

CITY OF SHERWOOD

SUNSET BLVD PAVEMENT REHABILITATION PROJECT (MAIN - CINNAMON HILLS)

AUGUST 2025

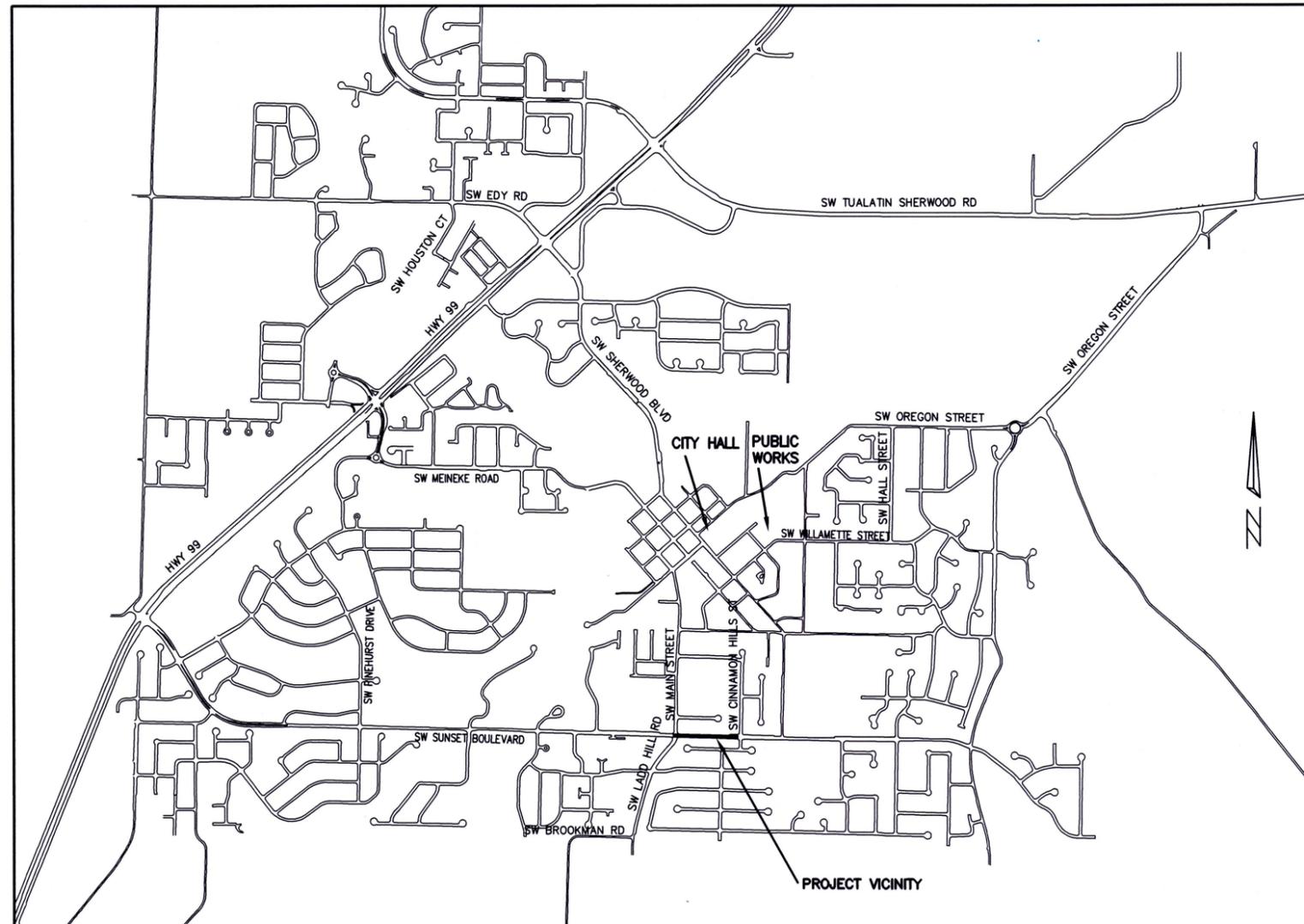
(BID DOCUMENT VOLUME 2 OF 2 - CONTRACT DRAWINGS)

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PROJECT LOCATION:
SW SUNSET BLVD (SW MAIN ST - SW CINNAMON HILLS PL)

DEVELOPER/OWNER:
CITY OF SHERWOOD
22560 SW PINE ST
SHERWOOD, OREGON 97140
CONTACT: JASON WATERS, P.E.
PH. 503-925-2304
WATERSJ@SHERWOODOREGON.GOV



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.

