VISTA RIDGE ESTATES SUBDIVISION

OFF-SITE IMPROVEMENT PLANS

WEST LINN, OREGON

GENERAL NOTES:

1. ALL WORK AND MATERIALS TO BE IN ACCORDANCE WITH THE CITY OF WEST LINN DESIGN STANDARDS, O.S.H.D. AND A.P.W.A. OREGON CHAPTER SPECIFICATIONS.
2. CONTRACTOR TO VERIFY ALL UTILITY LOCATIONS, PRIOR TO CONSTRUCTION AND SHALL ARRANGE FOR THE RELOCATION OF ANY IN CONFLICT WITH THE PROPOSED CONSTRUCTION.
3. CONTRACTOR TO OBTAIN ALL REQUIRED PERMITS AND LICENSES BEFORE STARTING CONSTRUCTION.
4. EXISTING UTILITY LOCATIONS SHOWN ARE APPROXIMATE ONLY AND MUST BE VERIFIED BY THE CONTRACTOR. ADDITIONAL UNDERGROUND UTILITIES MAY EXIST.
5. THE ENGINEER HAS NOT BEEN RETAINED OR COMPENSATED TO PROVIDE DESIGN AND CONSTRUCTION REVIEW SERVICES RELATING TO THE CONTRACTOR'S SAFETY PRECAUTIONS OR TO MEANS, METHODS, TECHNIQUES, SEQUENCES OR PROCEDURES REQUIRED FOR THE CONTRACTOR TO PERFORM HIS WORK.
6. CONTRACTOR SHALL REMOVE AND DISPOSE OF TREES, STUMPS, BRUSH, ROOTS, TOPSOIL AND OTHER MATERIAL IN THE ROADWAY AND WHERE INDICATED ON THE PLANS. MATERIAL SHALL BE DISPOSED OF IN SUCH A MANNER AS TO MEET LOCAL REGULATIONS.

GENERAL EROSION CONTROL NOTES:

1. 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, RETENTION FACILITIES, UTILITIES, ETC.)
2. 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.
3. 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 ENSURE THAT SEDIMENT-LADEN WATER DOES NOT ENTER THE DRAINAGE SYSTEM OR VIOLATE APPLICABLE WATER STANDARDS.
4. 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.
5. THE ESC FACILITIES SHALL BE INSPECTED DAILY BY THE APPLICANT/CONTRACTOR AND MAINTAINED, AS NECESSARY, TO ENSURE THEIR CONTINUED FUNCTIONING.
6. THE ESC FACILITIES ON INACTIVE SITES SHALL BE INSPECTED AND MAINTAINED A MINIMUM OF ONCE A MONTH, OR WITHIN THE 48 HOURS FOLLOWING A STORM EVENT.
7. 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.
8. 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 ENSURE THAT ALL PAVED AREAS ARE KEPT CLEAN FOR THE DURATION OF THE PROJECT.
9. CUT AND FILL SLOPES SHALL BE GROOVED BY DRIVING A CRAWLING TRACTOR AND CUTTING FURROWS ALONG SLOPE CONTOURS TO CATCH RAIN WATER AND PROVIDE COVERAGE OF FERTILIZER AND SEED.

ROAD & STORM SEWER NOTES:

1. ALL WORK AND MATERIALS TO CONFORM TO 1990 EDITION OREGON CHAPTER A.P.W.A. AND THE CITY OF WEST LINN DEPT. OF PUBLIC WORKS DESIGN STANDARDS.
2. CONTRACTOR TO OBTAIN ALL REQUIRED PERMITS AND LICENSES PRIOR TO STARTING CONSTRUCTION.
3. CONTRACTOR SHALL NOTIFY KAMPE ASSOCIATES, INC., AND THE CITY OF WEST LINN DEPARTMENT OF ENGINEERING 48 HOURS BEFORE STARTING CONSTRUCTION, OR 24 HOURS BEFORE RESUMING WORK AFTER SHUTDOWNS, EXCEPT FOR NORMAL RESUMPTION OF WORK FOLLOWING SATURDAYS, SUNDAYS, OR HOLIDAYS. CONTRACTOR SHALL NOTIFY KAMPE ASSOCIATES, INC., OF ANY SHUTDOWNS, SO AS TO ELIMINATE UNNECESSARY INSPECTION TIME.
4. ALL CONCRETE MANHOLES SHOWN ON THE PLAN ARE 48 INCHES MINIMUM DIAMETER AND CONFORM TO CITY OF WEST LINN STANDARDS. MANHOLE EXTENSION RINGS SHALL BE LIMITED TO A MAXIMUM OF TWELVE INCHES TOTAL HEIGHT.
5. CONCRETE CULVERT PIPE SHALL BE ASTM C14, "CLASS 3", NON-REINFORCED CONCRETE PIPE. PVC PIPE SHALL CONFORM TO ASTM 3034, SDR 35 SPECIFICATIONS. CAP SHALL CONFORM TO ASTM 305.2.02.
6. EXCESS EXCAVATION TO BE SPREAD AND COMPACTED EVENLY ON LOTS, AS DIRECTED BY OWNER. VEGETATION AND TOPSOIL TO BE STRIPPED OF FILL AREAS, PRIOR TO FILLING. (95% COMPACTION, AASHTO T99).
7. ALL TRENCH EXCAVATION SHALL CONFORM TO A.P.W.A. DIVISION III, SECTION 301.1.01, AND SHALL BE UNCLASSIFIED. ALL EXCESS MATERIAL FROM THE TRENCH EXCAVATION SHALL BE DISPOSED OF ON-SITE.
8. PIPE BEDDING SHALL CONFORM WITH GRANULAR BEDDING AND BACKFILL REQUIREMENTS OF A.P.W.A. DIVISION III, SECTION 301.2.02 AND SHALL BE 3/4"-0" CRUSHED ROCK.
9. TRENCHES WITHIN THE RIGHT-OF-WAYS SHALL BE "CLASS B" BACKFILL, WITH SELECT GRANULAR MATERIAL CONFORMING TO CITY OF WEST LINN STANDARDS AND SHALL BE 3/4"-0" CRUSHED ROCK.
10. COMPACTION SHALL BE PER A.P.W.A. DIVISION III, SECTION 301.3.07. CONTRACTOR TO DETERMINE TYPE OF EQUIPMENT AND METHOD TO USE TO ACHIEVE REQUIRED COMPACTION.
11. TRENCH BACKFILL OUTSIDE OF PAVED AREAS MAY BE EXCAVATED TRENCH MATERIAL, CONFORMING TO "CLASS A", PER CITY OF WEST LINN STANDARDS.
12. MATERIAL IN SOFT SPOTS WITHIN THE ROADWAY SHALL BE REMOVED TO THE DEPTH REQUIRED TO PROVIDE A FIRM FOUNDATION AND SHALL BE REPLACED WITH 1-/12"-0" CRUSHED ROCK. THE ENTIRE SUBGRADE SHALL BE COMPACTED TO 92% OF MAXIMUM RELATIVE DENSITY, PER AASHTO T180. MOISTURE CONTENT SHALL BE + 2% OF OPTIMUM.
13. CONTRACTOR SHALL NOTIFY THE ENGINEER WHEN SUBGRADE IS COMPLETE AND 24 HOURS PRIOR TO PLACEMENT OF ROCK BASE MATERIAL AND 24 HOURS PRIOR TO FINAL PAVING FOR AN INSPECTION OF THE WORK. FAILURE TO DO SO WILL MAKE ANY SUBGRADE FAILURE OR DRAINAGE PROBLEMS THE RESPONSIBILITY OF THE CONTRACTOR.
14. ASPHALT CONCRETE PAVEMENT MIX TO BE DESIGNED FROM A MIX FORMULA APPROVED BY O.S.H.D. FOR MATERIAL USED. CONTRACTOR TO PROVIDE ENGINEER WITH CERTIFICATE OF COMPLIANCE FROM ASPHALT PAVEMENT PLANT, UNLESS OTHERWISE INDICATED.
15. ALL HOUSE SERVICE STUBOUTS TO BE A MINIMUM OF 3' INTO PROPERTY AND/OR BEYOND EASEMENT LINE AND TO BE MARKED (STORM SERVICE) WITH A 2" X 4" FOR FUTURE LOCATION. SERVICE STUBOUTS TO BE 6" DIAMETER PIPE.

SANITARY SEWER NOTES:

1. ALL WORK AND MATERIALS TO CONFORM TO 1990 EDITION OREGON CHAPTER A.P.W.A. AND THE CITY OF WEST LINN DEPARTMENT OF PUBLIC WORKS DESIGN STANDARDS.
2. CONTRACTOR TO OBTAIN ALL REQUIRED PERMITS AND LICENSES, PRIOR TO STARTING CONSTRUCTION.
3. CONTRACTOR SHALL NOTIFY KAMPE ASSOCIATES, INC., AND THE CITY OF WEST LINN DEPARTMENT OF ENGINEERING 48 HOURS BEFORE STARTING CONSTRUCTION OR 24 HOURS BEFORE RESUMING WORK AFTER SHUTDOWNS, EXCEPT FOR NORMAL RESUMPTION OF WORK FOLLOWING SATURDAYS, SUNDAYS OR HOLIDAYS. CONTRACTOR SHALL NOTIFY KAMPE ASSOCIATES, IN.D, OF ANY SHUTDOWN, SO AS TO ELIMINATE UNNECESSARY INSPECTION TIME.
4. ALL CONCRETE MANHOLES SHOWN ON THE PLAN S ARE 48 INCHES MINIMUM DIAMETER AND CONFORM TO CITY OF WEST LINN STANDARDS. MANHOLE EXTENSION RINGS SHALL BE LIMITED TO A MAXIMUM OF TWELVE INCHES TOTAL HEIGHT.
5. ALL P.V.C. SEWER PIPE SHALL CONFORM TO ASTM D.3034, SDR.35 SPECIFICATIONS AND SHALL BE CLEARLY MARKED AS SUCH.
6. PIPE BEDDING SHALL BE AS PER A.P.W.A. DIVISION III, SECTION 301.2.02, AND SHALL BE 3/4"-0" CRUSHED ROCK.
7. TRENCH BACKFILL SHALL BE "CLASS A", PER CITY OF WEST LINN STANDARDS, ON ALL SEWER LINES OUTSIDE PUBLIC RIGHT-OF-WAYS OR OUTSIDE OF PAVED AREAS. TRENCH BACKFILL SHALL BE "CLASS B", PER CITY OF WEST LINN STANDARDS, IN ALL PUBLIC RIGHT-OF-WAY OR PAVED AREAS IN THE PROJECT.
8. TRENCH BACKFILL COMPACTION SHALL BE AS PER A.P.W.A. DIVISION III, SECTION 301.3.07. CONTRACTOR TO DETERMINE TYPE OF EQUIPMENT AND METHOD TO USE TO ACHIEVE THE REQUIRED COMPACTION.
9. CONTRACTOR SHALL PREPARE A PRINT FOR THE ENGINEER, SHOWING AS-CONSTRUCTED DATA.
10. ALL SEWER LINES ARE TO BE AIR TESTED, PER SECTION 400.0603 OF THE CITY OF WEST LINN STANDARDS. ALL MANHOLES THAT REQUIRE HYDROSTATIC TESTING SHALL BE TESTED, IN ACCORDANCE WITH SECTION 200.0603 OF THE CITY OF WEST LINN STANDARDS.
11. ALL HOUSE SERVICE STUBOUTS TO BE A MINIMUM OF 3' INTO PROPERTY AND/OR BEYOND EASEMENT LINE AND TO BE MARKED (SANITARY SERVICE) WITH A 2" X 4" FOR FUTURE LOCATION. SERVICE STUBOUTS TO BE 4" DIAMETER PIPE.
12. ENGINEER RESERVES THE RIGHT TO ADJUST GRADES OR ALIGNMENT TO ACCOMMODATE OTHER UTILITIES, AS REQUIRED; SUCH ADJUSTMENTS SHALL BE REVIEWED BY U.S.A., AND APPROVED PRIOR TO COMMENCING WORK.
13. ALL P.V.C. SEWER PIPE SHALL CONFORM TO ASTM D.3034, SDR 35 SPECIFICATIONS AND SHALL BE CLEARLY MARKED AS SUCH.
14. ALL MANHOLES LOCATED IN UNIMPROVED EASEMENTS SHALL BE WATERTIGHT AND PROVIDED WITH TAMPER-PROOF LIDS.

