

# CITY OF SHERWOOD

## SW DIVISION STREET AND ORCUTT PLACE

### STORM SEWER AND PAVEMENT REHABILITATION

#### SPRING 2017

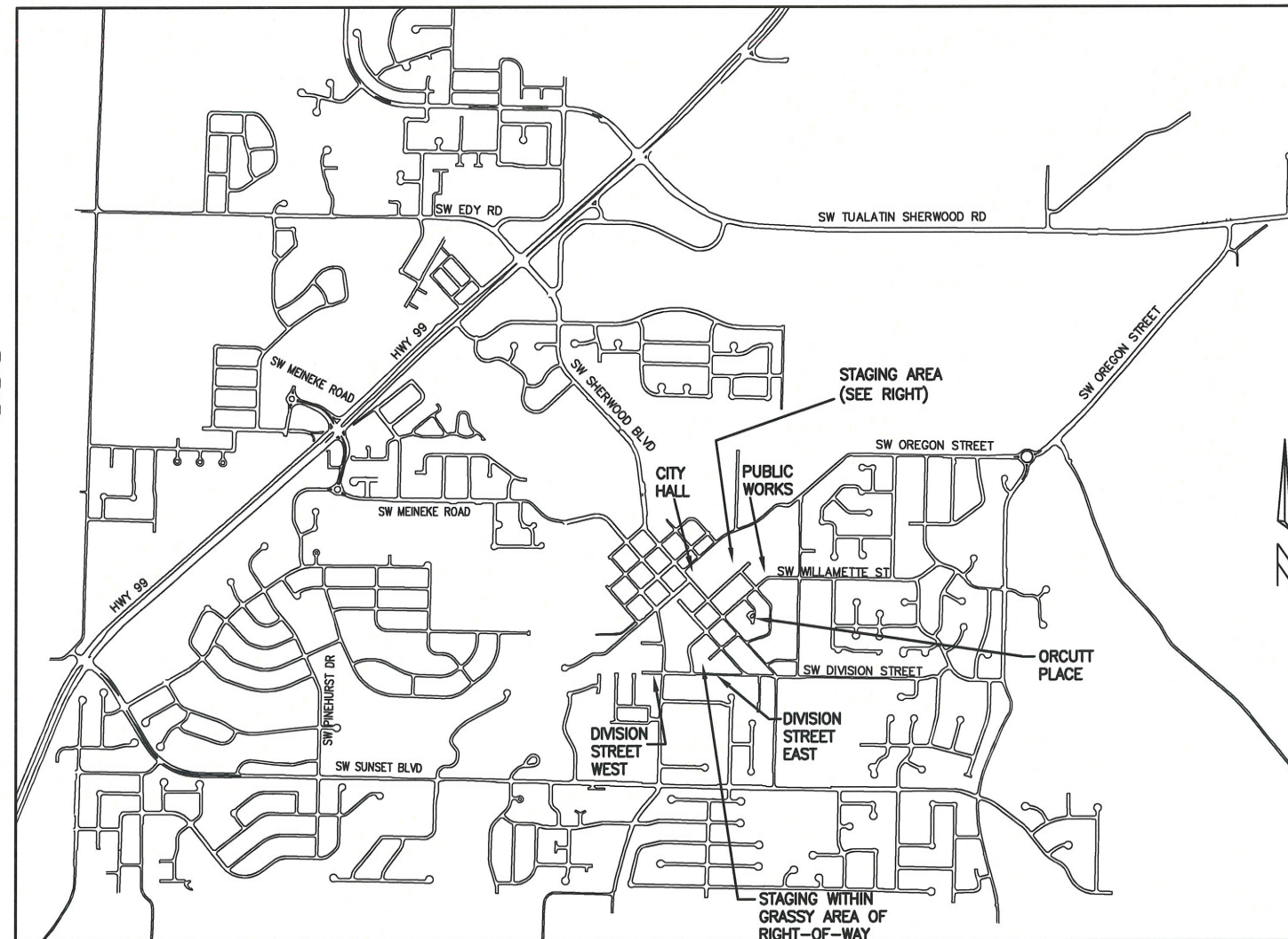
(BID DOCUMENT VOLUME 2 OF 2 - CONTRACT DRAWINGS)

**PROJECT LOCATION:**  
 SW DIVISION ST WEST OF MAIN ST  
 SW DIVISION ST EAST OF MAIN ST AND WEST OF PINE ST  
 AND SW ORCUTT PLACE

**PROJECT OWNER:**  
 CITY OF SHERWOOD  
 22560 SW PINE ST  
 SHERWOOD, OREGON 97140  
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 CHRISTENSEN@SHERWOODOREGON.GOV

**SHEET INDEX:**

1. COVER SHEET
  2. GENERAL NOTES
  3. TYPICAL SECTIONS AND DETAILS
  4. SW DIVISION STREET (WEST OF MAIN) - PLAN AND PROFILE
  5. SW DIVISION STREET (PARK ROW TO WASHINGTON) - PLAN AND PROFILE
  6. SW DIVISION STREET (PARK ROW TO WASHINGTON) - PLAN AND PROFILE
  7. SW DIVISION STREET (PARK ROW TO WASHINGTON) - PLAN AND PROFILE
  8. SW ORCUTT DRIVE (SOUTH OF WILLAMETTE) - PLAN AND PROFILE
  9. SW ORCUTT DRIVE (SOUTH OF WILLAMETTE) - PLAN AND PROFILE
  10. CITY OF SHERWOOD DETAILS
  11. CITY OF SHERWOOD DETAILS
  12. CITY OF SHERWOOD DETAILS
  13. CITY OF SHERWOOD DETAILS
- EXISTING CONDITIONS MAP - SW DIVISION STREET (WEST OF MAIN)  
 EXISTING CONDITIONS MAP - SW DIVISION STREET (PARK ROW TO WASHINGTON)  
 EXISTING CONDITIONS MAP - SW DIVISION STREET (PARK ROW TO WASHINGTON)  
 EXISTING CONDITIONS MAP - SW DIVISION STREET (PARK ROW TO WASHINGTON)  
 EXISTING CONDITIONS MAP - SW ORCUTT DRIVE (SOUTH OF WILLAMETTE)  
 EXISTING CONDITIONS MAP - SW ORCUTT DRIVE (SOUTH OF WILLAMETTE)



THIS DESIGN COMPLIES WITH ORS 92.044 (7) IN THAT NO UTILITY INFRASTRUCTURE IS DESIGNED TO BE WITHIN ONE (1) FOOT OF A SURVEY MONUMENT LOCATION SHOWN ON A SUBDIVISION OR PARTITION PLAT. NO DESIGN EXCEPTIONS NOR FINAL FIELD LOCATION CHANGES SHALL BE PERMITTED IF THAT CHANGE WOULD CAUSE ANY UTILITY INFRASTRUCTURE TO BE PLACED WITHIN THE PROHIBITED AREA.



ATTENTION EXCAVATORS: OREGON LAW REQUIRES YOU TO FOLLOW RULES ADOPTED BY THE OREGON UTILITY NOTIFICATION CENTER. THOSE RULES ARE SET FORTH IN OAR 952-011-0010 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 THE RULES, YOU MAY CONTACT THE CENTER. YOU MUST NOTIFY THE CENTER AT LEAST 2 BUSINESS DAYS, BEFORE COMMENCING ANY EXCAVATION. CALL (503) 246-6699.

**INSPECTOR INFORMATION:**

CITY OF SHERWOOD: ANDY STIRLING (503) 925-2307  
 CONTACT INSPECTOR 48 HOURS PRIOR TO CONSTRUCTION.

COVER SHEET

DIVISION STREET AND ORCUTT PLACE  
 STORM SEWER AND PAVEMENT REHABILITATION

LOCATED IN SECTION 32B AND 32C, T2S,  
 R17W, W.M. IN THE CITY OF SHERWOOD,  
 WASHINGTON COUNTY, STATE OF OREGON

CITY OF SHERWOOD  
 ENGINEERING DEPARTMENT  
 22560 SW PINE STREET  
 SHERWOOD, OREGON 97140

PHONE: (503) 925-2307  
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DESIGNED BY:	CCC
DRAWN BY:	CCC
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FULL SIZE SCALE:	AS NOTED
DATE:	JUN, 2017

REVISIONS	

JOB NO.	
SHEET NO.	1
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## GENERAL NOTES

- ALL CONSTRUCTION WORK, MATERIALS AND TESTING SHALL CONFORM TO THE APPLICABLE SECTION OF THE CITY OF SHERWOOD ENGINEERING DESIGN AND STANDARD DETAILS MANUAL. CONTRACTOR AND SUBCONTRACTOR(S) SHALL HAVE A MINIMUM OF ONE SET OF APPROVED PLANS AND CITY OF SHERWOOD CONSTRUCTION SPECIFICATIONS ON THE JOB SITE AT ALL TIMES DURING CONSTRUCTION.
- IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PROCURE ALL APPLICABLE PERMITS, LICENSES, AND CERTIFICATES RELATIVE TO THE TRADES TO COMPLETE THE PROJECT AND FOR THE USE OF SUCH WORK WHEN COMPLETED. COMPLIANCE SHALL BE AT ALL LEVELS, FEDERAL, STATE, COUNTY, AND LOCAL, RELATING TO THE PERFORMANCE OF THIS WORK. A CITY OF SHERWOOD OR A METRO BUSINESS LICENSE IS REQUIRED FOR THE CONTRACTOR AND ALL SUBCONTRACTORS.
- IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY ALL UTILITY LOCATIONS AND DEPTHS PRIOR TO CONSTRUCTION AND ARRANGE FOR PROTECTION OF UTILITIES IN CONFLICT WITH PROPOSED WORK. THE LOCATIONS, DEPTH AND DESCRIPTION OF EXISTING UTILITIES SHOWN WERE COMPILED FROM AVAILABLE RECORDS AND/OR FIELD SURVEYS. THE ENGINEER OR UTILITY COMPANIES DO NOT GUARANTEE THE ACCURACY OR THE COMPLETENESS OF SUCH RECORDS. ADDITIONAL UTILITIES MAY EXIST WITHIN THE WORK AREA. POTHOLING PRIOR TO CONSTRUCTION MAY BE NECESSARY. ALL WORK TO VERIFY UTILITY LOCATIONS AND DEPTHS IS INCIDENTAL.
- OREGON LAW REQUIRES THE CONTRACTOR 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. THE CONTRACTOR MAY OBTAIN COPIES OF THESE RULES FROM THE CENTER BY CALLING (503) 232-1987 OR BY ACCESSING THE INTERNET AT WWW.STATE.OR.US/GOVERNMENT.HTM. THE CONTRACTOR MUST NOTIFY THE CENTER AT LEAST 2 BUSINESS DAYS, BUT NOT MORE THAN 10 BUSINESS DAYS, BEFORE COMMENCING AN EXCAVATION. CALL (503) 246-6699.
- THE CONTRACTOR SHALL MAKE PROVISIONS TO KEEP ALL EXISTING UTILITIES IN SERVICE AND PROTECT THEM DURING CONSTRUCTION. CONTRACTOR SHALL IMMEDIATELY REPAIR OR REPLACE ANY DAMAGED UTILITIES USING MATERIAL AND METHODS APPROVED BY THE UTILITY OWNER. NO SERVICE INTERRUPTIONS SHALL BE PERMITTED WITHOUT PRIOR WRITTEN AGREEMENT WITH THE UTILITY PROVIDER AND NOTIFICATION TO SERVICE CUSTOMER. REPAIR TO UTILITIES DAMAGED BY THE CONTRACTOR SHALL BE AT THE CONTRACTOR'S EXPENSE.
- THE CONTRACTOR SHALL PRUNE ALL VEGETATION, AS NECESSARY FOR EQUIPMENT CLEARANCES AWAY AND UP FROM THE STREET (MIN. 14' VERTICAL AND MIN. 3' HORIZONTAL FROM EDGE OF STREET) AS WELL AS ANY ROOT PRUNING AS DETERMINED BY THE ENGINEER. THE CONTRACTOR SHALL PROTECT ALL EXISTING LANDSCAPING THAT IS TO REMAIN. DAMAGE TO TREES AND SHRUBS IS THE RESPONSIBILITY OF THE CONTRACTOR TO REPAIR. COST OF TREE PRUNING IS PAID FOR UNDER "CLEARING AND GRUBBING".
- CONTRACTOR SHALL NOTIFY THE CITY OF SHERWOOD 48 HOURS IN ADVANCE OF STARTING CONSTRUCTION AND 24 HOURS BEFORE RESUMING WORK AFTER SHUTDOWNS, EXCEPT FOR NORMAL RESUMPTION OF WORK FOLLOWING SATURDAYS, SUNDAYS, OR HOLIDAYS.
- CONTRACTOR SHALL REMOVE AND DISPOSE OF TREES, STUMPS, BRUSH, ROOTS, EXCESS TOPSOIL, AND OTHER EXCESS MATERIAL OFF SITE. MATERIALS SHALL BE DISPOSED OF IN SUCH A MANNER AS TO MEET ALL APPLICABLE REGULATIONS. DISPOSAL LOCATION INFORMATION TO BE PROVIDED TO CITY PRIOR TO BEGINNING ANY WORK.
- CONSTRUCTION VEHICLES SHALL PARK AT A LOCATION APPROVED BY THE INSPECTOR OR AT A LOCATION(S) INDICATED ON AN APPROVED PLAN. HOURS OF CONSTRUCTION SHALL BE AS SPECIFIED IN THE PLANS - UNLESS OTHERWISE APPROVED BY THE INSPECTOR. CONSTRUCTION IS PROHIBITED ON SATURDAY AND SUNDAY UNLESS WRITTEN APPROVAL IS OBTAINED FROM THE PUBLIC WORKS DIRECTOR AND CITY MANAGER. CONSTRUCTION ACTIVITIES INCLUDE ALL FIELD MAINTENANCE OF EQUIPMENT, REFUELING, AND PICK UP AND DELIVERY OF EQUIPMENT AS WELL AS THE ACTUAL CONSTRUCTION ACTIVITY.
- AT THE END OF EACH WORK DAY, THE CONTRACTOR SHALL CLEAN UP THE PROJECT AREA AND LEAVE IT IN A NEAT AND SECURED MANNER. UPON COMPLETION, THE CONTRACTOR SHALL LEAVE THE PROJECT AREA FREE OF DEBRIS AND UNUSED MATERIAL.
- THE CONTRACTOR SHALL KEEP AN APPROVED SET OF PLANS ON THE PROJECT SITE AT ALL TIMES WITH ALL KNOWN CHANGES REDLINED ON THE WORKING PLAN SET FOR THE SOLE PURPOSE OF RECORDING AS BUILT INFORMATION OF IMPROVEMENTS AND LOCATION AND DEPTH OF ANY EXISTING UTILITIES ENCOUNTERED.
- ANY ALTERATIONS OR VARIATIONS FROM THESE PLANS EXCEPT MINOR FIELD ADJUSTMENTS NEEDED TO MEET EXISTING FIELD CONDITIONS, SHALL BE APPROVED BY THE ENGINEER AND APPLICABLE REGULATORY AGENCY REPRESENTATIVE. CONTRACTOR SHALL KEEP RECORD OF ALL CHANGES AND NOTE ON AS BUILT PLANS. CONTRACTOR SHALL SUBMIT ACCURATE AND COMPLETE "AS-BUILT" INFORMATION TO THE ENGINEER UPON COMPLETION OF CONSTRUCTION.
- THE CONTRACTOR SHALL PERFORM ALL WORK NECESSARY TO COMPLETE THIS PROJECT IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS INCLUDING SUCH INCIDENTALS AS MAY BE NECESSARY TO MEET THE INTENT OF THE PROJECT CONTRACT DOCUMENTS, APPLICABLE AGENCY REQUIREMENTS AND OTHER WORK AS NECESSARY TO PROVIDE A COMPLETE PROJECT.
- CONTRACTOR SHALL PROVIDE EFFECTIVE EROSION PROTECTION TO INCLUDE, BUT NOT BE LIMITED TO, GRADING, DITCHING, STRAW WATTLES, TRIANGULAR SILT DAMS, SILT FENCING, AND SEDIMENT BARRIERS TO MINIMIZE EROSION AND IMPACT TO ADJACENT PROPERTY. SEE EROSION AND SEDIMENT CONTROL ON PLANS.
- THE CONTRACTOR SHALL MAINTAIN AND COORDINATE ACCESS TO ALL AFFECTED PROPERTIES. THE CONTRACTOR SHALL NOTIFY AFFECTED RESIDENTS A MINIMUM OF 48 HOURS PRIOR TO ANY DRIVEWAY CLOSURES AND ASSIST PROPERTY OWNER WITH ALTERNATIVE PARKING AND ACCESS. PEDESTRIAN ACCESS TO ENTRANCES SHALL BE MAINTAINED AT ALL TIMES. THE CONTRACTOR WILL PROVIDE RAMPS OR OTHER APPROVED METHODS FOR MAINTAINING ACCESS TO ENTRANCES. RAMPS SHALL BE ADA COMPLIANT, APPROVED BY THE ENGINEER, AND INCIDENTAL TO THE CONTRACT. DRIVEWAY CLOSURES SHALL BE KEPT TO THE MINIMUM NECESSARY TO COMPLETE THE WORK.
- IT IS THE CONTRACTOR'S RESPONSIBILITY TO VISIT THE SITE AND VERIFY ALL EXISTING CONDITIONS BEFORE THE START OF WORK. THE CONTRACTOR SHALL TAKE ALL NECESSARY FIELD MEASUREMENTS AND OTHERWISE VERIFY ALL DIMENSIONS AND EXISTING CONSTRUCTION CONDITIONS INDICATED AND/OR SHOWN ON THE PLANS. SHOULD ANY ERROR OR INCONSISTENCY EXIST, THE CONTRACTOR SHALL NOT PROCEED WITH THE WORK AFFECTED UNTIL REPORTED TO THE PROJECT ENGINEER FOR CLARIFICATION OR CORRECTION.
- ANY INSPECTION BY THE CITY, COUNTY, STATE, FEDERAL AGENCY OR PROJECT ENGINEER SHALL NOT, IN ANY WAY, RELIEVE THE CONTRACTOR FROM ANY OBLIGATION TO PERFORM THE WORK IN COMPLIANCE WITH THE APPLICABLE CODES, REGULATIONS, CITY STANDARDS AND PROJECT CONTRACT DOCUMENTS.
- CONTRACTOR TO VERIFY CENTERLINE AND GUTTER SLOPES PRIOR TO CONSTRUCTION TO ENSURE COMPLIANCE WITH THE CONSTRUCTION DRAWINGS AND REPORT ANY DISCREPANCIES IMMEDIATELY TO THE ENGINEER.
- THE CONTRACTOR SHALL SUBMIT A TRAFFIC CONTROL PLAN CONFORMING TO THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR APPROVAL PRIOR TO THE START OF CONSTRUCTION AND ACCORDING TO PROJECT SPECIFICATIONS. TRAFFIC CONTROL PLAN SHALL MATCH APPROVED PHASING/SEQUENCING PLAN AND SHALL BE SUBJECT TO THE APPROVAL BY THE CITY, WASHINGTON COUNTY AND/OR ODOT AS APPLICABLE.
- THE CONTRACTOR SHALL PROVIDE TO THE CITY PROJECT MANAGER AND INSPECTOR A 24 HOUR CONTACT PERSON AND CELL PHONE NUMBER.
- NO TRENCHES OR PITS WILL BE ALLOWED TO REMAIN OPEN OVERNIGHT. ALL TRENCHES AND PITS SHALL BE COVERED WITH STEEL PLATES OR FILLED IN AT NIGHT.
- PROPERTY LINES SHOWN ON ALL PLAN SHEETS ARE FOR GENERAL DELINEATION ONLY AND ARE, BY NO MEANS, MEANT TO REPRESENT THE ACTUAL BOUNDARIES.

- CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR COMPLYING WITH ALL CONSTRUCTION SAFETY, HEALTH AND OTHER RULES AND REGULATIONS FROM OSHA, DEQ, STATE, AND LOCAL REGULATING AGENCIES FOR SAFETY AND INSTALLATION OF THE WORK INCLUDING BUT NOT LIMITED TO SHORING, BRACING, ERECTION/INSTALLATION, FALL PROTECTION, GUARDRAILS, ETC.
- IT IS THE CONTRACTOR'S RESPONSIBILITY TO REMOVE EXISTING AGGREGATE BASE AS NECESSARY TO CEMENT TREAT BASE AND ACHIEVE SURFACE BASE LEVEL FOR PLACEMENT OF NEW HMAC WHILE MEETING THE CURB AND DRIVEWAY EXPOSURE REQUIREMENTS IN THE PLANS.
- WHEN MATCHING EXISTING PAVEMENT, SAWCUT TO FIRM PAVEMENT. MINIMUM SAWCUT IS 1' FROM EXISTING EDGE OF PAVEMENT OR AS SHOWN ON PLANS. SAWCUT LOCATION TO BE APPROVED BY INSPECTOR.
- CONTRACTOR SHALL PROTECT AND MAINTAIN ALL EXISTING STRUCTURES AND UTILITIES NOT SHOWN TO BE REMOVED. CONTRACTOR SHALL REPLACE OR REPAIR ANY EXISTING STRUCTURES (SIDEWALKS, DRIVEWAYS, CURB, FENCE, STREET TREES, ETC.) DAMAGED DURING CONSTRUCTION, IN ACCORDANCE WITH CITY STANDARDS.

## EROSION CONTROL NOTES

- THE CONTRACTOR IS RESPONSIBLE FOR THE INSTALLATION AND MAINTENANCE OF ALL EROSION AND SEDIMENT CONTROL MEASURES IN ACCORDANCE WITH LOCAL, STATE, AND FEDERAL REGULATIONS.
- THE IMPLEMENTATION OF THESE ESC PLANS AND CONSTRUCTION MAINTENANCE, REPLACEMENT, AND UPGRADING OF THESE ESC FACILITIES IS THE RESPONSIBILITY OF THE CONTRACTOR UNTIL ALL CONSTRUCTION IS COMPLETED AND APPROVED BY THE LOCAL JURISDICTION, AND VEGETATION/LANDSCAPING IS ESTABLISHED.
- 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 AND SEDIMENT LADEN WATER DOES NOT ENTER THE DRAINAGE SYSTEM, ROADWAYS, OR VIOLATE APPLICABLE WATER STANDARDS.
- THE ESC FACILITIES SHOWN ON THIS PLAN ARE 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 AND 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.
- AT NO TIME SHALL SEDIMENT BE ALLOWED TO ACCUMULATE MORE THAN 1/3 THE BARRIER HEIGHT. ALL CATCH BASINS AND CONVEYANCE LINES SHALL BE CLEANED AFTER PAVING. THE CLEANING OPERATIONS SHALL NOT FLUSH SEDIMENT LADEN WATER INTO THE DOWNSIDE DRAINAGE SYSTEM.
- STORM DRAIN INLETS, BASINS, AND AREA DRAINS SHALL BE PROTECTED UNTIL PAVEMENT SURFACES ARE COMPLETED AND/OR VEGETATION IS RE-ESTABLISHED.
- IF THERE ARE EXPOSED SOILS OR SOILS NOT FULLY ESTABLISHED FROM OCTOBER 1ST THROUGH MAY 31ST, THE WET WEATHER EROSION PREVENTION MEASURES WILL BE IN EFFECT. SEE THE EROSION PREVENTION AND SEDIMENT CONTROL PLANNING AND DESIGN MANUAL (CHAPTER 4) OF CLEAN WATER SERVICES FOR REQUIREMENTS.
- THE CONTRACTOR SHALL REMOVE ESC MEASURES WHEN VEGETATION IS FULLY ESTABLISHED.
- ALL PUMPING OF SEDIMENT-LADEN WATER SHALL BE DISCHARGED OVER AN UNDISTURBED, PREFERABLY VEGETATED AREA, AND THROUGH A SEDIMENT CONTROL BMP (FILTER BAG, DIRT BAG, ETC.)
- SITE EROSION CONTROL PLAN AND BMP'S MEETING CWS STANDARDS TO BE IN PLACE AND APPROVED PRIOR TO CONSTRUCTION.
- TRACKING OF MATERIALS OUTSIDE OF THE WORK ZONE, ONTO ADJACENT STREETS, SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO REMOVE AND CLEAN TO THE SATISFACTION OF THE INSPECTOR. THIS INCLUDES BUT IS NOT LIMITED TO SOIL, AGGREGATE, ASPHALT DEBRIS, ETC.

