MAY STREET ELEVATED SIDEWALK CATCH BASIN REPLACEMENT
PROJECT #661
CITY OF HOOD RIVER, OR
ADDENDUM NO. 02

****

THE SUBMITTAL TIME AND DATE HAS BEEN EXTENDED.
THE SUBMITTAL PLACE REMAINS THE SAME.
BIDS ARE DUE ON NOVEMBER 2, 2026 AT 2:00 P.M.

****

ADDENDUM NO. 02: ISSUED October 21, 2026

This Addendum consists of **3** pages and **2** attachments.

This Addendum to the Bidding Documents has been issued to clarify, correct, and supplement the Bidding Documents issued as "City of Hood River May Street Elevated Sidewalk Catch Basin Replacement Project #661". This Document is hereby made a part of the Contract Documents to the same extent as though it were originally included therein. This addendum provides changes to the plans and specifications for the above-entitled project to be considered by each bidder. This addendum shall be included in the bid and, when closing the contract, will be a part thereof. Any changes made by this addendum to said plans and specifications offset only the portion of the plans, words or paragraphs specifically mentioned herein, and the balance of the plans and/or specifications remain in full force. It is the responsibility of all bidders to conform to this addendum.

Changes to Plan Set

1. **The existing plan set shall be replaced by the attached revised plan set dated 10-21-26.**

Changes to Bid Documents

1. **Invitation to Bid, Paragraph 4 and Public Works Contract, Exhibit A, Recital A shall read:**

   The project area of work defined by this Contract is in Hood River, Oregon, along May Street at the existing elevated sidewalk near the intersection of 13th St and May St. The work generally consists of replacement of an existing catch basin and associated storm drainage improvements across May St and the north parking lot of Jackson Park. Additional shoring and improvements beneath the elevated sidewalk is also included. Work includes excavation; installation of new catch basins, manhole, storm drain piping, and associated drainage improvements; controlled density fill (CDF) backfill; block wall; temporary shoring and protection of existing improvements; pavement and surface restoration; and other related work.

2. **Bid Form - Replace reference to 211 2nd St. with 1200 18th St. Bids will be received and publicly opened at 1200 18th St., Hood River, Oregon.**

3. **Bid Form - Replace the Bid Tab with the attached revised Bid Tab.**

4. **Public Works Contract, Exhibit A, Section 2 - Add the following subsection:**

   2.3 To minimize the impact to school traffic, work within the travel surface of May St. shall be complete during the school district's Thanksgiving Break from Saturday, November 21st to Sunday, November 29th, 2026.

5. **General Conditions - Replace references to the "2021 Oregon Standard Specifications for Construction" to "2024 Oregon Standard Specifications for Construction".**

6. **Due to project completion occurring in the off season, ACP surface restoration will be completed with 2" of cold mix asphalt. Provide compacted 4" CSTC under all disturbed paved areas. Final surfacing will be completed by under a separate road fund contract in the spring.**

Questions

1. **Will the contractor need to provide a Vac Truck?**

   RESPONSE:
   The City's Vac Truck and crew will be available to assist the contractor if needed.

2. **Who is responsible for removing the reflectors?**

   RESPONSE:
   The Contractor will remove all of the reflectors and deliver them to a location as directed by the City for storage. The reflectors will not be reinstalled.

3. **Is there a location for construction staging?**

   RESPONSE:
   The parking lot on the north side of Jackson Park from the main entrance to the work area can be used for construction staging. The parking lot east of the work area must remain open to provide parking for Providence during construction. Due to the deteriorated condition of the elevated sidewalk, nothing shall be stored on the elevated sidewalk and no equipment will be allowed on the sidewalk.

4. **Can May St be closed during construction?**

   RESPONSE:
   This section of May St. may be fully closed while work is actively occurring from Saturday, November 21st to Sunday, November 29th, 2026. Minimal westbound closers outside of this time period may be allowed with detours while work is

actively occurring near the elevated sidewalk. Both lanes should be open as much as practical during the school's drop off and pickup times. Roadway shall be open to traffic overnight and during the weekends/Holidays (while work is not actively occurring). All excavations shall be covered with steel plates while open to public. Detours during closers shall be in place to Taylor Ave. Contractor shall submit traffic control plan for approval prior to start of construction.

5. **Will flagging be allowed on 13th St. if needed for construction traffic in and out of the Providence parking lot during work under the side walk?**

   RESPONSE:
   Flagging will be allowed on an as needed bases for construction vehicles safely navigate in and out of the parking lot.

Attachments

6. **Plan Set -** Revised 10-21-26 (21 page).
7. **Bid Tab -** Revised 10-21-26 (2 page).

END OF SECTION

END OF ADDENDUM NO.2

21"X32" BORDER - PRINTS ON 22X34 SHEET

CITY OF HOOD RIVER
MAY STREET ELEVATED SIDEWALK CATCH BASIN REPLACEMENT
PROJECT #661 REVISED – ADDENDUM #2
OCTOBER 2026

OWNER/APPLICANT

CITY OF HOOD RIVER
211 2ND STREET
HOOD RIVER, OR 97031
PHONE (541) 387-5201

ENGINEER

BELL DESIGN COMPANY
900 WEST STEUBEN STREET,
P.O.B. 308, BINGEN, WA. 98605
PHONE (509) 493-3886
FAX (509) 493-3885

LIMITATIONS OF DRAWINGS

DO NOT SCALE DRAWINGS. CONTRACTOR MUST VERIFY ALL DIMENSIONS & ADVISE CONSULTANTS OF ANY ERRORS OR OMISSIONS. NO VARIATIONS OR MODIFICATIONS TO WORK SHOWN SHALL BE IMPLEMENTED WITHOUT PRIOR WRITTEN APPROVAL. ALL PREVIOUS ISSUES OF THIS DRAWING ARE SUPERSEDED BY THE LATEST REVISION. ALL DRAWINGS & SPECIFICATIONS REMAIN THE PROPERTY OF BELL DESIGN CO.

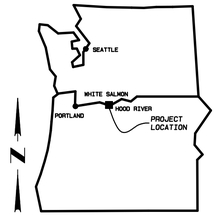
HOOD RIVER STANDARD NOTES

ALL MATERIALS AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH THE HRES, THE ODOT/APWA OREGON STANDARD SPECIFICATIONS FOR CONSTRUCTION, AND THE AMERICAN WATER WORKS ASSOCIATION (AWWA) STANDARD SPECIFICATIONS. IN CASE OF CONFLICTS, THE CITY'S ENGINEERING STANDARDS SHALL APPLY UNLESS SPECIFICALLY LISTED AS A DESIGN EXCEPTION ON THIS DRAWING.

ALL LATE-SEASON AC PAVING (PLACED AFTER OCTOBER 15TH AND BEFORE APRIL 1ST), SHALL BE HELD TO THE SAME PERFORMANCE CRITERIA AS ALL OTHER PAVING. IF FOR ANY REASON THERE IS AGGREGATE SEPERATION, A ROUGH FINISHED SURFACE, OR OTHER NON-ACCEPTABLE FINAL PRODUCT AND THE CITY ENGINEER DETERMINES THAT IT IS NOT IN THE BEST INTEREST OF THE CITY TO REJECT THE WORK AND HAVE IT REMOVED AND RECONSTRUCTED, THE CITY ENGINEER MAY REQUIRE AN ASPHALT SEAL COAT OR OTHER REMEDIATION ON THE ENITE SURFACE OR PORTIONS THEREOF.

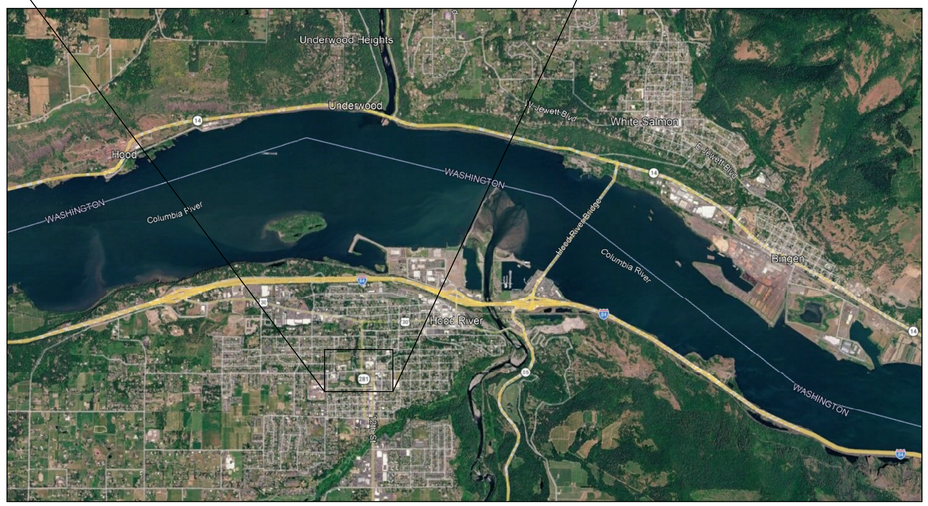
DESIGN EXCEPTIONS: PORTIONS OF THIS PROJECT ARE NOT PER STANDARD SPECIFICATIONS PER THE HOOD RIVER ENGINEERING STANDARDS. SEE EXCEPTIONS NOTED THROUGHOUT PLANS.





LOCATION NOTES

-PORTIONS OF SECTION 25, TOWNSHIP 3 NORTH, RANGE 10 EAST, W.M.
-PORTIONS OF THE COE DONATION LAND CLAIM
-MULTIPLE AGENCY OWNERSHIP INCLUDING:
CITY OF HOOD RIVER
PORT OF HOOD RIVER



HATCH LEGEND

- CONCRETE
- EXISTING ASPHALT/ ASPHALT TO REMAIN
- EXISTING COLD PATCH
- PROPOSED ASPHALT
- DEMO/PROJECT LIMITS
- CB EXCAVATION EXTENTS
- DENSE GRADED AGGREGATE
- CONTROLLED LOW STRENGTH MATERIAL

LINE LEGEND

- EXISTING CENTERLINE
- EXISTING GAS LINE
- EXISTING WATERLINE
- EXISTING SANITARY SEWER
- EXISTING STORM
- EXISTING COMMUNICATIONS OVERHEAD
- EXISTING POWER OVERHEAD
- EXTENT OF VOID/EROSION
- CB EXCAVATION EXTENTS
- SAWCUT
- EXISTING COMMUNICATIONS LINE UNDERGROUND

SYMBOL LEGEND

- EXISTING MANHOLE LID
- EXISTING CATCH BASIN
- EXISTING SIGN
- SPOT ELEVATION
- EXISTING UTILITY POLE

ABBREVIATIONS

AASHTO	=	AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS
ACP	=	ASPHALT CONCRETE PAVEMENT
AC	=	ASPHALT CONCRETE
ACI	=	AMERICAN CONCRETE INSTITUTE
ASTM	=	AMERICAN SOCIETY FOR TESTING AND MATERIALS
AWG	=	AMERICAN WIRE GAUGE
AWWA	=	AMERICAN WATER WORKS ASSOCIATION
BM	=	BENCH MARK
BMP	=	BEST MANAGEMENT PRACTICE
CB	=	CATCHBASIN
CIP	=	CAST IN PLACE
CLSM	=	CONTROLLED LOW STRENGTH MATERIAL
CMP	=	CORRUGATED METAL PIPE
COMP	=	COMPACTED
CONT	=	CONTINUOUS
CPE	=	CORRUGATED POLYETHYLENE PIPE
CSBC	=	CRUSHED SURFACING BASE COURSE
CSTC	=	CRUSHED SURFACING TOP COURSE
DSGN	=	DESIGN
DRWN	=	DRAWN
DWY	=	DRIVEWAY
E	=	EAST OR EXPOSURE
(E)	=	EXISTING
EL/ELEV	=	ELEVATION
EOC	=	EDGE OF CONCRETE
EOP	=	EDGE OF PAVEMENT
EOS	=	EDGE OF SIDEWALK
ESC	=	EROSION & SEDIMENT CONTROL
ESCP	=	EROSION & SEDIMENT CONTROL PLAN
FH	=	FIRE HYDRANT
GV	=	GATE VALVE
HMAC	=	HOT MIX ASPHALT CONCRETE
IE	=	INVERT ELEVATION
LF	=	LINEAR FEET
MIN	=	MINIMUM
MH	=	MANHOLE
N	=	NORTH
NAD	=	NORTH AMERICAN DATUM
NAVD	=	NORTH AMERICAN VERTICAL DATUM
NG	=	NON GUARANTEED ITEM
NGS	=	NATIONAL GEODETIC SURVEY
NTS	=	NOT TO SCALE
NW	=	NORTHWEST
ODOT	=	OREGON DEPARTMENT OF TRANSPORTATION
(P)	=	PROPOSED
PCT	=	PERCENT
PI	=	POINT OF INTERSECTION
PL	=	PROPERTY LINE
PVC	=	POINT OF VERTICAL CURVE
PVI	=	POINT OF VERTICAL INTERSECTION
PVT	=	POINT OF VERTICAL TANGENT
R	=	RADIUS
RCP	=	REINFORCED CONCRETE PIPE
ROW	=	RIGHT OF WAY
RPC	=	RED PLASTIC CAP
RR	=	RAIL ROAD
RTU	=	REMOTE TELEMETRY UNIT
RW	=	RESILIENT WEDGE
S	=	SOUTH
SD	=	STORM DRAIN
SE	=	SOUTH EAST
SGC	=	SIDEWALK, CURB, AND GUTTER
SPD	=	STANDARD PROCTOR DENSITY
SS	=	SANITARY SEWER
ST	=	STORM SEWER
STA	=	STATION
STD	=	STANDARD
SW	=	SOUTH WEST
TG	=	TOP OF GRATE
THKN	=	THICKNESS
TOW	=	TOP OF WALL
TP	=	TOP OF PAVEMENT
TYP	=	TYPICAL
VSP	=	VITRIFIED SEWER PIPE
W	=	WEST
W/	=	WITH
WV	=	WATER VALVE
WWTP	=	WASTEWATER TREATMENT PLANT
UOA	=	UNLESS OTHERWISE APPROVED
UNO	=	UNLESS NOTED OTHERWISE
YPC	=	YELLOW PLASTIC CAP

SHEET LEGEND

C0.00 - COVER SHEET
C0.01 - NOTES
C0.02 - NOTES
C0.03 - NOTES
C0.04 - CONSTRUCTION SEQUENCE
C0.05 - CONSTRUCTION SEQUENCE

C1.00 - ECS & DEMO PLAN - MAY ST.
C1.01 - ECS & DEMO PLAN - UNDER SIDEWALK
C1.02 - EXISTING CROSS SECTION A
C1.03 - EXISTING CROSS SECTION B

C2.00 - PROPOSED PLAN - MAY STREET
C2.01 - PROPOSED PLAN - UNDER SIDEWALK
C2.02 - PROPOSED CORSS SECTION A
C2.03 - PROPOSED CORSS SECTION B

C3.00 - HR EROSION CONTROL DETAILS
C3.01 - HR EROSION CONTROL DETAILS
C3.02 - HR EROSION CONTROL DETAILS
C3.03 - HR ROAD DETAILS
C3.04 - HR DRAINAGE DETAILS
C3.05 - MANHOLE DETAILS
C3.06 - KEYSTONE RETAINING WALL

WORK HOURS AND ACCESS

-WORK HOURS SHALL BE 7:00 AM TO 7:00 PM MONDAY - FRIDAY EXCLUDING HOLIDAYS.

-CONTRACTOR SHALL MAINTAIN ACCESS TO ALL RESIDENT AND BUSINESSES AT ALL TIMES DURING CONSTRUCTION.

-SEE HOLIDAY STREET CLOSURE NOTES IN ADDENDUM NO. 2

UTILITY/AGENCY CONTACTS:

CITY OF HOOD RIVER - CITY ENGINEER
1200 18TH ST. HOOD RIVER, OR 97031
ANNIE ROBINSON - (541) 387-5221

SIGNATURE DATE

PACIFIC POWER AND LIGHT CO.
P.O. BOX 300, HOOD RIVER, OR 97031
DANIEL DIDYK - (509) 522-7035

CENTURYLINK (LUMEN)
4501 MINNEHAHA ST. BLDG. 2 VANCOUVER, WA 98661
MARCO GALAS - (564) 888-2027

NORTHWEST NATURAL GAS CO.
250 SW TAYLOR ST, PORTLAND, OR 97204
RYAN WINFREY - (503) 610-7765

CHARTER COMMUNICATIONS
409 UNION STREET, THE DALLES, OR 97058
ERNIE GARCIA - (541) 288-6492

HOOD RIVER FIRE DEPARTMENT
1785 MEYER PKWY, HOOD RIVER, OR 97031
LEONARD DAMIAN - (541) 386-3939

HOOD RIVER ELECTRIC CO-OP
3521 DAVIS DRIVE, ODELL, OR 97044-0125
CLINTON CURTIS - (541) 354-1233

BLUE MOUNTAIN NETWORKS
616 INDUSTRIAL AVE. SUITE 401, HOOD RIVER, OR 97031
ERIK LUNDBY - (541) 387-3701

CALL BEFORE YOU DIG

ONE CALL UTILITY LOCATE (OREGON) - (800) 332-2344

ATTENTION EXCAVATORS:
-OREGON LAW REQUIRES THE 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.
-THE CONTRACTOR MAY OBTAIN COPIES OF THESE RULES FROM THE CENTER BY CALLING (503) 232-1987 OR BY ACCESSING THE INTERNET AT: WWW.STATE.OR.US/GOVERNMENT.HTM.
-THE CONTRACTOR MUST NOTIFY THE CENTER AT LEAST 2 BUSINESS DAYS, BUT NOT MORE THAN 10 BUSINESS DAYS, BEFORE COMMENCING AN EXCAVATION CALL 811.

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BELL DESIGN CO.
Civil Engineering
Land Surveying
900 W. Steuben, BOX 308 • (509) 493-3886
Bingen, WA 98605 • bell@designcompany.com

COVER SHEET
MAY ST. ELEVATED SIDEWALK
CATCH BASIN REPLACEMENT
CITY OF HOOD RIVER OREGON
HOOD RIVER

REV	DATE	DRWN	CHKD	DESCRIPTION
1	10/21/26	MCM	DAB	ORIGINAL SET SUBMISSION REVISION PER ADDENDUM #2
	10/09/26			

REGISTERED PROFESSIONAL ENGINEER
85,818
OREGON
April 13, 2001
DEWEY A. BELL
10/21/26
EXPIRES: 12/31/27

BDC
JOB NO. 25B340

SHEET NO. C0.00
1 OF 21 SHEETS

D:\2025\B340\25b340.pro

21"X32" BORDER - PRINTS ON 22X34 SHEET

GENERAL NOTES

1. ALL WORK AND MATERIALS SHALL CONFORM TO THE LATEST ADDITION OF ODOT STANDARD SPECIFICATIONS FOR CONSTRUCTION UNLESS OTHERWISE MODIFIED BY THE ENGINEER. THE CONTRACTOR SHALL KEEP AN APPROVED SET OF APPLICABLE CONSTRUCTION STANDARD SPECIFICATIONS ON-SITE AT ALL TIMES.

2. THE CONTRACTOR SHALL PERFORM ALL WORK NECESSARY TO COMPLETE THIS PROJECT IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS INCLUDING SUCH INCIDENTALS AS MAY BE NECESSARY TO MEET THE INTENT OF THE PROJECT CONTRACT DOCUMENTS, APPLICABLE AGENCY REQUIREMENTS AND OTHER WORK AS NECESSARY TO PROVIDE A COMPLETE PROJECT. ANY INSPECTION BY CITY/COUNTY/STATE/FEDERAL AGENCIES, OWNER, OR PROJECT ENGINEER SHALL NOT, IN ANY WAY, RELIEVE THE CONTRACTOR FROM ANY OBLIGATION TO PERFORM THE WORK IN COMPLIANCE WITH THE APPLICABLE CODES, REGULATIONS, STANDARDS AND PROJECT CONTRACT DOCUMENTS.

3. CONTRACTOR SHALL NOTIFY THE ENGINEER 48 HOURS IN ADVANCE OF STARTING CONSTRUCTION AND 24 HOURS BEFORE RESUMING WORK AFTER SHUTDOWNS, EXCEPT FOR NORMAL RESUMPTION OF WORK FOLLOWING SATURDAYS, SUNDAYS, OR HOLIDAYS.

4. THE CONTRACTOR SHALL PROVIDE TO THE PROJECT ENGINEER AND OWNER A 24 HOUR CONTACT PERSON AND NUMBER.

5. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PROCURE ALL APPLICABLE PERMITS, LICENSES, AND CERTIFICATES RELATIVE TO THE TRADES TO COMPLETE THE PROJECT AND FOR THE USE OF SUCH WORK WHEN COMPLETED. COMPLIANCE SHALL BE AT ALL LEVELS, FEDERAL, STATE, COUNTY, AND LOCAL, RELATING TO THE PERFORMANCE OF THIS WORK.

6. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR COMPLYING WITH ALL CONSTRUCTION SAFETY, HEALTH AND OTHER RULES AND REGULATIONS FROM OSHA AND ANY OTHER FEDERAL, STATE, AND LOCAL REGULATING AGENCIES FOR SAFETY AND INSTALLATION OF THE WORK INCLUDING BUT NOT LIMITED TO SHORING, BRACING, ERECTION/INSTALLATION, FALL PROTECTION, GUARDRAILS, ETC.

7. PROPERTY LINES SHOWN ON ALL PLAN SHEETS ARE FOR GENERAL DELINEATION ONLY AND ARE, BY NO MEANS, MEANT TO REPRESENT THE ACTUAL BOUNDARIES. CONTRACTOR SHALL USE AN OREGON STATE LICENSED SURVEYOR TO REPLACE ALL PROPERTY MARKERS DISTURBED BY THEIR WORK, AT NO ADDITIONAL EXPENSE TO THE OWNER.

8. IT IS THE CONTRACTOR'S RESPONSIBILITY TO VISIT THE SITE AND VERIFY ALL EXISTING CONDITIONS BEFORE THE START OF WORK. THE CONTRACTOR SHALL TAKE ALL NECESSARY FIELD MEASUREMENTS AND OTHERWISE VERIFY ALL DIMENSIONS AND EXISTING CONSTRUCTION CONDITIONS INDICATED AND/OR SHOWN ON THE PLANS. SHOULD ANY ERROR OR INCONSISTENCY EXIST, THE CONTRACTOR SHALL NOT PROCEED WITH THE WORK AFFECTED UNTIL REPORTED TO THE PROJECT ENGINEER FOR CLARIFICATION. OR CORRECTION.

9. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY ALL UTILITY (POT HOLING) LOCATIONS PRIOR TO CONSTRUCTION AND ARRANGE FOR THE RELOCATION OF ANY IN CONFLICT WITH THE PROPOSED CONSTRUCTION. THE LOCATIONS, DEPTH AND DESCRIPTION OF EXISTING UTILITIES SHOWN WERE COMPILED FROM AVAILABLE RECORDS AND/OR FIELD SURVEYS. THE ENGINEER OR UTILITY COMPANIES DO NOT GUARANTEE THE ACCURACY OR THE COMPLETENESS OF SUCH RECORDS. ADDITIONAL UTILITIES MAY EXIST WITHIN THE WORK AREA. IF AFTER POT HOLING, THE CONTRACTOR FINDS THAT UTILITY LOCATION OR GRADES ARE DIFFERENT THAN THOSE SHOWN ON THE PLANS, THE CONTRACTOR SHALL IMMEDIATELY CONTACT THE ENGINEER WITH THE INFORMATION BEFORE COMMENCING THAT PORTION OF WORK.

10. BEFORE COMMENCING AN EXCAVATION, OREGON LAW REQUIRES THE CONTRACTOR TO FOLLOW RULES ADOPTED BY THE OREGON UTILITY NOTIFICATION CENTER. THE CONTRACTOR MAY OBTAIN COPIES OF THESE RULES FROM THE CENTER BY CALLING 811 OR BY ACCESSING THE INTERNET AT DIGSAFELYOREGON.COM. THE CONTRACTOR MUST NOTIFY THE CENTER AT LEAST 2 BUSINESS DAYS, BUT NOT MORE THAN 10 BUSINESS DAYS, PRIOR TO GROUND DISTURBING ACTIVITIES.

11. THE CONTRACTOR SHALL MAKE PROVISIONS TO KEEP ALL EXISTING UTILITIES IN SERVICE AND PROTECT THEM DURING CONSTRUCTION. CONTRACTOR SHALL IMMEDIATELY REPAIR OR REPLACE ANY DAMAGED UTILITIES USING MATERIAL AND METHODS APPROVED BY THE UTILITY OWNER. NO SERVICE INTERRUPTIONS SHALL BE PERMITTED WITHOUT PRIOR WRITTEN AGREEMENT WITH THE UTILITY PROVIDER.

12. CONTRACTOR TO COORDINATE AND PROVIDE INSTALLATION AND/OR RELOCATION AS NECESSARY OF ALL PUBLIC AND PRIVATE UTILITIES FOR THIS PROJECT INCLUDING WATER SERVICE, SANITARY SEWER SERVICE, STORM DRAIN, ELECTRIC POWER, COMMUNICATIONS, CABLE TV, NATURAL GAS, STREET LIGHTS, ETC. ALL EXISTING MANHOLES, CATCHBASINS, SERVICE METERS, ETC, WITHIN THE WORK AREA WHICH NEED TO BE RAISED OR LOWERED TO MATCH THE NEW FINISHED GRADE OF THIS PROJECT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. ANY AND ALL EXISTING UTILITY RELOCATION OR CONSTRUCTION SHALL BE INCIDENTAL TO THE PROJECT (SEE NOTE 2 ABOVE). NO EXTRA PAYMENT WILL BE MADE FOR ADJUSTMENT OF EXISTING UTILITIES EXCEPT WHERE SPECIFICALLY STATED OTHERWISE ELSEWHERE IN THE PLANS OR CONTRACT DOCUMENTS.

13. THE CONTRACTOR SHALL MAINTAIN AND COORDINATE ACCESS TO ALL AFFECTED PROPERTIES. THE CONTRACTOR SHALL NOTIFY AFFECTED RESIDENTS AND BUSINESS OWNERS A MINIMUM OF 48 HOURS PRIOR TO ANY CLOSURES. PEDESTRIAN ACCESS TO ENTRANCES SHALL BE MAINTAINED AT ALL TIMES. THE CONTRACTOR SHALL PROVIDE RAMPS, BRIDGES, AND/OR OTHER APPROVED METHODS FOR MAINTAINING ACCESS TO ENTRANCES. CONSTRUCTION OF RAMPS/BRIDGES SHALL BE ADA COMPLIANT, AND WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

14. CONTRACTOR SHALL PROVIDE EFFECTIVE EROSION PROTECTION TO INCLUDE, BUT NOT BE LIMITED TO, INLET PROTECTION, STRAW WATTLES, TRIANGULAR SILT DAMS, SILT FENCING, AND SEDIMENT BARRIERS TO MINIMIZE EROSION AND IMPACT TO ADJACENT PROPERTY. SEE EROSION & SEDIMENT CONTROL NOTES, GRADING NOTES AND PLANS.

