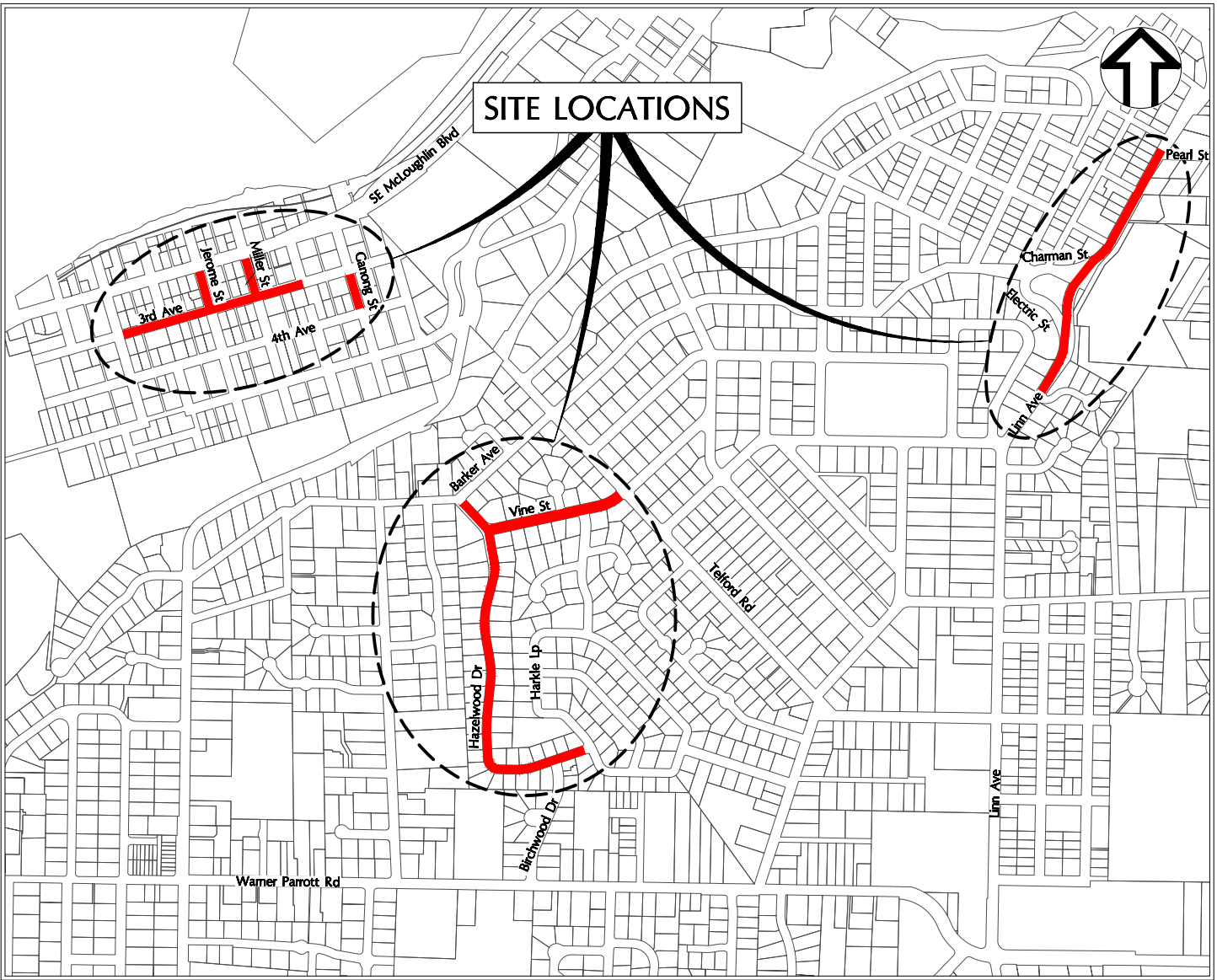


CITY OF OREGON CITY

2019 OREGON CITY ROADWAY RECONSTRUCTION PROJECTS

May 2019



PROJECT SITE MAP
NOT TO SCALE



Civil Engineer: Wallis Engineering
215 W. 4th Ave., Suite 200
Vancouver, Washington 98660
(360) 695-7041
Contact: Wes Wegner, P.E.

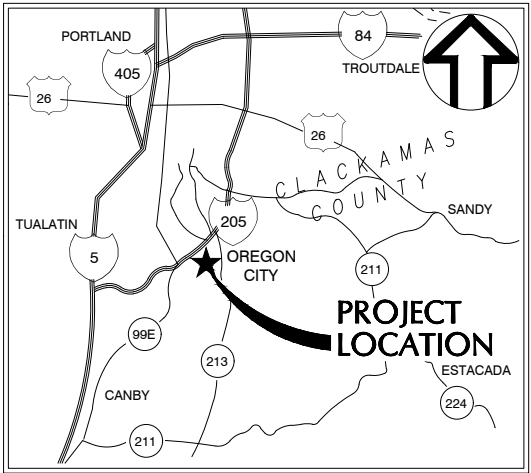
Compass Land Surveyors
(503) 653-9093
Contact: Don Devlaeminck



Owner: City of Oregon City
P.O.Box 3040
625 Center Street
Oregon City, Oregon 97045
Oregon City Public Works Department
Contact: Josh Wheeler, Project Manager
(503) 496-1548
Contact (Utility Division): Eric Hand / Kevin Hanks
(503) 657-8241
Contact (Street Division): Jayson Thornberg
(503) 697-8241

Other Agencies:

Tri-Met (503) 962-4949 Contact: Rick Elliot	NW Natural (503) 226-4211 Contact: Rich Girard	Comcast (503) 596-3767 Contact: Kenneth Wills
Portland General Electric (503) 463-4322 Contact: Terry Neal	Century Link-Local (503) 242-4144 Contact: Scott Miller	Level 3 Communications (503) 416-1514 Contact: Scott Wynkoop
Clackamas County Traffic Maintenance (503) 672-5462 Contact: Dorian Libal	Century Link-National (503) 349-1246 Contact: Curtis Porras	



LOCATION MAP
NOT TO SCALE

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Attention Excavators: 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.

SECTION VIII - CONTRACT DRAWINGS

GENERAL NOTES

1.

ALL WORK AND MATERIALS SHALL CONFORM TO THE 2018 EDITION OF THE OREGON CHAPTER APWA STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION AS ADOPTED AND MODIFIED BY THE CITY OF OREGON CITY.
2.

IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO OBTAIN AND PAY FOR 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 THE WORK.
3.

IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY ALL UTILITY LOCATIONS PRIOR TO CONSTRUCTION AND ARRANGE FOR THE RELOCATION OF ANY UTILITIES IN CONFLICT WITH THE PROPOSED CONSTRUCTION. THE LOCATIONS, DEPTH AND DESCRIPTION OF EXISTING UTILITIES SHOWN WERE COMPILED FROM GIS MAPPING, AVAILABLE RECORDS, FIELD SURVEYS, AND WERE NOT COMPILED FROM A DETAILED SURVEY COMPLETED BY A LICENSED SURVEYOR EXCEPT FOR THE SPECIFIC PROJECT SITES SHOWN IN THE PLANS. THE ENGINEER OR UTILITY COMPANIES DO NOT GUARANTEE THE ACCURACY OR THE COMPLETENESS OF SUCH RECORDS. ADDITIONAL UTILITIES, OTHER THAN THOSE SHOWN, MAY EXIST WITHIN THE WORK AREA.
4.

OVERHEAD UTILITY WIRES ARE NOT SHOWN. CONTRACTOR SHALL VERIFY AVAILABLE VERTICAL CLEARANCE AT EACH PROJECT SITE AND PROVIDE EQUIPMENT/SEQUENCING/PLANS TO PROTECT THE EXISTING UTILITIES.
5.

OREGON LAW REQUIRES THAT THE RULES ADOPTED BY OREGON UTILITY NOTIFICATION CENTER BE FOLLOWED. THOSE RULES ARE SET FORTH IN OAR 952-001-0010 THROUGH OAR 952-001-0090. YOU MAY OBTAIN COPIES OF THE RULES BY CALLING THE CENTER OR ACCESSING VIA INTERNET AT WWW.CALLBEFOREYOU.DIG.ORG. CALL BEFORE YOU DIG – PORTLAND METRO AREA 503-246-6699.
6.

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 MATERIALS AND METHODS APPROVED BY THE UTILITY OWNER. NO SERVICE INTERRUPTIONS SHALL BE PERMITTED WITHOUT PRIOR WRITTEN AGREEMENT WITH THE UTILITY PROVIDER.
7.

