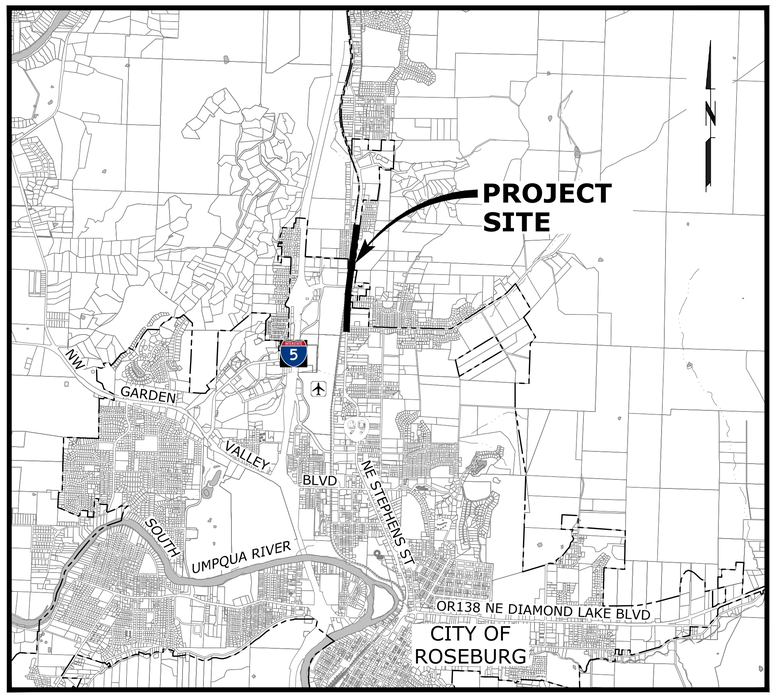
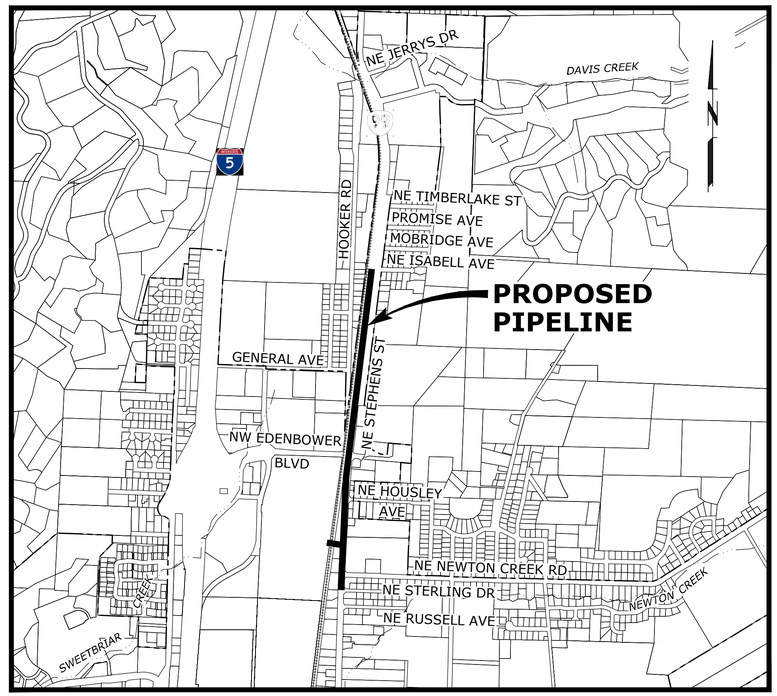
PROJECT #22WA11
24-INCH TRANSMISSION MAIN
ISABELL AVENUE TO NEWTON CREEK ROAD
CITY OF ROSEBURG, OREGON

VOLUME 2 OF 2 DRAWINGS
MARCH 2023



VICINITY MAP
SCALE: 1"=3,000'

INDEX OF DRAWINGS



LOCATION MAP
SCALE: 1"=1,000'

consor
ONE SW COLUMBIA STREET, SUITE 1700
PORTLAND, OREGON 97204
P 503.225.9010

ATTENTION: OREGON LAW REQUIRES THE CONTRACTOR TO FOLLOW THE 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 THE RULES BY CALLING THE UTILITY NOTIFICATION CENTER. (NOTE: THE TELEPHONE NUMBER FOR THE OREGON UTILITY NOTIFICATION CENTER IS 503-246-6699.)