15. THE CONTRACTOR SHALL SUBMIT A DETAILED TRAFFIC CONTROL PLAN (TCP) FOR APPROVAL PRIOR TO THE START OF CONSTRUCTION IN ACCORDANCE WITH THE SPECIFICATIONS AND THESE PLANS. TRAFFIC CONTROL SHALL BE IN ACCORDANCE WITH THE CURRENT MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES. TRAFFIC CONTROL PLAN SHALL BE SUBJECT TO THE APPROVAL OF THE PROJECT ENGINEER. CONTRACTOR SHALL KEEP AN APPROVED TCP ON SITE AT ALL TIMES. CONTRACTOR TO OBTAIN ALL REQUIRED PERMITS.

16. CONTRACTOR SHALL PRUNE, REMOVE AND DISPOSE OF ALL VEGETATION INCLUDING TREES, STUMPS, BRUSH, ROOTS, TOPSOIL, AND OTHER MATERIAL IN THE AREA OF WORK AND WHERE INDICATED ON THE PLANS (U.N.O.) AND/OR AS DETERMINED BY THE ENGINEER. MATERIALS SHALL BE DISPOSED OF IN SUCH A MANNER AS TO MEET ALL APPLICABLE REGULATIONS.THE CONTRACTOR SHALL PROTECT ALL EXISTING LANDSCAPING THAT IS TO REMAIN.

17. AT THE END OF EACH WORK DAY, THE CONTRACTOR SHALL CLEAN UP THE PROJECT AREA AND LEAVE IT IN A NEAT AND SECURED MANNER. UPON PROJECT COMPLETION, THE CONTRACTOR SHALL LEAVE THE PROJECT AREA FREE OF DEBRIS AND UNUSED MATERIAL.

18. EXCAVATIONS SHALL BE CARRIED OUT IN THE DRY AND PROVISIONS SHALL BE MADE TO PREVENT THE BOTTOM OF EXCAVATION FROM FLOODING AT ALL TIMES.

19. ALL STRUCTURES AND FACILITIES DAMAGED BY CONTRACTOR SHALL BE REPAIRED OR REPLACED AT CONTRACTOR'S EXPENSE.

20. HOURS OF CONSTRUCTION OPERATION SHALL BE LIMITED FROM 7:00 A.M. TO 7:00 P.M. WEEKDAYS. NO SATURDAY OR SUNDAY WORK SHALL BE ALLOWED UNLESS APPROVED BY THE CITY OF HOOD RIVER. CONSTRUCTION EQUIPMENT SHALL BE MUFFLED AND SHROUDED TO MINIMIZE NOISE LEVELS IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.

GRADING NOTES

1. ALL GRADING SHALL CONFORM TO THE REQUIREMENTS OF THE CURRENT EDITION OF THE STANDARD SPECIFICATIONS OF THE CITY OF HOOD RIVER AND THESE PLAN REQUIREMENTS.

2. THE LIMITS OF CLEARING SHALL BE FLAGGED OR OTHERWISE AGREED UPON BY THE ENGINEER OR GEOTECHNICAL ENGINEER OF RECORD (GER) PRIOR TO CLEARING AND GRUBBING OF THE SITE.

3. ANY EXISTING TREES TO REMAIN WITHIN THE CLEARING LIMITS SHALL BE PROTECTED FROM DAMAGE.

4. THE NATIVE SUBGRADE SURFACE SHALL BE APPROVED BEFORE SCARIFYING OR PLACING ANY FILL OR BASE ROCK. WHEN DIRECTED BY THE ENGINEER THE UPPER 12 INCHES OF NATIVE SUBGRADE IS TO BE SCARIFIED, DRIED AND RECOMPACTED TO 95% MINIMUM DRY DENSITY PER AASTHO T-180. PLACE GEOTEXTILE FABRIC (MIRAFI 500X OR EQUAL) BELOW A.C. PAVEMENT BASE ROCK AREAS WHEN CONDITIONS WARRANT AND AS DIRECTED BY THE ENGINEER.

5. THE FOLLOWING TERMS SHALL BE USED TO DEFINE BACKFILLS BEHIND OR UNDER OR NEAR STRUCTURES SUCH AS RETAINING WALLS, ADJACENT BUILDINGS, SHALLOW UTILITY TRENCHES OR STAIRWAYS:

   ENGINEERED FILL: NATURALLY OR ARTIFICIALLY CLEAN GAP GRADED MIXTURE OF NATURAL OR CRUSHED GRAVEL, CRUSHED ROCK OR CRUSHED STONE. 2-½-INCH MINUS CRUSHED ROCK WITH 100 PERCENT BY WEIGHT PASSING THE 2-½" SCREEN AND LESS THAN 10% PASSING THE ⅜" SCREEN, AND FREE FROM EXCESSIVE DIRT OR OTHER ORGANIC MATERIAL. WHEN APPROVED OR DIRECTED BY THE ENGINEER, THE MAXIMUM AGGREGATE SIZE SHALL BE INCREASED TO 6-INCH. THIS MATERIAL IS INTENDED TO BE FREE DRAINING WHEN COMPACTED TO 95% OF THE MAXIMUM DRY DENSITY WHEN TESTED ACCORDING TO THE AASHTO T-180.

   STRUCTURAL BACKFILL: NATURALLY OR ARTIFICIALLY GAP GRADED MIXTURE OF NATURAL OR CRUSHED GRAVEL, CRUSHED ROCK OR CRUSHED STONE. GENERALLY THIS MATERIAL SHALL BE THE SAME AS BASE COURSE AS SPECIFIED IN THIS SECTION. HOWEVER, WHEN DIRECTED BY THE ENGINEER IN WRITING, USE MATERIAL AS SPECIFIED UNDER ENGINEERED FILL. THIS MATERIAL IS INTENDED TO BE HIGHLY COMPACTABLE WITH LITTLE CONCERN FOR SETTLEMENT WHEN COMPACTED TO A MIN OF 95% OF MAXIMUM DRY DENSITY WHEN TESTED ACCORDING TO THE AASHTO T-180.

   CONTROLLED DENSITY FILL (CDF): CDF SHALL BE LOW STRENGTH, HIGHLY FLOWABLE MIXTURE OF PORTLAND CEMENT, POZZOLAN (FLY ASH), FINE AGGREGATES, WATER AND ADMIXTURES, IF NECESSARY, WHICH WILL RESULTS IN A HARDENED, DENSE, NON-SETTLING, HAND EXCAVATABLE FILL. PORTLAND CEMENT SHALL BE TYPE I-II OR II. THE CONTRACTOR SHALL FURNISH A MIX DESIGN FOR APPROVAL. THE MIXTURE SHALL BE DESIGNED TO INSURE THAT THE MATERIAL PLACED HAS A 7-DAY COMPRESSIVE STRENGTH OF BETWEEN 50 PSI AND 150 PSI. THE COMPRESSIVE STRENGTH SHALL BE TESTED USING 4-INCH MORTAR CUBES PER ASTM C 109. WITHIN 24 HOURS THE MATERIAL SHALL BE CAPABLE OF SUPPORTING VEHICULAR TRAFFIC WITHOUT RUTTING. CDF IS EQUIVALENT TO CLSM - SEE STANDARD SPECIFICATIONS.

6. PRIOR TO ANY FILL PLACEMENT, ALL AREAS WHICH WILL RECEIVE STRUCTURAL FILL SHALL BE EXCAVATED TO FIRM, NON-ORGANIC, UNDISTURBED NATIVE GROUND. THE STRIPPED AREAS SHALL BE OBSERVED AND ACCEPTED BY THE ENGINEER.

7. ALL UNSPECIFIED FILLS SHALL MEET A MINIMUM OF 95% MINIMUM DRY DENSITY PER AASTHO T-180.

8. FILLS SHALL BE INSTALLED IN VERTICAL LIFTS NOT EXCEEDING 8 INCHES IN THICKNESS(LOOSE) AND SHALL BE COMPACTED PER THE DIRECTION OF THE PROJECT ENGINEER OR ALTERNATE COMPACTION METHOD IF APPROVED BY THE PROJECT ENGINEER.

9. FILLS PLACED ON SLOPES EXCEEDING 5H:1V SHALL BE KEYED AND BENCHED, WITH ENGINEER APPROVAL REQUIRED PRIOR TO ANY FILL PLACEMENT.

10. ALL SURFACES SHALL BE GRADED SMOOTH AND BE FREE OF IRREGULARITIES THAT MIGHT ACCUMULATE SURFACE WATER.

11. ALL CUT AND FILL SLOPES SHALL NOT EXCEED A 3:1 SLOPE, UNLESS APPROVED BY THE ENGINEER. THE CONTRACTOR MAY, AT HIS OWN EXPENSE, PROVIDE A GEOTECHNICAL ENGINEERING REPORT TO THE PROJECT ENGINEER FOR REVIEW OF SLOPES IN EXCESS OF 3:1. HOWEVER, THE FINAL DECISION WILL BE MADE BY THE PROJECT ENGINEER.

12. ALL EXCESS MATERIAL NOT REQUIRED TO MEET THE GRADES SHOWN ON THE PLANS SHALL BE HAULED FROM THE SITE TO A CONTRACTOR PROVIDED WASTE SITE, AT CONTRACTORS SOLE EXPENSE. CONTRACTOR SHALL PROVIDE ALL EROSION CONTROL MEASURES REQUIRED FOR WASTE SITES.

13. ALL EXPOSED AND UNWORKED SOILS SHALL BE STABILIZED BY SUITABLE APPLICATION OF EROSION CONTROL BMP'S.

14. ALL SURFACES REQUIRING VEGETATION SHALL BE ROUGHENED PRIOR TO SEEDING(I.E. WHEEL TRACKED PERPENDICULAR TO SURFACE FLOW TO REDUCE EROSION AND HELP VEGETATION).

15. ALL STRUCTURAL FILL MATERIAL NOT CLASSIFIED WITH OTHER BID ITEMS THAT ARE REQUIRED FOR ANY STRUCTURE OR SURFACE SHALL BE CONSIDERED INCIDENTAL TO THE CONSTRUCTION.

16. CONTRACTOR TO PRESERVE GRADE ALONG DEMO'D SECTION OF WORK SO THAT EXISTING ELEVATIONS CAN BE RE-ESTABLISHED. OBTAIN INSPECTOR APPROVAL PRIOR TO DEMOLITION. CONTRACTOR SHALL ESTABLISH AND MAINTAIN SURVEY CONTROL. CONTRACTOR SHALL PROVIDE CERTIFICATION BY LICENSED PLS OF CONTROL NETWORK AND COMPLIANCE OF ALL FINAL GRADES.

EROSION CONTROL NOTES

1. THE EROSION/SEDIMENT CONTROL (ESC) PLAN IS TO BE UTILIZED AS A GUIDE TO CONTROL THE TRANSPORT OF LOOSE SOILS TO THE PROPERTY OUTSIDE OF THE CONSTRUCTION AREA AND AROUND THE CONSTRUCTION SITE. THE ESC MEASURES SHALL BE UPGRADED AS NEEDED FOR UNEXPECTED STORM EVENTS AND TO ENSURE THAT SEDIMENT AND SEDIMENT LADEN WATER DOES NOT LEAVE THE SITE. ADDITIONAL EROSION CONTROL MEASURES MAY BE REQUIRED BY THE ENGINEER AS NECESSARY.

2. THE IMPLEMENTATION OF THE ESC PLANS AND THE CONSTRUCTION, MAINTENANCE, REPLACEMENT AND UPGRADING OF THE ESC MEASURES IS THE RESPONSIBILITY OF THE CONTRACTOR UNTIL ALL CONSTRUCTION IS COMPLETED AND APPROVED AND PERMANENT VEGETATION/LANDSCAPING IS ESTABLISHED.

3. IF THE ENGINEER OR COUNTY INSPECTOR HAS EVIDENCE OF POOR CONSTRUCTION PRACTICES OR EROSION CONTROL TECHNIQUES, A "STOP WORK" ORDER SHALL BE ISSUED UNTIL PROPER MEASURES HAVE BEEN TAKEN BY THE CONTRACTOR AND APPROVED BY THE ENGINEER.

4. THE CONTRACTORS SHALL BE RESPONSIBLE TO FAMILIARIZE THEMSELVES WITH THE LATEST APPROVED STORMWATER REGULATIONS GOVERNING THE CITY OF HOOD RIVER.

5. ALL EROSION/SEDIMENT CONTROL MEASURES SHALL BE IN PLACE AND IN WORKING CONDITION PRIOR TO DISTURBING AND EXPOSING ANY SOIL SURFACES (I.E. CONSTRUCTION ENTRANCES, FILTER FABRIC/STRAWBALE SEDIMENT BARRIERS, AND SEDIMENTATION TRAPS) AND MAINTAINED FOR THE DURATION OF THE PROJECT. TRAPPED SEDIMENT IN EXCESS OF 1 FOOT SHALL BE REMOVED OR STABILIZED ON-SITE. DISTURBED SOIL AREAS RESULTING FROM VEGETATION REMOVAL SHALL BE PERMANENTLY STABILIZED. ADDITIONAL MEASURES MAY BE REQUIRED TO ENSURE THAT ALL PAVED AREAS ARE KEPT CLEAN FOR THE DURATION OF THE PROJECT.

6. TO MINIMIZE EROSION AND SEDIMENTATION TRANSPORTATION, EARTHWORK SHALL NOT BE PERFORMED WHILE SOILS ARE IN AN UNSTABLE STATE DUE TO PRECIPITATION.

7. THE CONTRACTOR SHALL BE RESPONSIBLE TO HAVE CLEARING LIMITS AND/OR ANY EASEMENTS, SENSITIVE OR CRITICAL AREAS, AND THEIR BUFFERS, TREES, AND DRAINAGE COURSES FLAGGED PRIOR TO CONSTRUCTION. DURING THE CONSTRUCTION PERIOD, NO DISTURBANCE BEYOND THE FLAGGED CLEARING LIMITS SHALL BE PERMITTED. FLAGGING LIMITS ARE TO BE MAINTAINED BY THE CONTRACTOR FOR THE DURATION OF CONSTRUCTION.

8. REMOVE ONLY THOSE TREES AND SHRUBS THAT NEED TO BE REMOVED FOR THE CONSTRUCTION OF ROADS, SIDEWALKS, UTILITIES, AND STORMWATER FACILITIES.

9. ALL EXISTING AND NEWLY INSTALLED CATCH BASINS OR CURB INLETS AFFECTED BY CONSTRUCTION SHALL BE PROTECTED AGAINST SEDIMENT DEPOSITS. AT NO TIME SHALL MORE THAN ONE FOOT OF SEDIMENT BE ALLOWED TO ACCUMULATE WITHIN A TRAPPED CATCH BASIN. ALL CATCH BASINS AND CONVEYANCE LINES SHALL BE CLEANED PRIOR TO PAVING. THE CLEANING OPERATION SHALL NOT FLUSH SEDIMENT LADEN WATER INTO THE DOWNSTREAM SYSTEM.

10. ALL POLLUTANTS THAT OCCUR ON-SITE DURING CONSTRUCTION SHALL BE HANDLED AND DISPOSED OF IN A MANNER THAT DOES NOT CAUSE CONTAMINATION OF STORMWATER SYSTEM.

11. ALL DISTURBED SOIL SURFACES ARE TO BE STABILIZED BY A SUITABLE APPLICATION OF "BEST MANAGEMENT PRACTICES". NO SOILS SHALL REMAIN UNSTABILIZED FOR MORE THAN TWO DAYS DURING THE PERIOD OF OCTOBER 1 THRU JULY 5. FROM JULY 5 THRU OCTOBER 1, NO SOIL SHALL REMAIN UNSTABILIZED FOR MORE THAN 7 DAYS. STABILIZATION OF DISTURBED SOIL AREAS CAN CONSIST OF HYDRO-SEEDING OR HAND-SEEDING, MULCHING, PLACEMENT OF EROSION CONTROL BLANKETS OR PLASTIC. ALL SEEDED AREAS ARE TO BE FERTILIZED, WATERED, AND MAINTAINED TO ENSURE THAT THE REGROWTH OF VEGETATION IS AS SOON AS POSSIBLE.

12. ALL TEMPORARY SEDIMENT AND EROSION CONTROL "BMP'S" SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL SITE STABILIZATION IS ACHIEVED OR AFTER THE TEMPORARY "BMP'S" ARE NO LONGER NEEDED

13. THE CONTRACTOR SHALL BE RESPONSIBLE FOR POLICING THE JOB SITE DAILY AND MAINTAINING THE EROSION/SEDIMENT CONTROL MEASURES THROUGHOUT ALL PHASES OF CONSTRUCTION. AN INSPECTION LOG SHALL BE KEPT AND MADE AVAILABLE TO THE OWNER. THE POLICING AND MAINTENANCE SHALL INCLUDE, BUT NOT BE LIMITED TO:

   A. VERIFYING THAT ALL AREAS ARE GRADED SUCH THAT ALL RUNOFF IS DIRECTED TO A SEDIMENTATION DEVICE BEFORE DISCHARGE TO SURFACE.
   B. REMOVAL OF TRAPPED SILT AT SILT BARRIERS, SILT TRAPS, OR POINTS OF ACCUMULATION.
   C. ADDITIONAL PROTECTIVE MEASURES DUE TO JOB SITE OR WEATHER CONDITIONS AS REQUIRED BY THE CITY OF HOOD RIVER OR THE ENGINEER.
   D. MONITORING OF VEHICLES LEAVING THE SITE TO MINIMIZE TRANSMISSION OF LOOSE SOILS TO PUBLIC ROADWAYS.
   E. PLACING STRAWBALE SEDIMENTATION BARRIERS AT THE PROJECT SITE ENTRANCE DURING PRECIPITATION OR AT THE END OF THE WORKDAY BEFORE LEAVING THE SITE.
   F. VERIFY THAT ALL PROPERTIES ADJACENT TO THE PROJECT SITE ARE PROTECTED FROM SEDIMENTATION DEPOSITION. THIS MAY BE ACCOMPLISHED BY INSTALLING PERIMETER CONTROLS SUCH AS SEDIMENTATION BARRIERS, FILTERS OR DIKES, SEDIMENTATION BASINS/TRAPS, OR BY A COMBINATION OF SUCH MEASURES.

14. SLOPES FOUND TO BE ERODING EXCESSIVELY WITHIN TWO YEARS OF CONSTRUCTION MUST BE PROVIDED WITH ADDITIONAL SLOPE STABILIZING MEASURES. THESE MEASURES MAY CONSIST OF ROUGHENED SOIL SURFACES, INTERCEPTORS, DIVERSIONS OR TERRACES, TEMPORARY OR PERMANENT CHANNELS, ADDITIONAL VEGETATION, OR PIPE SLOPE DRAINS AS REQUIRED BY OWNER UNTIL THE PROBLEM IS CORRECTED.

15. THE ESC MEASURES ON INACTIVE SITES SHALL BE INSPECTED AND MAINTAINED A MINIMUM OF ONCE A MONTH OR WITHIN 24 HOURS FOLLOWING A STORM EVENT.

16. CONTRACTOR SHALL PROVIDE EROSION CONTROL. SEE EROSION CONTROL PLANS FOR MORE INFORMATION. CONTACT ENGINEER FOR ANY QUESTIONS OR CONCERNS PRIOR TO OR DURING CONSTRUCTION. CONTRACTOR SHALL BE RESPONSIBLE TO REPAIR OR REPLACE ALL CONTRACTOR CAUSED DAMAGES TO EXISTING PROPERTY THAT OCCURS DURING THE COURSE OF WORK AT THE CONTRACTOR'S SOLE EXPENSE.

ROADWAY CONSTRUCTION NOTES

1. ENGINEERED FILL SHALL BE PLACED AND COMPACTED IN ACCORDANCE WITH APPLICABLE ODOT & COUNTY STANDARD SPECIFICATIONS. FOR FILL AREAS WITHIN ROADWAYS, 95% OF THE MAXIMUM DRY DENSITY ACCORDING TO THE AASHTO T-180 SHALL BE USED. FOR FILL AREAS OUTSIDE OF ROADWAYS 90% OF THE MAXIMUM DRY DENSITY ACCORDING TO THE AASHTO T-180 OR 95% OF THE MAXIMUM DRY DENSITY ACCORDING TO THE AASHTO T-99 SHALL BE USED. ALL FILL PLACED SHALL BE VERIFIED BY GEOTECHNICAL TESTING. TEST RESULTS SHALL BE FORWARDED TO THE PROJECT ENGINEER.

2. MATERIALS IN SOFT SPOTS WITHIN THE ROADWAY SHALL BE REMOVED TO THE DEPTH REQUIRED TO PROVIDE A FIRM FOUNDATION AND SHALL BE BACKFILLED WITH 1-1/4 INCH MINUS CRUSHED ROCK (CSBC).

3. ALL SUBGRADE TO BE PROOF ROLLED AND APPROVED BY THE PROJECT ENGINEER. SUBGRADE FILLS ARE TO BE TESTED USING 95% OF THE MAXIMUM DRY DENSITY ACCORDING TO THE AASHTO T-180.

4. ALL TRENCH LINES, FILL AREAS AND BASE COURSE LOCATED IN THE RIGHT-OF-WAY AND UNDER PAVED AREAS SHALL MEET 95% OF AASHTO T-180 COMPACTION.

5. THE CONTRACTOR SHALL NOTIFY THE ENGINEER A MINIMUM OF 24 HOURS PRIOR TO SUBGRADE PROOF ROLL OR GRADE CHECK INSPECTIONS.

6. THE AGGREGATE ROAD BASE SHALL BE COMPACTED PER ODOT STANDARD SPECIFICATIONS. THE CONTRACTOR SHALL SUBMIT TEST RESULTS TO THE ENGINEER AND CITY INSPECTOR. 95% OF THE MAXIMUM DENSITY AS DETERMINED BY AASHTO T-180 TEST METHOD SHALL BE USED.

7. ASPHALT CONCRETE PAVEMENT MIX SHALL BE DESIGNED FROM A MIX FORMULA AS INDICATED IN THESE PLANS. CONTRACTOR TO PROVIDE THE ENGINEER WITH CERTIFICATE OF COMPLIANCE FROM THE ASPHALT PAVEMENT PLANT, UNLESS OTHERWISE INDICATED.

8. THE ASPHALT CONCRETE PAVEMENT MIX SHALL BE COMPACTED PER ODOT STANDARD SPECIFICATIONS. CONTRACTOR SHALL SUBMIT TEST RESULTS TO THE ENGINEER. CONTRACTOR SHALL EMPLOY 3RD PARTY CERTIFIED SPECIAL INSPECTION SERVICES. SPECIAL INSPECTOR SHALL PROVIDE PE WITH LOCATIONS OF TESTS PER ODOT SPACINGS.

9. ALL IN-STREET STORM SYSTEM IMPROVEMENTS AND STORMWATER DETENTION AND TREATMENT FACILITIES SHALL BE COMPLETED AND PROPERLY FUNCTIONING PRIOR TO ANY PAVING.

10. CUT AND REMOVE AT LEAST 2 FEET BEYOND ANY EXISTING ACP WHERE PATCHING OR JOINING OCCUR. INSURE THAT BUTT JOINTS TO EXISTING STREETS ARE SMOOTH AND AT LEAST 4" OR EXISTING THICKNESS, WHICHEVER IS GREATER, AT JOINT. WHERE EXISTING SUBGRADE IS NOT AT LEAST 12 INCHES DEEP UNDER REMOVED ACP, ADD COMPACT 1 1/4" MINUS SUBGRAGE. VERIFY ALL CUTS WITH PROJECT ENGINEER.

11. REMOVE AND LEGALLY DISPOSE OF ALL WASTE MATERIALS SUCH AS EXISTING CURB, ACP OR UNSUITABLE MATERIALS, OFFSITE.

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NOTES

MAY ST. ELEVATED SIDEWALK
CATCH BASIN REPLACEMENT
CITY OF HOOD RIVER
HOOD RIVER OREGON

REV	DATE	DRWN	CHKD	DESCRIPTION
1	10/21/26	MCM	DAB	REVISION PER ADDENDUM #2
	10/09/26	MCM	DAB	ORIGINAL SET SUBMISSION

REGISTERED PROFESSIONAL ENGINEER
86,816
OREGON
Nov 13, 2001
DEVRY A. BELL
10/21/26
EXPIRES: 12/31/27

BDC JOB NO. 25B340

SHEET NO. C0.01

2 OF 21 SHEETS

D:\2025\B340\25b340.pro

21"X32" BORDER - PRINTS ON 22X34 SHEET

ROCK EXCAVATION NOTES

1. ROCK EXCAVATION IS DEFINED AS THE REMOVAL OF ALL MATERIAL WHICH BY ACTUAL DEMONSTRATION, CANNOT, IN THE ENGINEER'S JUDGMENT, BE REASONABLY EXCAVATED WITH EQUIPMENT COMPARABLE TO TYPES LISTED IN TABLE 1 AND EQUIPPED WITH RIPPERS OR SIMILAR APPROVED EQUIPMENT AND WHICH IS, IN FACT, SYSTEMATICALLY DRILLED OR BROKEN BY POWER-OPERATED TOOLS DESIGNED FOR ROCK EXCAVATION. ENGINEER MAY WAIVE THE DEMONSTRATION IF MATERIAL ENCOUNTERED IS WELL-DEFINED ROCK. THE TERM ROCK EXCAVATION SHALL BE UNDERSTOOD TO INDICATE A METHOD OF REMOVAL AND NOT A GEOLOGICAL FORMATION.

TABLE 1

MANUFACTURER	MODEL	MINIMUM NET HORSE POWER	TYPE OF EXCAVATION
CATERPILLAR	225	125	TRENCH
JOHN DEERE	690	125	TRENCH
CASE	125B/980B	125	TRENCH

2. ENGINEER WILL MAKE DETERMINATION OF "ROCK EXCAVATION".

3. SOLID ROCK IS DEFINED AS FOLLOWS:
   A. SOLID ROCK SHALL COMPRISE AND INCLUDE ALL ROCK MATERIAL WHICH IS IN LEDGES, BEDDED DEPOSITS AND UNSTRATIFIED MASSES AND WHICH CANNOT BE REMOVED WITHOUT DRILLING AND CONGLOMERATE DEPOSITS WHICH ARE SO FIRMLY CEMENTED AS TO PRESENT ALL THE CHARACTERISTICS OF SOLID ROCK AND WHICH CANNOT BE REMOVED WITHOUT DRILLING AND BLASTING.

   B. WHEN SOLID ROCK LAYERS HAVE AN OVERBURDEN OF MATERIAL OF COMMON CLASSIFICATION WHICH CANNOT PRACTICALLY BE STRIPPED AND HANDLED SEPARATELY FROM THE SOLID ROCK AND/OR ARE INTERSPERSED WITH A MATERIAL OF COMMON CLASSIFICATION, THE ENTIRE MASS WILL BE CLASSIFIED AS SOLID ROCK IF THE SOLID ROCK CONSTITUTES NOT LESS THAN 85 PERCENT OF THE ENTIRE MASS.

   C. BROKEN AND FRACTURED ROCK WILL NOT BE CLASSIFIED AS ROCK NOR WILL SO-CALLED "HARD PAN" OR CEMENTED GRAVEL, EVEN THOUGH IT MAY BE ADVANTAGEOUS TO USE ROCK EXCAVATION METHODS IN ITS REMOVAL.

