PUBLIC STREET IMPROVEMENTS

SE BELMONT STREET, SE 6TH AVENUE

GENERAL NOTES

GENERAL

1. ERRORS AND OMISSIONS ARE THE RESPONSIBILITY OF THE "ENGINEER OF RECORD". IF ERRORS OR OMISSIONS ARE FOUND AFTER THE PERMIT HAS BEEN ISSUED, THE PERMITTEE OR ITS CONTRACTOR SHALL CONTACT THE ENGINEER OF RECORD (MARTHA WILLIAMSON OF HUMBER DESIGN GROUP, INC. AT 503-946-6690) TO HAVE THE CORRECTIONS MADE. ALL CHANGES WILL REQUIRE THE APPROVAL OF THE CITY ENGINEER PRIOR TO THE WORK BEGINNING.
2. THE CONTRACTOR SHALL HAVE AT ALL TIMES ON-SITE THE APPROVED CONSTRUCTION DRAWINGS & SPECIAL SPECIFICATIONS, CITY OF PORTLAND STANDARD SPECIFICATIONS & STANDARD DRAWINGS, AND ALL OTHER APPLICABLE SPECIFICATIONS BOOKS AND MANUALS. ELECTRONIC EQUIVALENT ARE ACCEPTABLE.
3. ALL CONSTRUCTION AND MATERIALS SHALL CONFORM TO THESE DRAWINGS AND THE APPLICABLE REQUIREMENTS OF THE 2010 EDITION OF THE CITY OF PORTLAND STANDARD CONSTRUCTION SPECIFICATIONS AND ALL REVISIONS AND SPECIAL SPECIFICATIONS.
4. A PRECONSTRUCTION CONFERENCE WITH CITY STAFF AND AN APPROVED TEMPORARY TRAFFIC CONTROL PLAN (ISSUED IN CONJUNCTION WITH A STREET/SIDEWALK CLOSURE PERMIT) ARE REQUIRED BEFORE COMMENCING WORK. SEE PERMIT FOR SCHEDULING A PRECONSTRUCTION CONFERENCE AND ACQUISITION OF THE TTCP.
5. ELEVATIONS BASED ON CITY OF PORTLAND DATUM FROM BENCHMARK NO. 3538, ELEVATION: 43.92, BRASS DISK INSCRIBED SET IN TOP OF CONCRETE CONCRETE AT THE NORTHWEST CORNER OF THE INTERSECTION OF S.E. YAMHILL STREET AND S.E. 7TH AVENUE.
6. ATTENTION EXCAVATORS: OREGON LAW REQUIRES YOU 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. 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 CALL CENTER. YOU MUST NOTIFY THE CENTER AT LEAST 2 BUSINESS DAYS, BUT NOT MORE THAN 10 BUSINESS DAYS, BEFORE COMMENCING AN EXCAVATION. CALL [811 OR 1-800-332-2344].

ENCROACHMENTS

7. STREET FURNISHINGS ARE SHOWN FOR REFERENCE ONLY. THE INSTALLATION OF ALL STREET FURNITURE INCLUDING BUT NOT LIMITED TO BENCHES, NON CITY INSTALLED BIKE RACKS, GARBAGE CANS, ELECTRICAL SYSTEMS (CONDUIT, CONDUCTORS, OUTLETS), AND PUBLIC ART, ARE NOT AUTHORIZED UNDER THIS PERMIT. A SEPARATE REVOCABLE PERMIT IS REQUIRED.

UNANTICIPATED CONTAMINATED MATERIAL

8. REMOVE AND DISPOSE (AT A PROPER LOCATION OR LANDFILL) ALL MATERIALS EXCAVATED FROM WORK IN THE RIGHT-OF-WAY. FOR DISPOSAL ON PRIVATE PROPERTY, SECURE A FILL PERMIT, PRIOR TO BEGINNING WORK FROM THE BUREAU OF DEVELOPMENT SERVICES (BDS). PROVIDE A COPY OF THE APPROVED FILL PERMIT TO THE STREET CONSTRUCTION INSPECTOR. FOR UNANTICIPATED CONTAMINATED MEDIA ENCOUNTERED, THE PERMITTEE/APPLICANT OR ITS AGENT SHALL BE RESPONSIBLE FOR ALL COSTS ASSOCIATED WITH THE MANAGEMENT, AND DISPOSAL OF CONTAMINATED MEDIA ENCOUNTERED. THE PERMITTEE IS ALSO RESPONSIBLE FOR ALL RESULTANT DELAYS. THE PERMITTEE OR ITS AGENT SHALL PROVIDE THE CITY (ENGINEERING AND INSPECTION) WITH COPIES OF ALL DISPOSAL PERMITS FROM THE PERMITTED DISPOSAL FACILITY, ANALYTICAL RESULTS USED TO GAIN ACCEPTANCE OF THE CONTAMINATED MEDIA, AND DISPOSAL RECEIPTS/DAILY WEIGH SLIPS. DAILY WEIGH SLIP AMOUNTS SHALL BE CHECKED AGAINST INSPECTOR'S DAILY REPORTS. THE PERMITTEE MUST USE AN OREGON FACILITY FOR DISPOSAL OF THE CONTAMINATED MEDIA.

UTILITIES

9. UTILITIES SHOWN ON THESE PLANS ARE FOR INFORMATION AND COORDINATION PURPOSES ONLY AND ARE NOT AUTHORIZED FOR INSTALLATION UNDER THE PUBLIC STREET IMPROVEMENT PERMIT. PRIVATE AND PUBLIC UTILITY COMPANIES ARE REQUIRED TO SECURE SEPARATE UTILITY PERMITS FROM PBOT FOR ALL WORK WITHIN THE PUBLIC RIGHT-OF-WAY.
10. COORDINATION OF ALL UTILITY RELOCATES, REMOVALS, OR INSTALLATION WITHIN THE LIMITS OF WORK IS THE RESPONSIBILITY OF THE PERMITTEE/CONSTRACTOR.
11. STORM AND SANITARY SEWERS ARE BEING CONSTRUCTED PER SEPARATE BUREAU OF ENVIRONMENTAL SERVICES PERMIT.
12. WATER MAINS AND SERVICES ARE BEING CONSTRUCTED PER SEPARATE WATER BUREAU PERMIT.

STREET PAVEMENT

13. ALL MANHOLE LIDS AND VALVE BOXES SHALL BE ADJUSTED TO FINISHED STREET GRADE.
14. THE STREET INSPECTOR WILL MAKE THE FINAL DETERMINATION OF THE LIMITS OF PAVEMENT RESTORATION, INCLUDING SAWCUT LINES AND SKIN PATCHING. THE PERMITTEE/CONTRACTOR SHALL CONSULT WITH THE STREET INSPECTOR PRIOR TO SAWCUTTING OR DEMOLISHING OF PAVEMENT.
15. SAWCUTS SHALL BE STRAIGHT MATCHLINES TO CREATE A BUTT JOINT BETWEEN THE EXISTING PAVEMENT AND NEW PAVEMENT AND ALL NEW PAVEMENT JOINTS SHALL BE SAND SEALED.
16. EXISTING PAVEMENT SECTION WIDTHS OF 2 FEET OR LESS BETWEEN PROPOSED SAWCUT AND EXISTING PAVEMENT EDGE (I.E. UTILITY TRENCH REPAIR), SHALL BE RESTORED PER STD. DWG. P-505.
17. PAVEMENT SECTION SHALL BE AS SHOWN ON THE STREET TYPICAL SECTION(S) OR MATCH EXISTING PAVEMENT IF EXISTING IS A THICKER SECTION.

CURBS, SIDEWALKS, AND DRIVEWAYS

18. UTILITY LIDS, MANHOLE COVERS, VALVE COVERS (THAT ARE NOT SHOWN ON THESE CONSTRUCTION DRAWINGS) ARE NOT ALLOWED IN THE THROUGH PEDESTRIAN ZONE. THEY MUST BE PLACED IN THE SIDEWALK FURNISHING OR BUILDING ZONE IF THE PROPER PBOT UTILITY PERMIT HAS BEEN SECURED.
19. FULL HEIGHT CURBS SHALL BE CONSTRUCTED AT ALL LOCATIONS UNLESS A NEW DRIVEWAY IS CONSTRUCTED AT THE SAME TIME AS THE CURB.
20. ALL SIDEWALK CONTRACTION JOINTS SHALL BE PER SECTION 00759.49 - "CONTRACTION JOINTS" OF THE STANDARD CONSTRUCTION SPECIFICATION AND CITY STANDARD DWG P-551.
21. NO FUTURE DRIVEWAYS SHALL BE CONSTRUCTED UNLESS THERE IS A BUILDING PERMIT ISSUED FOR AN ON-SITE PARKING SPACE, OR OTHER APPROVAL FROM BDS.
22. CONTRACTOR MAY USE CONCRETE OR ASPHALT CONCRETE FROM THE PRE-APPROVED MIX DESIGNS LIST IF AVAILABLE. IF NOT, THE CONTRACTOR WILL NEED TO SUBMIT A MIX DESIGN FOR APPROVAL.
23. USE ONLY APPROVED DETECTABLE WARNING DEVICES FROM THE CITY'S CONSTRUCTION PRODUCTS LIST (CPL).
24. ALL DRIVEWAYS ARE REQUIRED TO HAVE A MINIMUM OF 3 FEET OF HARD SURFACING BEHIND SIDEWALK (SEE STD. DWG. P-536).

STORM SEWER PIPE

25. THE ACCEPTABLE INLET LEAD PIPE MATERIALS ARE AS FOLLOWS:
    - C.S.P. ASTM C_14, CLASS 3 WITH CLASS 'B' BEDDING AND BACKFILL
    - HDPE D 3035 SDR 26 WITH FLEXIBLE PIPE BEDDING AND GRANULAR BACKFILL
    - PVC ASTM D 3034 SDR 35 WITH FLEXIBLE PIPE BEDDING AND GRANULAR BACKFILL.
    - PIPE BEDDING AND BACKFILL PER STANDARD PLAN NOS. P-100 AND P-101.
    - SURFACING PER STD. DWG. P-515, AND P-516.
26. FOR PLUGGING OF ABANDONED SEWER PIPES, AND FILLING ABANDONED PIPES, MANHOLES, AND CATCH BASINS, SEE SECTIONS 00490.43 AND 00490.44 RESPECTIVELY OF THE STANDARD SPECIFICATION.

CATCH BASINS AND INLETS

27. ALL CATCH BASIN AND INLETS SHALL BE CAST-IN-PLACE. CONSTRUCT CAST-IN-PLACE CATCH BASINS AND INLETS ACCORDING TO SECTION 00470.

TRAFFIC AND PARKING CONTROL

28. THE CONTRACTOR MUST ACQUIRE AN APPROVED TEMPORARY STREET USE PERMIT (TSUP) PRIOR TO CLOSURE OF ANY STREET, SIDEWALK, TRAVEL LANE OR PARKING LANE. THE TSUP IS ACQUIRED FROM THE PERMIT CENTER LOCATED AT 1900 SW 4TH AVENUE.
29. THE CONTRACTOR SHALL NOT REMOVE OR COVER ANY TRAFFIC CONTROL SIGNS, PAVEMENT MARKINGS, OR BARRICADES THAT ARE NOT IDENTIFIED ON THE APPROVED TEMPORARY TRAFFIC CONTROL PLAN.
30. THE CONTRACTOR SHALL MAINTAIN ALL NECESSARY TEMPORARY TRAFFIC CONTROL DEVICES (INCLUDING BUT NOT LIMITED TO THE FOLLOWING - SIGNS, PAVEMENT MARKINGS, AND BARRICADES) UNTIL THE PERMANENT TRAFFIC CONTROL DEVICES ARE INSTALLED.
31. WHEN WORK INTERFERES WITH THE OPERATION OF A TRIMET BUS OR BUS STOP, CONTACT TRIMET AT 503-962-4949 A MINIMUM OF 14 DAYS PRIOR TO CLOSING OR DISRUPTING TRIMET'S OPERATION.
32. THE CONTRACTOR SHALL INSTALL OR REINSTALL ALL PERMANENT TRAFFIC CONTROL SIGNING, CURB AND PAVEMENT MARKINGS, AND BARRICADES.
33. THE CONTRACTOR SHALL SUBMIT MATERIALS LIST FOR APPROVAL 14 DAYS PRIOR TO INSTALLING PERMANENT TRAFFIC CONTROL SIGNING, CURB AND PAVEMENT MARKINGS, AND BARRICADES.
34. ALL NEW SIGN MATERIALS SHALL COMPLY WITH SECTION 2910 OF THE CITY OF PORTLAND STANDARD CONSTRUCTION SPECIFICATIONS. ALL SIGNS SHALL BE TYPE III OR IV BACKGROUND SHEETING ON ALUMINUM SIGN BLANKS. SIGN TYPES FOR EACH SIGN, AS SPECIFIED IN SECTION 2910.02, ARE NOTED IN THE PLANS.
35. SIGNS AND SIGN POSTS REMOVED BY THE PERMITEE OR ITS AGENT SHALL BE DELIVERED TO THE BUREAU OF MAINTENANCE, ALBINA YARD. CALL 503-823-4056 TO ARRANGE A DELIVERY TIME. REMOVE ALL SIGNS, CONCRETE AND DEBRIS FROM THE POST PRIOR TO DELIVERY.
36. ALL CURB AND PAVEMENT MARKING MATERIALS SHALL BE ON THE CITY'S CONSTRUCTION PRODUCTS LIST (CPL) OR THE STATE'S QUALIFIED PRODUCTS LIST (QPL). ALL MATERIALS SHALL BE INSTALLED IN CONFORMANCE WITH THE MANUFACTURERS APPROVED APPLICATION PROCEDURE.
37. ALL LONGITUDINAL LINE WORK TO BE METHOD B (NON-PROFILE) EXTRUDED THERMOPLASTIC, 120 MILS THICK.
38. ALL TRANSVERSE LINE WORK, LEGENDS, SYMBOLS, AND ARROWS SHALL BE TYPE B-HS PREFORMED THERMOPLASTIC. BIKE LANE STENCILS, GREEN BICYCLE LANE MARKINGS, AND BIKE PATH RAILROAD MARKINGS SHALL BE 90 MILS THICK. ALL OTHER TRANSVERSE PAVEMENT MARKINGS SHALL BE 120-125 MILS THICK.
39. THE CONTRACTOR SHALL REPAIR OR REPLACE ANY CURB OR PAVEMENT MARKINGS DAMAGED, WORN OUT OR REMOVED DUE TO CONTRACTOR'S OPERATION.
40. OUTSIDE METERED DISTRICTS: PARKING CONTROL SIGNING WILL BE INSTALLED BY THE CONTRACTOR. CONTACT PARKING CONTROL AT 503-823-7275 14 DAYS PRIOR TO INSTALLATION TO IDENTIFY EXACT SIGN LOCATIONS.

TREES

41. ALL TREE REMOVAL SHALL COMPLY WITH THE FEDERAL MIGRATORY BIRD TREATY ACT. SEE THE SPECIAL PROVISIONS FOR REQUIREMENTS PRIOR TO CUTTING OF ANY TREE.
42. ALL GROUND DISTURBANCES NEAR TREES REQUIRES ROOT INSPECTION!! CONTACT URBAN FORESTRY (URBAN FORESTRY AT 503-823-8733; FOR ROOT INSPECTIONS PRESS 3) PRIOR TO ALL EXCAVATIONS ADJACENT TO TREES. CONSULTATION WITH THE URBAN FORESTER IS REQUIRED BEFORE CUTTING OF ROOTS
43. FOR ALTERNATE TREE SPECIES OR ALTERNATE TREE PLANTING LOCATION APPROVAL (PRIOR TO PLANTING), CONTACT CASEY CLAPP WITH URBAN FORESTRY AT 503-823-4467.

EROSION CONTROL

44. EROSION/SEDIMENTATION CONTROL (ESC) IS REQUIRED ON THIS PROJECT. IMPLEMENTATION OF THE ESC AND THE CONSTRUCTION, MAINTENANCE, REPLACEMENT, AND UPGRADING OF THESE ESC FACILITIES IS THE RESPONSIBILITY OF THE PERMITTEE OR ITS AGENT UNTIL ALL CONSTRUCTION IS COMPLETED AND APPROVED. THE PERMITTEE OR ITS AGENT SHALL PROVIDE INLET PROTECTION TO DOWNSTREAM INLETS FROM THE SITE PER THE EROSION CONTROL MANUAL [MARCH 2008]. CATCH BASIN AND STORM DRAIN INLET PROTECTION SHALL BE INSTALLED PER DETAIL DRAWINGS 4.3-B AND 4.3-G.

NOTICE TO EXCAVATORS:
ATTENTION: OREGON LAW REQUIRES YOU 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. YOU MAY OBTAIN COPIES OF THE RULES BY CALLING THE CENTER.
(NOTE: THE TELEPHONE NUMBER FOR THE OREGON UTILITY NOTIFICATION CENTER IS (503)-232-1987).

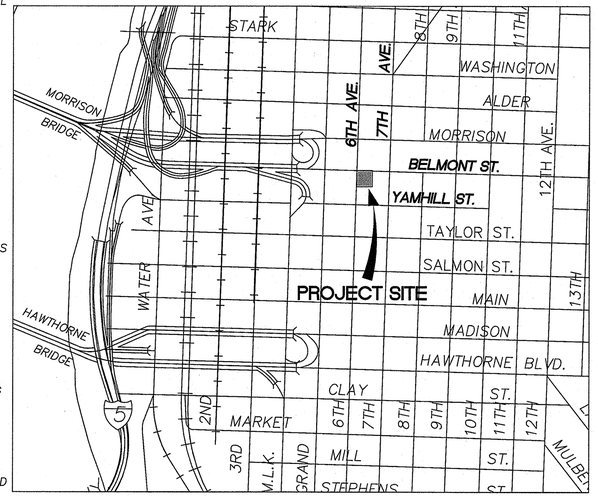
POTENTIAL UNDERGROUND FACILITY OWNERS

Dig Safely.

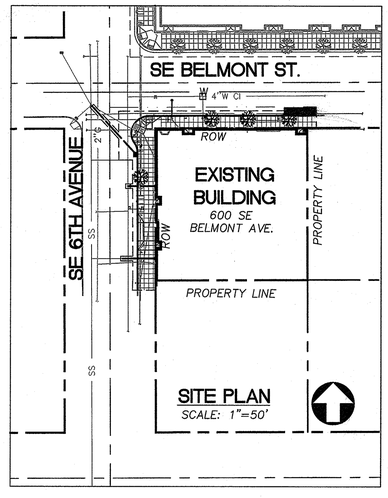
Call the Oregon One-Call Center
DIAL 811 or 1-800-332-2344

EMERGENCY TELEPHONE NUMBERS

NW NATURAL GAS	
M-F 7am-6pm	503-226-4211 Ext.4313
AFTER HOURS	503-226-4211
PGE	503-464-7777
CENTURYLINK	1-800-573-1311
CITY BUREAU OF MAINTENANCE	503-823-1700
CITY WATER	503-823-4874
VERIZON	1-800-483-1000



VICINITY MAP
SCALE: 1"=600'



STORMWATER NARRATIVE

PUBLIC STREET IMPROVEMENTS:

STORMWATER MANAGEMENT IS NOT REQUIRED FOR THE IMPROVEMENTS TO THE PUBLIC SIDEWALKS IN THE PUBLIC RIGHT OF WAY. THE EXISTING STORMWATER DRAINAGE FOR THE RIGHT OF WAY WILL BE PROTECTED DURING CONSTRUCTION.

