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LEGEND

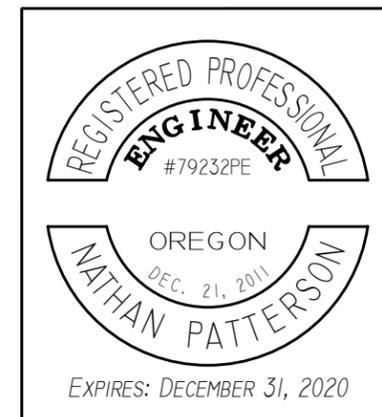
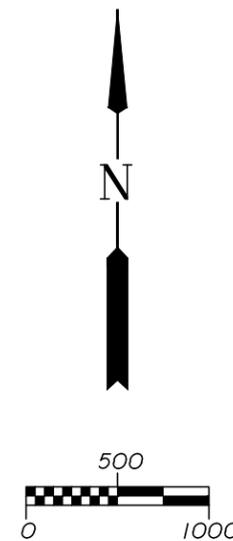
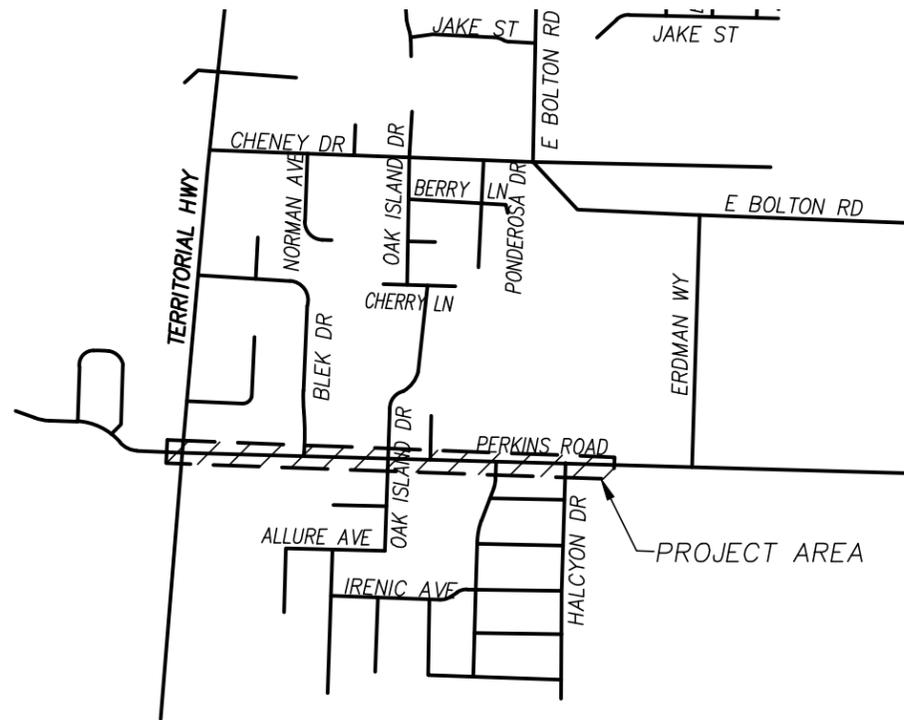
 PROJECT AREA

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revisions:

date:	APRIL 10, 2019
drawn by:	EJP
designer:	MLB
project no:	19-006C

COVER

GENERAL CONSTRUCTION NOTES

1. ALL MATERIALS AND WORKMANSHIP OF ITEMS TO BE MAINTAINED BY THE CITY OF VENETA WITHIN PUBLIC EASEMENTS OR STREET RIGHT-OF-WAYS SHALL MEET CITY OF VENETA PUBLIC WORKS SPECIFICATIONS AND "2018 OREGON STANDARD SPECIFICATIONS AND DRAWINGS." ALL MATERIALS AND WORKMANSHIP OF IMPROVEMENTS THAT WILL BE PRIVATELY OWNED AND MAINTAINED WILL BE BOUND BY THE CURRENT REQUIREMENTS OF THE STATE OF OREGON AMENDMENTS TO THE UNIFORM PLUMBING CODE CURRENT EDITION, OR CITY OF VENETA BUILDING DIVISION REQUIREMENTS.
2. ALL MATERIAL AND EQUIPMENT SHOWN HEREON IS SUBJECT TO REVIEW AND APPROVAL BY THE CITY. THE CONTRACTOR SHALL APPROVE AND PROVIDE THREE COPIES OF CATALOGUE CUT SHEETS FOR ALL MATERIAL AND EQUIPMENT TO BE INSTALLED ON THE PROJECT TO THE CITY ENGINEER. ALLOW A MINIMUM OF 10 DAYS FOR CITY ENGINEER REVIEW OF SUBMITTALS.
3. WORK SHALL NOT BE PERFORMED WITHOUT CITY INSPECTIONS. A MINIMUM 48-HOUR ADVANCE NOTICE OF REQUIRED INSPECTIONS IS REQUIRED.
4. CONTRACTOR SHALL FOLLOW RULES ADOPTED BY THE OREGON UTILITY NOTIFICATION CENTER REGARDING THE REQUIREMENTS FOR UTILITY LOCATES (OAR 952-001-0090). COPIES ARE AVAILABLE AT 1-800-332-2344.
5. THE CONTRACTOR SHALL PROTECT AND REPLACE ALL DISTURBED VEGETATION, FENCING AND OTHER IMPROVEMENTS ON PRIVATE PROPERTY.
6. ACCESS TO EXISTING FIRE HYDRANTS SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION.
7. CONTRACTOR IS EXPECTED TO ACTIVELY ENGAGE IN EROSION CONTROL MEASURES TO MINIMIZE THE TRANSPORT OF SEDIMENT AND SOILS FROM THE CONSTRUCTION SITE. ACTIVE ENGAGEMENT SHALL MEAN THAT ALL EROSION CONTROL METHODS ARE MAINTAINED AND THAT THE FACILITIES ARE ROUTINELY INSPECTED FOR COMPLIANCE WITH ACCEPTED EROSION CONTROL PRACTICES.
8. FOR TREES MARKED FOR PROTECTION CONTRACTOR SHALL PROVIDE ORANGE PROTECTION FENCING AT DRIP LINE OF TREE.
9. CONTRACTOR SHALL KEEP ALL WORK WITHIN ESTABLISHED R-O-W. PRIVATE PROPERTY MAY NOT BE USED FOR MATERIAL STORAGE, EQUIPMENT OR STAGING UNLESS WRITTEN APPROVAL BY THE PROPERTY OWNER IS PROVIDED TO THE CITY.
10. OREGON LAW REQUIRES YOU TO FOLLOW RULES ADOPTED BY THE OREGON UTILITY NOTIFICATION CENTER SET FORTH IN OAR 925-001-0090. CALL 1-800-322-2349 TO NOTIFY THE CENTER AT LEAST 2 BUSINESS DAYS, BUT NOT MORE THAN 10 BUSINESS DAYS, BEFORE COMMENCING AN EXCAVATION. TO COMPLY.
11. KEEP EXISTING UTILITIES IN SERVICE AND PROTECT THEM DURING CONSTRUCTION. WHERE INTERRUPTION OF EXISTING FACILITIES IS REQUIRED, PROVIDE A MINIMUM OF 72 HOURS NOTICE TO OWNER AND THE AFFECTED UTILITY. CONTRACTOR SHALL ARRANGE FOR THE RELOCATION OF ANY UTILITIES IN CONFLICT WITH THE PROPOSED CONSTRUCTION. MAXIMUM ALLOWABLE SHUTDOWN FOR WATER LINES AND SERVICES IS 4 HOURS UNLESS OTHERWISE APPROVED.
12. NOTIFY EACH UNDERGROUND UTILITY AT LEAST 2 DAYS PRIOR TO EXCAVATING, BORING, OR POTHOLING.
13. MAINTAIN ACCESS TO ALL HOMES AND BUSINESSES AT ALL TIMES. PROVIDE WRITTEN NOTICE TO ALL PROPERTY OWNERS AT LEAST 2 BUSINESS DAYS IN ADVANCE OF WORK IN AND/OR CROSSING DRIVEWAYS THAT WILL AFFECT ACCESS.
14. CONTRACTOR SHALL PROTECT ALL PROPERTY CORNERS, SURVEY MONUMENTS AND CONTROL POINTS. REPLACE DAMAGED SURVEY MONUMENTS.
15. PROVIDE TRAFFIC CONTROL IN ACCORDANCE WITH SPECIFICATION SECTION 00225.
16. THE CONTRACTOR SHALL PROVIDE ALL TRAFFIC CONTROL DEVICES NECESSARY TO PROTECT AND SAFEGUARD THE PUBLIC AND WORKERS AGAINST INJURY AND PROTECT THE WORK AGAINST DAMAGE. ALL TEMPORARY TRAFFIC CONTROL SIGNING AND DEVICES SHALL BE IN PLACE PRIOR TO BEGINNING WORK. ALL TRAFFIC CONTROL SHALL CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS (MUTCD), CURRENT EDITION, AS SUPPLEMENTED AND AMENDED BY THE OREGON SUPPLEMENTS. FLAGGING SHALL BE PERFORMED AS SHOWN IN THE OREGON TEMPORARY TRAFFIC CONTROL-HANDBOOK, MAY, 2011 EDITION, BY THE OREGON DEPARTMENT OF TRANSPORTATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY REQUIRED TRAFFIC CONTROL AS FIELD CONDITIONS WARRANT. THE CONTRACTOR SHALL SUBMIT A TRAFFIC CONTROL PLAN AT THE PRE-CONSTRUCTION CONFERENCE FOR CITY REVIEW AND APPROVAL.
17. AT THE END OF EACH WORK DAY ALL OPEN TRENCHES SHALL BE BACKFILLED TO THE SURFACE WITH COMPACTED AGGREGATE PER ODOT SECTION 405.14 & 405.46 TO THE SATISFACTION OF THE CITY OF VENETA. INSTALL TEMPORARY SIGNAGE TO WARN TRAFFIC OF TEMPORARY SURFACE CHANGE.
18. THE CONTRACTOR SHALL COMPLY WITH ALL CITY OF VENETA REQUIREMENTS FOR WORK IN AND RESTORATION OF CITY STREETS AND PUBLIC RIGHT-OF-WAYS.
19. CONCRETE FOR PIPELINE ENCASEMENT, CONCRETE CAP, AND REPAIR OF ANY DAMAGED SIDEWALKS, CURB, OR GUTTERS:
 - 28 DAY COMPRESSIVE STRENGTH 3,000 PSI WHEN CURED AND TESTED IN ACCORDANCE WITH ASTM C31 AND C39
 - COARSE AGGREGATE SIZE: 3/4" MAXIMUM IN ACCORDANCE WITH ASTM C33
 - WATER/CEMENT RATIO: 0.55
 - SLUMP: 3" TO 5"
 - MINIMUM CEMENT CONTENT OR COMBINED CEMENT PLUS FLY ASH: 500 POUNDS PER CUBIC YARD
 - AIR ENTRAINMENT: 4 TO 6% IN ACCORDANCE WITH ASTM C260
 - FLY ASH: ASTM C618, CLASS C OR F
20. CONTRACTOR IS RESPONSIBLE FOR REPAIR OF DAMAGED UTILITY TRENCHES AND ANY ASSOCIATED PAVEMENT REPAIR.
21. ALL ELEVATIONS SHOWN ARE ON NAVD88 VERTICAL DATUM, SURVEY PROVIDED BY BRANCH ENGINEERING, INC.
22. SCHEDULE STREET CLEANING AT END OF PROJECT OR AS DIRECTED BY THE CITY OF VENETA.
23. THIS DOES NOT CONSTITUTE A BOUNDARY SURVEY AND IS SUBJECT TO ANY INACCURACIES A SUBSEQUENT SURVEY MAY DISCLOSE.
24. LOCATIONS OF UNDERGROUND UTILITIES SHOWN ARE BASED ON A COMBINATION OF VISISBLE FACILITIES LOCATED ABOVE GROUND AND UTILITY LOCATE MARKS. NO CERTIFICATION IS MADE TO ACTUAL LOCATION OF UNDERGROUND UTILITIES.
25. WHEN PLACING HMAC UNDER TRAFFIC, SCHEDULE WORK FOR NOMINAL THICKNESS BEING LAID AS FOLLOWS:
 - MORE THAN 2 INCHES - SCHEDULE WORK SO AT THE END OF EACH WORKING SHIFT THE FULL WIDTH OF THE AREA BEING PAVED, INCLUDING SHOULDERS, IS COMPLETED TO THE SAME ELEVATION WITH NO LONGITUDINAL DROP-OFFS.
 - LESS THAN OR EQUAL TO 2 INCHES - SCHEDULE WORK SO THAT AT THE END OF EACH WORKING SHIFT ONE PANEL OF NEW TRAVEL LANE PAVEMENT DOES NOT EXTEND BEYOND THE ADJOINING PANEL OF NEW TRAVEL LANE PAVEMENT MORE THAN THE DISTANCE NORMALLY COVERED BY EACH SHIFT. AT THE THE END OF EACH WORK WEEK COMPLETE THE FULL WIDTH OF THE AREA TO BE PAVED, INCLUDING SHOULDERS, TO THE SAME ELEVATION WITH NO LONGITUDINAL DROP-OFF.
26. IF UNABLE TO COMPLETE THE PAVEMENT WITHOUT DROP-OFFS AS DESCRIBED ABOVE, THE CONTRACTOR MUST DO THE FOLLOWING:
 - PROVIDE WARNING SIGNS AND MARKINGS ACCORDING TO SECTION 00225 WHERE ABRUPT OR SLOPED EDGE DROP-OFFS 25 MM (1 INCH) OR MORE IN HEIGHT OCCUR.
 - CONSTRUCT AND MAINTAIN A WEDGE OF HMAC AT A SLOPE OF 1V:10H OR FLATTER ALONG THE EXPOSED LONGITUDINAL JOINT.
 - REMOVE AND DISPOSE OF THE WEDGE BEFORE CONTINUING PAVING