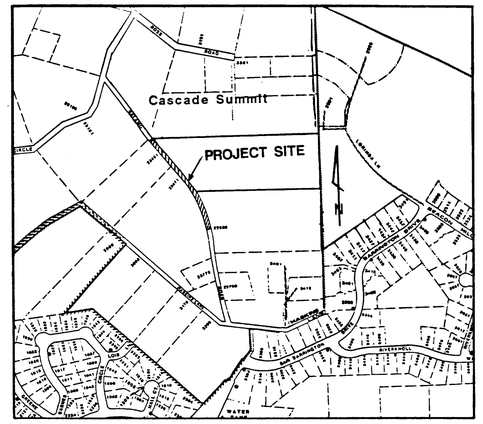
WATER SYSTEM NOTES:

1. NOTIFY CITY OF WEST LINN (656-4212), 48 HOURS PRIOR TO STARTING CONSTRUCTION, TO SET UP A PRE-CONSTRUCTION MEETING.
2. CONTRACTOR TO VERIFY ALL UTILITY LOCATIONS, PRIOR TO CONSTRUCTION AND SHALL COORDINATE WATERLINE INSTALLATION WITH OTHER UTILITIES.
3. ALL WORK AND MATERIALS SHALL COMPLY WITH CITY OF WEST LINN STANDARDS, THE OREGON STATE HEALTH DIVISION ADMINISTRATIVE RULES, CHAPTER 33, A.W.W.A. AND A.P.W.A. STANDARDS.
4. ALL WORK WILL BE INSPECTED AND APPROVED BY CITY OF WEST LINN.
5. ALL PIPE SHALL BE "TYTON JOINT", CLASS 52 DUCTILE IRON. ALL PIPE AND FITTINGS SHALL BE CEMENT LINES.
6. FIRE HYDRANT ASSEMBLY INCLUDES 8" MJX 6" FLG TEE, 6" FLG X MJ GATE VALVE, 6" MJX MJ HOLDING SPOOL, FIRE HYDRANT, 6" MJ, 5-1/4" MVO, 3 PORT (TWO 2-1/2" NST HOSE CONNECTIONS, ONE 4-1/2" NST PUMPER CONNECTION), 1-1/2" OPERATING NUT, OPEN LEFT, YELLOW COLOR, RODDA #2202.
7. FIRE HYDRANT TO BE INSTALLED UPON A PREFORMED CONCRETE BLOCK, WITH 1-1/2 CUBIC YARDS OF CRUSHED 1"1/2" DRAIN ROCK. ROCK TO BE COVERED WITH TAR PAPER TO SEPARATE IT FROM NATIVE BACKFILL.
8. ALL TEES, BENDS AND BLOW-OFF LOCATIONS TO HAVE A POURED-IN-PLACE CONCRETE THRUST BLOCK, CONFORMING TO CHART SHOWN ON DETAILS SHEET.
9. ALL WATER MAINS TO HAVE A MINIMUM COVER OF 36" FROM FINISH GRADE.
10. PIPE BEDDING SHALL BE AS PER A.P.W.A. DIVISION III, SECTION 301.2.02 AND SHALL BE 3/4"-0" CRUSHED ROCK.
11. TRENCH BACKFILL SHALL BE "CLASS B", PER CITY OF WEST LINN STANDARDS, IN ALL PUBLIC RIGHT-OF-WAYS OR PAVED AREAS IN THE PROJECT.
12. ALL SANITARY SEWER LINES WITHIN 10' LATERALLY OR 3' VERTICALLY OF WATER MAIN TO BE ENCASED IN CONCRETE.
13. ANY CROSSING OF WATER MAIN BY SANITARY SEWER SHALL BE MADE AT APPROXIMATELY 90? AND HAVE 18" OF VERTICAL CLEARANCE.
14. ALL MAINS TO BE TESTED, PER CITY OF WEST LINN STANDARDS.
15. ALL COPPER SERVICES TO BE INSTALLED BY THE CONTRACTOR, PRIOR TO PROOF ROLL OF SUBGRADE.
16. ALL MAINS SHALL BE CLEANED AND FLUSHED WITH POTABLE WATER, PRIOR TO DISINFECTION AND BACTERIOLOGICAL TESTING, IN ACCORDANCE WITH A.W.W.A. STANDARDS C601, AND PRIOR TO CONNECTION TO THE CITY WATER SYSTEM.

LEGEND

(ALL ITEMS MAY NOT BE USED - EXISTING FEATURES ARE SHADED)

• DENOTES FOUND MONUMENT AS NOTED	CO• PROPOSED CLEANOUT
SEWER MANHOLE	—SS— SEWER LINE
STORM MANHOLE	—ST— STORM LINE
CATCH BASIN	PROPOSED CATCH BASIN
IRRIGATION VALVE	PROPOSED MANHOLE
FIRE HYDRANT	PROPOSED FIRE HYDRANT
—W— WATER LINE	CURB
WATER METER	RETAINING WALL
WATER VALVE	EDGE OF PAVEMENT
—G— GAS LINE	BRUSH/TREE LINE
GAS METER	DITCH/CREEK
GAS VALVE	PROPERTY LINE
—UGT— UNDERGROUND TELEPHONE LINE	PROPOSED PROPERTY LINE
TELEPHONE PEDESTAL	GUARDRAIL
TELEPHONE MANHOLE	SIGN POST
FLASHING YELLOW GROUND LIGHT	PROPOSED SIGN POST
SIGNAL CONTROL BOX	CULVERT
SIGNAL POLE - PEDESTRIAN CROSSING LIGHT	MAILBOX
LIGHT POLE	—X— FENCE
—UGP— UNDERGROUND POWER LINE	CONCRETE GARBAGE CONTAINER
—OHP— OVERHEAD POWER LINE	DECIDUOUS TREE
POWER PEDESTAL	EVERGREEN TREE
UTILITY POLE	
GUY ANCHOR	CONCRETE PAVEMENT
R REMOVE	—F— FILL TO CATCH POINT
L RELOCATE	—C— CUT TO CATCH POINT



VICINITY MAP

SHEET INDEX

BENCHMARKS:

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/DAY/SANTA ANITA 3" CAP ON PIPE WITH YELLOW WATER WORKS LID. ELEV = 667.22

AS BUILT

THESE AS-BUILT PLANS ARE BASED ON PERIODIC FIELD OBSERVATIONS. TO THE BEST OF MY KNOWLEDGE, INFORMATION, AND BELIEF, THE REPRESENTATIONS SHOWN HEREON ARE TRUE AND ACCURATE.

REVISIONS

NO.	BY	DATE	DESCRIPTION
2.	GMA	8/30/94	AS BUILT
1.	JMB	5/24/94	PER CITY

Designed SRT/JMB
Drawn JMB
Checked SRT
Approved
Date 8/29/94
Scale

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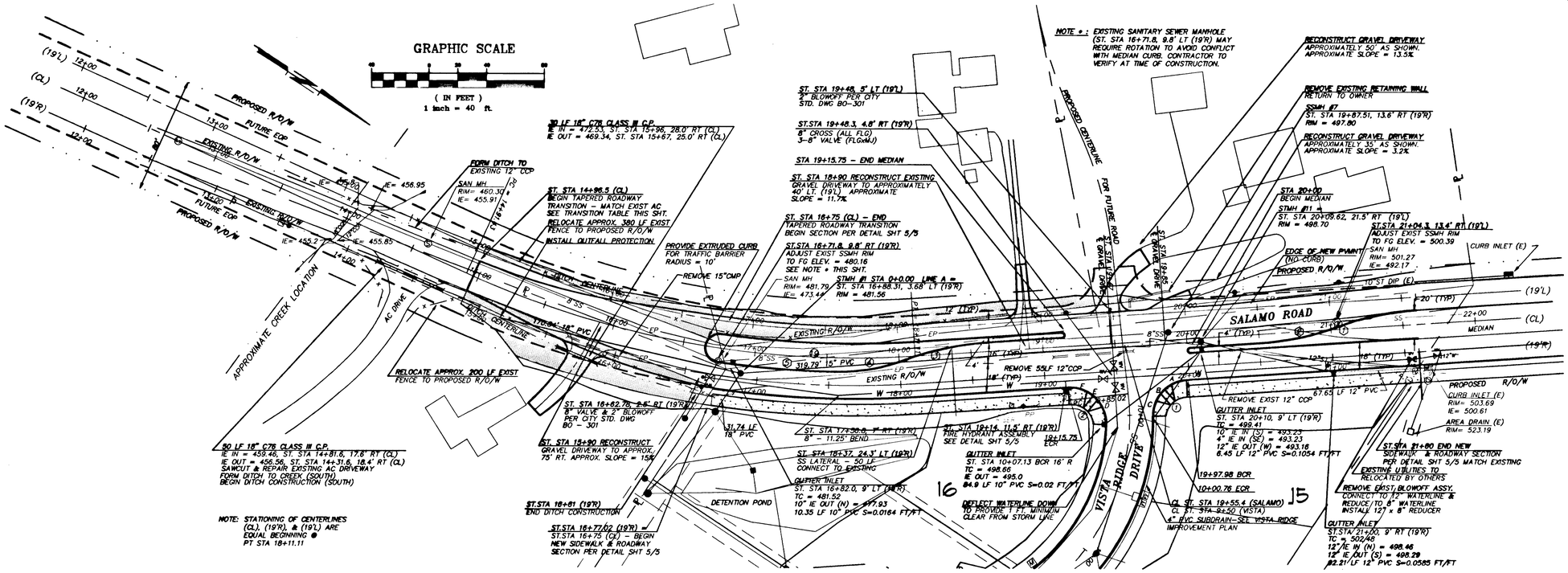
VISTA RIDGE ESTATES
SUBDIVISION
OFF-SITE IMPROVEMENTS
COVER SHEET & INDEX

1/5
91-088

Vista Ridge - Off-site

AS-BUILT



CURB RETURN/CL CURVE TABLE				
CURVE	RADIUS	LENGTH	TANGENT	DELTA
①	25.00'	37.86'	23.63'	86°46'28"
②	25.00'	41.74'	27.60'	95°39'31"
⑬	650.00'	319.68'	163.14'	28°10'43"