LEGEND

EXISTING	PROPOSED	DESCRIPTION
		WATER METER
WV		WATER VALVE
		FIRE DEPARTMENT CONNECTION
		FIRE HYDRANT
		MANHOLE
		CATCH BASIN
		SIGN
		STREET LIGHT
		UTILITY POLE
GV		GAS VALVE
		TREE
		PROPERTY LINE
		CENTERLINE
		SAWCUT LINE
		EDGE OF PAVEMENT
		CURB
X" SS		SANITARY SEWER
X" CS		COMBINED SEWER
X" SD	X" SD	STORM SEWER
X" W	X" W	WATER
T		TELEPHONE LINE
P		POWER LINE
X" G		GAS
		CONCRETE SIDEWALK

ABBREVIATIONS

AC	ASPHALTIC CONCRETE	MAX	MAXIMUM
BZ	BUILDING ZONE	MIN	MINIMUM
BC	BOTTOM OF CURB	NO	NUMBER
BW	BACK OF WALK	NTS	NOT TO SCALE
CL	CENTERLINE	ODOT	OREGON DEPARTMENT OF TRANSPORTATION
CONC	CONCRETE		
CONST	CONSTRUCT	PBOT	PORTLAND BUREAU OF TRANSPORTATION
COP	CITY OF PORTLAND		
d	DISTANCE	PC	POINT OF CURVATURE
DTL	DETAIL	PROP	PROPOSED
EXIST/(E)	EXISTING	PT	POINT OF TANGENCY
EG	EXISTING GROUND	PVMT	PAVEMENT
FF	FINISHED FLOOR	PZ	PEDESTRIAN ZONE
FS	FIRE SERVICE	R	RADIUS
FW	FRONT OF WALK	ROW	RIGHT OF WAY
FZ	FURNISHING ZONE	RT	RIGHT
G/GUT	GUTTER	SD	STORM DRAIN
GB	GRADE BREAK	STA	STATION
H	HORIZONTAL	STD	STANDARD
HP	HIGH POINT	TC	TOP OF CURB
IE	INVERT ELEVATION	TP	TOP OF PAVEMENT
L	LENGTH	TYP	TYPICAL
LT	LEFT	V	VERTICAL

SHEET INDEX

NO.	DATE	DESCRIPTION	APPD.

REVISIONS

CONSTRUCTED BY
PROJECT COMPLETED
MAP CORRECTED BY
CHECKED BY

FINAL MAP DATA

		DATE APPROVED
DESIGNED BY	KAM	
CAD BY	MDR	DIV. ENGINEER
CHECKED BY	MSW	PBOT REVIEWER: VM

APPROVALS:

PBOT PRINCIPAL ENGINEER — 3/20/19 — REG. PROF. ENGR. 75155PE

PBOT CITY ENGINEER — REG. PROF. ENGR. 51538PE

PORTLAND BUREAU OF TRANSPORTATION

CHLOE EUDALY — COMMISSIONER

STEVE TOWNSEN, P.E. — CITY ENGINEER

Humber Design Group, Inc.
Portland, OR • 503.946.6690 • hdgpdx.com

REGISTERED PROFESSIONAL ENGINEER 78,071 OREGON JULY 12, 2005 MARTHA WILLIAMSON

EXPIRES 6-30-2020

FRONTAGE IMPROVEMENTS FOR
SE BELMONT STREET & SE 6TH AVENUE

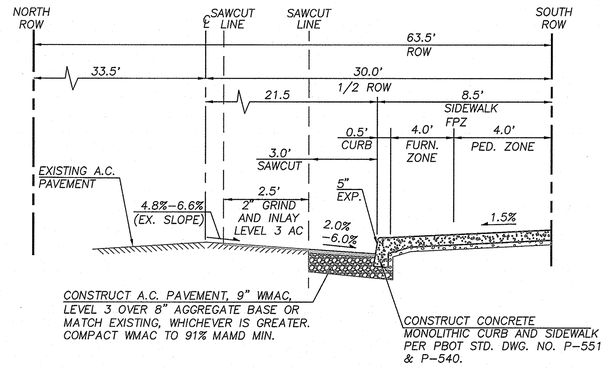
COVER SHEET

PBOT JOB NO. TH0742

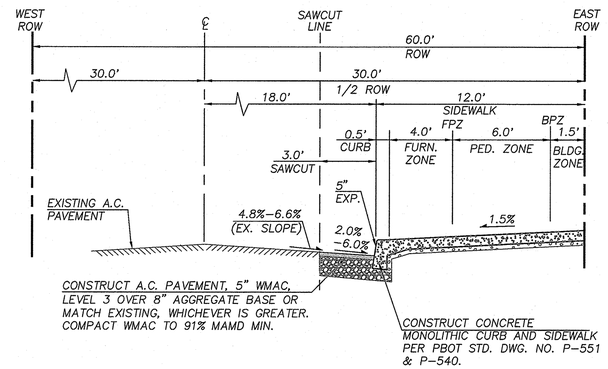
SHEET NO. 1 OF 10

SIGN AND POST DATA TABLE

SIGN NO.	QTY. USED	SIGN DIMENSION		SIGN CODE		SIGN TYPE	TYPE OF SUPPORT	FOOTING TYPE	SIGN LEGEND/OTHER REMARKS
		WIDTH (INCHES)	HEIGHT (INCHES)	PBOT	MUTCD	(PER STD. 2910.02 COP STD. SPRECS.)	MOUNT		
1	1	12	18	P3800					[2 HOURS PARKING] + RIGHT ARROW
2	2			P4440L					2 HOUR VISITOR PARKING 7AM–6PM MON–FRI EXCEPT BY ZONE G PERMIT + [LEFT ARROW]
3	2	12	18	P1000					[NO PARKING SYMBOL] + [LEFT ARROW]
4	1	12	18	P1000					[NO PARKING SYMBOL] + [RIGHT ARROW]
5	2			P4440R					2 HOUR VISITOR PARKING 7AM–6PM MON–FRI EXCEPT BY ZONE G PERMIT + [RIGHT ARROW]
6	2	30	30	R1010	R1–1				STOP
7	1	36	12	R500	R6–1L				[ONE WAY] + RIGHT ARROW
8	1	36	12	R5020	R6–1R				[ONE WAY] + LEFT ARROW
9	1			G2600					[OMSI NEXT RIGHT]
10	1	12	18	P1000					[NO PARKING SYMBOL] + BOTH ARROWS
11	1	30	36	R4037					YIELD TO BIKES IN BIKE LANE SYMBOL



2 **SE BELMONT STREET TYPICAL STREET SECTION**
NTS



1 **SE 6TH AVENUE TYPICAL STREET SECTION**
NTS

NO.	DATE	DESCRIPTION	APPD.

REVISIONS

CONSTRUCTED BY
PROJECT COMPLETED
MAP CORRECTED BY
CHECKED BY

FINAL MAP DATA

DESIGNED BY KAM
CAD BY MDR
CHECKED BY MSW
DATE APPROVED
DIV. ENGINEER
PBOT REVIEWER VM

APPROVALS:

PBOT PRINCIPAL ENGINEER — REG. PROF. ENGR. 75155PE — 3/20/19

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PORTLAND BUREAU OF TRANSPORTATION

CHLOE EUDALY — COMMISSIONER

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REGISTERED PROFESSIONAL ENGINEER 76,071 OREGON JULY 12, 2005 MARTHA WILLIAMSON

EXPIRES 6–30–2020

FRONTAGE IMPROVEMENTS FOR
SE BELMONT STREET & SE 6TH AVENUE

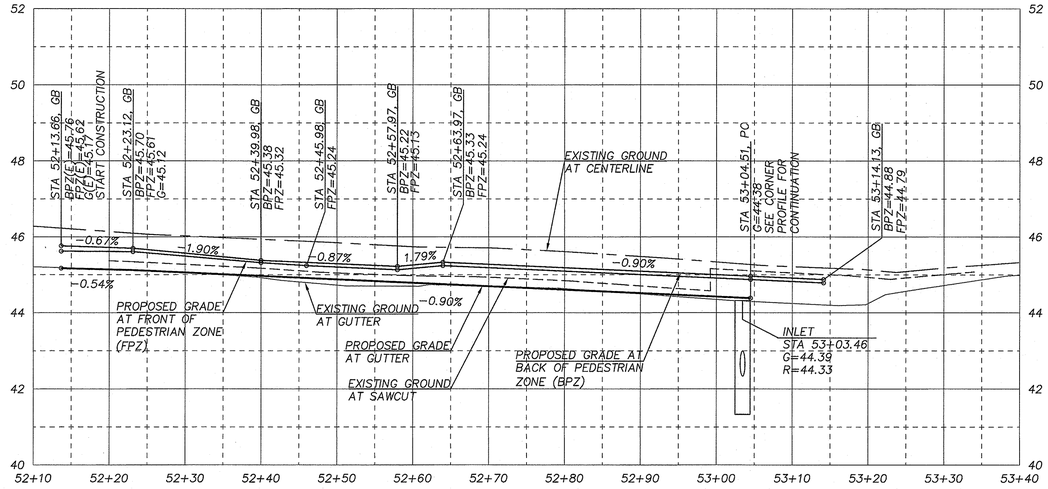
TYPICAL STREET SECTIONS

PBOT JOB NO. TH0742

SHEET NO. 2 OF 10

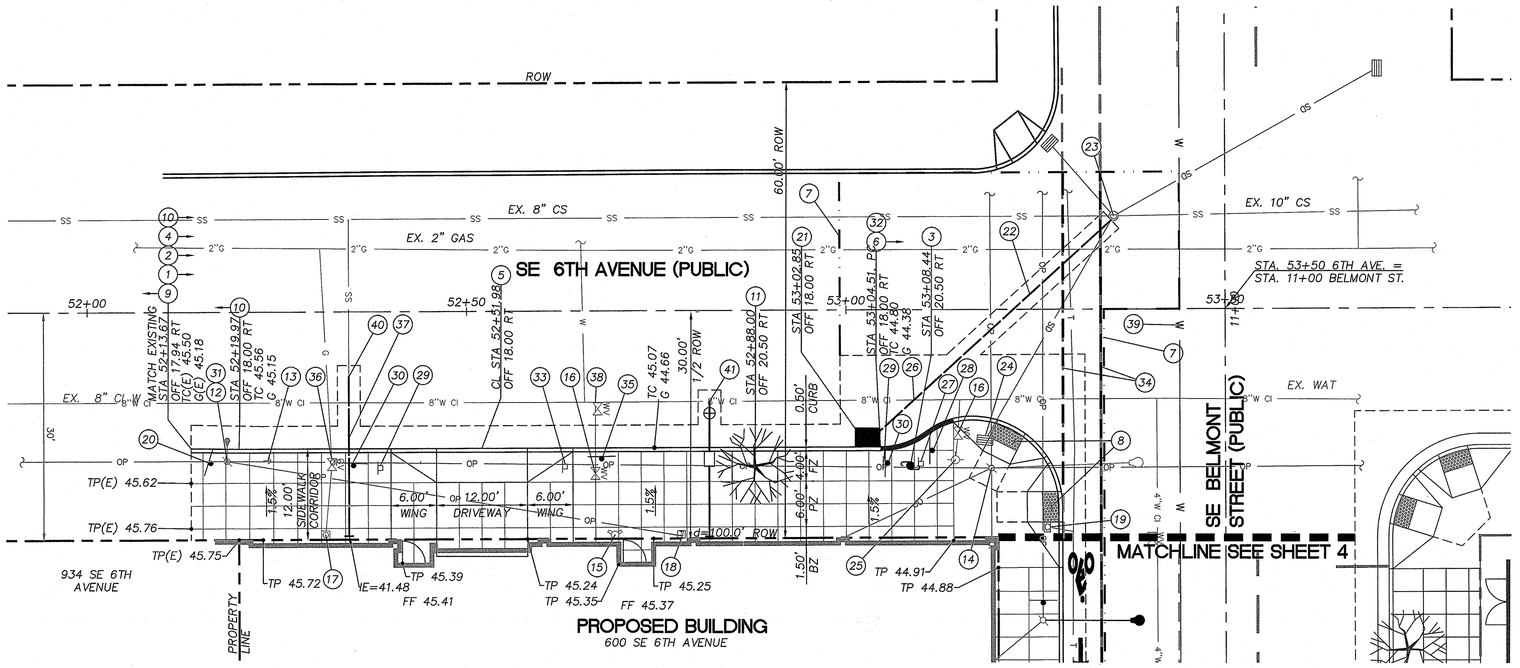
CONSTRUCTION NOTES

1. CONSTRUCT MONOLITHIC CONCRETE CURB AND SIDEWALK PER PBOT STD. DWG. NO. P-540 & P-551, AND TYPICAL SECTION, DETAIL 1, SHEET 2.
2. SAWCUT 3.0' FROM NEW CURB LOCATION PER PBOT STD. DWG. NO. P-506. REMOVE EXISTING AC PAVEMENT, CURB, AND SIDEWALK TO CUT LINE. SEE TYPICAL SECTION, DETAIL 1, SHEET 2.
3. INSTALL NEW WOOD POLE, COORDINATE WITH PGE, CONTACT RILEY BAKER (503-438-0220).
4. CONSTRUCT A.C. PAVEMENT PER TYPICAL SECTION, DETAIL 1, SHEET 2.
5. CONSTRUCT 12.0' WIDE CONCRETE DRIVEWAY PER ENLARGED DRIVEWAY PLAN, AND PBOT STD. DWG. NO. P-529.
6. CONSTRUCT 4.0' WIDE CURB EXTENSION PER ENLARGED CORNER PLAN AND PROFILE, DETAILS 1 & 2, SHEET 5.
7. LIMITS OF ASPHALT RESTORATION. 2" GRIND AND INLAY WITH LEVEL 3 AC, PER PBOT STD. DWG. NO. P-518.
8. CONSTRUCT ACCESSIBLE CURB RAMP PER ENLARGED CORNER PLAN DETAILS 1 & 2 SHEET 5, AND PBOT STD. DWG. NO. P-548. ENTIRE CONCRETE ADA RAMP AREA (INCLUDING CURBS, RAMPS, LANDINGS, AND FLARES/WINGS) ARE TO BE CONSTRUCTED MONOLITHICALLY.
9. PROTECT EXISTING CURB AND SIDEWALK.
10. CONSTRUCT TRANSITION PANEL, MATCH EXISTING.
11. PLANT PERSIAN IRONWOOD, 2.5" CALIPER, CENTERED IN 4'X6' TREEWELL PER PBOT STD. DWG. NO. P-581.
12. PROTECT UTILITY POLE WITH COBRAHEAD STREET LIGHT.
13. PROTECT EXISTING GUY WIRE.
14. REMOVE EXISTING UTILITY POLE AND RELOCATE COBRAHEAD STREET LIGHT, COORDINATE WITH PGE, CONTACT RILEY BAKER, (503-438-0220). COORDINATE STREET LIGHT RELOCATION WITH CITY OF PORTLAND, CONTACT DAN SPOELSTRA, (503-823-4111).
15. PROTECT EXISTING FDC ON BUILDING FACE.
16. PROTECT EXISTING WATER VALVE, ADJUST EXISTING CIV TO GRADE, BY CONTRACTOR PER PBOT STD. DWG. P-805.
17. PROTECT EXISTING GAS METER.
18. PROTECT EXISTING ELECTRICAL METER CONNECTION.
19. RELOCATE EXISTING TRAFFIC SIGNAL SIDEWALK PULL BOX OUT OF RAMP THROAT.
20. INSTALL NEW SIGNS 1 & 2 ON NEW PIPE POST SIGN MOUNT WITH BREAKAWAY DOME SIGN SUPPORT. SEE STD. DWG. NO. P-400, P-406, & P-410, REFERENCE SIGN DATA TABLE, SHEET 2.
21. CONSTRUCT NEW CG-2 INLET. PER ODOT STD. DWG. NO. RD-365 & RD-366.
    G=44.45
    RIM=44.33
    IE(E)=38.54
    12" SUMP=37.54
22. INSTALL 43LF 10" HDPE STORM LATERAL, S=0.0774
23. CONNECT TO EXIST STORM DRAINAGE MANHOLE #ABQ987
    RIM=45.20'
    IE IN 8" CONC (NW)=38.30'
    IE IN 8" CONC (SW)=40.00'
    IE IN 8" CONC (SE)=39.00' OLD
    IE IN 10" CONC (SE)=37.68' NEW
    IE IN 12" CONC (S)=34.90'
    IE OUT 12" CONC (N)=34.80'
24. REMOVE EXISTING PUBLIC INLET AND CAP AND ABANDON EXISTING INLET LATERAL.
25. PROTECT EXISTING HYDRANT.
26. A UTILITY PROTECTION PLAN IS REQUIRED TO BE SUBMITTED TO ROY MARTINEZ FOR REVIEW AND APPROVAL PRIOR TO CONSTRUCTION. (503-823-4518, ROY.MARTINEZ@PORTLANDOREGON.GOV). SEE PWB GUIDELINE FOR UTILITY PROTECTION AT WWW.PORTLANDOREGON.GOV/WATER/ARTICLE/415225 FOR DETAILS
27. REMOVE AND DISCARD EXISTING SIGNS 6, 7 & 8 PER PBOT STD. DWG. NO. P-400. SEE SIGN TABLE SHEET 2.
28. INSTALL NEW SIGNS 6, 7 & 8 ON NEW PIPE POST SIGN MOUNT WITH BREAKAWAY DOME SIGN SUPPORT. SEE STD. DWG. NO. P-400, P-406, & P-410, REFERENCE SIGN DATA TABLE, SHEET 2.
29. REMOVE AND DISCARD EXISTING SIGNS 3 & 5 AND POST, REFERENCE SIGN DATA TABLE, SHEET 2.
30. INSTALL NEW SIGNS 3 & 5 ON NEW PIPE POST SIGN MOUNT WITH BREAKAWAY DOME SIGN SUPPORT. SEE STD. DWG. NO. P-400, P-406, & P-410, REFERENCE SIGN DATA TABLE, SHEET 2.
31. REMOVE AND DISCARD EXISTING SIGNS 1 & 2 PER PBOT STD. DWG. NO. P-400. SEE SIGN TABLE SHEET 2.
32. INSTALL CURB EXTENSION STRIPING AND REFLECTORS (CE-CNR/R2) PER PBOT STD. DWG. NO. P-434.
33. REMOVE AND DISCARD EXISTING SIGNS 2 & 4 AND POST, REFERENCE SIGN DATA TABLE, SHEET 2.
34. REPAIR OR REPLACE DAMAGED 8" WHITE DOTTED LINE STRIPING, PER ODOT STD. DWG. TM-500 (WD2).
35. INSTALL NEW SIGNS 2 & 4 ON NEW PIPE POST SIGN MOUNT WITH BREAKAWAY DOME SIGN SUPPORT. SEE STD. DWG. NO. P-400, P-406, & P-410, REFERENCE SIGN DATA TABLE, SHEET 2.
36. ADJUST EXISTING GAS VALVE TO FINISHED GRADE, COORDINATE WITH NW NATURAL, JODI WRIGHT 503.367-4984.
37. INSTALL APPROX. 21LF 4" SANITARY LATERAL, S=0.0200 MIN, UNDER SEPARATE BES CONNECTION PERMIT.
38. PROTECT EXISTING 6" FIRE LINE.
39. FUTURE 8" DI WATERLINE BY PWB CAPITAL PROJECT W02287. NOT ASSOCIATED WITH THIS PROJECT.
40. NEW CONNECTION TO EXISTING 4" SANITARY LATERAL UNDER SEPARATE BES CONNECTION PERMIT.
41. INSTALL 1" WATER METER BY CITY WATER BUREAU.