CONTRACTOR SHALL NOTIFY THE ENGINEER AND THE CITY OF OREGON CITY 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, TOPSOIL, AND OTHER MATERIAL IN THE WORK LIMITS AND WHERE INDICATED ON THE PLANS. MATERIAL SHALL BE DISPOSED OF IN SUCH A MANNER AS TO MEET ALL APPLICABLE REGULATIONS. CONTRACTOR SHALL ENSURE RECIPIENTS OF FILL MATERIALS REMOVED OFF SITE ARE PERMITTED TO RECEIVE SAID MATERIALS REGARDLESS OF THE RECEIVING JURISDICTION. CITY REQUIRES A GRADING PERMIT PER OREGON CITY MUNICIPAL CODE 15.48 FOR A SINGLE SITE TO RECEIVE OVER 10 CUBIC YARDS OF MATERIAL UNLESS THE GRADING WORK IS ALREADY COVERED IN ANOTHER CONSTRUCTION PERMIT. CONTRACTOR IS RESPONSIBLE FOR MEETING OTHER JURISDICTIONS’ GRADING/FILL REQUIREMENTS WHEN APPROPRIATE.
9.

LIMIT HOURS OF CONSTRUCTION BETWEEN 7:00 AM AND 6:00 PM, MONDAY THROUGH FRIDAY, FOR ALL STREETS. CONSTRUCTION IN ALL PROJECT AREAS IS PROHIBITED ON SATURDAYS, SUNDAYS AND HOLIDAYS WITHOUT PRIOR WRITTEN APPROVAL FROM THE CITY.
10.

THE CONTRACTOR SHALL KEEP AN APPROVED SET OF PLANS ON THE PROJECT SITE AT ALL TIMES.
11.

OPEN TRENCHES SHALL BE STRICTLY LIMITED TO A MAXIMUM OF 100 LINEAR FEET WITHIN ACTIVE STREET RIGHTS-OF-WAY UNLESS LIMITED TO A LESSER AMOUNT BY PERMIT. NO TRENCHES WILL BE ALLOWED TO REMAIN OPEN OVERNIGHT. USE OF STEEL PLATES OVERNIGHT SHALL BE KEPT TO A MINIMUM AND IF USED SHALL BE FIRMLY SECURED WITH COLD OR HOT ACP MIX. ALL OPEN HOLES AND TRENCHES TO BE LEFT OVERNIGHT REQUIRE APPROVAL FROM SITE INSPECTOR OR ENGINEER.
12.

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 ENGINEER FOR CLARIFICATION OR CORRECTION.
13.

ANY INSPECTION BY THE CITY, COUNTY, STATE, FEDERAL AGENCY OR 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.
14.

CONTRACTOR SHALL COORDINATE ALL IMPROVEMENT LIMITS WITH THE ENGINEER ONSITE PRIOR TO BEGINNING WORK. NO PAYMENT WILL BE MADE FOR EXTRA WORK THAT IS CONSTRUCTED BEYOND THE APPROVED CONSTRUCTION LIMITS.
15.

AT THE END OF EACH WORK DAY, THE CONTRACTOR SHALL CLEAN UP THE PROJECT AREA AND LEAVE IT IN A NEAT AND SECURED MANNER. ALL TRASH AND CONSTRUCTION DEBRIS SHALL BE REMOVED FROM THE SITE. UPON COMPLETION OF THE PROJECT, THE CONTRACTOR SHALL LEAVE THE PROJECT AREA FREE FROM ALL DEBRIS AND UNUSED MATERIALS.
16.

PROPERTY LINES SHOWN ON PLAN SHEETS ARE APPROXIMATE, WERE GENERATED FROM AVAILABLE GIS INFORMATION, ARE FOR GENERAL DELINEATION PURPOSES ONLY AND ARE NOT MEANT TO REPRESENT THE ACTUAL PROPERTY BOUNDARIES.
17.

CONTRACTOR SHALL PROTECT ALL EXISTING UTILITIES FROM DAMAGE CAUSED BY CONSTRUCTION ACTIVITIES. NO ADDITIONAL PAYMENT WILL BE MADE FOR UTILITY RELOCATION COORDINATION OR DELAYS CAUSED BY UTILITY CONFLICTS. ALL COSTS RELATED TO UTILITY COORDINATION, PROTECTION, RELOCATION AND POTHOLING ARE TO BE CONSIDERED INCIDENTAL TO THE CONTRACT WORK. CONTRACTOR SHALL BE RESPONSIBLE TO VERIFY EXISTING UTILITY DEPTHS.
18.

THE 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.
19.

REPLACE CURBS, SIDEWALKS, AND/OR DRIVEWAY APRONS THAT ARE DAMAGED AS A RESULT OF CONSTRUCTION OPERATIONS. REPLACE FULL SECTIONS TO THE NEAREST EXISTING CONSTRUCTION JOINT. REPLACEMENT WILL BE CONSIDERED INCIDENTAL TO THE WORK.

20.

ALL CONSTRUCTION SURVEY AND STAKING REQUIRED FOR THE PROJECT SHALL BE PROVIDED BY THE CONTRACTOR. THE CONTRACTOR SHALL DEVELOP AND MAKE ALL DETAILED SURVEYS NECESSARY FOR LAYOUT AND CONSTRUCTION INCLUDING EXACT COMPONENT LOCATION (SUCH AS EXISTING STRIPING, SYMBOLS, ETC), WORKING POINTS, LINES, AND ELEVATIONS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MARKING EXISTING CURB EXPOSURE PRIOR TO DEMOLITION OF ANY EXISTING ROADWAYS. THE CONTRACTOR SHOULD ASSUME THAT ALL SURVEY STAKING IS TO BE COMPLETED USING INFORMATION CONTAINED IN THE PLANS AND SPECIFICATIONS OR FROM EXISTING ONSITE FEATURES. INFORMATION OR CLARIFICATION BY THE ENGINEER MAY BE AVAILABLE UPON REQUEST, BUT IS NOT GUARANTEED.
21.

THE CONTRACTOR SHALL HAVE THE RESPONSIBILITY TO CAREFULLY PRESERVE BENCH MARKS, REFERENCE POINTS AND STAKES, AND IN THE CASE OF DESTRUCTION THEREOF BY THE CONTRACTOR RESULTING FROM ITS NEGLIGENCE, THE CONTRACTOR SHALL BE CHARGED WITH THE EXPENSE AND DAMAGE RESULTING THEREFORE AND SHALL BE RESPONSIBLE FOR ANY MISTAKES THAT MAY BE CAUSED BY THE UNNECESSARY LOSS OR DISTURBANCE OF SUCH MARKS, REFERENCE POINTS AND STAKES.
22.

MULTIPLE SURVEY MONUMENTS ARE PRESENT THROUGHOUT THE PROJECT AREA. THE CONTRACTOR SHALL COORDINATE WITH THE ENGINEER PER 00490.48 TO ADDRESS THESE MONUMENTS PRIOR TO ANY DISTURBANCE ACTIVITIES.
23.

ALL PROPOSED CURBS, SIDEWALKS, AND RAMPS SHALL BE COMPLETE PRIOR TO BEGINNING ROADWORK IN EACH AREA.
24.

PROTECT FRESHLY POURED CONCRETE CURBS AND SIDEWALK FROM VANDALISM OR OTHER DAMAGE FOR A MINIMUM OF TWENTY-FOUR (24) HOURS OR UNTIL CURED ENOUGH TO SUPPORT TYPICAL USE, WHICHEVER IS LONGER. ANY CURB OR SIDEWALK DAMAGED BY VANDALISM OR OTHER CAUSES SHALL BE REPLACED AT NO COST TO THE AGENCY.
25.

COMPLETE OVERHEAD AND UNDERGROUND PRIVATE UTILITIES NOT SHOWN IN PLANS.

EROSION CONTROL NOTES

1.

ALL EROSION AND SEDIMENT CONTROL MEASURES ARE TO BE PLACED PRIOR TO ANY DISTURBANCE CAUSED BY GRADING AND SHALL CONFORM TO THE REQUIREMENTS OF STATE AND FEDERAL REGULATIONS, CITY OF OREGON CITY PUBLIC WORKS STANDARDS FOR EROSION AND SEDIMENT CONTROL, AND TO THE SPECIFIC REQUIREMENTS CONTAINED IN THE SPECIFICATIONS.
2.

NEWLY CONSTRUCTED OR MODIFIED INLETS AND CATCH BASINS ARE TO BE PROTECTED IMMEDIATELY UPON INSTALLATION. EXISTING INLETS AND CATCH BASINS THAT MAY RECEIVE RUNOFF FROM THE PROJECT AREA ARE TO BE PROTECTED PRIOR TO CONSTRUCTION. ALL INLETS AND CATCH BASINS ARE TO BE PROTECTED IN ACCORDANCE WITH THE CITY OF OREGON CITY PUBLIC WORKS STANDARDS FOR EROSION AND SEDIMENT CONTROL
3.

