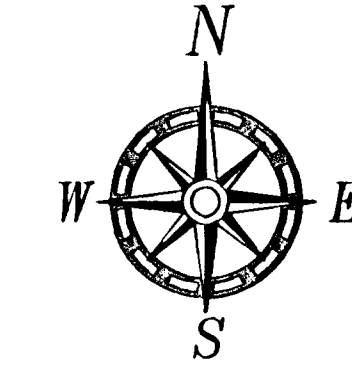
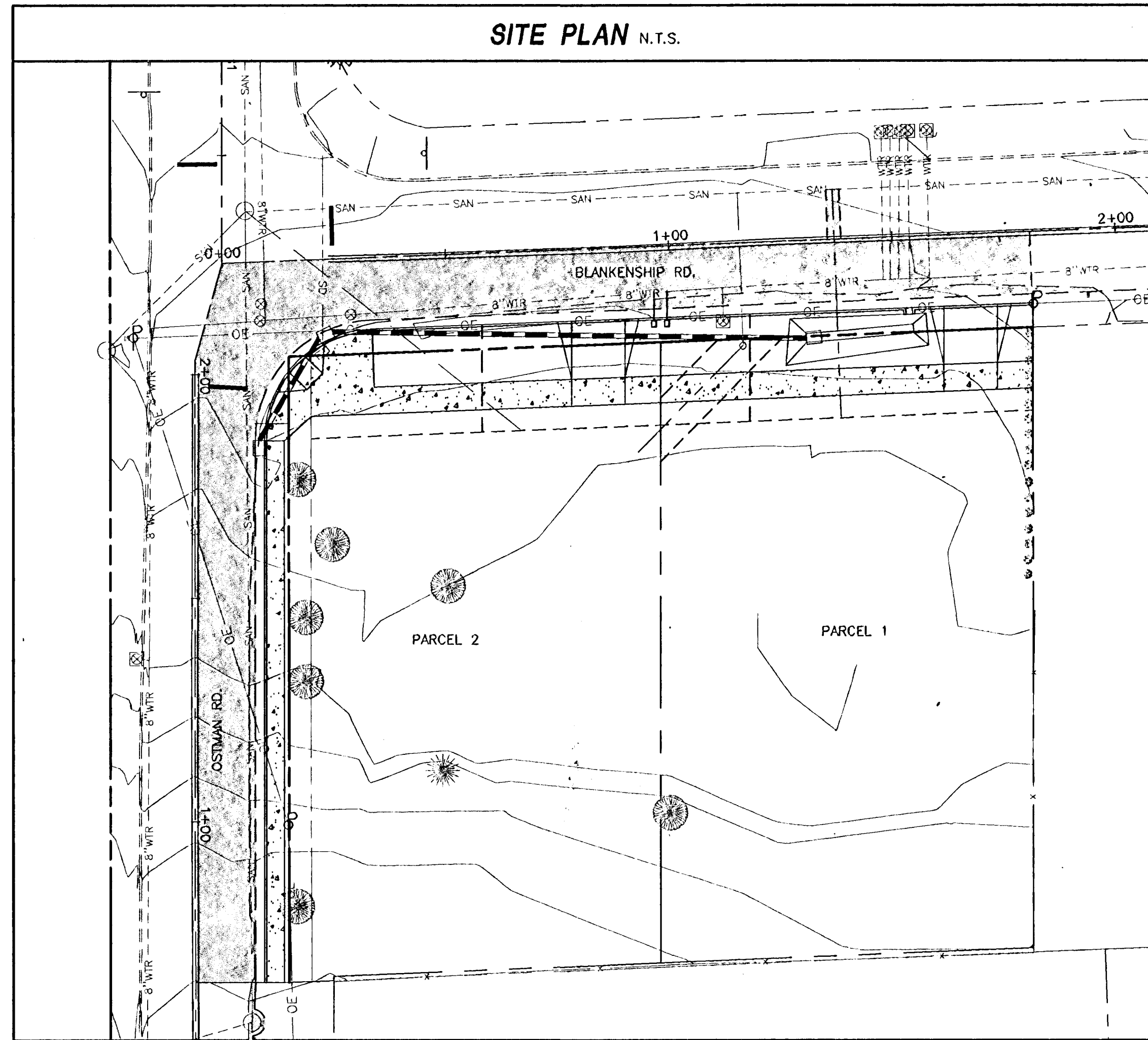


STREET IMPROVEMENT PLAN for BLANKENSHIP RD. PARTITION CITY OF WEST LINN, OREGON

GENERAL NOTES

- ALL CONSTRUCTION AND MATERIALS SHALL CONFORM TO THESE PLANS AND THE APPLICABLE REQUIREMENTS OF THE CITY OF WEST LINN ENGINEERING DEPARTMENT PUBLIC IMPROVEMENT DESIGN STANDARDS AND THE 2002 OREGON STANDARD SPECIFICATIONS, AS AMENDED. CONTRACTOR AND/OR SUBCONTRACTOR SHALL HAVE A MINIMUM OF ONE SET OF APPROVED CONSTRUCTION PLANS AND APPLICABLE STANDARD CONSTRUCTION SPECIFICATIONS ON THE JOB SITE AT ALL TIMES DURING CONSTRUCTION.
- CONTRACTOR SHALL PROVIDE CSA CONSULTING ENGINEERS, THE CONSTRUCTION MANAGER, AND THE CITY ENGINEER A COPY OF THE CONSTRUCTION SCHEDULE PRIOR TO COMMENCING CONSTRUCTION.
- CONTRACTOR SHALL NOTIFY CSA CONSULTING ENGINEERS, AND THE CITY ENGINEER NO LESS THAN TWO (2) BUSINESS DAYS PRIOR TO COMMENCEMENT OF WORK.
- ALL OPEN CUTTING OF EXISTING STREETS AND DRIVEWAYS TO BE PATCHED WITH A COLD OR HOT AC MIX, OR COVERED WITH A STEEL PLATE WITH AN AC LIP TO PREVENT SLIPPAGE OF THE STEEL PLATE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGES DUE TO PLATE SLIPPAGE.
- THE CONTRACTOR SHALL PERFORM ALL WORK AS SHOWN ON THESE DRAWINGS AND CITY OF WEST LINN DESIGN AND CONSTRUCTION STANDARDS, AND ALL INCIDENTAL WORK AS NECESSARY TO COMPLETE THE PROJECT IN AN ACCEPTABLE MANNER AS DETERMINED BY THE ENGINEER OF RECORD.
- ANY PROPOSED CHANGES ARE TO BE SUBMITTED AND APPROVED BY CSA CONSULTING ENGINEERS PRIOR TO ANY WORK BEING DONE ON THE PROPOSED CHANGE. NO PAYMENT WILL BE MADE FOR UNAPPROVED CHANGES.
- CUT STRAIGHT MATCHLINES TO MEET EXISTING PAVEMENT WITH NEW PAVEMENT SKIN PATCHES WITH CLASS 'C' AC OR AS DIRECTED BY INSPECTOR. SAND SEAL ALL NEW PAVEMENT JOINTS.
- IF FIELD CONDITIONS DIFFER FROM THE CONTRACT DOCUMENTS CSA CONSULTING ENGINEERS IS TO BE NOTIFIED WITHIN 72 HOURS OF DISCOVERY.
- STATIONING IS BASED ON CENTERLINE UNLESS OTHERWISE SPECIFIED.
- THE CONTRACTOR SHALL KEEP CSA CONSULTING ENGINEERS AND THE GOVERNING AGENCIES ADVISED OF PROGRESS AND GIVE 48 HOUR NOTIFICATION FOR INSPECTION, TESTING, AND TO OBSERVE ALL NECESSARY WORK PRIOR TO COVERING IT UP. CONTRACTOR WILL UNCOVER AT HIS/HER OWN EXPENSE ALL WORK THAT WAS BACK FILLED OR COVERED PRIOR TO OBSERVATION AND INSPECTION.
- THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING ALL UTILITY SERVICES TO THE SITE AND OBTAINING ALL SPECIAL PERMITS.
- ALL SURFACING REMOVED WILL BE REPLACED IN KIND PER CITY OF WEST LINN STANDARDS UNLESS OTHERWISE SPECIFIED.
- THE CITY'S STANDARD SPECIFICATION FOR TRAFFIC CONTROL IS "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS," U.S. DEPT. OF TRANSPORTATION, FHWA, 1988 EDITION.
- TRAFFIC CONTROL SHALL BE PROVIDED FOR BY THE CONTRACTOR IN ACCORDANCE WITH THE CITY'S STANDARD SPECIFICATION AND, ALSO, IN ACCORDANCE WITH THE CITY (JOB SPECIFIC) APPROVED TRAFFIC CONTROL PLAN. A COPY OF THE APPROVED TRAFFIC CONTROL PLAN SHALL BE AVAILABLE AT THE WORK AREA. ALL TRAFFIC CONTROL SHALL CONFORM TO THE LATEST EDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES." THE CONTRACTOR SHALL SUBMIT A TRAFFIC CONTROL PLAN FOR APPROVAL PRIOR TO COMMENCING WORK.
- PUBLIC ROADWAY SHALL NOT BE CLOSED TO TRAFFIC, AT ANY TIME, WITHOUT HAVING FIRST OBTAINED WRITTEN APPROVAL FROM THE CITY ENGINEER. THE PERMIT HOLDER IS RESPONSIBLE FOR PROVISION OF TIMELY NOTIFICATION OF TRAFFIC FLOW DISRUPTIONS TO AREA WIDE EMERGENCY SERVICES, WEST LINN POLICE DEPT., WEST LINN FIRE AND RESCUE) AND TO THE WEST LINN SCHOOL DISTRICT.
- ADVANCE WARNING OF IMMINENT TRAFFIC DISRUPTION SHALL BE PROVIDED TO THE GENERAL MOTORING PUBLIC BY PLACEMENT OF AN ADVANCE NOTIFICATION SIGN AT EACH END OF THE CONSTRUCTION AREA 72 HOURS (MIN.) BEFORE INITIATION OF CONSTRUCTION WORK.
- ACCESS TO EXISTING PROPERTIES SHALL BE MAINTAINED AT ALL TIMES, INCLUDING NORMAL DELIVERY SERVICE AND MAIL SERVICE AND IF NOT, SHALL BE CAUSE FOR WORK STOPPAGE UNTIL EFFECTIVE ACCESS IS ESTABLISHED.
- TRAFFIC CONTROL DEVICES, FLAG PERSONS, ETC., SHALL BE IN PLACE PRIOR TO INITIATION OF CONSTRUCTION WORK AND SHALL BE EFFECTIVELY MAINTAINED.
- NO WORK WILL BE PERMITTED DURING THE HOURS OF DARKNESS, NOR BETWEEN 10:00 PM TO 7:00 AM, MONDAY THROUGH FRIDAY NOR BETWEEN 10:00 PM TO 7:00 AM SATURDAY. WRITTEN PERMISSION FROM CITY MANAGER FOR SUNDAYS.
- MINIMUM TRAVEL LANE WIDTH SHALL BE TWELVE (12) FEET; PEDESTRIAN TRAVEL SHALL ALSO BE PROVIDED FOR.
- THE CITY RESERVES THE RIGHT TO ADD TO OR MODIFY TRAFFIC CONTROL REQUIREMENTS AS MAY BE NECESSARY TO EFFECTIVELY CONTROL TRAFFIC AND TO ASSURE PUBLIC SAFETY.
- A COPY OF THE PERMIT AND ALL ATTACHMENTS, AND A COPY OF THE APPROVED CONSTRUCTION PLAN AND ALL AMENDMENTS SHALL BE AVAILABLE AT THE WORK AREA. ALL WORK SHALL CONFORM TO THE PERMIT TERMS, CONDITIONS AND PROVISIONS AND TO THE CITY APPROVED PERMIT PLANS, AND APPROVED PLAN AMENDMENTS AND TO THE CITY'S STANDARDS AND SPECIFICATIONS AND TO THESE GENERAL CONDITIONS. CHANGES TO ANY OF THE AFORESAID MUST BE APPROVED BY THE CITY, IN ADVANCE OF WORK PERFORMANCE.
- MAINTENANCE OF THE WORK AREA AND APPROACH ROADS IS THE RESPONSIBILITY OF THE PERMIT HOLDER. THE WORK AREA AND APPROACH ROADS SHALL BE MAINTAINED IN A CLEAN CONDITION, FREE FROM OBSTRUCTIONS AND HAZARDS. A COPY OF THE PERMIT HOLDERS CERTIFICATE OF INSURANCE SHALL BE AVAILABLE AT THE WORK AREA.
- THE SPREADING OF MUD OR DEBRIS OR STORAGE OF MATERIALS OR EQUIPMENT OF ANY KIND UPON ANY PUBLIC ROADWAY IS STRICTLY PROHIBITED AND VIOLATION SHALL BE CAUSE FOR IMMEDIATE CANCELLATION OF THE PERMIT. THE CITY MAY AT ANY TIME ORDER IMMEDIATE CLEAN UP AND STOPPAGE OF WORK TO ACCOMPLISH CLEAN UP.
- EFFECTIVE EROSION CONTROL IS REQUIRED. EROSION CONTROL DEVICES MUST BE INSTALLED AND MAINTAINED MEETING THE D.E.Q. REQUIREMENTS. THE CITY MAY AT ANY TIME ORDER CORRECTIVE ACTION AND STOPPAGE OF WORK TO ACCOMPLISH EFFECTIVE EROSION CONTROL.
- THE CONTRACTOR IS TO CONTROL DUST FROM THE CONSTRUCTION AND HIS/HER CONSTRUCTION ACTIVITIES. PRIOR TO BEGINNING WORK THE EROSION CONTROL PLAN MUST BE IMPLEMENTED AND APPROVED BY THE OWNERS REPRESENTATIVE.
- PROPERTY DISTURBED BY CONSTRUCTION ACTIVITY SHALL BE SEEDED WITH A STANDARD GRASS MIX; SHRUBS, FLOWERS, BARK DUST, EXISTING SIGNS, PAVEMENT MARKINGS, MAILBOXES, ETC. SHALL BE REESTABLISHED, REINSTALLED OR REPLACED, WITH LIKE KIND AND MATERIAL.



