# PROJECT WEISZ - EVERGREEN RD AND INDUSTRIAL RD



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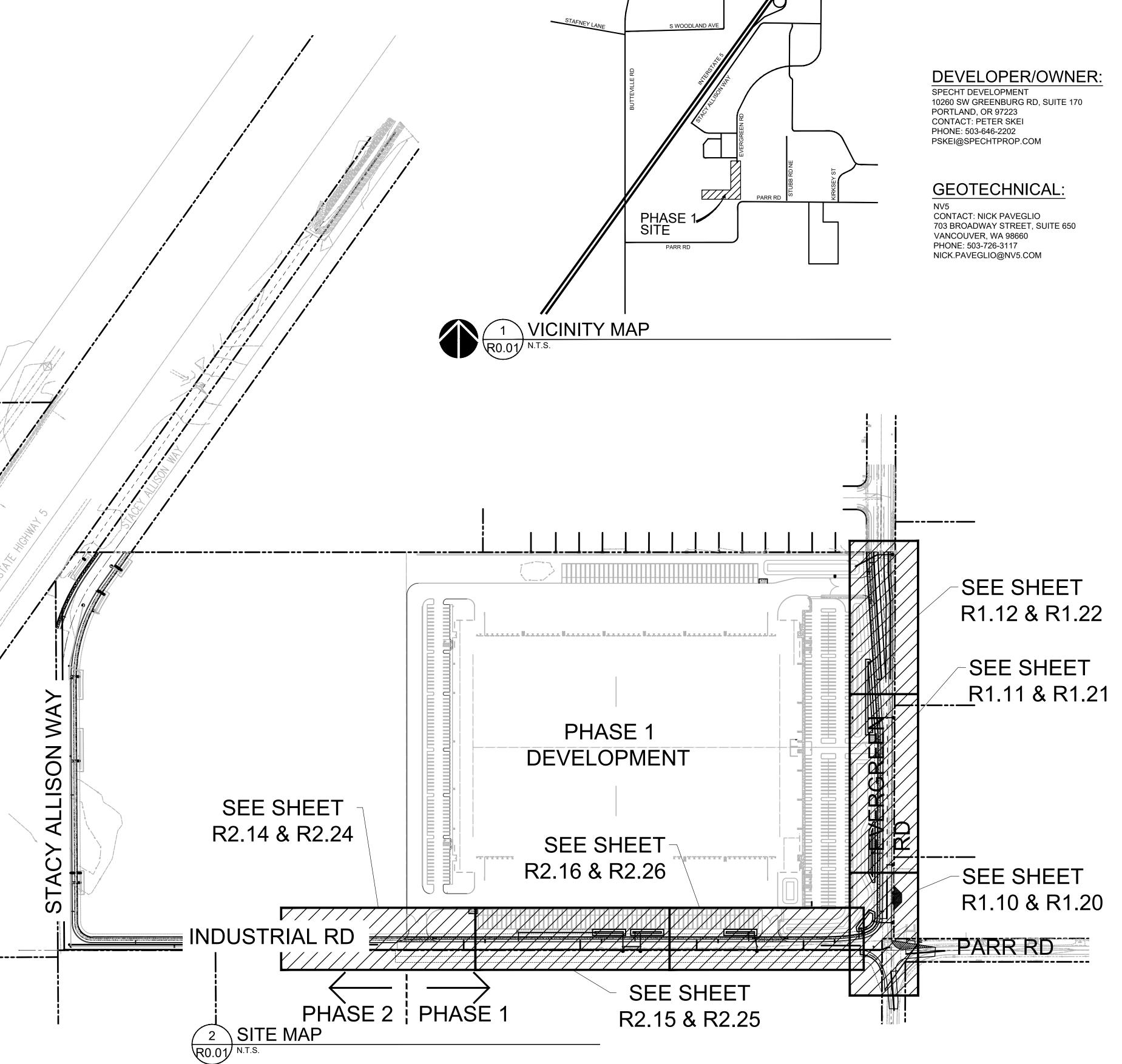
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### PROJECT DESCRIPTION:

SPECHT DEVELOPMENT PLANS TO BUILD AN APPROXIMATELY 500,000 SQUARE FOOT BUILDING WEST OF EVERGREEN ROAD AND PARR ROAD IN WOODBURN, OREGON. THE FACILITY WILL BE A SPEC. BUILDING. EVERGREEN ROAD WILL BE EXTENDED TO PARR ROAD. A NEW INDUSTRIAL ROAD WILL BE BUILT ALONG THE SOUTH SIDE OF THE PROPERTY

### **VERTICAL DATUM:**

**ELEVATIONS AND CONTOURS ARE BASED ON MARION COUNTY** CONTROL POINT 9425. THE BENCHMARK IS A 3" BRASS DISK LOCATED APPROXIMATELY 1,300 FEET WEST OF THE INTERSECTION OF STUBB ROAD NE AND PARR ROAD NE. IT HAS AN ELEVATION OF 182.42 FEET ON THE NGVD 1929 DATUM.

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#### GENERAL CONSTRUCTION NOTES

- 1. ALL WORK SHALL CONFORM TO THE CURRENT STANDARD SPECIFICATIONS AND REQUIREMENTS OF THE LOCAL JURISDICTION, THE CURRENT AMERICAN PUBLIC WORKS ASSOCIATION STANDARDS FOR PUBLIC WORKS CONSTRUCTION AND CURRENT OREGON STANDARD SPECIFICATIONS FOR CONSTRUCTION.
- 2. THE SURVEY INFORMATION SHOWN AS A BACKGROUND SCREEN IS BASED ON A SURVEY BY OTHERS AND IS SHOWN FOR REFERENCE ONLY. CONTRACTOR TO VERIFY ALL EXISTING CONDITIONS WITH HIS OWN RESOURCES PRIOR TO START OF ANY CONSTRUCTION
- 3. CONTRACTOR MUST COMPLY WITH LOCAL AND STATE REQUIREMENTS TO NOTIFY ALL UTILITY COMPANIES FOR LINE LOCATIONS SEVENTY-TWO (72) HOURS (MINIMUM) PRIOR TO START OF WORK. DAMAGE TO UTILITIES SHALL BE CORRECTED AT THE CONTRACTOR'S EXPENSE.
- 4. CONTRACTOR SHALL ADJUST ALL STRUCTURES IMPACTED BY CONSTRUCTION IMPROVEMENTS TO NEW FINISH GRADES.
- 5. REQUEST BY THE CONTRACTOR FOR CHANGES TO THE PLANS MUST BE APPROVED BY THE ENGINEER.
- 6. THE CONTRACTOR SHALL OBTAIN ALL REQUIRED PERMITS AND LICENSES PRIOR TO STARTING CONSTRUCTION.
- 7. THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER, CITY ENGINEERING STAFF, AND ANY POTENTIALLY AFFECTED CITY SERVICE AGENCIES A MINIMUM OF 48 HOURS IN ADVANCE OF STARTING CONSTRUCTION AND 24 HOURS BEFORE RESUMING WORK AFTER SHUTDOWNS, EXCEPT OF NORMAL RESUMPTION OF WORK FOLLOWING SATURDAYS, SUNDAYS OR HOLIDAYS
- 3. CONTRACTOR SHALL INSTALL PROJECT CONSTRUCTION SIGN(S) AT LOCATION(S) COORDINATED WITH THE CITY INSPECTOR. SIGN SHALL INCLUDE: ARIAL BOLD PRINT, 4 1/2 INCH LETTER SIZE PROJECT NAME, 3 INCH LETTER TEXT SIZE, BLACK NON-REFLECTIVE LEGEND, ORANGE NON-REFLECTIVE BACKGROUND, BLACK NON-REFLECTIVE 1-INCH FLUSH BORDER WITH 6-INCH CORNER RADIUSES ON 3/4 INCH APA RATED A-B GRADE EXTERIOR PLYWOOD. CONTRACTOR SHALL ADD START DATE, END DATE, CONTRACTOR COMPANY NAME AND CONTACT PERSON FOR SPECIFIC PROJECT. MOUNT ON DOUBLE POST TEMPORARY SIGN SUPPORT PER ODOT DETAIL TM 821.
- 9. PRIOR TO THE START OF WORK CONTRACTOR SHALL PROVIDE WRITTEN NOTICE OF THE CONSTRUCTION SCHEDULE TO ANY RESIDENT'S WHOSE DRIVEWAY ACCESS OR NORMAL TRAVEL ROUTES MAY BE AFFECTED. CONTRACTOR SHALL WORK IN A MANNER THAT ALLOWS EMERGENCY VEHICLES AND RESIDENTS ACCESS DURING CONSTRUCTION.
- 10. THIS SET OF PLANS APPROVES ONLY PUBLIC IMPROVEMENT WORK. PRIVATE PARCEL WORK SHALL BE SUBMITTED TO CITY 2. BUILDING DEPARTMENT FOR REVIEW AND PERMITTING.
- 11. THE CONTRACTOR SHALL PERFORM ALL WORK AND INCIDENTAL WORK NECESSARY TO COMPLETE THE PROJECT IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS. ANY INCIDENTAL WORK COST SHALL BE INCLUDED IN THE CONTRACT UNIT BID PRICES.
- 12. ANY INSPECTION BY THE CITY OR PROJECT ENGINEER SHALL NOT IN ANY WAY RELIEVE THE CONTRACTOR FROM ANY OBLIGATION TO PERFORM THE WORK IN COMPLIANCE WITH THE APPLICABLE PLANS, CODES, REGULATIONS, STANDARDS, AND PROJECT CONTRACT DOCUMENTS.
- 13. EXISTING UTILITY LOCATIONS SHOWN ON THE PLANS ARE APPROXIMATE AND ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY. THE LOCATIONS, DEPTHS, AND DESCRIPTIONS OF EXISTING UTILITIES SHOWN ON THE PLANS ARE COMPILED FROM AVAILABLE RECORDS AND/OR FIELD SURVEYS. THE ENGINEER AND FRANCHISE UTILITY COMPANIES DO NOT GUARANTEE THE ACCURACY OR THE COMPLETENESS OF SUCH RECORDS. ADDITIONAL UTILITY INFRASTRUCTURE NOT SHOWN ON THE PLANS MAY EXIST WITHIN THE WORK AREA. THE CONTRACTOR SHALL HAVE ALL UTILITIES LOCATED PRIOR TO COMMENCING CONSTRUCTION AND NOTIFY ENGINEER OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION. PLAN CHANGES MUST BE APPROVED BY THE PROJECT ENGINEER AND CITY IN ADVANCE OF THE WORK.
- 14. THE CONTRACTOR SHALL COORDINATE WITH ALL FRANCHISE UTILITIES TO WORK ON AND RELOCATE THEIR RESPECTIVE INFRASTRUCTURE AS REQUIRED.
- 15. THE CONTRACTOR SHALL MAKE PROVISIONS TO KEEP ALL EXISTING UTILITIES IN SERVICE AND PROTECT THEM DURING CONSTRUCTION, UNLESS NOTED OTHERWISE. CONTRACTOR SHALL IMMEDIATELY NOTIFY THE UTILITY OWNER OF ANY CONSTRUCTION CAUSED DAMAGE. NO SERVICE INTERRUPTIONS SHALL BE PERMITTED WITHOUT PRIOR WRITTEN PERMISSION FROM THE UTILITY PROVIDER.
- 16. SUBSEQUENT SETTLEMENT OR CRACKING OF FINISHED SURFACES IN THE RIGHT-OF-WAY WITHIN THE WARRANTY PERIOD SHALL BE CONSIDERED SUBGRADE FAILURE DUE TO A LACK OF COMPACTION AND SHALL BE REPAIRED BY THE CONTRACTOR AT NO CHARGE IN A MANNER ACCEPTABLE TO THE CITY.
- 17. THE CONTRACTOR SHALL CONTROL PROJECT SITE RIGHT-OF-WAY TRAFFIC IN CONFORMANCE WITH THE LATEST EDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES", "OREGON SUPPLEMENTS", AND CITY REQUIREMENTS. THE CONTRACTOR SHALL HAVE AVAILABLE ON SITE AND USE A CITY APPROVED, PROJECT-SPECIFIC, TRAFFIC CONTROL PLAN. THE CONTRACTOR SHALL AT ALL TIMES MAINTAIN LOCAL ACCESS FOR LOCAL RESIDENTS.
- 18. THE CONTRACTOR SHALL AT ALL TIMES, PROTECT SURVEY BENCHMARKS, PROPERTY CORNERS, AND MONUMENTS. IF SUCH POINTS ARE DISTURBED OR DESTROYED BY CONSTRUCTION ACTIVITIES, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER, AND IF REQUIRED BY ORS 209, PAY FOR THEIR REPLACEMENT BY A PROFESSIONAL LAND SURVEYOR.
- 19. THE CONTRACTOR SHALL PRESERVE ALL TEMPORARY SURVEY CONTROL POINTS AND CONSTRUCTION STAKING AS LONG AS THEY ARE NEEDED FOR CONSTRUCTION ACTIVITIES.
- 20. NO TRENCH, ON-SITE OR OFF-SITE, SHALL BE LEFT AT ANY TIME IN AN UNSAFE CONDITION. THE CONTRACTOR IS RESPONSIBLE AND LIABLE FOR HAZARDS OR DAMAGE RESULTING FROM THE PROSECUTION OF THE WORK. NO TRENCHES WILL BE ALLOWED TO REMAIN OPEN OVERNIGHT. ALL TRENCHES IN STREET AREAS SHALL BE COVERED WITH STEEL PLATES OR FILLED IN AT NIGHT AND COVERED WITH COLD OR HOT ASPHALT PATCH.
- 21. CONSTRUCTION CAUSED RIGHT-OF-WAY PAVEMENT DAMAGE SHALL BE TEMPORARILY REPAIRED THE DAY OF THE DAMAGE OR IN A TIME PERIOD AGREED TO BY THE CITY INSPECTOR USING COLD OR HOT ASPHALT MIX. CONTRACTOR SHALL BE REQUIRED TO MAINTAIN REPAIRED AREAS UNTIL THE FINAL REPAIR HAS OCCURRED.
- 22. IF THE CONTRACTOR ENCOUNTERS GROUND WATER SPRINGS DURING CONSTRUCTION, THEY SHALL IMMEDIATELY CONTACT THE PROJECT ENGINEER TO DISCUSS MEASURES TO ENSURE THAT THE WATER IS NOT CONVEYED THROUGH PROJECT UTILITY TRENCHES. THE NATURAL SPRING FLOW PATH SHALL BE ALTERED AS LITTLE AS PRACTICAL. THE PROJECT ENGINEER SHALL SUBMIT TO THE CITY FOR APPROVAL THE SPRING FINDINGS, IMPACTS AND PROPOSED MITIGATION PROCEDURES.
- 23. ALL PLAN LENGTHS ARE HORIZONTAL DISTANCES AND SHALL BE CONSIDERED APPROXIMATE. PIPE LENGTHS ARE MEASURED FROM CENTER OF STRUCTURE TO CENTER OF STRUCTURE. SANITARY AND STORM PIPELINES SHALL BE INSTALLED ON A STRAIGHT ALIGNMENT AND ON A UNIFORM GRADE BETWEEN STRUCTURES PER PLAN. PIPELINES SHALL BE INSTALLED SUCH THAT THE PIPE BELL IS POSITIONED AT THE UPSTREAM END OF THE PIPE SEGMENT WITH THE PIPE SPIGOT POSITIONED AT THE DOWNSTREAM END OF THE PIPE.
- 24. CONTRACTOR SHALL CONTROL PROJECT CONSTRUCTION DUST WITHIN THE PROJECT LIMITS AND NOT ALLOW IT TO DRIFT ONTO ADJACENT PROPERTIES.
- 25. CONTRACTOR SHALL VACUUM UP SAW CUT SLURRY AS IT IS CREATED.
- 26. CONTRACTOR SHALL RESTORE ALL CONSTRUCTION-DISTURBED AREAS TO MATCH EXISTING SURROUNDING LANDSCAPING UNLESS PLANS SPECIFY OTHERWISE.
- 27. PRIOR TO CONSTRUCTION, A CERTIFIED ARBORIST SHALL TRIM TREE LIMBS OVERHANGING THE WORK ZONE THAT MAY BE BROKEN BY CONSTRUCTION ACTIVITIES. AFTER PROJECT COMPLETION, A CERTIFIED ARBORIST SHALL TRIM TREE BRANCHES TO A 13.5 FOOT HEIGHT ABOVE STREET AREAS AND A 9 FOOT HEIGHT ABOVE PEDESTRIAN AREAS. CONTRACTOR SHALL CONSULT WITH CITY STAFF TO COORDINATE CITY REVIEW OF ALL TRIMMING ACTIVITIES.
- 28. THE CONTRACTOR SHALL HAVE EACH MATERIAL SUPPLIER SUBMIT TO THE ENGINEER PROOF THAT ALL MATERIALS ARE TESTED IN ACCORDANCE WITH THE PROJECT SPECIFICATIONS. BY ACCEPTANCE TO CONSTRUCT THE PROJECT, THE CONTRACTOR CERTIFIES THAT ALL MATERIALS DELIVERED TO THE JOB SITE OR INCORPORATED INTO THE WORK MEETS OR EXCEEDS THE 2018 OREGON STANDARD SPECIFICATIONS FOR CONSTRUCTION (ODOT/APWA). ANY MATERIALS NOT CONFORMING TO THE 2018 OREGON STANDARD SPECIFICATIONS FOR CONSTRUCTION (ODOT/APWA) SHALL BE REMOVED FROM THE JOB SITE AT NO ADDITIONAL COST TO THE OWNER OR CITY.

- 29. PRIOR TO CITY ACCEPTANCE, THE CONTRACTOR SHALL CLEAN THE WORK SITE AND ADJACENT AREAS OF ANY CONSTRUCTION RELATED MATERIALS, DEBRIS, DISCARDED ASPHALTIC CONCRETE MATERIAL OR ITEMS DEPOSITED BY THE CONTRACTOR'S PERSONNEL DURING THE PROJECT CONSTRUCTION.
- 30. UPON CONSTRUCTION COMPLETION, THE CONTRACTOR SHALL SUBMIT "REDLINE DRAWINGS" TO THE PROJECT ENGINEER. "REDLINE DRAWINGS" DOCUMENT ALL OF THE CONTRACTOR'S DEVIATIONS AND REVISION FROM THE APPROVED PLANS. THEY ALSO DESCRIBE MATERIALS INCORPORATED INTO THE PROJECT. REDLINE DRAWINGS ARE EXPECTED TO BE NEAT AND LEGIBLE AND PROVIDED TO THE ENGINEER OF RECORD AT LEAST 2 WEEKS PRIOR TO REQUIRING AGENCY SIGN OFF ON PERMITS.
- 31. A COPY OF THE PERMIT WITH ALL ATTACHMENTS AND A COPY OF THE APPROVED CONSTRUCTION PLANS AND ALL AMENDMENTS SHALL BE AVAILABLE AT THE PROJECT SITE AT ALL TIMES. ALL WORK SHALL CONFORM TO THE PERMIT TERMS, CONDITIONS, PROVISIONS, CITY APPROVED CONSTRUCTION PLANS, APPROVED PLAN AMENDMENTS AND THESE GENERAL CONDITIONS. CHANGES TO ANY OF THE AFORESAID ITEMS MUST BE APPROVED BY THE PROJECT ENGINEER AND CITY ENGINEERING IN ADVANCE OF WORK PERFORMANCE.
- 32. CONSTRUCTION VEHICLES SHALL PARK ON THE CONSTRUCTION SITE.
- 33. AT ALL TIMES THE CONTRACTOR SHALL MAINTAIN THE WORK ZONE OF THIS PLAN SET ALONG WITH THE ACCESS ROADS IN A CLEAN AND SANITARY CONDITION, FREE FROM OBSTRUCTIONS, HAZARDS, DEBRIS, AND TRASH.
- 34. CONTRACTOR SHALL COORDINATE AND SCHEDULE ALL EARTHWORK, TRENCH BACKFILL, ROAD CONSTRUCTION COMPACTION TESTS AND GEOTECHNICAL REVIEWS WITH THE PROJECT GEOTECHNICAL ENGINEER.
- 35. PUBLIC ROADWAYS SHALL NOT BE CLOSED TO TRAFFIC AT ANY TIME WITHOUT HAVING FIRST A CITY APPROVED TRAFFIC CONTROL PLAN. THE CONTRACTOR IS RESPONSIBLE FOR TIMELY NOTIFICATION OF TRAFFIC FLOW DISRUPTIONS TO AREA WIDE EMERGENCY SERVICES AND SCHOOL DISTRICTS.
- 36. A TRAFFIC CONTROL PLAN SHALL BE APPROVED BY THE CITY PRIOR TO ANY CONSTRUCTION WORK WITHIN THE RIGHT OF WAY. TRAFFIC CONTROL DEVICES, FLAGGING PERSONNEL, ETC., SHALL BE IN PLACE PRIOR TO ANY CONSTRUCTION WORK WITHIN THE RIGHT OF WAY. DEVICES SHALL BE EFFECTIVELY MAINTAINED.

#### **DEMOLITION NOTES**

- 1. INSTALL EROSION CONTROL MEASURES AND TEMPORARY FENCING PRIOR TO ANY DEMOLITION ACTIVITIES.
- 2. ALL VEGETATION AND DELETERIOUS MATERIALS WITHIN THE LIMITS OF WORK SHALL BE STRIPPED AND REMOVED FROM THE SITE PRIOR TO GRADING WORK, UNLESS NOTED OTHERWISE (I.E. PROTECTED TREES).
- 3. PROTECT ALL EXISTING LANDSCAPING AT AND BEYOND LIMITS OF WORK.
- 4. PROTECT ALL UNDERGROUND UTILITY SERVICES AND CONDUIT UNLESS NOTED OTHERWISE
- 5. WHERE APPLICABLE, VERIFY DISCONNECT OF GAS AND ELECTRIC WITH UTILITY. CUT/CAP UTILITY SERVICES (STORMWATER AND SANITARY WITHIN 5 FEET OF EDGE OF R.O.W.) CAP WATERLINE ON OWNER'S SIDE OF METER AND PERFORM OTHER DEMOLITION TASKS AS REQUIRED. ADDITIONAL REMOVALS MAY BE REQUIRED BY THE AUTHORITIES HAVING JURISDICTION AND THE CONTRACTOR SHALL CONFIRM ACCORDINGLY PRIOR TO BID.

#### **GRADING CONSTRUCTION NOTES**

- 1. ROUGH GRADING: ROUGH GRADE TO ALLOW FOR DEPTH OF PAVEMENTS, BASE COURSES, AND TOPSOIL PER DETAILS AND SPECIFICATIONS
- 2. <u>FINISH GRADING</u>: BRING ALL FINISH GRADES TO APPROXIMATE LEVELS INDICATED. WHERE GRADES ARE NOT OTHERWISE INDICATED, HARDSCAPE FINISH GRADES ARE TO BE THE SAME AS ADJACENT SIDEWALKS, CURBS, OR THE OBVIOUS GRADE OF ADJACENT STRUCTURE. SOFTSCAPE GRADES (INCLUDING ADDITIONAL DEPTH OF TOPSOIL) SHALL BE SET 1-2 INCHES WHERE ABUTTING WALKWAYS OR CURBS, OR MATCHING OTHER SOFTSCAPE GRADES. GRADE TO UNIFORM LEVELS OR SLOPES BETWEEN POINTS WHERE GRADES ARE GIVEN. ROUND OFF SURFACES, AVOID ABRUPT CHANGES IN LEVELS. AT COMPLETION OF JOB AND AFTER BACKFILLING BY OTHER CRAFTS HAS BEEN COMPLETED, REFILL AND COMPACT AREAS WHICH HAVE SETTLED OR ERODED TO BRING TO FINAL GRADES.
- 3. <u>EXCAVATION:</u> EXCAVATE FOR PAVING AND OTHER IMPROVEMENTS TO SIZES AND LEVELS SHOWN OR REQUIRED. ALLOW FOR FORM CLEARANCE AND FOR PROPER COMPACTION OF REQUIRED BACKFILLING MATERIAL. DAMAGE TO UTILITIES SHALL BE CORRECTED AT THE CONTRACTOR'S EXPENSE.
- 4. EFFECTIVE EROSION PREVENTION AND SEDIMENT CONTROL IS REQUIRED. EROSION CONTROL DEVICES MUST BE INSTALLED AND MAINTAINED MEETING THE LOCAL AGENCY AND STATE AGENCY REQUIREMENTS. THE GOVERNING JURISDICTION MAY, AT ANY TIME, ORDER CORRECTIVE ACTION AND STOPPAGE OF WORK TO ACCOMPLISH EFFECTIVE EROSION CONTROL.
- 5. DRAINAGE SHALL BE CONTROLLED WITHIN THE WORK SITE AND SHALL BE ROUTED SO THAT ADJACENT PRIVATE PROPERTY, AND THE RECEIVING SYSTEM ARE NOT ADVERSELY IMPACTED. THE ENGINEER AND/OR GOVERNING JURISDICTION MAY, AT ANY TIME, ORDER CORRECTIVE ACTION AND STOPPAGE OF WORK TO ACCOMPLISH EFFECTIVE DRAINAGE CONTROL.
- 6. SITE TOPSOIL STOCKPILED DURING CONSTRUCTION AND USED FOR LANDSCAPING SHALL BE APPROVED BY THE LANDSCAPE ARCHITECT.
- 7. CONTRACTOR TO REVIEW AND CONFIRM GRADES AT JOIN POINTS, SUCH AS AT DAYLIGHT LIMITS PRIOR TO CONSTRUCTION.
- ALL PEDESTRIAN PATHWAYS SHALL BE COMPLIANT WITH LOCAL ACCESSIBILITY CODES UNLESS SPECIFICALLY DESIGNATED OTHERWISE.

#### UTILITY CONSTRUCTION NOTES

- 1. THE WORKING DRAWINGS ARE GENERALLY DIAGRAMMATIC. THEY DO NOT SHOW EVERY OFFSET, BEND OR ELBOW REQUIRED FOR INSTALLATION IN THE SPACE PROVIDED. THEY DO NOT SHOW EVERY DIMENSION, COMPONENT PIECE, SECTION, JOINT OR FITTING REQUIRED TO COMPLETE THE PROJECT. ALL LOCATIONS FOR WORK SHALL BE CHECKED AND COORDINATED WITH EXISTING CONDITIONS IN THE FIELD BEFORE BEGINNING CONSTRUCTION. EXISTING UNDERGROUND UTILITIES LAYING WITHIN THE LIMITS OF EXCAVATION SHALL BE VERIFIED AS TO CONDITION, SIZE AND LOCATION BY UNCOVERING, PROVIDING SUCH IS PERMITTED BY LOCAL PUBLIC AUTHORITIES WITH JURISDICTION, BEFORE BEGINNING CONSTRUCTION. CONTRACTOR TO NOTIFY ENGINEER IF THERE ARE ANY DISCREPANCIES.
- 2. NOT ALL REQUIRED CLEANOUTS ARE SHOWN ON THE PLANS.
- VERIFY LOCATION, SIZE AND DEPTH OF EXISTING UTILITIES BY POTHOLING PRIOR TO CONSTRUCTION. NOTIFY ENGINEER OF DISCREPANCIES.
- 4. IF APPLICABLE, CONTRACTOR TO PROVIDE POWER TO IRRIGATION CONTROLLER. SEE LANDSCAPE PLANS AND SPECIFICATIONS.
- 5. CONTRACTOR TO MAINTAIN MINIMUM 3 FEET OF COVER OVER ALL UTILITY PIPING AND CONDUITS, UNLESS NOTED OTHERWISE.
- 6. SEE CITY OF WOODBURN DETAIL NO. 3800-1 FOR TRENCHING REQUIREMENTS. WHERE CONNECTING TO AN EXISTING PIPE, AND PRIOR TO ORDERING MATERIALS, THE CONTRACTOR SHALL EXPOSE THE END OF THE EXISTING PIPE TO VERIFY THE LOCATION, SIZE, AND ELEVATION. NOTIFY ENGINEER OF ANY DISCREPANCIES.
- 7. PRODUCT MATERIAL SUBMITTALS FOR REVIEW BY THE ENGINEER SHALL BE ACCOMPANIED BY A MANUFACTURER'S CERTIFICATION THAT THE PRODUCT IS CAPABLE OF MEETING PERFORMANCE EXPECTATIONS (I.E. WATERTIGHT, MINIMUM/MAXIMUM BURIAL, PREVENTION OF GROUNDWATER INTRUSION, ETC.) BASED ON THEIR REVIEW OF THE PROJECT PLANS. IN THE ABSENCE OF A MANUFACTURER'S CERTIFICATION, THE GENERAL CONTRACTOR'S REVIEW STAMP SHALL CONSTITUTE THAT THEY HAVE PERFORMED THE NECESSARY REVIEW TO CERTIFY THE PRODUCT'S CONFORMANCE TO PROJECT SPECIFICATIONS AND GENERAL EXPECTATIONS.
- CONTRACTOR SHALL FLUSH AND CLEAN DEBRIS FROM PIPE AND MANHOLES, THEN MANDREL PVC MAINS.
- 9. WHEN TRENCH CONSTRUCTION IS LOCATED THROUGH AN EXISTING ASPHALT PAVED SURFACE, CONTRACTOR SHALL INSTALL HOT ASPHALT CEMENT OR TEMPORARY COLD MIX ON TRENCH SURFACE PRIOR TO OPENING THE WORK ZONE TO PUBLIC VEHICULAR ACCESS EACH DAY.

10. ALL WATER, STORM DRAIN, AND PUBLIC SEWER MAIN PIPES ARE REQUIRED TO HAVE TRACER WIRES, INCLUDING DUCTILE IRON PIPES AND SERVICES TO AND FROM MAIN TO PROPERTY LINES.

#### WATER NOTES

- 1. ALL WATERLINE WORK AND MATERIALS SHALL CONFORM TO THE OREGON STATE HEALTH DIVISION ADMINISTRATIVE RULES AND AMERICAN WATER WORKS ASSOCIATION (AWWA) STANDARDS AND CITY OF WOODBURN TECHNICAL SPECIFICATIONS AND TESTING REQUIREMENTS.
- 2. CITY FORCES TO OPERATE ALL VALVES, INCLUDING FIRE HYDRANTS, ON EXISTING PUBLIC MAINS.
- 3. ALL WATER MAINS SHALL BE CLASS 52 DUCTILE IRON PIPE. ALL FITTINGS 4 INCHES THROUGH 24 INCHES IN DIAMETER SHALL BE DUCTILE IRON FITTINGS IN CONFORMANCE WITH AWWA C-153 OR AWWA C-110. THE MINIMUM WORKING PRESSURE FOR ALL MJ CAST IRON OR DUCTILE IRON FITTINGS 4 INCHES THROUGH 24 INCHES IN DIAMETER SHALL BE 350 PSI FOR MJ FITTINGS AND 250 PSI FOR FLANGED FITTINGS.
- 4. UNLESS OTHERWISE APPROVED BY CITY ENGINEER, ALL VALVES SHALL BE FLANGE CONNECTED TO ADJACENT TEES OR CROSSES. ALL OTHER FITTINGS SHALL BE MECHANICAL JOINTS.
- 5. WATER SERVICE PIPE ON THE PUBLIC SIDE OF THE METER SHALL BE TYPE K SOFT COPPER TUBING CONFORMING TO ASTM B-88
- 6. DOMESTIC AND FIRE BACKFLOW PREVENTION DEVICES AND VAULTS SHALL CONFORM TO REQUIREMENTS OF PUBLIC AND/OR PRIVATE AGENCIES HAVING JURISDICTION.
- 7. CONTRACTOR SHALL INSTALL TEMPORARY PLUG AND BLOWOFF AS REQUIRED AT THE END OF WATERLINE OR OTHER LOCATIONS FOR FLUSHING, TESTING, AND CHLORINATION AS NEEDED.
- 8. THE WORK SHALL BE PERFORMED IN A MANNER DESIGNATED TO MAINTAIN WATER SERVICE TO BUILDINGS SUPPLIED FROM THE EXISTING WATERLINES. IN NO CASE SHALL SERVICE TO ANY MAIN LINE OR BUILDING BE INTERRUPTED FOR MORE THAN FOUR (4) HOURS IN ANYONE DAY. CONTRACTOR SHALL NOTIFY THE CITY AND ALL AFFECTED RESIDENTS AND BUSINESS A MINIMUM OF 24 BUSINESS HOURS (ONE (1) BUSINESS DAY) PRIOR TO ANY INTERRUPTION OF SERVICE.
- 9. SANITARY SEWER LATERAL CROSSINGS. WHERE SANITARY SEWER LINES CROSS ABOVE OR WITH 18-INCHES VERTICAL SEPARATION BELOW A WATER LINE, SEWER MAINS AND/OR LATERAL SHALL BE REPLACED WITH C-900 PVC (DR18) PIPE AT THE CROSSING. CENTER ONE FULL LENGTH (20') OF PVC PIPE CONFORMING TO AWWA C-900 (DR18) AT THE CROSSING. CONNECT TO THE EXISTING SEWER LINES WITH APPROVED RUBBER COUPLINGS.
- 10. ALL WATER LINE PIPE SHALL HAVE A MINIMUM OF 48 INCHES OF COVER TO FINISH GRADE. BACKFILL MUST BE COMPACTED TO A DENSITY OF 92% IN IMPROVED OR STRUCTURAL FILL AREAS. MINIMUM COMPACTION IN UNPAVED NON-STRUCTURAL FILL AREAS IS 90% COMPACTION IS TO BE PER AASHTO T-180.
- 11. ALL TEES, BENDS AND ENDS OF WATER LINES SHALL BE RESTRAINED WITH MECHANICAL JOINTS (MEGALUG SERES 1100), OR APPROVED EQUAL. USE FIELD LOCK GASKETS IN ALL PUSH-ON PIPE JOINTS.
- 12. ALL WATER LINES SHALL BE THOROUGHLY FLUSHED AND CHLORINATED. POTABLE WATER TEST SHALL BE APPROVED BY THE OREGON STATE HEALTH DEPARTMENT AND CITY OF WOODBURN PRIOR TO ANY METERED SERVICE HOOKUP. CONTRACTOR SHALL INSTALL TEMPORARY PLUG AND BLOWOFF AS REQUIRED AT THE END OF WATERLINE FOR FLUSHING, TESTING AND CHLORINATION. WATER LINES SHALL BE PRESSURE TESTED PER AWWA C-600 AS LISTED BY AWWA. WATER LINE DISINFECTION SHALL CONFORM TO AWWA C-601 AND CITY OF WOODBURN REQUIREMENTS.
- 13. PROVIDE TRACE WIRE FOR ALL MAINS. ALL WATER MAINS SHALL BE RESTRAINED MECHANICAL JOINTS, FIELD-LOCK GASKETS AND THRUST BLOCKS AS SPECIFIED. ALL FITTINGS SHALL BE RESTRAINED.

