



PUBLIC WORKS DEPT. – ENGINEERING DIVISION

REQUEST FOR QUOTES **FOR** **2019-20 ADA Ramps & Sidewalk Improvements** **FILE # 2020-004-28 Bid# 2021-03**

BACKGROUND: City of Woodburn, OR is seeking bids to construct ADA ramps and sidewalks at various locations in Woodburn, Oregon. (see attached project plans). All work **SHALL** be completed by November 30, 2020.

SCOPE: Contractor(s) wishing to offer a bid for this project shall:

- Make a site visit to the Project sites.
- Make a written cost offer (attached Form of Proposal) based on unit price for work outlined in the bid schedule and further clarified in the Special Provisions.
- All work shall be performed in accordance with Oregon Department of Transportation standard drawings and specifications.
- Provide liability insurance in accordance with City of Woodburn requirements, with city employees also covered for the contract. Liability Insurance is incidental to the project for which no direct compensation will be made.
- Provide a one-year written Maintenance Warranty for all project work completed.

INSTRUCTIONS TO BIDDERS:

1. Utilize the standard specifications and details located on the Engineering Div. website located at http://www.ci.woodburn.or.us/?q=pw_standard
2. The Engineer's Estimate for this project is under \$50,000 but is part of a larger project and therefore is subject to BOLI PWR Laws. www.oregon.gov/boli/WHD/PWR/Pages/pwr_state.aspx and listed as "Prevailing Wage Rates for Public Works Contracts in Oregon effective January 1, 2020" and "Prevailing Wage Rates Amendment Effective July 1, 2020."
3. The Notice to Proceed is anticipated for October 12, 2020.

ALL BIDS MUST BE RECEIVED BY 2:00 PM October 1, 2020

Bids shall be submitted to:

Eric Liljequist, P.E.
P 503.982.5241 | F 503.982.5242
190 Garfield ST. | Woodburn, OR 97071
email: eric.liljequist@ci.woodburn.or.us

Bids may be sent via email to eric.liljequist@ci.woodburn.or.us

FORM OF PROPOSAL

<u>#</u>	<u>Description</u>	<u>Quantity</u>	<u>Units</u>	<u>Unit Price</u>	<u>Total</u>
1	Mobilization	1	LS		
2	Temporary Traffic Control, Complete	1	LS		
3	Erosion & Sediment Control, Complete	1	LS		
4	Construct New 4-inch PCC ADA Ramps	910	SF		
5	Construct New PCC Concrete Curb	450	LF		
6	Construct New 4-inch PCC Sidewalk	1540	SF		
7	Construct New 6-inch PCC Driveways	120	SF		
8	Furnish & Install ½" Dense Graded Level 3 HMAC, Match Existing, Min. 4" Depth	1	TN		
9	Remove & Reinstall Signs and Sign Post	8	EA		
<u>Total Offer:</u>					

NOTE: All bid items above shall be complete for materials, labor and equipment

Company name, address and phone number:

_____ CCB#

Signed By: _____

Date: _____

Title: _____

SPECIAL PROVISIONS

Bidders shall modify the ODOT Specifications as follows:

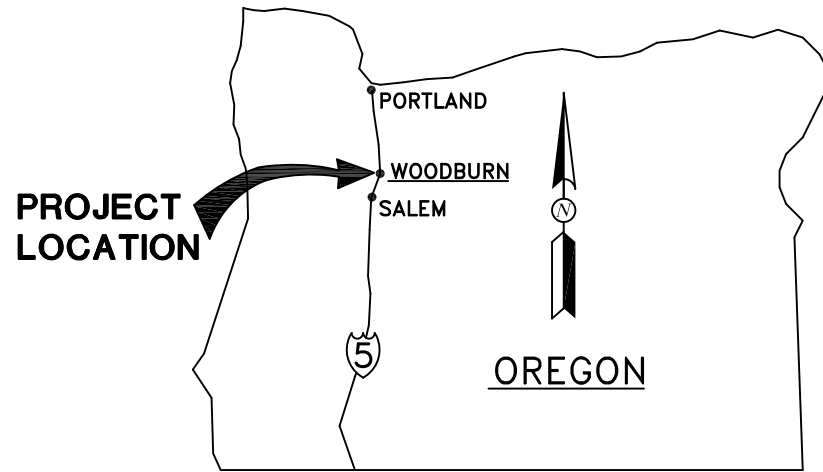
1. **Delete “Measurement & Payment” Sections in the ODOT Specifications and replace with the following:**
 - A. Mobilization & Bonding: Measurement for this bid item will be on a “percent complete” basis. Payment of this bid item will be made on the “lump sum” price amount listed in the Bid Proposal Form and will be payment in full for all costs associated with mobilization/demobilization activities and bonding per local, state, and federal requirements, as applicable.
 - B. Temporary Traffic Control: Measurement for this bid item will be on a “percent complete” basis. Payment of this bid item will be made on the “lump sum” price amount listed in the Bid Proposal Form and will be payment in full for all costs associated with temporary traffic control activities and requirements through the entire duration of the project per local, state, and federal requirements, as applicable. This bid item includes all temporary signing, flagging, barricades, cones, caution tape, and protection of work. The Contractor shall monitor the project site after each concrete pour to prevent vandalism of uncured concrete. The Contractor is responsible for all costs associated with the removal and replacement of vandalized concrete.
 - C. Erosion and Sediment Control: Measurement for this bid item will be on a “percent complete” basis. Payment of this bid item will be made on the “lump sum” price amount listed in the Bid Proposal Form and will be payment in full for all costs associated with implementing erosion control Best Management Practices per local, county, state and federal requirements, as applicable.
 - D. Construct New 4” Portland Cement Concrete ADA Ramps: Measurement of this bid item will be on the “square foot” basis for the total amount of ADA Ramps installed complete and in place. Payment for this bid item will be based on the “square foot” price amount listed in the bid proposal form and will be payment in full for all ADA Ramps installed complete and in place, including, but not limited to, Portland cement concrete, 1”-0” crushed aggregate, truncated dome detectable warning surfaces, adjustment of existing utility boxes to new grade, extruded curbs, excavation, saw-cutting, hauling and dumping of spoils, restoration of adjacent soils, seeding, submittals, materials, labor, tools, equipment, appurtenances, and incidentals required for completing the work as specified.
 - E. Construct New PCC Concrete Curb & Gutter: Measurement for this bid item will be on a “linear-foot” basis. Payment for this bid item will be made on the “linear-foot” price amount listed in the Bid Proposal Form and will be payment in full for all Portland cement concrete installed complete and in-place, removal and disposal of existing concrete curb and gutter, saw-cutting, excavation, base rock, removal and disposal of spoils,

compaction, submittals, materials, equipment, tools, labor, appurtenances, and incidentals required to complete the work as specified.

- F. Construct New 4" Portland Cement Concrete Sidewalk: Measurement of this bid item will be on the "square foot" basis for the total amount of Portland Cement Concrete sidewalks installed complete and in place. Payment for this bid item will be based on the "square foot" price amount listed in the bid proposal form and will be payment in full for all Portland Cement Concrete installed complete and in place, including, but not limited to, Portland cement concrete, 1"-0" crushed aggregate, excavation, saw-cutting, hauling and dumping of spoils, restoration of adjacent soils, seeding, submittals, materials, labor, tools, equipment, appurtenances, and incidentals required for completing the work as specified.
- G. Construct New 6" Portland Cement Concrete Driveway: Measurement of this bid item will be on the "square foot" basis for the total amount of Portland Cement Concrete driveways installed complete and in place. Payment for this bid item will be based on the "square foot" price amount listed in the bid proposal form and will be payment in full for all Portland Cement Concrete installed complete and in place, including, but not limited to, Portland cement concrete, 1"-0" crushed aggregate, excavation, saw-cutting, hauling and dumping of spoils, restoration of adjacent soils, seeding, submittals, materials, labor, tools, equipment, appurtenances, and incidentals required for completing the work as specified.
- H. Furnish & Install ½" Dense Graded Level 3 HMAC, Match Existing, Min. 4" Depth: Measurement for this bid item will be on the "ton" basis. Payment for this bid item will be made based on the "ton" price amount listed in the Bid Proposal Form and will be payment in full for AC installed in-place, including excavation, existing asphaltic concrete removal and disposal, hauling and dumping of spoils, compacting AC, materials, equipment, tools, labor, appurtenances and other incidentals required to complete the work as specified.
- I. Remove & Relocate Existing Signs and Sign Post: Measurement of this bid item will be on the "each" basis for the each existing sign post and signs that are removed and reinstalled per the direction of the Engineer or as shown on plans. Payment for this bid item will be based on the "each" price amount listed in the bid proposal form and will be payment in full for the removal and relocation of each existing sign post with all existing signs attached, including, but not limited to, materials, labor, tools, equipment, appurtenances, and incidentals required for completing the work as specified.

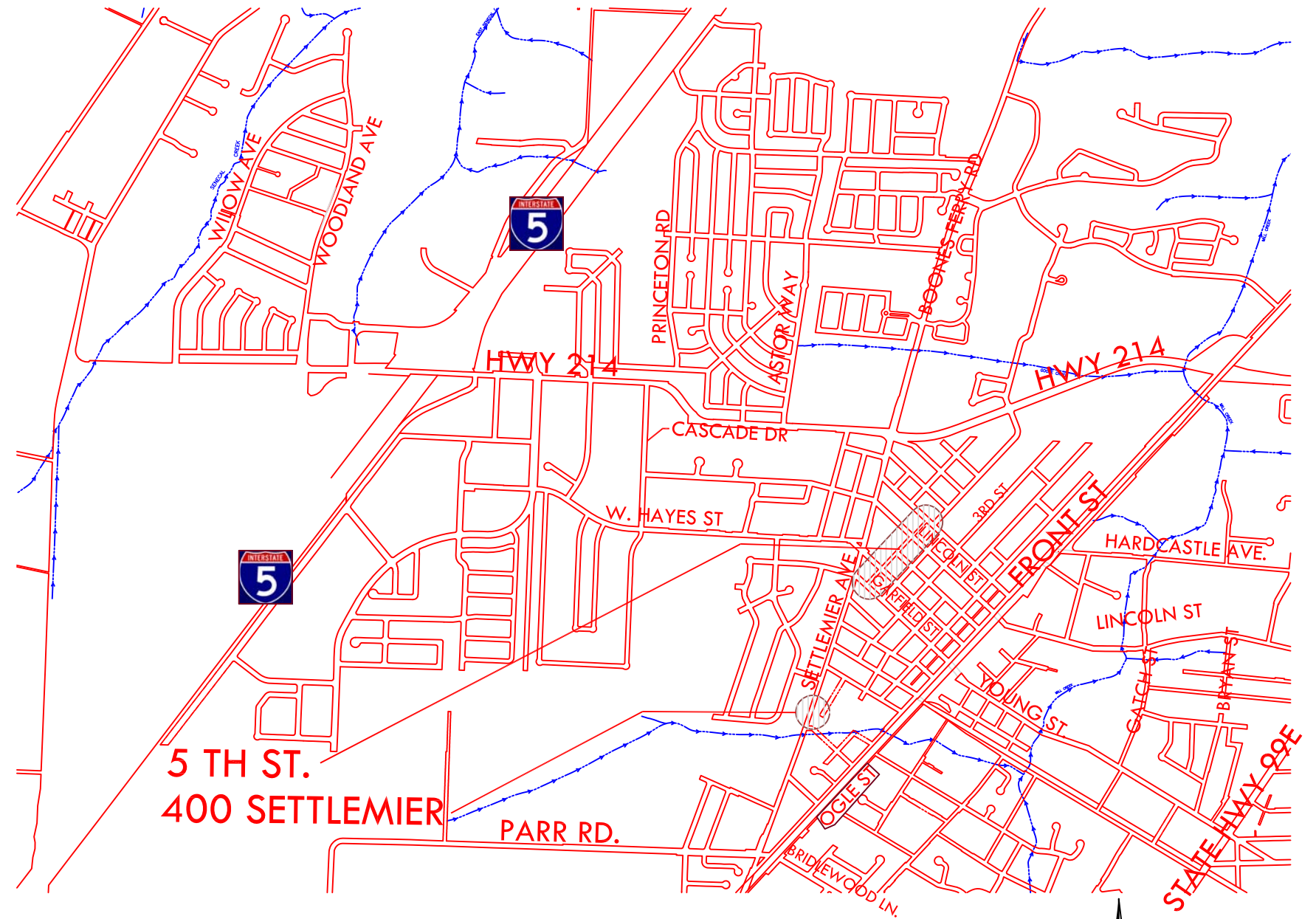
2019-20 ADA RAMP AND SIDEWALK IMPROVEMENT PROJECT

PROJECT No. 2020-004-28



AREA MAP NTS

DATUM IS BASED ON CITY SURVEYING:



VICINITY MAP NTS

PROJECT
LOCATION

INDEX OF DRAWINGS

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5	OREGON STANDARD DRAWING RD700
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8	OREGON STANDARD DRAWING RD756
9	OREGON STANDARD DRAWING RD759