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)

COVER SHEET

SUNSET PAVEMENT REHABILITATION

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

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



DESIGNED BY:	SAL
DRAWN BY:	SAL
CHECKED BY:	CCC/AS
FULL SIZE SCALE:	N/A
DATE:	AUGUST, 2025
SUNSET_REHAB_SHEETS.DWG	

REVISIONS	

JOB NO.	
SHEET NO.	1
OF	7

GENERAL NOTES

STREET NOTES

WORK HOURS/TRAFFIC CONTROL 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. PLEASE NOTE THE STORM SEWER AND GAS LINE IN THIS AREA IS SHALLOW - DO NOT DAMAGE. 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 AND SIDEWALK. 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 INCIDENTAL.
- 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 FENCINGS, AND SEDIMENT BARRIERS TO MINIMIZE EROSION AND IMPACT TO ADJACENT PROPERTY. SEE EROSION AND SEDIMENT CONTROL NOTES AND 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. RESIDENTIAL DRIVEWAYS MAY ONLY BE CLOSED FOR A MAXIMUM OF ONE DAY (8:00 AM TO 5:00 PM).
- 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.
- 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, SIGNS, ETC.) DAMAGED DURING CONSTRUCTION, IN ACCORDANCE WITH CITY STANDARDS.
- ALL LINWORK SHOWN ON THE PLAN IS FROM AN AERIAL MAP AND FROM VISUAL OBSERVATION AND IS THEREFORE NOT GUARANTEED FOR ACCURACY AND SHOULD NOT BE USED FOR OTHER PURPOSES.

- 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 OR OVER WITH NEW ASPHALT (INCIDENTAL) PRIOR TO PAVING.
- HOT RUBBERIZED ASPHALT SEALER REQUIRED AT ASPHALT JOINTS (INCIDENTAL). DO NOT OVERCUT ASPHALT. CITY HAS THE RIGHT TO HAVE OVERCUT ASPHALT REMOVED AND REPLACED AT THE CONTRACTOR'S EXPENSE.
- NEW ASPHALT SHALL MATCH EDGE OF CATCH BASINS. THERE WILL BE NO ADJUSTING OF CATCH BASIN GRATES ALLOWED.
- PAVEMENT CROSS SLOPES ON SHALL BE AT GREATER THAN EXISTING CROSS SLOPES AND UNDER 4.5% MAXIMUM. ENSURE NO PONDING ALONG GUTTER LINE.
- NEW ASPHALT SHALL NOT COVER ANY WEEP HOLES (AT I.E. OR LOWER). CITY WILL PHOTO DOCUMENT PROJECT AREA INCLUDING EXISTING CURBS. COVERED WEEPHOLES SHALL BE CLEARED AT CONTRACTORS EXPENSE AND STREET REPAVED.
- TYPICAL FULL CURB EXPOSURE IS 6" AT TOP FACE OF CURB UNLESS OTHERWISE NOTED.
- TYPICAL DRIVEWAY CURB EXPOSURE IS 3/4" AT TOP FACE OF CURB UNLESS OTHERWISE NOTED.
- 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".
- NEW ASPHALT TO MATCH RIM OF EXISTING/NEW STRUCTURES (CATCH BASINS, MANHOLES, ETC.).
- 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 INCLUDING MANHOLE COVERS.
- 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 PAID FOR BY THE CONTRACTOR AND CONSIDERED INCIDENTAL.
- REPAIR ALL DISTURBED NEIGHBORING PROPERTY BACK TO ORIGINAL OR BETTER CONDITION.
- ANY SEGMENT OF STREET OPEN TO TRAFFIC THAT HAS A VERTICAL DROP (INCLUDING DRIVEWAYS) SHALL HAVE A TEMPORARY WEDGE INSTALLED. (INCIDENTAL).
- ANY EXISTING SURFACE TO REMAIN (CONCRETE CURB, CONCRETE SIDEWALK, ETC.) THAT IS DAMAGED BY THE CONTRACTOR SHALL BE REMOVED AND REPLACED AT THE CONTRACTOR'S EXPENSE.
- CONTRACTOR TO CLEAN AND TACK COAT GRINDED ASPHALT SURFACE PRIOR TO OVERLAY (INCIDENTAL).
- SCALPING OF VEGETATION/SOILS FROM SURFACE OF ASPHALT IS INCIDENTAL.
- BLUE REFLECTOR AT CENTER LINE OF ROADWAY(S) PERPENDICULAR TO FIRE HYDRANT IS BY CITY OF SHERWOOD.