IN THE EVENT OF ANY EROSION CONTROL MEASURE FAILURE, IMMEDIATE ACTION SHALL BE TAKEN TO REPAIR, REPLACE, OR CONSTRUCT ADDITIONAL MEASURES AS REQUIRED TO ENSURE ADEQUATE EROSION CONTROL PROTECTION.
4.

ALL EROSION CONTROL MEASURES SHALL BE INSPECTED REGULARLY, PARTICULARLY DURING AND AFTER STORM EVENTS, TO ENSURE ADEQUATE PERFORMANCE. MAINTENANCE AND INSPECTION LOGS SHALL REMAIN ON SITE AND SHALL BE AVAILABLE TO THE CITY OF OREGON CITY UPON REQUEST.
5.

ALL PESTICIDES, PETROLEUM PRODUCTS, CHEMICALS OR OTHER POTENTIAL POLLUTANTS SHALL BE ADMINISTERED RESPONSIBLY WITH DISPOSAL AND SPILLS HANDLED IN ACCORDANCE WITH ALL LOCAL, STATE AND FEDERAL REQUIREMENTS.
6.

CONTRACTOR SHALL VACUUM SWEEP PARKING LOTS AND ROADWAYS TO ENGINEER’S SATISFACTION TO PREVENT SEDIMENT FROM BEING TRACKED OFFSITE. ALL NEWLY PAVED STREETS SHALL BE PROTECTED FROM SEDIMENT BY CONSTRUCTION EQUIPMENT TO THE MAXIMUM EXTENT PRACTICAL.

PAVING NOTES

1.

TRIM VEGETATION AS NEEDED PRIOR TO PAVING TO ENSURE ALL VEGETATION IS CLEAR OF PAVING OPERATIONS.
2.

ALL EDGES REMAINING AFTER COLD PLANE PAVEMENT REMOVAL SHALL BE VERTICAL TO ACCEPT THE SUCCEEDING FULL DEPTH ASPHALT LIFT.
3.

ALL JOINTS BETWEEN NEW A.C. AND EXISTING OR NEW A.C. AND CONCRETE SHALL BE TACKED AND SAND SEALED.
4.

PROVIDE MINOR GRADE ADJUSTMENTS OF DRAINAGE STRUCTURES AS REQUIRED TO FACILITATE DRAINAGE INTO STORM DRAINAGE FACILITIES. NO PONDING SHALL OCCUR BETWEEN CATCH BASINS FOLLOWING CONSTRUCTION.
5.

THE MAXIMUM EXPOSURE AT DRIVEWAYS SHALL BE 1/2-INCH UNLESS OTHERWISE NOTED IN SPECIFICATION OR ON PLANS.
6.

PAVING GRADE RINGS ARE NOT ALLOWED WITHOUT WRITTEN APPROVAL FROM THE CITY.
7.

WHERE PAVEMENT IS TO BE REPLACED TO MATCH EXISTING GRADE AT THE CENTERLINE/ROADWAY CROWN AND ADJACENT TO THE EXISTING CURB, CONTRACTOR SHALL:
 - MARK EXISTING CURB FLOW LINE WITH PAINT PRIOR TO A.C. SURFACING REMOVAL TO DOCUMENT EXISTING PAVEMENT ELEVATION AND CURB EXPOSURE.
 - SURVEY THE EXISTING ROADWAY CROWN, GRADE BREAKS, EDGE OF PAVEMENT (AS NECESSARY) AND ANY OTHER LOCATIONS AS NECESSARY TO RE-ESTABLISH THE EXISTING ROAD GRADE. EXISTING ELEVATIONS SHALL BE COLLECTED AT A MAXIMUM DISTANCE OF 25 FEET ALONG THE FULL STREET ALIGNMENT.

SURVEY INFORMATION SHALL BE USED TO PROVIDE CONSTRUCTION STAKING, AS NECESSARY, DURING FINAL GRADING PRIOR TO PAVING.

8.

IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO PROTECT THE EXISTING SUBGRADE OF PROJECT SEGMENTS WHERE THE ENTIRE THICKNESS OF EXISTING ASPHALT IS SCHEDULED FOR REMOVAL. PROTECTION INCLUDES LIMITING HEAVY CONSTRUCTION EQUIPMENT LOADING ON THE SUBGRADE UNLESS SPECIFICALLY REQUIRED TO COMPLETE THE GRADING AND COMPACTION WORK, SELECTING EQUIPMENT THAT MINIMIZES THE RISK OF SUBGRADE DAMAGE, AND ALL NECESSARY MEASURES REQUIRED TO PROTECT THE SUBGRADE FROM MOISTURE DAMAGE CAUSED BY PRECIPITATION. THIS INCLUDES ANY MATERIALS NECESSARY TO COVER THE ROADWAY BEFORE RAINFALL EVENTS.
9.

COORDINATE WITH CITY STAFF FOR IN-GROUND VALVE, MANHOLE OR VAULT ADJUSTMENTS OF PUBLIC UTILITY STRUCTURES. COORDINATE WITH FRANCHISE UTILITY OWNERS FOR ADJUSTMENTS OF ALL OTHER IN GROUND FACILITIES.

10.

ALL PAVING SEAMS SHALL BE LOCATED AT LANE LINES AND GRADE BREAKS REGARDLESS OF THE WIDTH OF THE ROAD UNLESS ALLOWED OTHERWISE IN WRITING BY THE CITY OR REQUIRED BY PHASING REQUIREMENTS INCLUDED IN THE CONTRACT DOCUMENTS.
11.

FOLLOWING GRINDING/ SWEEPING OPERATION, THE INSPECTOR MAY ORDER ADDITIONAL RESTORATIONS AS NECESSARY TO ADDRESS EXISTING PAVEMENT DEFICIENCIES. WORK MAY INCLUDE ADDITIONAL GRINDING AND INLAY DEPTH, FULL REPLACEMENT OF PAVEMENT STRUCTURE INCLUDING AGGREGATE BASE, OR OTHER IMPROVEMENTS AS DEEMED NECESSARY BY THE CITY. CONTRACTOR SHALL SHOW APPROPRIATE TIME AND RESOURCES IN THE PROJECT SCHEDULE TO COMPLETE THIS WORK.

GENERAL TRAFFIC CONTROL NOTES

1.

TRAFFIC CONTROL/DETOUR PLANS SHALL BE PREPARED BY THE CONTRACTOR. THE INITIAL TRAFFIC CONTROL PLAN MUST BE APPROVED BY THE CITY PRIOR TO THE PRE-CONSTRUCTION CONFERENCE. THIS PLAN DOES NOT RELIEVE THE CONTRACTOR FROM SUBMITTING DETAILED TRAFFIC CONTROL PLANS AS REQUIRED DURING CONSTRUCTION. THE TRAFFIC CONTROL PLANS SHALL FOLLOW THE PHASING REQUIREMENTS OUTLINED FOR EACH PROJECT SEGMENT. TRAFFIC CONTROL PLANS INTENDED TO MANAGE TRAFFIC DURING SUBCONTRACTOR’S WORK ITEMS SHALL BE ACKNOWLEDGED AND SIGNED BY THE SUBCONTRACTOR.
2.

THE CONTRACTOR SHALL PROVIDE TEMPORARY PROTECTION AND DIRECTION OF TRAFFIC IN ACCORDANCE WITH THE MUTCD, CITY OF OREGON CITY STANDARD DRAWINGS, ODOT STANDARD SPECIFICATIONS, AND CONTRACT SPECIAL PROVISIONS.
3.

USE TEMPORARY PAVEMENT MARKERS, BARRIERS, BARRICADES, AND SIGNS AS REQUIRED TO SAFELY DETOUR PEDESTRIAN AND VEHICULAR TRAFFIC AROUND CONSTRUCTION. LABEL TYPE AND LOCATION FOR ALL ITEMS ON TRAFFIC CONTROL PLANS.
4.

APPROPRIATE METHODS OF PEDESTRIAN AND VEHICULAR TRAFFIC CONTROL, INCLUDING FLAGGERS, SHALL BE EMPLOYED BY THE CONTRACTOR TO THE EXTENT DEEMED NECESSARY BY THE TRAFFIC CONTROL SUPERVISOR AND AS APPROVED BY THE CITY AND THE ENGINEER TO PROTECT WORKERS OR THIRD PARTIES AND SAFELY ACCOMMODATE TRAFFIC THROUGH THE WORK ZONE.
5.

THE CONTRACTOR SHALL COORDINATE ACCESS TO DRIVEWAYS WITH PROPERTY OWNERS. ACCESS TO ROADWAY APPROACHES WITHIN THE PROJECT LIMITS SHALL BE MAINTAINED AT ALL TIMES. TRAFFIC PLATES SHALL BE USED, AND SECURED IN A MANNER ACCEPTABLE TO THE AGENCY, ACROSS ALL TRENCHES BLOCKING DRIVEWAYS TO PROVIDE ACCESS AT ALL TIMES. AT NO TIME SHALL CONTRACTORS DETAIN OR DELAY EMERGENCY VEHICLES.
6.