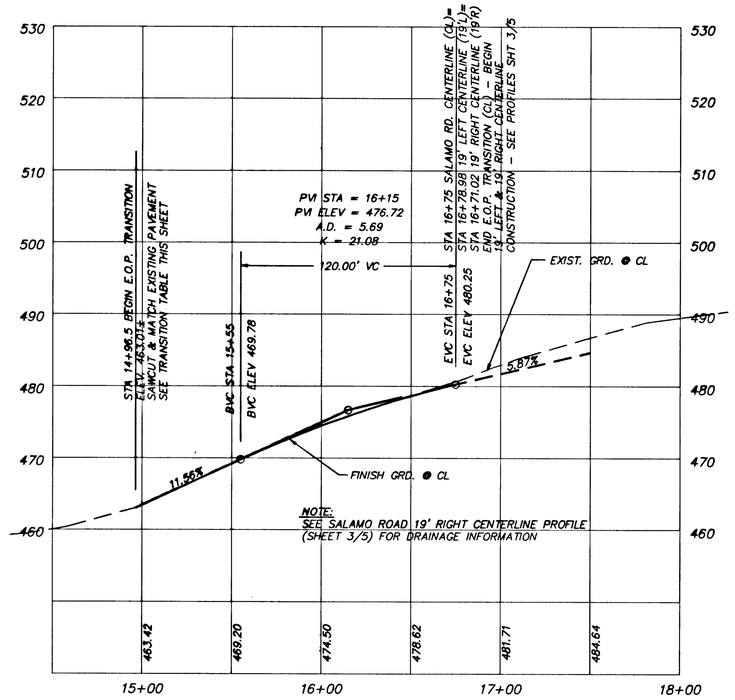
CURB ELEVATION TABLE			
CURVE NO.	SYMBOL △/4	DELTA	TC ELEV.
①	BCR	00°00'00"	499.51
	A	21°41'37"	499.19
	B	43°23'14"	499.06
	C	65°04'51"	499.11
	ECR	86°46'28"	499.36
②	BCR	00°00'00"	498.66
	D	23°54'53"	498.05
	E	47°49'46"	497.19
	F	71°44'38"	496.31
	ECR	95°39'31"	495.63

MEDIAN CURVE TABLE						
CURVE	RADIUS	LENGTH	TANGENT	DELTA	PC	PT
①	193.00'	55.77'	28.08'	16°33'25"	21+05 2.0' L(CL)	21+60 10.0' L(CL)
②	193.00'	55.77'	28.08'	16°33'25"	20+50 6.0' R(CL)	21+05 2.0' L(CL)
③	229.99'	55.95'	28.11'	13°56'16"	18+09.5 0.77' R(CL)	18+65 6.0' L(CL)
④	135.16'	56.21'	28.52'	23°49'46"	17+55 10.0' R(CL)	18+09.5 0.77' R(CL)
⑮	660.00'	81.17'	40.64'	07°02'47"	——	17+55 10.0' R(CL)

PRIOR TO CONSTRUCTION, RIGHT OF WAY AND EASEMENTS ARE TO BE ACQUIRED ON THE FOLLOWING PARCELS:
TAX LOT NOS. 2100, 2200, 2400, & 3000 OF MAP NO. 2 1E 35A

TRANSITION TABLE							
	LEFT			RIGHT			
(CL) STATION	EOP	% SLOPE	OFFSET	℄ ELEV.	OFFSET	% SLOPE	EOP
14+96.5	*462.78±	-2.00	*11.50±	463.01	*10.83±	±0.00	*463.01±
15+00	463.19	-2.00	11.59'	463.42	11.08	+0.00	463.42
15+25	466.06	-2.00	12.52'	466.31	13.46	+0.50	466.38
15+50	468.92	-2.00	13.87'	469.20	28.00'	+1.00	469.37
15+75	471.69	-2.00	15.65'	472.00	28.00'	+1.50	472.30
16+00	474.14	-2.00	17.85'	474.50	28.00'	+2.00	474.95
16+25	476.31	-2.00	20.13'	476.71	28.00'	+2.00	477.20
16+50	478.19	-2.00	21.53'	478.62	28.00'	+2.00	479.15
16+75	479.59	-3.00	22.00'	480.25	28.00'	+2.00	480.80

*OFFSETS AND ELEVATIONS ARE APPROXIMATE - MATCH EXISTING



SALAMO ROAD CENTERLINE TRANSITION PROFILE
STA 14+96.5 TO STA 16+75
SCALE: HORIZ.: 1"=40'
VERT.: 1"=10'

AS BUILT

THESE AS-BUILT PLANS ARE BASED ON PERIODIC FIELD OBSERVATIONS. TO THE BEST OF MY KNOWLEDGE, INFORMATION, AND BELIEF, THE REPRESENTATIONS SHOWN HEREON ARE TRUE AND ACCURATE.

REVISIONS				
NO.	BY	DATE	DESCRIPTION	
3	GVV	8/30/94	AS-BUILTS	
2	JMB	6/1/94	PER CITY	
1	JMB	5/24/94	PER CITY	

Designed SBT/JMB
Drawn JMB
Checked SBT
Approved
Date 8/18/94
Scale 1"=40'

KAMPE ASSOCIATES INC.
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CIVIL ENGINEERING
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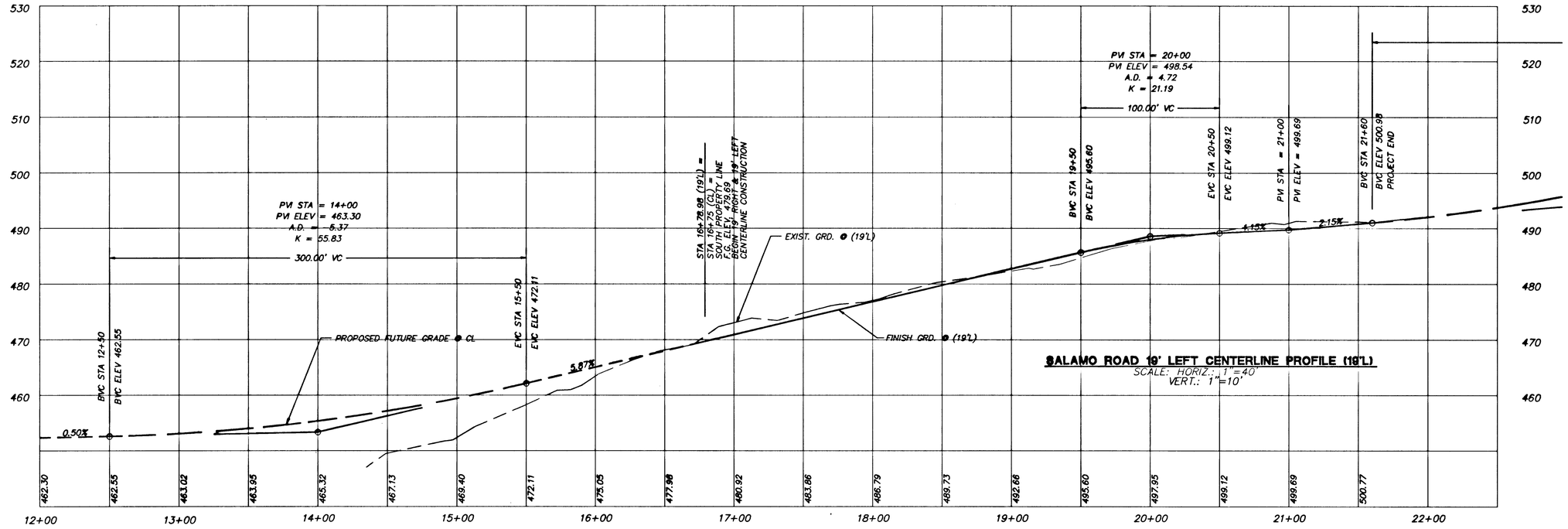
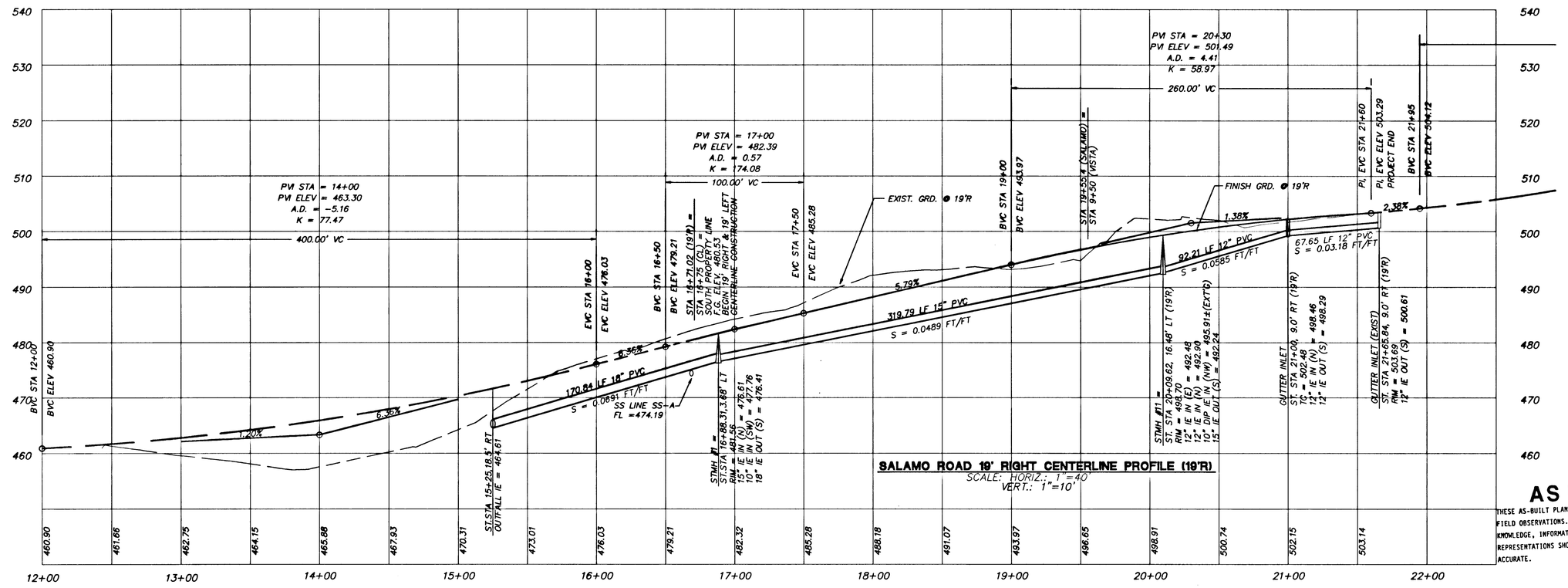
VISTA RIDGE ESTATES
SUBDIVISION
OFF-SITE IMPROVEMENTS
STREET & STORM IMPROVEMENTS
PLAN & PROFILE

2/5
81-088

AS-BUILT



SALAMO ROAD 19' LEFT CENTERLINE PROFILE (19'L)
SCALE: HORIZ.: 1"=40'
VERT.: 1"=10'



SALAMO ROAD 19' RIGHT CENTERLINE PROFILE (19'R)
SCALE: HORIZ.: 1"=40'
VERT.: 1"=10'

