

CITY OF SHERWOOD EDY RD GRIND AND INLAY (TERRAPIN - CHERRY ORCHARD)

MARCH 2025

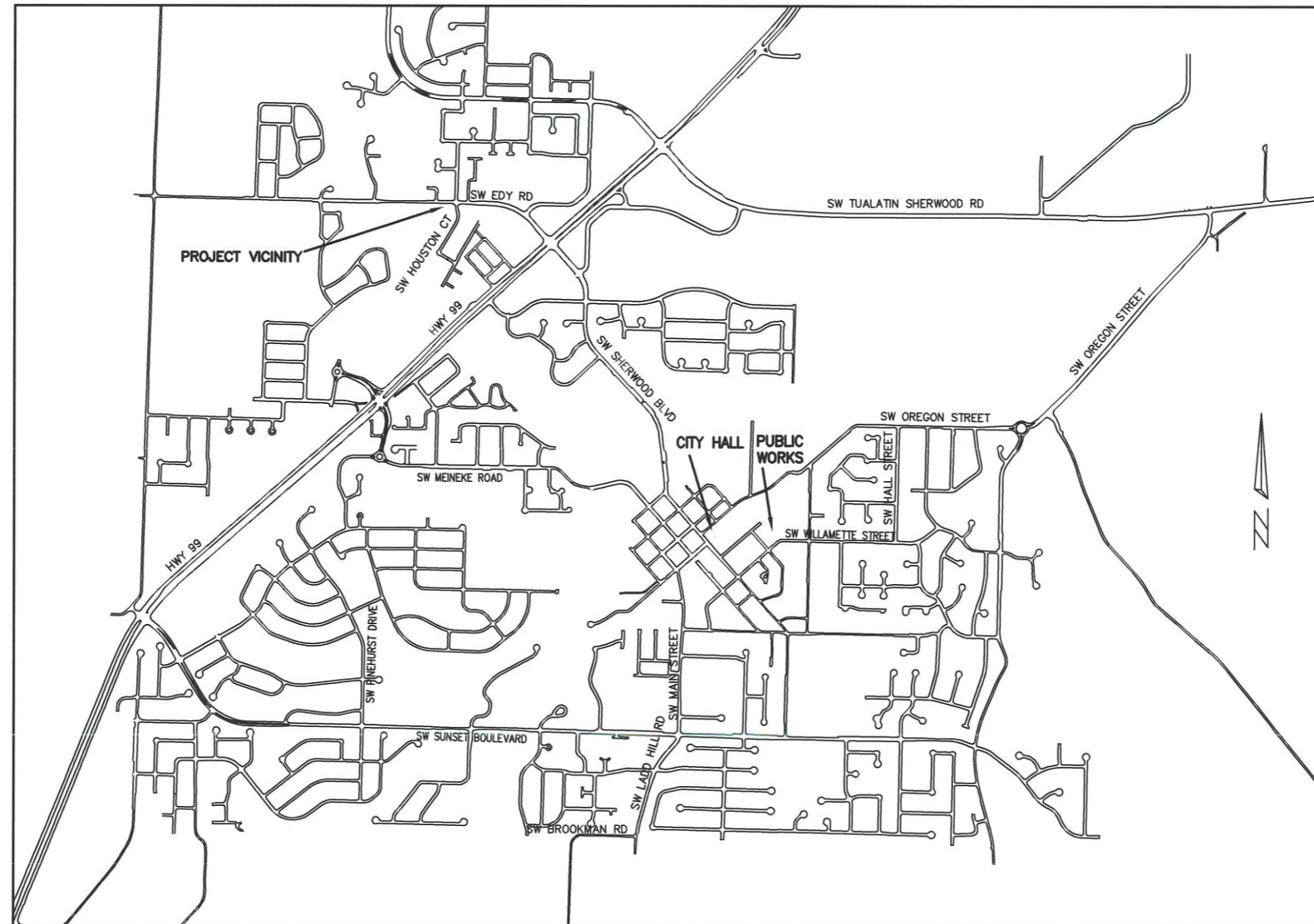
(BID DOCUMENT VOLUME 2 OF 2 - CONTRACT DRAWINGS)

PROJECT LOCATION:
SW EDY RD (SW TERRAPIN DR - SW CHERRY ORCHARD ST)

DEVELOPER/OWNER:
CITY OF SHERWOOD
22560 SW PINE ST
SHERWOOD, OREGON 97140
CONTACT: CRAIG CHRISTENSEN, P.E.
PH. 503-217-9016
CHRISTENSEN@SHERWOODOREGON.GOV

SHEET INDEX:

1. COVER SHEET
2. GENERAL NOTES
3. EDY RD PLAN VIEW
4. TEMPORARY PEDESTRIAN ACCESS ROUTE
5. TRENCH AND DITCH INLET DETAILS
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7. DETAILS 2
8. DETAILS 3



VICINITY MAP
NOT TO SCALE

INSPECTOR INFORMATION:

CITY OF SHERWOOD: ANDY STIRLING (971) 979-2986
CONTACT INSPECTOR 48 HOURS PRIOR TO CONSTRUCTION.

SURVEY INFORMATION:

HORIZONTAL:
AERIAL TOPOGRAPHIC MAP (2004) AND VISUAL OBSERVATION.

VERTICAL:
AERIAL TOPOGRAPHIC MAP (2004)

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.

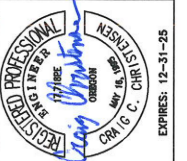
ATTENTION EXCAVATORS: OREGON LAW REQUIRES YOU TO FOLLOW RULES ADOPTED BY THE OREGON UTILITY NOTIFICATION CENTER. THOSE RULES ARE SET FORTH IN OAR 952-011-0010 THROUGH OAR 952-001-0090. YOU MAY OBTAIN COPIES OF THESE RULES FROM THE CENTER BY CALLING (503) 232-1987. IF YOU HAVE ANY QUESTIONS ABOUT THE RULES, YOU MAY CONTACT THE CENTER. YOU MUST NOTIFY THE CENTER AT LEAST 2 BUSINESS DAYS, BEFORE COMMENCING ANY EXCAVATION. CALL (503) 246-6699.

COVER SHEET

EDY RD GRIND AND INLAY

LOCATED IN SECTION 30A, 30D, 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

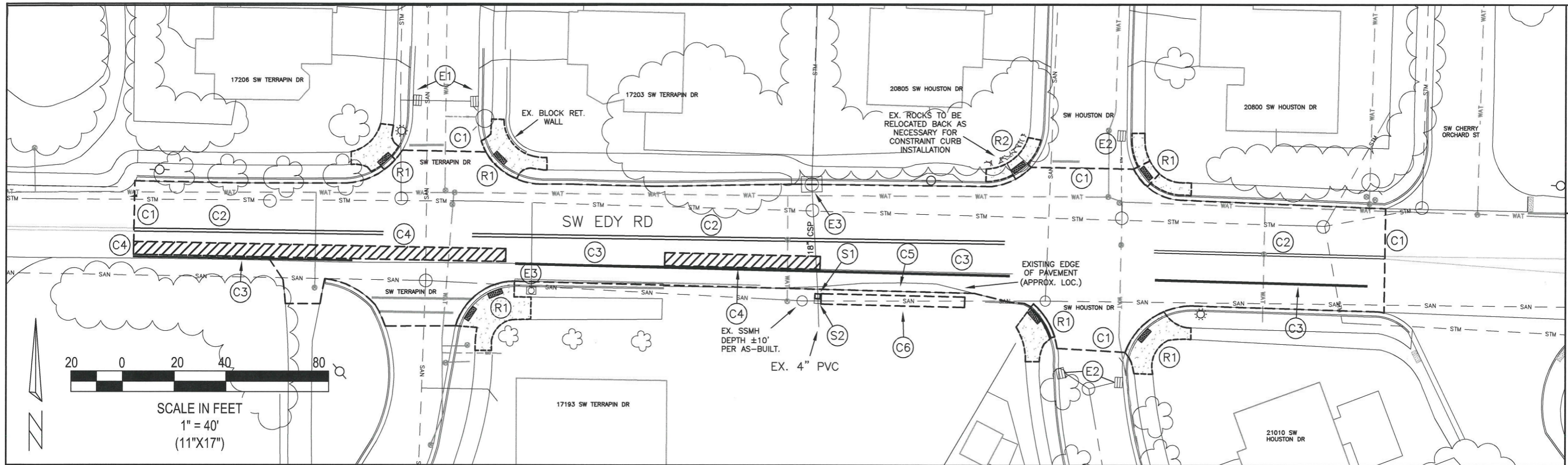


3-4-25

DESIGNED BY:	JMC
DRAWN BY:	JMC
CHECKED BY:	CC/AS
FULL SIZE SCALE:	N/A
DATE:	MARCH, 2025
EDY OVERLAY_SHEETS.DWG	

REVISIONS	
NO.	DESCRIPTION

JOB NO.	
SHEET NO.	1
	8



EDY RD PLAN VIEW

EDY RD GRIND AND INLAY

LOCATED IN SECTION 30A & 30D, T2S, R1W, W.M., SHERWOOD, WASHINGTON COUNTY, IN THE CITY OF OREGON

EROSION CONTROL KEY NOTES

- (E1) INSTALL SILT SACK IN CATCH BASIN.
- (E2) INSTALL SILT SACK IN CATCH BASIN AND BIOBAGS IN FRONT OF CURB OPENING.
- (E3) INSTALL CURB INLET CHECK DAM OR WATTLE.
- (E4) INSTALL BIOBAGS AROUND DITCH INLET.