THE CONTRACTOR SHALL COORDINATE ACCESS FOR SERVICES INCLUDING, BUT NOT LIMITED TO, MAIL DELIVERY, TRASH PICKUP, SCHOOL TRANSPORTATION. AND ANY OTHER SPECIAL TRANSPORTATION SERVICES THAT EXIST WITHIN THE PROJECT AREA.
7.

EXISTING SIGNS THAT CONFLICT WITH CONSTRUCTION SIGNING SHALL BE COVERED OR REMOVED DURING CONSTRUCTION AND REPLACED AFTER CONSTRUCTION.
8.

GRADE CHANGES WITHIN THE TRAVELED LANE OR A GRADE CHANGE OF MORE THAN 1-INCH WILL REQUIRE TEMPORARY HMAC RAMP WITH PAPER OR SAND JOINTS AS NEEDED.
9.

THE CONTRACTOR SHALL PROVIDE SAFE, STABLE, AND ACCESSIBLE ACCESS TO ALL DRIVEWAY AND PEDESTRIAN PATHS CONNECTING TO FRONT DOORS AT ALL TIMES. TEMPORARY INTERRUPTIONS IN ACCESS SHALL BE COORDINATED BY THE CONTRACTOR WITH THE PROPERTY OWNER OR OCCUPANT AS REQUIRED.
10.

SEE SPECIFICATIONS AND PHASING NOTES FOR EACH PROJECT SEGMENT FOR SPECIFIC LANE CLOSURE RESTRICTIONS. TRAFFIC SHALL NOT BE HELD LONGER THAN 15 MINUTES.
11.

THE CONTRACTOR SHALL PROVIDE AND PLACE “NO PARKING” SIGNAGE AS NEEDED TO ACCOMMODATE THE APPROVED TRAFFIC CONTROL PLAN. THE CITY MAY BE ABLE TO PROVIDE SOME SIGNAGE FOR THE CONTRACTORS USE UPON REQUEST, BUT THE QUANTITY MAY NOT BE SUFFICIENT TO COMPLETELY SIGN EACH PROJECT SEGMENT. COORDINATE WITH THE CITY PRIOR TO SIGN PLACEMENT.
12.

INSTALL TWO (2) AGENCY STANDARD IDENTIFICATION SIGNS PER OREGON CITY STANDARD DETAIL 531, SHEET D7. INSTALL AT LINN AVENUE. COORDINATE LOCATION OF THE SIGNS WITH CITY PRIOR TO INSTALLATION.
13.

CONTRACTOR SHALL FURNISH PCMS BOARDS PRIOR TO WORK ZONES ON LINN AVENUE IN ACCORDANCE WITH THE SPECIFICATIONS.

SIGNING AND STRIPING NOTES

1.

ALL SIGNING AND PAVEMENT MARKING MATERIALS AND WORKMANSHIP SHALL CONFORM TO THE REQUIREMENTS AND SPECIFICATIONS OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), 2018 APWA STANDARD SPECIFICATIONS, AND OREGON CITY STANDARDS.
2.

LOCATIONS SHOWN FOR EXISTING SIGNS AND PAVEMENT MARKINGS ARE APPROXIMATE. CONTRACTOR SHALL REPLACE EXISTING PAVEMENT MARKINGS WITH THE SAME SIZE, STYLE, AND AT THE SAME LOCATIONS, UNLESS OTHERWISE SPECIFIED. ALL TRAFFIC SIGN POSITIONS AND PAVEMENT MARKINGS LAYOUTS SHALL BE REVIEWED IN THE FIELD BY THE ENGINEER PRIOR TO INSTALLATION. REMOVE EXISTING STRIPING AS NECESSARY TO ACCOMMODATE PROPOSED STRIPING AND TO TIE INTO EXISTING STRIPING AT PROJECT LIMITS.
3.

CROSSWALKS, STOP BARS, BIKE SYMBOLS, AND ARROWS SHALL BE THERMOPLASTIC. ALL LONGITUDINAL STRIPING SHALL BE PAINT UNLESS OTHERWISE SHOWN.
4.

CONTRACTOR SHALL COORDINATE ALL PERMANENT STRIPING IMPROVEMENTS WITH THE CITY PRIOR TO COMPLETING THE WORK.
5.

INSTALL BLUE BI-DIRECTIONAL PAVEMENT MARKERS AT ROAD CENTERLINE PERPENDICULAR TO EXISTING FIRE HYDRANTS LOCATED WITHIN THE PROJECT LIMITS.
6.

TEMPORARY FLEXIBLE PAVEMENT MARKERS ARE ALLOWED PRIOR TO STRIPING FOR A MAXIMUM PERIOD OF ONE WEEK.

BASIS OF BEARING

UNLESS NOTED BELOW, ALL PLAN INFORMATION IS BASED ON CITY GIS DATA AND IS APPROXIMATE.

LEGEND

	EXISTING RIGHT OF WAY
	EXISTING PROPERTY LINE
	EXISTING EDGE OF PAVEMENT
	EXISTING CURB
	EXISTING PAVEMENT
	EXISTING GAS
	EXISTING STORM SEWER
	EXISTING SANITARY SEWER
	EXISTING WATER
	EXISTING WATER METER
	EXISTING WATER VALVE
	EXISTING FIRE HYDRANT
	EXISTING SANITARY SEWER MANHOLE
	EXISTING STORM SEWER MANHOLE
	EXISTING CLEANOUT
	EXISTING TELEPHONE MANHOLE
	EXISTING GAS VALVE
	EXISTING STORM INLET
	EXISTING MONUMENT
	PROPOSED AC IMPROVEMENTS
	PROPOSED AC DRIVEWAY RESTORATION
	PROPOSED FULL DEPTH RESTORATION AREAS
	PROPOSED EXTRA DEPTH SPOT INLAY AREAS

DETAILED TRAFFIC CONTROL/PHASING NOTES

GENERAL: CONTRACTOR SHALL FOLLOW AN APPROVED PHASING PLAN FOR EACH PROJECT AREA THAT MEETS THE MINIMUM REQUIREMENTS AS SET FORTH IN THE CONTRACT DOCUMENTS. ANY PROPOSED PHASING THAT CONFLICTS WITH REQUIREMENTS NOTED BELOW OR ELSEWHERE IN THE CONTRACT DOCUMENTS, SHALL BE APPROVED IN WRITING BY THE CITY PRIOR TO BEGINNING WORK.

- LINN AVE:
- ONE LANE 2-WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES WITH THE USE OF FLAGGERS. CONTRACTOR SHALL PROVIDE FLAGGING PERSONNEL AS PART OF AN APPROVED TRAFFIC CONTROL PLAN.
 - PCMS BOARDS SHALL BE PLACED PRIOR TO ANY TRAFFIC DISRUPTIONS PER THE SPECIAL PROVISIONS.
 - CONTRACTOR SHALL MAINTAIN ACCESS TO PROPERTIES AND COORDINATE ALL TEMPORARY ACCESS DISRUPTIONS WITH PROPERTY OWNERS.
 - CONTRACTOR SHALL COORDINATE WITH TRIMET A MINIMUM OF ONE WEEK PRIOR TO LANE DISRUPTIONS.

- HAZELWOOD DR AND VINE ST:
- THROUGH TRAFFIC ON BOTH HAZELWOOD DRIVE AND VINE STREET MAY BE CLOSED DURING WORK HOURS TO COMPLETE ALL WORK WITH AN APPROVED DETOUR.
 - CONTRACTOR SHALL MAINTAIN ACCESS TO PROPERTIES AND COORDINATE ALL TEMPORARY ACCESS DISRUPTIONS WITH PROPERTY OWNERS.
 - COORDINATE PAVEMENT IMPROVEMENTS WITH HAZELWOOD PHASE 2 SEWER PROJECT ANTICIPATED TO BE STARTING CONSTRUCTION IN JULY 2019.

- 3RD AVE:
- THROUGH TRAFFIC MAY BE CLOSED DURING WORK HOURS TO COMPLETE ALL WORK WITH AN APPROVED DETOUR. LIMIT CLOSURES TO ONE BLOCK AT A TIME AS MUCH AS POSSIBLE TO MAXIMIZE TRAFFIC CIRCULATION.
 - RESTRICT HEAVY EQUIPMENT LOADING ON THE CULVERT THAT CROSSES UNDER 3RD AVENUE AT APPERSON STREET TO THE MAXIMUM EXTENT FEASIBLE. ALL DAMAGE CAUSED TO THE CULVERT AS A RESULT OF THE CONTRACTOR PLACING CONSTRUCTION LOADS ON TOP OF THE CULVERT SHALL BE REPAIRED AT THE CONTRACTORS EXPENSE.
 - CONTRACTOR SHALL MAINTAIN ACCESS TO PROPERTIES AND COORDINATE ALL TEMPORARY ACCESS DISRUPTIONS WITH PROPERTY OWNERS.