## STREET NOTES

- IN AREAS WHERE CURB AND GUTTER EXISTS, NEW ASPHALT WILL MATCH FRONT EDGE OF CONCRETE GUTTER.
- TACK COAT SHALL BE APPLIED AGAINST CONCRETE GUTTER EDGE, CURB FACE, CONCRETE STRUCTURES, EXISTING ASPHALT EDGE, MANHOLE FRAMES, BLOW-OFF FRAMES, CLEANOUT FRAMES AND OTHER SURFACES OR STRUCTURES THAT WILL BE PAVED AGAINST WITH NEW ASPHALT (INCIDENTAL) PRIOR TO PAVING.
- PAVEMENT CROSS SLOPES SHALL BE AT LEAST 2.0%.
- ADJUST ALL EXISTING VALVES, BLOW-OFFS AND OTHER MISCELLANEOUS BOXES AS NECESSARY TO MATCH NEW ASPHALT SURFACE GRADE - TO BE PAID FOR UNDER THE BID ITEM OF "ADJUSTING BOXES".
- ADJUST ALL MANHOLE FRAME AND COVERS AS NECESSARY TO MATCH NEW ASPHALT SURFACE GRADE - TO BE PAID FOR UNDER THE BID ITEM OF "MINOR ADJUSTMENT OF MANHOLES".
- CONTRACTOR TO TEST ASPHALT SURFACE WITH 12-FOOT STRAIGHT EDGE IN TRAVEL LANES PARALLEL TO AND PERPENDICULAR TO THE CENTER LINE, AS DIRECTED BY THE INSPECTOR. THE ASPHALT SURFACE SHALL NOT VARY BY MORE THAN 1/4 INCH.
- EQUIPMENT PARKED ON SITE SHALL BE PARKED AWAY FROM AN INTERSECTION AT A LOCATION APPROVED BY THE INSPECTOR.
- WATER FOR CONSTRUCTION MAY BE OBTAINED FROM CITY FIRE HYDRANTS. INSTALL FIRE HYDRANT METER PRIOR TO DRAWING WATER. FIRE HYDRANT METER TO BE OBTAINED FROM CITY OF SHERWOOD WATER DEPARTMENT. COORDINATE WITH INSPECTOR. WATER FOR CONSTRUCTION IS INCIDENTAL.
- REPAIR ALL DISTURBED NEIGHBORING PROPERTY BACK TO ORIGINAL OR BETTER CONDITION.
- ANY SECTION OF ROAD SHALL NOT HAVE MORE THAN 1 INCH DROP FROM THE ADJACENT ASPHALT SHALL HAVE A TEMPORARY WEDGE INSTALLED FOR VEHICLE ACCESS (INCIDENTAL). APPROPRIATE TRAFFIC CONTROL SIGNAGE SHALL BE INSTALLED IN ACCORDANCE WITH ODOT SPECIFICATIONS AND MUTCD STANDARDS.
- ANY EXISTING SURFACE TO REMAIN (CONCRETE CURB AND GUTTER, CONCRETE SIDEWALK, ETC.) THAT IS DAMAGED BY THE CONTRACTOR SHALL BE REMOVED AND REPLACED AND THE CONTRACTOR'S EXPENSE.
- CONTRACTOR TO SHAPE EXISTING GRAVEL SHOULDERS TO MATCH NEW ASPHALT EDGE (INCIDENTAL).

## STORM SEWER NOTES

- STORM SEWER PIPE SHALL BE AS NOTED ON PLANS AND CONFORM TO THE REQUIREMENTS BELOW.
- STORM SEWER MATERIALS AND TESTING SHALL MEET CLEAN WATER SERVICES (CWS) DESIGN AND CONSTRUCTION SPECIFICATIONS AND THE CITY OF SHERWOOD'S ENGINEERING DESIGN MANUAL.
- ALL STORM SEWER LINES SHALL BE VIDEO INSPECTED BY THE CONTRACTOR. TESTING AND INSPECTION SHALL BE IN ACCORDANCE WITH ALL APPLICABLE CODES. THIS WILL BE WITNESSED BY THE CITY. MINIMUM 48 HOUR NOTICE IS REQUIRED. CITY WITNESSED VIDEO INSPECTION SHALL OCCUR AFTER COMPACTION TESTING OF THE TRENCH BACKFILL HAS BEEN PERFORMED AND APPROVED BY THE CITY INSPECTOR.
- ALL STORM SEWER LINES SHALL HAVE A MANDREL PASSED THROUGH TO CHECK DEFLECTION. THIS WILL BE WITNESSED BY THE CITY. MINIMUM 48 HOUR NOTICE IS REQUIRED.
- PIPE TESTING IS INCIDENTAL TO THE PIPE INSTALLATION BID ITEMS.
- LATERALS STUBBED FOR FUTURE USE SHALL HAVE CAP AT END PLUS A PRESSURE TREATED 2"x4" AT END UP TO 2 FEET BELOW FINISH GRADE. WRAP 12-GAGE STANDED COPPER WIRE AROUND 2"x4" TO TOP.
- COUPLINGS SHALL BE STRONG BACK FERRO OR APPROVED EQUIVALENT.

## LEGEND

=====	= EXISTING CURB AND GUTTER	EX	= EXISTING
⊗ <sub>WV</sub>	= EXISTING WATER VALVE	S/W	= SIDEWALK
—W—	= EXISTING WATER LINE	R/W	= RIGHT-OF-WAY
—ST—	= EXISTING STORM LINE	D/W	= DRIVEWAY
—SAN—	= EXISTING STORM LINE	R	= RADIUS
—G—	= EXISTING GAS LINE	⊕	= CENTER LINE
—T—	= EXISTING TELECOMMUNICATION LINE	TOC	= TOP OF CURB
----	= CENTER LINE	FG	= FINISH GRADE
⊕	= EXISTING MANHOLE	G	= GUTTER
□	= EXISTING CATCH BASIN	RT	= RIGHT
====	= PROPOSED CURB AND GUTTER	LT	= LEFT
⊕	= PROPOSED MANHOLE		
⊞	= PROPOSED CATCH BASIN		

## WORK HOURS/TRAFFIC CONTROL NOTES

- WORK HOURS ARE FROM 8:00AM TO 6:00PM MONDAY THROUGH FRIDAY.
- SW DIVISION STREET/SW WASHINGTON STREET INTERSECTION SHALL HAVE TWO LANES OPEN TO TRAFFIC AT ALL TIMES UNLESS FLAGGERS ARE PROVIDED FOR A SINGLE LANE CLOSURE. LANE CLOSURE MAY ONLY OCCUR BETWEEN THE HOURS OF 8:30AM TO 6:00PM.
- SW DIVISION STREET AND SW ORCUTT PLACE MAY BE "CLOSED - LOCAL TRAFFIC" ONLY AS NECESSARY TO COMPLETE THE WORK BETWEEN THE HOURS OF 8:30AM TO 6:00PM. ALL LANES SHALL BE AVAILABLE FOR VEHICULAR USE AT THE END OF EACH WORKDAY.
- TRENCHES WITHIN EXISTING ASPHALT PAVING SHALL HAVE EITHER ASPHALT COLD PATCH OR ASPHALT HOT PATCH (1" MIN. THICKNESS) AT THE END OF EACH WORK DAY PRIOR TO REOPENING THE STREET. COST IS INCIDENTAL.
- THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING EMERGENCY VEHICLE ACCESS TO ALL PROPERTIES AT ALL TIMES.
- THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING ACCESS FOR MAIL AND TRASH (FRIDAY) AT ALL TIMES. SCHOOL BUS SERVICES WILL BE ROUTED AROUND STREETS DURING CONSTRUCTION.
- TRAFFIC CONTROL SHALL INCLUDE ALL PAVEMENT MARKING REMOVAL, TEMPORARY PAVEMENT MARKING, BARRICADES, DELINEATORS, SIGNAGE, FLAGGERS, TEMPORARY PAVEMENT MARKINGS AND ALL INCIDENTALS NECESSARY TO COMPLETE THE WORK. TO BE PAID FOR UNDER THE BID ITEM "TEMPORARY WORK ZONE TRAFFIC CONTROL, COMPLETE".
- CITY WILL POST SIDEWALK CLOSED/DETOUR SIGNS AND BARRICADES AS NEEDED FOR PATHWAY AND SIDEWALK CLOSURE FOR DIVISION STREET WEST OF MAIN STREET. CONTACT CITY PROJECT MANAGER FOR COORDINATION. CONTRACTOR WILL NEED TO MOVE BARRICADES AT BEGINNING AND END OF EACH WORK DAY WHEN WORKING ON DIVISION STREET WEST OF MAIN STREET. SIDEWALK ON THE WEST SIDE OF MAIN STREET AND PATHWAY SHALL BE CLOSED DURING CONSTRUCTION OPERATIONS ON DIVISION STREET WEST OF MAIN. SIDEWALK AND PATHWAY SHALL BE REOPENED AT THE END OF EACH WORK DAY.

## GENERAL NOTES

### DIVISION STREET AND ORCUTT PLACE STORM SEWER AND PAVEMENT REHABILITATION

LOCATED IN SECTION 32B AND 32C, T2S, R1W, W.M. IN THE CITY OF SHERWOOD, WASHINGTON COUNTY, STATE OF OREGON

CITY OF SHERWOOD  
ENGINEERING DEPARTMENT  
22450 SW PINE STREET  
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DESIGNED BY:	CCC
DRAWN BY:	AMS
CHECKED BY:	RS
FULL SIZE SCALE:	AS NOTED
DATE:	JAN, 2017

Division St-Orcutt Place-Cover	Sheet.dwg
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JOB NO.

SHEET **2**  
OF 13

2-22-17

REVISIONS

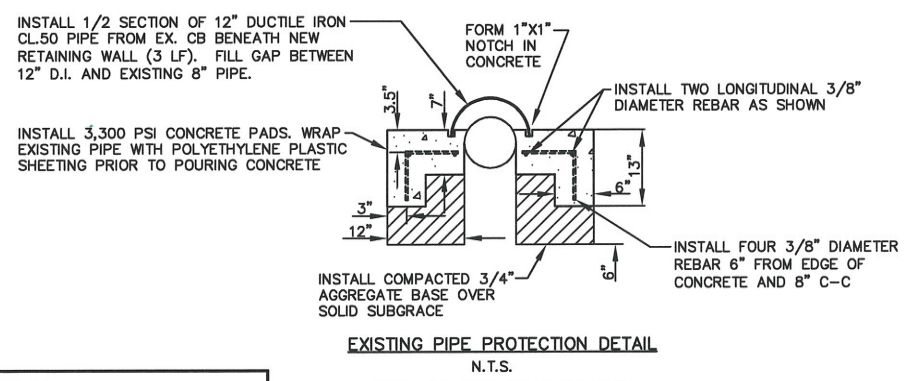
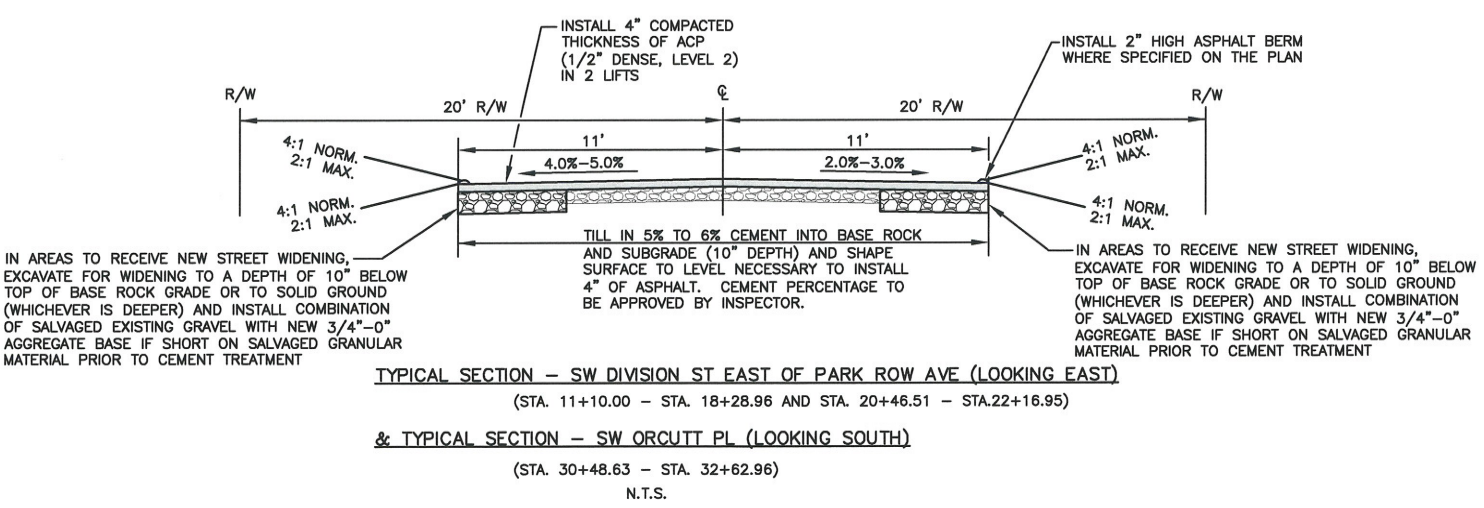
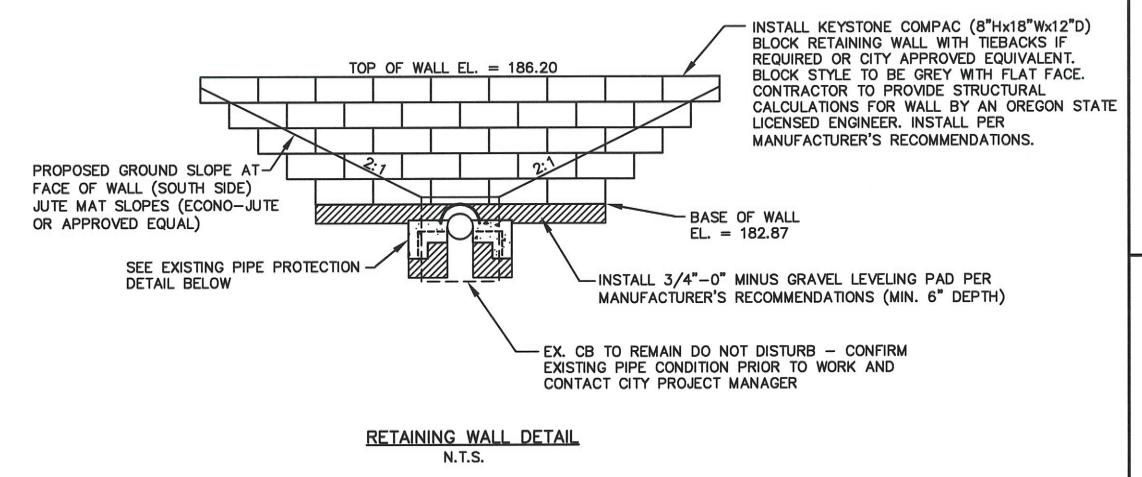
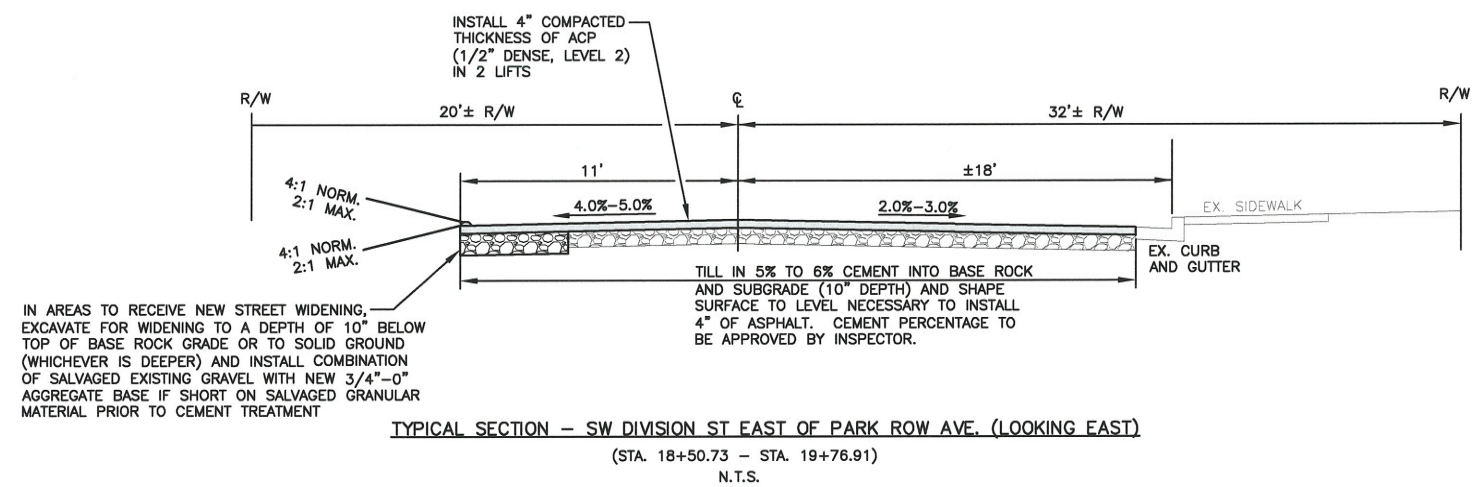
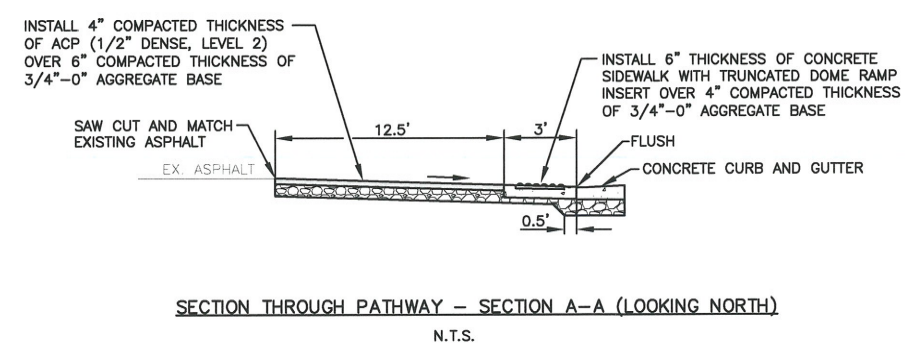
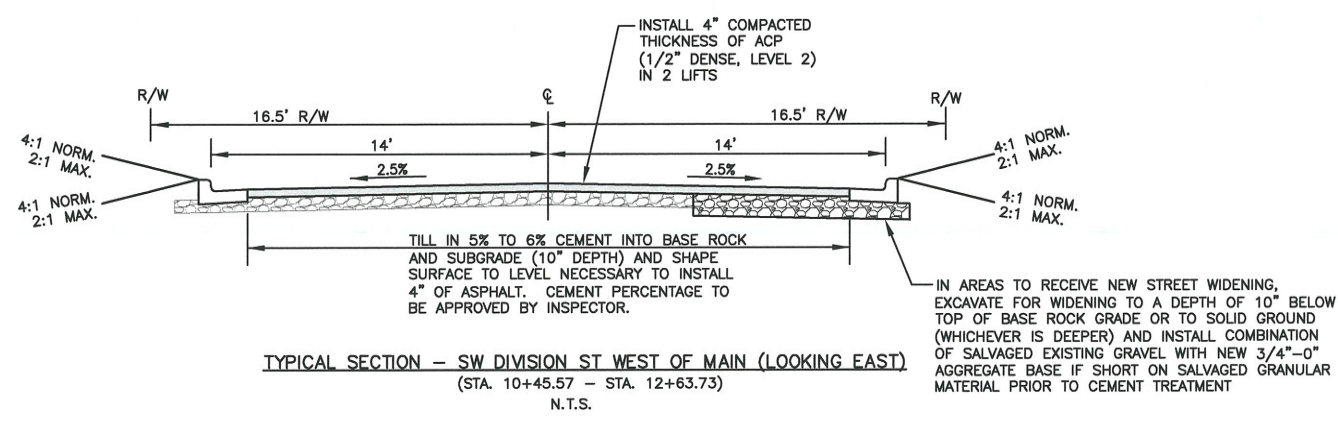




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JOB NO.	
SHEET NO.	3
OF	13

REVISIONS



**STREET SECTION NOTES**

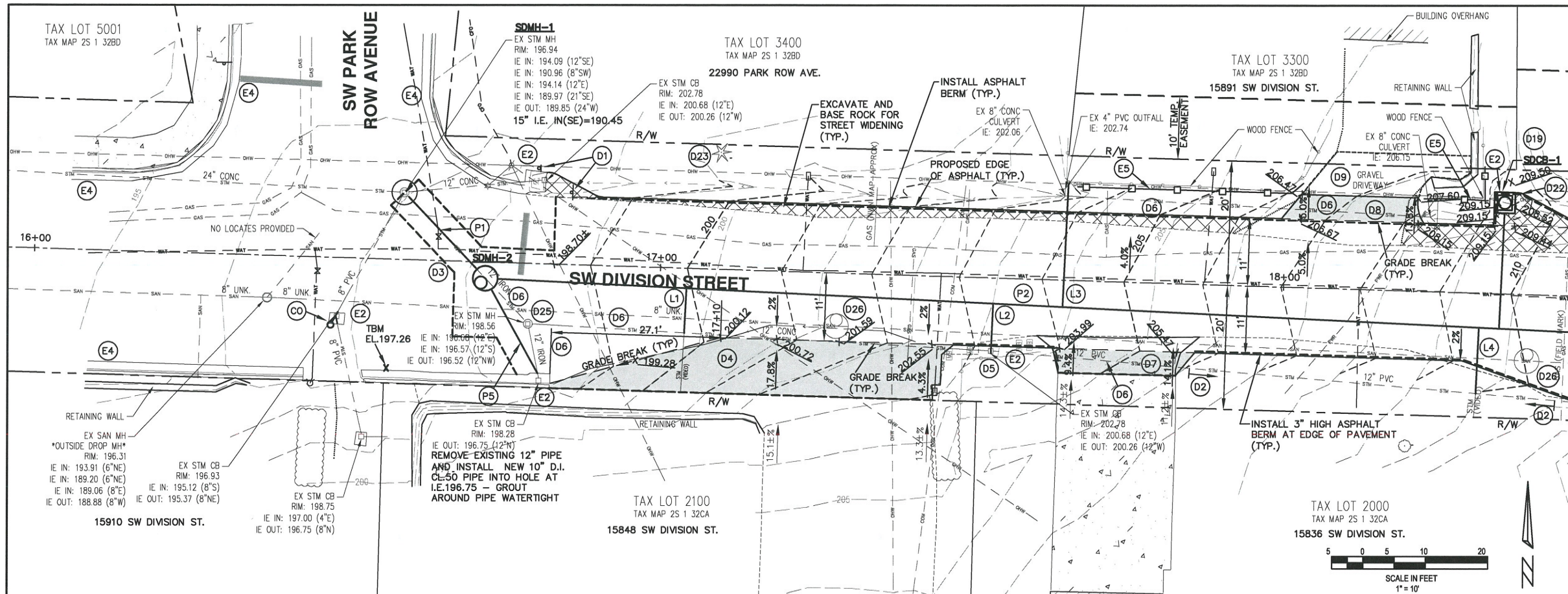
- COMPACT SUBGRADE TO 95% DENSITY OF AASHTO T-99 TEST METHOD.
- COMPACT ALL BASE ROCK TO 95% DENSITY OF AASHTO T-180 TEST METHOD.
- COMPACT ALL ASPHALT TO 92% RICE METHOD.
- FILL OUTSIDE OF CURBS TO BE COMPACTED TO 90% DENSITY OF AASHTO T-180 TEST METHOD.
- REMOVE EXISTING ASPHALT AND BASE ROCK AS NECESSARY FOR CEMENT TREATMENT AND NEW ASPHALT TO ACHIEVE FINAL GRADES SHOWN IN THE PLANS.
- IF THERE IS NOT ENOUGH EXISTING AGGREGATE TO ACHIEVE THE FINISH GRADE SHOW ON THE PLANS, THEN ADDITIONAL 3/4"-0" BASE AGGREGATE SHALL BE ADDED TO ACHIEVE NECESSARY GRADES FOR CEMENT TREATMENT.
- ADD BASE ROCK TO ADJACENT GRAVEL AREAS AS NECESSARY TO MATCH TOP OF ASPHALT BERM FOR DRAINAGE.

NOTE: ALL ENDS OF REBAR SHALL BE 1" FROM EDGE OF CONCRETE







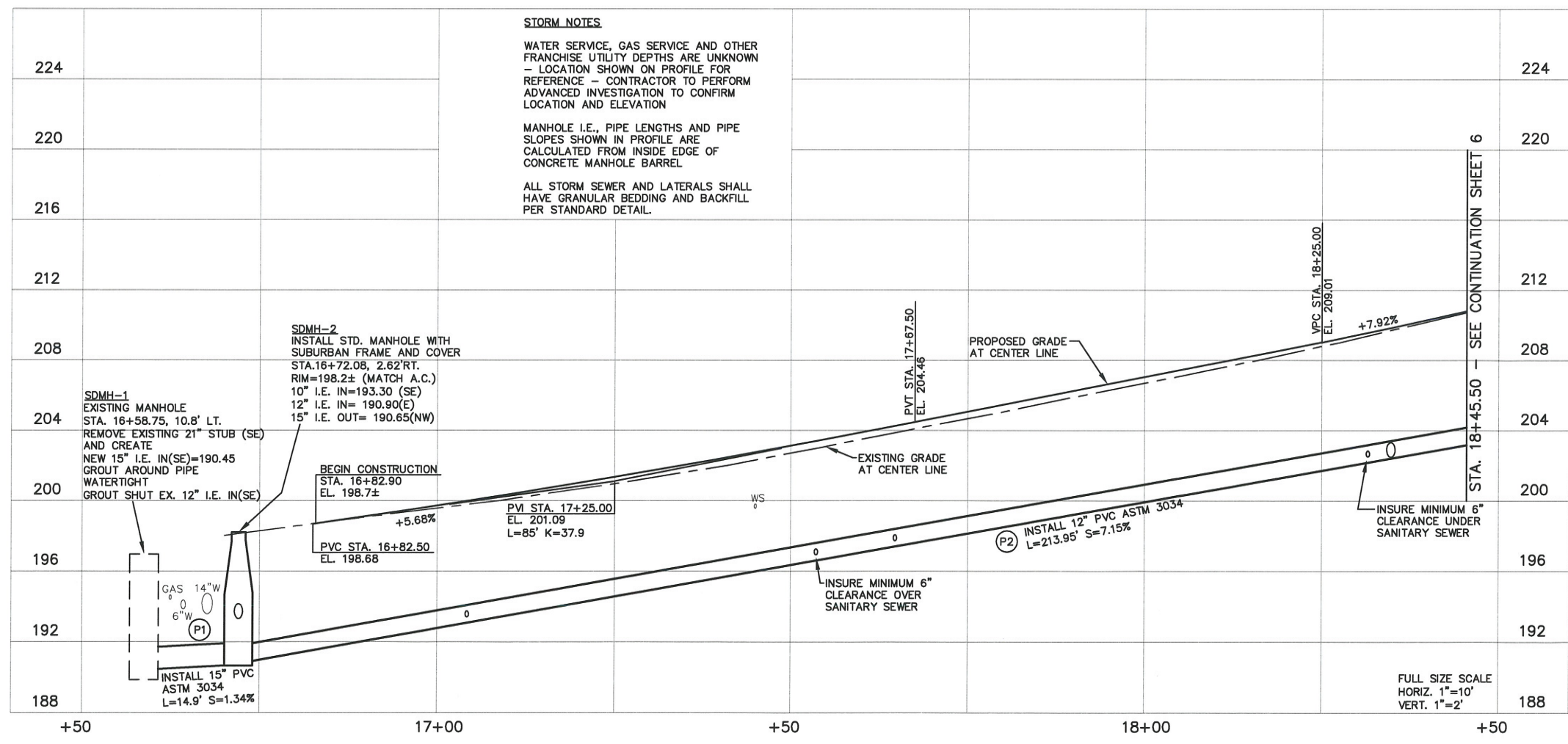
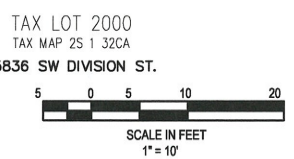


- GENERAL KEY NOTES**
- (D1) RELOCATE EXISTING "STOP" SIGN.
  - (D2) ABANDON EXISTING PIPE ONCE NEW STORM SEWER IS OPERATIONAL - CAP ENDS (INCIDENTAL).
  - (D3) SAW CUT EXISTING ASPHALT AND MATCH NEW ASPHALT TO EXISTING ASPHALT SURFACE.
  - (D4) SAW CUT EXISTING ASPHALT AT PROPERTY LINE, REMOVE EXISTING ASPHALT, REGRADE BASE AND INSTALL 3-INCH COMPACTED THICKNESS OF NEW ASPHALT TO MATCH EXISTING ASPHALT SURFACE.
  - (D5) REMOVE EXISTING CATCH BASIN.
  - (D6) REMOVE EXISTING PIPE ONCE NEW STORM SEWER IS OPERATIONAL. BACKFILL TRENCH WITH 3/4"-0" BASE ROCK.
  - (D7) REMOVE EXISTING CONCRETE TO JOINT, EXCAVATE 9 INCHES FOR EAST WING, INSTALL 6 INCHES OF BASE ROCK IN EAST WING AND INSTALL 3-INCH COMPACTED THICKNESS OF NEW ASPHALT TO MATCH EXISTING CONCRETE SURFACE.
  - (D8) REGRADE EXISTING GRAVEL, ADD BASE ROCK AS NECESSARY AND INSTALL 3-INCH COMPACTED THICKNESS OF NEW ASPHALT.
  - (D9) ADD NEW BASE ROCK TO BLEND FROM NEW ASPHALT SURFACE TO EXISTING GRAVEL DRIVEWAY IN 7 FEET.
  - (D19) ENSURE THAT EXISTING PIPE DRAINS TO CATCH BASIN (INCIDENTAL).
  - (D22) TAPER ASPHALT BERM FROM 3" HIGH TO 6" HIGH AT CATCH BASIN.
  - (D23) TRIM BRANCHES OVER NEW ROADWAY TO 14 FEET ABOVE SURFACE OF ASPHALT AND 3 FEET HORIZONTALLY FROM EDGE OF ASPHALT.
  - (D25) MANHOLE REMOVED PRIOR TO CONSTRUCTION (BY OTHERS).
  - (D26) MANHOLE TO BE INSTALLED PRIOR TO CONSTRUCTION BY OTHERS. ADJUST MANHOLE FRAME TO MATCH NEW ASPHALT SURFACE.
- EXCAVATE FOR WIDENING TO A DEPTH OF 10" BELOW TOP OF BASE ROCK GRADE OR TO SOLID GROUND (WHICHEVER IS DEEPER) AND INSTALL COMBINATION OF SALVAGED EXISTING GRAVEL WITH NEW 3/4"-0" AGGREGATE BASE IF SHORT ON SALVAGED GRANULAR MATERIAL PRIOR TO CEMENT TREATMENT

**SW DIVISION STREET**  
**(PARK ROW TO WASHINGTON)**  
**STREET/STORM PLAN AND PROFILE**

**DIVISION STREET AND ORCUTT PLACE**  
**STORM SEWER AND PAVEMENT REHABILITATION**

LOCATED IN SECTIONS 30B & 32C, T2S, R1W, W.M.  
 IN THE CITY OF SHERWOOD,  
 WASHINGTON COUNTY, STATE OF OREGON



- STORM KEY NOTES**
- SDCB-1  
 STA.18+35.03, 14.68'L.T. (CENTER OF CB)  
 INSTALL CG-30 INLET CATCH BASIN  
 RIM=209.15  
 10" I.E. OUT(S)=204.60  
 INSTALL 12"x10" TEE AT 162.67' FROM CENTER OF SDMH-2 +19.0' OF 10" PVC ASTM 3034 AT ±11% SLOPE
- (L1) INSTALL 12"x4" TEE AT 32.18' FROM CENTER OF SDMH-2 +10' OF 4" PVC ASTM 3034 AT 10.0% 4"-45° BENDS, 4" PVC C-900 PIPING AND STRONGBACK FERNCO (OR APPROVED EQUIVALENT) LIKELY NEEDED TO CONNECT TO EXISTING SHALLOW STORM LATERAL.
  - (L2) INSTALL 12"x4" TEE AT 81.53' FROM CENTER OF SDMH-2 +8.5' OF 4" PVC ASTM 3034 AT 10.0% 4"-45° BENDS, 4" PVC C-900 PIPING AND STRONGBACK FERNCO (OR APPROVED EQUIVALENT) LIKELY NEEDED TO CONNECT TO EXISTING SHALLOW STORM LATERAL.
  - (L3) INSTALL 12"x4" TEE AT 92.67' FROM CENTER OF SDMH-2 +20.0' OF 4" PVC ASTM 3034 AT 10.0% 4"-45° BENDS, 4" PVC C-900 PIPING AND STRONGBACK FERNCO (OR APPROVED EQUIVALENT) LIKELY NEEDED TO CONNECT TO EXISTING SHALLOW STORM LATERAL.
  - (L4) INSTALL 12"x4" TEE AT 159.42' FROM CENTER OF SDMH-2 +11.0' OF 4" PVC ASTM 3034 EXACT SLOPE IS DEPENDANT ON AVOIDING SANITARY SEWER MAIN. CONTRACTOR TO EXPOSE ENTIRE LATERAL TRENCH AND CONTACT ENGINEER PRIOR TO LAYING LATERAL FOR APPROVAL (2% MIN.). 4"-45° BENDS, 4" PVC C-900 PIPING AND STRONGBACK FERNCO (OR APPROVED EQUIVALENT) LIKELY NEEDED TO CONNECT TO EXISTING SHALLOW STORM LATERAL. CAP 12" MAIN AT ENDS (INCIDENTAL).
  - (P5) INSTALL 15' OF 15" D.I., CL.50 PIPE AT ±23%.
  - (CO) REMOVE EXISTING CATCH BASIN AND INSTALL NEW WYE CONNECTING TO EXISTING PIPE AND INSTALL 8" CLEANOUT. PATCH PER TRENCH RESTORATION DETAILS.
- EROSION CONTROL KEY NOTES**
- (E2) INSTALL INLET PROTECTION
  - (E4) INSTALL BIO-BAG CHECK DAM IN GUTTER
  - (E6) INSTALL SEDIMENT FENCE OR WATTLE

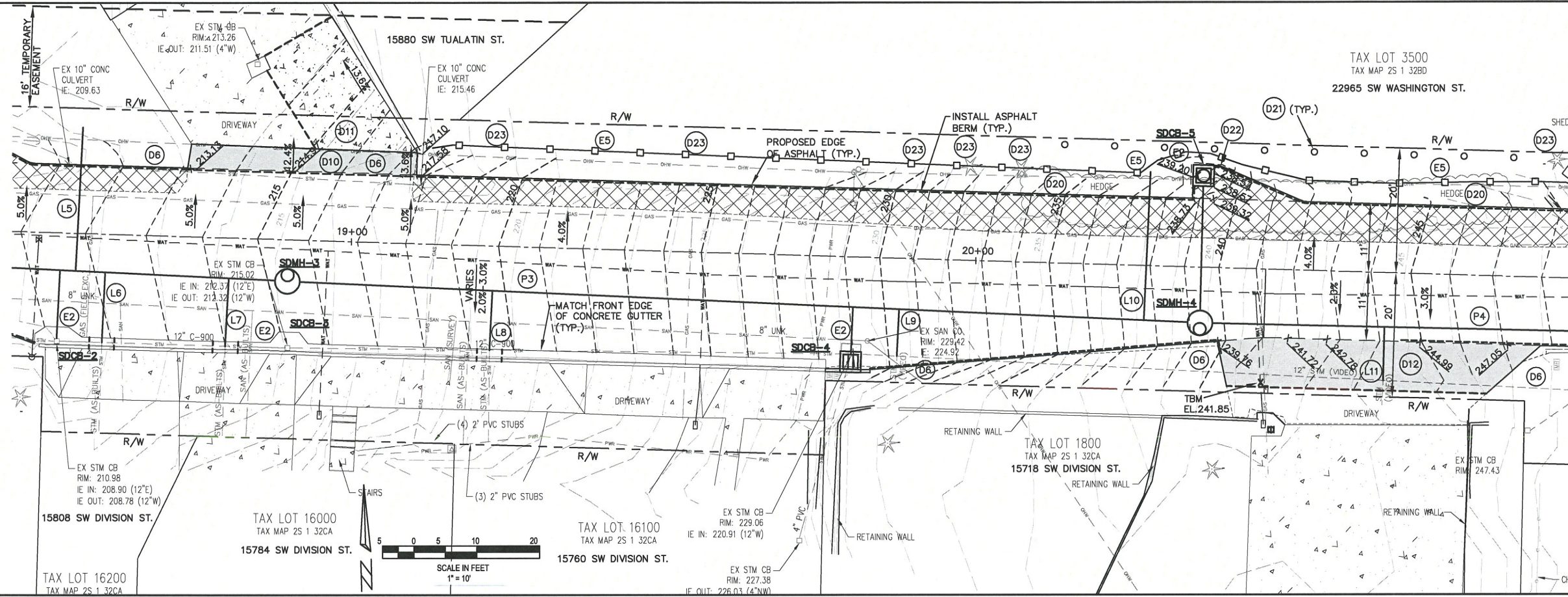
**CITY OF SHERWOOD**  
 ENGINEERING DEPARTMENT  
 22550 SW PINE STREET  
 SHERWOOD, OREGON 97140  
 PHONE: (503) 925-2309  
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 E-MAIL: engineering@sherwoodoregon.gov



DESIGNED BY:	CCC
DRAWN BY:	CCC
CHECKED BY:	RS
FULL SIZE SCALE:	1"=10'
DATE:	MARCH, 2017
HIGHLAND DRIVE_SHEETS.DWG	

JOB NO.	
SHEET NO.	5
OF	13



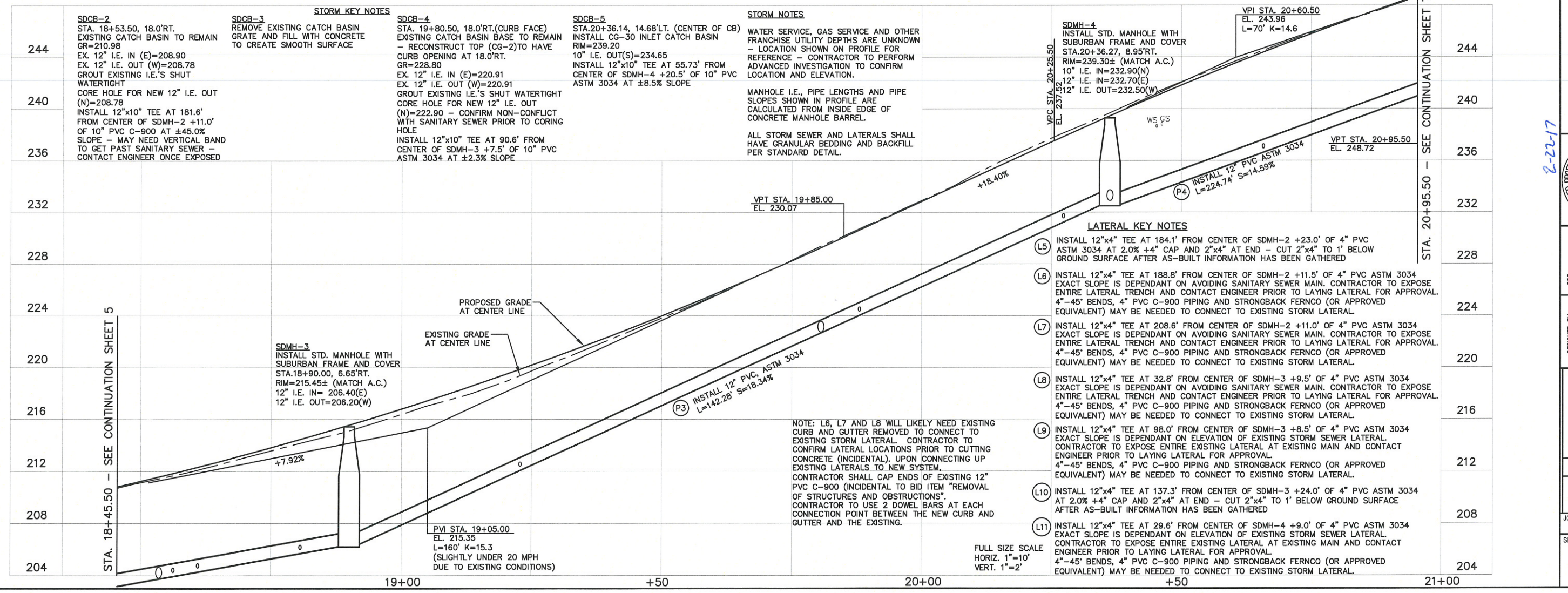


- GENERAL KEY NOTES**
- (D6) REMOVE EXISTING PIPE ONCE NEW STORM SEWER IS OPERATIONAL. BACKFILL TRENCH WITH 3/4"-0" BASE ROCK.
  - (D10) REMOVE EXISTING ASPHALT TO EXISTING CONCRETE DRIVEWAY, REGRADE BASE AS NECESSARY AND INSTALL 3" COMPACTED THICKNESS OF ASPHALT TO MATCH EXISTING AND NEW CONCRETE DRIVEWAY SURFACE.
  - (D11) REMOVE EXISTING CONCRETE DRIVEWAY SECTION, REGRADE BASE AND INSTALL NEW 6" THICK CONCRETE DRIVEWAY (3,000PSI AT 28 DAYS). CONFIRM WITH CITY PROJECT MANAGER THAT EASEMENT HAS BEEN OBTAINED. IF NO EASEMENT EXISTS, THEN DESIGN WILL CHANGE TO MATCH WITHIN RIGHT-OF-WAY.
  - (D12) SAW CUT EXISTING ASPHALT 1' FROM PROPERTY LINE, REMOVE EXISTING ASPHALT, REGRADE BASE AND INSTALL 3-INCH COMPACTED THICKNESS OF NEW ASPHALT TO MATCH EXISTING ASPHALT SURFACE.
  - (D20) EXISTING HEDGE TO BE REMOVED.
  - (D21) INSTALL ENGLISH LAUREL (MIN. 3' HIGH) AT 8' C-C SPACING. 4' HIGH BLACK PVC COATED CHAIN LINK FENCE MAY BE INSTALLED AT 0.25' OUTSIDE RIGHT-OF-WAY AS SUBSTITUTE FOR LAUREL AT ENGINEER'S APPROVAL.
  - (D22) TAPER ASPHALT BERM FROM 3" HIGH TO 6" HIGH AT CATCH BASIN.
  - (D23) TRIM BRANCHES OVER NEW ROADWAY TO 14 FEET ABOVE SURFACE OF ASPHALT AND 3 FEET HORIZONTALLY FROM EDGE OF ASPHALT.
- EROSION CONTROL KEY NOTES**
- (E2) INSTALL INLET PROTECTION
  - (E5) INSTALL SEDIMENT FENCE OR WATTLE
- EXCAVATE FOR WIDENING TO A DEPTH OF 10" BELOW TOP OF BASE ROCK GRADE OR TO SOLID GROUND (WHICHEVER IS DEEPER) AND INSTALL COMBINATION OF SALVAGED EXISTING GRAVEL WITH NEW 3/4"-0" AGGREGATE BASE IF SHORT ON SALVAGED GRANULAR MATERIAL PRIOR TO CEMENT TREATMENT

SW DIVISION STREET  
 (PARK ROW TO WASHINGTON)  
 STREET/STORM PLAN AND PROFILE

DIVISION STREET AND ORCUTT PLACE  
 STORM SEWER AND PAVEMENT REHABILITATION

LOCATED IN SECTIONS 32B & 32C, T2S, R1W, W.M.  
 IN THE CITY OF SHERWOOD,  
 WASHINGTON COUNTY, STATE OF OREGON



**CITY OF SHERWOOD**  
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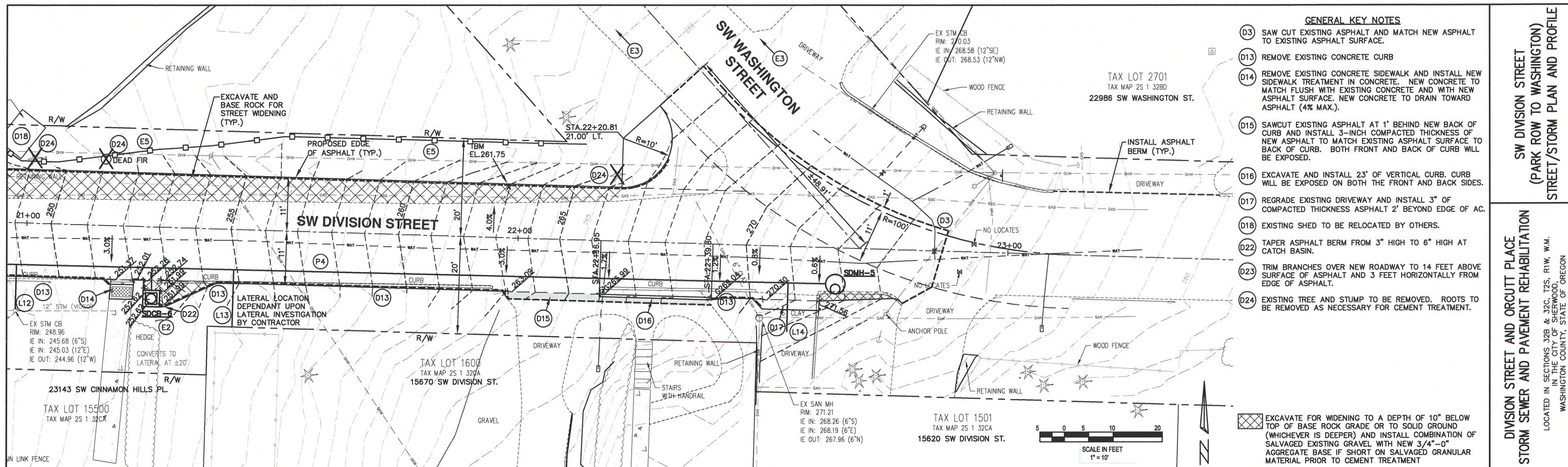
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 DATE: MARCH, 2017  
 HIGHLAND DRIVE SHEETS.DWG

EXPIRES: 12-31-17

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 SHEET NO. 6  
 OF 13

REVISIONS



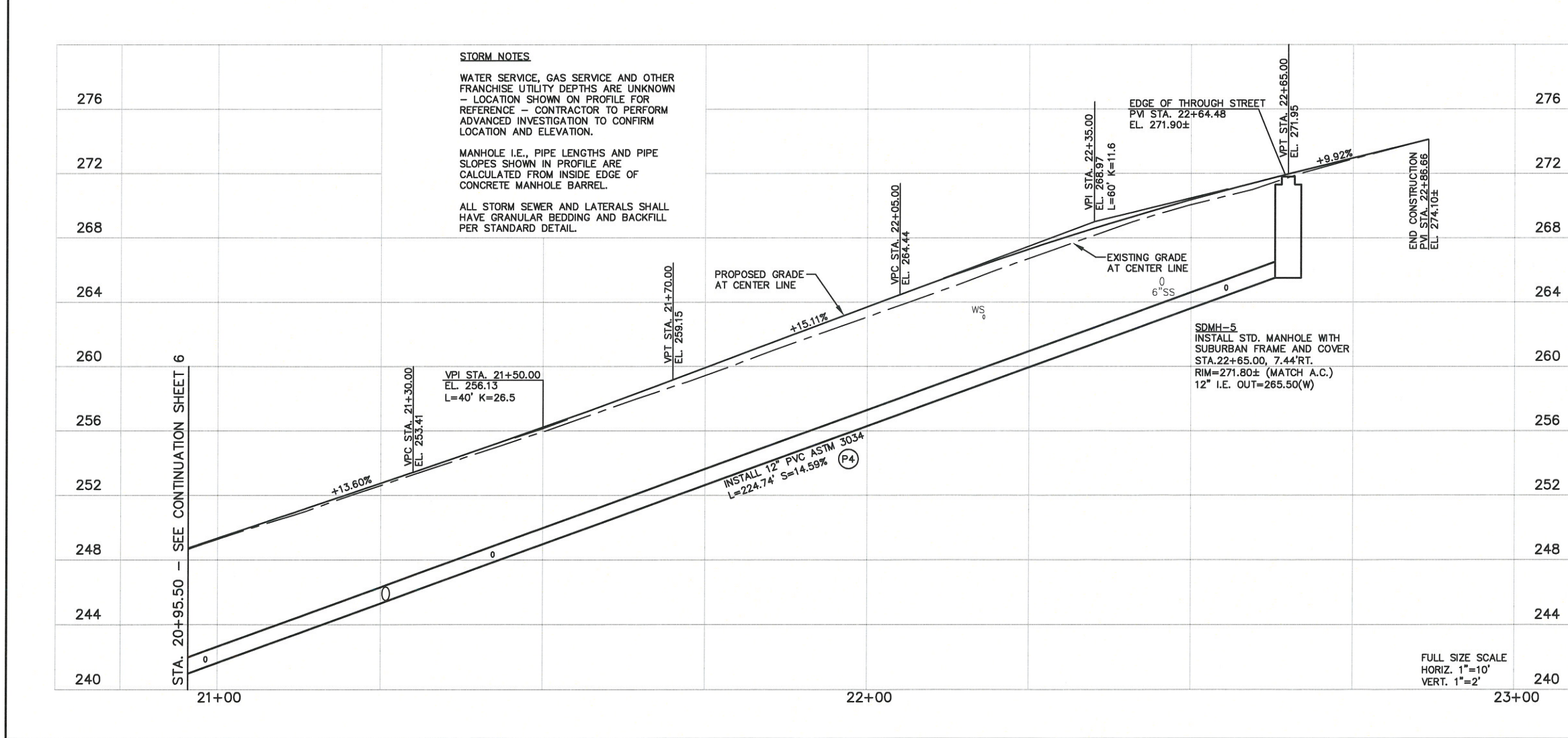


- ### GENERAL KEY NOTES
- (D3) SAW CUT EXISTING ASPHALT AND MATCH NEW ASPHALT TO EXISTING ASPHALT SURFACE.
  - (D13) REMOVE EXISTING CONCRETE CURB
  - (D14) REMOVE EXISTING CONCRETE SIDEWALK AND INSTALL NEW SIDEWALK TREATMENT IN CONCRETE. NEW CONCRETE TO MATCH FLUSH WITH EXISTING CONCRETE AND WITH NEW ASPHALT SURFACE. NEW CONCRETE TO DRAIN TOWARD ASPHALT (4% MAX.).
  - (D15) SAWCUT EXISTING ASPHALT AT 1' BEHIND NEW BACK OF CURB AND INSTALL 3-INCH COMPACTED THICKNESS OF NEW ASPHALT TO MATCH EXISTING ASPHALT SURFACE TO BACK OF CURB. BOTH FRONT AND BACK OF CURB WILL BE EXPOSED.
  - (D16) EXCAVATE AND INSTALL 23' OF VERTICAL CURB. CURB WILL BE EXPOSED ON BOTH THE FRONT AND BACK SIDES.
  - (D17) REGRADE EXISTING DRIVEWAY AND INSTALL 3" OF COMPACTED THICKNESS ASPHALT 2' BEYOND EDGE OF AC.
  - (D18) EXISTING SHED TO BE RELOCATED BY OTHERS.
  - (D22) TAPER ASPHALT BERM FROM 3" HIGH TO 6" HIGH AT CATCH BASIN.
  - (D23) TRIM BRANCHES OVER NEW ROADWAY TO 14 FEET ABOVE SURFACE OF ASPHALT AND 3 FEET HORIZONTALLY FROM EDGE OF ASPHALT.
  - (D24) EXISTING TREE AND STUMP TO BE REMOVED. ROOTS TO BE REMOVED AS NECESSARY FOR CEMENT TREATMENT.
- EXCAVATE FOR WIDENING TO A DEPTH OF 10" BELOW TOP OF BASE ROCK GRADE OR TO SOLID GROUND (WHICHEVER IS DEEPER) AND INSTALL COMBINATION OF SALVAGED EXISTING GRAVEL WITH NEW 3/4"-0" AGGREGATE BASE IF SHORT ON SALVAGED GRANULAR MATERIAL PRIOR TO CEMENT TREATMENT

**SW DIVISION STREET (PARK ROW TO WASHINGTON) STREET/STORM PLAN AND PROFILE**

**DIVISION STREET AND ORCUTT PLACE STORM SEWER AND PAVEMENT REHABILITATION**

LOCATED IN SECTIONS 32B & 32C, T2S, R1W, W.M. IN THE CITY OF SHERWOOD, WASHINGTON COUNTY, STATE OF OREGON



- ### STORM KEY NOTES
- (L12) INSTALL 12"x6" TEE AT 61.9' FROM CENTER OF SDMH-4 +9.5' OF 6" PVC ASTM 3034 AT ±34% SLOPE TO EXISTING CATCH BASIN CORE HOLE IN EXISTING CATCH BASIN FOR NEW 6" I.E. OUT (N)=244.96 GROUT SHUT 12" IEs FROM WEST AND EAST
  - (L13) INSTALL 12"x4" TEE AT 106.1' FROM CENTER OF SDMH-4 ±11.5' OF 4" PVC ASTM 3034 EXACT SLOPE IS DEPENDANT ON ELEVATION OF EXISTING LATERAL. CONTRACTOR TO INVESTIGATE AND EXPOSE EXISTING LATERAL AND CONTACT ENGINEER PRIOR TO LAYING LATERAL FOR APPROVAL. 4"-45' BENDS, 4" PVC C-900 PIPING AND STRONGBACK FERRO (OR APPROVED EQUIVALENT) MAY BE NEEDED TO CONNECT TO EXISTING STORM LATERAL.
  - (L14) INSTALL 12"x4" TEE AT 219.1' FROM CENTER OF SDMH-4 +10.0' OF 4" PVC ASTM 3034 AT 20.0% +4" CAP AND 2"x4" AT END - CUT 2"x4" TO 1' BELOW GROUND SURFACE AFTER AS-BUILT INFORMATION HAS BEEN GATHERED. LATERAL TO CROSS BENEATH EXISTING CLAY SANITARY SEWER MAIN - DO NOT DAMAGE
- ### EROSION CONTROL KEY NOTES
- (E2) INSTALL INLET PROTECTION
  - (E3) INSTALL INLET PROTECTION IN NEAREST DOWNHILL CATCH BASIN
  - (E5) INSTALL SEDIMENT FENCE OR WATTLE

**CITY OF SHERWOOD**  
ENGINEERING DEPARTMENT  
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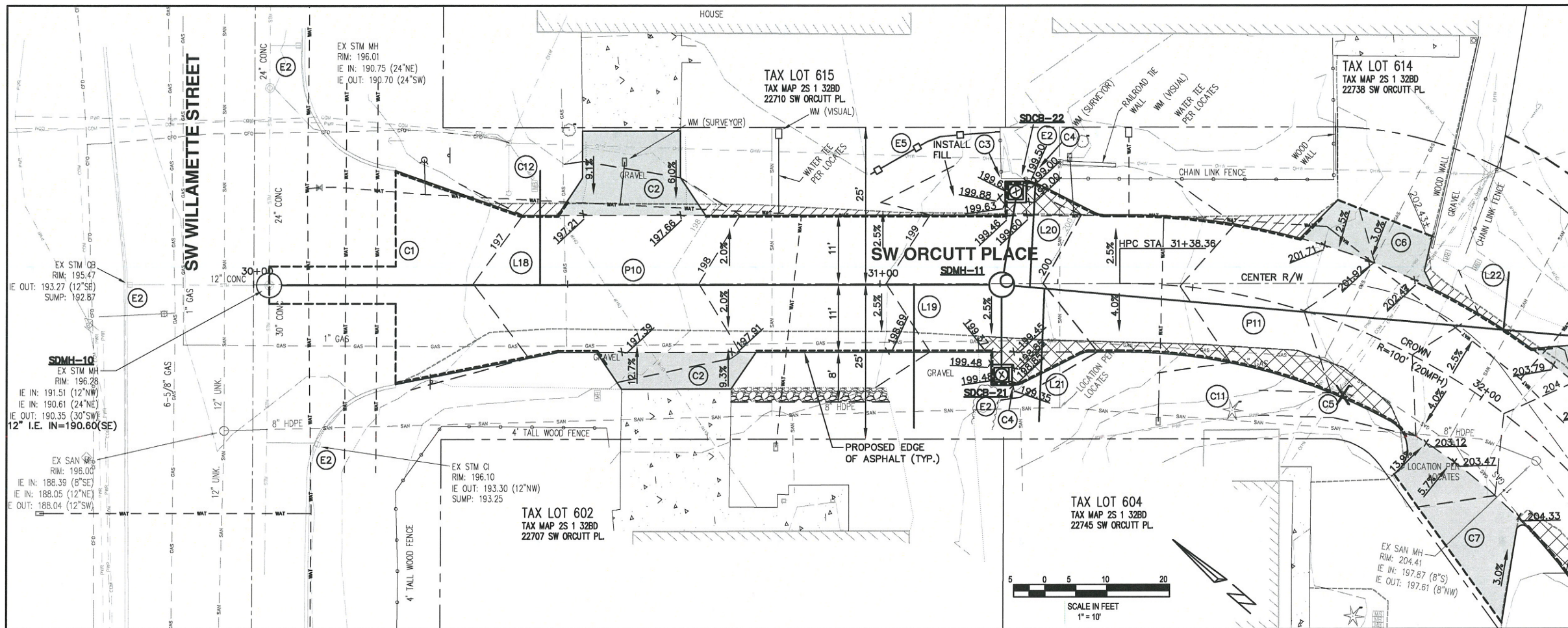
PROFESSIONAL ENGINEER  
LARRY HANSEN  
NO. 15182  
EXPIRES 12-31-17

DESIGNED BY:	CCC
DRAWN BY:	CCC
CHECKED BY:	RS
FULL SIZE SCALE:	1"=10'
DATE:	MARCH, 2017
HIGHLAND SHEETS	

REVISIONS

JOB NO.	
SHEET NO.	7
	13



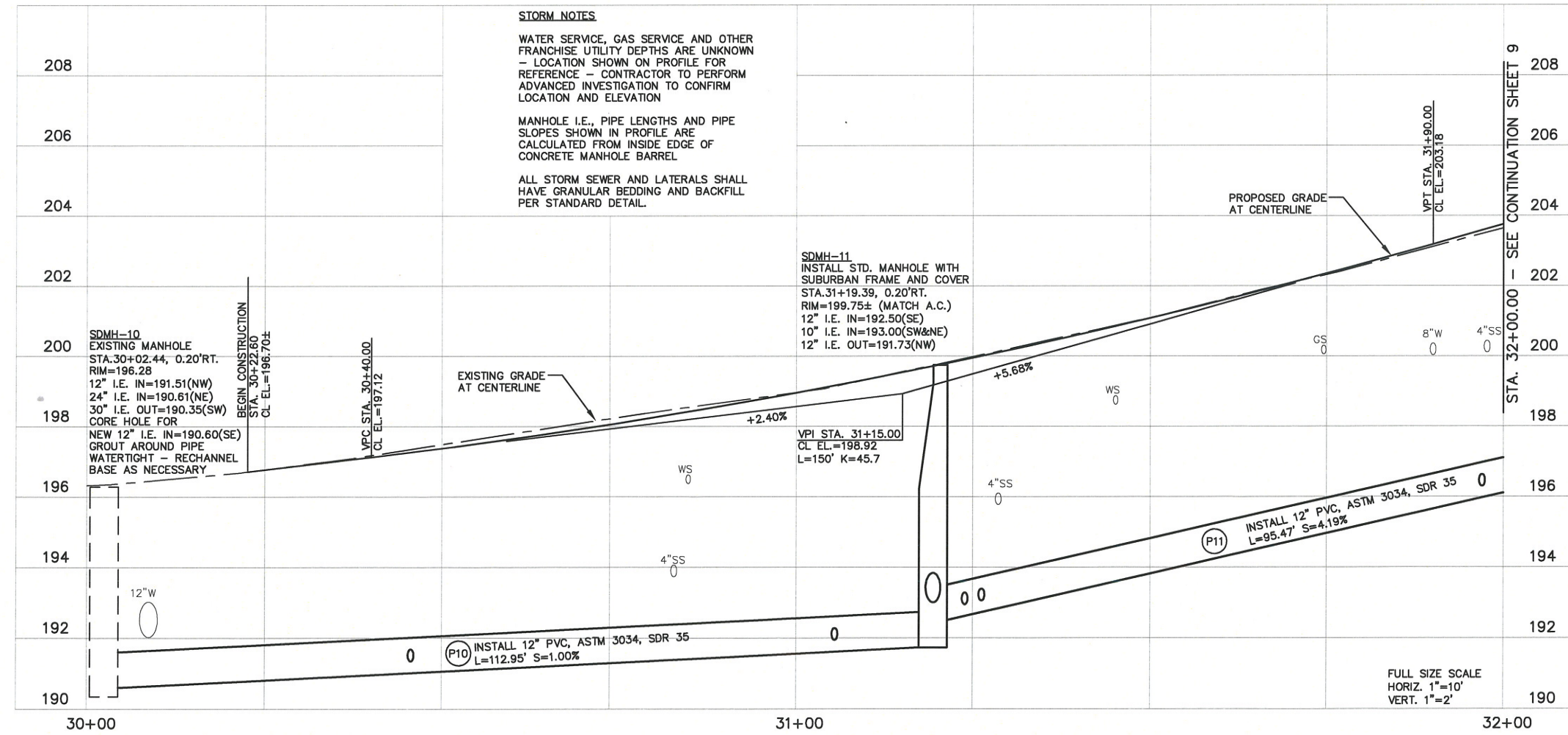


- GENERAL KEY NOTES**
- (C1) SAW CUT EXISTING ASPHALT AND MATCH NEW ASPHALT TO EXISTING ASPHALT SURFACE.
  - (C2) REGRADE EXISTING GRAVEL AND INSTALL 3-INCH COMPACTED THICKNESS OF NEW ASPHALT. NEW ASPHALT TO MATCH EXISTING CONCRETE SURFACE.
  - (C3) WORK AROUND FENCE, IF POSSIBLE, WITHOUT DAMAGING. REMOVE AND REPLACE EXISTING FENCE IF NECESSARY. FENCE MAY NEED TO BE TEMPORARILY RELOCATED DEPENDING ON NEEDS OF OWNER (DOGS, KIDS, ETC.).
  - (C4) TAPER ASPHALT BERM FROM 3" HIGH TO 6" HIGH AT CATCH BASIN.
  - (C5) REMOVE EXISTING TREE AND STUMP. REMOVE ROOTS AS NECESSARY FOR CEMENT TREATMENT.
  - (C6) SAW CUT EXISTING ASPHALT AT ±7.5' FROM EDGE OF NEW ASPHALT, REMOVE EXISTING ASPHALT, REGRADE BASE AND INSTALL 3-INCH COMPACTED THICKNESS OF NEW ASPHALT TO MATCH EXISTING ASPHALT SURFACE.
  - (C7) SAW CUT EXISTING ASPHALT 1' FROM PROPERTY LINE. REMOVE EXISTING ASPHALT, REGRADE BASE AND INSTALL 3-INCH COMPACTED THICKNESS OF NEW ASPHALT TO MATCH EXISTING ASPHALT SURFACE.
  - (C11) EXISTING TREE TO REMAIN. DO NOT DAMAGE.
  - (C12) REMOVE EXISTING MAILBOX AND REINSTALL WITH TEMPORARY SUPPORT. ONCE LATERAL WORK IS COMPLETE REINSTALL EXISTING MAILBOX PERMANENTLY (INCIDENTAL).
- EXCAVATE FOR WIDENING TO A DEPTH OF 10" BELOW TOP OF BASE ROCK GRADE OR TO SOLID GROUND (WHICHEVER IS DEEPER) AND INSTALL COMBINATION OF SALVAGED EXISTING GRAVEL WITH NEW 3/4"-0" AGGREGATE BASE IF SHORT ON SALVAGED GRANULAR MATERIAL PRIOR TO CEMENT TREATMENT
  - AREAS OF ASPHALT REMOVAL NOT RECEIVING NEW ASPHALT - INSTALL TOPSOIL TO SURFACE AND SEED/LANDSCAPE TO MATCH EXISTING ADJACENT YARD.
  - EXCAVATE 10" TO SOLID SUBGRADE AND INSTALL 10" COMPACTED THICKNESS OF 3/4"-0" AGGREGATE BASE. MATCH EXISTING GRAVEL SURFACE. GRADE TO DRAIN TOWARD STREET.

**SW ORCUTT STREET**  
**(SOUTH OF WILLAMETTE)**  
**STREET/STORM PLAN AND PROFILE**

**DIVISION STREET AND ORCUTT PLACE**  
**STORM SEWER AND PAVEMENT REHABILITATION**

LOCATED IN SECTIONS 32B & 32C, T2S, 12S, R1W, W.M.  
 IN THE CITY OF SHERWOOD,  
 WASHINGTON COUNTY, STATE OF OREGON



- STORM KEY NOTES**
- (L18) INSTALL 12"x4" TEE AT 43.2' FROM CENTER OF SDMH-10 +18.5' OF 4" PVC ASTM 3034 AT 5.0% +4" CAP AND 2"x4" AT END - CUT 2"x4" TO 1' BELOW GROUND SURFACE AFTER AS-BUILT INFORMATION HAS BEEN GATHERED.
  - (L19) INSTALL 12"x4" TEE AT 103.0' FROM CENTER OF SDMH-10 +21.0' OF 4" PVC ASTM 3034 AT 5.0% +4" CAP AND 2"x4" AT END - CUT 2"x4" TO 1' BELOW GROUND SURFACE AFTER AS-BUILT INFORMATION HAS BEEN GATHERED. POT HOLE SANITARY SEWER TO CONFIRM NON-CONFLICT.
  - (L20) INSTALL 12"x4" TEE AT 4.5' FROM CENTER OF SDMH-11 +17.0' OF 4" PVC ASTM 3034 AT 5.0% +4" CAP AND 2"x4" AT END (5.5' FROM FENCE CORNER) - CUT 2"x4" TO 1' BELOW GROUND SURFACE AFTER AS-BUILT INFORMATION HAS BEEN GATHERED.
  - (L21) INSTALL 12"x6" TEE FROM CENTER OF SDMH-11 +21.5' OF 4" PVC ASTM 3034 AT 5.0% +6" CAP AND 2"x4" AT END - CUT 2"x4" TO 1' BELOW GROUND SURFACE AFTER AS-BUILT INFORMATION HAS BEEN GATHERED. POT HOLE SANITARY SEWER TO CONFIRM NON-CONFLICT.
  - (L22) INSTALL 12"x4" TEE AT 80.60' FROM CENTER OF SDMH-11 +9.5' OF 4" PVC ASTM 3034 AT 15% +4" CAP AND 2"x4" AT END.
- EROSION CONTROL KEY NOTES**
- (E2) INSTALL INLET PROTECTION
  - (E5) INSTALL SEDIMENT FENCE

**CITY OF SHERWOOD**  
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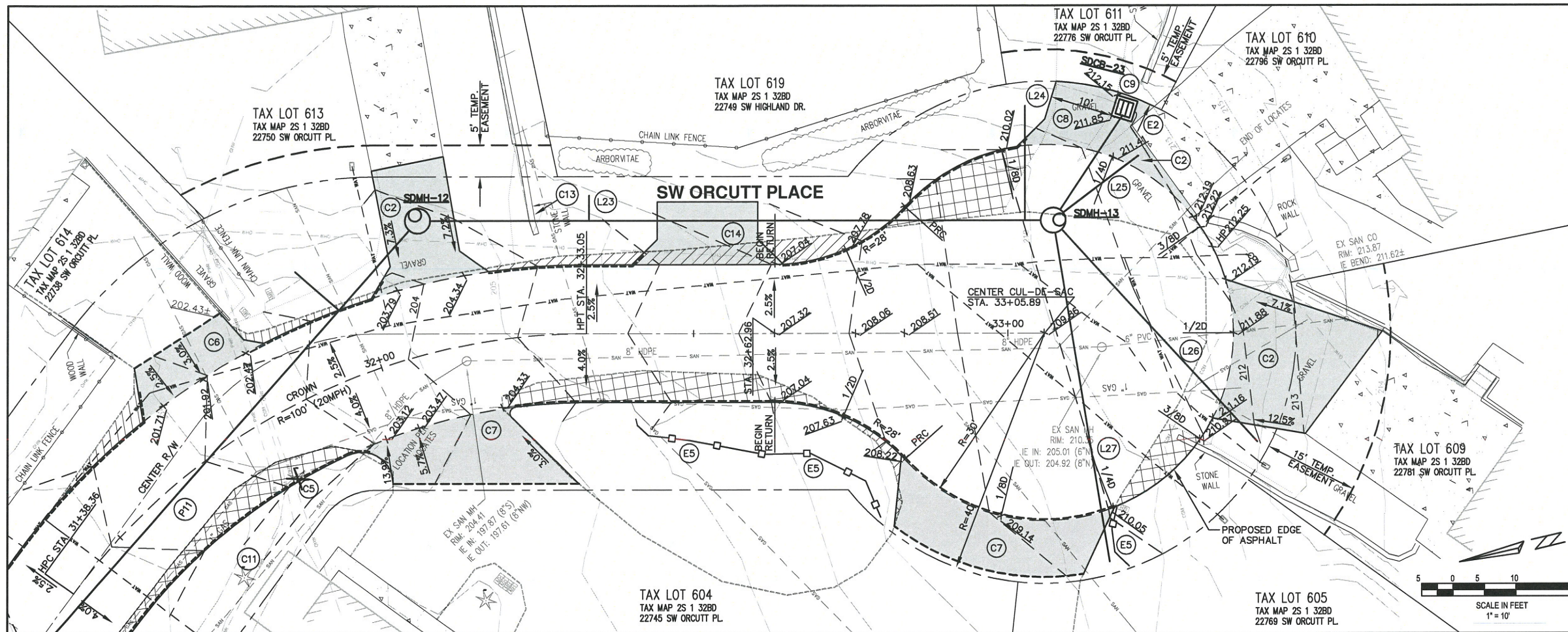
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EXPIRES: 12-31-17

REVISIONS

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 SHEET NO. **8**  
 OF **13**



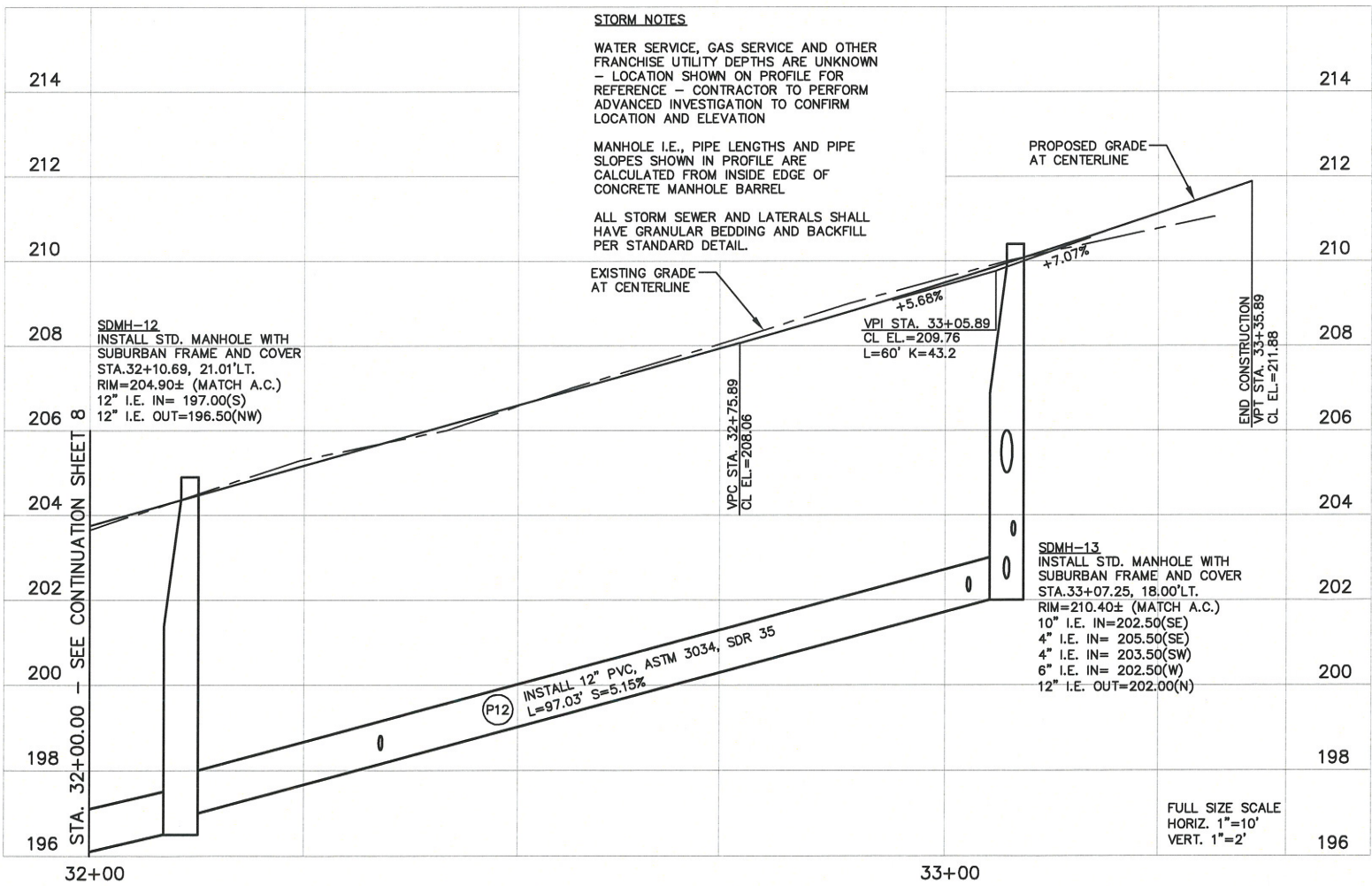


- ### GENERAL KEY NOTES
- (C2) REGRADE EXISTING GRAVEL AND INSTALL 3-INCH COMPACTED THICKNESS OF NEW ASPHALT. NEW ASPHALT TO MATCH EXISTING CONCRETE SURFACE.
  - (C5) REMOVE EXISTING TREE AND STUMP. REMOVE ROOTS AS NECESSARY FOR CEMENT TREATMENT.
  - (C6) SAW CUT EXISTING ASPHALT AT ±7.5' FROM EDGE OF NEW ASPHALT, REMOVE EXISTING ASPHALT, REGRADE BASE AND INSTALL 3-INCH COMPACTED THICKNESS OF NEW ASPHALT TO MATCH EXISTING ASPHALT SURFACE.
  - (C7) SAW CUT EXISTING ASPHALT 1' FROM PROPERTY LINE, REMOVE EXISTING ASPHALT, REGRADE BASE AND INSTALL 3-INCH COMPACTED THICKNESS OF NEW ASPHALT TO MATCH EXISTING ASPHALT SURFACE.
  - (C8) REGRADE EXISTING GRAVEL AND INSTALL 3-INCH COMPACTED THICKNESS OF NEW ASPHALT. NEW ASPHALT TO MATCH EXISTING CONCRETE SURFACE. INSTALL BASE ROCK TO BLEND FROM NEW ASPHALT TO EXISTING GRAVEL SURFACE. CATCH BASIN TO BE DEPRESS 0.1' FROM SURROUNDING ASPHALT GRADE. BLEND ASPHALT TO MAKE LIP AT CATCH BASIN GRATE.
  - (C9) GRADE GROUND TO DRAIN TO CATCH BASIN.
  - (C11) EXISTING TREE TO REMAIN. DO NOT DAMAGE.
  - (C13) REMOVE AND REINSTALL EXISTING BLOCK WALL. PAID FOR UNDER "REMOVAL OF STRUCTURES AND OBSTRUCTIONS".
  - (C14) REGRADE EXISTING GRAVEL AND INSTALL 3-INCH COMPACTED THICKNESS OF NEW ASPHALT (16' WIDE X 10' LONG WITH 4' WINGS) CENTERED ON EXISTING GATE. NEW ASPHALT TO MATCH EXISTING GRAVEL SURFACE AT END.
- EXCAVATE FOR WIDENING TO A DEPTH OF 10" BELOW TOP OF BASE ROCK GRADE OR TO SOLID GROUND (WHICHEVER IS DEEPER) AND INSTALL COMBINATION OF SALVAGED EXISTING GRAVEL WITH NEW 3/4"-0" AGGREGATE BASE IF SHORT ON SALVAGED GRANULAR MATERIAL PRIOR TO CEMENT TREATMENT
  - AREAS OF ASPHALT REMOVAL NOT RECEIVING NEW ASPHALT - INSTALL TOPSOIL TO SURFACE AND SEED/LANDSCAPE TO MATCH EXISTING ADJACENT YARD.

SW ORCUTT STREET  
 (SOUTH OF WILLAMETTE)  
 STREET/STORM PLAN AND PROFILE

DIVISION STREET AND ORCUTT PLACE  
 STORM SEWER AND PAVEMENT REHABILITATION

LOCATED IN SECTIONS 32B & 32C, T2S, R1W, W.M.  
 IN THE CITY OF SHERWOOD,  
 WASHINGTON COUNTY, STATE OF OREGON



- ### STORM KEY NOTES
- (L23) INSTALL 12"x4" TEE AT 27.2' FROM CENTER OF SDMH-12 +4.0' OF 4" PVC ASTM 3034 AT 30% ±45° BENDS, 4" PVC C-900 PIPING AND STRONGBACK FERNCO (OR APPROVED EQUIVALENT) LIKELY NEEDED TO CONNECT TO EXISTING SHALLOW STORM LATERAL. CONNECTION LOCATION NEEDS TO BE CONFIRMED PRIOR TO INSTALLATION OF LATERAL TEE (BY OTHERS).
  - (L24) INSTALL 12"x4" TEE AT 96.5' FROM CENTER OF SDMH-12 +18.0' OF 4" PVC ASTM 3034 AT 20% ±4° CAP AND 2"x4" AT END - CUT 2"x4" TO 1' BELOW GROUND SURFACE AFTER AS-BUILT INFORMATION HAS BEEN GATHERED.
  - (L25) INSTALL 15.0' OF 4" PVC ASTM 3034 AT 12% ±4° CAP AND 2"x4" AT END - CUT 2"x4" TO 1' BELOW GROUND SURFACE AFTER AS-BUILT INFORMATION HAS BEEN GATHERED.
  - (L26) INSTALL 46.0' OF 4" PVC ASTM 3034 AT 5.0% ±4° CAP AND 2"x4" AT END - CUT 2"x4" TO 1' BELOW GROUND SURFACE AFTER AS-BUILT INFORMATION HAS BEEN GATHERED. EXCAVATE TRENCH TO SANITARY LATERAL PRIOR TO LAYING PIPE TO CONFIRM NON-CONFLICT.
  - (L27) INSTALL 53.5' OF 6" PVC ASTM 3034 AT 1.0% ±6° CAP AND 2"x4" AT END - CUT 2"x4" TO 1' BELOW GROUND SURFACE AFTER AS-BUILT INFORMATION HAS BEEN GATHERED.
- SDCB-23  
 STA. 33+18.65, 35.65'L.T. (CENTER OF CB)  
 INSTALL AREA DRAIN  
 GRATE=212.00± (SLOPE TO MATCH ASPHALT)  
 10" I.E. OUT(NW)=207.90  
 +18.0' OF 10" PVC ASTM 3034 AT ±30% SLOPE
- ### EROSION CONTROL KEY NOTES
- (E2) INSTALL INLET PROTECTION
  - (E5) INSTALL SEDIMENT FENCE

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REGISTERED PROFESSIONAL ENGINEER  
 12/19/08  
 12/19/18  
 LANG MATHIAS  
 CIVIL ENGINEER  
 00116 C. CHILKOTSKEN  
 EXPIRES: 12-31-17

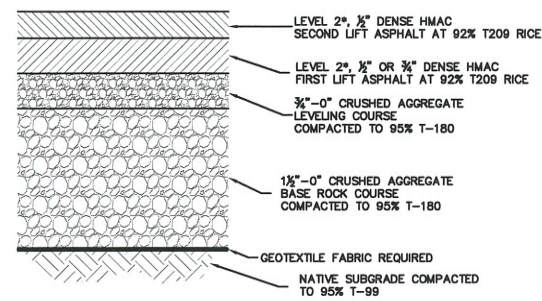
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CHECKED BY:	RS
FULL SIZE SCALE:	1"=10'
DATE:	MARCH, 2017

DIVISION ST. ORCUTT\_SHEETS.DWG

JOB NO.	
SHEET NO.	9
OF	13

REVISIONS



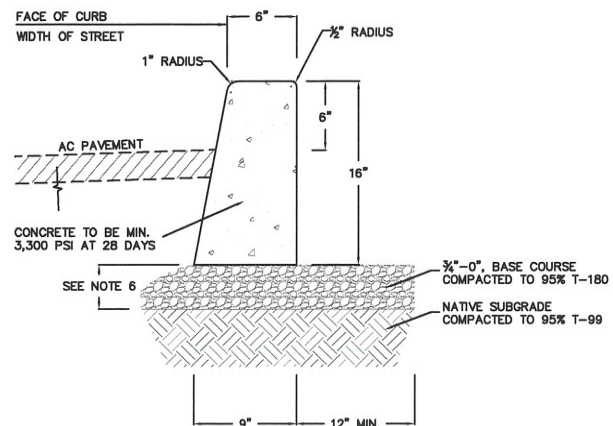


FUNCTIONAL CLASSIFICATION	SECOND LIFT HMAC THICKNESS	FIRST LIFT HMAC THICKNESS	LEVELING COURSE THICKNESS	BASE ROCK COURSE THICKNESS
LOCAL	2"	2"	2"	8"
NEIGHBORHOOD	2"	2"	2"	9"
COMMERCIAL	2"	3"	3"	9"
COLLECTOR	2"	3"	3"	9"
ARTERIAL	2"	3"	4"	10"

- NOTES:
- MATERIALS AND PLACEMENT OF THE HOT MIXED ASPHALT CONCRETE PAVEMENT (ACP) SHALL CONFORM TO THE REQUIREMENTS DELINEATED IN SECTION 00744 - ASPHALT CONCRETE PAVEMENT (ACP), OF THE ODOT/APWA, OREGON STANDARD SPECIFICATIONS FOR CONSTRUCTION (LATEST EDITION), EXCEPT AS MODIFIED BY CITY AND NOTED IN THE CITY'S ENGINEERING DESIGN AND STANDARD DETAILS MANUAL (LATEST EDITION).
  - THE TOP LIFT OF HMAC SHALL BE PLACED PRIOR TO CITY FINAL ACCEPTANCE OF PUBLIC INFRASTRUCTURE IMPROVEMENTS.
  - CRUSHED AGGREGATE USED FOR BASE ROCK AND LEVELING COURSE SHALL CONFORM TO THE REQUIREMENTS DELINEATED IN SECTION 02630 - BASE AGGREGATE, OF THE ODOT/APWA, OREGON STANDARD SPECIFICATIONS FOR CONSTRUCTION (LATEST EDITION).

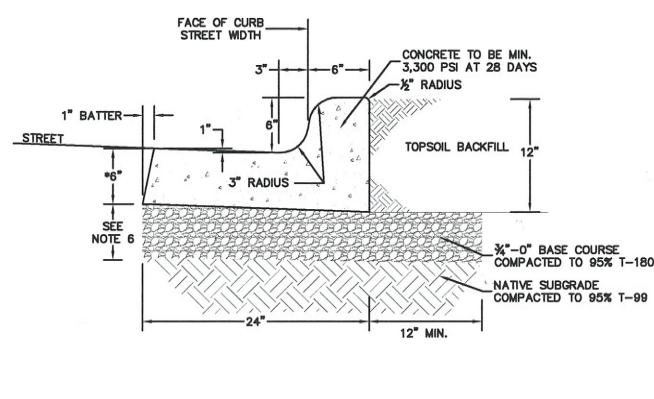
\* FOR ARTERIAL CLASSIFICATION USE LEVEL 3.

STANDARD DRAWING TITLE	DRAWING NUMBER
PAVEMENT SECTION	RD-20
SCALE	DATE
N.T.S.	MAR '16



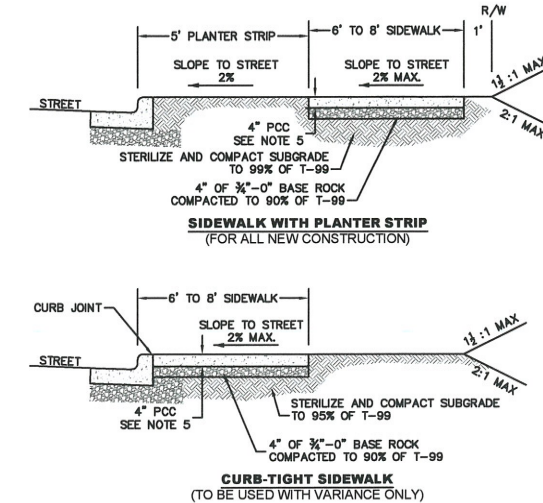
- NOTES:
- VERTICAL CURB TO BE USED AT MEDIANS AND MEDIAN PLANTING STRIPS, OR IN REPLACEMENT OF DAMAGED EXISTING VERTICAL CURBS.
  - CONCRETE SHALL BE COMMERCIAL MIX, MIN. COMPRESSIVE STRENGTH OF 3,300 PSI AT 28 DAYS.
  - EXPANSION JOINTS TO BE PROVIDED: AT POINT OF TANGENCY OF THE CURB; AT EACH COLD JOINT, AT THE SIDE OF INLET STRUCTURES, AT THE ENDS OF DRIVEWAYS AND AT LOCATIONS NECESSARY TO LIMIT SPACING TO 45 FEET.
  - MATERIAL TO BE PRE-MOLDED, ASPHALT IMPREGNATED, NON-EXTRUDING, WITH A THICKNESS OF 1/2 INCH.
  - CONTRACTION JOINTS SHALL NOT BE SPACED MORE THAN 15 FEET AND SHALL BE 1/2 IN DEPTH.
  - BASE ROCK: 3/4"-0", COMPACTED TO 95% MAX DENSITY. BASE ROCK SHALL BE TO SUBGRADE OF STREET STRUCTURE OR 6" IN DEPTH, WHICHEVER IS GREATER.

STANDARD DRAWING TITLE	DRAWING NUMBER
VERTICAL CURB	RD-21
SCALE	DATE
N.T.S.	MAR '16



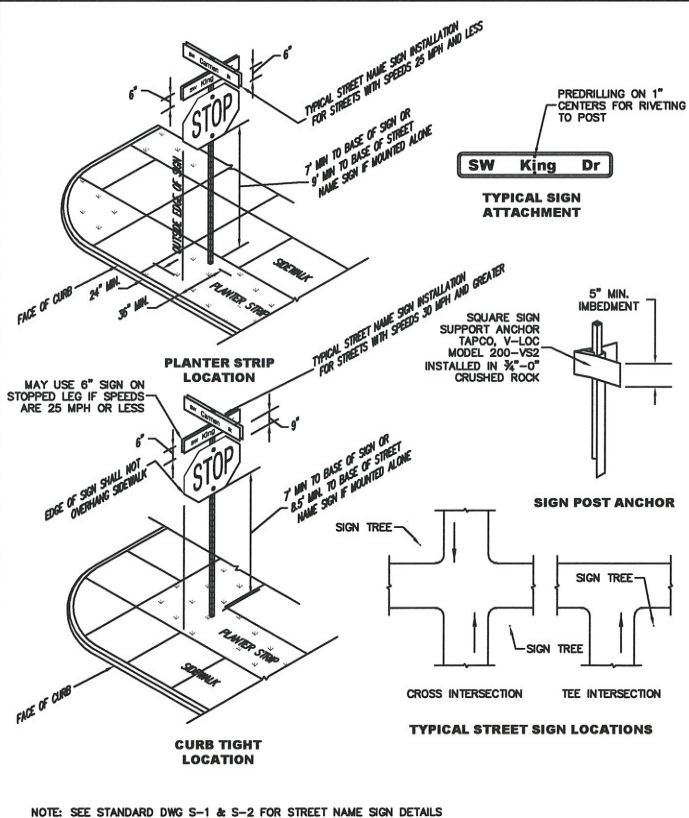
- NOTES:
- MONOLITHIC CURB AND GUTTER SHALL BE USED ON ALL NEW ROADWAY SECTIONS, EXCEPT AT ROADWAY MEDIANS AND AT MOUNTABLE CURB SECTIONS (SEE STD DET RD-21 & RD-24 FOR THESE CONDITIONS).
  - CONCRETE SHALL BE COMMERCIAL MIX, WITH A 28-DAY COMPRESSIVE STRENGTH OF 3,300 PSI, WITH A 4" MAX SLUMP.
  - EXPANSION JOINTS TO BE PROVIDED AT EACH:
    - POINT OF TANGENCY.
    - COLD JOINT.
    - SIDE OF INLET STRUCTURES.
    - SIDE OF DRIVEWAYS.
  - EXPANSION JOINT MATERIAL SHALL BE PRE-MOLDED, ASPHALT IMPREGNATED, NON-EXTRUDING, WITH A THICKNESS OF 1/2".
  - CONTRACTION JOINTS SHALL HAVE:
    - SPACING OF NOT MORE THAN 15 FEET.
    - DEPTH OF JOINT OF AT LEAST 1/2".
  - BASE ROCK SHALL BE 3/4"-0", COMPACTED TO 95% OF MAXIMUM DENSITY PER AASHTO T-180. BASE ROCK SHALL BE TO SUBGRADE OF STREET STRUCTURES OR 6", WHICHEVER IS GREATER, AND SHALL EXTEND 12" BEHIND CURB.
  - FOR CURB AND GUTTER REQUIREMENTS ON SHED AND SUPERELEVATED ROAD SECTIONS, SEE STD DET RD-23.
  - COMMERCIAL DRIVEWAY DROPS SHALL BE 8" THICK, RE-BAR REINFORCED, AND 4,000 PSI AT 28 DAYS.

STANDARD DRAWING TITLE	DRAWING NUMBER
MONOLITHIC CURB AND GUTTER	RD-22
SCALE	DATE
N.T.S.	MAR '16

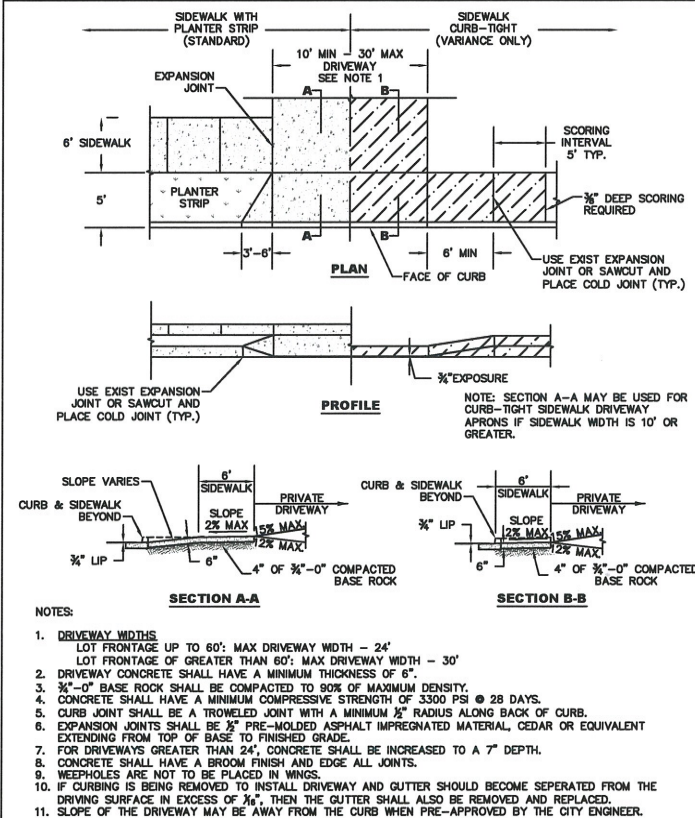


- NOTES:
- CONCRETE SHALL BE COMMERCIAL MIX, MIN. COMPRESSIVE STRENGTH OF 3,300 PSI @ 28 DAYS, WITH A 4" MAX SLUMP.
  - SIDEWALK PANELS TO BE SQUARE (6' LONG x 6' WIDE TYP.).
  - EXPANSION JOINTS TO BE PLACED AT SIDES OF DRIVEWAY APPROACHES, UTILITY VAULTS, CURB RAMPS, AND/OR POINTS OF TANGENCY IN CURB AS SHOWN ON THE STANDARD DRAWINGS FOR SIDEWALK RAMPS, AND AT SPACING NOT TO EXCEED 45'.
  - FOR SIDEWALKS ADJACENT TO THE CURB AND PAVED AT THE SAME TIME AS THE CURB, THE JOINT BETWEEN THEM SHALL BE A TROWELED JOINT WITH A MINIMUM 1/2" RADIUS.
  - SIDEWALKS SHALL HAVE A MINIMUM THICKNESS OF 4". IF MOUNTABLE CURB IS USED, OR IF SIDEWALK IS INTENDED AS PORTION OF A RESIDENTIAL DRIVEWAY IT SHALL HAVE A 6" MINIMUM THICKNESS, COMMERCIAL 8".
  - CONCRETE SHALL HAVE A BROOM FINISH, ALL JOINTS SHALL BE EDGED WITH 3" SHINE.
  - WIDTH OF PLANTER STRIP AND SIDEWALK IS MEASURED FROM FACE OF CURB.
  - IF DRAIN BLOCKOUTS IN CURBS ARE APPROVED, THEY SHALL BE EXTENDED PERPENDICULAR TO CURB TO 1" PAST BACK OF SIDEWALK WITH A 3" DIAMETER ADS PIPE. CONTRACTION JOINT SHALL BE PLACED OVER PIPE.

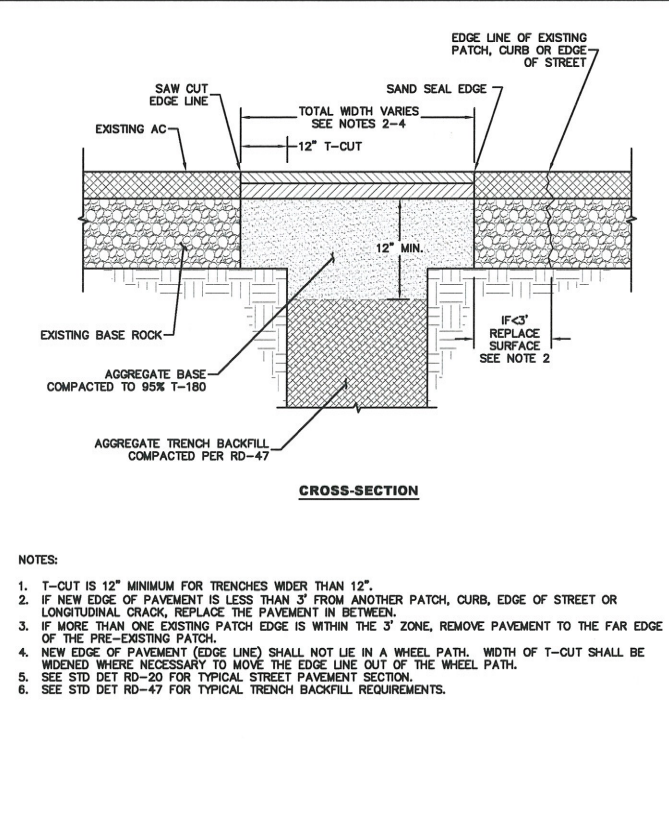
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SIDEWALK DETAIL	RD-26
SCALE	DATE
N.T.S.	MAR '16



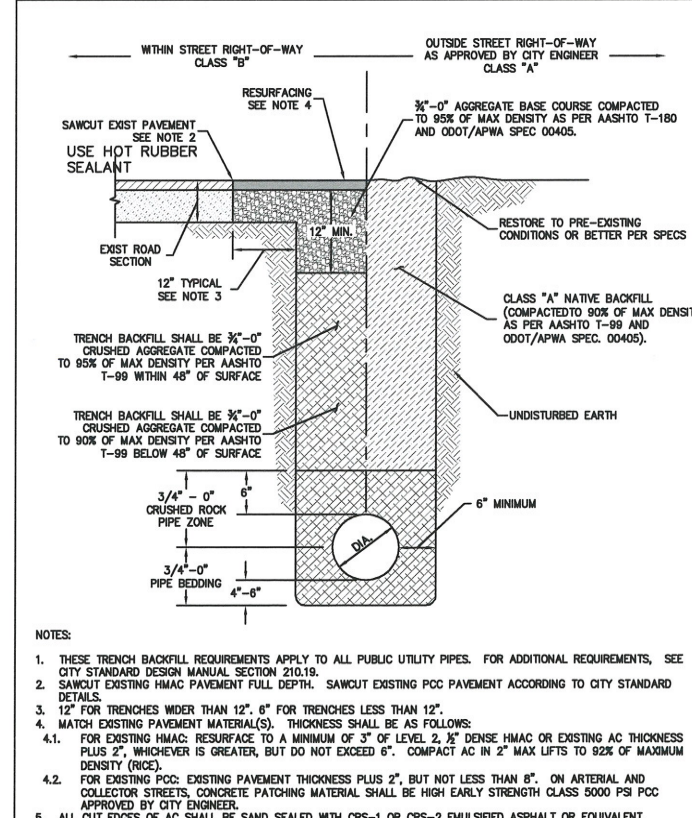
STANDARD DRAWING TITLE	DRAWING NUMBER
STREET SIGN INSTALLATION	RD-35
SCALE	DATE
N.T.S.	MAR '16



STANDARD DRAWING TITLE	DRAWING NUMBER
RESIDENTIAL DRIVEWAY DETAIL	RD-41
SCALE	DATE
N.T.S.	MAR '16



STANDARD DRAWING TITLE	DRAWING NUMBER
PIPE TRENCH RESTORATION	RD-45
SCALE	DATE
N.T.S.	MAR '16



STANDARD DRAWING TITLE	DRAWING NUMBER
PIPE TRENCH BACKFILL	RD-47
SCALE	DATE
N.T.S.	MAR '16

**CITY OF SHERWOOD**

**DIVISION STREET AND ORCUTT PLACE**  
**STORM SEWER AND PAVEMENT REHABILITATION**

LOCATED IN SECTION 32B AND 32C, T2S, R1W, W.M.  
IN THE CITY OF SHERWOOD,  
WASHINGTON COUNTY, STATE OF OREGON

**CITY OF SHERWOOD**  
ENGINEERING DEPARTMENT  
22560 SW PINE STREET  
SHERWOOD, OREGON 97140

PHONE: (503) 825-8309  
FAX: (503) 825-0820  
E-MAIL: [engineering@sherwoodoregon.gov](mailto:engineering@sherwoodoregon.gov)

EXPIRES: 12-31-17

DESIGNED BY:	CCC
DRAWN BY:	CCC
CHECKED BY:	RS
FULL SIZE SCALE:	AS NOTED
DATE:	JAN, 2017

Division St-Orcutt Place\_Cover Sheet.dwg

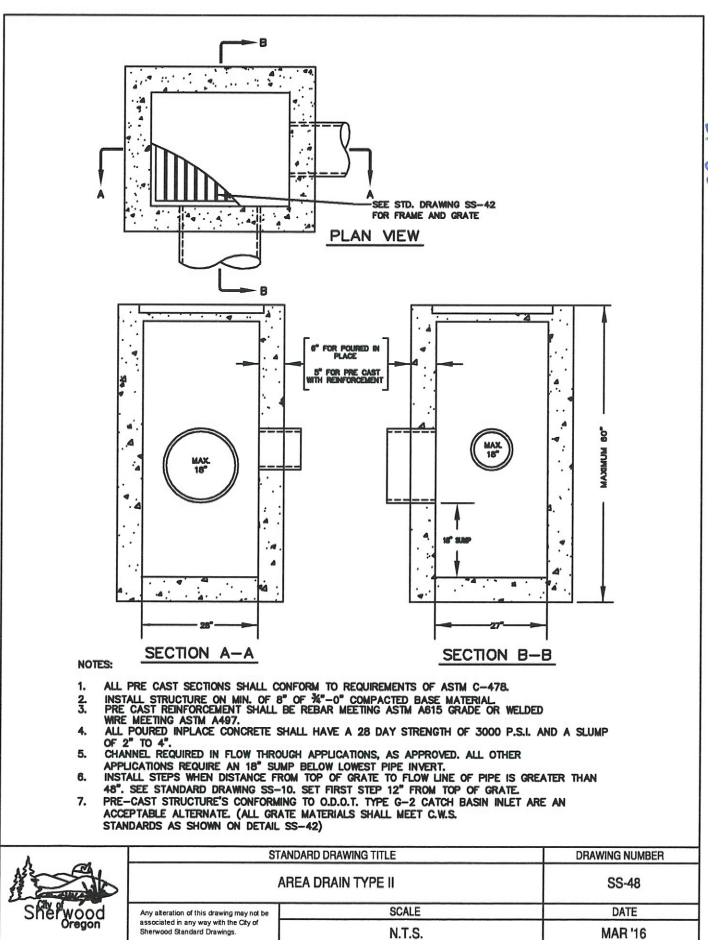
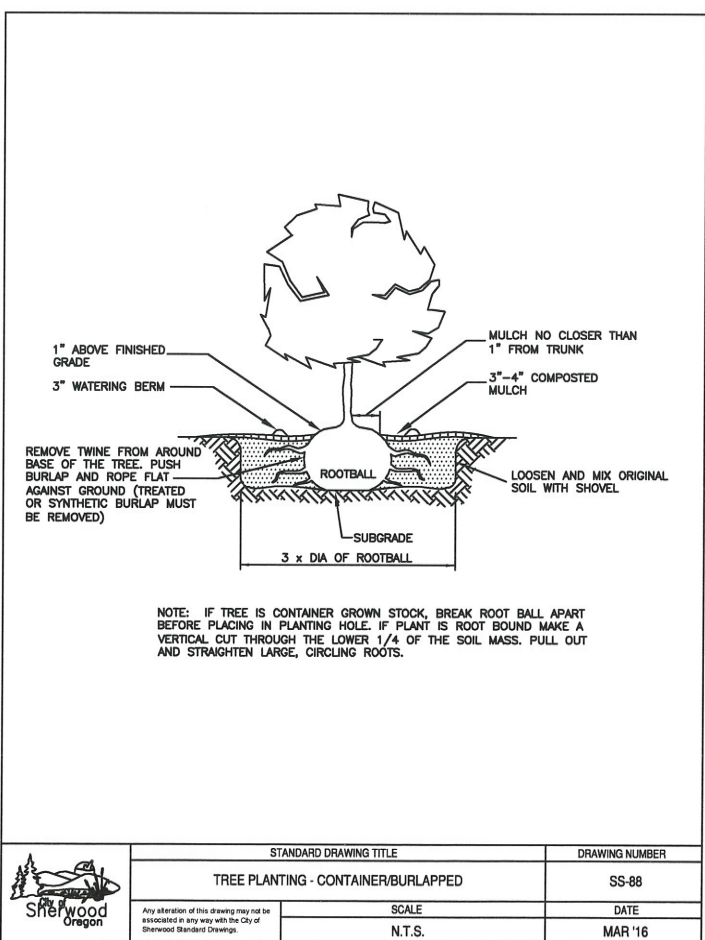
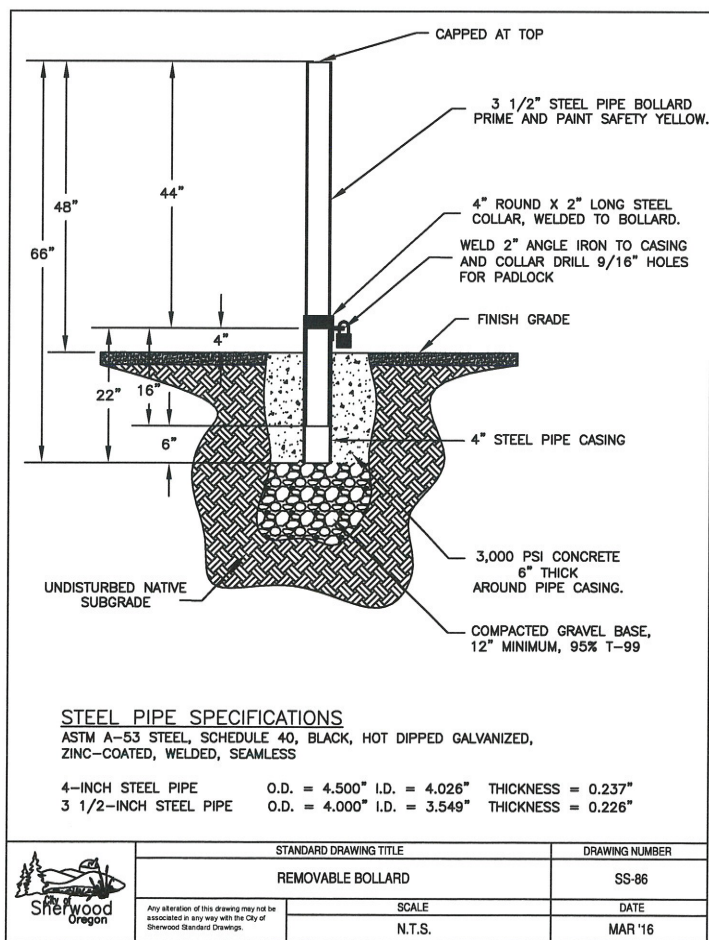
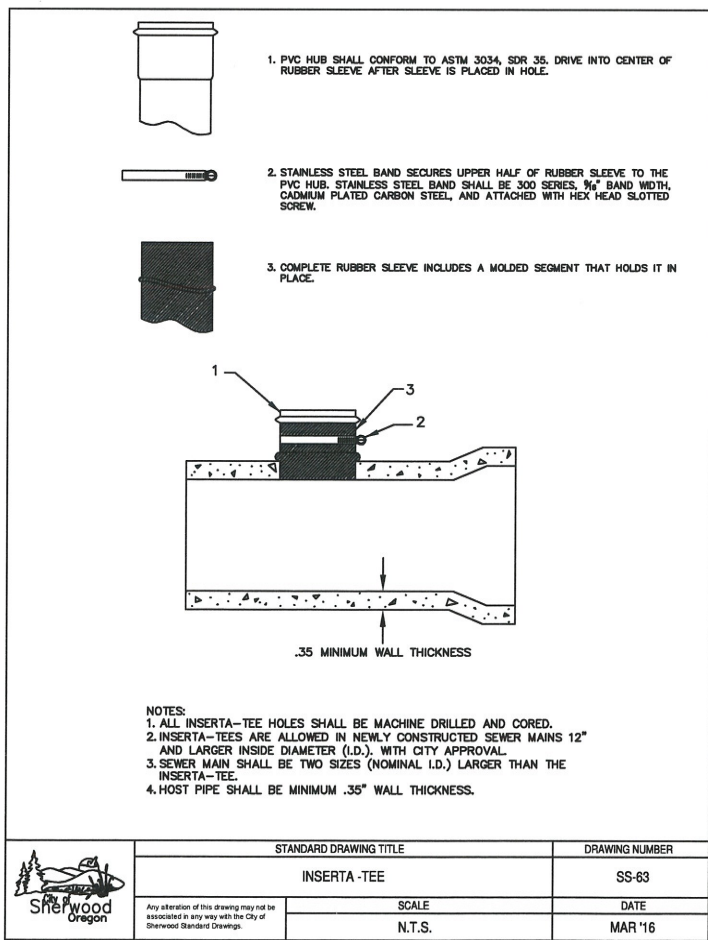
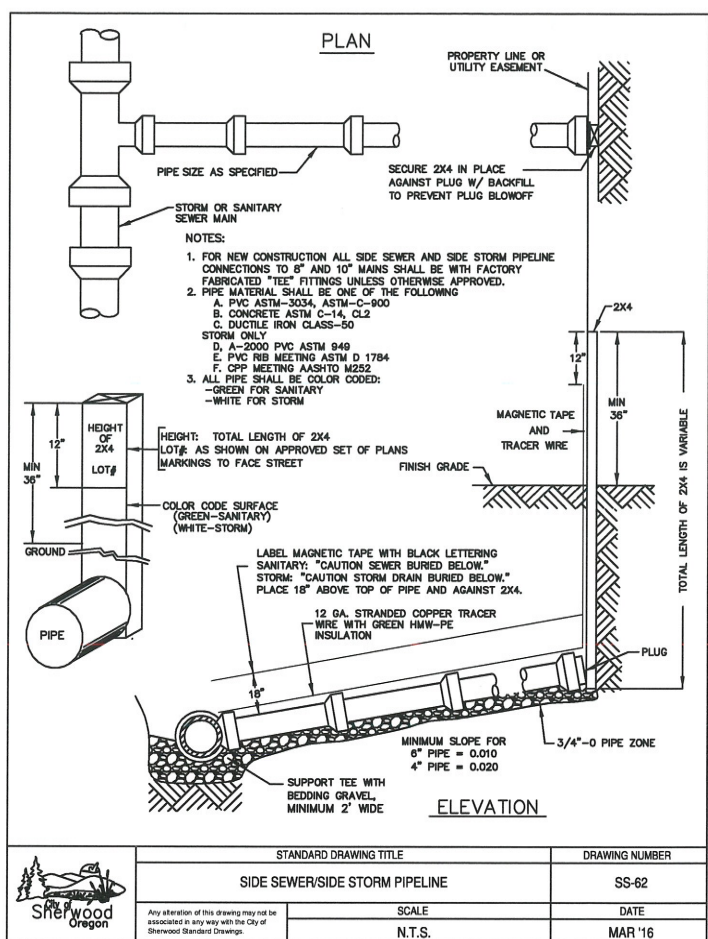
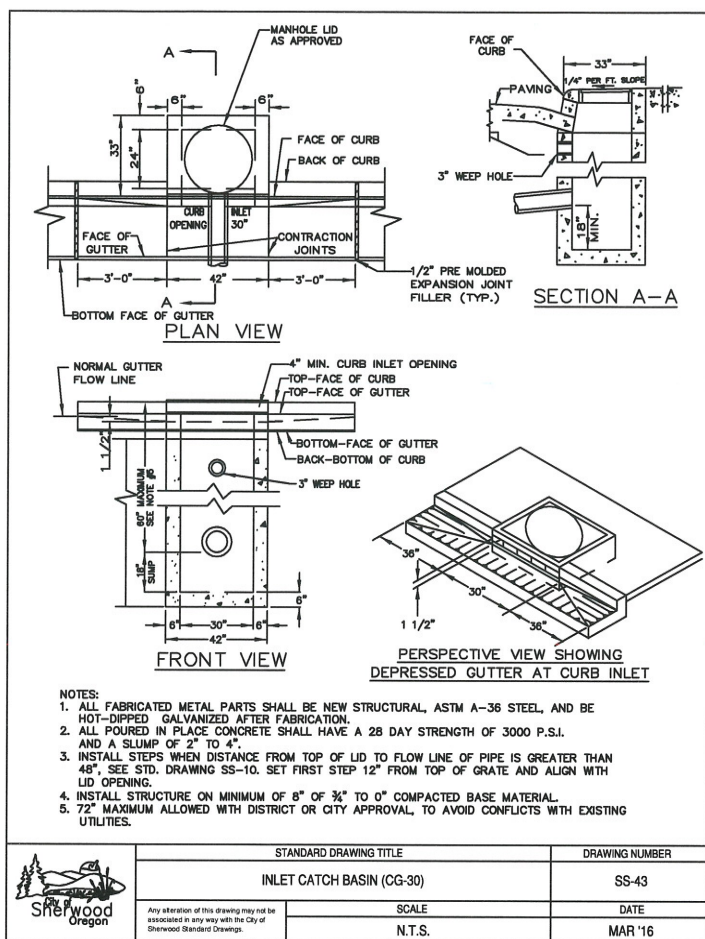
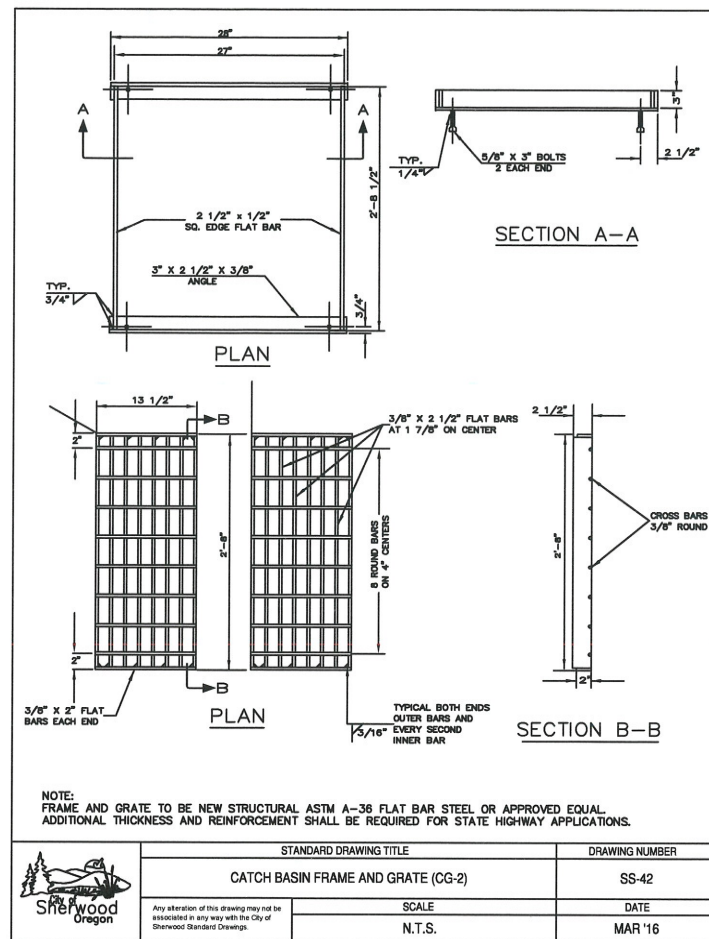
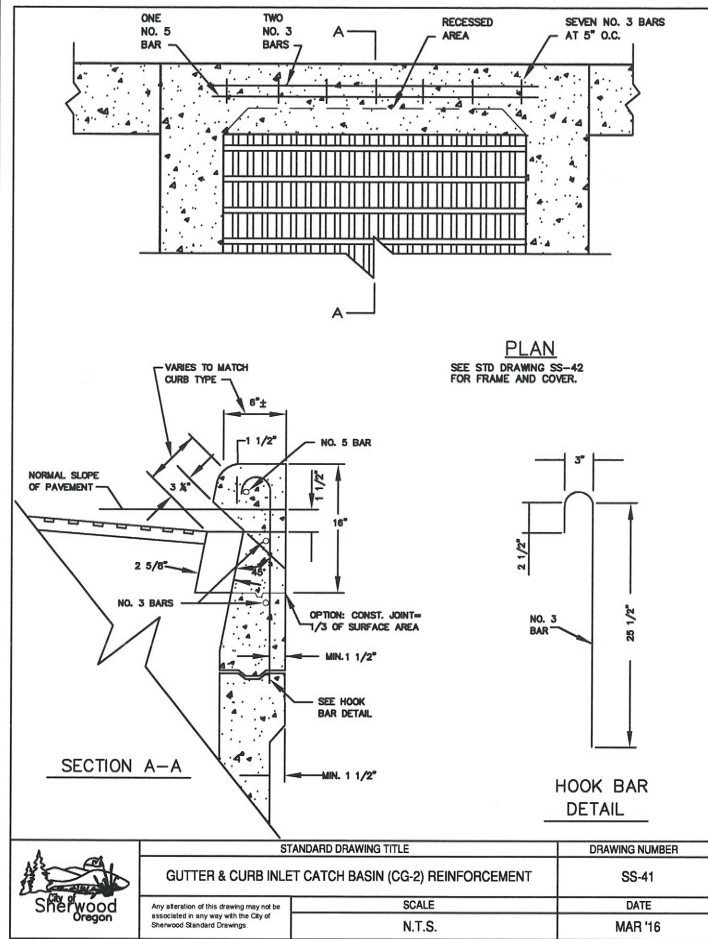
**REVISIONS**

JOB NO.	
SHEET NO.	<b>10</b>
	of 13









**CITY OF SHERWOOD**  
DIVISION STREET AND ORCUTT PLACE  
STORM SEWER AND PAVEMENT REHABILITATION

LOCATED IN SECTION 32B AND 32C, T2S, R1W, W.M. IN THE CITY OF SHERWOOD, WASHINGTON COUNTY, STATE OF OREGON

**CITY OF SHERWOOD**  
ENGINEERING DEPARTMENT  
22560 SW PINE STREET  
SHERWOOD, OREGON 97140  
PHONE: (503) 925-2309  
FAX: (503) 625-0629  
E-MAIL: engineering@sherwoodoregon.gov

REGISTERED PROFESSIONAL ENGINEER  
1978  
CWA 10 C. CHR.  
EXPIRES: 12-31-17

DESIGNED BY:	CCC
DRAWN BY:	CCC
CHECKED BY:	RS
FULL SIZE SCALE:	AS NOTED
DATE:	JUN 2017

Division St-Orcutt Place\_Cover\_Sheet.dwg

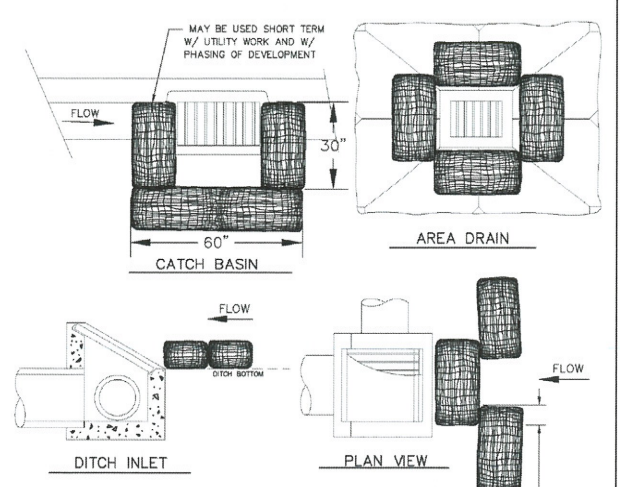
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SHEET NO. **12**

of 13

REVISIONS



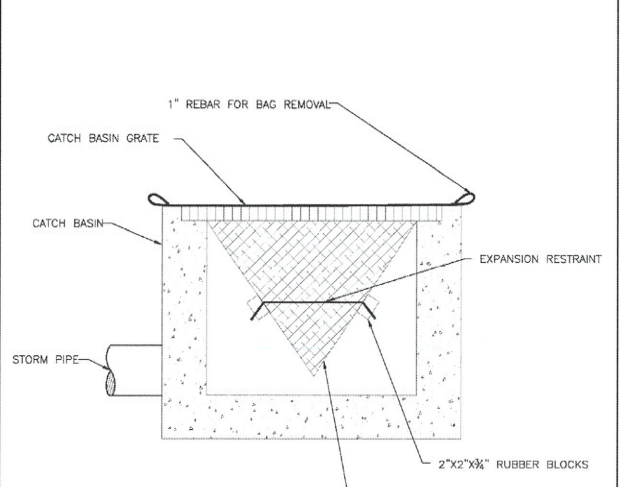


**NOTES:**

- ADDITIONAL MEASURES MUST BE CONSIDERED DEPENDING ON SOIL TYPES.
- BIO-FILTER BAGS SHOULD BE STAKED WHERE APPLICABLE USING (2) 1"x2" WOODEN STAKES OR APPROVED EQUAL PER BAG.
- WHEN USING 30" BIO-BAGS TO PROTECT A CATCH BASIN YOU MUST HAVE 4 BAGS AND THEY SHALL BE OVERLAPPED BY 6".

FOR FURTHER INFORMATION ON DESIGN CRITERIA SEE CHAPTER 4 OF CLEAN WATER SERVICES EROSION PREVENTION AND SEDIMENT CONTROL PLANNING AND DESIGN MANUAL.

STANDARD DRAWING TITLE		DRAWING NUMBER	
INLET PROTECTION - TYPE 4		ESC-24	
SCALE	DATE	SCALE	DATE
N.T.S.	JUL '09	N.T.S.	JUL '09

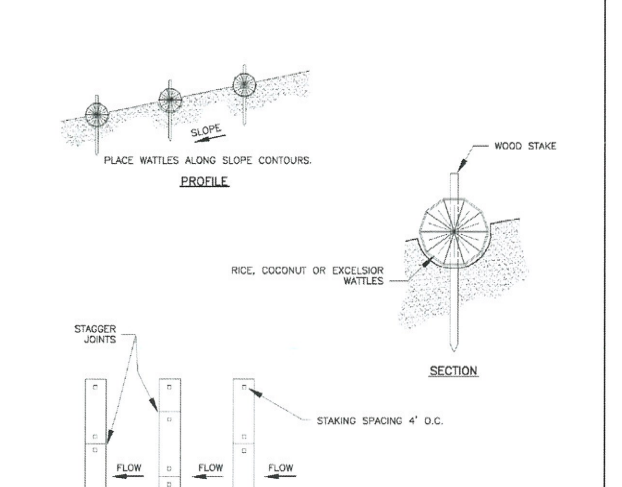


**NOTE:**

- RECESSED CURB INLET CATCH BASINS MUST BE BLOCKED WHEN USING FILTER FABRIC INLET SACKS. SIZE OF FILTER FABRIC INLET SACKS TO BE DETERMINED BY MANUFACTURER.