STORM SEWER KEY NOTES

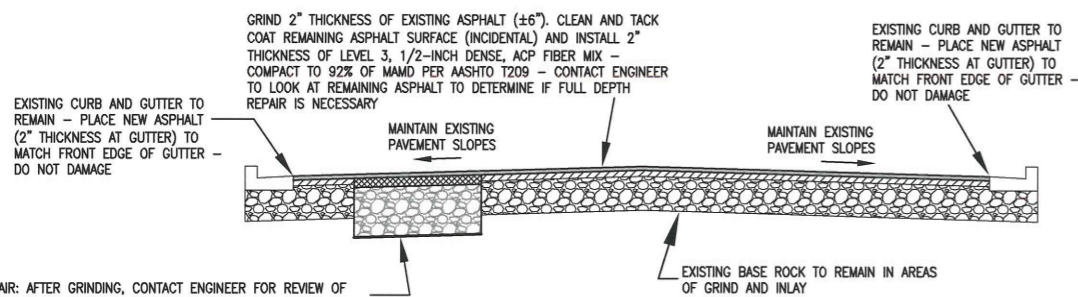
- (S1) INSTALL PRECAST DITCH INLET. ALL MATERIALS AND EXCAVATION REQUIRED TO BE INCLUDED IN BID ITEM "CATCH BASIN, -DITCH INLET". CONTRACTOR TO USE CONCRETE COLLAR TO CONNECT EXISTING CULVERT TO 18" TO 15" PVC D3034 REDUCER (SEE DETAIL ON SHEET 6). ALL MATERIALS REQUIRED FOR CONNECTING CULVERT TO DITCH INLET TO BE COVERED UNDER BID ITEM "CATCH BASIN, -DITCH INLET".
- (S2) INSTALL ±1 CY OF CLASS 50 RIPRAP ON EAST SIDE OF DITCH INLET—INCLUDED IN BID ITEM "CATCH BASIN—DITCH INLET" (SEE DETAIL ON SHEET 6).

STREET KEY NOTES

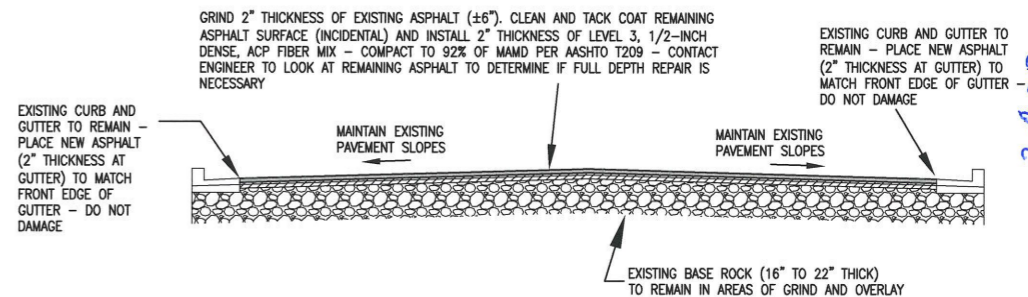
- (C1) SAWCUT AND GRIND EXISTING ASPHALT (2" THICKNESS) AND INSTALL ASPHALT OVERLAY. SEE CROSS SECTION DETAILS (THIS SHEET).
- (C2) INSTALL DOUBLE YELLOW THERMOPLASTIC LINE (4" WIDTH).
- (C3) INSTALL WHITE THERMOPLASTIC LINE (4" WIDTH).
- (C4) AFTER GRINDING, AS DIRECTED BY ENGINEER, REMOVE REMAINING DEPTH OF ASPHALT BASE ROCK TO ALLOW FOR PLACEMENT OF 4" THICKNESS OF LEVEL 3, 1/2-INCH, ACP FIBER MIX IN 2 LIFTS (COMPACT TO 92% OF MMAD PER AASHTO T209) TO MATCH GRINDED ASPHALT SURFACE PRIOR TO 2-INCH OVERLAY. (6" TOTAL THICKNESS).
- (C5) WIDEN AND RESTORE STREET SECTION. SEE DETAIL BELOW.
- (C6) RECHANNEL DITCH—STARTING FROM RIPRAP TO ±50' EASTWARD—SEE DETAIL BELOW.

SIDEWALK RAMP KEY NOTES

- (R1) REMOVE AND INSTALL NEW SIDEWALK RAMP. REMOVAL LIMITS SHOWN ARE APPROXIMATE—CONTACT ENGINEER TO GO OVER REMOVAL LIMITS OF CONCRETE AND ASPHALT. CONTRACTOR TO CONTACT ENGINEER AFTER FORMING/PRIOR TO POURING CONCRETE FOR REVIEW. CONCRETE SIDEWALK RAMP THAT ARE POURED WITHOUT ENGINEER REVIEW ARE SUBJECT TO REMOVAL AT THE CONTRACTOR'S EXPENSE.
- (R2) SEE NOTE R1—INSTALL CURB AT BACK OF SIDEWALK. ENSURE TURNING SPACE IS AT LEAST 5' WIDE BY 5' IN LENGTH PER ADA STANDARDS.



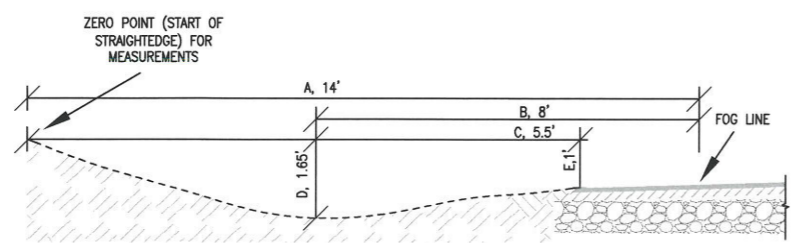
TYPICAL STREET RECONSTRUCTION SECTION
NOT TO SCALE



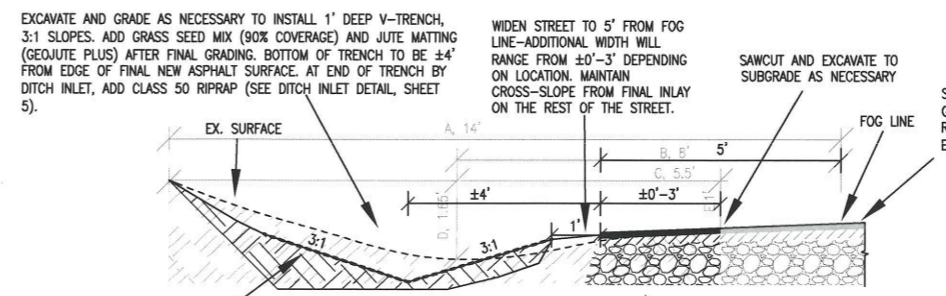
TYPICAL GRIND AND INLAY STREET SECTION
NOT TO SCALE

SUBGRADE REPAIR: AFTER GRINDING, CONTACT ENGINEER FOR REVIEW OF REMAINING PAVEMENT CONDITIONS. REMOVE REMAINING DEPTH OF EXISTING ASPHALT AT LOCATIONS AUTHORIZED BY THE ENGINEER. REMOVE BASE ROCK TO DEPTH DIRECTED BY ENGINEER - INSTALL GEOGRID ON BOTTOM AND ADDITIONAL LAYER OF GEOGRID IF ROCK SECTION IS GREATER THAN 16" IN DEPTH. CONTRACTOR TO CUT AND INSTALL GEOGRID (INCIDENTAL). CITY OF SHERWOOD WILL DELIVER GEOGRID TO SITE. LEFT OVER GEOGRID TO BE GIVEN BACK TO CITY OF SHERWOOD. INSTALL 3/4"-0" AGGREGATE BASE UP TO 4" BELOW GRINDED ASPHALT SURFACE (COMPACT TO 95% DENSITY OF AASHTO T-180 TEST METHOD) - INSTALL 6" THICKNESS OF LEVEL 3, 1/2-INCH, ACP FIBER MIX IN 3 LIFTS (COMPACT TO 92% OF MMAD PER AASHTO T209) TO MATCH GRINDED ASPHALT SURFACE - HATCHED AREA - CONFIRM LIMITS WITH ENGINEER.

NOTE: CONTRACTOR TO COORDINATE WITH ENGINEER TO EVALUATE PAVEMENT CONDITION AFTER GRIND TO DETERMINE EXTENT OF PAVEMENT SUBGRADE REPAIR. QUANTITIES IN BID SCHEDULE ARE BASED UPON AREAS SHOWN ON PLAN. ACTUAL AREAS WILL BE DETERMINED IN FIELD BY ENGINEER.