   D. BOULDERS MEASURING LARGER THAN 1 CUBIC YARD IN VOLUME WILL BE CLASSIFIED AS ROCK IF DRILLING OR OTHER APPROVED METHODS ARE ACTUALLY USED FOR THEIR REMOVAL FROM THE TRENCH. IF MATERIAL WHICH WOULD BE CLASSIFIED AS ROCK BY THE ABOVE DEFINITION IS MECHANICALLY REMOVED WITHOUT BREAKING, OR SPLITTING, IT WILL NOT BE CONSIDERED AS ROCK EXCAVATION. IF EQUIPMENT LARGER THAN THAT PREVIOUSLY IDENTIFIED IS SPECIFICALLY BROUGHT IN FOR THE SOLE PURPOSE OF ROCK REMOVAL, AS DEFINED ABOVE, THEN SUCH REMOVAL WILL BE CONSIDERED ROCK EXCAVATION AND WILL BE PAID FOR AS SUCH AT THE UNIT PRICE BID.

4. BEFORE ROCK REMOVAL BY SYSTEMATIC DRILLING OR OTHER METHODS WILL BE PERMITTED, NOTIFY ENGINEER WHO, WITH CONTRACTOR OR ITS REPRESENTATIVE, WILL DETERMINE THE AMOUNT OF MATERIAL TO BE REMOVED AS ROCK EXCAVATION AND WILL RECORD THE INFORMATION. THEN DRILL, OR BREAK WITH POWER-OPERATED TOOLS SPECIALLY DESIGNED FOR ROCK EXCAVATION, AND EXCAVATE THE MATERIAL.

5. USE OF EXPLOSIVES SHALL BE PROHIBITED.

6. ROCK EXCAVATION SHALL INCLUDE REMOVAL OF THE ROCK. ALL NECESSARY PRECAUTIONS SHALL BE TAKEN FOR PROTECTION OF THE WORK, PERSONS, OR PROPERTY.

7. ROCK EXCAVATED, IF ANY, SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND MUST BE REMOVED FROM THE SITE AND DISPOSED OF BY THE CONTRACTOR.

8. OVER EXCAVATION RESULTING FROM ROCK EXCAVATION SHALL BE RESTORED AT THE CONTRACTOR'S EXPENSE WITHOUT ADDITIONAL COMPENSATION.

9. MEASUREMENT AND PAYMENT FOR ROCK EXCAVATION
   A. PAYMENT FOR ROCK EXCAVATION WILL BE MADE AT THE RESPECTIVE UNIT PRICES PER CUBIC YARD STATED IN THE PROPOSAL FOR THE ROCK EXCAVATION, AND ALL OTHER INCIDENTAL WORK.

   B. PAYMENT FOR ROCK EXCAVATION SHALL CONSTITUTE FULL COMPENSATION FOR ALL WORK SPECIFIED UNDER THIS ITEM.

   C. THE PRICE BID PER CUBIC YARD SHALL INCLUDE ALL EXTRA ROCK EXCAVATION REQUIRED TO PROVIDE SPACE FOR PIPE BASE OR STRUCTURES WHERE SPECIFIED OR ORDERED BY THE ENGINEER. THE BID PRICE SHALL ALSO INCLUDE ANY INCIDENTAL ROCK EXCAVATION NECESSARY TO WIDEN THE TRENCH FOR INSTALLATION OF BRANCH-LINE FITTINGS.

   D. ROCK MEASUREMENT: VOLUME OF ROCK ACTUALLY REMOVED, MEASURED IN ORIGINAL POSITION, BUT NOT TO EXCEED THE FOLLOWING:

      1. 12 INCHES (300 MM) OUTSIDE OF CONCRETE FORMS AT FOOTINGS.
      2. OUTSIDE DIMENSIONS OF CONCRETE WALLS INDICATED TO BE CAST AGAINST ROCK WITHOUT FORMS OR EXTERIOR WATERPROOFING TREATMENTS.
      3. 6 INCHES (150 MM) BENEATH BOTTOM OF CONCRETE SLABS ON GRADE.
      4. 6 INCHES (150 MM) BENEATH PIPE IN TRENCHES, AND 20 INCHES (457 MM) OUTSIDE PIPE DIAMETER (LIMITED TO 10-INCHES ON EITHER SIDE OF THE PIPE).

   E. UNIT PRICES FOR ROCK EXCAVATION INCLUDE REPLACEMENT WITH APPROVED MATERIALS.

   F. THIS IS NON-GUARANTEED BID QUANTITY. NO PAYMENT WILL BE MADE FOR LOSS OF ANTICIPATED PROFITS OR OVERHEAD SHOULD THIS ITEM BE DELETED OR REDUCED.

   G. ROCK OVER-EXCAVATION: NO ADDITIONAL PAYMENTS WILL BE MADE FOR EXCAVATIONS MADE BEYOND THE LIMITS OF MEASUREMENT DEFINED ABOVE. ANY ROCK EXCAVATION BEYOND THE MAXIMUM LIMITS AS STATED ELSEWHERE SHALL BE CONSIDERED ROCK OVER-EXCAVATION. IF ROCK OVER-EXCAVATION OCCURS, FOR ANY REASON, STRUCTURAL BACKFILL OR ENGINEERED FILL, AS DIRECTED BY THE ENGINEER, SHALL BE USED TO REPLACE THE ROCK OVER-EXCAVATED VOLUME AT THE CONTRACTOR'S SOLE EXPENSE. ALL MATERIALS REPLACED BACK INTO ROCK OVER-EXCAVATION AREAS SHALL BE PLACED ACCORDING TO THE SPECIFICATIONS OF THIS SECTION. NO ADDITIONAL PAYMENT SHALL BE ALLOWED FOR SAFETY OR CONSTRUCTABILITY ISSUES CONNECTED TO ROCK OVER-EXCAVATION.

   H. ANY ROCK MATERIAL REMOVED BEYOND THE PRE-DETERMINED LIMITS SET BY THE ENGINEER SHALL BE CONSIDERED ROCK OVER-EXCAVATION.

STORM SEWER NOTES

1. ALL TRENCH EXCAVATION AND PIPE INSTALLATION SHALL CONFORM TO CITY OF HOOD RIVER ENGINEERING STANDARDS (HRES) AND 2021 ODOT STANDARD SPECIFICATIONS. ALL EXCESS MATERIAL FROM THE TRENCH EXCAVATION SHALL BE DISPOSED OF ON AN APPROVED SITE.

2. PIPE RULES:

   A. WATERTIGHT GASKETS ARE REQUIRED ON ALL PIPE SIZES.

   B. ALL STORM PIPE SHALL BE GREEN PVC SDR 35 ASTM D3034/F679 WITH GASKETED BELL END OR ADS N-12 WITH DOUBLE BELLED COUPLINGS WITH O-RING TYPE GASKETS OR APPROVED EQUAL.

3. PIPE BEDDING, PIPE ZONE MATERIAL AND TRENCH BACKFILL SHALL BE AN APPROVED GRANULAR MATERIAL ¾"-MINUS CRUSHED ROCK (U.N.O.). SAND BACKFILL IS NOT ALLOWED.

4. PIPE SHALL BE BEDDED WITH A MINIMUM OF 6 INCHES OF APPROVED GRANULAR MATERIAL.

5. ALL STORM PIPE LATERALS TO BE A MINIMUM 10 INCHES DIAMETER WITH A MINIMUM SLOPE OF S=0.0100 UNLESS SPECIFIED OTHERWISE IN THE PLANS.

6. TRENCH BACKFILL SHALL BE "CLASS B"(U.N.O.).

7. TRENCH COMPACTION SHALL BE PER HRES STANDARD SPECIFICATIONS. CONTRACTOR TO DETERMINE THE TYPE OF EQUIPMENT AND METHOD TO ACHIEVE THE REQUIRED COMPACTION. EACH LIFT SHALL BE COMPACTED TO A MINIMUM OF 95 PERCENT OF THE MAXIMUM DENSITY AS DETERMINED BY THE A.A.S.H.T.O. T-180 TEST METHOD.

8. COVER SHALL BE AS SHOWN ON PLANS. MINIMUM COVER SHALL BE 3' FROM FINISHED GRADE TO TOP OF PIPE.

9. SETTLEMENT OF THE FINISHED SURFACE WITHIN THE WARRANTY PERIOD SHALL BE CONSIDERED TO BE A RESULT OF IMPROPER COMPACTION, AND SHALL BE PROMPTLY REPAIRED BY THE CONTRACTOR AT NO EXPENSE TO THE CITY AND OWNER.

10. UNLESS NOTED OTHERWISE, MANHOLE WALLS SHALL BE PRECAST REINFORCED CONCRETE MANHOLES OF THE SIZE REQUIRED PER MANUFACTURER'S RECOMMENDATIONS FOR THE PIPE SIZES AND NUMBER OF OPENINGS.

11. IF DRAINAGE FIELD TILE IS ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER AND THE CITY'S INSPECTOR. THE INTENT WILL BE TO CONNECT ANY FUNCTIONING DRAIN TILE SYSTEM TO THE STORM DRAIN SYSTEM IN AN APPROPRIATE MANNER. SUCH CONNECTION MUST BE NOTED ON THE AS-BUILT DRAWINGS AND MUST BE APPROVED BY THE PROJECT ENGINEER AS WELL AS THE CITY'S INSPECTOR.

12. SEWER LINES SHALL BE LAID IN A STRAIGHT ALIGNMENT AND IN A UNIFORM GRADE BETWEEN THE MANHOLES AND BETWEEN MANHOLES AND CLEANOUTS.

13. THE CONTRACTOR SHALL BE RESPONSIBLE TO DETERMINE, PROVIDE, AND MAINTAIN TEMPORARY BRACING NEEDED TO COMPLETE SEWER INSTALLATION. TRENCH WORK AND CONSTRUCTION SHALL COMPLY WITH OSHA REQUIREMENTS. EXCESSIVE TRENCH WIDTH DUE TO LACK OF SHORING AND BRACING SHALL BE FILLED WITH STRUCTURAL BACKFILL AT CONTRACTORS SOLE EXPENSE.

14. THE CONTRACTOR SHALL LOCATE & DISCONNECT ALL SERVICE CONNECTIONS THAT ARE ENCOUNTERED DURING UTILITY CONSTRUCTION. MAINTAIN ALL SERVICE FLOWS. BY-PASS AS REQUIRED UNTIL CUT-OVER.

15. 12 GAUGE INSULATED GREEN LOCATE WIRE SHALL BE PLACED DIRECTLY OVER ALL STORM MAINS AND LATERALS. THE LOCATE WIRE SHALL BE ACCESSIBLE AT ALL VALVES, RISERS, MANHOLES, AND SERVICE BOXES. ALL SPLICES AND CONNECTIONS TO LOCATE WIRE SHALL BE PROTECTED WITH KING GEL CAPS OR AN APPROVED EQUAL.

16. CITY OBSERVATION AND LOCATE/TRACER WIRE TESTING IS REQUIRED PRIOR TO PAVING.

17. ALL MATERIAL INSPECTIONS AND TESTS ARE TO BE IN ACCORDANCE WITH CITY OF HOOD RIVER AND/OR ODOT STANDARD SPECIFICATIONS, WHICHEVER IS MOST RESTRICTIVE. ALL SECTIONS FAILING TO PASS THE REQUIRED TESTS AND INSPECTIONS SHALL BE LOCATED AND REPAIRED. AFTER REPAIR, THESE SECTIONS SHALL BE RE-TESTED AND INSPECTED UNTIL FOUND ACCEPTABLE.

18. LAMPING AND MANDREL TESTING OF MAINLINE IS REQUIRED PER HRES.

19. VIDEO INSPECTION IS REQUIRED PER HRES AND ODOT STANDARDS.
   A. ALL EXISTING PIPES SERVING CONNECTIONS FOR NEW SEWERLINES SHALL BE VIDEO INSPECTED BEFORE CONSTRUCTION COMMENCES.
   B. ALL EXISTING SEWERS BEING REPLACED WHERE EXISTING LATERALS WILL BE RECONNECTED TO THE NEW REPLACEMENT SEWERLINES SHALL BE VIDEO INSPECTED.
   C. ALL NEW SEWERLINES SHALL BE VIDEO INSPECTED AFTER COMPACTION AND PRIOR TO FINISH SURFACING.

20. ALL TESTS MUST BE WITNESSED AND PASSED BY THE CITY AND/OR ITS AUTHORIZED AGENTS.

21. WORK HOURS SHALL BE 7:00 AM TO 7:00 PM MONDAY - FRIDAY EXCLUDING HOLIDAYS.

22. CONTRACTOR SHALL MAINTAIN ACCESS TO ALL RESIDENTS AND BUSINESSES AT ALL TIMES DURING CONSTRUCTION.

23. ALL GEOTEXTILE FABRIC AND FILTER FABRICS SHALL BE NON-WOVEN NEEDLEPUNCHED MEDIUM WEIGHT, 6 OZ PER SQYD MIN, GEOTEXTILE FORMED FROM 100% POLYPROPYLENE STAPLE FIBERS/FILAMENTS, UNO. ACCEPTABLE PRODUCTS ARE ADS 0601T, US FABRICS US 160NW, OR EQUAL.

24. ALL MANHOLES LOCATED IN UNIMPROVED EASEMENTS AND RIGHT OF WAYS SHALL BE PROVIDED WITH TAMPER PROOF LIDS AND SHALL BE SET 6 INCHES ABOVE FINISHED GRADE.

25. STORM SEWER STRUCTURES: ALL STORMWATER STRUCTURES (IE MANHOLES, CATCH BASINS, FILTER VAULTS, ETC.) SHALL BE BACKFILLED WITH AN APPROVED GRANULAR MATERIAL ¾"-MINUS CRUSHED ROCK (U.N.O.). MATERIAL SHALL BE PLACED IN LIFTS AND COMPACTED TO 95% OF AASHTO T-180.

26. STORMWATER BYPASS: CONTRACTOR SHALL BE AWARE OF THE WEATHER FORECAST AND PLAN AND SCHEDULE EXCAVATION OF THE VAULTS AROUND WEATHER EVENTS. IF A RAIN EVENT SHOULD OCCUR WHILE EXISTING PIPING OF STORMWATER STRUCTURES ARE REMOVED, THE CONTRACTOR SHALL PROVIDE BYPASS PIPING AND ALL OTHER NECESSARY METHODS AND MEANS, INCLUDING PUMPS, TO HANDLE THE STORMWATER, MITIGATE FLOODING, AND CONTROL EROSION AND SEDIMENT RESULTING FROM THE RAINFALL EVENT. REFER TO THE SEDIMENT AND EROSION CONTROL NOTES.

GRADING REQ. FOR DENSE GRADED AGGREGATE

3/4" GRADATION	
SIEVE DESIGNATION (SQUARE OPENING)	PERCENT PASSING BY WEIGHT 3/4" MINUS LEVELING COURSE
1"	100
3/4"	90-100
3/8"	55-75
1/4"	40-60
U.S. NO. 10	40-60
% FRACTURED	70 MIN.
SAND EQUIVALENT	30 MIN.

1-1/2" GRADATION	
SIEVE DESIGNATION (SQUARE OPENING)	PERCENT PASSING BY WEIGHT 1-1/4" MINUS LEVELING COURSE
2"	100
1-1/2"	95-100
3/4"	55-75
1/4"	35-50
U.S. NO. 10	40-60
% FRACTURED	50 MIN.
SAND EQUIVALENT	30 MIN.

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NOTES

MAY ST. ELEVATED SIDEWALK
CATCH BASIN REPLACEMENT
CITY OF HOOD RIVER
HOOD RIVER OREGON

REV	DATE	DRWN	CHKD	DESCRIPTION
1	10/21/26	MCM	DAB	REVISION PER ADDENDUM #2
	10/09/26	MCM	DAB	ORIGINAL SET SUBMISSION

REGISTERED PROFESSIONAL ENGINEER
85,818
OREGON
Nov. 13, 2001
DEVRY A. BELL
10/21/26
EXPIRES: 12/31/27

BDC JOB NO. 25B340

SHEET NO. C0.02

3 OF 21 SHEETS

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CITY OF HOOD RIVER TESTING STANDARDS

TEST	STANDARD	FREQUENCY	TESTING AGENCY	TIMING	TEST REQUIREMENTS	CITY SIGNOFF & DATE
SUBGRADE CUT SECTION COMPACTION	AGENCY/ENGINEER	ALL	AGENCY*4*5	PRIOR TO BASE ROCK	LOADED 10 CY TRUCK-PROOFROLL	
SUBGRADE FILL COMPACTION	AASHTO T-180	EVERY 2500 CY, MIN. 2 & 1 PER 3' OF DEPTH	CERTIFIED LAB	FIELD REPORTS REQUIRED PRIOR TO BASE ROCK	95% MIN. COMPACTION	
	AGENCY/ENGINEER	ALL	AGENCY*4*5	PRIOR TO BASE ROCK	LOADED 10 CY TRUCK-PROOFROLL	
UTILITY BACKFILL COMPACTION*1, 2 (IN RIGHT OF WAY)	AASHTO T-180	EVERY 200', MIN 1/LINE; 2 @ 100' FOR FAILED TESTS*1	CERTIFIED LAB	REPORTS PRIOR TO BASE ROCK	95% MIN. COMPACTION	
UTILITY BACKFILL COMPACTION*1, 2 (OUT OF RIGHT OF WAY)	AASHTO T-99 or AASHTO T-180	EVERY 200', MIN 1/LINE; 2 @ 100' FOR FAILED TESTS*1	CERTIFIED LAB	PRIOR TO FINAL ACCEPTANCE	MINIMUM COMPACTION REQUIRED: 95% W/ T-99 OR 90% WITH T-180	
UTILITY BACKFILL COMPACTION*1, 2 (OVER 3 FT. IN DEPTH)	SAME AS ABOVE REQUIREMENTS	EVERY 5' OF DEPTH & SAME AS ABOVE REQUIREMENTS	SAME AS ABOVE REQUIREMENTS	SAME AS ABOVE REQUIREMENTS	SAME AS ABOVE REQUIREMENTS	
LOT AREA COMPACTION (NON-TRAFFIC AREAS)	AASHTO T-99 or AASHTO T-180	MIN. 1 PER EVERY 3' DEPTH, EACH LOT	CERTIFIED LAB	PRIOR TO FINAL ACCEPTANCE	MINIMUM COMPACTION REQUIRED: 95% W/ T-99 OR 90% WITH T-180	
WATER MAINS DISINFECTION	AWWA C651	ALL	CONTRACTOR*5	PRIOR TO BACTERIA SAMPLE	AWWA C651 5.2.3.3 METHOD	
BACTERIA WATER SAMPLE	AWWA C651	2 CONSECUTIVE TEST 24 HR APART PER REQ. LOCATION MIN. 2 LOCATIONS PER MAIN. 1 ADDITIONAL PER BRANCH AND 1 ADDITIONAL PER 1,000 FT.	WIX LAB OR APPROVED LAB	PRIOR TO CONNECTION TO MAIN & BASE ROCK	E. COLI & COLIFORM ABSENT	
WATER LINE LEAK TEST	AWWA C605 AWWA C600 ASTM F2164	MAIN, SERVICE, F.H., AIR/VAC	CONTRACTOR*5	PRIOR TO BASE ROCK	C605 7.3 SIMULTANEOUS PRESSURE AND LEAKAGE TEST OR C600 5.2. 2HR @ MAX OF 150% OF STATIC OR 150 PSI, WHICHEVER IS GREATER	
SEWER PRESSURE MAIN LEAK TEST	AWWA C605 AWWA C600 ASTM F2164	MAIN, SERVICE, AIR/VAC	CONTRACTOR*5	PRIOR TO BASE ROCK	C605 7.3 SIMULTANEOUS PRESSURE AND LEAKAGE TEST OR C600 5.2. 2HR @ MAX OF 150% OF STATIC OR 150 PSI, WHICHEVER IS GREATER	
LOW PRESSURE SEWER PRESSURE TEST	AGENCY/ENGINEER	MAIN, AIR/VAC	CONTRACTOR*5	PRIOR TO BASE ROCK	15 MIN. @ 150 PSI (MIN) OR WORK PRESSURE (HIGHER OF 2). NOT TO EXCEED 200 PSI.	
STEP SEWER SERVICE	AGENCY/ENGINEER	ALL SERVICES	CONTRACTOR	PRIOR TO BASE ROCK	100 PSI FOR 30 SECONDS	
STEP / STEF SEWER TONE TEST	AGENCY/ENGINEER	MAIN, SERVICES	AGENCY*4*5	PRIOR TO BASE ROCK	CONTINUOUS TONE	
GRAVITY SEWER - AIR TEST	ASTM F 1417	MAIN, SERVICES	CONTRACTOR*5	PRIOR TO BASE ROCK	PER ASTM F 1417-92	
STEF MH COATING	AGENCY/ENGINEER	ALL	-------	AFTER VACUUM TEST	H_2S RESISTANT - CERTIFIED APPLICATOR - SUBMITTAL REQ'D	
VACUUM TEST - MH	ASTM C1244	ALL	CONTRACTOR*5	AFTER PAVEMENT INSTALLED	PER ASTM C1244-05A	
HYDROSTATIC TEST - MH	ASTM C969	ALL	CONTRACTOR*5	AFTER PAVEMENT INSTALLED	0.019 GPH/FT DIAM/FT OF DEPTH OF MH	
STEF/CONVENTIONAL SEWER - MANDREL TEST	ODOT 00445	AT AGENCY REQUEST	CONTRACTOR*5	PRIOR TO BASE ROCK	EFF LENGTH > D, MANDREL DIA > 0.95D	
STEF/CONVENTIONAL SEWER - TV TEST	ODOT 00445	MAIN REQUIRED	CONTRACTOR	PRIOR TO BASE ROCK	INSPECTION REPORT & VIDEO	
STORM SEWER MANDREL TEST	ODOT 00445	AT AGENCY REQUEST	CONTRACTOR*5	PRIOR TO BASE ROCK	EFF LENGTH > D, MANDREL DIA > 0.95D	
STORM SEWER TV TEST	ODOT 00445	AT AGENCY REQUEST	CONTRACTOR	PRIOR TO BASE ROCK	INSPECTION REPORT & VIDEO	
BASE ROCK GRADATION	ODOT 00610	ONE PER SOURCE	CERTIFIED LAB	PRIOR TO PLACEMENT	COPY TO INSPECTOR	
BASE ROCK COMPACTION	AASHTO T-180	EVERY 250'	CERTIFIED LAB	PRIOR TO TOP ROCK, CURBS, DRIVEWAYS, APPROACHES, AND SIDEWALKS	95% MIN. COMPACTION	
TOP ROCK GRADATION	ODOT 00610	ONE PER SOURCE	CERTIFIED LAB	PRIOR TO PLACEMENT	COPY TO INSPECTOR	
TOP ROCK COMPACTION	AASHTO T-180	ALL	AGENCY*4*5	PRIOR TO PLACEMENT	95% MIN. COMPACTION	
AC GRADE & OIL CONTENT	ODOT 00744	ONE PER SOURCE	CERTIFIED LAB	PRIOR TO PLACEMENT	COPY TO INSPECTOR	
AC COMPACTION	AASHTO T-209	ONE EVERY 1000 TONS *(3)	CERTIFIED LAB	DURING PLACEMENT	1ST LIFT 91% MIN. COMPACTION. SUBSEQUENT LIFTS 92% MIN. COMPACTION	
SUBGRADE GRADE CHECK ELEV	AGENCY/ENGINEER	PER STATION (0+25)	AGENCY*4*5	PRIOR TO BASE ROCK	+0.04' TOLERANCE	
BASE ROCK GRADE CHECK ELEV	AGENCY/ENGINEER	PER STATION (0+25)	AGENCY*4*5	PRIOR TO TOP ROCK	MINIMUM SECTION REQUIRED	
TOP ROCK GRADE CHECK ELEV	AGENCY/ENGINEER	PER STATION (0+25)	AGENCY*4*5	PRIOR TO PAVEMENT	+ 0.02' TOLERANCE	
CONCRETE CURB	ACI	PER 100', 1 TEST MIN.	CERTIFIED LAB	PRIOR TO TRAFFIC USE	28 DAY STRENGTH	
CONCRETE WALLS, STRUCTURAL ITEMS	ACI	PER ITEM AND EVERY 16 CYS	CERTIFIED LAB	PRIOR TO LOADING	28 DAY STRENGTH	
CONCRETE DRIVEWAYS, APRONS, APPROACHES	ACI	PER EACH AND EVERY 60 SY	CERTIFIED LAB	PRIOR TO TRAFFIC USE	28 DAY STRENGTH	

NOTE: CONTRACTOR SHALL BE RESPONSIBLE FOR ALL COSTS ASSOCIATED WITH TESTING. ALL TESTING COST SHALL BE CONSIDERED INCIDENTAL AND INCLUDED IN THE APPROPRIATE UNIT BID ITEM.

* 1) NOT LESS THAN ONE TEST BETWEEN UTILITY STRUCTURES (MHs, CLEANOUTS, VAULTS, ETC.)
2) ALL BACKFILL AROUND UTILITY STRUCTURES SHALL BE COMPACTED AND TESTED, ONE TEST PER STRUCTURE.
3) ONE TEST SHALL BE CONDUCTED EVERY BLOCK OR 500 LF OF WORK AS DETERMINED BY THE ENGINEER (MIN. TWO TESTS PER LIFT).
4) AGENCY SHALL BE OWNER APPROVED, INDEPENDENT, 3RD PARTY LAB OR TESTING AGENCY.
5) ENGINEER OR CITY REPRESENTATIVE SHALL BE PRESENT TO OBSERVE FIELD TESTS OR COLLECTION OF SAMPLES.

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REGISTERED PROFESSIONAL ENGINEER
86,818
OREGON
Mar. 13, 2001
DEVRY A. BELL
EXPIRES: 12/31/27
10/21/26

BDC JOB NO. 25B340

SHEET NO. C0.03

4 OF 21 SHEETS

21"X32" BORDER - PRINTS ON 22X34 SHEET

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21"X32" BORDER - PRINTS ON 22X34 SHEET

1. GENERAL REQUIREMENTS AND CONTRACTOR RESPONSIBILITIES

A. PERFORM THE WORK TO PROVIDE THE COMPLETED IMPROVEMENTS SHOWN ON THE PLANS, DETAILS, NOTES, THESE SPECIFICATIONS, APPLICABLE CITY REQUIREMENTS, AND APPROVED PERMITS.

B. THE PLANS AND SPECIFICATIONS ESTABLISH THE DESIGN INTENT AND REQUIRED COMPLETED IMPROVEMENTS, INCLUDING LOCATIONS, LINES, GRADES, ELEVATIONS, MATERIALS, AND LIMITS OF WORK. EXCEPT WHERE SPECIFICALLY IDENTIFIED OTHERWISE, THEY ARE NOT INTENDED TO PRESCRIBE THE CONTRACTOR'S CONSTRUCTION MEANS, METHODS, TECHNIQUES, PROCEDURES, EQUIPMENT, TEMPORARY WORKS, OR DETAILED CONSTRUCTION SEQUENCE.

C. THE CONTRACTOR SHALL REMAIN RESPONSIBLE FOR DETERMINING AND IMPLEMENTING THE MEANS, METHODS, EQUIPMENT, TEMPORARY WORKS, AND SEQUENCING NECESSARY TO SAFELY COMPLETE THE WORK AND ACHIEVE THE FINISHED CONDITIONS SHOWN ON THE PLANS.

D. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONSTRUCTION-SITE SAFETY, INCLUDING COMPLIANCE WITH APPLICABLE WORKER-SAFETY REQUIREMENTS. NOTHING IN THESE SPECIFICATIONS SHALL BE INTERPRETED AS REQUIRING THE CONTRACTOR TO PERFORM WORK IN AN UNSAFE MANNER OR CONTRARY TO APPLICABLE SAFETY REQUIREMENTS.