SE 6TH AVENUE PROFILE

SCALE: H: 1"=10'
V: 1"=2'



SE 6TH AVENUE PLAN

SCALE: 1"=10'

GRAPHIC SCALE
0 10 20
1 inch = 10 ft.

NO.	DATE	DESCRIPTION	APPD.

REVISIONS

CONSTRUCTED BY
PROJECT COMPLETED
MAP CORRECTED BY
CHECKED BY

FINAL MAP DATA

DESIGNED BY	KAM
CAD BY	MDR
CHECKED BY	MSW
DATE APPROVED	
DIV. ENGINEER	
PBOT REVIEWER	VM

APPROVALS:

PBOT PRINCIPAL ENGINEER — 3/20/19 — REG. PROF. ENGR. 75155PE

PBOT CITY ENGINEER — REG. PROF. ENGR. 51538PE

PORTLAND BUREAU OF TRANSPORTATION

CHLOE EUDALY — COMMISSIONER

STEVE TOWNSEN, P.E. — CITY ENGINEER

Humber Design Group, Inc.
Portland, OR • 503.946.6690 • hdgpdx.com

REGISTERED PROFESSIONAL ENGINEER 76,071 OREGON JULY 12, 2005 MARTHA WILLIAMSON
EXPIRES 6-30-2020

FRONTAGE IMPROVEMENTS FOR
SE BELMONT STREET & SE 6TH AVENUE

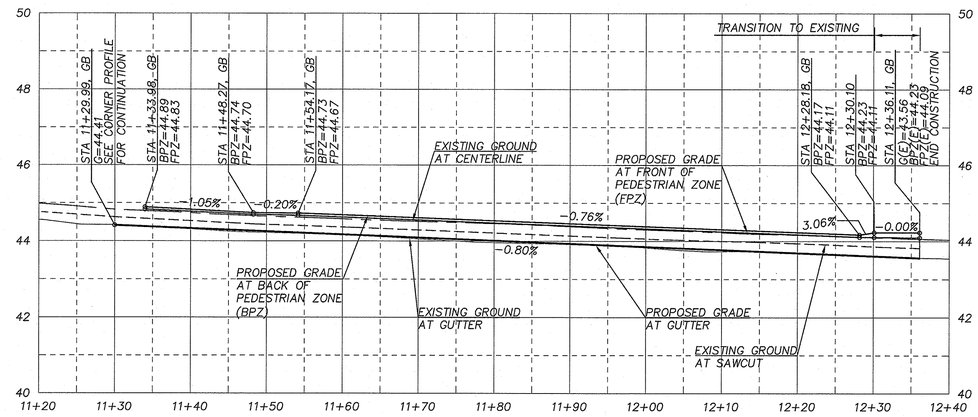
SE 6TH AVENUE PLAN AND PROFILE

PBOT JOB NO. TH0742

SHEET NO. 3 OF 10

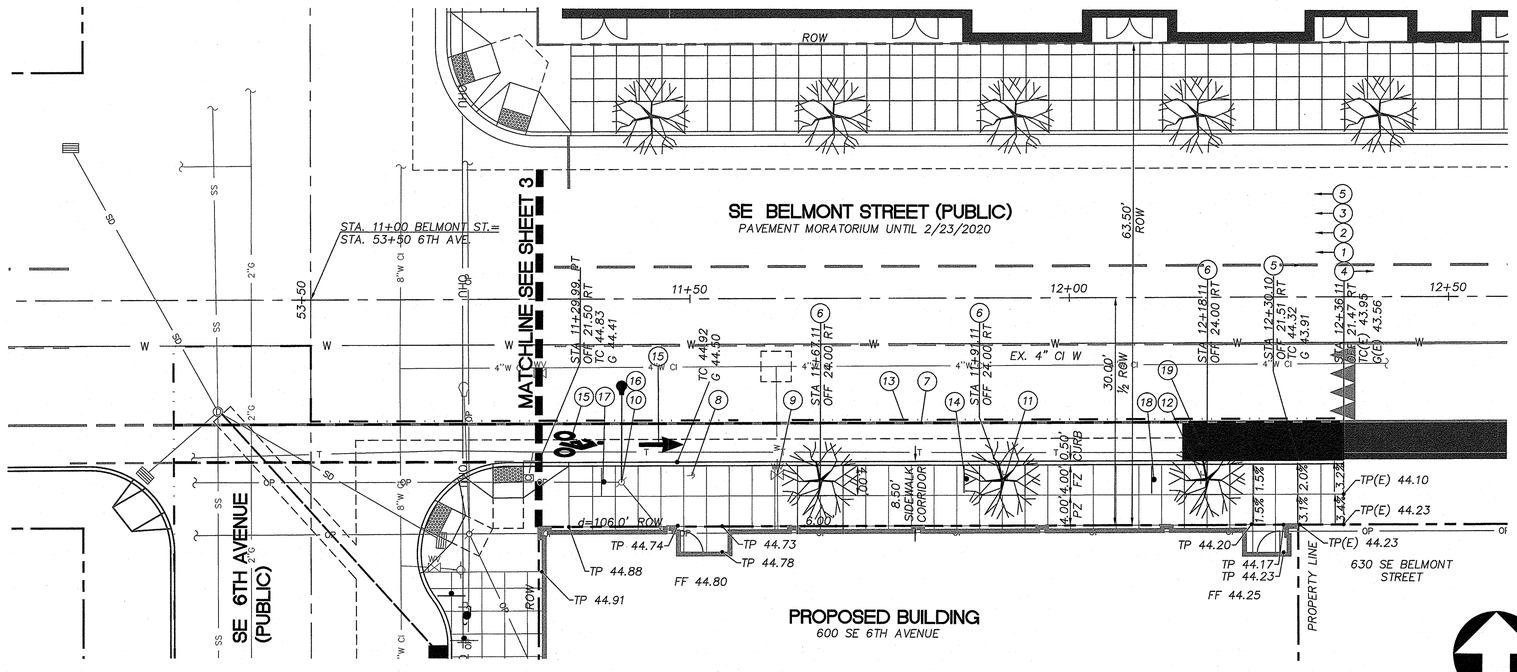
CONSTRUCTION NOTES

1. CONSTRUCT MONOLITHIC CONCRETE CURB AND SIDEWALK PER PBOT STD. DWG. NO. P-540 & P-551, AND TYPICAL SECTION, DETAIL 2, SHEET 2.
2. SAWCUT 3.0' FROM NEW CURB LOCATION PER PBOT STD. DWG. NO. P-506. REMOVE EXISTING AC PAVEMENT, CURB, AND SIDEWALK TO CUT LINE. SEE TYPICAL SECTION, DETAIL 2, SHEET 2.
3. CONSTRUCT A.C. PAVEMENT PER TYPICAL SECTION, DETAIL 2, SHEET 2.
4. PROTECT EXISTING CURB AND SIDEWALK.
5. CONSTRUCT TRANSITION PANEL, MATCH EXISTING.
6. PLANT PERSIAN IRONWOOD, 2.5" CALIPER, CENTERED IN 4'X6' TREEWELL PER PBOT STD. DWG. NO. P-581.
7. REPAIR OR REPLACE DAMAGED 8" WHITE DOTTED LINE STRIPING, PER ODOT STD. DWG. TM-500(WD2).
8. PROTECT EXISTING GUY WIRE.
9. EXISTING 3/4" WATER METER TO BE KILLED BY CITY WATER BUREAU.
10. PROTECT EXISTING WOOD POLE. INSTALL COBRAHEAD STREETLIGHT. COORDINATE STREET LIGHT RELOCATION WITH CITY OF PORTLAND DAN SPOELSTRA, (503)823-4111.
11. REMOVE AND SAVE EXISTING SIGN 10 AND EXISTING BREAKAWAY DOME, REFERENCE SIGN DATA TABLE, SHEET 2. .
12. REMOVE AND SAVE EXISTING SIGN 11 AND EXISTING BREAKAWAY DOME, REFERENCE SIGN DATA TABLE, SHEET 2.
13. LIMITS OF ASPHALT RESTORATION. 2" GRIND AND INLAY WITH LEVEL 3 AC.
14. INSTALL NEW SIGN 10 ON NEW PIPE POST SIGN MOUNT WITH BREAKAWAY DOME SIGN SUPPORT. SEE STD. DWG. NO. P-400, P-406, & P-410, REFERENCE SIGN DATA TABLE, SHEET 2.
15. REPAIR OR REPLACE DAMAGED BIKE LANE STRIPING, SEE ODOT STD. DWG. NO. TM-500 & TM-503 (BS & WD2).
16. REMOVE AND SAVE EXISTING SIGN 9 ON EXISTING WOODEN UTILITY POLE, REFERENCE SIGN DATA TABLE, SHEET 2.
17. REINSTALL SIGN 9 ON NEW PIPE POST SIGN MOUNT WITH BREAKAWAY DOME SIGN SUPPORT. SEE STD. DWG. NO. P-400, P-406, & P-410, REFERENCE SIGN DATA TABLE, SHEET 2.
18. REINSTALL SIGN 11 ON PIPE POST SIGN MOUNT WITH BREAKAWAY DOME SIGN SUPPORT. SEE STD. DWG. NO. P-400, P-406, & P-410, REFERENCE SIGN DATA TABLE, SHEET 2.
19. REPAIR DAMAGED BIKE LANE STRIPING, SEE PBOT STD. DWG. NO. P-436 (GRN).



SE BELMONT STREET PROFILE

SCALE: H: 1"=10'
V: 1"=2'



SE BELMONT STREET PLAN

SCALE: 1"=10'

GRAPHIC SCALE
0 10 20
1 inch = 10 ft.

NO.	DATE	DESCRIPTION	APPD.

REVISIONS

CONSTRUCTED BY
PROJECT COMPLETED
MAP CORRECTED BY
CHECKED BY

FINAL MAP DATA

DESIGNED BY	DATE APPROVED
KAM	
CAD BY	DIV. ENGINEER
MDR	
CHECKED BY	PBOT REVIEWER
MSW	VM

APPROVALS:

PBOT PRINCIPAL ENGINEER — 3/20/19 — REG. PROF. ENGR. 75155PE

PBOT CITY ENGINEER — REG. PROF. ENGR. 51538PE

PORTLAND
BUREAU OF TRANSPORTATION

CHLOE EUDALY — COMMISSIONER

STEVE TOWNSEN, P.E. — CITY ENGINEER

Humber Design Group, Inc.
Portland, OR • 503.946.6690 • hdgpdx.com

REGISTERED PROFESSIONAL ENGINEER
78,071
OREGON
JULY 12, 2005
MARTHA WILLIAMSON
EXPIRES 6-30-2020

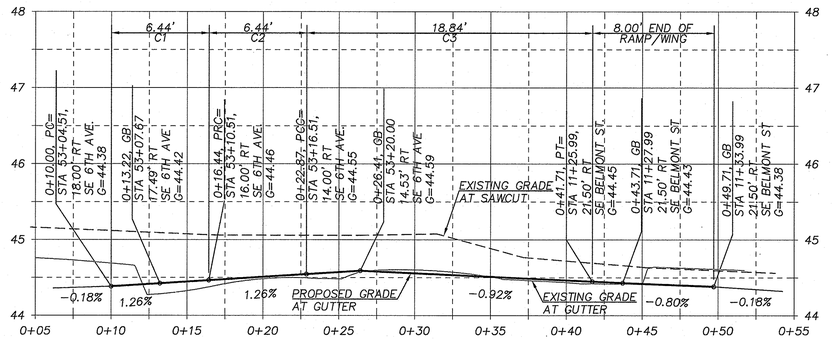
FRONTAGE IMPROVEMENTS FOR
SE BELMONT STREET & SE 6TH AVENUE

SE BELMONT STREET PLAN AND PROFILE

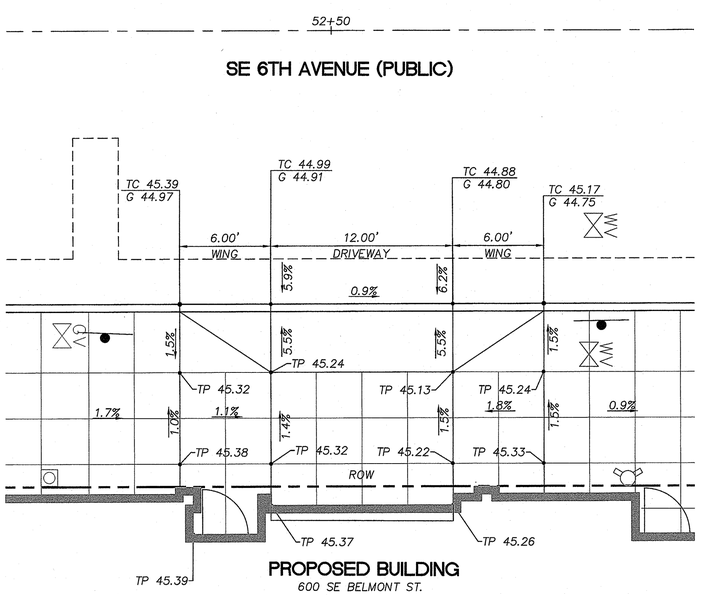
PBOT JOB NO. TH0742

SHEET NO. 4 OF 10

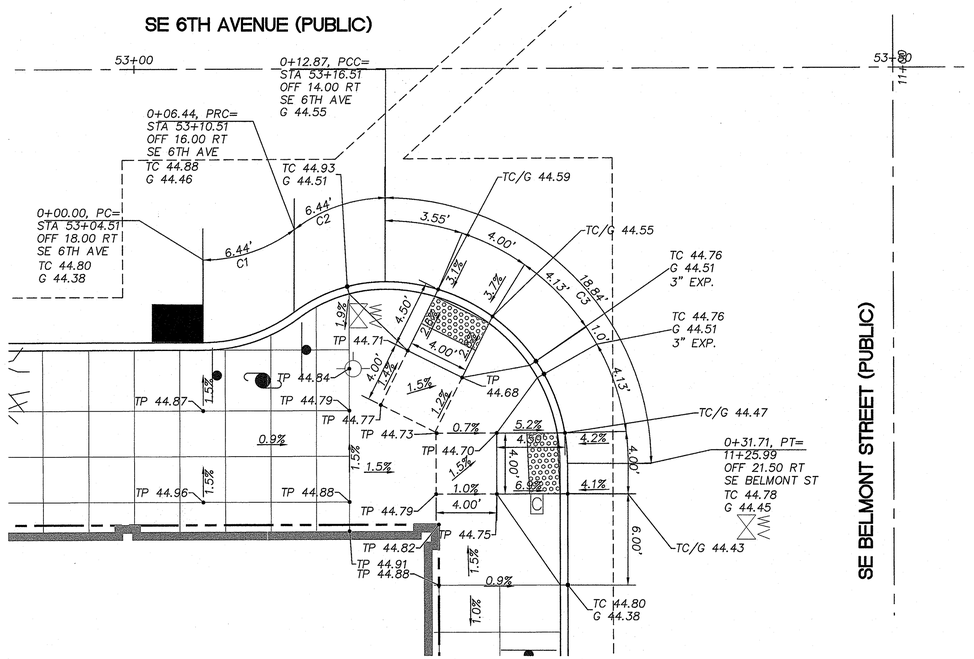
CURVE TABLE			
CURVE	LENGTH	RADIUS	DELTA
C1	6.44	10.00	036°52'12"
C2	6.44	10.00	036°52'12"
C3	18.84	12.00	089°58'34"



2 **CORNER PROFILE (C1-C3)**
SCALE: 1"=5'



3 **ENLARGED DRIVEWAY PLAN**
SCALE: 1"=5'



1 **ENLARGED CORNER PLAN (C1-C3)**
SCALE: 1"=5'

GRAPHIC SCALE
0 5 10
1 inch = 5 ft.

NO.	DATE	DESCRIPTION	APPD.

REVISIONS

CONSTRUCTED BY
PROJECT COMPLETED
MAP CORRECTED BY
CHECKED BY

FINAL MAP DATA

DESIGNED BY	DATE APPROVED
KAM	
CAD BY	DIV. ENGINEER
MDR	
CHECKED BY	PBOT REVIEWER
MSW	VM

APPROVALS:

PBOT PRINCIPAL ENGINEER — 3/20/19 — REG. PROF. ENGR. 75155PE

PBOT CITY ENGINEER — Steve Townsen — REG. PROF. ENGR. 51538PE

PORTLAND BUREAU OF TRANSPORTATION

CHLOE EUDALY — COMMISSIONER

STEVE TOWNSEN, P.E. — CITY ENGINEER

Humber Design Group, Inc.
Portland, OR ▪ 503.946.6690 ▪ hdgpdx.com

REGISTERED PROFESSIONAL ENGINEER 76,071 OREGON JULY 12, 2005 MARTHA WILLIAMSON
EXPIRES 6-30-2020

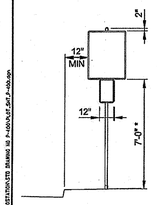
FRONTAGE IMPROVEMENTS FOR
SE BELMONT STREET & SE 6TH AVENUE

ENLARGED CORNER PLAN AND PROFILE

PBOT JOB NO. TH0742

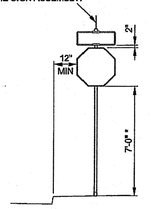
SHEET NO. 5 OF 10

PARKING SIGNS SHALL BE INSTALLED AT A 45° ANGLE TO TRAFFIC FLOW

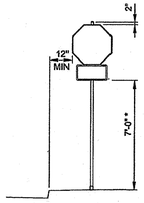


COMBINATION TRAFFIC/ PARKING SIGN

EAST-WEST ORIENTED STREET NAME SIGNS ARE MOUNTED AT THE TOP OF THE SIGN ASSEMBLY.

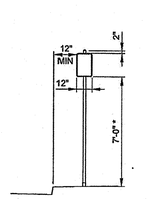


COMBINATION STOP/STREET NAME SIGN



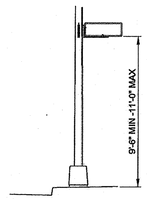
COMBINATION TRAFFIC SIGN

PARKING SIGNS SHALL BE INSTALLED AT A 45° ANGLE TO TRAFFIC FLOW



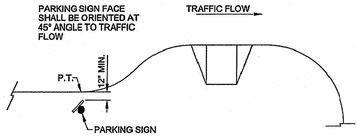
STAND ALONE PARKING SIGN

CANTILEVER MOUNTED STREET NAME SIGNS SHALL BE ORIENTED AWAY FROM THE CURB LINE.