#### STORM DRAIN NOTES

- MANDREL TESTING. CONTRACTOR SHALL CONDUCT DEFLECTION TEST OF FLEXIBLE STORM DRAIN PIPES (I.E. HDPE, PVC, ETC.) BY PULLING AN APPROVED MANDREL THROUGH THE COMPLETED PIPE LINE FOLLOWING TRENCH COMPACTION. THE DIAMETER OF THE MANDREL SHALL BE 95% OF THE INITIAL PIPE DIAMETER. TEST SHALL BE CONDUCTED NOT MORE THAN 30 DAYS AFTER THE TRENCH BACKFILLING AND COMPACTION HAS BEEN COMPLETED.
- 2. CLEANING. PRIOR TO MANDREL TESTING OR FINAL ACCEPTANCE, FLUSH AND CLEAN ALL DRAINS, AND REMOVE ALL FOREIGN MATERIAL FROM THE MAINLINES, MANHOLES AND CATCH BASINS.
- 3. STORM DRAIN PIPE SHALL BE AS SHOWN ON THE PLANS.
- 4. CONCRETE AND PVC PIPE SHALL BE LAID WITH RUBBER RING JOINTS. ALL STORMPIPE JOINTS SHALL BE WATERTIGHT REGARDLESS OF SPECIFIED OR SELECTED MATERIAL.
- 5. MINIMUM COVER ON STORM LINES IS 36" FROM THE TOP OF THE PIPE TO FINISH GRADE. BACKFILL MUST BE COMPACTED TO A DENSITY OF 92% IN IMPROVED OR STRUCTURAL FILL AREAS. MINIMUM COMPACTION IN UNPAVED, NON-STRUCTURAL FILL AREAS IS 90% COMPACTION IS TO BE PER AASHTO T-180. LINES WITH LESS THAN 36" COVER SHALL BE REINFORCED CONCRETE. WHEN INSTALLED IN TRAFFIC AREAS PROVIDE A CONCRETE CAP.
- 6. THE LOCATION AND/OR STATIONING AND THE DEPTH FROM THE INVERT FROM THE TOP OF CURB TO THE INVERT ELEVATION OF ALL STORM DRAIN LATERAL SHALL BE RECORDED BY THE CONTRACTOR AND PROVIDED TO THE ENGINEER.
- 7. TV INSPECTIONS REPORT SHALL BE SUBMITTED AND RECORDED USING THE LATEST VERSION OF NASSCO'S PACP/MACP.
- 8. ALL SEWER MANHOLES SHALL BE SEALED AND LEAK TESTED.

SEE ADDITIONAL NOTES ON SHEET R0.11



Planning - Engineering

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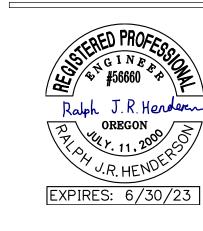
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CHECKED BY: RJH
SHEET:

**R0.10** 

JOB NO.

#### SEWER MAIN NOTES

- 1. UNLESS OTHERWISE SHOWN, SANITARY SEWER PIPE SHALL BE PVC IN CONFORMANCE WITH ASTM D-3034, SDR 35. ALL OTHER APPURTENANCES AND INSTALLATION TO CONFORM TO THE CITY SPECIFICATIONS AND STANDARD DRAWINGS.
- 2. ALL PRECAST MANHOLES SHALL BE PROVIDED WITH INTEGRAL RUBBER BOOTS. WHERE MANHOLES WITH INTERNAL RUBBER BOOTS ARE NOT USED, A FLEXIBLE JOINT SHALL BE PROVIDED ON ALL MAINLINES WITHIN 1.5 FEET OF THE OUTSIDE FACE OF THE MANHOLE. LOCKDOWN LIDS REQUIRED ON ALL MANHOLES OUTSIDE OF PUBLIC RIGHT-OF-WAY.
- 3. OPENINGS FOR CONNECTIONS TO EXISTING MANHOLES SHALL BE MADE BY SAWCUTTING OR CORE-DRILLING EXISTING MANHOLE STRUCTURES. USE OF PNEUMATIC JACKHAMMERS SHALL BE PROHIBITED. CONNECTIONS TO BE WATERTIGHT AND SHALL PROVIDE A SMOOTH FLOW INTO AND THROUGH THE MANHOLE. SMALL CHIPPING HAMMERS OR SIMILAR LIGHT TOOLS WHICH WILL NOT DAMAGE OR CRACK THE MANHOLE BASE MAY BE USED TO SHAPE CHANNELS OR ENLARGE EXISTING OPENINGS IF AUTHORIZED BY CITY ENGINEER.
- 4. LEAKAGE TESTING. SANITARY SEWER PIPE AND APPURTENANCES SHALL BE TESTED FOR LEAKAGE. LEAKAGE TESTS SHALL INCLUDE AN AIR TEST OF ALL SEWER MAINS AND LATERALS AND VACUUM TESTING OF THE MANHOLES IN ACCORDANCE WITH CITY OF WOODBURN PROCEDURES.
- 5. CLEANING. PRIOR TO MANDREL TESTING AND/OR TV INSPECTION, FLUSH AND CLEAN ALL SEWERS OF ALL FOREIGN MATERIAL FROM THE MAINLINES AND
- 6. CONTRACTOR SHALL CONDUCT DEFLECTION TEST OF FLEXIBLE SANITARY SEWER PIPES BY PULLING AN APPROVED MANDREL THROUGH THE COMPLETED PIPE LINE FOLLOWING TRENCH COMPACTION. THE DIAMETER OF THE MANDREL SHALL BE 95% OF THE INITIAL PIPE DIAMETER. TEST SHALL BE CONDUCTED NOT MORE THAN 30 DAYS AFTER THE TRENCH BACKFILLING AND COMPACTION HAS BEEN COMPLETED.
- 7. UPON COMPLETION OF ALL SEWER CONSTRUCTION, TESTING, AND REPAIR, THE CONTRACTOR SHALL CONDUCT A COLOR TV ACCEPTANCE INSPECTION OF ALL MAINLINES IN ACCORDANCE WITH APWA 303.3.11. THE TV INSPECTION SHALL BE CONDUCTED BY AN APPROVED TECHNICAL SERVICE WHICH IS EQUIPPED TO MAKE AUDIOVISUAL RECORDING OF THE TV INSPECTIONS ON CD. UNLESS OTHERWISE REQUIRED BY AGENCY WITH JURISDICTION, A STANDARD 1" DIAMETER BALL SHALL BE SUSPENDED IN FRONT OF THE CAMERA DURING THE INSPECTION. SUFFICIENT WATER TO REVEAL LOW AREAS OR REVERSE GRADES SHALL BE DISCHARGED INTO THE PIPE IMMEDIATELY PRIOR TO INITIATION OF THE TV INSPECTION. THE CD AND WRITTEN REPORT SHALL BE DELIVERED TO THE CITY. TB REPORT SHALL BE DONE BY AN APPROVED CITY OF WOODBURN PROGRAM. CONTACT CITY OF WOODBURN FOR APPROVED PROGRAM PRIOR TO TV INSPECTION.
- 8. SANITARY SEWER TV REPORTS SHALL BE RECORD VIDEO INSPECTION USING THE LATEST VERSION OF NASSCO'S PACP/MACP. FURNISH RECORDINGS ON NASSCO PACP/MACP PROGRAM AND INVENTORY SHEETS ON CD INCLUDING A TEST FILE TO INDICATE THE PROJECT NUMBER AND NAME, DATE OF INSPECTION, PIPE SEGMENT NUMBER, CONTRACTOR'S NAME AND WHETHER IT IS A PRE-CONSTRUCTION OR POST-CONSTRUCTION VIDEO, FILENAMES, AND DESCRIPTION OF THE FILE CONTENTS.
- 9. MINIMUM COVER ON PUBLIC SANITARY SEWER LINES IS 36" FROM THE TOP OF THE PIPE TO FINISH GRADE. BACKFILL MUST BE COMPACTED TO A DENSITY OF 92% IN IMPROVED OR STRUCTURAL FILL AREAS. MINIMUM COMPACTION IN UNPAVED, NON-STRUCTURAL FILL AREAS IS 90% COMPACTION IS TO BE PER AASHTO T-180. MAXIMUM COMPACTION TEST SPACING OVER PUBLIC SANITARY LINES IS 150'.
- 10. ALL SANITARY SERVICE LATERAL CONNECTIONS AT THE MAIN ARE TO BE TEES UNLESS OTHERWISE NOTED.
- 11. MAINTAIN MINIMUM 10 FOOT HORIZONTAL CLEAR DISTANCE BETWEEN WATER AND SANITARY SEWER LINES EXCEPT AT CROSSING. VERTICAL SEPARATION SHALL BE A MINIMUM OF 18 INCHES CLEAR DISTANCE WHERE WATER LINES CROSS OVER SANITARY SEWER LINES. PVC C-900 PIPE SHALL BE USED (FOR SEWER) 10 FEET ON EITHER SIDE OF THE CROSSING WHEN THE CLEAR DISTANCE BETWEEN THE WATER LINE AND SANITARY SEWER LINE IS LESS THAN 18 INCHES.

#### PRIVATE UTILITY NOTES:

- 1. ALL NEW PRIVATE UTILITIES (POWER, CABLE, TV, TELEPHONE, GAS) SHALL BE INSTALLED UNDERGROUND. INSTALLATION OF PRIVATE UTILITIES IN A COMMON TRENCH WITH WATER, SANITARY SEWER, OR STORM SEWER IS PROHIBITED.
- 2. CONTRACTOR OR DEVELOPER SHALL COORDINATE WITH POWER, TELEPHONE, TV (CABLE) COMPANIES, GAS FOR DESIGN AND INSTALLATION FOR THEIR FACILITIES. TRENCHING AND CONDUITS SHALL BE INSTALLED PER UTILITY COMPANY REQUIREMENTS WITH PULL WIRE. CONTRACTOR SHALL VERIFY WITH UTILITY COMPANY FOR SIZE AND TYPE OF CONDUIT PRIOR TO CONSTRUCTION. ALL CHANGES IN DIRECTION OF UTILITY CONDUITS RUNS SHALL BE APPROVED BY THE ENGINEER OF RECORD PRIOR TO CONSTRUCTION.
- 3. CONTRACTOR/DEVELOPER SHALL NOTIFY AND COORDINATE WITH PRIVATE UTILITIES FOR RELOCATION OF POWER POLES, VAULTS, VALVES, ETC.

### STREET CONSTRUCTION NOTES:

- THE EXACT LOCATION OF ASPHALT SAW CUT LINES AND PAVEMENT RESTORATION LIMITS SHALL BE FIELD DETERMINED BY THE CITY INSPECTOR.
- AGGREGATE TRENCH AND STREET COMPACTION SHALL BE 95% OR BETTER OF ASTM D-1557 (MODIFIED PROCTOR AASHTO T-180).
- 3. GALVANIZED STREET SIGN POSTS SHALL BE 2 3/8 INCH O.D. (0.065 WALL THICKNESS) SQUARE, PERFORATED STEEL BREAKAWAY POSTS. BURY POST DEPTH OF 2 FEET MINIMUM.
- 4. INSTALL WET SET, YELLOW TRUNCATED DOMES 2 FOOT LONG BY FULL RAMP WIDTH. COVER INSTALLED PANELS IN PROTECTIVE PLASTIC UNTIL FINAL INSPECTION. SELECT TRUNCATED DOMES FROM ODOT QUALIFIED PRODUCT LIST (QPL).
- 5. ASPHALT PAVEMENT DENSITY TESTING SHALL BE TAKEN 1 TEST FOR EVERY 100 CONSECUTIVE TONS OF MIX. CITY INSPECTOR WILL DETERMINE TESTING AMOUNT ON PROJECTS WITH LESS THAN 100 TONS OF MIX. EACH TEST SHALL CONSIST OF A SERIES OF TWO READINGS. FOR A SPECIFIED LIFT THICKNESS OF 1½ INCH OR GREATER, THE MIXTURE SHALL BE COMPACTED TO AT LEAST 91 PERCENT OF THE THEORETICAL MAXIMUM DENSITY AS DETERMINED BY ODOT TM 306C.

- 6. TO PROTECT TREE WELLS AND LANDSCAPE AREAS IN PARKING AREAS, INSTALL 6"x6" BROWN, PRESSURE TREATED LANDSCAPE TIMBERS SET 4" ABOVE SURROUNDING FINISH GRADE. PIN TIMBERS TO GROUND WITH # 8 RE-BAR 18" MINIMUM LENGTH, ON 2' CENTERS. TIMBERS SHALL BE CONNECTED TO EACH OTHER WITH LAP JOINTS.
- 7. FRANCHISE UTILITY CONDUIT CROSSINGS SHALL BE ELECTRICAL GRADE SCHEDULE 40 PVC OR AS SPECIFIED BY THE APPLICABLE FRANCHISE CARRIER. THE CONDUIT SHALL BE EXTENDED 10' PAST RIGHT-OF-WAY LINES OR PUBLIC UTILITY EASEMENTS AND HAVE A MINIMUM COVER OF 36".
- IN ADDITION TO THE REQUIRED COMPACTION TESTING, THE CITY REQUIRES A PROOF ROLL USING A FULLY LOADED 10-YARD DUMP TRUCK TO VERIFY SUBGRADE COMPACTION, BASE ROCK COMPACTION AND LEVELING ROCK COMPACTION.
- 9. SOFT SUBGRADE MATERIAL FOUND IN THE STREET TYPICAL CONSTRUCTION SECTION, SHALL BE REMOVED TO THE DEPTH REQUIRED TO PROVIDE A FIRM FOUNDATION AND SHALL BE REPLACED WITH 3/4" MINUS AGGREGATE. THE ENTIRE SUBGRADE SHALL BE COMPACTED TO 95% OF MODIFIED PROCTOR AASHTO T-180 (ASTM D-1557).
- 10. CONTRACTOR SHALL CONSTRUCT WHEELCHAIR RAMPS AND CONNECTION RAMPS TO BE ADA COMPLIANT. ADA COMPLIANT RAMP SLOPES GOVERN OVER SPOT RAMP ELEVATIONS.
- 11. ALL RIGHT-OF-WAY CONCRETE SIDEWALKS SHALL BE STANDARD CONCRETE
- 12. SIDEWALK PEDESTRIAN ZONE SHALL BE KEPT CLEAR OF TRIP HAZARDS SUCH AS CLEANOUT BOXES, WATER METER BOXES, FRANCHISE UTILITY BOXES, STREET FURNITURE, STREET LIGHTS, ETC.
- 13. ALL NEW OR REPLACED ROADWAY STRIPING OR MARKINGS SHALL BE METHYL METHACRYLATE AND MATCH THE COLOR AND WIDTH OF THE DISTURBED STRIPING/MARKINGS OR AS SPECIFIED ON PLANS.
- 14. CONTRACTOR SHALL AS-BUILT ANY EXISTING ROADWAY STRIPING TO BE REPLACED PRIOR TO CONSTRUCTION AND FURNISH COPIES TO BOTH THE ENGINEER AND THE CITY TRAFFIC ENGINEER. AFTER CONSTRUCTION, ALL STRIPING SHALL BE REPLACED PER THE AS-BUILT AND NOTE 14 ABOVE.
- 15. STATIONING AND OFFSETS OF THE STREET TREES SHOWN ON PLANS ARE TO THE CENTER OF THE TRUNK.
- 16. ALL PEDESTRIAN AREAS (INCLUDING SIDEWALKS AND ADA WHEELCHAIR RAMPS) SHALL COMPLY WITH CURRENT ADA REQUIREMENTS AT TIME OF CONSTRUCTION.

#### EROSION AND SEDIMENT CONTROL CONSTRUCTION NOTES

- EROSION AND SEDIMENT CONTROL SHALL ADHERE TO THE OREGON DEPARTMENT OF ENVIRONMENTAL QUALITY (DEQ) APPROVED 1200-C PERMIT AND PLANS.
- 2. NO WORK SHALL OCCUR WITHIN WETLAND BOUNDARIES.

#### ENGINEER OF RECORD CONSTRUCTION INSPECTION NOTES

- THE CONTRACTOR SHALL COORDINATE AND ARRANGE FOR A
  PRE-CONSTRUCTION MEETING WITH ALL APPLICABLE PARTIES AT LEAST ONE (1)
  WEEK PRIOR TO THE SCHEDULED START OF CONSTRUCTION.
- 2. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING WITH THE AUTHORITIES HAVING JURISDICTION (AHJ) WITH REGARD TO REQUIRED INSPECTIONS AND TESTING REPORTS. CONTRACTOR SHALL FURNISH ALL REQUIRED INSPECTION AND TESTING REPORTS TO THE ENGINEER OF RECORD AND KEEP A CLEAN RECORD OF THESE DOCUMENTS TO BE PROVIDED TO THE CITY AT PROJECT CLOSE-OUT.
- 3. THE CONTRACTOR SHALL PUBLISH A DETAILED SCHEDULE OF CONSTRUCTION ACTIVITIES SUCH THAT THE ENGINEER OF RECORD CAN DETERMINE A SCHEDULE OF INSPECTION OBSERVATIONS UPON WHICH THE CONTRACTOR WILL BE RESPONSIBLE FOR COORDINATING WITH THE ENGINEER AT LEAST 48 HOURS PRIOR TO THE REQUIRED INSPECTION OBSERVATION.
- ENGINEER OF RECORD IS RESPONSIBLE FOR DIRECTLY COORDINATING CONSTRUCTION SCHEDULES WITH THE CITY'S ENGINEERING DIVISION SUCH THAT THE CITY'S INSPECTOR CAN BE PRESENT FOR INSPECTIONS THAT REQUIRE THE CITY TO BE PRESENT. THE ENGINEER OF RECORD WILL RELY ON THE DETAILED SCHEDULE OF CONSTRUCTION ACTIVITIES PROVIDE BY THE CONTRACTOR. ANY UPDATES TO THE SCHEDULE MUST BE PROVIDED TO THE ENGINEER OF RECORD AT LEAST 48 HOURS PRIOR TO THE REQUIRED CITY INSPECTION.

#### STREET LIGHTING NOTES:

- STREET LIGHTING SHALL COMPLY WITH CITY AND PGE REQUIREMENTS UNDER PGE'S OPTION B FOR STREETLIGHTS INSTALLATION.
- STREET LIGHTING TO INCLUDE ALL CONDUIT, WIRING. CONTROLLER ETC. REQUIRED FOR PUBLIC STREET LIGHTING SYSTEM.

#### STREET IRRIGATION NOTES:

- 1. ALL NEW LANDSCAPE AREAS TO BE IRRIGATED WITH A FULLY AUTOMATIC UNDERGROUND IRRIGATION SYSTEM. TIE INTO A SEPARATE SUBMETER FOR THE PUBLIC IMPROVEMENTS SYSTEM. IN THE FUTURE THE ONSITE SYSTEM WILL BE CONTINUED VIA A SEPARATE STUB OR SUBMETER.
- 2. CONTRACTOR SHALL ESTABLISH MINIMUM PRESSURE AND MAXIMUM DEMAND REQUIREMENTS FOR IRRIGATION SYSTEM DESIGN. PROVIDE INFORMATION IN AN IRRIGATION SCHEDULE.
- 3. IRRIGATION SYSTEM AS DESIGNED AND INSTALLED SHALL PERFORM WITHIN THE TOLERANCES AND SPECIFICATIONS OF THE SPECIFIED MANUFACTURERS.
- 4. SYSTEM SHALL BE DESIGNED TO SUPPLY MANUFACTURER'S SPECIFIED MINIMUM OPERATING PRESSURE TO FARTHEST EMITTER FROM WATER METER.
- 5. SYSTEM SHALL PROVIDE HEAD TO HEAD COVERAGE WITHOUT OVERSPRAY ONTO SIDEWALKS, PARKING AREAS, OR OTHER NON-VEGETATED SURFACES.
- ALL IRRIGATION PIPE MATERIAL AND INSTALLATION SHALL CONFORM TO APPLICABLE CODE FOR PIPING AND COMPONENT REQUIREMENTS.
- 7. PROVIDE SLEEVING AT ALL AREAS WHERE PIPE TRAVELS UNDER CONCRETE OR HARD SURFACING.
- 8. VALVES SHALL BE WIRED AND INSTALLED PER MANUFACTURER'S RECOMMENDED INSTALLATION PROCEDURES AND CONNECTED TO THE IRRIGATION CONTROLLER.
- 9. REFER TO CIVIL DETAILS AND DETAILS ON R5.14 FOR POINT OF CONNECTION AND BACKFLOW PREVENTION INFORMATION.
- 10. MAINLINE LAYOUT IS DIAGRAMMATIC ONLY.
- 11. CONTROLLER TO BE MOUNTED WITHIN LOCKING METAL PEDESTAL. GENERAL CONTRACTOR TO COORDINATE LOCATION WITH OWNER'S REPRESENTATIVE.
- 12. ZONE THE FOLLOWING AREAS SEPARATELY: STORMWATER AREAS, PERMANENT LANDSCAPE AREAS, AND TREES.
- 13. QUICK COUPLERS TO BE PLACED EVERY 200 LINEAR FEET MAX.
- 14. IRRIGATION SHALL BE WINTERIZED THROUGH LOW PRESSURE, HIGH VOLUME AIR BLOWOUT CONNECTION THROUGH QUICK COUPLER.
- 15. THE SYSTEM SHALL BE GRAVITY DRAINED. THE CONTRACTOR SHALL PROVIDE APPROPRIATE MANUAL DRAINS AT LOW POINTS.

#### STREET PLANTING NOTES:

- 1. ALL PLANT MATERIAL SHALL BE HEALTHY NURSERY STOCK, WELL BRANCHED AND ROOTED, FULL FOLIAGE, FREE FROM INSECTS, DISEASES, WEEDS, WEED ROT, INJURIES AND DEFECTS WITH NO LESS THAN MINIMUMS SPECIFIED IN AMERICAN STANDARDS FOR NURSERY STOCK, ANSI Z60.1-2004.
- 2. TREES SHALL BE TALL ENOUGH TO BE LIMBED UP TO AT LEAST 8 FT ABOVE DRIVE SURFACE GRADE WHILE MAINTAINING ENOUGH BRANCHES TO SUPPORT HEALTHY GROWTH.
- 3. DO NOT PLANT TREES ABOVE WATERLINES, UTILITIES, OR OTHER UNDERGROUND PIPING.
- 4. REPLACE, REPAIR AND RESTORE DISTURBED LANDSCAPE AREAS DUE TO GRADING, TRENCHING OR OTHER REASONS TO PRE-CONSTRUCTION CONDITION AND PROVIDE MATERIAL APPROVED BY THE OWNER AND OWNER'S REPRESENTATIVE.
- 5. EXISTING AREAS PROPOSED FOR NEW PLANT MATERIAL SHALL BE CLEARED AND LEGALLY DISPOSED UNLESS SO NOTED.
- A SOILS ANALYSIS, BY AN INDEPENDENT SOILS TESTING LABORATORY RECOGNIZED BY THE STATE DEPARTMENT OF AGRICULTURE, SHALL BE USED TO RECOMMEND AN APPROPRIATE PLANTING SOIL AND/OR SPECIFIED SOIL AMENDMENTS.
- 7. TOPSOIL SHALL BE AMENDED AS RECOMMENDED BY AN INDEPENDENT SOILS TESTING LABORATORY AND AS OUTLINED IN THE SPECIFICATION.
- ALL TREE RINGS AREAS SHALL BE 3-FT DIAMETER AND COVERED BY A LAYER OF ORGANIC MULCH TO A MINIMUM DEPTH OF 2-INCHES. ALL OTHER LANDSCAPE AREA WITHIN THE PLANTING STRIP SHALL BE SEEDED WITH GRASS MIX.
- 9. SEED MIX FOR LAWN: NW SUPREME LAWN MIX BY SUNMARK SEEDS OR APPROVED EQUAL. RATE PER MANUFACTURERS RECOMMENDATIONS.
- 10. COORDINATE TIMING OF STORMWATER FACILITY INSTALLATION TO ALLOW FOR SEED TO ESTABLISH PRIOR TO FACILITY INUNDATION. PROVIDE PUMP AS NECESSARY UNTIL VEGETATION IS ESTABLISHED.
- 11. SEED MIX FOR STORMWATER FACILITY: CWS LOW GROW SWALE BY PROTIME SEEDS OR APPROVED EQUAL. RATE PER MANUFACTURERS RECOMMENDATIONS.

#### 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).

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### **LEGEND**

RIGHT-OF-WAY LINE -		
BOUNDARY LINE -		
CENTERLINE -		
PROPERTY LINE —		
CURB =		
WETLAND BOUNDARY -	——————————————————————————————————————	
EDGE OF PAVEMENT		
EASEMENT -		
FENCE LINE -		×
GRAVEL EDGE -		
POWER LINE -		<u> </u>
OVERHEAD WIRE	——————————————————————————————————————	
TRAFFIC SIGNAL WIRE	TS	
TELEPHONE LINE -		<del></del>
TELEVISION LINE -	TV	
GAS LINE -	GAS	<del></del>
STORM SEWER LINE -	STM	
SANITARY SEWER LINE -	SAN	
WATER LINE -	WAT	
TOE OF SLOPE FROM CURB		
TREE	**	
CONTROL MANHOLE		•
FIRE DEPARTMENT CONNECTION	FDC Q	6
FIRE HYDRANT	Q	•
IRRIGATION VALVE	IV 	
WATER METER	WM	<u></u>
WATER VALVE	WAT	$\otimes$
BACKFLOW PREVENTOR	WOX	<b>8</b> □□ <b>3</b> 8
WATER VAULT	WV	
STORM/SANITARY MANHOLE	$\bigcirc$	
STORM SEWER CATCH BASIN		
GAS VALVE	GV	ш
GAS METER	GM	
SIGN		<del></del>
MAIL BOX	MB	•
FOUND SURVEY MONUMENT		
GUY WIRE ANCHOR	<u></u>	
UTILITY POLE		
POWER VAULT	P	
POWER JUNCTION BOX	EB	
POWER TRANSFORMER	TFR	<b>⊠</b>
LIGHT POLE	ф	
	T	<u> </u>
TELEPHONE/TELEVISION VAULT		
SIGNAL JUNCTION BOX	SGB	/
ADA COMPLIANT CURB RAMP SLOPE ARROW		$\leftarrow$
SLOPE ARROW		
FULL DEPTH ASPHALT PAVEMENT ASPHALT OVERLAY		

### **ABBREVIATIONS**

**CENTER LINE** 

L	OLIVI LIVE		00112112
PL	PROPERTY LINE	GB	GRADE BREAK
ĀC	ASPHALT CONCRETE	ΙE	INVERT ELEVATION
BC	BOTTOM OF CURB ELEVATION	LT	LEFT
BCR	BEGIN CURB RETURN	ME	MATCH EXISTING ELEVATION
BW	BACK OF WALK ELEVATION	MH	MANHOLE
СВ	CATCH BASIN	MJ	MECHANICAL JOINT
CI	CAST IRON	OC	ON CENTER
CO	CLEANOUT	ODOT	OREGON DEPARTMENT OF TRANSPORTAT
CLR	CLEAR	OSHA	OREGON STATE HEALTH AUTHORITY
CVR	COVER	PC	POINT OF CURVATURE
DI	DUCTILE IRON	PCC	POINT OF COMPOUND CURVATURE
DW	DOMESTIC WATER	PR	PROPOSED
ECR	END CURB RETURN	PRC	POINT OF REVERSE CURVATURE
EG	EXISTING GRADE ELEVATION	PT	POINT OF TANGENCY
ELEV	ELEVATION	RIM	RIM ELEVATION
EP	EDGE OF PAVEMENT	R.O.W.	RIGHT OF WAY
ESC	EROSION/SEDIMENT CONTROL	RT	RIGHT
EW	EACH WAY	SS	SANITARY SEWER
EX	EXISTING	STA	STATION
FG	FINISHED GRADE ELEVATION	SW	SIDEWALK
FH	FIRE HYDRANT	TC	TOP OF CURB ELEVATION
FL	FLOWLINE ELEVATION	TYP	TYPICAL
	LOWER ELEVATION		-