E. WHERE EXCAVATION SUPPORT, SHORING, BRACING, DEWATERING, TEMPORARY SUPPORT, ACCESS, FORMWORK, OR SIMILAR TEMPORARY CONSTRUCTION MEASURES ARE NECESSARY, THE CONTRACTOR SHALL DETERMINE AND PROVIDE SYSTEMS APPROPRIATE FOR ACTUAL FIELD CONDITIONS AND THE CONTRACTOR'S SELECTED MEANS AND METHODS.

F. THE CONTRACTOR SHALL EVALUATE ACTUAL FIELD CONDITIONS ENCOUNTERED DURING CONSTRUCTION AND ADJUST ITS METHODS, EQUIPMENT, TEMPORARY WORKS, AND SEQUENCING AS NECESSARY TO SAFELY COMPLETE THE PERMANENT IMPROVEMENTS.

G. IF CONDITIONS ARE ENCOUNTERED THAT MATERIALLY DIFFER FROM THOSE REPRESENTED ON THE PLANS, OR PREVENT THE PERMANENT WORK FROM BEING SAFELY CONSTRUCTED SUBSTANTIALLY AS SHOWN, THE CONTRACTOR SHALL SECURE THE AFFECTED WORK AREA AND NOTIFY THE ENGINEER BEFORE PROCEEDING WITH THE AFFECTED PERMANENT WORK.

H. PROTECT EXISTING IMPROVEMENTS DESIGNATED TO REMAIN, INCLUDING THE ELEVATED SIDEWALK, CONCRETE CURB AND GUTTER/GRADE BEAM, TEMPORARY SIDEWALK SUPPORT SYSTEM, ZIMMERMAN BUILDING, PAVEMENT, STRUCTURES, UTILITIES, AND ADJACENT PROPERTY.

I. EXISTING ZIMMERMAN BUILDING: CONSTRUCTION AND EXCAVATION ACTIVITIES WILL OCCUR NEAR AN EXISTING, AGED CONCRETE MASONRY UNIT (CMU) BUILDING. THE BUILDING MAY HAVE EXPERIENCED PREVIOUS DISTRESS OR DAMAGE ASSOCIATED WITH ROADWAY TRAFFIC, VIBRATION, WATER INTRUSION, SETTLEMENT, DETERIORATION, OR OTHER HISTORICAL CONDITIONS. PRIOR TO BEGINNING WORK ADJACENT TO THE BUILDING, THE CONTRACTOR SHALL REVIEW AVAILABLE DOCUMENTATION CONCERNING ITS CONDITION. THESE DOCUMENTS ARE AVAILABLE FROM THE CITY.

J. CONSTRUCTION METHODS SHALL BE SELECTED WITH CONSIDERATION FOR THE EXISTING BUILDING AND SIDEWALK CONDITIONS. ACTIVITIES SHALL BE PERFORMED IN A MANNER THAT MINIMIZES UNNECESSARY VIBRATION, IMPACT LOADING, GROUND DISTURBANCE, LOSS OF SUPPORT, OR OTHER CONSTRUCTION-INDUCED EFFECTS THAT COULD ADVERSELY AFFECT EXISTING IMPROVEMENTS.

K. LIMITED EXCAVATION AND WORK AREAS: AVAILABLE AREAS FOR EXCAVATION, EQUIPMENT OPERATION, STAGING, AND TEMPORARY SUPPORT SYSTEMS ARE RESTRICTED. THE CONTRACTOR SHALL CONSIDER THESE LIMITATIONS WHEN SELECTING EQUIPMENT AND CONSTRUCTION METHODS, INCLUDING EQUIPMENT SIZE, REACH, OPERATING CHARACTERISTICS, AND POTENTIAL EFFECTS ON ADJACENT IMPROVEMENTS.

L. THE EXISTING MAY STREET FILL CONTAINS SUBSTANTIAL QUANTITIES OF FINE SILTY MATERIAL SUSCEPTIBLE TO EROSION, PIPING, SLOUGHING, AND MIGRATION WHEN DISTURBED OR EXPOSED TO WATER. THE CONTRACTOR SHALL CONSIDER THESE CONDITIONS WHEN SELECTING EXCAVATION, TEMPORARY SUPPORT, DEWATERING, DRAINAGE CONTROL, BACKFILLING, AND OTHER CONSTRUCTION METHODS.

M. ENGINEER OBSERVATION OR REVIEW IS FOR DETERMINING GENERAL CONFORMANCE OF THE PERMANENT WORK WITH THE CONTRACT DOCUMENTS AND SHALL NOT CONSTITUTE APPROVAL OF OR RESPONSIBILITY FOR THE CONTRACTOR'S CONSTRUCTION MEANS, METHODS, TEMPORARY WORKS, EXCAVATION SAFETY, OR SAFETY PROCEDURES.

N. WHERE THESE SPECIFICATIONS DESCRIBE THE GENERAL INTENT OF AN IMPROVEMENT, THE PLANS AND ASSOCIATED DETAILS SHALL GOVERN THE REQUIRED PERMANENT CONFIGURATION, LOCATION, DIMENSIONS, ELEVATIONS, MATERIALS, AND LIMITS OF WORK.

2. CONSTRUCTION SEQUENCING AND SCHEDULING

A. THE CONTRACTOR SHALL PLAN AND COORDINATE CONSTRUCTION TO MINIMIZE DISRUPTION TO MAY STREET TRAFFIC, PEDESTRIAN ACCESS, ADJACENT PROPERTIES, AND EXISTING STORMWATER FACILITIES.

B. CONSTRUCTION WITHIN MAY STREET SHALL BE LIMITED TO THE EXCAVATION AND INSTALLATION OF THE PROPOSED 12-INCH STORMWATER PIPE ACROSS THE ROADWAY AND ASSOCIATED PAVEMENT RESTORATION. OTHER STORMWATER IMPROVEMENTS SHALL BE CONSTRUCTED FROM PARKING CORRIDOR WITH LIMITED SINGLE LANE CLOSURES AND PARKING AREAS AS SHOWN ON THE PLANS.

C. THE CROSS-STREET STORMWATER PIPE INSTALLATION SHALL BE SCHEDULED DURING THE THANKSGIVING SCHOOL BREAK, NOVEMBER 21ST-29TH, 2026, SUBJECT TO COORDINATION AND APPROVAL BY THE CITY. THE CONTRACTOR SHALL PLAN THE WORK TO MINIMIZE THE DURATION OF EXCAVATION AND TRAFFIC RESTRICTIONS WITHIN MAY STREET.

D. THE CONTRACTOR MAY CONSTRUCT THE NORTH-SIDE CATCH BASIN, SOUTH-SIDE CATCH BASIN, PROPOSED MANHOLE, AND ASSOCIATED PIPING CONCURRENTLY OR SEPARATELY, PROVIDED THE COMPLETED IMPROVEMENTS CONFORM TO THE PLANS AND REQUIRED DRAINAGE FUNCTIONS ARE MAINTAINED.

E. THE CONTRACTOR SHALL COORDINATE WITH CITY PUBLIC WORKS AND APPLICABLE UTILITY OWNERS PRIOR TO EXCAVATION AND SHALL VERIFY THE LOCATION AND ELEVATION OF EXISTING UTILITIES THAT MAY AFFECT THE PROPOSED WORK.

F. REQUIRED FIELD OBSERVATIONS AND VERIFICATION OF PERMANENT WORK SHALL BE COMPLETED BEFORE APPLICABLE PORTIONS OF THE WORK ARE CONCEALED.

3. TRAFFIC AND PEDESTRIAN CONTROL

A. ESTABLISH AND MAINTAIN VEHICLE AND PEDESTRIAN TRAFFIC CONTROL ALONG MAY STREET AS REQUIRED TO PERFORM THE WORK AND IN ACCORDANCE WITH APPLICABLE CITY REQUIREMENTS.

B. THE CONTRACTOR SHALL COORDINATE PROPOSED ROADWAY RESTRICTIONS, LANE CLOSURES, AND CONSTRUCTION SCHEDULING WITH THE CITY BEFORE BEGINNING WORK WITHIN MAY STREET.

C. MAINTAIN SAFE ACCESS AND PROTECT THE PUBLIC FROM EXCAVATIONS, EQUIPMENT, MATERIALS, AND OTHER CONSTRUCTION ACTIVITIES.

D. EXCAVATIONS WITHIN MAY STREET SHALL BE BACKFILLED OR OTHERWISE PROTECTED BEFORE THE END OF EACH WORKDAY. WHERE TRENCH EXCAVATIONS REMAIN OPEN AFTER WORKING HOURS, PROVIDE STEEL TRAFFIC PLATES DESIGNED AND INSTALLED TO SAFELY SUPPORT ANTICIPATED TRAFFIC LOADING.

E. STEEL TRAFFIC PLATES SHALL BE ADEQUATELY SUPPORTED, SECURED AGAINST DISPLACEMENT, AND PROVIDED WITH APPROPRIATE PAVEMENT TRANSITIONS. PLATE INSTALLATION SHALL CONFORM TO APPLICABLE CITY REQUIREMENTS AND SHALL PROVIDE A SAFE TRAVEL SURFACE UNTIL PERMANENT PAVEMENT RESTORATION IS COMPLETED.

F. THE CONTRACTOR SHALL MAINTAIN APPROPRIATE BARRICADES, WARNING DEVICES, AND PEDESTRIAN PROTECTION WHERE CONSTRUCTION ACTIVITIES OR TEMPORARY CONDITIONS PRESENT HAZARDS TO THE PUBLIC.

4. EXISTING UTILITIES AND CROSS-STREET EXCAVATION

A. THE PROPOSED 12-INCH STORMWATER PIPE WILL CROSS MAY STREET BENEATH EXISTING UTILITIES, INCLUDING AN 8-INCH WATER LINE, GAS LINE, 8-INCH STORMWATER LINE, AND BURIED ELECTRICAL AND COMMUNICATION FACILITIES.

B. THE CONTRACTOR SHALL VERIFY THE HORIZONTAL AND VERTICAL LOCATIONS OF EXISTING UTILITIES PRIOR TO EXCAVATION. EXPLORATORY EXCAVATION SHALL BE PERFORMED AS NECESSARY TO CONFIRM CLEARANCES AND IDENTIFY POTENTIAL CONFLICTS.

C. PROTECT AND MAINTAIN EXISTING UTILITIES DURING CONSTRUCTION. PROVIDE TEMPORARY SUPPORT OR OTHER PROTECTIVE MEASURES AS NECESSARY FOR THE CONTRACTOR'S SELECTED CONSTRUCTION METHODS.

D. THE PROPOSED STORMWATER PIPE SHALL BE INSTALLED AT THE ALIGNMENT AND ELEVATIONS SHOWN ON THE PLANS. REQUIRED UTILITY CLEARANCES SHALL BE MAINTAINED. CONFLICTS OR CONDITIONS THAT PREVENT INSTALLATION AS SHOWN SHALL BE BROUGHT TO THE ENGINEER'S ATTENTION BEFORE PROCEEDING WITH THE AFFECTED WORK.

E. EXCAVATION, TRENCH PROTECTION, BEDDING, BACKFILL, COMPACTION, AND PAVEMENT RESTORATION SHALL BE PERFORMED IN ACCORDANCE WITH THE PLANS AND APPLICABLE CITY REQUIREMENTS.

F. THE CONTRACTOR SHALL MINIMIZE THE WIDTH AND DURATION OF EXCAVATIONS WITHIN MAY STREET AND SHALL PROTECT EXISTING PAVEMENT, CURB AND GUTTER, SIDEWALKS, AND ADJACENT IMPROVEMENTS DESIGNATED TO REMAIN.

5. NORTH-SIDE CATCH BASIN - EXCAVATION AND SITE PREPARATION

A. INSTALL THE NEW NORTH-SIDE CATCH BASIN AT THE LOCATION, LINE, AND ELEVATION SHOWN ON THE PLANS.

B. SAWCUT AND REMOVE EXISTING ASPHALT PAVEMENT WITHIN THE LIMITS REQUIRED FOR CONSTRUCTION. PROTECT ADJACENT PAVEMENT DESIGNATED TO REMAIN.

C. SAWCUT AND REMOVE ONLY THE PORTION OF THE EXISTING CONCRETE GUTTER NECESSARY TO INSTALL THE NEW CATCH BASIN AND ASSOCIATED IMPROVEMENTS AS SHOWN ON THE PLANS.

D. EXCAVATE AS NECESSARY TO CONSTRUCT THE PERMANENT IMPROVEMENTS. PROVIDE EXCAVATION SUPPORT, SHORING, DEWATERING, ACCESS, AND OTHER TEMPORARY MEASURES APPROPRIATE FOR ACTUAL FIELD CONDITIONS.

E. PROTECT THE ELEVATED SIDEWALK, CURB/GUTTER GRADE BEAM, TEMPORARY SIDEWALK SUPPORT SYSTEM, PAVEMENT, UTILITIES, AND OTHER IMPROVEMENTS DESIGNATED TO REMAIN.

6. NORTH-SIDE CATCH BASIN FOUNDATION AND SEGMENTAL RETAINING WALL

A. PREPARE THE CATCH BASIN FOUNDATION TO THE LINES AND GRADES SHOWN ON THE PLANS.

B. FURNISH AND INSTALL AGGREGATE SUBBASE, BEDDING, AND OTHER FOUNDATION MATERIALS IN ACCORDANCE WITH THE PLANS AND APPLICABLE DETAILS.

C. CONSTRUCT THE NEW KEYSTONE SEGMENTAL RETAINING WALL (SRW) AND ASSOCIATED FOUNDATION AND AGGREGATE MATERIALS AT THE LOCATIONS, ELEVATIONS, DIMENSIONS, AND CONFIGURATION SHOWN ON THE PLANS.

D. THE SRW SHALL BE CONSTRUCTED ENTIRELY OF APPROVED SEGMENTAL RETAINING WALL BLOCKS. NO STORMWATER PIPE PENETRATION OR PIPE ANCHORAGE IS REQUIRED THROUGH THE WALL.

E. COORDINATE CONSTRUCTION OF THE SRW WITH THE NORTH-SIDE CATCH BASIN INSTALLATION AND STABILIZATION IMPROVEMENTS TO ACHIEVE THE COMPLETED CONFIGURATION SHOWN ON THE PLANS.

7. NORTH-SIDE CATCH BASIN INSTALLATION

A. FURNISH AND INSTALL THE NEW ODOT-TYPE 3 CATCH BASIN IN ACCORDANCE WITH THE PLANS AND APPLICABLE STANDARD DETAILS.

B. PROVIDE CATCH BASIN SECTIONS, RISERS, FRAME, GRATE, FITTINGS, SEALS, AND OTHER COMPONENTS REQUIRED FOR A COMPLETE INSTALLATION.

C. SET THE CATCH BASIN FRAME AND GRATE TO THE ELEVATIONS SHOWN ON THE PLANS AND PROVIDE POSITIVE GUTTER DRAINAGE INTO THE NEW CATCH BASIN.

D. CONSTRUCT PERMANENT JOINTS AND PIPE PENETRATIONS TO PROVIDE A WATERTIGHT INSTALLATION AND MINIMIZE THE POTENTIAL FOR COLLECTED STORMWATER TO ENTER THE SURROUNDING MAY STREET FILL.

E. CONNECT THE NEW 12-INCH STORMWATER PIPE TO THE CATCH BASIN AT THE LOCATION AND ELEVATION SHOWN ON THE PLANS.

8. SOUTH-SIDE CATCH BASIN IMPROVEMENTS

A. EXISTING CATCH BASIN CBHOA 17003F, LOCATED WITHIN THE SOUTH GUTTER OF MAY STREET, SHALL REMAIN IN PLACE. THE EXISTING DRAINAGE CONNECTION FROM CBHOA 17003F TO THE CATCH BASIN BEHIND THE SOUTH SIDEWALK SHALL BE MAINTAINED.

B. REMOVE AND REPLACE THE EXISTING UNNUMBERED CATCH BASIN BEHIND THE SOUTH SIDEWALK AT THE LOCATION AND ELEVATIONS SHOWN ON THE PLANS.

C. THE REPLACEMENT CATCH BASIN SHALL RECEIVE STORMWATER FROM EXISTING CBHOA 17003F AND THE ADJACENT PARKING AREA AND SHALL DISCHARGE THROUGH A NEW 12-INCH ASTM D3034 PVC PIPE TO THE PROPOSED MANHOLE IN THE PARKING AREA ON THE NORTH SIDE OF JACKSON PARK.

D. THE EXISTING 12-INCH CONCRETE STORMWATER PIPE EXTENDING FROM THE UNNUMBERED CATCH BASIN TOWARD EXISTING MANHOLE MHOA18001 SHALL BE PLUGGED AND ABANDONED WITHIN THE LIMITS SHOWN ON THE PLANS.

E. PROVIDE THE NEW CATCH BASIN, FRAME, GRATE, CONNECTIONS, BEDDING, BACKFILL, AND ASSOCIATED IMPROVEMENTS IN ACCORDANCE WITH THE PLANS AND APPLICABLE CITY REQUIREMENTS.

F. CONSTRUCTION SHALL BE PERFORMED FROM THE SOUTH SIDEWALK AND PARKING AREA TO THE EXTENT PRACTICABLE. THE EXISTING SOUTH GUTTER CATCH BASIN SHALL NOT BE REPLACED OR DISTURBED EXCEPT AS SPECIFICALLY REQUIRED BY THE PLANS.

9. NEW SOUTH-SIDE MANHOLE INSTALLATION

A. FURNISH AND INSTALL THE PROPOSED PRECAST CONCRETE MANHOLE IN THE PARKING AREA ON THE NORTH SIDE JACKSON PARK AT THE LOCATION AND ELEVATIONS SHOWN ON THE PLANS.

B. PROVIDE THE MANHOLE FOUNDATION, PRECAST BASE, RISERS, CONE SECTION, FRAME, COVER, PIPE CONNECTIONS, AND OTHER COMPONENTS NECESSARY FOR A COMPLETE INSTALLATION.

C. THE MANHOLE SHALL RECEIVE THE NEW 12-INCH STORMWATER PIPE FROM THE NORTH-SIDE CATCH BASIN AND THE NEW 12-INCH PIPE FROM THE REPLACEMENT SOUTH-SIDE CATCH BASIN.

D. THE MANHOLE SHALL DISCHARGE THROUGH A NEW 24-INCH ASTM D3034 PVC STORMWATER PIPE TO EXISTING MANHOLE MHOA18001.

E. THE NEW MANHOLE AND 24-INCH OUTLET SHALL BE CONSTRUCTED AT THE ELEVATIONS AND CONFIGURATION SHOWN ON THE PLANS TO ACCOMMODATE THE FUTURE MAY STREET STORMWATER IMPROVEMENTS IDENTIFIED AS CIP-UR#1.

F. PROVIDE WATERTIGHT PIPE CONNECTIONS AND CONSTRUCT THE INTERNAL MANHOLE CHANNELS AND TRANSITIONS AS SHOWN ON THE PLANS TO PROVIDE CONTINUOUS POSITIVE DRAINAGE.

G. EXCAVATE AS NECESSARY TO INSTALL THE MANHOLE. PROVIDE EXCAVATION SUPPORT, SHORING, DEWATERING, ACCESS, AND OTHER TEMPORARY WORKS APPROPRIATE FOR ACTUAL FIELD CONDITIONS.

H. FIELD VERIFY EXISTING UTILITIES AND OTHER CONDITIONS THAT MAY AFFECT THE MANHOLE INSTALLATION. NOTIFY THE ENGINEER OF CONFLICTS BEFORE PROCEEDING WITH THE AFFECTED PERMANENT WORK.

10. CONNECTION TO EXISTING MANHOLE MHOA18001

A. CONNECT THE PROPOSED 24-INCH ASTM D3034 PVC STORMWATER PIPE TO EXISTING MANHOLE MHOA18001 AT THE LOCATION AND ELEVATION SHOWN ON THE PLANS.

B. FIELD VERIFY THE EXISTING MANHOLE CONFIGURATION, PIPE CONNECTIONS, AND INVERT ELEVATIONS BEFORE COMPLETING THE PERMANENT CONNECTION.

C. PROVIDE THE REQUIRED MANHOLE WALL PENETRATION, PIPE CONNECTION, AND SEALING MATERIALS IN ACCORDANCE WITH THE PLANS AND APPLICABLE CITY REQUIREMENTS.

D. PROTECT THE EXISTING ADAMS CREEK STORMWATER CONVEYANCE SYSTEM FROM DAMAGE, OBSTRUCTION, AND ENTRY OF EXCAVATED MATERIAL, CONCRETE, SEDIMENT, OR OTHER CONSTRUCTION DEBRIS.

E. MAINTAIN EXISTING STORMWATER CONVEYANCE DURING CONSTRUCTION TO THE GREATEST EXTENT PRACTICABLE. ANY NECESSARY TEMPORARY FLOW CONTROL SHALL BE COORDINATED WITH THE CITY.

11. NEW STORMWATER PIPE INSTALLATION

A. FURNISH AND INSTALL THE NEW 12-INCH AND 24-INCH ASTM D3034 PVC STORMWATER PIPES AT THE LOCATIONS, LINES, GRADES, AND ELEVATIONS SHOWN ON THE PLANS.

B. PIPE WALL CLASS, JOINTS, FITTINGS, BEDDING, BACKFILL, AND OTHER MATERIALS SHALL CONFORM TO THE PLANS AND APPLICABLE CITY REQUIREMENTS.

C. PROVIDE THE REQUIRED PIPE CONNECTIONS, SEALS, BOOTS, COLLARS, AND OTHER APPURTENANCES NECESSARY FOR COMPLETE AND WATERTIGHT INSTALLATIONS.

D. THE 12-INCH PIPE FROM THE NORTH-SIDE CATCH BASIN SHALL CROSS MAY STREET AND CONNECT TO THE PROPOSED SOUTH-SIDE MANHOLE.

E. THE REPLACEMENT SOUTH-SIDE CATCH BASIN SHALL CONNECT TO THE PROPOSED MANHOLE THROUGH A SEPARATE NEW 12-INCH STORMWATER PIPE.

F. THE PROPOSED MANHOLE SHALL DISCHARGE THROUGH THE NEW 24-INCH STORMWATER PIPE TO EXISTING MANHOLE MHOA18001.

G. THE COMPLETED PIPE INSTALLATIONS SHALL PROVIDE CONTINUOUS POSITIVE DRAINAGE BETWEEN THE PROPOSED STRUCTURES AT THE ELEVATIONS AND GRADES SHOWN ON THE PLANS.

12. TEMPORARY FORMWORK AND CONTROLLED-DENSITY FILL

A. PROVIDE TEMPORARY CONTAINMENT AS NECESSARY BENEATH THE ELEVATED SIDEWALK AND EXISTING CONCRETE CURB/GUTTER GRADE BEAM TO PERMIT PLACEMENT OF CONTROLLED-DENSITY FILL (CDF/CLSM) WITHIN THE EXISTING EROSION VOID TO THE LIMITS SHOWN ON THE PLANS.

B. THE CONTRACTOR SHALL DETERMINE THE DESIGN, MATERIALS, CONFIGURATION, BRACING, AND INSTALLATION OR OTHER CONTAINMENT SYSTEMS NECESSARY FOR ITS SELECTED MEANS AND METHODS AND ACTUAL FIELD CONDITIONS.

C. THE TEMPORARY CONTAINMENT SYSTEM SHALL PROTECT THE NEW CATCH BASIN, ELEVATED SIDEWALK, CURB/GUTTER GRADE BEAM, TEMPORARY SIDEWALK SUPPORT SYSTEM, SRW, AND OTHER IMPROVEMENTS DURING CLSM PLACEMENT.

D. PLACE CLSM WITHIN THE EXISTING EROSION VOID AND OTHER LIMITS DESIGNATED ON THE PLANS. THE COMPLETED FILL SHALL SUBSTANTIALLY FILL ACCESSIBLE VOIDS WITHIN THE DESIGNATED LIMITS AND PROVIDE SUPPORT BENEATH THE EXISTING CURB/GUTTER AND ADJACENT ROADWAY AS SHOWN ON THE PLANS.

E. WHERE SHOWN ON THE PLANS, PROVIDE HEAVY-GAUGE WELDED WIRE REINFORCEMENT (WWR) WITHIN THIN CLSM SECTIONS. WWR SHALL CONFORM TO ASTM A1064/A1064M AND SHALL BE 6 X 6 - W4.0 X W4.0 (0.04 SQ-IN WIRE) MINIMUM, SUPPLIED IN FLAT SHEETS ONLY. ROLLED FABRIC SHALL NOT BE PERMITTED. PLAN REFERENCE - HEAVY HOG WIRE

F. LOCATE AND SUPPORT THE REINFORCEMENT AS SHOWN ON THE PLANS SO THAT IT REMAINS IN THE INTENDED POSITION DURING CLSM PLACEMENT. LAP ADJACENT SHEETS A MINIMUM OF ONE FULL MESH SPACING (6 INCHES), UNLESS OTHERWISE SHOWN.

G. THE CONTRACTOR SHALL SELECT PLACEMENT METHODS THAT AVOID DAMAGING OR DISPLACING EXISTING OR PROPOSED IMPROVEMENTS.

H. PRIOR TO CLSM PLACEMENT, PROVIDE THE ENGINEER AN OPPORTUNITY TO OBSERVE THE EXPOSED CONDITIONS, LIMITS OF THE EXISTING VOID, AND PERMANENT WORK THAT WILL SUBSEQUENTLY BE CONCEALED.

13. REMOVE COLD-MIX ASPHALT AND SEAL GUTTER INTERFACE

A. REMOVE THE EXISTING COLD-MIX ASPHALT LEVELING MATERIAL WITHIN THE LIMITS SHOWN ON THE PLANS.

B. PERFORM REMOVAL IN A MANNER THAT PROTECTS THE EXISTING CONCRETE GUTTER AND ASPHALT PAVEMENT DESIGNATED TO REMAIN.

C. CLEAN THE INTERFACE BETWEEN THE NORTH EDGE OF THE EXISTING ASPHALT PAVEMENT AND EXISTING CONCRETE CURB AND GUTTER WITHIN THE LIMITS SHOWN ON THE PLANS. REMOVE LOOSE ASPHALT, SOIL, SEDIMENT, VEGETATION, AND OTHER MATERIALS THAT WOULD INTERFERE WITH THE SPECIFIED SEALING TREATMENT.

D. APPLY THE SPECIFIED JOINT SEALANT MATERIAL TO CRACKS AND OPENINGS ALONG THE ASPHALT-TO-CONCRETE INTERFACE IN ACCORDANCE WITH THE PLANS AND MANUFACTURER'S REQUIREMENTS. PROVIDE BACKER ROD WHERE REQUIRED BY THE APPROVED SEALANT SYSTEM AND JOINT GEOMETRY.

E. THE COMPLETED WORK SHALL REDUCE SURFACE-WATER INFILTRATION BENEATH THE EXISTING CONCRETE GUTTER AND RESTORE THE INTENDED GUTTER DRAINAGE PATH TOWARD THE NEW CATCH BASIN.

14. CONCRETE APRON AND PAVEMENT RESTORATION

A. CONSTRUCT THE CONCRETE OR ASPHALT APRON AROUND THE NEW NORTH-SIDE CATCH BASIN FRAME AND GRATE TO THE DIMENSIONS, ELEVATIONS, SLOPES, AND LIMITS SHOWN ON THE PLANS.

