SALAMO ROAD NORTH
SOUTHBOUND LANE IMPROVEMENTS
STATION 48+28.95 TO STATION 56+95.74
CITY OF WEST LINN

GENERAL NOTES

1. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CURRENT "CITY OF WEST LINN STREET/UTILITY DESIGN AND CONSTRUCTION STANDARDS," AND OREGON A.P.W.A. SPECIFICATIONS. WORKING HOURS: WEEKDAYS FROM 7AM TO 6PM AND WEEKENDS/HOLIDAYS 9AM TO 6PM.
2. PRIOR TO ANY CONSTRUCTION, LOCATIONS OF EXISTING UTILITIES SHALL BE VERIFIED BY THE CONTRACTOR. WHEN ACTUAL CONDITIONS DIFFER FROM THOSE SHOWN ON THE PLANS, THE CONTRACTOR SHALL NOTIFY THE ENGINEER PRIOR TO PROCEEDING WITH CONSTRUCTION.
3. ORGANIC AND NON-DESIRABLE MATERIALS SHALL BE REMOVED FROM THE CONSTRUCTION AREA AS DIRECTED BY THE ENGINEER.
4. ALL FILL AREAS SHALL BE STRIPPED OF ORGANIC MATERIAL. FILL WILL BE PLACED IN 8-INCH LAYERS AND COMPACTED TO 95 PERCENT RELATIVE MAXIMUM DENSITY ACCORDING TO AASHTO T-99 STANDARDS. BASE ROCK IN THE STREET WILL BE COMPACTED TO THE SAME STANDARD. LANDSCAPE AREAS WILL BE COMPACTED TO 90 PERCENT. THE CONTRACTOR TO SCHEDULE A PROOF ROLL OF THE SUBGRADE WITH THE CITY INSPECTOR PRIOR TO PLACEMENT OF BASE ROCK AND A PROOF ROLL OF THE COMPACTED BASE ROCK WITH THE CITY INSPECTOR PRIOR TO PAVING. THE CONTRACTOR WILL PROVIDE DENSITY TESTING, ONE FOR EVERY 100 LINEAL FEET OF ROAD AND FOR EVERY 16-INCHES OF FILL PLACED. COMPACTION REPORTS FROM A REPUTABLE TESTING LAB WILL BE SUPPLIED TO THE ENGINEER AND THE CITY INSPECTOR ON A WEEKLY BASIS DURING CONSTRUCTION.
5. CONTRACTOR SHALL LEAVE ALL AREAS OF THE PROJECT FREE OF DEBRIS AND UNUSED CONSTRUCTION MATERIALS.
   a. AREAS TO BE LANDSCAPED SHALL BE SMOOTHED AND LEFT TO THE GRADES INDICATED ON THE GRADING PLAN, PLUS OR MINUS 0.1 FOOT.
   b. ALL DISTURBED AREAS SHALL HAVE STRAW MULCH PLACED AND ARE TO BE SEEDED PER EROSION CONTROL NOTES ON SHEET 3 TO PREVENT EROSION.
6. ANY CHANGES FROM THE APPROVED PLANS SHALL BE REQUESTED BY THE CONTRACTOR IN WRITING. THE DESIGN ENGINEER AND THE CITY OF WEST LINN'S PROJECT ENGINEER MUST APPROVE THE CHANGE PRIOR TO ITS IMPLEMENTATION. COMPLEXITY OF MODIFICATION WILL DETERMINE IF REVISED PLANS ARE REQUIRED.
7. DAMAGE TO EXISTING ASPHALT, CURBS, UTILITIES, TREES, ETC. BY THE CONTRACTOR SHALL BE REPAIRED TO PRE-CONSTRUCTION CONDITION OR BETTER, AT NO ADDITIONAL COST TO THE OWNER.
8. THE FOLLOWING CITY OF WEST LINN DETAILS SHALL BE USED AT LOCATIONS AS SPECIFIED IN THE PLANS, SEE SHEET 6 AND 7:

   SURVEY MONUMENT BOX DWG. NO - SM-278
   SHALLOW MANHOLE - DWG. NO - 210
   GUTTER INLET 4A - DWG NO G1-213 & G1-213-1
   GUTTER INLET 2 1/2 A - DWG. NO. G1-214
   GUTTER INLET COVER - DWG. NO. G1-215
   CURB & GUTTER - DWG. NO. CG-265
   DITCH INLET - APWA #306-A
   VERTICAL CURB - SEE DETAIL SHEET 6
   PIPE BEDDING & BACK FILL DETAILS - DWG. NO. PB-280
   SUBSURFACE INTERCEPTOR DRAIN - SEE DETAIL THIS SHEET
   SIDEWALK RAMP - SEE DETAIL SHEET 6
9. CONSTRUCTION SEQUENCE TO ALLOW FOR UNINTERRUPTED TRAFFIC. CONTRACTOR SHALL SUBMIT SCHEDULE DETAILING SEQUENCE OF CONSTRUCTION PRIOR TO THE PRECONSTRUCTION MEETING. CONTRACTOR SHALL SUBMIT TRAFFIC CONTROL PLAN IN CONFOPMANCE WITH THE CURRENT MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES TO OTAK, INC AND CITY OF WEST LINN ENGINEERING FOR APPROVAL PRIOR TO THE PRECONSTRUCTION MEETING. CITY MUST APPROVE TRAFFIC CONTROL PLAN AND CONTROLS MUST BE IN PLACE PRIOR TO BEGINNING CONSTRUCTION.
10. IN CASE OF A DISCREPANCY BETWEEN THE DRAWINGS AND THE FIGURES WRITTEN THEREON, THE FIGURES SHALL BE DEEMED TO GOVERN.
11. THE OWNER WILL SUPPLY ONE SET OF STAKES FOR EACH CONSTRUCTION OPERATION AS DESCRIBED IN THE CONTRACT DOCUMENTS AND SPECIFICATIONS. THE CONTRACTOR SHALL DESIGNATE A REPRESENTATIVE OR REPRESENTATIVES WHO ARE AUTHORIZED TO REQUEST STAKES. STAKING REQUESTS FROM AUTHORIZED REPRESENTATIVE SHALL BE MADE TO DAVE LIDEN AT OTAK (699-2401) AT LEAST 24 HOURS IN ADVANCE OF THE NEED FOR SAID STAKES. ONLY REQUESTS FROM AUTHORIZED REPRESENTATIVES WILL BE HONORED. ANY RESTAKING SHALL BE DONE AT THE EXPENSE OF THE CONTRACTOR.

STORM SEWERS:

12. ALL STORM PIPE SHALL BE RIBBED PVC PIPE AND FITTINGS PER THE REQUIREMENTS OF ASTM F794. ACCEPTABLE MATERIAL IS IPEX ULTRA-RIB PVC PIPE OR EQUAL.
13. TRENCH BACK FILL IN PAVED AREAS WILL BE 3/4-INCH TO 0-INCH CRUSHED ROCK COMPACTED TO 95 PERCENT RELATIVE MAXIMUM DENSITY, AASHTO T-99.
14. PRIOR TO ACCEPTANCE, ALL PUBLIC STORM SEWERS SHALL BE TESTED IN ACCORDANCE WITH THE CITY OF WEST LINN'S REQUIREMENTS.
15. MANHOLE RIM ELEVATIONS SHOWN ARE APPROXIMATE AND FOR INFORMATION ONLY. FINAL ELEVATIONS SHALL BE SET TO MATCH CONSTRUCTED FINISH GRADE.

WATERLINES:

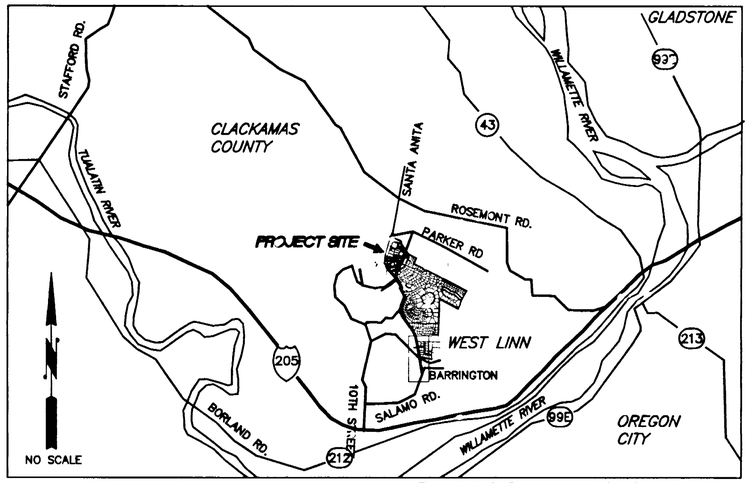
25. ALL WATER PIPE AND FITTINGS SHALL BE DUCTILE IRON CLASS 52 AND CONFORM TO STANDARD CITY SPECIFICATIONS AND DETAILS.
26. PIPE BEDDING AND PIPE ZONE MATERIAL SHALL BE 3/4"-0" CRUSHED ROCK COMPACTED TO 95 PERCENT MAXIMUM DENSITY, AASHTO T-99.
27. TRENCH BACKFILL MATERIAL IN PAVED AREAS SHALL BE CLASS B GRANULAR BACKFILL COMPACTED TO 95 PERCENT RELATIVE MAXIMUM DENSITY, AASHTO T-99.
28. WATER SERVICES ARE TO BE 2" COPPER, AND THERE SHALL BE NO DOUBLE SERVICES.
29. FIRE HYDRANTS SHALL BE MUELLER CENTURION MDLA-428 OR CLOW MEDALLION F-2545 ONLY. HYDRANT ASSEMBLY SHALL BE ONE UNIT ONLY, NO EXTENSIONS ARE ALLOWED. SEE DETAIL.
30. SANITARY SEWER LINES SHALL CROSS BENEATH WATER LINES.
31. WATERLINES SHALL BE PRESSURE TESTED FOLLOWING COMPLETION. PRESSURE TESTS AT THE LOWEST POINT IN TEST SECTION SHALL BE IN ACCORDANCE TO THE CITY OF WEST LINN'S STANDARDS WITH A MINIMUM TEST PRESSURE OF 180 PSI. LEAKAGE MUST BE WITHIN ALLOWABLE LEAKAGE LIMITS. SERVICE LINES WILL ALSO BE TESTED TO THE METER LOCATION IF INSTALLED BY THE CONTRACTOR.
32. PRIOR TO BEING PUT INTO SERVICE, THE WATERLINE SHALL BE FLUSHED, STERILIZED AND FLUSHED AGAIN ALL IN ACCORDANCE WITH STANDARD METHODS OF THE HEALTH DIVISION, DEPARTMENT OF HUMAN RESOURCES, STATE OF OREGON.
33. PRIOR TO ALLOWING HUMAN CONSUMPTION OF THE WATER FROM THE NEW WATERLINE, A SAMPLE SHALL BE TAKEN AND TESTED FOR BACTERIOLOGICAL QUALITY. RESULTS MUST BE WITHIN STANDARDS OF THE STATE OF OREGON.
34. CONCRETE THRUST BLOCKING SHALL BE PROVIDED AT ALL WATERLINE FITTINGS AS REQUIRED BY CITY STANDARDS. BLOCKING SHALL BE POURED AGAINST UNDISTURBED EARTH AND CLEAR OF JOINT ACCESSORIES. BEARING AREA OF THRUST BLOCK SHALL BE COMPUTED ON THE BASIS OF ALLOWABLE SOIL BEARING PRESSURE.
35. MINIMUM COVER OVER WATERLINES IS TO BE 36" AS MEASURED FROM FINISH GRADE TO TOP OF PIPE. MINIMUM VERTICAL SEPARATION BETWEEN WATERLINE AND SANITARY SEWER AT A CROSSING IS 18". SANITARY SEWER AT WATERLINE CROSSINGS WITH LESS THAN THE MINIMUM VERTICAL SEPARATION SHALL BE CONSTRUCTED OF DUCTILE IRON PIPE WITH WATERTIGHT JOINTS. IN SUCH CASES THE 18-FOOT LENGTH OF SANITARY SEWER SHALL BE CENTERED AT THE CROSSING.
36. ALL WATER SERVICES SHALL BE SEPARATED BY A MINIMUM HORIZONTAL DISTANCE OF 2' AT THE MAINLINE.

STREET CONSTRUCTION

PROJECT TEAM
- CLIENT: KOSS BROD GOODRICH
  PROJECT MANAGER - BRIAN KEICHER 557-1144
- ENGINEER: OTAK
  PROJECT MANAGER - M. FARES KEKHIA 635-3618

BENCH MARK

BENCH MARK: CITY OF WEST LINN BENCH MARK "B" IS 93.5' EAST AND 17.0' SOUTH OF EDGE OF PAVEMENT FROM 5-WAY INTERSECTION OF ROSEMONT/SANTA ANA. 3" CAP ON PIPE WITH YELLOW WATER WORKS LID. ELEV.= 667.22.



VICINITY MAP

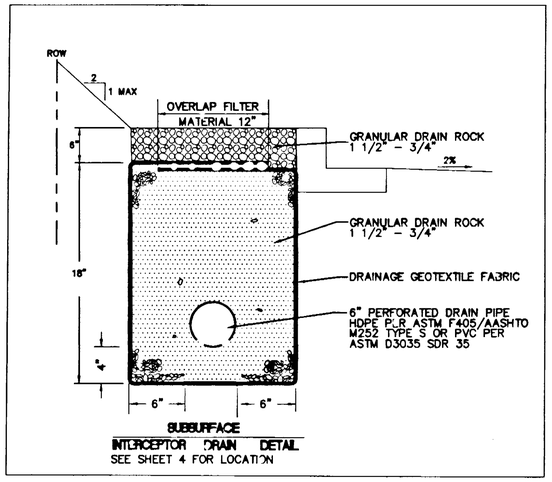
These As-built Plans were compiled from survey data, data collected from others, and periodic observation during construction. It is suggested that these plans be used in conjunction with field verification of location and elevations of improvements in question. These plans are an accurate record of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

Signature
Date 7-28-00

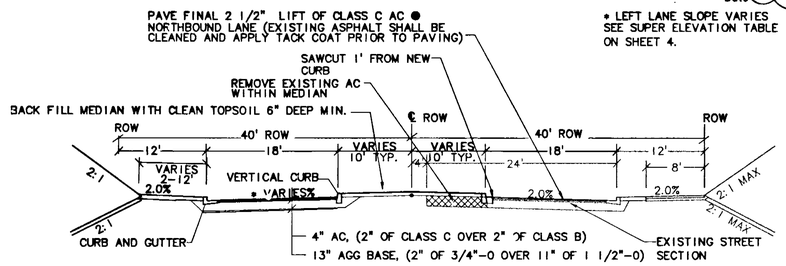
SHEET INDEX

1. COVER SHEET
2. DEMOLITION, GRADING AND EROSION CONTROL PLAN
3. EROSION CONTROL DETAILS AND NOTES
4. STREET & STORM PLAN & PROFILE
5. STRIPING PLAN (TO BE INSTALLED BY THE CITY OF WEST LINN)
6. DETAIL SHEET
7. DETAIL SHEET

EXISTING	PROPOSED
W — WATER LINE	LIMITS OF CONSTRUCTION
ST — STORM SEWER	ROW/PROPERTY LINE
SANITARY SEWER	CENTERLINE
	ASPHALT REMOVAL ZONE
	SAWCUT LINE
EXISTING STORM MH	FIELD INLET
CATCH BASIN	CURB INLET
	262 — PROPOSED 2' CONTOUR
G — GAS LINE	270 — PROPOSED 10' CONTOUR
EXISTING 10' CONTOUR	
EXISTING 2' CONTOUR	CATCH BASIN EROSION CONTROL
EXISTING WATER VALVE	SD — PROPOSE STORM SEWER
EXISTING SANITARY SEWER MH	PROPOSE STORM SEWER MH
T — EXISTING TELEPHONE	



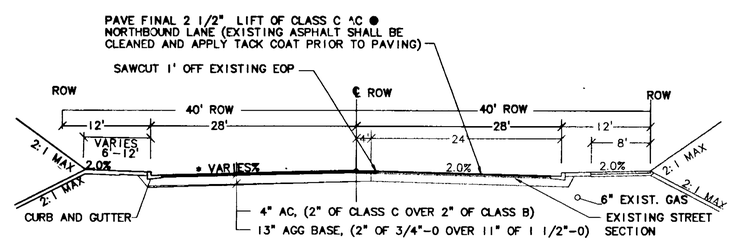
SUBSURFACE INTERCEPTOR DRAIN DETAIL
SEE SHEET 4 FOR LOCATION



STREET SECTION

HALF STREET IMPROVEMENT WITH MEDIAN
STA: 48+57.53 - STA: 53+61.09

● LEFT LANE SLOPE VARIES SEE SUPER ELEVATION TABLE ON SHEET 4.



STREET SECTION

HALF STREET IMPROVEMENT WITHOUT MEDIAN
FROM STA: 48+28+75 - STA: 48+57.53
AND STA: 53+61.09 - STA: 56+95.74

ATTENTION EXCAVATORS: OREGON LAW REQUIRES YOU TO FOLLOW RULES ADOPTED BY THE OREGON UTILITY NOTIFICATION CENTER. THOSE RULES ARE SET FORTH IN OAR 952-001-0010 THROUGH OAR 952-001-0090. YOU MAY OBTAIN COPIES OF THESE RULES FROM THE CENTER BY CALLING (503)232-1987. IF YOU HAVE ANY QUESTIONS ABOUT THESE RULES, YOU MAY CONTACT THE CALL CENTER. YOU MUST NOTIFY THE CENTER AT LEAST 2 BUSINESS DAYS, BUT NOT MORE THAN 10 BUSINESS DAYS, BEFORE COMMENCING AN EXCAVATION. CALL 246-6699.

"AS-BUILT"
DATE 7-28-00 BY SCOTT SHUMAKER

ASBUILT SET JULY/2000

Date
MFK, SAS
Designed
RK, CNH, SAS
Drawn
SAS, MFK
Checked By Date

REGISTERED PROFESSIONAL ENGINEER 17847 OREGON SEPTEMBER 28, 1994 M. FARES KEKHIA
EXPIRES JUNE 30, 2001

KOSS BROD & GOODRICH
19363 WILLAMETTE DRIVE, #509
WEST LINN, OREGON 97068
PHONE: (503)-557-1144
FAX: (503)-557-5677

SALAMO ROAD NORTH
SOUTHBOUND LANE IMPROVEMENT
CITY OF WEST LINN - OREGON
COVER SHEET

otak Incorporated
17355 SW Boones Ferry Rd.
Lake Oswego, Oregon 97035
Phone: (503) 635-3618
FAX: (503) 635-5395