ENGINEER

CSA CONSULTING ENGINEERS
15 SE 82ND DR, SUITE 150
GLADSTONE, OR 97027
(503) 228-3848

DEVELOPER

RELIANCE DEVELOPMENT, INC.
4640 S.W. MACADAM AVE.
PORTLAND, OR 97239
(971) 404-9511

ABBREVIATIONS

| | |
|---------|-------------------------|
| AC | ASPHALT CONCRETE |
| CB | CATCH BASIN |
| CL | CENTERLINE |
| CDF | CONSOLIDATED DENSE FILL |
| EP | EDGE OF PAVEMENT |
| ELEV | ELEVATION |
| EX | EXISTING |
| FL | FLOW LINE |
| GUT | GUTTER LINE |
| LT OR L | LEFT |
| L | LENGTH OF CURVE |
| LC | LONG CHORD |
| NO. | NUMBER |
| PC | POINT OF CURVE |
| PT | POINT OF TANGENT |
| PP | POWER POLE |
| R | RADIUS |
| RT OR R | RIGHT |
| ROW | RIGHT OF WAY |
| STD. | STANDARD |
| STA | STATION |
| TOC | TOP OF CURB |

LEGEND

| | |
|-----|-------------------------------|
| --- | R.O.W |
| --- | DEDICATED R.O.W |
| --- | PROJECT PROPERTY LINES |
| --- | PROPERTY LINES |
| --- | CENTERLINE |
| --- | EX. 5' CONTOURS |
| --- | EX. 1' CONTOURS |
| --- | EXISTING EDGE OF PAVEMENT |
| --- | PROPOSED CURB |
| --- | EXISTING CURB |
| --- | EXISTING STORM SEWER |
| --- | PROPOSED STORM SEWER |
| --- | EXISTING SANITARY SEWER |
| --- | PROPOSED SANITARY SEWER |
| --- | EXISTING WATER LINE |
| --- | PROPOSED WATER LINE |
| --- | EXISTING GAS LINE |
| --- | EXISTING CHAINLINK FENCE |
| --- | EXISTING WOOD FENCE |
| --- | EX. UNDERGROUND TELCO LINE |
| --- | EX. UNDERGROUND ELECTRIC LINE |
| --- | EX. UNDERGROUND CABLE LINE |
| --- | EXISTING INLET |
| --- | PROPOSED INLET |
| --- | EXISTING MANHOLE |
| --- | PROPOSED MANHOLE |
| --- | PROPOSED CLEANOUT |
| --- | EXISTING WATER VALVE |
| --- | PROPOSED WATER VALVE |
| --- | EXISTING WATER METER |
| --- | PROPOSED WATER METER |
| --- | EXISTING POWER POLE |
| --- | EXISTING LIGHT POLE |
| --- | EXISTING GUY WIRE |
| --- | EXISTING MAILBOX |
| --- | EXISTING GAS RISER |
| --- | EXISTING TELCO PEDESTAL |
| --- | EXISTING TELCO RISER |
| --- | EXISTING ELECTRIC RISER |
| --- | EXISTING ELECTRIC PEDESTAL |
| --- | EX. RISER, USE UNKNOWN |
| --- | EXISTING FIRE HYDRANT |
| --- | FND. MONUMENT, AS NOTED |
| --- | EXISTING SIGNAGE |
| --- | EXISTING TREE, TO REMAIN |
| --- | PROPOSED ASPHALT CONCRETE |
| --- | EXISTING CONCRETE |
| --- | PROPOSED CONCRETE |
| --- | EXISTING GRAVEL |

CONTENTS

| PAGE | |
|------|---------------------------------------|
| 1/9 | COVER SHEET/INDEX |
| 2/9 | EXISTING SITE & CIVIL DEMOLITION PLAN |
| 3/9 | SITE PLAN |
| 4/9 | OSTMAN RD. PLAN AND PROFILE |
| 5/9 | BLANKENSHIP RD. PLAN AND PROFILE |
| 6/9 | DETAILS |
| 7/9 | DETAILS |
| 8/9 | EROSION CONTROL/GRADING PLAN |
| 9/9 | EROSION CONTROL DETAILS |

PRIVATE UTILITIES

- CONTRACTOR TO INSTALL TELEPHONE, CABLE AND POWER CONDUITS UNDERGROUND WITHIN THE P.U.E. COORDINATE LOCATION AND CONSTRUCTION REQUIREMENTS WITH THE PRIVATE UTILITY COMPANIES.
- CONTRACTOR TO COORDINATE WITH GAS COMPANY TO INSTALL IN COMMON TRENCH WITH OTHER PRIVATE UTILITIES

ASBUILT NOTES:

ASBUILTS BASED SOLELY ON DESIGN CHANGE INFORMATION SUPPLIED BY THE CONTRACTOR.