GUTT

**GUTTER LINE** 



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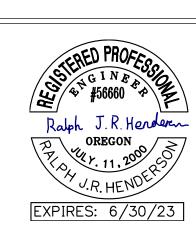
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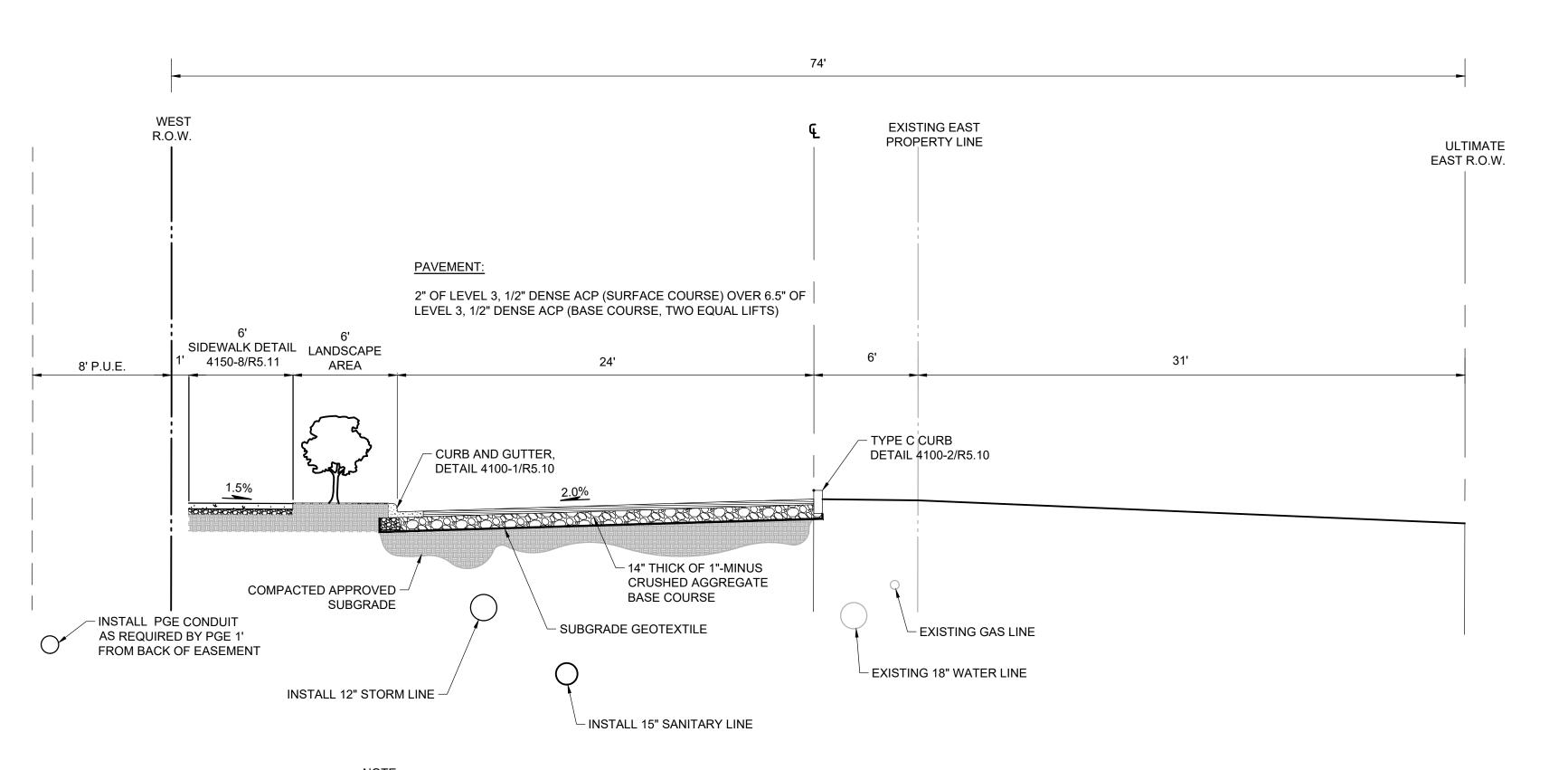
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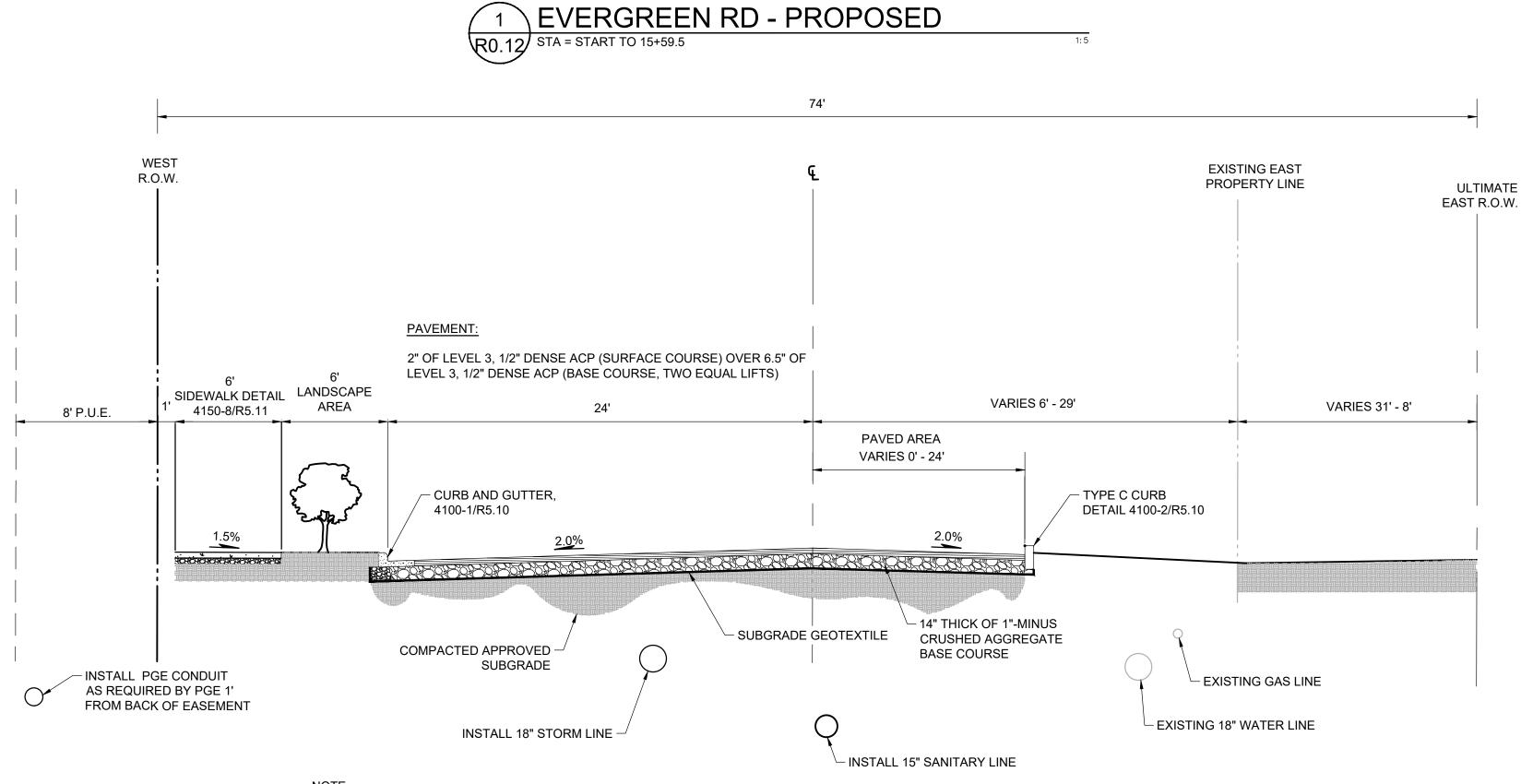
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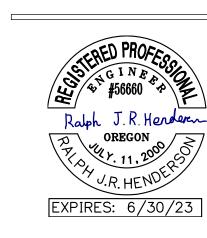
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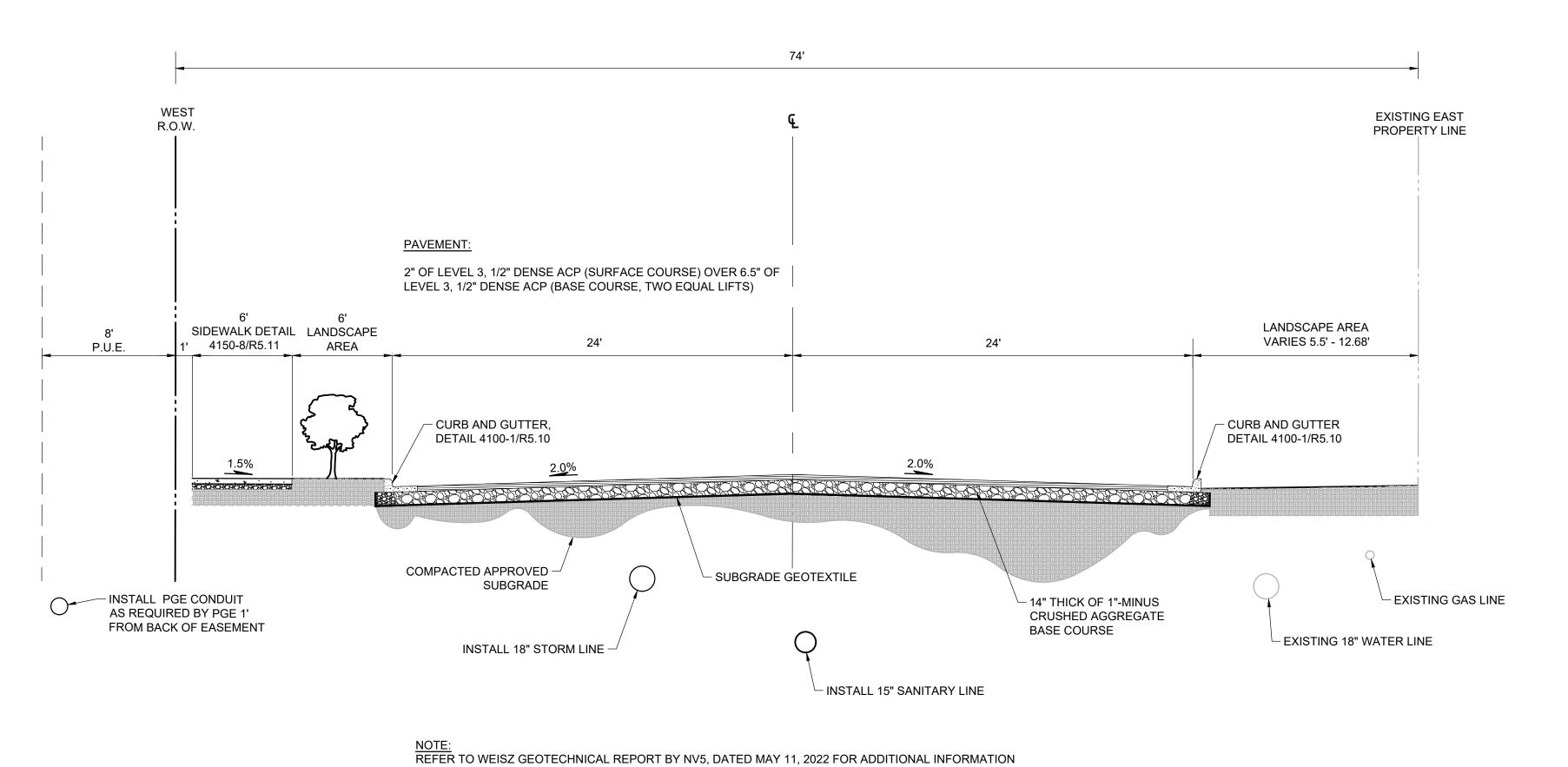
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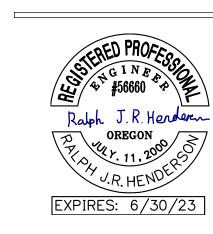
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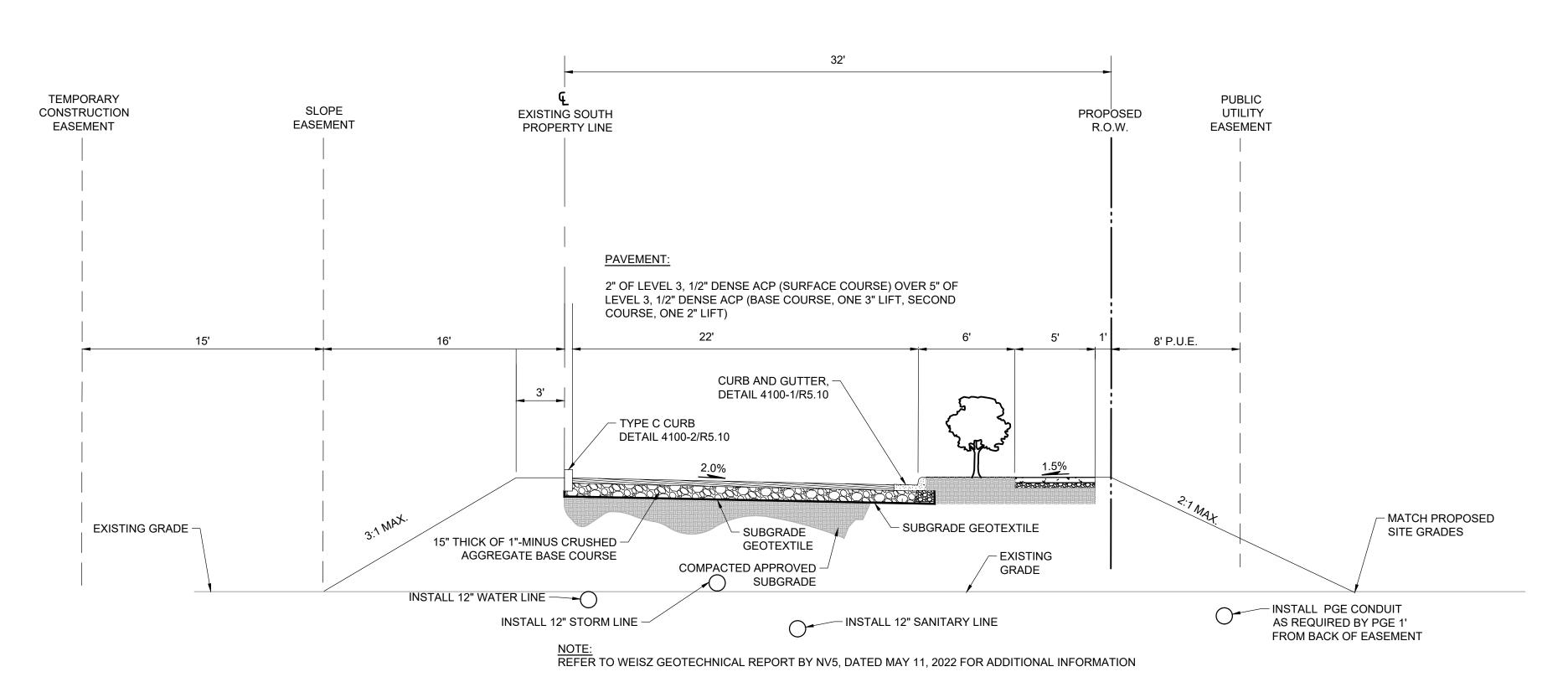
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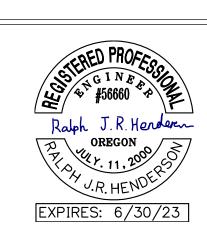
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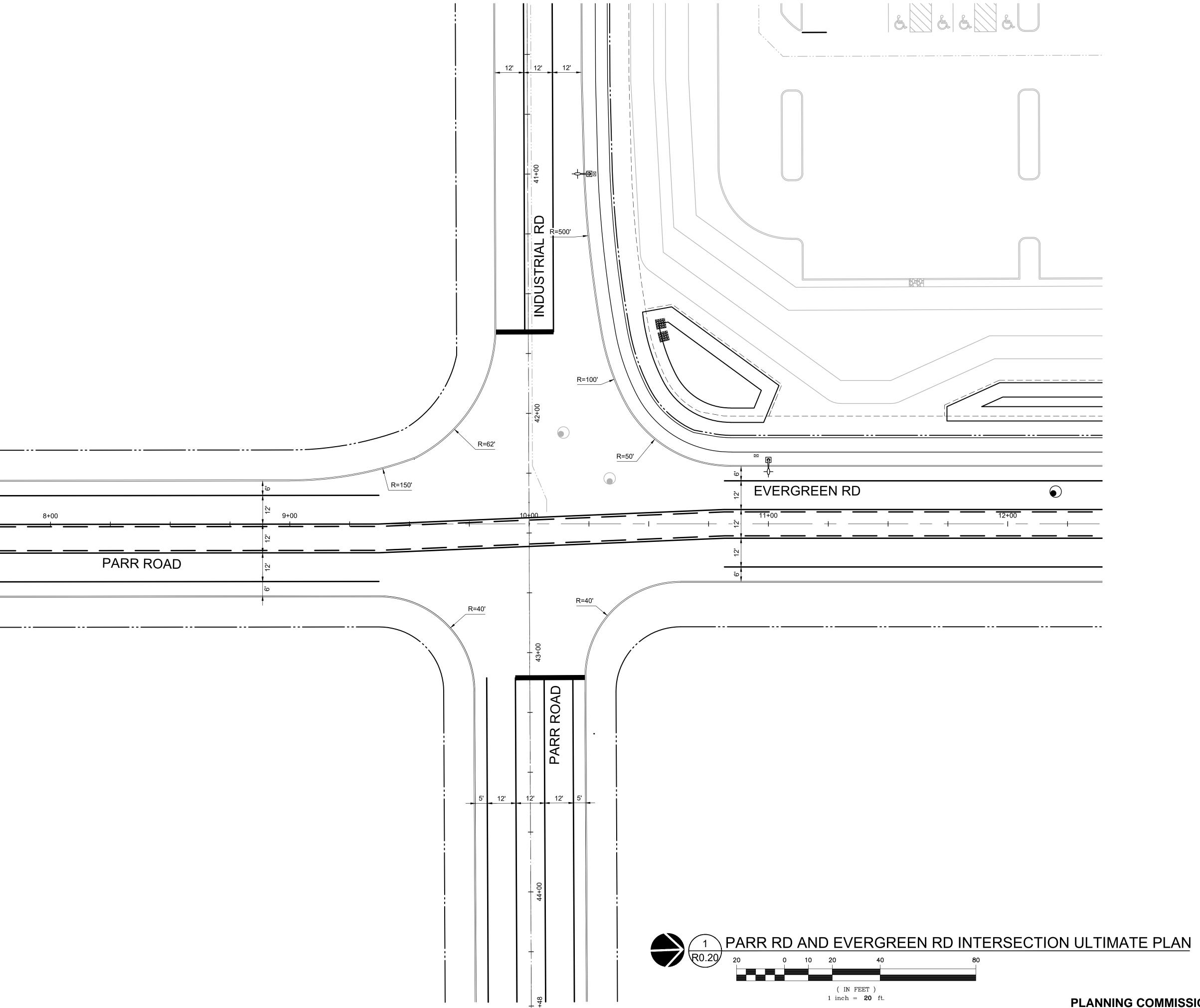
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Delta	Issued As	Issue Date			

SHEET TITLE:
ROADWAY **SECTION DETAIL** -**INDUSTRIAL RD** 

DRAWN BYTP

CHECKED BYRJH SHEET:

R0.14





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# MACKENZIE. DESIGN DRIVEN I CLIENT FOCUSED

Client SPECHT DEVELOPMENT



Project
WEISZ PROPERTY: 500KSF SPEC INDUSTRIAL



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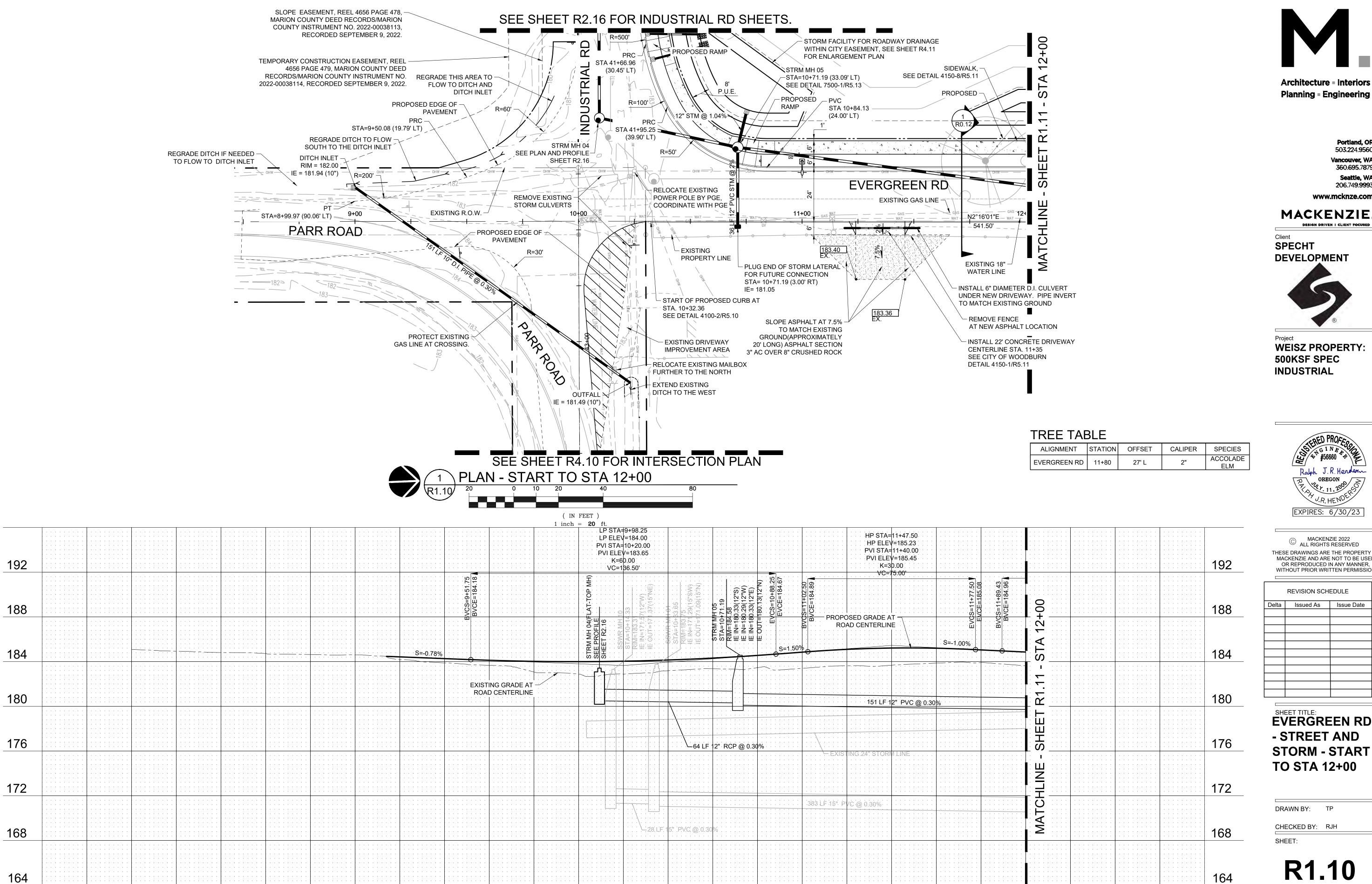
REVISION SCHEDULE					
Delta	Issued As	Issue Date			

SHEET TITLE:
PARR RD AND **EVERGREEN RD** INTERSECTION **ULTIMATE PLAN** (FUTURE)

DRAWN BY: TP

CHECKED BY: RJH

SHEET: **R0.20** 



10+00

PROFILE - START TO STA 12+00

R1.10 VERTICAL SCALE: 1"=4' HORIZONTAL SCALE: 1"=20'

8+00

9+00

11+00

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REVISION SCHEDULE				
Delta	Issued As	Issue Date		

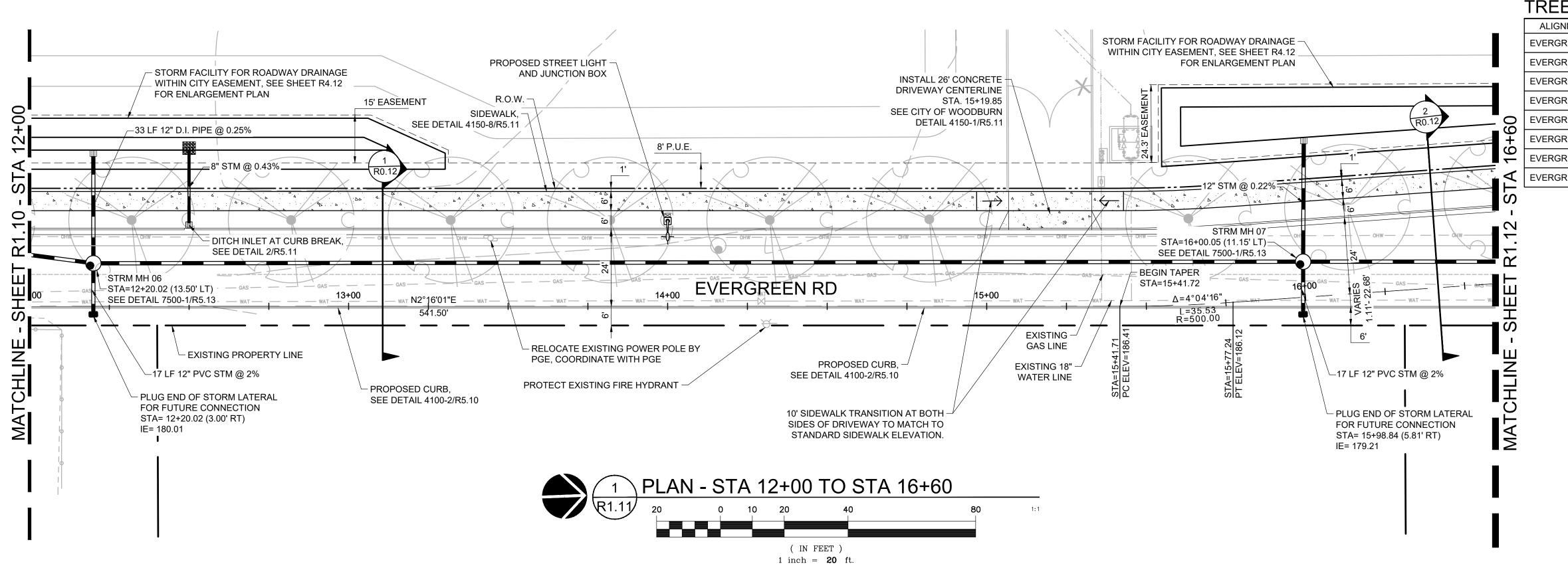
SHEET TITLE: **EVERGREEN RD** - STREET AND **STORM - START** TO STA 12+00

DRAWN BY: TP CHECKED BY: RJH

R1.10

2220085.00

12+00



HP STA=14+96.35 HP ELEV=186.60

PVI STA=14+90.00

PVI ELEV=186.82

K=54.49

VC=100.00'

400 LF 15"

PVC @ 0.30%

15+00

196

192

188

184

180

176

172

168

164

2+00

10

12+00

LP STA=12+49.43

LP ELEV=184.66

PVI STA=12+50.45

PVI ELEV=184.35

K=60.00 VC=122.05'

> EVCS=13+11.47 EVCE=184.98

> > 383 LF

5" PVC @ 0

- EXISTING GRADE AT ROAD CENTERLINE

- EXISTING 24" STORM LI

13+00

PROPOSED GRADE AT

380 LF 12" PVC @ 0.19%—

14+00

R1.11 VERTICAL SCALE 1"=4' HORIZONTAL SCALE:1"=20'

2 PROFILE - STA 12+00 TO STA 16+60

S=1.03%

ROAD CENTERLINE

### TREE TABLE

	ALIGNMENT	STATION	OFFSET	CALIPER	SPECIES
0401	EVERGREEN RD	12+30	27' L	2"	ACCOLAD ELM
	EVERGREEN RD	12+80	27' L	2"	ACCOLAD ELM
	EVERGREEN RD	13+30	27' L	2"	ACCOLAD ELM
	EVERGREEN RD	13+80	27' L	2"	ACCOLAD ELM
	EVERGREEN RD	14+30	27' L	2"	ACCOLAD ELM
	EVERGREEN RD	14+80	27' L	2"	ACCOLAD ELM
	EVERGREEN RD	15+64	26.5' L	2"	ACCOLAD ELM
<	EVERGREEN RD	16+15	26.5' L	2"	ACCOLAD ELM

196

192

188

184

180

176

172

168

164

+60

9

12

CHLINE

STRM MH 07 STA=16+00.05 RIM=186.17 IE IN=178.87(1 IE IN=178.87(1 IE IN=179.68(1 IE OUT=178.77

16+00

\$=-0.80%

156 LF 12" PVC @ 0.58%—

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REVISION SCHEDULE											
Delta Issued As Issue Date											

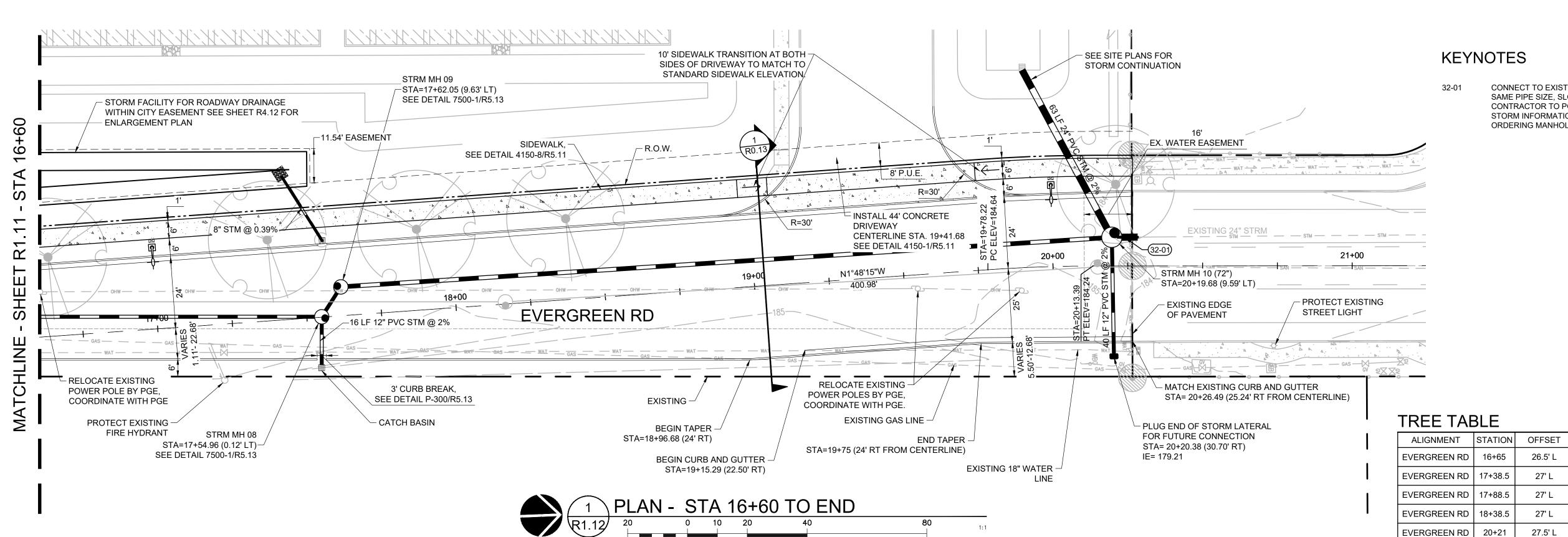
SHEET TITLE:
EVERGREEN RD
- STREET AND
STORM - STA
12+00 TO STA
16+60

DRAWN BY: TP

CHECKED BY: RJH

SHEET:

R1.11



( IN FEET ) 1 inch = 20 ft.

S=19+10.00 CE=185.40

99 LF 15" PVC @ 0.30%

19+00

R1.12 VERTICAL SCALE: 1"=4' HORIZONTAL SCALE:1"=20'

PROFILE - STA 16+60 TO END

S=-1.12%

11 LF 15"

20+00

PVC @ 0.30%-

STRM MH 10 (72") STA=20+19.88 RIM=183.98 IE IN=176.87(15"S) IE IN=176.87(24"SW) IE IN=176.87(12"E)

END OF EXISTING ROAD IMPROVEMENTS

(ISTING 24" STORM LINE -

21+00

STA=20+26+46 (0.02' RT)

└9 LF 24" PVC @ 0.30%

ELEV=184.09 (MATCH EXISTING)

HP STA=18+76.69

HP ELEV=185.59

PVI STA=18+80.00

PVI ELEV=185.74 K=29.65

VC=60.00'

259 LF 15" PVC @ 0.30%

VCS=18+50.00 BVCE=185.47

S=0.90%

LP STA=17+57.09 LP ELEV=184.87 PVI STA=17+60.00 PVI ELEV=184.66

K=58.79

VC=100.00'

STRM MH 09 STA=17+62.25 RIM=184.68 IE IN=177.74(12"( IE OUT=177.64(1

└\_12 LF 12" PVC @ 0.28%

18+00

(S) (12) 12

STRM MH 08 STA=17+55.17 RIM=184.88 IE IN=177.88(12"S IE IN=177.97(12"E

400 LF 15" PVC @ 0.30%

- EXISTING GRADE AT

ROAD CENTERLINE

156 LF 12" PVC @ 0.58%—

17+00

09

<del>+</del>9

STA

SHEET

MATCHLINE

188

184

180

176

172

168

164

PROPOSED GRADE AT  $\neg$ 

ROAD CENTERLINE

### **KEYNOTES**

CONNECT TO EXISTING STORM AND EXTEND WITH SAME PIPE SIZE, SLOPE AND MATERIAL. CONTRACTOR TO POTHOLE AND VERIFY EXISTING STORM INFORMATION AT END OF PIPE PRIOR TO ORDERING MANHOLE.

26.5' L

27' L

27' L

27' L

27.5' L

196

192

188

184

180

176

172

164

EXISTING 18" WATER LINE

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**WEISZ PROPERTY: 500KSF SPEC INDUSTRIAL** 

CALIPER SPECIES

ACCOLADE

ELM ACCOLADE

ACCOLADE

ELM ACCOLADE

ELM ACCOLADE ELM

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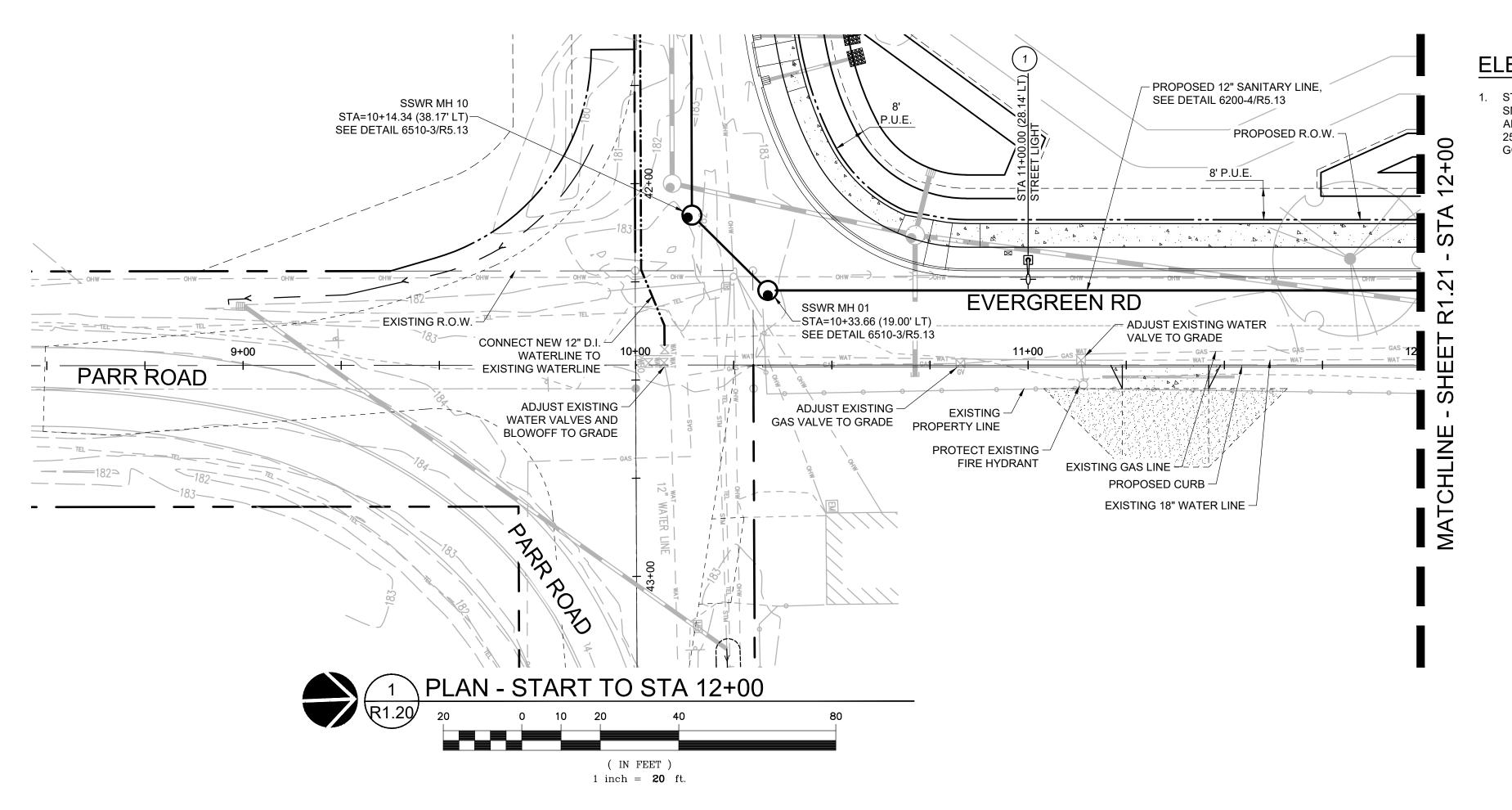
REVISION SCHEDULE											
Delta Issued As Issue Date											

**EVERGREEN RD** - STREET AND STORM - STA 16+60 TO END

DRAWN BY: TP CHECKED BY: RJH SHEET:

R1.12

2220085.00



SSWR MH 10 STA=10+14.33 RIM=183.31 IE IN=171.57(12 IE OUT=171.37

10+00

PROFILE - START TO STA 12+00

EXISTING GRADE AT

R1.20 VERTICAL SCALE:1"=4' HORIZONTAL SCALE:1"=20'

9+00

ROAD CENTERLINE

196

192

188

184

180

176

172

168

8+00

### **ELECTRICAL KEYNOTES:**

1. STREET LIGHT (SHAKESPEARE 30-FT COMPOSITE, 2-PIECE, SMOOTH FINISH, GRAY COLOR WITH 6-FOOT AL FINISH MAST ARM. PART NUMBERS: BHT3099S2BL9901 (TOP PIECE), 25-STUB-UP (STUB PIECE), OPAR-6 (MAST ARM). GCJ2-20H-MV-WW-2R-GY-700-PCR7-RWG-WL-FDC-PGE.



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**DEVELOPMENT** 

192

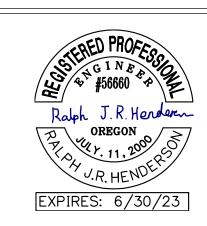
188

184

180

168

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REVISION SCHEDULE										
Delta Issued As Issue Date										

SHEET TITLE:
EVERGREEN RD -SANITARY, **WATER & STREET LIGHTING - START** TO STA 12+00

DRAWN BY: TP CHECKED BY: RJH

SHEET:

R1.20

JOB NO. **2220085.00** 

PLANNING COMMISSION DISTRIBUTION SET 12/20/22

+000

2

SHE

MATCHLINE

12+00

PROPOSED GRADE AT ROAD CENTERLINE

151 LF

383 LF 15" PVC @ 0.30%

WATER LI

11+00

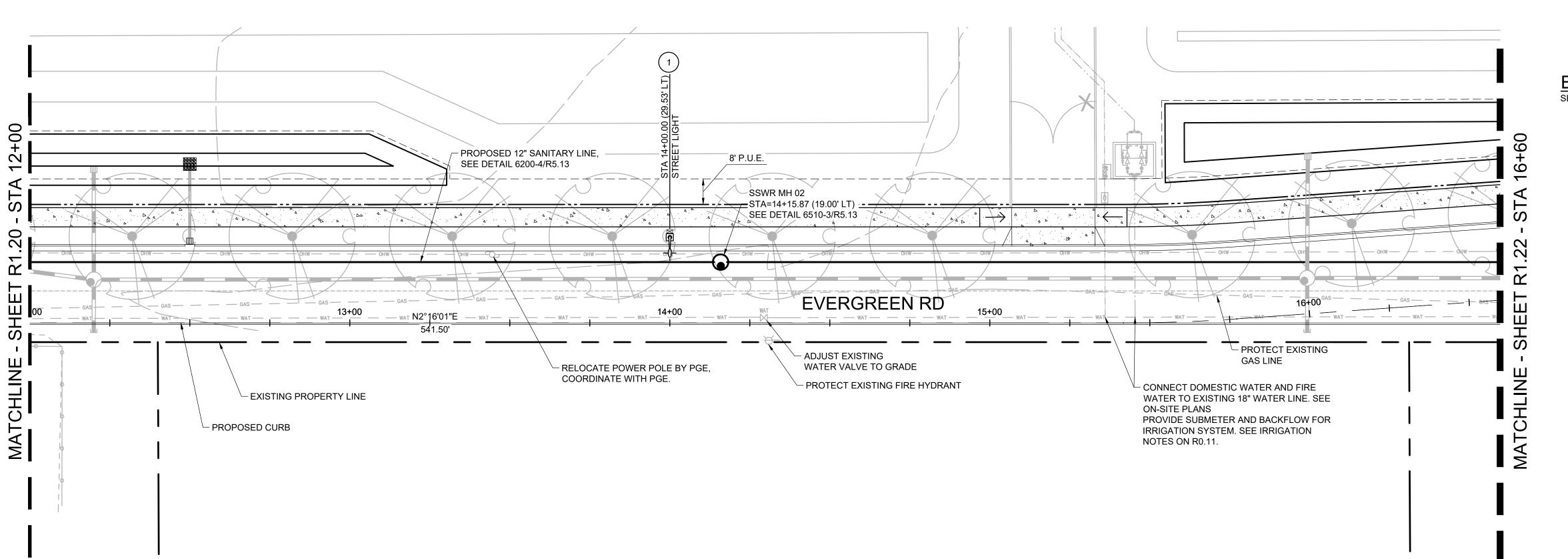
18" EXISTIN

RCP @ 0.3

─28 LF 15" PVC @ 0.30%

12" PVC @ 0.