09852
Project No.
D852S001
File No.
1 OF 7
Sheet No.

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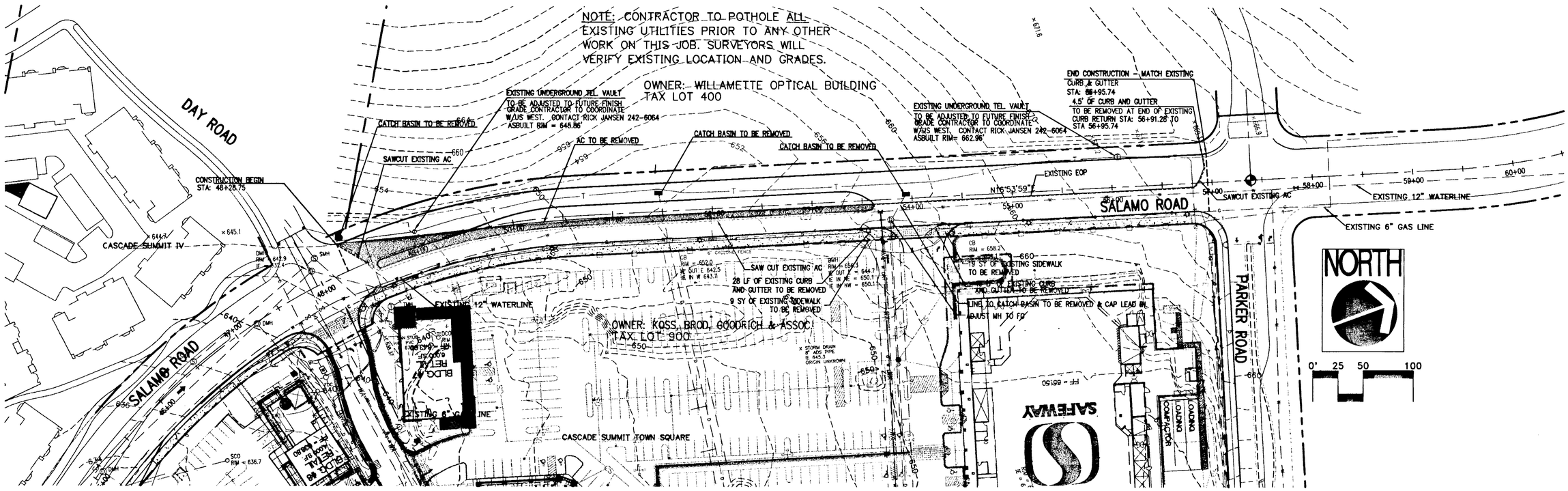
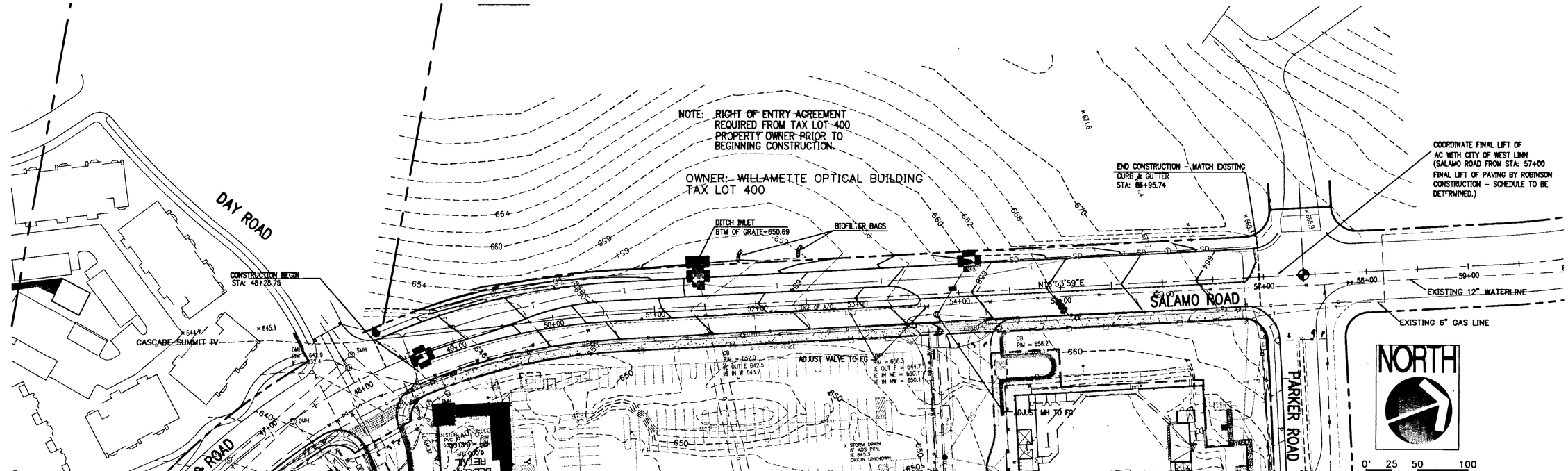


DEMOLITION PLAN

SCALE: 1" = 50' HORIZ.

1/2



GRADING & EROSION CONTROL PLAN

SCALE: 1" = 50' HORIZ.

2/2

"AS-BUILT"
DATE 7-28-00 BY SCOTT SHUMAKER

ASBUILT SET JULY/2000

Date MFK, SAS
Designed RK, CNH, SAS
Drawn SAS, MFK
Checked By Date

REGISTERED PROFESSIONAL ENGINEER 17447 OREGON SEPTEMBER 28, 1984 FARES KERWIA
EXPIRES JUNE 30, 2001

KOSS BROD & GOODRICH
19363 WILLAMETTE DRIVE, #509
WEST LINN, OREGON 97068
PHONE: (503)-557-1144
FAX: (503)-557-5677

SALAMO ROAD NORTH
SOUTHBOUND LANE IMPROVEMENT
CITY OF WEST LINN - OREGON
DEMOLITION, GRADING AND EROSION CONTROL PLAN

otak Incorporated
17355 SW Boones Ferry Rd.
Lake Oswego, Oregon 97035
Phone: (503) 635-3618
FAX: (503) 635-5395

Project No. 09852
File No. D852S002
Sheet No. 2 OF 7

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EROSION CONTROL GENERAL NOTES

APPROVAL OF THIS EROSION/SEDIMENTATION CONTROL (ESC) PLAN DOES NOT CONSTITUTE AN APPROVAL OF PERMANENT ROAD OR DRAINAGE DESIGN (E.G. SIZE AND LOCATION OF ROADS, PIPES, RESTRICTORS, CHANNELS, DETENTION FACILITIES, UTILITIES, ETC.).

THE IMPLEMENTATION OF THESE ESC PLANS AND THE CONSTRUCTION, MAINTENANCE, REPLACEMENT, AND UPGRADING OF THESE ESC FACILITIES IS THE RESPONSIBILITY OF THE APPLICANT/CONTRACTOR UNTIL ALL CONSTRUCTION IS COMPLETED AND APPROVED AND VEGETATION/LANDSCAPING IS ESTABLISHED.

THE BOUNDARIES OF THE CLEARING LIMITS SHOWN ON THIS PLAN SHALL BE CLEARLY FLAGGED IN THE FIELD PRIOR TO CONSTRUCTION. DURING THE CONSTRUCTION PERIOD, NO DISTURBANCE BEYOND THE FLAGGED CLEARING LIMITS SHALL BE PERMITTED. THE FLAGGING SHALL BE MAINTAINED BY THE APPLICANT/CONTRACTOR FOR THE DURATION OF CONSTRUCTION.

THE ESC FACILITIES SHOWN ON THIS PLAN MUST BE CONSTRUCTED IN CONJUNCTION WITH ALL CLEARING AND GRADING ACTIVITIES, AND IN SUCH A MANNER AS TO INSURE THAT SEDIMENT LADEN WATER DOES NOT ENTER THE DRAINAGE SYSTEM OR VIOLATE APPLICABLE WATER STANDARDS.

THE ESC FACILITIES SHOWN ON THIS PLAN ARE THE MINIMUM REQUIREMENTS FOR ANTICIPATED SITE CONDITIONS. DURING THE CONSTRUCTION PERIOD, THESE ESC FACILITIES SHALL BE UPGRADED AS NEEDED FOR UNEXPECTED STORM EVENTS AND TO ENSURE THAT SEDIMENT-LADEN WATER DOES NOT LEAVE THE SITE.

THE ESC FACILITIES SHALL BE INSPECTED DAILY BY THE APPLICANT/CONTRACTOR AND MAINTAINED AS NECESSARY TO ENSURE THEIR CONTINUED FUNCTIONING.

THE ESC FACILITIES ON INACTIVE SITES SHALL BE INSPECTED AND MAINTAINED A MINIMUM OF ONCE A MONTH OR WITHIN THE 24 HOURS FOLLOWING A STORM EVENT.

AT NO TIME SHALL MORE THAN ONE FOOT OF SEDIMENT BE ALLOWED TO ACCUMULATE WITHIN A TRAPPED CATCH BASIN. ALL CATCH BASINS AND CONVEYANCE LINES SHALL BE CLEANED PRIOR TO PAVING. THE CLEANING OPERATION SHALL NOT FLUSH SEDIMENT LADEN WATER INTO THE DOWNSTREAM SYSTEM.

STABILIZED CONSTRUCTION ENTRANCES SHALL BE INSTALLED AT THE BEGINNING OF CONSTRUCTION AND MAINTAINED FOR THE DURATION OF THE PROJECT. ADDITIONAL MEASURES MAY BE REQUIRED TO INSURE THAT ALL PAVED AREAS ARE KEPT CLEAN FOR THE DURATION OF THE PROJECT.

EROSION CONTROL AND POLLUTION CONTROL MEASURE

EROSION CONTROL MEASURES FOR DISTURBED AREAS:

ALL DISTURBED SLOPES GREATER THAN 3:1 HAVE BEEN GRADED AND COMPACTED PRIOR TO OCTOBER 1ST SHALL BE HYDROSEEDED USING THE FOLLOWING SPECIFICATIONS:

SEEDING SHALL NOT BE DONE DURING WINDY WEATHER OR WHEN THE GROUND IS FROZEN, EXCESSIVELY WET OR OTHERWISE UNTILLABLE.