811 Know what's **below.** **Call** before you dig.

N223415OR

G:\PDX_Projects\22\3415 - 24-Inch, Isabell Ave to Newton Creek Rd\CAD\Sheets\22-3415-OR-G.dwg G-1 3/28/2023 3:19 PM MATT.ESTEP 24.1s (LMS Tech)

GENERAL NOTES

1. THE CONTRACTOR SHALL POTHOLE AND VERIFY LOCATIONS, ELEVATIONS, TYPES AND SIZES OF ALL EXISTING UTILITIES PRIOR TO CONSTRUCTING NEW PIPING FAR ENOUGH IN ADVANCE TO ALLOW NECESSARY ADJUSTMENTS IN GRADE AND SHALL NOTIFY ENGINEER OF NEED TO ADJUST PIPING INSTALLATION ACCORDINGLY. POTHOLING SHALL SUFFICIENTLY PRECEDE LAYING OF PIPE TO ALLOW REQUIRED ELEVATION ADJUSTMENTS TO BE ACCOMPLISHED WITHOUT REWORK. ELEVATION ADJUSTMENTS SHALL BE EXPECTED AND ARE INCIDENTAL TO THE WORK. DEFLECT PIPE AS REQUIRED AND WITHIN MANUFACTURER'S TOLERANCES TO AVOID EXISTING UTILITIES AND COMPLETE TIE-INS.

2. EXCEPT WHERE OTHERWISE ALLOWED, ALL PROPOSED PRESSURE PIPING SHALL BE RESTRAINED WITH AN APPROVED JOINT RESTRAINT SYSTEM. SEE SPECIFICATIONS FOR APPROVED TYPES OF PIPE RESTRAINT FOR PRESSURE PIPE.

3. SEE SPECIFICATION SECTIONS 01 10 00 – SUMMARY OF WORK AND 01 12 16 – WORK SEQUENCE AND SCHEDULE CONSTRAINTS FOR SPECIAL CONSTRUCTION SCHEDULING AND EXISTING TRANSMISSION MAIN SHUTDOWN REQUIREMENTS.

4. ALL CONCRETE SHALL BE A MINIMUM OF 3000 PSI STRENGTH.

5. LOCATIONS OF EXISTING UTILITIES ARE BASED ON INFORMATION SUPPLIED BY THE UTILITIES AND SHALL BE CONSIDERED AS APPROXIMATE ONLY. AS REQUIRED BY STATE LAW, THE CONTRACTOR SHALL OBTAIN UTILITY LOCATES PRIOR TO COMMENCING CONSTRUCTION.

6. ALL PRESSURE PIPING SHALL BE TESTED UNDER A HYDROSTATIC TEST PRESSURE OF 150 PERCENT THE DESIGN PRESSURE, BUT NOT LESS THAN 150 PSI (± 5 PSI), MEASURED FROM THE LOWEST POINT ALONG THE TEST SECTION OR AS SHOWN ON THE PLANS. SEE SPECIFICATIONS.

7. ALL EXISTING FEATURES INCLUDING BUT NOT LIMITED TO ROADWAYS, STRUCTURES, LOTS, CURBS, SIDEWALKS, FENCES, WALLS, PLANTING, DITCHES, MAILBOXES, SIGNS, PIPING AND UTILITIES DISTURBED DURING CONSTRUCTION SHALL BE REMOVED AND RESTORED TO AS GOOD OR BETTER THAN EXISTING CONDITION AS DETERMINED BY THE OWNER. CONTRACTOR SHALL REPAIR ALL UTILITY SERVICES DAMAGED DURING CONSTRUCTION AND SUCH REPAIR SHALL BE CONSIDERED INCIDENTAL UNLESS PROVIDED FOR OTHERWISE IN THE SPECIFICATIONS.

8. COMPLY WITH OAR CHAPTER 333 RULES FOR REQUIRED WATERLINE-SEWERLINE SEPARATION AND CROSSING REQUIREMENTS. IN SPECIFIC LOCATIONS WHERE WATER PIPELINE IS TO BE INSTALLED CROSSING UNDERNEATH EXISTING SANITARY SEWERS, CONTRACTOR TO EXPOSE EXISTING SEWERS TO NEAREST JOINTS TO EXAMINE CONDITION AND THEN CONCRETE ENCASE OR REPLACE SECTION OF SEWER PER THE REQUIREMENTS OF OAR 333-061-0050(9)(c)(C) IF IT IS FOUND TO BE LEAKING OR ITS CONDITION IS DETERMINED TO BE UNFAVORABLE BY THE CITY'S INSPECTOR. IF EXISTING SEWER'S CONDITION IS DETERMINED TO BE FAVORABLE, CENTER A FULL STICK OF WATER PIPING AT THE CROSSING, ASSURE THAT SEWER IS PROPERLY SUPPORTED DURING AND AFTER BACKFILLING, AND PREPARE A WRITTEN REPORT, ALL PER THE REQUIREMENT'S OF OAR 333. WITH THE CITY AND RUSA'S APPROVAL, THE CONTRACTOR MAY ALSO ELECT TO CUT AND REPLACE A FULL STICK OF SEWER LATERAL PIPING AT CROSSING REGARDLESS OF PIPING CONDITION TO FACILITATE SHORING PROGRESSION AND WATERLINE INSTALLATION. FOR ALL CONNECTIONS TO EXISTING SEWER PIPING, MAX ADAPTORS SHALL BE INSTALLED, PER RUSA'S REQUIREMENTS. CONTRACTOR SHALL PROVIDE SEWER BYPASS AS REQUIRED TO FACILITATE THE WORK.