CITY OF WEST LINN PLANNING AND DEVELOPMENT CONDITIONS OF APPROVAL

- FIVE FOOT WIDE ROW DEDICATION SHALL BE PROVIDED ON OSTMAN FRONTAGE.
- HALF STREET IMPROVEMENTS INCLUDING OVERLAY, CURB, PLANTER STRIP AND SIDEWALK ON OSTMAN AND BLANKENSHIP FRONTAGES. SIDEWALK ON OSTMAN SHALL BE CURB-TIGHT TO MINIMIZE IMPACT ON TREE ROOTS. OSTMAN HALF-STREET IMPROVEMENTS WILL YIELD A TOTAL 25.6' AC WIDTH WHILE BLANKENSHIP HALF-STREET IMPROVEMENTS WILL YIELD A TOTAL 32' AC WIDTH.
- ALL IMPROVEMENTS SHALL MEET THE CONSTRUCTION CODE STANDARDS OF THE ENGINEERING DEPARTMENT.
- THE PLANNING DIRECTOR RESERVES THE RIGHT TO PROVIDE SUPPLEMENTARY FINDINGS IN THE EVENT THAT THE APPLICANT APPEALS THIS DECISION.
- ALL WATER QUALITY FACILITIES SHALL MEET THE DESIGN REQUIREMENTS OF THE CURRENT CITY OF PORTLAND STORM WATER MANAGEMENT MANUAL, AS AMENDED AND ADOPTED BY THE CITY OF WEST LINN AND THE REQUIREMENTS OF SECTION 2.0050 OF THE CITY OF WEST LINN PUBLIC WORKS STANDARDS.
- UTILITIES TO BE INSTALLED PER (SUBMITTAL UTILITY PLAN) UNLESS ECLIPSED BY CONDITION #3.
- THE CORNER LOT SHALL BE INCREASED TO BE EQUAL OR LARGER IN SQUARE FOOTAGE THAN THE OTHER LOT.

BLANKENSHIP ROAD PARTITION
