROL DENSITY FILL (CDF) MAY BE REQUIRED AT ENGINEER'S DISCRETION.

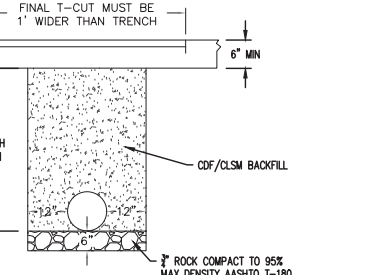
CITY OF MILWAUKIE, OREGON - PUBLIC WORKS DEPT.

Trench Patch

APPROVED:  11/18
 CITY ENGINEER

NO.	REVISIONS	DATE	BY
2	REVISED NOTES	12/12	MFC
3	ADDED TO-CUT LANGUAGE	12/14	AKB
4	DRAWING NUMBER CHANGED	11/18	TAP

DRAWING NO. **509**



CDF/CLSM TRENCH PATCH

FINAL T-CUT MUST BE 1' WIDER THAN TRENCH

6" MIN

PIPE DEPTH PER PLAN

CDF/CLSM BACKFILL

3" ROCK COMPACT TO 95% MAX DENSITY AASHTO T-180

DESIGNED BY: JAW
 DRAWN BY: GMB
 CHECKED BY: JPC
 SCALE: AS NOTED
 DATE: 05/21/2020



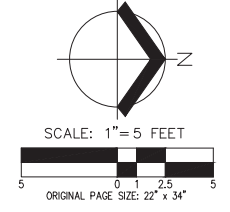
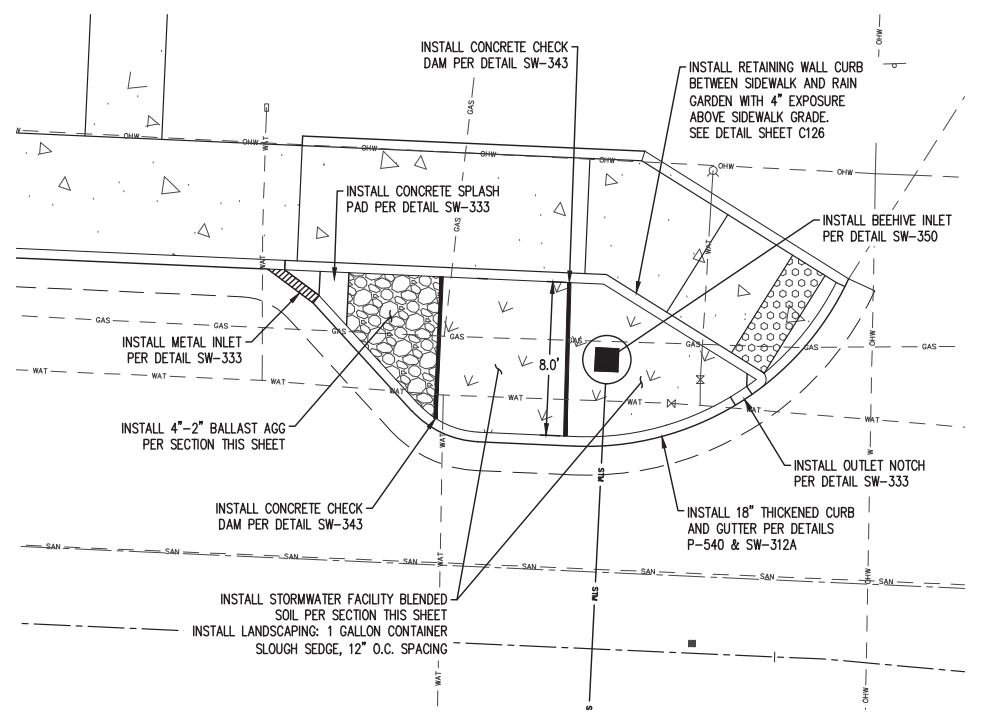
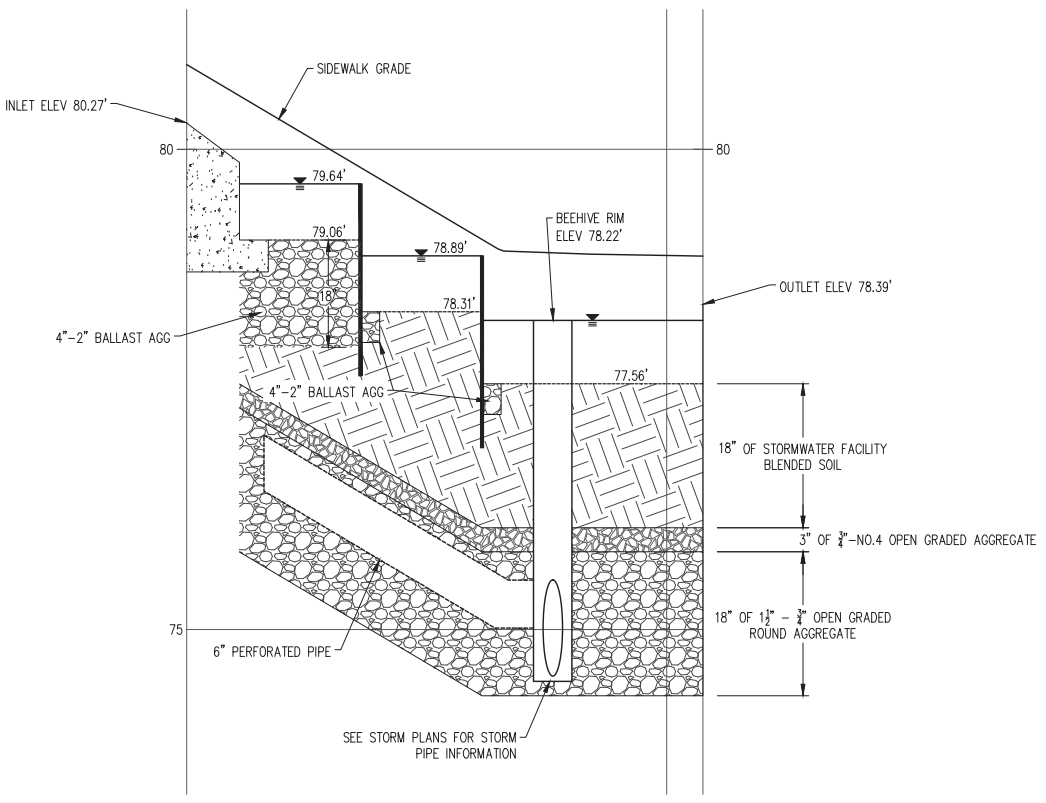
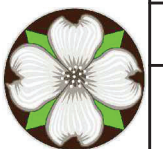
**22ND AVE & RIVER RD
 SAFE PROJECT
 MILWAUKIE OREGON**

STORM DETAILS

DESIGNED BY: JAW
 DRAWN BY: GMB
 CHECKED BY: JPC
 SCALE: AS NOTED
 DATE: 05/21/2020



REVISIONS
 JOB NUMBER
 6685-01
 SHEET
C209





WATER SYSTEM IMPROVEMENTS SEQUENCING PLAN

THE FOLLOWING IS INTENDED TO PROVIDE A GENERAL OUTLINE OF THE SEQUENCING FOR WATER SYSTEM IMPROVEMENTS. THE CONTRACTOR WILL BE RESPONSIBLE FOR PREPARING A CONSTRUCTION SEQUENCING PLAN FOR REVIEW AND APPROVAL BY THE CITY PRIOR TO BEGINNING IMPROVEMENTS. CITY STAFF SHALL OPERATE ALL WATER VALVES.

1. TRANSFER ALL SERVICES FROM LINES TO BE ABANDONED TO LINES TO REMAIN.

2. C405

- a. VALVE OFF KN 39 (EAST VALVE)
- b. VALVE OFF KN 13 (ALL VALVES)
- c. REMOVE LINE AND VALVES BETWEEN KN 13 AND 39.
- d. INSTALL CAPS AT KN 13 AND KN 39.
- e. VALVE OFF AT SE BOB WHITE/SE 22ND
- f. VALVE OFF AT SE WREN/SE 22ND
- g. REMOVE VALVE (S) AT KN 13 INSTALL CAP SOUTH
- h. CLOSE VALVE AT SE BLUEBIRD/SE 21ST
- i. INSTALL SHUTDOWN TIE-IN AT KN 31
- j. INSTALL HOT-TAP AT KN 27
- k. OPEN VALVES AT KN 13

3. C403/C404

- a. CLOSE ALL VALVES AT SE 22ND/SE WREN
- b. INSTALL INSERT-A-VALVE AT SE 21ST/SE BOB WHITE
- c. INSTALL HOT-TAP AT KN 28
- d. CONNECT TO EXISTING 6" AT KN 35

e. REMOVE LINE IN SE 22ND

4. C402

- a. CLOSE ALL VALVES AT SE 22ND/SE WREN
- b. REMOVE MAIN AND VALVE ON NORTH LEG OF CROSS
- c. INSTALL CAP AT KN 41

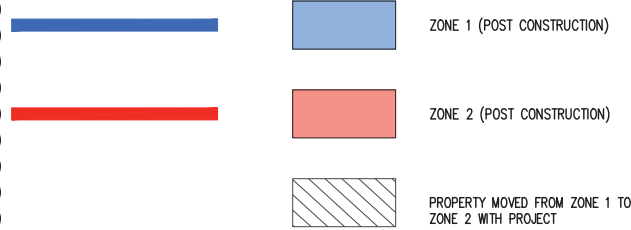
5. C406

- a. INSTALL INSERT-A-VALVE ON EXISTING 8" MAIN
- b. VALVE OFF AT SE RIVER/SE WREN
- c. VALVE OFF AT 22ND/SE WREN (EAST VALVE)
- d. CONNECT TO EXISTING AT KN 32
- e. CONNECT TO EXISTING AT KN 14