OPERATIONS.
CONSTRUCT, MAINTAIN, REMOVE AND DISPOSE OF THE TEMPORARY WEDGE AT NO EXPENSE TO THE AGENCY, EXCEPT THAT HMAC FOR THE TEMPORARY WEDGE WILL BE PAID FOR AT THE PAY ITEM PRICE.

27. PROTECT INLETS AND CATCH BASINS IN AND DOWNSTREAM FROM CONSTRUCTION AREAS PRIOR TO WORK.
28. PROVIDE BIOFILTER OR SAND BAG SEDIMENT BARRIERS IN THE GUTTERS/STORM FLOW LINES DRAINING AWAY FROM STAGING AREAS. REMOVE MATERIALS, EQUIPMENT AND SWEEP STAGING AREAS PRIOR TO REMOVAL OF SEDIMENT BARRIERS.
29. FULL DEPTH PAVEMENT REPLACEMENT SECTION SHALL INCLUDE REQUIRED SAW CUTTING OF EXISTING ASPHALT PAVEMENT.

EROSION CONTROL NOTES

- A. PROTECT DOWNSTREAM CATCH BASINS OR ANY OTHER STORM WATER INLET WITH BIO-BAGS PER. DURING CONSTRUCTIONS.
- B. ALL WASTE MATERIAL ASSOCIATED WITH THIS PROJECT SHALL BE PICKED UP AND DISPOSED OF ACCORDING TO APPLICABLE STATE, FEDERAL AND LOCAL REGULATIONS.
- C. SCHEDULE STREET CLEANING AND END OF PROJECT OR AS DIRECTED BY THE CITY OF VENETA.

RESTORATION NOTES

- A. RESTORE OR REPLACE ANY DISTURBED LANDSCAPING OF ADJACENT PROPERTIES TO NEW OR BETTER CONDITIONS.
- B. DAMAGE TO PROPERTY BOTH PUBLIC AND PRIVATE DUE TO CONSTRUCTION ACTIVITIES SHALL BE REPAIRED OR REPLACED AT CONTRACTORS EXPENSE.

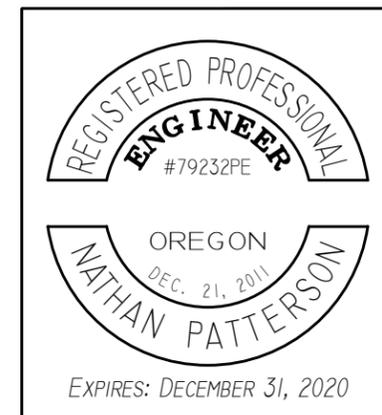
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date: APRIL 10, 2019
drawn by: EJP
designer: MLB
project no: 19-006C

NOTES

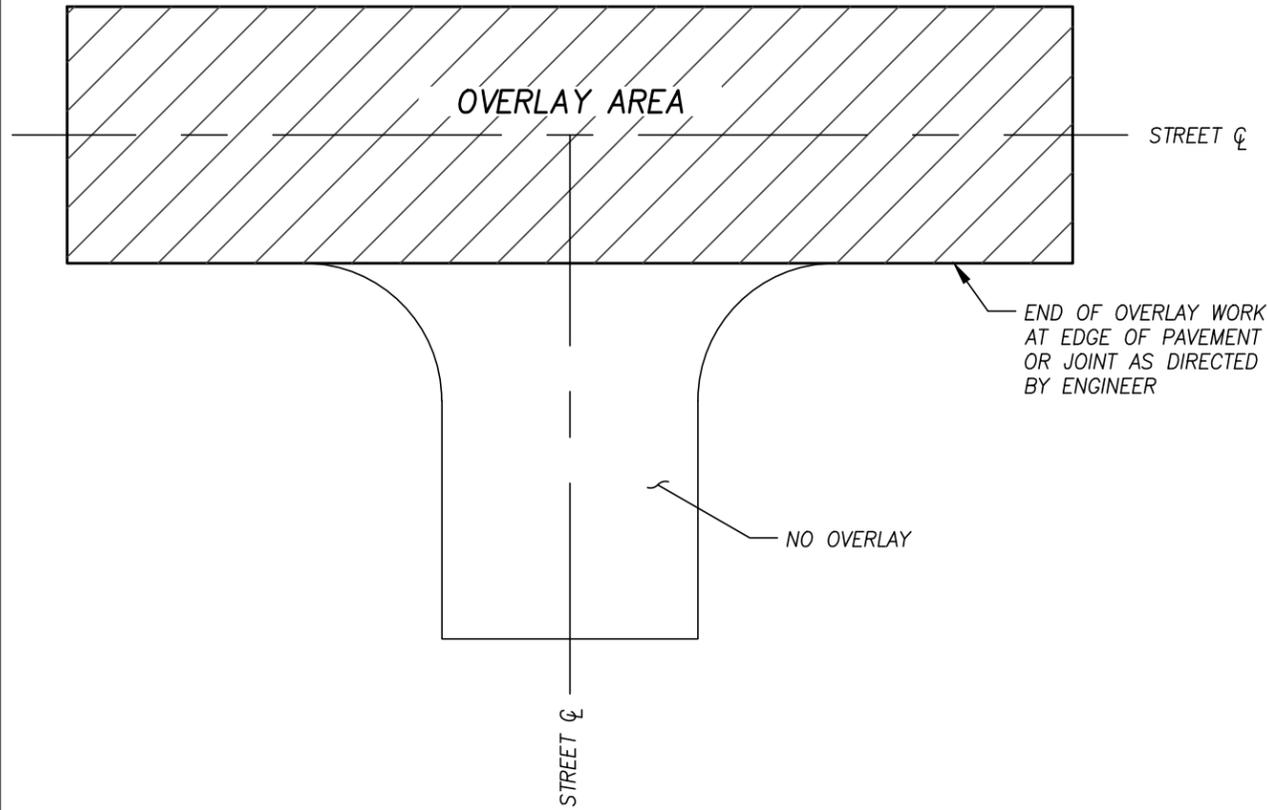
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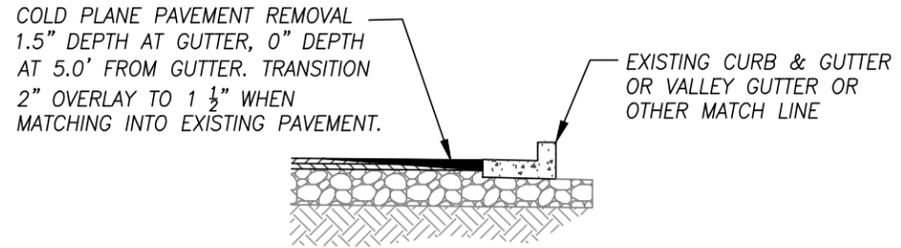
GENERAL NOTES