- GANONG, MILLER, AND JEROME ST:
- THROUGH TRAFFIC MAY BE CLOSED DURING WORK HOURS TO COMPLETE ALL WORK WITH AN APPROVED DETOUR. LIMIT CLOSURES TO ONE STREET AT A TIME FROM MCLOUGHLIN BLVD.
 - COORDINATE ALL TEMPORARY TRAFFIC CONTROL ON MCLOUGHLIN BLVD WITH THE CITY AND ODOT.
 - CONTRACTOR SHALL MAINTAIN ACCESS TO PROPERTIES AND COORDINATE ALL TEMPORARY ACCESS DISRUPTIONS WITH PROPERTY OWNERS.

GENERAL NOTES & LEGEND

2019 OREGON CITY ROADWAY RECONSTRUCTION PROJECTS

CI 19-001

DATE: 5/17/2019

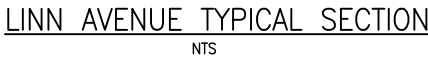
EXPIRES: 06/30/2020

NO.	REVISION	BY	DATE	DESIGNED BY: WW/TB	DRAWN BY: TB/CK	REV: JV

PROJECT NO: 1476A

DRAWING NO: C2

2 OF 17



-
- REGISTERED PROFESSIONAL
ENGINEER
79235
OREGON
Dec. 21, 2017
WESLEY MARTIN WEGNER
5/17/2019
EXPIRES: 06/30/2020

NO.	REVISION	BY	DATE

ONE INCH



0 1"

DESIGNED BY: **WW/TB**

DRAWN BY: **TB/CK**

REV: **JV**

ONE INCH AT FULL SCALE.
NOT ONE INCH ADJUST
SCALE ACCORDINGLY

TYPICAL SECTIONS I

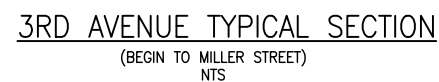


PROJECT NO:	DATE:
1476A	5/2019

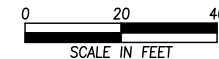
**2019 OREGON CITY
ROADWAY
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PROJECTS**
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DRAWING NO:
C4
4 OF 17

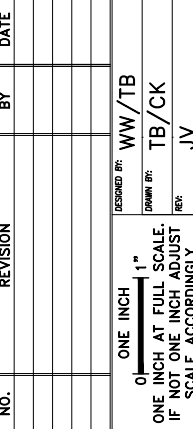


DRAWING NO:
C5
5 OF 17

 INLET SEDIMENT FILTER

1. INSTALL NEW STRIPING AS CALLED OUT WITH X, WHERE X REFERS TO PAVEMENT MARKINGS SHOWN ON ODOT STANDARD DRAWINGS TM500, TM503 AND OREGON CITY STANDARD DRAWINGS 529 AND 529A ON SHEET D4.
2. COORDINATE STRIPING LAYOUT WITH ENGINEER PRIOR TO PLACEMENT. MATCH EXISTING LAYOUT AT PAVEMENT RECONSTRUCTION LIMITS.
3. ADJUST TRAVEL LANE WIDTHS AS NEEDED TO MAINTAIN A 5' MINIMUM SHOULDER WIDTH.

- 1 MATCH EXISTING GRADE, SEE ACP OVERLAY TRANSITION DETAIL, SHEET D1.
- 2 CONSTRUCT PAVEMENT RESTORATION PER THE TYPICAL SECTIONS, SHEETS C4 AND C5. COORDINATE LIMITS WITH CITY PRIOR TO BEGINNING WORK.
- 3 ADJUST EXISTING RIM, COVER OR FRAME TO FINISH GRADE.
- 4 ADJUST EXISTING MANHOLE TO FINISH GRADE. SEE OREGON CITY STANDARD DRAWING 514, SHEET D1. COORDINATE ALL MANHOLE ADJUSTMENTS WITH CITY PRIOR TO BEGINNING WORK AND VERIFY IF ADJUSTMENTS ARE NECESSARY BASED ON SCOPE OF PAVEMENT RESTORATION.
- 5 REPLACE EXISTING WATER VALVE BOX AND RISER WITH NEW STANDARD VALVE BOX PER OREGON CITY STANDARD DRAWING 410, SHEET D2. VALVE BOX AND LID TO BE PROVIDED BY CITY.
- 6 INSTALL BI-DIRECTIONAL, BLUE, TYPE 1AR REFLECTIVE MARKER AT CENTERLINE OF ROAD ADJACENT TO HYDRANT.
- 7 APPROXIMATE AREAS OF ANTICIPATED FULL DEPTH SUBGRADE STABILIZATION.
- 8 REMOVE AND REPLACE EXISTING AC DRIVEWAY. WIDTH AS SHOWN.
- 10 EXTEND PAVEMENT TO EXISTING STAIRS/WALL.
- 11 INSTALL AC DRAINAGE CURB PER DETAIL, SHEET D1.
- 13 APPROXIMATE AREAS OF ANTICIPATED ADDITIONAL INLAY DEPTH.
- 14 REMOVE EXISTING BASIN AND INSTALL NEW PRECAST G-2 CATCH BASIN PER OREGON CITY STANDARD DRAWING 610-4, SHEET D2. INCLUDE 2" MINIMUM PRECAST RISER BETWEEN TOP AND FRAME. PROTECT AND RECONNECT EXISTING PIPING AS NECESSARY.



LINN AVENUE PLAN II



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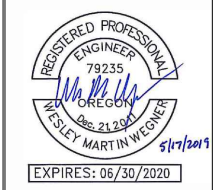


DRAWING NO:

C7

 INLET SEDIMENT FILTER

2. CONSTRUCT PAVEMENT RESTORATION PER THE TYPICAL SECTIONS, SHEETS C4 AND C5. COORDINATE LIMITS WITH CITY PRIOR TO BEGINNING WORK.
3. ADJUST EXISTING RIM, COVER OR FRAME TO FINISH GRADE.
4. ADJUST EXISTING MANHOLE TO FINISH GRADE. SEE OREGON CITY STANDARD DRAWING 514, SHEET D1. COORDINATE ALL MANHOLE ADJUSTMENTS WITH CITY PRIOR TO BEGINNING WORK AND VERIFY IF ADJUSTMENTS ARE NECESSARY BASED ON SCOPE OF PAVEMENT RESTORATION.
5. REPLACE EXISTING WATER VALVE BOX AND RISER WITH NEW STANDARD VALVE BOX PER OREGON CITY STANDARD DRAWING 410, SHEET D2. VALVE BOX AND LID TO BE PROVIDED BY CITY.
6. INSTALL BI-DIRECTIONAL, BLUE, TYPE 1AR REFLECTIVE MARKER AT CENTERLINE OF ROAD ADJACENT TO HYDRANT.

[illegible]

