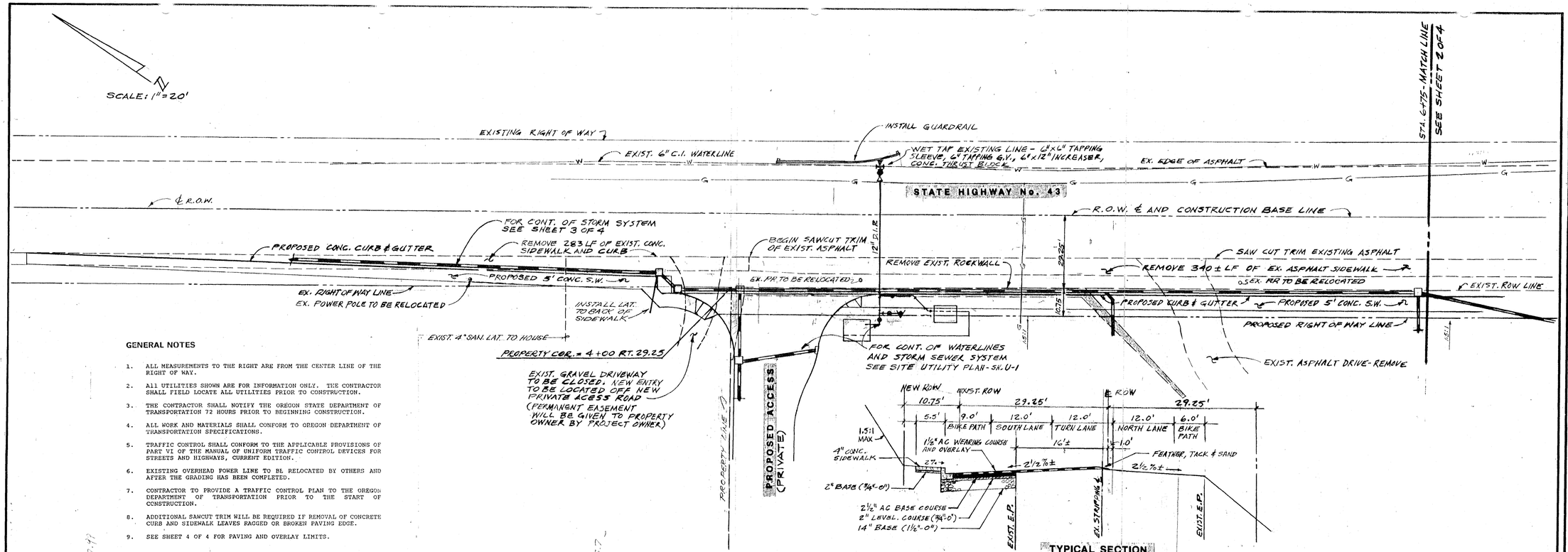
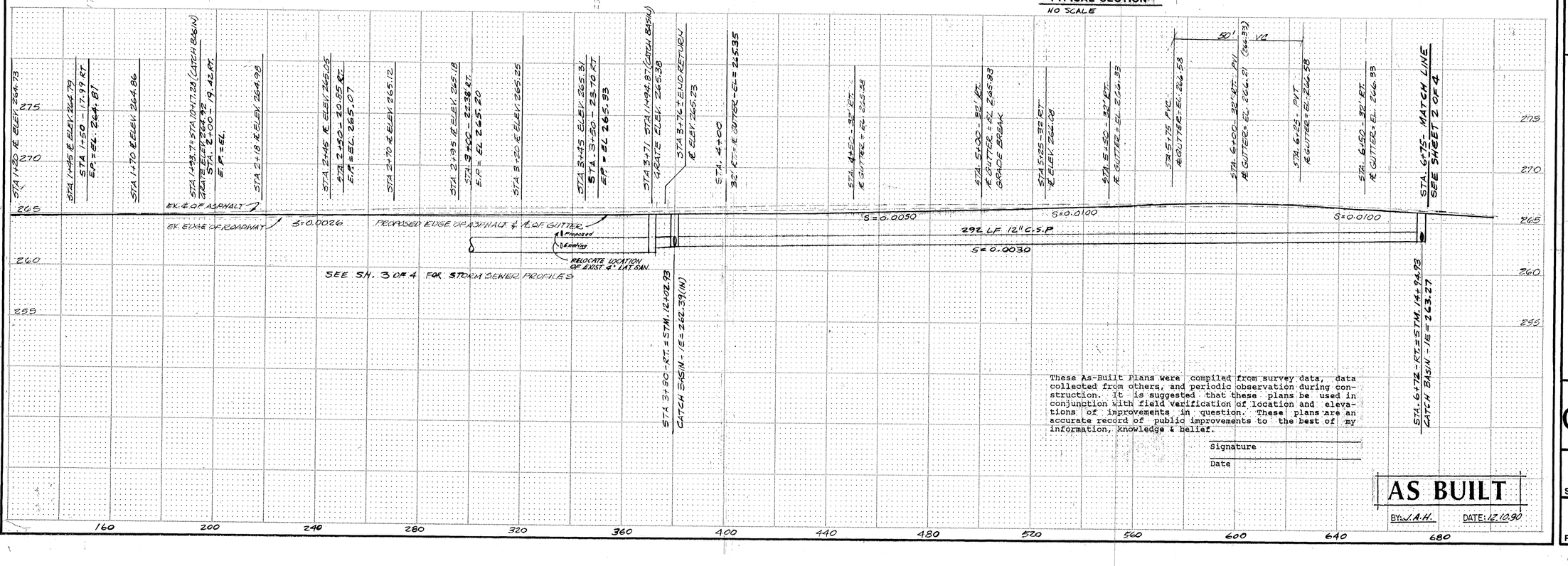
SCALE: 1" = 20'