- GENERAL WORK HOURS ARE FROM 8:00AM TO 6:00PM MONDAY THROUGH FRIDAY.
- SW SUNSET BLVD 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 4:30PM.
- ALL INTERSECTIONS (SW MAIN ST/SW LADD HILL RD) 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 1:45PM AND 2:45PM TO 4:30PM (8:30AM TO 12:45PM AND 1:45PM TO 4:30PM ON WEDNESDAYS).
- THIS PROJECT SITE IS NEAR A SCHOOL ZONE. PEDESTRIAN SAFETY ENHANCEMENT ARE EMPHASIZED AND SHALL BE IMPLEMENTED TO PROTECT STUDENTS DURING PERIODS OF ARRIVAL AND DEPARTURE. SW SUNSET AND SW MAIN ST/SW LADD HILL RD HAS A SCHOOL CROSSING GUARD. COORDINATE WITH SHERWOOD SCHOOL DISTRICT AND CROSSING GUARD OPERATIONS DURING SCHOOL DROP OFF AND PICK UP TIMES.
- THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING DRIVEWAY ACCESS TO BUSINESSES/RESIDENCES, EXCEPT WHEN OTHERWISE APPROVED BY THE CITY AND COORDINATED WITH THE BUSINESS/HOME OWNER.
- CONTRACTOR SHALL MAINTAIN PEDESTRIAN ROUTES THROUGH SITE DURING CONSTRUCTION BY CONSTRUCTING OR DETOURING TEMPORARY PEDESTRIAN BYPASSES AS NECESSARY.
- THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING ACCESS FOR MAIL AND TRASH (FRIDAY) AT ALL TIMES.
- TRAFFIC CONTROL SHALL INCLUDE ALL PAVEMENT MARKING REMOVAL, TEMPORARY PAVEMENT MARKING, BARRICADES, DELINEATORS, SIGNAGE, FLAGGERS, PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS), 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".
- CONTRACTOR IS RESPONSIBLE FOR THE IMPLEMENTATION OF A TRAFFIC CONTROL PLAN AND ITS CONTINUED FUNCTIONING FOR THE PROTECTION OF CONSTRUCTION WORKERS, VEHICULAR TRAFFIC, BICYCLE TRAFFIC AND PEDESTRIANS. ALL TRAFFIC CONTROL DEVICES/SIGNAGE SHALL BE IN ACCORDANCE WITH THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. APPROVAL OF THE TRAFFIC CONTROL PLAN BY THE CITY OF SHERWOOD DOES NOT NEGATE THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN A SAFE WORK ZONE. THE CITY OF SHERWOOD BEARS NO LIABILITY FOR THE CONTRACTOR'S IMPLEMENTATION OF A TRAFFIC CONTROL PLAN.

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

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 DOWNSTREAM 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.

LEGEND

- = EXISTING CURB AND GUTTER
- = EXISTING WATER VALVE
- = EXISTING WATER LINE
- = EXISTING STORM LINE
- = EXISTING STORM LINE
- = EXISTING GAS LINE
- = EXISTING TELECOMMUNICATION LINE
- = CENTER LINE
- = EXISTING MANHOLE
- = EXISTING CATCH BASIN
- = PROJECT LIMIT LINE
- = EXISTING CROWN LINE
- = PROPOSED CROWN LINE
- = FULL DEPTH PAVEMENT REPAIR

GENERAL NOTES

SUNSET PAVEMENT REHABILITATION

LOCATED IN SECTION 3C, T2S, R1W, W4M, IN THE CITY OF SHERWOOD, WASHINGTON COUNTY, STATE OF OREGON

CITY OF SHERWOOD
ENGINEERING DEPARTMENT
SHERWOOD, OREGON 97140

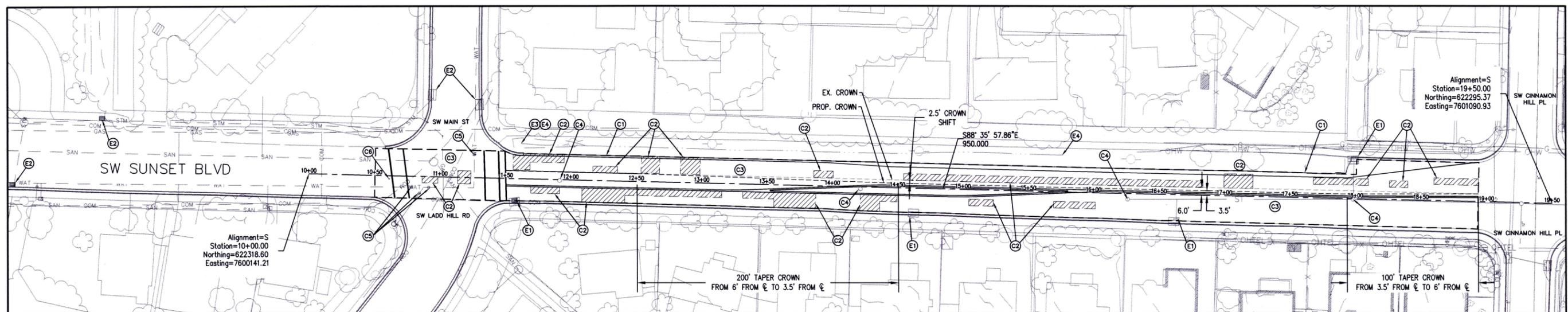
PHONE: (503) 925-2309
FAX: (503) 925-0629
E-MAIL: engineering@ci.sherwood.oregon.gov