SEED MAY BE DOWN BY THE FOLLOWING METHOD:

HYDROSEEDED WHICH UTILIZED WATER AS THE CARRYING AGENT, AND MAINTAINS CONTINUOUS AGITATION THROUGH PADDLE BLADES. IT SHALL HAVE AN OPERATING CAPACITY SUFFICIENT TO AGITATE, SUSPEND AND MIX INTO A HOMOGENEOUS SLURRY OF THE SPECIFIED AMOUNT OF SEED AND WATER OR OTHER MATERIAL. DISTRIBUTION AND DISCHARGE LINES SHALL BE LARGE ENOUGH TO PREVENT STOPPAGE AND SHALL BE EQUIPPED WITH A SET OF HYDRAULIC DISCHARGE SPRAY NOZZLES WHICH WILL PROVIDE A UNIFORM DISTRIBUTION OF THE SLURRY.

GRASS SHALL BE SEEDED AT THE RATE OF NOT LESS THAN ONE HUNDRED THIRTY (130) POUNDS PER ACRE. SEED MIX SHALL INCLUDE:

STATE HIGHWAY ROADSIDE SEEDING MIX.

FERTILIZER SHALL BE APPLIED AT THE RATE OF 300 POUNDS PER ACRE.

NITROGEN	-	22%
PHOSPHORIC ACID	-	16%
SOLUBLE POTASH	-	8%

WOOD CELLULOSE FIBER SHALL BE APPLIED AT THE RATE OF ONE AND ONE (1-1/2) TONS PER ACRE.

THE EXACT TIME FOR SEEDING WILL BE DETERMINED BY ACTUAL WEATHER CONDITIONS. THE NORMAL SATISFACTORY PERIOD FOR SEEDING SHALL BE CONSIDERED BETWEEN MARCH 1 TO JUNE 1 AND SEPTEMBER 1 TO OCTOBER 1 UNLESS OTHERWISE AUTHORIZED BY THE OWNER EXCEPT THAT CONTRACTOR MAY PERFORM SEEDING OPERATIONS FROM JUNE 1 TO SEPTEMBER 1 PROVIDED THAT HE WATERS THE NEW GRASS TO THE SATISFACTION OF THE OWNER.
WHEN DELAYS IN OPERATIONS CARRY THE WORK BEYOND THE MOST FAVORABLE PLANTING SEASON, OR WHEN WEATHER CONDITIONS ARE SUCH THAT SATISFACTORY RESULTS ARE NOT LIKELY TO BE OBTAINED FOR ANY STAGE OF THE SEEDING OPERATIONS, THE CONTRACTOR WILL STOP THE WORK AND IT SHALL BE RESUMED ONLY WHEN THE DESIRED RESULTS ARE LIKELY TO BE OBTAINED. IF OPERATIONS EXTEND PAST OCTOBER 1 ALTERNATE HAY PLACEMENT AND SPRING SEEDING SHALL BE SUBSTITUTED.

THE CONTRACTOR SHALL PROTECT ALL SEEDED AREAS FROM EROSION UNTIL FINAL INSPECTION AND ACCEPTANCE HAS BEEN MADE. AREAS DAMAGED BY EROSION SHALL BE REPAIRED BY THE CONTRACTOR AT HIS OWN EXPENSE.

ALL DISTURBED AREAS WITH SLOPES LESS THAN 3:1 THAT HAVE BEEN GRADED AND COMPACTED SHALL BE SEEDED PRIOR TO OCTOBER 1, WITH THE SAME SEED AND FERTILIZER MIX AS USED IN HYDROSEEDING AND SPREAD EVENLY OVER THE SITE.

ALL DISTURBED AREAS NOT GRADED AND COMPACTED PRIOR TO OCTOBER 1, SHALL BE SEEDED WITH 200 LBS PER ACRE OF HIGHWAY MIX AND SPREAD WITH A HAY MULCH LAYER 1 1/2" TO 2" THICK.

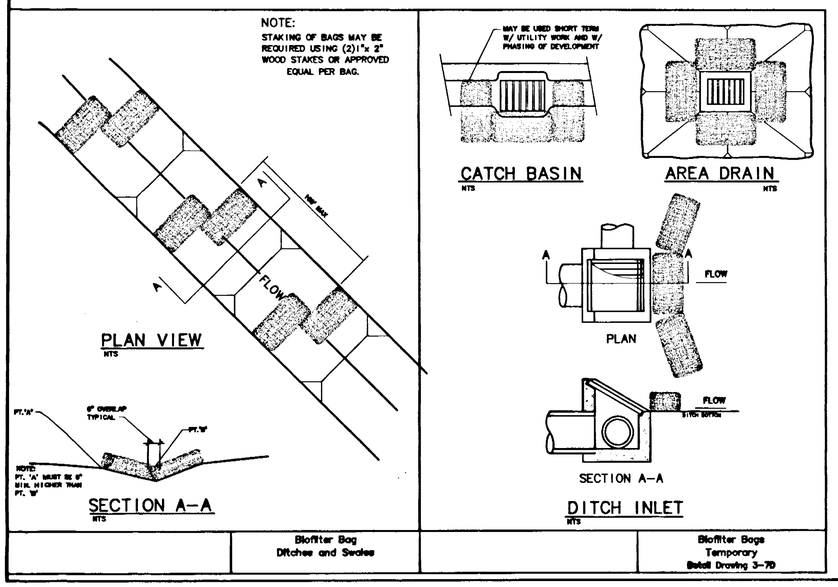
EROSION CONTROL PROTECTION SHALL BE CONSIDERED COMPLETE AND SUCCESSFUL WHEN A GRASS MAT HAS BEEN ESTABLISHED.

ADDITIONAL TEMPORARY EROSION CONTROL (DURING CONSTRUCTION)

HAY BALES WILL BE PLACED AT THE TOP OF ALL MAJOR FILL SLOPES WHEN NECESSARY, TO PREVENT SILT FROM WASHING INTO EXISTING DRAINAGE WAYS. (SILTATION BARRIER).

TEMPORARY DITCHES WILL BE CONSTRUCTED AS NECESSARY TO ASSURE DRAINAGE IS CHANNELED TO THE FACILITIES BEING PROVIDED.

IF CONSTRUCTION TAKES PLACE DURING RAINY SEASON, HAY BALES AND "MIRAFI" 140 S FABRIC WILL BE REQUIRED AT ALL STORM DRAINAGE INLETS UNTIL ROCKING OF STRETCH IS COMPLETED AND DISTURBED SLOPES STABILIZED BY HYDROSEEDING.



EROSION CONTROL MATRIX

SITE SITUATION \ EROSION MEASURES	1 GRAVEL CONSTRUCTION ENTRANCE	2 SEDIMENT FENCE/BARRIER AT TOE OF DISTURBED AREA OR STOCKPILE	3 SIDEWALK SUB GRADE GRAVEL BARRIER (SITE SLOPES TO STREET AT <5% GRADE) ALTERNATE TO #2	4 UNDISTURBED BUFFER AT TOE OF DISTURBED AREAS (ALTERNATE TO #2) (SITE SLOPES <10%)	5 SEDIMENT FENCE OR BARRIER INSTALLED ON CONTOURS (SPACING)	6 TEMP. INTERCEPTOR DIKES/SWALES AROUND ACTIVE WORK AREAS	7 CHECK DAMS	8 STORM DRAIN INLET PROTECTION BARRIER	9 6-MIL PLASTIC SHEET COVER	10 2"- MIN. STRAW MULCH COVER	11 ESTABLISH GRASS	12 EROSION BLANKETS WITH ANCHORS	13 SEDIMENT TRAP OR POND	14 REESTABLISH VEGETATION OR LANDSCAPE PRIOR TO REMOVAL OF EROSION CONTROL MEASURES
SINGLE FAMILY/ DUPLEX RESIDENTIAL														
SLOPE <2%	X		A(2)											X
SLOPE >2%	X	X		A(2)										X
STOCK PILES		X		X					•	O				
COMERCIAL, SUBDIVISION LARGE SITE CONSTRUCTION														
SITE SLOPE <2%	X	X				#								X
SITE SLOPE <10%	X	X		A(2)	X300'	#			O	O	•	O	O	X
SITE SLOPE <15%	X	X			X150'	#			O	O	•	O	O	X
SITE SLOPE <20%	X	X			X100'	#			O	O	•	O	O	X
SITE SLOPE <30%	X	X			X 50'	#			O	O	•	O	O	X
SITE SLOPE <50%	X	X			X 25'	#			•	O	•	O		X
STOCK PILE SLOPE >50%	X	X			X 25'	#			•	O		O		
UTILITIES CONSTRUCTION														
CATCH BASIN DRAINAGE								X						X
DITCH DRAINAGE							X							X
STOCK PILES														
STOCK PILES									•	O				
DITCHES/SWALES														
(CONSTRUCTION/PROTECTION)		X					X		•	O	O			X

KEY: X = BASE MEASURE A = ALTERNATE TO BASE MEASURE INDICATED IN PARENTHESIS # = OPTIONAL BASE MEASURE CAN USE AS APPLICABLE

• = SUPPLEMENTAL WET WEATHER MEASURE (NOVEMBER 1-APRIL 30) (SEEDING PRIOR TO SEPTEMBER 1) O = ALTERNATE WET WEATHER MEASURE TO •

Date
MFK, SAS
Designed
RK, CNH, SAS
Drawn
SAS, MFK
Checked By Date

REGISTERED PROFESSIONAL ENGINEER 17447 OREGON SEPTEMBER 28, 1984 K. FARES KERKIA
EXPIRES JUNE 30, 2001

KOSS BROD & GOODRICH
19363 WILLAMETTE DRIVE, #509
WEST LINN, OREGON 97068
PHONE: (503)-557-1144
FAX: (503)-557-5677

ASBUILT SET JULY/2000

SALAMO ROAD NORTH
SOUTHBOUND LANE IMPROVEMENT
CITY OF WEST LINN - OREGON
EROSION CONTROL DETAILS AND NOTES

otak Incorporated
17355 SW Boones Ferry Rd.
Lake Oswego, Oregon 97035
Phone: (503) 635-3618
FAX: (503) 635-5395