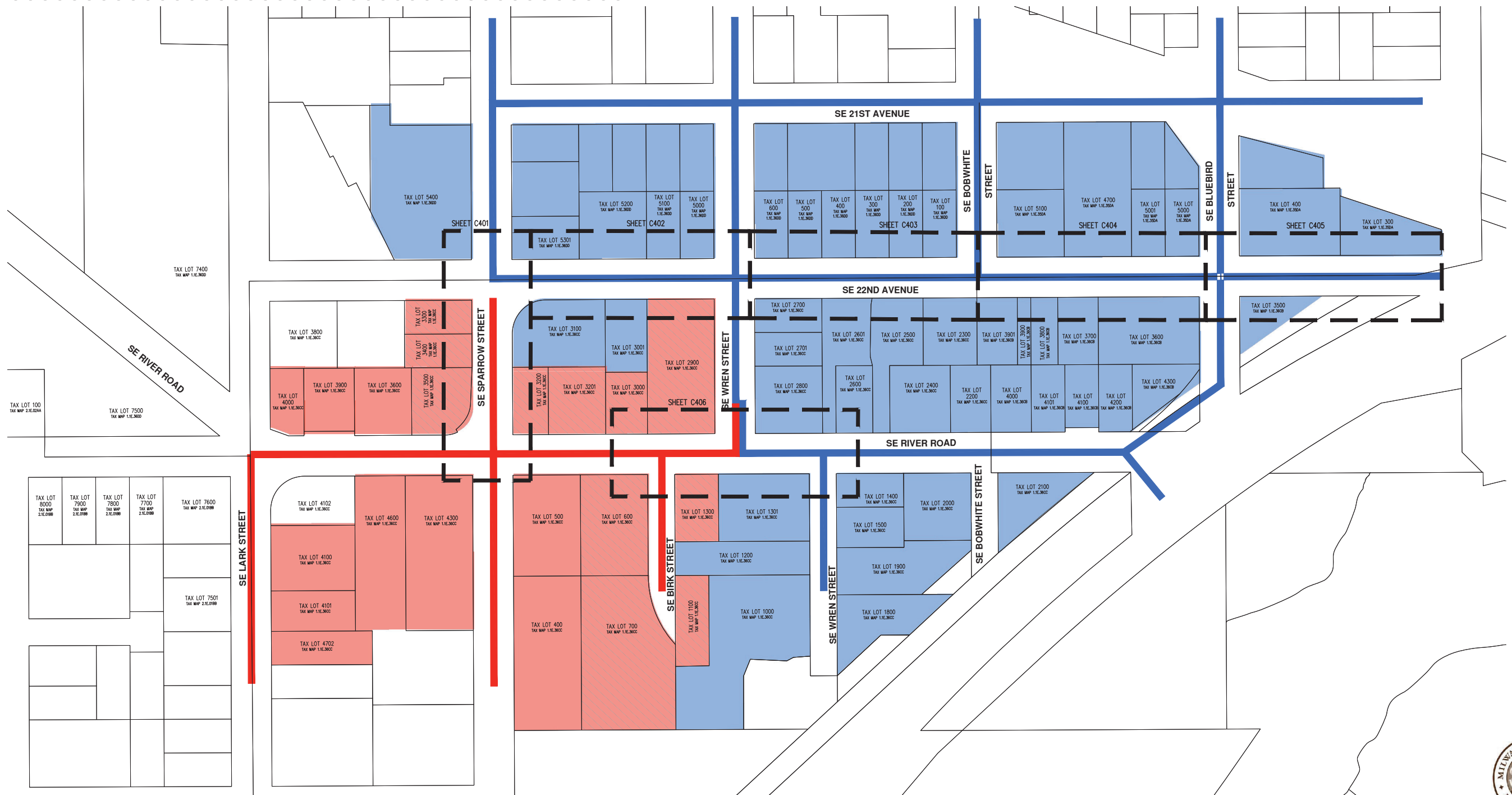
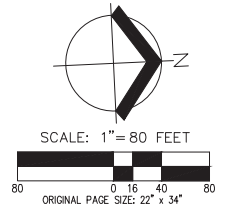
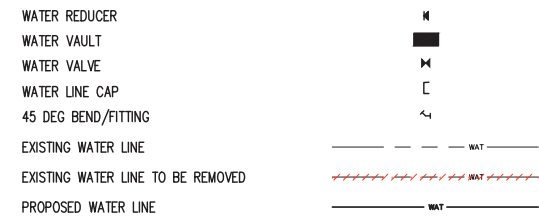
6. C401

- a. INSTALL 10" INSERT-A-VALVE ON SE 22ND (SEE C402)
- b. VALVE OFF AT KN 11
- c. VALVE OFF AT SE 21ST/SPARROW
- d. VALVE OFF AT SE 20TH/SPARROW
- e. CONNECT TO EXISTING AT KN 37 AND KN 20. PUT LINE IN OPERATION
- f. CONNECT TO EXISTING AT KN 10
- g. VALVE OFF AT SE RIVER/SE SPARROW
- h. REMOVE PRV PER KN 12 (NOTE NEW PRV MUST BE IN-PLACE AND FUNCTIONAL BEFORE REMOVAL OF EXISTING PRV).

LEGEND (FOR OVERALL WATER PLAN)



LEGEND (FOR WATER PLANS)



AKS
 AKS ENGINEERING & FORESTRY, LLC
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ENGINEERING • SURVEYING • NATURAL RESOURCES
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**22ND AVE & RIVER RD
 SAFE PROJECT**

MILWAUKIE OREGON

OVERALL WATER PLAN

DESIGNED BY: JPC
 DRAWN BY: GMB
 CHECKED BY: JPC
 SCALE: AS NOTED
 DATE: 05/21/2020

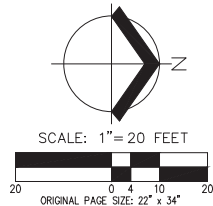
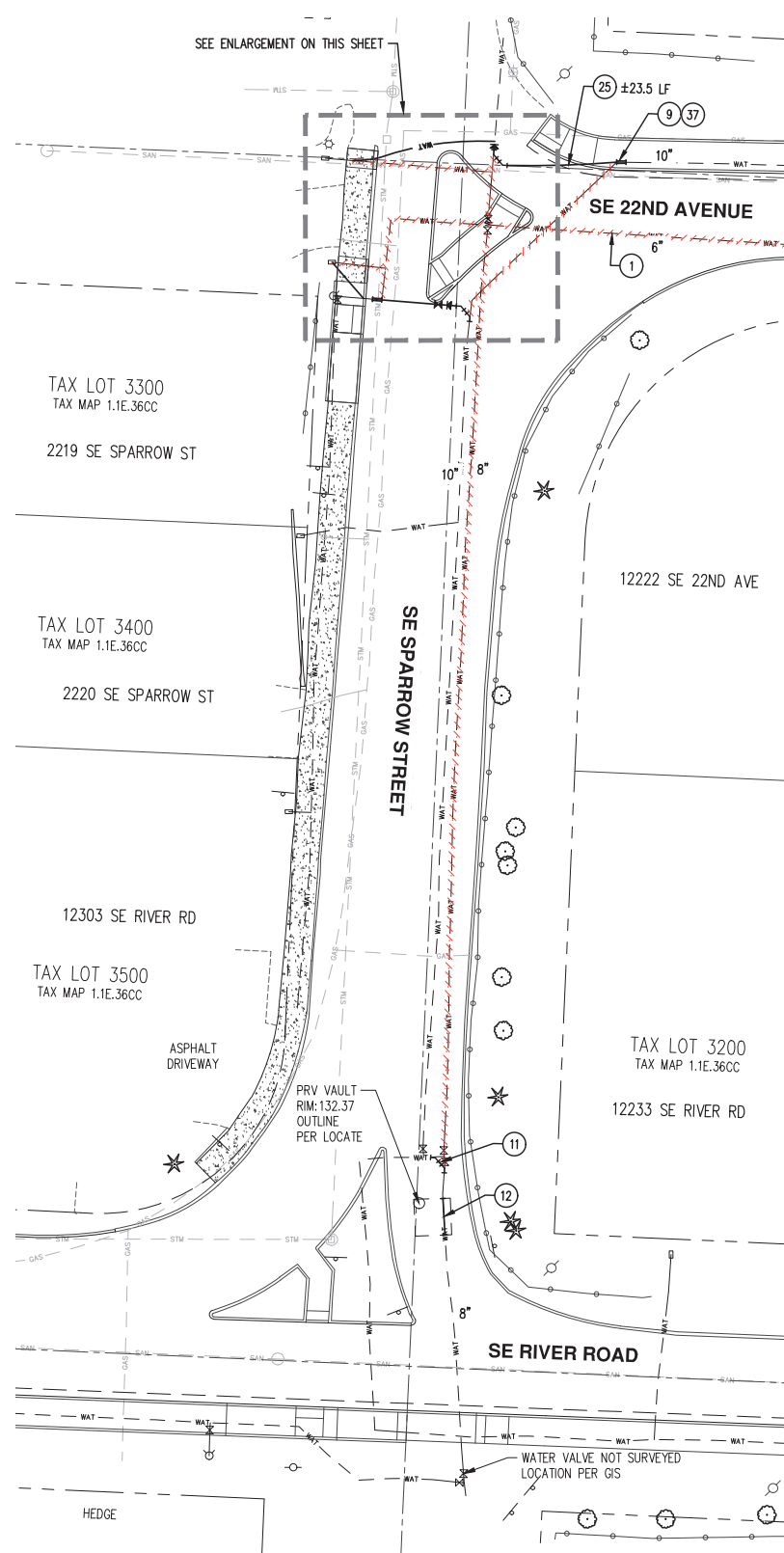
REGISTERED PROFESSIONAL
 ENGINEER
 6382PE
 OREGON
 JUNE 29, 2008
 JOHN P. CHRISTIANSEN
 RENEWAL DATE: 12/31/21