CITY OF WEST LINN, OREGON

PROJECT NAME:

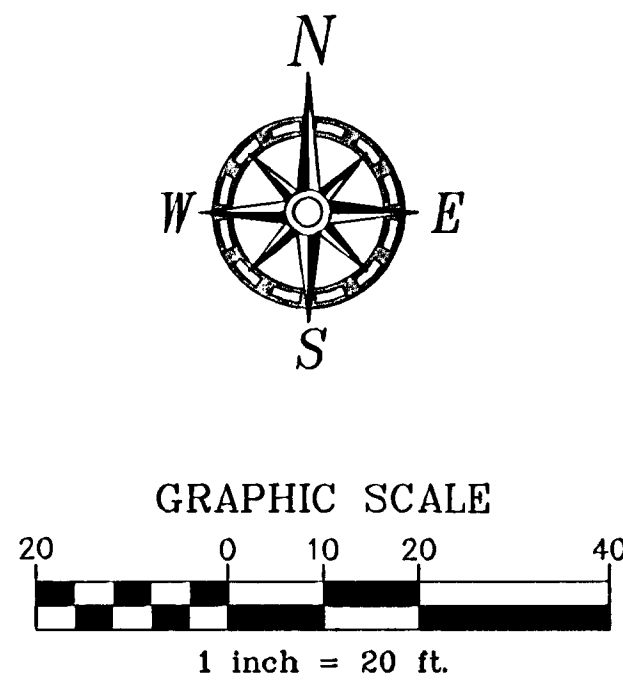
CSA
Consulting Engineers

15 82ND DRIVE
SUITE 150
GLADSTONE, OREGON 97027
(503) 228-3848

COVER SHEET

| | | | | | | | |
|-------|---------------|------------|--------|---------------|------------|--------------|---------------|
| BY | REVISION | DATE | NO. | DESIGNED: MKF | DRAWN: MKF | CHECKED: CLE | APPROVED: JSS |
| DATE | NO. | DATE | NO. | DATE | NO. | DATE | NO. |
| SCALE | DATE: 9/11/06 | PROJECT #: | 05-405 | LEGAL | TAX LOT | SECTION | RANGE |
| 700 | 34 | 2S | 1E | | | | |

| | |
|----------------------------------|-----------------|
| ASBUILT | 05-408-01.DWG |
| REGISTERED PROFESSIONAL ENGINEER | STATE OF OREGON |
| EXPIRES: 12-31-2007 | |

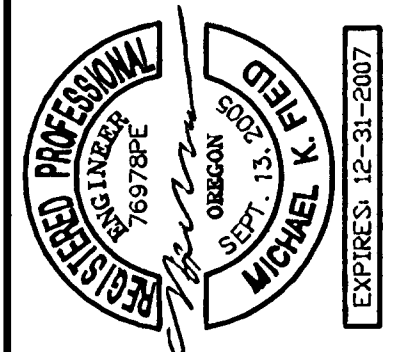


CONTRACTOR TO PROVIDE AND INSTALL STREET
TREES PER CITY PARKS REQUIREMENTS

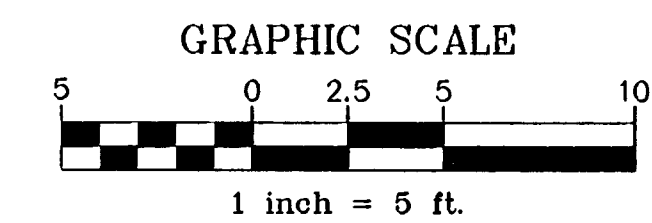
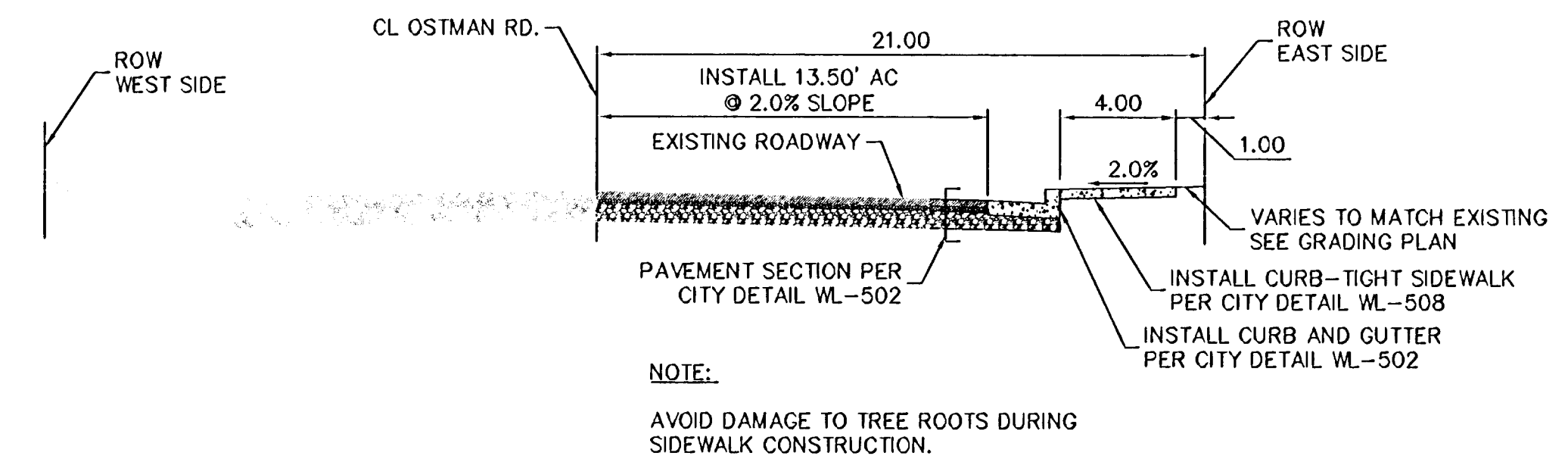
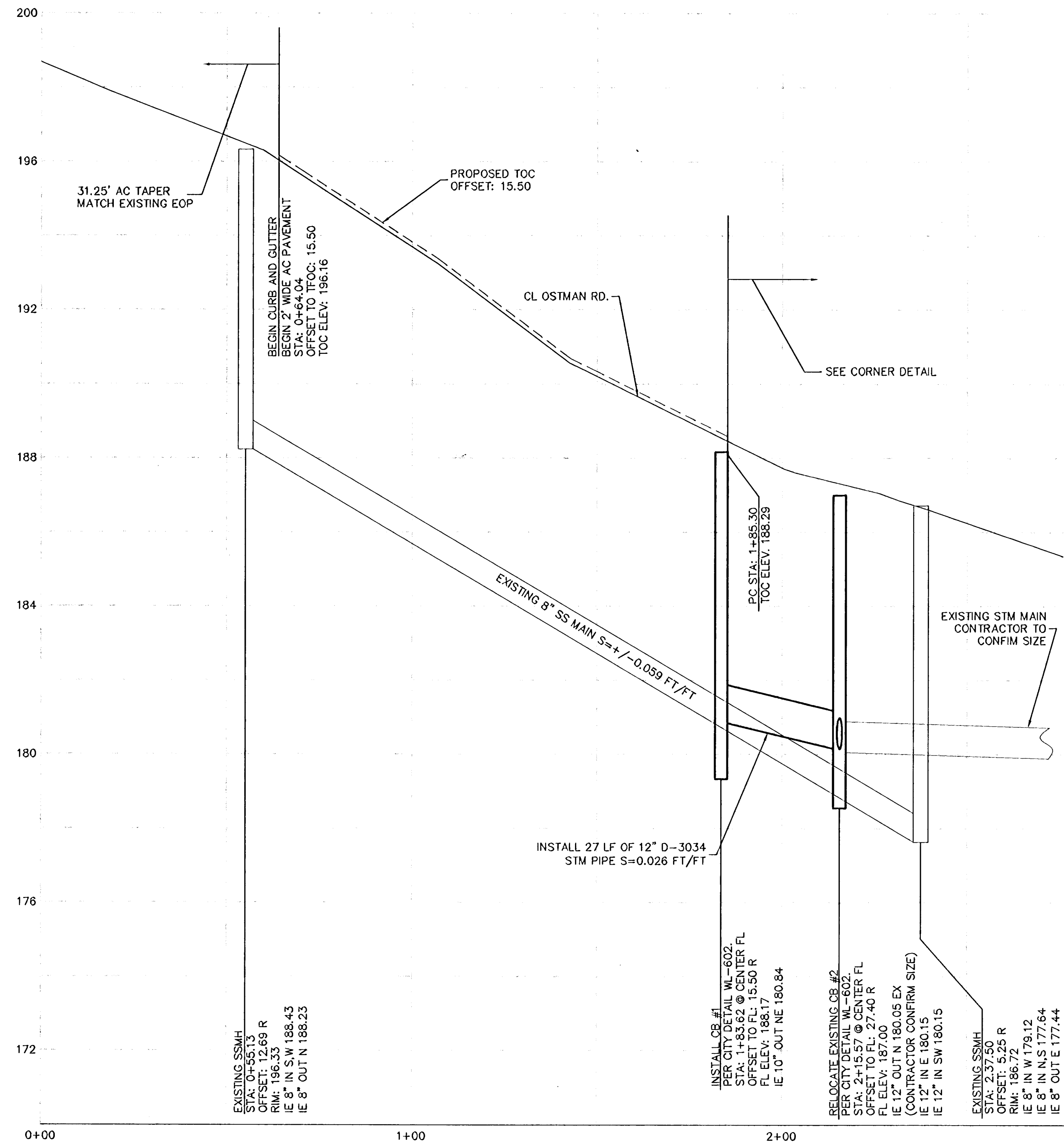
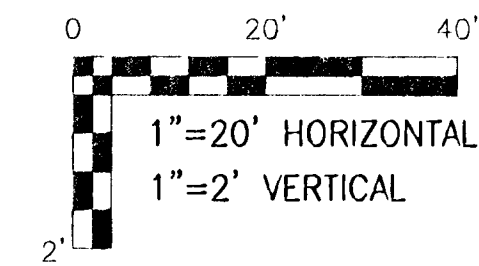
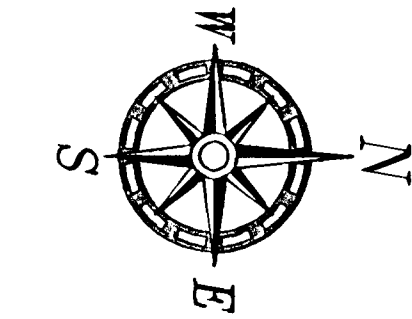
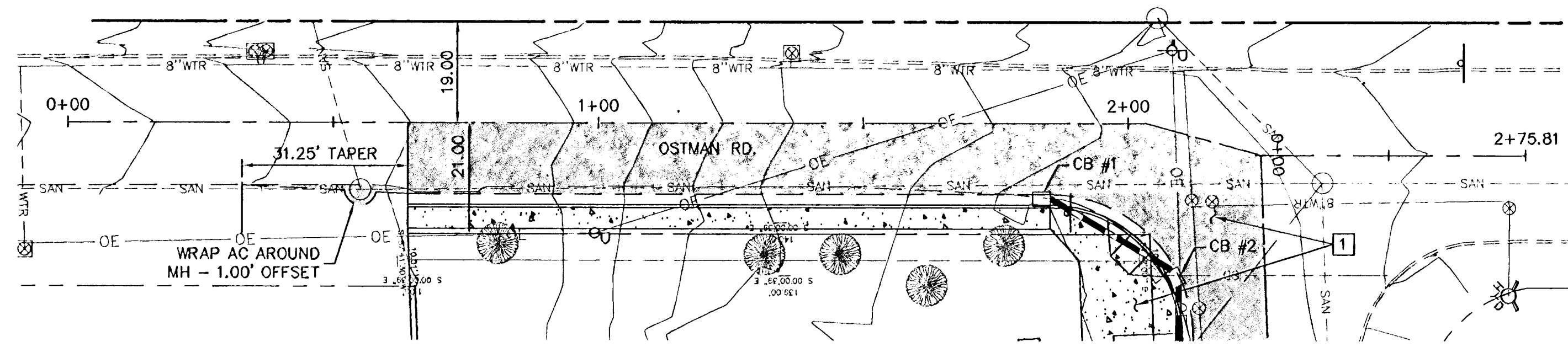
CSA
Consulting Engineers
15 82ND DRIVE
SUITE 150
GLADSTONE, OREGON 97027
(503) 228-3848