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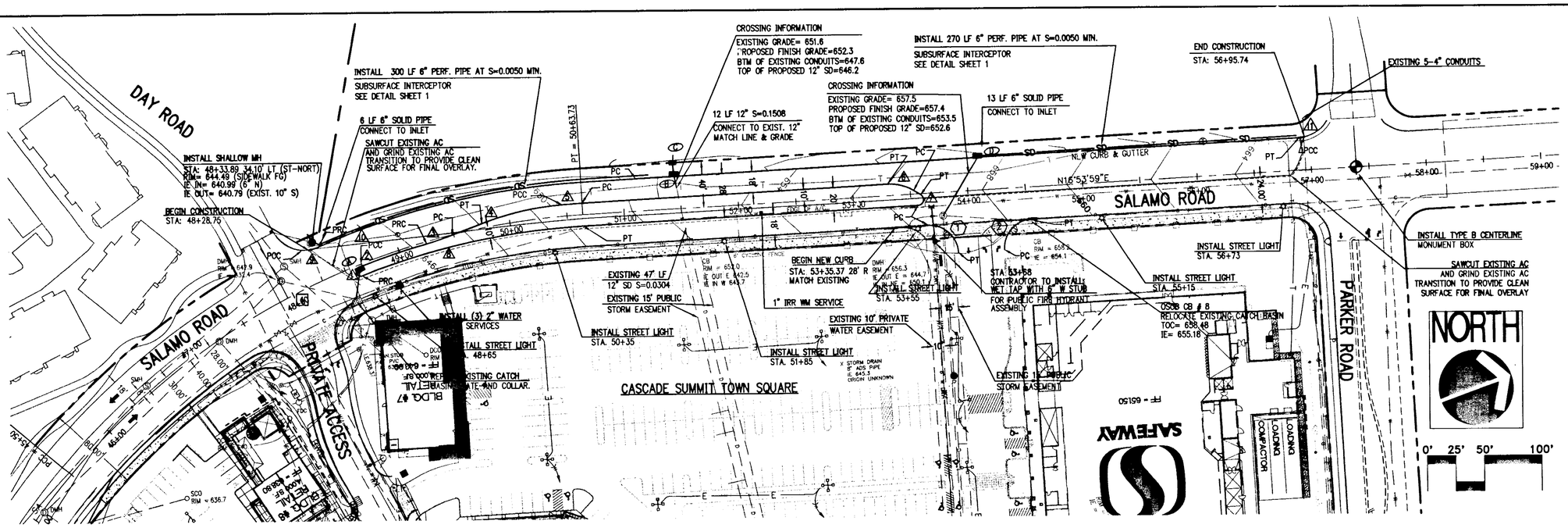


NOTE: STREET LIGHTS TO BE PER PGE SPECIFICATION 30 FOOT BRONZE COLOR FIBERGLASS DIRECT BURY POLE WITH 200W HPS DROP LENS BRONZE COBRAHEAD WITH 6 FOOT LONG MASTARM. JUNCTION BOXES AND 2 1/2" SCH. 40 PVC CONDUIT PER PGE SPECIFICATIONS. COORDINATE INSTALLATION WITH PGE. CONTACT TRACY AGUILAR AT PGE (503) 463-5139.

CATCH BASIN TABLE

(A) INSTALL GUTTER INLET (TYPE: 2-1/2A)
STA: 48+62.28 2.00' RT
TOC: 645.05
IE OUT: 640.00
26 LF 12" @ S= 0.1923

(B) INSTALL OVERSIZED CB (TYPE: 4A)
STA: 51+45.30 28.00' L
TOC: 652.73
12 LF 12" @ S=0.1508
IE IN: 647.53 (12"W)
IE OUT: 646.93 (12"E)

(C) INSTALL DITCH INLET
STA: 51+44.76 37.98' L
BTM OF GRATE: 650.69
8 LF 12" @ S= 0.0325
IE OUT: 647.79 (12" S)

(D) INSTALL GUTTER INLET (TYPE: 2-1/2A)
STA: 54+11.46 28.00' L
TOC: 657.88
61 LF 12" @ S=0.0849
IE OUT: 652.18 (12"E)

℄ RADIUS TABLE

1 SALAMO ℄
R=630.00'
L=513.74'
Δ=46°43'20"

CURB RADIUS TABLE

2 CURB
PRC STA: 48+36.81 28.00' L
R= 30.00'
L= 8.28'
Δ=15°48'30"
PCC STA: 48+28.75 29.19' L

1 PC STA: 50+63.74 28.00' L
R= 658.00'
L= 237.01'
Δ=20°38'17"
PRC STA: 48+36.81 28.00' L

1 INSTALL CURB TO CONNECT TO EXISTING CURB
PCC STA: 56+95.74 28.44' L
R= 33.66'
L= 4.85'
Δ=8°15'23"
PT STA: 56+90.21 28.00' L

CURB INFORMATION (T.O.C ELEVATION)

1 PC AT STA: 53+63.75 28.00' R
R = 25.00'
L = 39.27'
Δ =90°00'23"
PT AT STA: 53+88.74 53.00' R

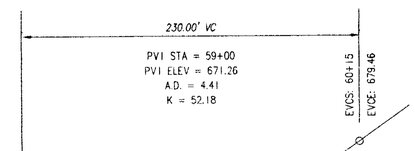
PC:	656.83
1/4:	657.06
1/2:	657.32
3/4:	657.57
PT:	657.30

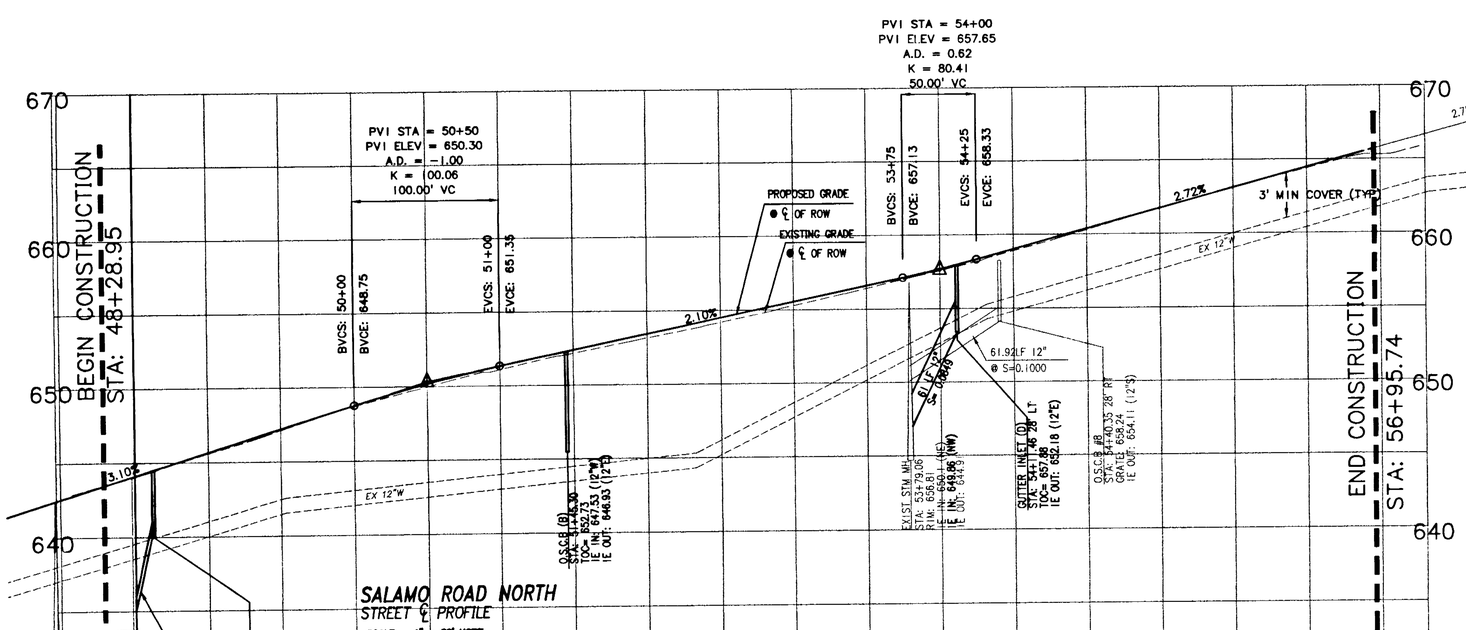
2 PC AT STA: 54+28.74 53.00' R
R = 25.00'
L = 39.27'
Δ =89°59'36"
PT AT STA: 54+53.74 28.00' R

PC:	658.30
1/4:	658.60
1/2:	658.80
3/4:	658.90
PT:	659.05

LEFT LANE SUPER ELEVATION TABLE

STATION	GRAPHIC (LT / RT)	LT SLOPE
48+28.95		+0.020
50+33.41		+0.020
51+33.41		0.00
52+33.41		-0.020
56+91.28		-0.020





MEDIAN RADIUS TABLE

1 MEDIAN CURB
PCC STA: 48+62.28 2.0' R
R= 4.00'
L= 12.57'
Δ=180°00'00"
PRC STA: 48+62.27 10.0' R
CENTER OF CURB/1 STA: 48+62.28 6.0'R