REVISIONS
 ADDENDUM #1 6/17/2020

JOB NUMBER
6685-01

SHEET
C400

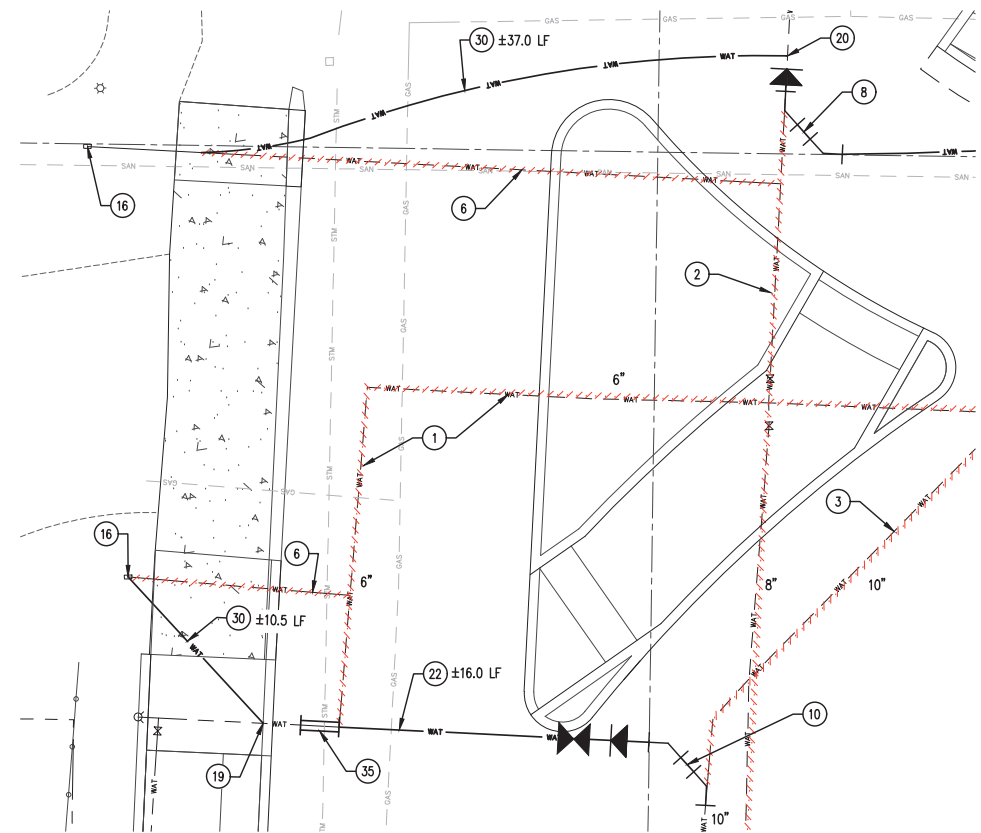




MATCH LINE - SEE SHEET C402

KEY NOTES

1. REMOVE EXISTING 6" WATER LINE AFTER TRANSFERRING ALL CONNECTIONS TO EXISTING 10" WATER LINE
2. REMOVE EXISTING 8" WATER LINE AFTER TRANSFERRING ALL CONNECTIONS TO EXISTING 10" WATER LINE
3. REMOVE EXISTING 10" WATER LINE AS SHOWN
4. REMOVE EXISTING 8" WATER LINE AS SHOWN
5. REMOVE EXISTING 6" WATER LINE AS SHOWN
6. ABANDON EXISTING WATER SERVICE IN PLACE
7. INSTALL 8" 45 DEG MJ FITTING
8. INSTALL TWO 10" 45 DEG MJ FITTINGS
INSTALL APPROXIMATELY 1 LF OF 10" WATER LINE BETWEEN FITTINGS
INSTALL 8X10 REDUCER
CONNECT TO EXISTING 8" WATER LINE
9. REMOVE EXISTING 45 DEG BEND
10. INSTALL TWO 10" 45 DEG MJ FITTINGS
INSTALL APPROXIMATELY 1 LF OF 10" WATER LINE BETWEEN FITTINGS
INSTALL 10X6 REDUCER
INSTALL 6" GATE VALVE ON SOUTH LEG
11. REMOVE EXISTING 8" TEE
INSTALL TWO 8" 45 DEG MJ FITTING
INSTALL APPROXIMATELY 1 LF OF 8" WATER LINE BETWEEN FITTINGS
CONNECT TO EXISTING 8" WATER LINE
12. REMOVE EXISTING PRV VAULT LID AND ALL PRV COMPONENTS
INSTALL SPOOL BETWEEN INLET AND OUTLET PIPE
CORE FOUR 3" HOLES IN FLOOR OF VAULT AND BACKFILL WITH CRUSHED ROCK.
13. REMOVE EXISTING 6" VALVE AND PIPING
CAP NORTH AND SOUTH LEGS OF EXISTING CROSS
14. REMOVE EXISTING 6" VALVE
INSTALL 8" GATE VALVE
15. REMOVE EXISTING HYDRANT AND ABOVE GROUND APPURTENANCES
REMOVE BELOW GROUND PIPING
SALVAGE AND RETURN HYDRANT TO CITY
16. CONNECT NEW SERVICE TO EXISTING METER
17. INSTALL 8X8 HOT TAP
INSTALL 8" MJ X FLG GATE VALVE ON WEST LEG
INSTALL 8" LINE STOP ON NORTH LEG
18. CONNECT NEW 6" LINE TO EXISTING VALVE
19. CONNECT SERVICE TO EXISTING 6" MAIN
20. CONNECT SERVICE TO EXISTING 8" MAIN
21. CONNECT SERVICE TO EXISTING 10" MAIN
22. INSTALL 6" WATER LINE
CONNECT TO EXISTING HYDRANT LEAD
23. INSTALL 6" WATER LINE
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29. INSTALL 10X6 FLG CROSS
INSTALL 6" MJ X FLG GATE VALVE ON WEST LEG
INSTALL 10" MJ X FLG GATE VALVE ON NORTH LEG
30. INSTALL NEW WATER SERVICE
31. INSTALL 8X8 TEE
SHUTDOWN THE IN
32. INSTALL 8X8 MJ TEE
INSTALL 8X6 REDUCER ON WEST LEG
CONNECT TO EXISTING 6" WATER LINE
33. INSTALL PRV IN VAULT PER DETAIL SHEET C407
RIM EL: 112.79
INLET PRESSURE: 80 PSI
OUTLET PRESSURE: 50 PSI
34. INSTALL 6" 45 DEG MJ FITTING
35. INSTALL 6" MJ SLEEVE TO CONNECT TO EXISTING 6" WATER LINE
36. INSTALL 8" MJ SLEEVE TO CONNECT TO EXISTING 8" WATER LINE
37. INSTALL 10" MJ SLEEVE TO CONNECT TO EXISTING 10" WATER LINE
38. CAP SOUTH LEG OF EXISTING 6X6 CROSS
39. CAP EAST LEG OF EXISTING 10X6 TEE
40. CAP SOUTH LEG OF EXISTING 8X8 CROSS
REMOVE EXISTING VALVE
41. CAP NORTH LEG OF EXISTING 6X6 CROSS
42. CONNECT TO EXISTING 8" WATER LINE
43. INSTALL 3/4" SUMP PUMP
DISCHARGE TO DAYLIGHT TO EXISTING SWALE

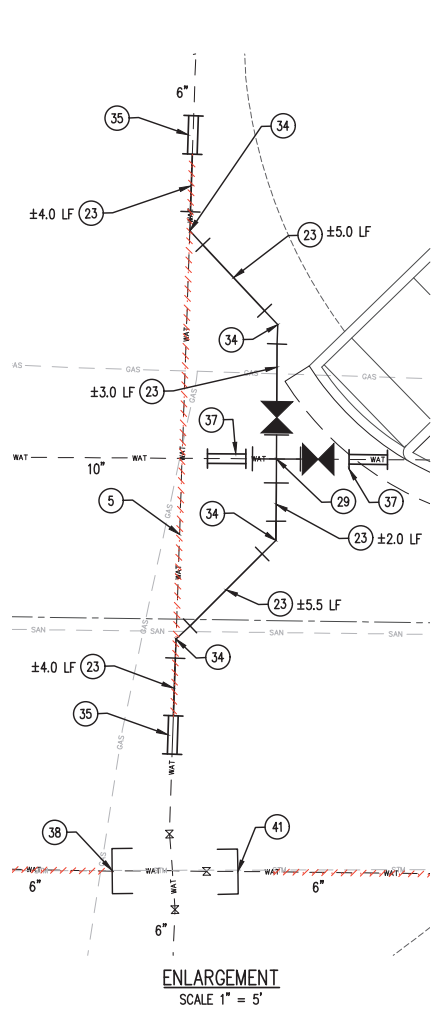


ENLARGEMENT
SCALE 1" = 5'