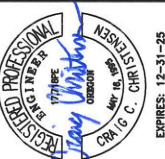
MIDDLE SECTION OF EX. TRENCH AT ±25' FROM CULVERT EXISTING CONDITIONS
NOT TO SCALE



STREET WIDENING AND TRENCH ADJUSTMENT DETAIL
NOT TO SCALE

AREA TO EXCAVATE AND INSTALL ±14" OF COMPACTED 3" AGGREGATE BASE ROCK, 4" ASPHALT IN TWO LIFTS, AND FINAL 2" ASPHALT OVERLAY (6" TOTAL NEW ASPHALT)—LEVEL WITH OVERLAY ON REST OF STREET. MAINTAIN EXISTING CROSS-SLOPE—SEE ABOVE DETAILS.

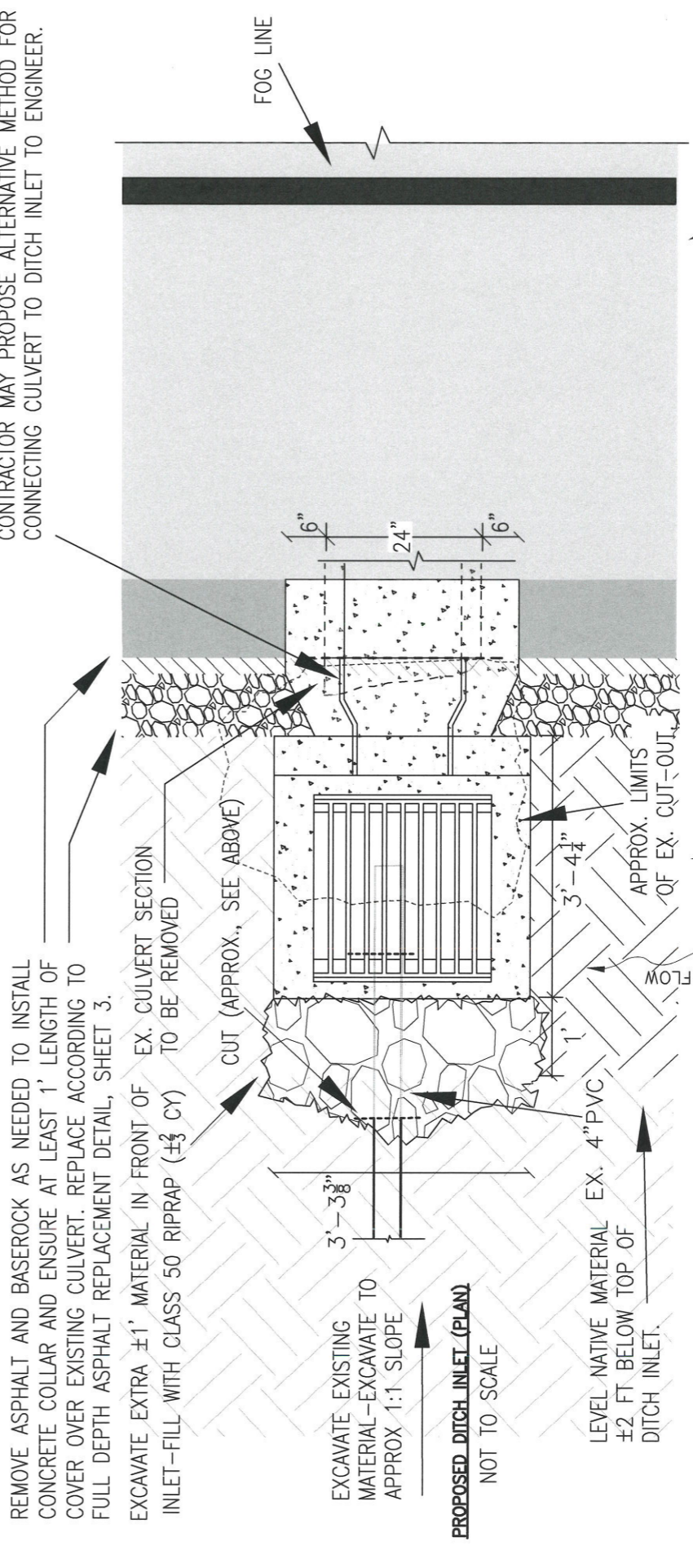
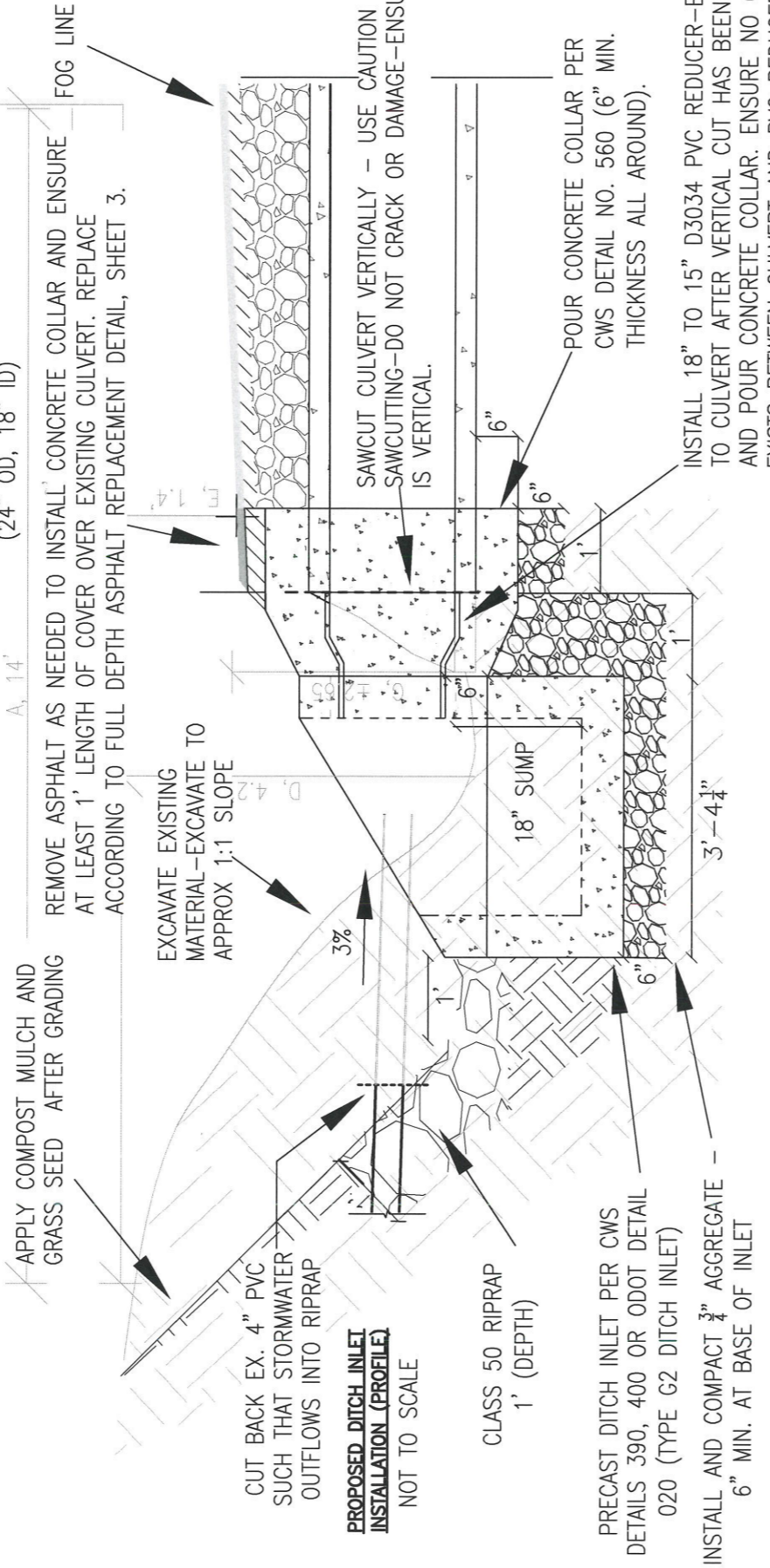
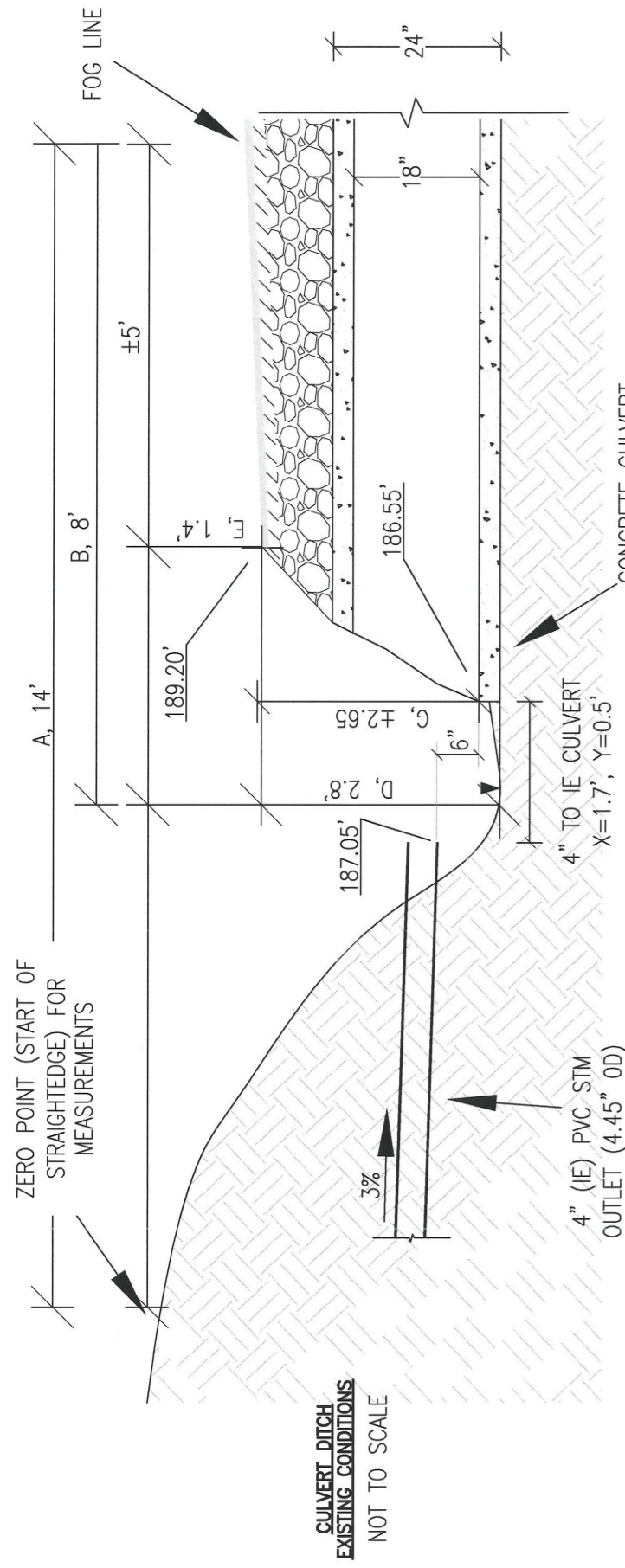
CITY OF SHERWOOD
ENGINEERING DEPARTMENT
22560 SW PINE STREET
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PHONE: (503) 925-2309
FAX: (503) 925-0629
E-MAIL: engineering@sherwoodoregon.gov