SITE PLAN - COMPOSITE UTILITY PLAN

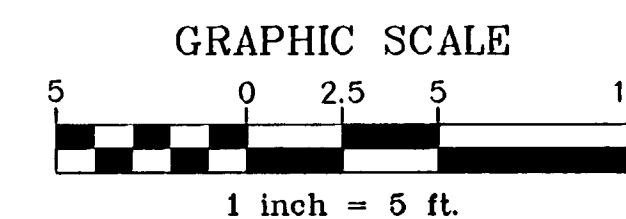
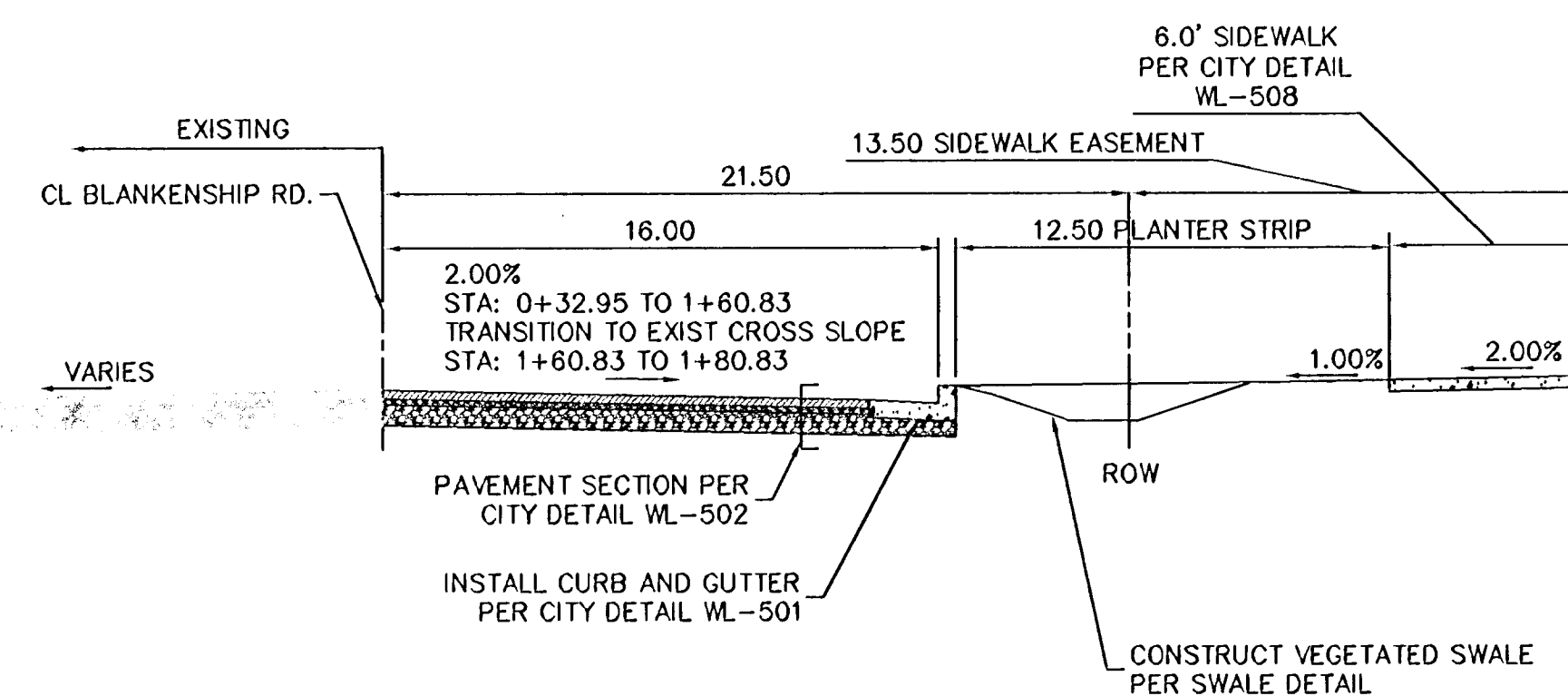
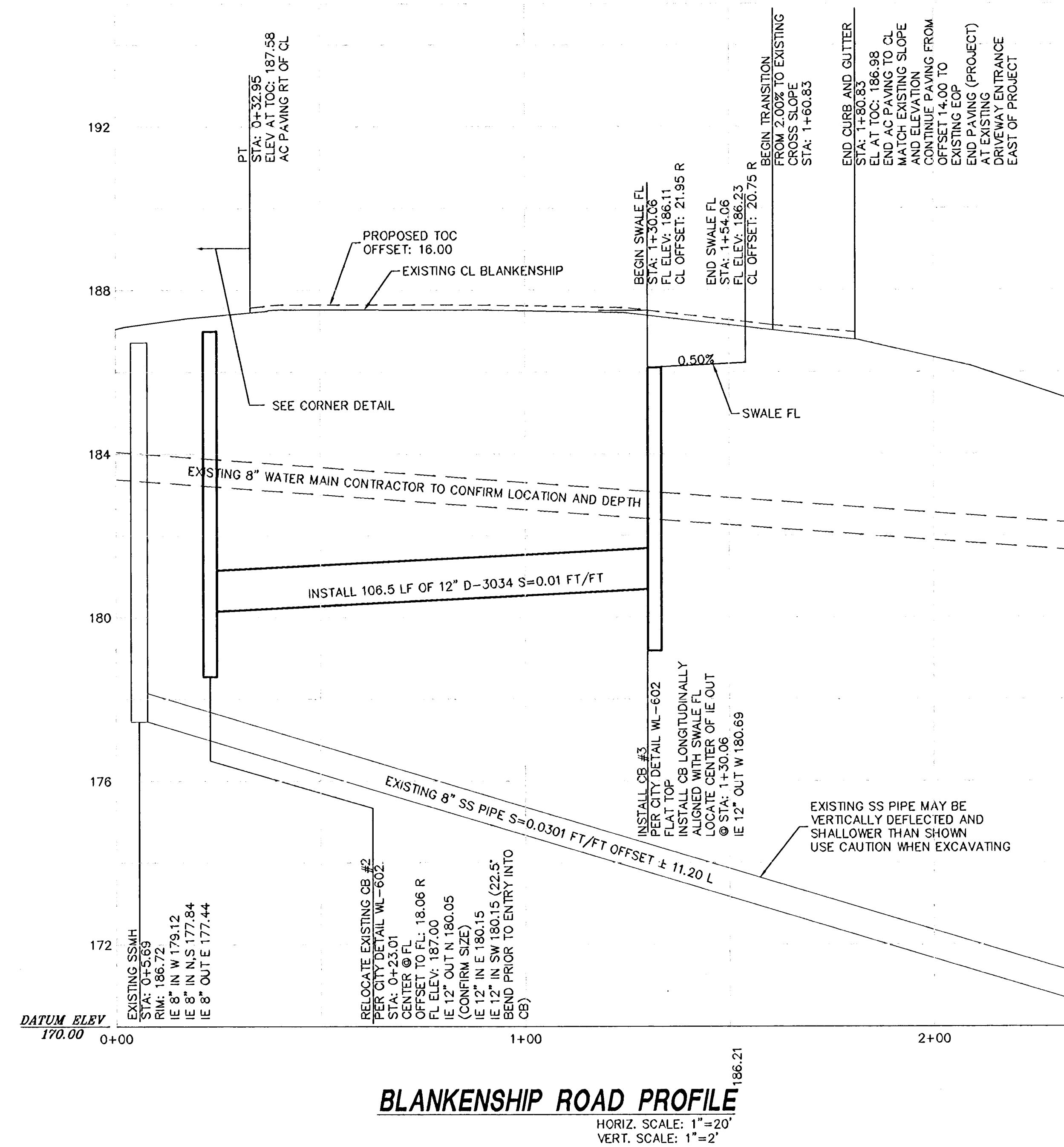
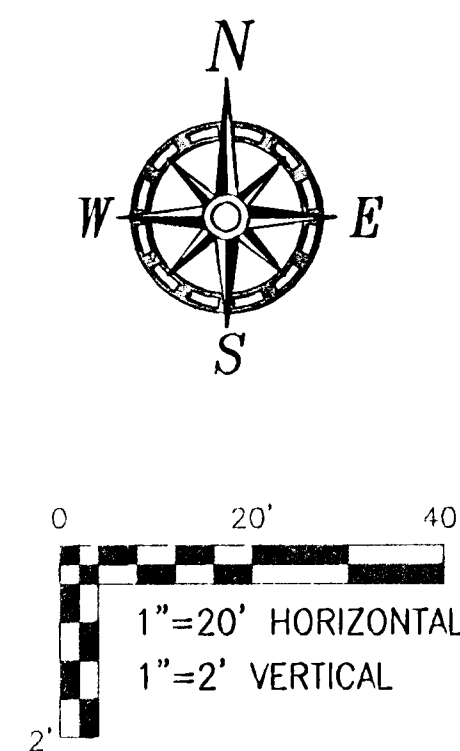
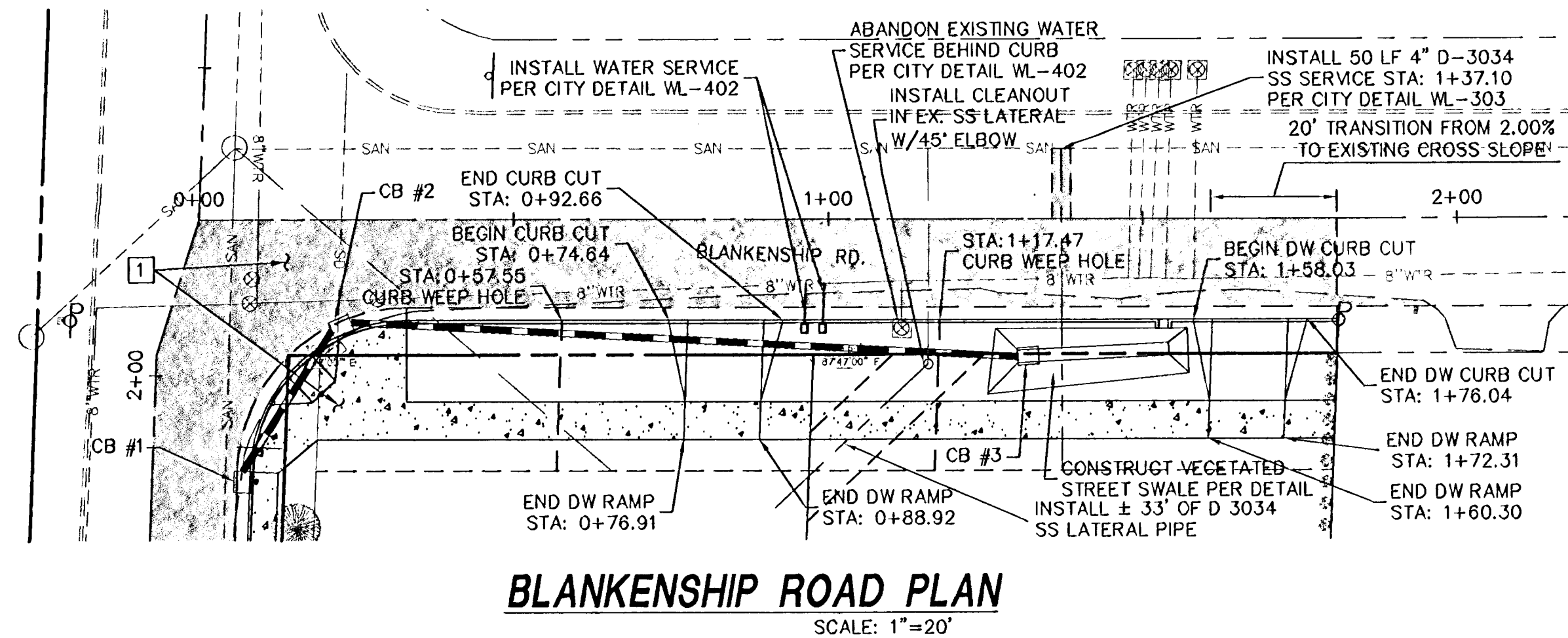
| | | | |
|---------------|-----|----------|----------------|
| DATE | NO. | REVISION | BY |
| | | | |
| | | | |
| | | | |
| | | | |
| DESIGNED: MKF | | | SHEET OF 39 |
| DRAWN: MKF | | | |
| CHECKED: CLE | | | |
| APPROVED: JSS | | | |

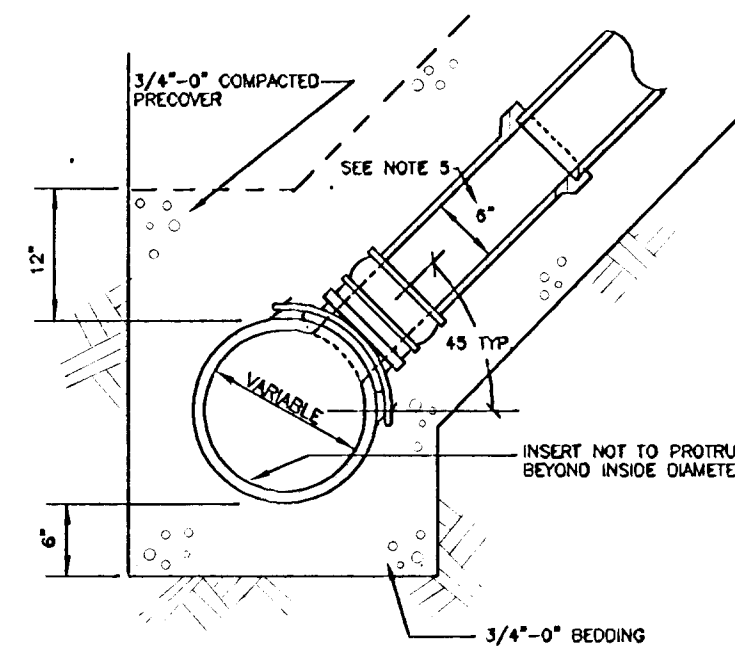


| | | | |
|-------------------|---------|------|-------|
| SCALE | VERT: | | |
| | HORIZ: | | |
| DATE: 9/11/06 | | | |
| PROJECT #: 05-405 | | | |
| LEGAL | | | |
| TAX LOT | SECTION | TWP. | RANGE |
| 700 | 34 | 2S | 1E |