2 MEDIAN CURB
PRC STA: 49+25.23 2.0' R
R= 628.00'
L= 62.75'
Δ=5°43'31"
PCC STA: 48+62.28 2.0'R

3 MEDIAN CURB
PC STA: 49+48.63 0.47' R
R= 250.00'
L= 23.41'
Δ=5°21'54"
PRC STA: 49+25.23 2.0' R

4 MEDIAN CURB
PCC STA: 50+46.44 10.0' L
R= 250.00'
L= 71.51'
Δ=16°23'20"
PT STA: 49+76.18 3.78' L

5 MEDIAN CURB
PC STA: 50+63.73 10.0' L
R= 640.00'
L= 17.57'
Δ=1°34'21"
PCC STA: 50+46.44 10.0' L

6 MEDIAN CURB
PC STA: 53+53.17 3.11' L
R= 40.00'
L= 23.83'
Δ=34°08'14"
PT STA: 53+30.73 10.0' L

7 MEDIAN CURB
PC STA: 53+56.22 10.0' R
R= 5.00'
L= 12.73'
Δ=145°51'46"
PT STA: 53+59.03 0.86' R

8 MEDIAN CURB
PRC STA: 48+62.27 10.0' R
R= 620.00'
L= 198.26'
Δ=18°19'19"
PT STA: 50+63.73 10.0' R

"AS-BUILT"
DATE 7-28-00 BY SCOTT SHUMAKER

ASBUILT SET JULY/2000

Date MFK, SAS
Designed RK, CNH, SAS
Drawn SAS, MFK
Checked By Date

REGISTERED PROFESSIONAL ENGINEER 12447 OREGON SEPTEMBER 28, 1994 M. FARES KEKHIA
EXPIRES JUNE 30, 2001

KOSS BROD GOODRICH
19363 WILLAMETTE DRIVE, #509
WEST LINN, OREGON 97068
PHONE: (503)-557-1144
FAX: (503)-557-5677

SALAMO ROAD NORTH
SOUTHBOUND LANE IMPROVEMENT
CITY OF WEST LINN - OREGON
STREET & STORM PLAN AND PROFILE

otak Incorporated
17355 SW Boones Ferry Rd.
Lake Oswego, Oregon 97035
Phone: (503) 635-3618
FAX: (503) 635-5395

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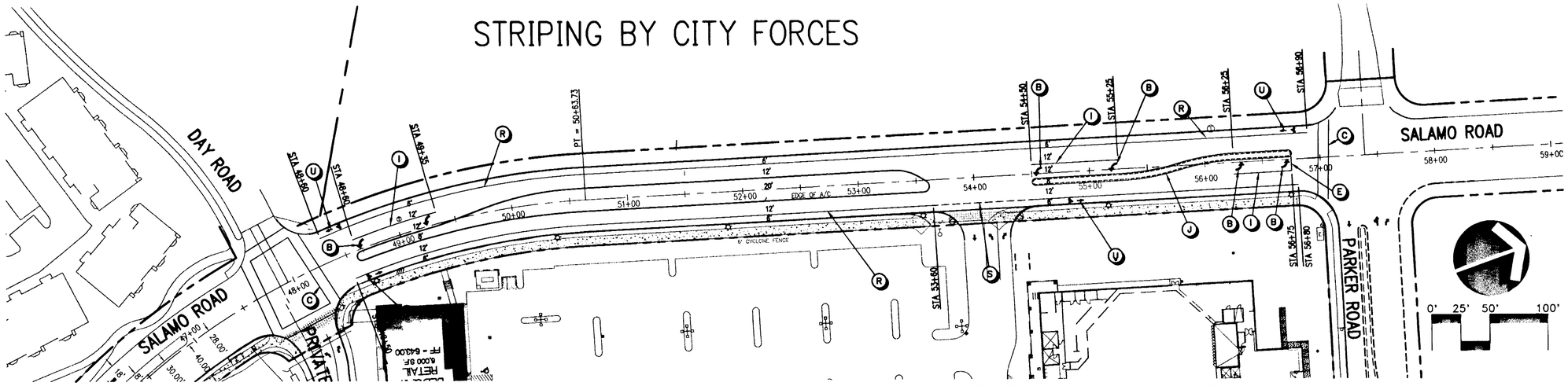
STRIPING BY CITY FORCES



STRIPING DETAILS LEGEND

(A) RIGHT TURN LANE MARKINGS – SEE MUTCD FOR DETAILS. ARROWS SHALL BE THERMOPLASTIC PAVEMENT MARKING MATERIAL.

(B) LEFT TURN LANE MARKINGS – SEE MUTCD FOR DETAILS. ARROWS SHALL BE THERMOPLASTIC PAVEMENT MARKING MATERIAL.

(C) CROSSWALK – SPACE TWO 12" WHITE LINES AS SHOWN ON PLANS. CROSSWALK SHALL BE THERMOPLASTIC PAVEMENT MARKING MATERIAL.

(D) RAILROAD CROSSING – SHALL BE WHITE PAINT AND INSTALLED PER DETAIL. PLACE PER P.U.C. DIRECTIONS.

(E) STOP BAR – SHALL BE THERMOPLASTIC PAVEMENT MARKING MATERIAL.

(F) THRU AND TURN LANE MARKINGS – SEE MUTCD FOR DETAILS. THRU AND TURN ARROWS SHALL BE THERMOPLASTIC PAVEMENT MARKING MATERIAL.

(G) PAVEMENT LEGEND – SEE MUTCD FOR DETAILS. LEGEND SHALL BE THERMOPLASTIC PAVEMENT MARKING MATERIAL.

(H) RAISED MEDIAN STRIPE – 4" YELLOW LINE WITH TYPE I BI-DIRECTIONAL YELLOW RAISED PAVEMENT MARKERS.

(I) TURN LANE LINE – 8" WHITE LINE WITH MONO-DIRECTIONAL CRYSTAL TYPE I MARKERS (WHITE).

(J) MEDIAN NOSE – TWO 4" YELLOW LINES WITH BI-DIRECTIONAL YELLOW TYPE I MARKERS.

(K) DIAGONAL MARKERS – 4" YELLOW OR WHITE RAISED PAVEMENT MARKERS. CENTER BETWEEN LANE LINES.

(L) TWO WAY LEFT TURN STRIPE – 4" YELLOW LINES WITH TYPE I BI-DIRECTIONAL RAISED PAVEMENT MARKERS. OUTSIDE LINE IS SOLID INSIDE AT 10'/30' PATTERN.

(M) SKIP CTR.LINE – 4" YELLOW LINE WITH TYPE I BI-DIRECTIONAL YELLOW RAISED PAVEMENT MARKERS.

(N) MEDIAN STRIPE – TWO 4" YELLOW LINES WITH TYPE I BI-DIRECTIONAL YELLOW RAISED PAVEMENT MARKERS.

(O) FOG LINE – YELLOW OR WHITE LINE AS SHOWN ON PLANS.

(P) CENTER LINE – TWO 4" YELLOW LINES WITH BI-DIRECTIONAL YELLOW TYPE I MARKERS.

(Q) LANE LINE – WHITE WITH CRYSTAL TYPE I WHITE MONO-DIRECTIONAL MARKERS AND NON-REFLECTIVE TYPE II MARKERS.

(R) BIKE LANE LINE – 8" WIDE WHITE LINE.

(S) BIKE LANE SKIP LINE – 8" WIDE WHITE LINE.

(T) PAVEMENT MARKING EXTENSIONS THRU INTERSECTIONS – WHITE OR YELLOW LINE. WIDTH AND COLOR SAME AS LINE BEING EXT.

(U) BICYCLE LANE MARKING – SEE ODOT BIKE LANE STENCIL STD.

NOTES:

1. LOCATE STOP BARS 10' BACK OF THE EXTENDED FOG LINE, EDGE OF PAVEMENT, OR CURB FACE. VERIFY SIGHT DISTANCE.
2. LOCATE CROSSWALKS AS PER WHEELCHAIR RAMP LOCATIONS OR 5' BACK OF EXTENDED FOGLINE, EDGE OF PAVEMENT OR CURB FACE.
3. REMOVAL OF EXISTING STRIPING IS TO BE DETERMINED IN THE FIELD AND IS CONSIDERED INCIDENTAL WORK. STRIPING SHALL BE GROUND OFF AS DIRECTED BY THE ENGINEER.
4. ALL THERMOPLASTIC PAVEMENT MARKING MATERIAL SHALL BE INSTALLED AS PER SECTION 2840 OF THE ODOT STANDARD SPECIFICATIONS FOR HWY. CONSTRUCTION
5. ALL PAVEMENT MARKING SHALL BE DOUBLE COATED AND SHALL CONFORM TO THE MOST CURRENT ODOT SPECIFICATION FOR BEAD BINDER PAINT. COPIES OF THE MATERIALS SPECIFICATIONS ARE AVAILABLE FROM:

ENGINEER OF MATERIALS AND RESEARCH
HWY. MATERIALS LABORATORY
600 AIRPORT ROAD S.E.
SALEM OR. 97310
(503) 986-3100

X SUBSCRIPT FOR PAVEMENT MARKING. DENOTES COLOR. (Y) YELLOW OR (W) WHITE.

* LANE MARKING DIMENSION LOCATION AT ℄ OF STRIPING UNLESS NOTED OTHERWISE.