<p>THIS BAR IS ONE-INCH ON ORIGINAL DRAWING.</p>	<p>DESIGNED: <u>GK</u> DRAWN: <u>GK</u> REVIEWED: <u>DG</u> APPROVED: <u>DG</u> HORIZONTAL DATUM: LOCAL VERTICAL DATUM: LOCAL</p>		<p>REVISIONS:</p> <table border="1" style="width: 100%; height: 40px;"> <tr> <td style="width: 5%;"> </td> <td style="width: 15%;"> </td> <td style="width: 15%;"> </td> <td style="width: 15%;"> </td> <td style="width: 15%;"> </td> <td style="width: 15%;"> </td> </tr> </table>							<p>2019-20 ADA RAMP AND SIDEWALK IMPROVEMENT PROJECT</p> <h2 style="margin: 0;">TITLE SHEET</h2>	<p>PROJECT NO. 2020-004-28</p> <p>DATE FEBRUARY 2020</p> <p>SHEET NO. 1</p>

GENERAL NOTES:

- ALL MATERIALS AND WORKMANSHIP SHALL CONFORM TO THE 2015 EDITION OF THE OREGON STANDARD SPECIFICATIONS FOR CONSTRUCTION AND ALL APPLICABLE LOCAL, STATE, AND FEDERAL CODES AND REGULATIONS.
- CONTRACTOR SHALL HAVE A COPY OF THESE APPROVED PLANS AND DETAILS SHALL BE ON-SITE DURING CONSTRUCTION.
- ANY REVISIONS MADE TO THESE PLANS MUST BE REVIEWED AND APPROVED BY THE AGENCY PRIOR TO ANY IMPLEMENTATION IN THE FIELD.
- THE CONTRACTOR SHALL HAVE ALL UTILITIES VERIFIED ON THE GROUND PRIOR TO ANY CONSTRUCTION. CALL ONE CALL LOCATE AT LEAST 48 HOURS IN ADVANCE. THE PUBLIC WORKS DEPARTMENT AND ENGINEERING DIVISION SHALL BE CONTACTED IMMEDIATELY IF A CONFLICT EXISTS (503-982-5240).
- THE CONTRACTOR SHALL AT ALL TIMES ABIDE BY APPLICABLE SAFETY RULES OF OR-OSHA AND IN PARTICULAR THOSE PERTAINING TO ADEQUATE SHORING AND TRENCH PROTECTION.
- EXISTING UTILITY LOCATIONS ARE APPROXIMATE ONLY, EXACT LOCATIONS TO BE DETERMINED IN THE FIELD BY THE CONTRACTOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING ALL UTILITIES NOT SHOWN ON THE PLANS. THE CONTRACTOR SHALL COORDINATE WORK WITH ALL UTILITY COMPANIES AS REQUIRED TO COMPLETE THE PROJECT.
- ALL DAMAGE(S) CAUSED BY THE CONTRACTOR SHALL BE RESTORED TO AN "AS GOOD OR BETTER" CONDITION.
- PROPERTY OWNERS/RESIDENTS SHALL HAVE ACCESS TO THEIR PROPERTIES AT ALL TIMES DURING CONSTRUCTION ACTIVITIES. CONTRACTOR TO MAKE ALLOWANCES FOR ANY LOCAL DELIVERIES AND/OR GARBAGE PICK-UP. PROVIDE WRITTEN NOTICE TO ALL PROPERTY OWNERS AT LEAST 2 WORK DAYS IN ADVANCE OF WORK IN AND OR CROSSING DRIVEWAYS.
- CONTRACTOR MAY PROCURE WATER FROM A CITY FIRE HYDRANT ONLY AFTER APPROVAL OF THE ENGINEER AND INSTALLATION OF BACKFLOW PREVENTOR BY CITY DRINKING WATER SECTION CREW.
- ONLY CITY STAFF CAN OPERATE LIVE WATER VALVES AND FIRE HYDRANTS. NOTIFY THE CITY OF WOODBURN PRIOR TO THE NEED FOR THE OPERATION OF LIVE WATER LINES.
- CONTRACTOR SHALL REMOVE ALL EXISTING SIGNS, MAILBOXES, FENCES, LANDSCAPING, AND ETC. AS REQUIRED TO AVOID DAMAGE DURING CONSTRUCTION AND REPLACE THEM TO EXISTING OR BETTER CONDITION WHEN WORK IS COMPLETED. MAILBOXES SHALL BE TEMPORARILY RELOCATED. MEANS, METHODS AND LOCATIONS AS APPROVED BY THE ENGINEER.
- THE CONTRACTOR SHALL LOCATE AND MARK ALL EXISTING PROPERTY AND STREET MONUMENTS PRIOR TO CONSTRUCTION. ANY MONUMENTS DISTURBED DURING CONSTRUCTION OF THE PROJECT SHALL BE REPLACED AND RECORDED BY A REGISTERED LAND SURVEYOR AT THE CONTRACTOR'S EXPENSE.

EROSION AND SEDIMENT CONTROL (ESC) NOTES:

- CONTRACTOR SHALL BE RESPONSIBLE FOR PROPER INSTALLATION AND MAINTENANCE OF ALL EROSION AND SEDIMENT CONTROL MEASURES, IN ACCORDANCE WITH LOCAL, STATE, AND FEDERAL REGULATIONS.
- THE IMPLEMENTATION OF THESE ESC PLANS AND CONSTRUCTION, MAINTENANCE, REPLACEMENT, AND UPGRADING OF THESE ESC FACILITIES IS THE RESPONSIBILITY OF THE CONTRACTOR UNTIL ALL CONSTRUCTION IS COMPLETED AND APPROVED BY THE LOCAL JURISDICTION, AND VEGETATION/LANDSCAPING IS ESTABLISHED.
- THE ESC FACILITIES DESCRIBED 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 DOES NOT ENTER THE DRAINAGE SYSTEM, ROADWAYS, OR VIOLATE APPLICABLE WATER STANDARDS.
- THE ESC FACILITIES SHOWN ON THIS PLAN ARE MINIMUM REQUIREMENTS FOR ANTICIPATED SITE CONDITIONS. DURING CONSTRUCTION PERIOD, THESE ESC FACILITIES SHALL BE UPGRADED AS NEEDED FOR UNEXPECTED STORM EVENTS AND TO ENSURE THAT SEDIMENT AND SEDIMENT LADEN WATER DOES NOT LEAVE THE SITE.
- THE ESC FACILITIES SHALL BE INSPECTED DAILY BY THE APPLICANT/CONTRACTOR AND MAINTAINED AS NECESSARY TO ENSURE THEIR CONTINUED FUNCTIONING.
- AT NO TIME SHALL SEDIMENT BE ALLOWED TO ACCUMULATE MORE THEN 1/3 THE BARRIER HEIGHT. ALL CATCH BASINS AND CONVEYANCE LINES SHALL BE CLEANED PRIOR TO PAVING. THE CLEANING OPERATIONS SHALL NOT FLUSH SEDIMENT-LADEN WATER INTO THE DOWNSYSTEM SYSTEM.
- STORM DRAIN INLETS, BASINS, AND AREA DRAINS SHALL BE PROTECTED UNTIL PAVEMENT SURFACES ARE COMPLETED AND/OR VEGETATION IS RE-ESTABLISHED.
- PAVEMENT SURFACES AND VEGETATION ARE TO BE PLACED AS RAPIDLY AS POSSIBLE.
- SEEDING SHALL BE PERFORMED NO LATER THAN SEPTEMBER 1 FOR EACH PHASE OF CONSTRUCTION.
- IF THERE ARE EXPOSED SOILS OR SOILS NOT FULLY ESTABLISHED FROM OCTOBER 1ST THROUGH APRIL 30TH, THE WET WEATHER EROSION PREVENTION MEASURES WILL BE IN EFFECT.
- THE DEVELOPER SHALL REMOVE ESC MEASURES WHEN VEGETATION IS FULLY ESTABLISHED.
- ANY SOIL OR DEBRIS TRANSPORTED ONTO ROADWAYS AND SIDEWALKS SHALL BE REMOVED. DEPOSITS SHALL BE COMPLETELY REMOVED BY SHOVELING AND/OR SWEEPING. WASHING SHALL NOT BE UTILIZED UNLESS SPECIFICALLY APPROVED IN WRITING BY THE CITY OF WOODBURN.
- IF BMPS (BEST MANAGEMENT PRACTICES) SHOWN ARE UTILIZED BUT ARE INSUFFICIENT TO PREVENT SEDIMENT FROM REACHING WATER BODIES, ADJACENT PROPERTIES, OR PUBLIC RIGHTS-OF-WAY; ADDITIONAL BMPS SHALL BE IMPLEMENTED IMMEDIATELY TO PREVENT FURTHER ENCROACHMENT OF SEDIMENT.

- STABILIZED AREAS SHALL BE PROVIDED FOR EMPLOYEE PARKING AND STORAGE OF CONSTRUCTION MATERIALS. ERODABLE STOCKPILES OF EARTHEN MATERIALS, SUCH AS TOPSOIL, SILTY AND CLAYEY SOILS; AND LANDSCAPE MATERIALS SHALL BE COVERED WHEN NOT BEING INCORPORATED IN THE WORK. EROSION CONTROL BMPS SHALL BE UTILIZED AS NECESSARY TO PREVENT SEDIMENT-LADEN RUNOFF FROM LEAVING OR SEDIMENT BEING TRANSPORTED FROM THESE AREAS FROM VEHICLE ACTIVITY.
- ALL TRUCKS LEAVING THE SITE WITH EXCAVATION SPOILS MUST BE INSPECTED FOR WATER SEEPAGE. IF SATURATED SOILS ARE A PROBLEM, WATERTIGHT TRUCKS MUST BE USED OR LOADS SHALL BE DRAINED, ON-SITE, SO THAT WATER SEEPING FROM THE SOIL CANNOT DRAIN FROM THE VEHICLE.
- CONSTRUCTION SHALL NOT BE CONSIDERED COMPLETE AND ACCEPTABLE UNTIL ALL DISTURBED SOIL SURFACES HAVE BEEN PROTECTED FROM EROSION AND WITH PERMANENT LANDSCAPING, COVERING WITH IMPERVIOUS SURFACES, RESTORED TO ORIGINAL UNDISTURBED CONDITION OR PERMANENTLY STABILIZED.
- VEGETATED STABILIZATION AND LANDSCAPING SHALL BE FERTILIZED, WATERED AND MAINTAINED TO INSURE THAT GROWTH OF VEGETATION IS ESTABLISHED AND SUSTAINED.
- PLACE GRASS SEED OVER BARREN SOIL; 80/20 BLEND OF DWARF PERENNIAL RYE AND CREEPING RED FESCUE, MIN. 100#/ACRE. APPLY 20-10-10 FERTILIZER IN ACCORDANCE WITH SUPPLIER'S RECOMMENDATIONS.

GRADING AND PAVING NOTES:

- IMMEDIATELY FOLLOWING FINE GRADING OPERATIONS, COMPACT AND PROOF ROLL SUBGRADE AREAS TO ACHIEVE AT LEAST 95% OF MAXIMUM DENSITY FOR A 9" DEPTH PER AASHTO T-99. EMBANKMENTS OR FILLS ARE TO BE CONSTRUCTED IN 6" MAXIMUM LIFTS, WITH EACH LIFT BEING COMPACTED TO 95% MAXIMUM OF DENSITY PRIOR TO PROCEEDING WITH THE NEXT LIFT. AREAS RECEIVING STRUCTURAL FILL ARE TO BE TESTED BY A QUALIFIED TESTING LAB.
- AGGREGATE BASE ROCK SHALL BE 3/4"-0 CRUSHED ROCK. AGGREGATE BASE IS TO BE COMPACTED IN 6" MAXIMUM LIFTS TO 95% OF MAXIMUM DRY DENSITY PER AASHTO T-99.
- THE LIFTS OF ASPHALT CONCRETE ARE TO BE CLASS AS CALLED OUT ON PLANS A.C. PER ODOT SPECIFICATIONS. CONTRACTOR IS TO PROVIDE THE OWNER WITH A PAVING MIX CERTIFICATE OF COMPLIANCE FROM THE ASPHALT PAVEMENT PLANT. PAVE ONLY DURING DRY WEATHER AND WHEN THE SURFACE TEMPERATURE IS 40 DEGREES OR WARMER.
- INSPECTION OF SUBGRADE, BASE ROCK, AND A.C. WILL BE MADE BY AN QUALIFIED INDEPENDENT TESTING LAB EMPLOYED BY THE AGENCY.
- ALL MATERIALS, INSTALLATION, TEST, AND INSPECTIONS ARE TO BE IN STRICT ACCORDANCE WITH THE AGENCY STANDARDS.
- SAWCUT STRAIGHT MATCHLINES TO CREATE A BUTT JOINT BETWEEN THE EXISTING PAVEMENT AND NEW PAVEMENT. APPLY PRIME COAT AT JOINT SURFACES AND SAND SEAL ALL NEW PAVEMENT JOINTS.