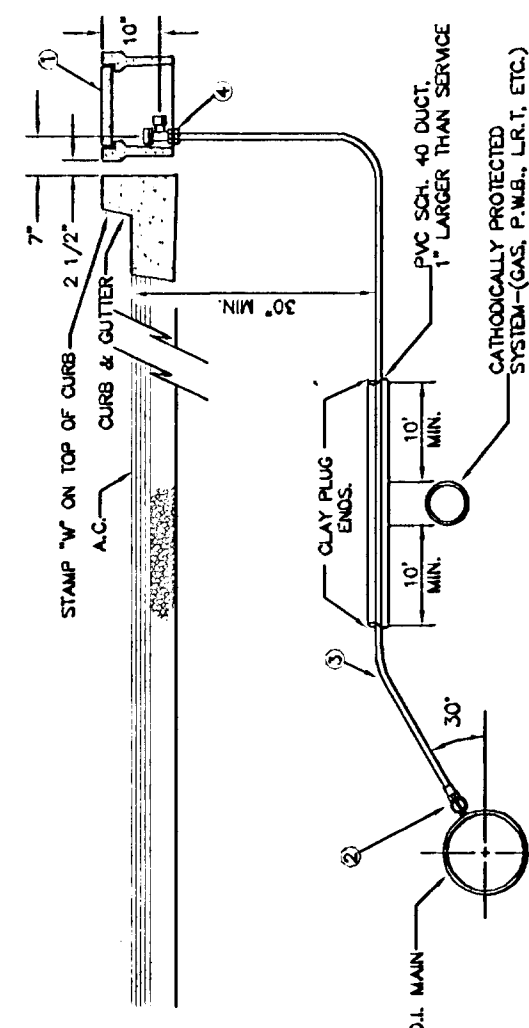


| | | | | | | | | | | | | | | | | | | | |
|---|---------------|-----|---|----------|--|----|---|--|-----------------------------|--|---------|--|---------------|---------------|--|----------|--|--|--|
| <div><div><div>CSA</div><div>Consulting Engineers</div><div>15 32ND DRIVE SUITE 150 GLADSTONE, OREGON 97027 (503) 228-3848</div></div></div> | PROJECT NAME: | | BLANKENSHIP ROAD PARTITION CITY OF WEST LINN, OREGON | | | | SCALE: _____ DATE: 9/11/06 PROJECT #: 05-405 | | VERT: _____ HORIZ: _____ | | ASBUILT | | 05-408-04.DWG | | | | | | |
| | | | OSTMAN RD. PLAN AND PROFILE | | | | TAX LOT: 700 SECTION: 34 TWP: 25 RANGE: 1E | | LEGAL | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| <div><div><div>REGISTERED PROFESSIONAL ENGINEER #69978PE OREGON</div><div><div>FIELD BOOK 13, 15, 16 MICHAEL K. LEE 2007</div><div>EXPIRES 12-31-2007</div></div></div></div> | | | | | | | | | | | | | | DESIGNED: MKF | | SHEET OF | | | |
| DATE | | NO. | | REVISION | | BY | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |

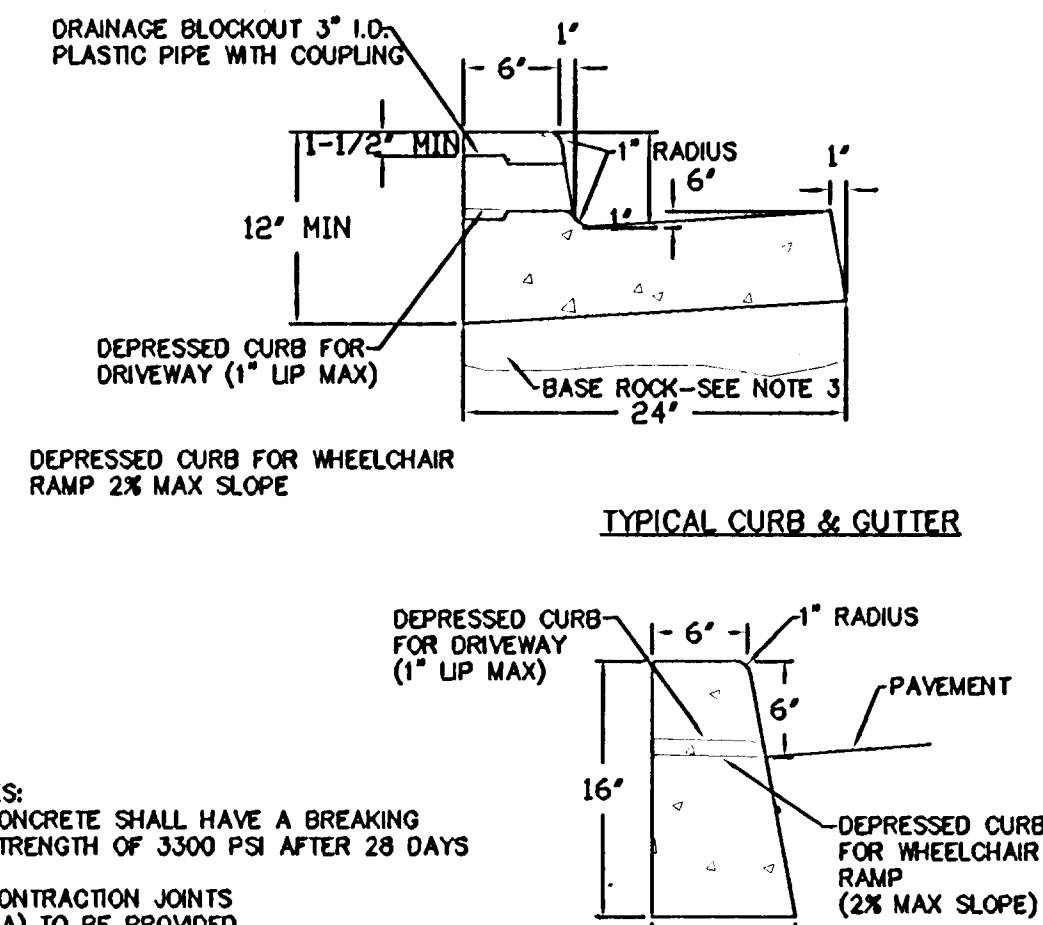




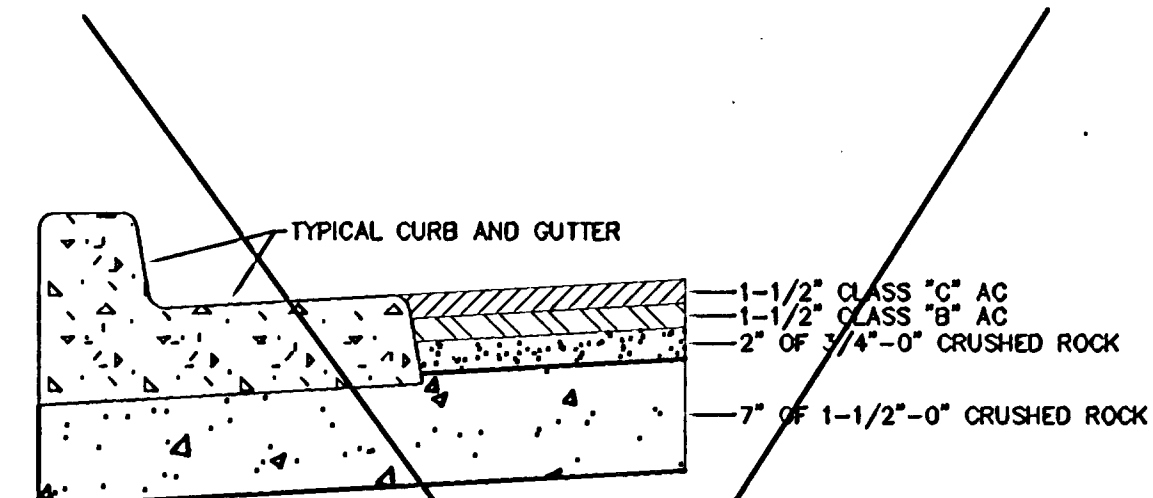
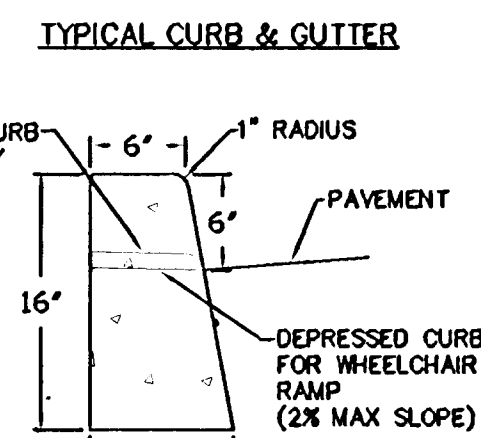
- NOTES:
1. A MINIMUM OF 24 HOURS NOTICE IS REQUIRED PRIOR TO A TAP INSPECTION. ALL TRENCHES SHALL BE SHORED IN COMPLIANCE WITH OH-OSHA EXCAVATION RULES. CHAPTER 437, DIVISION 3 "SUBDIVISION "B", ADOPTED SEPTEMBER 1, 1990. PUBLIC WORKS INSPECTORS WILL NOT INSPECT A TAP IN A TRENCH WITHOUT LEGAL SHORING.
 2. THE TAP SHALL BE INSPECTED BEFORE BACKFILL IS ALLOWED AND BEFORE THE SIDE SEWER CONNECTION IS MADE. THE CORE DRILLED "SLUG" IS TO BE SHOWN TO THE INSPECTOR TO INSURE IT WAS REMOVED FROM THE SEWER LINE.
 3. ALL SERVICE LINE CONNECTIONS SHALL BE MADE WITH AN APPROVED CONNECTOR MANUFACTURED AND DESIGNED TO CONNECT TO A CORE DRILLED PIPE. FOWLER INSURT-A-TEE, SEAL TIGHT SADDLE, TAP TIE TEE, OR AN APPROVED EQUAL COMMERCIAL TAP.
 4. THE CENTERLINE OF TAP IS TO BE ABOVE THE SPRINGLINE.
 5. 4" MAXIMUM TAP FOR 8" MAIN (CUT-IN TEE TO BE USED FOR 6" HOUSE BRANCH ON 8" MAIN).
 6. 4" HOUSE BRANCH MAY BE USED FOR SINGLE FAMILY LOTS ONLY.