TYPSTRP1.DWG DATE: MODIFIED 07-10-98

ASBUILT SET JULY/2000

Date MFK, SAS
Designed RK, CNH, SAS
Drawn SAS, MFK
Checked By Date

REGISTERED PROFESSIONAL ENGINEER 17947 OREGON SEPTEMBER 28, 1984 M. FARES KEKHIA
EXPIRES JUNE 30, 2001

19363 WILLAMETTE DRIVE, #509
WEST LINN, OREGON 97068
PHONE: (503)-557-1144
FAX: (503)-557-5677

KOSS BROD & GOODRICH

SALAMO ROAD NORTH
SOUTHBOUND LANE IMPROVEMENT
CITY OF WEST LINN - OREGON
STRIPING PLAN

otak incorporated
17355 SW Boones Ferry Rd.
Lake Oswego, Oregon 97035
Phone: (503) 635-3618
FAX: (503) 635-5395

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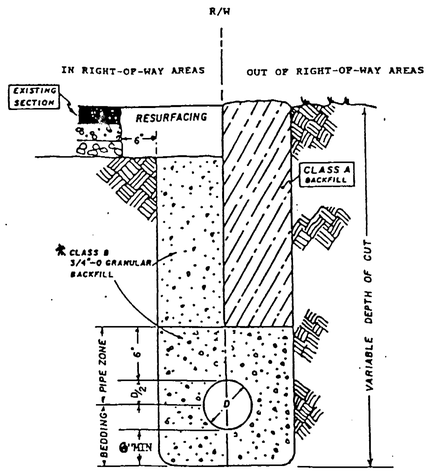
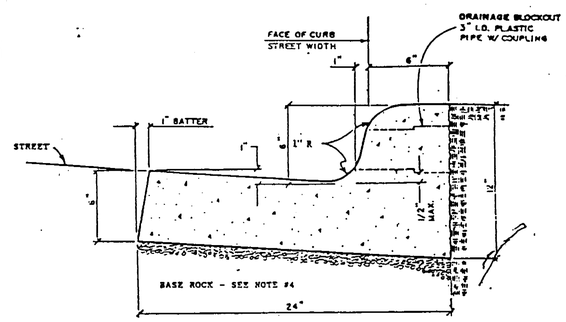


* COMPACTED TO 95% RELATIVE MAXIMUM DENSITY PER AASHTO T-99.

CITY OF WEST LINN	PIPE BEDDING AND BACKFILL DETAILS

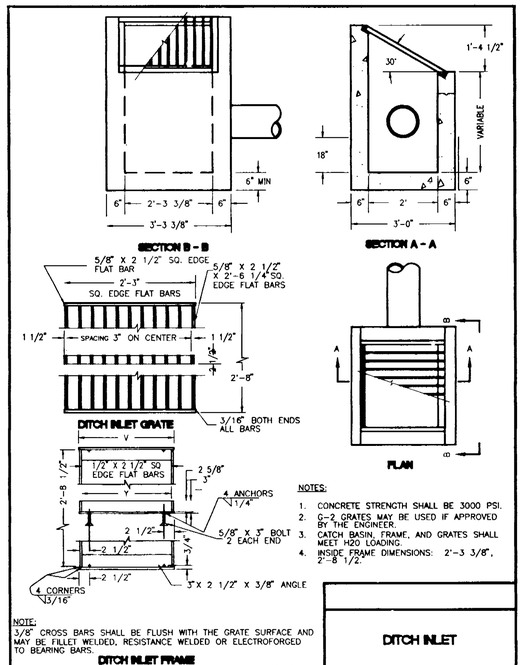
DRAWN BY DDP DATE 5-20-87
CHECKED BY DLL



1. When used along medians, gutters may be reduced with prior approval from the City Engineer.
2. Concrete shall have a breaking strength of 3000 PSI after 28 days.
3. CONTRACTION JOINTS
   A. To be provided:
      1) at each point of tangency of the curb.
      2) at each cold joint.
      3) at each side of inlet structures.
      4) at both sided of an approach.
   B. Spacing to be not more than 15 feet.
   C. The depth of the joint shall be at least 1 1/2".
4. Base rock - 1 1/2" minus, 95% compaction. Rock shall be to subgrade of street structure or 4" in depth, whichever is greater.
5. Drainage block - 3" dia. plastic pipe.
   A. Drainage access through existing curbs shall be by the following:
      1) core drilling.
      2) vertical saw-cut of curb 18" each side of drain & repoured to full depth of curb.

CITY OF WEST LINN	CURB & GUTTER

DRAWN BY DDP DATE 5-20-87



NOTES:
1. CONCRETE STRENGTH SHALL BE 3000 PSI.
2. G-2 GRATES MAY BE USED IF APPROVED BY THE ENGINEER.
3. CATCH BASIN, FRAME, AND GRATES SHALL MEET H20 LOADING.
4. INSIDE FRAME DIMENSIONS: 2'-3 3/8", 2'-8 1/2"

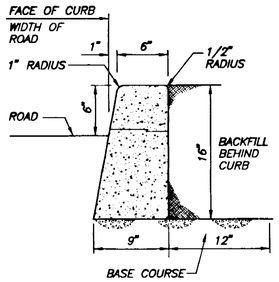
NOTE:
3/8" CROSS BARS SHALL BE FLUSH WITH THE GRATE SURFACE AND MAY BE FILLET WELDED, RESISTANCE WELDED OR ELECTROFORGED TO BEARING BARS.

DITCH INLET FRAME

INLET TYPE	V	Y	Y_1	NO. OF BARS	TYPE
D	2'-4 3/4"	2'-3 3/8"	2'-3"	9	1

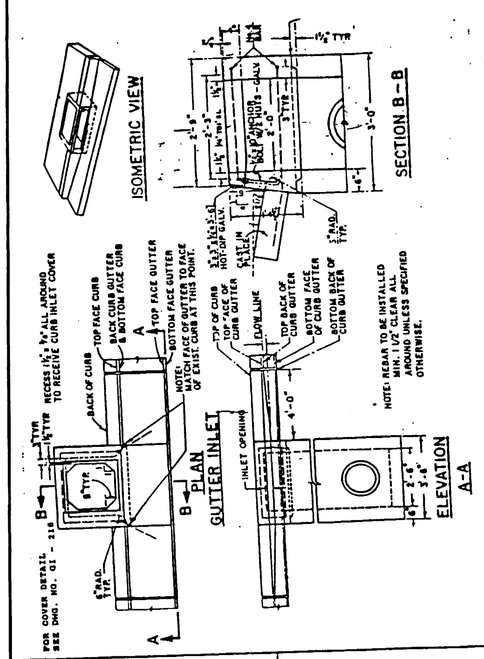
DITCH INLET	
DATE: AUG 1996	DRAWING NO. 306A

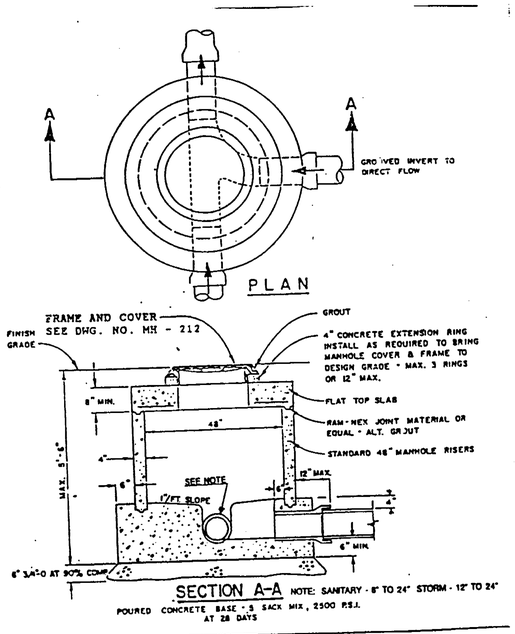
FILENAME: APWA0054.DWG



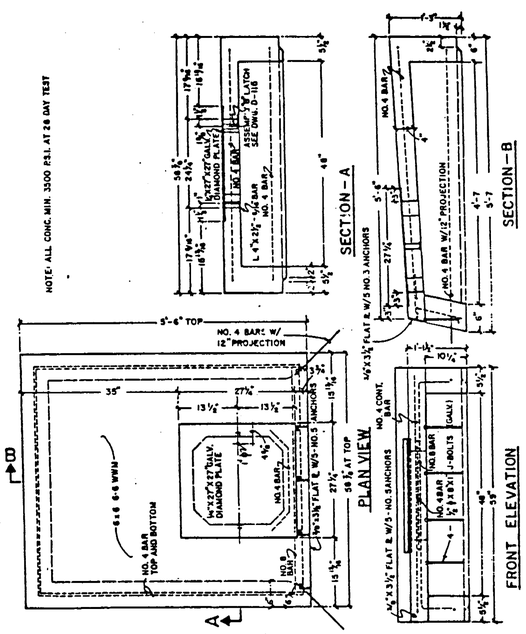
NOTES:
1. CONCRETE TO HAVE COMPRESSIVE STRENGTH OF 4000 P.S.I. AFTER 28 DAYS.
2. CONTRACTION JOINTS.
   A. SPACING TO BE NOT MORE THAN 15 FEET.
   B. THE DEPTH OF THE JOINT SHALL BE AT LEAST 1-1/2 INCHES.
3. BASE ROCK 2"-0 OR 3/4"-0, 95% COMPACTION (AASHTO T-99). BASE ROCK SHALL BE TO SUBGRADE OF PARKING STRUCTURE OR 4" IN DEPTH WHICHEVER IS GREATER. SUBGRADE ROCK TO EXTEND 12" BEHIND CURB.