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AS-BUILT

NO.	BY	DATE	DESCRIPTION
3	GVV	8/30/94	AS-BUILT
2	JMB	6/1/94	PER CITY
1	JMB	5/24/94	PER CITY

REVISIONS

Designed SEPT./JMB
Drawn JMB
Checked SEPT.
Approved
Date 8/18/94
Scale 1"=40'

CIVIL ENGINEERING
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LAND SURVEYING
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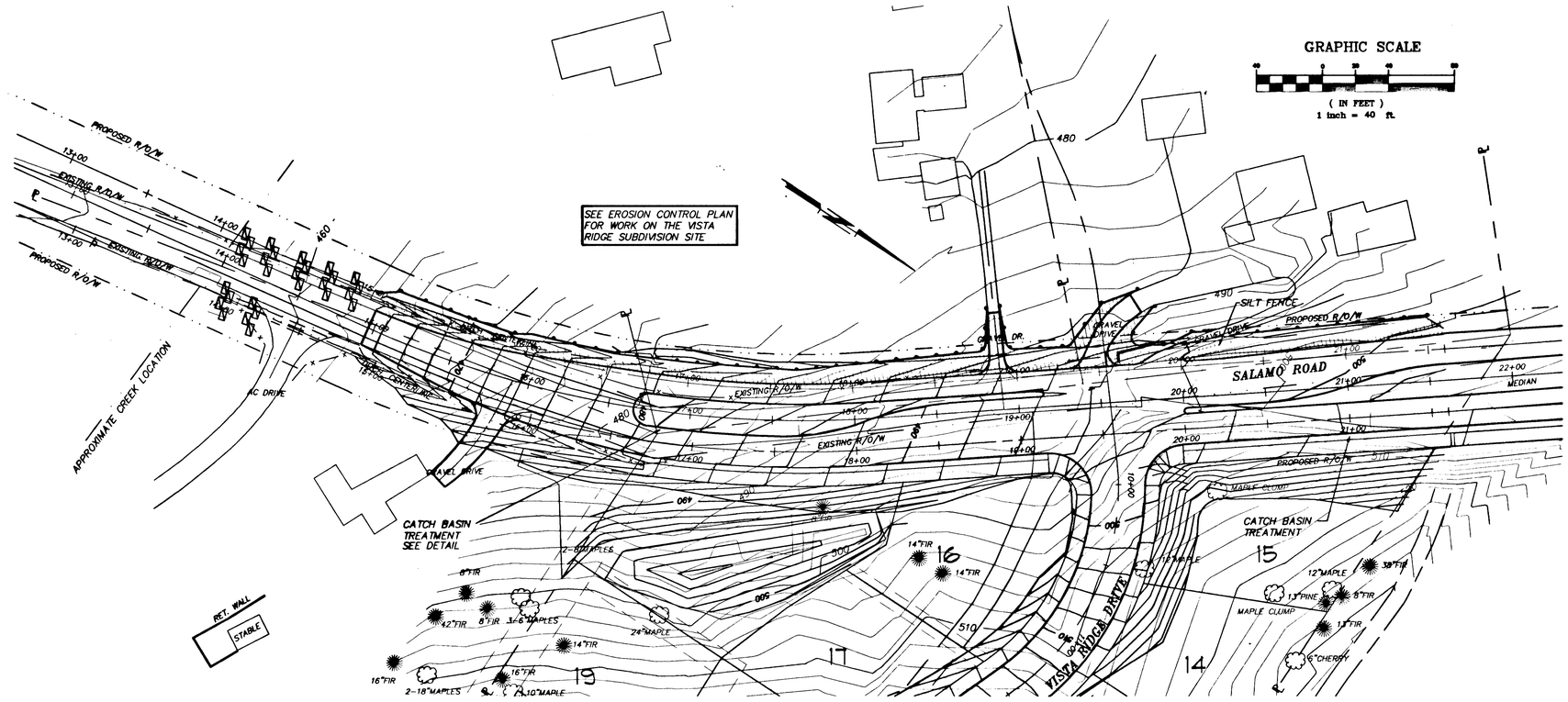
VISTA RIDGE ESTATES
SUBDIVISION
OFF-SITE IMPROVEMENTS
STREET & STORM IMPROVEMENTS
19' LEFT & RIGHT PROFILES

3/5
91-088

LEGEND

- BIO FILTER BAG
- SEDIMENT FENCE
- SEED/MULCH AREA
- CONSTRUCTION ENTRANCE
- PROTECTED CATCH BASIN

PRIOR TO CONSTRUCTION, RIGHT OF WAY AND EASEMENTS ARE TO BE ACQUIRED ON THE FOLLOWING PARCELS:
TAX LOT NOS. 2100, 2200, 2400, & 3000
OF MAP NO. 2 1E 35A



GENERAL EROSION CONTROL NOTES

1. 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, RETENTION FACILITIES, UTILITIES, ETC.)
2. 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.
3. 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 ENSURE THAT SEDIMENT-LADEN WATER DOES NOT ENTER THE DRAINAGE SYSTEM OR VIOLATE APPLICABLE WATER STANDARDS.
4. 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.
5. THE ESC FACILITIES SHALL BE INSPECTED DAILY BY THE APPLICANT/CONTRACTOR AND MAINTAINED AS NECESSARY TO ENSURE THEIR CONTINUED FUNCTIONING.
6. THE ESC FACILITIES ON INACTIVE SITES SHALL BE INSPECTED AND MAINTAINED A MINIMUM OF ONCE A MONTH, OR WITHIN THE 48 HOURS FOLLOWING A STORM EVENT.
7. 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.

SEDIMENT FENCE NOTES

1. THE FILTER FABRIC SHALL BE PURCHASED IN A CONTINUOUS ROLL CUT TO THE LENGTH OF THE BARRIER TO AVOID USE OF JOINTS. WHEN JOINTS ARE NECESSARY, FILTER CLOTH SHALL BE SPLICED TOGETHER ONLY AT A SUPPORT POST, WITH A MINIMUM 6-INCH OVERLAP, AND BOTH ENDS SECURELY FASTENED TO THE POST.
2. THE FILTER FABRIC FENCE SHALL BE INSTALLED TO FOLLOW THE CONTOURS, WHERE FEASIBLE. THE FENCE POSTS SHALL BE SPACED A MAXIMUM OF 8 FEET APART AND DRIVEN SECURELY INTO THE GROUND A MINIMUM OF 30 INCHES.
3. A TRENCH SHALL BE EXCAVATED, ROUGHLY 8-INCHES WIDE BY 12-INCHES DEEP, UPSLOPE AND ADJACENT TO THE WOOD POST TO ALLOW THE FILTER FABRIC TO BE BURIED.
4. WHEN STANDARD STRENGTH FILTER FABRIC IS USED, A WIRE SUPPORT FENCE SHALL BE FASTENED SECURELY TO THE UPSLOPE SIDE OF THE POSTS USING HEAVY-DUTY WIRE STAPLES AT LEAST 1 INCH LONG, TIE WIRE OR HOG RINGS. THE WIRE SHALL EXTEND INTO THE TRENCH A MINIMUM OF 4 INCHES AND SHALL NOT EXTEND MORE THAN 36 INCHES ABOVE THE ORIGINAL GROUND SURFACE.
5. THE STANDARD STRENGTH FILTER FABRIC SHALL BE STAPLED OR WIRED TO THE FENCE, AND 20 INCHES OF THE FABRIC SHALL BE EXTENDED INTO THE TRENCH. THE FABRIC SHALL NOT EXTEND MORE THAN 36 INCHES ABOVE THE ORIGINAL GROUND SURFACE. FILTER FABRIC SHALL NOT BE STAPLED TO EXISTING TREES.
6. WHEN EXTRA-STRENGTH FILTER FABRIC AND CLOSER POST SPACING ARE USED, THE WIRE MESH SUPPORT FENCE MAY BE ELIMINATED. IN SUCH A CASE, THE FILTER FABRIC IS STAPLED OR WIRED DIRECTLY TO THE POSTS WITH ALL OTHER PROVISIONS OF THE ABOVE STANDARD NOTE FOR STANDARD STRENGTH FILTER FABRIC APPLYING.
7. SEDIMENT FENCES SHALL BE REMOVED WHEN THEY HAVE SERVED THEIR USEFUL PURPOSE, BUT NOT BEFORE THE UPSLOPE AREA HAS BEEN PERMANENTLY STABILIZED.
8. SEDIMENT FENCES SHALL BE INSPECTED BY APPLICANT/CONTRACTOR IMMEDIATELY AFTER EACH RAINFALL AND AT LEAST DAILY DURING PROLONGED RAINFALL. ANY REQUIRED REPAIRS SHALL BE MADE IMMEDIATELY.

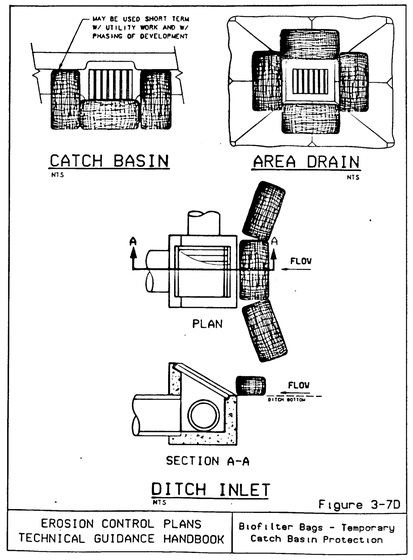


Figure 3-7D

EROSION CONTROL PLANS TECHNICAL GUIDANCE HANDBOOK	Biofilter Bags - Temporary Catch Basin Protection

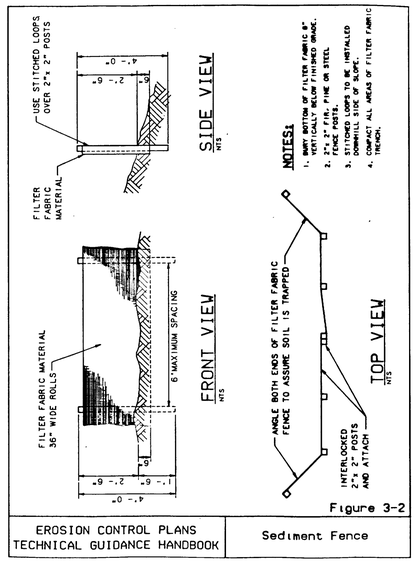


Figure 3-2

EROSION CONTROL PLANS TECHNICAL GUIDANCE HANDBOOK	Sediment Fence

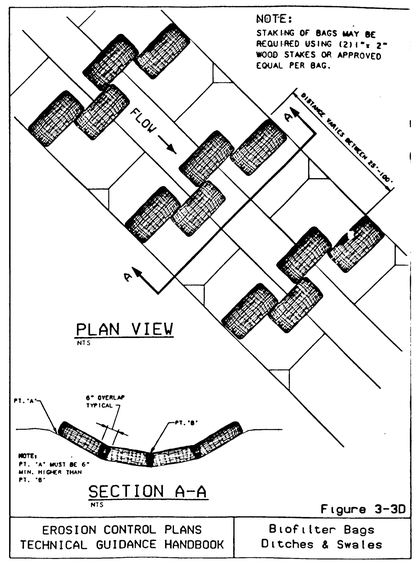


Figure 3-3D

EROSION CONTROL PLANS TECHNICAL GUIDANCE HANDBOOK	Biofilter Bags Ditches & Swales

AS BUILT

THESE AS-BUILT PLANS ARE BASED ON PERIODIC FIELD OBSERVATIONS. TO THE BEST OF MY KNOWLEDGE, INFORMATION, AND BELIEF, THE REPRESENTATIONS SHOWN HEREON ARE TRUE AND ACCURATE.