- MATERIALS:**
1. BROOKS CATER. BODY NO. 37, LID AND COVER NO. 37--S.
 2. MUELLER CORP. STOP NO. H-15008 OR FORD F1000-40 SET CORP STOP WITH OPERATING NUT AT 3 OR 9 O'CLOCK.
 3. WITH TAPERING TYPE 'K' COPPER TUBING COMPLYING WITH ASTM B-88.
 4. MUELLER ANGLE METER STOP NO. H-14238 (FORD NO. K495-4444-G).
- NOTES:**
1. SUBSTITUTES FOR ANY MATERIALS SHOWN SHALL BE APPROVED BY THE CITY ENGINEER.
 2. ALL PIPE AND STRUCTURE ZONES SHALL BE BACKFILLED USING 3/4" MINUS CRUSHED GRAVEL AND COMPACTED TO 95% MAX DENSITY AS DETERMINED BY AASHTO T-180.
 3. WHEN AN ACTIVE CATHODIC PROTECTED SYSTEM IS ENCOUNTERED, SCH. 40 PVC SHALL BE USED FOR THE PROTECTED AREA.
 4. METER BOX SHALL BE CENTERED OVER THE COMPLETED METER ASSEMBLY.
 5. FOR VACANT RESIDENTIAL LOTS, LOCATE SINGLE SERVICE 18" INSIDE SIDE LOT LINE.
 6. TAPS INTO MAIN TO BE AT 18" CENTERLINE MIN.
 7. ANGLE METER STOPS TO BE 18" FROM PROPERTY LINE AND NOT IN DRIVEWAY APPROACH.




- NOTES:
1. CONCRETE SHALL HAVE A BREAKING STRENGTH OF 3500 PSI AFTER 28 DAYS
2. CONTRACTION JOINTS
 - A) TO BE PROVIDED
 - AT EACH POINT OF TANGENCY
 - AT EACH COLD JOINT
 - AT EACH SIDE OF INLET STRUCTURES
 - AT BOTH SIDES OF AN APPROACH
 - B) SPACING TO BE NOT MORE THAN 15 FEET
 - C) THE DEPTH OF THE JOINT SHALL BE AT LEAST 1/3 OF THE THICKNESS OF CONCRETE
 - D) EXPANSION JOINTS SHALL NOT BE USED
3. BASE ROCK - $1-1/2''-0''$, 95% COMPACTION ROCK SHALL BE TO SUBMIT TO THE STREET SECTION OR 4" IN DEPTH, WHICHEVER IS GREATER
4. DRAINAGE BLOCK - 3" DIA. PLASTIC PIPE
 - A) DRAINAGE ACCESS THROUGH EXISTING CURBS SHALL BE DONE BY:
 - CORE DRILLING
 - VERTICAL SAWCUT OF CURB 18" EACH SIDE OF DRAIN AND RE-POURED TO FULL DEPTH OF CURB
5. STAMP TOP OF CURB WITH "W" AT WATER SERVICE CROSSING AND "S" AT SANITARY LATERAL CROSSING



- NOTES:
1. THE ENGINEER SHALL PROVIDE A STREET/STRUCTURAL DESIGN SECTION FOR ALL ROADWAYS CLASSIFIED COLLECTOR OR HIGHER.
 2. UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER, STREETS SHALL BE PAVED TO FINAL GRADE USING 2 OR MORE LIFTS. FINAL LIFT SHALL BE PLACED AT A TIME AS DIRECTED OR APPROVED BY THE CITY ENGINEER.

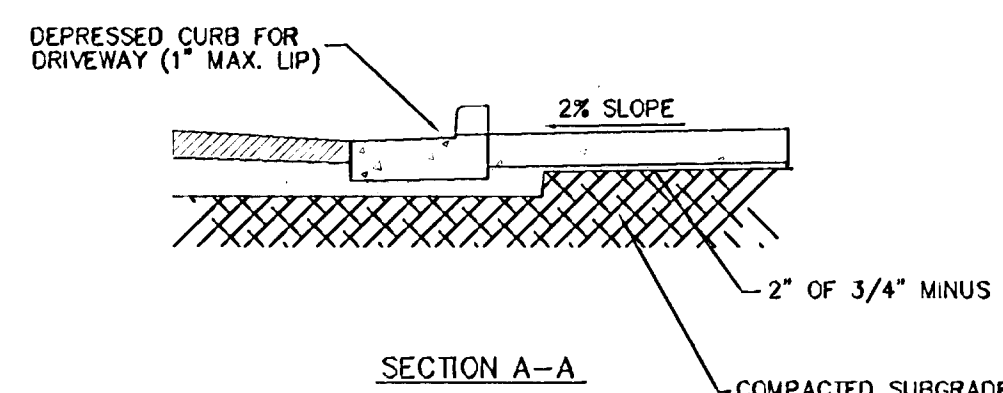
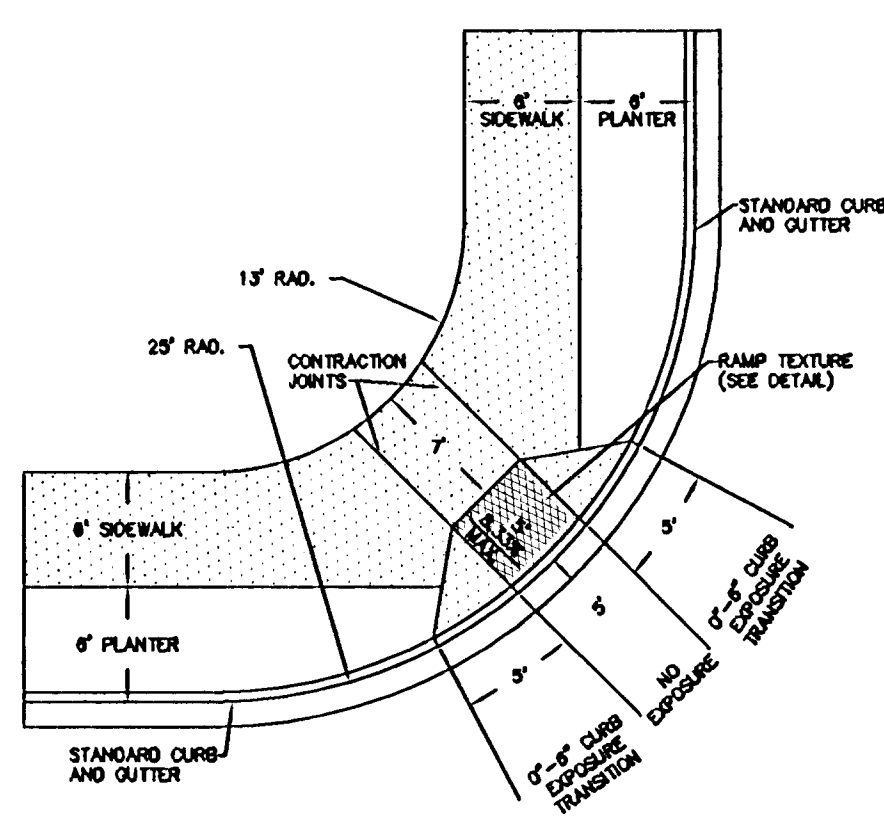
| | |
|---|-----------------------|
| Sewer Service Tap to Existing Sewers for House Laterals | |
|  | DATE: JAN 2000 |
| | DRAWING NO. WL-303 |
| | FILE NO. 00-303 |

| | |
|---|--------------------|
| Standard 1" Water Service | |
|  | DATE: JAN 2000 |
| | DRAWING NO. WL-402 |
| | FILE NO. 00-402 |

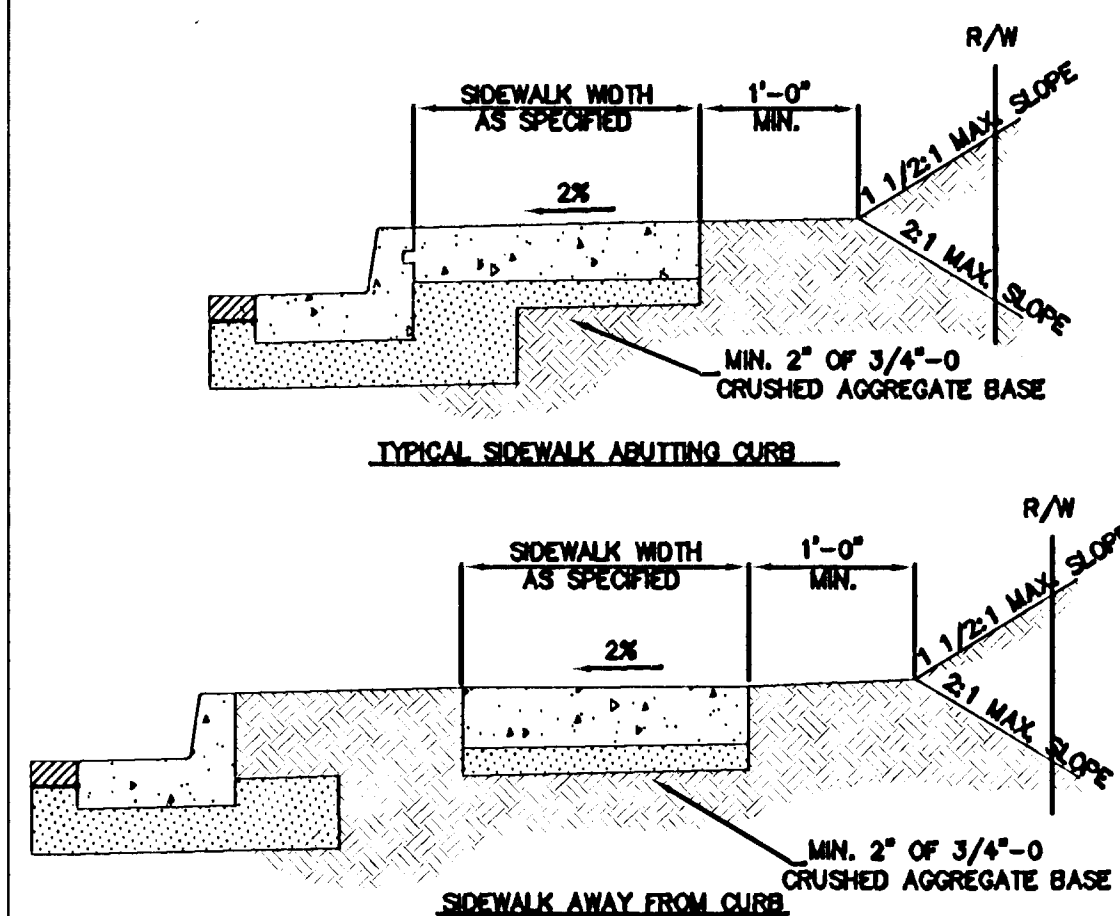
| | |
|----------------------|--------------------|
| Typical Curbs | |
| <i>West Linn</i> | DATE: JAN 200 |
| | DRAWING NO. WL-501 |
| | FILE NO. 00-501 |
| | |