VERTICAL CURB (FOR MEDIANS)
NTS

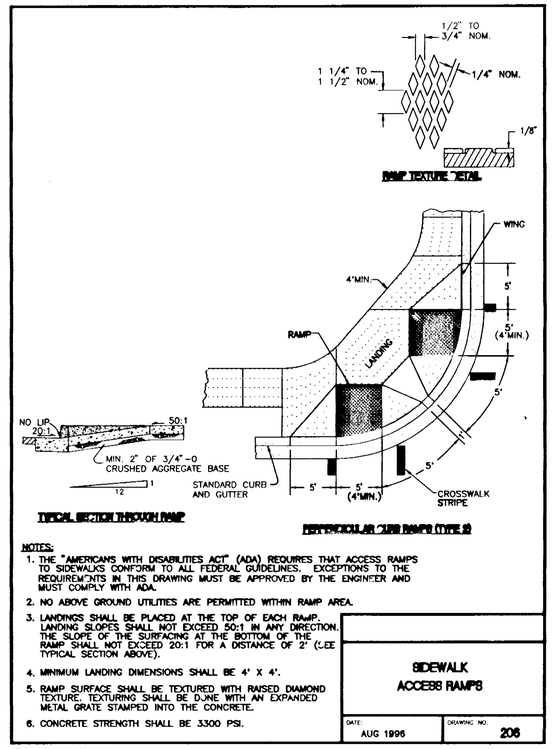




CITY OF WEST LINN	GUTTER INLET-2 1/2 A	CITY OF WEST LINN	SHALLOW MANHOLE
DRAWN BY DDP DATE 5-20-87		DRAWN BY DDP DATE 5-20-87	
CHECKED BY DLL DATE 5-27-87		CHECKED BY DLL DATE 5-27-87	
APPROVED BY Earl Reed DATE 5-27-87	DWG. NO. GI - 214	APPROVED BY Earl Reed DATE 5-27-87	DWG. NO. MH - 210



CITY OF WEST LINN	GUTTER INLET-4A
DRAWN BY DDP DATE 5-20-87	
CHECKED BY DLL DATE 5-27-87	
APPROVED BY Earl Reed DATE 5-27-87	DWG. NO. GI - 213



NOTES:
1. THE "AMERICANS WITH DISABILITIES ACT" (ADA) REQUIRES THAT ACCESS RAMPS TO SIDEWALKS CONFORM TO ALL FEDERAL GUIDELINES. EXCEPTIONS TO THE REQUIREMENTS IN THIS DRAWING MUST BE APPROVED BY THE ENGINEER AND MUST COMPLY WITH ADA.
2. NO ABOVE GROUND UTILITIES ARE PERMITTED WITHIN RAMP AREA.
3. LANDINGS SHALL BE PLACED AT THE TOP OF EACH RAMP. LANDING SLOPES SHALL NOT EXCEED 50:1 IN ANY DIRECTION. THE SLOPE OF THE SURFACING AT THE BOTTOM OF THE RAMP SHALL NOT EXCEED 20:1 FOR A DISTANCE OF 2' (SEE TYPICAL SECTION ABOVE).
4. MINIMUM LANDING DIMENSIONS SHALL BE 4' X 4'.
5. RAMP SURFACE SHALL BE TEXTURED WITH RAISED DIAMOND TEXTURE. TEXTURING SHALL BE DONE WITH AN EXPANDED METAL GRATE STAMPED INTO THE CONCRETE.
6. CONCRETE STRENGTH SHALL BE 3300 PSI.

SIDEWALK ACCESS RAMPS	
DATE: AUG 1996	DRAWING NO. 206

FILENAME: APWA0056.DWG

ASBUILT SET JULY/2000

Date MFK, SAS
Designed RK, CNH, SAS
Drawn SAS, MFK
Checked By Date

REGISTERED PROFESSIONAL ENGINEER 17847 OREGON SEPTEMBER 28, 1984 M. FARES KERKIA
EXPIRES JUNE 30, 2001

KOSS & BROD GOODRICH
19363 WILLAMETTE DRIVE, #509
WEST LINN, OREGON 97068
PHONE: (503)-557-1144
FAX: (503)-557-5677

SALAMO ROAD NORTH SOUTHBOUND LANE IMPROVEMENT
CITY OF WEST LINN - OREGON
DETAIL SHEET

otak Incorporated
17355 SW Boones Ferry Rd.
Lake Oswego, Oregon 97035
Phone: (503) 635-3618
FAX: (503) 635-5395

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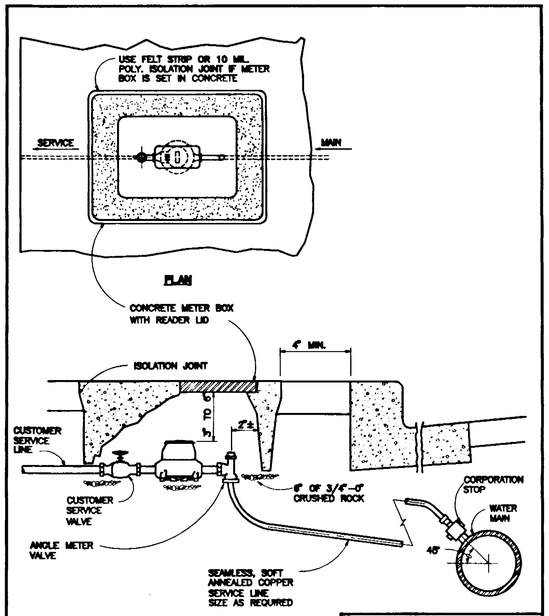


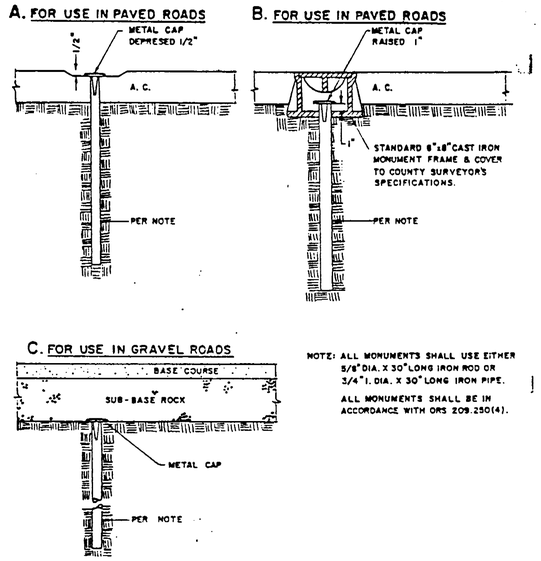
NOTES:

1. METER TO BE CENTERED AND SET PLUMB INSIDE METER BOX.
2. MANUFACTURED METER SETTER MAY BE USED FOR 3/4" TO 2" SERVICES.
3. SET METER BOX 4" MINIMUM BEHIND CURB OR SIDEWALK.
4. METER BOXES SET IN DRIVEWAYS SHALL HAVE TRAFFIC LIDS.

3/4" TO 2" WATER METER BETTING DETAIL

DATE: MAY 1992 | DRAWING NO. 408

FILENAME: APWA0043.DWG



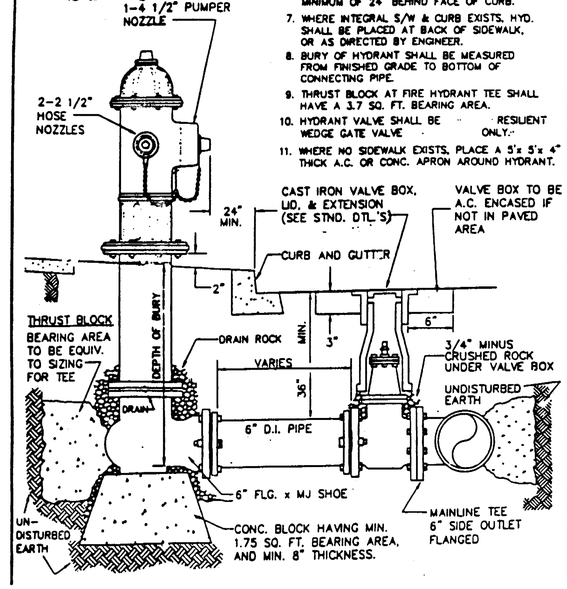
NOTE: ALL MONUMENTS SHALL USE EITHER 5/8" DIA. X 30" LONG IRON ROD OR 3/4" I. DIA. X 30" LONG IRON PIPE.

ALL MONUMENTS SHALL BE IN ACCORDANCE WITH ORS 209.250(4).

CITY OF WEST LINN	CENTERLINE SURVEY MONUMENTS
DRAWN BY DPL DATE 5-20-97	
CHECKED BY DATE	
APPROVED BY Earl Reed DATE 5-27-97	DWG. NO. SM - 278

NOTES:

1. HYDRANTS TO BE MUELLER CENTURION MOD. A-423 ONLY WITH 1 1/2" OPER. NUTS. ~~BY CLINTON MEDALLION P-25-42~~
2. HYDRANT COLOR TO BE MULLER EQUIP. ENAMEL O E 40 (SAFETY YELLOW).
3. ~~JOINTS TO BE RESTRAINED BY 3/4" DIA. GALVANIZED STEEL RODS~~ Joints to be restrained by Mega Lugs and concrete thrust blocks.
4. ALL FITTINGS IN CONTACT W/CONCRETE SHALL BE WRAPPED IN PLASTIC. HYDRANT DRAIN HOLES TO REMAIN OPEN TO DRAIN ROCK AND OPERATIONAL.
5. MIN. 4 CU. FT. OF 1 1/2"-3/4" CLEAN DRAIN ROCK SHALL BE PLACED AROUND SHOE UP TO A MIN. OF 6" ABOVE DRAIN OUTLETS.
6. WHERE PLANTER STRIP EXISTS, HYDRANT SHALL BE PLACED SO FRONT PORT IS A MINIMUM OF 24" BEHIND FACE OF CURB.
7. WHERE INTEGRAL S/W & CURB EXISTS, HYD. SHALL BE PLACED AT BACK OF SIDEWALK, OR AS DIRECTED BY ENGINEER.
8. BURY OF HYDRANT SHALL BE MEASURED FROM FINISHED GRADE TO BOTTOM OF CONNECTING PIPE.
9. THRUST BLOCK AT FIRE HYDRANT TEE SHALL HAVE A 3.7 SQ. FT. BEARING AREA.
10. HYDRANT VALVE SHALL BE RESILIENT WEDGE GATE VALVE ONLY.
11. WHERE NO SIDEWALK EXISTS, PLACE A 5'x 5'x 4" THICK A.C. OR CONC. APRON AROUND HYDRANT.



ASBUILT SET JULY/2000

Date
MFK, SAS
Designed
RK, CNH, SAS
Drawn
SAS, MFK
Checked By Date

REGISTERED PROFESSIONAL ENGINEER 17847 OREGON SEPTEMBER 28, 1984 M. FARES KEKHIA
EXPIRES JUNE 30, 2001

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KOSS BROD & GOODRICH

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DETAIL SHEET

otak Incorporated
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FAX: (503) 635-5395

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