222UU85UU\DKAVVINGS\CIVIL\PUBLIC\U85-KT.ZU-KT.Z2.DWG:R1.20 TP 12/07/22 07:40 1:20



PROPOSED GRADE AT -

ROAD CENTERLINE

" PVC @ 0.19%—/

14+00

R1.21 VERTICAL SCALE:1"=4' HORIZONTAL SCALE:1"=20'

2+00

STA

R1.20

SHEET

MATCHLINE

12+00

EXISTING GRADE AT

ROAD CENTERLINE

13+00

→ 18" EXISTING WATER LINE

383 LF 15" PVC @ 0.30%

192

188

184

180

176

172

168

**ELECTRICAL KEYNOTES:** SEE SHEET R1.20 FOR KEYNOTES

196

192

188

184

180

176

172

168

<del>1</del>9+

SHE

N N E H H H H

16+00

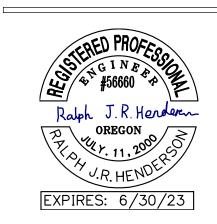


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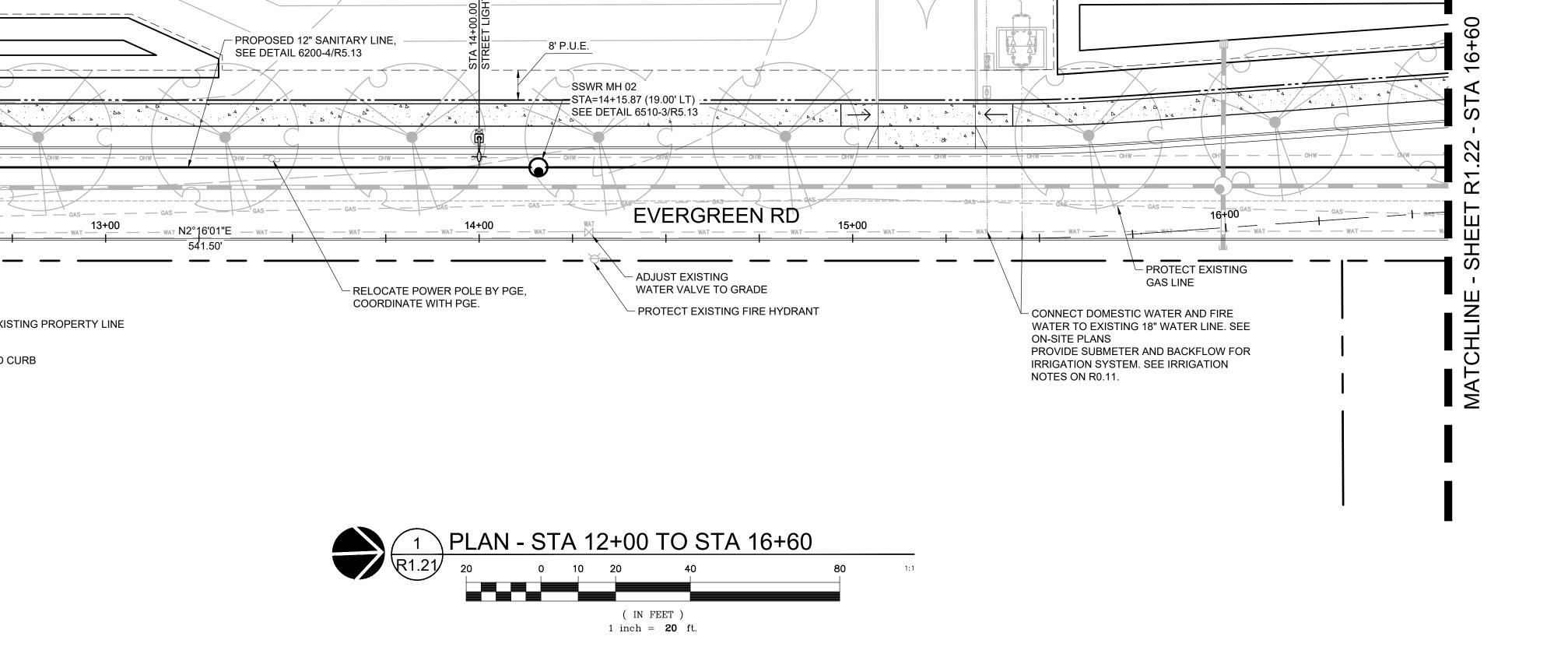
REVISION SCHEDULE											
Delta	Issued As Issue Date										

SHEET TITLE:
EVERGREEN RD - SANITARY **AND WATER -**STA 12+00 TO STA 16+60

DRAWN BY: TP CHECKED BY: RJH SHEET:

R1.21

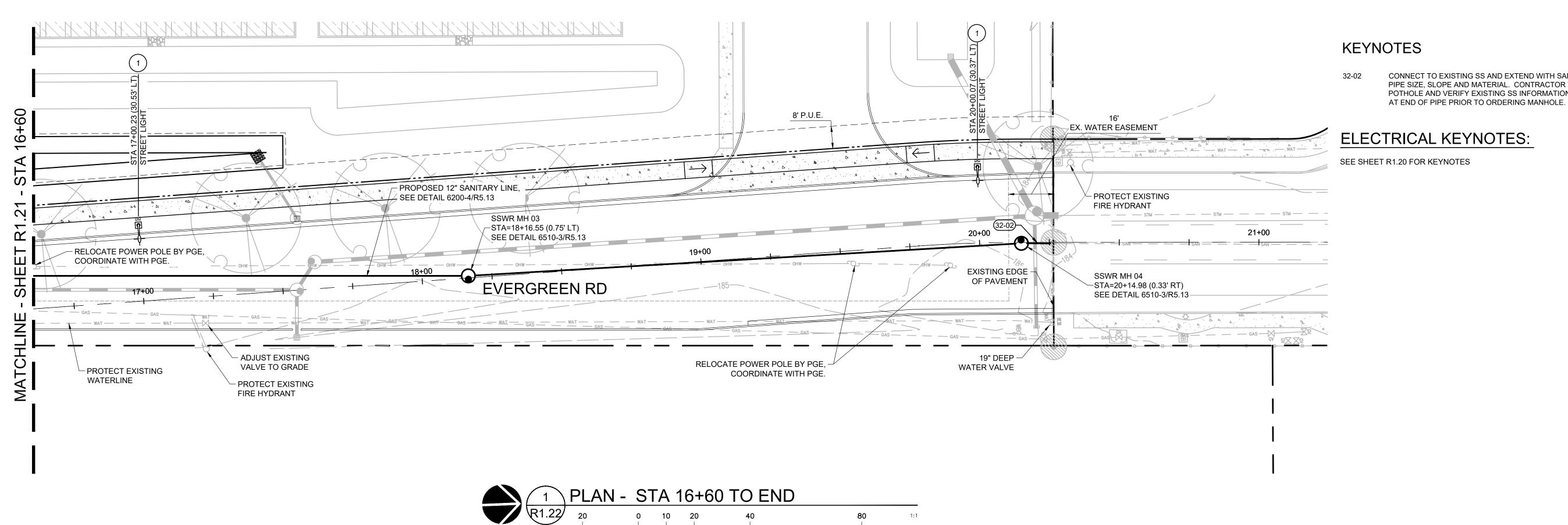
JOB NO. **2220085.00** 

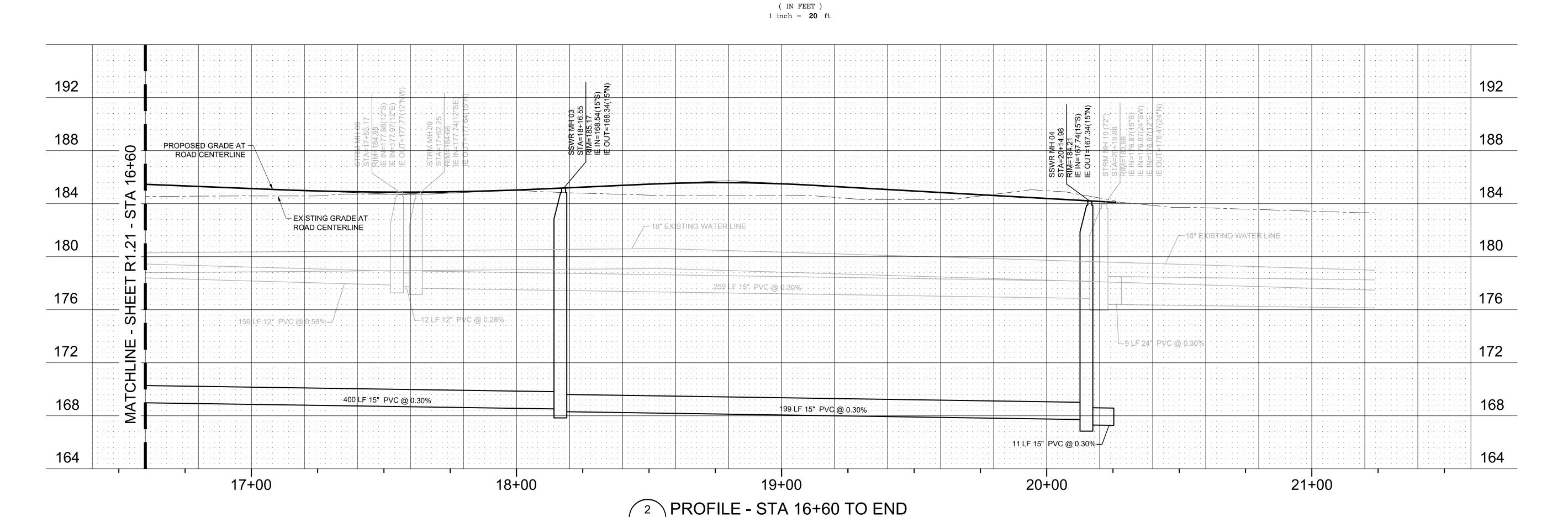


400 LF 15" PVC @ 0.30%

15+00

PROFILE - STA 12+00 TO STA 16+60





R1.22 VERTICAL SCALE:1"=4' HORIZONTAL SCALE:1"=20'

CONNECT TO EXISTING SS AND EXTEND WITH SAME PIPE SIZE, SLOPE AND MATERIAL. CONTRACTOR TO POTHOLE AND VERIFY EXISTING SS INFORMATION

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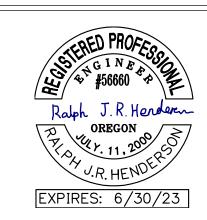
### **ELECTRICAL KEYNOTES:**

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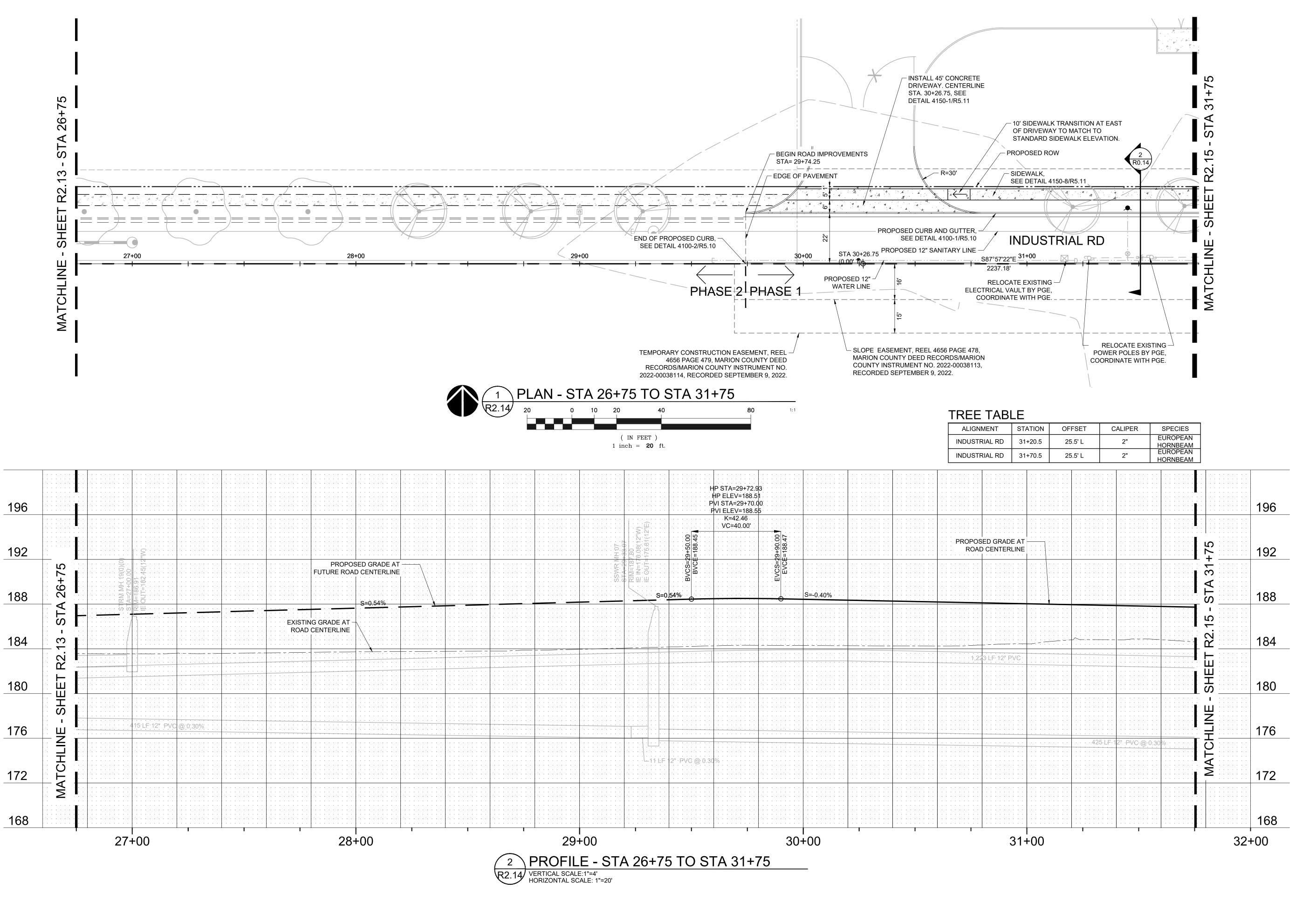
REVISION SCHEDULE											
Delta	Issued As Issue Date										

SHEET TITLE:
EVERGREEN RD - SANITARY **AND WATER -**STA 16+60 TO **END** 

DRAWN BY: TP CHECKED BY: RJH

SHEET:

**R1.22** 



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**INDUSTRIAL** 

Ralph J. R. Hendern OREGON V.R. HENDER EXPIRES: 6/30/23

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REVISION SCHEDULE										
Delta	Issued As Issue Date									

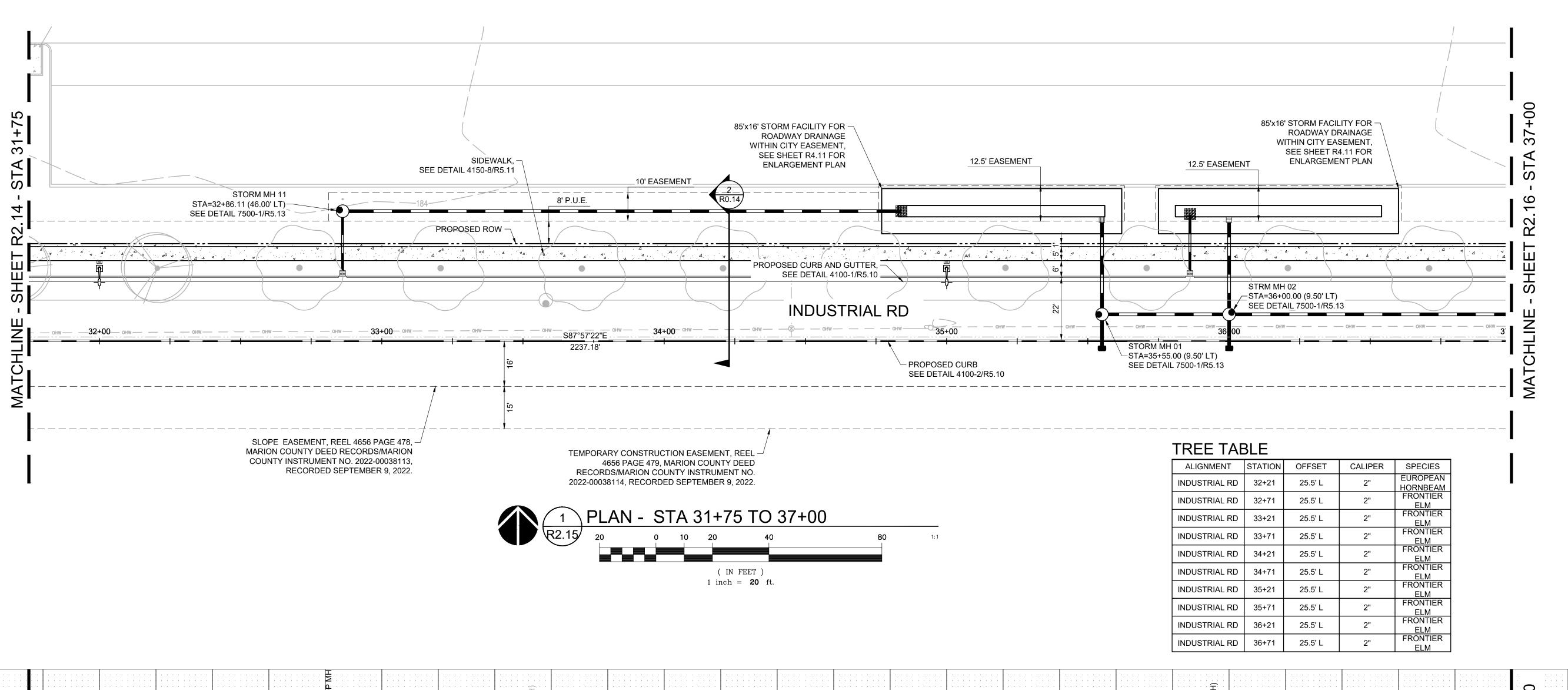
SHEET TITLE:
INDUSTRIAL RD
- STREET AND
STORM - STA
26+75 TO STA
31+75

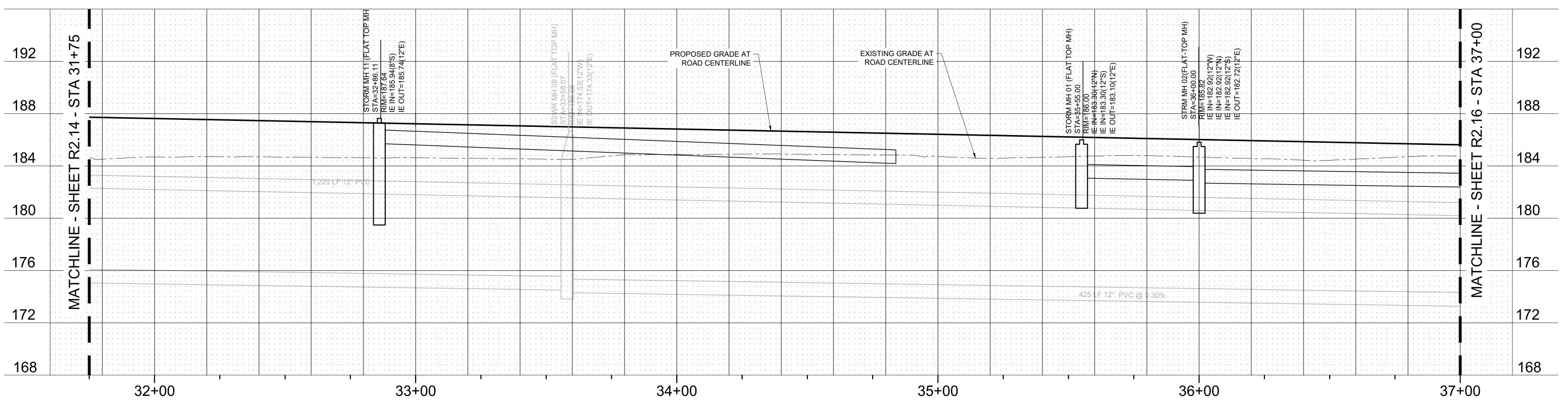
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CHECKED BY: RJH

SHEET:

R2.14





2 PROFILE - STA 31+75 TO 37+00

R2.15 VERTICAL SCALE: 1"=4' HORIZONTAL SCALE: 1"=20'

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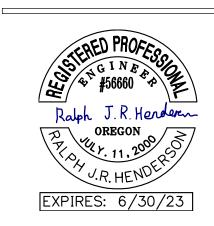
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REVISION SCHEDULE									
Delta Issued As Issue Date									

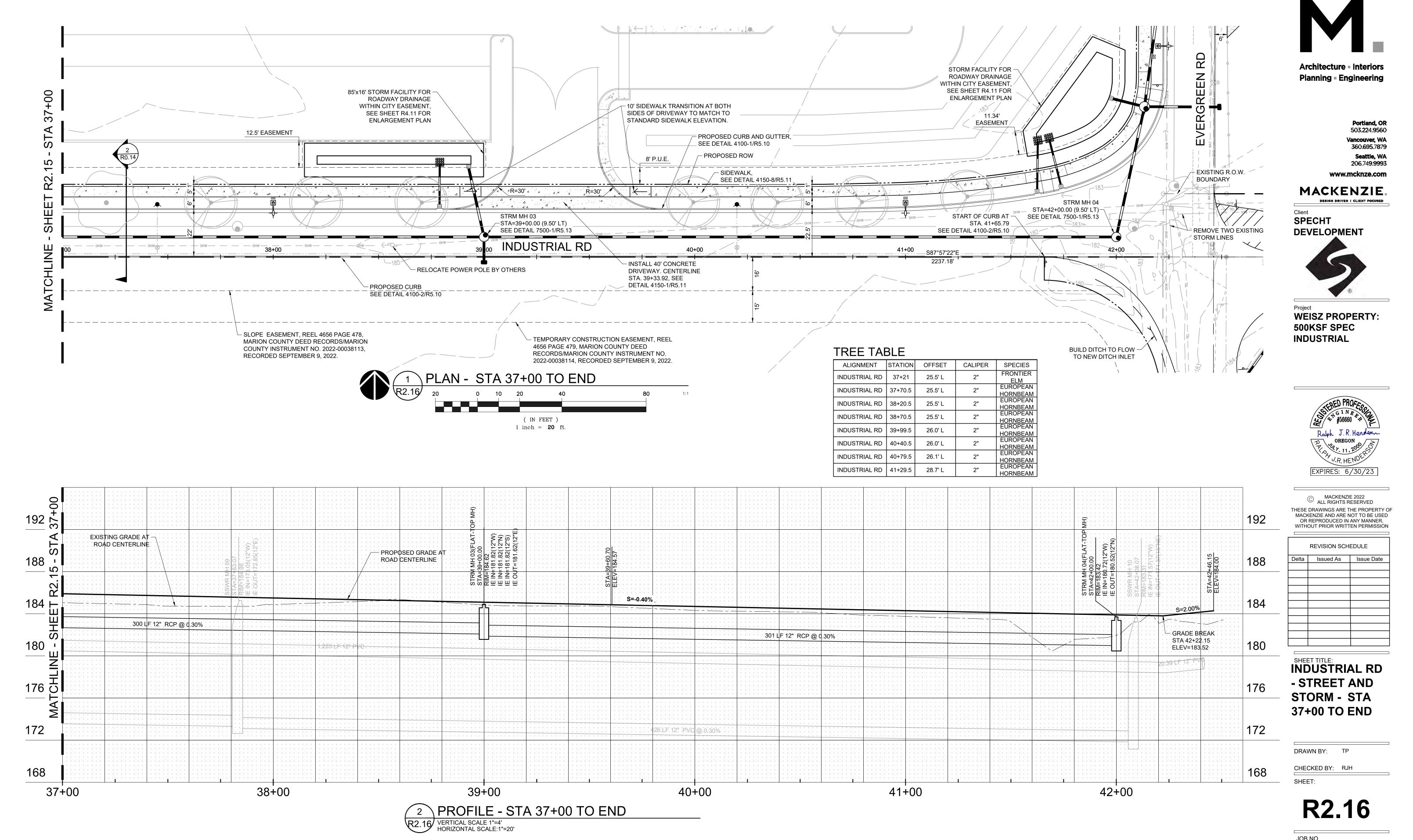
SHEET TITLE:
INDUSTRIAL RD
- STREET AND
STORM - STA
31+75 TO STA
37+00

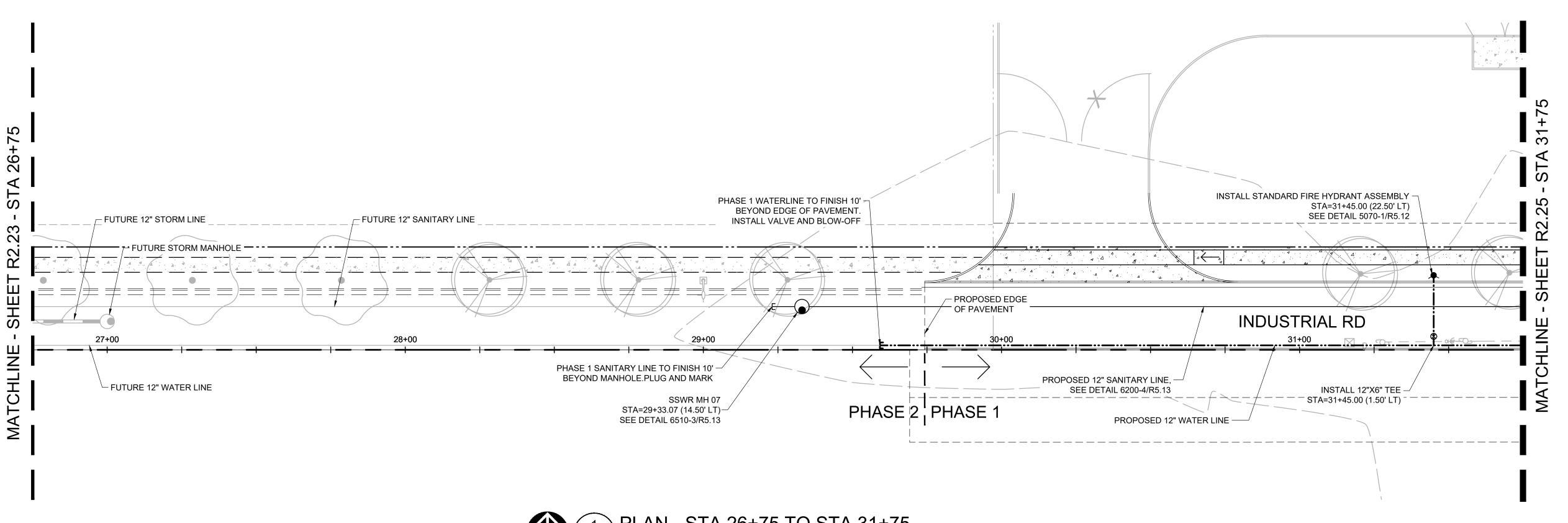
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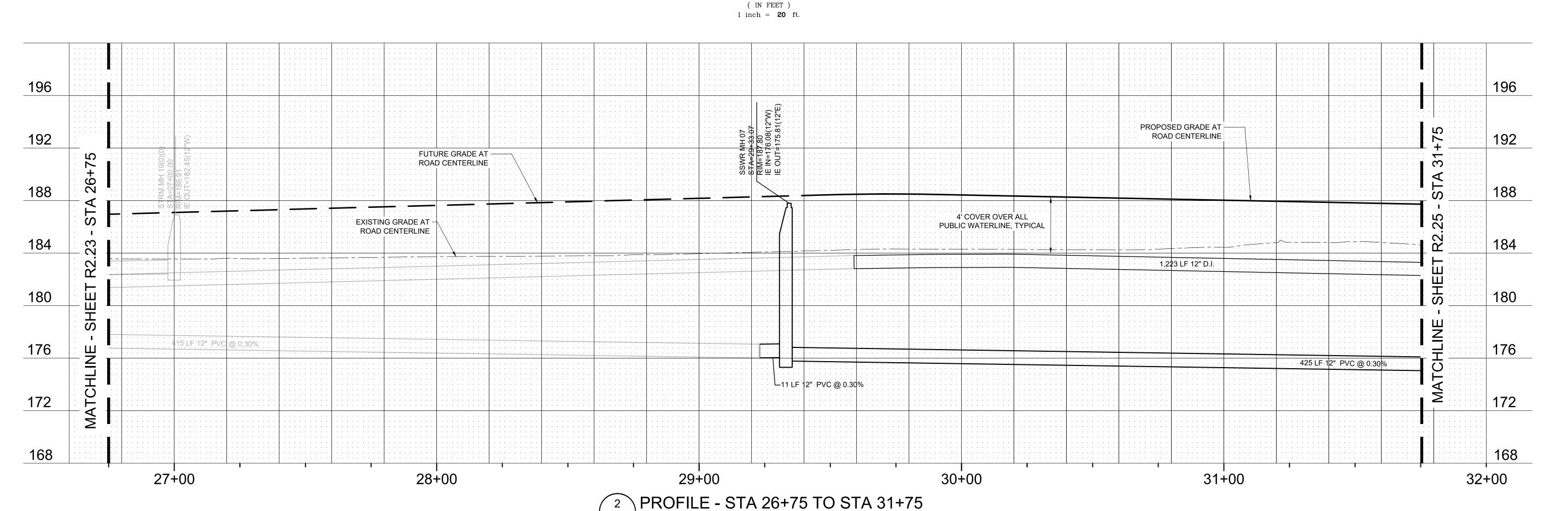
R2.15





ELECTRICAL KEYNOTES:

SEE SHEET R1.20 FOR KEYNOTES



R2.24 VERTICAL SCALE:1"=4' HORIZONTAL SCALE:1"=20' Ralph J. R. Hendern OREGON V.R. HENDER EXPIRES: 6/30/23

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Delta	Issued As Issue Date									

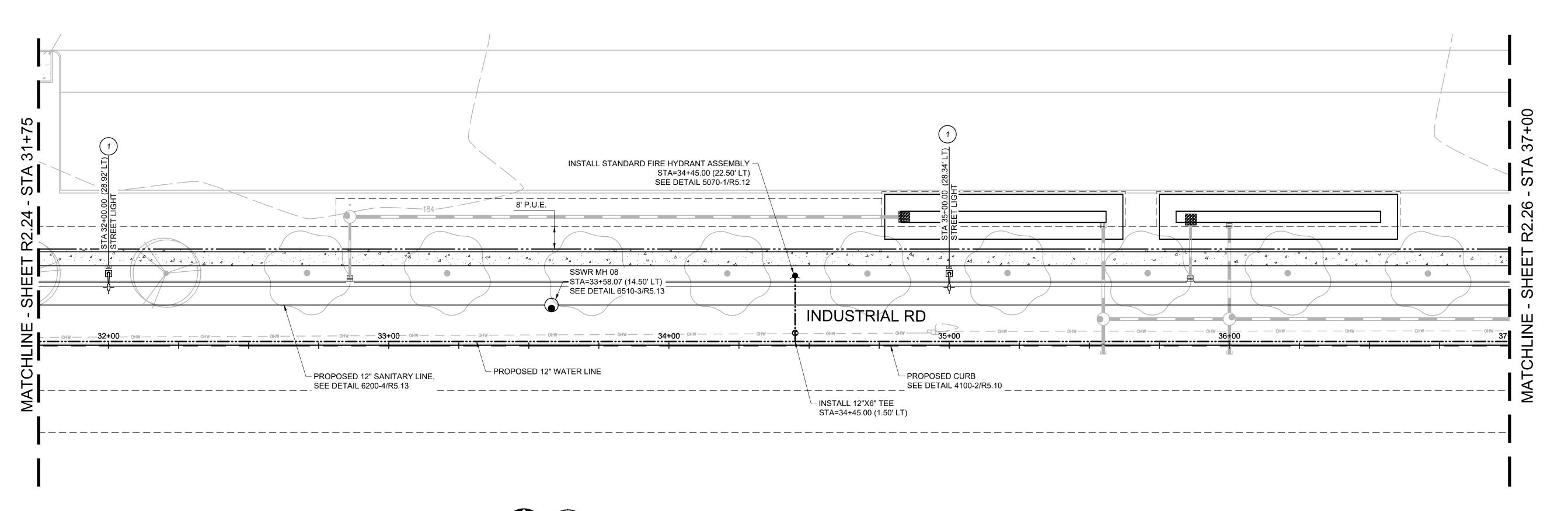
SHEET TITLE:
INDUSTRIAL RD
-SANITARY AND
WATER - STA
26+75 TO STA
31+75

DRAWN BY: TP

CHECKED BY: RJH

SHEET:

R2.24



( IN FEET ) 1 inch = 20 ft.

EXISTING GRADE AT

ROAD CENTERLINE

35+00

4' COVER OVER ALL PUBLIC WATERLINE, TYPICAL

36+00

425 LF 12" PVC @ 0.30%

PROPOSED GRADE AT

34+00

R2.25 VERTICAL SCALE:1"=4' HORIZONTAL SCALE:1"=20'

2 PROFILE - STA 31+75 TO 37+00

ROAD CENTERLINE

196

192

188

184

180

176

172

168

 $\mathcal{C}$ 

24

SHE

MATC

32+00

1,223 LF 12" D.I.