AS-BUILT

NO.	BY	DATE	DESCRIPTION
3	CHH	8/30/94	AS BUILT
2	MB	6/6/94	PER CITY
1	MB	5/24/94	PER CITY

REVISIONS

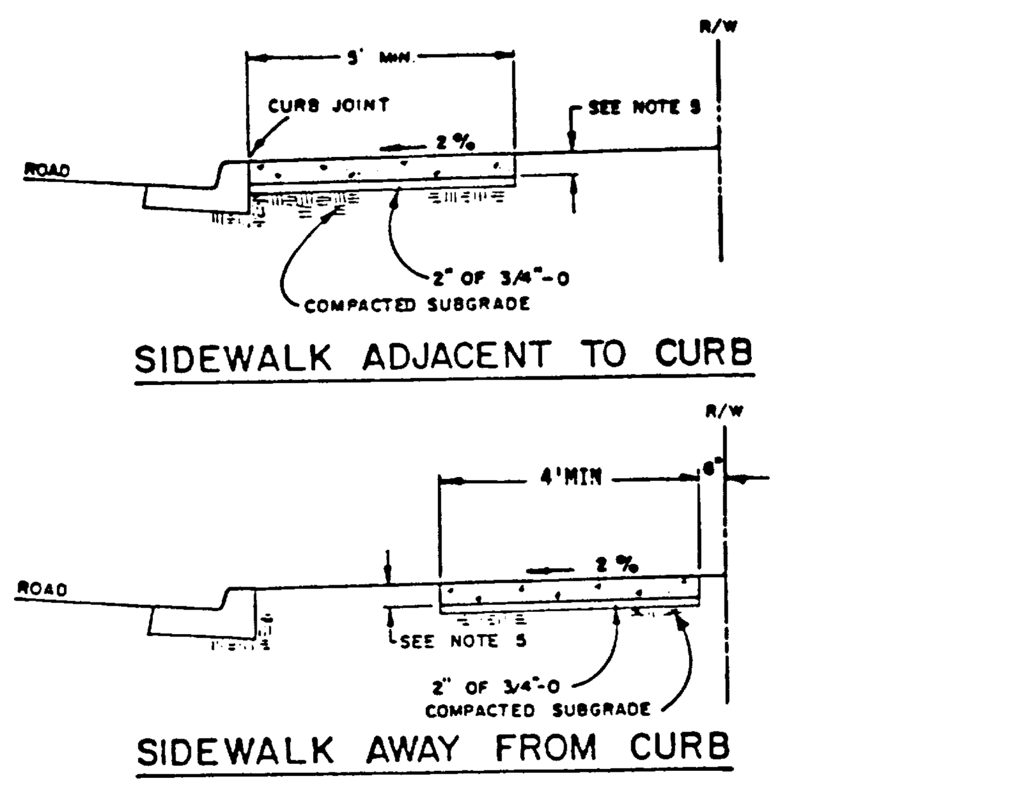
Designed SBT/JAB
Drawn JAB
Checked SBT
Approved
Date 8/18/94
Scale 1"=40'

KAMPE ASSOCIATES, P.C.
CIVIL ENGINEERING
LAND SURVEYING
PLANNING
200 KRUSE WAY PLACE, BUILDING 2
LAKE OSWEGO, OREGON 97035
(503) 635-3618 FAX (503) 635-3486

VISTA RIDGE DEVELOPMENT COMPANY
18617 SW BRYANT ROAD
LAKE OSWEGO, OREGON 97035

VISTA RIDGE ESTATES
SUBDIVISION
OFF-SITE IMPROVEMENTS
GRADING & EROSION CONTROL
PLAN

4/5
91-088



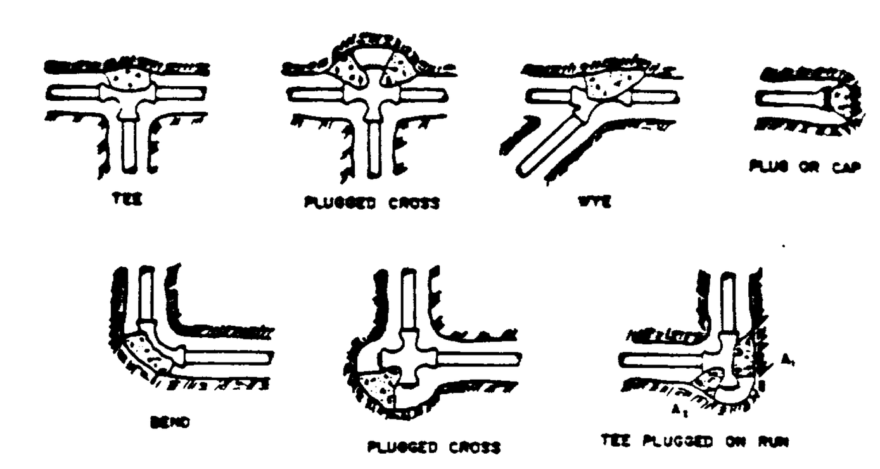
SIDEWALK ADJACENT TO CURB

SIDEWALK AWAY FROM CURB

1. Concrete shall be 300 PSI at 28 days, 6 sack mix, slump range of 1 1/2" to 3".
2. Panel lengths shall be equal to the sidewalk width, but may be adjusted with the City Engineers approval.
3. Contraction joints (1 1/2" deep) shall be placed every third panel, with a max. spacing of 15 feet.

   Joints shall also be placed at the sides of driveway approaches, utility vaults, and wheelchair ramps.
4. A curing compound shall be used. White reflective sheeting shall be used in case of rain.
5. For sidewalks adjacent to the curb & poured at the same time as the curb, the joint between them shall be a troweled joint with a min. 1/2" radius.
6. The sidewalk shall have a min. thickness of 6" if mountable curb is used or if the sidewalk is intended as a portion of the driveway. Otherwise, the sidewalk shall have a min. thickness of 4".
7. Drain blockouts in the curb shall be extended to the back of the sidewalk with a 3" dia. plastic pipe at a 2% slope. A contraction joint shall be placed over the pipe.

CITY OF WEST LINN	CONCRETE SIDEWALK
DRAWN BY DDP DATE 5-20-87	
CHECKED BY DLK DATE 5-27-87	DWG. NO. CS - 270
APPROVED BY Earl Reed DATE 5-27-87	



BEARING AREA OF THRUST BLOCK (in sq. ft.)

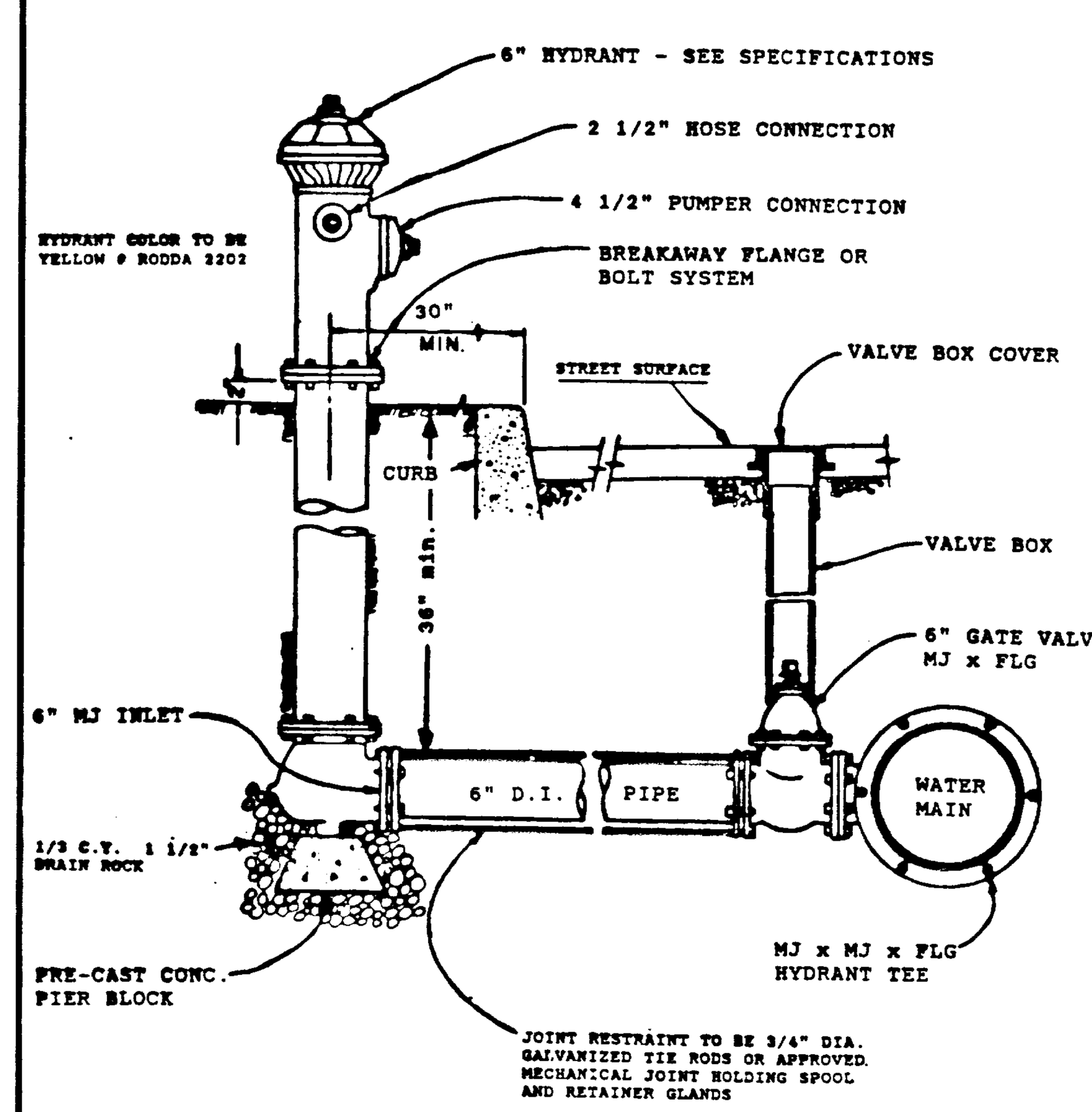
FITTING SIZE (in.)	TEE, WYE, PLUG or CAP	90° BEND, PLUGGED CROSS	TEE PLUGGED ON RUN A_1	TEE PLUGGED ON RUN A_2	45° BEND	22½° BEND	11¼° BEND
4	1.0	1.4	1.9	1.4	1.0	-	-
6	2.1	3.0	4.3	3.0	1.6	1.0	-
8	3.8	5.3	7.6	5.4	2.9	1.5	1.0
10	5.9	8.4	11.8	8.4	4.6	2.4	1.2
12	8.5	12.0	17.0	12.0	6.6	3.4	1.7
14	11.5	16.3	23.0	16.3	8.9	4.6	2.3
16	15.0	21.3	30.0	21.3	11.6	6.0	3.0
18	19.0	27.0	38.0	27.0	14.6	7.6	3.8
20	23.5	33.3	47.0	33.3	18.0	9.4	4.7
24	34.0	48.0	68.0	48.0	26.2	13.6	6.8