WET WEATHER MEASURES:

- THE MEASURES FOR WET WEATHER CONDITIONS ARE ONE OF THE FOLLOWING OR COMBINATION TO PREVENT SOIL EROSION: ESTABLISHED GRASS, 2" MIN. STRAW MULCH COVER, EROSION CONTROL BLANKETS WITH ANCHORS, 6-MIL PLASTIC SHEET COVER OR SEDIMENT TRAP OR POND.
- AS THE WET WEATHER APPROACHES MORE EROSION CONTROL MEASURES (AS REQUIRED BY CONSTRUCTION INSPECTOR) MAY BE NECESSARY TO REDUCE EROSION.



CALL BEFORE YOU DIG!
1-800-332-2344

ATTENTION:

OREGON LAW REQUIRES CONTRACTOR TO FOLLOW RULES ADOPTED BY THE OREGON UTILITY NOTIFICATION CENTER. THOSE RULES ARE SET FORTH IN OAR 952-001-0010 THROUGH OAR 952-001-0090. 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)

<p>THIS BAR IS ONE-INCH ON ORIGINAL DRAWING.</p>	<p>DESIGNED: GK/EL</p> <p>DRAWN: GK</p> <p>REVIEWED: EL</p> <p>APPROVED: EL</p> <p>HORIZONTAL DATUM: LOCAL</p> <p>VERTICAL DATUM: LOCAL</p>	<p>WOODBURN OREGON Incorporated 1889 PUBLIC WORKS DEPARTMENT ENGINEERING DIVISION</p>	REVISIONS:			<p>2016-17 ADA RAMP AND SIDEWALK IMPROVEMENT PROJECT</p> <p>CONSTRUCTION NOTES</p>	PROJECT NO. 2017-005-28
					DATE MAY 2017		
					SHEET NO. 2		

SYMBOLS

DESCRIPTION	SYMBOL
GAS METER	
SANITARY MANHOLE	
STORM MANHOLE	
EXST. MANHOLE	
CATCHBASIN	
WATER METER	
SERVICE UTILITY LINE CAPPED OFF	
STREET/ARE LIGHT	
POWER POLE W/ LIGHT	
POWER POLE	
TREE	
SPOT ELEVATION	X 183.5
CITY CONTROL MONUMENT	
LOCAL CONTROL POINT	
SIGN POST	
INLINE WATER VALVE	
FIRE HYDRANT	
CORE LOCATION AND EXST. PVMT. THICKNESS	
PLAN SHEET BUBBLE CALLOUT	

ABBREVIATIONS

AASHTO	AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS
ACP	ASPHALTIC CONCRETE PAVEMENT
ACPR	ASPHALT CONCRETE PAVEMENT REPAIR
ADA	AMERICANS WITH DISABILITIES ACT
APWA	AMERICAN PUBLIC WORKS ASSOCIATION
AWWA	AMERICAN WATER WORKS ASSOCIATION
CB	CATCH BASIN
CLSM	CONTROLLED LOW STRENGTH MATERIAL
CI	CAST IRON
QNTN	CENTER
C	CENTERLINE
CONC	CONCRETE
DET	DETAIL
DIA	DIAMETER
DI	DUCTILE IRON
DIM	DIMENSION
DWG	DRAWING
EA	EACH
ELEC	ELECTRICAL
ELEV	ELEVATION
EP	EDGE OF PAVEMENT
EXST	EXISTING
FH	FIRE HYDRANT
FL	FLOW LINE
FM	FORCE MAIN
FPCS	FLEXIBLE PAVEMENT CRACK SEALING
GALV	GALVANIZED
GND	GROUND
HMAC	HOT MIX ASPHALT CONCRETE
HORZ	HORIZONTAL
IE	INVERT ELEVATION
MAX	MAXIMUM
MFR	MANUFACTURER
MH	MANHOLE
MIN	MINIMUM
MHMAC	MINOR HOT MIXED ASPHALT CONCRETE PAVEMENT
MISC	MISCELLANEOUS
NO.	NUMBER
NTS	NOT TO SCALE
O.C.	ON CENTER
ODOT	OREGON DEPARTMENT OF TRANSPORTAION
PL	PROPERTY LINE
PSI	POUNDS PER SQUARE INCH
PVMT	PAVEMENT
RAD	RADIUS
REQD	REQUIRED
R/W	RIGHT-OF-WAY
S	SLOPE
SCHED	SCHEDULE
SD	STORM SEWER
SH	SHEET
SPECS	SPECIFICATIONS
SS	SANITARY SEWER
STA	STATION
STD	STANDARD
TCP	TRAFFIC CONTROL PLAN
TYP	TYPICAL
VERT	VERTICAL
WTR	WATER

HATCHING LEGEND

SOIL/GROUND	
CONCRETE	
CRUSHED AGGREGATE/ GRAVEL	
GRASS SEED/ VEGETATION	
BITUMINOUS HOT-MIX (HMA)	

LINETYPE LEGEND

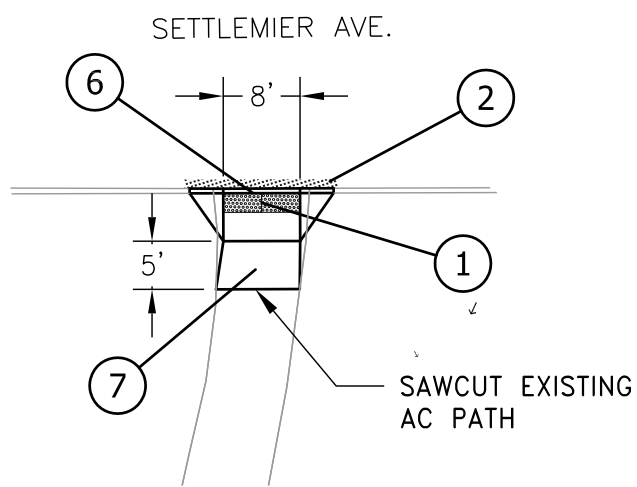
FOOT CONTOUR ELEVATON	
ELECTRICAL LINE	
FENCE LINE	
FORCE MAIN PIPE	
GAS LINE	
IRRIGATION LINE	
SANITARY SEWER PIPE	
STORM SEWER PIPE	
TELEPHONE LINE	
WATER LINE	
PROPERTY LINE	
RIGHT-OF-WAY LINE	
RAILROAD TRACKS	
STREAMS, CREEKS, WATERWAYS	

NOTE:

ALL SYMBOLS AND LEGENDS SHOWN WITH COLOR SCREENED BACK ON DRAWINGS ARE CONSIDERED EXISTING FEATURES.

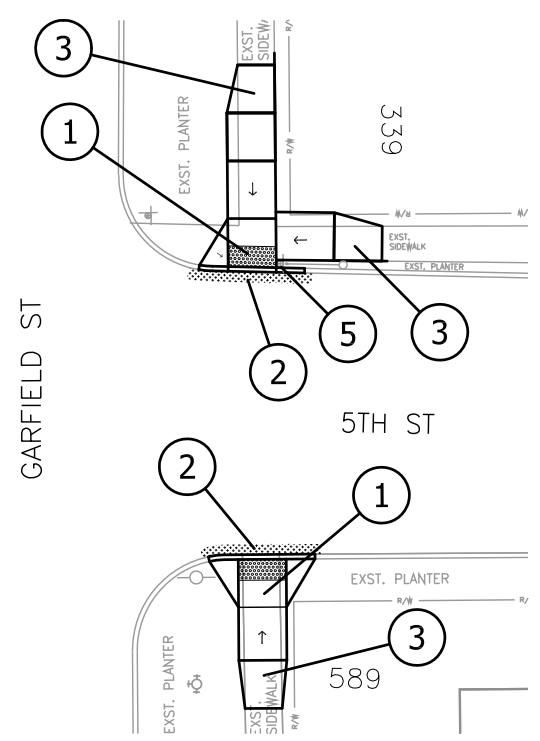
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- PLAN NOTES:**
1. REMOVE EXISTING SIDEWALK, CURB AND CONSTRUCT NEW ADA RAMP WITH TRUNCATED DOME DETECTABLE WARNING SURFACE. SEE OREGON STANDARD DRAWINGS RD700, RD755, RD756 AND RD759.
 2. SAWCUT AC MAXIMUM 2FT FROM PROPOSED CURB AND REPLACE WITH HMAC, OR AS DIRECTED BY INSPECTOR.
 3. CONSTRUCT NEW 5FT WIDE SIDEWALK (ONLY IF NECESSARY), OR AS DIRECTED BY INSPECTOR. SEE OREGON STANDARD DRAWING RD720 FOR SIDEWALK CONSTRUCTION DETAIL.
 4. CONSTRUCT 6" WIDE CURB ALONG ADA RAMP UNLESS OTHERWISE DIRECTED BY INSPECTOR.
 5. REMOVE AND RELOCATE EXISTING SIGN AND POLE TO NEW LOCATION. MOUNT SIGNS PER MUTCD.
 6. ALIGN 8' WIDE ADA RAMP WITH EXISTING CROSSWALK MARKINGS ON STREET.
 7. TRANSITION PANEL TO MATCH EXISTING AC PATH GRADE AND WIDTH.



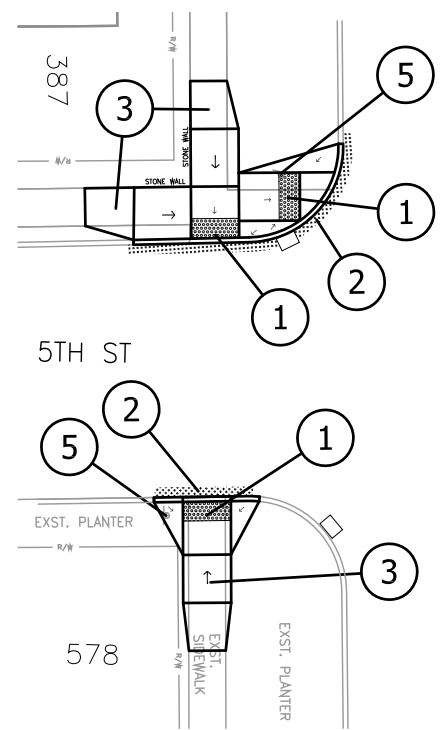
CROSSWALK @ 400 SETTLEMIER

SCALE: 1" = 20'



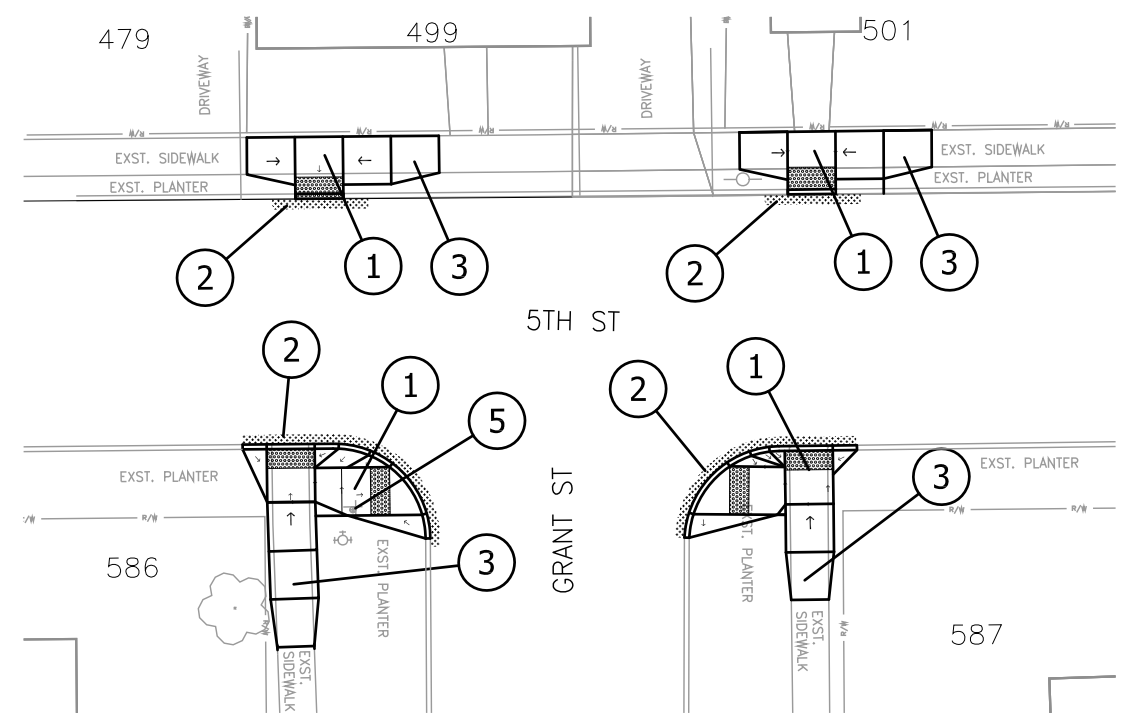
5th & GARFIELD STREETS

SCALE: 1" = 20'