33+00



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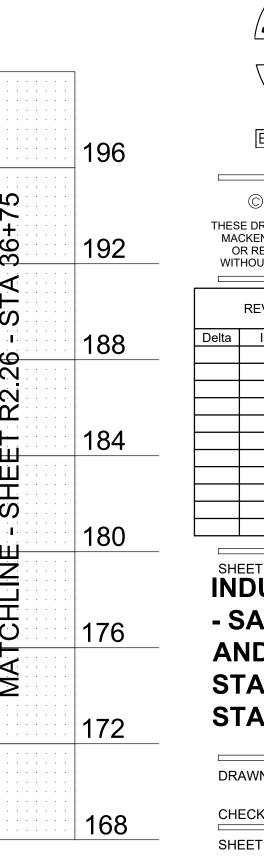
**SPECHT** 



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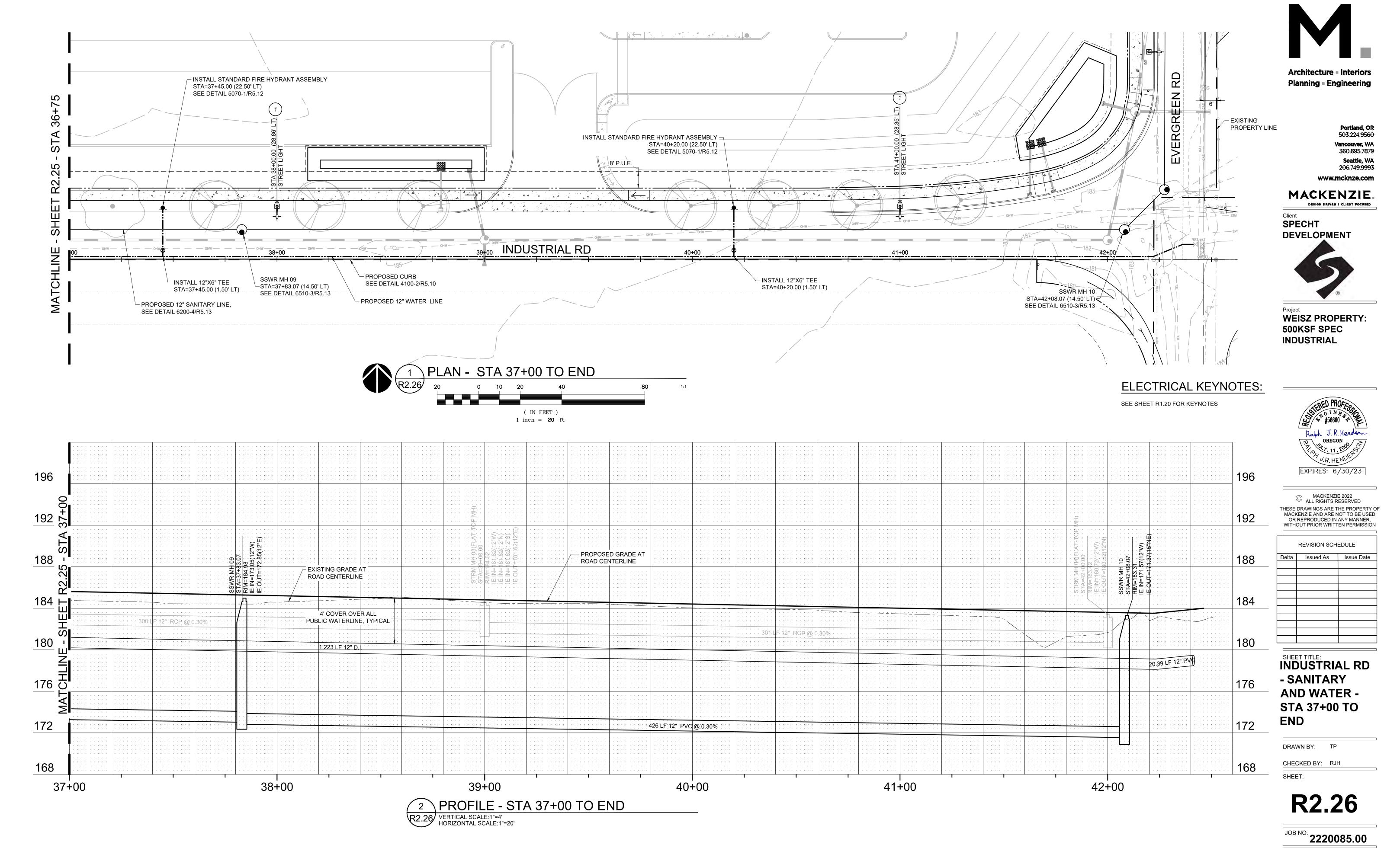
### **ELECTRICAL KEYNOTES:**

SEE SHEET R1.20 FOR KEYNOTES



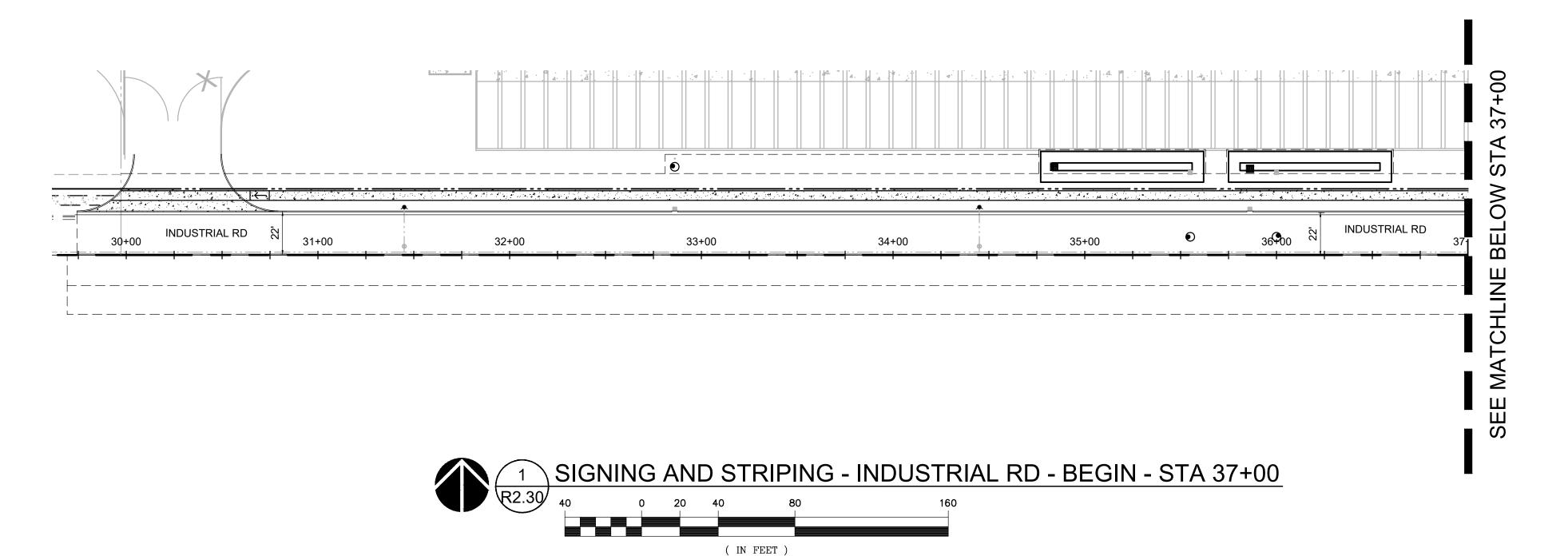
36+75 © MACKENZIE 2022 ALL RIGHTS RESERVED THESE DRAWINGS ARE THE PROPERTY OF MACKENZIE AND ARE NOT TO BE USED OR REPRODUCED IN ANY MANNER, WITHOUT PRIOR WRITTEN PERMISSION STA REVISION SCHEDULE 26 **R**2 SHE MATCHLINE SHEET TITLE:
INDUSTRIAL RD - SANITARY **AND WATER -**STA 31+75 TO STA 37+00 DRAWN BY: TP CHECKED BY: RJH SHEET: 37+00

**R2.25** 

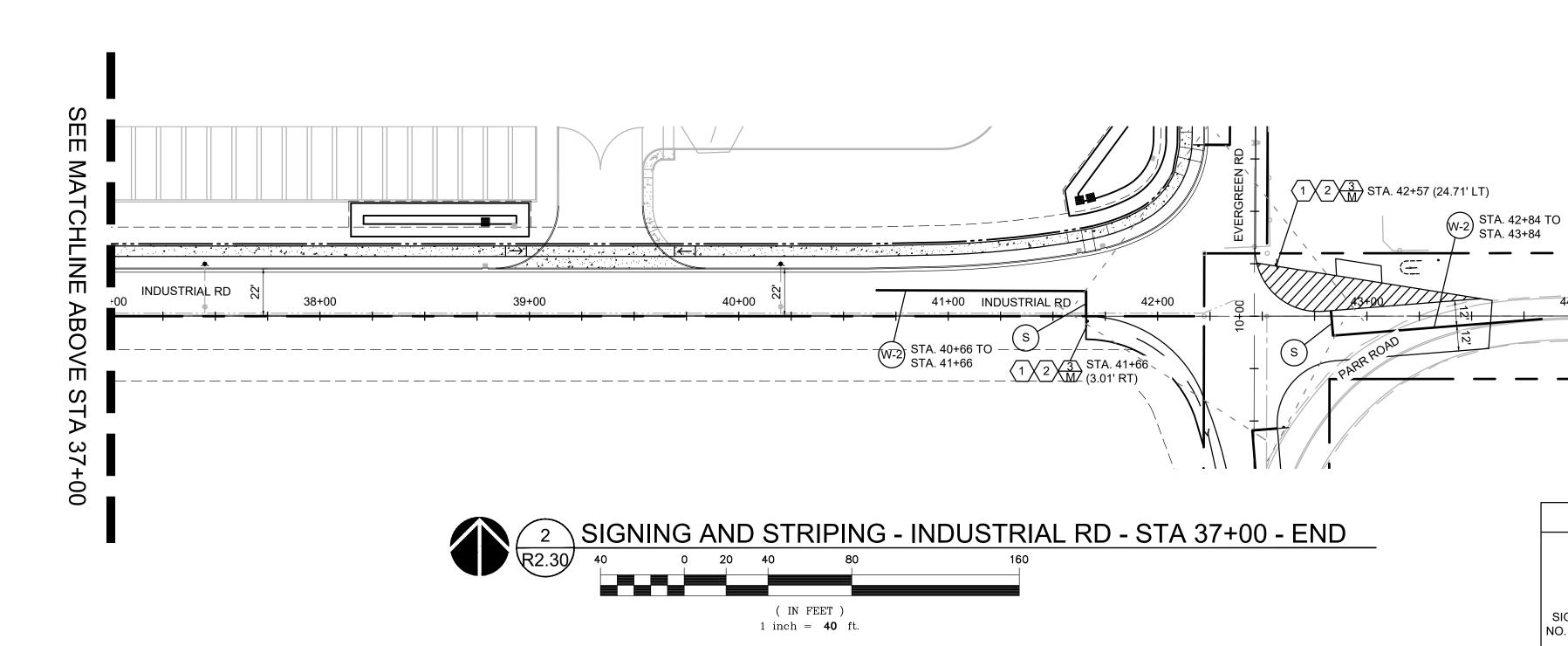


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222UU85UU\DKAVVINGS\GIVIL\PUBLIG\U85-K2.23-K2.26.DWG:R2.26 TP 12/07/22 08:00 1:20



1 inch = 40 ft.





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### SIGNING LEGEND

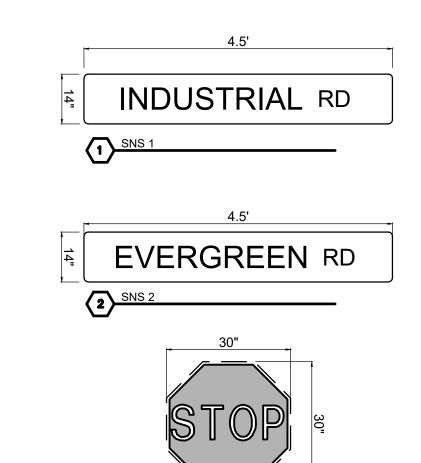
INSTALL NEW SIGN (N)

N = SIGN NUMBER - SEE TABLE BELOW

### SIGNING NOTES

ON OREGON DEPARTMENT OF TRANSPORTATION(O.D.O.T.)
DET 4241/R5.30. SIGN POSTS SHALL BE INSTALLED PER
ODOT TM681 AND USE A 2" ANCHOR DETAIL FOUNDATION PER ODOT TM687/R5.35

### STRIPING NOTES

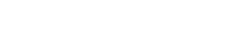


SIGN & SUPPORT DATA TABLE															
		SIGN DIM	MENSION	SIGN CODE TYPE OF SUPPORT					FOOTING TYPE						
								N	10U	١T					
SIGN NO. (N)	QTY. USED	WIDTH (IN)	HEIGHT (IN)	MUTCD	ОБОТ	SINGLE PIPE POST	EXISTING PIPE POST	UTILITY POLE	LIGHT POLE	SIGNAL POLE	MODIFIED BIKE RACK	CANTILEVER	BREAKAWAY DOME ASSEMBLY	BREAKAWAY ANCHOR ASSEMBLY	SIGN LEGEND / OTHER REMARKS
1	2			N/A		Х								Х	[INDUSTRIAL RD]
2	2			N/A		Х								Х	[EVERGREEN RD]
3	2	30	30	W1-2R		Х								Х	[STOP]

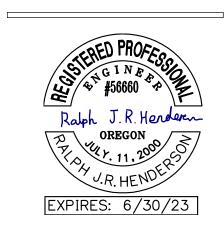
INSTALL NEW SIGN (N) ON NEW (M) SIGN SUPPORT

M = SIGN SUPPORT

S = STEEL TELESPAR SUPPORT



1. REFER TO O.D.O.T. PAVEMENT MARKING NOTES AND DETAILS ON SHEET R5.30-R5.34



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	REVISION SCHEDULE													
Delta	Issued As	Issue Date												

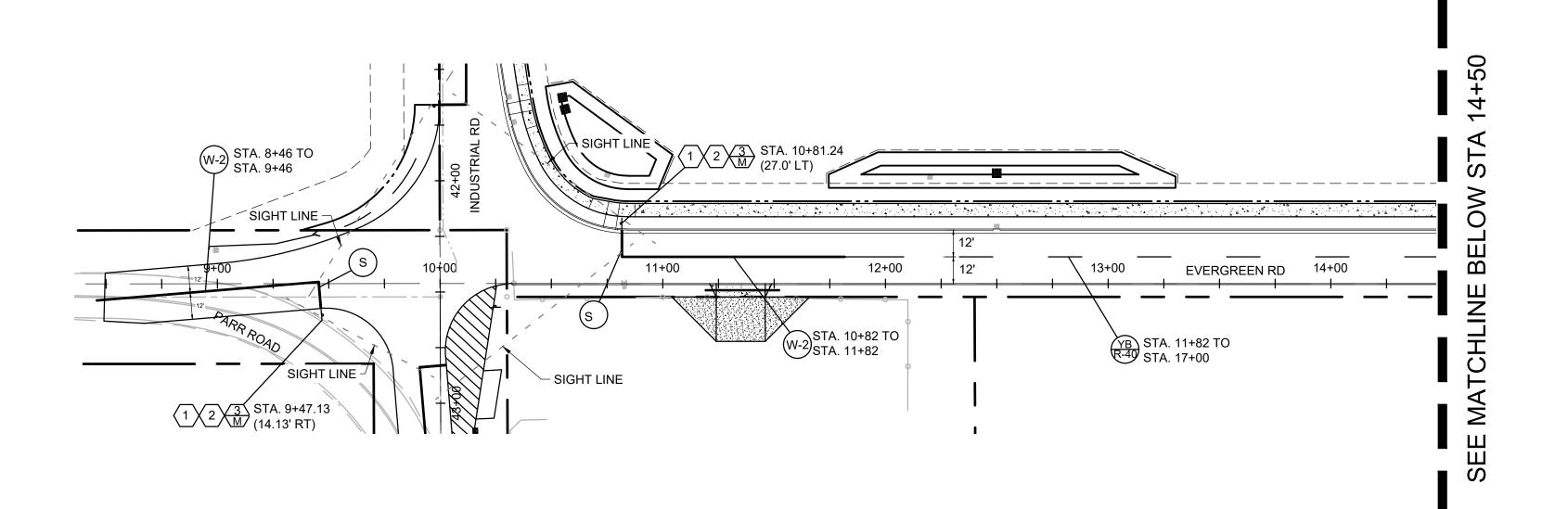
SHEET TITLE:
SIGNING AND STRIPING -**INDUSTRIAL RD** 

DRAWN BY: CHECKED BY: RJH

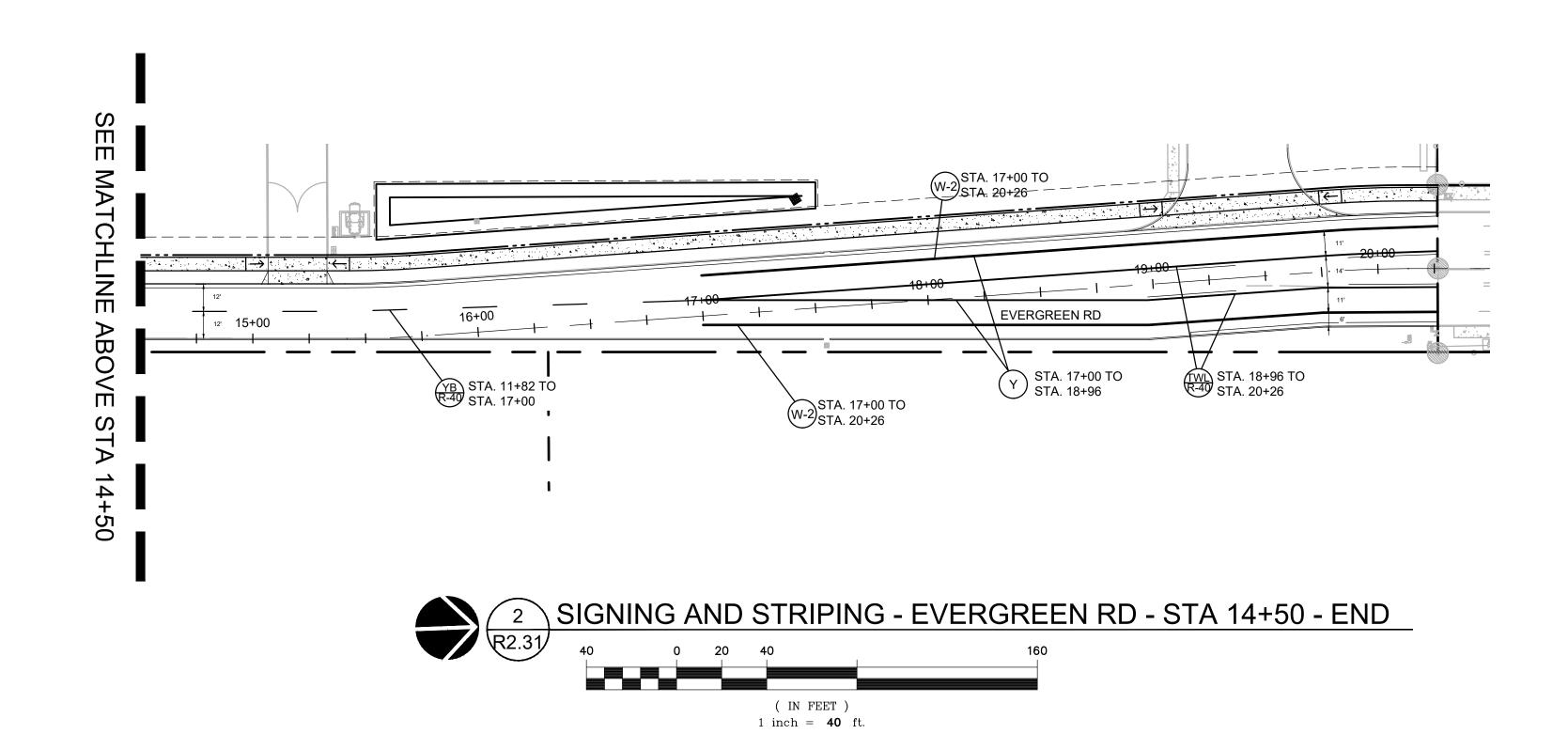
SHEET:

JOB NO. **2220085.00** 

**R2.30** 









### SIGNING LEGEND

N INSTALL NEW SIGN (N)

INSTALL NEW SIGN (N) ON NEW (M)
SIGN SUPPORT

N = SIGN NUMBER - SEE TABLE BELOW M = SIGN SUPPORT

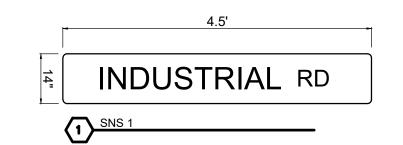
S = STEEL TELESPAR SUPPORT

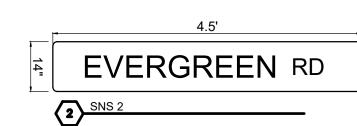
### SIGNING NOTES

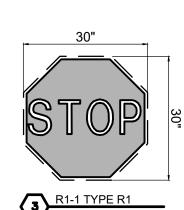
ON OREGON DEPARTMENT OF TRANSPORTATION(O.D.O.T.)
DET 4241/R5.30. SIGN POSTS SHALL BE INSTALLED PER
ODOT TM681 AND USE A 2" ANCHOR DETAIL FOUNDATION
PER ODOT TM687/R5.35

### STRIPING NOTES

REFER TO O.D.O.T. PAVEMENT MARKING
 NOTES AND DETAILS ON SHEET R5.30-R5.34







SIGN & SUPPORT DATA TABLE															
		SIGN DIM	MENSION	SIGN	CODE	TYPE OF SUPPORT					FOOTIN	IG TYPE			
								M	10U1	NT					
SIGN NO. (N)	QTY. USED	WIDTH (IN)	HEIGHT (IN)	MUTCD	ODOT	SINGLE PIPE POST	EXISTING PIPE POST	UTILITY POLE	FIGHT POLE	SIGNAL POLE	MODIFIED BIKE RACK	CANTILEVER	BREAKAWAY DOME ASSEMBLY	BREAKAWAY ANCHOR ASSEMBLY	SIGN LEGEND / OTHER REMARKS
1	2			N/A		Х								Х	[INDUSTRIAL RD]
2	2		_	N/A		Х					_		_	Х	[EVERGREEN RD]
3	2	30	30	W1-2R	_	Х							_	Х	[STOP]

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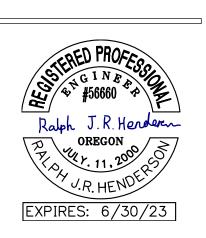
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REVISION SCHEDULE													
Delta	Issued As	Issue Date											

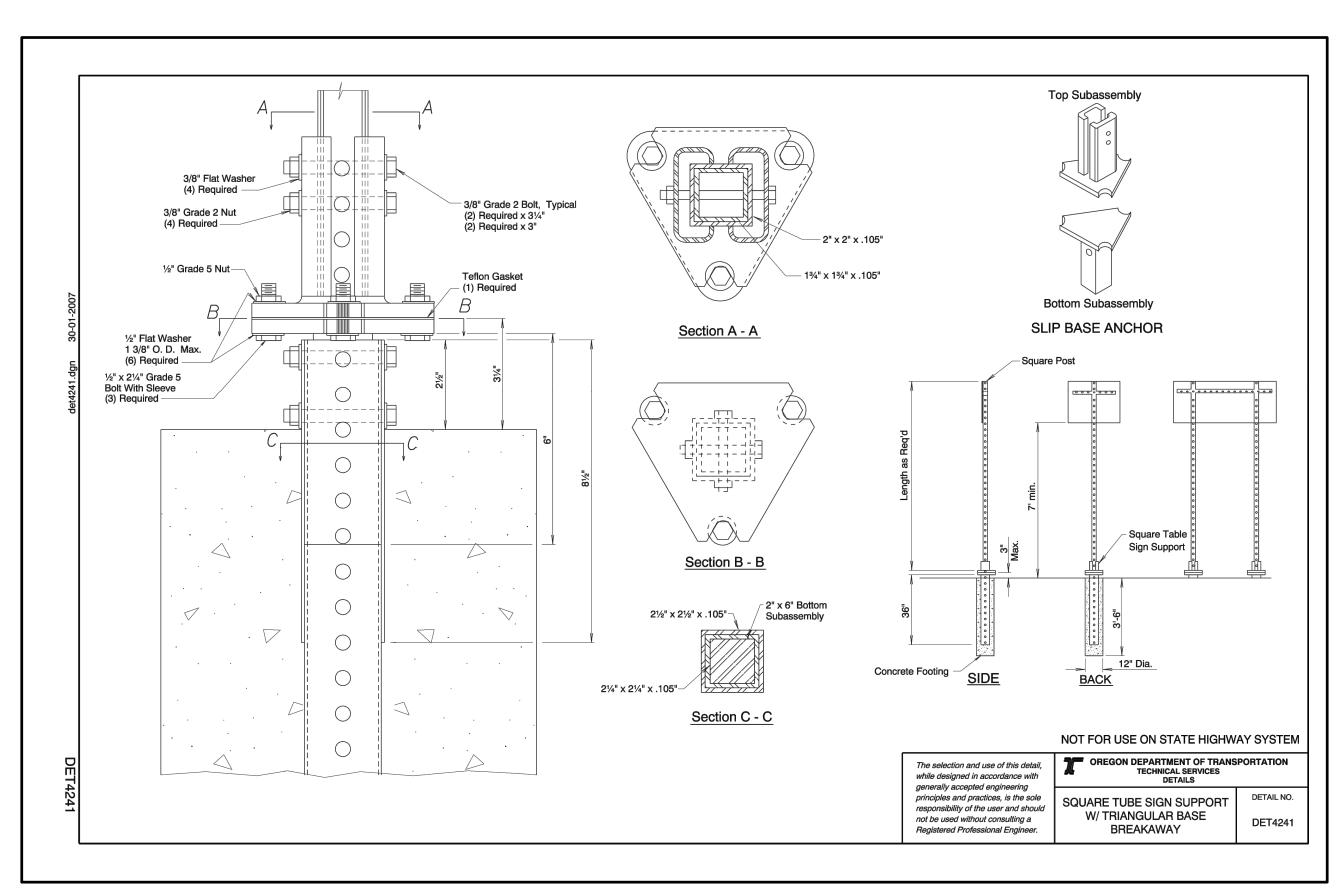
SHEET TITLE:
SIGNING AND
STRIPING EVERGREEN RD

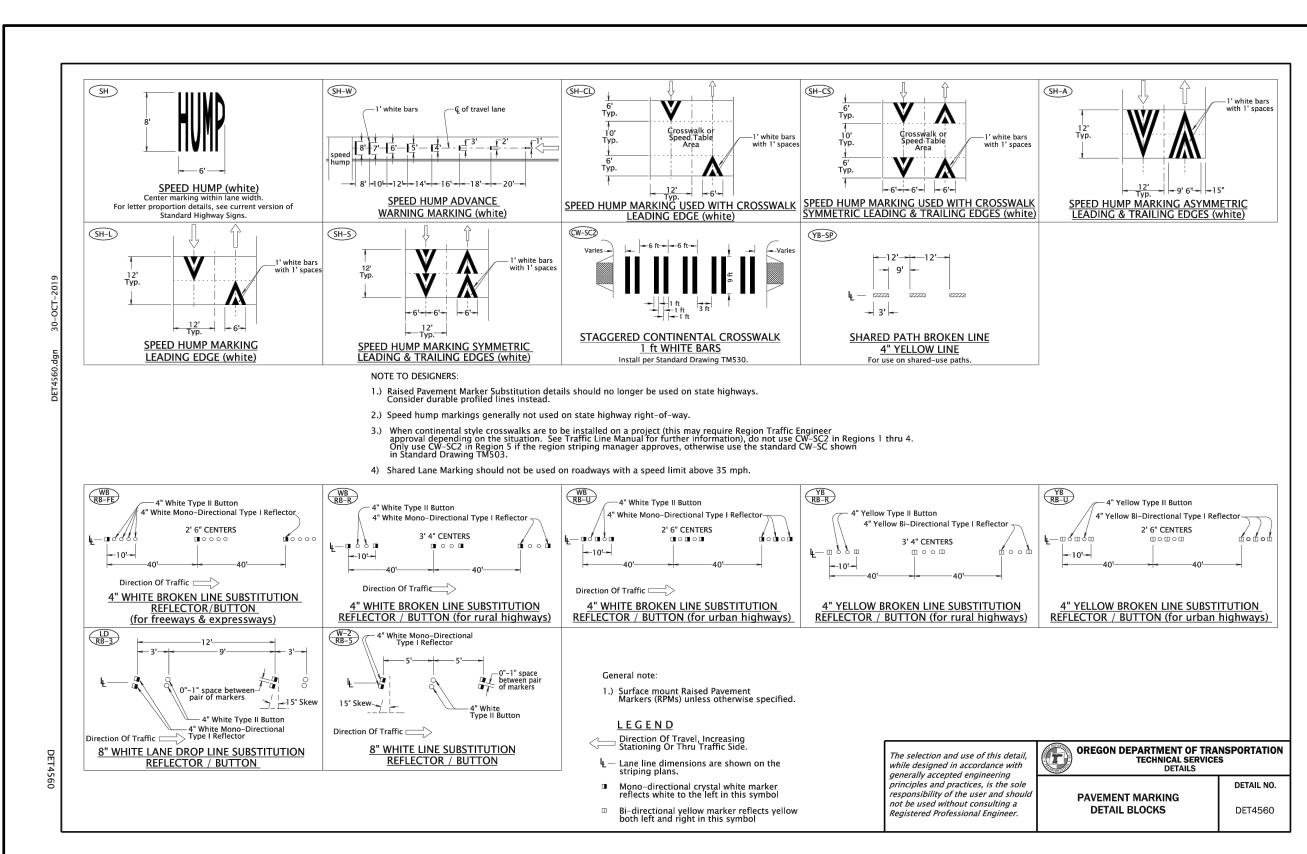
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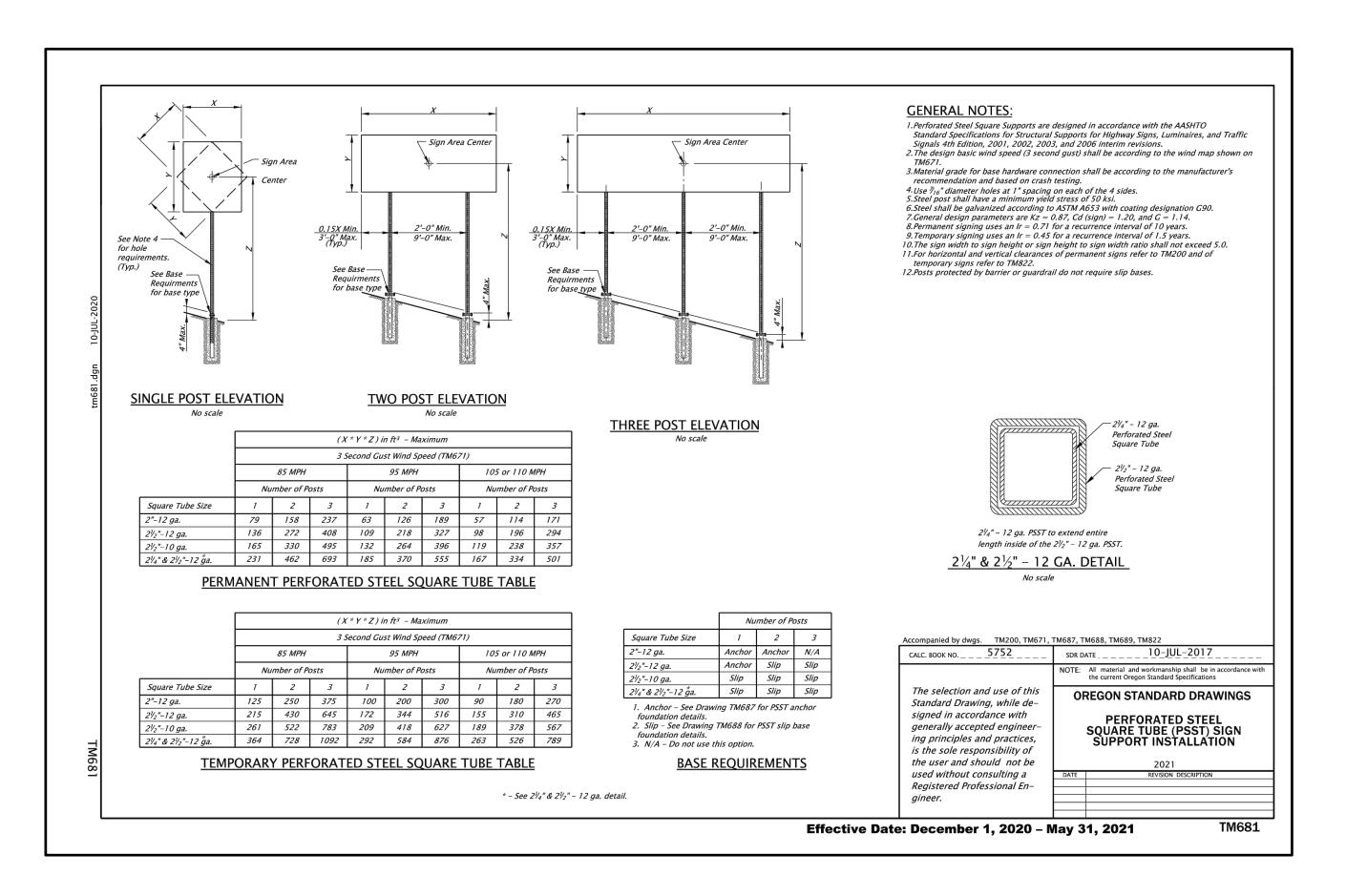
CHECKED BY: RJH

R2.31

SHEET:









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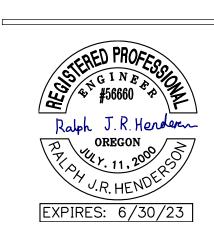
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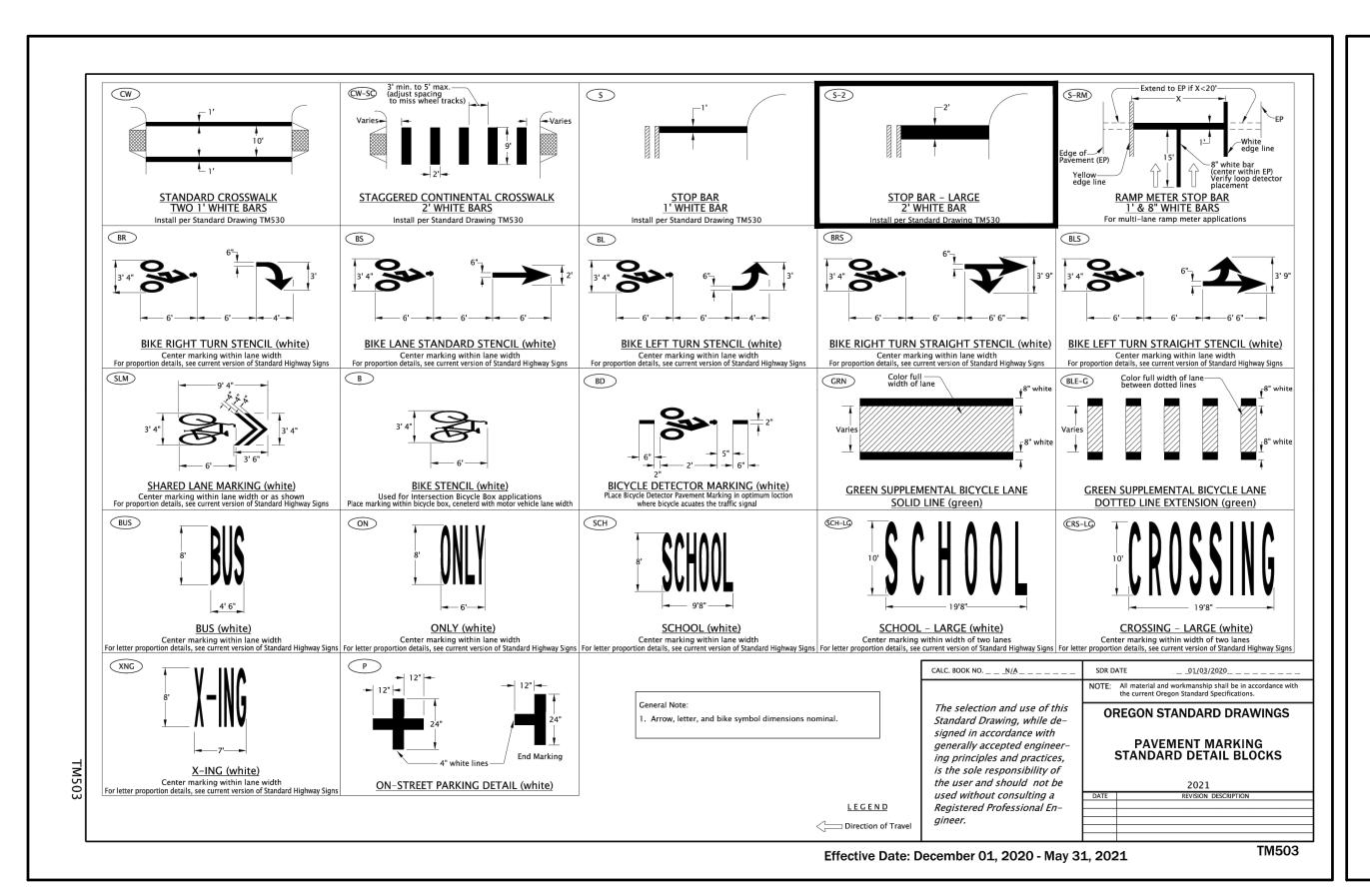
REVISION SCHEDULE		
Delta	Issued As	Issue Date