NOTES

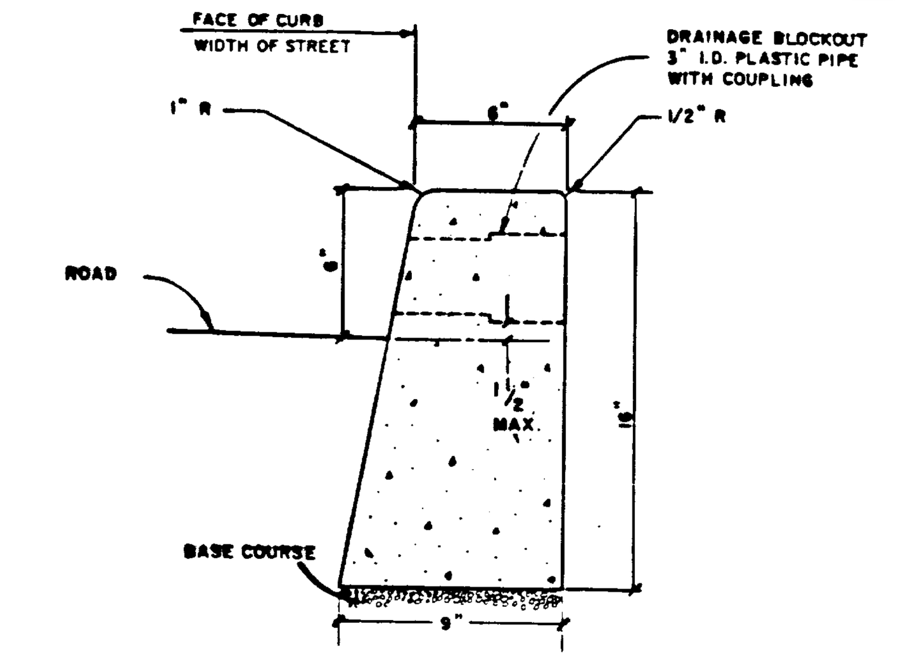
1. Concrete shall be poured against undisturbed earth.
2. Concrete shall be kept clear of joint and accessories.
3. The required thrust bearing area for special connections is shown encircled on the plans. For example, (15) indicates 15 SQ. FT. bearing area required.
4. If not shown on plans, required bearing area at fitting shall be as indicated above, adjusted if necessary to conform to the test pressures and allowable soil bearing stresses stated in the special specifications.
5. Bearing areas and special blocking details shown on the plans shall take precedence over this standard.
6. Above bearing areas are based on a test pressure of 150 P.S.I. and an allowable soil bearing stress of 2000 LBS./SQ. FT. To compute bearing areas for different test pressures and soil bearing stresses, use the following equation:

   BEARING AREA = TABLE VALUE x $\frac{\text{TEST PRESSURE}}{150}$ x $\frac{2000}{\text{SOIL BEARING STRESS}}$

CITY OF WEST LINN	THRUST BLOCKING
DRAWN BY DDP DATE 5-20-87	
CHECKED BY DLK DATE 5-27-87	DWG. NO. TB - 302
APPROVED BY Earl Reed DATE 5-27-87	



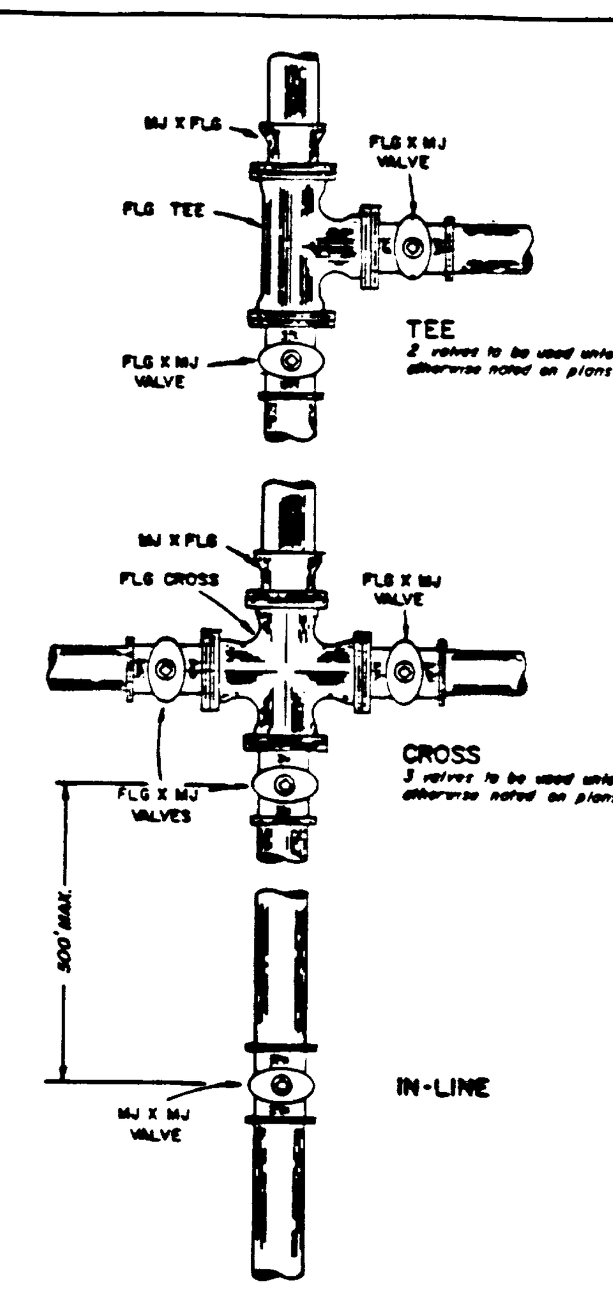
CITY OF WEST LINN	FIRE HYDRANT
DRAWN BY DDP DATE 5-20-87	
CHECKED BY DLK DATE 5-27-87	DWG. NO. FH - 300
APPROVED BY Earl Reed DATE 5-27-87	



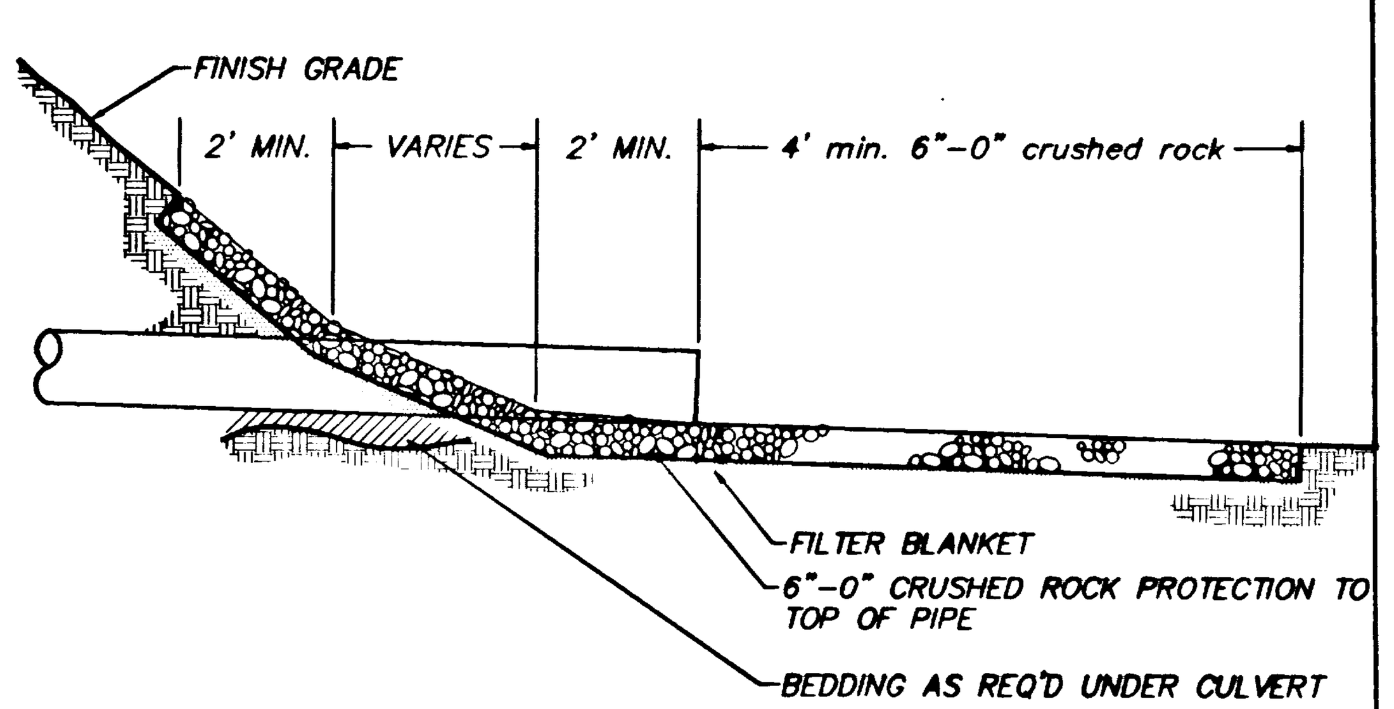
1. FOR DESIGN SPEEDS GREATER THAN 40 MPH THE EMERGENCY MOUNTABLE CURB CS-300 SHALL BE USED.
2. CONCRETE TO HAVE A BREAKING STRENGTH OF 3000 P.S.I. AFTER 28 DAYS.

   EXPANSION 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 EACH END OF DRIVEWAYS.
     5) AT LOCATIONS NECESSARY TO LIMIT SPACING TO 45 FEET
   - B. MATERIAL TO BE PRE-MOLDED, ASPHALT IMPREGNATED, NON-EXTRUDING, WITH A THICKNESS OF 1/2 INCH.
3. CONTRACTION JOINTS.
   - A. SPACING TO BE NOT MORE THAN 15 FEET.
   - B. THE DEPTH OF THE JOINT SHALL BE AT LEAST 1½" INCHES.
4. BASE ROCK - 2"-0 OR 3/4"-0, 95 % COMPACTION. BASE ROCK SHALL BE TO SUBGRADE OF STREET STRUCTURE OR 4" IN DEPTH, WHICHEVER IS GREATER.
5. DRAINAGE BLOCKOUT - 3" DIA. PLASTIC PIPE.
   - A. I.D. PLASTIC PIPE WITH COUPLING.
   - B. DRAINAGE ACCESS THROUGH EXISTING CURBS SHALL BE CORE DRILLED OR CURB SAW CUT VERTICALLY 18" EACH SIDE OF DRAIN & REPOURED TO FULL DEPTH OF CURB.