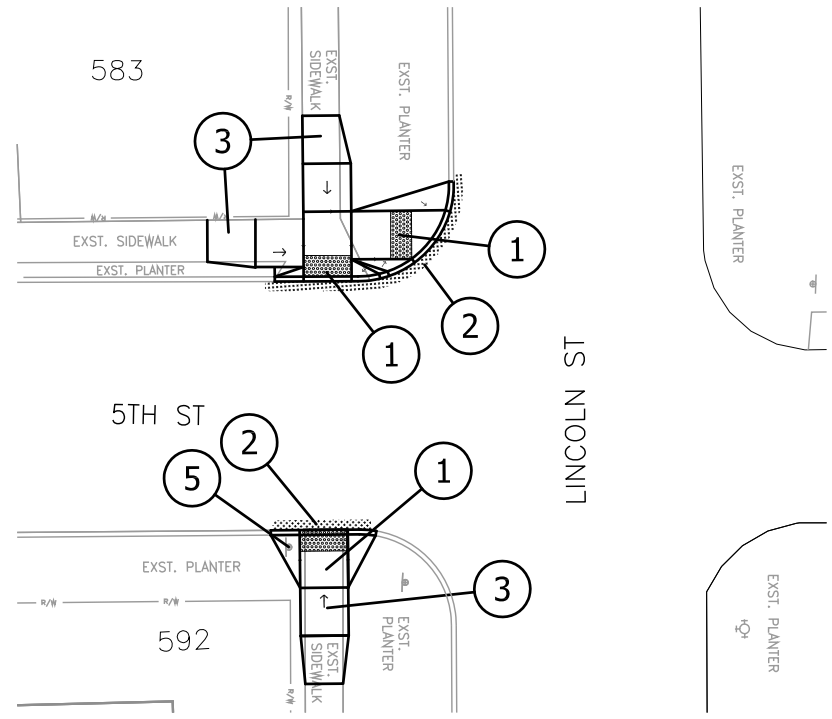
5th & HAYES STREETS

SCALE: 1" = 20'



5th & GRANT STREETS

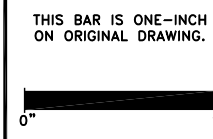
SCALE: 1" = 20'



5th & LINCOLN STREETS

SCALE: 1" = 20'

- GENERAL NOTES:**
1. PROTECT AND ADJUST ALL VALVE BOXES, MANHOLES AND MONUMENT BOXES TO GRADE AND AS DIRECTED BY THE ENGINEER, TYPICAL.
 2. PROVIDE WORK ZONE TRAFFIC CONTROL IN ACCORDANCE WITH SECTION 00220 AND 00225 AND AS AMENDED BY SPECIAL PROVISIONS.



DESIGNED: GK
 DRAWN: GK
 REVIEWED: DG
 APPROVED: DG
 HORIZONTAL DATUM: LOCAL
 VERTICAL DATUM: LOCAL

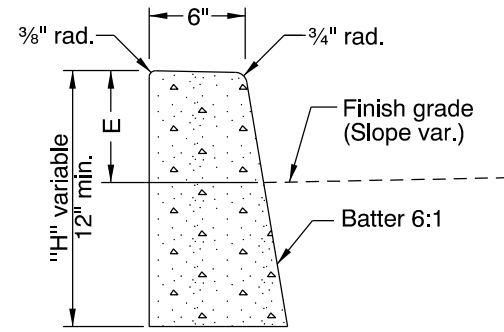


REVISIONS:		

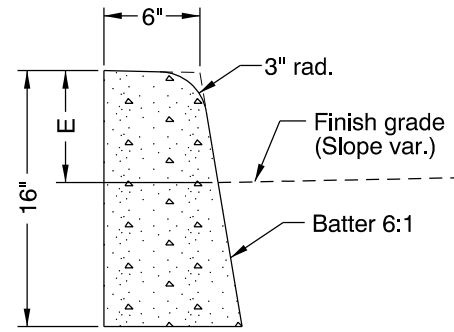
2019-20 ADA RAMP AND SIDEWALK IMPROVEMENT PROJECT
5TH STREET
 GARFIELD ST TO LINCOLN ST

PROJECT NO. 2020-004-28
DATE FEBRUARY 2020
SHEET NO. 4

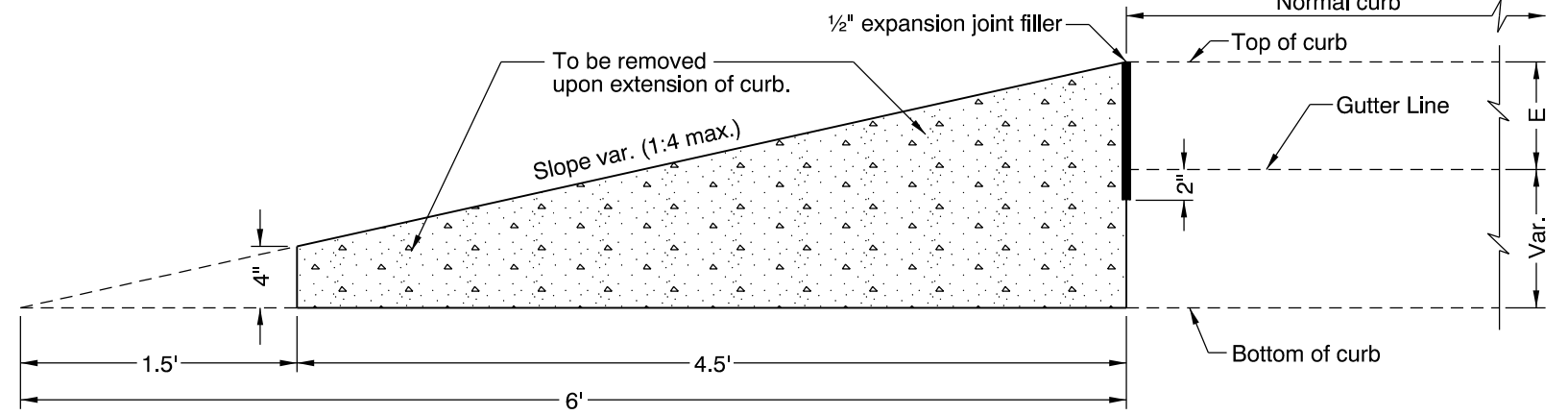
rd700.dgn 15-JAN-2016



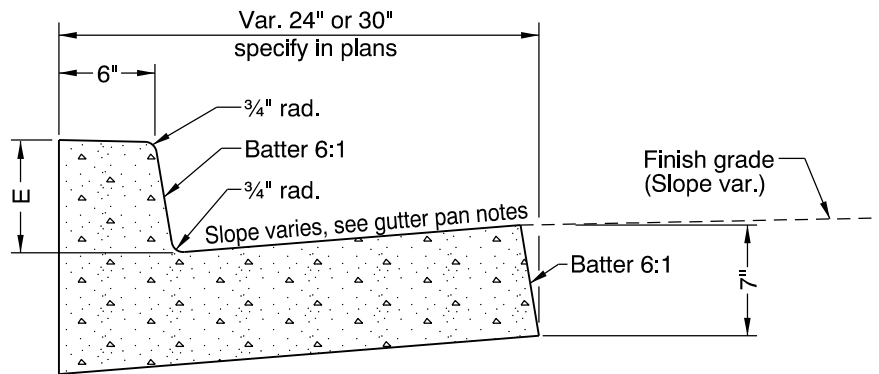
O.D.O.T. & City of Portland Standard "H"=16"
STANDARD CURB



MOUNTABLE CURB

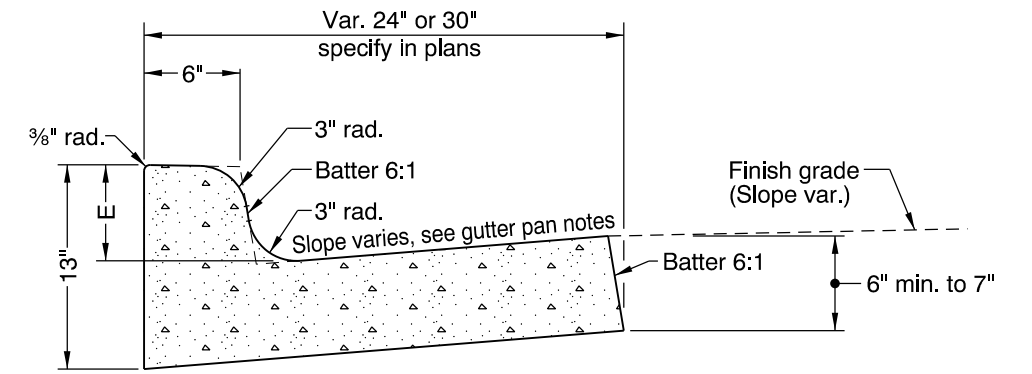


CURB ENDING DETAIL

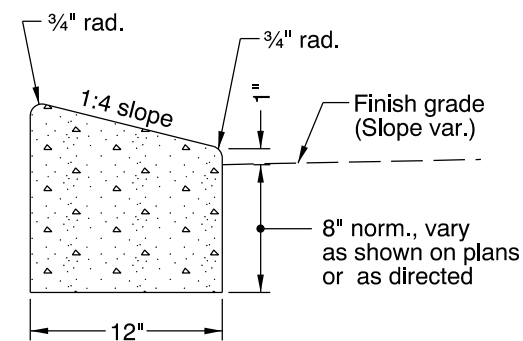


CURB AND GUTTER

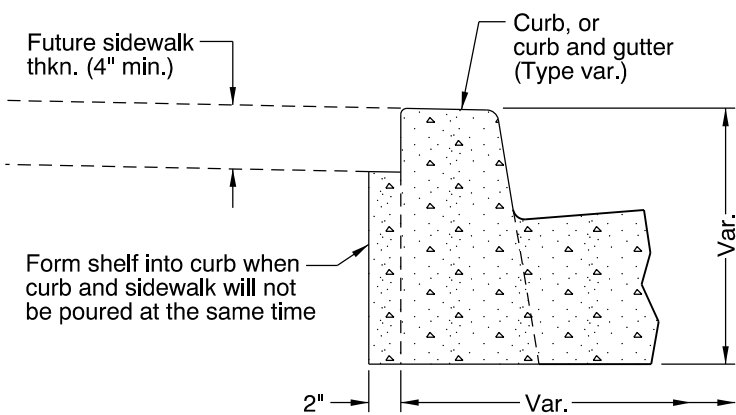
GUTTER PAN NOTES:
Slope 8.3% normal.
Use 5.0% slope for gutter width greater than 24".
Slope 4.0% at ramps. Vary slope as reqd. for drainage.
Vary where shown on plans, and allowed by jurisdiction.



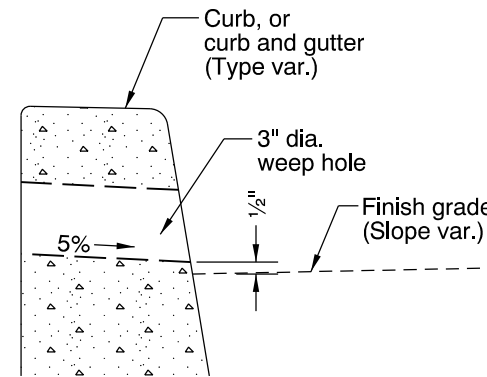
MOUNTABLE CURB AND GUTTER



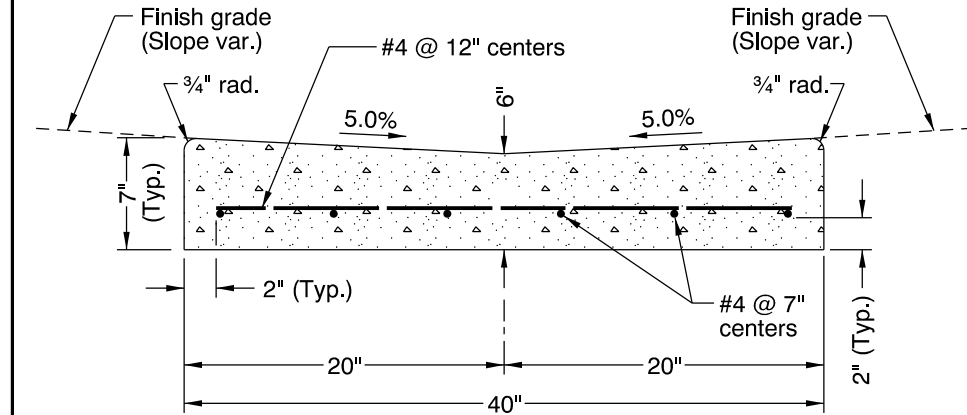
LOW PROFILE
MOUNTABLE CURB



MODIFICATION FOR KEYWAY
(Where shown on plans)



WEEP HOLE DETAIL
(Where shown on plans, and allowed by jurisdiction)



VALLEY GUTTER

CALC. BOOK NO. N/A BASELINE REPORT DATE 15-JAN-2016

GENERAL NOTES FOR ALL DETAILS:

- Curb exposure "E" = 6" to 9", as measured vertically from flowline to highest point on curb. Vary as shown on plans or as directed. O.D.O.T standard "E"=7".
- Const. expansion joints at 200' maximum spacing, and at points of tangency, and at ends of each driveways.
- Const. contraction joints at 15' maximum spacing, and at ends of each inlet and ramp.
- Transitions shall be used to connect curbs of different exposures "E". ("E" is the total vertical dimension of those curb surfaces having a slope of 1:1 or steeper). Minimum desirable transition length shall be 20' for each 1" difference in "E".