GROUND MOUNT STREET NAME SIGNS
(CANTILEVER MOUNT OR CENTER MOUNT ON PIPE POST)

PARKING SIGN FACE SHALL BE ORIENTED AT 45° ANGLE TO TRAFFIC FLOW



TYPICAL PARKING SIGN MOUNT PLACEMENT ADJACENT TO CURB EXTENSION

SIGNING GENERAL NOTES:

1. USE SCHEDULE 40 STANDARD 2" PIPE CONFORMING TO ASTM A53, GRADE B.
2. ALL PIPE SHALL BE CAPPED WHEN STREET NAME SIGNS ARE NOT REQUIRED.
3. MAINTAIN MINIMUM 4' HORIZONTAL PEDESTRIAN CLEARANCE.
4. MAINTAIN MINIMUM 5' HORIZONTAL CLEARANCE FROM FIRE HYDRANTS & UTILITY POLES.
5. MOUNTING HEIGHT SHOULD NOT BE MORE THAN 3 INCHES GREATER THAN THE MINIMUM HEIGHTS SHOWN

* 7'-0" IS MINIMUM HEIGHT TO BOTTOM OF SIGN IN PEDESTRIAN ZONES. 8'-0" IS MINIMUM HEIGHT WHEN SIGNS ARE PLACED ABOVE A BIKE PATH.

The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user.

BUREAU OF TRANSPORTATION
CITY OF PORTLAND, OREGON
Steve Townsen
City Engineer

Standard Drawing Title

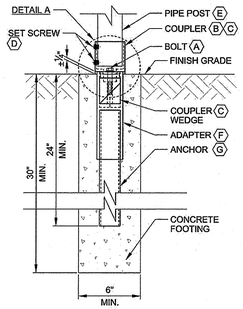
SIGN PLACEMENT

Note: All material and workmanship shall be in accordance with the City of Portland Standard Construction Specifications.

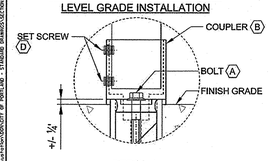
Effective Date: 05-18-2015
Calc. Book No.:
Baseline Report Date:

Standard Drawing No.
P-400

DETAIL A

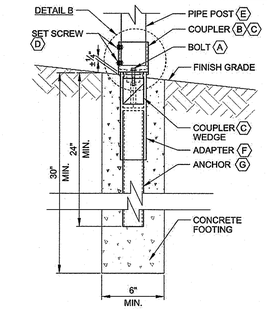


BREAKAWAY ANCHOR ASSEMBLY LEVEL GRADE INSTALLATION

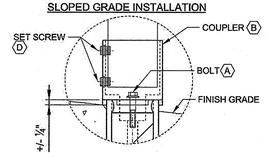


DETAIL A

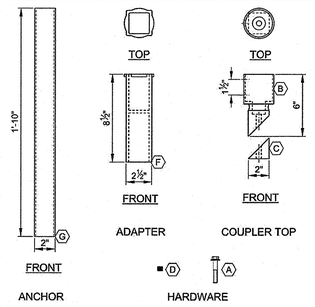
DETAIL B



BREAKAWAY ANCHOR ASSEMBLY SLOPED GRADE INSTALLATION



DETAIL B



ITEM NO.	DESCRIPTION	MATERIAL	QTY
A	½" X 2¼" USS HEX HEAD BOLT	GRADE 8 GALV. STEEL	1
B	2⅜" COUPLER TOP (ROUND)	CAST IRON	1
C	COUPLER WEDGE (2")	CAST IRON	1
D	½" USS SET SCREW	STAINLESS STEEL	2
E	ROUND POST 2.375" O.D.	SCHEDULE 40 STEEL	1
F	ADAPTER 2.5" O.D. X 8.5"	CAST IRON	1
G	ANCHOR 2.0" O.D. X 22"	STEEL	1

BREAKAWAY ANCHOR PARTS LIST

NOTES:
1. FOR PIPE SIGN POST INSTALLATION IN EARTH.
2. CENTER BOLT 'A' AND SET SCREWS 'D' SHALL BE TIGHTENED SECURELY SUCH THAT THE ENTIRE ASSEMBLY IS TIGHT.
3. FOR LEVEL INSTALLATIONS:
- THE ANCHOR 'G' AND ADAPTER 'F' SHALL BE PLACED SUCH THAT THE BOTTOM OF THE LIP SURROUNDING THE TOP OF ADAPTER IS AT FINISH GRADE.
4. FOR SLOPED INSTALLATIONS:
- THE ANCHOR 'G' SHALL BE PLACED AT TOP OF FINISH GRADE RELATIVE TO THE UPPER SIDE OF THE SLOPE SUCH THAT NO PART OF THE ANCHOR IS BELOW FINISH GRADE AT ANY POINT.
5. EXTREME CARE SHALL BE TAKEN TO ENSURE THE ANCHOR ASSEMBLY IS PLACED VERTICALLY IN THE GROUND. THE ENTIRE SIGN INSTALLATION SHALL BE PLUMB AND TIGHT WHEN INSTALLATION IS COMPLETE.
6. FOR OTHER INSTALLATION DETAILS FOLLOW MANUFACTURER'S INSTRUCTIONS.

The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user.

BUREAU OF TRANSPORTATION
CITY OF PORTLAND, OREGON
Steve Townsen
Chief Engineer

Standard Drawing Title

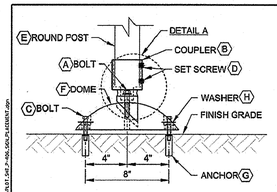
BREAKAWAY ANCHOR TRAFFIC SIGN SUPPORTS

Note: All material and workmanship shall be in accordance with the City of Portland Standard Construction Specifications.

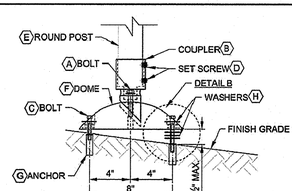
Effective Date: 04-18-11
Calc. Book No.:
Baseline Report Date:

Standard Drawing No.
P-405

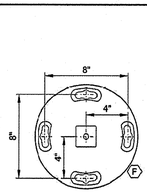
DETAIL A



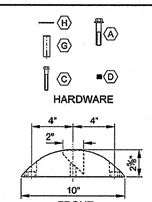
BREAKAWAY DOME ASSEMBLY - LEVEL GRADE INSTALLATION



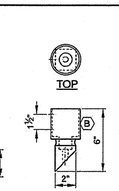
BREAKAWAY DOME ASSEMBLY - SLOPED GRADE INSTALLATION



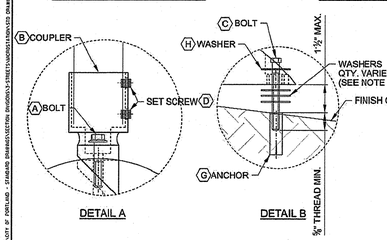
TOP



DOME FRONT



FRONT
COUPLER



DETAIL A DETAIL B

ITEM NO.	DESCRIPTION	MATERIAL	QTY.
A	½"X 2 ¼"USS HEX HEAD BOLT	GRADE 8 GALV. STEEL	1
B	2⅜" COUPLER TOP (ROUND)	CAST IRON	1
C	½"X 1 ½" (MIN.) TO 3"(MAX.) USS HEX HEAD BOLT, 13 THREAD/INCH	GRADE 8 GALV. STEEL, ZINC FINISH	4
D	½" USS SET SCREW	STAINLESS STEEL	2
E	ROUND POST 2.375" O.D.	SCHEDULE 40 STEEL	1
F	ROUND DOME 10" DIA.X2⅜"	CAST ALUMINUM	1
G	½"X2" USS ANCHOR , 13 THREAD/INCH, 5/8" O.D.	STAINLESS STEEL	4
H	½" USS FLAT WASHER	GALV. STEEL, ZINC FINISH	4 (MIN.)

BREAKAWAY DOME PARTS LIST

NOTES:
1. FOR PIPE SIGN POST INSTALLATION IN SIDEWALK.
2. CENTER BOLT 'A' AND SET SCREWS 'D' SHALL BE TIGHTENED SECURELY SUCH THAT THE ENTIRE ASSEMBLY IS TIGHT.
3. THE ANCHOR HOLE SHALL BE DRILLED TO 5/8"DIAMETER. THE HOLE SHALL BE FREE OF DEBRIS BEFORE PLACING ANCHOR INTO HOLE.
4. ANCHORS 'G' MUST BE PRE-SET WITH HAND SETTING TOOL PRIOR TO INSTALLING BREAKAWAY DOME. EPOXY SHALL NOT BE USED.
5. FOR INSTALLATION ON SLOPED GRADES, LEVEL BREAKAWAY DOME BY STACKING WASHERS AS SHOWN SO THAT ENTIRE SIGN INSTALLATION IS PLUMB. USE LONGER BOLTS 'C' AS NECESSARY TO ACHIEVE MINIMUM ANCHOR PENETRATION WHERE LEVELING WASHER HEIGHT IS GREATER THAN ½-INCH. GROUT VOID BETWEEN SIDEWALK AND BREAKAWAY DOME. DO NOT INSTALL BREAKAWAY DOME SIGN SUPPORT IF LEVELING WASHER HEIGHT EXCEEDS 1-1/2 INCHES: CORE AND REPLACE SIDEWALK TO INSTALL BREAKAWAY ANCHOR SIGN SUPPORT INSTEAD.
6. FOR OTHER INSTALLATION DETAILS FOLLOW MANUFACTURER'S INSTRUCTIONS.

The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user.

BUREAU OF TRANSPORTATION
CITY OF PORTLAND, OREGON
Steve Townsen
Chief Engineer

Standard Drawing Title

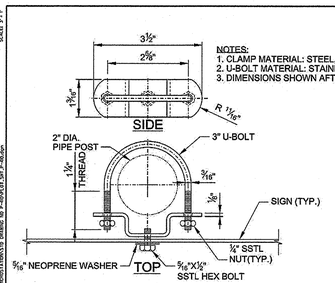
BREAKAWAY DOME TRAFFIC SIGN SUPPORTS

Note: All material and workmanship shall be in accordance with the City of Portland Standard Construction Specifications.

Effective Date: 04-18-11
Calc. Book No.:
Baseline Report Date:

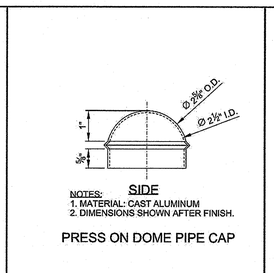
Standard Drawing No.
P-406

SCALE: 3" = 1'



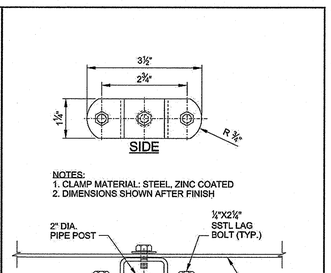
NOTES:
1. CLAMP MATERIAL: STEEL, ZINC COATED
2. U-BOLT MATERIAL: STAINLESS STEEL
3. DIMENSIONS SHOWN AFTER FINISH

U-BOLT SIGN BRACKET



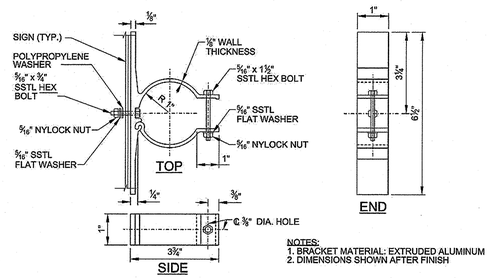
NOTES:
1. MATERIAL: CAST ALUMINUM
2. DIMENSIONS SHOWN AFTER FINISH.

PRESS ON DOME PIPE CAP



NOTES:
1. CLAMP MATERIAL: STEEL, ZINC COATED
2. DIMENSIONS SHOWN AFTER FINISH

BACK-TO-BACK SIGN BRACKET



NOTES:
1. BRACKET MATERIAL: EXTRUDED ALUMINUM
2. DIMENSIONS SHOWN AFTER FINISH

EXTRUDED SIGN BRACKET

The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user.

BUREAU OF TRANSPORTATION
CITY OF PORTLAND, OREGON
Steve Townsen
Chief Engineer

Standard Drawing Title

SIGN BRACKET, CAP DETAILS

Note: All material and workmanship shall be in accordance with the City of Portland Standard Construction Specifications.

Effective Date: 03-17-11
Calc. Book No.:
Baseline Report Date:

Standard Drawing No.
P-410

NO.	DATE	DESCRIPTION	APPD.

REVISIONS

CONSTRUCTED BY
PROJECT COMPLETED
MAP CORRECTED BY
CHECKED BY

FINAL MAP DATA

DESIGNED BY	DATE APPROVED
KAM	
CAD BY	DIV. ENGINEER
MDR	
CHECKED BY	PBOT REVIEWER
MSW	VM

APPROVALS:

PBOT PRINCIPAL ENGINEER — 3/20/19 — REG. PROF. ENGR. 75155PE

PBOT CITY ENGINEER — REG. PROF. ENGR. 51538PE

PORTLAND
BUREAU OF TRANSPORTATION

CHLOE EUDALY — COMMISSIONER

STEVE TOWNSEN, P.E. — CITY ENGINEER

Humber Design Group, Inc.
Portland, OR ▪ 503.946.6690 ▪ hdgpdx.com

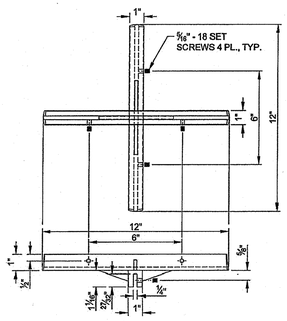
REGISTERED PROFESSIONAL ENGINEER
76,071
OREGON
JULY 12, 2005
MARTHA WILLIAMSON
EXPIRES 6-30-2020

FRONTAGE IMPROVEMENTS FOR
SE BELMONT STREET & SE 6TH AVENUE

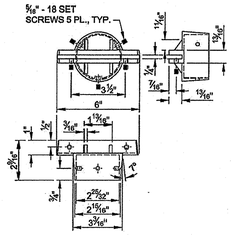
STANDARD DETAILS

PBOT JOB NO.
TH0742

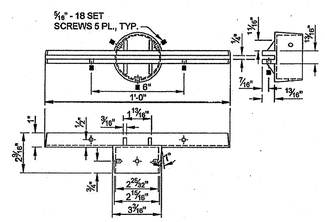
SHEET NO.
6 OF 10



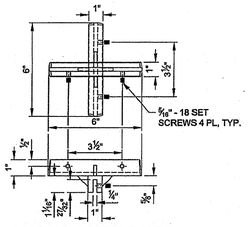
DOUBLE SNS CROSS-PIECE 12"



SINGLE SNS POST CAP 6"



SINGLE SNS POST CAP 12"



DOUBLE SNS CROSS-PIECE 6"

NOTES:

1. BRACKET MATERIAL: CAST ALUMINUM ALLOY A380
2. SET SCREW MATERIAL : STAINLESS STEEL
3. DIMENSIONS SHOWN AFTER FINISH
4. APPLY 25-40 INCH-POUNDS OF PRESSURE TO SET SCREWS
5. FOR USE WITH 8" AND 12" HEIGHT STREET NAME SIGNS ONLY. 16" HEIGHT SIGNS CAN NOT BE MOUNTED ON A PIPE POST WITH CROSS PIECE HARDWARE.
6. STREET NAME SIGNS GREATER THAN 36" LONG REQUIRE THE 12" CROSS PIECE HARDWARE.

The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user.

BUREAU OF TRANSPORTATION
CITY OF PORTLAND, OREGON
Steve Townsen
City Engineer

Standard Drawing Title

STREET NAME SIGN
HARDWARE DETAILS FOR
PIPE POST MOUNT

Note:
All material and workmanship shall be in accordance with the City of Portland Standard Construction Specifications.

Effective Date: 05-14-2015
Calc. Book No.:
Baseline Report Data:

Standard Drawing No.
P-412

NOTES:

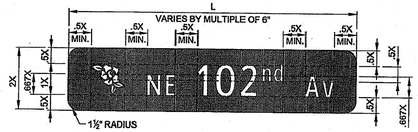
1. STREET NAME SIGNS SHALL BE MANUFACTURED WITH 0.125"THICK RECTANGULAR FLAT ALUMINUM BLADES.
2. STREET NAME SIGNS SHALL BE DOUBLE SIDED WHEN CANTILEVER MOUNTED OR CENTER MOUNTED ON TOP OF A PIPE SIGN POST, UNLESS APPROVED BY THE ENGINEER. OVERHEAD STREET NAME SIGNS SHALL BE SINGLE SIDED.
3. LEGENDS SHALL BE HIGHWAY GOTHIC SERIES C FONT. HIGHWAY GOTHIC SERIES B FONT MAY BE USED WITH ENGINEER'S APPROVAL WHEN THE MAXIMUM SIGN LENGTH WOULD OTHERWISE BE VIOLATED.
4. THE CITY'S "ROSE" LOGO SHALL BE USED ON OVERHEAD STREET NAME SIGNS ONLY. THE "ROSE" LOGO DESIGN SHALL BE OBTAINED FROM THE CITY OF PORTLAND OR AN APPROVED OUTSIDE SOURCE. THE LOGO MAY BE OMITTED ON OVERHEAD STREET NAME SIGNS WITH ENGINEER'S APPROVAL WHEN THE MAXIMUM SIGN LENGTH WOULD OTHERWISE BE VIOLATED. FOR GROUND MOUNTED STREET NAME SIGNS, DELETE THE "ROSE" LOGO AND THE SPACE BETWEEN THE LOGO AND LETTERING.
5. ACCEPTABLE ABBREVIATIONS PER MUTCD MAY BE USED EXCEPT FOR THE STREET NAME ITSELF.
6. FOR G5521V SIGNS WHERE TWO STREET NAMES ARE REQUIRED, THE SIGN HEIGHT SHALL BE 92 INCHES WITH A 1 INCH DIVIDING THE LINE BETWEEN STREET NAMES.
7. SHOP DRAWINGS FOR STREET NAME SIGN GRAPHICS MUST BE SUBMITTED TO THE PBOT TRAFFIC ENGINEER PRIOR TO SIGN FABRICATION.
8. STREET NAME SIGN MOUNTING:
   8" AND 12" HEIGHT STREET NAME SIGNS CAN BE MOUNTED ON A PIPE POST WITH CROSS PIECE HARDWARE (PBOT STD. DRG. P-412), OR CANTILEVER MOUNTED ON A SIGNAL OR STREET LIGHT POLE (PBOT STD. DRG. P-413). FOR GROUND MOUNT STREET NAME SIGN PLACEMENT DETAILS SEE PBOT P-400.

   FOR 16" HEIGHT OVERHEAD STREET NAME SIGN MOUNTING ON MAST ARMS OR SIGNAL POLE RISERS, SEE PBOT STD. DRG. P-629.

