## COMMONLY USED GENERAL NOTES

REV 8-4-20

Note: All instructions are in red text. Delete before importing into construction drawings. Use all appropriate notes and delete those that do not apply. A blank line is required between each note. Minimum letter height is 0.10 inch.

### 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/contractor shall contact the engineer of record (**John Doe of** **ABC engineering at** **503-555-1212**) to have the corrections made. All changes will require the approval of the City Engineer prior to START OF work.
2. The contractor shall have on site at all times the approved construction PLANS & special specifications, City of Portland standard CONSTRUCTION specifications, and all other applicable specifications books and manuals. Electronic equivalents are acceptable.
3. All construction METHODS AND materials shall conform to these drawings and the applicable requirements of the Current Edition of the City of Portland standard construction specifications and all revisions and Special specifications, in place at the time of Plan approVAL.
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 are based on City of Portland Datum from Bench Mark No. ????, elevation = ????, located at ????.
6. existing UtilIties and site features shown on these plans are based on a survey by **XYZ SURVEYING at 503-555-1313**. utilities were located on **DATE** under utility locate ticket number **1234567**.
7. the contractor shall reestablish any survey monuments damaged or destroyed during construction. survey monuments shall be reestablished by a licensed land surveyor at the contractors expense.

**uNANTICIPATED CONTAMINATED MATERIAL**

1. 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/contractor shall be responsible for all costs associated with the management and disposal of contaminated media encountered AND is also responsible for all resultant delays. CONTACT INSPECTOR AND REFER TO ALL APPLICABLE SPECIFICATIONS AND AS AMENDED BY SPECIAL PROVISIONS.

The permittee/contractor shall provide the city (CONSTRUCTION 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**

1. 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.

**STREET PAVEMENT**

Proposed pavement sections should be shown only on the typical sections only

1. All manhole lids, valve boxes OR OTHER LIDS shall be adjusted to finished street grade.
2. Existing AsPHalt concrete pavement section shall be restored per City std. DWG. **P-505 AND/OR P-518**. The street inspector will make the final determination of THE LIMITS OF PAVEMENT RESTORATION, INCLUDING SAWCUT LINES. tHE pERMITTEE/CONTRACTOR SHALL CONSULT WITH THE STREET INSPECTOR PRIOR TO SAWCUTTING OR DEMOLISHING OF PAVEMENT.

**CURBS, SIDEWALKS, AND DRIVEWAYS**

Reference to standard plans should be shown in the construction notes and typical sections only

1. All driveways are required to have a minimum of 3 feet of hard surfacing behind sidewalk (see std. dwg. P-536).

**TRAFFIC and Parking control**

1. 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, or online at [www.TSUP.INFO](http://www.TSUP.INFO) .
2. 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.
3. 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.
4. 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.
5. The contractor shall install or reinstall all permanent traffic control signing, curb and pavement markings, and barricades.
6. the contractor shall submit materials list for approval 14 days prior to installing permanent traffic control signing, curb and pavement markings, and barricades.
7. ALL New Sign materials shall comply with Section 2910 of the City of Portland Standard Construction Specifications. All signs shall be on aluminum sign blanks. Sign Types for each sign, as specified in Section 2910.02, are noted in the plans.
8. Signs and sign posts removed by the permitTee or its agent THAT WILL NOT BE RE-INSTALLED shall be PROPERLY DISPOSED OF BY THE CONTRACTOR.
9. 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 manufacturer’s approved application procedure.
10. ALL Longitudinal line work to be method b (non-profile) extruded thermoplastic, 120 MILS THICK.
11. 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.
12. THE contractor shall repair or replace any curb or pavement markings damaged, WORN OUT or removed due to contractor’s operation.
13. In metered districts: All Parking Control signing, meters, posts and pavement striping & markings will be installed by City Forces. Notify Parking Control AT 503-823-7275. all costs associated with this work will be charged to the permit.

**or**

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**

1. ALL TREE REMOVAL SHALL COMPLY WITH THE **FEDERAL MIGRATORY BIRD TREATY ACT**.  SEE THE SPECIAL PROVISIONS FOR REQUIREMENTS PRIOR TO CUTTING OF ANY TREE.
2. **DEVELOPMENT PROJECTS:** ADDITIONAL INSPECTION REQUIRED PRIOR TO CUTTING STREET TREE ROOTS.  APPLY FOR A ROOT PRUNING PERMIT FROM URBAN FORESTRY ([HTTPS://DEVHUB.PORTLANDOREGON.GOV](https://devhub.portlandoregon.gov)) ONCE ROOTS ARE EXPOSED.  CONSULTATION WITH THE URBAN FORESTER IS REQUIRED BEFORE CUTTING OF ROOTS.