- Tops of all curbs shall slope toward the roadway at 1.5% max. (Max. 2.0% finished surface slope), unless otherwise shown, or as directed.
- Dimensions are nominal, vary to conform with curb machine approved by the engineer.
- Dimensions adjacent to radii are measured to the point of intersection of curb surfaces.
- For sidewalk details, and monolithic curb & sidewalk, see Std. Drg. RD720.
- For drainage curbs, see Std. Drg. RD701.
- For sidewalk ramp details, see Std. Drg. RD755.

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.

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

OREGON STANDARD DRAWINGS

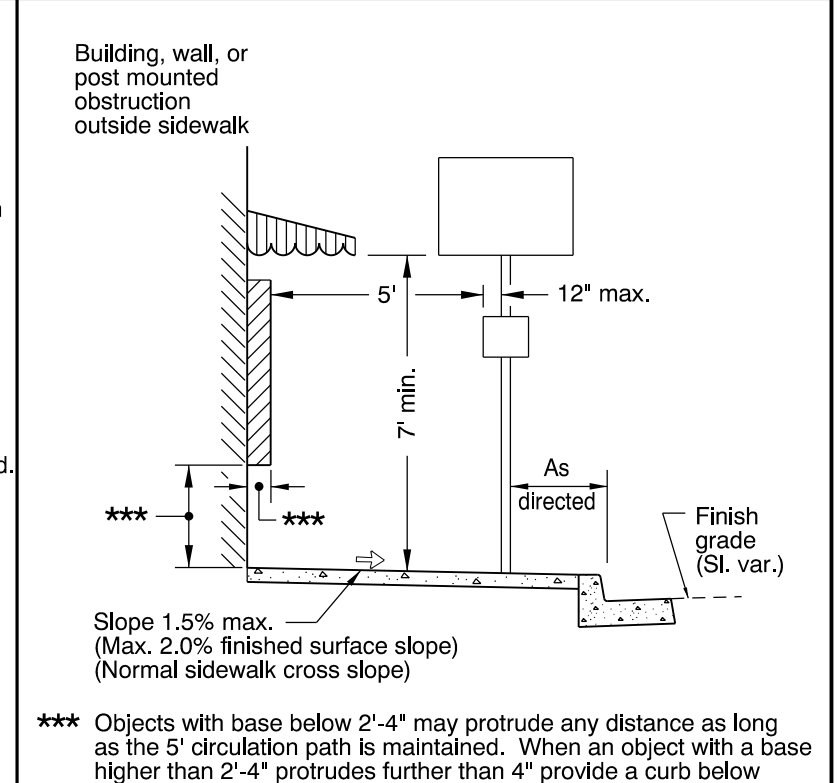
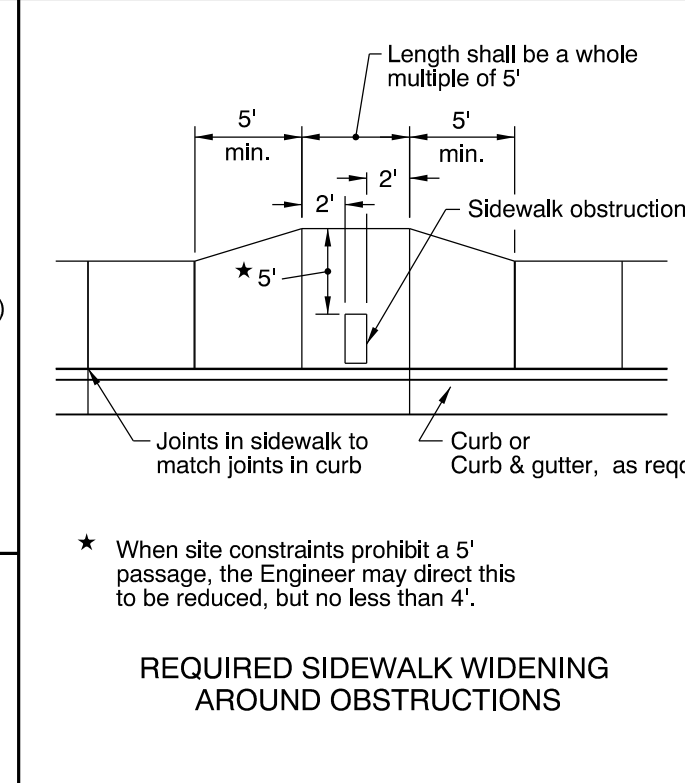
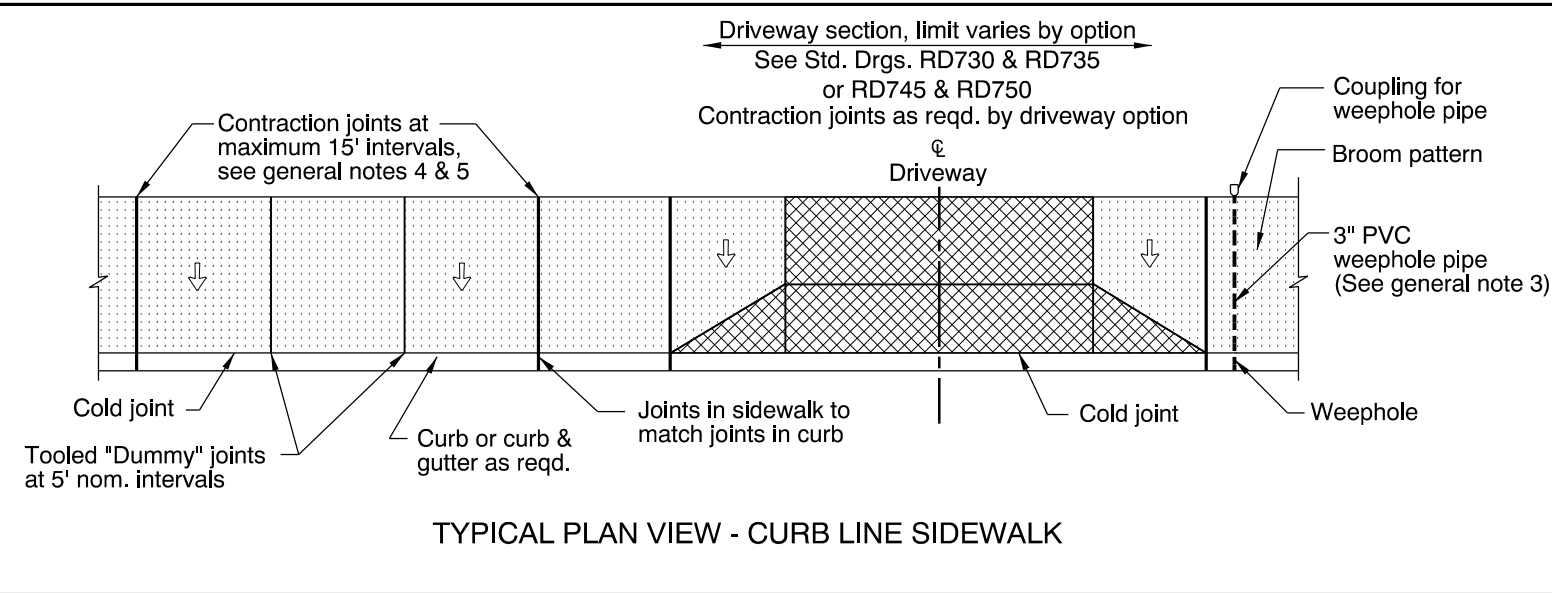
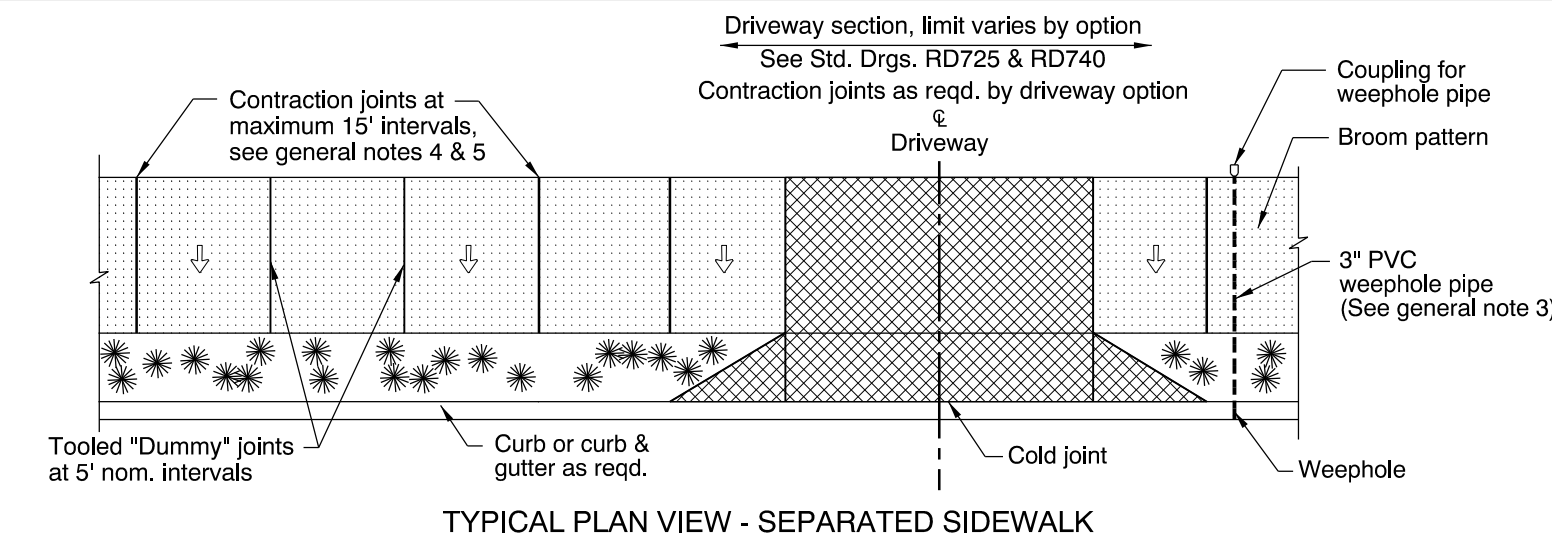
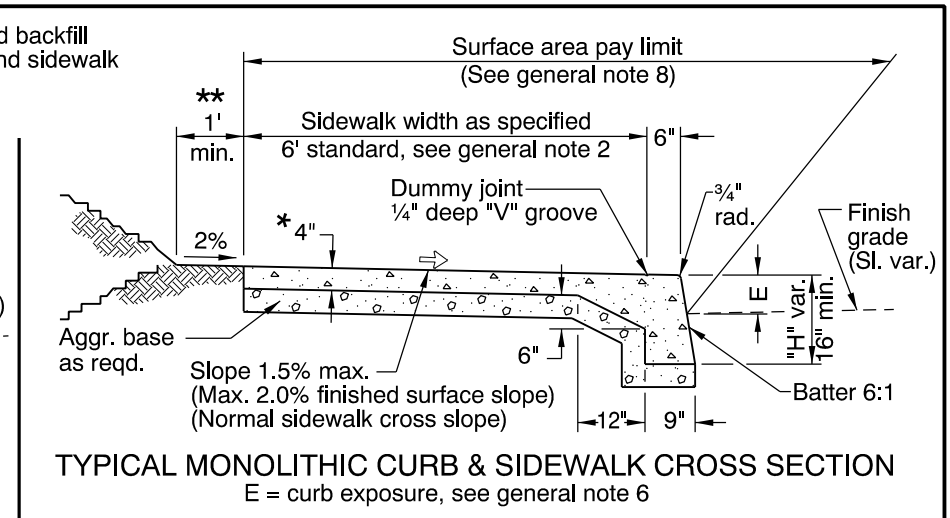
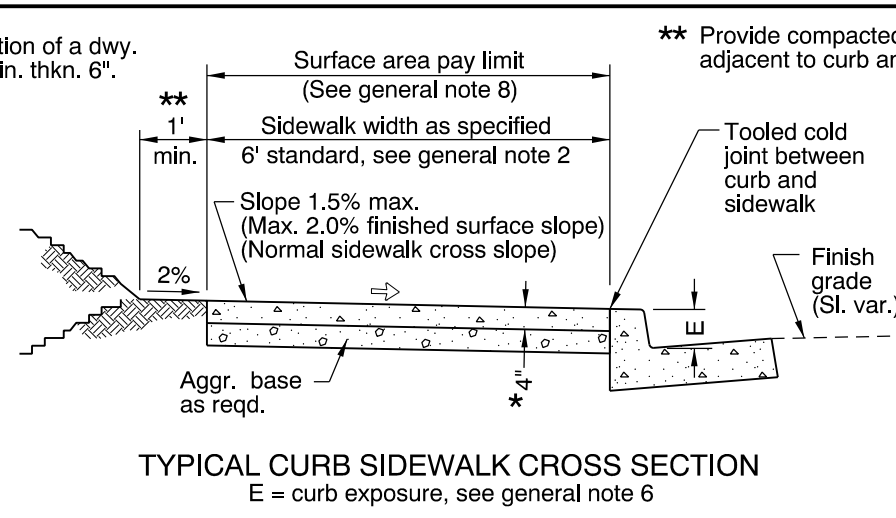
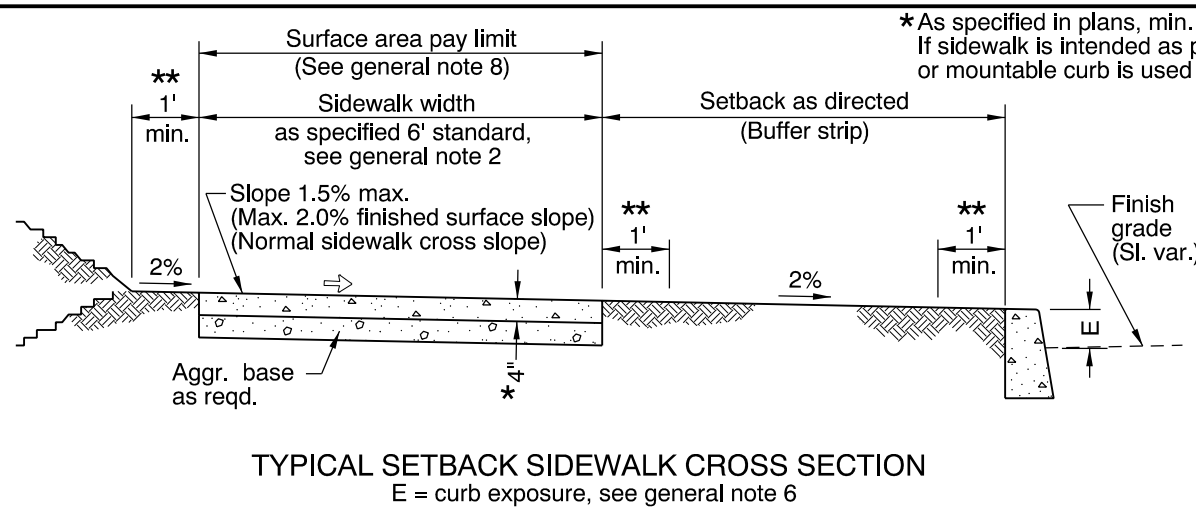
CURBS