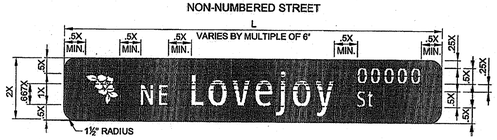
DIMENSIONING TABLE

SIGN LOCATION	POSTED SPEED (MPH)	NUMBER OF LANES	PRIMARY LETTER HEIGHT (IN.) X	MAXIMUM SIGN LENGTH (IN.) L	SIGN CODE		SIGN TYPE
					DOUBLE SIDED	SINGLE SIDED	
OVERHEAD SIGNALIZED INTERSECTION	ALL	ALL	8	84	N/A	G5521V	"G5"
GROUND MOUNT	>40MPH	4+	6	54	G5506	G5506A	"G"
		2-3	4	48	G5501	G5501A	"G"
	≤40MPH	ALL	4	48	G5501	G5501A	"G"

NUMBERED STREET



NON-NUMBERED STREET



The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user.

Steve Townsen
City Engineer

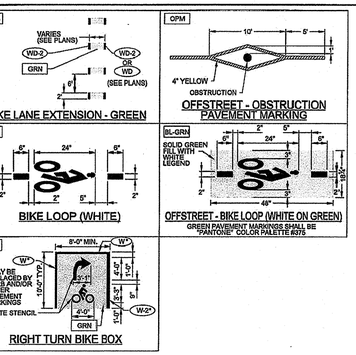
Standard Drawing Title

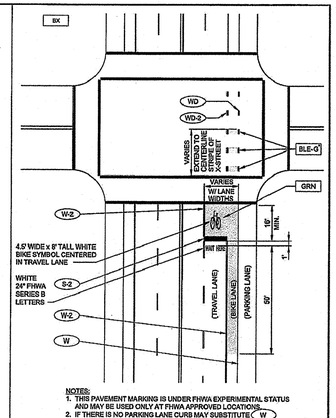
STREET NAME SIGN DETAIL

Note:
All material and workmanship shall be in accordance with the City of Portland Standard Construction Specifications.

Effective Date: 05-16-2016
Calc. Book No.:
Baseline Report Data:

Standard Drawing No.
P-420





NOTES:
1. THIS PAVEMENT MARKING IS UNDER FHWA EXPERIMENTAL STATUS AND MAY BE USED ONLY AT FHWA APPROVED LOCATIONS.
2. IF THERE IS NO PARKING LANE CURB MAY SUBSTITUTE W

* ADJUST SPACING OF LINE SEGMENTS / BARS TO ALIGN WITH WHEEL TRACKS

GENERAL NOTES:
1. ARROW, LETTER AND BIKE SYMBOL DIMENSIONS ARE NOMINAL.
2. GREEN PAVEMENT MARKINGS ARE FROM "PANTONE" COLOR PALETTE #375.
3. FOR PROPORTION DETAILS, SEE CURRENT VERSION OF STANDARD HIGHWAY SIGNS.

LEGEND: XX PBOT REFERENCE MARKER
(XX) ODOT REFERENCE MARKER

The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user.

BUREAU OF TRANSPORTATION
CITY OF PORTLAND, OREGON
Steve Townsen
City Engineer

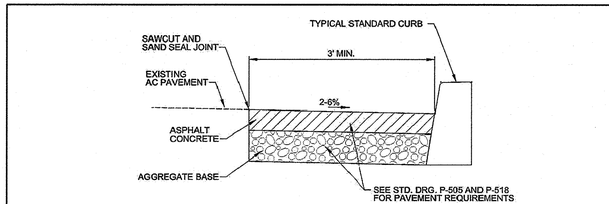
Standard Drawing Title

PAVEMENT MARKINGS
STANDARD DETAIL BLOCKS

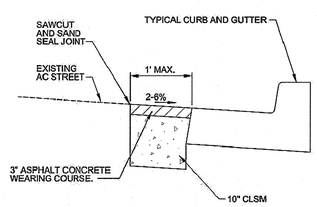
Note:
All material and workmanship shall be in accordance with the City of Portland Standard Construction Specifications.

Effective Date: 05-16-2016
Calc. Book No.:
Baseline Report Data:

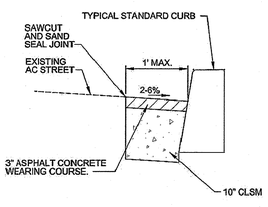
Standard Drawing No.
P-436



TYPICAL PAVEMENT REPAIR
(SEE NOTES 8,9,12)



TYPICAL CURB AND GUTTER



TYPICAL STANDARD CURB

ALTERNATE PAVEMENT REPAIR
(LOCAL STREETS ONLY)

NOTES:

1. LOCAL STREETS ARE DEFINED AS RESIDENTIAL STREETS WITH NO LANE MARKINGS AND NOT A TRANSIT BUS ROUTE. BUSY STREETS ARE DEFINED AS ALL OTHER.
2. APPLIES TO PARTIAL STREET IMPROVEMENTS WHERE NEW CURB IS BEING CONSTRUCTED OR WHERE EXISTING CURBS ARE BEING RECONSTRUCTED.
3. SAWCUTS OVER 1 FOOT SHALL BE WIDENED TO 3 FEET MINIMUM.
4. SAWCUT 1 FOOT MINIMUM FROM EDGE OF EXISTING PAVEMENT WHEN NEW CURB IS BEING CONSTRUCTED.
5. SAWCUT DIMENSION MEASURED FROM FACE OF STANDARD CURB OR FACE OF GUTTER PAN FOR COMBINATION CURB AND GUTTER.
6. SEE STD. DRG. P-540 AND P-544 FOR CURB AND CURB DETAILS.
7. MATCH EXISTING STREET CROSS SLOPE UP TO 6% MAX.
8. PAVEMENT REPAIR ADJACENT TO COMMERCIAL DRIVEWAYS SHALL BE 3 FEET MIN.
9. PAVEMENT REPAIR ADJACENT TO BIKE LANES SHALL EXTEND TO THE FULL WIDTH OF THE BIKE LANE.
10. REPLACE PAVEMENT MARKINGS EITHER REMOVED, DAMAGED, OR COVERED BY SAND SEAL TACK.
11. USE LEVEL 2 PG 64-22 ON ALL LOCAL AC STREETS. USE LEVEL 3 PG 70-22 ON ALL OTHER AC STREETS.
12. PAVEMENT REPAIR ON BUSY STREETS SHALL EXTEND TO THE NEAREST LANE LINE OR CENTER OF TRAVEL LANE.

The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user.

PBOT PORTLAND BUREAU OF TRANSPORTATION
Steve Townsen
City Engineer

Standard Drawing Title

ASPHALT CONCRETE PAVEMENT
REPAIR ADJACENT TO CURB

Note:
All material and workmanship shall be in accordance with the City of Portland Standard Construction Specifications.

Effective Date: 02-26-2018
Calc. Book No.: 506
Std. Drg. Report Date: ----------

Standard Drawing No.
P-506

NO.	DATE	DESCRIPTION	APPD.

REVISIONS

CONSTRUCTED BY
PROJECT COMPLETED
MAP CORRECTED BY
CHECKED BY

FINAL MAP DATA

DESIGNED BY KAM
CAD BY MDR
CHECKED BY MSW
DATE APPROVED
DIV. ENGINEER
PBOT REVIEWER VM

APPROVALS:

PBOT PRINCIPAL ENGINEER 3/20/19 REG. PROF. ENGR. 75155PE

PBOT CITY ENGINEER Steve Townsen REG. PROF. ENGR. 51538PE

PORTLAND
BUREAU OF TRANSPORTATION

CHLOE EUDALY COMMISSIONER

STEVE TOWNSEN, P.E. CITY ENGINEER

Humber Design Group, Inc.
Portland, OR ▪ 503.946.6690 ▪ hdgpdx.com

REGISTERED PROFESSIONAL ENGINEER 76,071 OREGON JULY 12, 2005 MARTHA WILLIAMSON
EXPIRES 6-30-2020

FRONTAGE IMPROVEMENTS FOR
SE BELMONT STREET & SE 6TH AVENUE

STANDARD DETAILS

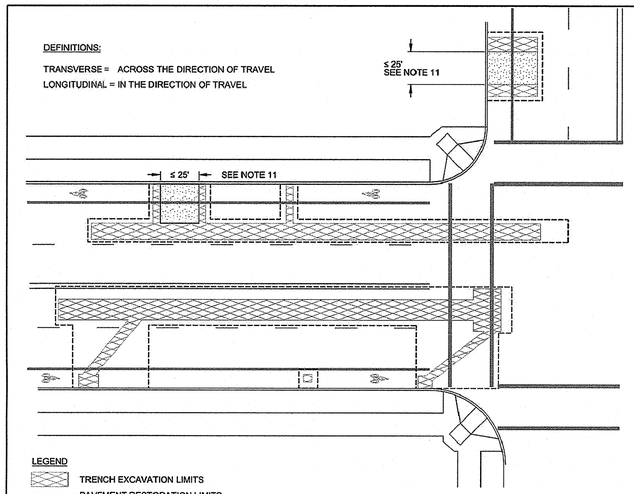
PBOT JOB NO. TH0742

SHEET NO. 7 OF 10

DEFINITIONS:

TRANSVERSE = ACROSS THE DIRECTION OF TRAVEL

LONGITUDINAL = IN THE DIRECTION OF TRAVEL



LEGEND

- TRENCH EXCAVATION LIMITS
- PAVEMENT RESTORATION LIMITS
- PAVEMENT RESTORATION BETWEEN NEW TRANSVERSE TRENCHES ≤ 25' APART

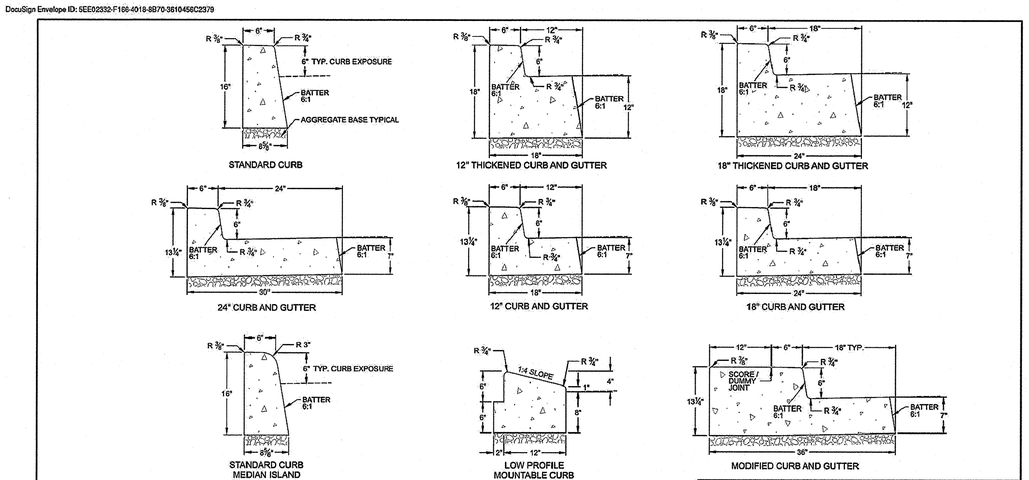
PLAN VIEW
TYPICAL TRENCH RESURFACING
ON BUSY STREETS

NOTES:

1. LOCAL STREETS ARE DEFINED AS RESIDENTIAL STREETS WITH NO LANE MARKINGS AND NOT A TRANSIT BUS ROUTE. BUSY STREETS ARE DEFINED AS ALL OTHER STREETS.
2. RESTORE PAVEMENT AND BASE WITH 9" ASPHALT CONCRETE ON 8" AGGREGATE BASE ROCK, OR MATCH EXISTING (WHICHEVER IS GREATER) UP TO MAX 12" ASPHALT ON 10" AGGREGATE.
3. MAX DEPTH OF 4" THICK ASPHALT LIFTS. ALLOW EACH LIFT TO COOL TO 160°F BEFORE PLACING NEXT LIFT
4. PROTECT NEW PAVEMENT FROM TRAFFIC UNTIL FINAL LIFT IS PLACED AND ASPHALT IS 160°F, OR COOLER.
5. NEW PAVEMENT SHALL BE LEVEL 3, PG 70-22 ASPHALT CONCRETE.
6. SAWCUT A MIN. 6" OVERLAP T-CUT, MEASURED FROM EDGE OF TRENCH, AND DOWN THROUGH THE BASE MATERIAL. SEE STD. DRG. NO. P-505 FOR T-CUT DETAILS.
7. WITHIN ANY TRAVEL LANE, PAVEMENT RESURFACING SHALL BE AT EITHER THE LANE LINE OR THE CENTER OF THE LANE.
8. PAVEMENT RESURFACING SHALL BE FULL WIDTH OF BIKE LANES AND MARKED CROSSWALKS.
9. SAWCUTS SHALL BE UNIFORM AND SMOOTH AND EITHER PARALLEL OR PERPENDICULAR TO THE ROADWAY CENTERLINE. ALIGN SAWCUTS TO REMOVE ANY JAGGED, IRREGULAR, OR BROKEN EDGES.
10. FULLY RESTORE PAVEMENT BETWEEN ALL NEW TRANSVERSE TRENCHES THAT EXTEND TO EDGE OF PAVEMENT, CURB, OR GUTTER AND ARE ALSO ≤ 25 FT APART.
11. TRENCH BACKFILL SHALL MEET COMPACTION AND DENSITY REQUIREMENTS. PROVIDE TESTING RESULTS UPON REQUEST BY THE INSPECTOR. BACKFILL WITH CLSM ANY TRENCH ≤ 12" WIDE.
12. PBOT MAY APPROVE GRIND + INLAY IN LIEU OF T-CUT WHEN APPROPRIATE. ANY SUCH APPROVAL SHALL BE OBTAINED IN WRITING THROUGH THE STREET OPENING PERMIT PROCESS.
13. REPLACE ANY STRIPING DAMAGED, REMOVED, OR COVERED BY TACK.
14. SAND SEAL ALL JOINTS.

The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user.	PBOT PORTLAND BUREAU OF TRANSPORTATION Steve Townsen City Engineer
Note: All material and workmanship shall be in accordance with the City of Portland Standard Construction Specifications.	Standard Drawing Title: AC PAVEMENT TRENCH RESURFACING ON BUSY STREETS Effective Date: 02-26-2018 — Standard Drawing No. P-518 Calc. Book No.: 518 Std. Drg. Report Date: ---------

Rev Date: 4/4/2018 — 3x32# JW

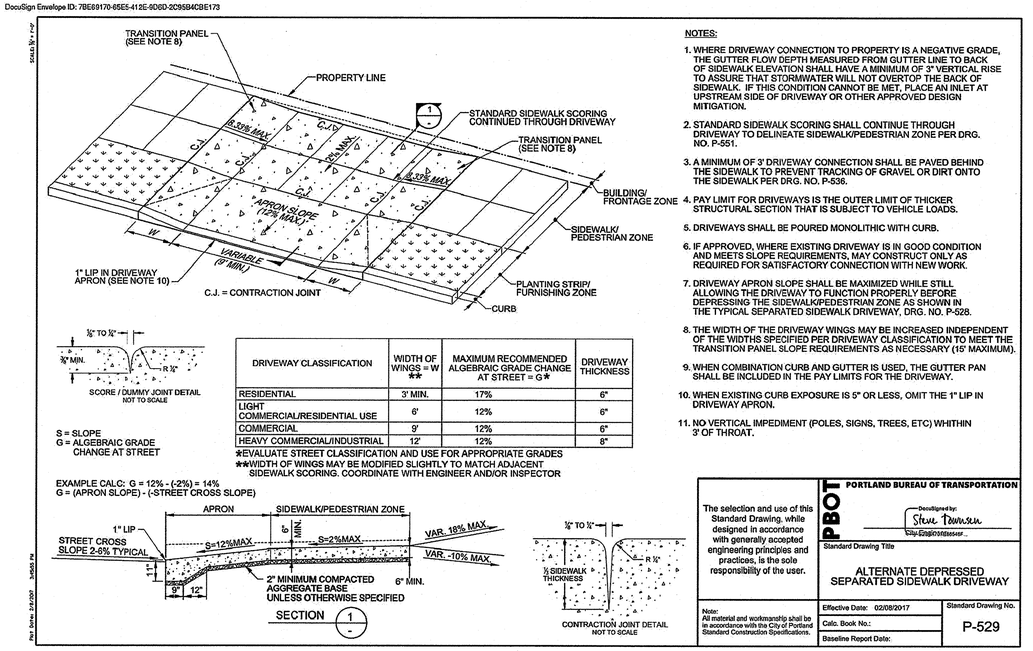


GENERAL NOTES:

1. CURB EXPOSURE IS 6". VARY STANDARD CURB ONLY AS APPROVED.
2. WHEN MATCHING INTO EXISTING CURB WITH LESS THAN 6-INCHES OF CURB EXPOSURE, TRANSITION AT A RATE OF 1' HORIZONTAL FOR EACH ½" OF VERTICAL CURB DIFFERENCE. TRANSITIONS SHALL BE DONE USING STANDARD CURB.
3. CONSTRUCT CONTRACTION JOINTS AT 15' MAXIMUM SPACING AND AT ENDS OF EACH INLET AND RAMP.
4. TOPS OF ALL CURBS SHALL SLOPE TOWARD THE ROADWAY AT 2% NORMAL.
5. GUTTER PAN SHALL SLOPE BETWEEN 2% AND 6% TO MATCH CROSS SLOPE OF STREET.
6. USE 12" GUTTER PAN WHEN USING CURB AND GUTTER ADJACENT TO A BIKE LANE.
7. 2 - INCHES OF AGGREGATE BASE UNDER CURB UNLESS OTHERWISE SPECIFIED.