**or**

**CITY PROJECTS:** ADDITIONAL INSPECTION REQUIRED PRIOR TO CUTTING STREET TREE ROOTS.  APPLY FOR A ROOT PRUNING PERMIT FROM URBAN FORESTRY ([HTTPS://WWW.PORTLANDOREGON.GOV/TREES/79436](https://www.portlandoregon.gov/trees/79436)) ONCE ROOTS ARE EXPOSED.  CONSULTATION WITH THE URBAN FORESTER IS REQUIRED BEFORE CUTTING OF ROOTS

1. FOR ALTERNATE TREE SPECIES OR ALTERNATE TREE PLANTING LOCATION APPROVAL (PRIOR TO PLANTING), CONTACT URBAN FORESTRY AT 503-823-8733; TO LEAVE A MESSAGE FOR THE TREE INSPECTOR PRESS 5.
2. STREET TREES NOT APPROVED FOR REMOVAL THROUGH THIS PERMIT MUST BE PRESERVED AND PROTECTED. DO NOT DAMAGE THE TRUNK, BRANCHES, OR ROOTS. DO NOT STORE MATERIALS OR DRIVE EQUIPMENT WITHIN THE TREE’S ROOTING AREA.

**STREETCAR**

# FOR ALL PERMITS WITH IMPROVEMENTS ON FRONTAGES adjoining streetcar – use only applicable notes

1. COORDINATION BETWEEN THE PERMITTEE/CONTRACTOR AND PORTLAND STREETCAR WILL NEED TO OCCUR THROUGH THE STREETCAR TRACK ACCESS PERMITTING SYSTEM TO ENSURE THERE ARE NO CONSTRUCTION ISSUES THAT COULDIMPACT TRAIN OPERATION. THE PERMITTEE/CONTRACTOR IS TO REQUEST INFORMATION FROM STREETCAR VIA STREETCARTRACKACCESS@PORTLANDOREGON.GOV. FAQ SHEETS AND DEVELOPENT STANDARDS CAN BE FOUND AT <https://www.portlandoregon.gov/transportation/79402> .
2. During all phases of construction, the Permittee/contractor is required to assure that construction and project lighting will not be directed in a manner that shines into City Streetcar, TriMet Light Rail, or any other vehicle operator’s eyes in a manner which may cause night vision and safety issues to the operator’s visibility.
3. During ALL PHASES OF CONSTRUCTION, THE PERMITTEE/CONTRACTOR IS REQUIRED TO ASSURE THAT A MINIMUM CLEARANCE DISTANCE OF 10-FEET IS MAINTAINED AROUND THE OVERHEAD CATENARY SYSTEM WITH CONSTRUCTION EQUIPMENT, MATERIALS AND CONSTRUCTION RELATED OPERATIONS. A 5 FOOT CLEARANCE SHALL ALSO BE MAINTAINED FROM THE EDGE OF THE CONCRETE TRACK BED (DYNAMIC ENVELOP) ON EITHER SIDE UNLESS SPECEFIC ARRANGEMENTS ARE MADE WITH STREETCAR OPERATIONS VIA A TRACK ACCESS PERMIT.
4. During ALL PHASES OF CONSTRUCTION, INCLUDING THE WORK ASSOCIATED WITH THE ENCROACHMENTS ALLOWED UNDER THIS PERMIT, THE PERMITTEE/CONTRACTOR IS REQUIRED TO ASSURE THAT A MINIMUM CLEARANCE DISTANCE OF EXCAVATION IN THE AREA OF CATENARY POLE FOOTINGS ARE MAINTAINED TO PORTLAND STREETCAR'S SATISFACTION IN ORDER TO ASSURE ONGOING STABILITY OF THE OVERHEAD CATENARY SYSTEM WITH CONSTRUCTION EQUIPMENT, MATERIALS AND CONSTRUCTION RELATED OPERATIONS. ALL REQUIREMENTS FOR CATENARY POLE FOOTINGS CAN BE REQUESTED FOR REVIEW BY CONTACTING STREETCAR DIRECTLY.
5. During all phases of construction, including the work associated with the encroachments allowed under this Permit, the Permittee/contractor is required to assure that construction does not compromise the structural integrity or functionality of the street car catenary system, including but not limited to; footings, anchors, poles, cross arms and wires.
6. The City, at its sole discretion, may require Permittee to furnish a mid-construction survey on the tracks to monitor any movement. Permittee shall bear full financial responsibility for any costs incurred by the City to correct discrepancies between the pre-construction and post-construction trackway conditions or elevations.
7. Permittee/contractor shall bear full financial responsibility for any costs incurred by Portland Streetcar to (1) repair damage to the trackway or the vaults; (2) clean any debris collection on the trackway and/or any buildup of dirt or mud along the trackway; or (3) repair damage to any Portland Streetcar system, which is caused by Permittee/contractor use of the Premises or activities on or under adjoining property.

**STORMWATER NARRATIVE:**

**Describe the method of stormwater disposal, pollution control, and flow control for all lots and private streets and public streets.**