| | |
|---|-----------------------|
| Alley, Local and Neighborhood Route Street Sections | |
| <i>West Lim</i> | DATE: JAN 2000 |
| | DRAWING NO. WL-502 |
| | FILE NO. 00-502 |

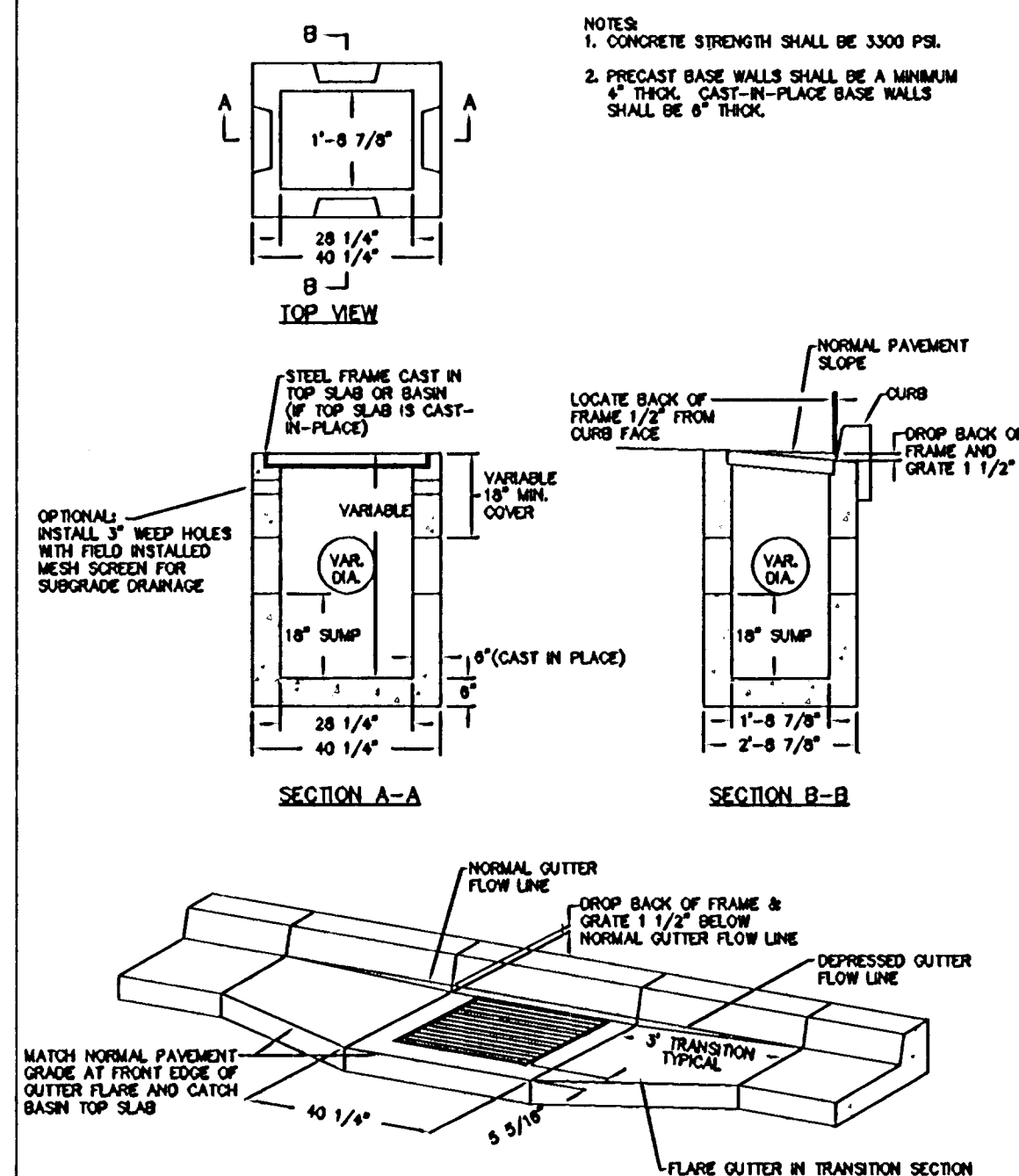
SEE MAY 2005 DWG# WL-502



- Residential Driveway
- West
Linn*
- | | |
|-------------|---------|
| DATE: | JAN 200 |
| DRAWING NO. | WL-503 |
| FILE NO. | 00-503 |



- NOTES:**
1. CONCRETE SHALL BE 3000 PSI AT 28 DAYS, 8 BAGG MASH, SLUMP RANGE OF 1 1/2" TO 3".
 2. PANEL LENGTHS SHALL BE EQUAL TO THE SIDEWALK WIDTH, BUT MAY BE ADJUSTED WITH THE APPROVED DESIGNER'S APPROVAL.
 3. CONTRACTION JOINTS (1/8" OF THE THICKNESS OF CONCRETE) SHALL BE PLACED EVERY THIRD PANEL, WITH A MAX. SPACING OF 16 FEET. JOINTS SHALL BE ALIGNED AT THE SIDES OF DRIVEWAY APPROACHES, UTILITY VAULTS, AND WHEELCUT RAMP.
 4. A CURING COMPOUND SHALL BE USED. WHITE REFLECTIVE SHEETING SHALL BE USED IN CASE OF RAIN.
 5. FOR SIDEWALKS ADJACENT TO THE CURB AND POURED AT THE SAME TIME AS THE CURB, THE JOINT BETWEEN THEM SHALL BE A FROEDED JOINT WITH A MIN. 1/2" RADIUS.
 6. THE SIDEWALK SHALL HAVE A MIN. THICKNESS OF 4 INCHES. IF SLURRY CURING IS USED OR THE SIDEWALK IS INTERRUPTED AS A PORTION OF THE JOINT, OTHERWISE, THE SIDEWALK SHALL HAVE A MIN. THICKNESS OF 5 INCHES.
 7. DRIVE SIDE CONCRETE OF THE CURB SHALL BE EXTENDED TO THE BACK OF THE SIDEWALK WITH A MIN. 1/4" FLARED EDGE AT A 25 DEG. ANGLE. A CONTRACTION JOINT SHALL BE PLACED OVER THE FURTHER SIDE OF THE CURB.



- NOTE:
PRECAST TOP SLAB SHOWN WITH GUTTER TRANSITION
FLARE IF THE TOP SLAB IS CAST-IN-PLACE, NO FLARE
IS REQUIRED IN THE TRANSITION SECTION; MATCH THE
TOP FRONT EDGE OF THE FRAME AND THE TOP FRONT
EDGE OF THE CAST-IN-PLACE TOP SLAB TO THE
NORMAL PAVEMENT GRADE.

| | |
|-----------------------------------|--------------------|
| Type G-1 Catch Basin with Sump | |
| <i>West Linn</i> | DATE: JAN 2001 |
| | DRAWING NO. WL-602 |
| | FILE NO. 00-602 |
| | |


BLANKENSHIP ROAD PARTITION
CITY OF WEST LINN, OREGON

PROJECT NAME:

CSA
Consulting Engineers
15 82ND DRIVE
SUITE 150
GLADSTONE, OREGON 97027
(503) 228-3848

DETAILS

| | | | | |
|-------------------|---------|-------|-------|--|
| SCALE: | | VERT: | | |
| HORIZ: | | | | |
| DATE: 9/11/06 | | | | |
| PROJECT #: 05-405 | | | | |
| LEGAL | | | | |
| TAX LOT | SECTION | TWP. | RANGE | |
| 700 | 34 | 2S | 1E | |



| | | | |
|---------------|-------|----|-------|
| DESIGNED: MKF | SHEET | OF | |
| DRAWN: MKF | | | 7 / 9 |
| CHECKED: CLE | | | |
| APPROVED: USS | | | |

| | | | |
|------|-----|----------|----|
| DATE | NO. | REVISION | BY |
| | | | |
| | | | |
| | | | |
| | | | |

| | |
|---------|---------------|
| ASBUILT | 05-408-07.DWG |
|---------|---------------|

| | |
|---------|---------------|
| ASBUILT | 05-408-07.DWG |
|---------|---------------|