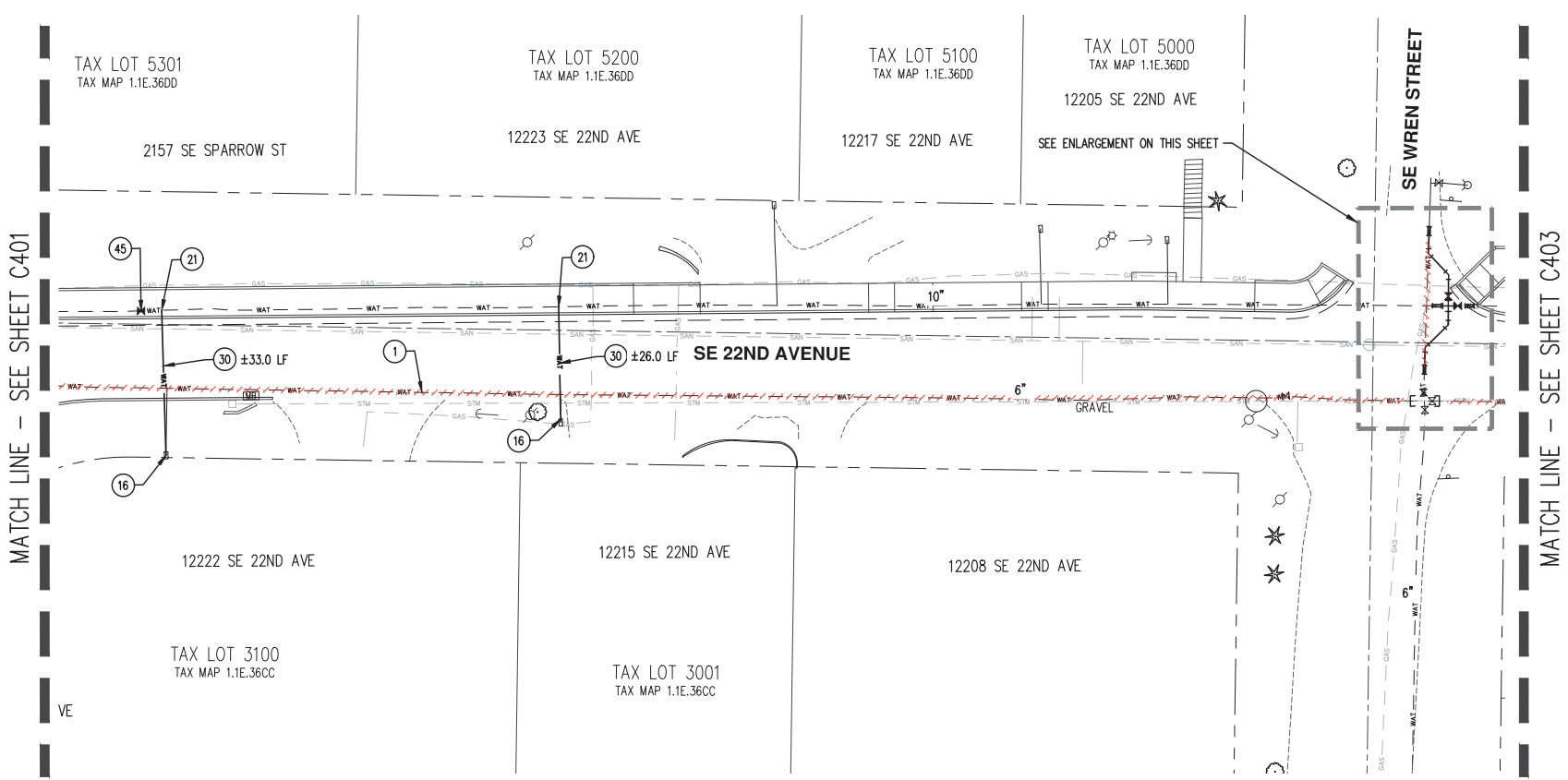
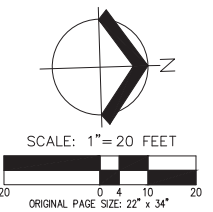
NOTES

- CONTRACTOR TO VERIFY ALL EXISTING WATER SERVICES THAT ARE ALONG THE EXISTING 6" WATER LINE BEING REMOVED, AND MOVE SERVICES TO EXISTING 10" MAIN AS NECESSARY
- SEE STANDARD 3/4 TO 1 INCH WATER SERVICE DETAIL SHEET C407 FOR NEW WATER SERVICE INSTALLATION TO CONNECT TO EXISTING METER
- SEE STANDARD VALVE BOX DETAIL SHEET C407 FOR NEW GATE VALVE BOX INSTALLATION
- ALL NEW FITTINGS TO BE INSTALLED WITH THRUST BLOCKING PER ODOT DETAIL RD250
- ALL PIPE JOINTS AND FITTINGS SHALL BE FULLY MECHANICALLY RESTRAINED
- CITY OF MILWAUKIE TO TURN ALL VALVES
- SEE WET TAP 2.5 INCH AND LARGER DETAIL SHEET C407 FOR ALL HOT TAP WATERLINE CONNECTIONS
- CONTRACTOR TO SAVE NEWER STYLE (I.E. 929 VANCOUVER STYLE) VALVE BOXES BEING REMOVED, AND RETURN TO THE CITY
- ALL TRENCH SAWCUT AND PAVEMENT RESTORATION FOR WATER REMOVAL AND INSTALLATION PER CITY OF MILWAUKIE STANDARD DETAIL 509





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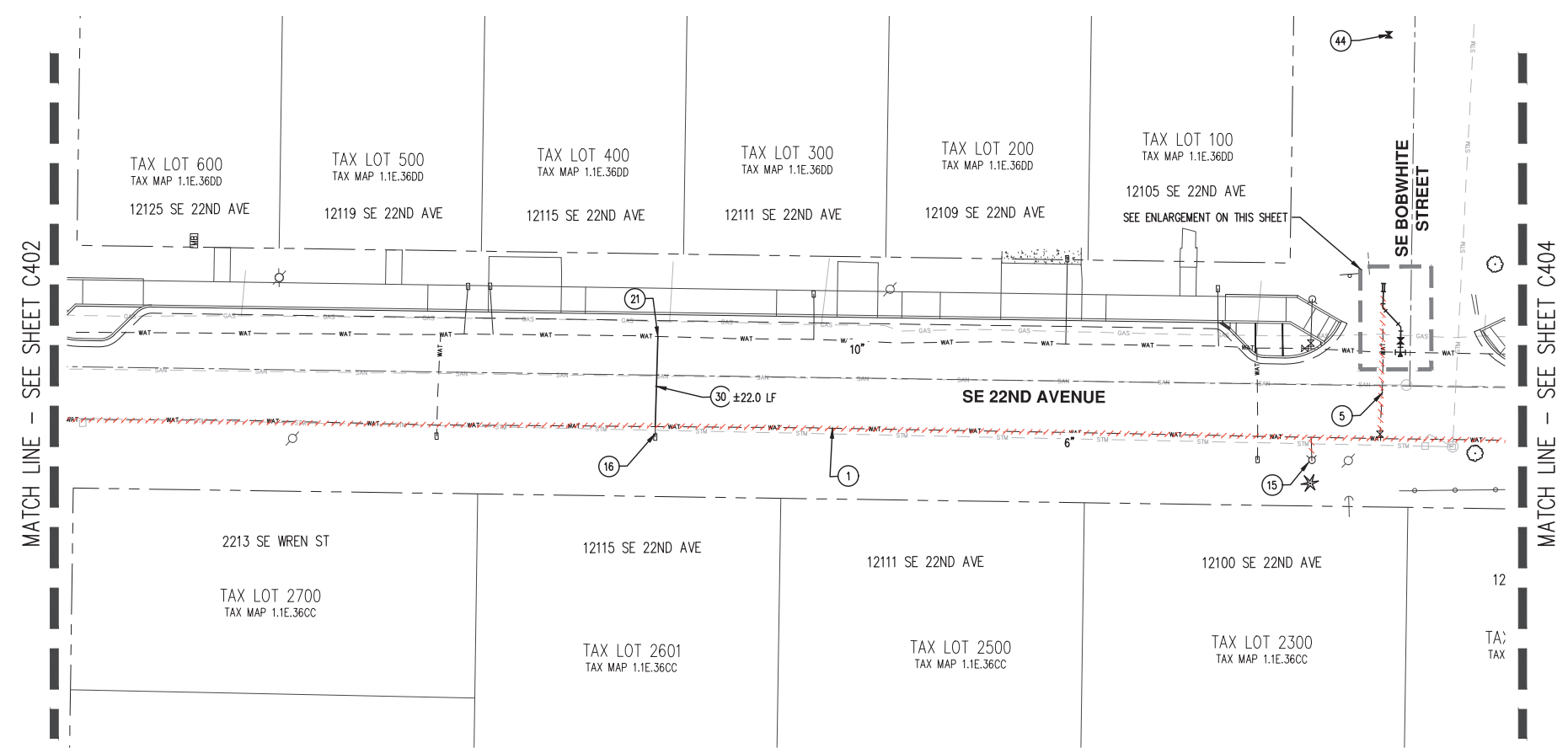
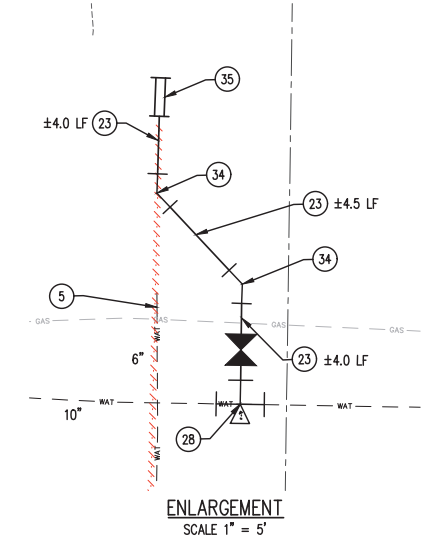
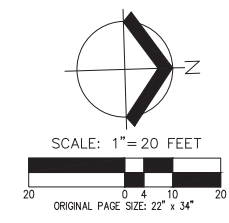


KEY NOTES

1. REMOVE EXISTING 6" WATER LINE AFTER TRANSFERRING ALL CONNECTIONS TO EXISTING 10" WATER LINE
2. REMOVE EXISTING 8" WATER LINE AFTER TRANSFERRING ALL CONNECTIONS TO EXISTING 10" WATER LINE
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6. ABANDON EXISTING WATER SERVICE IN PLACE
7. INSTALL 8" 45 DEG MJ FITTING
8. INSTALL TWO 10" 45 DEG MJ FITTINGS
 INSTALL APPROXIMATELY 1 LF OF 10" WATER LINE BETWEEN FITTINGS
 INSTALL 8X10 REDUCER
 CONNECT TO EXISTING 8" WATER LINE
9. REMOVE EXISTING 45 DEG BEND
10. INSTALL TWO 10" 45 DEG MJ FITTINGS
 INSTALL APPROXIMATELY 1 LF OF 10" WATER LINE BETWEEN FITTINGS
 INSTALL 10X6 REDUCER
 INSTALL 6" GATE VALVE ON SOUTH LEG
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 INSTALL TWO 8" 45 DEG MJ FITTING
 INSTALL APPROXIMATELY 1 LF OF 8" WATER LINE BETWEEN FITTINGS
 CONNECT TO EXISTING 8" WATER LINE
12. REMOVE EXISTING PRV VAULT LID AND ALL PRV COMPONENTS
 INSTALL SPOOL BETWEEN INLET AND OUTLET PIPE
 CORE FOUR 3" HOLES IN FLOOR OF VAULT AND BACKFILL WITH CRUSHED ROCK.
13. REMOVE EXISTING 6" VALVE AND PIPING
 CAP NORTH AND SOUTH LEGS OF EXISTING CROSS
14. REMOVE EXISTING 6" VALVE
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 REMOVE BELOW GROUND PIPING
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17. INSTALL 8X8 HOT TAP
 INSTALL 8" MJ X FLG GATE VALVE ON WEST LEG
 INSTALL 8" LINE STOP ON NORTH LEG
18. CONNECT NEW 6" LINE TO EXISTING VALVE
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 REMOVE EXISTING VALVE
41. CAP NORTH LEG OF EXISTING 6X6 CROSS
42. CONNECT TO EXISTING 8" WATER LINE
43. INSTALL 3/4" SUMP PUMP
 DISCHARGE TO DAYLIGHT TO EXISTING SWALE
44. INSTALL 6" INSERTION VALVE ON EXISTING MAIN
45. INSTALL 10" INSERTION VALVE ON EXISTING MAIN