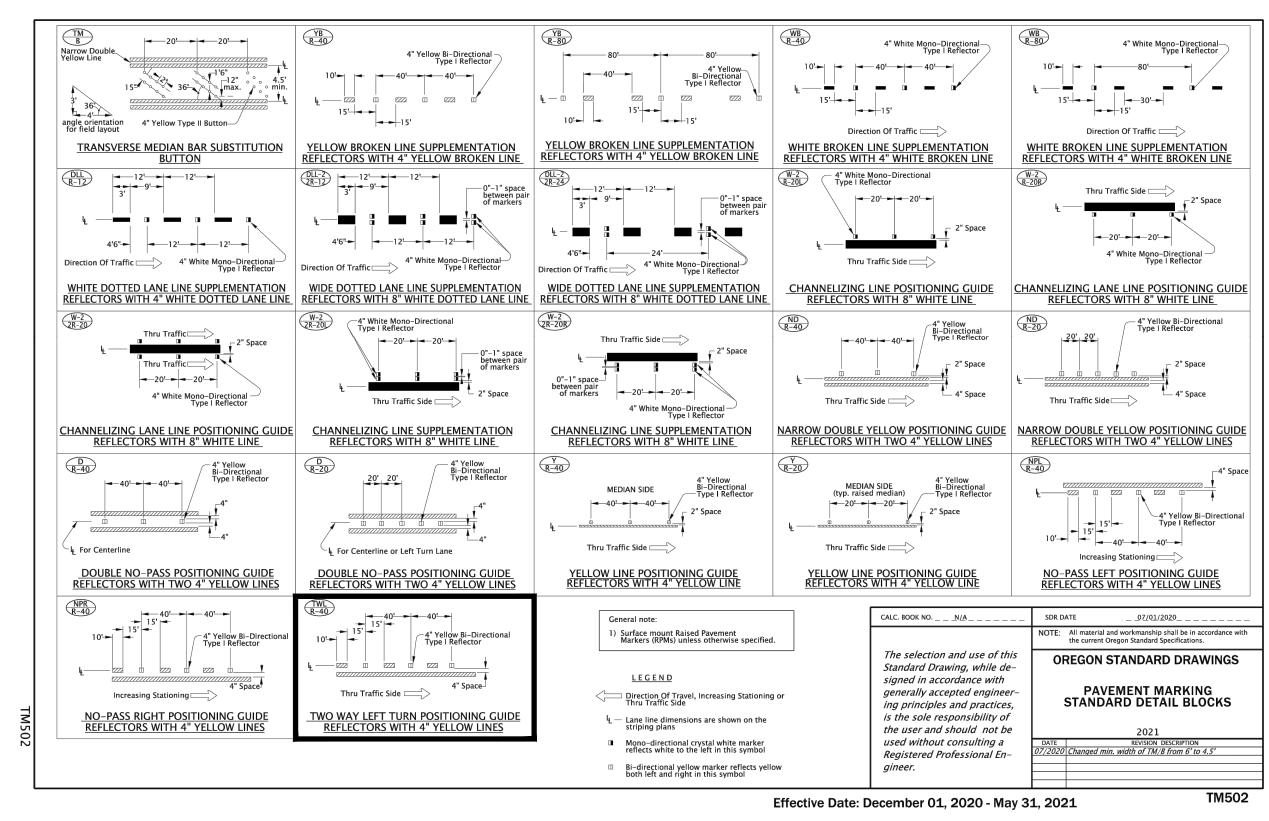
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SIGN AND
STRIPING
DETAILS

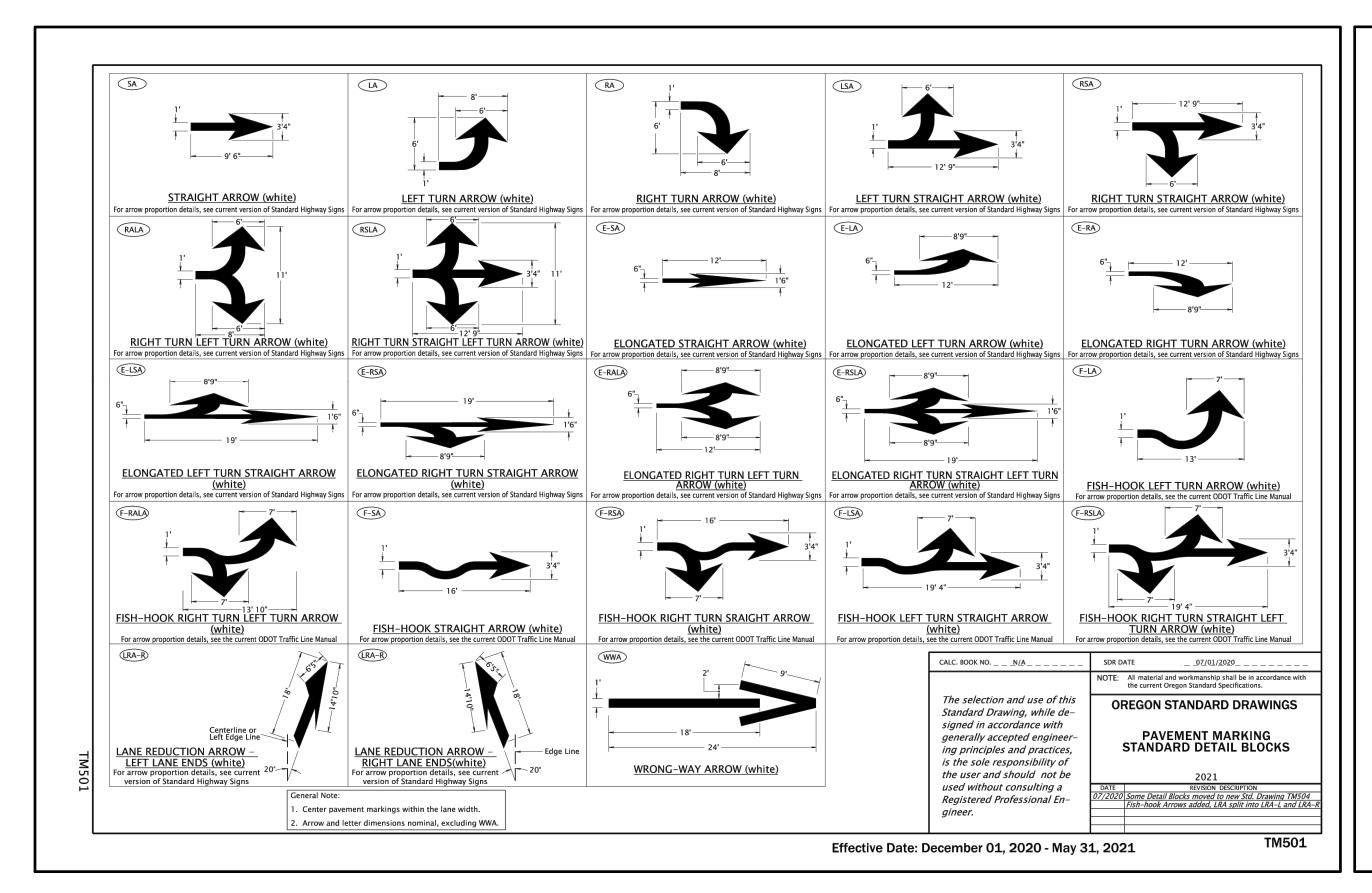
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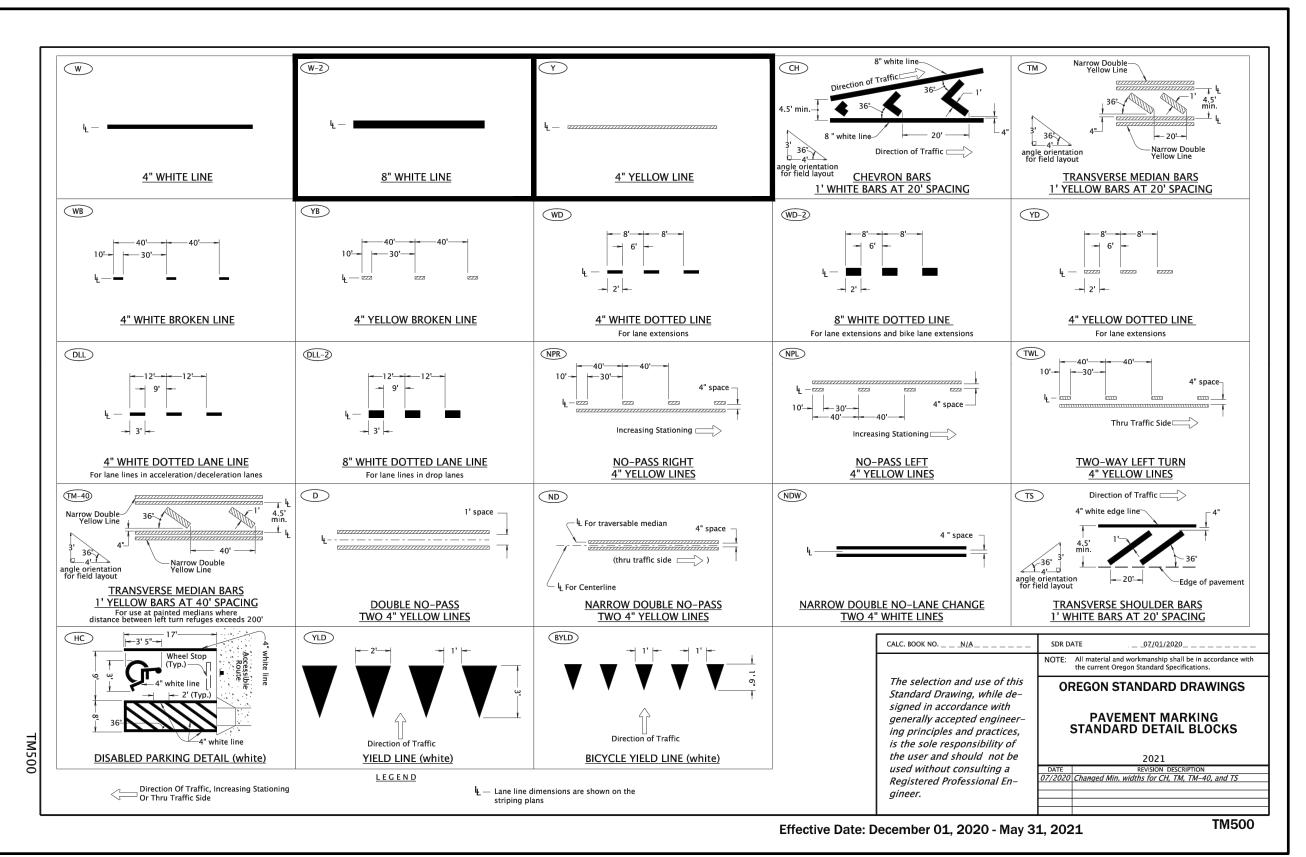
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SHEET:

**R2.32** 









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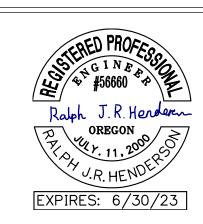
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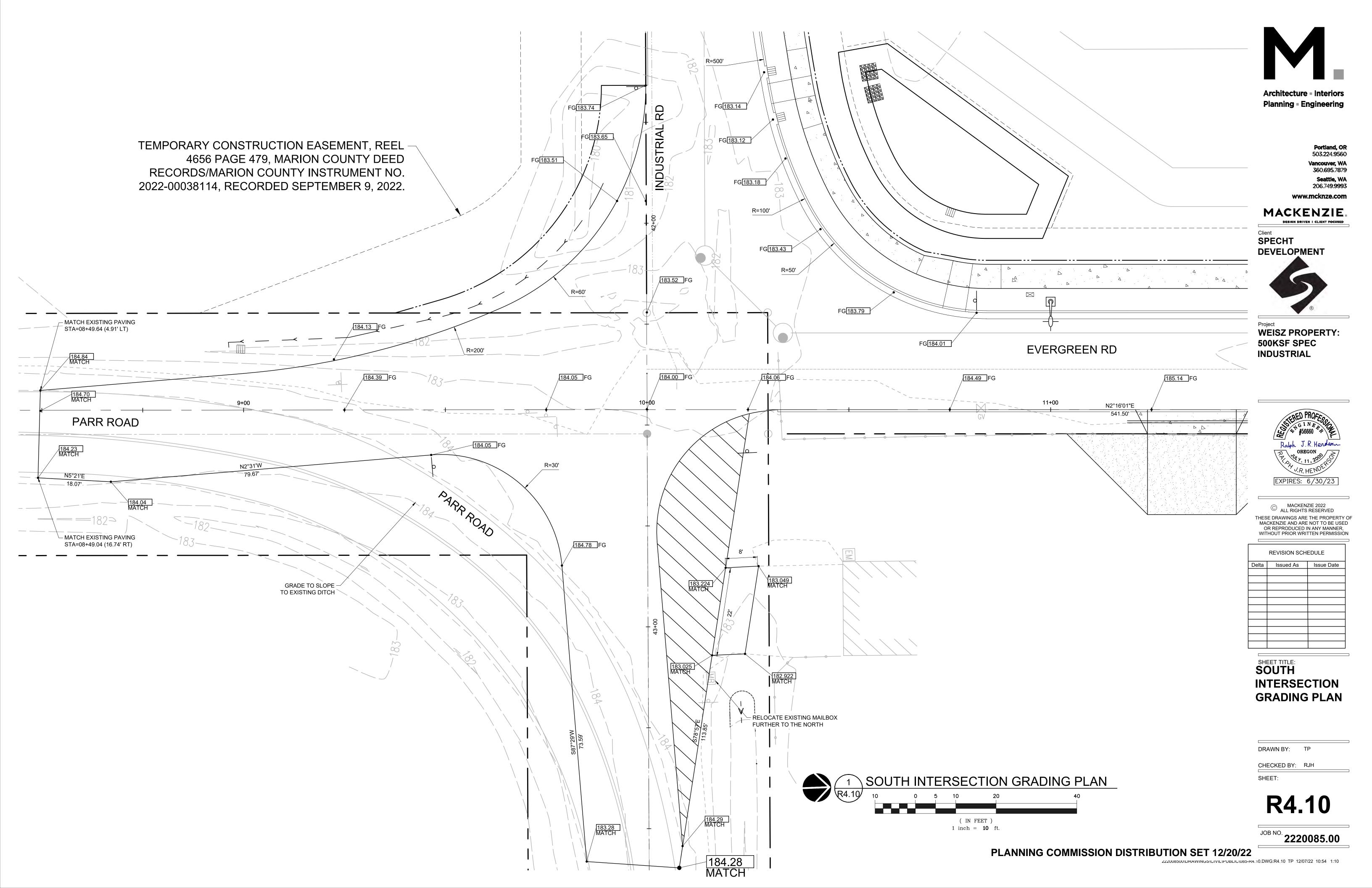
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SIGN AND
STRIPING
DETAILS

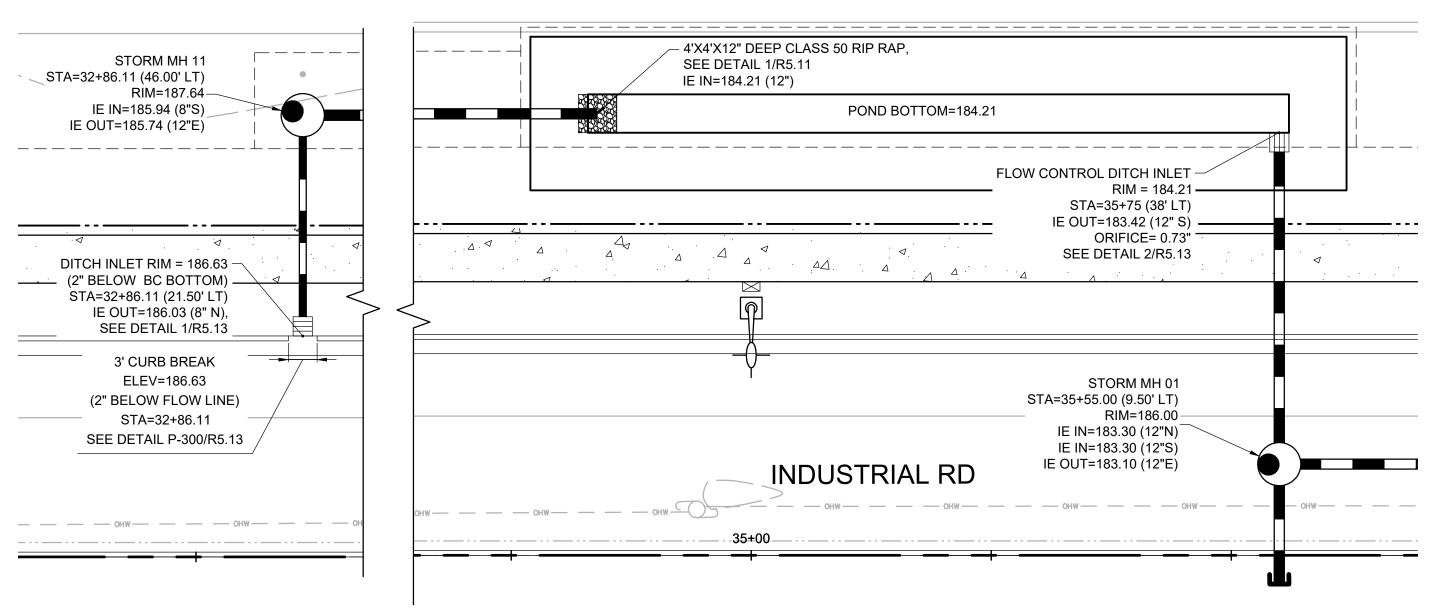
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CHECKED BY: RJH

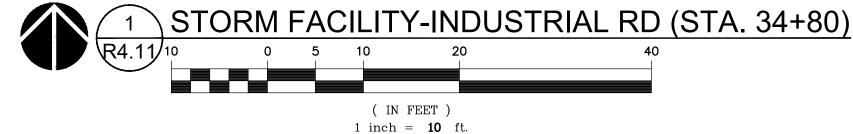
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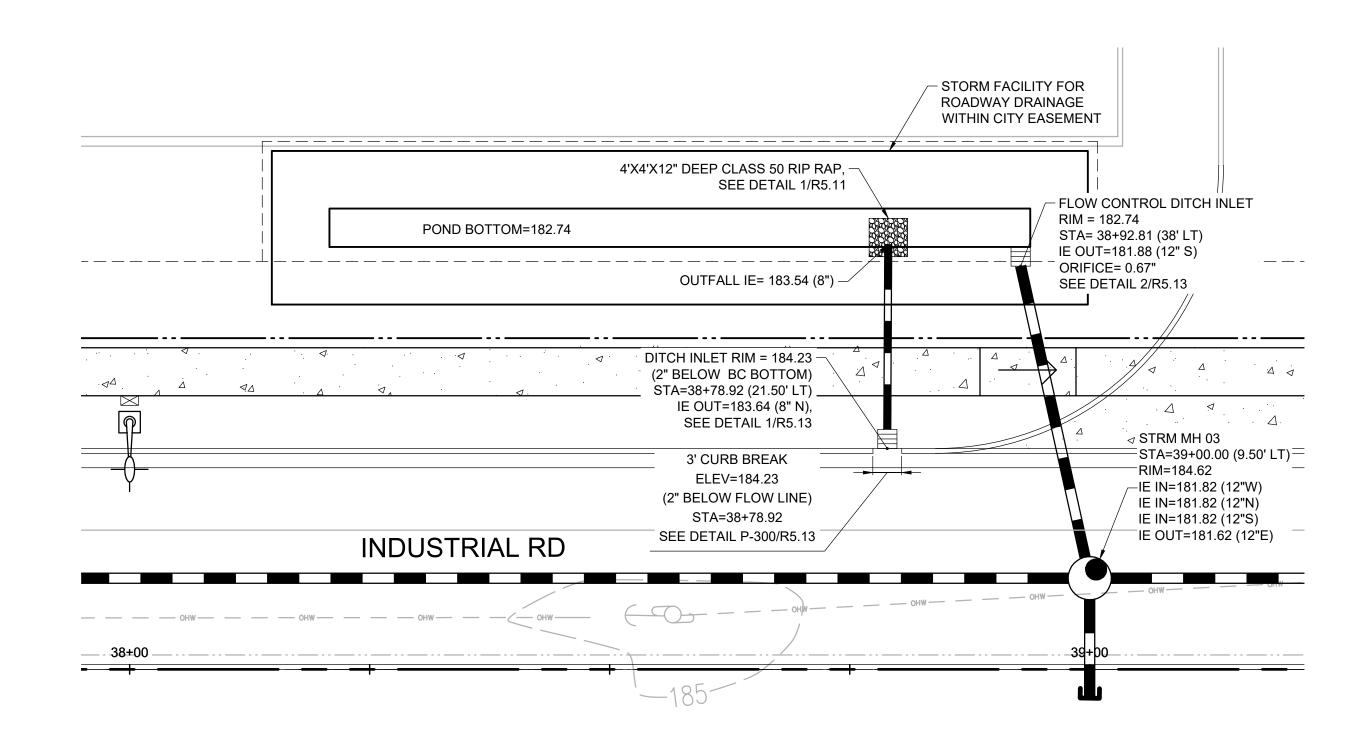
**R2.33** 

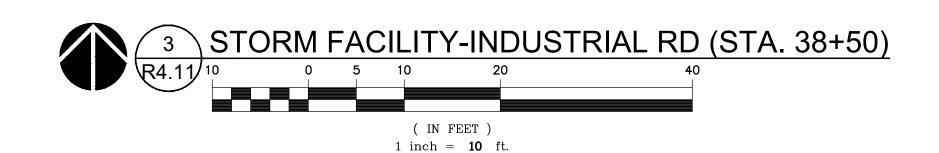
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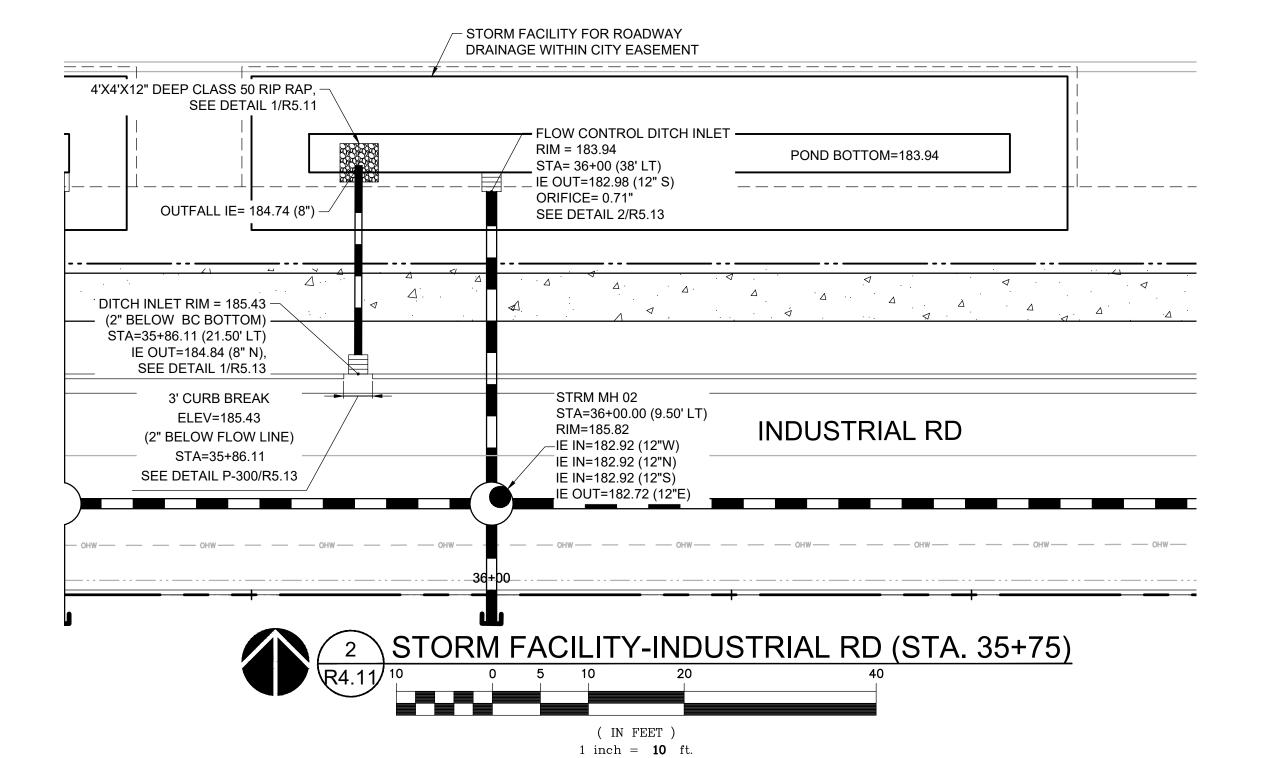


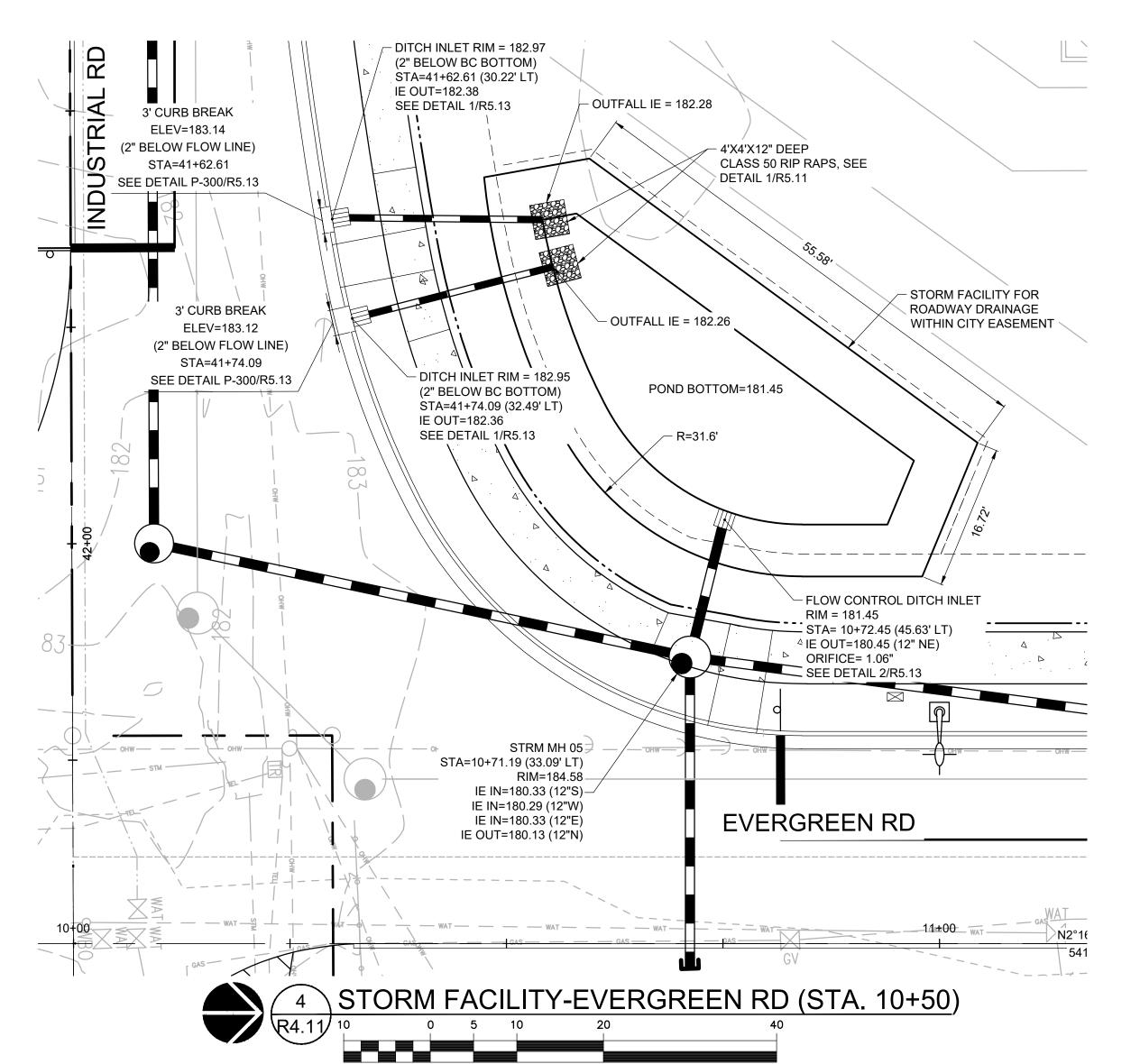












( IN FEET )

1 inch = 10 ft.

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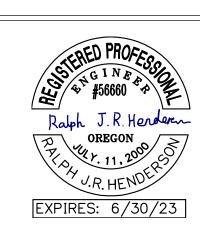
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SHEET TITLE:
ROADWAY STORM **FACILITY ENLARGEMENT PLANS** 

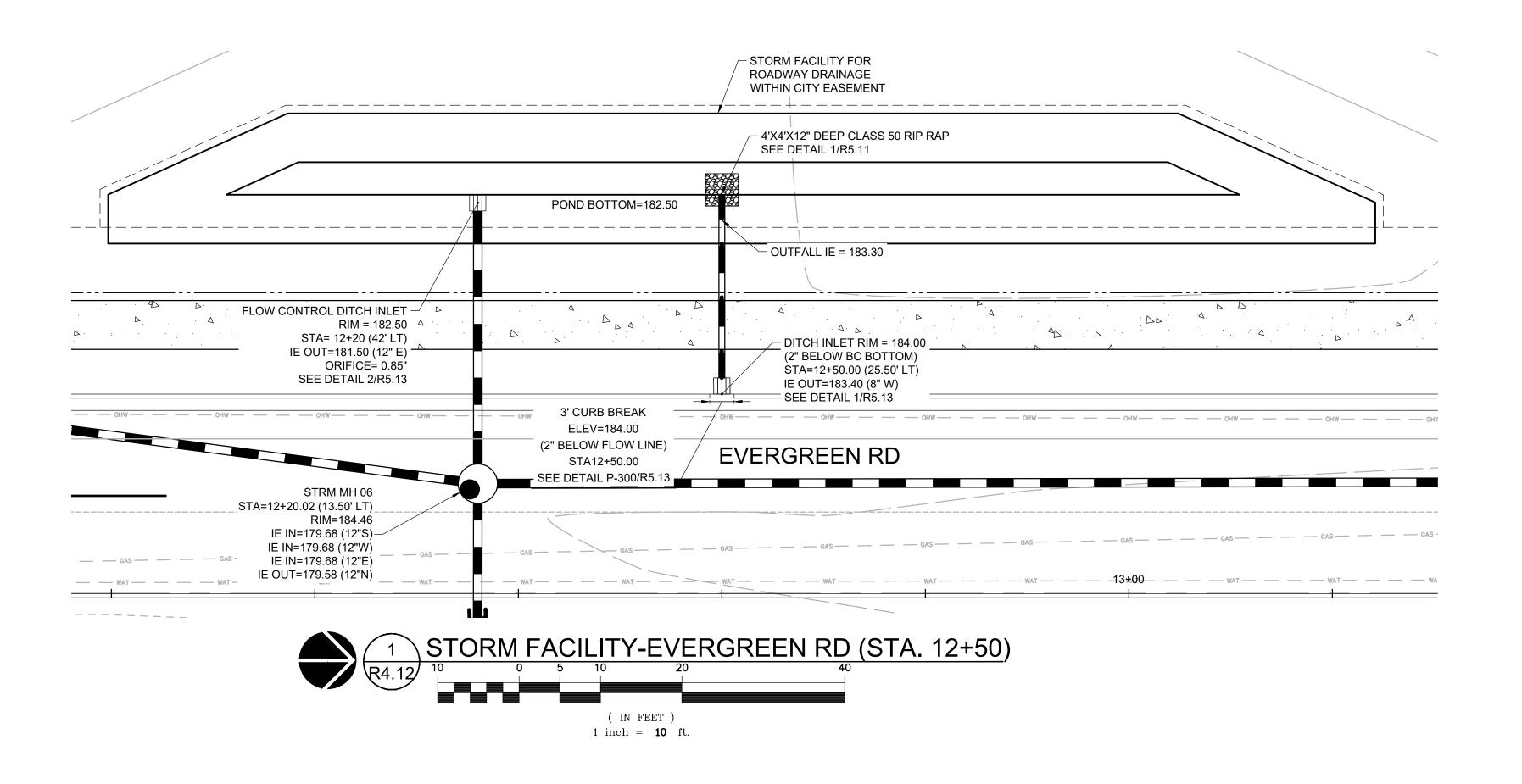
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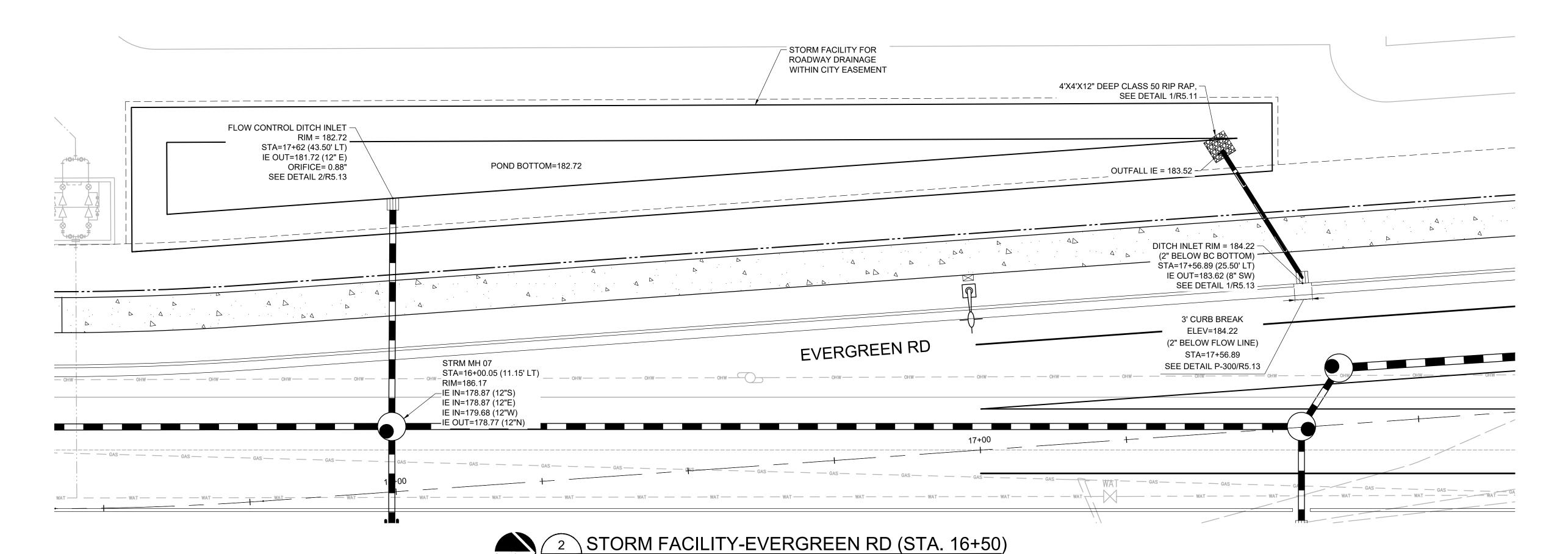
CHECKED BY: RJH SHEET:

**R4.11** 

JOB NO. **2220085.00** 

PLANNING COMMISSION DISTRIBUTION SET 12/20/22





( IN FEET ) 1 inch = **10** ft.