WASHINGTON COUNTY DEPARTMENT OF LAND USE AND TRANSPORTATION			CURB NON-MOUNTABLE FOR USE ON MEDIANS	
DATE	CIVIL ENGINEER	DRAWN	APWA NO.	WASH. COUNTY NO.
1/17/86	[signature]	KLS 6-85	18 (MOD.)	CS-301

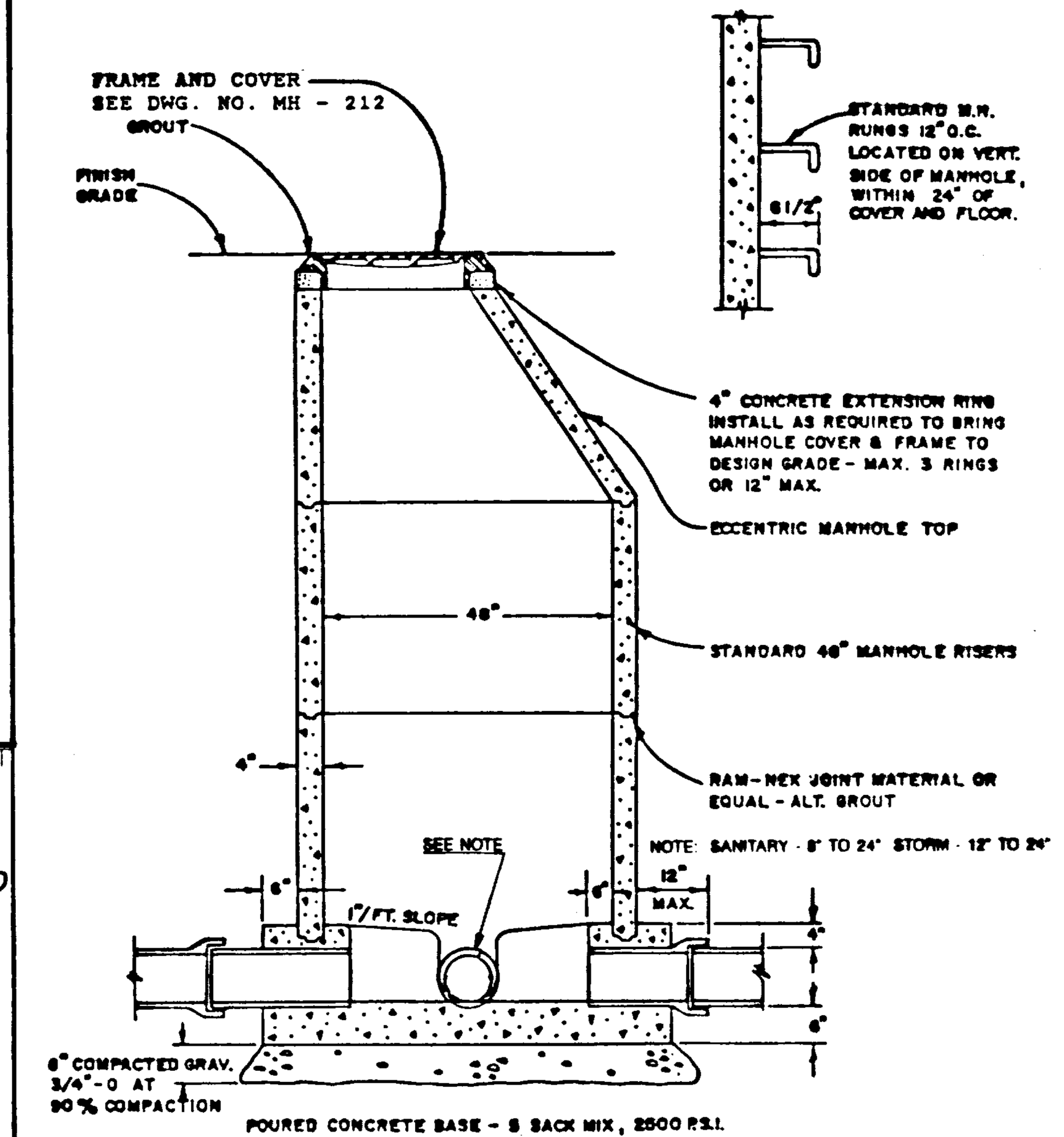


CITY OF WEST LINN	VALVE LOCATION
DRAWN BY DDP DATE 5-20-87	
CHECKED BY DLK DATE 5-27-87	DWG. NO. VL - 303
APPROVED BY Earl Reed DATE 5-27-87	

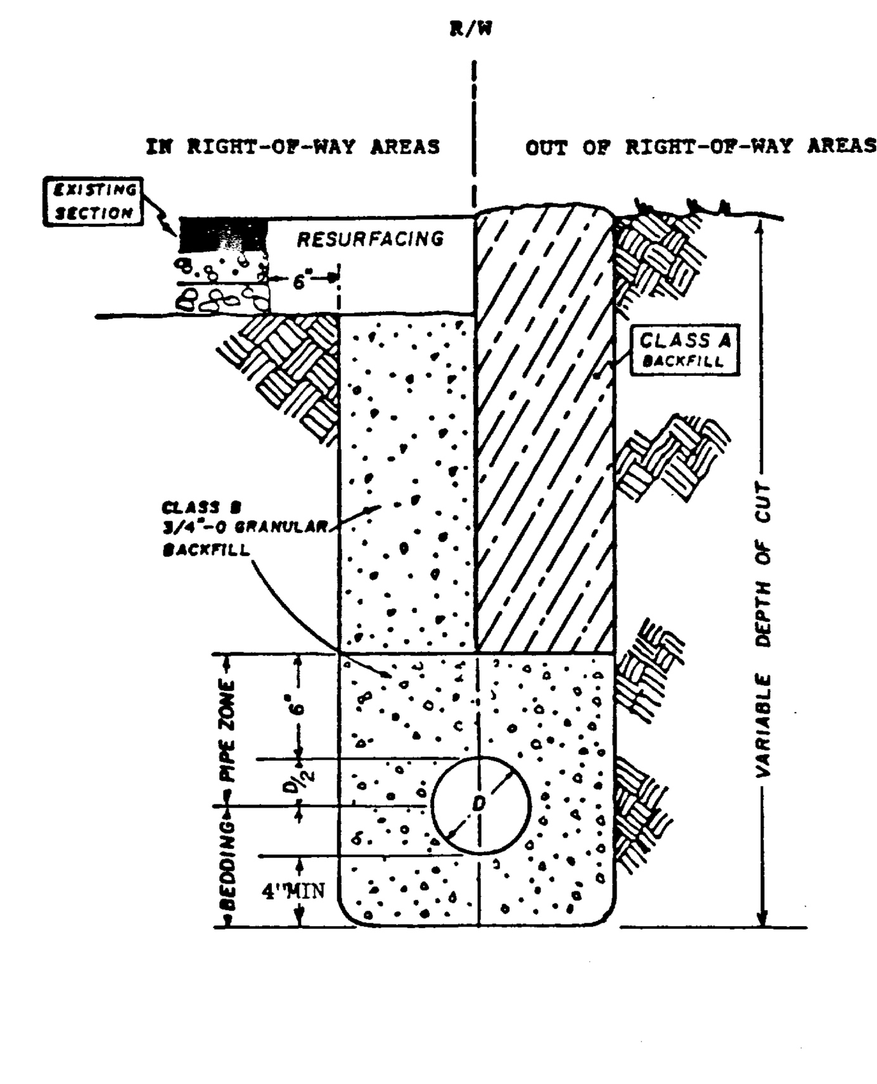


OUTFALL PROTECTION

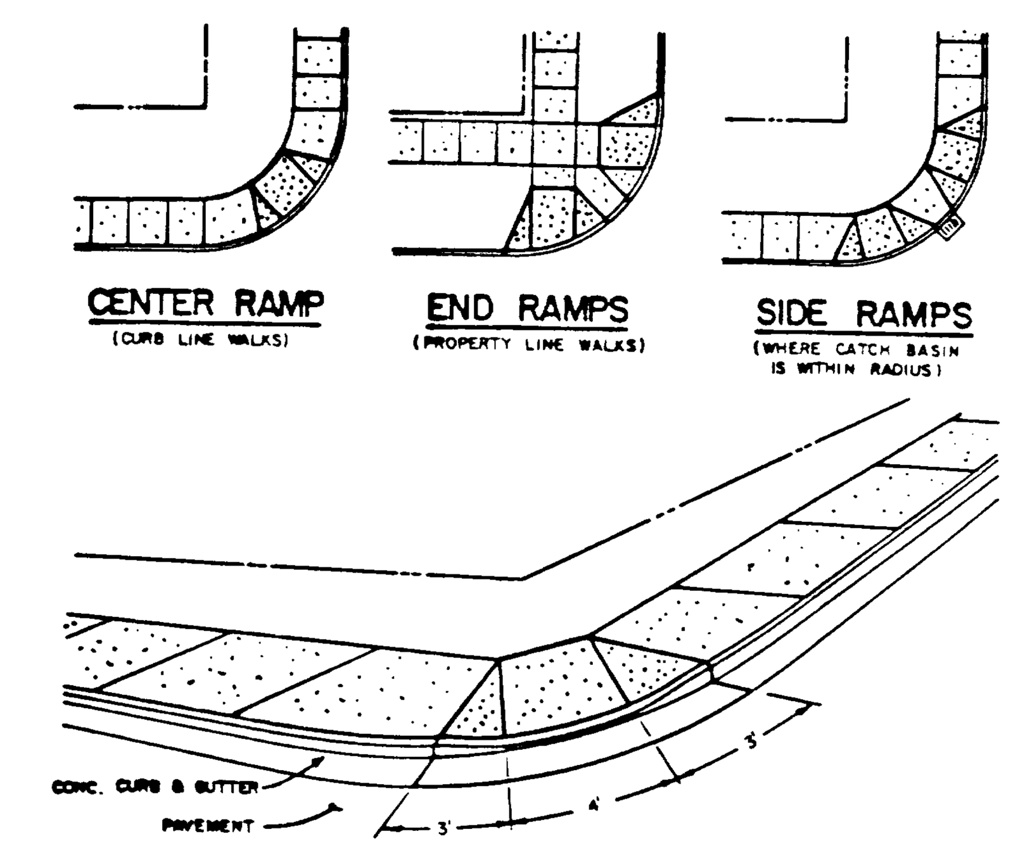
N.T.S.