NOTES

- CONTRACTOR TO VERIFY ALL EXISTING WATER SERVICES THAT ARE ALONG THE EXISTING 6" WATER LINE BEING REMOVED, AND MOVE SERVICES TO EXISTING 10" MAIN AS NECESSARY
- SEE STANDARD 3/4 TO 1 INCH WATER SERVICE DETAIL SHEET C407 FOR NEW WATER SERVICE INSTALLATION TO CONNECT TO EXISTING METER
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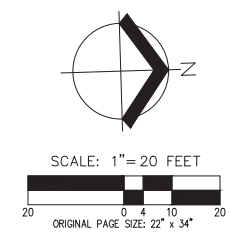
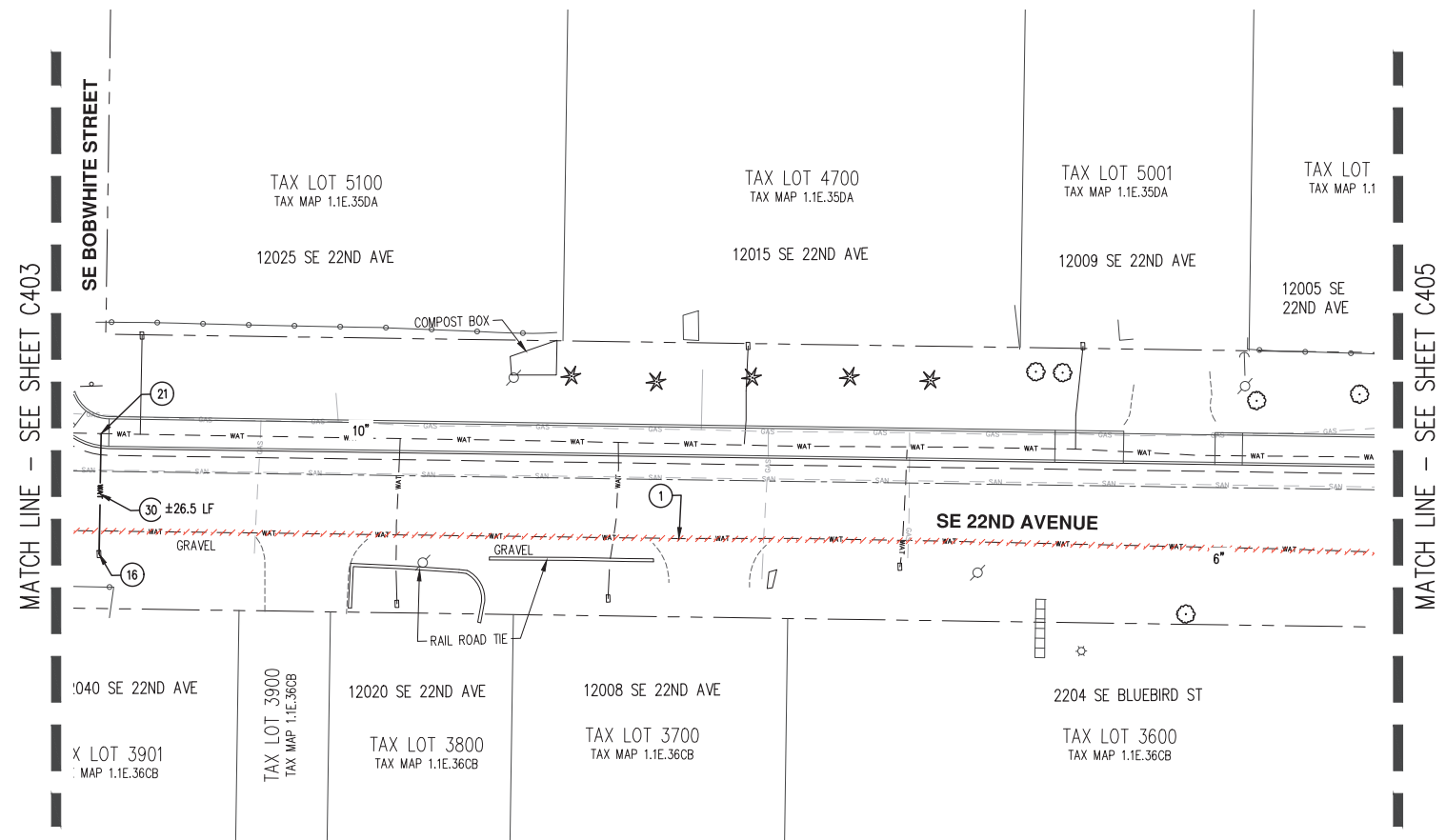


KEY NOTES

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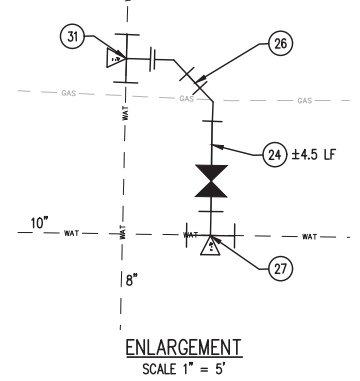
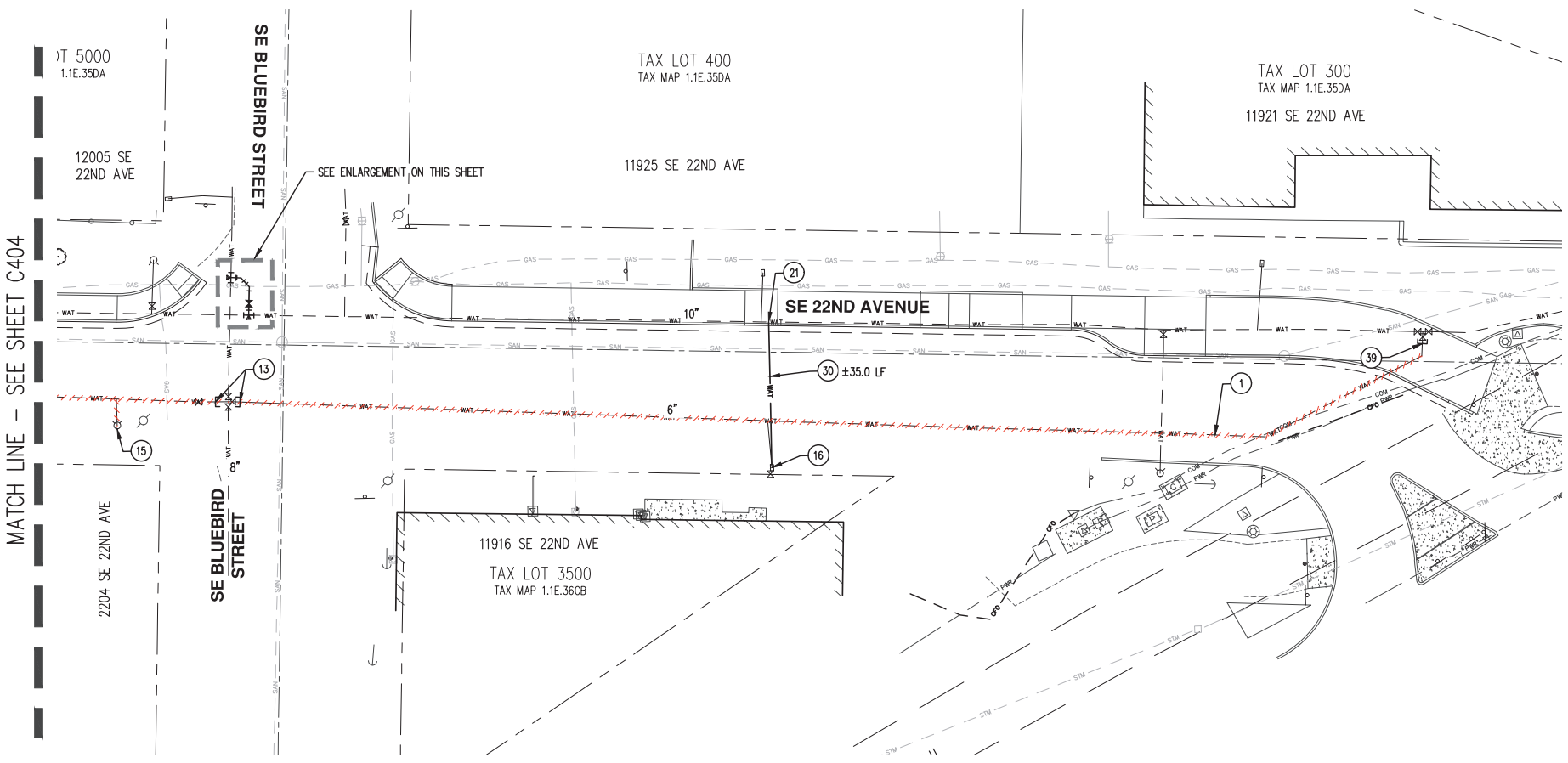
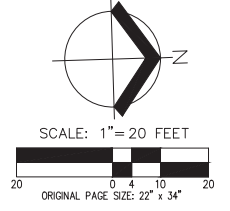
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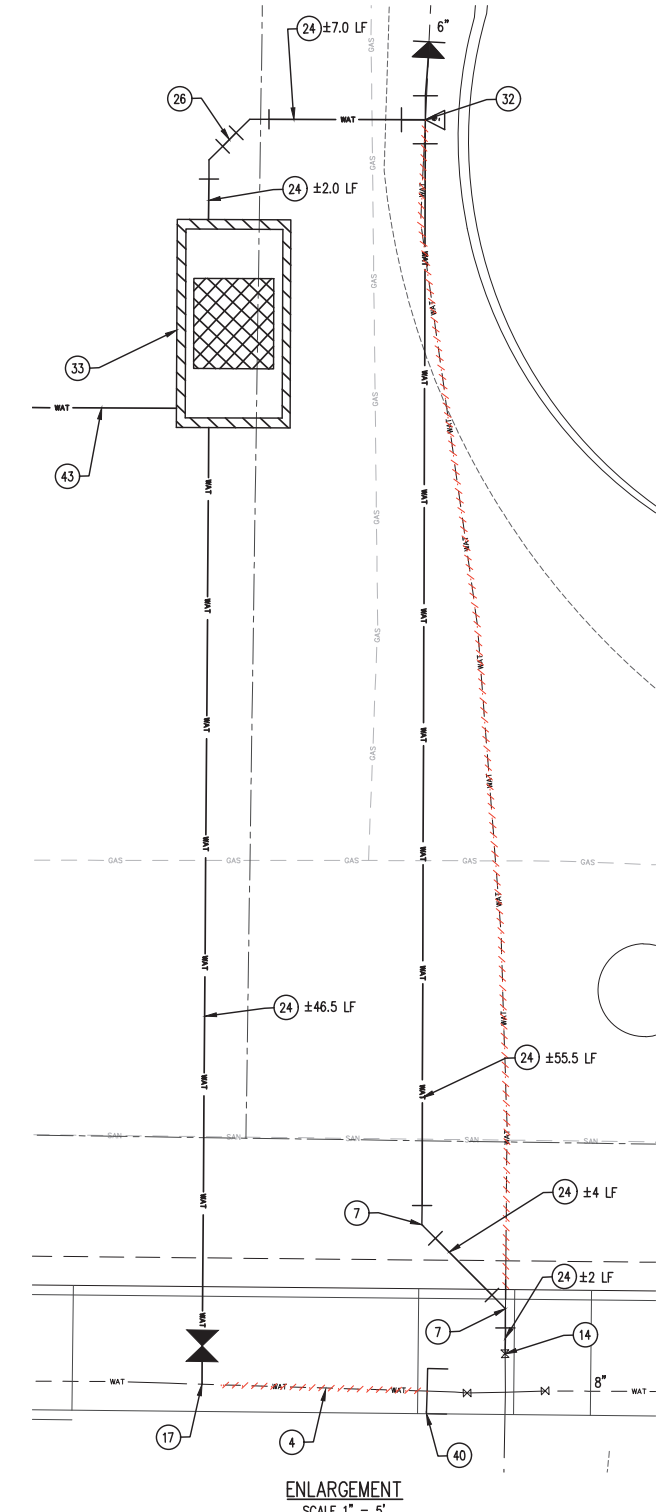