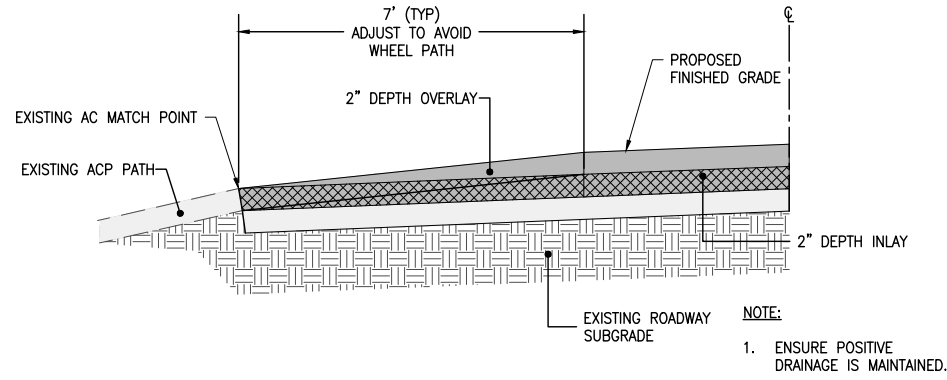
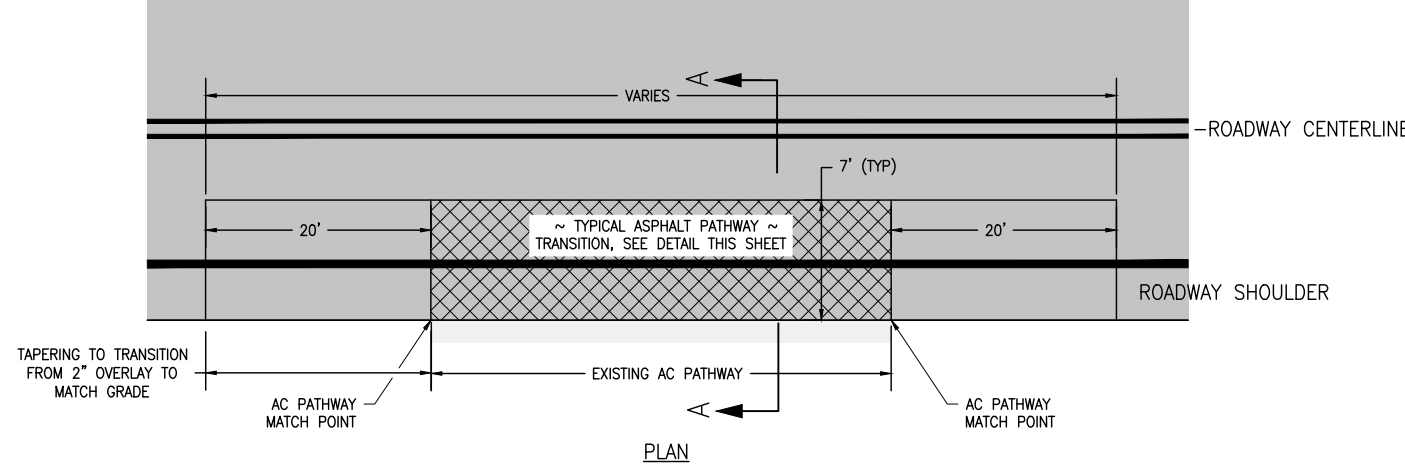
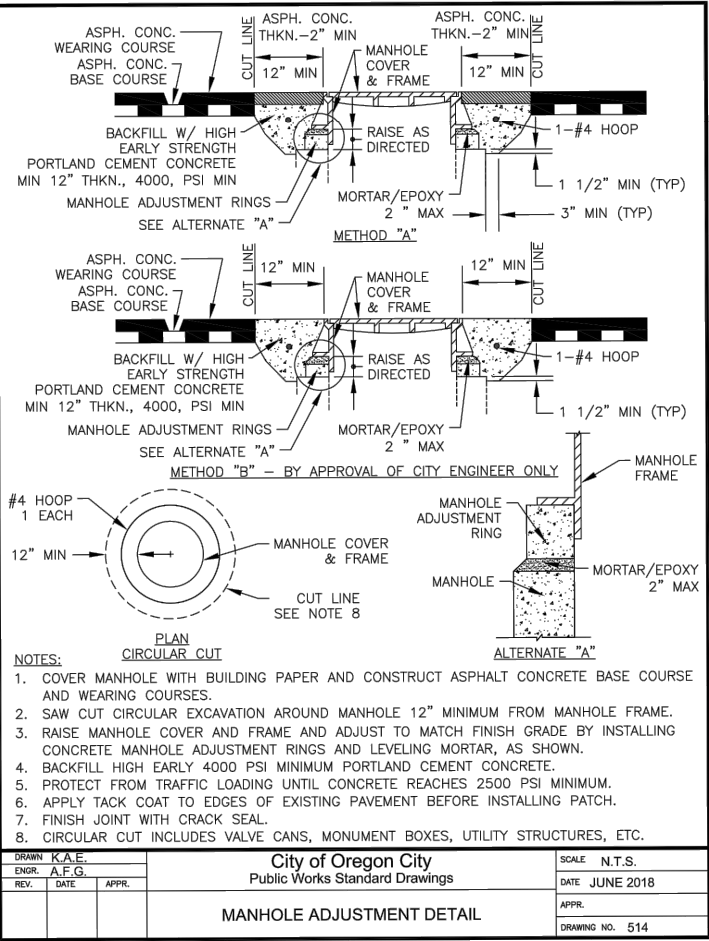
walis **engineering**
2115 W 4th Street, Suite 200
Vancouver, WA 98660
360.695.7041

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DATE:	5/2019

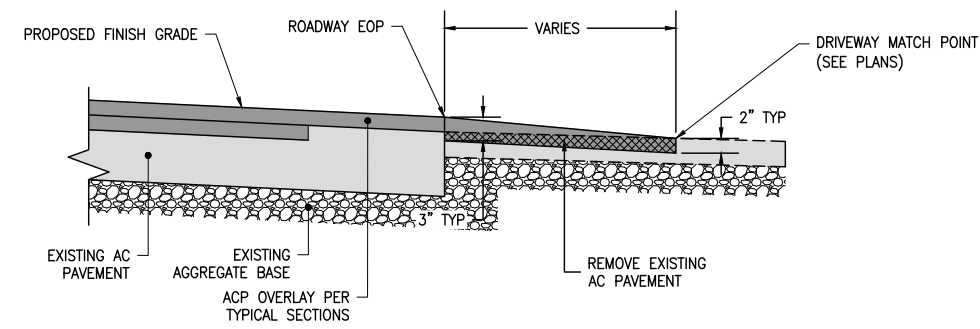


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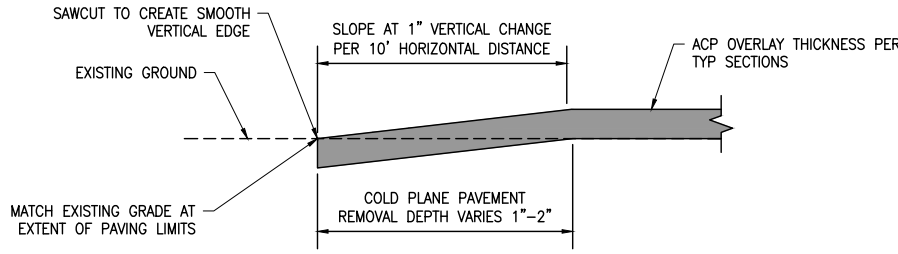
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11 OF 17



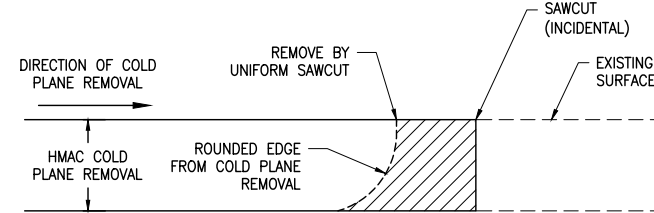
SHOULDER AC PATHWAY TRANSITION DETAIL
NTS



TYPICAL ASPHALT DRIVEWAY APPROACH
NTS

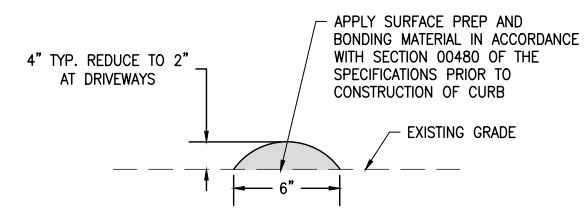


ACP OVERLAY TRANSITION DETAIL
NTS



NOTE:
1. WHEN COLD PLANE REMOVAL PRODUCES A ROUNDED EDGE, A SAW CUT SHALL BE USED TO MANUFACTURE A PERPENDICULAR EDGE AS SHOWN. THE ENGINEER SHALL BE SOLE JUDGE CONCERNING THE USE OF THIS DETAIL.

HMAC DETAIL AT BUTT JOINT
NTS



ASPHALT DRAINAGE CURB DETAIL
NTS

REGISTERED PROFESSIONAL ENGINEER
79235
OREGON
WESLEY MARTIN WEGNER
5/17/2019
EXPIRES: 06/30/2020

DATE

BY

REVISION

NO.

DESIGNED BY: WW/TB
DRAWN BY: TB/CK
REV: JV

ONE INCH
ONE INCH AT FULL SCALE.
IF NOT ONE INCH ADJUST
SCALE ACCORDINGLY

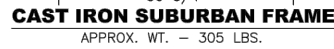
STREET DETAILS

wallis engineering
215 W. 4th Street, Suite 200
Portland, OR 97204
360.695.7041

DATE: 5/2019
PROJECT NO: 1476A

2019 OREGON CITY ROADWAY RECONSTRUCTION PROJECTS
CI 19-001

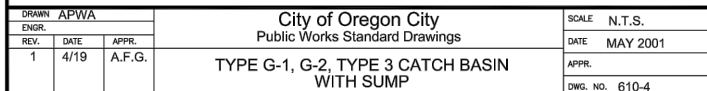
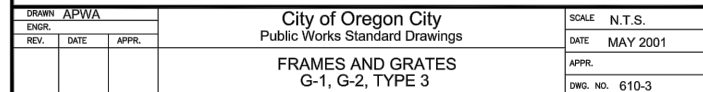
DRAWING NO:
D1
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NOTES:

1. COVER AND FRAME TO BE MACHINED FOR TRUE BEARING.
2. MATERIAL SHALL BE GREY CAST IRON A.S.T.M. A-48 CLASS 30.

DRAWN	K.A.E.		City of Oregon City Public Works Standard Drawings MANHOLE FRAMES & COVERS - STORM & SANITARY SEWER	SCALE	N.T.S.
ENGR.	A.F.G.			DATE	APRIL 2017
REV.	DATE	APPR.		APPR.	A.F.G.
				DRAWING NO.	305



NO.	REVISION	BY	DATE

DESIGNED BY: WW/TB
 DRAWN BY: TB/CK
 REV: JV

A horizontal scale bar with vertical end caps. Below the left cap is "0" and below the right cap is "1\"". Above the bar is the text "ONE INCH".