DESIGNED BY:	JMC
DRAWN BY:	JMC
CHECKED BY:	CCC/AS
FULL SIZE SCALE:	1"=40' (11"x17")
DATE:	MARCH, 2025
EDY OVERLAY_SHEETS.DWG	

REVISIONS

JOB NO.	
SHEET NO.	3
OF	8



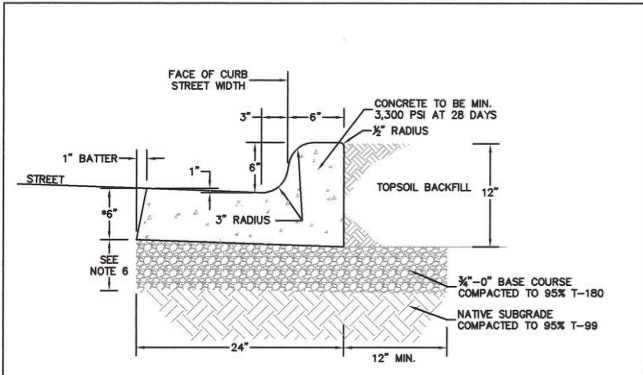
CONTINUE EXCAVATION AND BLENDING OF EARTH TO PROPOSED TRENCH RECHANNELING CROSS-SLOPES SEE SHEET 3

APPLY GRASS SEED AND BEGIN INSTALLATION OF JUTE MATTING (SEE SHEET 3 FOR TRENCH RECHANNELING DETAILS AND SHEET 8 FOR JUTE MATTING DETAIL - USE GEOJUTE PLUS)

NOTE: INSTALL BIOBAGS AROUND DITCH INLET AFTER COMPLETION (CWS DRAWING NO. 915, SHEET 7)

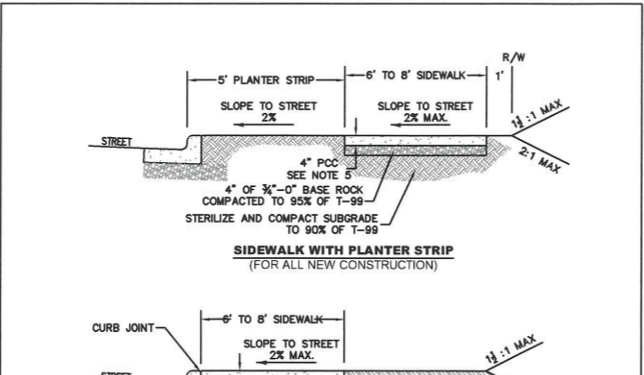
REMAINDER OF STREET TO RECEIVE GRIND AND INLAY (SHEET 5)

SHEET NO. <div style="text-align: center; font-size: 24pt; font-weight: bold;">5</div>	JOB NO. <div style="text-align: center; font-size: 24pt; font-weight: bold;">8</div>	DESIGNED BY: JMC DRAWN BY: JMC CHECKED BY: CCJ/AS FULL SIZE SCALE: N/A DATE: MARCH, 2025	REVISIONS	EDY RD GRIND AND INLAY CITY OF SHERWOOD ENGINEERING DEPARTMENT 22560 SW PINE STREET SHERWOOD, OREGON 97140 PHONE: (503) 925-2309 FAX: (503) 825-0629 E-MAIL: engineering@sherwoodoregon.gov EXPIRES: 12-31-25	DITCH INLET DETAIL
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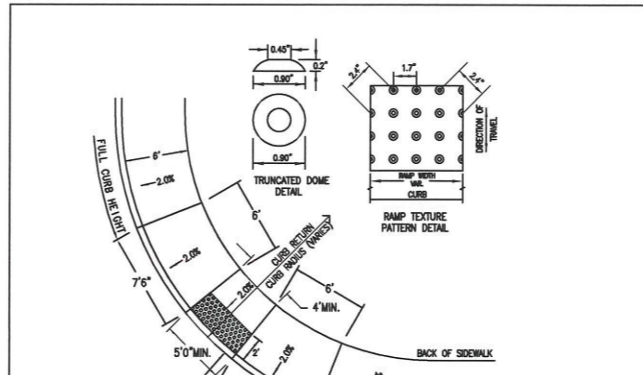
- NOTES:
- MONOLITHIC CURB AND GUTTER SHALL BE USED ON ALL NEW ROADWAY SECTIONS, EXCEPT AT ROADWAY MEDIANS AND AT MOUNTABLE CURB SECTIONS (SEE STD DET RD-21 & RD-24 FOR THESE CONDITIONS).
 - CONCRETE SHALL BE COMMERCIAL MIX, WITH A 28-DAY COMPRESSIVE STRENGTH OF 3,300 PSI, WITH A 4" MAX SLUMP.
 - EXPANSION 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 3/8".
 - CONTRACTION JOINTS SHALL HAVE:
 - SPACING OF NOT MORE THAN 15 FEET.
 - DEPTH OF JOINT OF AT LEAST 1 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
<small>Any alteration of this drawing may not be associated in any way with the City of Sherwood Standard Drawings.</small>	SCALE	DATE
	N.T.S.	MAR '16



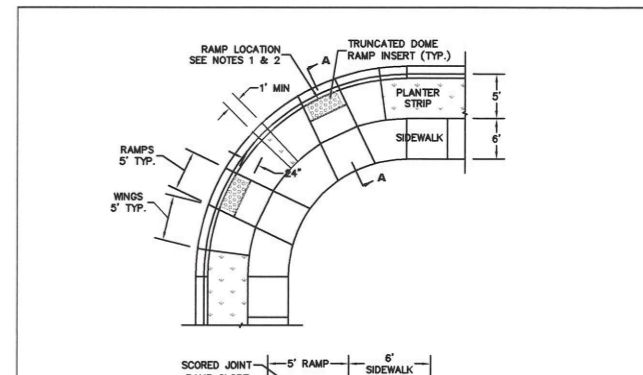
- NOTES:
- CONCRETE SHALL BE COMMERCIAL MIX, MIN. COMPRESSIVE STRENGTH OF 3,300 PSI @ 28 DAYS, WITH A 4" MAX SLUMP.
 - SIDWALK PANELS TO BE SQUARE (6' LONG x 6' WIDE TYP.).
 - EXPANSION JOINTS TO BE PLACED AT SIDES OF DRIVEWAY APPROACHES, UTILITY VAULTS, CURB RAMP, AND/OR POINTS OF TANGENCY IN CURB AS SHOWN ON THE STANDARD DRAWINGS FOR SIDEWALK RAMP, AND AT SPACING NOT TO EXCEED 45'.
 - FOR SIDEWALKS ADJACENT TO THE CURB AND POURED AT THE SAME TIME AS THE CURB, THE JOINT BETWEEN THEM SHALL BE A TROWELED JOINT WITH A MINIMUM 3/8" 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 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.

	STANDARD DRAWING TITLE	DRAWING NUMBER
	SIDEWALK DETAIL	RD-26
<small>Any alteration of this drawing may not be associated in any way with the City of Sherwood Standard Drawings.</small>	SCALE	REVISION DATE
	N.T.S.	2023.03.17



- NOTES:
- PROJECT ENGINEER SHALL USE THIS DRAWING AS A GUIDE FOR DESIGNING RAMP AND SHALL PREPARE A SITE SPECIFIC DRAWING FOR EACH RAMP.
 - PROJECT ENGINEER SHALL VERIFY APPLICABILITY OF THIS DRAWING TO SPECIFIC LOCATIONS WITHIN THE PROJECT BEFORE USING IT AS A DESIGN GUIDE AND SHALL LOCATE EACH RAMP RELATIVE TO CROSSWALK OR STOP LINE.
 - SIDEWALK RAMP GRADES SHALL MEET CURRENT ADA STANDARDS.
 - PLANTER STRIP DETAIL - REFER TO ODOT STANDARD DRAWING RD 755 (SIDEWALK RAMP DETAIL).
 - DETECTABLE WARNING SHALL BE TRUNCATED DOME TYPE, 24" LONG IN DIRECTION OF TRAVEL AND FULL WIDTH OF RAMP, WITH DOMES ALIGNED ON A SQUARE GRID WITH ITS GRIDLINES PARALLEL AND PERPENDICULAR TO THE CENTERLINE OF THE RAMP. COLOR OF DETECTABLE WARNING SHALL BE SAFETY YELLOW.
 - CURB INLET OR CATCH BASIN SHALL NOT BE ALLOWED IN FRONT OF RAMP.
 - CONCRETE SHALL BE A COMMERCIAL MIX, WITH A 28 DAY COMPRESSIVE STRENGTH OF 3300 PSI WITH A 4" MAX SLUMP.
 - 3/4"-0" BASE ROCK SHALL BE COMPACTED TO 90% OF MAXIMUM DENSITY.
 - BEVEL THE CURB CUT FROM GUTTER TO BACK OF CURB AT 8.33% (1:12) MAX.
 - SCORE CONCRETE AT GRADE CHANGES, SURFACE TEXTURE CHANGES AND AT ALL OTHER POINTS SHOWN.
 - CONCRETE SURFACE SHALL HAVE BROOM FINISH, AND EDGE ALL JOINTS.
 - PROJECT ENGINEER SHALL ACCEPT FULL RESPONSIBILITY FOR CORRECTING ALL UNACCEPTABLE RAMP CONSTRUCTION RESULTING FROM APPLYING THIS DRAWING "AS IS" AND NOT PROVIDING A SITE-SPECIFIC DRAWING FOR EACH RAMP.

	STANDARD DRAWING TITLE	DRAWING NUMBER
	CURB-TIGHT CURB RETURN & RAMP DETAIL	RD-43
<small>Any alteration of this drawing may not be associated in any way with the City of Sherwood Standard Drawings.</small>	SCALE	DATE
	N.T.S.	MAR '16



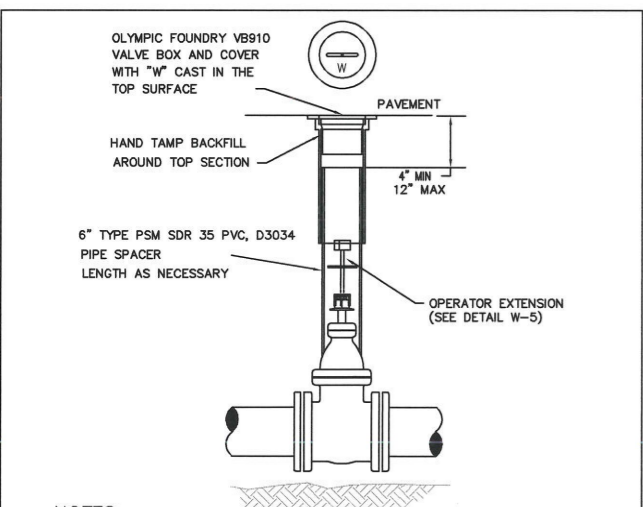
- NOTES:
- PROJECT ENGINEER SHALL USE THIS DRAWING AS A GUIDE FOR DESIGNING RAMP AND SHALL PREPARE A SITE SPECIFIC DRAWING FOR EACH RAMP.
 - PROJECT ENGINEER SHALL VERIFY APPLICABILITY OF THIS DRAWING TO SPECIFIC LOCATIONS WITHIN THE PROJECT BEFORE USING IT AS A DESIGN GUIDE AND SHALL LOCATE EACH RAMP RELATIVE TO CROSSWALK OR STOP LINE.
 - SIDEWALK RAMP GRADES SHALL MEET CURRENT ADA STANDARDS.
 - DETECTABLE WARNING SHALL BE TRUNCATED DOME TYPE, 24" LONG IN DIRECTION OF TRAVEL AND FULL WIDTH OF RAMP, WITH DOMES ALIGNED ON A SQUARE GRID WITH ITS GRIDLINES PARALLEL AND PERPENDICULAR TO THE CENTERLINE OF THE RAMP. COLOR OF DETECTABLE WARNING SHALL BE SAFETY YELLOW.
 - CURB INLET OR CATCH BASIN SHALL NOT BE ALLOWED IN FRONT OF RAMP.
 - CONCRETE SHALL BE A COMMERCIAL MIX, WITH A 28 DAY COMPRESSIVE STRENGTH OF 3300 PSI, WITH A 4" MAX SLUMP.
 - 3/4"-0" BASE ROCK SHALL BE COMPACTED TO 90% OF MAXIMUM DENSITY.
 - BEVEL THE CURB CUT FROM GUTTER TO BACK OF CURB AT 8.33% (1:12) MAX.
 - SCORE CONCRETE AT GRADE CHANGES, SURFACE TEXTURE CHANGES AND AT ALL OTHER POINTS SHOWN.
 - CONCRETE SURFACE SHALL HAVE BROOM FINISH, AND EDGE ALL JOINTS.
 - PROJECT ENGINEER SHALL ACCEPT FULL RESPONSIBILITY FOR CORRECTING ALL UNACCEPTABLE RAMP CONSTRUCTION RESULTING FROM APPLYING THIS DRAWING "AS IS" AND NOT PROVIDING A SITE-SPECIFIC DRAWING FOR EACH RAMP.

	STANDARD DRAWING TITLE	DRAWING NUMBER
	DOUBLE CROSSING CURB RETURN & RAMP DETAIL	RD-44
<small>Any alteration of this drawing may not be associated in any way with the City of Sherwood Standard Drawings.</small>	SCALE	DATE
	N.T.S.	MAR '16

DETAILS 1

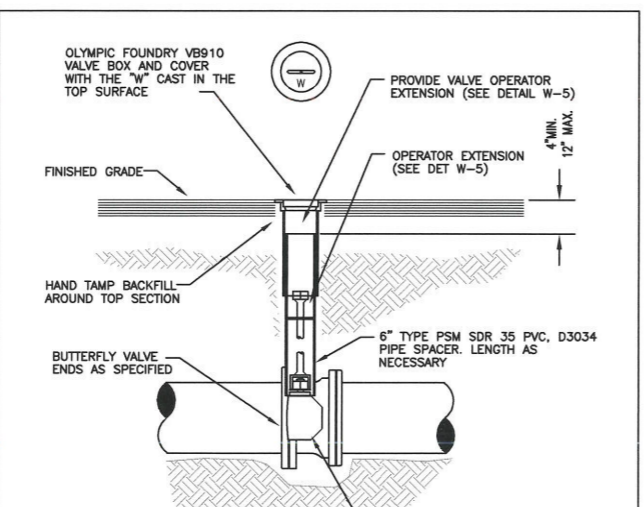
EDY RD GRIND AND INLAY

LOCATED IN SECTIONS 30A & 30D, T2S, R1W, W.M. IN THE CITY OF SHERWOOD, WASHINGTON COUNTY, STATE OF OREGON



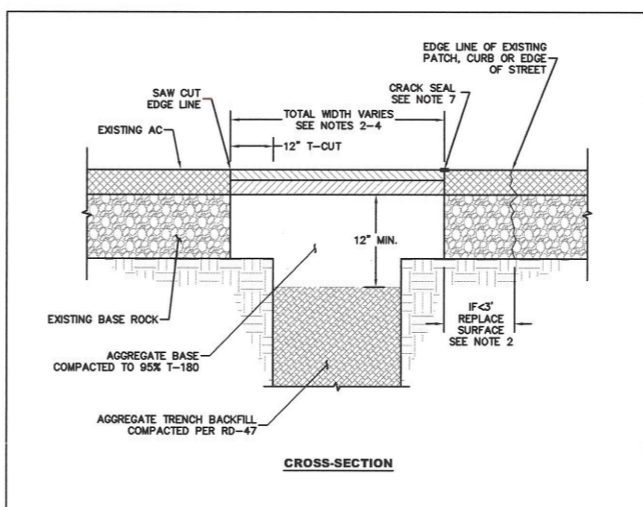
- NOTES:
- VALVE BOX NOT TO REST ON OPERATING ASSEMBLY.
 - OPERATOR EXTENSION REQUIRED WHEN VALVE NUT IS DEEPER THAN 3 FEET FROM FINISHED GRADE.
 - CENTER VALVE BOX ON AXIS OF OPER. NUT.
 - PROVIDE 24" SQUARE BY 4" THICK CONCRETE PAD AROUND VALVE BOX OUTSIDE OF PAVED AREAS.
 - VALVE BOX COVER SHALL BE A MINIMUM OF 2 1/2" IN LENGTH.

	STANDARD DRAWING TITLE	DRAWING NUMBER
	TYPICAL GATE VALVE SETTING DETAIL	W-3
<small>Any alteration of this drawing may not be associated in any way with the City of Sherwood Standard Drawings.</small>	SCALE	DATE
	N.T.S.	JUL '09



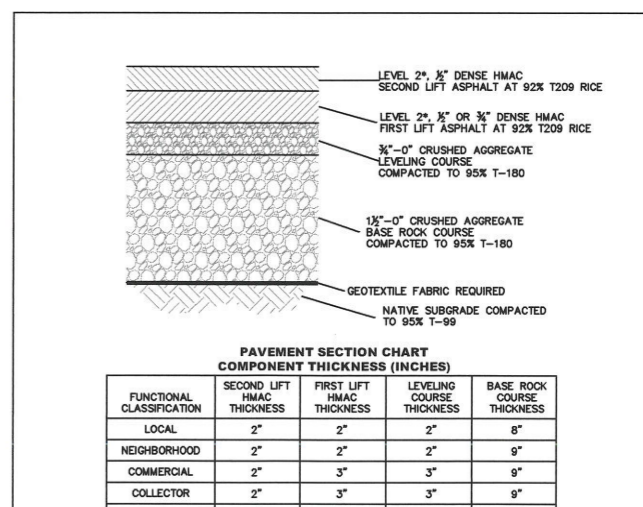
- NOTES:
- VALVE BOX NOT TO REST ON OPERATING ASSEMBLY.
 - OPERATOR EXTENSION REQUIRED WHEN VALVE NUT IS DEEPER THAN 3 FEET FROM FINISHED GRADE.
 - CENTER VALVE BOX ON AXIS OF OPER. NUT.
 - PROVIDE 24" SQUARE BY 4" THICK CONCRETE PAD OUTSIDE OF PAVED AREAS.
 - VALVE BOX COVER SHALL BE A MINIMUM OF 2 1/2" IN LENGTH.

	STANDARD DRAWING TITLE	DRAWING NUMBER
	BUTTERFLY VALVE SETTING DETAIL	W-4
<small>Any alteration of this drawing may not be associated in any way with the City of Sherwood Standard Drawings.</small>	SCALE	DATE
	N.T.S.	JUL '09



- NOTES:
- T-CUT IS 12" MINIMUM FOR TRENCHES WIDER THAN 12".
 - IF NEW EDGE OF PAVEMENT IS LESS THAN 3" FROM ANOTHER PATCH, CURB, EDGE OF STREET OR LONGITUDINAL CRACK, REPLACE THE PAVEMENT IN BETWEEN.
 - IF MORE THAN ONE EXISTING PATCH EDGE IS WITHIN THE 3" ZONE, REMOVE PAVEMENT TO THE FAR EDGE OF THE PRE-EXISTING PATCH.
 - 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.
 - SEE STD DET RD-20 FOR TYPICAL STREET PAVEMENT SECTION.
 - SEE STD DET RD-47 FOR TYPICAL TRENCH BACKFILL REQUIREMENTS.
 - ALL CUT EDGES AND COLD JOINTS SHALL BE SEALED WITH HOT RUBBERIZED ASPHALT CRACK SEALER CONFORMING TO ASTM D3405.
 - OVERCUTTING OF ASPHALT NOT ALLOWED.

	STANDARD DRAWING TITLE	DRAWING NUMBER
	PIPE TRENCH RESTORATION	RD-45
<small>Any alteration of this drawing may not be associated in any way with the City of Sherwood Standard Drawings.</small>	SCALE	DATE
	N.T.S.	2023.03.17



- NOTES:
- MATERIALS AND PLACEMENT OF THE HOT MIXED ASPHALT CONCRETE PAVEMENT (ACP) SHALL CONFORM TO THE REQUIREMENTS DELINEATED IN SECTION 02744 - 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.

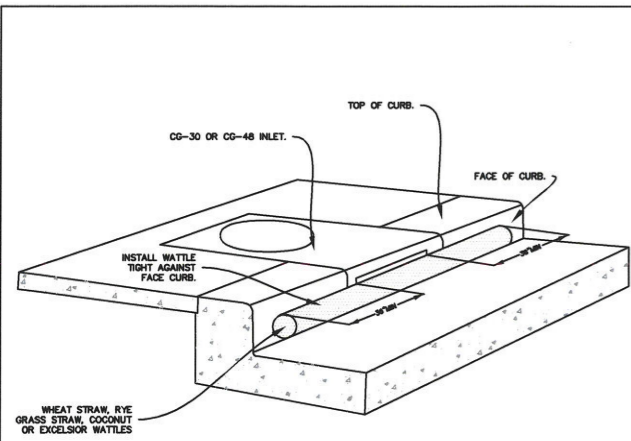
	STANDARD DRAWING TITLE	DRAWING NUMBER
	PAVEMENT SECTION	RD-20
<small>Any alteration of this drawing may not be associated in any way with the City of Sherwood Standard Drawings.</small>	SCALE	DATE
	N.T.S.	MAR '16

CITY OF SHERWOOD
ENGINEERING DEPARTMENT
25650 SW PINE STREET
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DESIGNED BY:	JMC
DRAWN BY:	JMC
CHECKED BY:	CC/AS
DATE:	MARCH, 2025
SCALE:	AS NOTED
TITLE:	EDY OVERLAY SHEETS.DWG

JOB NO.	
SHEET NO.	6
OF	8

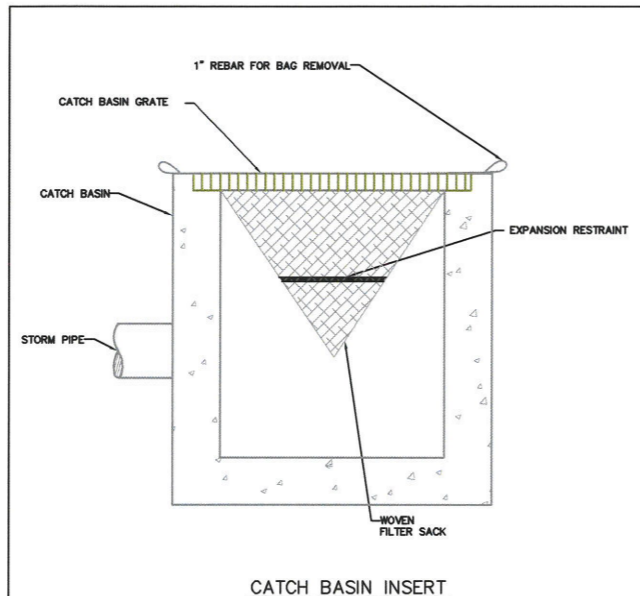


PERSPECTIVE VIEW SHOWING WATTLE ALONG GUTTER AT CURB INLET

- NOTES:
- ONLY ALLOWED USE OF APPLICATION IS ON CURB AND GUTTER INLETS.
 - INSTALL WATTLE ALONG INLET WITH WATTLE EXTENDING A MIN OF 36" BEYOND INLET OPENINGS IN EACH DIRECTION.
 - WATTLE MUST BE INSTALLED TIGHTLY AGAINST CURB. MAY REQUIRE ADDITIONAL MEASURES TO ENSURE WATTLE REMAINS TIGHT AGAINST CURB, SUCH AS USING ZIP TIES TO SECURE WATTLE TO INLET'S TRASH BARS OR USING SANDBAGS TO WEIGHT DOWN WATTLE.
 - REPLACE WATTLE AS NECESSARY TO PREVENT SEDIMENT FROM ENTERING THE STORM SYSTEM.

CURB AND GUTTER INLET PROTECTION

DRAWING NO. 905 REVISED 10-31-19

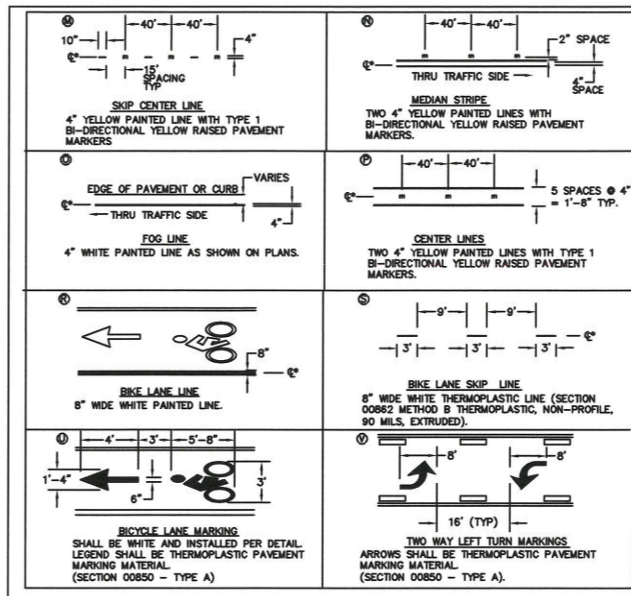


CATCH BASIN INSERT

- 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.

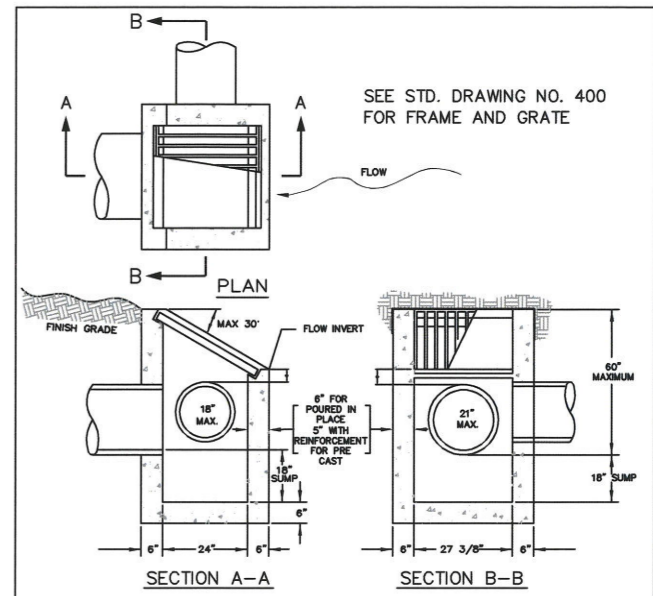
INLET PROTECTION TYPE 5

DRAWING NO. 920 REVISED 10-31-19



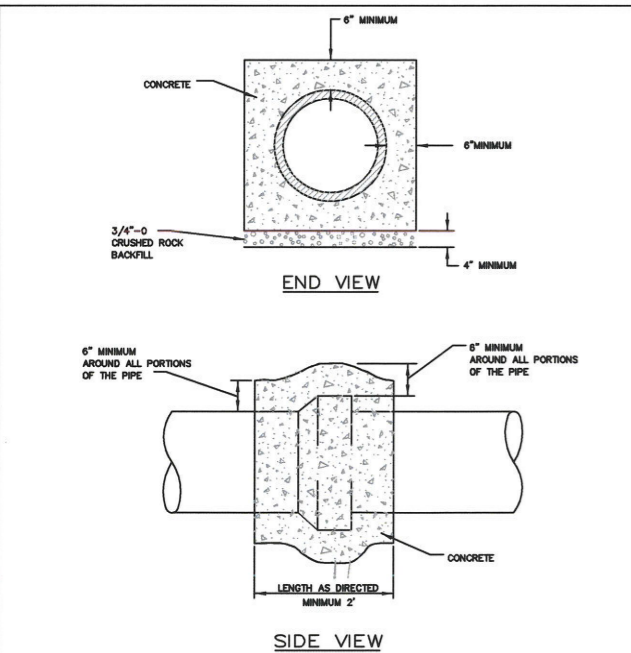
- NOTES:
- LOCATE STOP BARS 10' BACK OF THE EXTENDED FOG LINE, EDGE OF PAVEMENT, OR CURB FACE. VERIFY SIGHT DISTANCE.
 - LOCATE CROSSWALKS AS PER WHEELCHAIR RAMP LOCATIONS OR 5' BACK OF EXTENDED FOG LINE, EDGE OF PAVEMENT OR CURB FACE.
 - REMOVAL OF EXISTING STRIPING IS TO BE DETERMINED IN THE FIELD AND IS CONSIDERED INCIDENTAL WORK. STRIPING SHALL BE GROUND OFF AS DIRECTED BY THE ENGINEER.
 - ALL THERMOPLASTIC PAVEMENT MARKING MATERIAL SHALL BE INSTALLED AS PER OREGON STANDARD SPECIFICATIONS FOR CONSTRUCTION. (LATEST EDITION).
 - ALL PAINTED LINES SHALL CONFORM TO THE MOST CURRENT ODOT SPECIFICATIONS FOR BEAD BINDER PAINT AS LISTED IN ODOT'S QPL.
- * LANE MARKING DIMENSION LOCATION AT ϕ OF STRIPING UNLESS NOTED OTHERWISE.

STANDARD DRAWING TITLE	DRAWING NUMBER
STRIPING DETAILS II	S-4
SCALE	DATE
N.T.S.	MAR '16



DITCH INLET

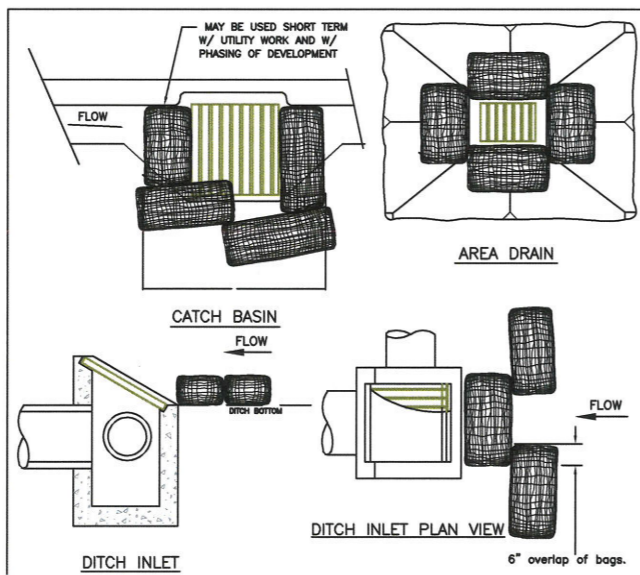
DRAWING NO. 390 REVISED 10-31-19



- NOTES:
- CONCRETE SHALL HAVE A 28 DAY STRENGTH OF 3000 PSI AND, 2" TO 4" SLUMP.
 - PRIOR TO INSTALLING THE CONCRETE, ENSURE THE JOINT IS SEALED IN A MANNER AS NOT TO ALLOW CONCRETE TO ENTER INTO THE INTERIOR OF PIPE.

CONCRETE ENCASMENT/CLOSURE COLLAR

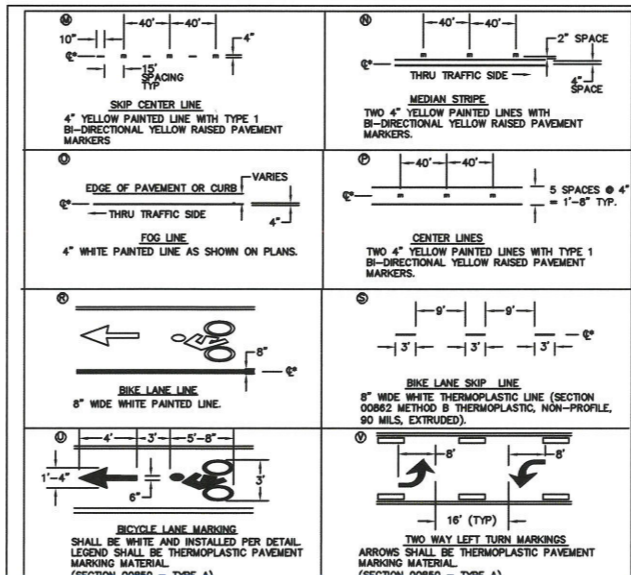
DRAWING NO. 560 REVISED 10-31-19



- 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 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.

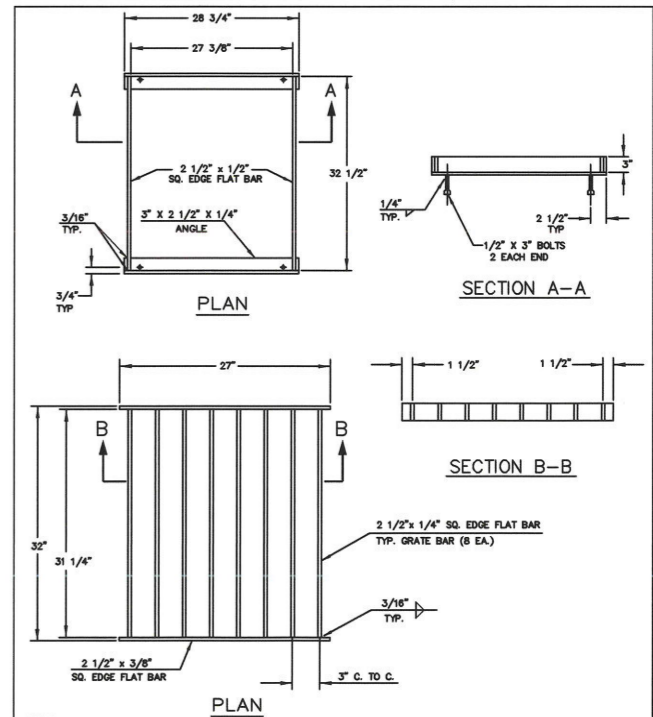
INLET PROTECTION TYPE 4

DRAWING NO. 915 REVISED 10-31-19



- NOTES:
- LOCATE STOP BARS 10' BACK OF THE EXTENDED FOG LINE, EDGE OF PAVEMENT, OR CURB FACE. VERIFY SIGHT DISTANCE.
 - LOCATE CROSSWALKS AS PER WHEELCHAIR RAMP LOCATIONS OR 5' BACK OF EXTENDED FOG LINE, EDGE OF PAVEMENT OR CURB FACE.
 - REMOVAL OF EXISTING STRIPING IS TO BE DETERMINED IN THE FIELD AND IS CONSIDERED INCIDENTAL WORK. STRIPING SHALL BE GROUND OFF AS DIRECTED BY THE ENGINEER.
 - ALL THERMOPLASTIC PAVEMENT MARKING MATERIAL SHALL BE INSTALLED AS PER OREGON STANDARD SPECIFICATIONS FOR CONSTRUCTION. (LATEST EDITION).
 - ALL PAINTED LINES SHALL CONFORM TO THE MOST CURRENT ODOT SPECIFICATIONS FOR BEAD BINDER PAINT AS LISTED IN ODOT'S QPL.
- * LANE MARKING DIMENSION LOCATION AT ϕ OF STRIPING UNLESS NOTED OTHERWISE.

STANDARD DRAWING TITLE	DRAWING NUMBER
STRIPING DETAILS II	S-4
SCALE	DATE
N.T.S.	MAR '16



NOTE: FRAME AND GRATE SHALL BE NEW STRUCTURAL ASTM A-36 FLAT BAR STEEL OR APPROVED EQUAL.

DITCH INLET FRAME AND GRATE

DRAWING NO. 400 REVISED 10-31-19



EDY RD GRIND AND INLAY

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

DETAILS 2

CITY OF SHERWOOD
ENGINEERING DEPARTMENT
SHERWOOD, OREGON 97140

PHONE: (503) 925-2209
FAX: (503) 625-0629
E-MAIL: engineering@sherwoodoregon.gov




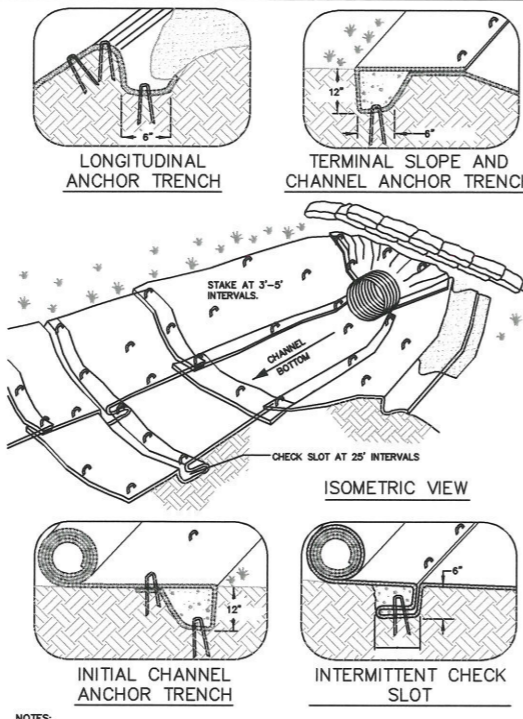
DESIGNED BY:	JMC
DRAWN BY:	JMC
CHECKED BY:	CC/AS
FULL SIZE SCALE:	AS NOTED
DATE:	MARCH, 2015
BY OVERLAY SHEETS	

REVISIONS	

NOTES:

- WHEN RAINFALL AND RUNOFF OCCURS, A KNOWLEDGEABLE AND EXPERIENCED PERSON IN THE PRINCIPLES, PRACTICES, INSTALLATION, AND MAINTENANCE OF EROSION AND SEDIMENT CONTROLS WHO WORKS FOR THE PERMITTEE MUST PROVIDE DAILY INSPECTIONS OF THE EROSION AND SEDIMENT CONTROLS AND DISCHARGE OUTFALLS.
- CONSTRUCTION ACTIVITIES MUST AVOID OR MINIMIZE EXCAVATION OR CREATION OF BARE GROUND FROM OCTOBER 1 THROUGH MAY 31ST 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.
- SIGNIFICANT AMOUNTS OF SEDIMENT THAT 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, DRAINAGEWAYS, OR WATER BODIES.
- SEDIMENT MUST BE REMOVED FROM BEHIND ALL SEDIMENT CONTROL MEASURES WHEN IT HAS REACHED A HEIGHT OF 1/3-RD 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 TONIC 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 MANUFACTURER'S 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.
- WATERIGHT 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 ONSITE. 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 ONSITE 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, AT END OF BUSINESS DAY, DURING WET WEATHER PERIOD, FROM OCTOBER 1 - MAY 31.

STANDARD EROSION CONTROL NOTES FOR SITES LESS THAN 1 ACRE
 DRAWING NO. 945 REVISED 10-31-19 



LONGITUDINAL ANCHOR TRENCH

TERMINAL SLOPE AND CHANNEL ANCHOR TRENCH


ISOMETRIC VIEW

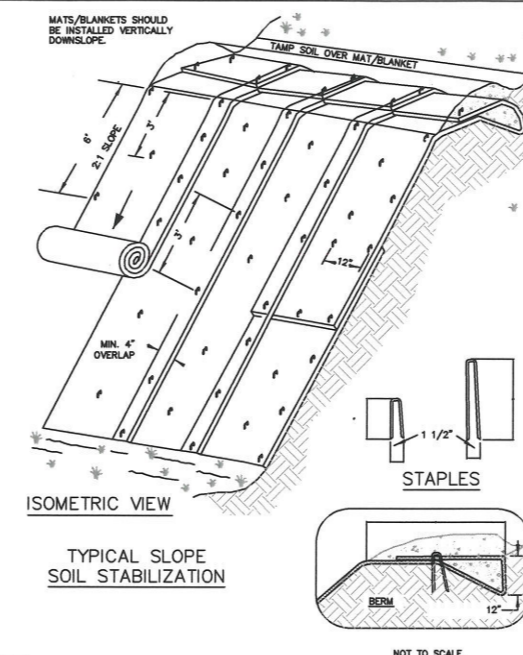
INITIAL CHANNEL ANCHOR TRENCH

INTERMITTENT CHECK SLOT

NOTES:

- CHECK SLOTS TO BE CONSTRUCTED PER MANUFACTURERS SPECIFICATIONS.
- STAKING OR STAPLING LAYOUT PER MANUFACTURERS SPECIFICATIONS.

MATting CHANNEL INSTALLATION
 DRAWING NO. 800 REVISED 10-31-19 



MATS/BLANKETS SHOULD BE INSTALLED VERTICALLY DOWNSLOPE.


ISOMETRIC VIEW

TYPICAL SLOPE SOIL STABILIZATION

STAPLES

NOTES:

- SLOPE SURFACE SHALL BE FREE OF ROCKS, CLODS, STICKS AND GRASS. MATS/BLANKETS SHALL HAVE GOOD SOIL CONTACT.
- APPLY PERMANENT SEEDING BEFORE PLACING BLANKETS.
- LAY BLANKETS LOOSELY AND STAKE OR STAPLE TO MAINTAIN DIRECT CONTACT WITH THE SOIL. DO NOT STRETCH.
- STAKING OR STAPLING LAYOUT PER MANUFACTURERS SPECIFICATIONS.

MATting SLOPE INSTALLATION
 DRAWING NO. 805 REVISED 10-31-19 

RIPRAP:


- ROCK FOR RIPRAP SHALL BE ANGULAR IN SHAPE.
- THICKNESS OF A SINGLE ROCK SHALL NOT BE LESS THAN ONE-THIRD ITS LENGTH.
- ROUNDED ROCK WILL NOT BE ACCEPTED UNLESS APPROVED BY THE DISTRICT.

RIPRAP INSTALLATION:

- EXCAVATE BELOW FINISH GRADE TO DEPTH & DIMENSIONS SHOWN ON APPROVED PLANS.
- INSTALL WOVEN GEOTEXTILE FABRIC.
- PLACE RIP RAP TO FINISH GRADE.

GRADE RIPRAP SHALL BE THE CLASS AND SIZE OF ROCK ACCORDING TO THE FOLLOWING:

CLASS	CLASS	CLASS	CLASS
50	100	200	700
PERCENT			
WEIGHT OF ROCK (LBS)		(BY WEIGHT)	
50-30	100-60	200-140	700-500
30-15	60-25	140-80	500-200
15-2	25-2	80-8	200-20
2-0	2-0	8-0	20-0
		2000-1400	20
		1400-700	30
		700-40	40
		40-0	10

RIP RAP DETAILS
 DRAWING NO. 790 REVISED 10-31-19 

DETAILS 3

EDY RD GRIND AND INLAY

LOCATED IN SECTIONS 30A & 30D, T2S, R1W, W.M.
 IN THE CITY OF SHERWOOD, WASHINGTON COUNTY,
 STATE OF OREGON

CITY OF SHERWOOD
 ENGINEERING DEPARTMENT
 2580 SW PINE STREET
 SHERWOOD, OREGON 97140

PHONE: (503) 925-2309
 FAX: (503) 625-0829
 E-MAIL: engineering@sherwoodoregon.gov



DESIGNED BY:	JMC
DRAWN BY:	JMC
CHECKED BY:	CCC/AS
FULL SIZE SCALE:	N/A
DATE:	MARCH, 2025
EDY OVERLAY_SHEETS.DWG	

REVISIONS	

JOB NO. _____

SHEET NO. _____

SHEET **08** OF **08**

3-4-25