The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user.	PBOT PORTLAND BUREAU OF TRANSPORTATION Steve Townsen City Engineer
Note: All material and workmanship shall be in accordance with the City of Portland Standard Construction Specifications.	Standard Drawing Title: CURBS Effective Date: 10-04-17 — Standard Drawing No. P-540 Calc. Book No.: Baseline Report Date:

Rev Date: 10/4/2017 — 3x32# JW



DRIVEWAY CLASSIFICATION	WIDTH OF WINGS = W **	MAXIMUM RECOMMENDED ALGEBRAIC GRADE CHANGE AT STREET = G*	DRIVEWAY THICKNESS
RESIDENTIAL	3' MIN.	17%	6"
LIGHT COMMERCIAL/RESIDENTIAL USE	6'	12%	6"
COMMERCIAL	9'	12%	6"
HEAVY COMMERCIAL/INDUSTRIAL	12'	12%	8"

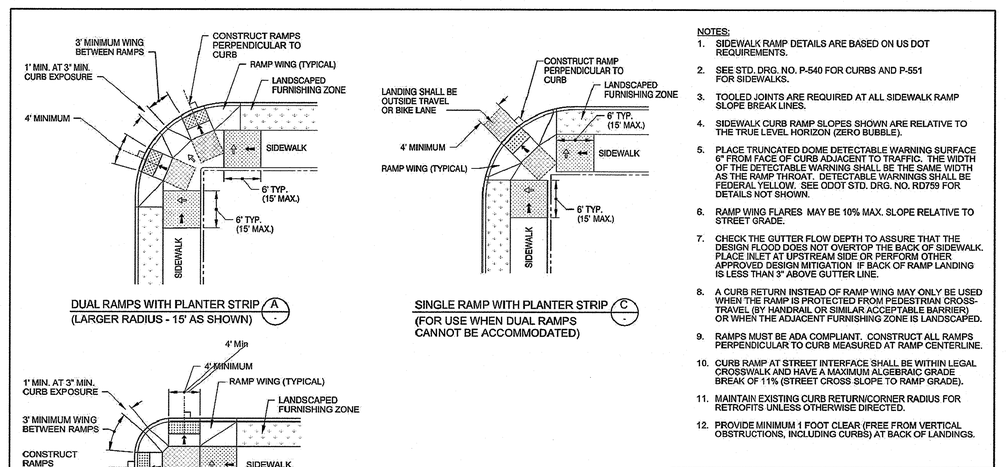
*EVALUATE STREET CLASSIFICATION AND USE FOR APPROPRIATE GRADES
**WIDTH OF WINGS MAY BE MODIFIED SLIGHTLY TO MATCH ADJACENT SIDEWALK SCORING. COORDINATE WITH ENGINEER AND/OR INSPECTOR

NOTES:

1. WHERE DRIVEWAY CONNECTION TO PROPERTY IS A NEGATIVE GRADE, THE GUTTER FLOW DEPTH MEASURED FROM GUTTER LINE TO BACK OF SIDEWALK ELEVATION SHALL HAVE A MINIMUM OF 3" VERTICAL RISE TO ASSURE THAT STORMWATER WILL NOT OVERTOP THE BACK OF SIDEWALK. IF THIS CONDITION CANNOT BE MET, PLACE AN INLET AT UPSTREAM SIDE OF DRIVEWAY OR OTHER APPROVED DESIGN MITIGATION.
2. STANDARD SIDEWALK SCORING SHALL CONTINUE THROUGH DRIVEWAY TO DELINEATE SIDEWALK/PEDESTRIAN ZONE PER DRG. NO. P-551.
3. A MINIMUM OF 3' DRIVEWAY CONNECTION SHALL BE PAVED BEHIND THE SIDEWALK TO PREVENT TRACKING OF GRAVEL OR DIRT ONTO THE SIDEWALK PER DRG. NO. P-536.
4. PAY LIMIT FOR DRIVEWAYS IS THE OUTER LIMIT OF THICKER STRUCTURAL SECTION THAT IS SUBJECT TO VEHICLE LOADS.
5. DRIVEWAYS SHALL BE POURED MONOLITHIC WITH CURB.
6. IF APPROVED, WHERE EXISTING DRIVEWAY IS IN GOOD CONDITION AND MEETS SLOPE REQUIREMENTS, MAY CONSTRUCT ONLY AS REQUIRED FOR SATISFACTORY CONNECTION WITH NEW WORK.
7. DRIVEWAY APRON SLOPE SHALL BE MAXIMIZED WHILE STILL ALLOWING THE DRIVEWAY TO FUNCTION PROPERLY BEFORE DEPRESSING THE SIDEWALK/PEDESTRIAN ZONE AS SHOWN IN THE TYPICAL SEPARATED SIDEWALK DRIVEWAY, DRG. NO. P-528.
8. THE WIDTH OF THE DRIVEWAY WINGS MAY BE INCREASED INDEPENDENT OF THE WIDTHS SPECIFIED PER DRIVEWAY CLASSIFICATION TO MEET THE TRANSITION PANEL SLOPE REQUIREMENTS AS NECESSARY (15' MAXIMUM).
9. WHEN COMBINATION CURB AND GUTTER IS USED, THE GUTTER PAN SHALL BE INCLUDED IN THE PAY LIMITS FOR THE DRIVEWAY.
10. WHEN EXISTING CURB EXPOSURE IS 5" OR LESS, OMIT THE 1" LIP IN DRIVEWAY APRON.
11. NO VERTICAL IMPEDIMENT (POLES, SIGNS, TREES, ETC) WHITHIN 3' OF THROAT.

The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user.	PBOT PORTLAND BUREAU OF TRANSPORTATION DocuSigned by: Steve Townsen City Engineer
Note: All material and workmanship shall be in accordance with the City of Portland Standard Construction Specifications.	Standard Drawing Title: ALTERNATE DEPRESSED SEPARATED SIDEWALK DRIVEWAY Effective Date: 02/08/2017 — Standard Drawing No. P-529 Calc. Book No.: Baseline Report Date:

Rev Date: 2/8/2017 — 3x65S Pw



NOTES:

1. SIDEWALK RAMP DETAILS ARE BASED ON US DOT REQUIREMENTS.
2. SEE STD. DRG. NO. P-540 FOR CURBS AND P-551 FOR SIDEWALKS.
3. TOOLED JOINTS ARE REQUIRED AT ALL SIDEWALK RAMP SLOPE BREAK LINES.
4. SIDEWALK CURB RAMP SLOPES SHOWN ARE RELATIVE TO THE TRUE LEVEL HORIZON (ZERO BUBBLE).
5. PLACE TRUNCATED DOME DETECTABLE WARNING SURFACE 6" FROM FACE OF CURB ADJACENT TO TRAFFIC. THE WIDTH OF THE DETECTABLE WARNING SHALL BE THE SAME WIDTH AS THE RAMP THROAT. DETECTABLE WARNINGS SHALL BE FEDERAL YELLOW. SEE ODOT STD. DRG. NO. RD759 FOR DETAILS NOT SHOWN.
6. RAMP WING FLARES MAY BE 10% MAX. SLOPE RELATIVE TO STREET GRADE.
7. CHECK THE GUTTER FLOW DEPTH TO ASSURE THAT THE DESIGN FLOOD DOES NOT OVERTOP THE BACK OF SIDEWALK. PLACE INLET AT UPSTREAM SIDE OR PERFORM OTHER APPROVED DESIGN MITIGATION IF BACK OF RAMP LANDING IS LESS THAN 3" ABOVE GUTTER LINE.
8. A CURB RETURN INSTEAD OF RAMP WING MAY ONLY BE USED WHEN THE RAMP IS PROTECTED FROM PEDESTRIAN CROSS-TRAVEL (BY HANDRAIL OR SIMILAR ACCEPTABLE BARRIER) OR WHEN THE ADJACENT FURNISHING ZONE IS LANDSCAPED.
9. RAMPS MUST BE ADA COMPLIANT. CONSTRUCT ALL RAMPS PERPENDICULAR TO CURB MEASURED AT RAMP CENTERLINE.
10. CURB RAMP AT STREET INTERFACE SHALL BE WITHIN LEGAL CROSSWALK AND HAVE A MAXIMUM ALGEBRAIC GRADE BREAK OF 11% (STREET CROSS SLOPE TO RAMP GRADE).
11. MAINTAIN EXISTING CURB RETURN/CORNER RADIUS FOR RETROFITS UNLESS OTHERWISE DIRECTED.
12. PROVIDE MINIMUM 1 FOOT CLEAR (FREE FROM VERTICAL OBSTRUCTIONS, INCLUDING CURBS) AT BACK OF LANDINGS.

The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user.	PBOT PORTLAND BUREAU OF TRANSPORTATION Steve Townsen City Engineer
Note: All material and workmanship shall be in accordance with the City of Portland Standard Construction Specifications.	Standard Drawing Title: SIDEWALK RAMP WITH PLANTER STRIP PLACEMENT OPTIONS Effective Date: 03-22-2018 — Standard Drawing No. P-548 Calc. Book No.: n/a Std. Drg. Report Date: 03-22-2018

Rev Date: 4/4/2018 — 3x32# JW

NO.	DATE	DESCRIPTION	APPD.

REVISIONS

CONSTRUCTED BY
PROJECT COMPLETED
MAP CORRECTED BY
CHECKED BY

FINAL MAP DATA

DESIGNED BY	KAM	DATE APPROVED	
CAD BY	MDR	DIV. ENGINEER	
CHECKED BY	MSW	PBOT REVIEWER	VM

CITY OF PORTLAND OREGON 1851

APPROVALS:

3/20/19

PBOT PRINCIPAL ENGINEER — REG. PROF. ENGR. 75155PE

PBOT CITY ENGINEER — REG. PROF. ENGR. 51538PE

PORTLAND
BUREAU OF TRANSPORTATION

CHLOE EUDALY — COMMISSIONER

STEVE TOWNSEN, P.E. — CITY ENGINEER

Humber Design Group, Inc.
Portland, OR ▪ 503.946.6690 ▪ hdgpdx.com

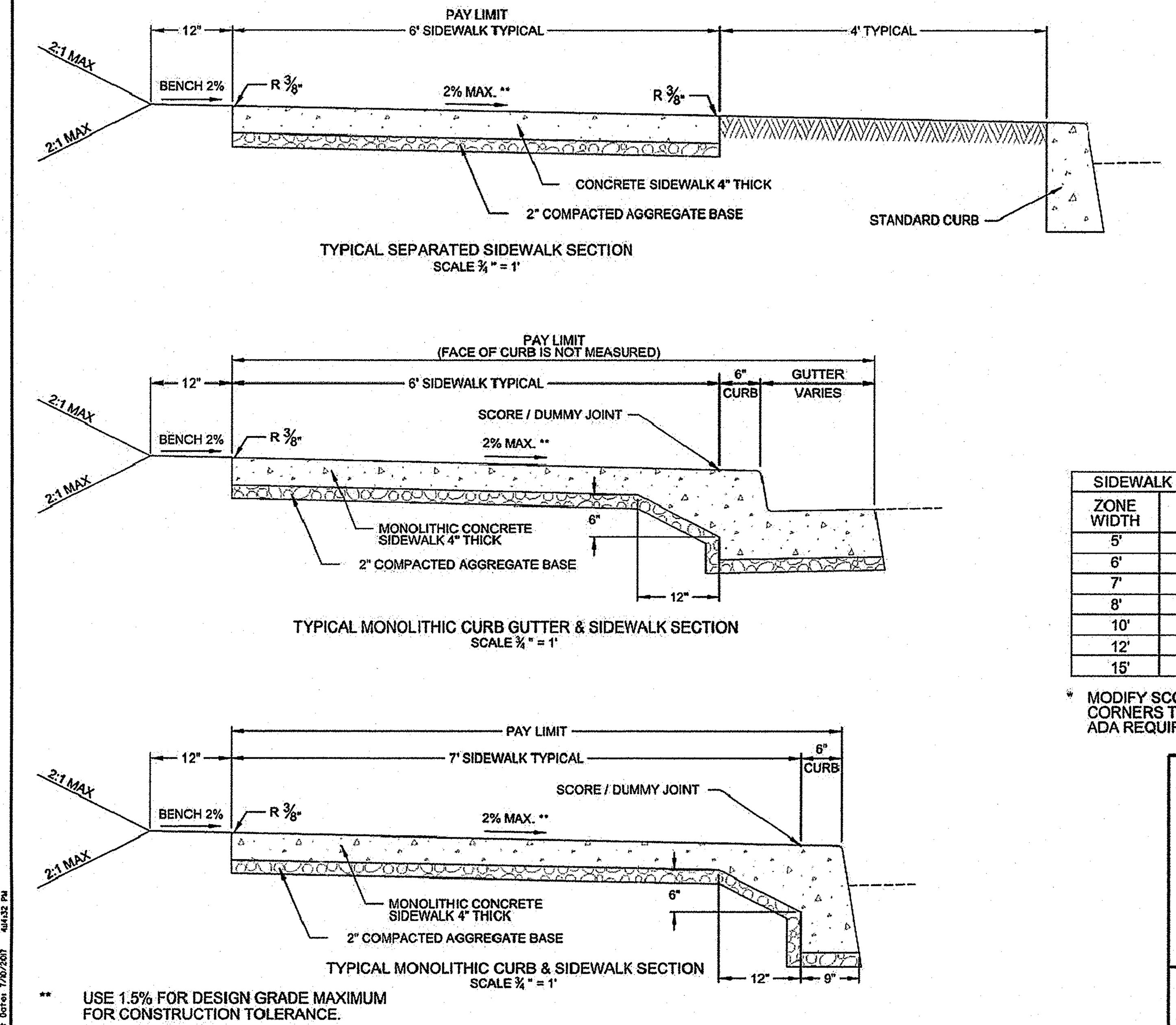
REGISTERED PROFESSIONAL ENGINEER
76,071
OREGON
JULY 12, 2005
MARTHA WILLIAMSON
EXPIRES 6-30-2020

FRONTAGE IMPROVEMENTS FOR
SE BELMONT STREET & SE 6TH AVENUE

STANDARD DETAILS

PBOT JOB NO. TH0742

SHEET NO. 8 OF 10



TYPICAL SEPARATED SIDEWALK SECTION
SCALE ¾" = 1'

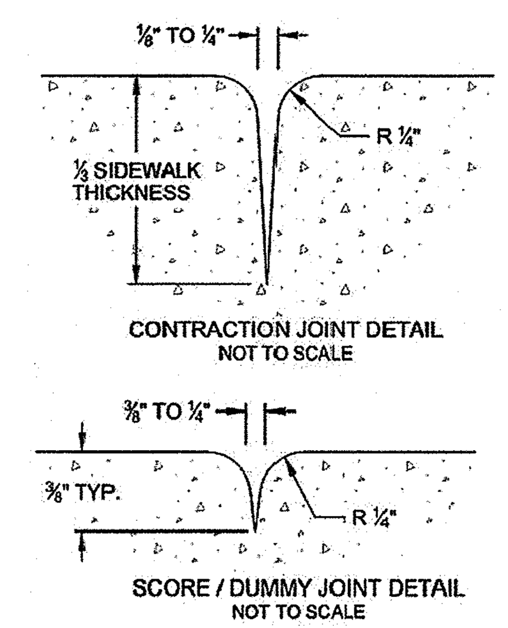
TYPICAL MONOLITHIC CURB GUTTER & SIDEWALK SECTION
SCALE ¾" = 1'

TYPICAL MONOLITHIC CURB & SIDEWALK SECTION
SCALE ¾" = 1'

** USE 1.5% FOR DESIGN GRADE MAXIMUM FOR CONSTRUCTION TOLERANCE.

GENERAL NOTES:

1. FOR CURB DETAILS SEE DRAWING P-540. ALL CURB FACE TO HAVE A 6:1 BATTER.
2. CONSTRUCT CONTRACTION JOINTS AT 15' MAXIMUM SPACING, AND AT ENDS OF EACH DRIVEWAY RAMP.
3. CONSTRUCT EXPANSION JOINTS ADJACENT TO BUILDINGS AND AT WOOD POLES.
4. NO SEPARATE PAYMENT MADE FOR FACE OF CURB UNLESS SPECIFIED.
5. PROVIDE LIGHT BROOM FINISH TRANSVERSE TO THE LINE OF TRAFFIC.
6. "SHINERS" OR SMOOTH TROWELLED JOINTS SHALL NOT BE USED UNLESS MATCHING INTO EXISTING CONDITIONS.
7. MATCH SCORING PATTERN WHEN ABUTTING EXISTING SIDEWALK UNLESS OTHERWISE DIRECTED.
8. SAWCUT CONTRACTION JOINTS WHEN SIDEWALK IS A DESIGNATED OR SHARED BICYCLE PATH. SEE PLANS FOR SAWCUT LAYOUT AND DETAILS



CONTRACTION JOINT DETAIL
NOT TO SCALE

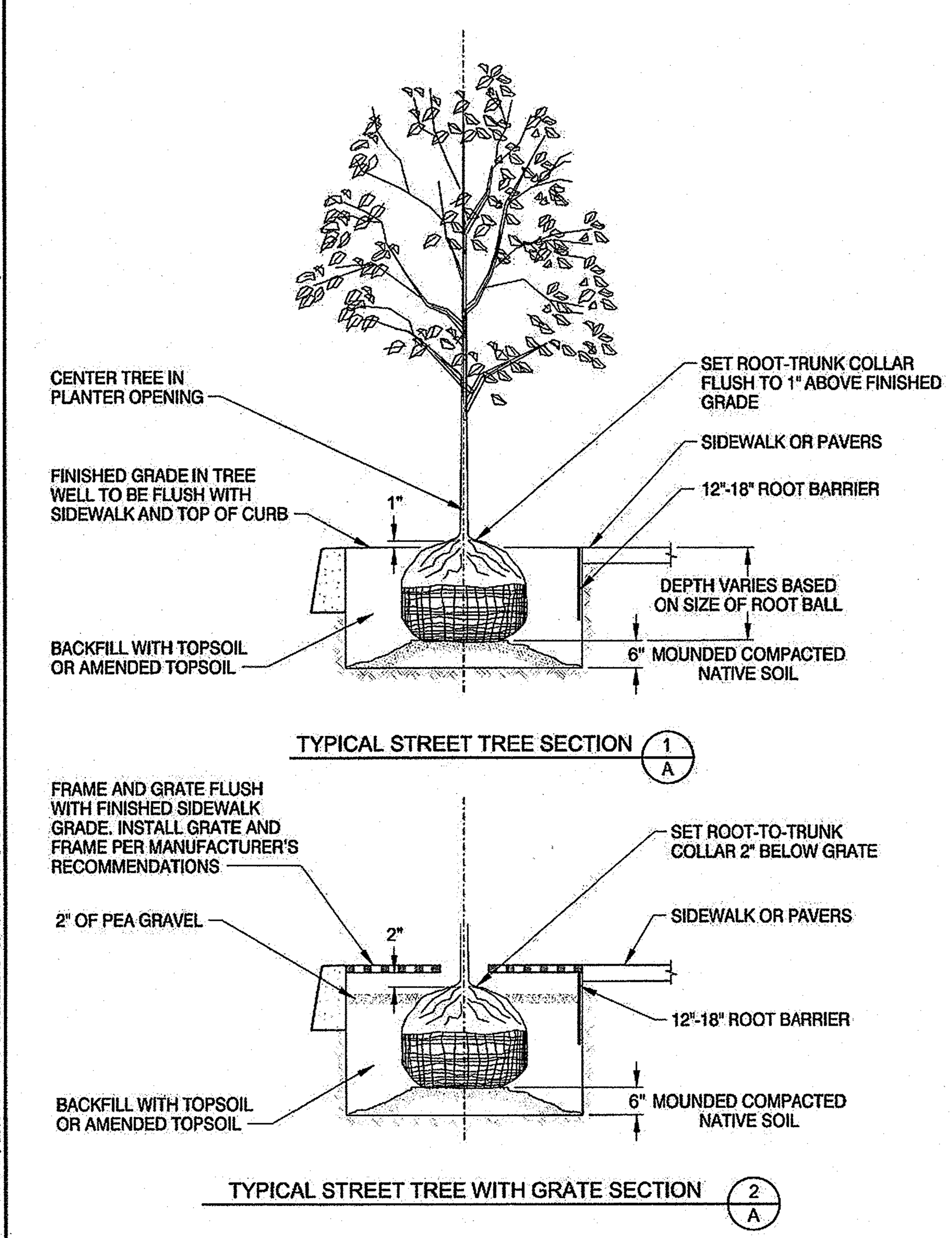
SCORE / DUMMY JOINT DETAIL
NOT TO SCALE

SIDEWALK SCORING *	
ZONE WIDTH	SCORING GRID
5'	5' x 5'
6'	3' x 3'
7'	3.5' x 3.5'
8'	4' x 4'
10'	5' x 5'
12'	4' x 4'
15'	5' x 5'

* MODIFY SCORING AT CORNERS TO MEET ADA REQUIREMENTS.