ONE INCH AT FULL SCALE.
 IF NOT ONE INCH ADJUST
 SCALE ACCORDINGLY

UTILITY DETAILS

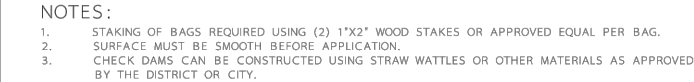


PROJECT NO:	DATE:
1476A	5/2019

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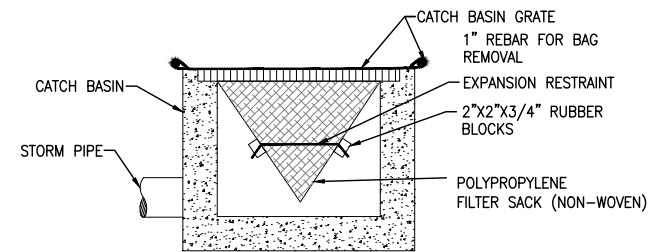
DRAWING NO:
D2
15 OF 17



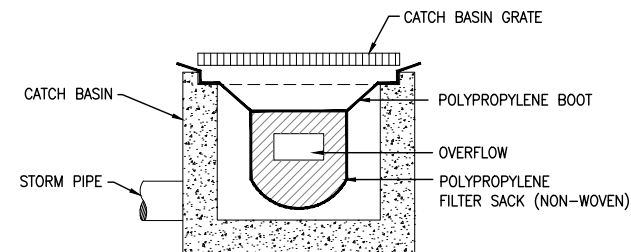
CHECK DAM - BIO-FILTER BAGS

DETAIL DRAWING 4 - 5

REVISÉ 01 - 09



WOVEN POLYPROPYLENE SACK



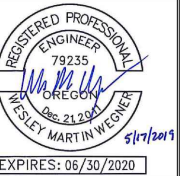
NON-WOVEN POLYPROPYLENE SACK

NOTES:

1. RECESSED CURB INLET CATCH BASINS MUST BE BLOCKED WHEN USING FILTER FABRIC INLET SACKS, SIZE OF FILTER INLET SACK TO BE DETERMINED BY MANUFACTURER.
2. THE CONTRACTOR SHALL INSPECT THE FILTER WEEKLY AND DAILY DURING PERIODS OF FREQUENT RAIN.
3. FILTER SHALL BE CLEANED IN A MANNER WHICH ENSURES THAT ALL SEDIMENT REMAINS ON SITE.
4. THE FILTER SHALL BE REPLACED OR CLEANED WHEN THE BAG BECOMES HALF FULL.

INLET PROTECTION CATCH BASIN/AREA INSERT

NTS

[illegible]