1. NOTIFY RESIDENTS ACCORDING TO 00220 PRIOR TO OVERLAY OPERATION.
2. OVERLAY SURFACE SHALL BE CURED AND OPEN TO TRAFFIC BY 5:00 PM.
3. DO NOT PLACE OVERLAY WHEN THERE IS A CHANCE OF RAIN WITHIN 48-HOURS OF PLACEMENT.
4. PROTECT EQUIPMENT AND MATERIALS STAGING AREAS WITH BIO BAG SEDIMENT BARRIERS IN THE GUTTER/ STORM FLOW LINES FROM STAGING AREA. REMOVE MATERIALS, EQUIPMENT AND SWEEP STAGING AREA PRIOR TO REMOVAL OF SEDIMENT BARRIERS.
5. INTERLAYER SHALL BE TENCATE MIRAFI TRUPAVE ENGINEERED PAVING MAT OR APPROVED EQUIVALENT.
6. CONTRACTOR SHALL MATCH/CONNECT NEW PAVEMENT INTO EXISTING ASPHALT OR CONCRETE GUTTERS BY EITHER:
 - 6.1. COLD PLANE OVERLAY TRANSITION DETAIL (THIS SHEET) OR ODOT STANDARD DRAWING RD610 (SHEET 6), OR
 - 6.2. REMOVING AC IN 5-10' TRANSITION LEADING UP TO EXISTING ASPHALT, RE-COMPACTING BASE ROCK AND INSTALLING NEW ASPHALT WITH OVERLAY PAVING. IF REMOVING AND REPLACING ASPHALT, MINIMUM AC DEPTH SHALL BE 4" IN TWO(2)-2" LIFTS.