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11. REMOVE EXISTING 8" TEE
 INSTALL TWO 8" 45 DEG MJ FITTING
 INSTALL APPROXIMATELY 1 LF OF 8" WATER LINE BETWEEN FITTINGS
 CONNECT TO EXISTING 8" WATER LINE
12. REMOVE EXISTING PRV VAULT LID AND ALL PRV COMPONENTS
 INSTALL SPOOL BETWEEN INLET AND OUTLET PIPE
 CORE FOUR 3" HOLES IN FLOOR OF VAULT AND BACKFILL WITH CRUSHED ROCK.
13. REMOVE EXISTING 6" WATER LINE AND PIPING
 CAP NORTH AND SOUTH LEGS OF EXISTING CROSS
14. REMOVE EXISTING 6" VALVE
 INSTALL 8" GATE VALVE
15. REMOVE EXISTING HYDRANT AND ABOVE GROUND APPURTENANCES
 REMOVE BELOW GROUND PIPING
 SALVAGE AND RETURN HYDRANT TO CITY
16. CONNECT NEW SERVICE TO EXISTING METER
17. INSTALL 8X8 HOT TAP
 INSTALL 8" MJ X FLG GATE VALVE ON WEST LEG
 INSTALL 8" LINE STOP ON NORTH LEG
18. CONNECT NEW 6" LINE TO EXISTING VALVE
19. CONNECT SERVICE TO EXISTING 6" MAIN
20. CONNECT SERVICE TO EXISTING 8" MAIN
21. CONNECT SERVICE TO EXISTING 10" MAIN
22. INSTALL 6" WATER LINE
 CONNECT TO EXISTING HYDRANT LEAD
23. INSTALL 6" WATER LINE
24. INSTALL 8" WATER LINE
25. INSTALL 10" WATER LINE
26. INSTALL TWO 8" 45 DEG MJ FITTING
 INSTALL APPROXIMATELY 1 LF OF 8" WATER LINE BETWEEN FITTINGS
27. INSTALL 10X8 HOT TAP
 INSTALL 8" MJ X FLG GATE VALVE ON WEST LEG
28. INSTALL 10X6 HOT TAP
 INSTALL 6" MJ X FLG GATE VALVE ON WEST LEG
29. INSTALL 10X6 FLG CROSS
 INSTALL 6" MJ X FLG GATE VALVE ON WEST LEG
 INSTALL 10" MJ X FLG GATE VALVE ON NORTH LEG
30. INSTALL NEW WATER SERVICE
31. INSTALL 8X8 TEE
 SHUTDOWN TIE IN
32. INSTALL 8X8 MJ TEE
 INSTALL 8" MJ GATE VALVE ON WEST LEG
 INSTALL 8X6 REDUCER ON WEST LEG
 CONNECT TO EXISTING 6" WATER LINE
33. INSTALL PRV IN VAULT PER DETAIL SHEET C407
 RIM EL: 112.79
 INLET PRESSURE: 80 PSI
 OUTLET PRESSURE: 50 PSI
34. INSTALL 6" 45 DEG MJ FITTING
35. INSTALL 6" MJ SLEEVE TO CONNECT TO EXISTING 6" WATER LINE
36. INSTALL 8" MJ SLEEVE TO CONNECT TO EXISTING 8" WATER LINE
37. INSTALL 10" MJ SLEEVE TO CONNECT TO EXISTING 10" WATER LINE
38. CAP SOUTH LEG OF EXISTING 6X6 CROSS
39. CAP EAST LEG OF EXISTING 10X6 TEE
40. CAP SOUTH LEG OF EXISTING 8X8 CROSS
 REMOVE EXISTING VALVE
41. CAP NORTH LEG OF EXISTING 6X6 CROSS
42. CONNECT TO EXISTING 8" WATER LINE
43. INSTALL 3/4" SUMP PUMP
 DISCHARGE TO DAYLIGHT TO EXISTING SWALE
44. INSTALL 6" INSERTION VALVE ON EXISTING MAIN
45. INSTALL 10" INSERTION VALVE ON EXISTING MAIN

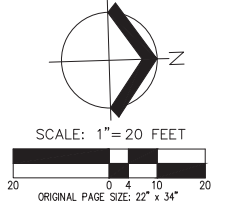
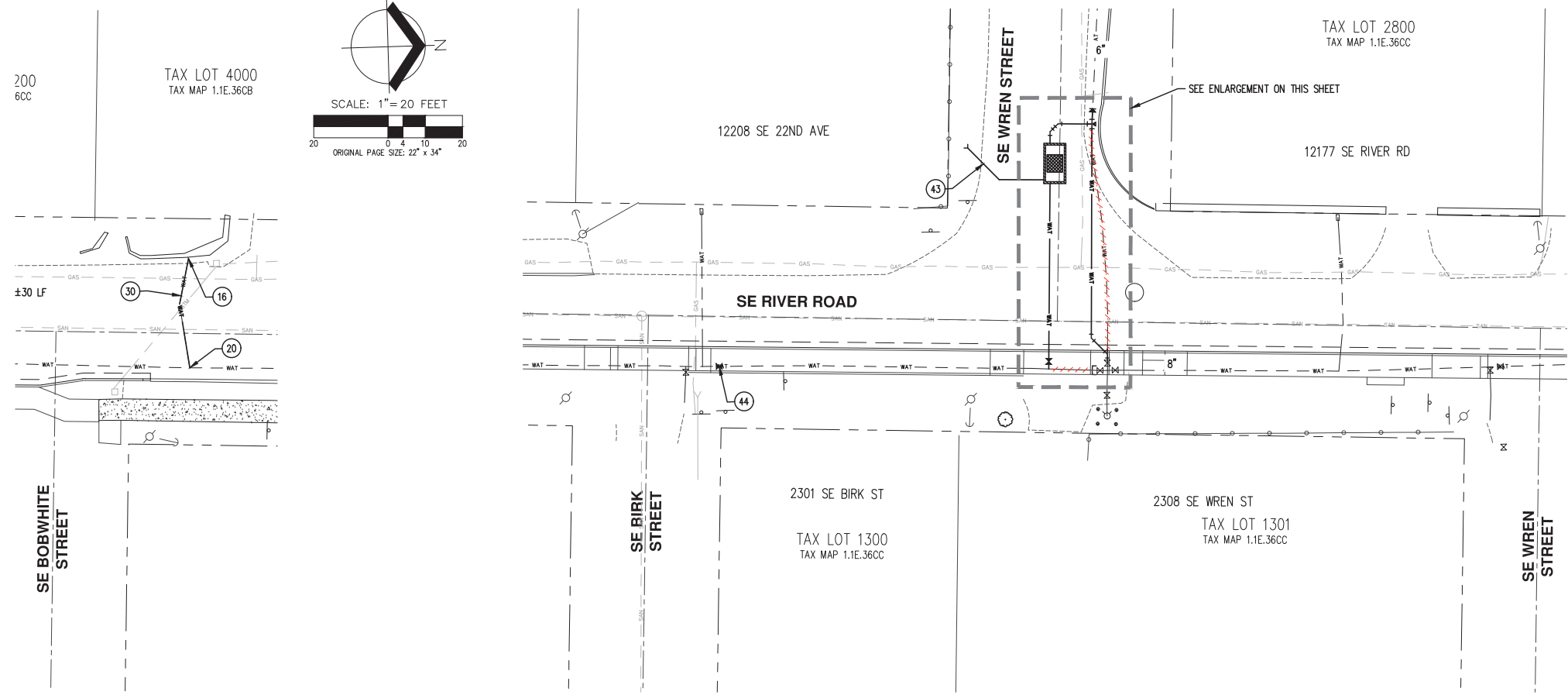
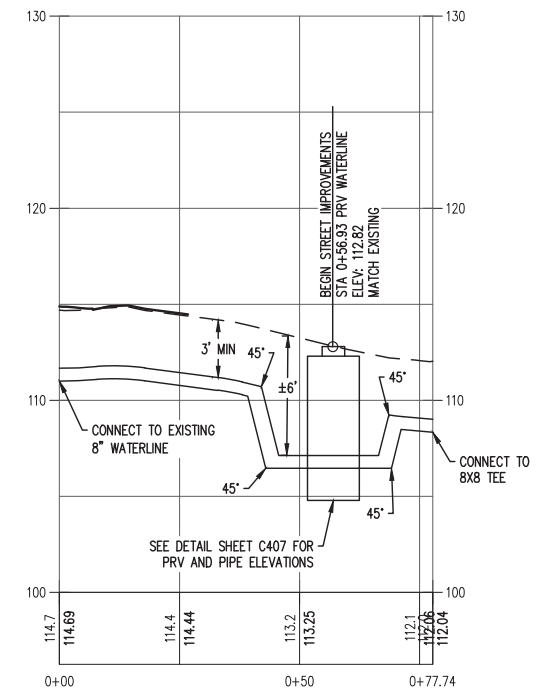
NOTES