GENERAL NOTES

1. ALL MEASUREMENTS TO THE RIGHT ARE FROM THE CENTER LINE OF THE RIGHT OF WAY.
2. All UTILITIES SHOWN ARE FOR INFORMATION ONLY. THE CONTRACTOR SHALL FIELD LOCATE ALL UTILITIES PRIOR TO CONSTRUCTION.
3. THE CONTRACTOR SHALL NOTIFY THE OREGON STATE DEPARTMENT OF TRANSPORTATION 72 HOURS PRIOR TO BEGINNING CONSTRUCTION.
4. ALL WORK AND MATERIALS SHALL CONFORM TO OREGON DEPARTMENT OF TRANSPORTATION SPECIFICATIONS.
5. TRAFFIC CONTROL SHALL CONFORM TO THE APPLICABLE PROVISIONS OF PART VI OF THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS, CURRENT EDITION.
6. EXISTING OVERHEAD POWER LINE TO BE RELOCATED BY OTHERS AND AFTER THE GRADING HAS BEEN COMPLETED.
7. CONTRACTOR TO PROVIDE A TRAFFIC CONTROL PLAN TO THE OREGON DEPARTMENT OF TRANSPORTATION PRIOR TO THE START OF CONSTRUCTION.
8. ADDITIONAL SAWCUT TRIM WILL BE REQUIRED IF REMOVAL OF CONCRETE CURB AND SIDEWALK LEAVES RAGGED OR BROKEN PAVING EDGE.
9. SEE SHEET 4 OF 4 FOR PAVING AND OVERLAY LIMITS.



These As-Built Plans were compiled from survey data, data collected from others, and periodic observation during construction. It is suggested that these plans be used in conjunction with field verification of location and elevations of improvements in question. These plans are an accurate record of public improvements to the best of my information, knowledge & belief.