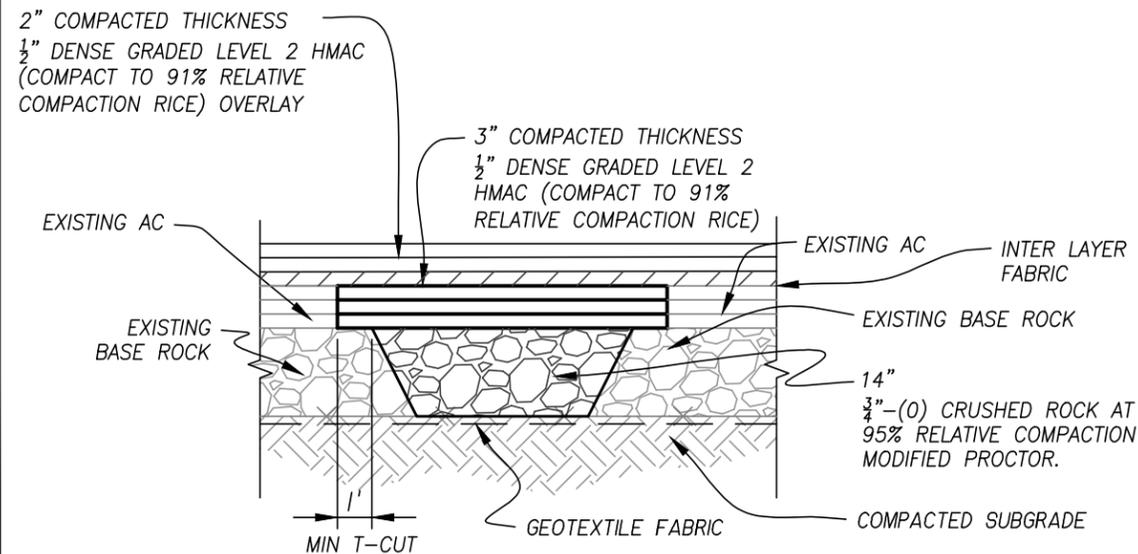
OVERLAY AT STREET INTERSECTIONS

NOT TO SCALE



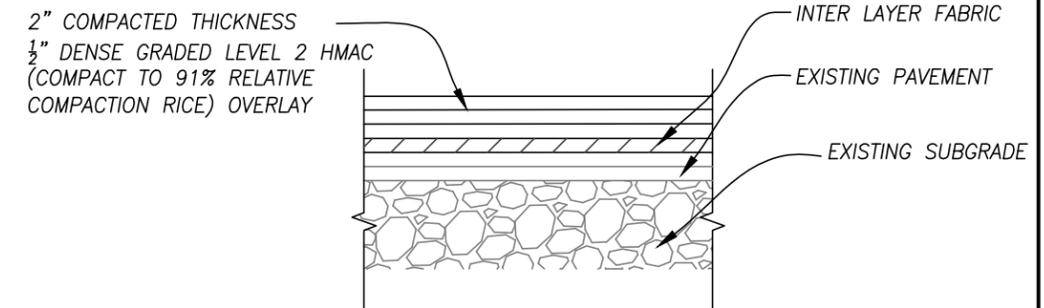
COLD PLANE OVERLAY TRANSITION

NOT TO SCALE



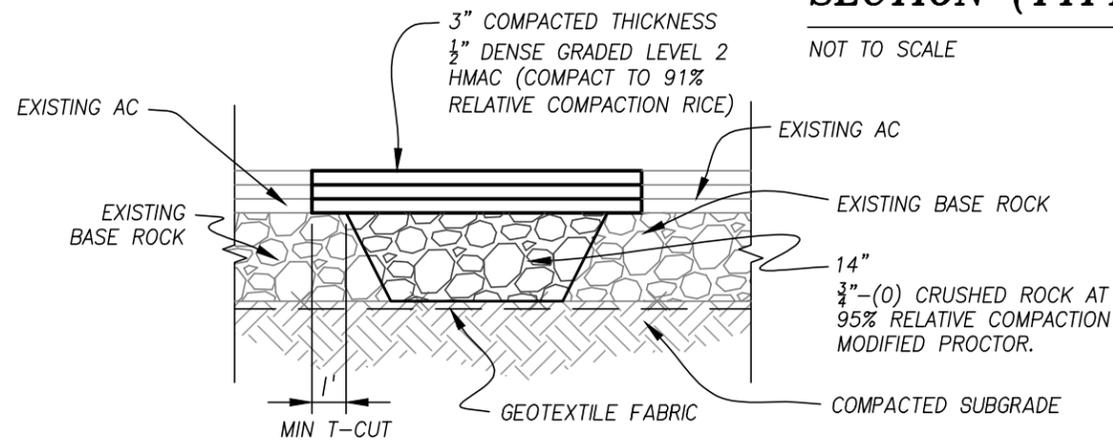
FULL DEPTH PAVEMENT REPLACEMENT SECTION (WITH OVERLAY)

NOT TO SCALE



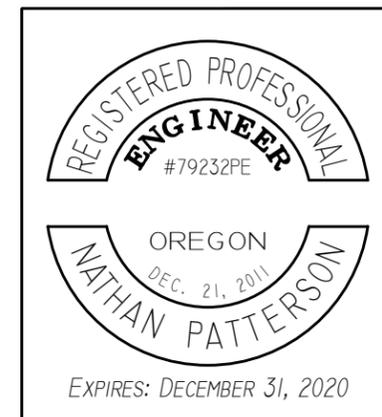
OVERLAY PAVEMENT SECTION (TYPICAL)

NOT TO SCALE



FULL DEPTH PAVEMENT REPLACEMENT SECTION (PRE-OVERLAY)

NOT TO SCALE



PERKINS ROAD - PAVEMENT OVERLAY PROJECT

VENETA, OREGON

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 drawn by: EJP
 designer: MLB
 project no: 19-006C

DETAILS

sheet:

FIG. 1

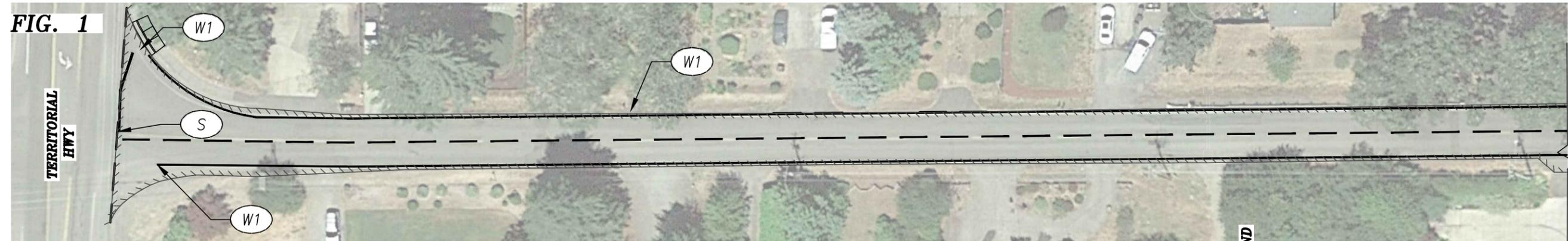


FIG. 2

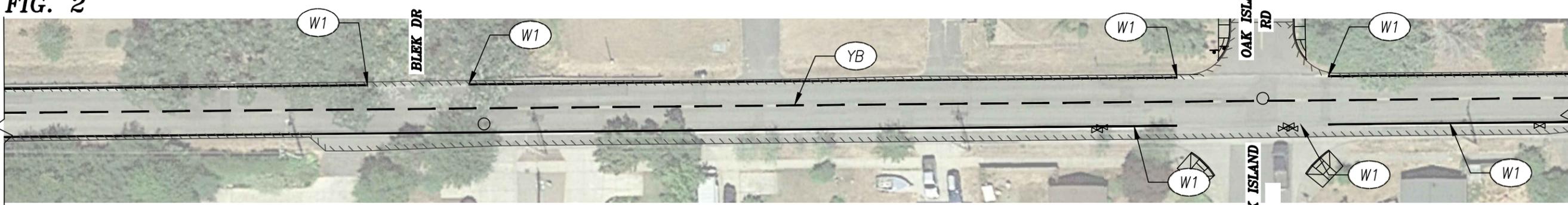


FIG. 3

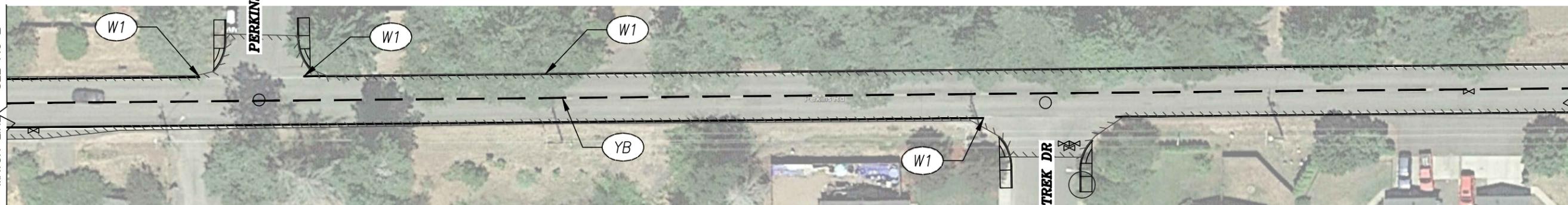
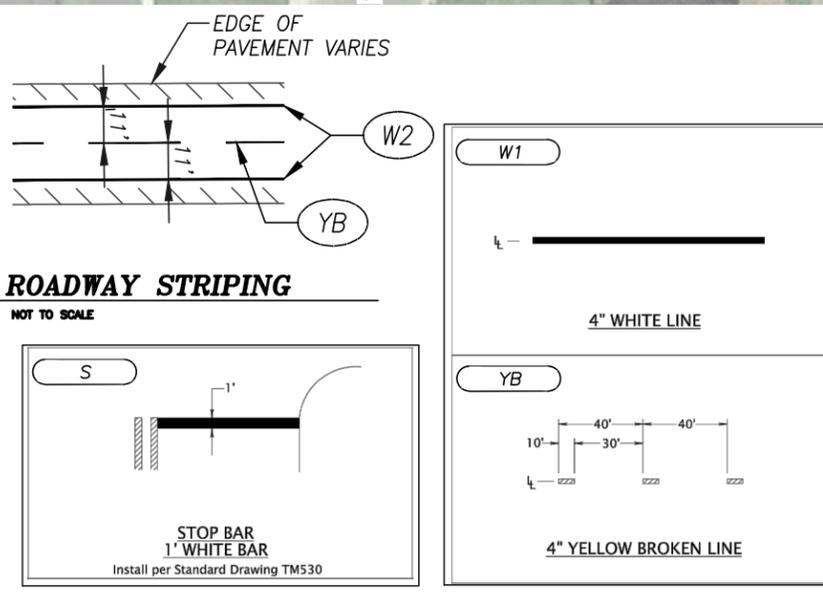
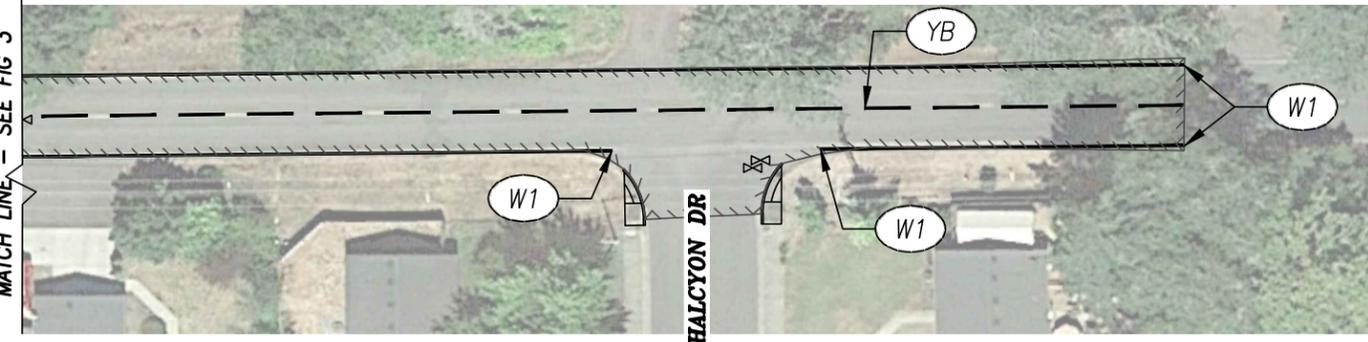


FIG. 4



LEGEND

- (YB) INSTALL 4" YELLOW BROKEN LINE PER ODOT STANDARD DETAIL TM500.
- (W1) INSTALL 4" WHITE LINE PER ODOT STANDARD DETAIL TM500.
- (S) INSTALL 1' WHITE STOP BAR PER ODOT STANDARD DETAIL TM503.
- ▨▨▨▨ AREA DESIGNATED FOR ASPHALT REPLACEMENT

NOTES

1. ALL STRIPING SECTIONS NOT TO SCALE
2. CONTRACTOR SHALL CONFIRM ALL EXISTING STRIPING DIMENSIONS BEFORE INSTALLING OVERLAY.
3. ALL STRIPING SHALL MEET ODOT SPECIFICATIONS (00850 & 00860) AND BE FURNISHED FROM THE ODOT QPL.
4. CONTRACTOR SHALL ACQUIRE ALL NECESSARY ODOT & COUNTY PERMITS FOR TRAFFIC CONTROL PRIOR TO WORK AT OR NEAR THE INTERSECTIONS WITH TERRITORIAL HIGHWAY.
5. REPLACE CENTER YELLOW SKIP STRIPE.
6. ALL LONGITUDINAL LANE MARKINGS SHALL BE PAINT AND SHALL COMPLY WITH ODOT STANDARD SPECIFICATION SECTION 00860 UNLESS OTHERWISE SPECIFIED.

PERKINS ROAD - PAVEMENT OVERLAY PROJECT

VENETA, OREGON

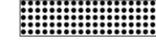
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 designer: NP
 project no: 19-006C