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	•	

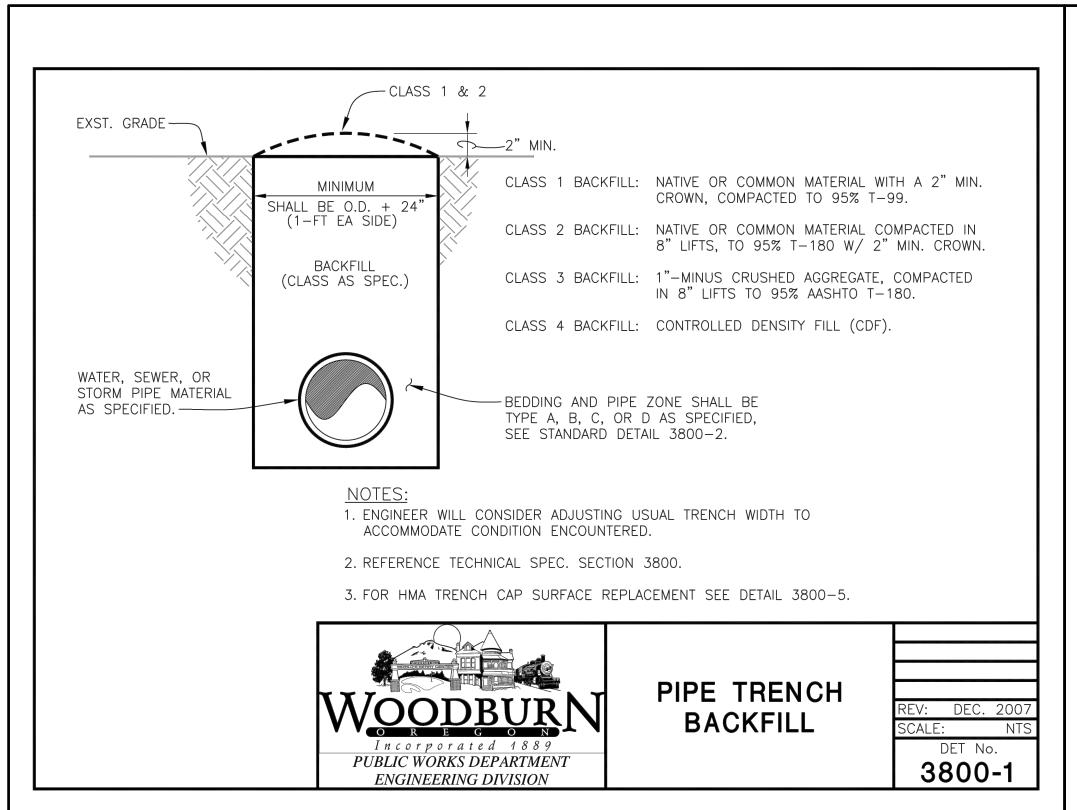
SHEET TITLE:
ROADWAY
STORM FACILITY
ENLARGEMENT
PLANS

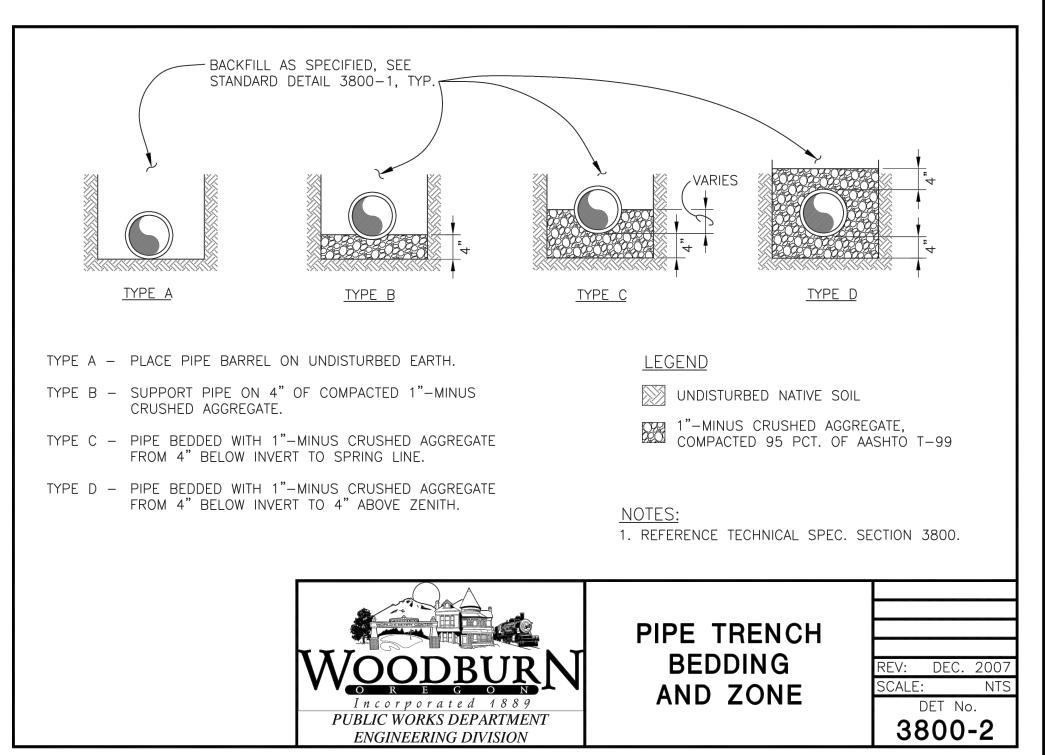
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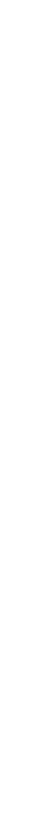
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SHEET:

R4.12







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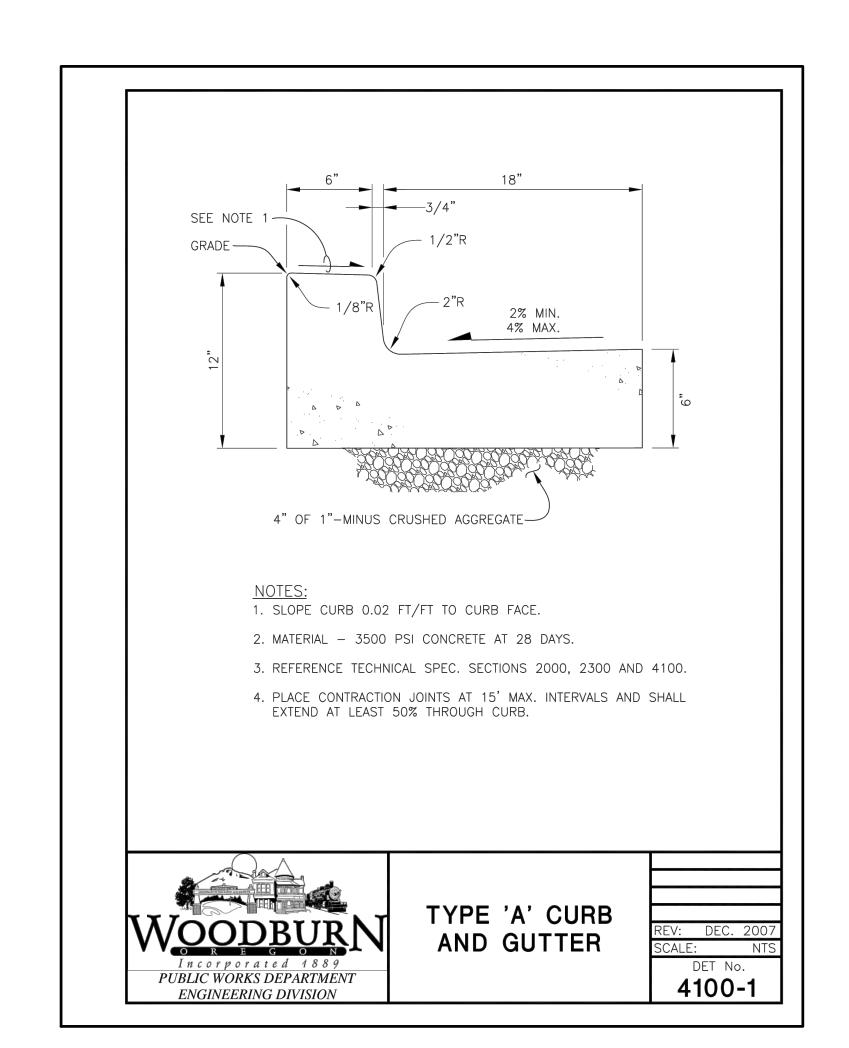
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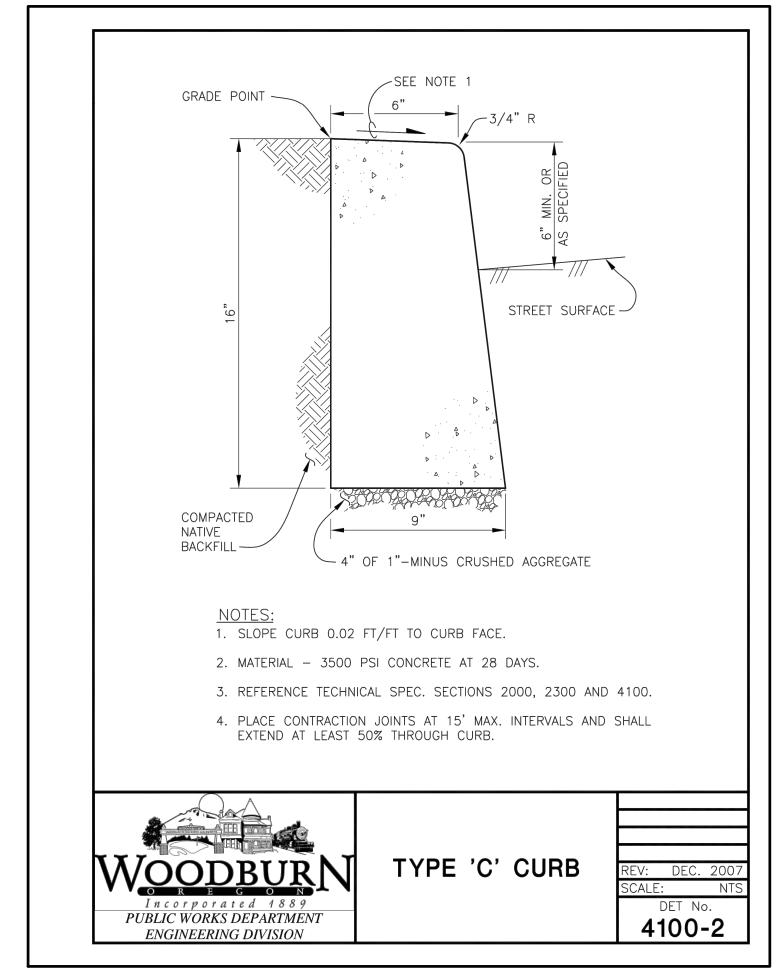
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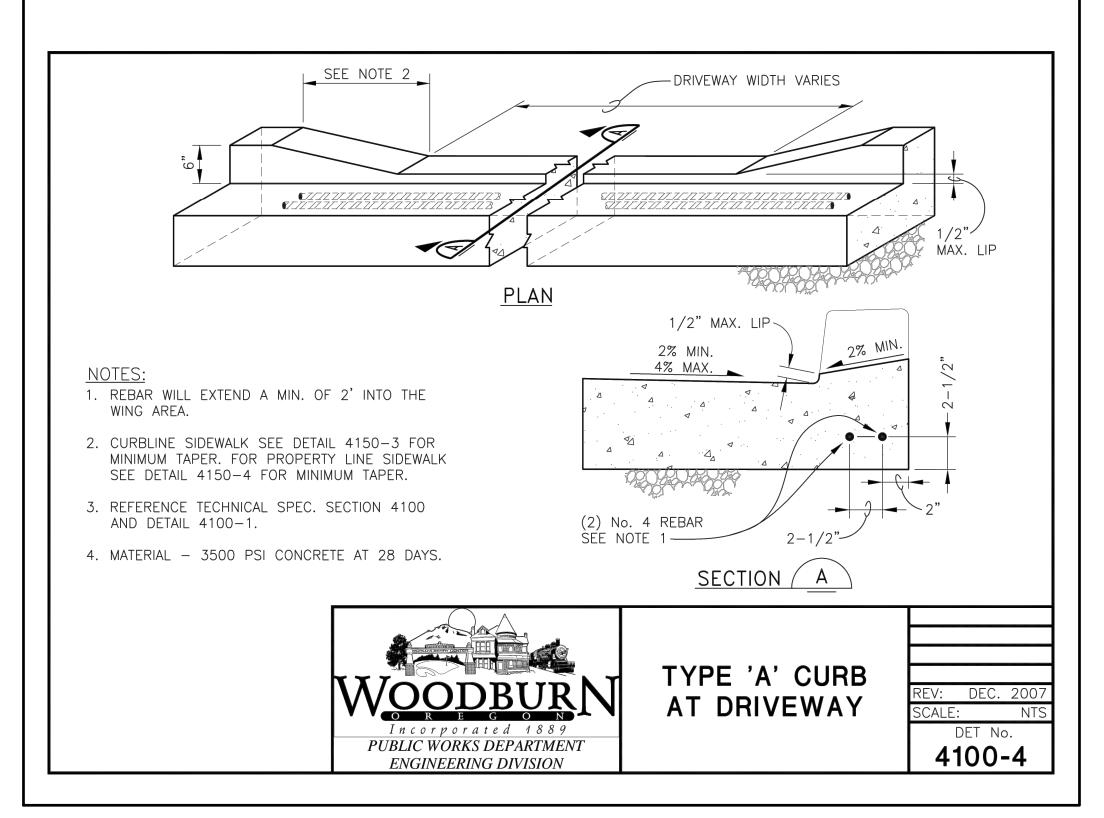
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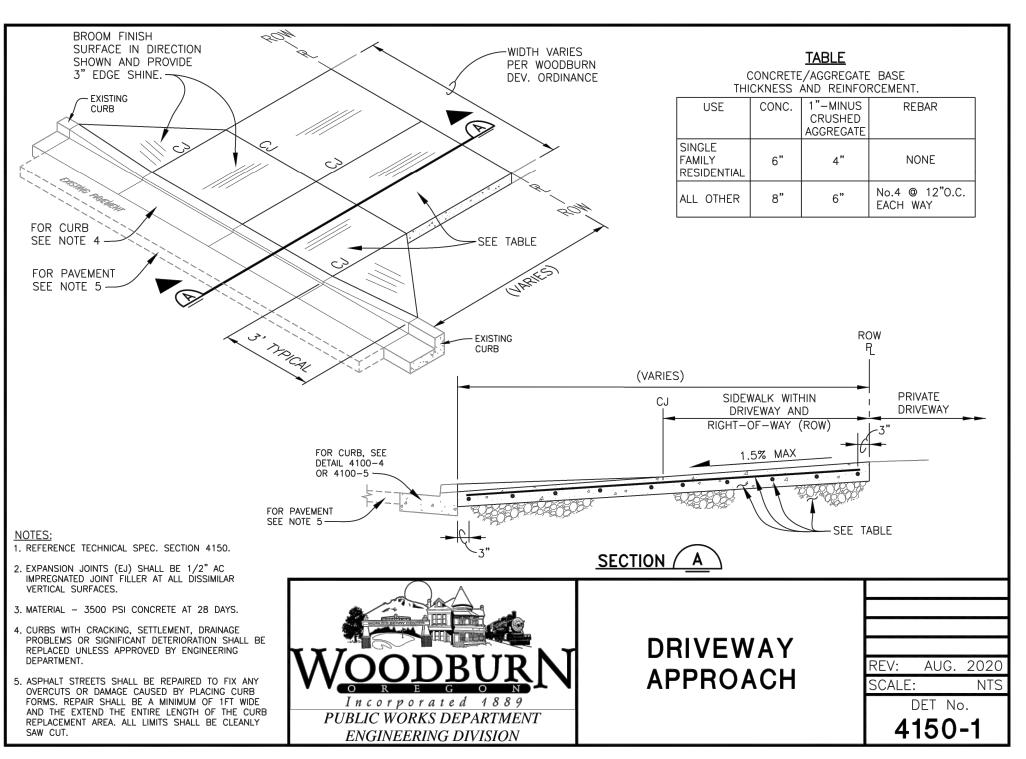
**R5.10** 

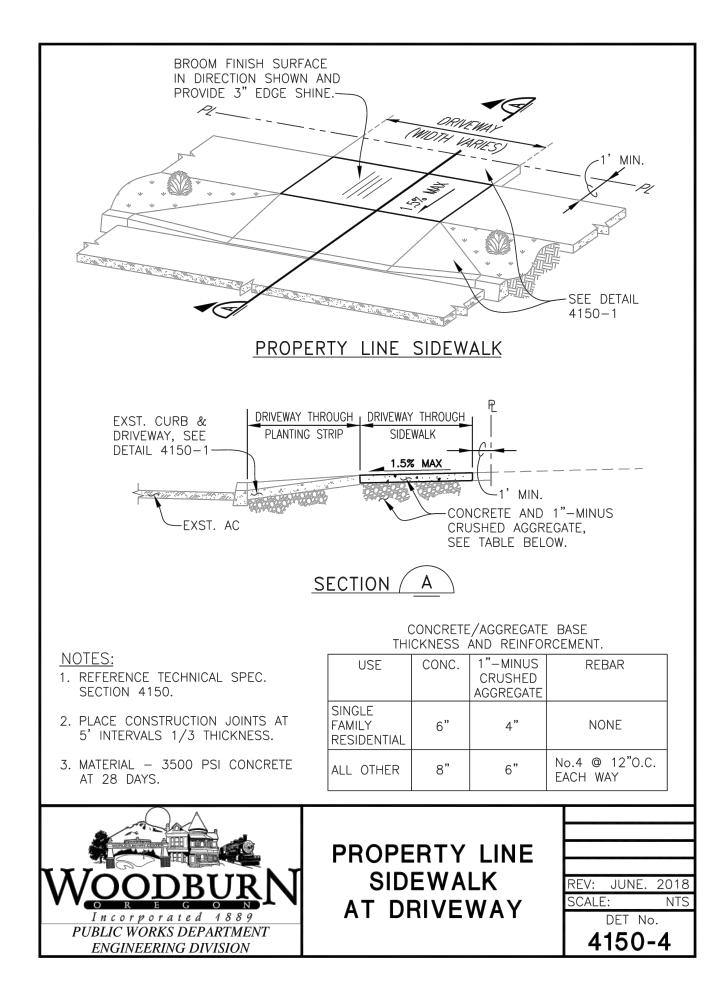


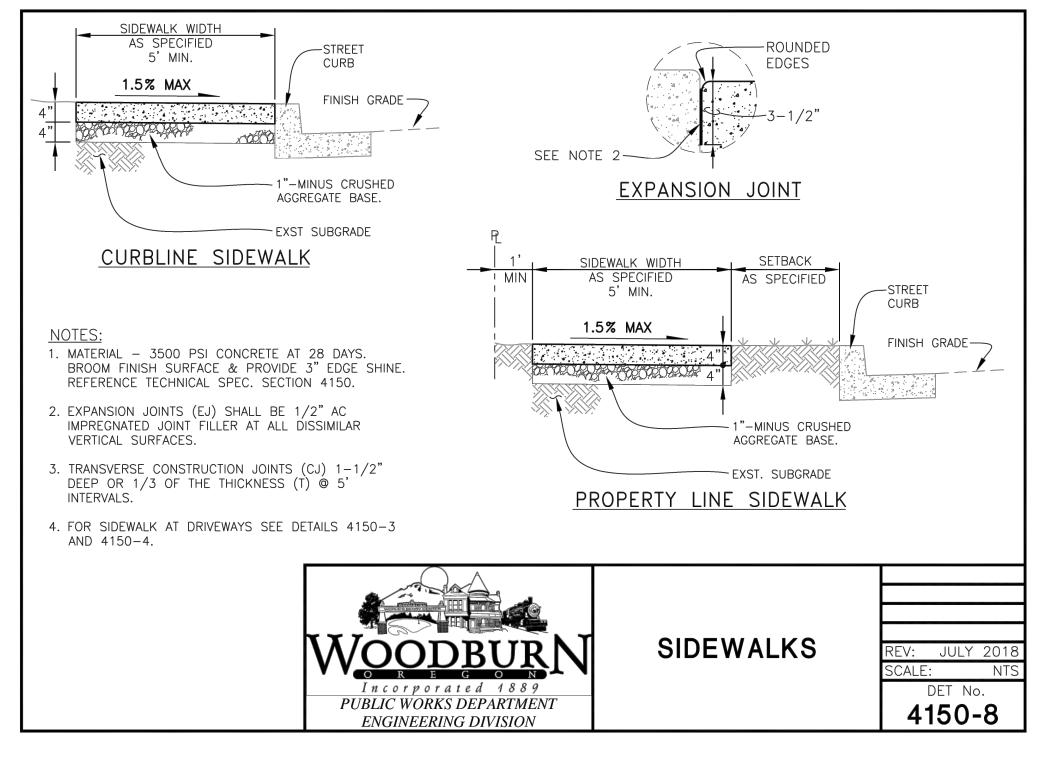












SIDEWALK

TOE OF SLOPE

<u>ISOMETRIC</u>



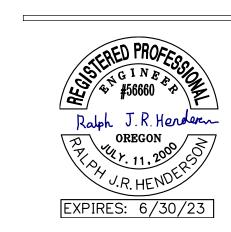
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SHEET TITLE: **CIVIL DETAILS** 

DRAWN BY: TP

CHECKED BY: RJH SHEET:

**R5.11** 



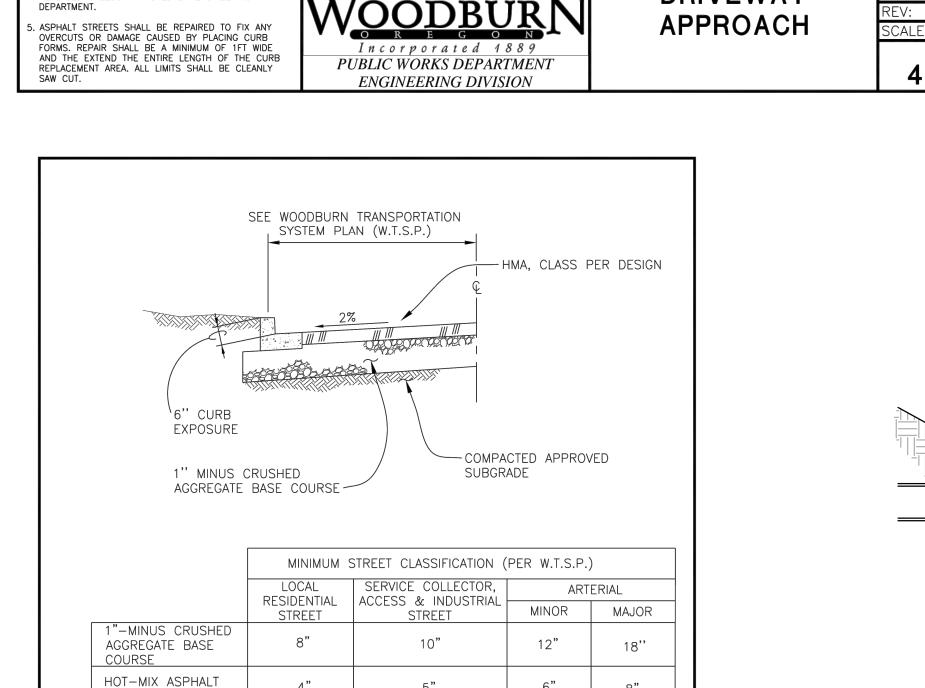
24" x 27.5" MIN

**GRATE (FRONT)** 

PROPOSED GRADE

/ DITCH INLET

- CURB BREAK



PAVEMENT (HMA)

CLASSIFICATION.

Incorporated 1889

PUBLIC WORKS DEPARTMENT

ENGINEERING DIVISION

1. FLEXIBLE PAVEMENT STRUCTURE SHALL BE DESIGNED BY A REGISTERED

PROFESSIONAL ENGINEER USING SUBGRADE REACTION APPROPRIATE FOR THE

SITE, TRAFFIC INDEX, AND A 20-YEAR DESIGN LIFE FOR PAVEMENT SYSTEM.

2. STRUCTURE THICKNESSES SHALL NOT BE LESS THAN VALUES FROM TABLE

3. SEE THE WOODBURN TRANSPORTATION SYSTEM PLAN (W.T.S.P) FOR STREET

4. DESIGN ENGINEER SHALL PROVIDE STRUCTURAL DESIGN CALCS. FOR APPROVAL.

TYPICAL FLEXIBLE

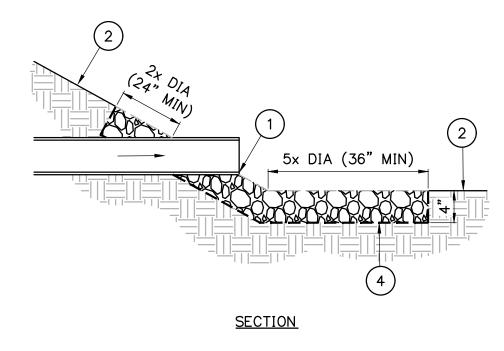
V: JAN. 200

DET No.

4200-1

**PAVEMENT** 

**STRUCTURE** 



1. PIPE SIZE AND INVERT PER PLAN. WHERE NOT NOTED, PIPE SHALL DISCHARGE 6-12"

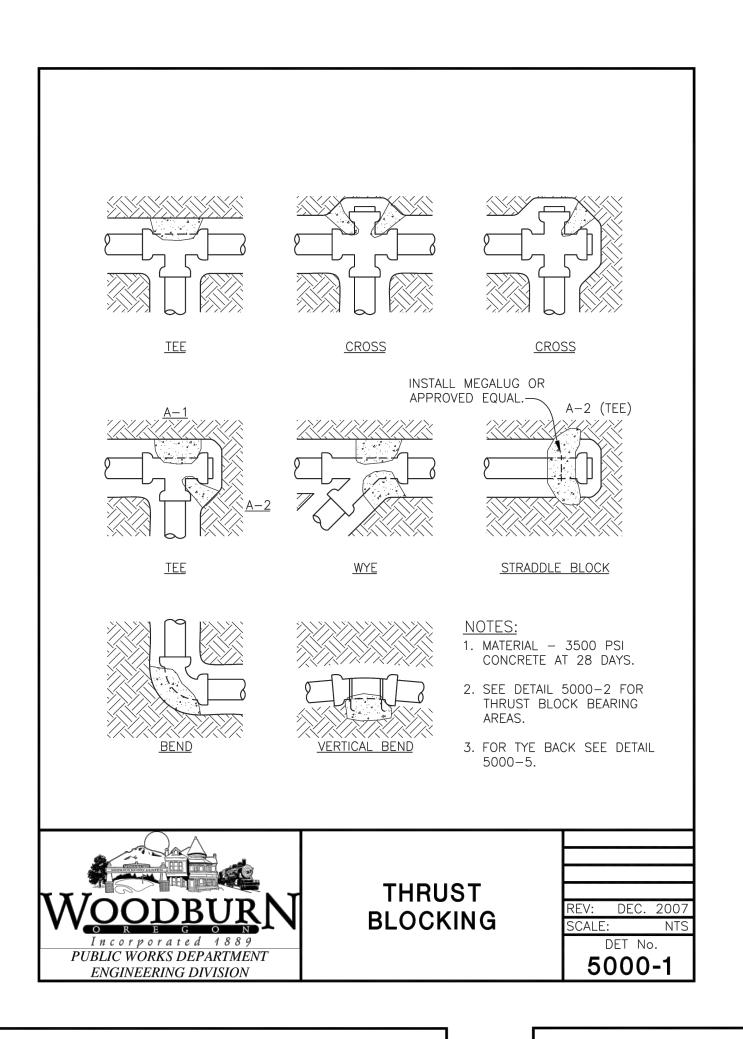
ABOVE RIP RAP FINISHED GRADE 2. FINISHED GRADE AND SLOPE PER PLAN. PLANTING PER LANDSCAPE PLANS 3. CRUSHED, ANGULAR, 6"-10" DIAMETER ROCK (I.E. ODOT CLASS 50 RIP RAP). TOP OF

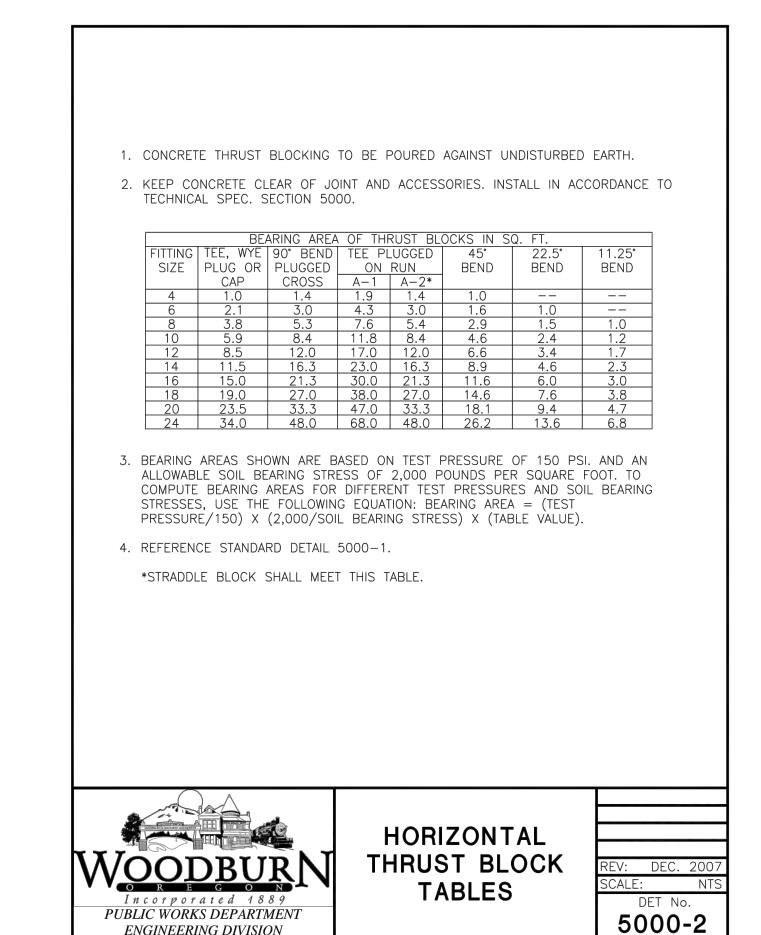
RIP RAP LAYER TO BE FLUSH WITH ADJACENT GRADE. IF INDICATED, DIMENSIONS OF RIP RAP SHOWN ON PLAN SHALL SUPERCEDE THOSE SHOWN ON THIS DETAIL. DIAMETER (DIA) REFERENCES REFER TO THE INSIDE DIAMETER OF THE OUTFALL PIPE 4. WOVEN FILTER FABRIC ENCASING ALL BUT THE TOP SURFACE OF THE RIP RAP

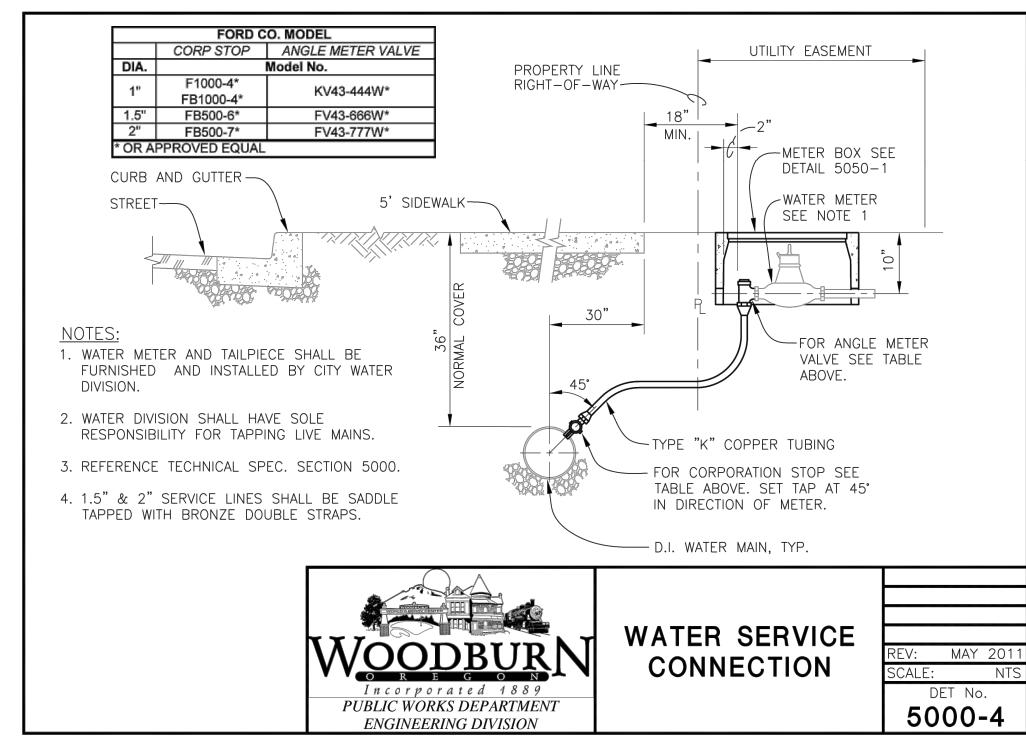
PIPE OUTFALL - RIP RAP

DITCH INLET- SECTION

2220085.00









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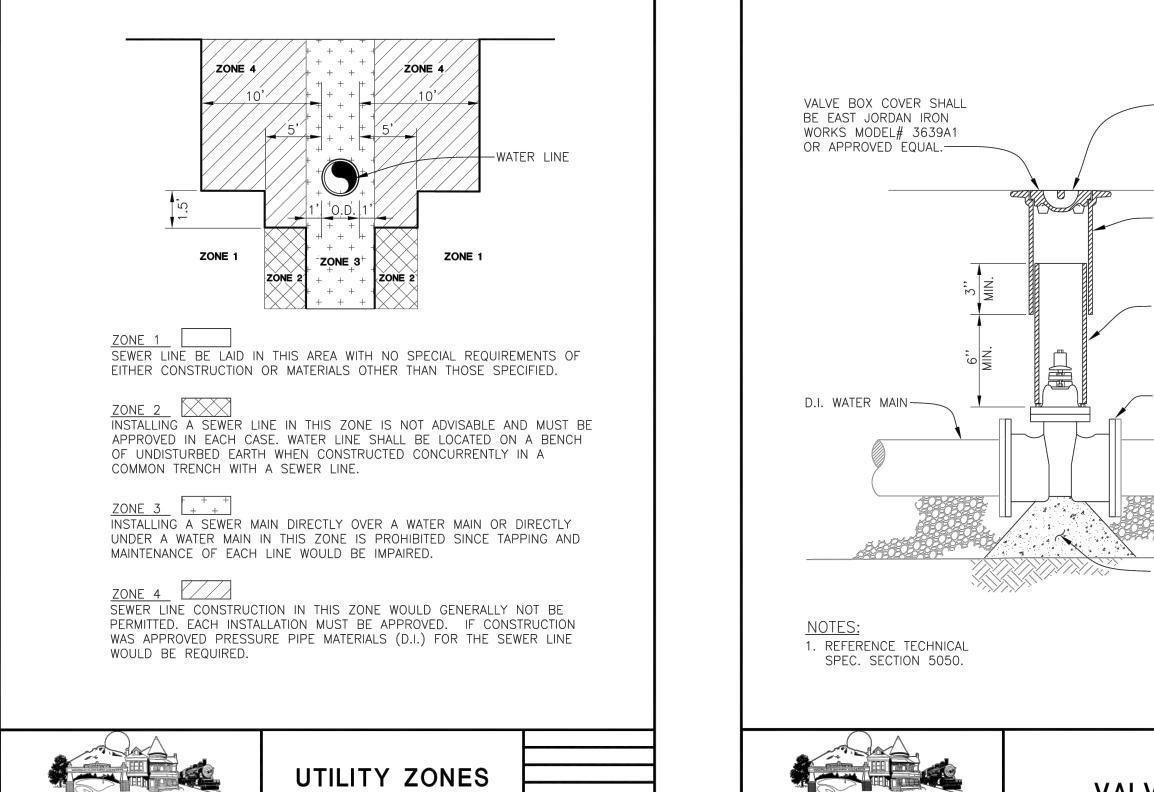
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Seattle, WA



REV: DEC. 2007

DET No.