Signature

Date

AS BUILT

BY: J.A.H. DATE: 12.10.90

GTK DESIGNED	11-88 DATE
LW DRAWN	11-88 DATE
GTK CHECKED	11-88 DATE

REVISONS

1 GENERAL REV. 2-89

REGISTERED PROFESSIONAL ENGINEER 10,053 JAMES A. HUNTLEY FEB. 23, 1972 OREGON

STATE HIGHWAY NO. 43 PROPOSED IMPROVEMENTS

DEER POINT

GROUP TWO INVESTORS
P.O. BOX 887
CORVALLIS, OREGON 97339

otak otak/tehran kurahashi incorporated planners engineers surveyors

1 OF 4 SHEET NO.

PROJECT NO. 2074

DEER POINT 89

EXISTING R.O.W. ℄

CURVE DATA
D = 6°
R = 954.93
Δ = 9°37'00"
L = 160.28
Ch = 160.09
T = 80.33

SEE SHEET #1
STA. 6+75 MATCH LINE

JOMPKINS STREET

WET TAP EXIST. 6" LINE - 6"x6" TAPPING SLEEVE & V TAPPING G.V. AND CONC. THRUST BLOCK

EX. EDGE OF ASPHALT

ABANDON 3" W.I. WATERLINE

STATE HIGHWAY No. 43

EX. EDGE OF ASPHALT

EXISTING ROCK WALL

EX. EDGE OF PAVEMENT

BIKE PATH

EXIST. CONC. WALL

SAW CUT TRIM EXISTING ASPHALT

EX.

ASPHALT SIDEWALK - REMOVE

6"90° MJ BEND W/ THRUST BLOCK

290 L.F. 10" CMP - EX.

6" D.I.P.

6" 22½° BEND AND CONC. THRUST BLOCK

29.25'

EX. RIGHT OF WAY LINE

EX. P.P. TO BE RELOCATED

PROPOSED CURB & GUTTER

NEW 5' SIDEWALK

EX. EDGE OF ASPHALT

EX. ROCK WALL

EX. ROCK WALL

EXISTING STAIRS AND WALLS

BARLOW STREET

16.75'

PROPOSED

RIGHT OF WAY LINE

EX. R.O.W. LINE

ABANDON EXISTING 3" W.I. WATERLINE

SEE ONSITE DRAWINGS FOR CONT. OF STORM SEWER SYSTEM - SITE UTILITY PLAN, SH. U-1

STA. 7+60 - RT., TIE INTO EX. EDGE OF ASPHALT.

FOR CONT. OF NEW WATERLINE SEE SITE UTILITY PLAN, U-1

4.0' TAPER

TOP CURB

EX. ASPHALT

FLOWLINE OF GUTTER

STA. 5+60 TIE-IN DETAIL
NO SCALE

SCALE: 1" = 20'

TYPES G, G-1, G-2, G-2M,

TYPES CG, CG-1, CG-2

FRAME GRATE-TYPE 1 GRATE-TYPE 2

INLET TYPE	W	L
G	1'-6"	2'-0"
G-1, G-2, G-2M	2'-0"	2'-0"

INLET TYPE	FRAME W	FRAME L	GRATE W	GRATE L	TYPE	REMARKS
CG	2'-0"	2'-0"	1'-6"	2'-0"	1	
CG-1, CG-2	2'-0"	2'-0"	2'-0"	2'-0"	2	
CG-1 DUAL	2'-0"	4'-0"	2'-0"	2'-0"	2	
CG-2 DUAL	2'-0"	4'-0"	2'-0"	2'-0"	2	2 RISERS

NOTE: If Comb. Inlet shall be Grate with the grate surface less easy to flow when viewed under the direction of flow than the grate in Detail 1 or 2 as shown in Detail 3.