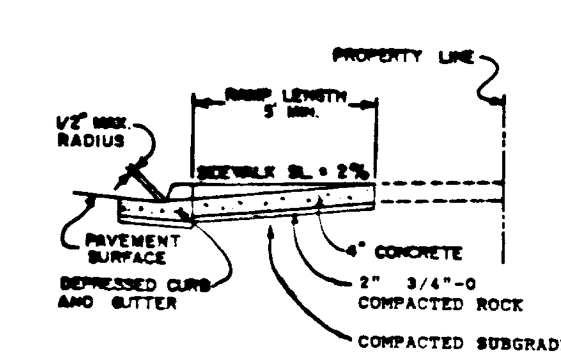


CITY OF WEST LINN	STANDARD MANHOLE
DRAWN BY DDP DATE 5-20-87	
CHECKED BY DLK DATE 5-27-87	DWG. NO. MH - 209
APPROVED BY Earl Reed DATE 5-27-87	



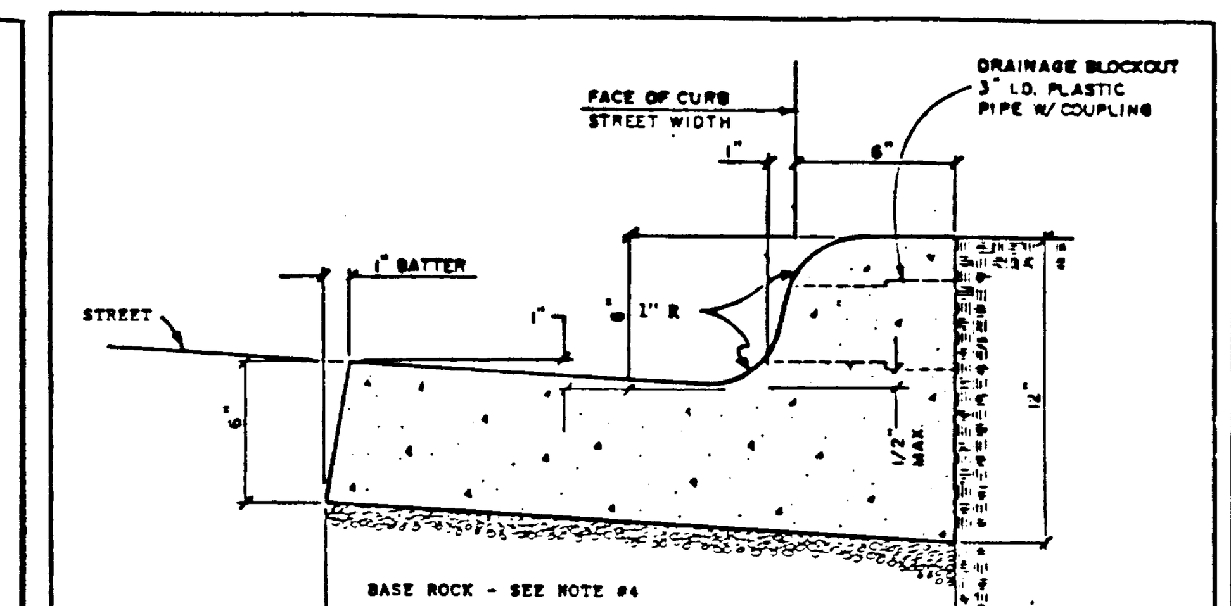
CITY OF WEST LINN	PIPE BEDDING AND BACKFILL DETAILS
DRAWN BY DDP DATE 5-20-87	
CHECKED BY DLK DATE 5-27-87	DWG. NO. PB - 280
APPROVED BY Earl Reed DATE 5-27-87	





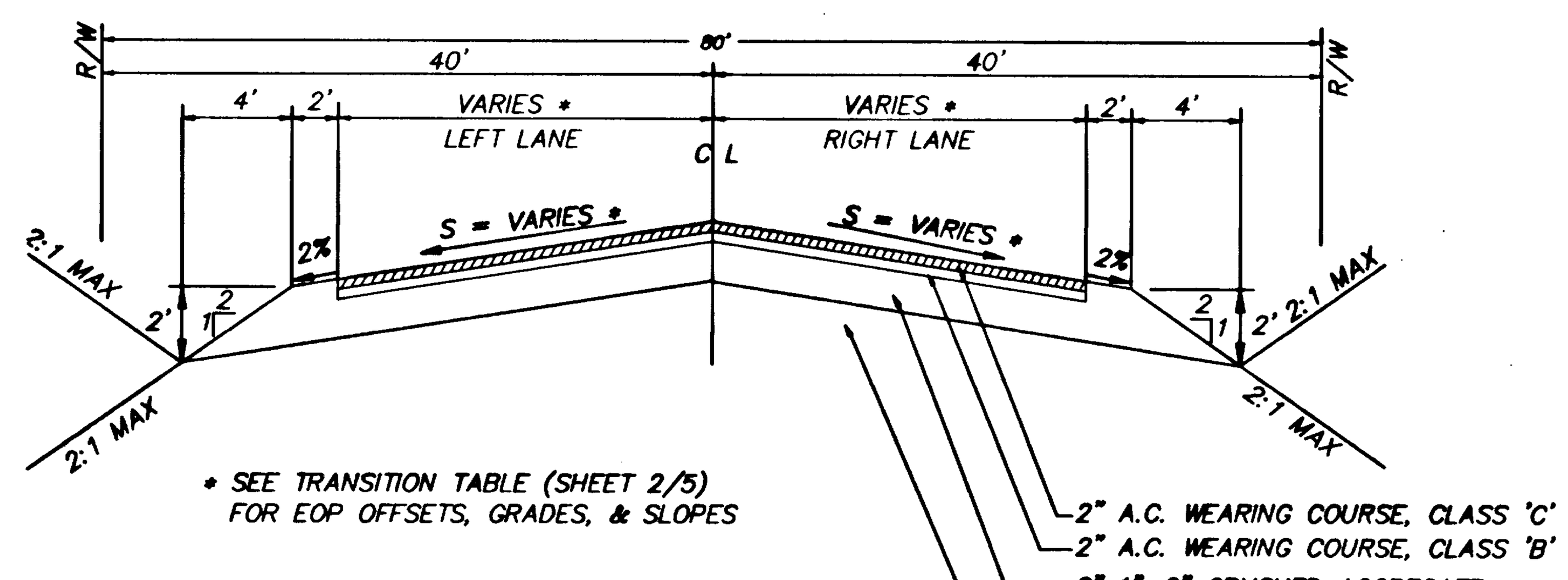
1. For sidewalk details, see Dwg. No.'s CS - 270 & CS - 270.1
2. See Dwg. No. CG - 265 for curb and gutter detail.
3. Ramp width shall be as shown hereon unless otherwise approved by the City Engineer.
4. Concrete shall be 3000 PSI at 28 days, 6 sack mix, slump range 1½" to 3".

CITY OF WEST LINN	SIDEWALK RAMP
DRAWN BY DDP DATE 5-20-87	
CHECKED BY DATE	DWG. NO. CS - 271
APPROVED BY Earl Reed DATE 5-27-87	



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	
CHECKED BY DATE	DWG. NO. CG - 265
APPROVED BY Earl Reed DATE 5-27-87	



* SEE TRANSITION TABLE (SHEET 2/5) FOR EOP OFFSETS, GRADES, & SLOPES

2" A.C. WEARING COURSE, CLASS 'C'
2" A.C. WEARING COURSE, CLASS 'B'
8" 1"-0" CRUSHED AGGREGATE
COMPACT 8" SUBGRADE TO 95% PER A.S.T.M. D-1557

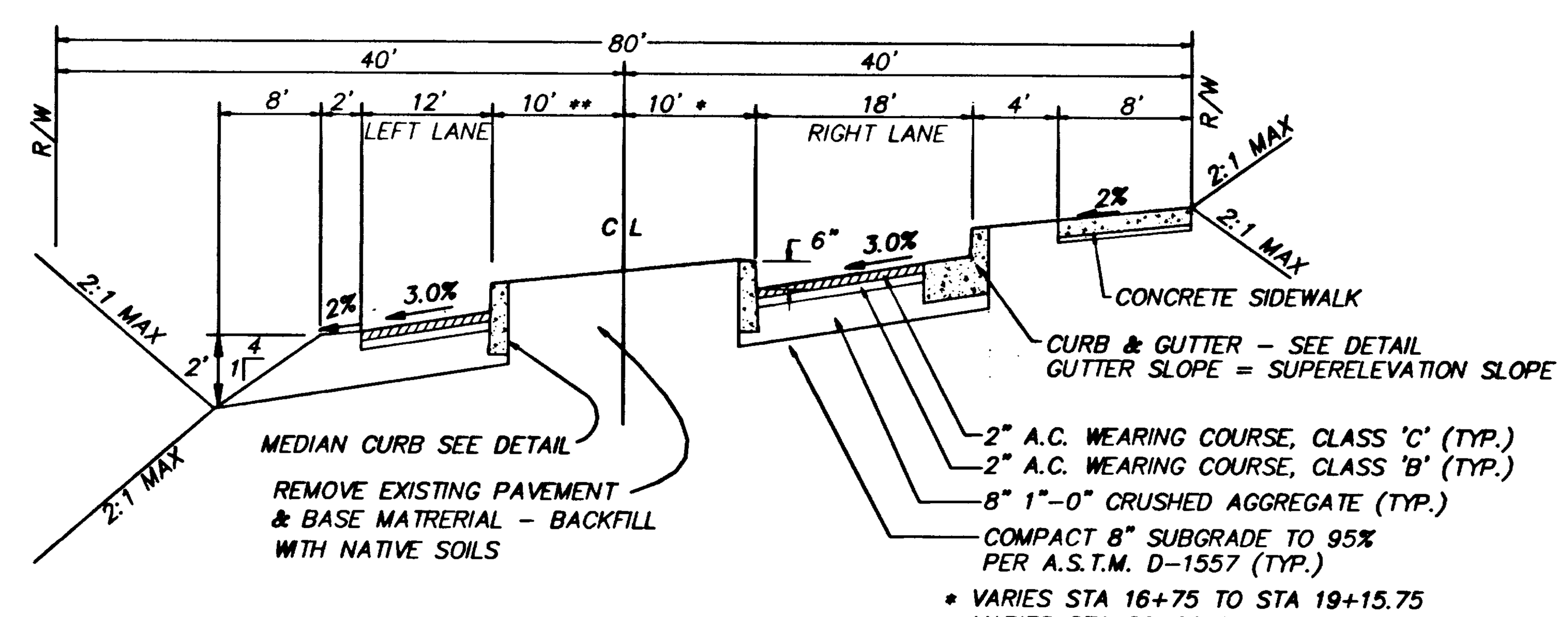
SALAMO ROAD TRANSITION SECTION

N.T.S.

STA. 14+96.5 TO STA. 16+75

NOTES:

1. LEFT LANE SLOPE VARIES FROM -3.0% TO -2.0% STA 21+25 TO STA 21+60 (19'L)
2. RIGHT LANE SLOPE VARIES FROM +3.0% TO -2.0% STA 19+55.4 TO STA 21+60 (19'R)



2" A.C. WEARING COURSE, CLASS 'C' (TYP.)
2" A.C. WEARING COURSE, CLASS 'B' (TYP.)
8" 1"-0" CRUSHED AGGREGATE (TYP.)
COMPACT 8" SUBGRADE TO 95% PER A.S.T.M. D-1557 (TYP.)
* VARIES STA 16+75 TO STA 19+15.75
** VARIES STA 20+00 TO STA 21+60

SALAMO ROAD SECTION

N.T.S.

STA. 16+75 TO STA. 21+60

AS BUILT

THESE AS-BUILT PLANS ARE BASED ON PERIODIC FIELD OBSERVATIONS. TO THE BEST OF MY KNOWLEDGE, INFORMATION, AND BELIEF, THE REPRESENTATIONS SHOWN HEREON ARE TRUE AND ACCURATE.

NO.	BY	DATE	DESCRIPTION
3	GWW	8/30/94	AS-BUILT
2	JMB	6/1/94	PER CITY
1	JMB	5/24/94	PER CITY

REVISIONS

Designed	SBT/JMB
Drawn	GWW
Checked	SBT
Approved	
Date	8/18/94
Scale	AS SHOWN

PLANNING
CIVIL ENGINEERING
LAND SURVEYING

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209 KRUSE PARK BUILDING
3990 S.W. COLLINS WAY
LAKE OSWEGO, OREGON 97035
(503) 635-6291 · FAX (503) 635-5480

VISTA RIDGE DEVELOPMENT COMPANY
18517 SW BRYANT ROAD
LAKE OSWEGO, OREGON 97035

VISTA RIDGE ESTATES SUBDIVISION OFF-SITE IMPROVEMENTS DETAILS

91-088

AS-BUILT