2015

DATE	REVISION DESCRIPTION
01-2015	ADDED NOTE
07-2015	REVISED NOTE
01-2016	REVISED NOTES

RD700

rd720.dgn 15-JAN-2016



Sidewalk
 General configuration of driveway pay limit (See general note 8), varies by option.
 Slope 1.5% max. (Max. 2.0% finished surface slope) (Normal sidewalk cross slope)

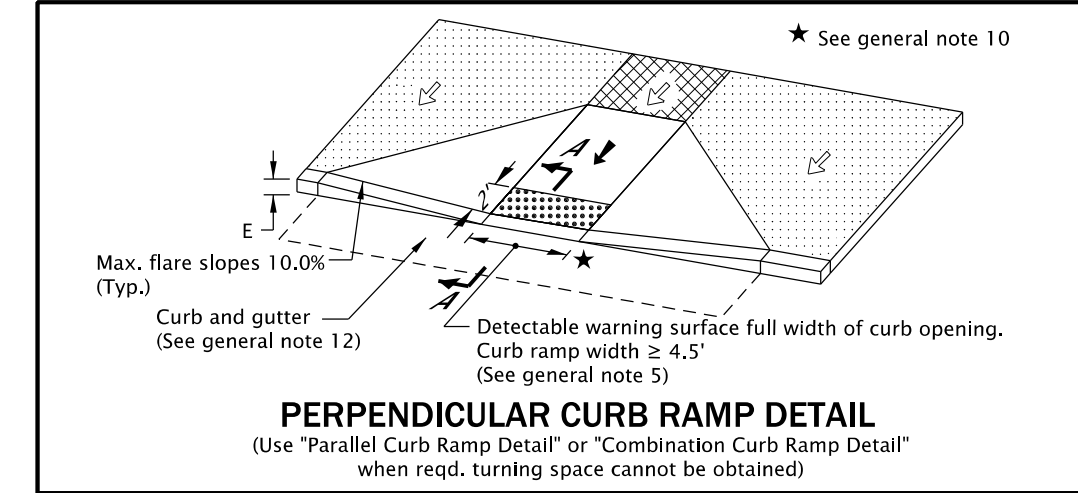
- GENERAL NOTES FOR ALL DETAILS:**
1. Include additional paved or unpaved 2' clearance to vertical faces higher than 5' such as retaining walls, sound walls, fences and buildings.
 2. Curb type and sidewalk width as shown on plans or as directed. On sidewalks 8' and wider, provide a longitudinal joint at the midpoint.
 3. Install 3" pvc weephole pipes in sidewalks where shown on plans, and allowed by jurisdiction. Place contraction joint over top of pipe.

4. Const. expansion joints at 200' maximum spacing, and at points of tangency, and at ends of each driveway. For monolithic curb & sidewalk, const. expansion joints at 45' maximum spacing.
5. Const. contraction joints at 15' maximum spacing, and at ends of each driveway and ramp.
6. For curb details, see Std. Drgs. RD700 & RD701.
7. Sidewalk details are based on United States Access Board Standards.
8. For driveway details not shown, see Std. Drgs. RD725, RD730, RD735, RD740, RD745 & RD750.
9. See project plans for details not shown.

CALC. BOOK NO. N/A	BASELINE REPORT DATE 15-JAN-2016	<p>OREGON STANDARD DRAWINGS</p> <p>SIDEWALKS</p> <p>2015</p>
<p>NOTE: All material and workmanship shall be in accordance with the current Oregon Standard Specifications</p>		
<p><i>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.</i></p>		
DATE	REVISION	DESCRIPTION
01-2015	REVISED DETAILS & ADDED NOTES	
07-2015	REVISED NOTES	
01-2016	REVISED NOTES	

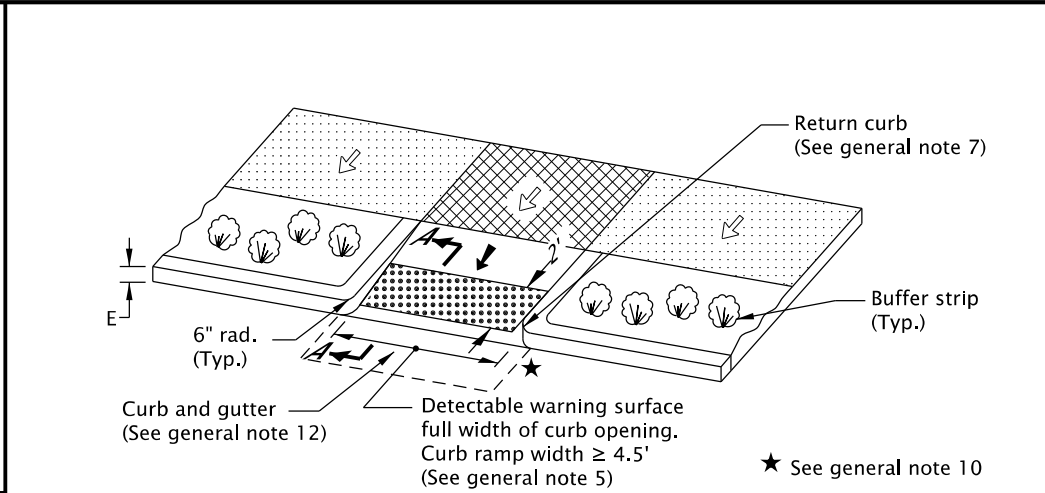
RD720

rd755.dgn 13-JAN-2020

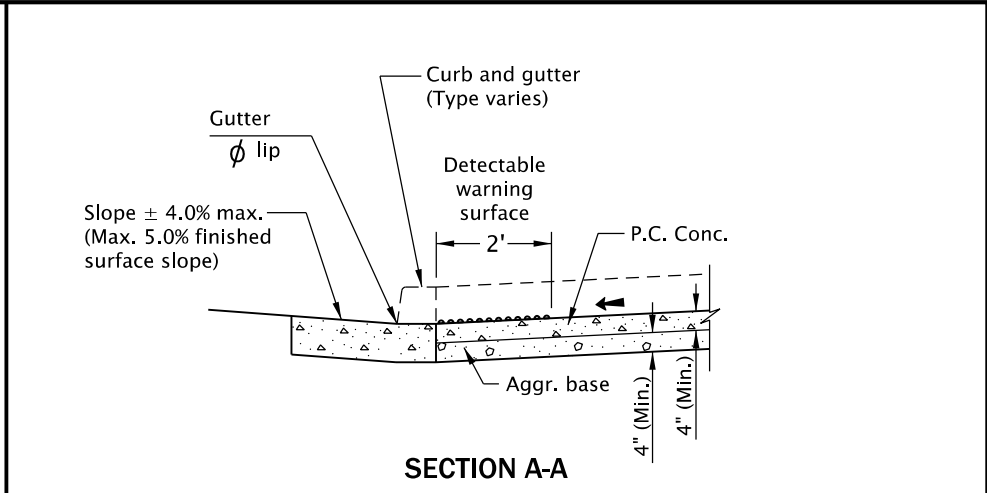


PERPENDICULAR CURB RAMP DETAIL

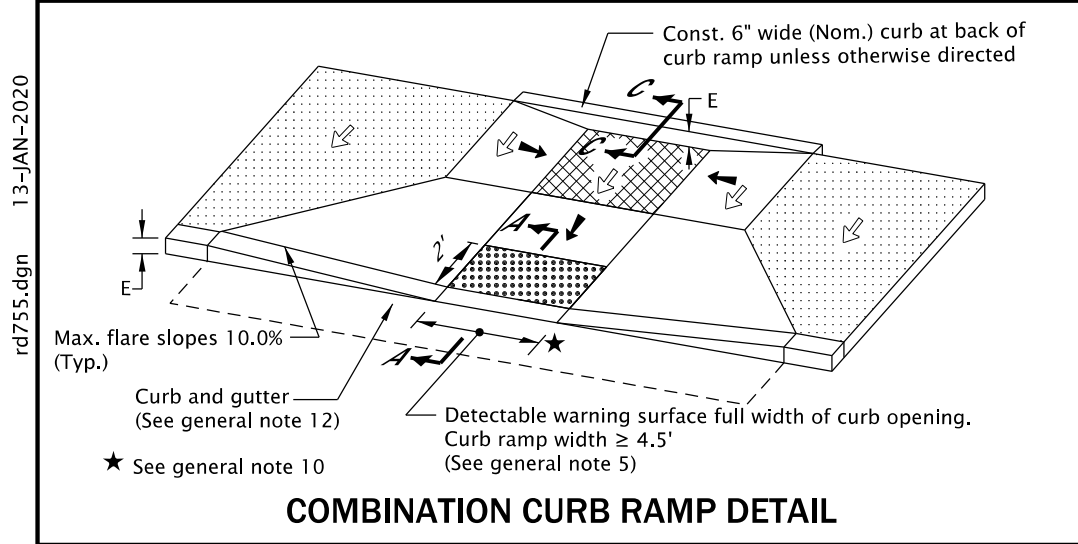
(Use "Parallel Curb Ramp Detail" or "Combination Curb Ramp Detail" when reqd. turning space cannot be obtained)