SECTION A-A SECTION B-B SECTION C-C SECTION D-D

BASIN FOR INLETS

SECTION A-A SECTION B-B

CURB INLET

BAR "A" DETAIL

CURB OPENING DETAIL A

CURB OPENING DETAIL B

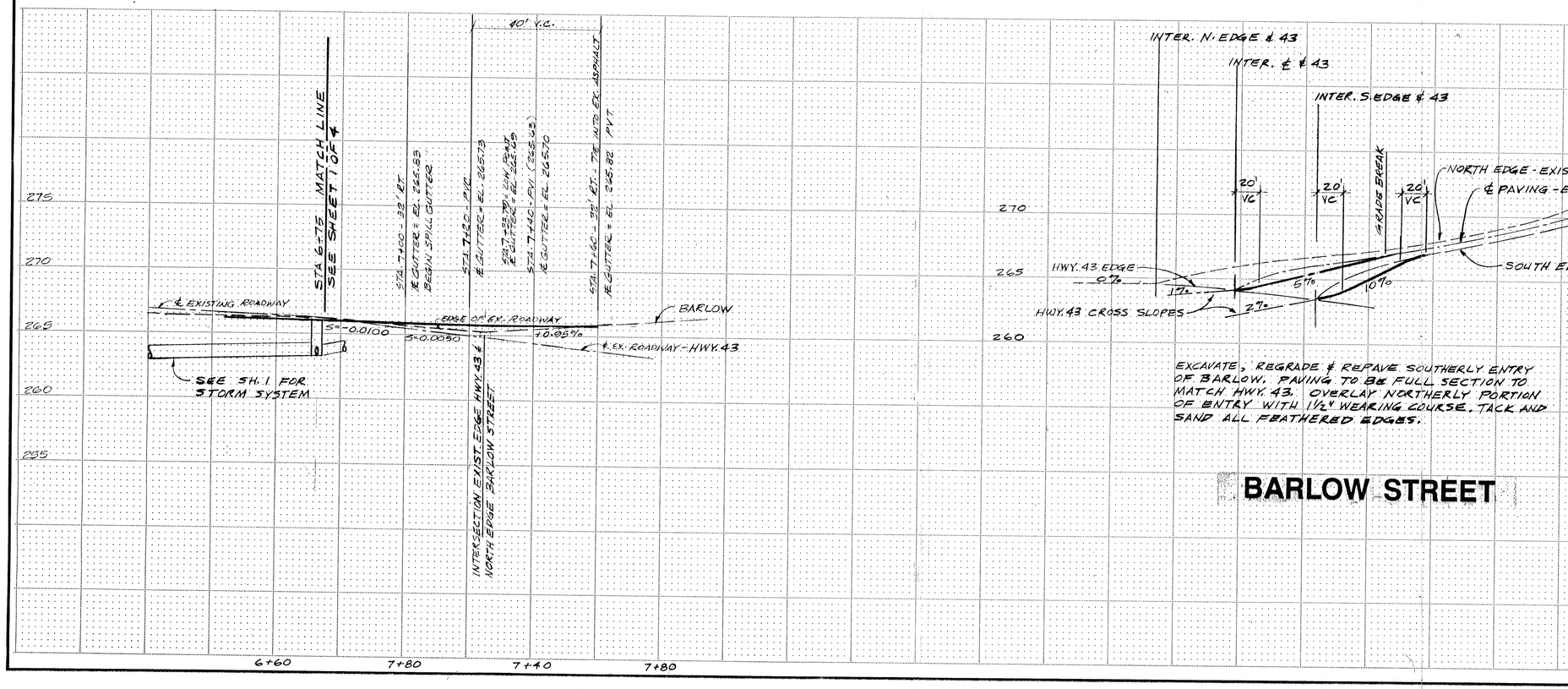
TYPE D

TYPE G-2MA

PLAN

SECTION G-G SECTION H-H SECTION J-J SECTION E-E ELEVATION F-F

STORM SEWER INLET DETAILS



EXCAVATE, REGRADE & REPAVE SOUTHERLY ENTRY OF BARLOW. PAVING TO BE FULL SECTION TO MATCH HWY. 43. OVERLAY NORTHERLY PORTION OF ENTRY WITH 1½" WEARING COURSE. TACK AND SAND ALL FEATHERED EDGES.