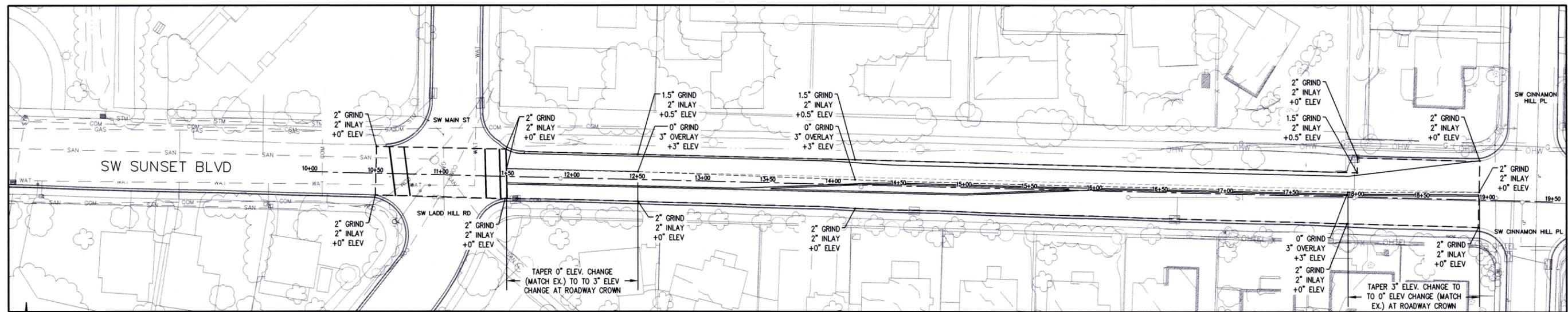
DESIGNED BY:	SAL
DRAWN BY:	SAL
CHECKED BY:	CC/AS
FULL SIZE SCALE:	N/A
DATE:	AUGUST, 2025
SUNSET_REHAB_SHEETS.DWG	

REVISIONS	

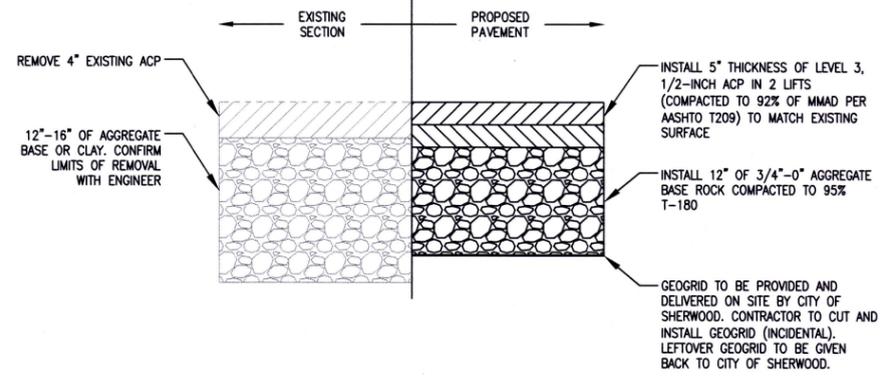
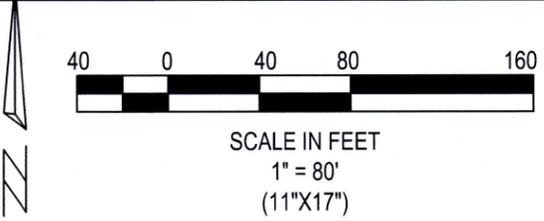
JOB NO.	
SHEET NO.	2
	7



1 PAVING PLAN
1" = 80'



2 ELEVATION PLAN
1" = 80'



3 TYPICAL FULL DEPTH PAVEMENT REPAIR SECTION
NOT TO SCALE

STREET KEY NOTES

- (C1) CLEAR AND WEED EDGE OF ASPHALT ON NORTH SIDE OF SUNSET BLVD.
- (C2) REMOVE AC FULL DEPTH AND INSTALL NEW 5" THICKNESS OF LEVEL 3, 1/2-INCH, ACP IN 2 LIFTS (COMPACT TO 92% OF MMAD PER AASHTO T209) TO MATCH EXISTING SURFACE PRIOR TO 2-INCH OVERLAY.
- (C3) SAWCUT AND GRIND EXISTING ASPHALT (1.5" TO 2" THICKNESS) AND INSTALL ASPHALT OVERLAY. SEE SHEET 3 FOR TYPICAL SECTIONS.
- (C4) MINOR ADJUST MANHOLE TO GRADE WITH SLOPED RISER RINGS.
- (C5) ADJUST WATER VALVES TO GRADE.
- (C6) BLUE REFLECTIVE MARKERS ON CENTERLINE AT FIRE HYDRANTS, PROCURED AND INSTALLED BY CITY OF SHERWOOD.

FROSION CONTROL KEY NOTES

- (E1) INSTALL SILT SACK IN CATCH BASIN PER CWS DRAWING NO. 915.
- (E2) INSTALL SILT SACK IN CATCH BASIN AND BIOBAGS IN FRONT OF CURB OPENING PER CWS DRAWING NO. 915 AND 920.
- (E3) INSTALL BIOBAGS AROUND PIPE OUTLET PER CWS DRAWING NO. 915.
- (E4) INSTALL CHECK DAM BIOFILTER BAG PER CWS DRAWING NO. 845 AND 940.