STRIPING & DETAILS

sheet: **5**

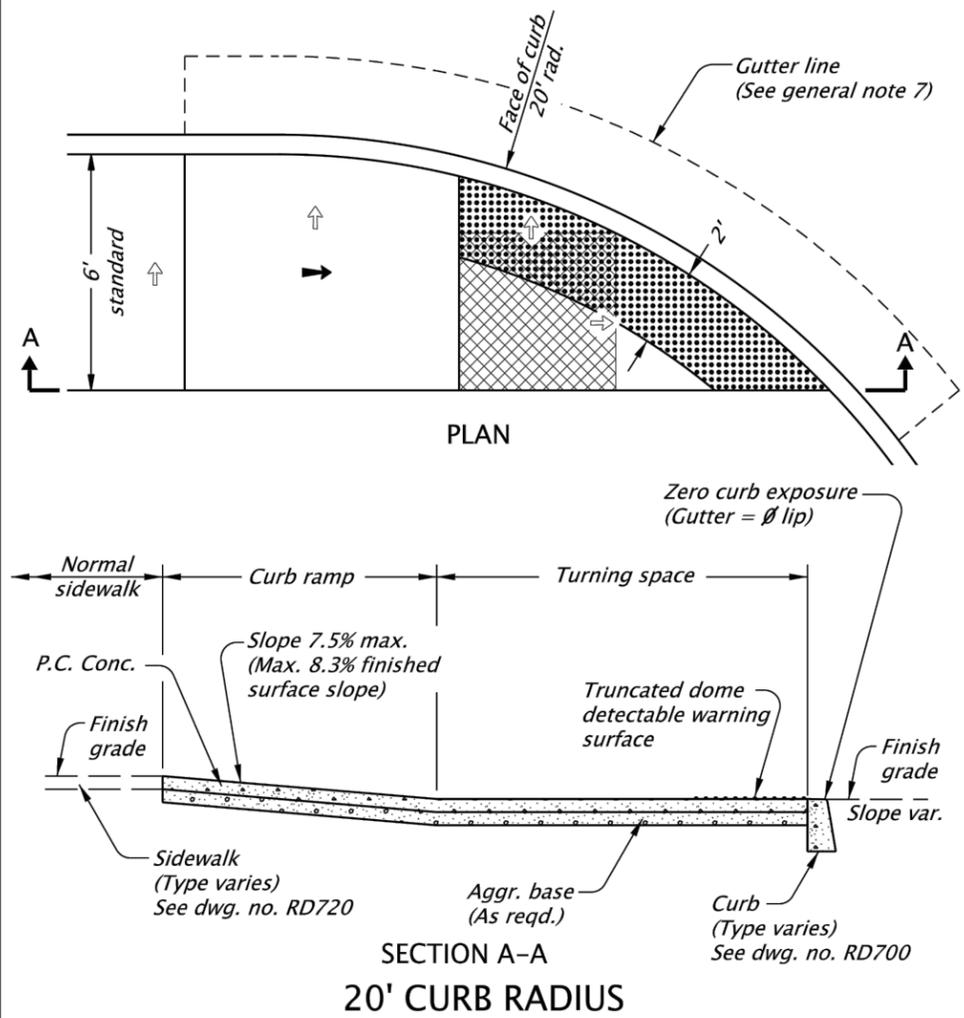


LEGEND

-  Turning space
 Min. level area 4'x4'
 4'x5' when constrained (with longer dimension in direction of pedestrian street crossing).
 For the purposes of this application, a max. 2.0% finished surface slope (for drainage) is considered level.
-  Truncated dome detectable warning surface
 (See dwg. no. RD759)
-  Slope 1.5% max.
 (Max. 2.0% finished surface slope)
 (Normal sidewalk cross slope)
-  Slope 7.5% max.
 (Max. 8.3% finished surface slope)

GENERAL NOTES FOR ALL DETAILS:

1. Curb ramp details are based on United States Access Board Standards.
2. Site conditions normally require a project specific design which considers design vehicle turning movements, bicycle and pedestrian crossing needs, curb alignment, curb exposure, grades, drainage, utilities, right of way, street furniture, etc.
3. See dwg. no. RD700 for curbs. See dwg. no. RD720 for sidewalks. See dwg. nos. TM503 & TM530 for crosswalk markings, widths, etc. See dwg. no. RD755 for curb ramp details.
4. Curb ramp slopes shown are relative to the true level horizon (Zero bubble).
5. P.C. conc. sidewalk, curb ramp and turning space minimum thickness is 4". See dwg. no. RD720 for details not shown.
6. Above graphics are based on a 6' sidewalk with standard curb (6" top, 7" exposure). Curb radius is measured at top face of curb.
7. On or along state highways, curb and gutter is required at curb ramps.

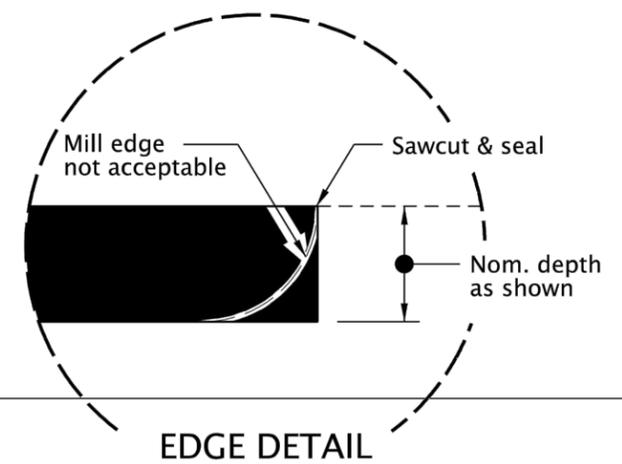


ODOT STANDARD DETAIL 1702 (OPTION A)

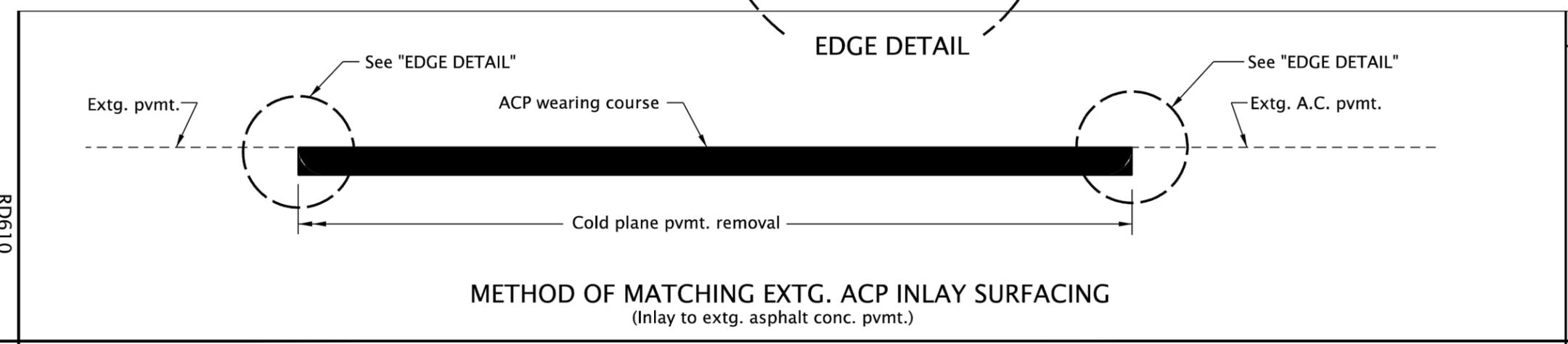
NOT TO SCALE

ODOT STANDARD DRAWING 610

NOT TO SCALE



EDGE DETAIL



METHOD OF MATCHING EXTG. ACP INLAY SURFACING
 (Inlay to extg. asphalt conc. pvmt.)