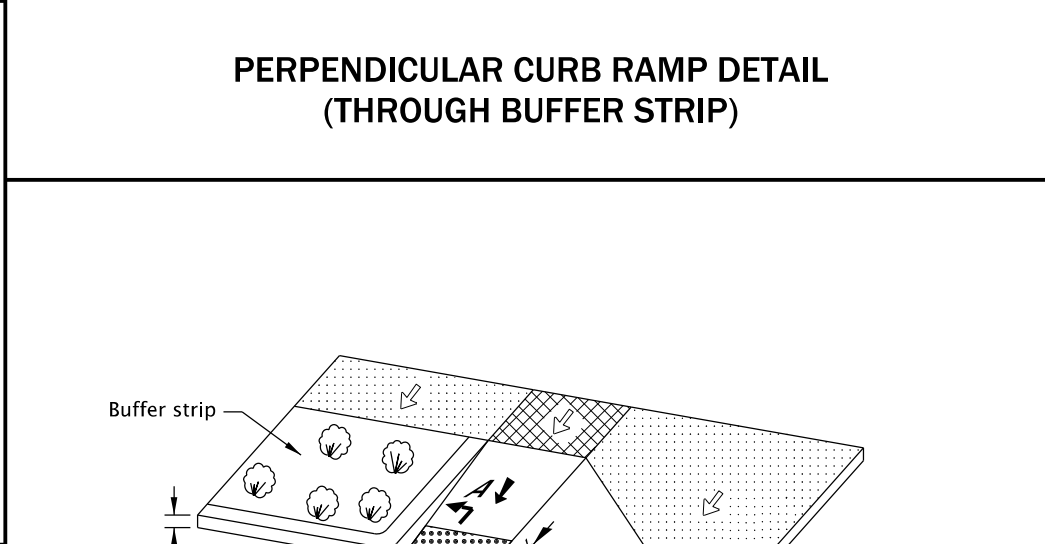
PERPENDICULAR CURB RAMP DETAIL (THROUGH BUFFER STRIP)



SECTION A-A

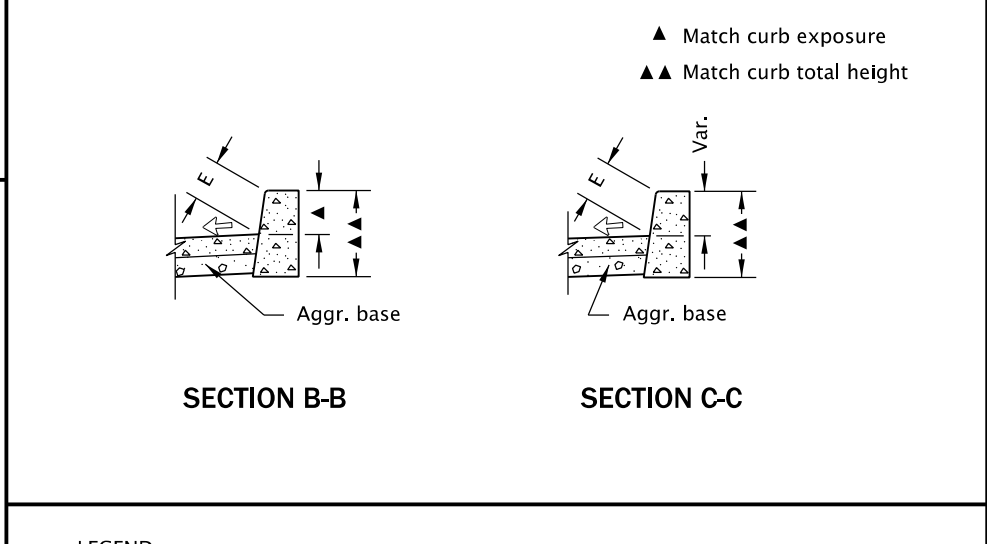


COMBINATION CURB RAMP DETAIL



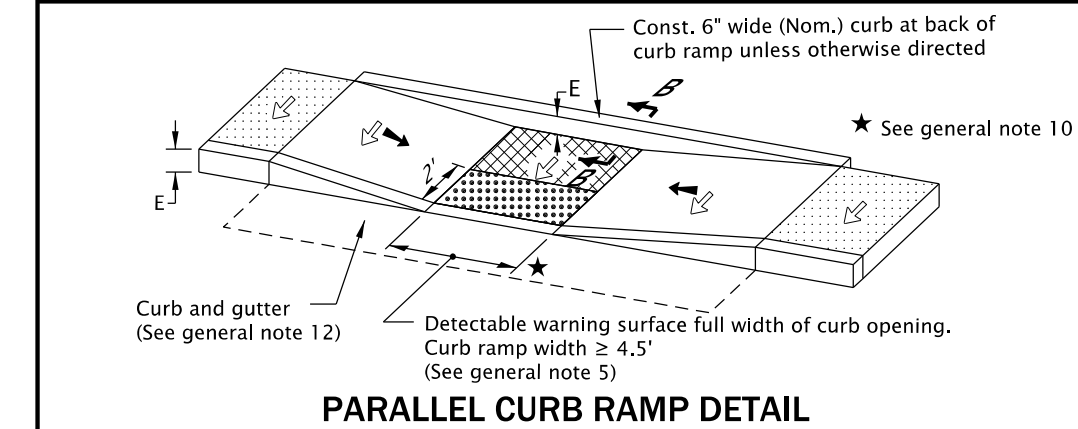
PERPENDICULAR CURB RAMP DETAIL (WITH SINGLE FLARE)

(Use "Parallel Curb Ramp Detail" or "Combination Curb Ramp Detail" when reqd. turning space cannot be obtained)



SECTION B-B

SECTION C-C



PARALLEL CURB RAMP DETAIL

LEGEND:

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

GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:

1. Curb ramp details are based on ODOT applicable standards.
2. See Std. Dwgs. RD700 & RD701 for curbs. See Std. Dwgs. RD720 & RD721 for sidewalks. See Std. Dwgs. TM503 & TM530 for crosswalk markings, widths, etc.
3. Tooled dummy joints are required at all curb ramp grade break lines.
4. Curb ramp slopes shown are relative to the true level horizon (Zero bubble).
5. Place detectable warning surface at the back of curb for a minimum depth of 2' at curb ramp that is adjacent to traffic. For details not shown, see Std. Dwgs. RD758 & RD759.
6. Grade breaks at the top and bottom of curb ramp runs shall be perpendicular to the direction of the ramp run. Grade breaks shall not be permitted on the surface of ramp runs and turning spaces. Surface slopes that meet at grade breaks shall be flush.
7. Return curb may be provided in lieu of flared slope only if protected from traverse travel by landscaping. Return curb shall not reduce width of approaching sidewalk.

8. Curb ramps for paths intersecting a roadway should be full width of path, excluding flares. When a curb ramp is used to provide bicycle access from a roadway to a sidewalk, the curb ramp should be 8' wide.
9. For curb ramp placement options, see Std. Dwgs. RD756 & RD757.
10. Check the gutter flow depth at curb ramp locations to assure that the design flood does not overtop the back of sidewalk at curb ramp. Place an inlet at upstream side of curb ramp or perform other approved design mitigation.
11. Site conditions normally require a project specific design. See project plans for details not shown.
12. On or along state highways, curb and gutter is required at curb ramps.

CALC. BOOK NO. N/A BASELINE REPORT DATE 13-JAN-2020

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

OREGON STANDARD DRAWINGS

CURB RAMP DETAILS

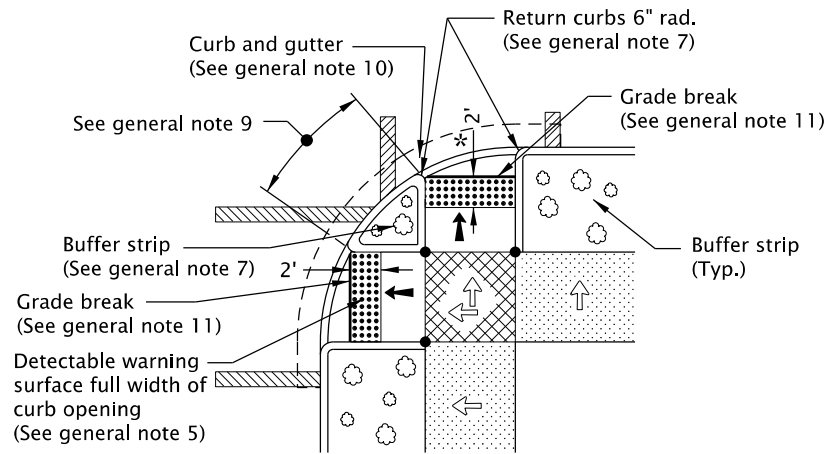
2018

DATE	REVISION DESCRIPTION
01-2018	REVISED DETAILS, REVISED & ADDED NOTES
07-2018	REVISED DETAILS, REVISED & ADDED NOTES
01-2019	REVISED DETAIL & ADDED DIAGRAM
06-2019	REVISED DETAILS & NOTES
01-2020	REVISED DETAILS & NOTES

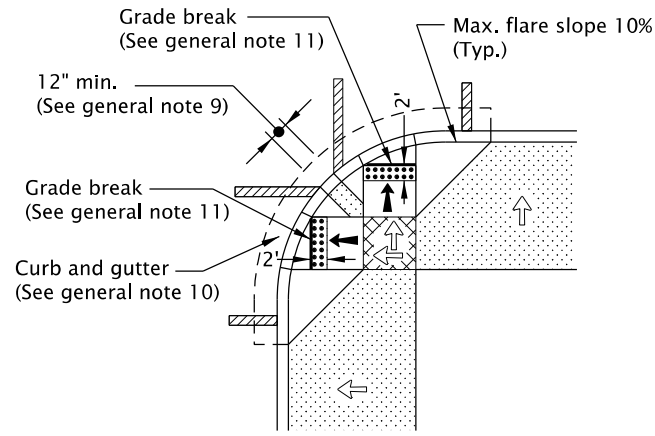
The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user and should not be used without consulting a Registered Professional Engineer.

RD755

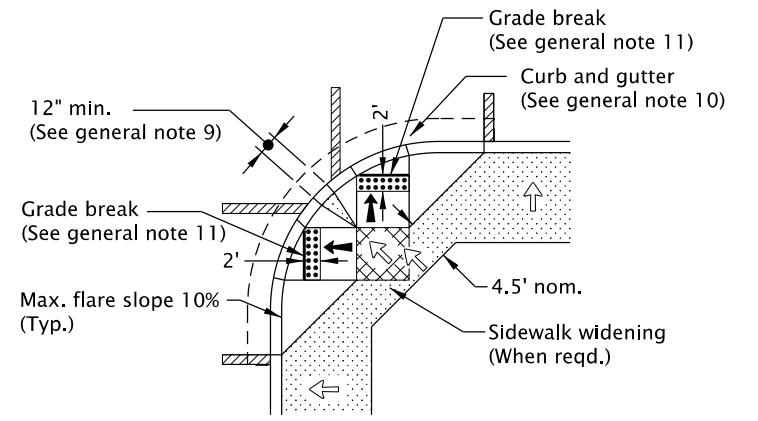
rd756.dgn 13-JAN-2020



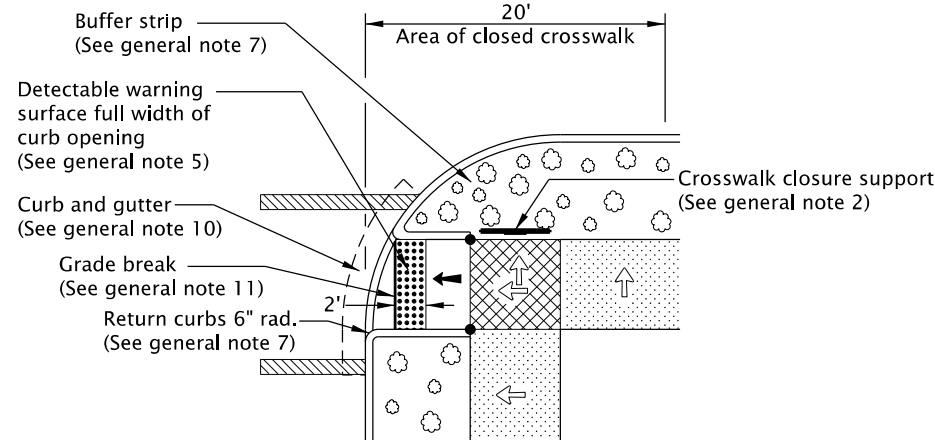
CURB RAMPS WITH LANDSCAPED BUFFER STRIP



CURB RAMPS FOR WIDE SIDEWALKS

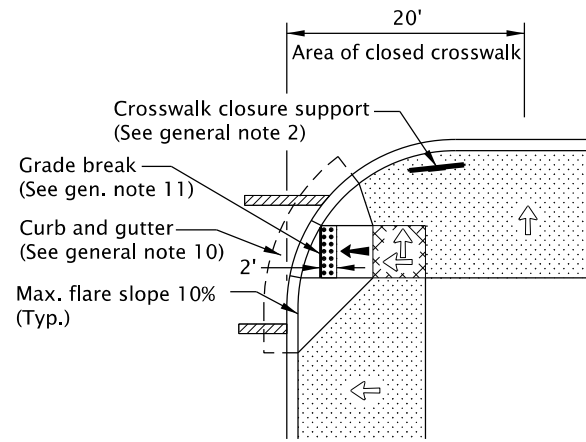


CURB RAMPS FOR NARROW SIDEWALKS



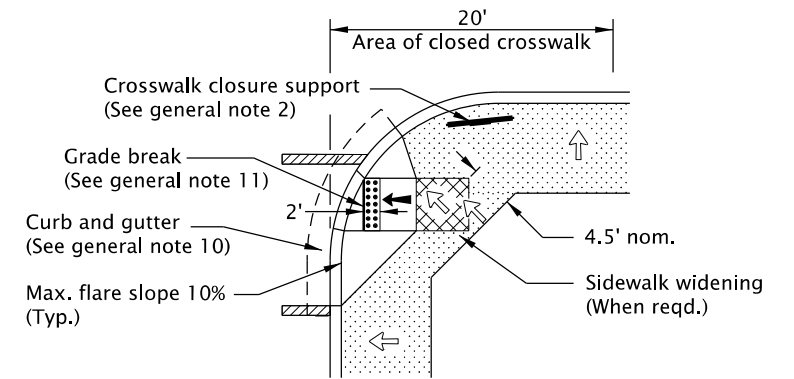
CURB RAMPS WITH CROSSWALK CLOSURE

OPTION "A"