- CONTRACTOR TO VERIFY ALL EXISTING WATER SERVICES THAT ARE ALONG THE EXISTING 8" WATER LINE BEING REMOVED, AND MOVE SERVICES TO EXISTING 10" MAIN AS NECESSARY
- SEE STANDARD 3/4 TO 1 INCH WATER SERVICE DETAIL SHEET C407 FOR NEW WATER SERVICE INSTALLATION TO CONNECT TO EXISTING METER
- SEE STANDARD VALVE BOX DETAIL SHEET C407 FOR NEW GATE VALVE BOX INSTALLATION
- ALL NEW FITTINGS TO BE INSTALLED WITH THRUST BLOCKING PER ODOT DETAIL RD250
- ALL PIPE JOINTS AND FITTINGS SHALL BE FULLY MECHANICALLY RESTRAINED
- CITY OF MILWAUKIE TO TURN ALL VALVES
- SEE WET TAP 2.5 INCH AND LARGER DETAIL SHEET C407 FOR ALL HOT TAP WATERLINE CONNECTIONS
- CONTRACTOR TO SAVE NEWER STYLE (I.E. 929 VANCOUVER STYLE) VALVE BOXES BEING REMOVED, AND RETURN TO THE CITY
- ALL TRENCH SAWCUT AND PAVEMENT RESTORATION FOR WATER REMOVAL AND INSTALLATION PER CITY OF MILWAUKIE STANDARD DETAIL 509



NOTES

- CONTRACTOR TO VERIFY ALL EXISTING WATER SERVICES THAT ARE ALONG THE EXISTING 6" WATER LINE BEING REMOVED, AND MOVE SERVICES TO EXISTING 10" MAIN AS NECESSARY
- SEE STANDARD 3/4 TO 1 INCH WATER SERVICE DETAIL SHEET C407 FOR NEW WATER SERVICE INSTALLATION TO CONNECT TO EXISTING METER
- SEE STANDARD VALVE BOX DETAIL SHEET C407 FOR NEW GATE VALVE BOX INSTALLATION
- ALL NEW FITTINGS TO BE INSTALLED WITH THRUST BLOCKING PER ODOT DETAIL RD250
- ALL PIPE JOINTS AND FITTINGS SHALL BE FULLY MECHANICALLY RESTRAINED
- CITY OF MILWAUKIE TO TURN ALL VALVES
- SEE WET TAP 2.5 INCH AND LARGER DETAIL SHEET C407 FOR ALL HOT TAP WATERLINE CONNECTIONS
- CONTRACTOR TO SAVE NEWER STYLE (I.E. 929 VANCOUVER STYLE) VALVE BOXES BEING REMOVED, AND RETURN TO THE CITY
- ALL TRENCH SAWCUT AND PAVEMENT RESTORATION FOR WATER REMOVAL AND INSTALLATION PER CITY OF MILWAUKIE STANDARD DETAIL 509



KEY NOTES

- REMOVE EXISTING 6" WATER LINE AFTER TRANSFERRING ALL CONNECTIONS TO EXISTING 10" WATER LINE
- REMOVE EXISTING 8" WATER LINE AFTER TRANSFERRING ALL CONNECTIONS TO EXISTING 10" WATER LINE
- REMOVE EXISTING 10" WATER LINE AS SHOWN
- REMOVE EXISTING 8" WATER LINE AS SHOWN
- REMOVE EXISTING 6" WATER LINE AS SHOWN
- ABANDON EXISTING WATER SERVICE IN PLACE
- INSTALL 8" 45 DEG MJ FITTING
- INSTALL TWO 10" 45 DEG MJ FITTINGS
INSTALL APPROXIMATELY 1 LF OF 10" WATER LINE BETWEEN FITTINGS
INSTALL 8X10 REDUCER
CONNECT TO EXISTING 8" WATER LINE
- REMOVE EXISTING 45 DEG BEND
- INSTALL TWO 10" 45 DEG MJ FITTINGS
INSTALL APPROXIMATELY 1 LF OF 10" WATER LINE BETWEEN FITTINGS
INSTALL 10X6 REDUCER
INSTALL 6" GATE VALVE ON SOUTH LEG
- REMOVE EXISTING 8" TEE
INSTALL TWO 8" 45 DEG MJ FITTING
INSTALL APPROXIMATELY 1 LF OF 8" WATER LINE BETWEEN FITTINGS
CONNECT TO EXISTING 8" WATER LINE
- REMOVE EXISTING PRV VAULT LID AND ALL PRV COMPONENTS
INSTALL SPOOL BETWEEN INLET AND OUTLET PIPE
CORE FOUR 3" HOLES IN FLOOR OF VAULT AND BACKFILL WITH CRUSHED ROCK.
- REMOVE EXISTING 6" VALVE AND PIPING
CAP NORTH AND SOUTH LEGS OF EXISTING CROSS
- REMOVE EXISTING 6" VALVE
INSTALL 8" GATE VALVE
- REMOVE EXISTING HYDRANT AND ABOVE GROUND APPURTENANCES
REMOVE BELOW GROUND PIPING
SALVAGE AND RETURN HYDRANT TO CITY
- CONNECT NEW SERVICE TO EXISTING METER
- INSTALL 8X8 HOT TAP
INSTALL 8" MJ X FLG GATE VALVE ON WEST LEG
INSTALL 8" LINE STOP ON NORTH LEG
- CONNECT NEW 6" LINE TO EXISTING VALVE
- CONNECT SERVICE TO EXISTING 6" MAIN
- CONNECT SERVICE TO EXISTING 8" MAIN
- CONNECT SERVICE TO EXISTING 10" MAIN
- INSTALL 6" WATER LINE
CONNECT TO EXISTING HYDRANT LEAD
- INSTALL 6" WATER LINE
- INSTALL 8" WATER LINE
- INSTALL 10" WATER LINE
- INSTALL TWO 8" 45 DEG MJ FITTING
INSTALL APPROXIMATELY 1 LF OF 8" WATER LINE BETWEEN FITTINGS
- INSTALL 10X8 HOT TAP
INSTALL 8" MJ X FLG GATE VALVE ON WEST LEG
- INSTALL 10X6 HOT TAP
INSTALL 6" MJ X FLG GATE VALVE ON WEST LEG
- INSTALL 10X6 FLG CROSS
INSTALL 6" MJ X FLG GATE VALVE ON WEST LEG
INSTALL 10" MJ X FLG GATE VALVE ON NORTH LEG
- INSTALL NEW WATER SERVICE
- INSTALL 8X8 TEE
SHUTDOWN TIE IN
- INSTALL 8X8 MJ TEE
INSTALL 8" MJ GATE VALVE ON WEST LEG
INSTALL 8X6 REDUCER ON WEST LEG
CONNECT TO EXISTING 6" WATER LINE
- INSTALL PRV IN VAULT PER DETAIL SHEET C407
RIM EL: 112.79
INLET PRESSURE: 80 PSI
OUTLET PRESSURE: 50 PSI
- INSTALL 6" 45 DEG MJ FITTING
- INSTALL 6" MJ SLEEVE TO CONNECT TO EXISTING 6" WATER LINE
- INSTALL 8" MJ SLEEVE TO CONNECT TO EXISTING 8" WATER LINE
- INSTALL 10" MJ SLEEVE TO CONNECT TO EXISTING 10" WATER LINE
- CAP SOUTH LEG OF EXISTING 6X6 CROSS
- CAP EAST LEG OF EXISTING 10X6 TEE
- CAP SOUTH LEG OF EXISTING 8X8 CROSS
REMOVE EXISTING VALVE
- CAP NORTH LEG OF EXISTING 6X6 CROSS
- CONNECT TO EXISTING 8" WATER LINE
- INSTALL 3/4" SUMP PUMP
DISCHARGE TO DAYLIGHT TO EXISTING SWALE
- INSTALL 6" INSERTION VALVE ON EXISTING MAIN
- INSTALL 10" INSERTION VALVE ON EXISTING MAIN