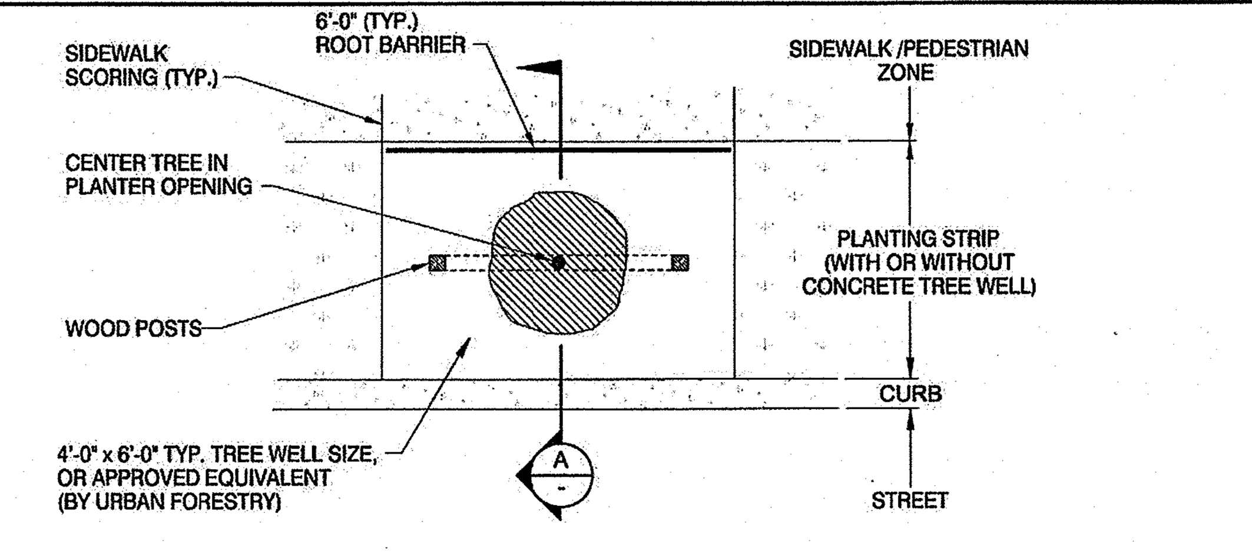
The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user.

PBOT PORTLAND BUREAU OF TRANSPORTATION
City Engineer
Standard Drawing Title: SIDEWALKS
Note: All material and workmanship shall be in accordance with the City of Portland Standard Construction Specifications.
Effective Date: 07-05-2017
Calc. Book No.:
Baseline Report Date:
Standard Drawing No. P-551



TYPICAL STREET TREE SECTION (1/A)

TYPICAL STREET TREE WITH GRATE SECTION (2/A)



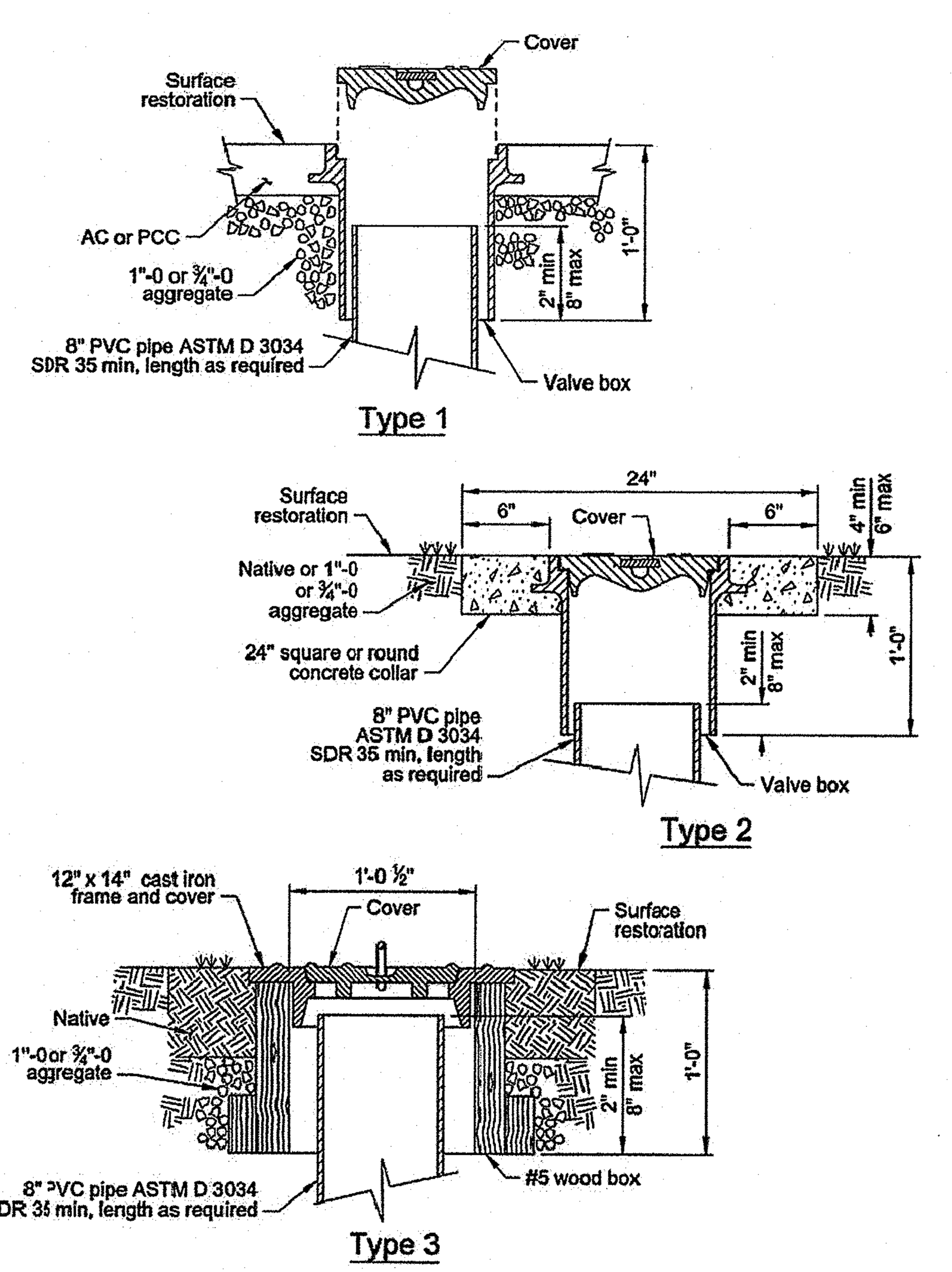
PLAN VIEW

NOTES:

1. EXCAVATE 2½ TIMES THE SIZE OF ROOT BALL OR TREE WELL DIMENSIONS.
2. CAREFULLY REMOVE AS MUCH OF BURLAP AND BASKET AS POSSIBLE WITHOUT CAUSING DAMAGE TO ROOTBALL.
3. TREE GRATES ARE NOT PREFERRED AND SUBJECT TO APPROVAL. IF USED TREE GRATES MUST BE ADA COMPLIANT. USE PRODUCTS ON CPL OR AS APPROVED BY URBAN FORESTRY.
4. WOOD POSTS WITH APPROVED TIE STRAPS MAY BE NECESSARY FOR TREE STABILITY. INSTALL PARALLEL TO CURB.
5. WHEN PLANTING NEAR STREET LIGHTING, SIGNAGE AND OTHER UNDERGROUND UTILITIES, REFER TO URBAN FORESTRY'S "STREET TREE PLANTING AND ESTABLISHMENT GUIDELINES". CONTACT URBAN FORESTRY @ (503) 823-4489 FOR FURTHER INFORMATION.
6. ROOT BARRIER SHALL BE USED ALONG SIDEWALK /PEDESTRIAN ZONE SIDE OF STREET TREE. USE PRODUCTS ON CPL OR AS APPROVED BY URBAN FORESTRY.

The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user.

BUREAU OF TRANSPORTATION
CITY OF PORTLAND, OREGON
City Engineer
Standard Drawing Title: TYPICAL STREET TREE INSTALLATION
Note: All material and workmanship shall be in accordance with the City of Portland Standard Construction Specifications.
Effective Date: 04/20/2012
Calc. Book No.:
Baseline Report Date:
Standard Drawing No. P-581



Type 1

Type 2

Type 3

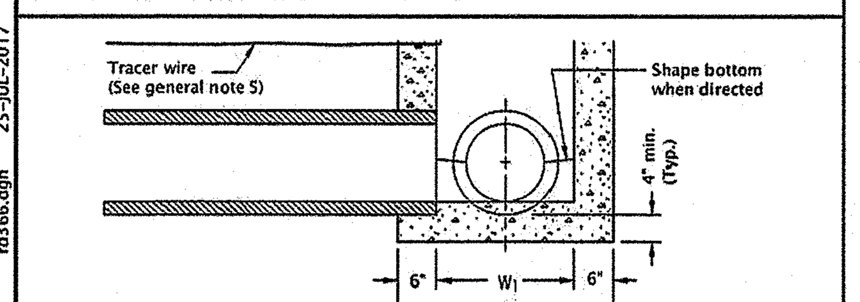
Note:
Cast iron valve boxes, covers, frames and #5 wood box provided by PWB.

The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user.

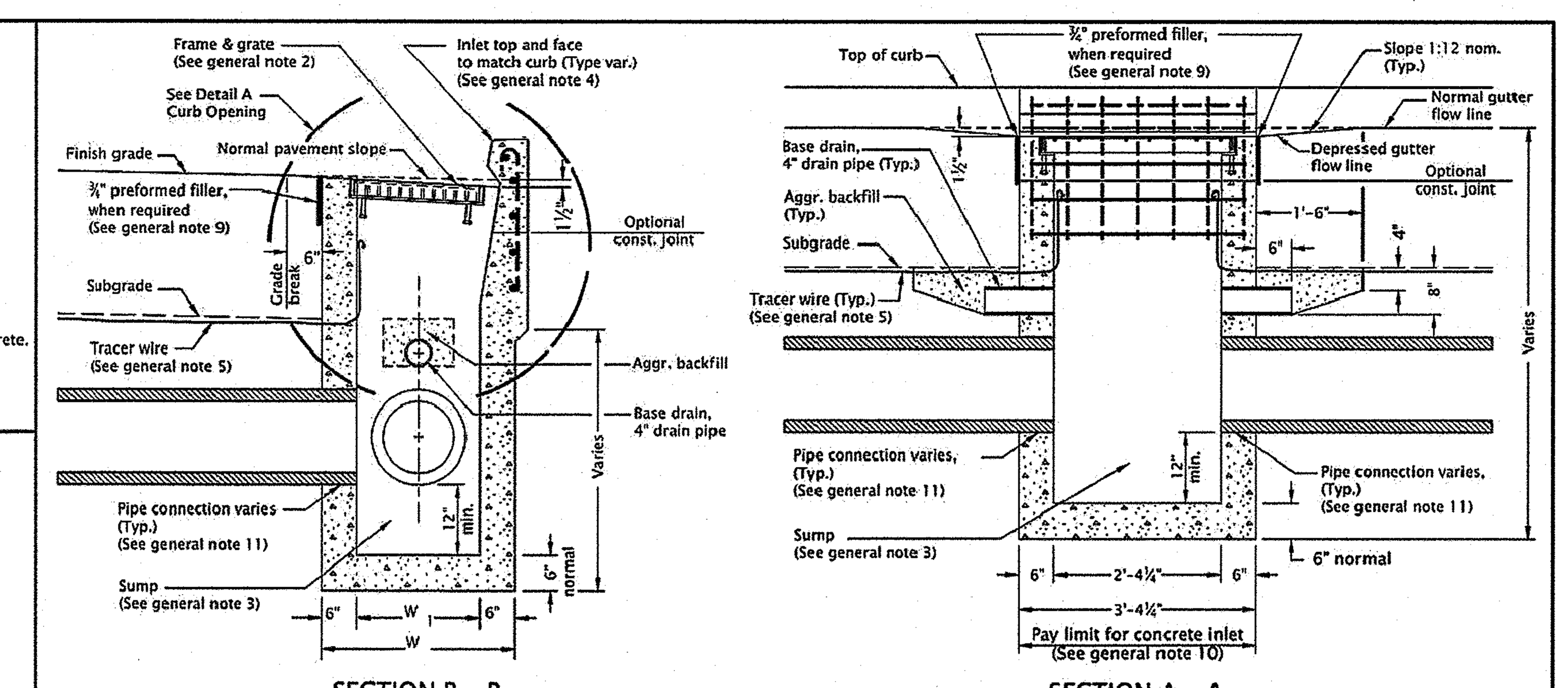
PORTLAND WATER BUREAU
CITY OF PORTLAND, OREGON
Chief Engineer
Standard Drawing Title: VALVE BOX & COVER (CIV) ASSEMBLY
Note: All material and workmanship shall be in accordance with City of Portland Standard Construction Specifications.
Effective Date: April 6 2009
Calc. Book No.: PWB 1
Baseline Report Date: April 6 2009
Standard Drawing No. P-805

GENERAL NOTES FOR ALL DETAILS:

1. Where precast inlets are used as an alternate to cast-in-place inlets, a 4" compacted leveling bed of sand or ¾"-0 crushed aggregate shall be provided. All precast inlets shall conform to requirements of ASTM C913.
2. Graphics show CG-1 inlet with Type 2 grate. See Table A for inlet dimensions. Type 1 grate allowed only in locations not subject to bicycle or pedestrian use. For frame and grate details, see Std. Dwg. RD365.
3. Provide sump only where shown on plans, and allowed by jurisdiction. See Detail B for inlet without sump.
4. For curb details, see Std. Dwgs. RD700 & RD701.
5. See Std. Dwg. RD336 for tracer wire details, or approved alternate.
6. Max. pipe diameter varies with pipe material.
7. Location, elevation, diameter, slope, and number of pipe(s) varies, see project plans.
8. All concrete shall be commercial grade concrete.
9. ¾" preformed filler (in concrete pavement or gutter only) to extend through thickness of concrete.
10. See Std. Dwg. RD363 for gutter transition section, when curb and gutter are required. (Pay limit for inlet is expanded when curb and gutter are monolithic)
11. See Std. Dwg. RD339 for pipe to structure connections.

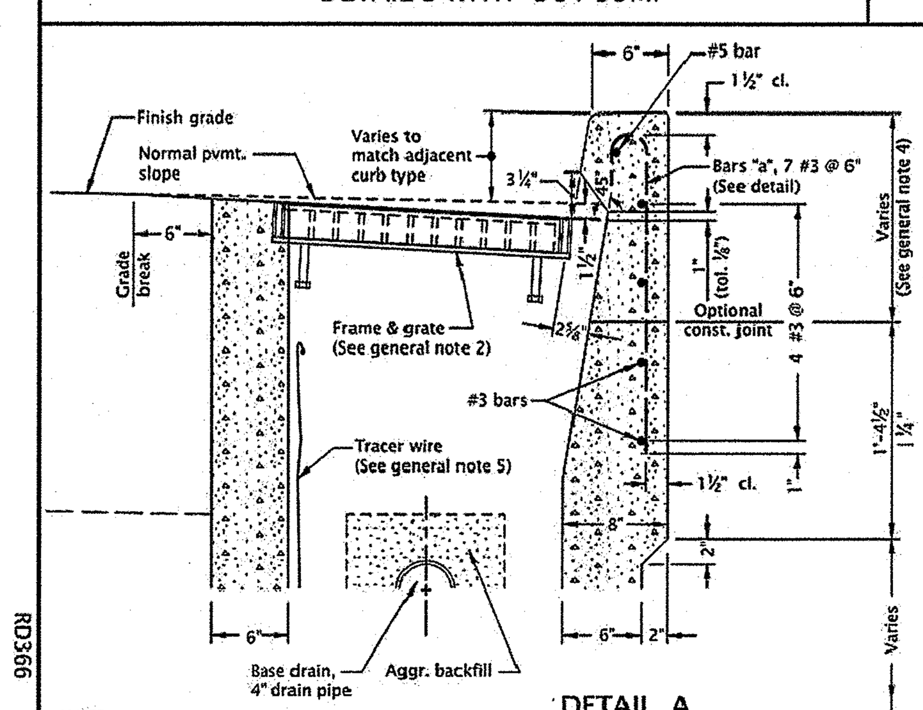


DETAIL B WITH-OUT SUMP

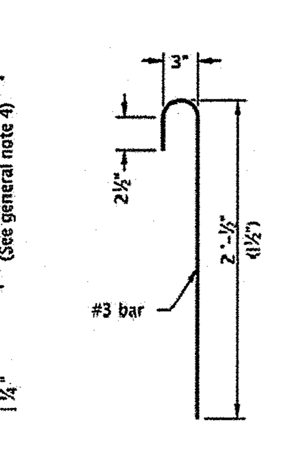


SECTION B - B

SECTION A - A



DETAIL A
CURB OPENING

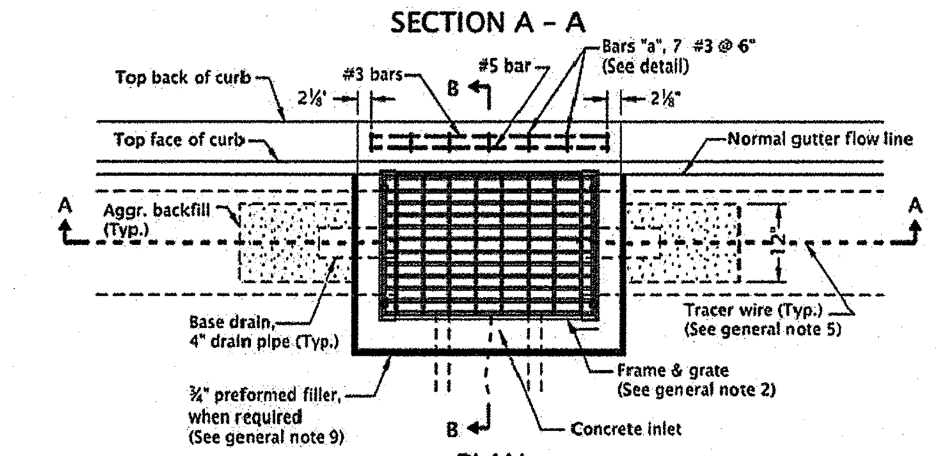


BAR "a" DETAILS

TABLE A		
INLET TYPE	W	W_1
CG-1	2'-8⅞"	1'-8⅞"
CG-2	3'-3⅜"	2'-3⅜"

NOTES:

1. #3 "a" bars to be placed during curb construction.
2. All bars to be placed 1½" clear of nearest face of concrete unless shown or noted otherwise.
3. All bars shall be full length.



PLAN

CALC. BOOK NO. N/A
BASELINE REPORT DATE 21-JUL-2015
NOTE: All material and workmanship shall be in accordance with the current Oregon Standard Specifications

The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user and should not be used without consulting a Registered Professional Engineer.

OREGON STANDARD DRAWINGS
CONCRETE INLETS
TYPE CG-1, CG-2
2018

DATE	REVISION DESCRIPTION

Effective Date: December 1, 2018 - May 31, 2019
RD366

NO.	DATE	DESCRIPTION	APPD.

REVISIONS

CONSTRUCTED BY
PROJECT COMPLETED
MAP CORRECTED BY
CHECKED BY
FINAL MAP DATA

DESIGNED BY: KAM
CAD BY: MDR
CHECKED BY: MSW
DATE APPROVED
DIV. ENGINEER
PBOT REVIEWER: VM

CITY OF PORTLAND, OREGON 1851

APPROVALS:
3/20/19
PBOT PRINCIPAL ENGINEER — REG. PROF. ENGR. 75155PE
PBOT CITY ENGINEER — REG. PROF. ENGR. 51538PE

PORTLAND
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Humber Design Group, Inc.
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REGISTERED PROFESSIONAL ENGINEER 76,071 OREGON JULY 12, 2005 MARTHA WILLIAMSON
EXPIRES 6-30-2020

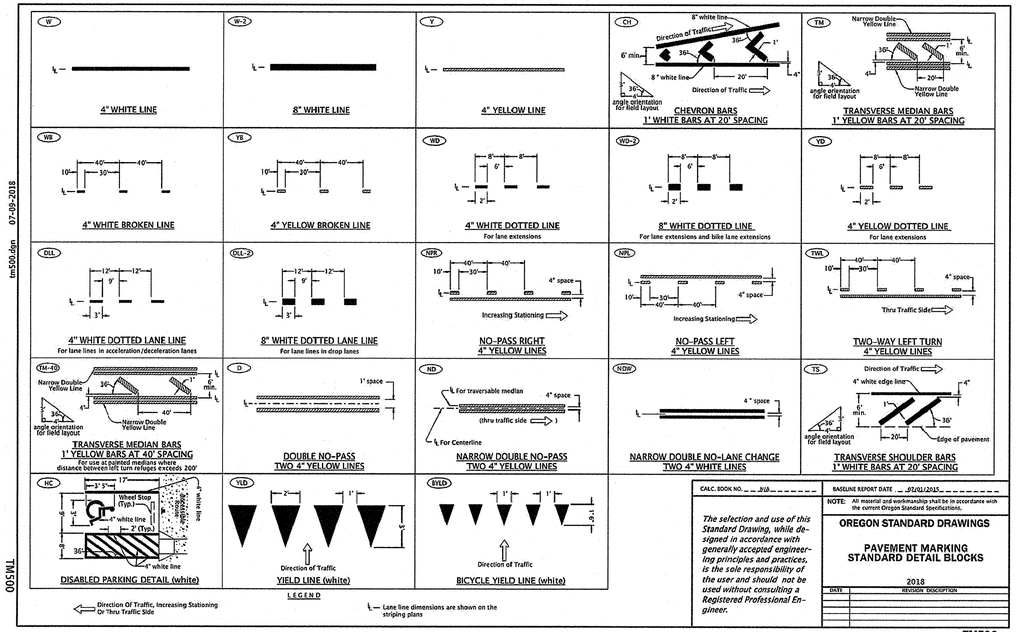
FRONTAGE IMPROVEMENTS FOR
SE BELMONT STREET & SE 6TH AVENUE

STANDARD DETAILS

PBOT JOB NO. TH0742
SHEET NO. 9 of 10

tm500.dgn 07-09-2018

TM500



CALC. BOOK NO. _____

BASELINE REPORT DATE 01/01/2015

NOTE: All material and workmanship shall be in accordance with the current Oregon Standard Specifications.

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OREGON STANDARD DRAWINGS

PAVEMENT MARKING STANDARD DETAIL BLOCKS

2018

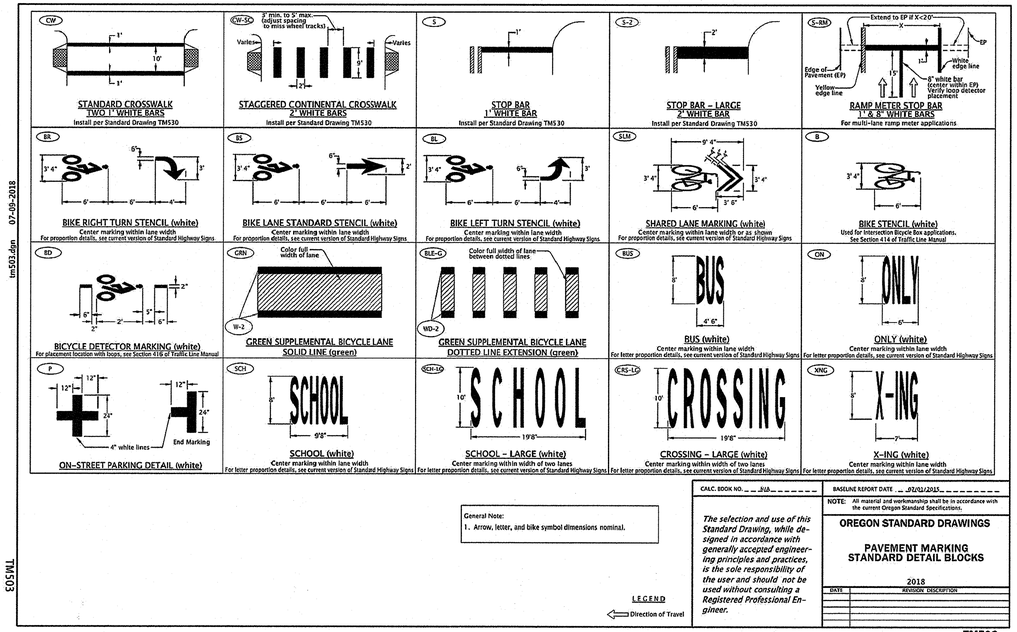
DATE	REVISION DESCRIPTION

Effective Date: December 01, 2018 - May 31, 2019

TM500

tm503.dgn 07-09-2018

TM503



General Note:
1. Arrow, letter, and bike symbol dimensions nominal.

LEGEND
Direction of Travel

CALC. BOOK NO. _____

BASELINE REPORT DATE 01/01/2015

NOTE: All material and workmanship shall be in accordance with the current Oregon Standard Specifications.

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OREGON STANDARD DRAWINGS

PAVEMENT MARKING STANDARD DETAIL BLOCKS

2018

DATE	REVISION DESCRIPTION

Effective Date: December 01, 2018 - May 31, 2019

TM503

NO.	DATE	DESCRIPTION	APPD.

REVISIONS

CONSTRUCTED BY
PROJECT COMPLETED
MAP CORRECTED BY
CHECKED BY

FINAL MAP DATA

DESIGNED BY	KAM
CAD BY	MDR
CHECKED BY	MSW
DATE APPROVED	
DIV. ENGINEER	
PBOT REVIEWER	VM

CITY OF PORTLAND OREGON 1851

APPROVALS:

PBOT PRINCIPAL ENGINEER — 3/20/19 — REG. PROF. ENGR. 75155PE

PBOT CITY ENGINEER — REG. PROF. ENGR. 51538PE

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REGISTERED PROFESSIONAL ENGINEER 76,071 OREGON JULY 12, 2005 MARTHA WILLIAMSON

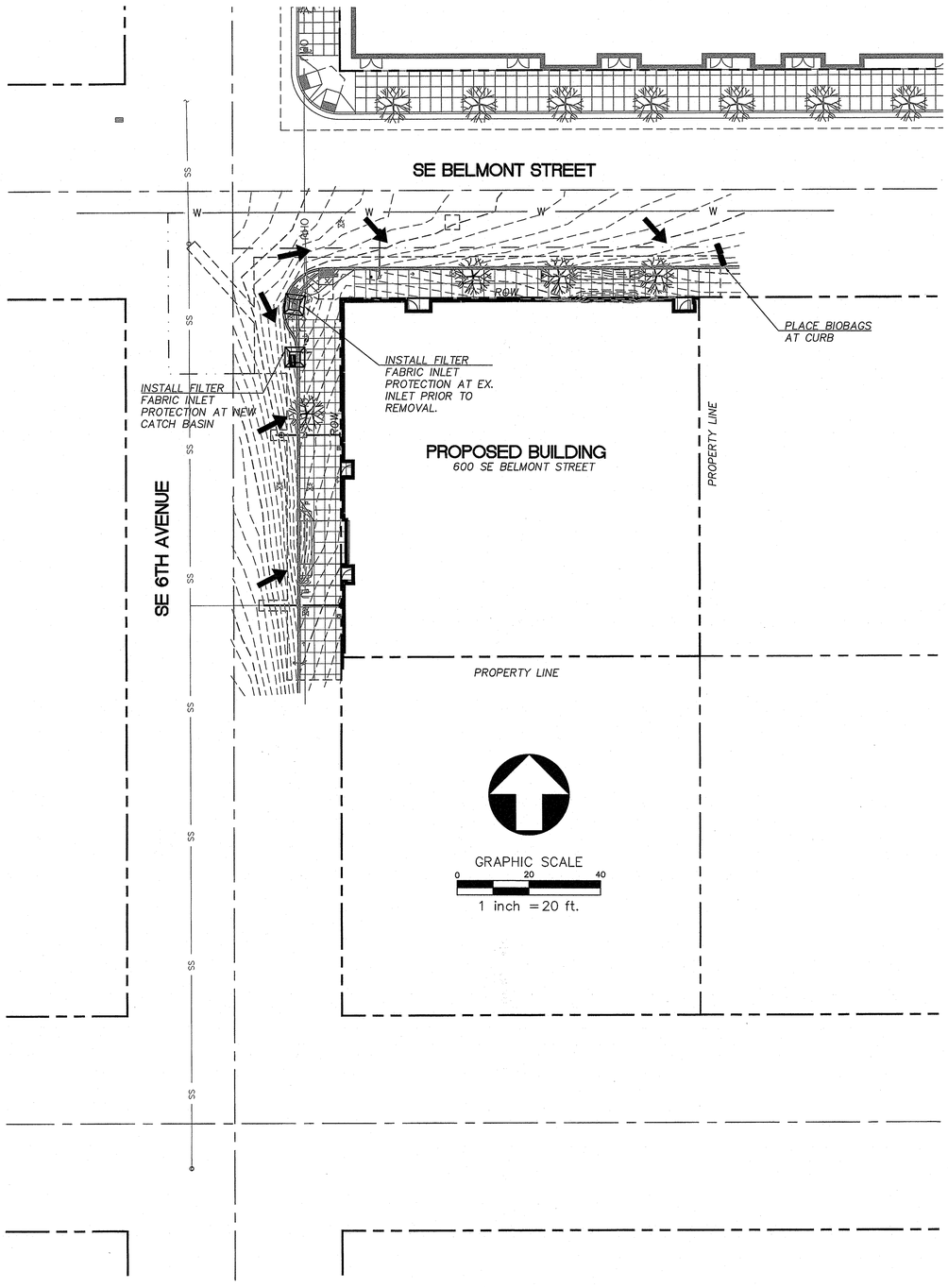
EXPIRES 6-30-2020

FRONTAGE IMPROVEMENTS FOR
SE BELMONT STREET & SE 6TH AVENUE

STANDARD DETAILS

PBOT JOB NO. TH0742

SHEET NO. 10 OF 10



EROSION CONTROL NOTES

1. CONTRACTOR SHALL INSTALL AND MAINTAIN EROSION/SEDIMENTATION CONTROL DURING CONSTRUCTION (ANY TIME OF THE YEAR) PER THE CITY OF PORTLAND'S "EROSION CONTROL MANUAL" DATED MARCH, 2008.
2. APPROVAL OF THIS EROSION SEDIMENTATION AND POLLUTION CONTROL (ESPCP) PLAN DOES NOT CONSTITUTE AN APPROVAL OF PERMANENT ROAD OR DRAINAGE DESIGN (E.G. SIZE AND LOCATION OF ROADS, PIPES, RESTRICTORS, CHANNELS, RETENTION FACILITIES, UTILITIES, ETC.).
3. THE IMPLEMENTATION OF THIS ESPCP AND THE CONSTRUCTION, MAINTENANCE, REPLACEMENT, AND UPGRADING OF THESE ESPCP FACILITIES IS THE RESPONSIBILITY OF THE APPLICANT/CONTRACTOR UNTIL ALL CONSTRUCTION IS COMPLETED AND APPROVED, VEGETATION/LANDSCAPING IS ESTABLISHED.
4. THE BOUNDARIES OF THE CLEARING LIMITS SHOWN ON THIS PLAN SHALL BE CLEARLY FLAGGED IN THE FIELD PRIOR TO CONSTRUCTION. DURING THE CONSTRUCTION PERIOD, NO DISTURBANCE BEYOND THE FLAGGED CLEARING SHALL BE PERMITTED. THE FLAGGING SHALL BE MAINTAINED BY THE APPLICANT/CONTRACTOR FOR THE DURATION OF CONSTRUCTION.
5. THE ESPCP 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 DO ENTER THE DRAINAGE SYSTEM ROADWAYS OR VIOLATE APPLICABLE WATER STANDARDS.
6. THE ESPCP FACILITIES SHOWN ON THIS PLAN ARE THE MINIMUM REQUIREMENTS FOR ANTICIPATED SITE CONDITIONS. DURING THE CONSTRUCTION PERIOD, THESE ESPCP FACILITIES SHALL BE UPGRADED AS NEEDED FOR UNEXPECTED STORM EVENTS AND TO ENSURE THAT SEDIMENT AND SEDIMENT LADEN WATER DO NOT LEAVE THE SITE.
7. THE ESPCP FACILITIES SHALL BE INSPECTED DAILY BY THE APPLICANT/CONTRACTOR AND MAINTAINED AS NECESSARY TO ENSURE THEIR CONTINUED FUNCTIONING.
8. THE ESPCP FACILITIES ON INACTIVE SITES SHALL BE INSPECTED AND MAINTAINED A MINIMUM OF ONCE A WEEK OR WITHIN 24 HOURS FOLLOWING A STORM EVENT.
9. ALL EXPOSED SOILS SHALL BE PROTECTED FROM EROSION.
10. AT NO TIME SHALL MORE THAN ONE FOOT OF SEDIMENT BE ALLOWED TO ACCUMULATE WITHIN A TRAPPED CATCH BASIN. ALL CATCH BASINS AND CONVEYANCE LINES SHALL BE CLEANED PRIOR TO PAVING. THE CLEANING OPERATION SHALL NOT FLUSH SEDIMENT-LADEN WATER INTO THE DOWNSTREAM SYSTEM.
11. STABILIZED CONSTRUCTION ENTRANCES SHALL BE INSTALLED AT THE BEGINNING OF CONSTRUCTION AND MAINTAINED FOR THE DURATION OF THE PROJECT. ADDITIONAL MEASURES MAY BE REQUIRED TO INSURE THAT ALL PAVED AREAS ARE KEPT CLEAN FOR THE DURATION OF THE PROJECT.
12. APPLICANT/CONTRACTOR TO PUT UP ALL REQUIRED EROSION CONTROL SIGNAGE PRIOR TO GROUND DISTURBANCE. A CD WITH ALL REQUIRED EROSION CONTROL SIGNS WILL BE PROVIDED AT THE PRE-CONSTRUCTION MEETING.

SHEET LEGEND

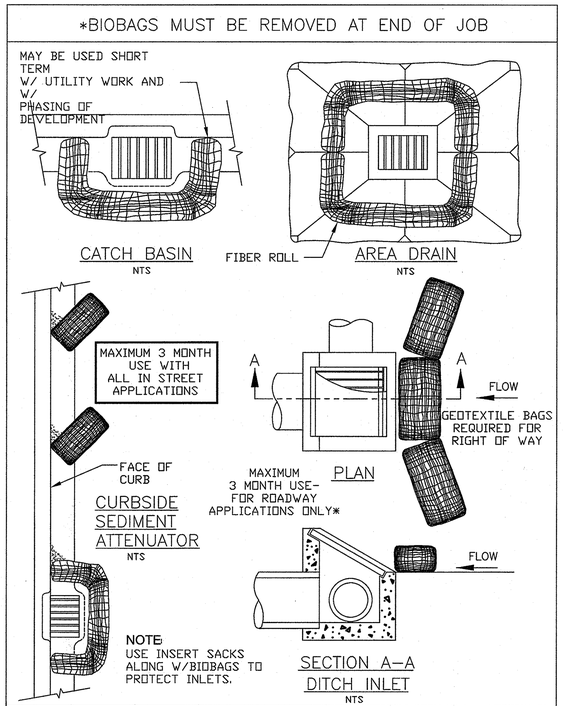
ITEM	DESCRIPTION
	FILTER FABRIC INLET PROTECTION
	DRAINAGE FLOW DIRECTION
142	EXISTING CONTOUR
	BIOBAG

24 HOUR EMERGENCY CONTACT

NAME: RANDY FORTISH, DEACON CONSTRUCTION

PHONE: (503)-709-2088

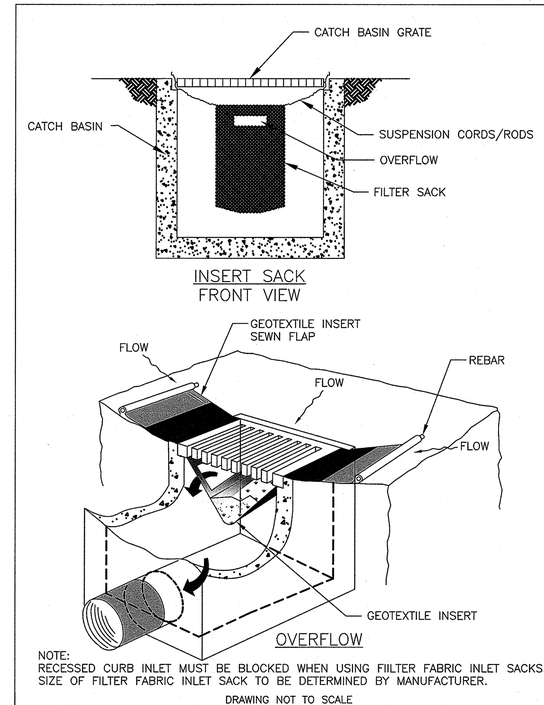
*BIOBAGS MUST BE REMOVED AT END OF JOB



EROSION CONTROL MANUAL

FILTRATION BAGS, SOCKS, & ROLLS FOR TEMPORARY INLET PROTECTION
Detail Drawing 4.3-B

FILE DRAFT:INSPECTORS GRAPHICS DRAWING PLOT 1:1



NOTE:
RECESSED CURB INLET MUST BE BLOCKED WHEN USING FIILTER FABRIC INLET SACKS.
SIZE OF FILTER FABRIC INLET SACK TO BE DETERMINED BY MANUFACTURER.

DRAWING NOT TO SCALE

EROSION CONTROL MANUAL

INLET INSERT
Detail Drawing 4.3-G

FILE DRAFT:INSPECTORS GRAPHICS DRAWING PLOT 1:1

NO.	DATE	DESCRIPTION	APPD.

REVISIONS

CONSTRUCTED BY

PROJECT COMPLETED

MAP CORRECTED BY

CHECKED BY

FINAL MAP DATA

DESIGNED BY	DATE APPROVED
KAM	
CAD BY	DIV. ENGINEER
MDR	
CHECKED BY	PBOT REVIEWER
MSW	VM

APPROVALS:

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EXPIRES 6-30-2020

FRONTAGE IMPROVEMENTS FOR
SE BELMONT STREET & SE 6TH AVENUE

EROSION CONTROL PLAN

PBOT JOB NO. TH0742

SHEET NO. EC-01