B. FINISH THE APRON TO PROVIDE A SMOOTH TRANSITION WITH THE EXISTING GUTTER AND POSITIVE DRAINAGE INTO THE NEW CATCH BASIN. PROVIDE SPECIFIED JOINT SEALANT AT APPLICABLE ASPHALT-TO-CONCRETE AND CONCRETE-TO-CONCRETE JOINTS.

C. REPLACE ASPHALT CONCRETE PAVEMENT (ACP) WITHIN AREAS REMOVED OR DISTURBED BY CONSTRUCTION IN ACCORDANCE WITH THE PAVEMENT LIMITS AND SECTIONS SHOWN ON THE PLANS.

D. RESTORE THE MAY STREET CROSS-STREET TRENCH WITH APPROVED BEDDING, BACKFILL, COMPACTION, BASE MATERIALS, AND PAVEMENT IN ACCORDANCE WITH THE PLANS AND APPLICABLE CITY REQUIREMENTS.

E. RESTORE DISTURBED SIDEWALK, CURB AND GUTTER, AND PARKING AREA SURFACES TO THE COMPLETED CONDITIONS SHOWN ON THE PLANS.

F. FINAL PAVEMENT, GUTTER, APRON, AND GRATE ELEVATIONS SHALL PROVIDE POSITIVE DRAINAGE TOWARD THE APPLICABLE CATCH BASINS.

15. MANHOLE AND PARKING AREA SURFACE RESTORATION

A. FOLLOWING COMPLETION OF THE PROPOSED MANHOLE, PIPE CONNECTIONS, AND BACKFILL, RESTORE THE SURROUNDING PARKING AREA IN ACCORDANCE WITH THE PLANS.

B. FURNISH AND PLACE THE SPECIFIED SURFACING MATERIALS AROUND THE MANHOLE FRAME AND COVER WITHIN THE LIMITS SHOWN ON THE PLANS.

C. GRADE THE SURROUNDING SURFACE TO PROVIDE A STABLE, REASONABLY SMOOTH TRANSITION, MAINTAIN ACCESS TO THE MANHOLE, AND MINIMIZE LOCALIZED EROSION OR PONDING.

D. RESTORE DISTURBED PARKING AREA DRAINAGE AND ACCESS CONDITIONS TO THE COMPLETED CONFIGURATION SHOWN ON THE PLANS.

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Civil Engineering
Land Surveying
900 W. Steuben, BOX 308 • (509) 493-3888
Bingen, WA 98605 • bell@designcompany.com

CONSTRUCTION SEQUENCE
MAY ST. ELEVATED SIDEWALK CATCH BASIN REPLACEMENT
CITY OF HOOD RIVER
HOOD RIVER OREGON

REV	DATE	DRWN	CHKD	DESCRIPTION
1	10/21/26	MCM	DAB	REVISION PER ADDENDUM #2
	10/09/26	MCM	DAB	ORIGINAL SET SUBMISSION

REGISTERED PROFESSIONAL ENGINEER
86,816
OREGON
May 13, 2001
DEVRY A. BELL
EXPIRES: 12/31/27
10/21/26

BDC JOB NO.
25B340

SHEET NO.
C0.04

5 OF 21 SHEETS

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21"X32" BORDER - PRINTS ON 22X34 SHEET

16. FINAL CLEANUP AND SYSTEM COMPLETION

A. REMOVE TEMPORARY CONSTRUCTION MATERIALS, EXCESS EXCAVATED MATERIAL, ASPHALT AND CONCRETE DEBRIS, FORMWORK, UNUSED AGGREGATE, AND OTHER CONSTRUCTION-GENERATED MATERIALS.

B. RESTORE DISTURBED AREAS TO THE COMPLETED CONDITIONS SHOWN ON THE PLANS.

C. CLEAN THE NEW CATCH BASINS, STORMWATER PIPES, MANHOLES, AND ACCESSIBLE PORTIONS OF THE DRAINAGE SYSTEM OF CONSTRUCTION DEBRIS.

D. VERIFY THAT THE COMPLETED DRAINAGE IMPROVEMENTS PROVIDE AN UNOBSTRUCTED FLOW PATH FROM THE NEW NORTH-SIDE CATCH BASIN AND EXISTING SOUTH-SIDE CATCH BASIN CBHOA 17003F, THROUGH THE PROPOSED STORMWATER SYSTEM, AND INTO EXISTING MANHOLE MHOA18001.

E. COMPLETE FINAL GRADING, PAVEMENT, CONCRETE, AGGREGATE SURFACING, DRAINAGE, AND RESTORATION IN ACCORDANCE WITH THE PLANS.

F. NOTHING IN THESE CONSTRUCTION REQUIREMENTS SHALL RELIEVE THE CONTRACTOR OF RESPONSIBILITY FOR CONSTRUCTION MEANS AND METHODS, TEMPORARY WORKS, SEQUENCING, EXCAVATION SAFETY, WORKER SAFETY, PUBLIC SAFETY, OR COMPLIANCE WITH APPLICABLE LAWS AND SAFETY REQUIREMENTS.

G. THE CONTRACTOR SHALL NOT BE REQUIRED BY THESE SPECIFICATIONS TO PROCEED WITH AN OPERATION THAT CANNOT BE SAFELY PERFORMED UNDER THE CONDITIONS ENCOUNTERED. WHERE SUCH CONDITIONS AFFECT THE ABILITY TO CONSTRUCT THE PERMANENT IMPROVEMENTS AS SHOWN, SECURE THE AFFECTED WORK AREA AND NOTIFY THE ENGINEER SO THAT THE PERMANENT DESIGN REQUIREMENTS CAN BE EVALUATED.

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CONSTRUCTION SEQUENCE

MAY ST. ELEVATED SIDEWALK
CATCH BASIN REPLACEMENT
CITY OF HOOD RIVER
HOOD RIVER OREGON

REV	DATE	DRWN	CHKD	DESCRIPTION
1	10/09/26	MCM	DAB	ORIGINAL SET SUBMISSION
	10/21/26	MCM	DAB	REVISION PER ADDENDUM #2

REGISTERED PROFESSIONAL ENGINEER
86,818
OREGON
MAY 13, 2001
DEVRY A. BELL
10/21/26
EXPIRES: 12/31/27

BDC
JOB NO. 25B340

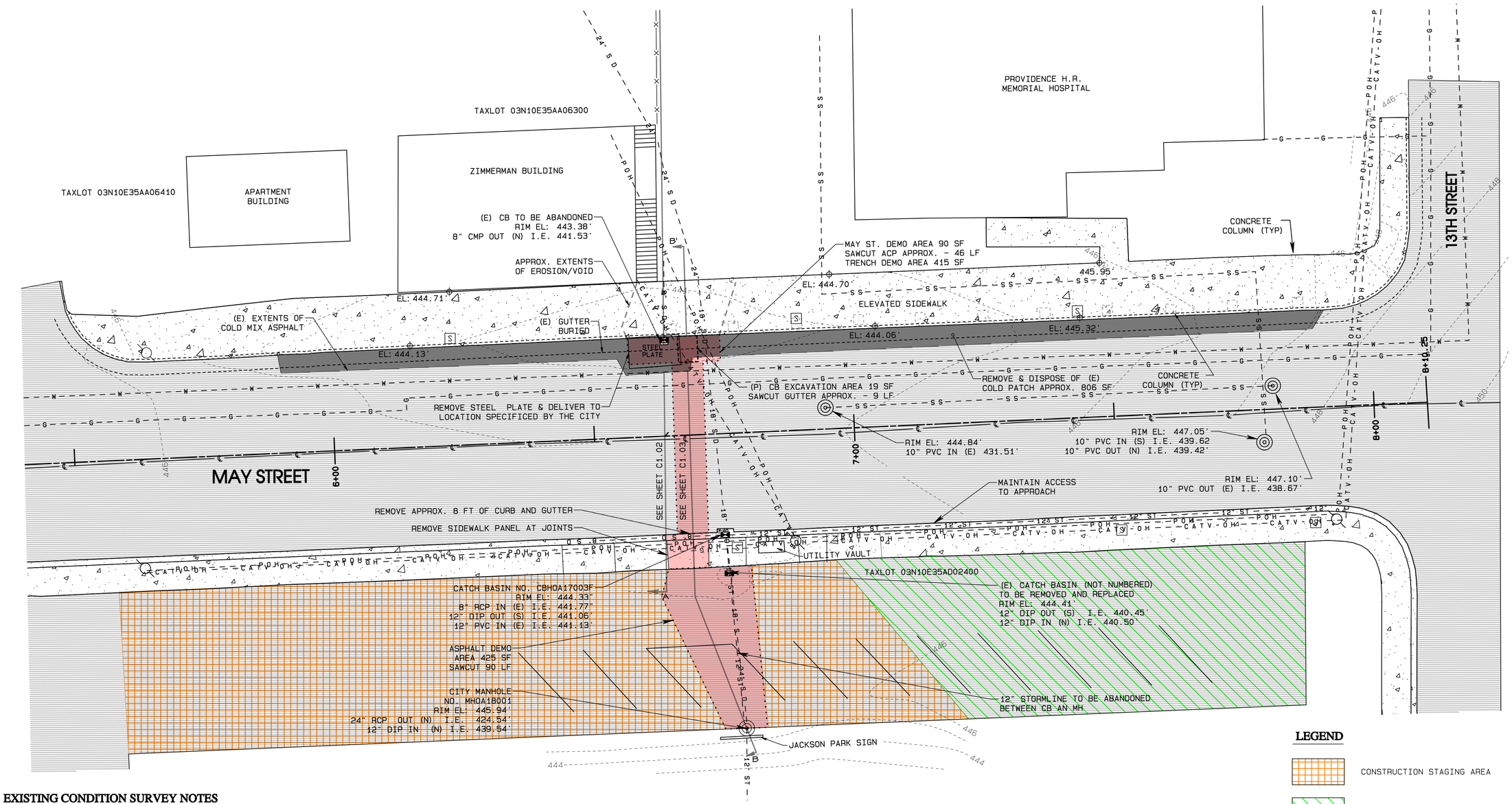
SHEET NO. C0.05

6 OF 21 SHEETS

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EXISTING CONDITIONS SURVEY

LOCATED IN THE WILLIAM JENKINS DLC NO.38,
IN THE NORTHEAST 1/4 OF SECTION 35,
TOWNSHIP 3 NORTH, RANGE 10 EAST, W.M.,
CITY OF HOOD RIVER, HOOD RIVER COUNTY, OREGON.



LEGEND

CONSTRUCTION STAGING AREA

PARKING AREA TO BE LEFT OPEN FOR PUBLIC USE

EXISTING CONDITION SURVEY NOTES

-PROPERTY LINES AS PER WSP PLAN SET, NO VERIFICATION OF DEEDS, PLATS OR MONUMENTATION PROVIDED FOR THIS PROJECT
-FIELD WORK PERFORMED ON (8-6-26)
-VERTICAL DATUM BASED ON NAVD 88, OR OREGON REAL-TIME GNSS NETWORK (ORGN)
-HORIZONTAL SCALE 1"=20'
-CONTOURS @ 1' INTERVALS
-UTILITY INFORMATION AS PER CITY OF HOOD RIVER ONLINE MAPPING DATA

D-3
C1.00

EXISTING CONDITIONS SURVEY & DEMO PLAN - MAY STREET

SCALE 1" = 10'-0" CONTOURS AT 1 FOOT INTERVALS <LL: "ECS_TOP_SW ">

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ECS & DEMO PLAN - MAY ST.
MAY ST. ELEVATED SIDEWALK
CATCH BASIN REPLACEMENT
CITY OF HOOD RIVER
HOOD RIVER OREGON

REV	DATE	DRWN	CHKD	DESCRIPTION
1	10/21/26	MCM	DAB	REVISION PER ADDENDUM #2
	8-11-26	TLW	ARB	ORIGINAL SET SUBMISSION

REGISTERED PROFESSIONAL ENGINEER
86,818
OREGON
JULY 13, 2001
DEVRY A. BELL
10/21/26
EXPIRES: 12/31/27

BDC
JOB NO.
25B340

SHEET NO.
C1.00

7 OF 21 SHEETS

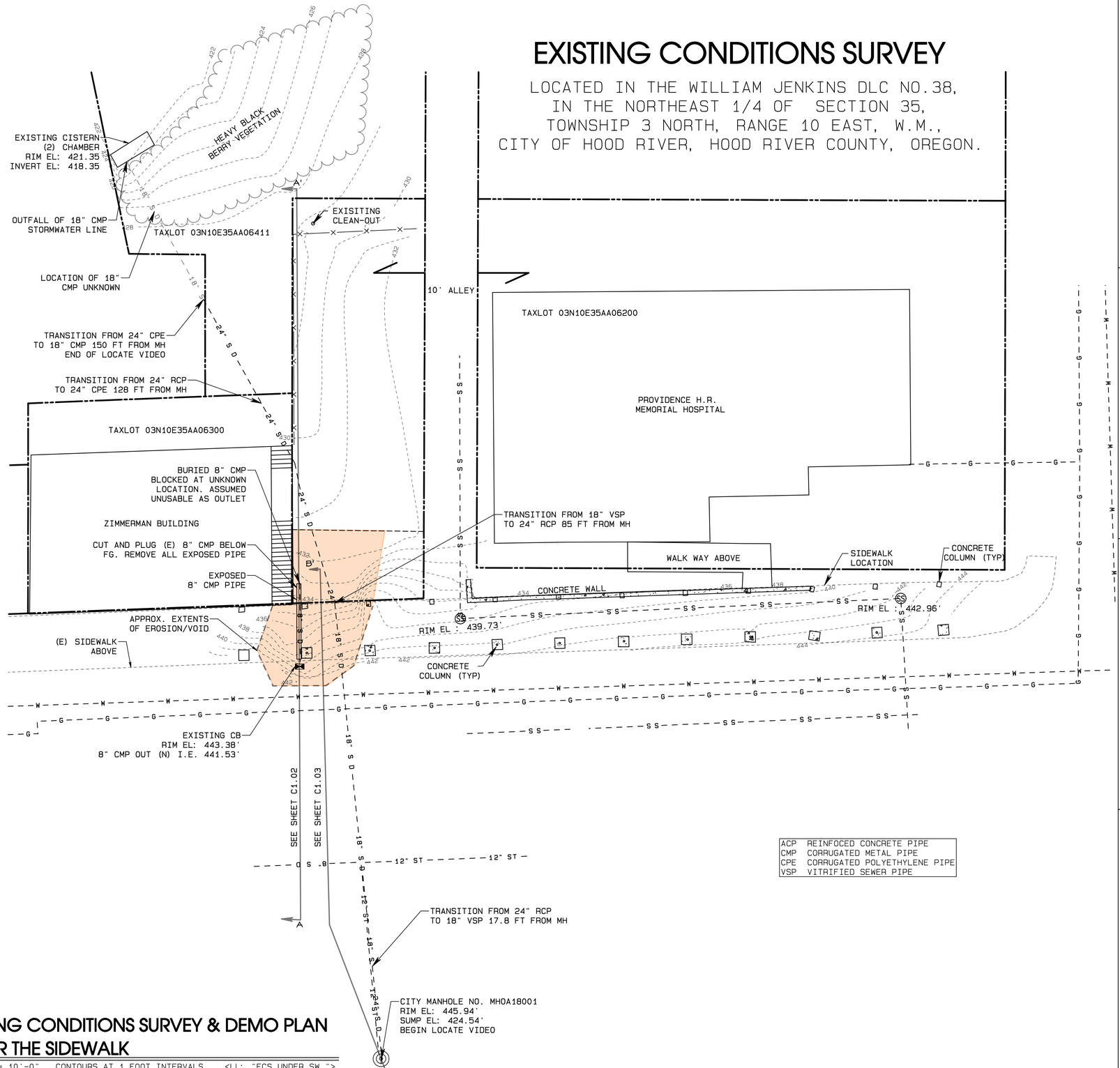
21"X32" BORDER - PRINTS ON 22X34 SHEET

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21"X32" BORDER - PRINTS ON 22X34 SHEET

EXISTING CONDITIONS SURVEY

LOCATED IN THE WILLIAM JENKINS DLC NO.38,
IN THE NORTHEAST 1/4 OF SECTION 35,
TOWNSHIP 3 NORTH, RANGE 10 EAST, W.M.,
CITY OF HOOD RIVER, HOOD RIVER COUNTY, OREGON.



ACP	REINFOCED CONCRETE PIPE
CMP	CORRUGATED METAL PIPE
CPE	CORRUGATED POLYETHYLENE PIPE
VSP	VITRIFIED SEWER PIPE

EXISTING CONDITION SURVEY NOTES

-FIELD WORK PERFORMED ON (8-6-26)
-VERTICAL DATUM BASED ON NAVD 88, OR OREGON REAL-TIME GNSS NETWORK (ORGN)
-HORIZONTAL SCALE 1"=20'
-CONTOURS @ 1' INTERVALS
-UTILITY INFORMATION AS PER CITY OF HOOD RIVER ONLINE MAPPING DATA

EXISTING CONDITIONS SURVEY & DEMO PLAN UNDER THE SIDEWALK

D-2
C1.01

SCALE 1" = 10'-0" CONTOURS AT 1 FOOT INTERVALS <LL: "ECS_UNDER_SW ">

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ECS & DEMO PLAN - UNDER SIDEWALK
MAY ST. ELEVATED SIDEWALK
CATCH BASIN REPLACEMENT
CITY OF HOOD RIVER
HOOD RIVER OREGON

REV	DATE	DRWN	CHKD	DESCRIPTION
1	8-11-26	TLW	ARB	ORIGINAL SET SUBMISSION
	10/21/26	MCM	DAB	REVISION PER ADDENDUM #2

REGISTERED PROFESSIONAL ENGINEER
86,816
OREGON
MAY 13, 2005
DEVRY A. BELL
EXPIRES: 10/21/26
12/31/27

BDC JOB NO. 25B340

SHEET NO. C1.01

8 OF 21 SHEETS

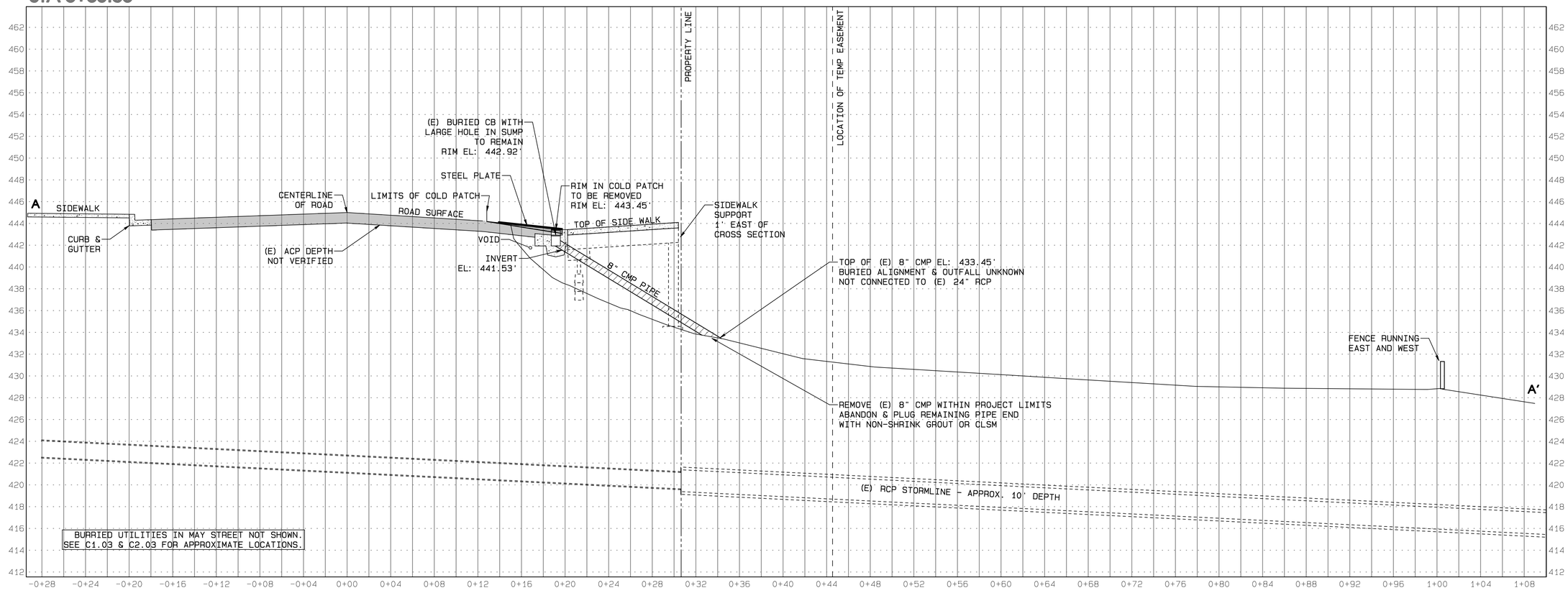
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21"X32" BORDER - PRINTS ON 22X34 SHEET

CROSS SECTION 6+63.58

LOCATED IN THE WILLIAM JENKINS DLC NO.38,
IN THE NORTHEAST 1/4 OF SECTION 35,
TOWNSHIP 3 NORTH, RANGE 10 EAST, W.M.,
CITY OF HOOD RIVER, HOOD RIVER COUNTY, OREGON.

STA 6+63.58



D-1
C1.02

CROSS SECTION A-A' @ STA 6+63.58

SCALE 1" = 5'-0" <LL: "EX_PRF">

ACP	REINFOCED CONCRETE PIPE
CMP	CORRUGATED METAL PIPE
CPE	CORRUGATED POLYETHYLENE PIPE
VSP	VITRIFIED SEWER PIPE

CROSS SECTION NOTES NOTES

- EXACT PIPE INVERT ELEVATION UNKNOWN DUE TO METAL PLATE COVERING CATCH BASIN OBSERVED 8/17/26
-FIELD WORK PERFORMED ON (8-6-26)
-VERTICAL DATUM BASED ON NAVD 88, OR OREGON REAL-TIME GNSS NETWORK (ORGN)
-HORIZONTAL SCALE 1"=5'
-VERTICAL SCALE 1"= 2'

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EXISTING CROSS SECTION A
MAY ST. ELEVATED SIDEWALK
CATCH BASIN REPLACEMENT
CITY OF HOOD RIVER
HOOD RIVER OREGON

REV	DATE	DRWN	CHKD	DESCRIPTION
1	10/21/26	MCM	DAB	REVISION PER ADDENDUM #2
	8/15/26	TLM	ARB	ORIGINAL SET SUBMISSION

REGISTERED PROFESSIONAL ENGINEER
85,816
OREGON
Mar. 13, 2001
DEVRY A. BELL
10/21/26
EXPIRES: 12/31/27

BDC JOB NO.
25B340

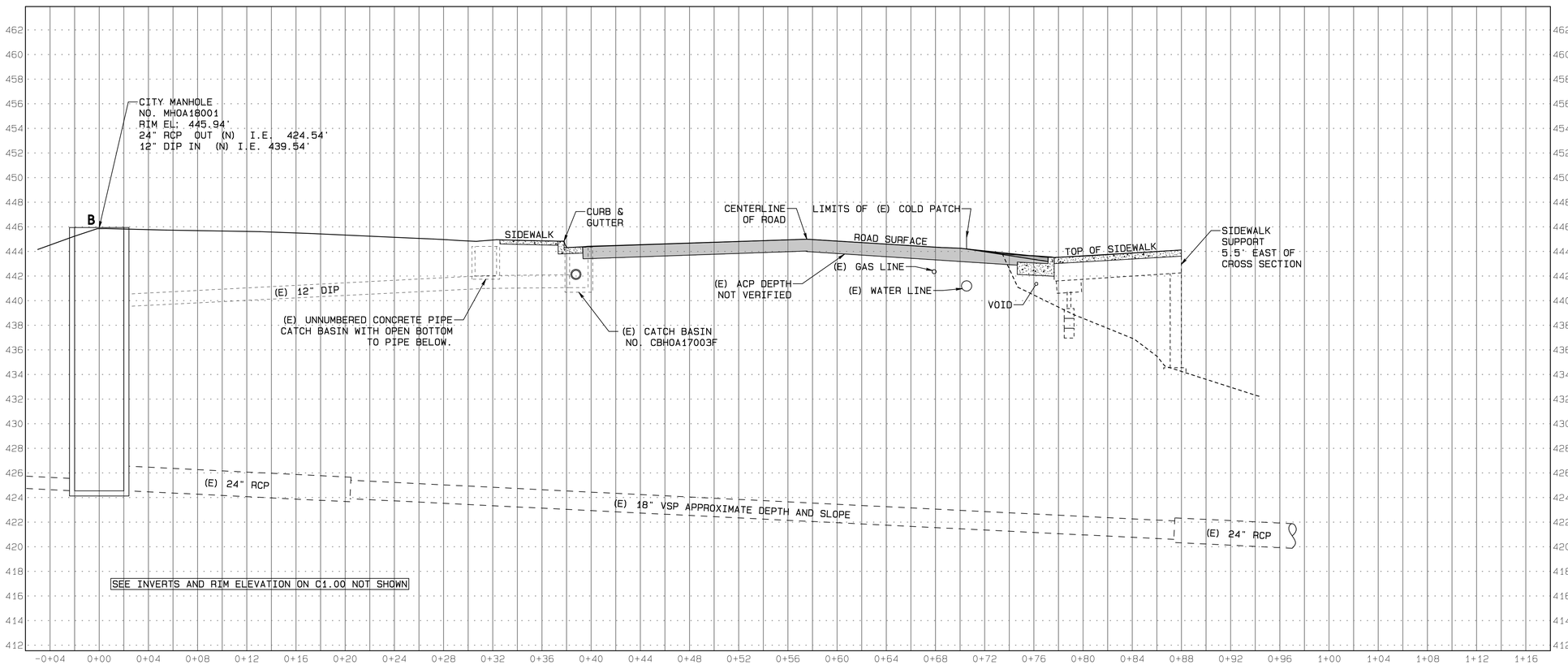
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C1.02
9 OF 21 SHEETS

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21"X32" BORDER - PRINTS ON 22X34 SHEET

CROSS SECTION 6+68.34

LOCATED IN THE WILLIAM JENKINS DLC NO.38,
IN THE NORTHEAST 1/4 OF SECTION 35,
TOWNSHIP 3 NORTH, RANGE 10 EAST, W.M.,
CITY OF HOOD RIVER, HOOD RIVER COUNTY, OREGON.



D-1
C1.03

CROSS SECTION B-B' @ STA 6+68.34 - MAY STREET

SCALE 1" = 5'-0" <LL: "EX_PRF B2">

ACP	REINFOCED CONCRETE PIPE
CMP	CORRUGATED METAL PIPE
CPE	CORRUGATED POLYETHYLENE PIPE
VSP	VITRIFIED SEWER PIPE

CROSS SECTION NOTES NOTES

- EXACT PIPE INVERT ELEVATION UNKNOWN DUE TO METAL PLATE COVERING CATCH BASIN OBSERVED 8/17/26
-FIELD WORK PERFORMED ON (8-6-26)
-VERTICAL DATUM BASED ON NAVD 88, OR OREGON REAL-TIME GNSS NETWORK (ORGN)
-HORIZONTAL SCALE 1"=5'
-VERTICAL SCALE 1"= 2'

THIS LINE IS 1" LONG. IF THIS LINE IS NOT 1"LONG, ADJUST SCALE ACCORDINGLY

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EXISTING CROSS SECTION B
MAY ST. ELEVATED SIDEWALK
CATCH BASIN REPLACEMENT
CITY OF HOOD RIVER
HOOD RIVER OREGON

REV	DATE	DRWN	CHKD	DESCRIPTION
1	10/21/26	MCM	DAB	REVISION PER ADDENDUM #2
	8/15/26	TLM	ARB	ORIGINAL SET SUBMISSION

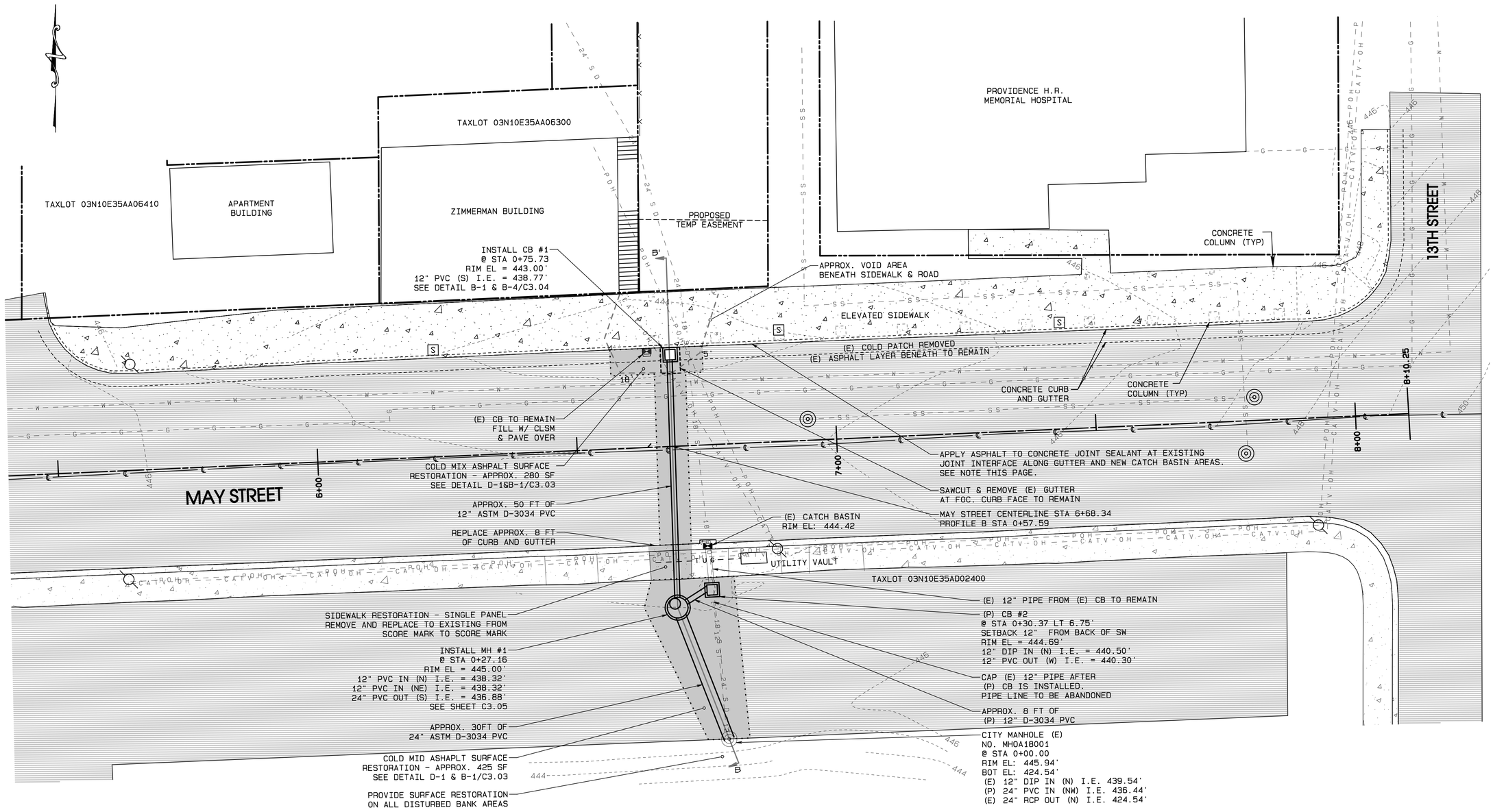
REGISTERED PROFESSIONAL ENGINEER
85,616
OREGON
April 13, 2001
DEWEY A. BELL
10/21/26
EXPIRES: 12/31/27

BDC JOB NO.
25B340

SHEET NO.
C1.03
10 OF 21 SHEETS

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21"X32" BORDER - PRINTS ON 22X34 SHEET



ASPHALT-TO-CONCRETE JOINT SEALANT

PROVIDE SEALMASTER CRACKMASTER 3405 HOT-APPLIED, RUBBERIZED ASPHALT JOINT SEALANT, ODOT GPL PRODUCT NO. 5412, CONFORMING TO ODOT STANDARD SPECIFICATION §02440.30 AND ASTM D6690, TYPE II OR III, OR APPROVED EQUIVALENT. THOROUGHLY CLEAN AND DRY EXISTING JOINTS BETWEEN ASPHALT PAVEMENT AND CONCRETE CURB/GUTTER PRIOR TO APPLICATION. FOR JOINTS APPROXIMATELY 3/4 INCH WIDE, PROVIDE A NOMINAL SEALANT DEPTH OF 1/2 INCH. WHERE EXISTING JOINT DEPTHS EXCEED 1/2 INCH, INSTALL A COMPATIBLE, HEAT-RESISTANT BACKER ROD OR OTHER MANUFACTURER-APPROVED BACKING MATERIAL TO CONTROL SEALANT DEPTH. BACKING MATERIAL SHALL BE SUITABLE FOR HOT-APPLIED SEALANT TEMPERATURES AND SHALL NOT PERMIT THREE-SIDED ADHESION WHERE JOINT MOVEMENT IS ANTICIPATED. INSTALL SEALANT CONTINUOUSLY IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS TO ACCOMMODATE ANTICIPATED JOINT MOVEMENT AND MINIMIZE SURFACE-WATER INFILTRATION BENEATH THE EXISTING CURB AND GUTTER.

CLEAN ASPHALT TO CONCRETE JOINT

AFTER COLD PATCH HAS BEEN REMOVED. CLEAN ASPHALT TO CONCRETE JOINT AND APPLY ASPHALT TO CONCRETE JOINT SEALANT AT EXISTING JOINT INTERFACE. SEE NOTE THIS PAGE. SEE SHEET C1.00 FOR AREA LIMITS OF COLD PATCH REMOVAL

D-3
C2.00

PROPOSED PLAN - MAY STREET

SCALE 1" = 10'-0" CONTOURS AT 1 FOOT INTERVALS <LL: "PRO_TOP_SW2">

THIS LINE IS 1" LONG. IF THIS LINE IS NOT 1"LONG, ADJUST SCALE ACCORDINGLY

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Bingen, WA 98605 • belldesigncompany.com

PROPOSED PLAN
MAY ST. ELEVATED SIDEWALK
CATCH BASIN REPLACEMENT
CITY OF HOOD RIVER
HOOD RIVER OREGON

REV	DATE	DRWN	CHKD	DESCRIPTION
1	10/21/26	MCM	DAB	REVISION PER ADDENDUM #2
	10/09/26	MCM	DAB	ORIGINAL SET SUBMISSION

REGISTERED PROFESSIONAL ENGINEER
85,818
OREGON
April 13, 2001
DEVRY A. BELL
10/21/26
EXPIRES: 12/31/27

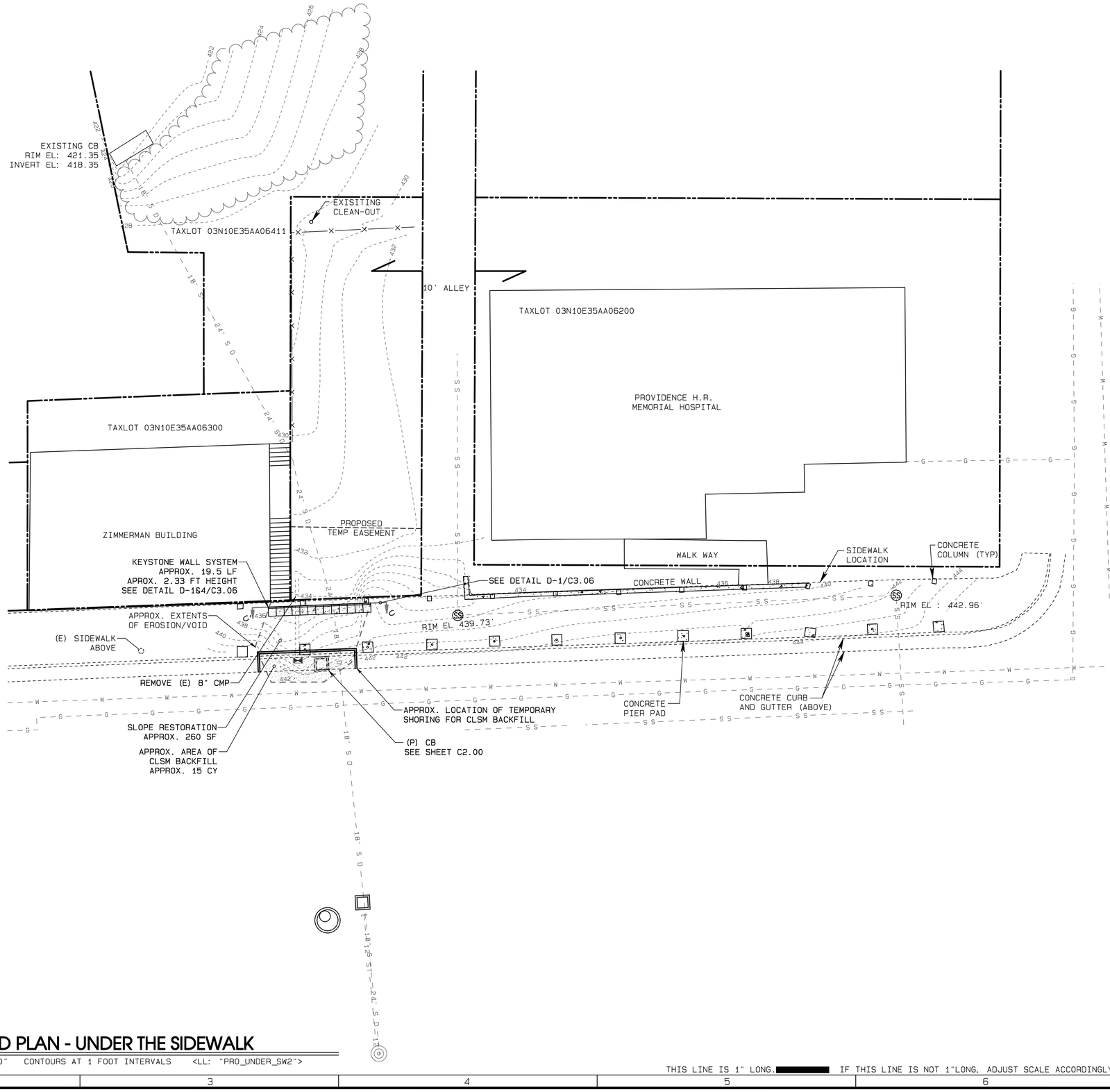
BDC JOB NO. 25B340

SHEET NO. C2.00

11 OF 21 SHEETS

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21"X32" BORDER - PRINTS ON 22X34 SHEET



D-2
C2.01

PROPOSED PLAN - UNDER THE SIDEWALK

SCALE 1" = 10'-0" CONTOURS AT 1 FOOT INTERVALS <LL: "PRO_UNDER_SW2">

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Bingen, WA 98605 • bell@designcompany.com

PROPOSED UNDER SIDEWALK
MAY ST. ELEVATED SIDEWALK
CATCH BASIN REPLACEMENT
CITY OF HOOD RIVER
HOOD RIVER OREGON

REV	DATE	DRWN	CHKD	DESCRIPTION
				ORIGINAL SET SUBMISSION
1	10/21/26	MCM	DAB	REVISION PER ADDENDUM #2
	10/09/26	MCM	DAB	

REGISTERED PROFESSIONAL ENGINEER
86,616
OREGON
May 13, 2001
DEVRY A. BELL
10/21/26
EXPIRES: 12/31/27

BDC JOB NO. 25B340

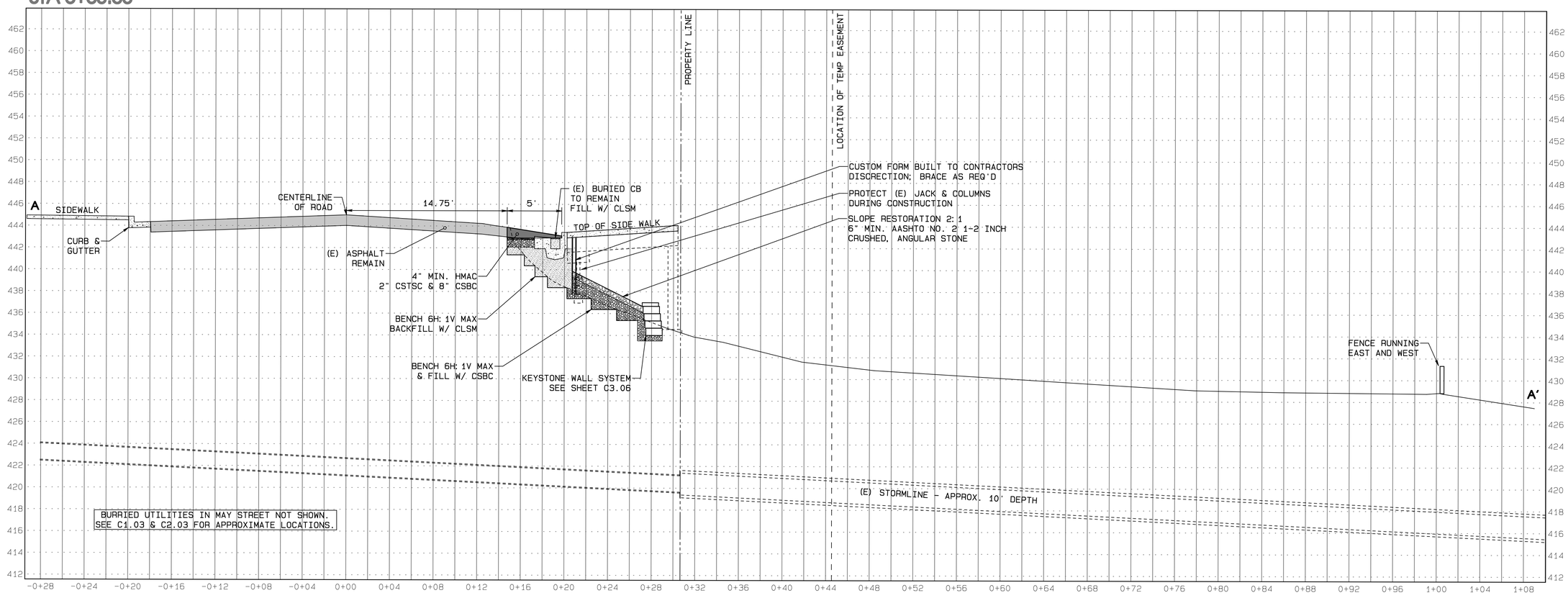
SHEET NO. C2.01

12 OF 21 SHEETS

D:\2025\B340\25b340.pro

21"X32" BORDER - PRINTS ON 22X34 SHEET

STA 6+63.58



D-1
C2.02

PROPOSED CROSS SECTION A-A' @ STA 6+63.58

SCALE 1" = 5'-0" <LL: "PRO_PRF A">

CONSTRUCTION NOTES:

SEE SHEET C0.04 FOR CONSTRUCTION SEQUENCING

ACP	REINFOCED CONCRETE PIPE
CMP	CORRUGATED METAL PIPE
CPE	CORRUGATED POLYETHYLENE PIPE
VSP	VITRIFIED SEWER PIPE

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PROPOSED CROSS SECTION A
MAY ST. ELEVATED SIDEWALK
CATCH BASIN REPLACEMENT
CITY OF HOOD RIVER
HOOD RIVER OREGON

REV	DATE	DRWN	CHKD	DESCRIPTION
1	10/21/26	MCM	DAB	REVISION PER ADDENDUM #2
	10/09/26	MCM	DAB	ORIGINAL SET SUBMISSION

REGISTERED PROFESSIONAL ENGINEER
86,816
OREGON
MAR. 13, 2001
DEVRY A. BELL
10/21/26
EXPIRES: 12/31/27

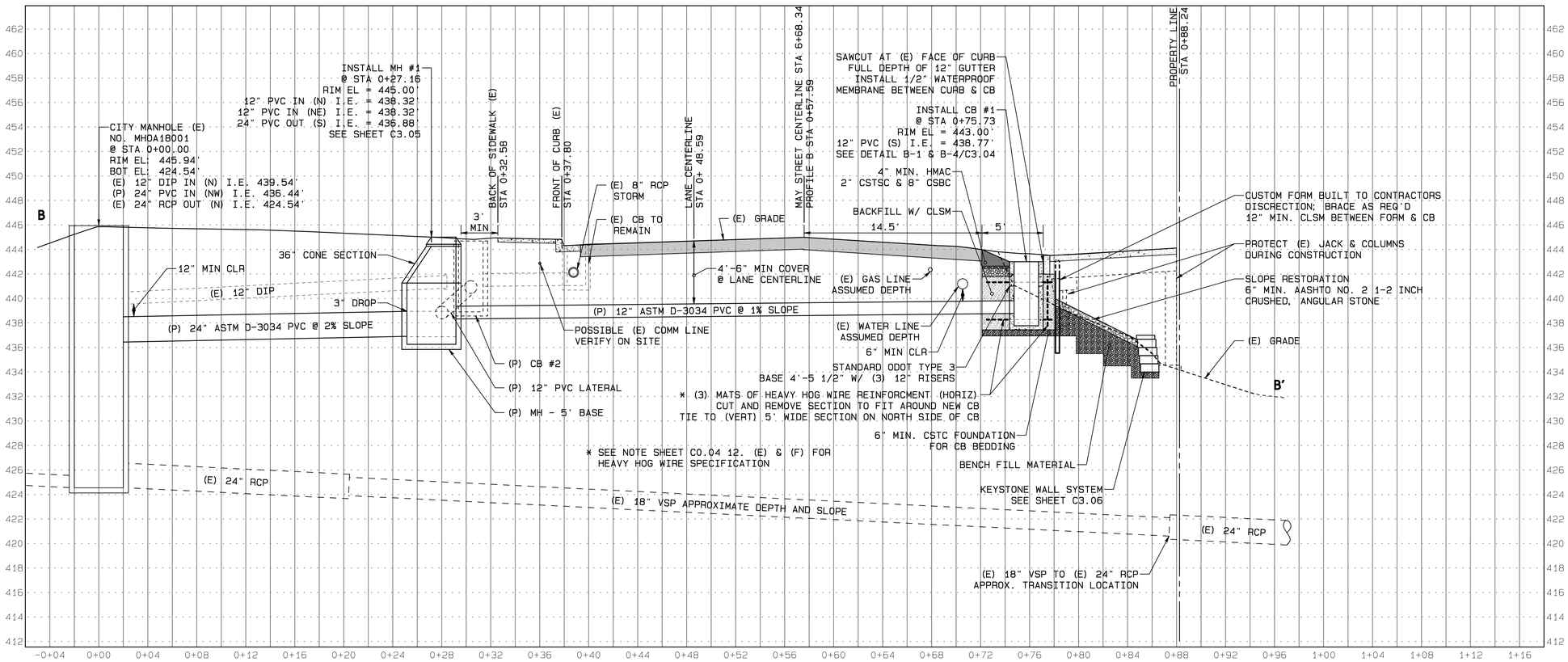
BDC
JOB NO. 25B340

SHEET NO. C2.02

13 OF 21 SHEETS

D:\2025\B340\25b340.pro

21"X32" BORDER - PRINTS ON 22X34 SHEET



D-1
C2.03

PROPOSED CROSS SECTION B-B' @ STA 6+68.34 - MAY STREET

SCALE 1" = 5'-0" <LL: "PRO_PRF B2">

CONSTRUCTION NOTES:

SEE SHEET CO.04 FOR CONSTRUCTION SEQUENCING

ACP	REINFOCED CONCRETE PIPE
CMP	CORRUGATED METAL PIPE
CPE	CORRUGATED POLYETHYLENE PIPE
VSP	VITRIFIED SEWER PIPE

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PROPOSED CROSS SECTION B
MAY ST. ELEVATED SIDEWALK
CATCH BASIN REPLACEMENT
CITY OF HOOD RIVER
HOOD RIVER OREGON

REV	DATE	DRWN	CHKD	DESCRIPTION
1	10/21/26	MCM	DAB	REVISION PER ADDENDUM #2
	10/09/26	MCM	DAB	ORIGINAL SET SUBMISSION

REGISTERED PROFESSIONAL ENGINEER
86,816
OREGON
Jan. 13, 2005
DEWEY A. BELL
10/21/26
EXPIRES: 12/31/27

BDC JOB NO. 25B340

SHEET NO. C2.03

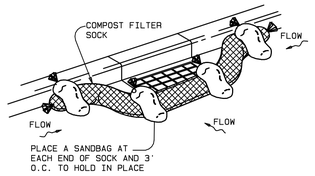
14 OF 21 SHEETS

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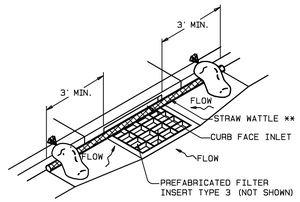
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21"X32" BORDER - PRINTS ON 22X34 SHEET

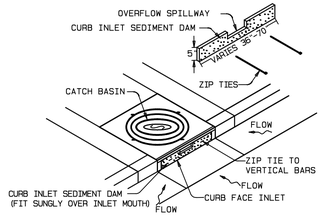
CURB INLET PERSPECTIVE VIEW
COMPOST FILTER SOCK OR WATTLE - TYPE 7



WATTLE BARRIER WITH FILTER INSERT - TYPE 11



CURB INLET SEDIMENT DAM - TYPE 10



CITY OF HOOD RIVER STANDARD DRAWINGS ESC-03

THE SELECTION AND USE OF THIS STANDARD DRAWING, WHOLE 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 CITY OF HOOD RIVER AND STATE OF OREGON STANDARD SPECIFICATIONS. THE MOST STRINGENT SHALL APPLY.

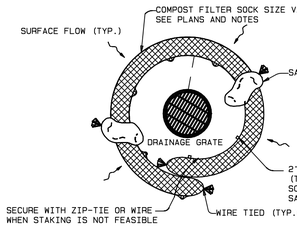
INLET PROTECTION
2 OF 4
2019

DATE	REVISIONS

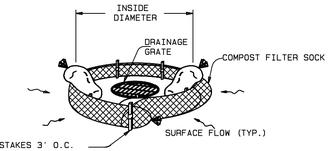
B-1 / C3.00 **INLET PROTECTION 1 OF 3**

SCALE: NTS <LL: "ALL">

AREA DRAIN PLAN



AREA DRAIN PERSPECTIVE VIEW



CITY OF HOOD RIVER STANDARD DRAWINGS ESC-03

THE SELECTION AND USE OF THIS STANDARD DRAWING, WHOLE 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

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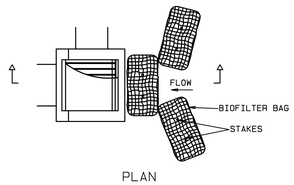
INLET PROTECTION
3 OF 4
2019

DATE	REVISIONS

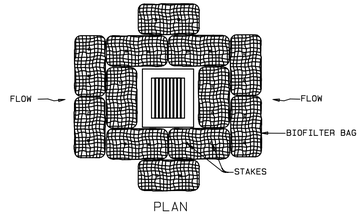
B-4 / C3.00 **INLET PROTECTION 2 OF 3**

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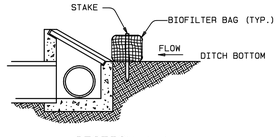
BIOFILTER BAGS - TYPE 4



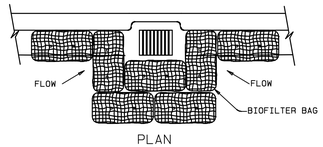
PLAN
DITCH INLET



PLAN
AREA DRAIN



SECTION A-A
DITCH INLET



PLAN
CATCH BASIN

NOTES FOR ALL DETAILS:
1. STAKE BIOFILTER BAGS 2'x2' WOOD STAKES, AND USE A MIN. 2 STAKES PER BAG. DRIVE STAKES A MIN. OF 6" INTO THE GROUND AND FLUSH WITH THE TOP OF THE BAGS.

2. OMIT STAKES WHEN BAGS ARE PLACED ON PAVEMENT SURFACE.

3. OVERLAP ALL BAG JOINTS 6".

CITY OF HOOD RIVER STANDARD DRAWINGS ESC-03

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NOTE: ALL MATERIAL AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH THE CURRENT CITY OF HOOD RIVER AND STATE OF OREGON STANDARD SPECIFICATIONS. THE MOST STRINGENT SHALL APPLY.

INLET PROTECTION
4 OF 4
2019

DATE	REVISIONS

D-1 / C3.00 **INLET PROTECTION 3 OF 3**

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HR EROSION CONTROL DETAILS
MAY ST. ELEVATED SIDEWALK
CATCH BASIN REPLACEMENT
CITY OF HOOD RIVER
HOOD RIVER OREGON

REV	DATE	DRWN	CHKD	DESCRIPTION
1	10/09/26	MCM	DAB	ORIGINAL SET SUBMISSION
	10/21/26	MCM	DAB	REVISION PER ADDENDUM #2

REGISTERED PROFESSIONAL ENGINEER
85,816
OREGON
Mar. 13, 2001
DEVRY A. BELL
10/21/26
EXPIRES: 12/31/27

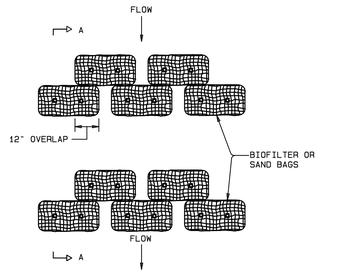
BDC JOB NO.
25B340

SHEET NO.
C3.00
15 OF 21 SHEETS

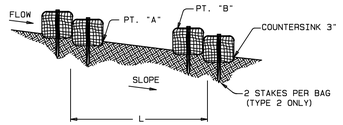
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21"X32" BORDER - PRINTS ON 22X34 SHEET

BIOFILTER BAG/SANG BAG BARRIER - TYPE 2 & 4



PLAN



SECTION A-A

BARRIER SPACING

INSTALL PARALLEL ALONG CONTOURS AS FOLLOWS		
% SLOPE	H: V SLOPE	MAX. SPACING ON SLOPE
< 10 %	< 10: 1	300'
10 > % > 15	10 > X > 7.5	150'
15 > % > 20	7.5 > X > 5	100'
20 > % > 30	5 > X > 3	50'
> 30 %	> 3: 1	25'

NOTES FOR ALL DETAILS:
1. FOR TYPE 2 AND 3 BARRIER, DRIVE STAKES FLUSH WITH TOP OF BAG AND INTO UNDISTURBED GROUND A MIN. OF 12". OMIT STAKES IF BAGS ARE PLACED ON PAVED SURFACE.

2. FOR TYPE 2, 3, AND 4 BARRIERS, SPACE BAGS (L) SO THAT THE ELEVATION OF POINT "A" IS LESS THAN OR EQUAL TO THE ELEVATION OF POINT "B".

TYPE 2 - BIOFILTER BAGS
TYPE 3 - WATTLES
TYPE 4 - SAND BAGS

CITY OF HOOD RIVER STANDARD DRAWINGS ESC-04

THE SELECTION AND USE OF THIS STANDARD DRAWING, WHICH 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 CITY OF HOOD RIVER AND STATE OF OREGON STANDARD SPECIFICATIONS. THE MOST STRINGENT SHALL APPLY.

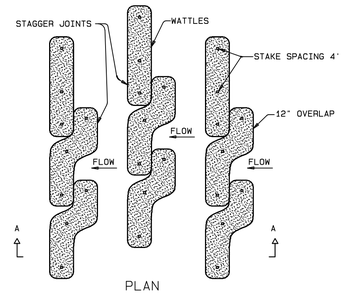
SEDIMENT BARRIER
1 OF 6
2019

DATE	REVISIONS

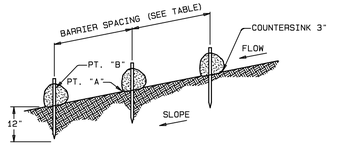
B-1 / C3.01 **INLET PROTECTION 1 OF 3**

SCALE: NTS <LL: "ALL">

FIBER ROLL BARRIER - TYPE 3



PLAN



SECTION A-A

BARRIER SPACING

INSTALL PARALLEL ALONG CONTOURS AS FOLLOWS		
% SLOPE	H: V SLOPE	MAX. SPACING ON SLOPE
< 10 %	< 10: 1	300'
10 > % > 15	10 > X > 7.5	150'
15 > % > 20	7.5 > X > 5	100'
20 > % > 30	5 > X > 3	50'
> 30 %	> 3: 1	25'

NOTES FOR ALL DETAILS:
1. FOR TYPE 2 AND 3 BARRIER, DRIVE STAKES FLUSH WITH TOP OF BAG AND INTO UNDISTURBED GROUND A MIN. OF 12". OMIT STAKES IF BAGS ARE PLACED ON PAVED SURFACE.

2. FOR TYPE 2, 3, AND 4 BARRIERS, SPACE BAGS (L) SO THAT THE ELEVATION OF POINT "A" IS LESS THAN OR EQUAL TO THE ELEVATION OF POINT "B".

TYPE 2 - BIOFILTER BAGS
TYPE 3 - WATTLES
TYPE 4 - SAND BAGS

CITY OF HOOD RIVER STANDARD DRAWINGS ESC-04

THE SELECTION AND USE OF THIS STANDARD DRAWING, WHICH 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 CITY OF HOOD RIVER AND STATE OF OREGON STANDARD SPECIFICATIONS. THE MOST STRINGENT SHALL APPLY.

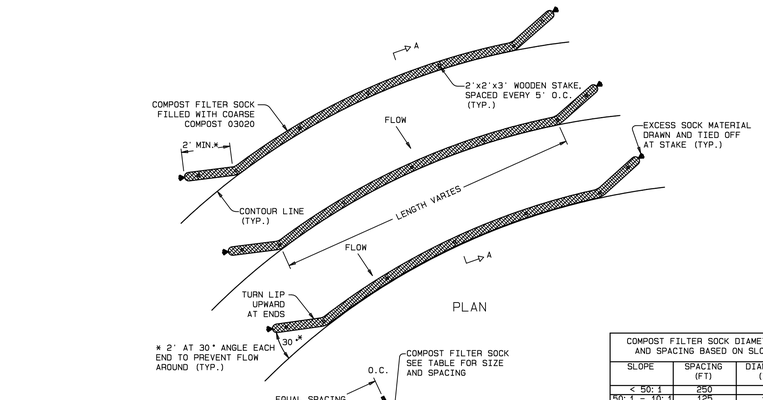
SEDIMENT BARRIER
2 OF 6
2019

DATE	REVISIONS

B-4 / C3.01 **INLET PROTECTION 2 OF 3**

SCALE: NTS <LL: "ALL">

COMPOST FILTER SOCK



PLAN

SECTION A-A

COMPOST FILTER SOCK DIAMETER AND SPACING BASED ON SLOPE		
SLOPE	SPACING (FT)	DIAMETER (IN)
< 50: 1	250	8
50: 1 - 10: 1	125	12
10: 1 - 5: 1	100	12
5: 1 - 2: 1	50	18
> 2: 1	25	18

CITY OF HOOD RIVER STANDARD DRAWINGS ESC-04

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NOTE: ALL MATERIAL AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH THE CURRENT CITY OF HOOD RIVER AND STATE OF OREGON STANDARD SPECIFICATIONS. THE MOST STRINGENT SHALL APPLY.

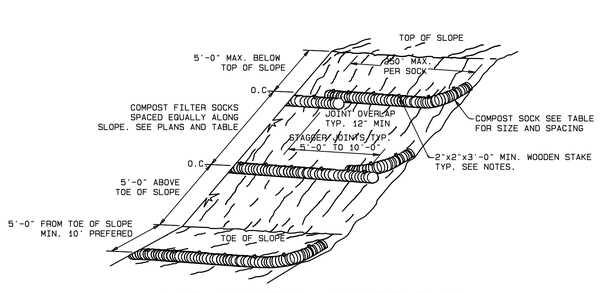
SEDIMENT BARRIER
4 OF 6
2019

DATE	REVISIONS

D-1 / C3.01 **SEDIMENT BARRIER 3 OF 4**

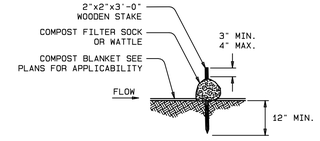
SCALE: NTS <LL: "ALL">

COMPOST FILTER SOCK



SLOPE APPLICATION - PERSPECTIVE VIEW

STAKING



COMPOST FILTER SOCK DIAMETER AND SPACING BASED ON SLOPE		
SLOPE	SPACING (FT)	DIAMETER (IN)
< 50: 1	250	8
50: 1 - 10: 1	125	12
10: 1 - 5: 1	100	12
5: 1 - 2: 1	50	18
> 2: 1	25	18

CITY OF HOOD RIVER STANDARD DRAWINGS ESC-04

THE SELECTION AND USE OF THIS STANDARD DRAWING, WHICH 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

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SEDIMENT BARRIER
5 OF 6
2019

DATE	REVISIONS

D-4 / C3.01 **INLET PROTECTION 2 OF 3**

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HR EROSION CONTROL DETAILS
MAY ST. ELEVATED SIDEWALK
CATCH BASIN REPLACEMENT
CITY OF HOOD RIVER
HOOD RIVER OREGON

REV	DATE	DRWN	CHKD	DESCRIPTION
				ORIGINAL SET SUBMISSION
1	10/21/26	MCM	DAB	REVISION PER ADDENDUM #2
	10/09/26	MCM	DAB	

REGISTERED PROFESSIONAL ENGINEER
85,816
OREGON
MAY 13, 2001
DEVRY A. BELL
10/21/26
EXPIRES: 12/31/27

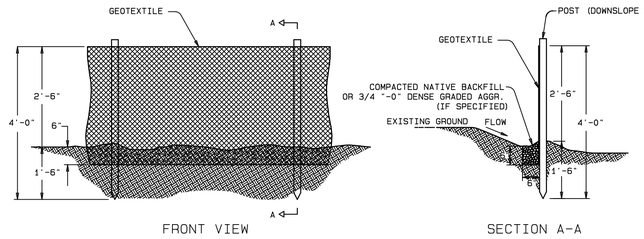
BDC JOB NO.
25B340

SHEET NO.
C3.01
16 OF 21 SHEETS

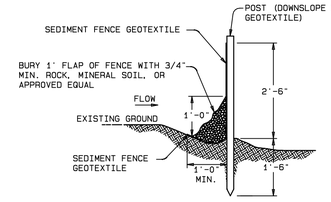
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21"X32" BORDER - PRINTS ON 22X34 SHEET

SEDIMENT FENCE AND GEOTEXTILE BURY DETAIL - TYPE 1



ALTERNATE SEDIMENT FENCE W/O TRENCHING - TYPE 2



CITY OF HOOD RIVER STANDARD DRAWINGS ESC-05

THE SELECTION AND USE OF THIS STANDARD DRAWING, WHICH 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 CITY OF HOOD RIVER AND STATE OF OREGON STANDARD SPECIFICATIONS. THE MOST STRINGENT SHALL APPLY.

SEDIMENT FENCE
1 OF 2
2019

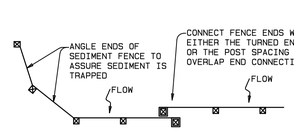
DATE	REVISIONS

B-1 / C3.02

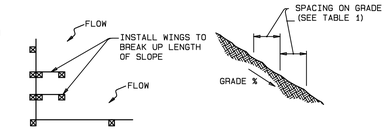
SEDIMENT FENCE 1 OF 2

SCALE: NTS <LL: "ALL">

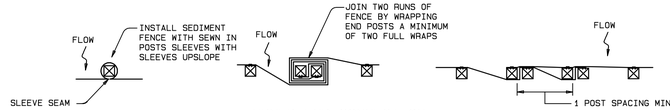
PLAN VIEW



TERMINATION AT CORNER OR PROPERTY LINE



GEOTEXTILE END CONNECTIONS



TURNED END CONNECTION

GEOTEXTILE WITH POST SLEEVES

POST SPACING OVERLAP CONNECTION

NOTES FOR ALL DETAILS:
1. USE 2"x2" WOOD FENCE POSTS OR TEE POSTS.

2. POSTS TO BE INSTALLED ON DOWNHILL SIDE OF SEDIMENT FENCE GEOTEXTILE. POSITION POSTS TO PREVENT SEPARATION FROM GEOTEXTILE.

3. COMPACT FILTER FABRIC TRENCH BACKFILL AND SOIL UPHILL SIDE OF FENCE.

4. LOCATE FENCE NO CLOSER THAN THREE FEET TO THE TOE OF A SLOPE.

5. WING SPACING SHALL COMPLY WITH TABLE 1.

TABLE 1
FENCE SPACING
FOR GENERAL APPLICATION

INSTALL PARALLEL ALONG CONTOURS AS FOLLOWS	
GRADE	MAX. SPACING ON GRADE
GRADE < 10%	300'
10% ≤ GRADE < 15%	150'
15% ≤ GRADE < 20%	100'
20% ≤ GRADE < 30%	50'
30% ≤ GRADE	25'

TABLE 2

POST SPACING	
6'	SEDIMENT FENCE WITH GEOTEXTILE ELONGATION LESS THAN 50%
4'	SEDIMENT FENCE WITH GEOTEXTILE ELONGATION 50% OR MORE

CITY OF HOOD RIVER STANDARD DRAWINGS ESC-05

THE SELECTION AND USE OF THIS STANDARD DRAWING, WHICH 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 CITY OF HOOD RIVER AND STATE OF OREGON STANDARD SPECIFICATIONS. THE MOST STRINGENT SHALL APPLY.

SEDIMENT FENCE
2 OF 2
2019

DATE	REVISIONS

B-4 / C3.02

SEDIMENT FENCE 2 OF 2

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HR EROSION CONTROL DETAILS
MAY ST. ELEVATED SIDEWALK
CATCH BASIN REPLACEMENT
CITY OF HOOD RIVER
HOOD RIVER OREGON

REV	DATE	DRWN	CHKD	DESCRIPTION
1	10/21/26	MCM	DAB	REVISION PER ADDENDUM #2
	10/09/26	MCM	DAB	ORIGINAL SET SUBMISSION

REGISTERED PROFESSIONAL ENGINEER
85,816
OREGON
Mar. 13, 2001
DEVRY A. BELL
EXPIRES: 12/31/27
10/21/26

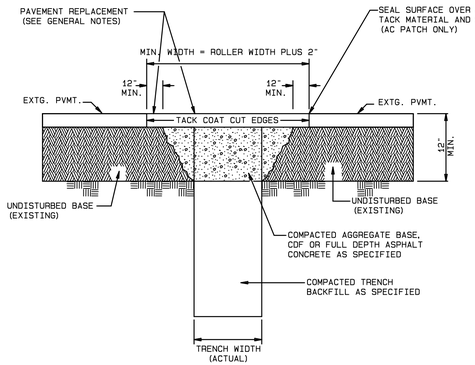
BDC JOB NO.
25B340

SHEET NO.
C3.02
17 OF 21 SHEETS

THIS LINE IS 1" LONG. IF THIS LINE IS NOT 1"LONG, ADJUST SCALE ACCORDINGLY

D:\2025\B340\25b340.pro

21"X32" BORDER - PRINTS ON 22X34 SHEET



GENERAL NOTES FOR ALL DETAILS:
1. ALL EXISTING AC OR PCC PAVEMENT SHALL BE SAWCUT PRIOR TO REPAVING.

2. CONCRETE PAVEMENT SHALL BE REPLACED WITH CONCRETE TO A MINIMUM THICKNESS OF 6" OR TO THE THICKNESS OF REMOVED PAVEMENT, WHICHEVER IS GREATER.

3. PLACE AC MIX MINIMUM THICKNESS OF 4" OR THE THICKNESS OF THE REMOVED PAVEMENT, WHICHEVER IS GREATER. COMPACT AS SPECIFIED.

CITY OF HOOD RIVER STANDARD DRAWINGS RD-02

THE SELECTION AND USE OF THIS STANDARD DRAWING, WHICH 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

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STREET CUT DETAIL

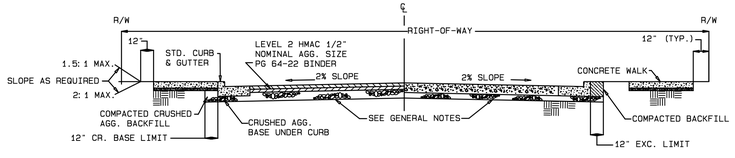
2019

DATE	REVISIONS

B-1
C3.03

STREET CUT DETAIL

SCALE: NTS <LL: "ALL">



GENERAL NOTES FOR ALL DETAILS:
1. BASE ROCK SHALL BE 1 1/2"-0" CRUSHED AGGREGATE 8" COMPACTED DEPTH @ A MINIMUM OF 95% AASHTO T-180

2. FINISH COURSE SHALL BE 3/4"-0" CRUSHED AGGREGATE 2" COMPACTED DEPTH @ A MINIMUM OF 95% AASHTO T-180

3. ASPHALT PAVEMENT SHALL BE 4" MINIMUM COMPACTED DEPTH PLACED IN TWO (2) 2" LIFTS, FIRST LIFT @ A MINIMUM OF 91% OF RICE DENSITY AND SECOND LIFT @ A MINIMUM OF 92% OF RICE DENSITY.

CITY OF HOOD RIVER STANDARD DRAWINGS RD-01

THE SELECTION AND USE OF THIS STANDARD DRAWING, WHICH 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

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STREET DETAIL

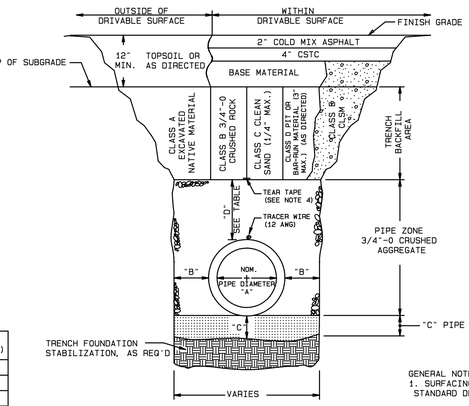
2019

DATE	REVISIONS

D-1
C3.03

STREET DETAIL

SCALE: NTS <LL: "ALL">

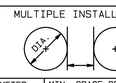


TABLE

"A" (in)	"B" (in)	"C" (in)	"D" (in)
4	10	4	8
6	10	4	8
8	10	6	10
10	10	6	10
12	12 *	6	10 **
15	12	6	10
18	16	6	12
21	16	6	12
24	18	6	12
30	18	6	12
36	24	6	14
42	24	6	14
48	24	6	14
54	24	6	14
60	24	6	14
66	24	6	14
72	24	6	14

* MATCH BLOCK LAYOUT, 16" MIN.
** SEE D-1/C2.02

MULTIPLE INSTALLATIONS



DIAMETER	MIN. SPACE BETWEEN PIPES
UP TO 48"	24"
48" TO 72"	ONE HALF (1/2) DIA. OF PIPE

GENERAL NOTES FOR ALL DETAILS:
1. SURFACING OF PAVED AREAS SHALL COMPLY WITH STREET CUT STANDARD DRAWING.

2. FOR PIPE INSTALLATION IN IMBANKMENT AREAS WHERE THE TRENCH METHOD WILL NOT BE USED AND THE PIPE IS _ 36" IN DIAMETER, INCREASE DIMENSION "B" TO NOMINAL PIPE DIAMETER.

3. PIPES OVER 72" DIAMETER ARE STRUCTURES, AND ARE NOT APPLICABLE TO THIS DRAWING.

4. DETECTABLE, COLOR CODED, 6" WIDE MARKING TAPE.

CITY OF HOOD RIVER STANDARD DRAWINGS RD-03

THE SELECTION AND USE OF THIS STANDARD DRAWING, WHICH 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

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TRENCH BACKFILL, BEDDING, PIPE ZONE & MULTIPLE INSTALLATIONS

2019 - MODIFIED

DATE	REVISIONS

B-4
C3.03

TRENCH BACKFILL, BEDDING, PIPE ZONE & MULTIPLE INSTALLATIONS

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HR ROAD DETAILS
MAY ST. ELEVATED SIDEWALK
CATCH BASIN REPLACEMENT
CITY OF HOOD RIVER OREGON

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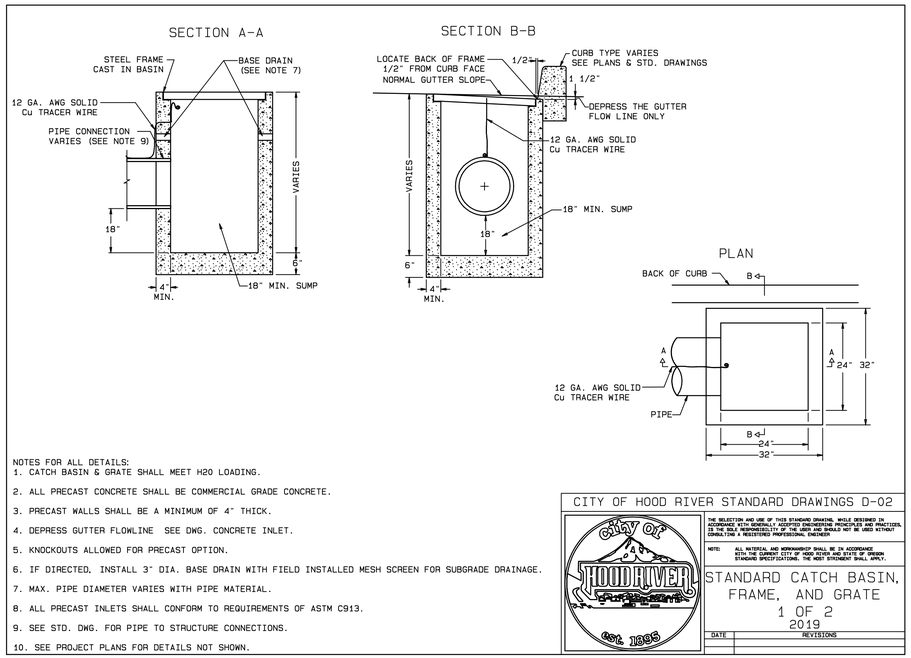
SHEET NO. C3.03

18 OF 21 SHEETS

THIS LINE IS 1" LONG. IF THIS LINE IS NOT 1"LONG, ADJUST SCALE ACCORDINGLY

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21"X32" BORDER - PRINTS ON 22X34 SHEET



NOTES FOR ALL DETAILS:

1. CATCH BASIN & GRATE SHALL MEET H20 LOADING.
2. ALL PRECAST CONCRETE SHALL BE COMMERCIAL GRADE CONCRETE.
3. PRECAST WALLS SHALL BE A MINIMUM OF 4" THICK.
4. DEPRESS GUTTER FLOWLINE SEE DWG. CONCRETE INLET.
5. KNOCKOUTS ALLOWED FOR PRECAST OPTION.
6. IF DIRECTED, INSTALL 3" DIA. BASE DRAIN WITH FIELD INSTALLED MESH SCREEN FOR SUBGRADE DRAINAGE.
7. MAX. PIPE DIAMETER VARIES WITH PIPE MATERIAL.
8. ALL PRECAST INLETS SHALL CONFORM TO REQUIREMENTS OF ASTM C913.
9. SEE STD. DWG. FOR PIPE TO STRUCTURE CONNECTIONS.
10. SEE PROJECT PLANS FOR DETAILS NOT SHOWN.

CITY OF HOOD RIVER STANDARD DRAWINGS D-02

THE SELECTION AND USE OF THIS STANDARD DRAWING, WHICH 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 CITY OF HOOD RIVER AND STATE OF OREGON STANDARD SPECIFICATIONS. THE MOST STRINGENT SHALL APPLY.

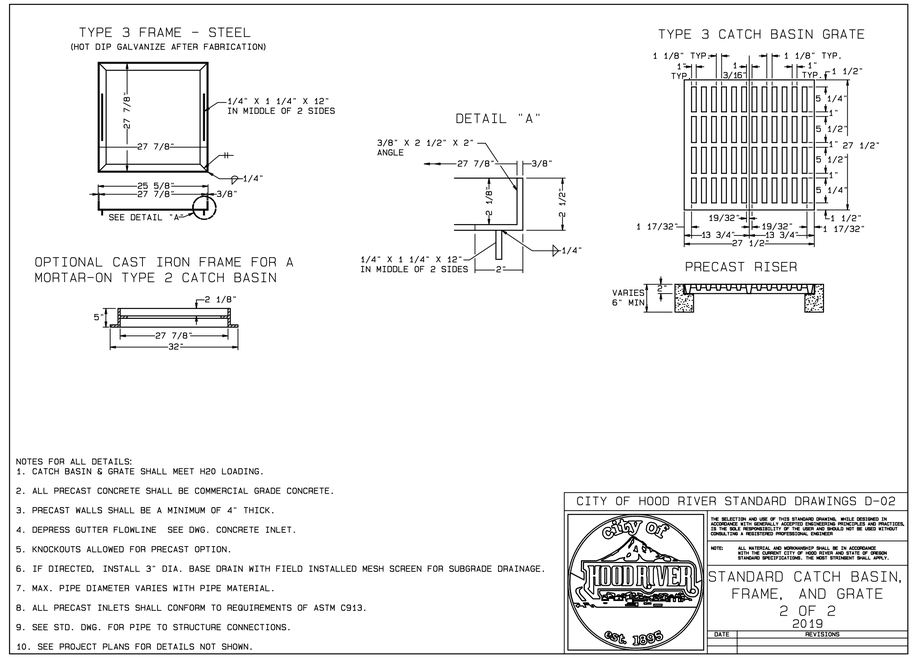
STANDARD CATCH BASIN, FRAME, AND GRATE
1 OF 2
2019

DATE	REVISIONS

B-1 / C3.04

STANDARD CATCH BASIN, FRAME, AND GRATE 1 OF 2

SCALE: NTS <LL: "ALL">



NOTES FOR ALL DETAILS:

1. CATCH BASIN & GRATE SHALL MEET H20 LOADING.
2. ALL PRECAST CONCRETE SHALL BE COMMERCIAL GRADE CONCRETE.
3. PRECAST WALLS SHALL BE A MINIMUM OF 4" THICK.
4. DEPRESS GUTTER FLOWLINE SEE DWG. CONCRETE INLET.
5. KNOCKOUTS ALLOWED FOR PRECAST OPTION.
6. IF DIRECTED, INSTALL 3" DIA. BASE DRAIN WITH FIELD INSTALLED MESH SCREEN FOR SUBGRADE DRAINAGE.
7. MAX. PIPE DIAMETER VARIES WITH PIPE MATERIAL.
8. ALL PRECAST INLETS SHALL CONFORM TO REQUIREMENTS OF ASTM C913.
9. SEE STD. DWG. FOR PIPE TO STRUCTURE CONNECTIONS.
10. SEE PROJECT PLANS FOR DETAILS NOT SHOWN.

CITY OF HOOD RIVER STANDARD DRAWINGS D-02

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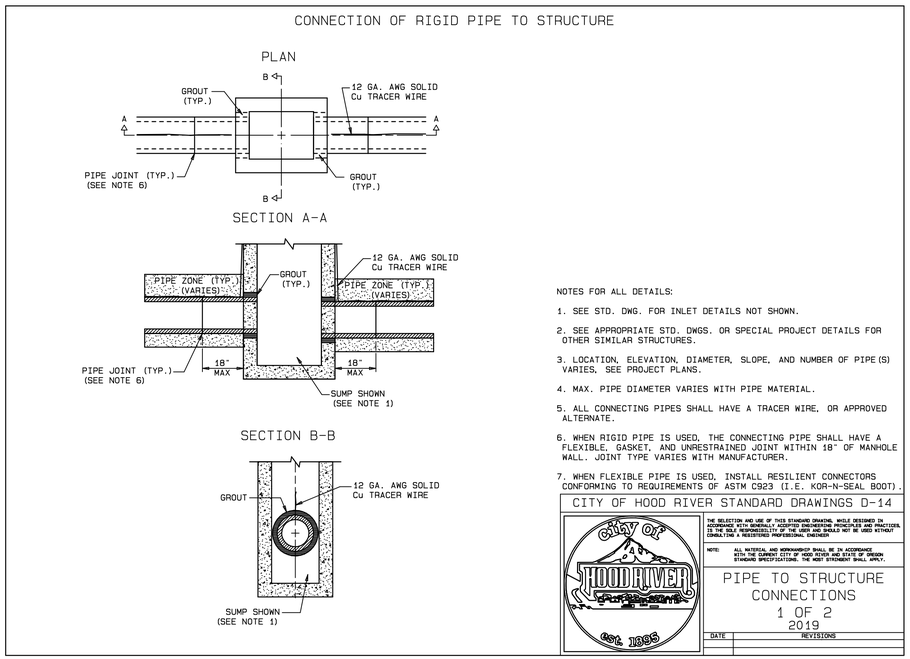
STANDARD CATCH BASIN, FRAME, AND GRATE
2 OF 2
2019

DATE	REVISIONS

B-4 / C3.04

STANDARD CATCH BASIN, FRAME, AND GRATE 2 OF 2

SCALE: NTS <LL: "ALL">



NOTES FOR ALL DETAILS:

1. SEE STD. DWG. FOR INLET DETAILS NOT SHOWN.
2. SEE APPROPRIATE STD. DWGS. OR SPECIAL PROJECT DETAILS FOR OTHER SIMILAR STRUCTURES.
3. LOCATION, ELEVATION, DIAMETER, SLOPE, AND NUMBER OF PIPE (S) VARIES, SEE PROJECT PLANS.
4. MAX. PIPE DIAMETER VARIES WITH PIPE MATERIAL.
5. ALL CONNECTING PIPES SHALL HAVE A TRACER WIRE, OR APPROVED ALTERNATE.
6. WHEN RIGID PIPE IS USED, THE CONNECTING PIPE SHALL HAVE A FLEXIBLE, GASKET, AND UNRESTRAINED JOINT WITHIN 18" OF MANHOLE WALL. JOINT TYPE VARIES WITH MANUFACTURER.
7. WHEN FLEXIBLE PIPE IS USED, INSTALL RESILIENT CONNECTORS CONFORMING TO REQUIREMENTS OF ASTM C923 (I.E. KOR-N-SEAL BOOT).

CITY OF HOOD RIVER STANDARD DRAWINGS D-14

THE SELECTION AND USE OF THIS STANDARD DRAWING, WHICH 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.

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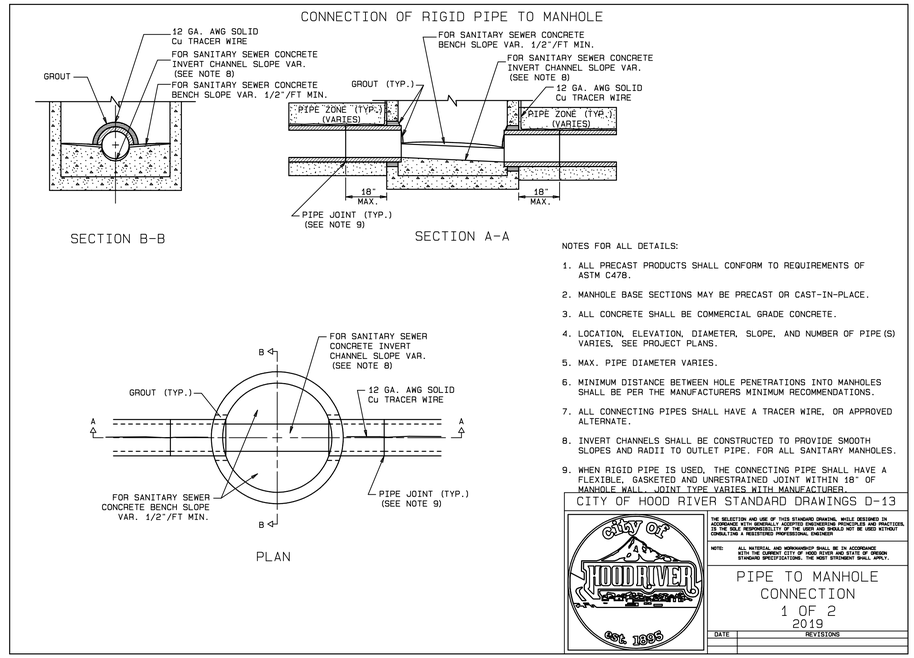
PIPE TO STRUCTURE CONNECTIONS
1 OF 2
2019

DATE	REVISIONS

D-1 / C3.04

PIPE TO STRUCTURE CONNECTION

SCALE: NTS <LL: "ALL">



NOTES FOR ALL DETAILS:

1. ALL PRECAST PRODUCTS SHALL CONFORM TO REQUIREMENTS OF ASTM C478.
2. MANHOLE BASE SECTIONS MAY BE PRECAST OR CAST-IN-PLACE.
3. ALL CONCRETE SHALL BE COMMERCIAL GRADE CONCRETE.
4. LOCATION, ELEVATION, DIAMETER, SLOPE, AND NUMBER OF PIPE (S) VARIES, SEE PROJECT PLANS.
5. MAX. PIPE DIAMETER VARIES.
6. MINIMUM DISTANCE BETWEEN HOLE PENETRATIONS INTO MANHOLES SHALL BE PER THE MANUFACTURERS MINIMUM RECOMMENDATIONS.
7. ALL CONNECTING PIPES SHALL HAVE A TRACER WIRE, OR APPROVED ALTERNATE.
8. INVERT CHANNELS SHALL BE CONSTRUCTED TO PROVIDE SMOOTH SLOPES AND RADII TO OUTLET PIPE. FOR ALL SANITARY MANHOLES.
9. WHEN RIGID PIPE IS USED, THE CONNECTING PIPE SHALL HAVE A FLEXIBLE, GASKETED AND UNRESTRAINED JOINT WITHIN 18" OF MANHOLE WALL. JOINT TYPE VARIES WITH MANUFACTURER.

CITY OF HOOD RIVER STANDARD DRAWINGS D-13

THE SELECTION AND USE OF THIS STANDARD DRAWING, WHICH 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.

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PIPE TO MANHOLE CONNECTION
1 OF 2
2019

DATE	REVISIONS

D-4 / C3.04

PIPE TO MANHOLE CONNECTION

SCALE: NTS <LL: "ALL">

THIS LINE IS 1" LONG. IF THIS LINE IS NOT 1"LONG, ADJUST SCALE ACCORDINGLY

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HR DRAINAGE DETAILS
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CITY OF HOOD RIVER
HOOD RIVER OREGON

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BDC JOB NO. 25B340

SHEET NO. C3.04

19 OF 21 SHEETS

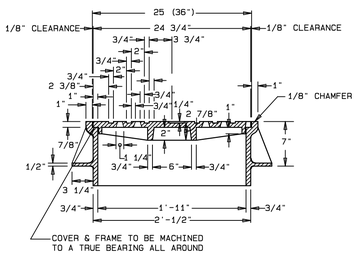
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21"X32" BORDER - PRINTS ON 22X34 SHEET

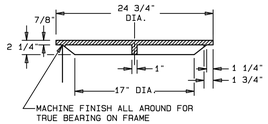
STANDARD MANHOLE COVER, FRAME, & GRATE

SECTION A-A

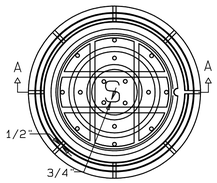
36" MIN. DIAMETER COVER IS REQUIRED FOR MANHOLES WITH DEPTHS OF 20' OR GREATER.



SECTION B-B



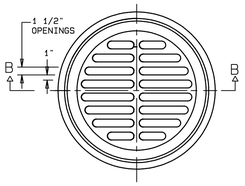
PLAN MANHOLE COVER & FRAME



NOTE:

COAT OUTSIDE OF FRAME WITH ASPHALT WHERE FRAME IS TO BE PLACED IN CONCRETE PAVEMENT, CONCRETE GUTTER, OR WALK.

PLAN MANHOLE GRATE



FOR USE WITH STANDARD MANHOLE FRAME (SEE NOTE 5)

BDC NOTE: MANHOLE COVER TO BE USED FOR THIS PROJECT

NOTES FOR ALL DETAILS:
1. COVERS FOR SANITARY MANHOLES SHALL HAVE 2 HOLES MAXIMUM.
2. WATERTIGHT COVERS REQUIRED IF LOCATED WHERE COVER MAY BE SUBMERGED. (NO HOLES).
3. COVERS AND FRAMES SHALL BE STAMPED WITH MANUFACTURER'S INITIALS, HEAT NUMBER, AND POINT OF ORIGIN.
4. SEE STD. DWG. FOR MANHOLE DETAILS.
5. MANHOLE GRATE ALLOWED ONLY IN LOCATIONS NOT SUBJECT TO BICYCLE OR PEDESTRIAN USE.

CITY OF HOOD RIVER STANDARD DRAWINGS D-12

THE SELECTION AND USE OF THIS STANDARD DRAWING, WHOLE DESIGNED IN ACCORDANCE WITH GENERALLY ACCEPTED ENGINEERING PRINCIPLES AND PRACTICES, IS THE SOLE RESPONSIBILITY OF THE ENGINEER WHO SHALL NOT BE USED WITHOUT CONSULTING A REGISTERED PROFESSIONAL ENGINEER.

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MANHOLE COVERS & FRAMES
1 OF 3
2019

DATE	REVISIONS

B-1 / C3.05

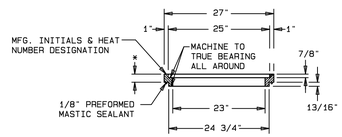
MANHOLE COVERS & FRAMES 1 OF 2

SCALE: NTS <LL: "ALL">

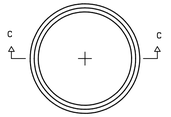
MANHOLE ADJUSTMENT RING

FOR USE WITH STANDARD MANHOLE FRAME

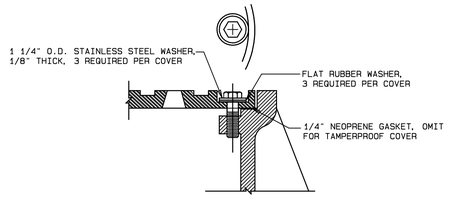
* STD. DEPTHS 1 1/2", 2", 2 1/2", & 3". MATL. TO BE GREY CAST IRON ASTM A48, CLASS 35B. TOLERANCE ON NON-MACHINED SURFACES TO BE 0.06".



SECTION C-C



BOLT-DOWN DETAIL (FOR TAMPERPROOF AND WATERTIGHT)



NOTE:

3 REQUIRED, EQUALLY SPACED, 1/2" X 1/2" PENTAGONAL OR HEXAGONAL HEAD, BRONZE OR STAINLESS STEEL.

GENERAL NOTES:
1. COVERS FOR SANITARY MANHOLES SHALL HAVE 2 HOLES MAXIMUM.
2. WATERTIGHT COVERS REQUIRED IF LOCATED WHERE COVER MAY BE SUBMERGED. (NO HOLES).
3. COVERS AND FRAMES SHALL BE STAMPED WITH MANUFACTURER'S INITIALS, HEAT NUMBER, AND POINT OF ORIGIN.
4. MANHOLE GRATE ALLOWED ONLY IN LOCATIONS NOT SUBJECT TO BICYCLE OR PEDESTRIAN USE.

CITY OF HOOD RIVER STANDARD DRAWINGS D-12

THE SELECTION AND USE OF THIS STANDARD DRAWING, WHOLE DESIGNED IN ACCORDANCE WITH GENERALLY ACCEPTED ENGINEERING PRINCIPLES AND PRACTICES, IS THE SOLE RESPONSIBILITY OF THE ENGINEER WHO SHALL NOT BE USED WITHOUT CONSULTING A REGISTERED PROFESSIONAL ENGINEER.

NOTE: ALL MATERIAL AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH THE CURRENT CITY OF HOOD RIVER AND STATE OF OREGON STANDARD SPECIFICATIONS. THE MOST STRINGENT SHALL APPLY.

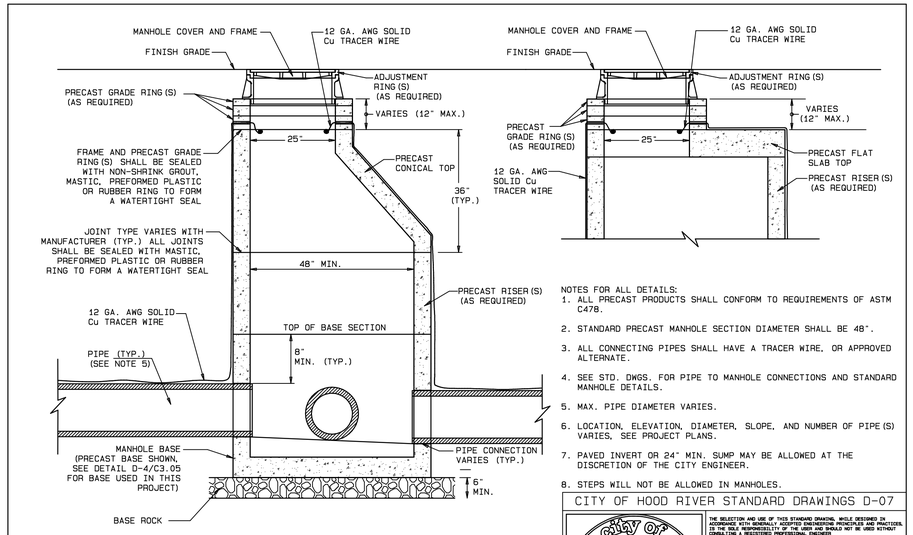
MANHOLE COVERS & FRAMES
2 OF 3
2019

DATE	REVISIONS

B-4 / C3.05

MANHOLE COVERS & FRAMES 2 OF 2

SCALE: NTS <LL: "ALL">



BDC NOTE: FLAT TOP TO BE USED FOR THIS PROJECT

NOTES FOR ALL DETAILS:
1. ALL PRECAST PRODUCTS SHALL CONFORM TO REQUIREMENTS OF ASTM C478.
2. STANDARD PRECAST MANHOLE SECTION DIAMETER SHALL BE 48".
3. ALL CONNECTING PIPES SHALL HAVE A TRACER WIRE, OR APPROVED ALTERNATE.
4. SEE STD. DWGS. FOR PIPE TO MANHOLE CONNECTIONS AND STANDARD MANHOLE DETAILS.
5. MAX. PIPE DIAMETER VARIES.
6. LOCATION, ELEVATION, DIAMETER, SLOPE, AND NUMBER OF PIPE(S) VARIES, SEE PROJECT PLANS.
7. PAVED INVERT OR 24" MIN. SUMP MAY BE ALLOWED AT THE DISCRETION OF THE CITY ENGINEER.
8. STEPS WILL NOT BE ALLOWED IN MANHOLES.

CITY OF HOOD RIVER STANDARD DRAWINGS D-07

THE SELECTION AND USE OF THIS STANDARD DRAWING, WHOLE DESIGNED IN ACCORDANCE WITH GENERALLY ACCEPTED ENGINEERING PRINCIPLES AND PRACTICES, IS THE SOLE RESPONSIBILITY OF THE ENGINEER WHO SHALL NOT BE USED WITHOUT CONSULTING A REGISTERED PROFESSIONAL ENGINEER.

NOTE: ALL MATERIAL AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH THE CURRENT CITY OF HOOD RIVER AND STATE OF OREGON STANDARD SPECIFICATIONS. THE MOST STRINGENT SHALL APPLY.

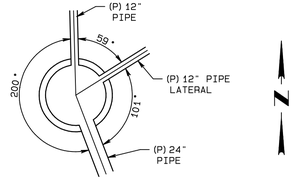
STANDARD STORM SEWER MANHOLE
2019

DATE	REVISIONS

D-1 / C3.05

STANDARD STORM SEWER MANHOLE

SCALE: NTS <LL: "ALL">



STORM MH #1

D-4 / C3.05

SEWER MANHOLE ORIENTATION DETAIL

SCALE: NTS <LL: "ALL">

THIS LINE IS 1" LONG. IF THIS LINE IS NOT 1"LONG, ADJUST SCALE ACCORDINGLY

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Civil Engineering
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900 W. Steuben, BOX 308 • (509) 493-3886
Bingen, WA 98605 • bell@designcompany.com

MANHOLE DETAILS

MAY ST. ELEVATED SIDEWALK
CATCH BASIN REPLACEMENT
CITY OF HOOD RIVER
HOOD RIVER OREGON

REV	DATE	DRAWN	CHKD	DESCRIPTION
1	10/21/26	MCM	DAB	REVISION PER ADDENDUM #2
	10/09/26	MCM	DAB	ORIGINAL SET SUBMISSION

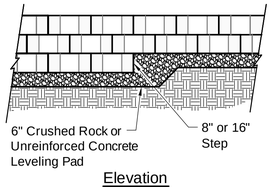
REGISTERED PROFESSIONAL ENGINEER
85,816
OREGON
May 13, 2001
DEVRY A. BELL
EXPIRES: 12/31/27
10/21/26

BDC JOB NO.
25B340

SHEET NO.
C3.05
20 OF 21 SHEETS

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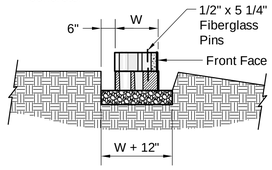
21"X32" BORDER - PRINTS ON 22X34 SHEET



Elevation

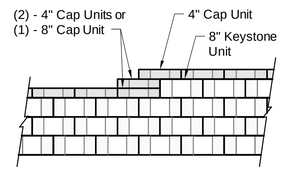
Note:

1. The leveling pad is to be constructed of crushed stone or 2000 psi ± unreinforced concrete.



Section

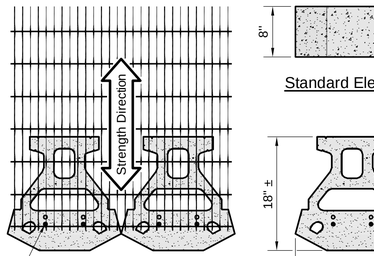
Leveling Pad Detail



Note:

1. Secure all cap units with Keystone Kapseal or equal.

Top of Wall Steps



Geogrid is to be Placed on Level Backfill and Extended Over the Fiberglass Pins. Place Next Unit. Pull Grid Taught and Backfill. Stake as required.

Grid & Pin Connection

(No Fabric is Required for this Project)

Standard Elevation

Standard Plan

Standard Unit

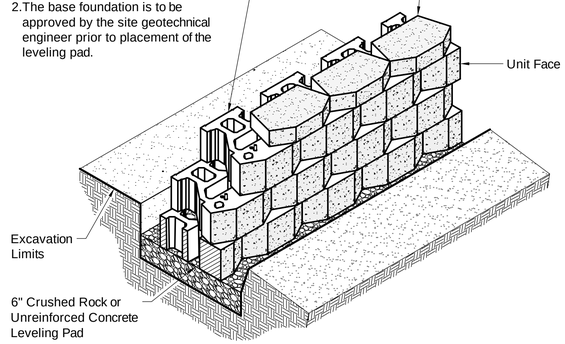
* Dimensions May Vary by Region

Base Leveling Pad Notes:

1. The leveling pad is to be constructed of crushed stone or 2,000 psi± unreinforced concrete
2. The base foundation is to be approved by the site geotechnical engineer prior to placement of the leveling pad.

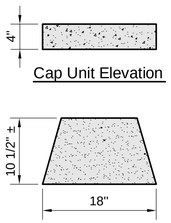
Standard Unit	
Width:	18"
*Depth:	18"
Height:	8"
*Weight:	102 lbs

Cap Unit	
Width:	18"
*Depth:	10 1/2"
Height:	4"
*Weight:	45 lbs



Standard Unit/Base Pad Isometric Section View

* Dimensions & Weight May Vary by Region

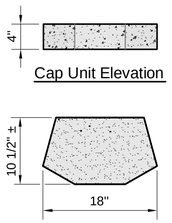


Cap Unit Elevation

Cap Unit Plan

Universal Cap Unit Option

* Dimensions & Availability Will Vary by Region

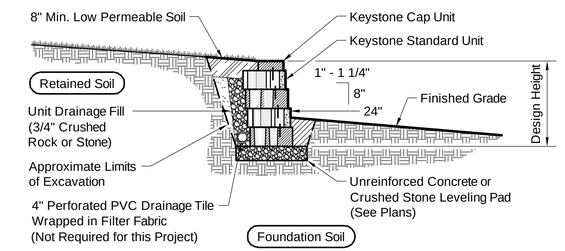


Cap Unit Elevation

Cap Unit Plan

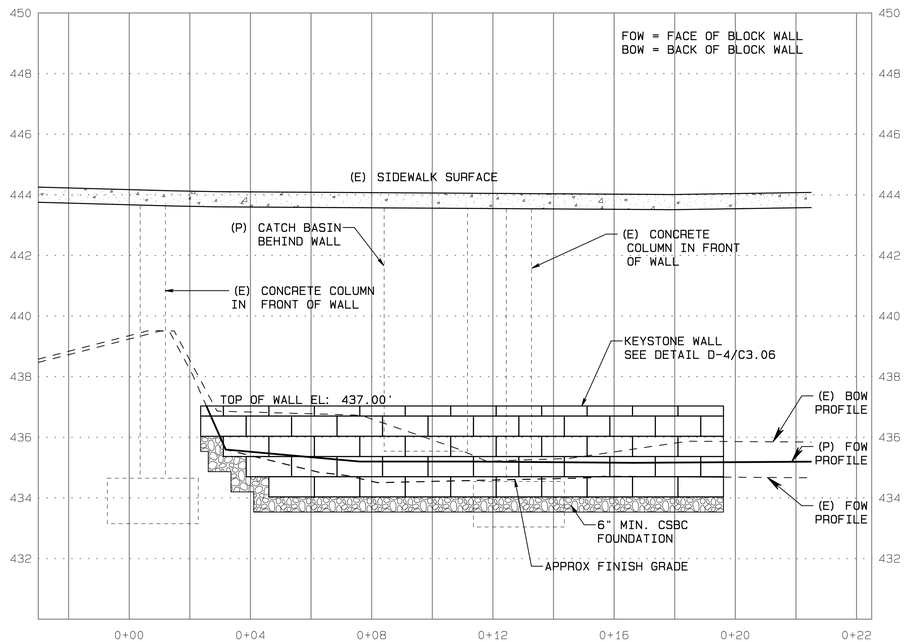
3-Plane Split Cap Unit Option

* Dimensions & Availability Will Vary by Region



Typical Gravity Wall Section

Standard Unit - 1" Setback



D-1 C3.06

KEYSTONE WALL ELEVATION

SCALE: 1" = 2'-6" <LL: "WALL_PRF">

D-4 C3.06

KEYSTONE WALL STANDARD DETAILS

SCALE: NTS

THIS LINE IS 1" LONG. IF THIS LINE IS NOT 1"LONG, ADJUST SCALE ACCORDINGLY

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Bingen, WA 98605 • bell@designcompany.com

KEYSTONE RETAINING WALL
MAY ST. ELEVATED SIDEWALK
CATCH BASIN REPLACEMENT
CITY OF HOOD RIVER
HOOD RIVER OREGON

REV	DATE	DRWN	CHKD	DESCRIPTION
1	10/21/26	MCM	DAB	REVISION PER ADDENDUM #2
	10/09/26	MCM	DAB	ORIGINAL SET SUBMISSION

REGISTERED PROFESSIONAL ENGINEER
95,818
OREGON
April 13, 2001
DEWEY A. BELL
10/21/26
EXPIRES: 12/31/27

BDC JOB NO. 25B340

SHEET NO. C3.06

21 OF 21 SHEETS

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CITY OF HOOD RIVER
MAY STREET ELEVATED SIDEWALK CATCH BASIN REPLACEMENT PROJECT #661
BID TAB - REVISED 10-21-26

ITEM NO.	QTY	UNIT	ITEM	UNIT PRICE	TOTAL COST
1	1	LS	MOBILIZATION		
2	1	LS	TEMPORARY WORK ZONE TRAFFIC CONTROL, COMPLETE		
3	1	LS	EROSION CONTROL		
4	1	LS	POLLUTION CONTROL PLAN		
5	1	LS	CONSTRUCTION SURVEY WORK		
6	90	SY	REMOVAL OF COLD MIX ASPHALT		
7	1	LS	FILL AND ABANDON EXISTING CATCH BASIN (NORTH SIDE MAY ST), INCLUDES REMOVAL/ABANDONMENT OF (E) 8" CMP		
8	1	LS	REMOVE EXISTING CATCH BASIN (PARKING LOT), INCLUDES ABANDONMENT OF (E) 12" DI FROM CB TO MH		
9	1	LS	SAW CUT AND REMOVE ASPHALT, SIDEWALK PANEL, CURB, AND GUTTER		
10	30	CY	GENERAL EXCAVATION UNDER ELEVATED SIDEWALK, INCLUDES SLOPE BENCHING		
11	10	CY	ROCK EXCAVATION (NON-GUARANTEED)		
12	10	CY	FOUNDATION STABLIZATION (NON-GUARANTEED)		
13	15	CY	CLSM BACKFILL, INCLUDES SHORING AND REINFORCEMENT		
14	60	FT	12 INCH STORM SEWER PIPE, 7' AND LESS PIPE INVERT DEPTH COMPLETE - INCL. EXCAVATION, PIPE BEDDING, PIPE ZONE, BACKFILL		
15	60	FT	DEPTH ALLOWANCE: ADDITIONAL 12 INCH STORM SEWER PIPE WORK IF INVERT DEPTH BETWEEN 7-9 FEET - SEE ITEM 15 NOTE (NON-GUARANTEED)		
16	30	FT	24 INCH STORM SEWER PIPE, ALL DEPTHS COMPLETE - INCL. EXCAVATION, PIPE BEDDING, PIPE ZONE, BACKFILL		
17	2	EA	ODOT TYPE 3 CATCH BASIN - ALL WORK		

CITY OF HOOD RIVER

MAY STREET ELEVATED SIDEWALK CATCH BASIN REPLACEMENT PROJECT #661

BID TAB - REVISED 10-21-26

ITEM NO.	QTY	UNIT	ITEM	UNIT PRICE	TOTAL COST
18	1	EA	STORM SEWER MANHOLES 48 INCH COMPLETE - INCLUDES EXCAVATION, BEDDING, SHORING, BACKFILL, PIPE CONNECTIONS		
19	1	EA	CONNECT TO EXISTING STRUCTURE COMPLETE - INCLUDES CORING, PIPE TO MANHOLE ADAPTER		
20	1	LS	KEYSTONE WALL COMPLETE - EXCAVATION, LEVELING PAD (BACKFILL INCLUDED IN ITEM 24)		
21	15	TON	CSTC: 4" DEPTH PAVEMENT AREAS, 2" UNDER SIDEWALK		
22	1	LS	REPLACE SIDEWALK PANEL, CURB, AND GUTTER		
23	10	TON	COLD MIX ACP INCLUDES CLEAN AND SEAL JOINTS AT ELEVATED SIDEWALK		
24	1	LS	GENERAL BACKFILL, SURFACE RESTORATION, GRADING - ALL TYPES EXCEPT CLSM, ACP, CSTC, OR AS NOTED ABOVE		
			CONSTRUCTION GRAND TOTAL		

NOTE: DEWATERING, BYPASS PUMPING, EXISTING STRUCTURE PROTECTION MEASURES AS NEEDED OR REQUIRED SHALL BE CONSIDERED INSIDENTIAL TO THE PROJECT.

NON-GUARANTEED: THE QUANTITIES AND MEASUREMENT LENGTHS FOR THESE PAY ITEMS ARE ESTIMATED AND ARE NOT GUARANTEED. DO NOT INCLUDE OVERHEAD & PROFIT IN NON-GUARANTEED ITEMS. THESE ITEMS MAY BE COMPLETELY REMOVED FROM THE CONTRACT. ANY WORK UNDER THESE ITEMS COMPLETED WITHOUT PRIOR WRITTEN AUTHORIZATION WILL NOT BE PAID.

ROCK EXCAVATION: IF ENCOUNTERED, SHALL BE MEASURED AND PAID ACCORDING TO ROCK EXCAVATION PLAN NOTES.

ITEM 15 NOTE: THE CITY WILL ATTEMPT TO POTHOLE THE EXISTING WATERLINE PRIOR TO THE BID DATE. IF THE WATERLINE DEPTH REQUIRES THE PIPELINE TO BE LOWERED SO THE INVERT DEPTH IS BETWEEN 7 AND 9 FT, THE PER FOOT ADDITIONAL COST FOR ITEM 15 WILL BE ADDED TO THE PER FOOT COST OF ITEM 14 FOR ANY PIPE SECTION INSTALLED WITH AN INVERT DEPTH BETWEEN 7-9 FT. THIS ITEM IS INTENDED TO COVER THE ADDITIONAL COST TO INSTALL THE LINE DEEPER THAN 7 FT IF REQUIRED. COST FOR THIS ITEM SHOULD INCLUDE ANY ADDITIONAL COSTS FOR EXCAVATION, BACKFILL, SHORING, DEEPENING THE CATCHBASIN AND MANHOLE, AND LOWERING THE 24 INCH PIPE IF NEEDED. IF IT IS DETERMINED THE LINE DOES NOT NEED TO BE LOWERED, THIS ITEM WILL BE REMOVED.