ITEM	QTY	DESCRIPTION
1	1	6" CLA-VAL 90-01BCSY Pressure Reducing Valve c/w X101 Position Indicator - 150# Flgd DIBT (CRD: 15-75psi)
2	1	2" CLA-VAL 90-01BCSY Pressure Reducing Valve c/w X101 Position Indicator - Threaded DIBT (CRD: 15-75psi)
3	2	6" MUELLER A2360-6W41 NRS Gate Valve c/w Handwheel - 125# Flgd
4	2	2" MUELLER A2360-8 RW NRS Gate Valve c/w Handwheel - Threaded
5	3	6" VICTAULIC #07 Zero Flex Coupling
6	2	6" PIPE SEAL PS-475 Assembly
7	2	4" WIKA Liquid Filled Pressure Gauge c/w Isolation Ball Valve
8	1	#10565 Precast Concrete Vault c/w Mastic Seal, White Interior & Black Exterior
9	4	Galvanized Steel Adjustable Pipe Supports
10	1	EAST JORDAN SAFETY GRATE SET (PROD. # 00821861C01) W/ SAFETY HATCH (#H48488191)
11	1	Aluminum Ladder With Safety Post
12	1	1" APCO 143C.1 Combination Air Release Valve c/w Isolation Valve
13	1	3/4" Hose Bib Assembly w/ Isolation Valve
14	1	2" VICTAULIC #07 Zero Flex Coupling
15	2	8" SMITH BLAIR 441 StxDI External Transition Coupling
17	1	6" MUELLER 758 Cast Iron Y Strainer c/w Blowdown Valve - 125# Flgd
18	1	2" MUELLER 11M Cast Iron Y Strainer c/w Blowdown Valve - Threaded
19	1	3/4" HYDRALIC SUMP EJECTOR ASSEMBLY
20	1	LINK SEAL ASSEMBLY FOR 3/4" STEEL PIPE
21	1	ALUMINUM SUMP GRATE

6" x 2" PRV STATION
c/w 8" IN/OUT

CITY OF MILWAUKIE, OREGON - PUBLIC WORKS DEPT.
Standard 3/4 to 1 Inch Water Service

NO.	REVISIONS	DATE	BY
4	REMOVED COPPERSETER	11/13	AJR
5	ADDED DIELECTRIC UNION NOTE	12/14	AJR
6	ADDED 3/4" WATER SERVICE	11/18	TAP

DRAWING NO. **401**

STANDARD FABRICATION & FINISHING SPECIFICATION

ALL 2" AND SMALLER PIPE TO BE THREADED BRASS. ALL 3" AND LARGER PIPE, INSIDE WETTED SURFACES TO BE SANDBLASTED, EPOXY LINED AND COATED TO ANWA C-210 AND NSF-61 SPECIFICATION. FINISH COATING WILL BE BLUE ENAMEL.

FABRICATED STEEL PIPE & FITTINGS TO BE SCHEDULE NO. 40 STEEL PIPE FOR SIZES TO 10", AND 3/8" WALL FOR 12" AND LARGER.

NOTE:
 VAULT #10565 (H-20 LOADING)
 INSIDE DIMENSIONS:
 10' L x 5' W x 6'-7" H

6" x 2" PRV STATION
c/w 8" IN/OUT

CITY OF MILWAUKIE, OREGON - PUBLIC WORKS DEPT.
Wet Tap 2.5 Inch and Larger

NO.	REVISIONS	DATE	BY
3	ADDED THRUST BLOCK	12/14	AJR
4	DRAWING NUMBER CHANGED, NOTES REVISED	11/18	TAP
5	TITLE AND NOTE CHANGED	08/19	TAP

DRAWING NO. **404**

FRONT VIEW **SIDE VIEW**

THRUST BLOCK

NOTES:

- WATER MAIN MUST BE CLEANED BEFORE ATTACHING SLEEVE.
- SLEEVE AND VALVE MUST BE PRESSURE TESTED BEFORE MAKING TAP. PRESSURE TEST AND TAP TO BE MADE IN THE PRESENCE OF AN AUTHORIZED CITY REPRESENTATIVE. PROPER TAPPING MACHINE MUST BE USED TO MAKE TAP AND TAP TO BE MADE NO CLOSER THAN 18 INCHES FROM THE NEAREST JOINT.
- THRUST BLOCKING REQUIREMENTS TO BE DETERMINED BY OSSC DRAWING RD250.
- SLEEVE AND VALVE TO BE WRAPPED IN 8 MIL PLASTIC.
- SLEEVES TO BE USED ARE JCM OR MUELLER STAINLESS STEEL TAPPING SLEEVES. SLEEVE TO BE AS LEVEL AS POSSIBLE.
- ALL NUTS AND BOLTS TO BE STAINLESS STEEL. ALL BOLTS TO HAVE NEVER-SEIZE ON THREADS.
- FOR TAPS SMALLER THAN 2.5", SEE MILWAUKIE STANDARD DETAILS 401 AND 402.

CITY OF MILWAUKIE, OREGON - PUBLIC WORKS DEPT.
Wet Tap 2.5 Inch and Larger

NO.	REVISIONS	DATE	BY
3	ADDED THRUST BLOCK	12/14	AJR
4	DRAWING NUMBER CHANGED, NOTES REVISED	11/18	TAP
5	TITLE AND NOTE CHANGED	08/19	TAP

DRAWING NO. **404**

CAST IRON VALVE BOX, VANCOUVER STYLE MODEL #910

6" PVC SEWER PIPE ASTM D3034, SDR 35

SELF CENTERING VALVE COVER VC212 OR APPROVED EQUAL

WATER MAIN

NOTES:

- VALVE BOXES SHALL BE CENTERED DIRECTLY OVER THE VALVE NUT IN A VERTICAL POSITION.
- VALVE BOX TOP SHALL BE ADJUSTED TO MEET FINISHED GRADE.
- PVC SHALL BE ONE CONTINUOUS PIECE - NO BELLS OR COUPLERS.
- VALVE NUT EXTENSIONS SHALL BE USED TO BRING VALVE NUT WITHIN 4 FEET OF FINAL GRADE.
- VALVE CAN SHALL BE ENCASED IN 2'x2' PAD IN UNIMPROVED AREAS. REPAIRS WITHIN PAVED STREET REQUIRE A MINIMUM 5'x5' ASPHALT PATCH.

"MILWAUKIE WATER" STANDARD LID BY EAST JORDAN FOUNDRY OR APPROVED EQUAL

18" TALL VALVE BOX

CITY OF MILWAUKIE, OREGON - PUBLIC WORKS DEPT.
Standard Valve Box Detail

NO.	REVISIONS	DATE	BY
2	DRAWING REVISED: VALVE BOX REDRAWN	12/12	MFC
3	DRAWING NUMBER CHANGED	12/13	AJR
4	DRAWING NUMBER CHANGED	11/18	TAP

DRAWING NO. **405**

2-2 1/2" HOSE NOZZLES

1-5 1/8" PUMPER NOZZLE

CAST IRON VALVE BOX, LID, EXTENSION, AND SELF CENTERING VALVE COVER (SEE DETAIL 405)

24" MIN. CURB AND GUTTER

2'-6" DEPTH OF BURY

WRAP DRAIN ROCK IN DRAINAGE TEXTILE

VARIES

3/4" MINUS CRUSHED ROCK AROUND VALVE BOX

6" D.I. PIPE

3/4" GALV. ROD OR MEGA LUG

6" FLG. x MJ SHOE

MAINLINE TEE: 6" SIDE OUTLET FLANGED

CONCRETE BLOCK WITH MIN. 1.75 SQ. FT. BEARING AREA AND MIN. 8" THICKNESS

UNDISTURBED EARTH

NOTES:

- HYDRANTS TO BE WATEROUS WB67, MUELLER CENTURION A423, M&H 929 RELIANT, OR CLOW MEDALLION F2545 WITH 1 1/2" OPERATING NUTS. HYDRANT COLOR TO BE MILLER EQUIP. ENAMEL OE 40 (SAFETY YELLOW).
- JOINTS TO BE RESTRAINED BY 3/4" DIA. GALVANIZED STEEL RODS OR MEGA LUGS.
- ALL FITTINGS IN CONTACT W/ CONCRETE TO BE WRAPPED IN PLASTIC. HYDRANT DRAIN HOLES TO REMAIN OPEN TO DRAIN ROCK AND OPERATIONAL.
- MIN. 4 CU. FT. OF 2"-1" CLEAN DRAIN ROCK MUST BE PLACED AROUND SHOE UP TO A MIN. OF 6" ABOVE DRAIN OUTLETS.
- WHERE PLASTIC STRIP EXISTS, HYDRANT TO BE PLACED SO FRONT PORT IS A MINIMUM OF 24" BEHIND FACE OF CURB.
- WHERE INTEGRAL SIDEWALK AND CURB EXISTS, HYDRANT TO BE PLACED AT BACK OF SIDEWALK, OR AS DIRECTED BY ENGINEER.
- BURY OF HYDRANT TO BE MEASURED FROM FINISHED GRADE TO BOTTOM OF CONNECTING PIPE.
- HYDRANT VALVE TO BE AMERICAN FLOW CONTROL SERIES 2500 OR APPROVED EQUAL.
- WHERE NO SIDEWALK EXISTS, PLACE A 5'x5'x4" THICK CONCRETE APRON AROUND HYDRANT.
- NO VERTICAL EXTENSIONS ALLOWED WITHOUT APPROVAL.

CITY OF MILWAUKIE, OREGON - PUBLIC WORKS DEPT.
Fire Hydrant Installation

NO.	REVISIONS	DATE	BY
2	ADDED DIMENSIONS	12/12	MFC
3	REMOVED THRUST BLOCKS	12/14	AJR
4	RENUMBERED DRAWING, NOTE CHANGED	08/19	TAP

DRAWING NO. **406**