CURB RAMPS WITH CROSSWALK CLOSURE

OPTION "B"



CURB RAMPS WITH CROSSWALK CLOSURE

OPTION "C"

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

GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:

1. Curb ramp details are based on ODOT applicable standards.
2. See project plans for details not shown.
See Std. Dwgs. RD700 & RD701 for curbs.
See Std. Dwgs. RD720 & RD721 for sidewalks.
See Std. Dwgs. TM503 & TM530 for crosswalk marking, widths, etc.
See Std. Dwg. RD755 for curb ramp details.
See Std. Dwg. TM240 for crosswalk closure detail.
See Traffic Standard Drawings for signal pole and pedestrian pedestal details.
3. Tooled dummy joints are required at all curb ramp grade break lines.
4. Curb ramp slopes shown are relative to the true level horizon (Zero bubble).
5. Place detectable warning surface at the back of curb for a minimum depth of 2' at curb ramp that is adjacent to traffic. For details not shown, see Std. Dwgs. RD758 & RD759.
6. Check the gutter flow depth to assure that the design flood does not overtop the back of sidewalk. Place an inlet at upstream side or perform other approved design mitigation.
7. Return curb may be provided in lieu of flared slope only if protected from traverse travel by landscaping. Return curb shall not reduce width of approaching sidewalk.
8. Curb ramps for paths intersecting a roadway should be full width of path, excluding flares. When a curb ramp is used to provide bicycle access from a roadway to a sidewalk, the curb ramp should be 8' wide.
9. When 2 curb ramps are immediately adjacent as in Options B & C, the curb exposure (E) between the adjacent side flares may range between 3" and full design exposure.
10. On or along state highways, curb and gutter is required at curb ramps.
11. Grade breaks at the top and bottom of curb ramp runs shall be perpendicular to the direction of the ramp run. Grade breaks shall not be permitted on the surface of ramp runs and turning spaces. Surface slopes that meet at grade breaks shall be flush.

CALC. BOOK NO. N/A

BASELINE REPORT DATE 13-JAN-2020

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

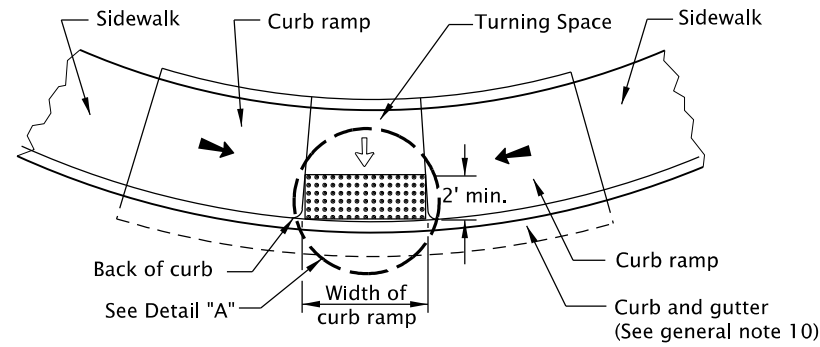
OREGON STANDARD DRAWINGS
CURB RAMP LAYOUT OPTIONS
SMALL RADII

2018

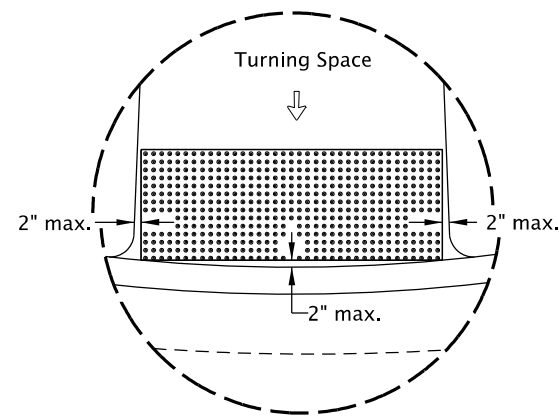
DATE	REVISION DESCRIPTION
01-2018	REVISED DETAILS, REVISED & ADDED NOTES
07-2018	REVISED DETAIL & NOTES
01-2019	ADDED DIAGRAM DETAIL, REVISED DETAILS & NOTES
06-2019	REVISED DETAIL & NOTES
01-2020	REVISED DETAIL & NOTES

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.

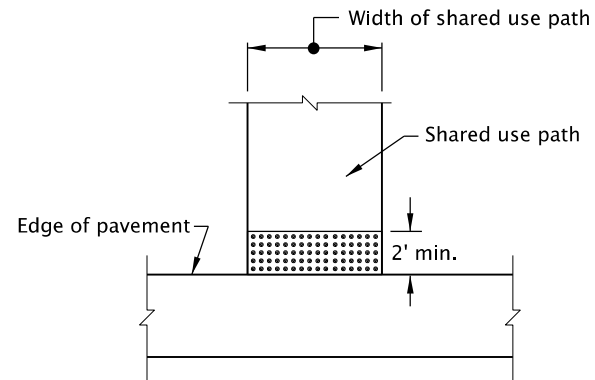
RD756



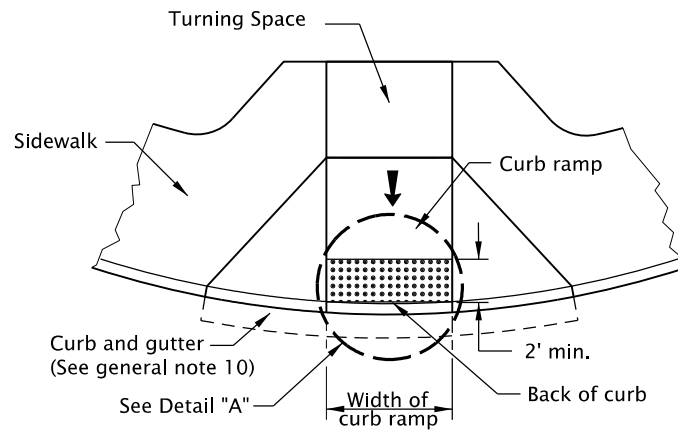
PARALLEL CURB RAMP



DETAIL "A"

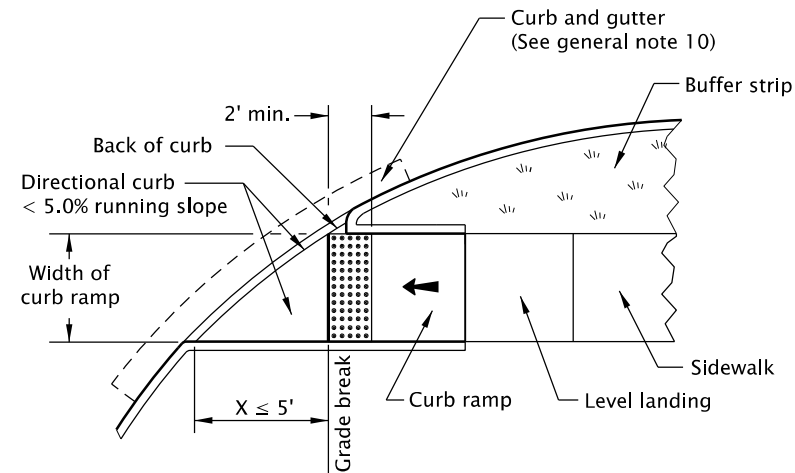


SHARED-USE PATH CONNECTION

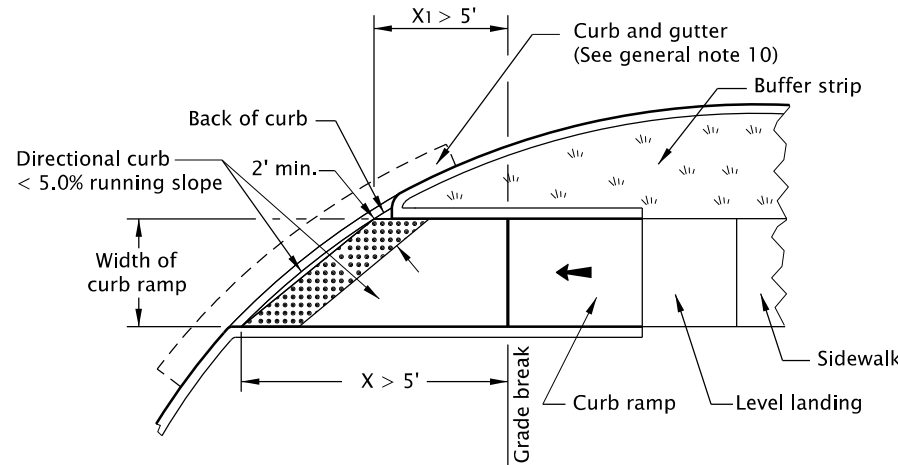


**PERPENDICULAR CURB RAMP
GRADE BREAK IN FRONT OF CURB**

(Detectable warning surface shall be placed in the lower 2' at the back of curb ramp that is adjacent to traffic)






**CURB RAMP CROSSING
GRADE BREAK \leq 5 FT. FROM BACK OF CURB**
(Detectable warning surface shall be placed on the bottom of the curb ramp directly above the grade break)



**CURB RAMP CROSSING
GRADE BREAK (X or X1) $>$ 5 FT. FROM BACK OF CURB**
(Detectable warning surface shall be placed in the lower 2' at the back of curb ramp that is adjacent to traffic)

GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:

1. Detectable warning surface details & locations are based on ODOT applicable Standards.
2. See project plans for details not shown.
See Std. Dwg. RD700 & RD701 for curbs.
See Std. Dwg. RD720 for sidewalks.
See Std. Dwg. TM503 & TM530 for crosswalk markings, widths, etc.
See Std. Dwg. RD705 & RD710 for islands.
3. The Detectable Warning Surface shall extend the full width of the curb ramp, or other roadway entrance as applicable. A gap of up to 2 inches on each side of the Detectable warning surface is permitted (Measured at the leading edge of the detectable warning surface panel).
4. Detectable warning surface shall be placed at the back of curb for a minimum depth of 2 ft. at curb ramps that adjacent to traffic. Detectable warning surface may be radial or rectangular, but must comply with the truncated dome size and spacing standards. Detectable warning surface may be cut to meet necessary shape as shown in plans. Color to be safety yellow if no color specified in construction note. For detectable warning surface on or along state highway, alternative colors must be approved.
5. Detectable warning surface shall be used in the following locations:
 - a) Curb ramps (See Std. Dwg. RD755, RD756, & RD757).
 - b) Crossing islands (Accessible Route Islands), (See Std. Dwg. RD710).
 - c) Rail crossings (See Std. Dwg. RD758).
6. Where public transportation stations (rail, bus, etc.) use platform boarding, detectable warning surface shall be placed along the full edge length of the station, when not protected by platform screens or guards (See Std. Dwg. RD758).
7. Detectable warning surface shall not be used on the following locations:
 - a) End of sidewalk transitions that are not at a crosswalk, (See Std. Dwg. RD754).
 - b) Driveways, unless constructed with curb return, (See Std. Dwg. RD725, RD730, RD735, RD740, RD745, & RD750).
 - c) Parking lots.
8. Grade breaks at the top and bottom of curb ramp runs shall be perpendicular to the direction of the ramp run. Grade breaks shall not be permitted on the surface of ramp runs and turning spaces. Surface slopes that meet at grade breaks shall be flush.
9. Where no curb is present, the detectable warning surface shall be placed at the edge of the roadway.
10. On or along state highways, curb and gutter is required at curb ramps.
11. Detectable warning surface placement for perpendicular ramps vary as shown.

-  Detectable warning surface
-  Slope 1.5% max.
(Max. 2.0% finished surface slope)
-  Slope 7.5% max.
(Max. 8.3% finished surface slope)

CALC. BOOK NO. N/A BASELINE REPORT DATE 13-JAN-2020

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

**OREGON STANDARD DRAWINGS
DETECTABLE WARNING SURFACE
DETAILS & PLACEMENT
LOCATIONS**

2018

DATE	REVISION DESCRIPTION
07-2018	REPLACED DRAWING TITLE, REVISED DETAILS & NOTES
09-2018	REVISED DETAIL & NOTES
01-2019	REVISED DETAIL & NOTES
06-2019	REVISED DETAIL & NOTES
01-2020	ADDED DETAIL & REVISED NOTES

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