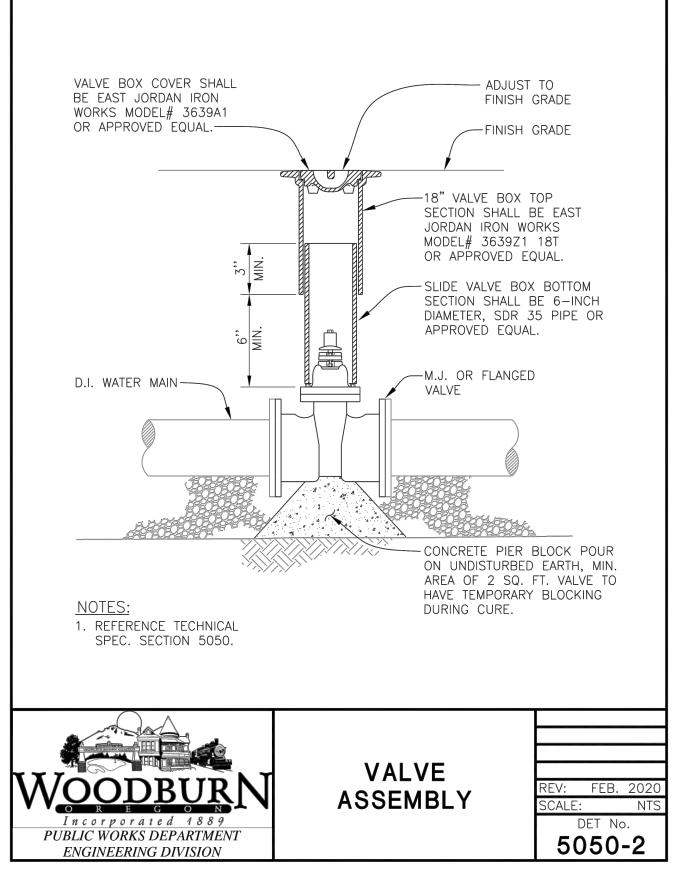
5000-6

AROUND

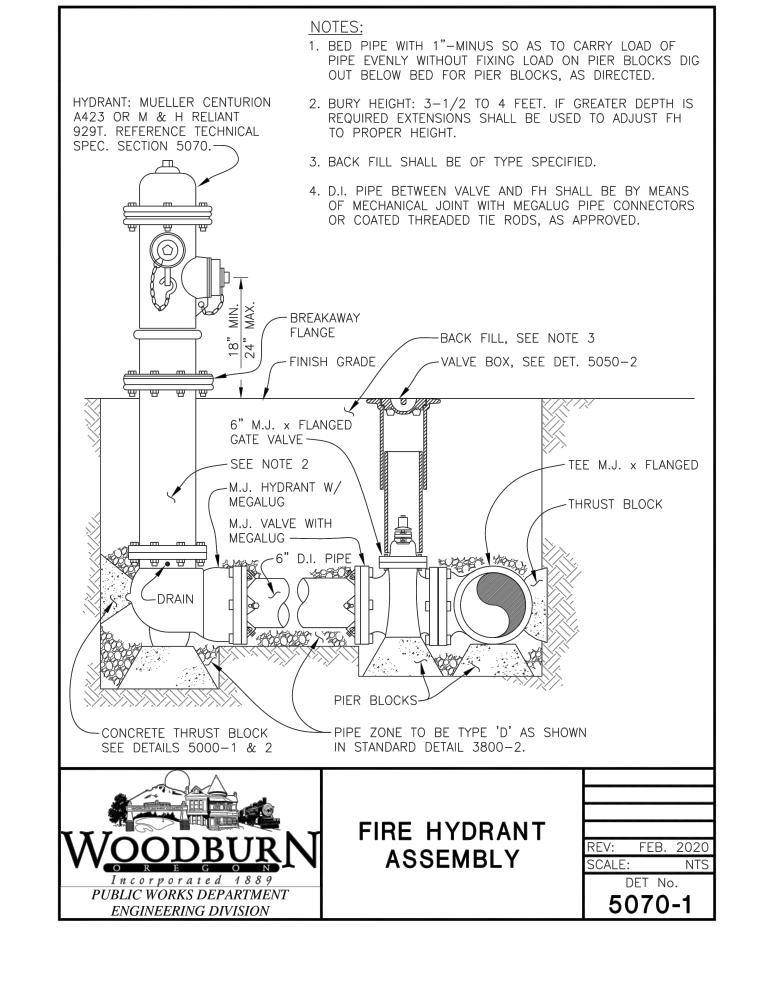
**WATER LINES** 

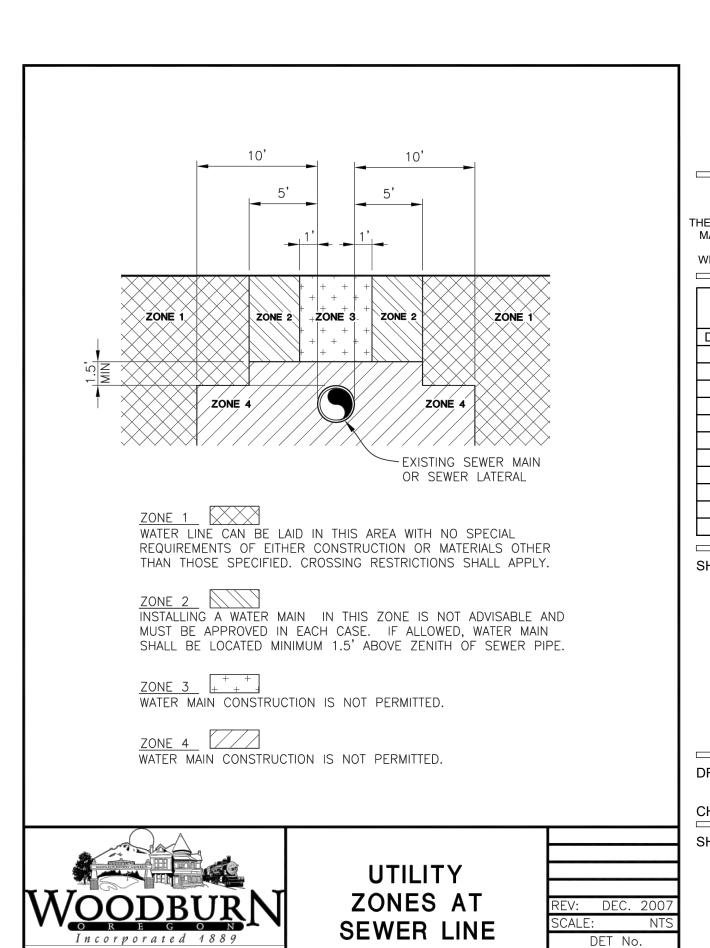
PUBLIC WORKS DEPARTMENT

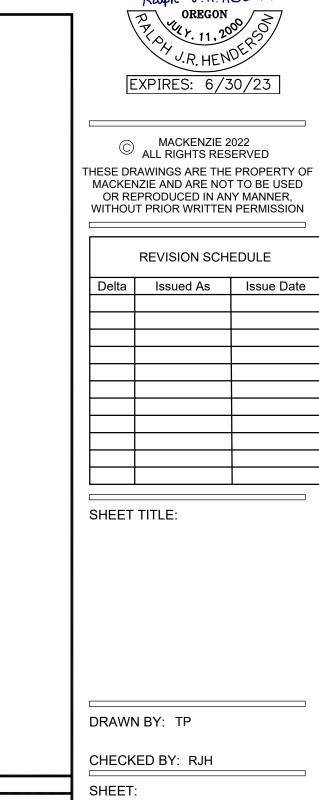
ENGINEERING DIVISION



ENGINEERING DIVISION





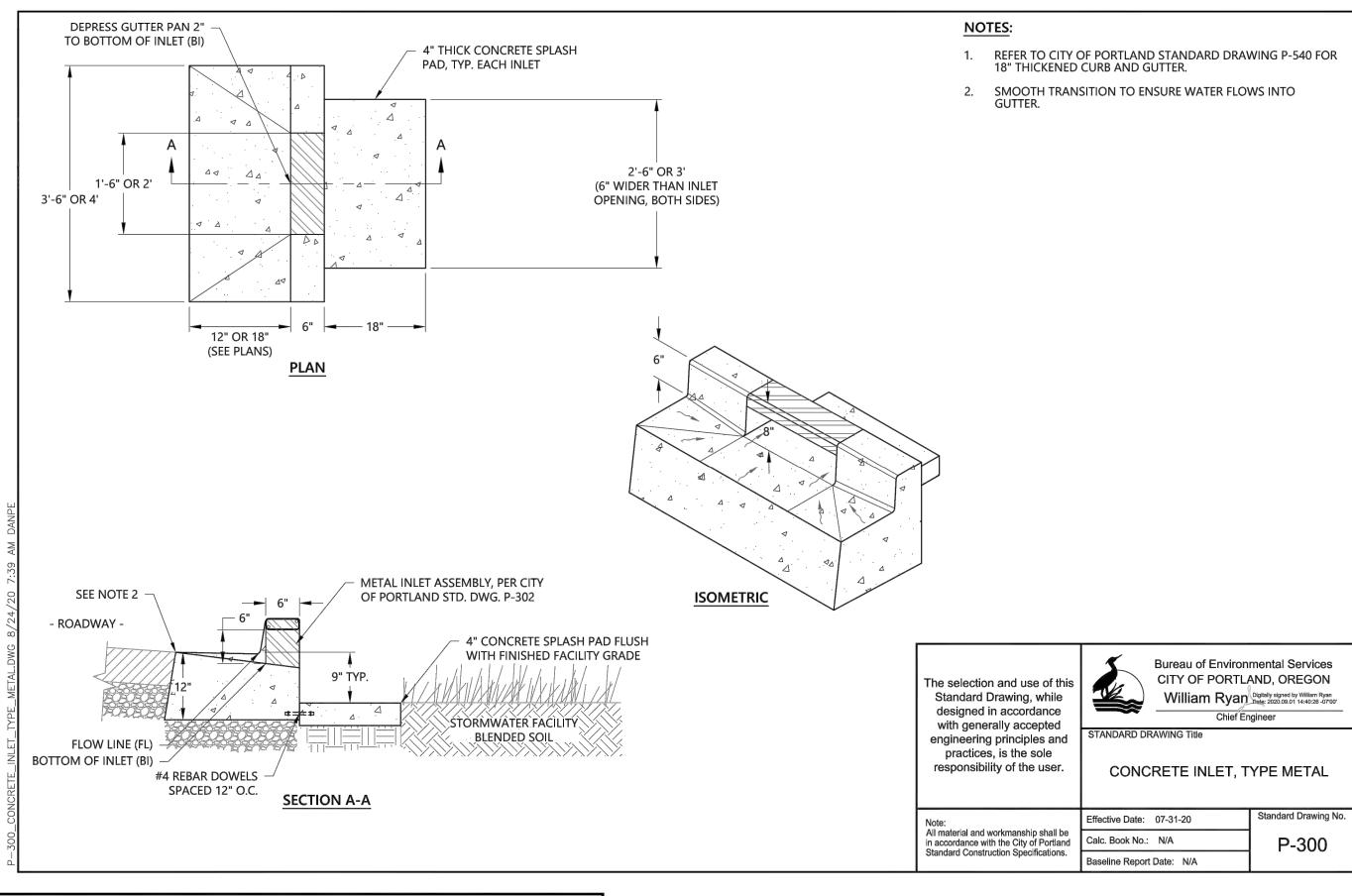


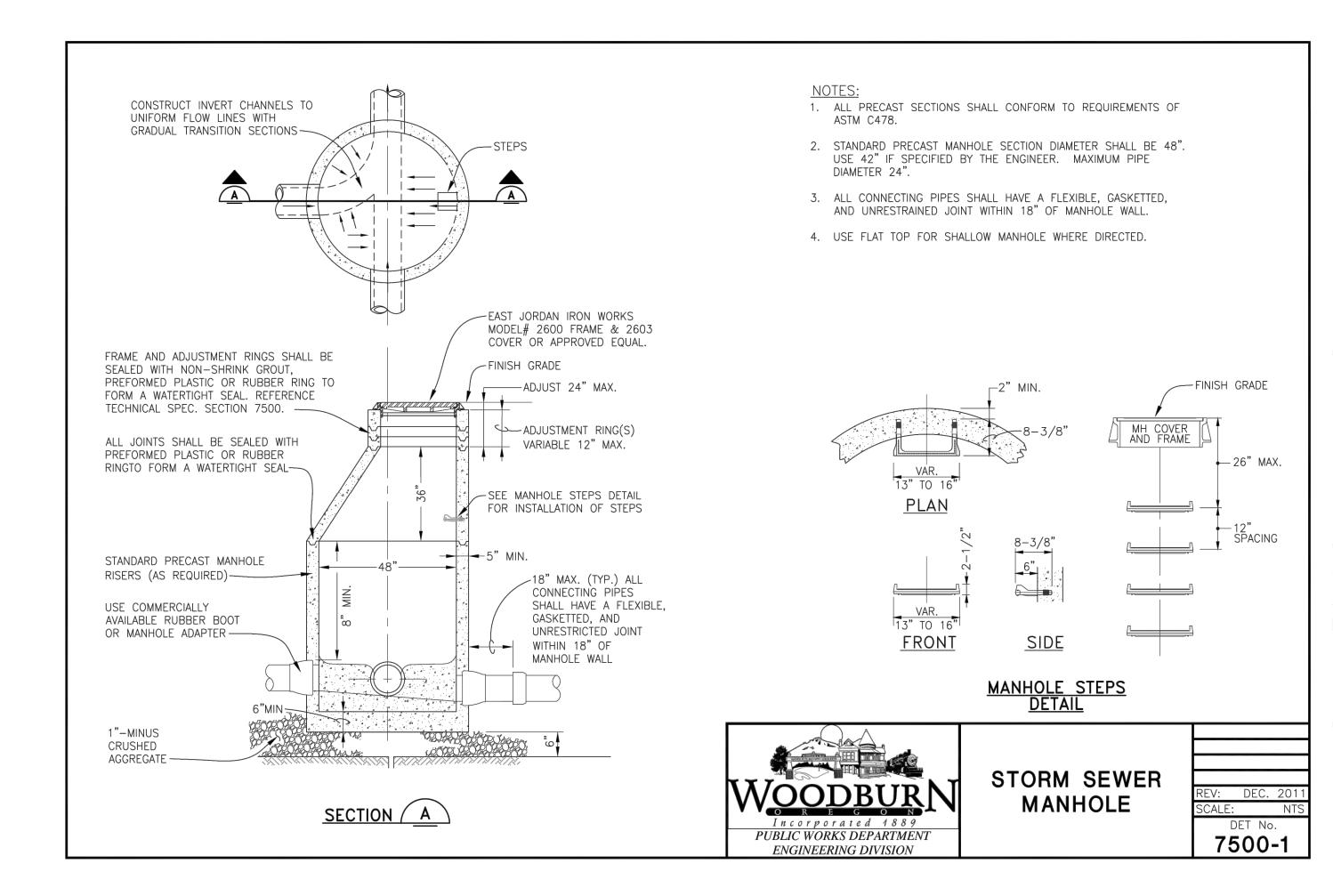
PUBLIC WORKS DEPARTMENT

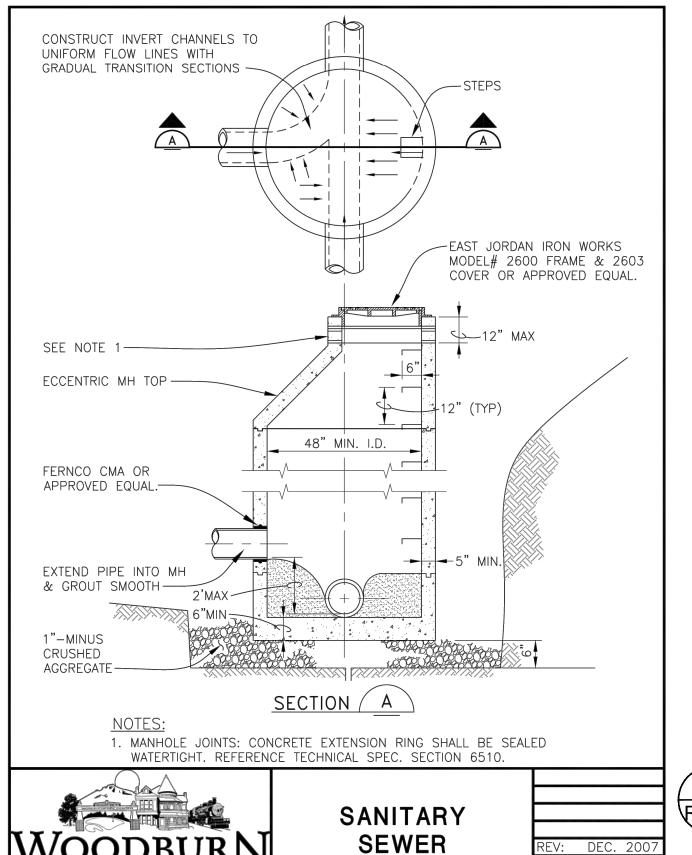
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JOB NO. **2220085.00** 

6200-4







MANHOLE

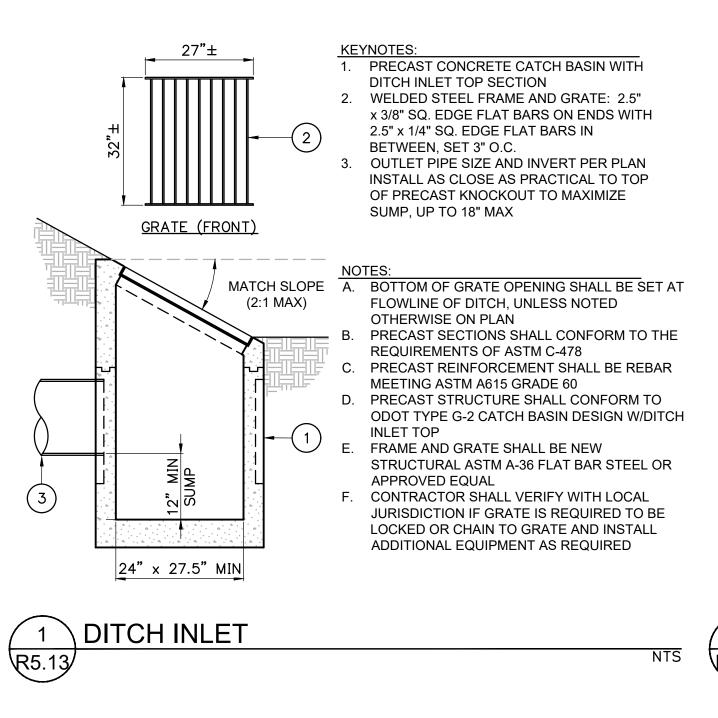
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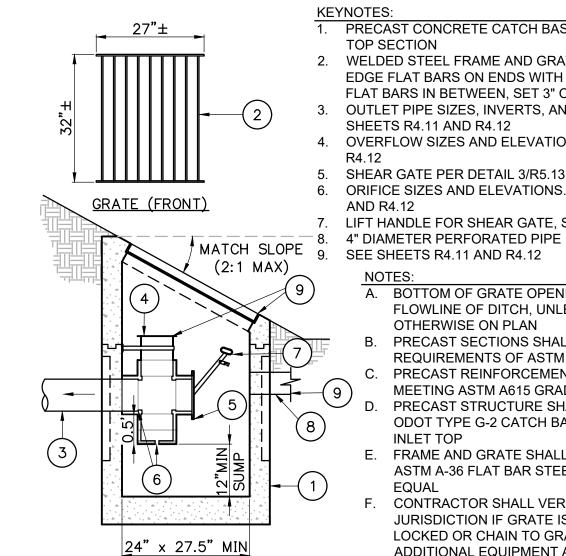
ENGINEERING DIVISION

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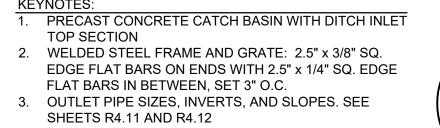
DET No.

6510-3





FLOW CONTROL DITCH INLET



4. OVERFLOW SIZES AND ELEVATIONS. SEE R4.11 & R4.12 5. SHEAR GATE PER DETAIL 3/R5.13

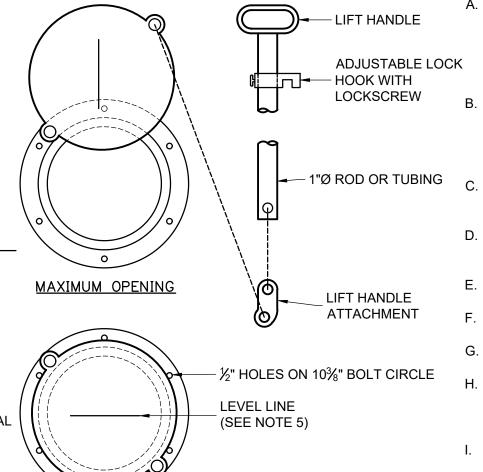
6. ORIFICE SIZES AND ELEVATIONS. SEE SHEETS R4.11 AND R4.12 7. LIFT HANDLE FOR SHEAR GATE, SEE DETAIL 3/R5.13

> A. BOTTOM OF GRATE OPENING SHALL BE SET AT FLOWLINE OF DITCH, UNLESS NOTED

OTHERWISE ON PLAN PRECAST SECTIONS SHALL CONFORM TO THE **REQUIREMENTS OF ASTM C-478** PRECAST REINFORCEMENT SHALL BE REBAR

MEETING ASTM A615 GRADE 60 PRECAST STRUCTURE SHALL CONFORM TO ODOT TYPE G-2 CATCH BASIN DESIGN W/DITCH INLET TOP FRAME AND GRATE SHALL BE NEW STRUCTURAL ASTM A-36 FLAT BAR STEEL OR APPROVED

CONTRACTOR SHALL VERIFY WITH LOCAL JURISDICTION IF GRATE IS REQUIRED TO BE LOCKED OR CHAIN TO GRATE AND INSTALL ADDITIONAL EQUIPMENT AS REQUIRED



SHEAR GATE

<u>CLOSED</u>

A. THE FRAME AND LADDER OR STEPS ARE TO BE OFFSET SO THAT: THE SHEAR GATE IS VISIBLE FROM THE TOP; THE CLIMB-DOWN SPACE IS CLEAR OF RISER AND GATE; THE FRAME IS CLEAR OF THE CURB (IF

APPLICABLE) THE SHEAR GATE SHALL BE MADE OF ALUMINUM ALLOY IN ACCORDANCE WITH ASTM B 26M AND ASTM B 275, DESIGNATION ZG32A; OR CAST IRON IN ACCORDANCE WITH ASTM A 48, CLASS 30B THE LIFT HANDLE SHALL BE MADE OF

SIMILAR METAL TO THE GATE (TO PREVENT **GALVANIC CORROSION)** D. A NEOPRENE RUBBER GASKET IS REQUIRED

BETWEEN THE PIPE MOUNTING FLANGE AND THE GATE FLANGE E. INSTALL THE GATE SO THAT THE LEVEL-LINE

IS LEVEL WHEN THE GATE IS CLOSED F. THE MATING SURFACES OF THE LID AND THE

BODY SHALL BE MACHINED TO PROPER FIT G. ALL SHEAR GATE BOLTS SHALL BE STAINLESS STEEL

H. THE SHEAR GATE MAXIMUM OPENING SHALL BE CONTROLLED BY LIMITED HINGE MOVEMENT, A STOP TAB, OR SOME OTHER DEVICE

 ALTERNATIVE SHEAR GATE DESIGNS ARE ACCEPTABLE, IF MATERIAL SPECIFICATIONS ARE MET AND FLANGE BOLT PATTERN MATCHES. CONTRACTOR TO SUBMIT SHOP DRAWINGS TO ENGINEER PRIOR TO PROCURING PRODUCT OR CONSTRUCTION

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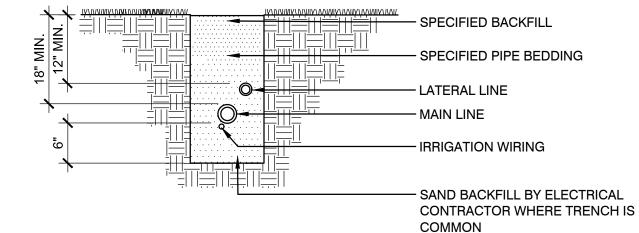
ı	REVISION SCH	EDULE
Delta	Issued As	Issue Date

SHEET TITLE: **CIVIL DETAILS** 

DRAWN BY: TP

CHECKED BY: RJH SHEET:

2220085.00



- 1. SNAKE ALL PVC PIPING IN TRENCHING
- 2. TIE LOOSE 3 FT LOOP IN ALL IRRIGATION WIRING AT CHANGES IN DIRECTION GREATER THAN 30 DEGREES. UNTIE AFTER ALL CONNECTIONS HAVE BEEN MADE.
- 3. WHERE ELECTRICAL WIRING DOES NOT SHARE COMMON TRENCH, OVER EXCAVATE TRENCH 2 INCHES MIN AND
- BACKFILL WITH SPECIFIED BEDDING MATERIAL. 4. LOCATE ALL WIRING NOT IN COMMON TRENCHES ACCURATELY ON RECORD DRAWINGS.

### **IRRIGATION TRENCHING (TYP)**

(1) FINISH GRADE/TOP OF MULCH

(2) ROOT WATERING SYSTEM: RAIN BIRD

SCALE: NTS

3) 1/2" (1.3 cm) SPIRAL BARB FITTING (INCLUDED)

4 1/2" (1.3 cm) SWING ASSEMBLY: RAIN BIRD SA-125050

1/2" (1.3 cm) SWING PIPE: RAIN BIRD SP SERIES WITH 1/2" (1.3 cm) MALE NPT x 0.490" BARB ELBOW: RAIN BIRD SBE-050

(5) PVC SCH 40 TEE OR EL

(6) PVC OR POLYETHYLENE LATERAL PIPE (7) OPTIONAL SOCK (RWS-SOCK) FOR SANDY

**8**) 4" (10.2 cm) WIDE x 18" (45.7 cm) LONG RIGID BASKET WEAVE CANISTER (INCLUDED)

(9) PLANT ROOT BALL

1. POSITION 2-3 UNITS (OR MORE) EVENLY SPACED AROUND PLANT. FOR NEW TREES PLACE NEAR ROOT BALL. FOR EXISTING TREES PLACE HALF THE DISTANCE BETWEEN CANOPY EDGE AND TREE TRUNK. 2. INSTALL PRODUCT WITH TOP EVEN WITH FINISH GRADE OR THE TOP OF MULCH

3. RWS-M SERIES AVAILABLE IN THE FOLLOWING MODELS: RWS-M-B-C-1401: 0.25 GPM (0,95 L/M), CHECK VALVE

RWS-M-B-1401: 0.25 GPM (0,95 L/M) RWS-M-B-C-1402: 0.5 GPM (1,9 L/M), CHECK VALVE

RWS-M-B-1402: 0.5 GPM (1,9 L/M),

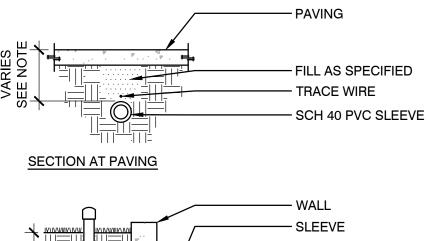
4. WHEN INSTALLING IN EXTREMELY HARD OR CLAY SOILS, ADD 3/4" (1,9 CM) GRAVEL UNDER AND AROUND THE UNIT TO ALLOW FASTER WATER INFILTRATION AND ROOT PENETRATION.

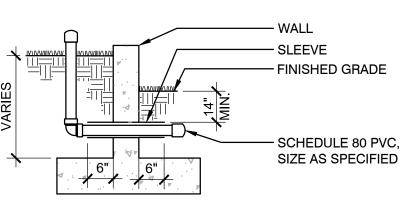
5. ONCE RWS-M HAS BEEN INSTALLED FILL THE BASKET WITH PEA GRAVEL BEFORE LOCKING LID.

6. OPTIONAL RWS-SOCK FOR USE IN SANDY SOILS.

A-RWS-S TREE INSTALLATION NOT TO SCALE

FX-IR-RB-DRIP-15





MIN DEPTH OF PIPE MAINLINE LATERAL AT PAVING AT DRIVING SURFACE

SECTION AT WALLS

SLEEVES TO BE TWICE DIAMETER OF LINE OR LINES PASSING THROUGH. 2. EXTEND IRRIGATION SLEEVE 6-INCHES BEYOND EDGE OF

PAVING, EACH SIDE. 3. INSTALL SLEEVES AT SAME TIME AS WALL OR PAVING

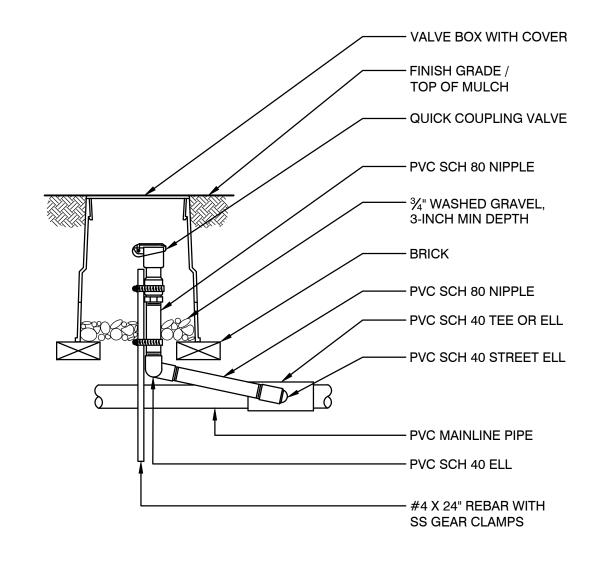
INSTALLATION. 4. INSTALL PIPE IN SLEEVE BEFORE BACKFILLING AND CAP

BOTH ENDS WITHOUT GLUE. IRRIGATION SLEEVES

SCALE: NTS

- GATE VALVE (LINE SIZE) - SPECIFIED BACKFLOW PREVENTION DEVICE - SPECIFIED VAULT. INSTALL FLUSH WITH FINISH GRADE - SPECIFIED MAINLINE TO ZONES - UNION EACH SIDE - SUPPORT BLOCKS (TYP) - BRICK OR CONCRETE BLOCK (TYP) - 6-INCH PEA GRAVEL (MIN) - CONCRETE THRUST BLOCK - IRRIGATION SUPPLY FROM METER

INSTALL BACKFLOW PREVENTOR PER CODE AND REQUIREMENTS OF PREVAILING JURISDICTIONS. DOUBLE CHECK VALVE BACKFLOW PREVENTOR (BELOW GRADE)



QUICK COUPLER VALVE SCALE: NTS



Portland, OR 503.224.9560 Vancouver, WA 360.695.7879 Seattle, WA 206.749.9993

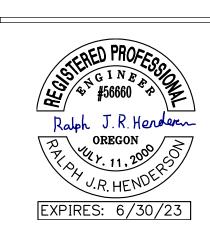
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MACKENZIE DESIGN DRIVEN I CLIENT FOCUSED

Client **SPECHT** 



**WEISZ PROPERTY:** 500KSF SPEC **INDUSTRIAL** 



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SHEET TITLE: LANDSCAPE **DETAILS** 

DRAWN BY: CHECKED BY: SHEET:

