

# CITY OF SHERWOOD

## DIVISION STREET PAVEMENT AND STORM REHABILITATION

### FEBRUARY 2021

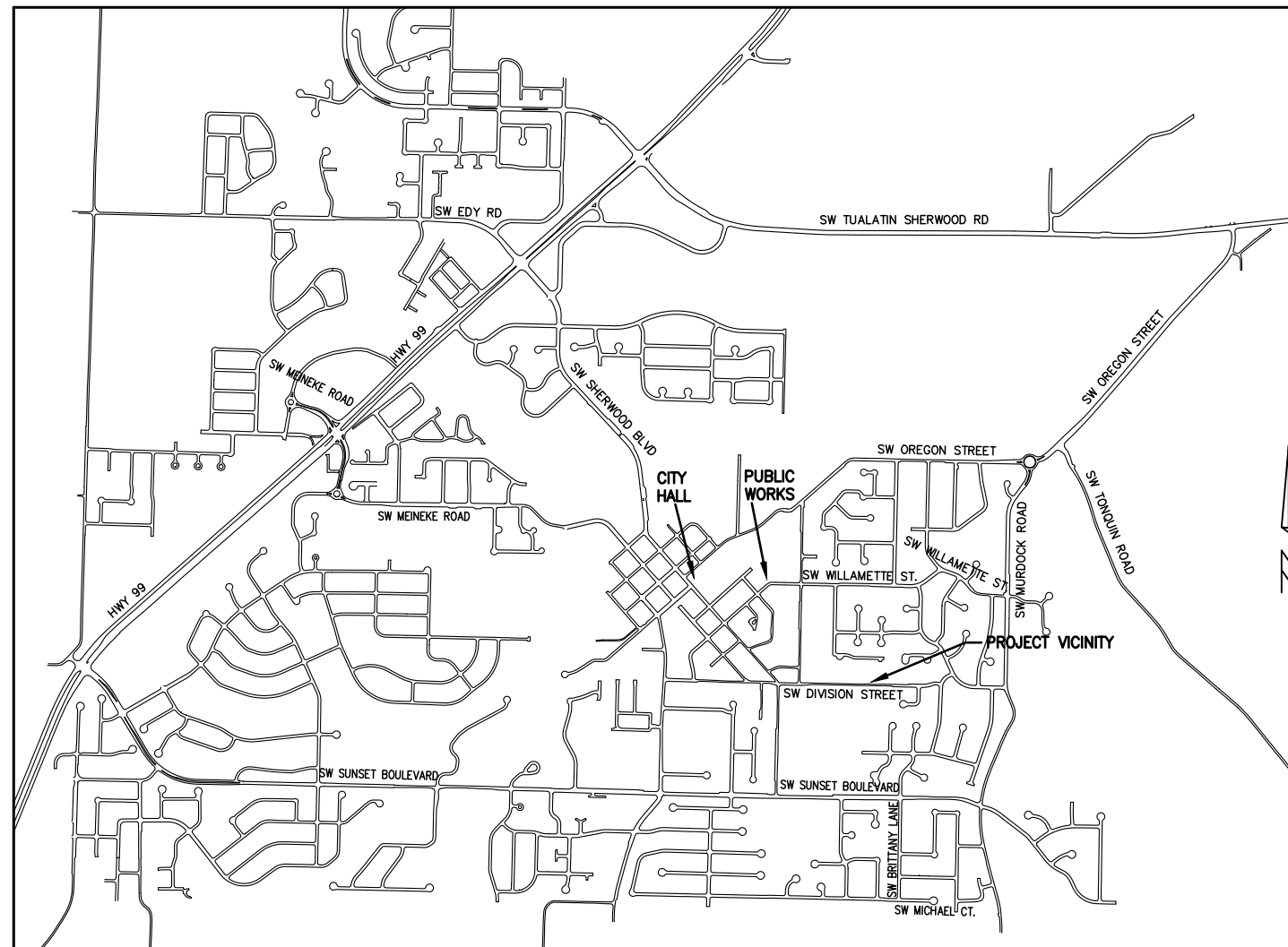
### (CONTRACT DRAWINGS)

**PROJECT LOCATION:**  
 DIVISION STREET FROM SUNSET PARK  
 TO CUTHILL PLACE

**DEVELOPER/OWNER:**  
 CITY OF SHERWOOD  
 22560 SW PINE ST  
 SHERWOOD, OREGON 97140  
 CONTACT: CRAIG CHRISTENSEN, P.E.  
 PH. 503-925-2311  
 CHRISTENSENC@SHERWOODOREGON.GOV

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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.



**VICINITY MAP**  
 NOT TO SCALE

**INSPECTOR INFORMATION:**

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

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.

COVER SHEET

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**DIVISION STREET PAVEMENT AND STORM REHABILITATION**  
 LOCATED IN SECTION 32A&D, T2S, R1W, W.M. IN THE CITY OF SHERWOOD, WASHINGTON COUNTY, STATE OF OREGON

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**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](mailto:engineering@sherwoodoregon.gov)

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DESIGNED BY:	CCC	CHECKED BY:	AS NOTED
DRAWN BY:	CCC	DATE:	FEBRUARY, 2021
FULL SIZE SCALE:		DIVISION_STREET_SHEETS	

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REVISIONS	DATE

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JOB NO. \_\_\_\_\_  
 SHEET NO. \_\_\_\_\_

**SHEET 1**  
 OF 10

## GENERAL NOTES

1. 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.
2. 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.
3. 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. POTHOLES PRIOR TO CONSTRUCTION MAY BE NECESSARY. ALL WORK TO VERIFY UTILITY LOCATIONS AND DEPTHS IS INCIDENTAL.
4. 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.
5. 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.
6. THE CONTRACTOR SHALL PRUNE ALL VEGETATION, AS NECESSARY FOR EQUIPMENT CLEARANCES AWAY AND UP FROM THE STREET AND SIDEWALK. AS WELL AS ANY ROOT PRUNING AS DETERMINED BY THE ENGINEER OR INSPECTOR. 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 INCIDENTAL.
7. 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.
8. 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.
9. 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. 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.
10. 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.
11. 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.
12. 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.
13. 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.
14. CONTRACTOR SHALL PROVIDE EFFECTIVE EROSION PROTECTION TO INCLUDE, BUT NOT BE LIMITED TO, GRADING, DITCHING, STRAW MATS, TRIANGULAR SILT DAMS, SILT FENCING, AND SEDIMENT BARRIERS TO MINIMIZE EROSION AND IMPACT TO ADJACENT PROPERTY. SEE EROSION AND SEDIMENT CONTROL NOTES AND PLANS.
15. 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. RESIDENTIAL DRIVEWAYS MAY ONLY BE CLOSED FOR A MAXIMUM OF ONE DAY (7:00 AM TO 6:00 PM).
16. 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.
17. 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.
18. 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.
19. THE CONTRACTOR SHALL PROVIDE TO THE CITY PROJECT MANAGER AND INSPECTOR A 24 HOUR CONTACT PERSON AND CELL PHONE NUMBER.
20. 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.
21. PROPERTY LINES SHOWN ON ALL PLAN SHEETS ARE FOR GENERAL DELINEATION ONLY AND ARE, BY NO MEANS, MEANT TO REPRESENT THE ACTUAL BOUNDARIES.

22. 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.
23. 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.
24. EQUIPMENT PARKED ON SITE SHALL BE PARKED AWAY FROM AN INTERSECTION AT A LOCATION APPROVED BY THE INSPECTOR.
25. 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/METER COSTS FOR CONSTRUCTION IS INCIDENTAL.
26. ANY EXISTING SURFACE TO REMAIN (CONCRETE CURB AND GUTTER, CONCRETE SIDEWALK, ASPHALT, ETC.) THAT IS DAMAGED BY THE CONTRACTOR SHALL BE REMOVED AND REPLACED AND THE CONTRACTOR'S EXPENSE.
27. ALL JOINTS BETWEEN EXISTING ASPHALT AND NEW ASPHALT SHALL BE SEALED WITH HOT RUBBERIZED ASPHALT SEALER.
28. CONTRACTOR SHALL NOT OVERCUT INTO EXISTING PAVEMENT TO REMAIN.
29. CONTRACTOR SHALL RELOCATE EXISTING MAILBOXES AND PROVIDE TEMPORARY SUPPORT AS NECESSARY FOR THE DURATION OF THE WORK. MAILBOXES SHALL BE PERMANENTLY REINSTALLED ACCORDING TO THE DETAIL IN THESE PLANS ONCE NEW CURB AND GUTTER IS IN PLACE.
30. ANY FINISH EXPOSED DIRT SURFACE TO BE TOPPED WITH 2" OF COMPOST MULCH. PAID UNDER "SELECTED TOPSOIL" BID ITEM.
31. CONTRACTOR SHALL CONTACT CITY INSPECTOR UPON DISCOVERY OF ANY EXISTING SEWER PIPING/IRRIGATION ENCOUNTERED DURING THE PROJECT FOR ON-SITE INSPECTION. INSPECTOR, ENGINEER AND CONTRACTOR SHALL COORDINATE TO DETERMINE COURSE OF ACTION. IN THE CASE OF SEWER PIPING, PUBLIC WORKS MAY BE CALLED IN TO DETERMINE IF ACTIVE. NO PAYMENT WILL BE MADE FOR DELAY TIME DUE TO ENCOUNTERING/INVESTIGATION OF EXISTING SEWERS.
32. THERE MAY BE UNMARKED FRANCHISE SERVICE LINES WITHIN THE WORK ZONE. CONTRACTOR TO EITHER WORK AROUND OR CONTACT UTILITY COMPANY TO RELOCATE. NO PAYMENT WILL BE MADE FOR DELAY TIME/WORK AROUND TIME DUE TO EXISTING FRANCHISE SERVICE LINES.

## STORM SEWER NOTES

1. STORM SEWER PIPE SHALL BE AS NOTED ON PLANS AND CONFORM TO THE REQUIREMENTS BELOW.
2. STORM SEWER MATERIALS AND TESTING SHALL MEET CLEAN WATER SERVICES (CWS) DESIGN AND CONSTRUCTION SPECIFICATIONS AND THE CITY OF SHERWOOD'S ENGINEERING DESIGN MANUAL.
3. CONTRACTOR SHALL PERFORM A MANDREL TEST AND VIDEO TEST ON THE NEW STORM SEWER. THIS WILL BE WITNESSED BY THE CITY. MINIMUM 48 HOUR NOTICE IS REQUIRED. ANY PIPE NOT PASSING EITHER TEST SHALL BE FIXED BY THE CONTRACTOR WITH CONTRACTOR PERFORMING A NEW MANDREL AND VIDEO TEST. PIPE REPAIRS AND TESTING DONE DUE TO TEST FAILURE ARE PERFORMED AT THE CONTRACTOR'S EXPENSE.
4. STORM SEWER TRENCHING FROM SDMH-1 TO STA. 10+16.29 SHALL HAVE TEMPORARY ASPHALT PATCHING (2" THICK) PAID PER BID ITEM. OTHER STORM TRENCHES MAY BE BROUGHT TO THE SURFACE WITH GRANULAR BACKFILL. CONTRACTOR TO KEEP ASPHALT SURFACE SWEPT AND FREE OF ROCKS (INCIDENTAL). REMOVAL OF TEMPORARY ASPHALT AND TRENCH ROCK FOR INSTALLATION OF FINAL ASPHALT SURFACE IS INCIDENTAL.
5. COUPLING TO CONNECT TO EXISTING LATERALS SHALL BE SHIELDED FERNCO COUPLINGS OR APPROVED EQUIVALENT.

## LEGEND

<p>===== = EXISTING CURB AND GUTTER</p> <p>⊗<sub>WV</sub> = EXISTING WATER VALVE</p> <p>—W— = EXISTING WATER LINE</p> <p>—ST— = EXISTING STORM LINE</p> <p>—SAN— = EXISTING STORM LINE</p> <p>—G— = EXISTING GAS LINE</p> <p>—T— = EXISTING TELECOMMUNICATION LINE</p> <p>----- = CENTER LINE</p> <p>○ = EXISTING MANHOLE</p> <p>▤ = EXISTING CATCH BASIN</p> <p>===== = PROPOSED CURB AND GUTTER</p> <p>⊗ = PROPOSED MANHOLE</p> <p>▤ = PROPOSED CATCH BASIN</p>	<p>EX = EXISTING</p> <p>S/W = SIDEWALK</p> <p>R/W = RIGHT-OF-WAY</p> <p>D/W = DRIVEWAY</p> <p>R = RADIUS</p> <p>⊙ = CENTER LINE</p> <p>TOC = TOP OF CURB</p> <p>FG = FINISH GRADE</p> <p>G = GUTTER</p> <p>RT = RIGHT</p> <p>LT = LEFT</p> <p>T = TOP FACE OF CURB</p> <p>PH = POT HOLED</p> <p>EST = ESTIMATED</p>
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## WORK HOURS/TRAFFIC CONTROL NOTES

1. WORK HOURS ARE FROM 8:00AM TO 6:00PM MONDAY THROUGH FRIDAY.
2. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING DRIVEWAY ACCESS TO RESIDENCES, EXCEPT WHEN OTHERWISE APPROVED BY THE CITY AND COORDINATED WITH THE HOME OWNER.
3. THE CONTRACTOR MAY CLOSE SW DIVISION STREET TO THROUGH TRAFFIC (EAST OF THE SNYDER PARK ACCESS TO THE EAST END OF THE CONSTRUCTION LIMITS). THIS LIMITED CLOSURE MAY BE LEFT IN PLACE OVERNIGHT WITH APPROPRIATE VISUAL MEASURES. CONTRACTOR IS RESPONSIBLE FOR ALL BARRICADES, SIGNAGE, DETOUR SIGNAGE AND ANY OTHER TRAFFIC CONTROL MEASURES NECESSARY FOR THE ROAD CLOSURE. CONTRACTOR TO NOTIFY RESIDENTS 48 HOURS PRIOR TO STREET CLOSURE.

## STAGING NOTES

CONSTRUCTION STAGING WILL OCCUR ON-SITE AT LOCATION APPROVED BY INSPECTOR. TRUCKS TO BE PARKED AT A LOCATION APPROVED BY THE CITY.

## GENERAL NOTES

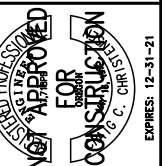
### DIVISION STREET PAVEMENT AND STORM REHABILITATION

LOCATED IN SECTION 32A&D, T2S, R1W, W.M. IN THE CITY OF SHERWOOD, WASHINGTON COUNTY, STATE OF OREGON

CITY OF SHERWOOD  
ENGINEERING DEPARTMENT  
22580 SW PINE STREET  
SHERWOOD, OREGON 97140

PHONE: (503) 925-2309  
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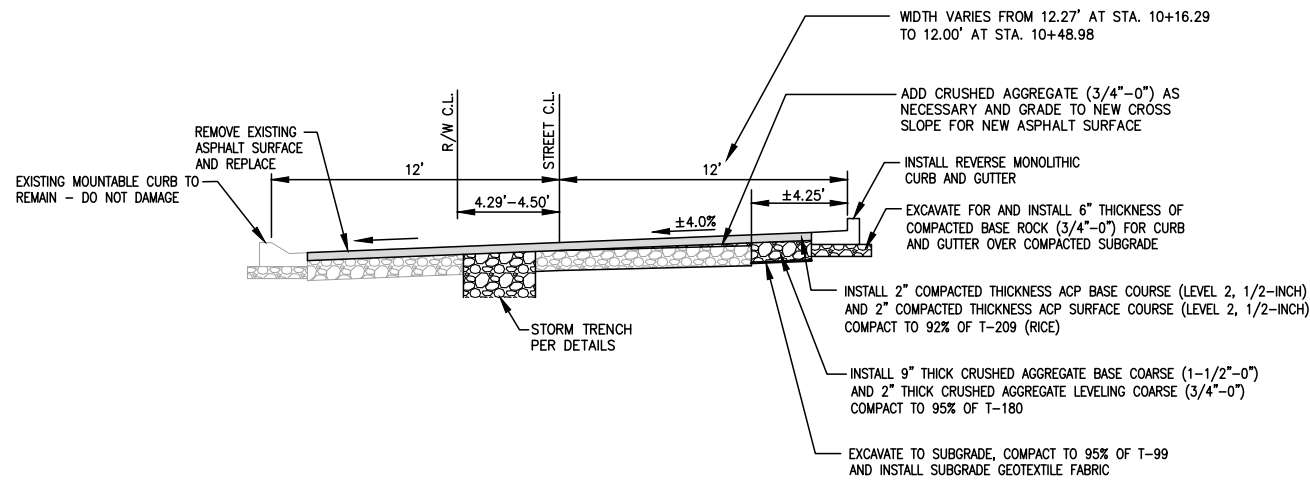


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									DIVISION STREET_SHEETS

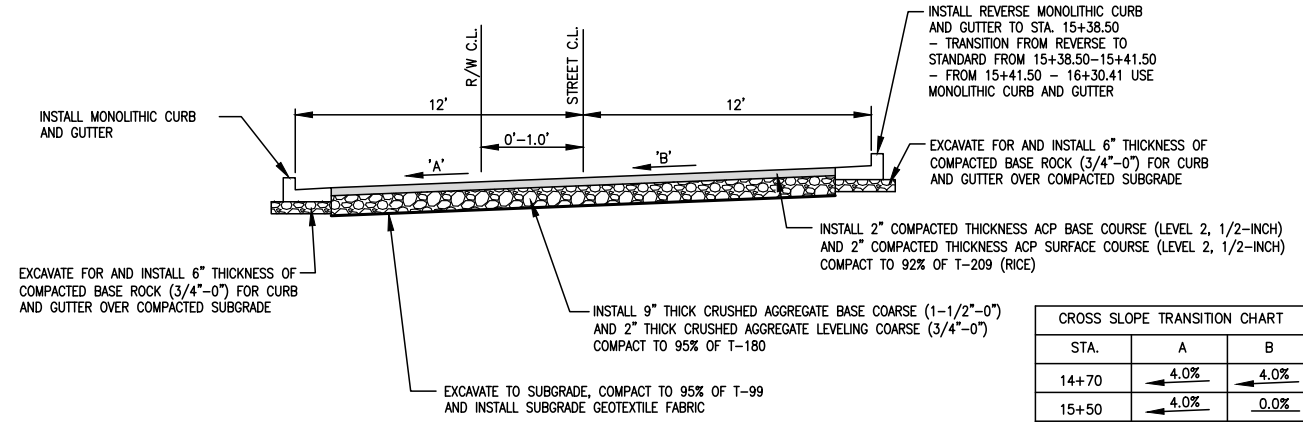
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SHEET NO.	2
OF 10	

NOTE: STATE OF OREGON MINIMUM PREVAILING WAGE REQUIREMENTS WILL APPLY TO ALL WORK PERFORMED UNDER THIS PROJECT.

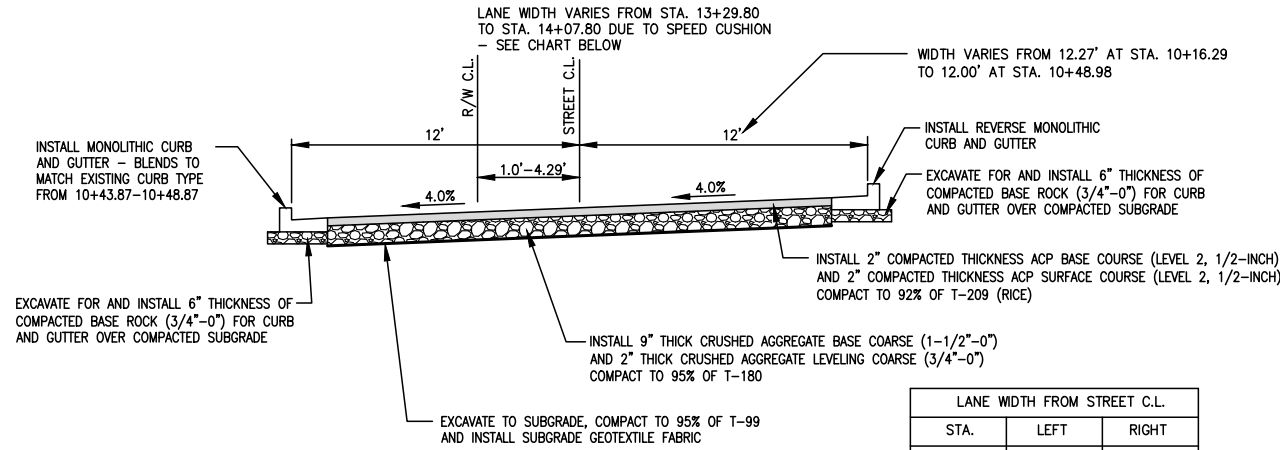


**DIVISION STREET TYPICAL SECTION (10+16.29-10+43.87)**  
(DIVISION STREET LOOKING EAST - NOT TO SCALE)



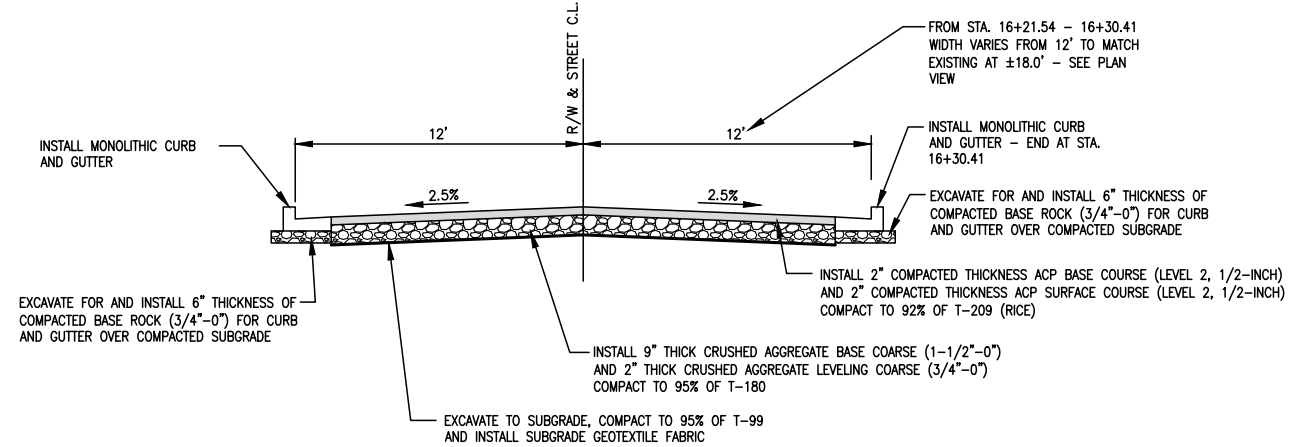
**DIVISION STREET TYPICAL SECTION (14+70.00-16+00.00)**  
(DIVISION STREET LOOKING EAST - NOT TO SCALE)

STA.	A	B
14+70	← 4.0%	← 4.0%
15+50	← 4.0%	← 0.0%
16+00	← 2.5%	← 2.5%

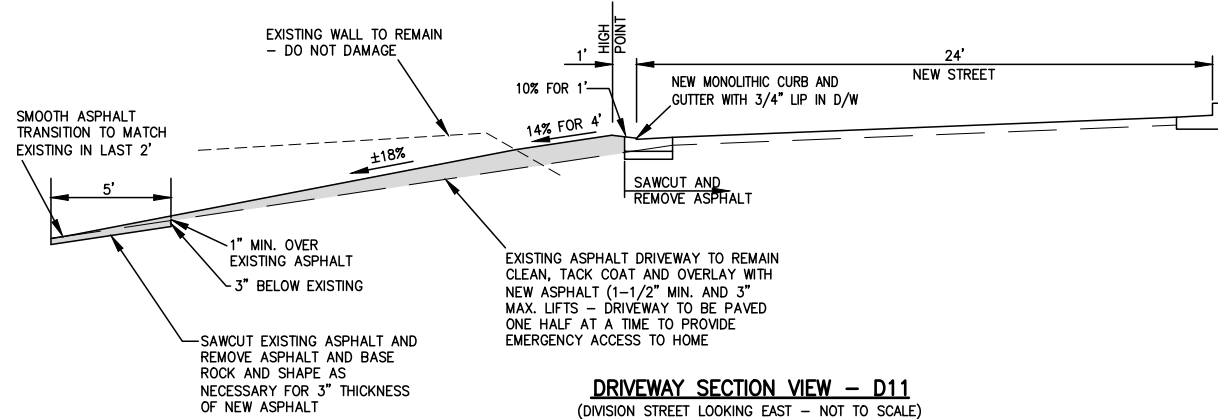


**DIVISION STREET TYPICAL SECTION (10+43.87-14+70.00)**  
(DIVISION STREET LOOKING EAST - NOT TO SCALE)

STA.	LEFT	RIGHT
13+29.80	12'	12'
13+59.80	13'	13'
13+77.80	13'	13'
14+07.80	12'	12'

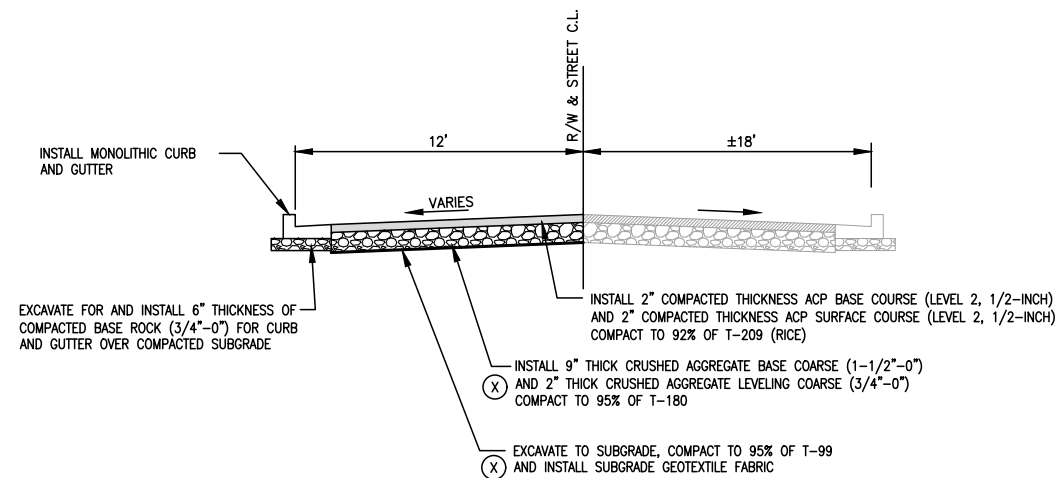


**DIVISION STREET TYPICAL SECTION (16+00.00-16+32.00)**  
(DIVISION STREET LOOKING EAST - NOT TO SCALE)



**DRIVEWAY SECTION VIEW - D11**  
(DIVISION STREET LOOKING EAST - NOT TO SCALE)

NOTE: OTHER OPTIONS FOR CONSTRUCTION OF DRIVEWAY WILL BE CONSIDERED - ONE HALF OF DRIVEWAY TO BE CONSTRUCTED AT A TIME - DRIVEWAY NEEDS TO HAVE CONTINUOUS ACCESS IN CASE OF MEDICAL EMERGENCY



**DIVISION STREET TYPICAL SECTION (16+32.00-16+86.20)**  
(DIVISION STREET LOOKING EAST - NOT TO SCALE)

(X) EXCAVATION TO SUBGRADE AND BASE ROCK FROM STA. 16+32.00 - STA. 16+70.00  
BASE ROCK TO REMAIN FROM ST. 16+70.00 - STA. 16+86.20

**STREET CONSTRUCTION NOTES**

DO NOT DAMAGE EXISTING CONCRETE TO REMAIN.

COMPACT SUBGRADE TO 95% DENSITY OF AASHTO T-99 TEST METHOD.

COMPACT ALL BASE ROCK TO 95% DENSITY OF AASHTO T-180 TEST METHOD (INSPECTOR WITNESSED PROOF ROLL REQUIRED).

COMPACT ALL ASPHALT TO 92% OF MMAD PER AASHTO T209.

CONTACT INSPECTOR FOR PROOF ROLLING OF SUBGRADE AND BASE ROCK.

**SECTIONS**

**DIVISION STREET PAVEMENT AND STORM REHABILITATION**

LOCATED IN SECTION 32A&D, T2S, R1W, W.M. IN THE CITY OF SHERWOOD, WASHINGTON COUNTY, STATE OF OREGON

**CITY OF SHERWOOD ENGINEERING DEPARTMENT**

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**BID SET**



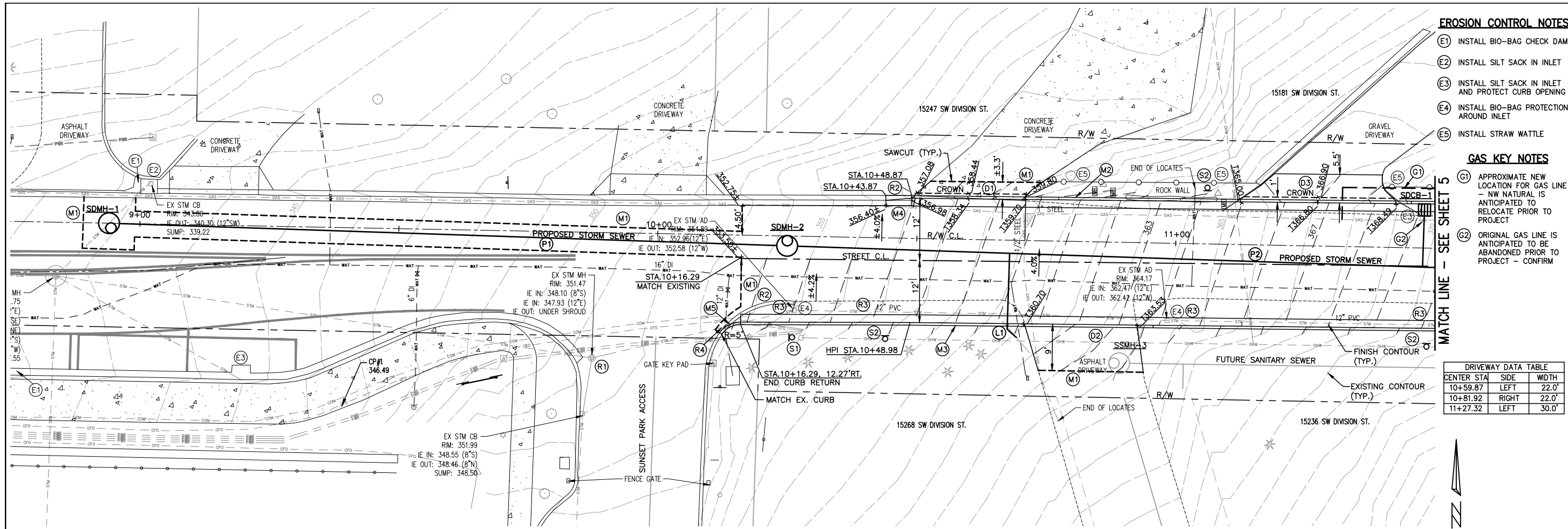
EXPIRES: 12-31-21

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JOB NO.

SHEET NO. **3**  
OF **10**

**REVISIONS**



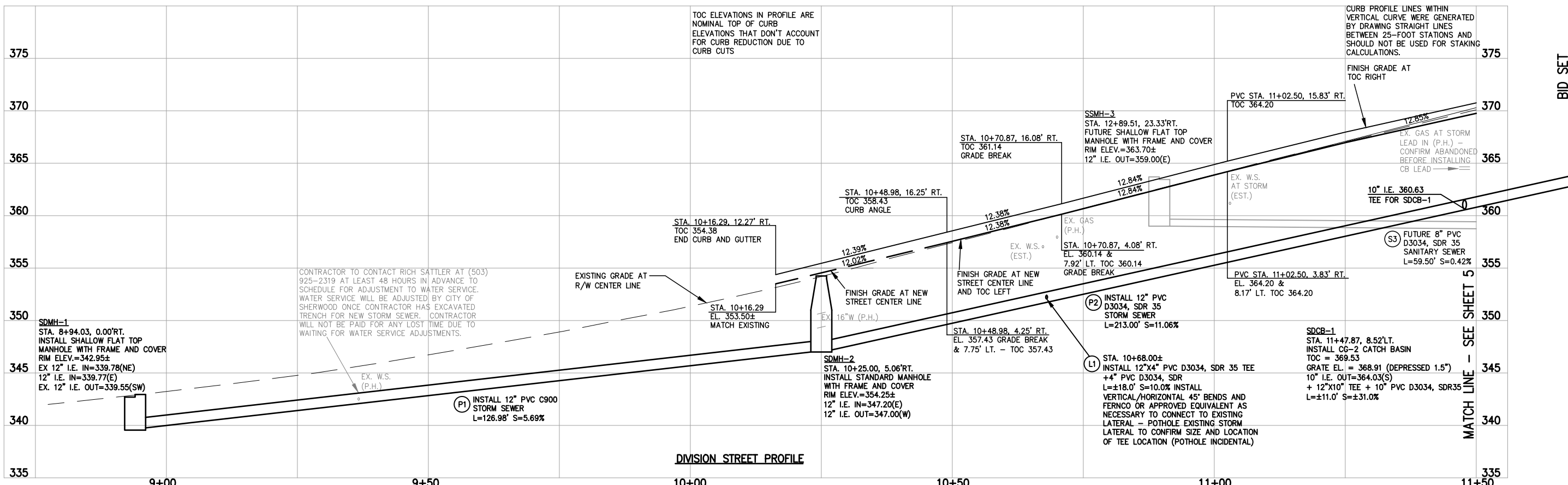
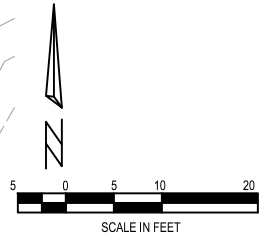
- EROSION CONTROL NOTES**
- (E1) INSTALL BIO-BAG CHECK DAM
  - (E2) INSTALL SILT SACK IN INLET
  - (E3) INSTALL SILT SACK IN INLET AND PROTECT CURB OPENING
  - (E4) INSTALL BIO-BAG PROTECTION AROUND INLET
  - (E5) INSTALL STRAW WATTLE

- GAS KEY NOTES**
- (G1) APPROXIMATE NEW LOCATION FOR GAS LINE - NW NATURAL IS ANTICIPATED TO BE RELOCATED PRIOR TO PROJECT
  - (G2) ORIGINAL GAS LINE IS ANTICIPATED TO BE ABANDONED PRIOR TO PROJECT - CONFIRM

**DRIVEWAY DATA TABLE**

CENTER STA	SIDE	WIDTH
10+59.87	LEFT	22.0'
10+81.92	RIGHT	22.0'
11+27.32	LEFT	30.0'

- (D1) SAWCUT AND REMOVE EXISTING DRIVEWAY AND INSTALL NEW CONCRETE DRIVEWAY (MIN. 6" THICKNESS) WITH CROWN AT 1' FROM FACE OF CURB (0.16' ABOVE GUTTER)
- (D2) SAWCUT AND REMOVE EXISTING ASPHALT AND BASE ROCK AS NECESSARY, SHAPE BASE ROCK AND INSTALL NEW ASPHALT DRIVEWAY (MIN. 3" THICKNESS)
- (D3) REMOVE EXISTING BASE ROCK AS NECESSARY, SHAPE BASE ROCK AND INSTALL NEW ASPHALT DRIVEWAY (MIN. 3" THICKNESS) WITH CROWN AT 1' FROM FACE OF CURB (0.16' ABOVE GUTTER) - ADD SMOOTH ROCK NORTH OF ASPHALT AS NECESSARY
- (S1) "25MPH" SPEED SIGN BY CITY OF SHERWOOD.
- (S2) "NO PARKING" SIGN BY CITY OF SHERWOOD.
- (R1) INSTALL MECHANICAL PLUG IN 12" I.E.(E) (INCIDENTAL)
- (R2) REMOVE EXISTING CURB OR CURB AND GUTTER
- (R3) REMOVE EXISTING INLETS AND PIPING (VARIES - DUCTILE IRON, CONCRETE PVC) AND BACKFILL WITH CRUSHED AGGREGATE (3/4"-0") TO SUBGRADE
- (R4) INSTALL MECHANICAL PLUG 1' INTO EXISTING PIPE AND GROUT TO END (INCIDENTAL)
- (M1) SAWCUT ASPHALT/CONCRETE. (INCIDENTAL)
- (M2) INSTALL MONOLITHIC CURB AND GUTTER.
- (M3) INSTALL REVERSE MONOLITHIC CURB AND GUTTER.
- (M4) BLEND FROM CURB AND GUTTER TO MATCH EXISTING IN 5'.
- (M5) INSTALL VERTICAL CURB.



**PLAN AND PROFILE**

**DIVISION STREET PAVEMENT AND STORM REHABILITATION**

LOCATED IN SECTION 32A&D, T2S, R1W, W.M. IN THE CITY OF SHERWOOD, WASHINGTON COUNTY, STATE OF OREGON

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22560 SW PINE STREET  
SHERWOOD, OREGON 97140

PHONE: (503) 925-2309  
FAX: (503) 625-0629  
E-MAIL: [engineering@sherwoodoregon.gov](mailto:engineering@sherwoodoregon.gov)

**BID SET**

DESIGNED BY: [ ]  
DRAWN BY: [ ]  
CHECKED BY: [ ]  
FULL SIZE SCALE: 1"=10'  
DATE: FEBRUARY, 2021

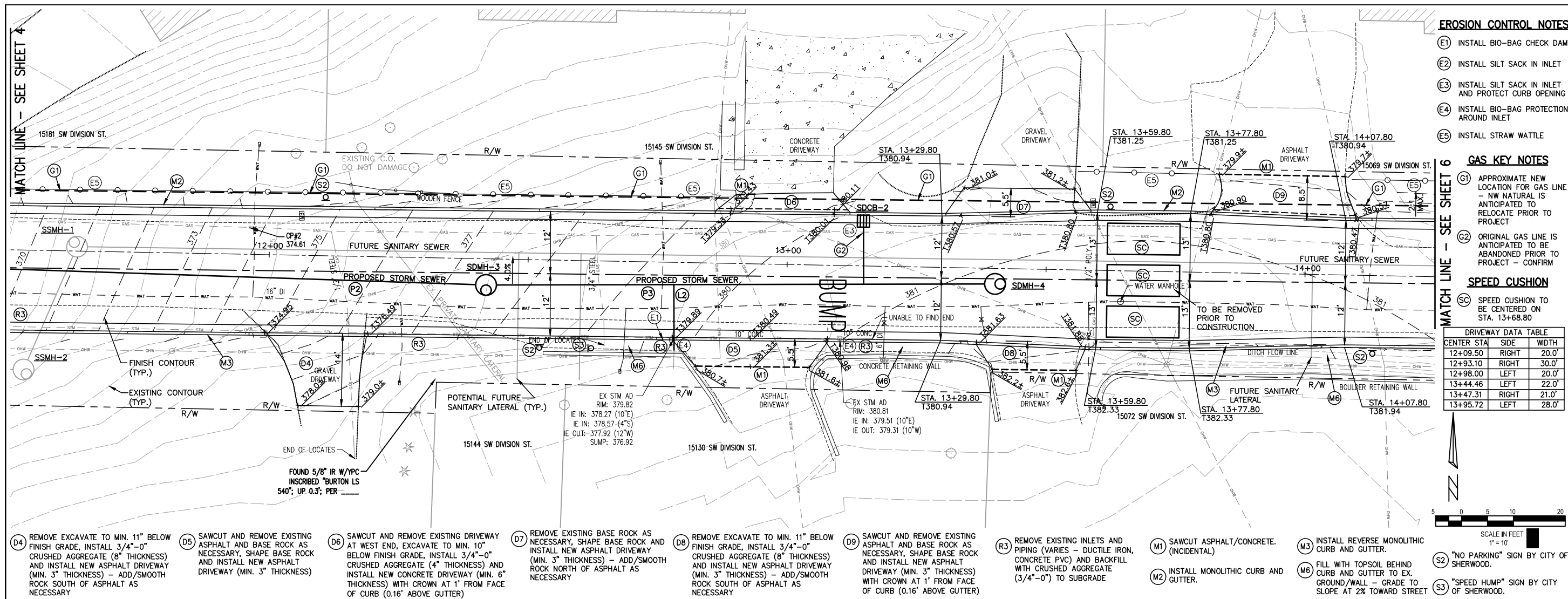
DIVISION STREET\_SHEETS

**REVISIONS**

NO.	DATE	DESCRIPTION

JOB NO. [ ]

SHEET NO. **4** OF 10



- EROSION CONTROL NOTES**
- (E1) INSTALL BIO-BAG CHECK DAM
  - (E2) INSTALL SILT SACK IN INLET
  - (E3) INSTALL SILT SACK IN INLET AND PROTECT CURB OPENING
  - (E4) INSTALL BIO-BAG PROTECTION AROUND INLET
  - (E5) INSTALL STRAW WATTLE

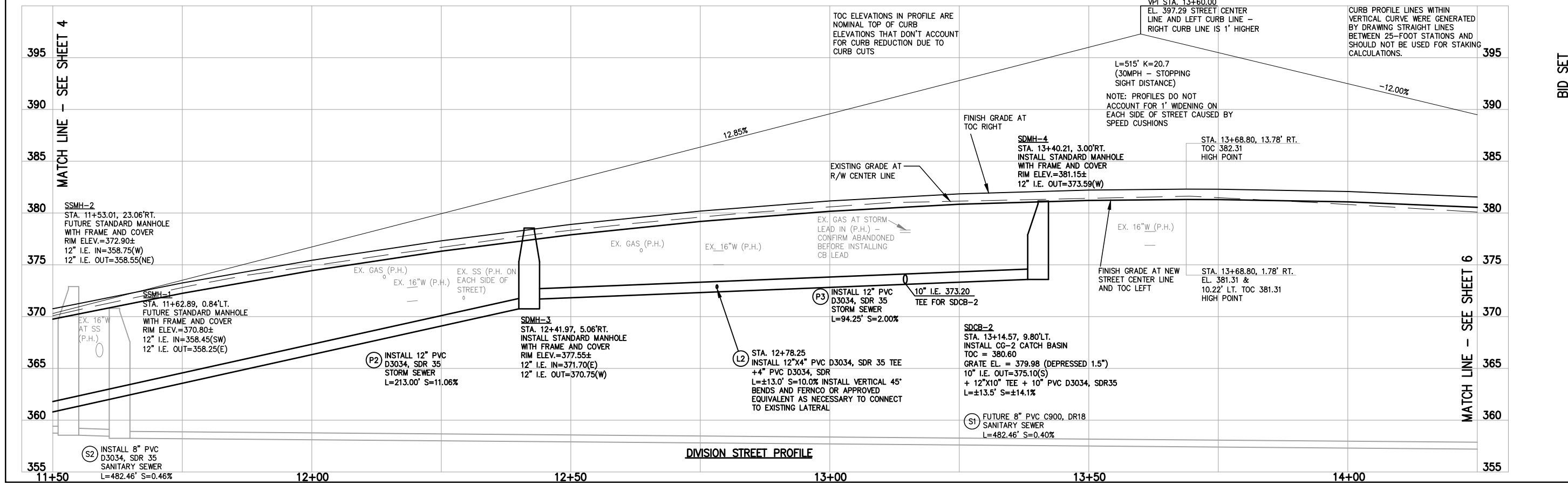
- GAS KEY NOTES**
- (G1) APPROXIMATE NEW LOCATION FOR GAS LINE - NW NATURAL IS ANTICIPATED TO BE RELOCATED PRIOR TO PROJECT
  - (G2) ORIGINAL GAS LINE IS ANTICIPATED TO BE ABANDONED PRIOR TO PROJECT - CONFIRM

- SPEED CUSHION**
- (SC) SPEED CUSHION TO BE CENTERED ON STA. 13+68.80

**DRIVEWAY DATA TABLE**

CENTER STA.	SIDE	WIDTH
12+09.50	RIGHT	20.0'
12+93.10	RIGHT	30.0'
12+98.00	LEFT	20.0'
13+44.46	LEFT	22.0'
13+47.31	RIGHT	21.0'
13+95.72	LEFT	28.0'

- (D4) REMOVE EXCAVATE TO MIN. 11" BELOW FINISH GRADE, INSTALL 3/4"-0" CRUSHED AGGREGATE (8" THICKNESS) AND INSTALL NEW ASPHALT DRIVEWAY (MIN. 3" THICKNESS) - ADD/SMOOTH ROCK SOUTH OF ASPHALT AS NECESSARY
- (D5) SAWCUT AND REMOVE EXISTING ASPHALT AND BASE ROCK AS NECESSARY, SHAPE BASE ROCK AND INSTALL NEW ASPHALT DRIVEWAY (MIN. 3" THICKNESS)
- (D6) SAWCUT AND REMOVE EXISTING DRIVEWAY AT WEST END, EXCAVATE TO MIN. 10" BELOW FINISH GRADE, INSTALL 3/4"-0" CRUSHED AGGREGATE (4" THICKNESS) AND INSTALL NEW CONCRETE DRIVEWAY (MIN. 6" THICKNESS) WITH CROWN AT 1' FROM FACE OF CURB (0.16' ABOVE GUTTER)
- (D7) REMOVE EXISTING BASE ROCK AS NECESSARY, SHAPE BASE ROCK AND INSTALL NEW ASPHALT DRIVEWAY (MIN. 3" THICKNESS) - ADD/SMOOTH ROCK NORTH OF ASPHALT AS NECESSARY
- (D8) REMOVE EXCAVATE TO MIN. 11" BELOW FINISH GRADE, INSTALL 3/4"-0" CRUSHED AGGREGATE (8" THICKNESS) AND INSTALL NEW ASPHALT DRIVEWAY (MIN. 3" THICKNESS) - ADD/SMOOTH ROCK SOUTH OF ASPHALT AS NECESSARY
- (D9) SAWCUT AND REMOVE EXISTING ASPHALT AND BASE ROCK AS NECESSARY, SHAPE BASE ROCK AND INSTALL NEW ASPHALT DRIVEWAY (MIN. 3" THICKNESS) WITH CROWN AT 1' FROM FACE OF CURB (0.16' ABOVE GUTTER)
- (R3) REMOVE EXISTING INLETS AND PIPING (VARIES - DUCTILE IRON, CONCRETE PVC) AND BACKFILL WITH CRUSHED AGGREGATE (3/4"-0") TO SUBGRADE
- (M1) SAWCUT ASPHALT/CONCRETE. (INCIDENTAL)
- (M2) INSTALL MONOLITHIC CURB AND GUTTER.
- (M3) INSTALL REVERSE MONOLITHIC CURB AND GUTTER.
- (M6) FILL WITH TOPSOIL BEHIND CURB AND GUTTER TO EX. GROUND/WALL - GRADE TO SLOPE AT 2% TOWARD STREET
- (S2) "NO PARKING" SIGN BY CITY OF SHERWOOD.
- (S3) "SPEED HUMP" SIGN BY CITY OF SHERWOOD.



**PLAN AND PROFILE**

**DIVISION STREET PAVEMENT AND STORM REHABILITATION**

LOCATED IN SECTION 32A&D, T2S, R1W, W.M. IN THE CITY OF SHERWOOD, WASHINGTON COUNTY, STATE OF OREGON

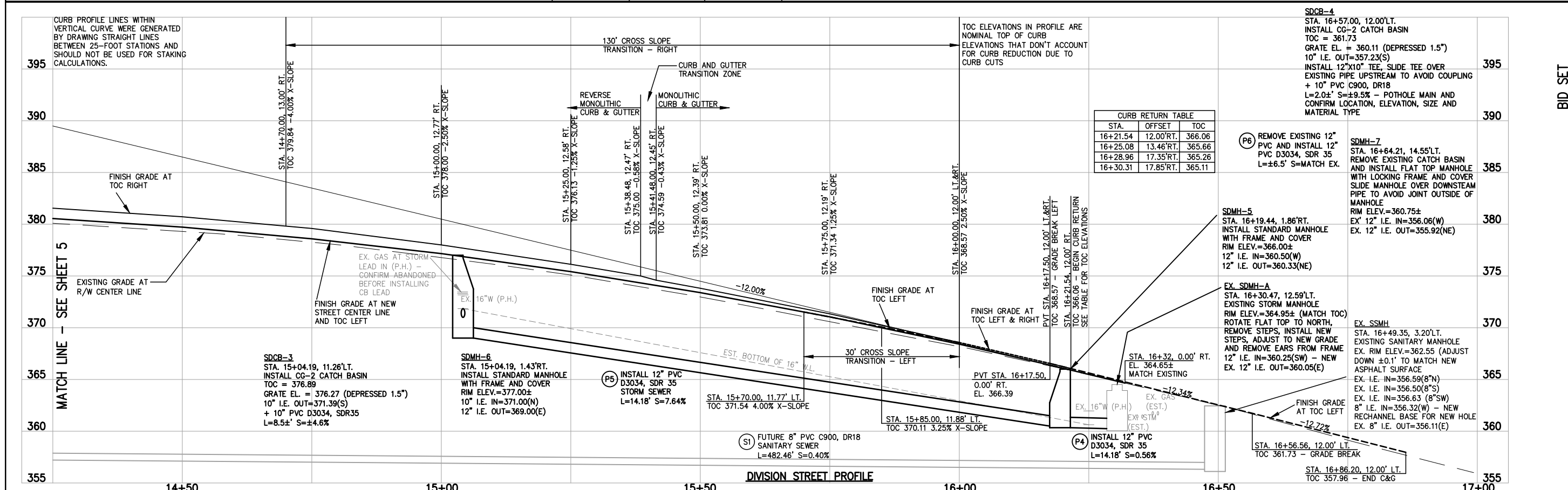
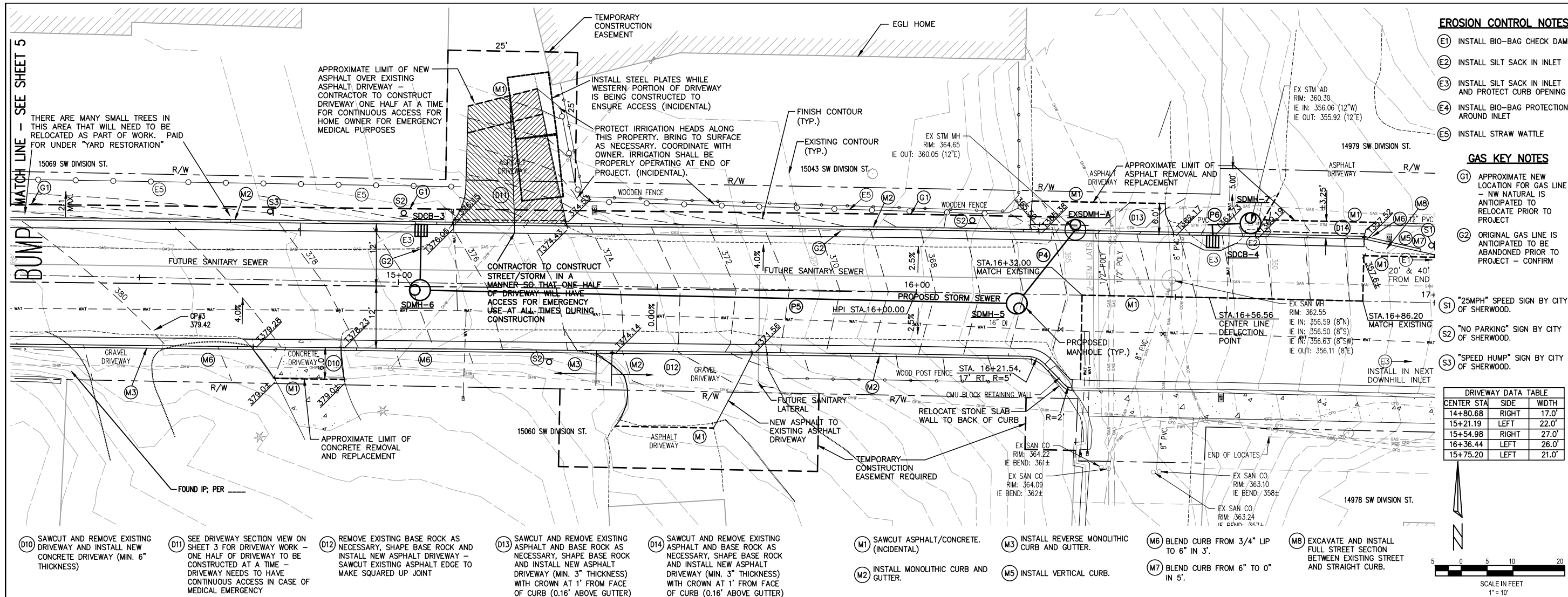
**CITY OF SHERWOOD**  
ENGINEERING DEPARTMENT  
22560 SW PINE STREET  
SHERWOOD, OREGON 97140  
PHONE: (503) 925-2309  
FAX: (503) 625-0629  
E-MAIL: [engineering@sherwoodoregon.gov](mailto:engineering@sherwoodoregon.gov)

**BID SET**

APPROVED FOR CONSTRUCTION

EXPIRES: 12-31-21





**PLAN AND PROFILE**

**DIVISION STREET PAVEMENT AND STORM REHABILITATION**

LOCATED IN SECTION 32A&D, 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

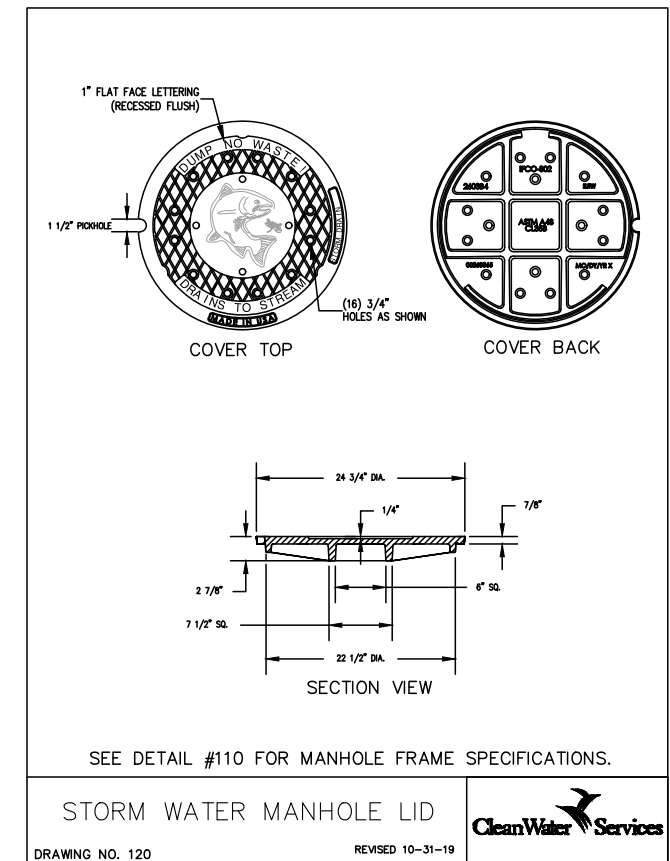
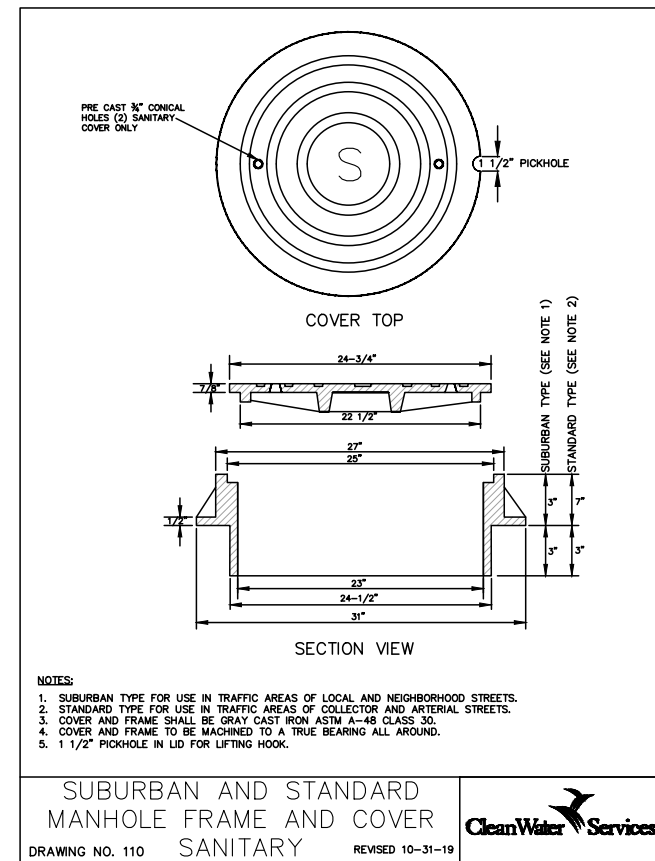
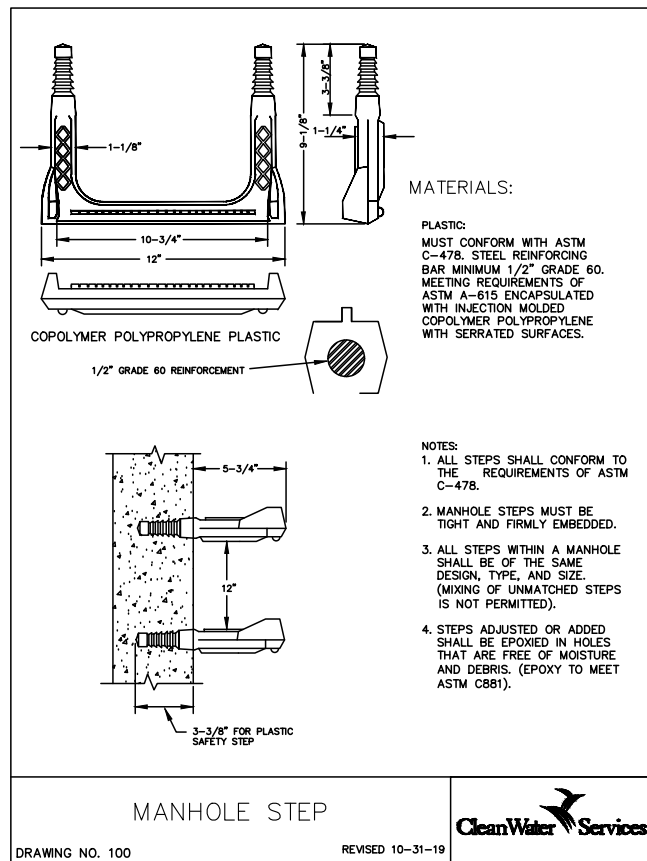
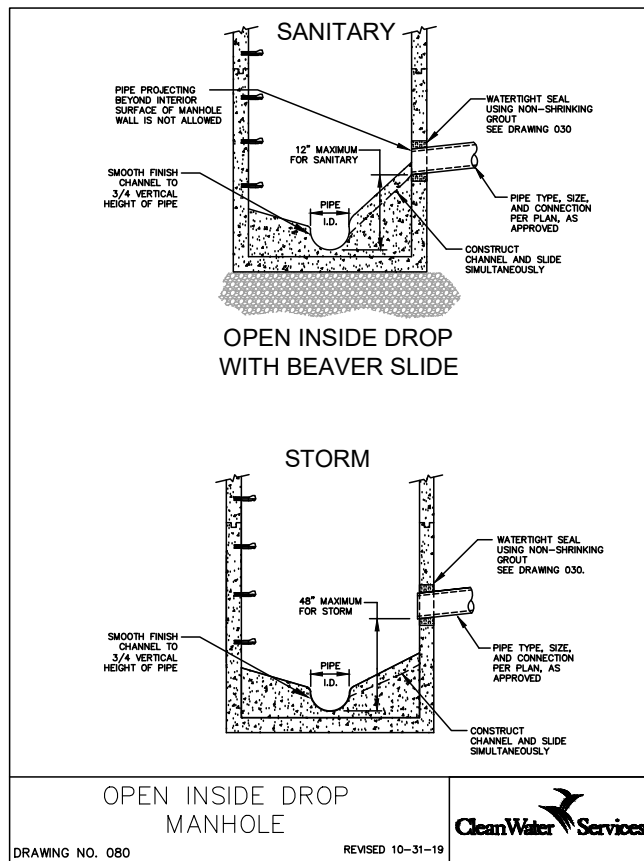
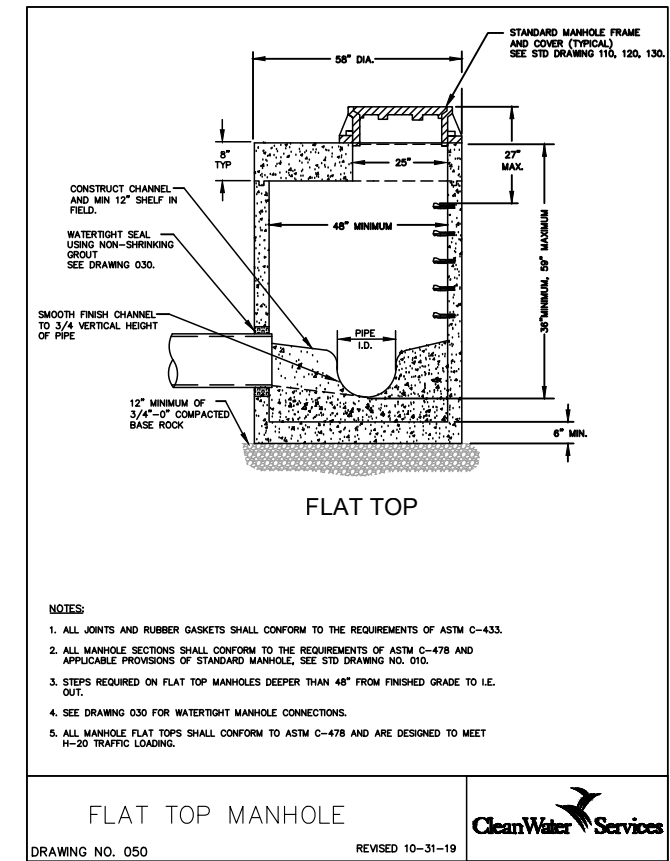
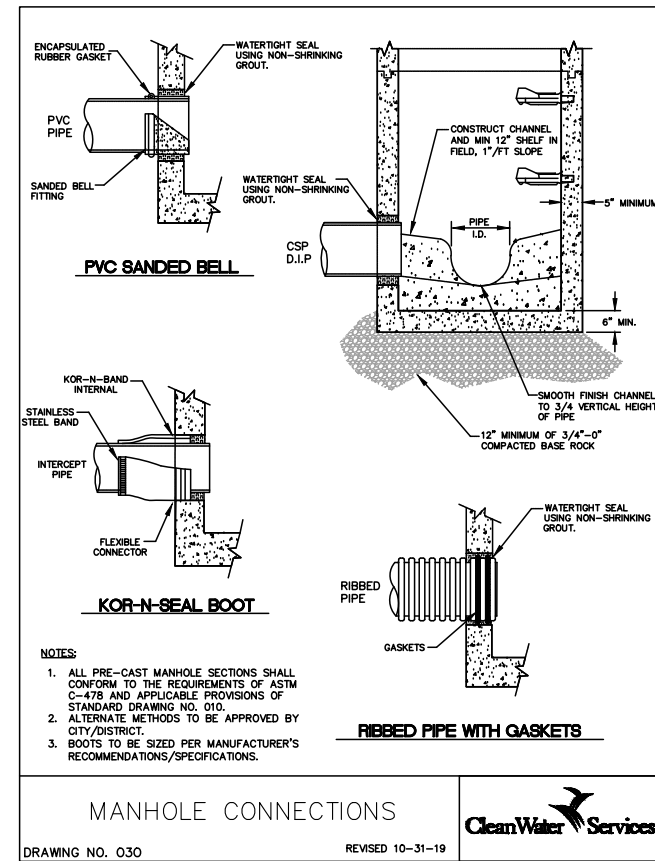
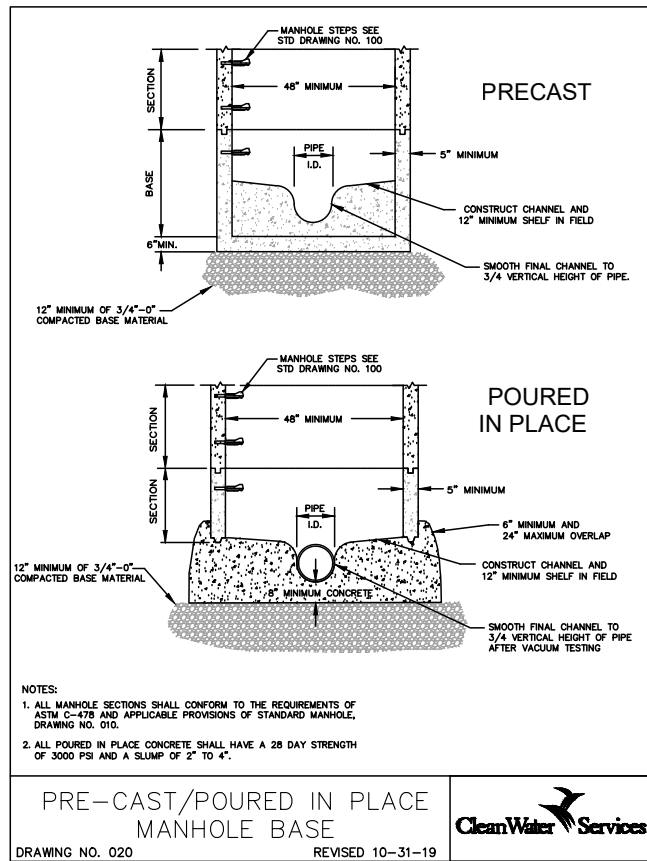
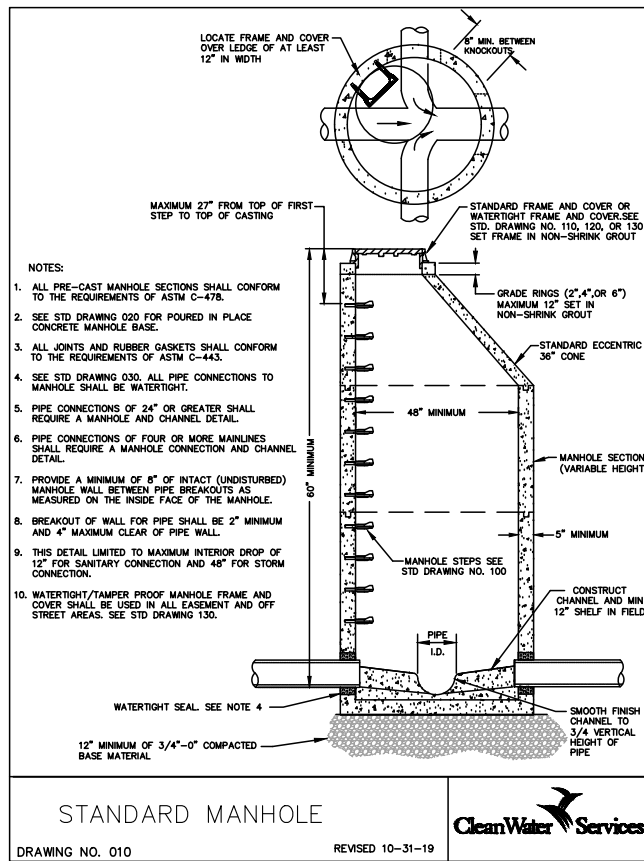
PHONE: (503) 925-2309  
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E-MAIL: engineering@sherwoodoregon.gov