PAVING PLAN

SUNSET PAVEMENT REHABILITATION

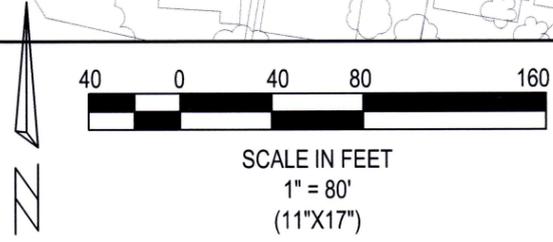
 LOCATED IN SECTION 3C, T2S, R1W, W4M, IN THE CITY OF SHERWOOD, WASHINGTON COUNTY, STATE OF OREGON

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DESIGNED BY:	SAL	CHECKED BY:	CCJ/AS
DRAWN BY:	SAL	FULL SIZE SCALE:	1/4"=1' (11"x17")
DATE:	AUGUST, 2025	SUNSET_REHAB_SHEETS.DWG	

JOB NO.	
SHEET NO.	4
	7

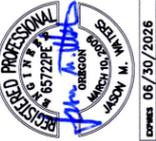


- STREET KEY NOTES**
- (S1) INSTALL DOUBLE YELLOW THERMOPLASTIC LINE (4" WIDTH).
 - (S2) INSTALL WHITE THERMOPLASTIC LINE (4" WIDTH).
 - (S3) INSTALL WHITE THERMOPLASTIC CROSSWALK LINE (12" WIDTH).

SUNSET PAVEMENT REHABILITATION

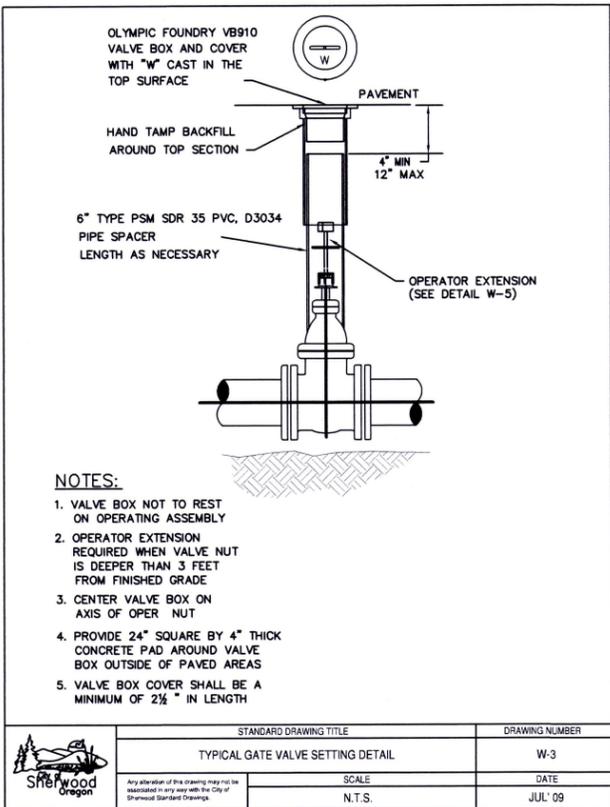
LOCATED IN SECTION 3C, T2S, R1W, W.M. IN THE CITY OF SHERWOOD, WASHINGTON COUNTY, STATE OF OREGON

CITY OF SHERWOOD
 ENGINEERING DEPARTMENT
 22500 SW ONE STREET
 SHERWOOD, OREGON 97140
 PHONE: (503) 925-2309
 FAX: (503) 825-0629
 E-MAIL: engineering@sherwoodoregon.gov



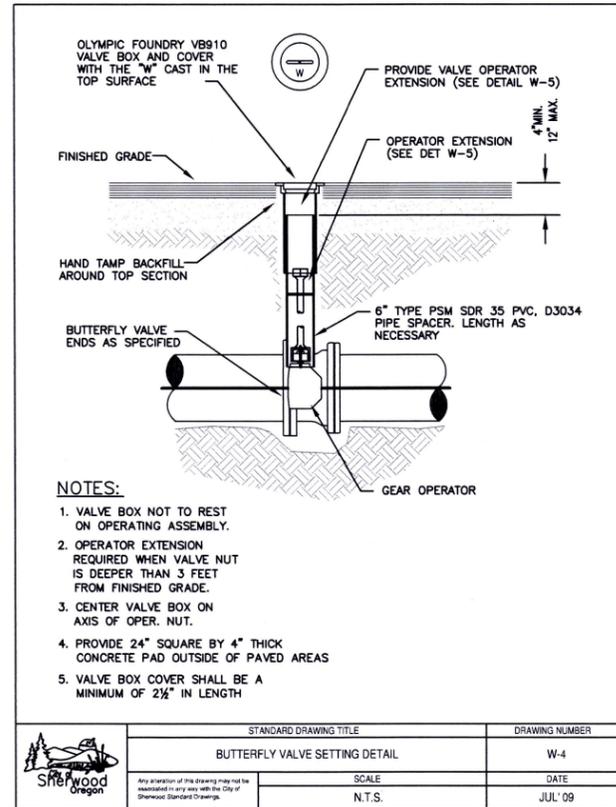
DESIGNED BY:	SAL
DRAWN BY:	SAL
CHECKED BY:	CCC/AS
FULL SIZE SCALE:	N/A
DATE:	AUGUST, 2025
SUNSET_REHAB_SHEETS.DWG	