BARLOW STREET

AS BUILT
BY: J.A.H. DATE: 12.10.90

GTK DESIGNED	11-88 DATE
LW DRAWN	11-88 DATE
GTK CHECKED	11-88 DATE

REVISIONS
⚠ GENERAL REV. 2-89

REGISTERED PROFESSIONAL ENGINEER 10,053 OREGON FEB. 23, 1979 GREGORY KURTH

STATE HIGHWAY No. 43
PROPOSED IMPROVEMENTS

DEER POINT
GROUP TWO INVESTORS
P.O. BOX 887
CORVALLIS, OREGON 97339

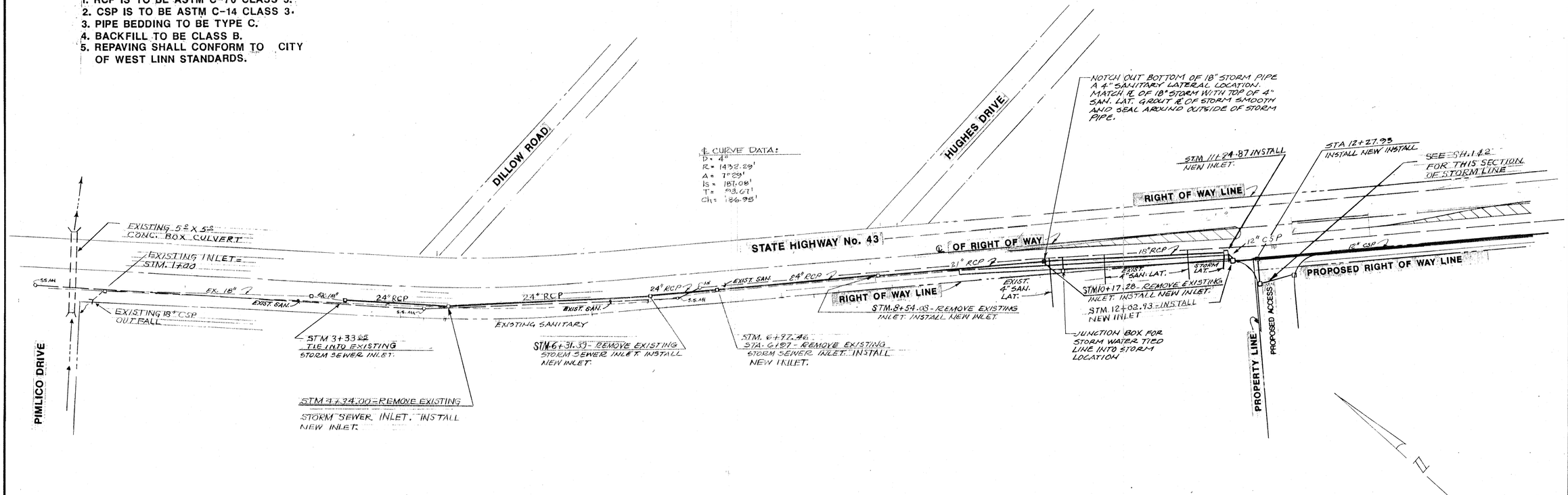
otak otthan tahran kurahashi incorporated planners engineers surveyors

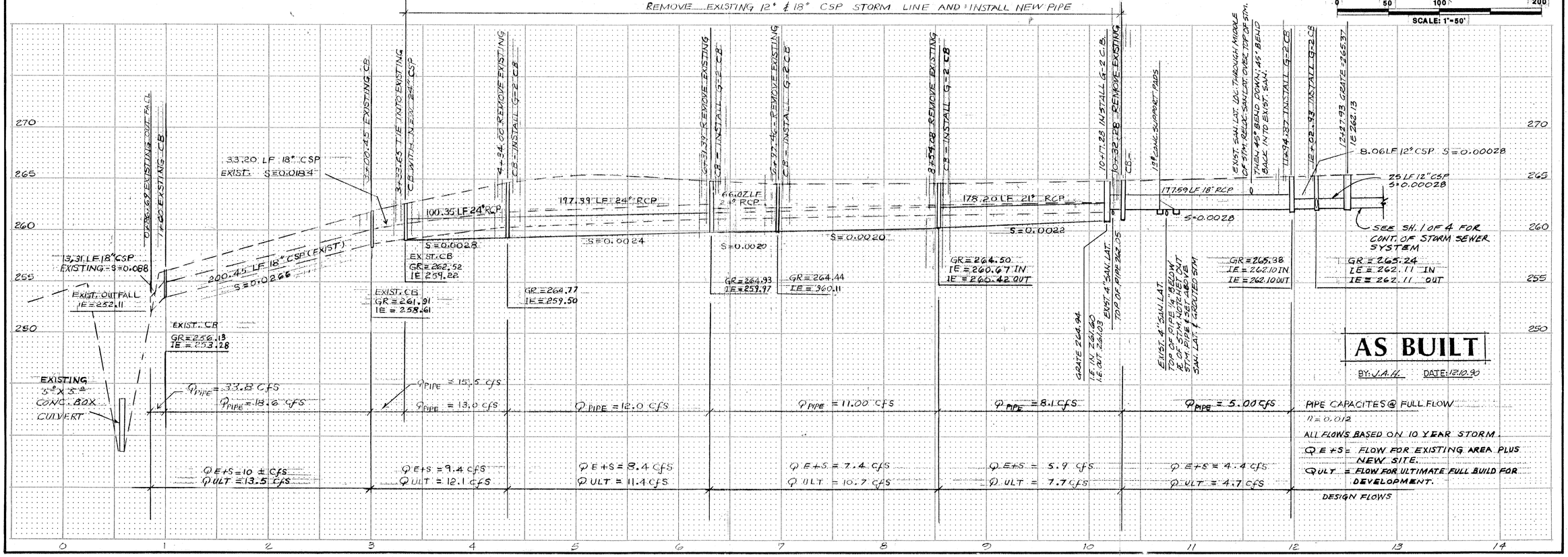
2 OF 4
SHEET NO.