**BID SET**

DESIGNED BY: CCC  
DRAWN BY: CCC  
CHECKED BY: RS  
FULL SIZE SCALE: 1"=10'  
DATE: FEBRUARY, 2021

**REVISIONS**

JOB NO. \_\_\_\_\_  
SHEET NO. **6** OF **10**



**DETAILS**

**DIVISION STREET PAVEMENT AND STORM REHABILITATION**

LOCATED IN SECTION 32A&D, T2S, R1W, W.M.  
IN THE CITY OF SHERWOOD,  
WASHINGTON COUNTY, STATE OF OREGON

**CITY OF SHERWOOD ENGINEERING DEPARTMENT**  
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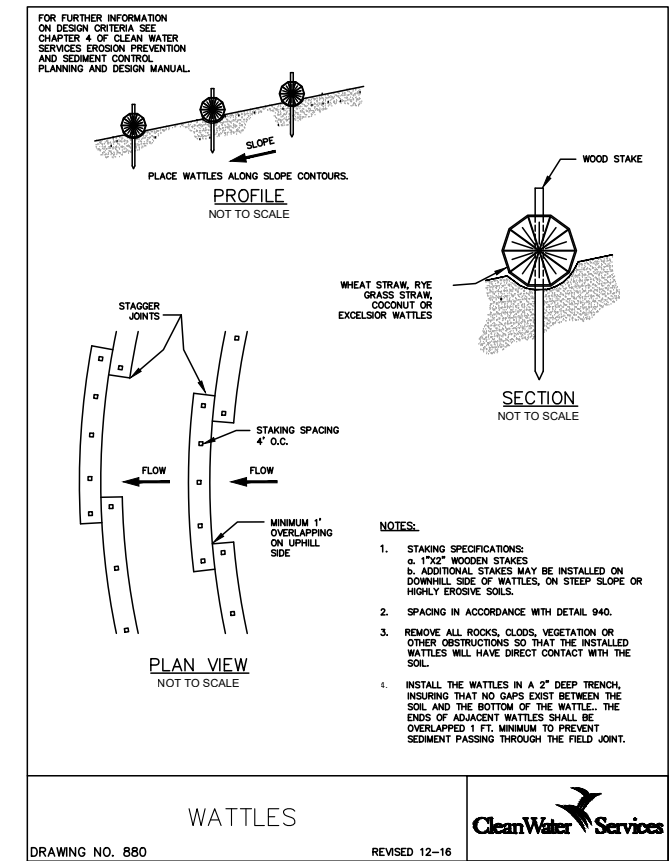
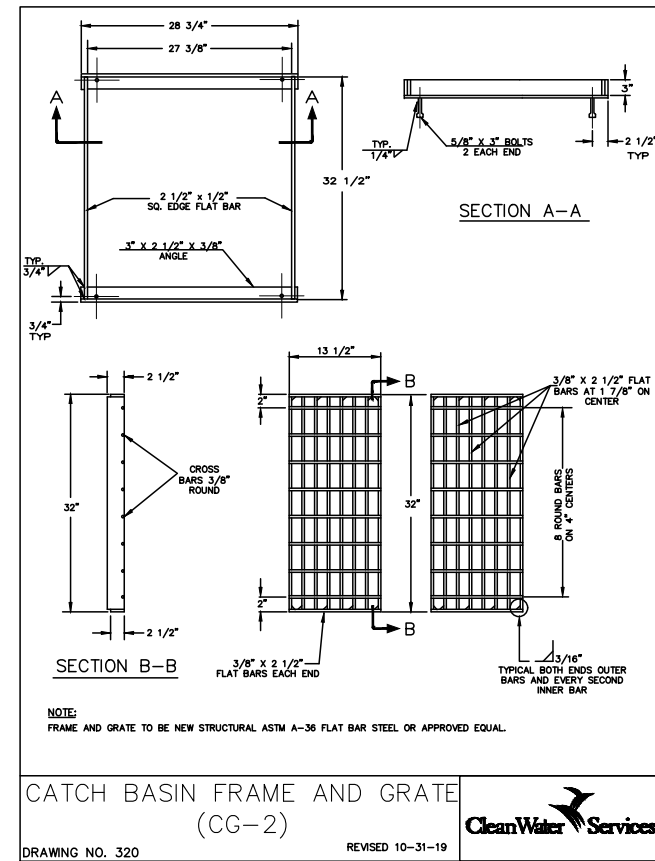
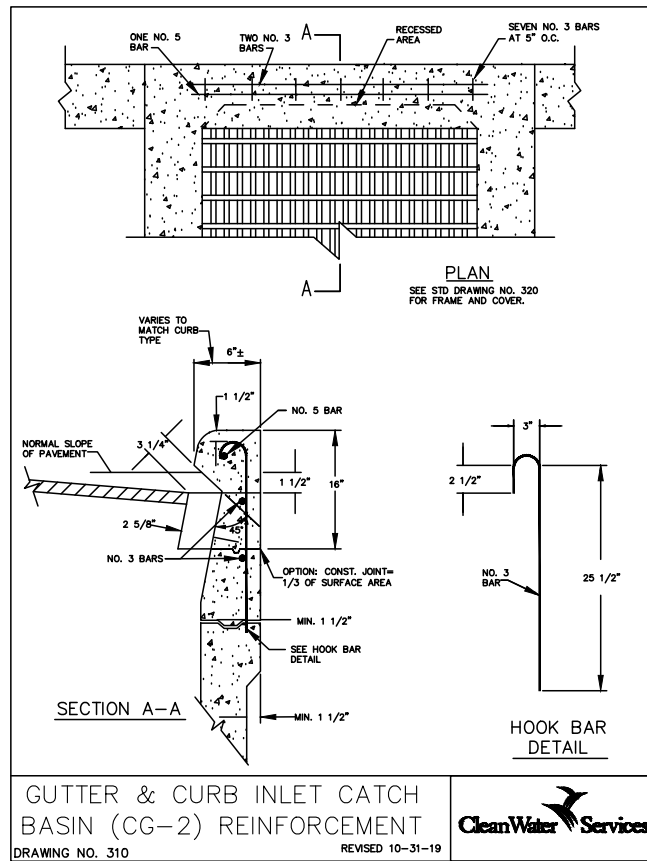
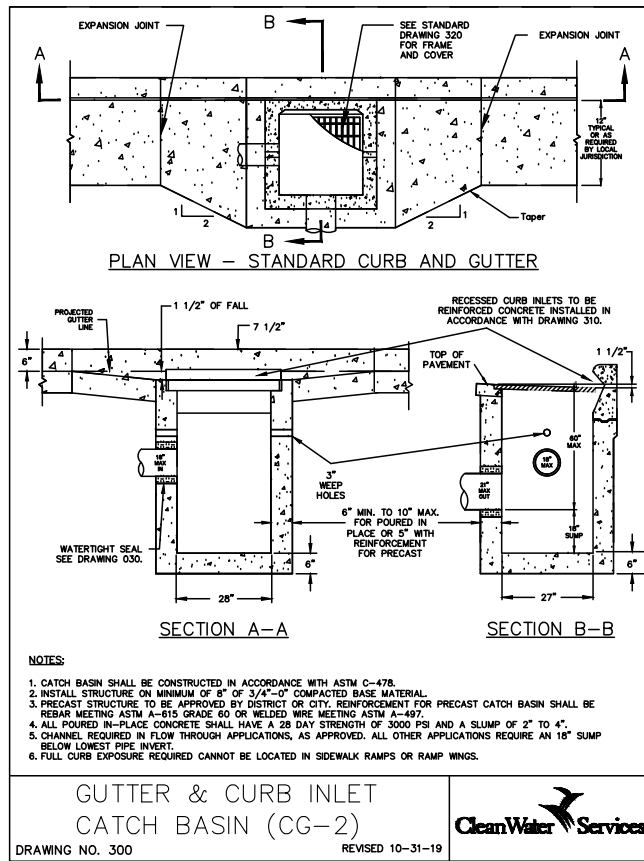
**BID SET**

DESIGNED BY:	CCC
DRAWN BY:	CCC
CHECKED BY:	RS
FULL SIZE SCALE:	1/4"
DATE:	FEBRUARY, 2021

DIVISION STREET SHEETS

**REVISIONS**

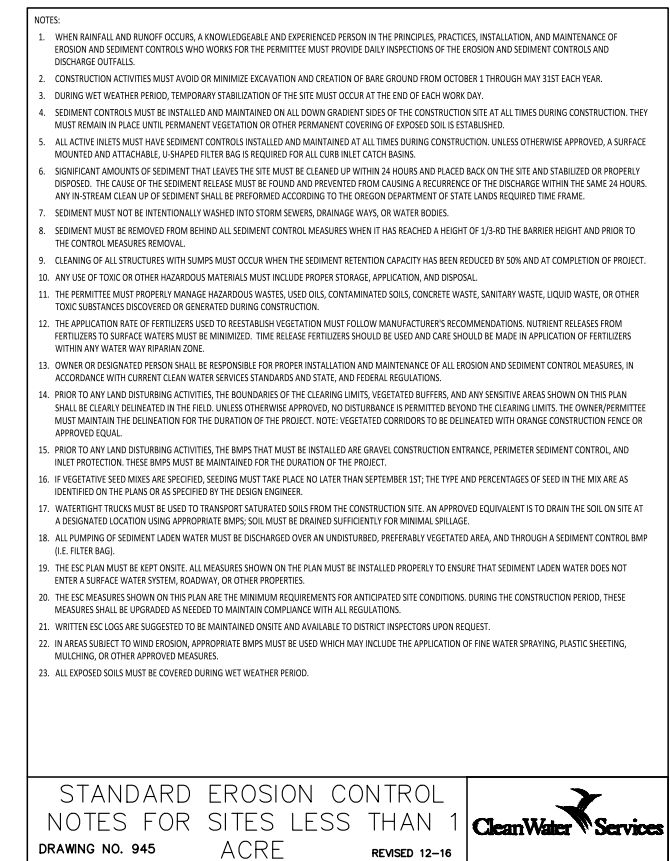
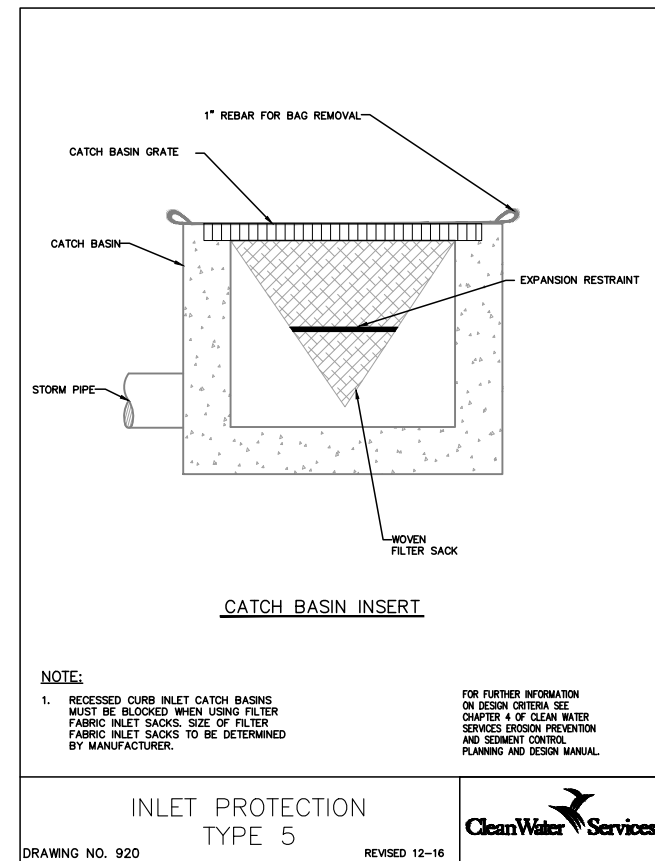
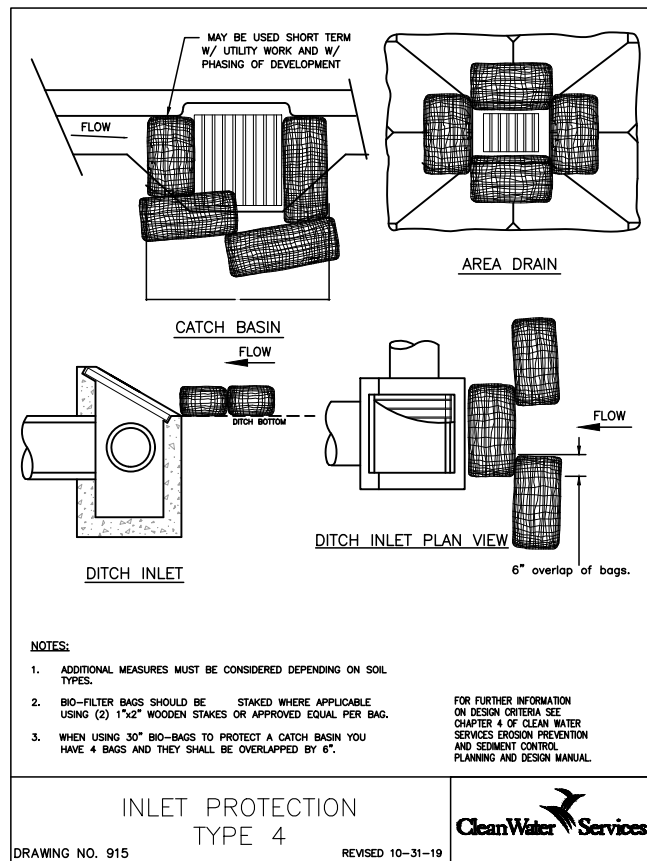
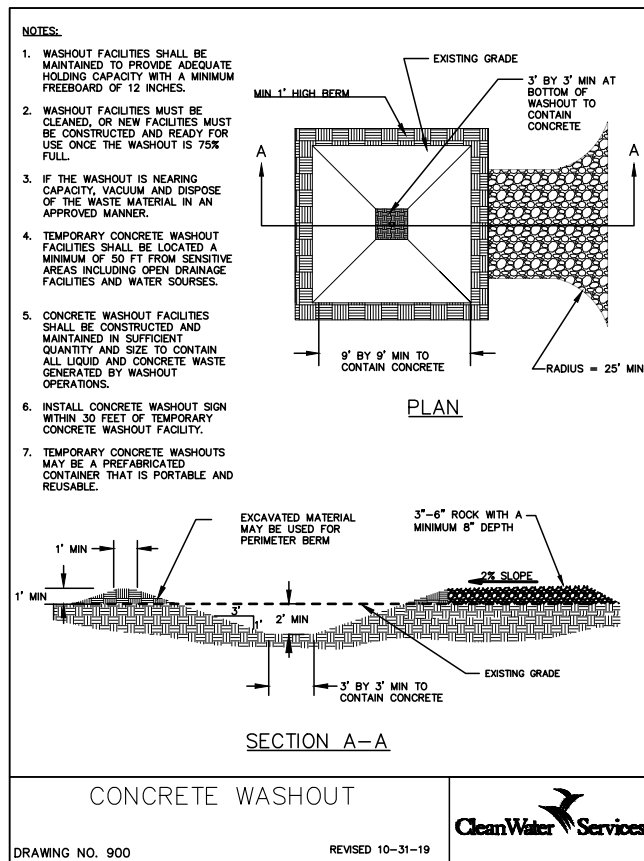
JOB NO.	
SHEET NO.	<b>7</b>
OF 10	



**DIVISION STREET PAVEMENT AND STORM REHABILITATION**

LOCATED IN SECTION 32A&D, T2S, R1W, W.M. IN THE CITY OF SHERWOOD, WASHINGTON COUNTY, STATE OF OREGON

**DETAILS**



**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

**BID SET**

**FOR APPROVAL**

**FOR CONSTRUCTION**

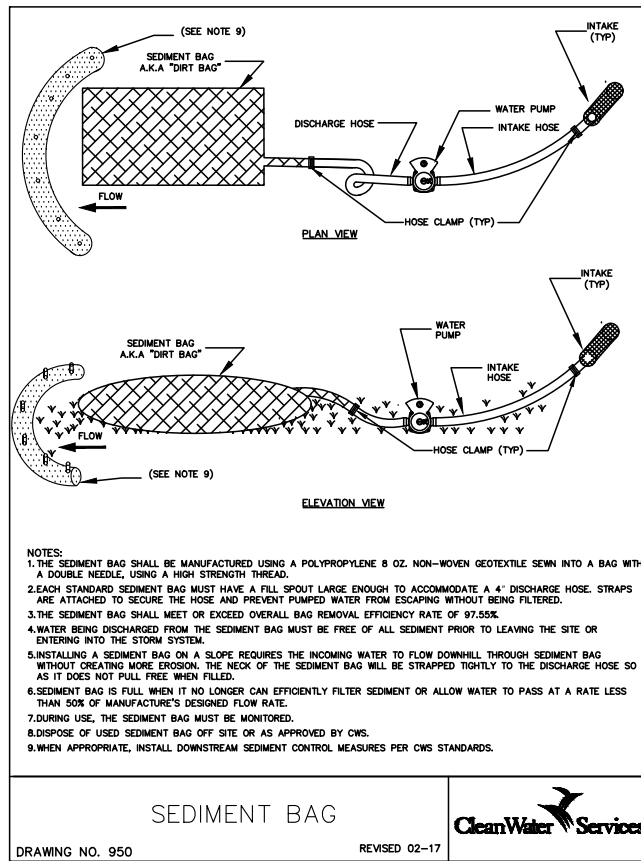
EXPIRES: 12-31-21

DESIGNED BY:	CCC
DRAWN BY:	CCC
CHECKED BY:	RS
FULL SIZE SCALE:	1/4"
DATE:	FEBRUARY, 2021

**REVISIONS**

JOB NO.	
SHEET NO.	8
TOTAL SHEETS	10

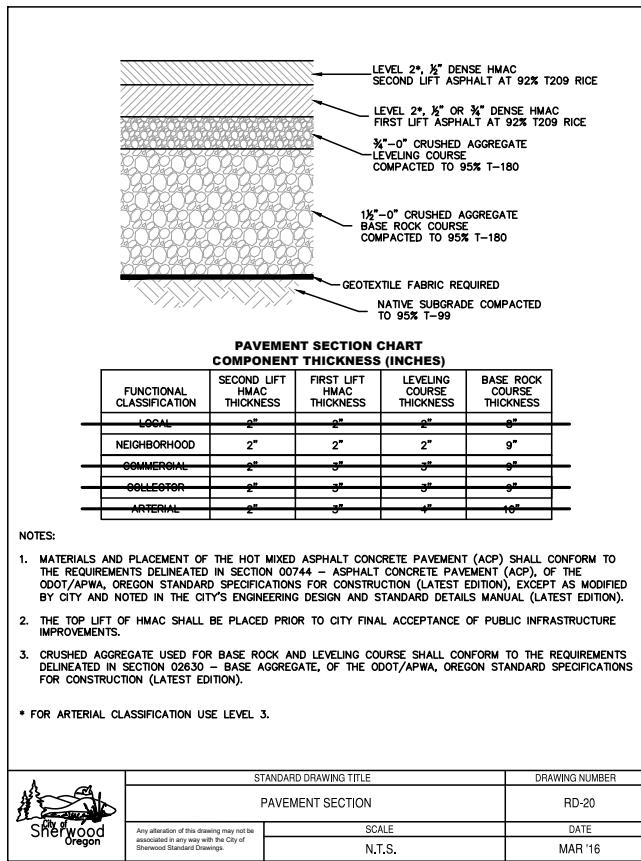




NOTES:

1. THE SEDIMENT BAG SHALL BE MANUFACTURED USING A POLYPROPYLENE 8 OZ. NON-WOVEN GEOTEXTILE SEWN INTO A BAG WITH A DOUBLE NEEDLE, USING A HIGH STRENGTH THREAD.
2. EACH STANDARD SEDIMENT BAG MUST HAVE A FILL-SPOUT LARGE ENOUGH TO ACCOMMODATE A 4" DISCHARGE HOSE. STRAPS ARE ATTACHED TO SECURE THE HOSE AND PREVENT PUMPED WATER FROM ESCAPING WITHOUT BEING FILTERED.
3. THE SEDIMENT BAG SHALL MEET OR EXCEED OVERALL BAG REMOVAL EFFICIENCY RATE OF 97.55%.
4. WATER BEING DISCHARGED FROM THE SEDIMENT BAG MUST BE FREE OF ALL SEDIMENT PRIOR TO LEAVING THE SITE OR ENTERING INTO THE STORM SYSTEM.
5. INSTALLING A SEDIMENT BAG ON A SLOPE REQUIRES THE INCOMING WATER TO FLOW DOWNHILL THROUGH SEDIMENT BAG WITHOUT CREATING MORE EROSION. THE NECK OF THE SEDIMENT BAG WILL BE STRAPPED TIGHTLY TO THE DISCHARGE HOSE SO AS IT DOES NOT PULL FREE WHEN FILLED.
6. SEDIMENT BAG IS FULL WHEN IT NO LONGER CAN EFFICIENTLY FILTER SEDIMENT OR ALLOW WATER TO PASS AT A RATE LESS THAN 50% OF MANUFACTURER'S DESIGNED FLOW RATE.
7. DURING USE, THE SEDIMENT BAG MUST BE MONITORED.
8. DISPOSE OF USED SEDIMENT BAG OFF SITE OR AS APPROVED BY CWS.
9. WHEN APPROPRIATE, INSTALL DOWNSTREAM SEDIMENT CONTROL MEASURES PER CWS STANDARDS.

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

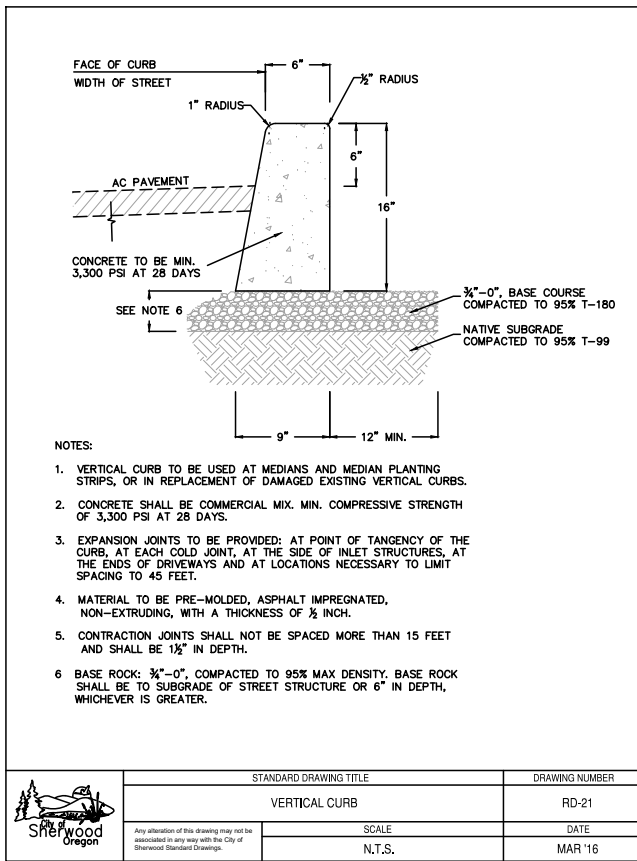


NOTES:

1. 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).
2. THE TOP LIFT OF HMIC SHALL BE PLACED PRIOR TO CITY FINAL ACCEPTANCE OF PUBLIC INFRASTRUCTURE IMPROVEMENTS.
3. 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.

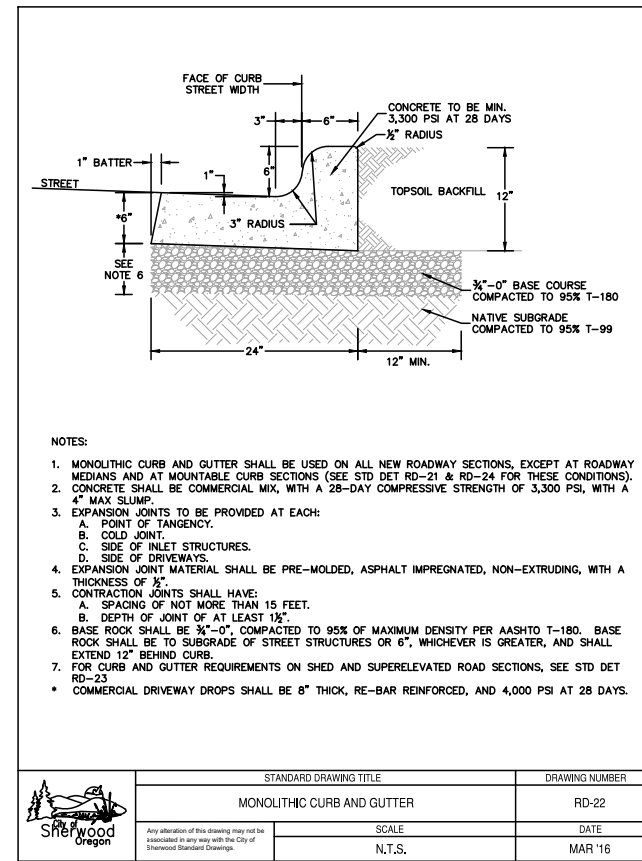
STANDARD DRAWING TITLE	DRAWING NUMBER
PAVEMENT SECTION	RD-20
SCALE	DATE
N.T.S.	MAR '16



NOTES:

1. VERTICAL CURB TO BE USED AT MEDIANS AND MEDIAN PLANTING STRIPS, OR IN REPLACEMENT OF DAMAGED EXISTING VERTICAL CURBS.
2. CONCRETE SHALL BE COMMERCIAL MIX. MIN. COMPRESSIVE STRENGTH OF 3,300 PSI AT 28 DAYS.
3. 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.
4. MATERIAL TO BE PRE-MOLDED, ASPHALT IMPREGNATED, NON-EXTRUDING, WITH A THICKNESS OF 1/2 INCH.
5. CONTRACTION JOINTS SHALL NOT BE SPACED MORE THAN 15 FEET AND SHALL BE 1 1/2" IN DEPTH.
6. 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.

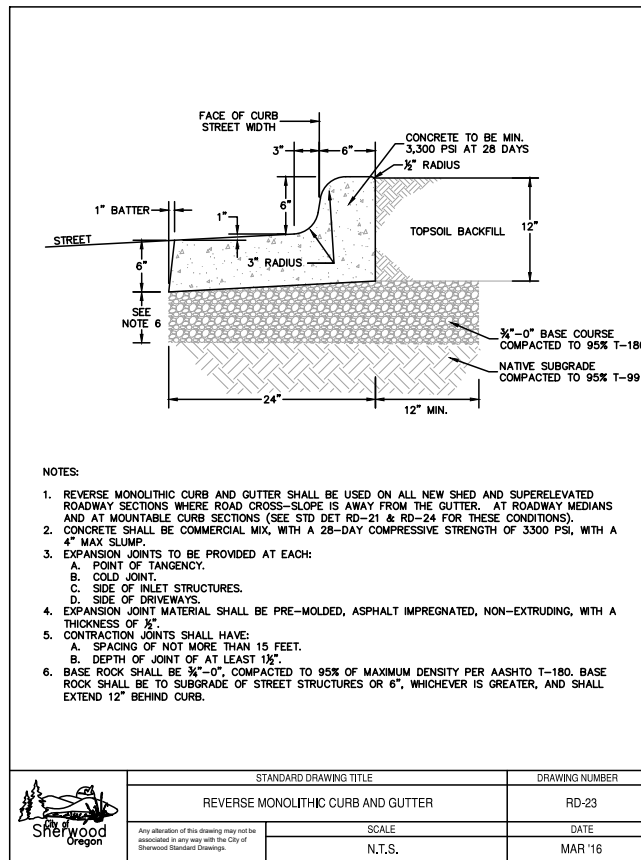
STANDARD DRAWING TITLE	DRAWING NUMBER
VERTICAL CURB	RD-21
SCALE	DATE
N.T.S.	MAR '16



NOTES:

1. 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).
2. CONCRETE SHALL BE COMMERCIAL MIX, WITH A 28-DAY COMPRESSIVE STRENGTH OF 3,300 PSI, WITH A 4" MAX SLUMP.
3. EXPANSION JOINTS TO BE PROVIDED AT EACH:
  - A. POINT OF TANGENCY.
  - B. COLD JOINT.
  - C. SIDE OF INLET STRUCTURES.
  - D. SIDE OF DRIVEWAYS.
4. EXPANSION JOINT MATERIAL SHALL BE PRE-MOLDED, ASPHALT IMPREGNATED, NON-EXTRUDING, WITH A THICKNESS OF 1/2"
5. CONTRACTION JOINTS SHALL HAVE:
  - A. SPACING OF NOT MORE THAN 15 FEET.
  - B. DEPTH OF JOINT OF AT LEAST 1 1/2"
6. 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 STRUCTURE OR 6", WHICHEVER IS GREATER, AND SHALL EXTEND 12" BEHIND CURB.
7. 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.

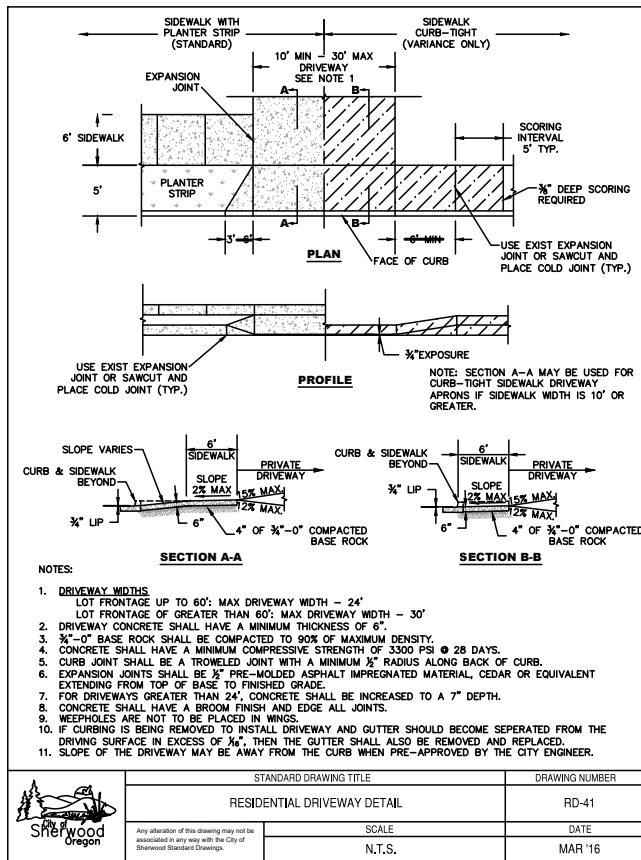
STANDARD DRAWING TITLE	DRAWING NUMBER
MONOLITHIC CURB AND GUTTER	RD-22
SCALE	DATE
N.T.S.	MAR '16



NOTES:

1. REVERSE MONOLITHIC CURB AND GUTTER SHALL BE USED ON ALL NEW SHED AND SUPERELEVATED ROADWAY SECTIONS WHERE ROAD CROSS-SLOPE IS AWAY FROM THE GUTTER. AT ROADWAY MEDIANS AND AT MOUNTABLE CURB SECTIONS (SEE STD DET RD-21 & RD-24 FOR THESE CONDITIONS).
2. CONCRETE SHALL BE COMMERCIAL MIX, WITH A 28-DAY COMPRESSIVE STRENGTH OF 3,300 PSI, WITH A 4" MAX SLUMP.
3. EXPANSION JOINTS TO BE PROVIDED AT EACH:
  - A. POINT OF TANGENCY.
  - B. COLD JOINT.
  - C. SIDE OF INLET STRUCTURES.
  - D. SIDE OF DRIVEWAYS.
4. EXPANSION JOINT MATERIAL SHALL BE PRE-MOLDED, ASPHALT IMPREGNATED, NON-EXTRUDING, WITH A THICKNESS OF 1/2"
5. CONTRACTION JOINTS SHALL HAVE:
  - A. SPACING OF NOT MORE THAN 15 FEET.
  - B. DEPTH OF JOINT OF AT LEAST 1 1/2"
6. 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 STRUCTURE OR 6", WHICHEVER IS GREATER, AND SHALL EXTEND 12" BEHIND CURB.

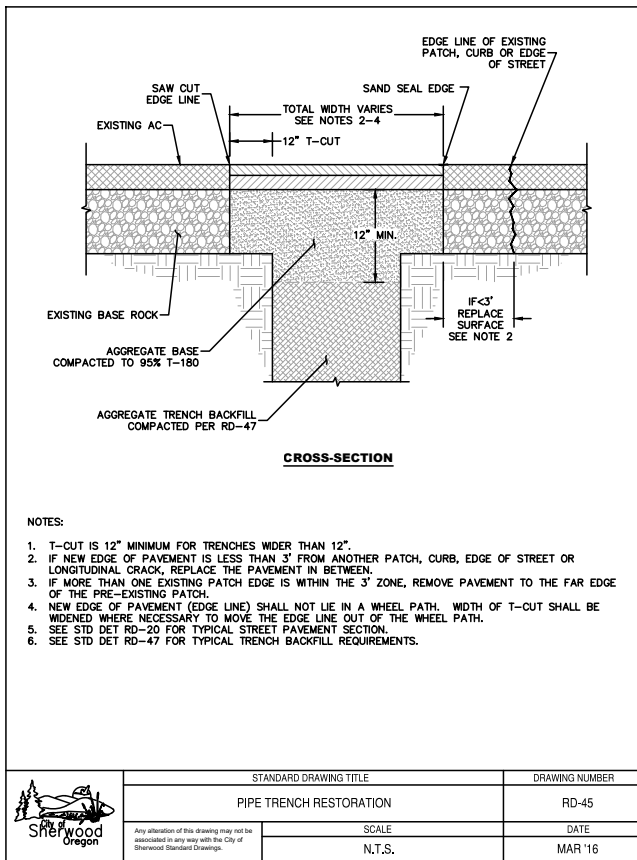
STANDARD DRAWING TITLE	DRAWING NUMBER
REVERSE MONOLITHIC CURB AND GUTTER	RD-23
SCALE	DATE
N.T.S.	MAR '16



NOTES:

1. DRIVEWAY WIDTHS
  - A. LOT FRONTAGE UP TO 60': MAX DRIVEWAY WIDTH - 24'
  - B. LOT FRONTAGE OF GREATER THAN 60': MAX DRIVEWAY WIDTH - 30'
2. DRIVEWAY CONCRETE SHALL HAVE A MINIMUM THICKNESS OF 6".
3. 3/4"-0" BASE ROCK SHALL BE COMPACTED TO 90% OF MAXIMUM DENSITY.
4. CONCRETE SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 3,300 PSI @ 28 DAYS.
5. CURB JOINT SHALL BE A TROWELED JOINT WITH A MINIMUM 1/2" RADIUS ALONG BACK OF CURB.
6. EXPANSION JOINTS SHALL BE 1/2" PRE-MOLDED ASPHALT IMPREGNATED MATERIAL, CEDAR OR EQUIVALENT EXTENDING FROM TOP OF BASE TO FINISHED GRADE.
7. DRIVEWAYS GREATER THAN 24', CONCRETE SHALL BE INCREASED TO A 7" DEPTH.
8. CONCRETE SHALL HAVE A BROOM FINISH AND EDGE ALL JOINTS.
9. HEEPHOLES ARE NOT TO BE PLACED IN WINGS.
10. IF CURBING IS BEING REMOVED TO INSTALL DRIVEWAY AND GUTTER SHOULD BECOME SEPARATED FROM THE DRIVING SURFACE IN EXCESS OF 1/4". THEN THE GUTTER SHALL ALSO BE REMOVED AND REPLACED.
11. SLOPE OF THE DRIVEWAY MAY BE AWAY FROM THE CURB WHEN PRE-APPROVED BY THE CITY ENGINEER.

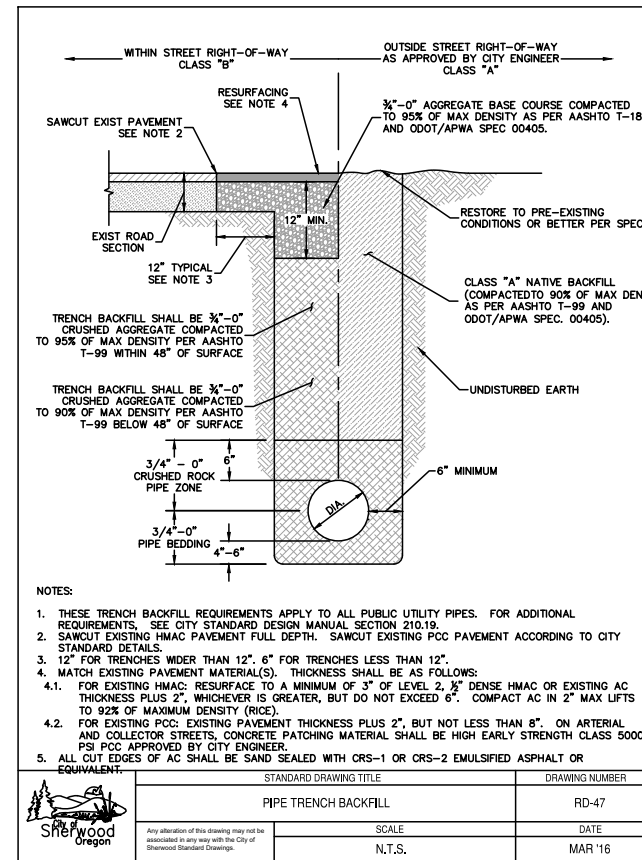
STANDARD DRAWING TITLE	DRAWING NUMBER
RESIDENTIAL DRIVEWAY DETAIL	RD-41
SCALE	DATE
N.T.S.	MAR '16



NOTES:

1. T-CUT IS 12" MINIMUM FOR TRENCHES WIDER THAN 12".
2. IF NEW EDGE OF PAVEMENT IS LESS THAN 3" FROM ANOTHER PATCH, CURB, EDGE OF STREET OR LONGITUDINAL CRACK, REPLACE THE PAVEMENT IN BETWEEN.
3. IF MORE THAN ONE EXISTING PATCH EDGE IS WITHIN THE 3" ZONE, REMOVE PAVEMENT TO THE FAR EDGE OF THE PRE-EXISTING PATCH.
4. NEW EDGE OF PAVEMENT (EDGE LINE) SHALL NOT LIE IN A WHEEL PATH. WIDTH OF T-CUT SHALL BE WIDENED WHERE NECESSARY TO MOVE THE EDGE LINE OUT OF THE WHEEL PATH.
5. SEE STD DET RD-20 FOR TYPICAL STREET PAVEMENT SECTION.
6. SEE STD DET RD-47 FOR TYPICAL TRENCH BACKFILL REQUIREMENTS.

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



NOTES:

1. THESE TRENCH BACKFILL REQUIREMENTS APPLY TO ALL PUBLIC UTILITY PIPES. FOR ADDITIONAL REQUIREMENTS, SEE CITY STANDARD DESIGN MANUAL SECTION 210.19.
2. SAWCUT EXISTING HMIC PAVEMENT FULL DEPTH. SAWCUT EXISTING PCC PAVEMENT ACCORDING TO CITY STANDARD DETAIL.
3. 12" FOR TRENCHES WIDER THAN 12". 6" FOR TRENCHES LESS THAN 12".
4. MATCH EXISTING PAVEMENT MATERIAL(S). THICKNESS SHALL BE AS FOLLOWS:
  - 4.1. FOR EXISTING HMIC: RESURFACE TO A MINIMUM OF 3" OF LEVEL 2 1/2" DENSE HMIC OR EXISTING AC THICKNESS PLUS 2", WHICHEVER IS GREATER, BUT DO NOT EXCEED 6". COMPACT AC IN 2" MAX LIFTS TO 92% OF MAXIMUM DENSITY (RICE).
  - 4.2. FOR EXISTING PCC: EXISTING PAVEMENT THICKNESS PLUS 2", BUT NOT LESS THAN 8". ON ARTERIAL AND COLLECTOR STREETS, CONCRETE PATCHING MATERIAL SHALL BE HIGH EARLY STRENGTH CLASS 5000 PSI PCC APPROVED BY CITY ENGINEER.
5. ALL CUT EDGES OF AC SHALL BE SAND SEALED WITH CRS-1 OR CRS-2 EMULSIFIED ASPHALT OR EQUIVALENT.

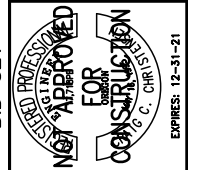
STANDARD DRAWING TITLE	DRAWING NUMBER
PIPE TRENCH BACKFILL	RD-47
SCALE	DATE
N.T.S.	MAR '16

DIVISION STREET PAVEMENT AND STORM REHABILITATION

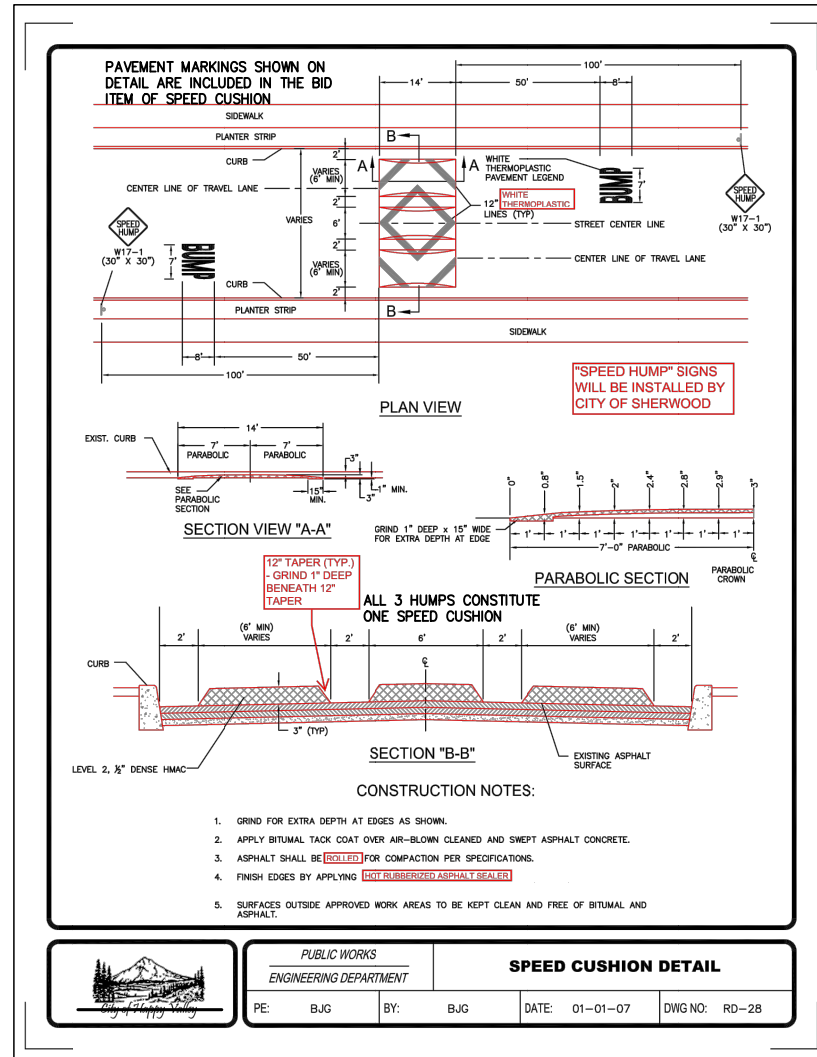
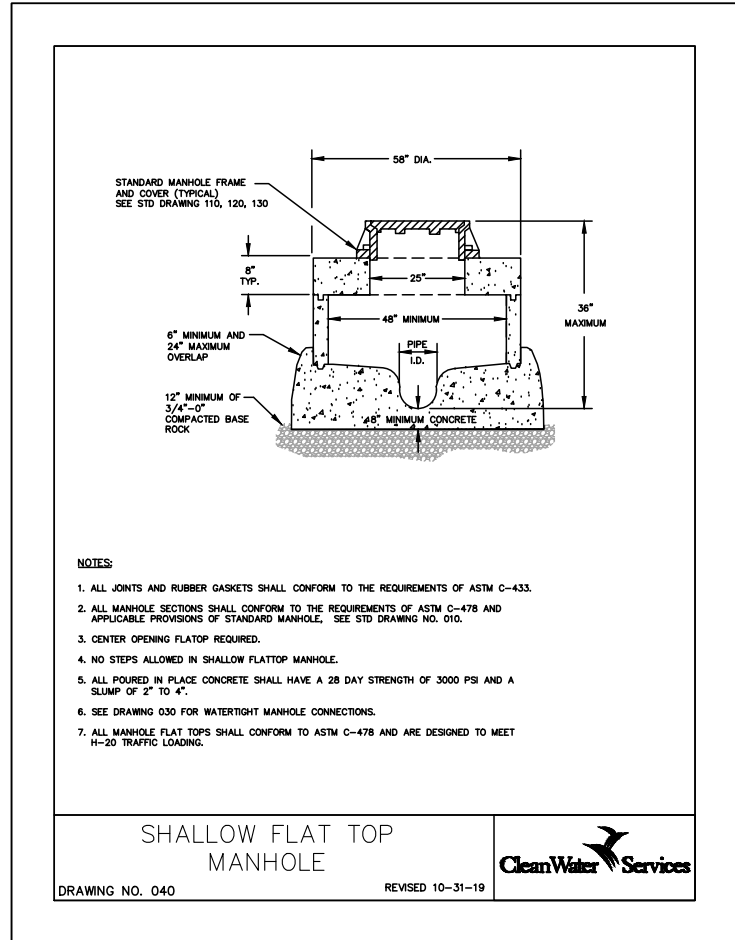
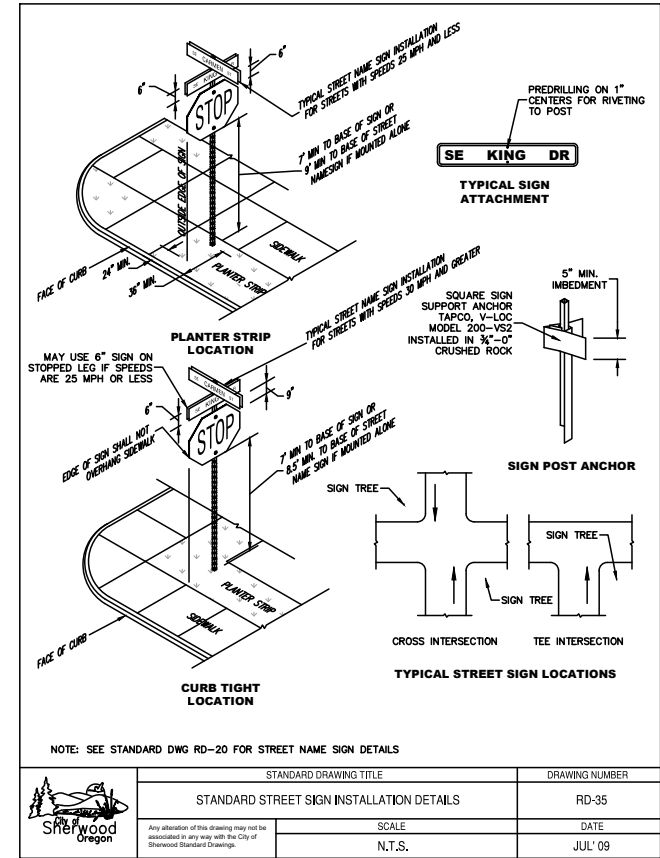
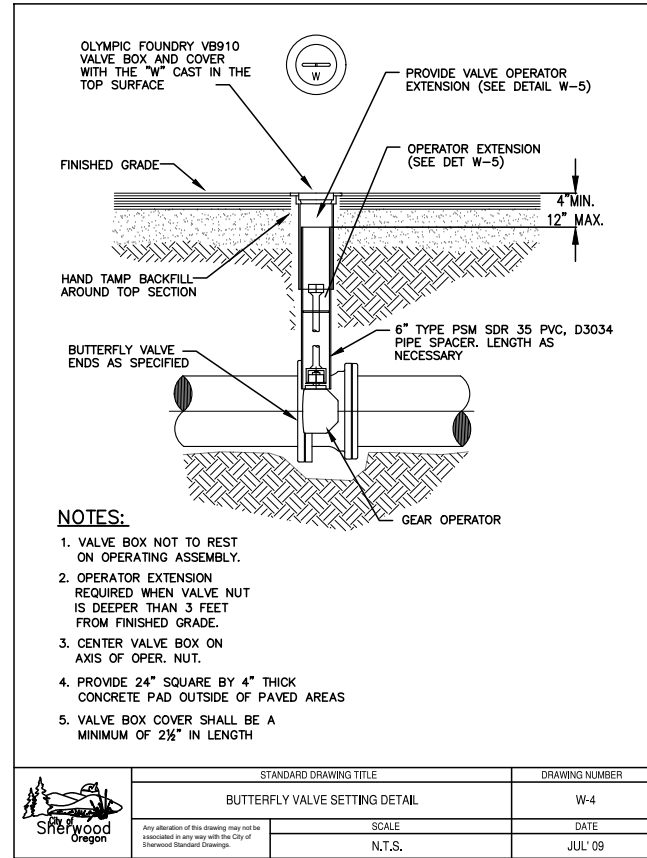
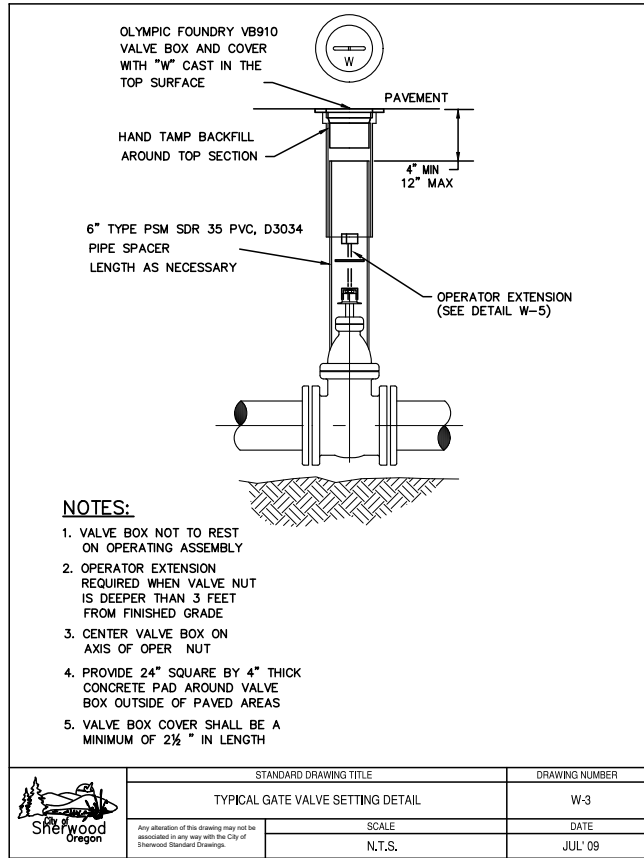
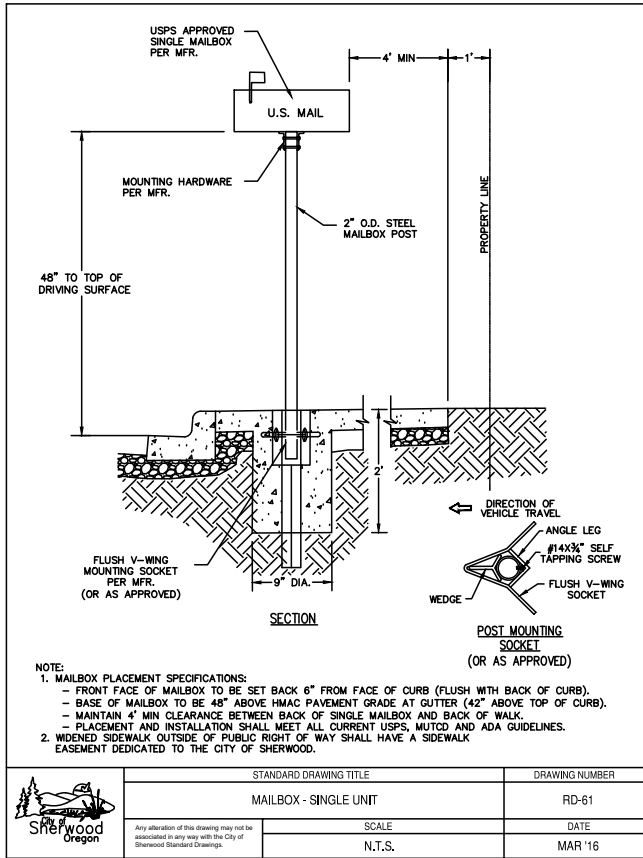
LOCATED IN SECTION 32A&D, T2S, R1W, W.M. IN THE CITY OF SHERWOOD, WASHINGTON COUNTY, STATE OF OREGON

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](mailto:engineering@sherwoodoregon.gov)



DESIGNED BY:	DRAWN BY:	CHECKED BY:	DATE:
CCC	CCC	RS	FEBRUARY, 2021

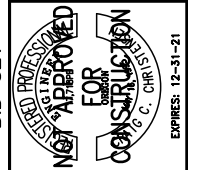


DIVISION STREET PAVEMENT AND STORM REHABILITATION

LOCATED IN SECTION 32A&D, T2S, R1W, W.M. IN THE CITY OF SHERWOOD, WASHINGTON COUNTY, STATE OF OREGON

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BID SET

DESIGNED BY:	DRAWN BY:	CHECKED BY:	FULL SIZE SCALE:	DATE:	DIVISION	STREET SHEETS
CCC	CCC	RS	N/A	FEBRUARY, 2021		

JOB NO.	SHEET NO.	SHEET
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