NO.	DESCRIPTION



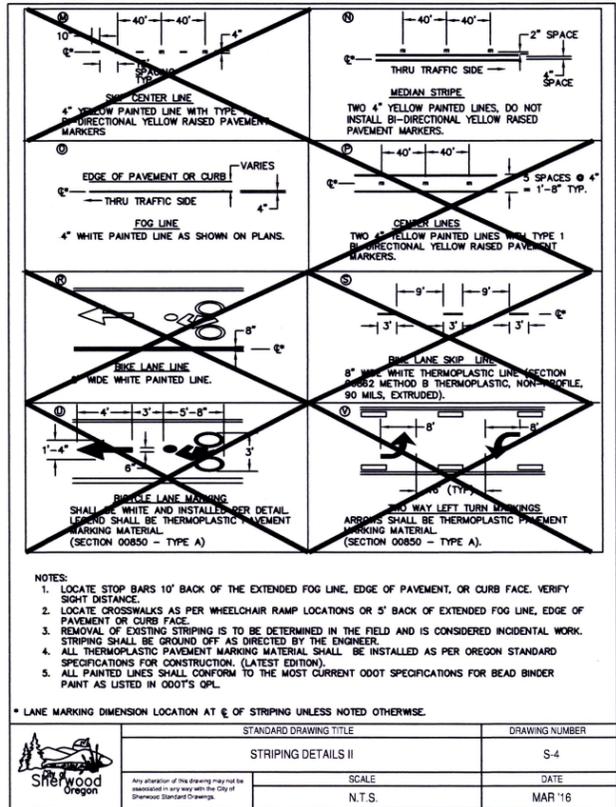
- NOTES:**
1. VALVE BOX NOT TO REST ON OPERATING ASSEMBLY
 2. OPERATOR EXTENSION REQUIRED WHEN VALVE NUT IS DEEPER THAN 3 FEET FROM FINISHED GRADE
 3. CENTER VALVE BOX ON AXIS OF OPER. NUT
 4. PROVIDE 24" SQUARE BY 4" THICK CONCRETE PAD AROUND VALVE BOX OUTSIDE OF PAVED AREAS
 5. VALVE BOX COVER SHALL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

STANDARD DRAWING TITLE		DRAWING NUMBER	
TYPICAL GATE VALVE SETTING DETAIL		W-3	
SCALE	DATE	SCALE	DATE
N.T.S.	JUL'09	N.T.S.	JUL'09



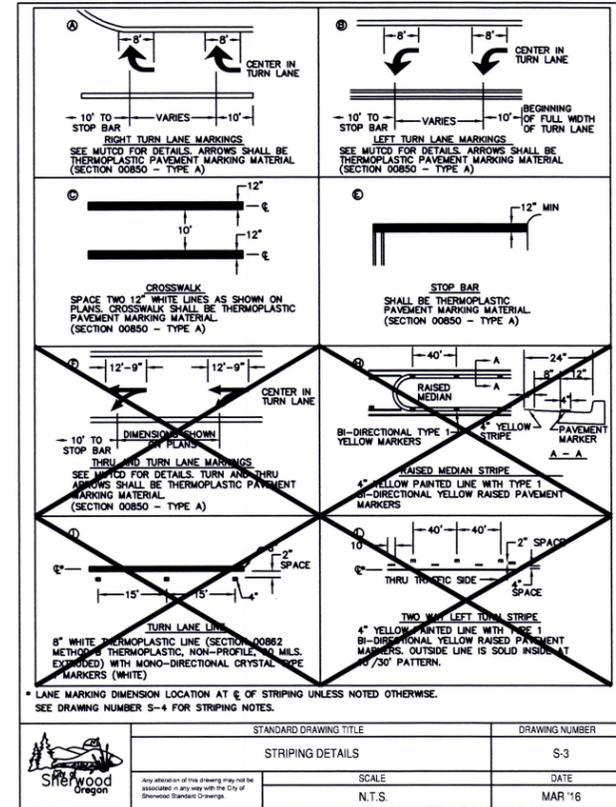
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 4. PROVIDE 24" SQUARE BY 4" THICK CONCRETE PAD OUTSIDE OF PAVED AREAS
 5. VALVE BOX COVER SHALL BE A MINIMUM OF 2 1/2" IN LENGTH

STANDARD DRAWING TITLE		DRAWING NUMBER	
BUTTERFLY VALVE SETTING DETAIL		W-4	
SCALE	DATE	SCALE	DATE
N.T.S.	JUL'09	N.T.S.	JUL'09



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

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

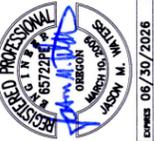


- NOTES:**
1. LOCATE STOP BARS 10' BACK OF THE EXTENDED FOG LINE, EDGE OF PAVEMENT, OR CURB FACE. VERIFY SIGHT DISTANCE.
 2. LOCATE CROSSWALKS AS PER WHEELCHAIR RAMP LOCATIONS OR 5' BACK OF EXTENDED FOG LINE, EDGE OF PAVEMENT OR CURB FACE.
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STANDARD DRAWING TITLE		DRAWING NUMBER	
STRIPING DETAILS		S-3	
SCALE	DATE	SCALE	DATE
N.T.S.	MAR'16	N.T.S.	MAR'16