FOR FURTHER INFORMATION ON DESIGN CRITERIA SEE CHAPTER 4 OF CLEAN WATER SERVICES EROSION PREVENTION AND SEDIMENT CONTROL PLANNING AND DESIGN MANUAL.

STANDARD DRAWING TITLE		DRAWING NUMBER	
INLET PROTECTION - TYPE 5		ESC-25	
SCALE	DATE	SCALE	DATE
N.T.S.	JUL '09	N.T.S.	JUL '09

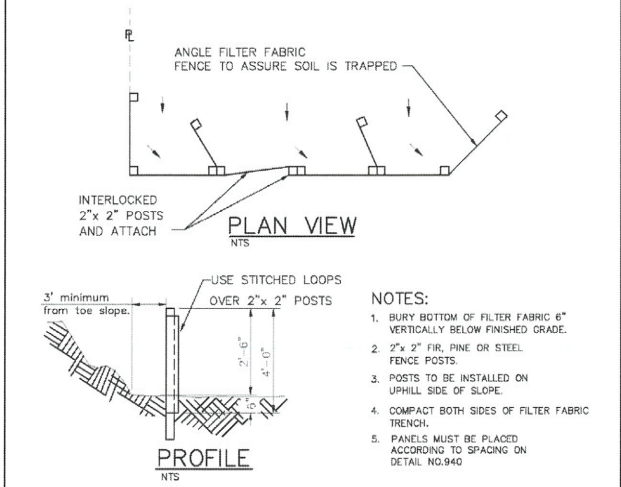


**NOTES:**

- STAKING SPECIFICATIONS:
  - 1 1/2" WOODEN STAKES
  - ADDITIONAL STAKES MAY BE INSTALLED ON DOWNHILL SIDE OF WATTLES, ON STEEP SLOPE OR HIGHLY ERODIBLE SOILS.
- SPACING IN ACCORDANCE WITH DETAIL 940.

FOR FURTHER INFORMATION ON DESIGN CRITERIA SEE CHAPTER 4 OF CLEAN WATER SERVICES EROSION PREVENTION AND SEDIMENT CONTROL PLANNING AND DESIGN MANUAL.

STANDARD DRAWING TITLE		DRAWING NUMBER	
WATTLES		ESC-17	
SCALE	DATE	SCALE	DATE
N.T.S.	JUL '09	N.T.S.	JUL '09



**NOTES:**

- BURY BOTTOM OF FILTER FABRIC 6" VERTICALLY BELOW FINISHED GRADE.
- 2"x2" FIR, PINE OR STEEL FENCE POSTS.
- POSTS TO BE INSTALLED ON UPHILL SIDE OF SLOPE.
- COMPACT BOTH SIDES OF FILTER FABRIC TRENCH.
- PANELS MUST BE PLACED ACCORDING TO SPACING ON DETAIL 940.

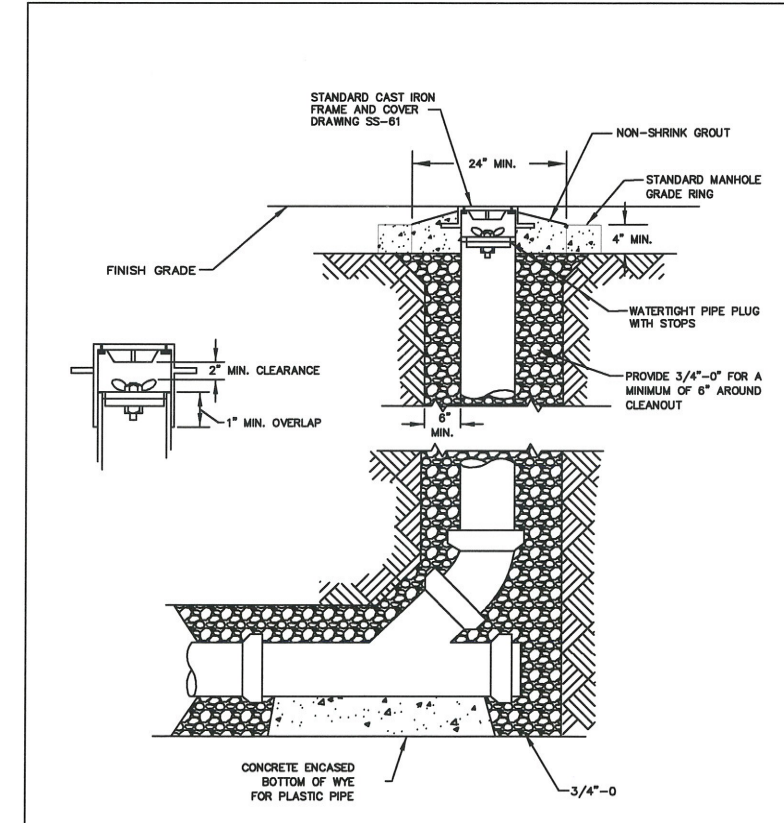
FOR FURTHER INFORMATION ON DESIGN CRITERIA SEE CHAPTER 4 OF CLEAN WATER SERVICES EROSION PREVENTION AND SEDIMENT CONTROL PLANNING AND DESIGN MANUAL.

STANDARD DRAWING TITLE		DRAWING NUMBER	
SEDIMENT FENCE		ESC-16	
SCALE	DATE	SCALE	DATE
N.T.S.	JUL '09	N.T.S.	JUL '09

**NOTES:**

- WHEN RAINFALL AND RUNOFF OCCURS DAILY INSPECTIONS OF THE EROSION AND SEDIMENT CONTROLS AND DISCHARGE OUTFALLS MUST BE PROVIDED BY SOME ONE KNOWLEDGEABLE AND EXPERIENCED IN THE PRINCIPLES, PRACTICES, INSTALLATION, AND MAINTENANCE OF EROSION AND SEDIMENT CONTROLS WHO WORKS FOR THE PERMITTEE.
- CONSTRUCTION ACTIVITIES MUST AVOID OR MINIMIZE EXCAVATION AND CREATION OF BARE GROUND FROM OCTOBER 1 THROUGH MAY 31 EACH YEAR.
- DURING WET WEATHER PERIOD, TEMPORARY STABILIZATION OF THE SITE MUST OCCUR AT THE END OF EACH WORK DAY.
- SEDIMENT CONTROLS MUST BE INSTALLED AND MAINTAINED ON ALL DOWN GRADIENT SIDES OF THE CONSTRUCTION SITE AT ALL TIMES DURING CONSTRUCTION. THEY MUST REMAIN IN PLACE UNTIL PERMANENT VEGETATION OR OTHER PERMANENT COVERING OF EXPOSED SOIL IS ESTABLISHED.
- ALL ACTIVE INLETS MUST HAVE SEDIMENT CONTROLS INSTALLED AND MAINTAINED AT ALL TIMES DURING CONSTRUCTION. UNLESS OTHERWISE APPROVED, A SURFACE MOUNTED AND ATTACHABLE, U-SHAPED FILTER BAG IS REQUIRED FOR ALL CURB INLET CATCH BASINS.
- SIGNIFICANT AMOUNTS OF SEDIMENT WHICH LEAVES THE SITE MUST BE CLEANED UP WITHIN 24 HOURS AND PLACED BACK ON THE SITE AND STABILIZED OR PROPERLY DISPOSED. THE CAUSE OF THE SEDIMENT RELEASE MUST BE FOUND AND PREVENTED FROM CAUSING A RECURRENCE OF THE DISCHARGE WITHIN THE SAME 24 HOURS. ANY IN-STREAM CLEAN UP OF SEDIMENT SHALL BE PERFORMED ACCORDING TO THE OREGON DEPARTMENT OF STATE LANDS REQUIRED TIME FRAME.
- SEDIMENT MUST NOT BE INTENTIONALLY WASHED INTO STORM SEWERS, DRAINAGE WAYS, OR WATER BODIES.
- SEDIMENT MUST BE REMOVED FROM BEHIND ALL SEDIMENT CONTROL MEASURES WHEN IT HAS REACHED A HEIGHT OF 1/3RD THE BARRIER HEIGHT, AND PRIOR TO THE CONTROL MEASURES REMOVAL.
- CLEANING OF ALL STRUCTURES WITH SUMPS MUST OCCUR WHEN THE SEDIMENT RETENTION CAPACITY HAS BEEN REDUCED BY 50% AND AT COMPLETION OF PROJECT.
- ANY USE OF TOXIC OR OTHER HAZARDOUS MATERIALS MUST INCLUDE PROPER STORAGE, APPLICATION, AND DISPOSAL.
- THE PERMITTEE MUST PROPERLY MANAGE HAZARDOUS WASTES, USED OILS, CONTAMINATED SOILS, CONCRETE WASTE, SANITARY WASTE, LIQUID WASTE, OR OTHER TOXIC SUBSTANCES DISCOVERED OR GENERATED DURING CONSTRUCTION.
- THE APPLICATION RATE OF FERTILIZERS USED TO REESTABLISH VEGETATION MUST FOLLOW MANUFACTURERS RECOMMENDATIONS. NUTRIENT RELEASES FROM FERTILIZERS TO SURFACE WATERS MUST BE MINIMIZED. TIME RELEASE FERTILIZERS SHOULD BE USED AND CARE SHOULD BE MADE IN APPLICATION OF FERTILIZERS WITHIN ANY WATER WAY RIPARIAN ZONE.
- OWNER OR DESIGNATED PERSON SHALL BE RESPONSIBLE FOR PROPER INSTALLATION AND MAINTENANCE OF ALL EROSION AND SEDIMENT CONTROL MEASURES, IN ACCORDANCE WITH CURRENT CLEAN WATER SERVICES STANDARDS AND STATE AND FEDERAL REGULATIONS.
- PRIOR TO ANY LAND DISTURBING ACTIVITIES, THE BOUNDARIES OF THE CLEARING LIMITS, VEGETATED BUFFERS, AND ANY SENSITIVE AREAS SHOWN ON THIS PLAN SHALL BE CLEARLY DELINEATED IN THE FIELD. UNLESS OTHERWISE APPROVED, NO DISTURBANCE IS PERMITTED BEYOND THE CLEARING LIMITS. THE OWNER/PERMITTEE MUST MAINTAIN THE DELINEATION FOR THE DURATION OF THE PROJECT. NOTE: VEGETATED CORRIDORS TO BE DELINEATED WITH ORANGE CONSTRUCTION FENCE OR APPROVED EQUAL.
- PRIOR TO ANY LAND DISTURBING ACTIVITIES, THE BMPs THAT MUST BE INSTALLED ARE GRAVEL CONSTRUCTION ENTRANCE, PERIMETER SEDIMENT CONTROL, AND INLET PROTECTION. THESE BMPs MUST BE MAINTAINED FOR THE DURATION OF THE PROJECT.
- IF VEGETATIVE SEED MIXES ARE SPECIFIED, SEEDING MUST TAKE PLACE NO LATER THAN SEPTEMBER 1ST. THE TYPE AND PERCENTAGES OF SEED IN THE MIX ARE AS IDENTIFIED ON THE PLANS OR AS SPECIFIED BY THE DESIGN ENGINEER.
- WATER-TIGHT TRUCKS MUST BE USED TO TRANSPORT SATURATED SOILS FROM THE CONSTRUCTION SITE. AN APPROVED EQUIVALENT IS TO DRAIN THE SOIL ON SITE AT A DESIGNATED LOCATION USING APPROPRIATE BMPs. SOIL MUST BE DRAINED SUFFICIENTLY FOR MINIMAL SPILLAGE.
- ALL PUMPING OF SEDIMENT LADEN WATER MUST BE DISCHARGED OVER AN UNDISTURBED, PREFERABLY VEGETATED AREA, AND THROUGH A SEDIMENT CONTROL BMP (I.E. FILTER BAG).
- THE ESC PLAN MUST BE KEPT ON SITE. ALL MEASURES SHOWN ON THE PLAN MUST BE INSTALLED PROPERLY TO ENSURE THAT SEDIMENT LADEN WATER DOES NOT ENTER A SURFACE WATER SYSTEM, ROADWAY, OR OTHER PROPERTIES.
- THE ESC MEASURES SHOWN ON THIS PLAN ARE THE MINIMUM REQUIREMENTS FOR ANTICIPATED SITE CONDITIONS. DURING THE CONSTRUCTION PERIOD, THESE MEASURES SHALL BE UPGRADED AS NEEDED TO MAINTAIN COMPLIANCE WITH ALL REGULATIONS.
- WRITTEN ESC LOGS ARE SUGGESTED TO BE MAINTAINED ON SITE AND AVAILABLE TO DISTRICT INSPECTORS UPON REQUEST.
- IN AREAS SUBJECT TO WIND EROSION, APPROPRIATE BMPs MUST BE USED WHICH MAY INCLUDE THE APPLICATION OF FINE WATER SPRAYING, PLASTIC SHEETING, MULCHING, OR OTHER APPROVED MEASURES.
- ALL EXPOSED SOILS MUST BE COVERED DURING WET WEATHER PERIOD.

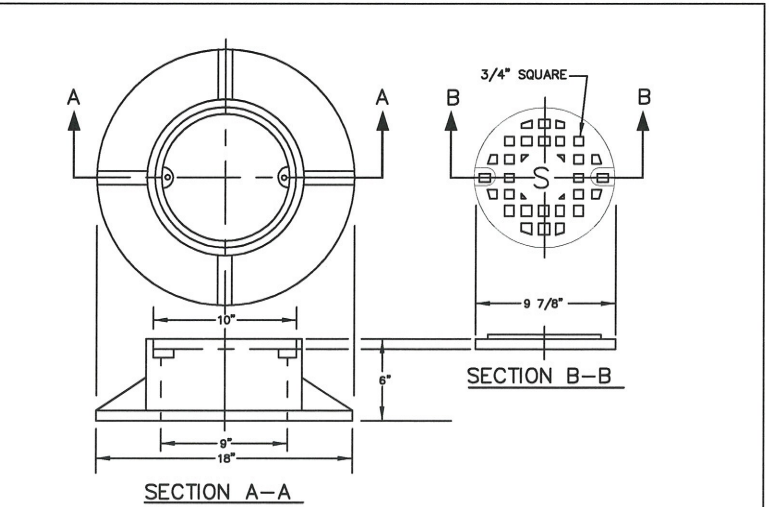
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STANDARD EROSION CONTROL NOTES FOR SITES LESS THAN 1 ACRE		ESC-30	
SCALE	DATE	SCALE	DATE
N.T.S.	JUL '09	N.T.S.	JUL '09



**NOTE:**

- CONCRETE TO ENCASE ENTIRE WYE SECTION AND 45° BEND IF CONCRETE PIPE.
- STAND PIPE TO BE SAME SIZE AS MAINLINE UP TO AND INCLUDING 8" PIPE. MAINLINES GREATER THAN 8" SHALL HAVE A 8" STANDPIPE.

STANDARD DRAWING TITLE		DRAWING NUMBER	
STANDARD CLEANOUT		SS-60	
SCALE	DATE	SCALE	DATE
N.T.S.	MAR '16	N.T.S.	MAR '16



**NOTES:**

- 1/2" ALLEN HEAD BOLTS 1" LONG RECESSED.
- ALL PERMANENT CLEANOUTS TO HAVE BOLT DOWN COVERS.
- MATERIAL SHALL BE GRAY CAST-IRON, ASTM A-48, CLASS 30.

STANDARD DRAWING TITLE		DRAWING NUMBER	
CLEANOUT FRAME AND COVER		SS-61	
SCALE	DATE	SCALE	DATE
N.T.S.	MAR '16	N.T.S.	MAR '16

**CITY OF SHERWOOD DETAILS**

**DIVISION STREET AND ORCUTT PLACE STORM SEWER AND PAVEMENT REHABILITATION**

LOCATED IN SECTION 32B AND 32C, T2S, R1W, W.M. IN THE CITY OF SHERWOOD, WASHINGTON COUNTY, STATE OF OREGON

**CITY OF SHERWOOD ENGINEERING DEPARTMENT**  
 22560 SW PINE STREET  
 SHERWOOD, OREGON 97140  
 PHONE: (503) 925-2309  
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 E-MAIL: engineering@sherwoodoregon.gov

PROFESSIONAL ENGINEER  
 STATE OF OREGON  
 No. 12345  
 JOHN D. SMITH  
 CIVIL ENGINEER  
 CORP. OF C. CHARLTON  
 EXPIRES: 12-31-17

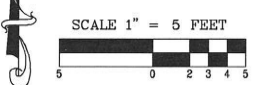
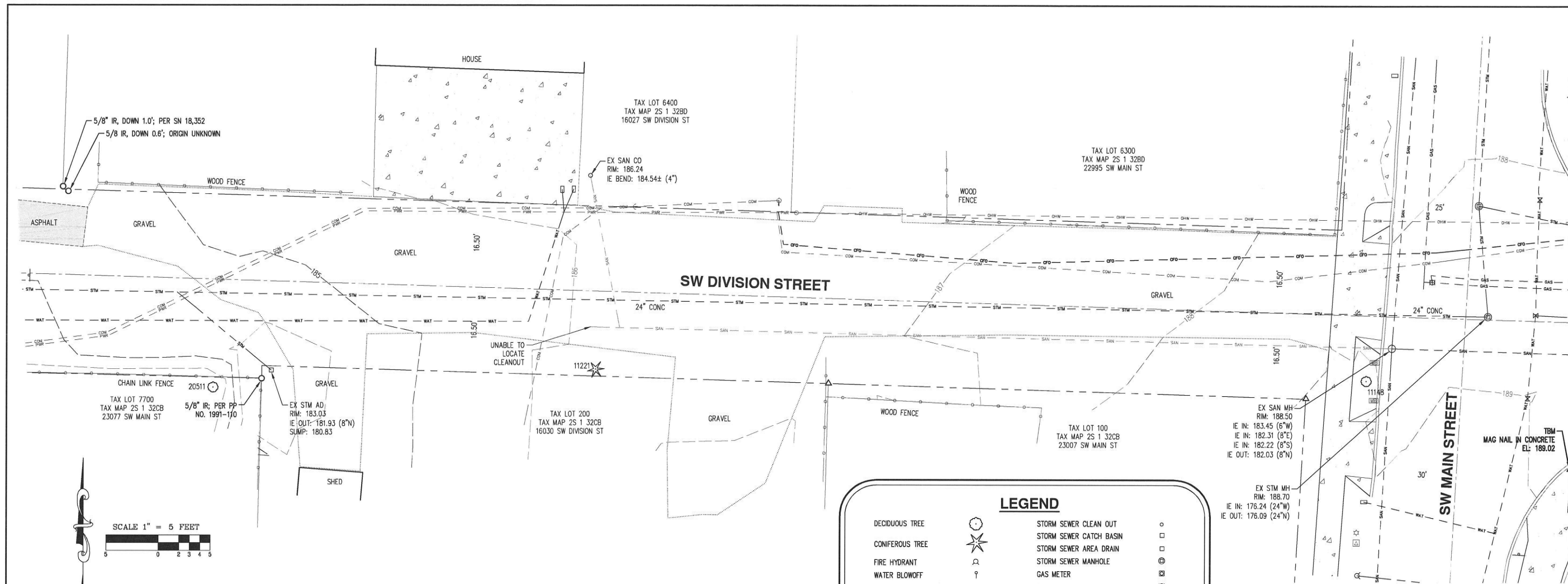
DESIGNED BY:	CCC	CHECKED BY:	RS	FULL SIZE SCALE:	AS NOTED	DATE:	JAN, 2017
DRAWN BY:	CCC	DRAWN BY:	CCC	DRAWN BY:	CCC	DRAWN BY:	CCC

Division St-Orcutt Place\_Cover\_Sheet.dwg

REVISIONS

JOB NO.	
SHEET NO.	13
OF	13





**TREE TABLE**

TREE NUMBER	SPECIES	DBH (IN.)
11148	DECIDUOUS	10
11221	CONIFEROUS	37
11266	CONIFEROUS	7
11267	DECIDUOUS	8
20511	DECIDUOUS	10.14

- NOTES:**
- UTILITIES SHOWN ARE BASED ON UNDERGROUND UTILITY LOCATE MARKINGS AS PROVIDED BY OTHERS, PROVIDED PER UTILITY LOCATE TICKET NUMBER 16176892 AND 16176903. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND LOCATES REPRESENT THE ONLY UTILITIES IN THE AREA. CONTRACTORS ARE RESPONSIBLE FOR VERIFYING ALL EXISTING CONDITIONS PRIOR TO BEGINNING CONSTRUCTION.
  - FIELD WORK WAS CONDUCTED JULY 25-26, 2016.
  - VERTICAL DATUM: 3. VERTICAL DATUM: ELEVATIONS ARE BASED ON A 2" DIAMETER BRASS CAP MARKED "NO. 1, 1988", IN A MONUMENT BOX NEAR THE SOUTH EDGE OF PAVEMENT OF HIGHWAY 99 WEST, 300 FEET ± SOUTHWEST OF SIX CORNERS, WITH AN NGVD 29 ELEVATION OF 210.10 FEET.
  - THIS MAP DOES NOT CONSTITUTE A PROPERTY BOUNDARY SURVEY.
  - SURVEY IS ONLY VALID WITH SURVEYOR'S STAMP AND SIGNATURE.
  - CONTOUR INTERVAL IS 1 FOOT.
  - TREES WITH DIAMETER OF 6" AND GREATER ARE SHOWN. TREE DIAMETERS WERE MEASURED UTILIZING A DIAMETER TAPE AT BREAST HEIGHT. TREE INFORMATION IS SUBJECT TO CHANGE UPON ARBORIST INSPECTION.
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**LEGEND**

DECIDUOUS TREE		STORM SEWER CLEAN OUT	
CONIFEROUS TREE		STORM SEWER CATCH BASIN	
FIRE HYDRANT		STORM SEWER AREA DRAIN	
WATER BLOWOFF		STORM SEWER MANHOLE	
WATER METER		GAS METER	
WATER VALVE		GAS VALVE	
SANITARY SEWER CLEAN OUT		GUY WIRE ANCHOR	
SANITARY SEWER MANHOLE		POWER POLE	
SIGN		POWER VAULT	
STREET LIGHT		POWER JUNCTION BOX	
MAILBOX		POWER PEDESTAL	
		COMMUNICATIONS VAULT	
		COMMUNICATIONS JUNCTION BOX	
		COMMUNICATIONS RISER	

**MONUMENTS**

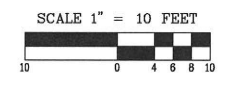
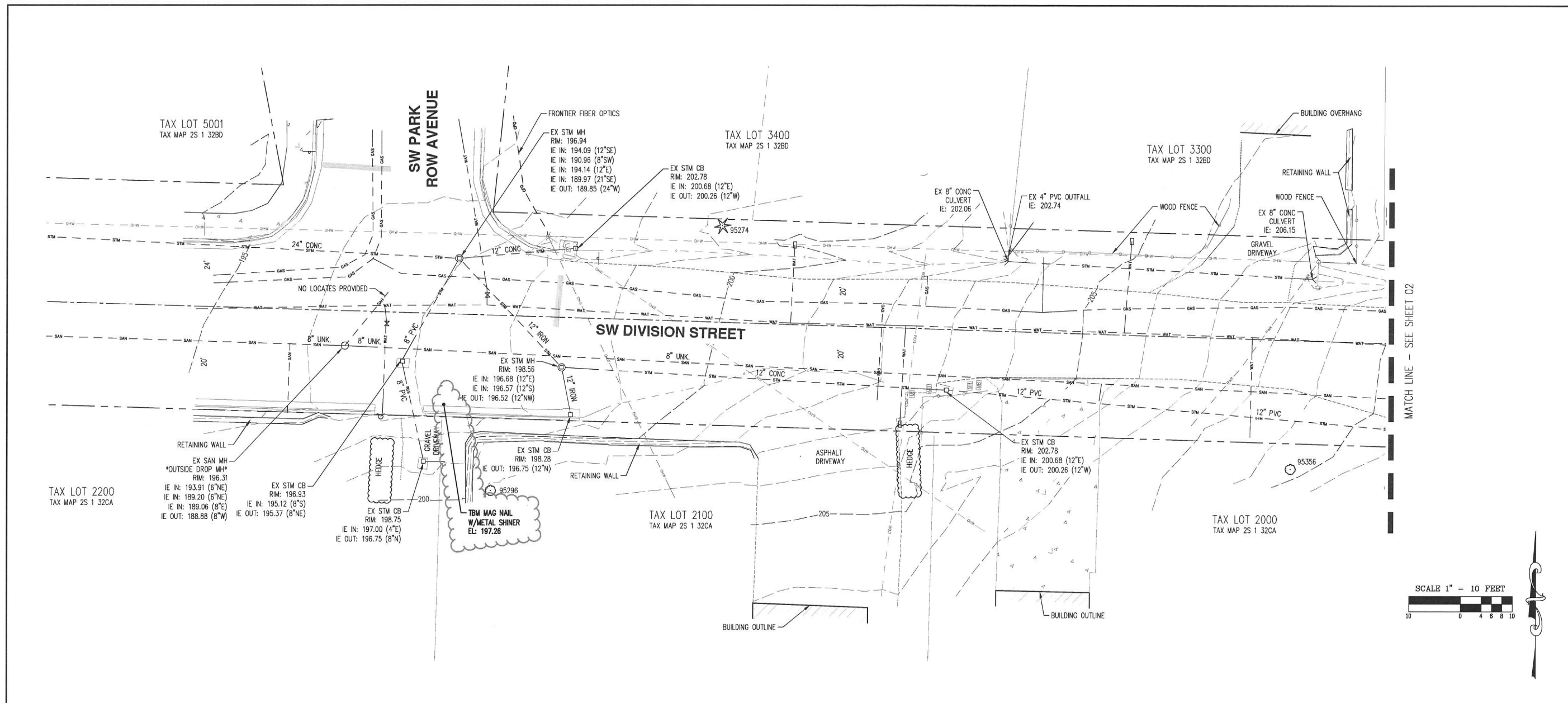
FOUND 5/8" IRON ROD W/YPC  
 \*AKS ENGR.\*; PER SN 32,367