EROSION CONTROL DETAILS



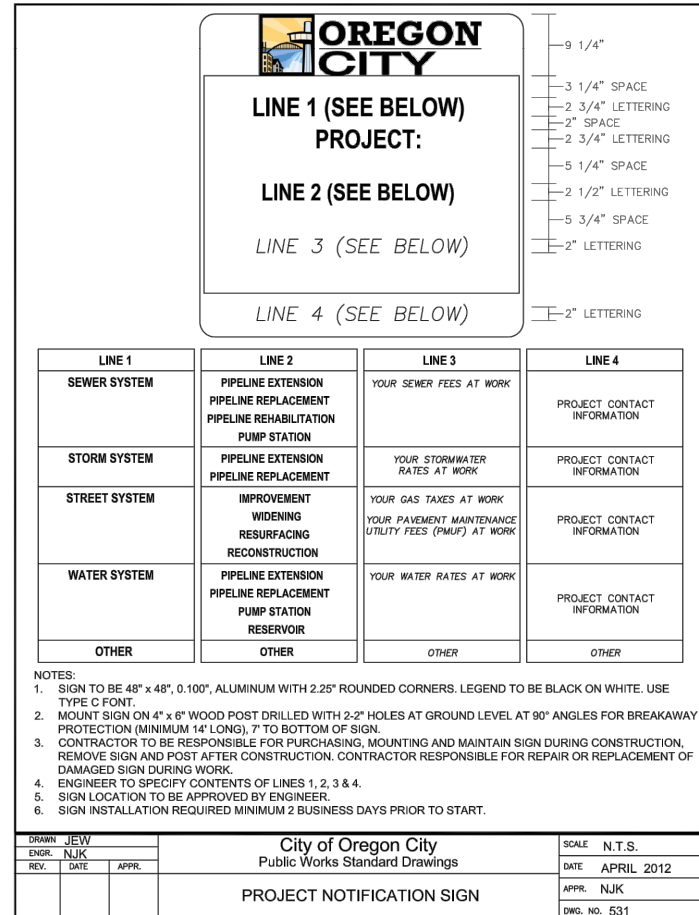
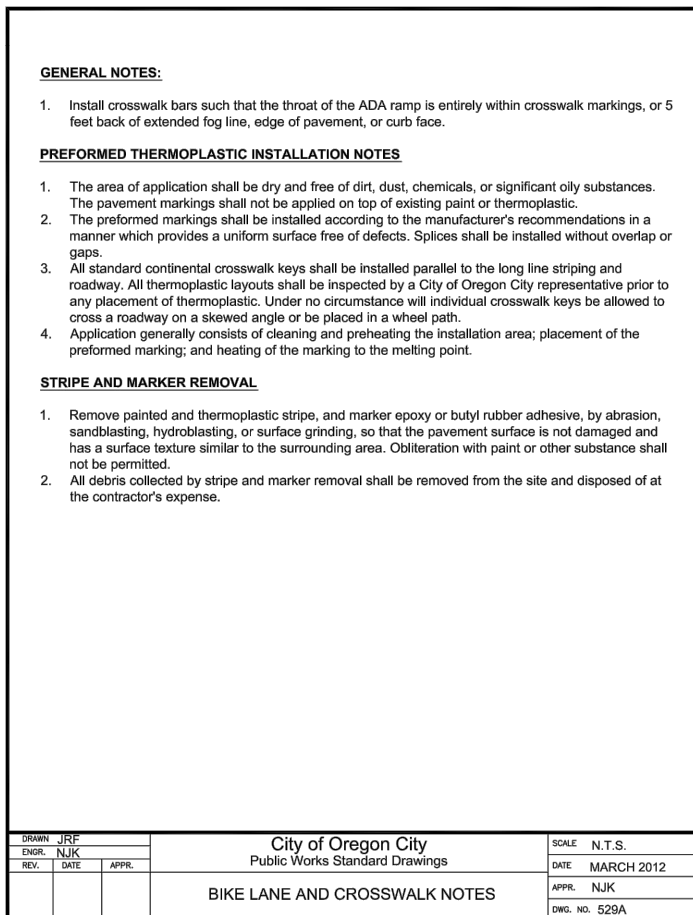
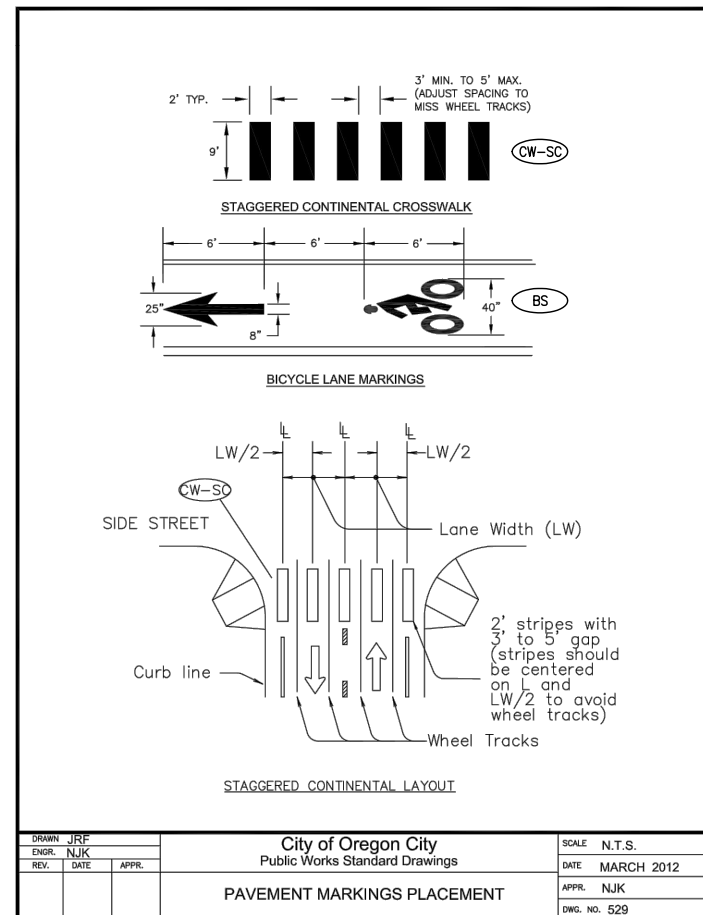
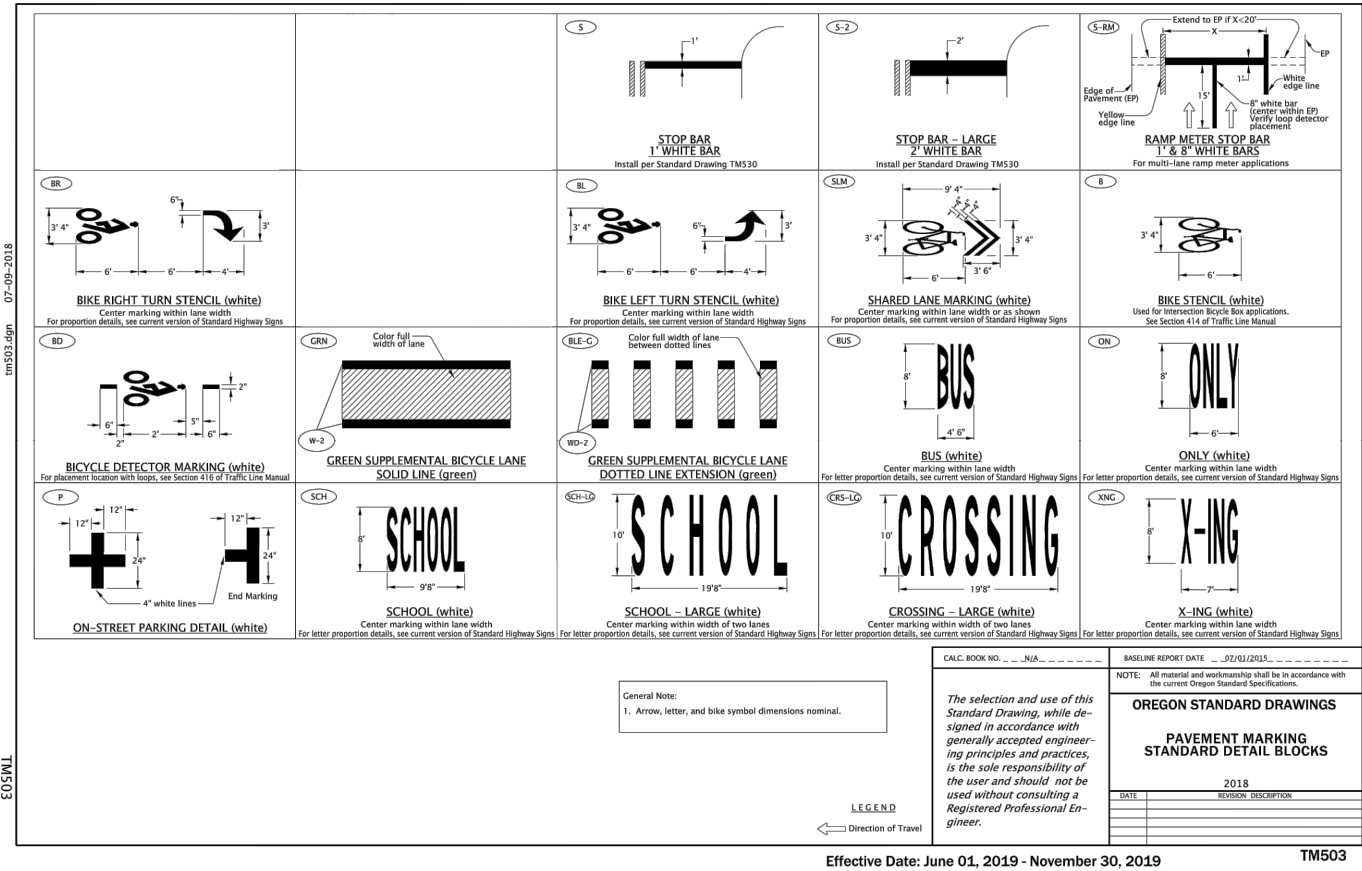
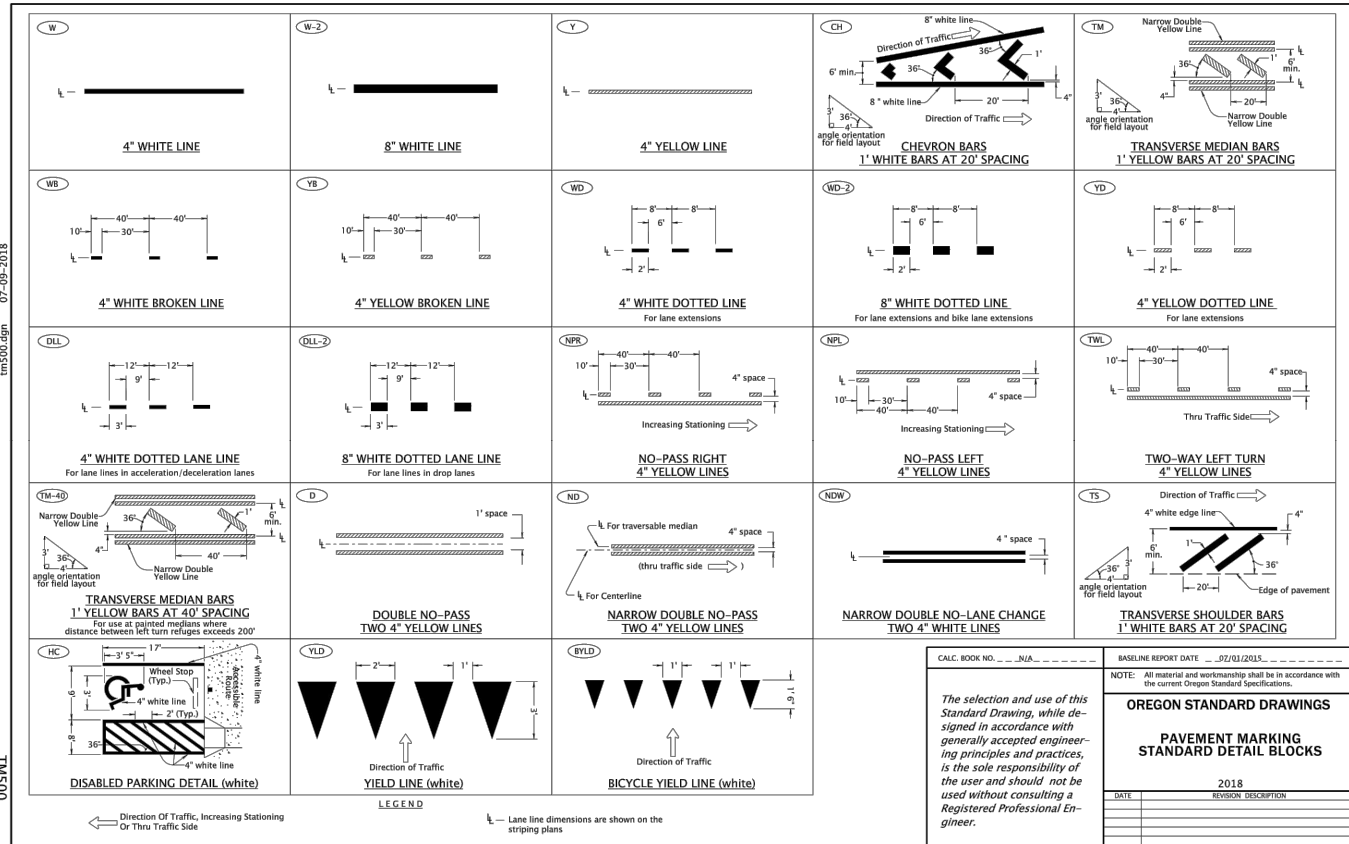
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**2019 OREGON CITY
ROADWAY
RECONSTRUCTION
PROJECTS**
CI 19-001



DRAWING NO:

D3

[illegible]

SIGNING & STRIPING DETAILS

wallis **engineering**
 215 W 4th Street, Suite 200
 Vancouver, WA 98660
 360.695.7041

PROJECT NO: 1476A	DATE: 5/2019
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ROADWAY
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PROJECTS
CI 19-001**



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D4
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