SUNSET PAVEMENT REHABILITATION
 DETAILS 1
 LOCATED IN SECTION 3C, 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) 625-0929
 E-MAIL: engineering@ci.sherwood.oregon.gov



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SUNSET_REHAB_SHEETS.DWG	

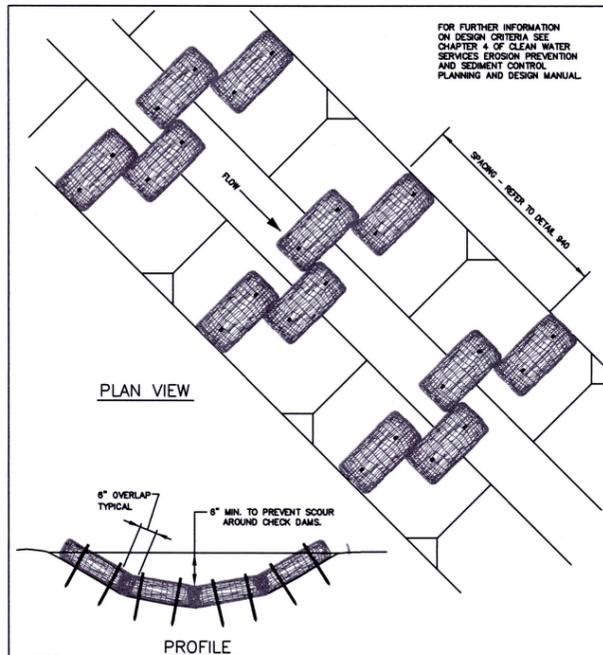
JOB NO.	
SHEET NO.	6
	7

REVISIONS

- NOTES:**
- WHEN RAINFALL AND RUDDY 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 AND 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-AD THE BARRIER HEIGHT AND PRIOR TO THE CONTROL MEASURES REMOVAL.
 - CLEANING OF ALL STRUCTURES WITH SLUMPS 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 MAHAZARDOUS 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 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 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 LOSS 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, AT END OF BUSINESS DAY, DURING WET WEATHER PERIOD, FROM OCTOBER 1 - MAY 31.

STANDARD EROSION CONTROL NOTES FOR SITES LESS THAN 1 ACRE

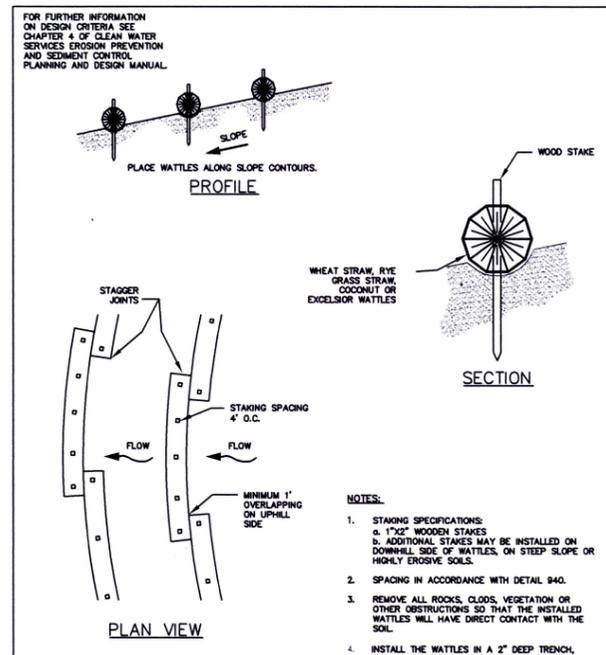
DRAWING NO. 945 REVISED 10-31-19



- NOTES:**
- STAKING OF BAGS REQUIRED USING (2) 1"x2" WOOD STAKES OR APPROVED EQUAL PER BAG.
 - SURFACE MUST BE SMOOTH BEFORE APPLICATION.
 - CHECK DAMS CAN BE CONSTRUCTED USING STRAW WATTLES OR OTHER MATERIALS AS APPROVED BY THE DISTRICT OR CITY.