FOUND MONUMENT AS NOTED

**EXISTING**

RIGHT-OF-WAY LINE	
BOUNDARY LINE	
PROPERTY LINE	
CENTERLINE	
DITCH	
CURB	
EDGE OF PAVEMENT	
EASEMENT	
FENCE LINE	
GRAVEL EDGE	
POWER LINE	
OVERHEAD WIRE	
COMMUNICATIONS LINE	
FIBER OPTIC LINE	
GAS LINE	
STORM SEWER LINE	
SANITARY SEWER LINE	
WATER LINE	





**TREE TABLE**

TREE NUMBER	SPECIES	DBH (IN.)
90199	CONIFEROUS	14
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90203	CONIFEROUS	15
90204	CONIFEROUS	18
90205	CONIFEROUS	18
90206	CONIFEROUS	17
90207	CONIFEROUS	17
90276	CONIFEROUS	20
90277	CONIFEROUS	26
90278	CONIFEROUS	20
90280	CONIFEROUS	42
90589	CONIFEROUS	28
90590	CONIFEROUS	20
90592	CONIFEROUS	26
90595	CONIFEROUS	24
90608	CONIFEROUS	10
90609	CONIFEROUS	10
95274	CONIFEROUS	21
95296	DECIDUOUS	15
95356	DECIDUOUS	8,10,12
95426	CONIFEROUS	22

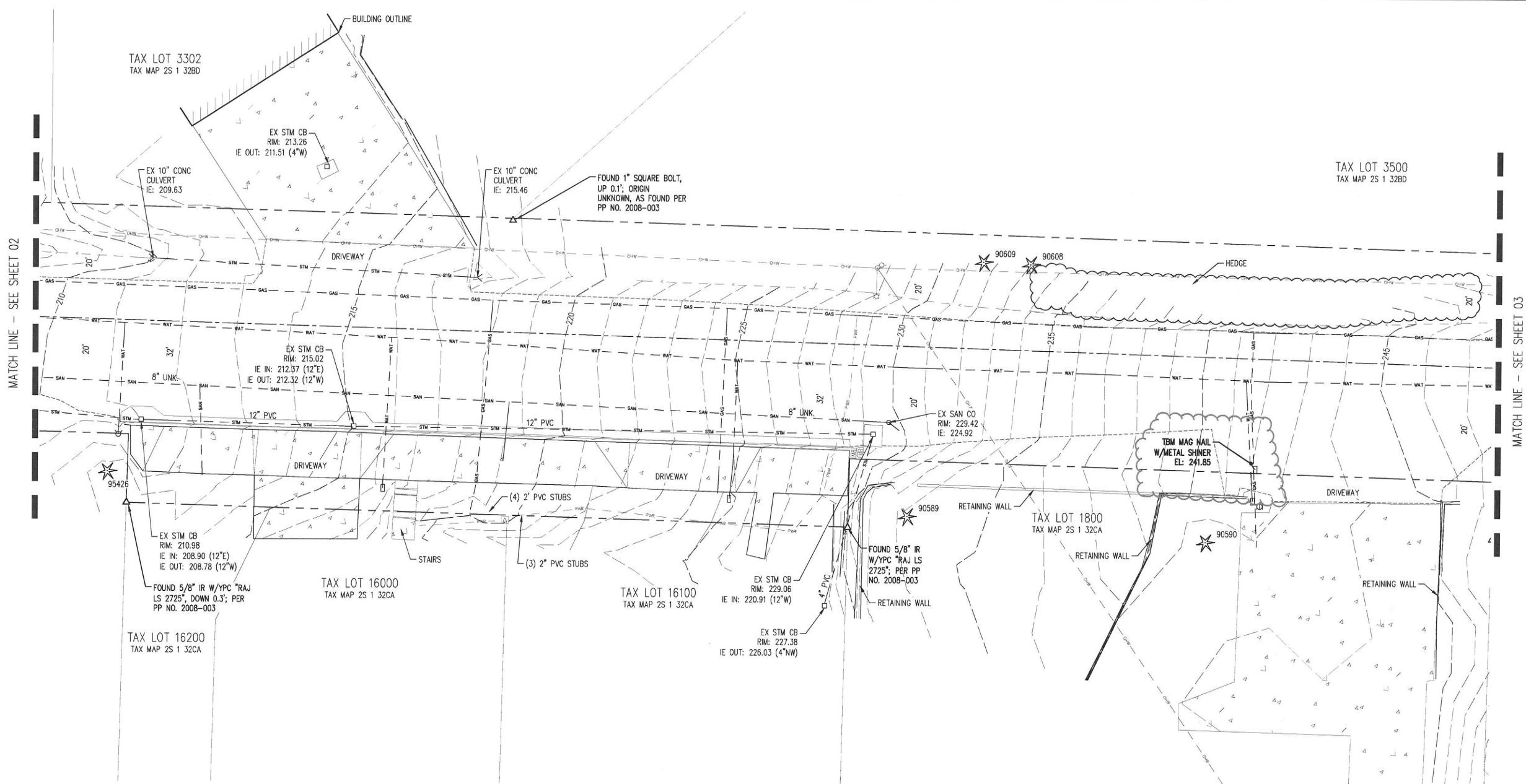
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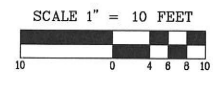
**LEGEND**

DECIDUOUS TREE		STORM SEWER CLEAN OUT		RIGHT-OF-WAY LINE	
CONIFEROUS TREE		STORM SEWER CATCH BASIN		BOUNDARY LINE	
FIRE HYDRANT		STORM SEWER AREA DRAIN		PROPERTY LINE	
WATER BLOWOFF		STORM SEWER MANHOLE		CENTERLINE	
WATER METER		GAS METER		DITCH	
WATER VALVE		GAS VALVE		CURB	
DOUBLE CHECK VALVE		GUY WIRE ANCHOR		EDGE OF PAVEMENT	
AIR RELEASE VALVE		POWER POLE		EASEMENT	
SANITARY SEWER CLEAN OUT		POWER VAULT		FENCE LINE	
SANITARY SEWER MANHOLE		POWER JUNCTION BOX		GRAVEL EDGE	
SIGN		POWER PEDESTAL		POWER LINE	
STREET LIGHT		COMMUNICATIONS VAULT		OVERHEAD WIRE	
MAILBOX		COMMUNICATIONS JUNCTION BOX		COMMUNICATIONS LINE	
FOUND MONUMENT AS NOTED		COMMUNICATIONS RISER		FIBER OPTIC LINE	
				GAS LINE	
				STORM SEWER LINE	
				SANITARY SEWER LINE	
				WATER LINE	





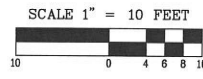
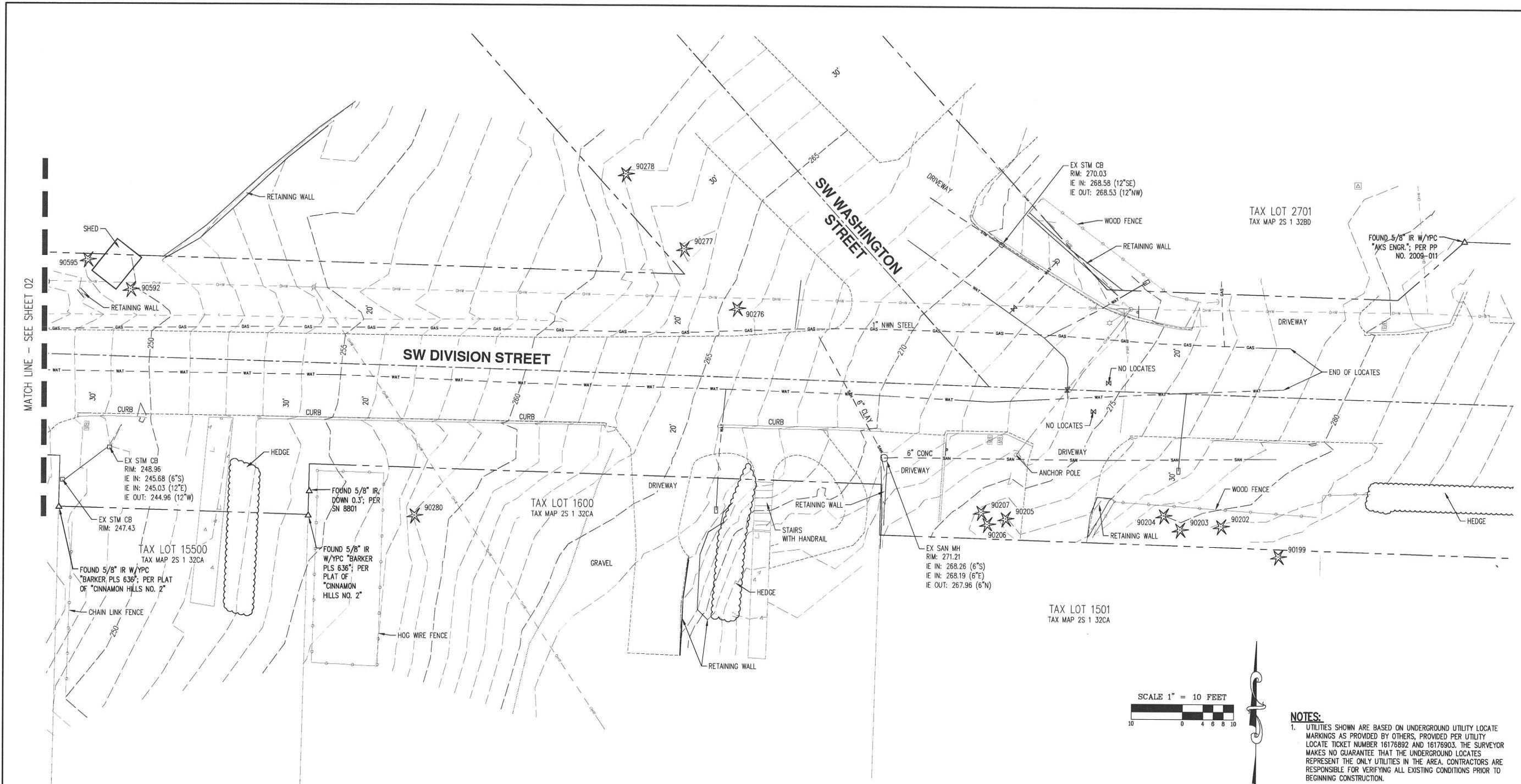
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**TREE TABLE**

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90207	CONIFEROUS	17
90276	CONIFEROUS	20
90277	CONIFEROUS	26
90278	CONIFEROUS	20
90280	CONIFEROUS	42
90589	CONIFEROUS	28
90590	CONIFEROUS	20
90592	CONIFEROUS	26
90595	CONIFEROUS	24
90608	CONIFEROUS	10
90609	CONIFEROUS	10
95274	CONIFEROUS	21
95296	DECIDUOUS	15
95356	DECIDUOUS	8,10,12
95426	CONIFEROUS	22





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95274	CONIFEROUS	21
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95426	CONIFEROUS	22

NOTES:

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DESIGNED BY:  
 DRAWN BY: MSK/ZG  
 CHECKED BY: NSW/MSK  
 SCALE: AS NOTED  
 DATE: 08/01/2016

REGISTERED PROFESSIONAL LAND SURVEYOR

*Michael S. Kalina*  
 OREGON  
 JANUARY 12, 2016  
 MICHAEL S. KALINA  
 89558PLS  
 RENEWS: 6/30/17

REVISIONS

JOB NUMBER  
**5452**

SHEET  
**03**

DIVISION STREET

SHERWOOD

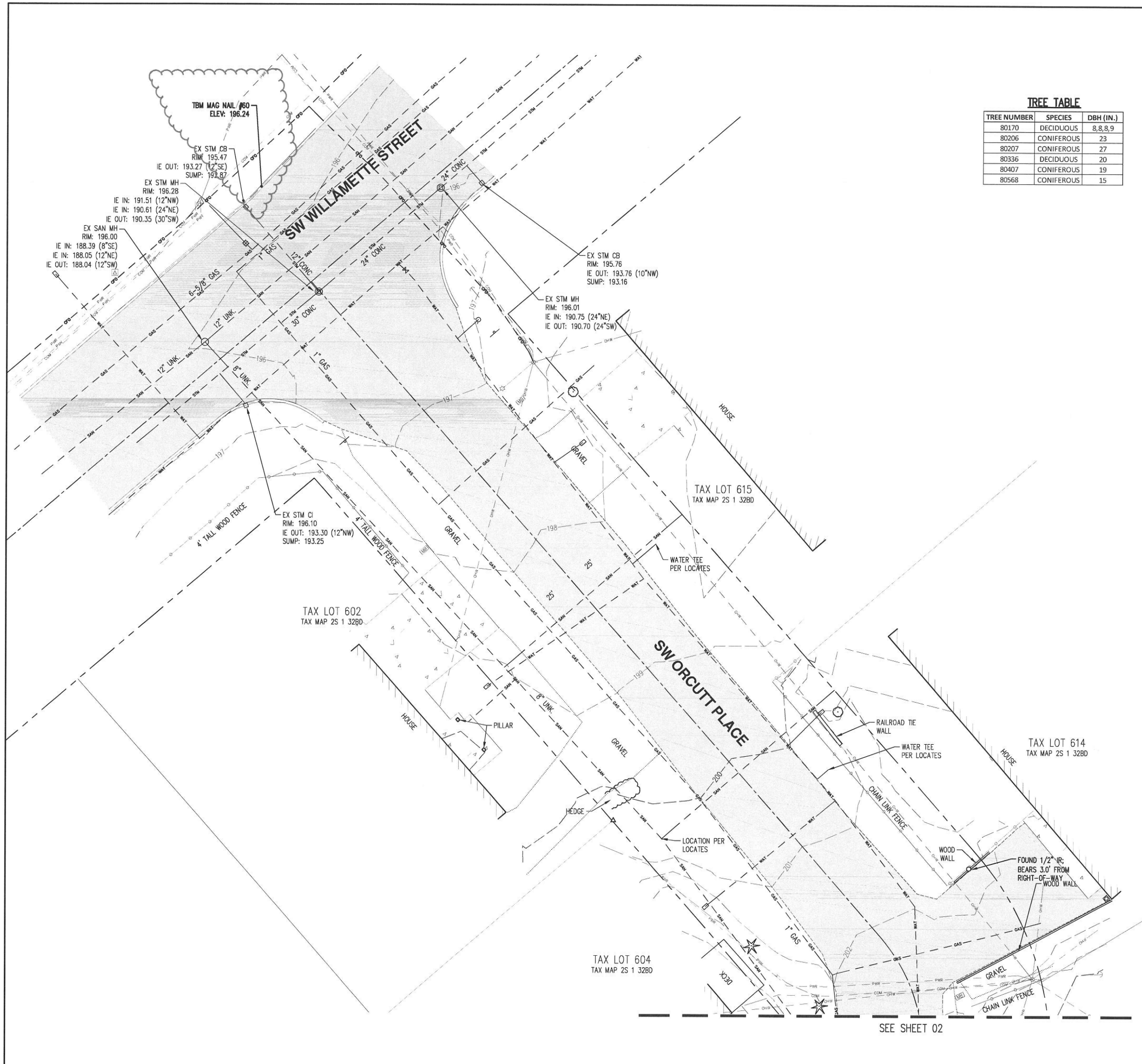
EXISTING  
 CONDITIONS PLAN

OREGON  
 WASHINGTON COUNTY TAX MAP 2S 1 32BD

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

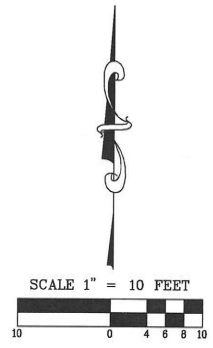
ENGINEERING · SURVEYING · NATURAL RESOURCES  
 FORESTRY · PLANNING · LANDSCAPE ARCHITECTURE





**TREE TABLE**

TREE NUMBER	SPECIES	DBH (IN.)
80170	DECIDUOUS	8,8,8,9
80206	CONIFEROUS	23
80207	CONIFEROUS	27
80336	DECIDUOUS	20
80407	CONIFEROUS	19
80568	CONIFEROUS	15



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**LEGEND**

DECIDUOUS TREE		STORM SEWER CLEAN OUT	
CONIFEROUS TREE		STORM SEWER CATCH BASIN	
FIRE HYDRANT		STORM SEWER AREA DRAIN	
WATER BLOWOFF		STORM SEWER MANHOLE	
WATER METER		GAS METER	
WATER VALVE		GAS VALVE	
DOUBLE CHECK VALVE		GUY WIRE ANCHOR	
AIR RELEASE VALVE		POWER POLE	
SANITARY SEWER CLEAN OUT		POWER VAULT	
SANITARY SEWER MANHOLE		POWER JUNCTION BOX	
SIGN		POWER PEDESTAL	
STREET LIGHT		COMMUNICATIONS VAULT	
MAILBOX		COMMUNICATIONS JUNCTION BOX	
		COMMUNICATIONS RISER	

**MONUMENTS**

FOUND IRON ROD; PER PLAT OF "SHERWOOD HIGHLANDS NO. 1"	
FOUND MONUMENT OF UNKNOWN ORIGIN	

**EXISTING**

RIGHT-OF-WAY LINE	
BOUNDARY LINE	
PROPERTY LINE	
CENTERLINE	
DITCH	
CURB	
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**ENGINEERING - SURVEYING - NATURAL RESOURCES**  
**FORESTRY - PLANNING - LANDSCAPE ARCHITECTURE**

**OREGON**  
 WASHINGTON COUNTY TAX MAP 2S 1 32BD

**ORCUTT PLACE**  
**SHERWOOD**

**EXISTING CONDITIONS PLAN**

DESIGNED BY:  
 DRAWN BY: MSK/ZG  
 CHECKED BY: NSW/MSK  
 SCALE: AS NOTED  
 DATE: 07/29/2016

REGISTERED PROFESSIONAL LAND SURVEYOR

*Michael S. Kalina*  
 OREGON  
 JANUARY 12, 2016  
 MICHAEL S. KALINA  
 89558PLS  
 RENEWS: 6/30/17

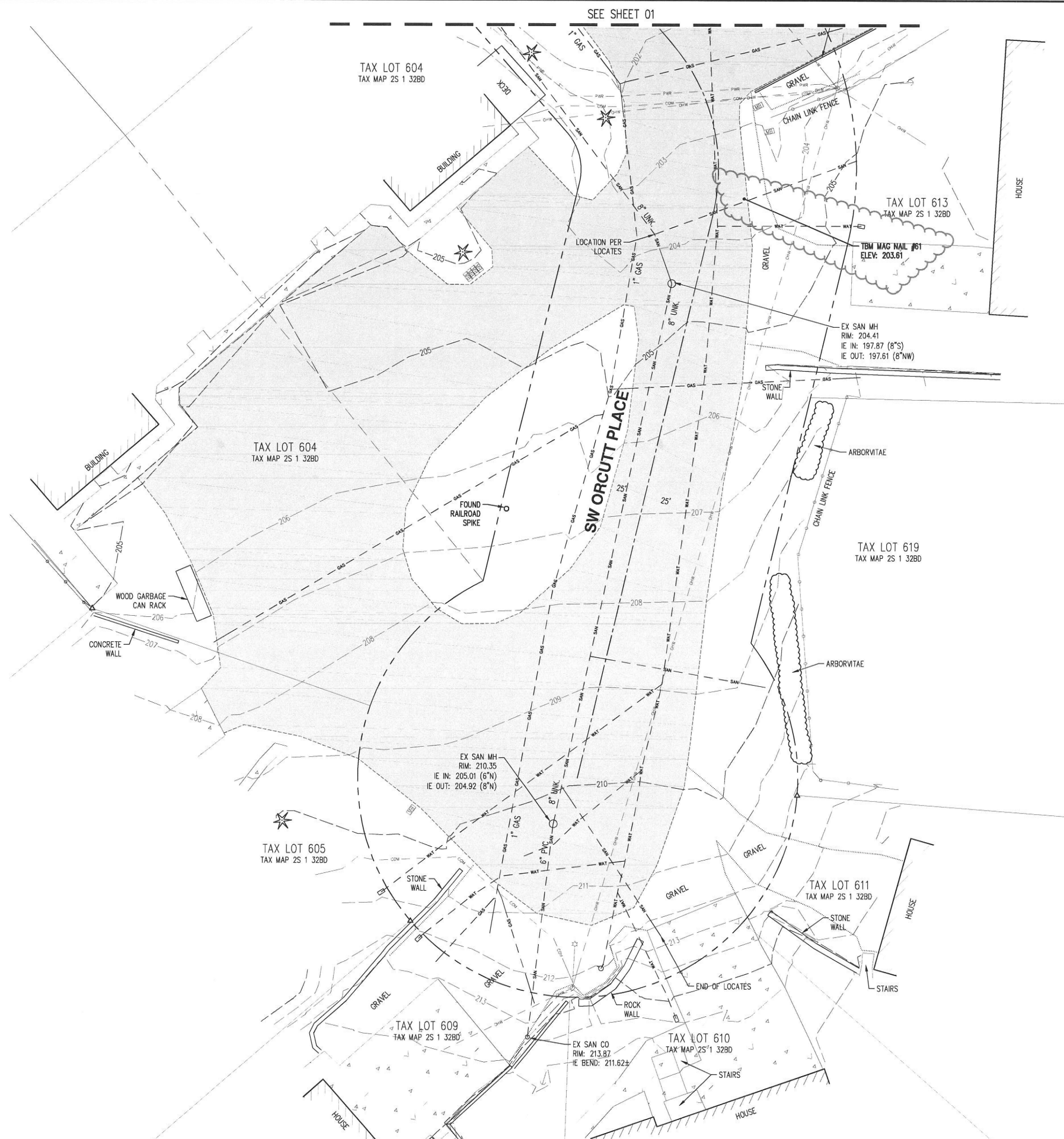
REVISIONS

JOB NUMBER  
**5452**

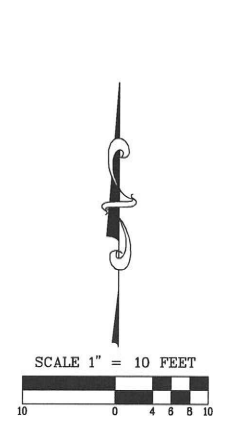
SHEET  
**01**

SEE SHEET 02





SEE SHEET 01



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ENGINEERING - SURVEYING - NATURAL RESOURCES  
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**ORCUTT PLACE**  
**SHERWOOD**  
**OREGON**  
WASHINGTON COUNTY TAX MAP 25 1 32BD

**EXISTING CONDITIONS PLAN**

DESIGNED BY: \_\_\_\_\_  
DRAWN BY: MSK/ZG  
CHECKED BY: NSW/MSK  
SCALE: AS NOTED  
DATE: 07/29/2016

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*Michael S. Kalina*  
OREGON  
JANUARY 12, 2016  
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89558PLS  
RENEWS: 6/30/17

REVISIONS

JOB NUMBER  
**5452**  
SHEET  
**02**