PROJECT NO. 2074

NOTES:

1. RCP IS TO BE ASTM C-76 CLASS 3.
2. CSP IS TO BE ASTM C-14 CLASS 3.
3. PIPE BEDDING TO BE TYPE C.
4. BACKFILL TO BE CLASS B.
5. REPAVING SHALL CONFORM TO CITY OF WEST LINN STANDARDS.





AS BUILT

BY: J.A.H. DATE: 12.10.90

PIPE CAPACITES @ FULL FLOW

n = 0.012

ALL FLOWS BASED ON 10 YEAR STORM.

Q E+S = FLOW FOR EXISTING AREA PLUS NEW SITE.

Q ULT = FLOW FOR ULTIMATE FULL BUILD FOR DEVELOPMENT.

DESIGN FLOWS

GTK/DB	DESIGNED	11-88 DATE
LW	DRAWN	11-88 DATE
GTK	CHECKED	11-88 DATE

REVISIONS

1 GEN REV. 1-89

REGISTERED PROFESSIONAL ENGINEER 10,053 OREGON FEB. 23, 1979 GREGORY KURAHASHI

STATE HIGHWAY No. 43 STORM SEWER SYSTEM IMPROVEMENTS

DEER POINT

GROUP TWO INVESTORS
P.O. BOX 867
CORVALIS, OREGON 97339

otak othman tahran kurahashi incorporated planners engineers surveyors

3 OF 4 SHEET NO.

PROJECT NO. 2074

STRIPING REQUIREMENTS

0+27 – BEGIN ℄ TAPER SOUTH BOUND LANE

2+10 LEFT- BEGIN NORTH BOUND ℄ SHOULDER LINE TAPERS

3+00 LEFT- END NORTH BOUND ℄ SHOULDER LINE TAPERS

3+77 GRAVEL DRIVE

4+00 – PROP CORNER

4+17 MATCH LINE SEE BELOW LEFT

EXISTING ROW

EXISTING EDGE OF PAVING

EXISTING SHOULDER LINE STRIPING

EXISTING BIKE PATH 8', 10'±

EXISTING TRAVEL LANE 12'

ROW ℄ AND CONSTRUCTION BASE LINE

EXISTING CENTER STRIPING

EXISTING TRAVEL LANE 16'±

45:1

8" WHITE

NEW SHOULDER LINE STRIPING

45:1

DOUBLE 4" YELLOW

REMOVE EXISTING ℄ STRIPING

35:1

LIMIT OF A.C. OVERLAY

LIMIT OF NEW FULL SECTION A.C. PAVING

NEW CONC. CURB ℄ GUTTER

35:1

NEW CONC. SIDEWALK

EXISTING CONC. CURB ℄ SIDEWALK

371.0-71 4 P.I.