CHECK DAM BIO-FILTER BAG

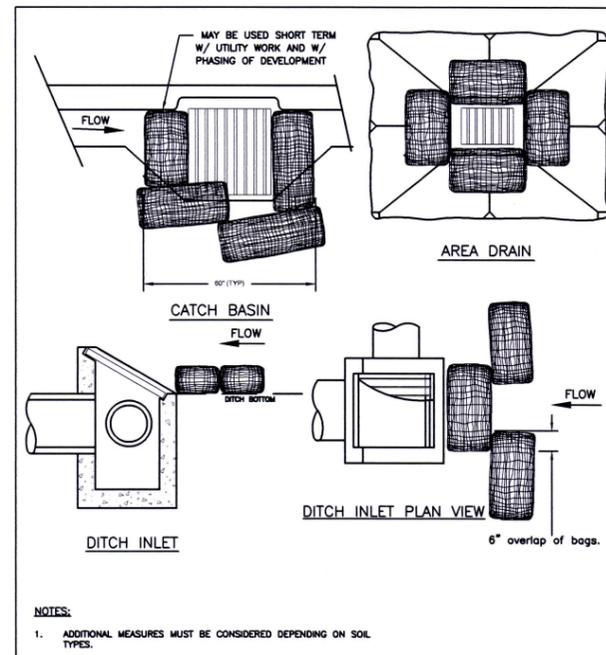
DRAWING NO. 845 REVISED 10-31-19



- NOTES:**
- STAKING SPECIFICATIONS:
 - 1"x2" WOODEN STAKES
 - ADDITIONAL STAKES MAY BE INSTALLED ON DOWNHILL SIDE OF WATTLES, ON STEEP SLOPE OR HIGHLY ERODIBLE SOILS.
 - SPACING IN ACCORDANCE WITH DETAIL 840.
 - REMOVE ALL ROCKS, CLODS, VEGETATION OR OTHER OBSTRUCTIONS SO THAT THE INSTALLED WATTLES WILL HAVE DIRECT CONTACT WITH THE SOIL.
 - INSTALL THE WATTLES IN A 2" DEEP TRENCH, INSURING THAT NO GAPS EXIST BETWEEN THE SOIL AND THE BOTTOM OF THE WATTLE. THE ENDS OF ADJACENT WATTLES SHALL BE OVERLAPPED 1 FT. MINIMUM TO PREVENT SEDIMENT PASSING THROUGH THE FIELD JOINT.

WATTLES

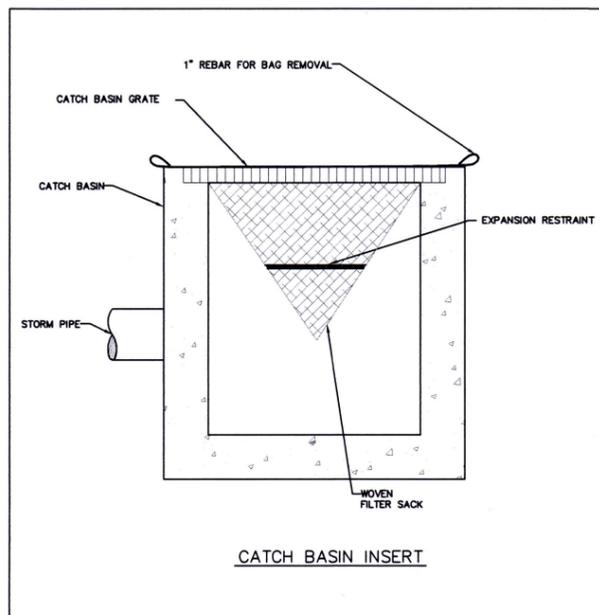
DRAWING NO. 880 REVISED 10-31-19



- 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".

INLET PROTECTION TYPE 4

DRAWING NO. 915 REVISED 10-31-19



- 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.

INLET PROTECTION TYPE 5

DRAWING NO. 920 REVISED 10-31-19



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

SPACING FOR CHECK DAMS			
DITCH GRADE	6 INCH	12 INCH	18 INCH
6%	NOT ALLOWED	16 FT O.C.	26 FT O.C.
5%	NOT ALLOWED	20 FT	30 FT
4%	NOT ALLOWED	26 FT	40 FT
3%	15 FT	33 FT	50 FT
2%	25 FT	50 FT	80 FT

BARRIER SPACING FOR GENERAL APPLICATION		
INSTALL PARALLEL ALONG CONTOURS AS FOLLOWS		
% SLOPE	SLOPE H:V	MAXIMUM SPACING ON SLOPE
10% OR FLATTER	10:1 OR FLATTER	300 FT
>10% OR <15%	>10:1 OR <7.5:1	150 FT
>15% OR <20%	>7.5:1 OR <5:1	100 FT
>20% OR <30%	>5:1 OR <3.5:1	50 FT
>30% OR <50%	>3.5:1 OR <2:1	25 FT

- NOTE:**
- FOR MORE INFORMATION REGARDING THESE TABLES SEE CHAPTER 4 OF CLEAN WATER SERVICES EROSION PREVENTION AND SEDIMENT CONTROL DESIGN MANUAL.

SPACING TABLES

DRAWING NO. 940 REVISED 10-31-19



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DESIGNED BY:	SAL	DATE:	AUGUST, 2025
DRAWN BY:	SAL	PROJECT NO.:	0081001
CHECKED BY:	CC/AS	DATE:	AUGUST, 2025
FULL SIZE SCALE:	N/A	PROJECT NAME:	SUNSET REHAB. SHEETS.DWG

NO.	DESCRIPTION

JOB NO. _____
SHEET NO. _____

7
7

DETAILS 2

SUNSET PAVEMENT REHABILITATION

LOCATED IN SECTION 3C, T2S, R1W, W4M, IN THE CITY OF SHERWOOD, WASHINGTON COUNTY, STATE OF OREGON