PERKINS ROAD - PAVEMENT OVERLAY PROJECT

VENETA, OREGON

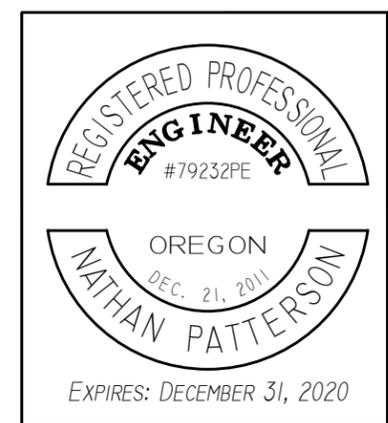
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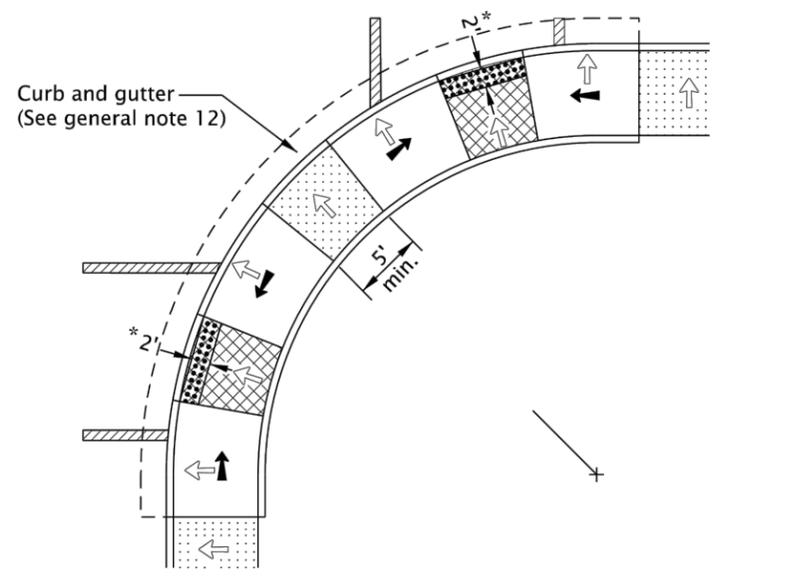
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STANDARD DRAWINGS

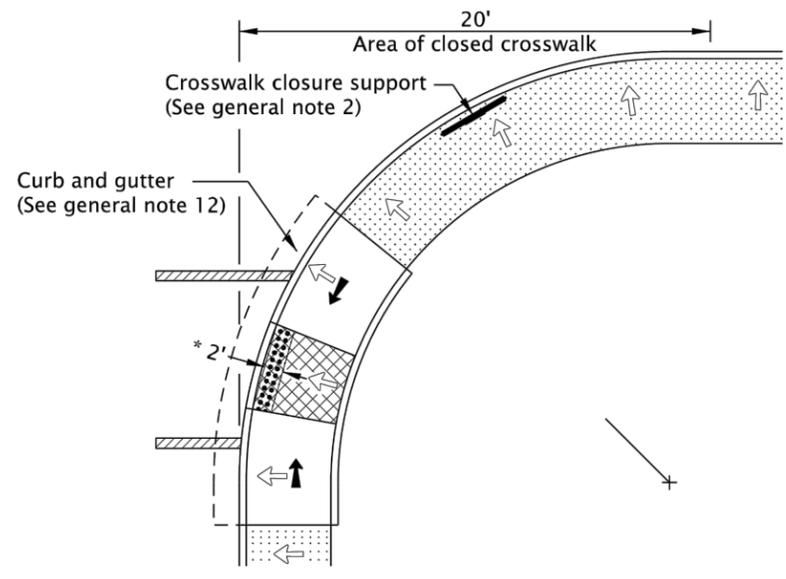
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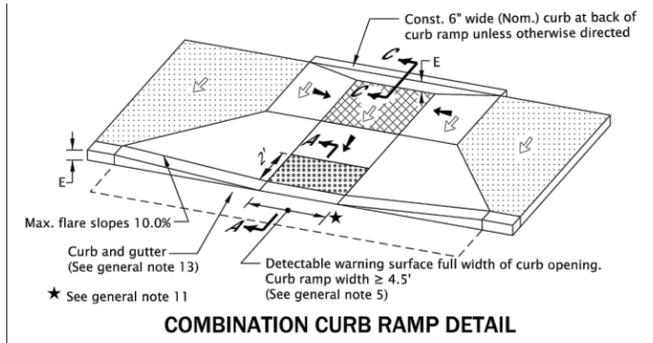
CURB RAMPS FOR NARROW SIDEWALKS



**CURB RAMPS WITH CROSSWALK CLOSURE
 OPTION "H"**

**ODOT STANDARD DRAWING
 RD757 (OPTION H)**

NOT TO SCALE



COMBINATION CURB RAMP DETAIL

**ODOT STANDARD DRAWING
 RD 755**

NOT TO SCALE

LEGEND

- Marked or intended crossing location
- Sidewalk
- Turning space
 When not constrained 4.5' x 4.5' (4' x 4' min. finished surface).
 When constrained 4.5' x 5.5' (4' x 5' min. finished surface with longer dimension in direction of pedestrian street crossing).
 For the purposes of this application, a max. 2.0% finished surface slope (for drainage) is considered level.
- Detectable warning surface
- Slope 1.5% max. (Max. 2.0% finished surface slope) (Normal sidewalk cross slope)
- Slope 7.5% max. (Max. 8.3% finished surface slope)

- GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:
- Curb ramp details are based on ODOT applicable standards.
 - See Std. Dwgs. RD700 & RD701 for curbs. See Std. Dwg. RD720 for sidewalks. See Std. Dwgs. TM503 & TM530 for crosswalk markings, widths, etc.
 - Tooled joints are required at all curb ramp grade break lines.
 - Curb ramp slopes shown are relative to the true level horizon (Zero bubble).
 - Place detectable warning surface at the back of curb for a minimum depth of 2' at curb ramp that is adjacent to traffic. For details not shown, see Std. Dwgs. RD758 & RD759.
 - Grade breaks at the top and bottom of curb ramp runs shall be perpendicular to the direction of the ramp run. Grade breaks shall not be permitted on the surface of ramp runs and turning spaces. Surface slopes that meet at grade breaks shall be flush.
 - Return curb may be provided in lieu of flared slope only if protected from traverse by landscaping or fixed barrier. Return curb shall not reduce width of approaching sidewalk.
 - For the purpose of this drawing, a curb ramp is considered "perpendicular" if the angle between the longitudinal axis of the curb ramp and a line tangent to the curb at the curb ramp center is 75° to 90°.
 - Curb ramps for paths intersecting a roadway should be full width of path, excluding flares. When a curb ramp is used to provide bicycle access from a roadway to a sidewalk, the curb ramp should be 8' wide.
 - For curb ramp placement options, see Std. Dwgs. RD756 & RD757.
 - Check the gutter flow depth at curb ramp locations to assure that the design flood does not overtop the back of sidewalk at curb ramp. Place an inlet at upstream side of curb ramp or perform other approved design mitigation.
 - Site conditions normally require a project specific design. See project plans for details not shown.
 - On or along state highways, curb and gutter is required at curb ramps.

**PERKINS ROAD -
 PAVEMENT OVERLAY PROJECT**

VENETA, OREGON

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**STANDARD
 DETAILS**

sheet:

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