0+54 BEGIN NEW CURB, GUTTER AND SIDEWALK - BEGIN TAPER ℄ CURB

1+13 BEGIN NEW FULL SECTION AND OVERLAY PAVING

BEGIN REMOVAL OF 210 L.F. OF CONCRETE SIDEWALK AND 340 ± L.F. OF A.C. SIDEWALK

℄ ROW AND CONST. BASE LINE

NEW SHOULDER LINE STRIPING

NEW CURB

6' LONG CONC. RAMP

34'-25' RADIUS - END CURBS

STOP SHOULDER LINE

STRIPING SOUTH BOUND

35'-32' RT. PC RETURN

END TAPER SOUTH BOUND ℄ AND CURB

2'

15'

20'

CURVE DATA

Ⓐ
R = 674.07'
D = 8° 30'
Δ = 6° 15'
L = 73.53'

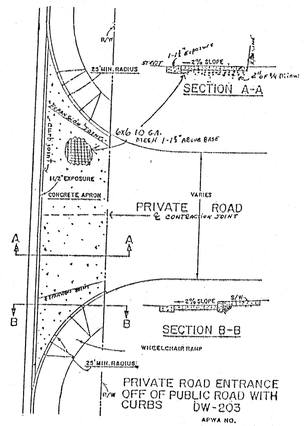
Ⓑ
R = 1400.00'
D = 4° 05' 33"
Δ = 5° 03' 30"
L = 123.60'

Ⓒ EXISTING STRIPING ℄
R = 1584.22 ±
D = 3° 37' ±
Δ = 4° 35' 30" ±
L = 126.03' ±

Ⓓ EXISTING ROW ℄
R = 954.93'
D = 6°
Δ = 9° 37'
L = 160.30'

PUBLIC ROAD

1. CONCRETE SHALL HAVE A MINIMUM BREAKING STRENGTH OF 3000 P.S.I. AFTER 28 DAYS , 6 SACK MIX.
2. CURB JOINT SHALL BE A TROWELED JOINT WITH A MINIMUM 1/2" RADIUS ALONG BACK OF CURB.
3. EXPANSION JOINTS SHALL BE 1/2" PREMOLDED ASPHALT IMPREGNATED MATERIAL OR EQUAL, EXTENDING FROM SUBGRADE TO FINISHED GRADE.



ENTRANCE DETAIL

4+17 MATCH LINE SEE ABOVE RIGHT

75' STORAGE

4+42 – START LEFT TURN LANE

150' REVERSING CURVE

5+17 – START LEFT TURN LANE REVERSING CURVE

6+07 LEFT END REVERSING CURVE

INSTALL 48 LF METAL GUARD RAIL - SOUTH END TO BELOW LEVEL OF PAVING (ODOT STD.)

INSTALL REFLECTORS TO MATCH EXISTING TYPE AND SPACING BOTH SIDES

7+95 END NORTH BOUND TRAVEL LANE STRIPING

8+05 END FULL SECTION ℄ SOUTH BOUND PAVING - ℄ LANE STRIPING

EXISTING EDGE OF PAVING

EXISTING SHOULDER LINE STRIPING

EXISTING ℄ STRIPING

ROW ℄

EXISTING SHOULDER LINE STRIPING

EXISTING EDGE OF PAVING

EXISTING WALL

EXISTING A.C. PATH

EX. CONC. WALL

BARLOW ST.

EX. STONE WALL

NEW SHOULDER LINE STRIPING

8" WHITE

REMOVE EXISTING ℄ STRIPING

DOUBLE 4" YELLOW

NEW ℄ STRIPING

NEW CURB ℄ GUTTER

EXISTING ROW

NEW CONC. SIDEWALK

BIKE ROUTE

TYPE 5 OW 203

INSTALL A.C. RAMP

EXISTING STAIRS

REMOVE EXISTING PAVING, REGRADE AND PAVE FULL SECTION A.C.

1½" OVERLAY OF EXISTING A.C.

FULL SECTION A.C. PAVING

5+92 MID-POINT REVERSE P.C. SOUTH BOUND ℄ TRAVEL LANE CURVE LEFT

6+66 ± RIGHT- P.T. SOUTH BOUND ℄ TRAVEL LANE

7+60 RIGHT- END CONC. CURB ℄ GUTTER AND SIDEWALK

AS BUILT

BY: J.A.H. DATE: 12.10.90

GTK/D&B	1-89
DESIGNED	DATE
BB	1-17-89
DRAWN	DATE
GTK	1-89
CHECKED	DATE

REVISIONS

⚠ OSHD REV. 1-89

DEER POINT
GROUP TWO INVESTORS
P.O. BOX 887
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telephone (503) 635-3618

4 OF 4
SHEET NO.

PROJECT NO. 2074