9. WITH THE CITY'S APPROVAL, THE CONTRACTOR MAY ELECT TO CUT AND REPLACE A FULL STICK OF STORM DRAIN PIPING AT CROSSING REGARDLESS OF PIPING CONDITION TO FACILITATE SHORING PROGRESSION AND WATERLINE INSTALLATION. CONTRACTOR TO REPLACE ALL CUT PIPING MATERIAL IN-KIND, ALL JOINTS INCLUDED IN REPAIR SHALL BE WATER-TIGHT, COUPLINGS SHALL BE RIGID (ZIP TIE COUPLINGS FOR ADS PIPE WILL NOT BE ACCEPTABLE), CUTS INTO EXISTING PIPE SHALL EXTEND 5' PAST EDGE OF WATERLINE TRENCH ON BOTH SIDES, REPLACED PIPE SEGMENT SHALL BE CCTV'D PER REQUIREMENTS OF SECTION 33 41 10, AND ALL WORK SHALL BE APPROVED BY OWNER'S REPRESENTATIVE.

10. FINAL LOCATIONS OF ALL NEW FACILITIES SHALL BE FIELD VERIFIED WITH THE CITY'S INSPECTOR AND ENGINEER PRIOR TO CONSTRUCTION.

11. PROVIDE "AS CONSTRUCTED" DRAWINGS TO THE ENGINEER INDICATING ALL CHANGES IN GRADE, ALIGNMENT, FITTINGS AND MATERIALS INSTALLED AND ANY OTHER UTILITIES OR OBSTACLES NOT SO INDICATED ON THESE PLANS.

12. AT THE END OF EACH WORK DAY ALL OPEN TRENCHES SHALL BE BACKFILLED OR COVERED TO THE SATISFACTION OF THE ENGINEER.

13. CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING CONSTRUCTION SURVEYS. PRIOR TO CONSTRUCTION, FIELD LAYOUT SHALL BE APPROVED BY ENGINEER. SEE CONTRACT DOCUMENTS FOR SURVEY REQUIREMENTS.

14. ATTENTION: OREGON LAW REQUIRES THE CONTRACTOR TO FOLLOW THE 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 THE RULES BY CALLING THE UTILITY NOTIFICATION CENTER. (NOTE: THE TELEPHONE NUMBER FOR THE OREGON UTILITY NOTIFICATION CENTER IS 1-800-332-2344).

15. CONTRACTOR SHALL PROVIDE ENGINEER WITH MINIMUM 24 HOURS NOTICE WHEN POTHOLING WILL BE COMPLETE. THE CITY'S INSPECTOR OR ENGINEER WILL BE ON SITE DURING POTHOLING TO COORDINATE WITH CONTRACTOR TO REVIEW UTILITY INVESTIGATIONS AND ASSIST CONTRACTOR IN MAKING APPROPRIATE ADJUSTMENTS FOR ANY ALIGNMENT CONFLICTS WHERE CONNECTING TO EXISTING UTILITIES.

16. CONTRACTOR SHALL SUPPORT AND PROTECT AS NECESSARY ANY PIPE OR CONDUIT EXPOSED AS PART OF THE NEW PIPE TRENCH EXCAVATION. CONTRACTOR SHALL MAINTAIN ALL EXISTING UTILITIES IN SERVICE AT ALL TIMES AND SHALL COORDINATE WITH RESPECTIVE UTILITY COMPANIES TO MAINTAIN AND PROTECT SERVICES.

17. THE CONTRACTOR SHALL CONSTRUCT THE WATER MAIN TO THE MINIMUM DEPTHS OF COVER INDICATED ON THE DRAWINGS FOLLOWING THE EXISTING GROUND CONTOURS. WHERE PIPING INVERTS ARE SHOWN ON THE PIPELINE PROFILES, THE PIPELINE SHALL BE CONSTRUCTED TO THOSE INVERTS WITH A UNIFORM SLOPE BETWEEN INVERTS, UNLESS OTHERWISE SPECIFIED OR APPROVED BY ENGINEER.

18. CORROSION MONITORING FACILITIES SHALL BE INSTALLED ON ALL NEW DUCTILE IRON PIPE. JOINT BOND ALL DUCTILE IRON PIPE, VALVES AND FITTINGS BETWEEN ISOLATION JOINTS (INSULATED FLEXIBLE COUPLINGS OR INSULATED FLANGES) UNLESS NOTED OTHERWISE ON THE DRAWINGS. TEST ALL ISOLATION JOINTS AND JUMPER BONDS PRIOR TO BURYING. SEE SPECIFICATION SECTION 26 42 01 FOR DETAILED REQUIREMENTS. SEE SHEET G-3 FOR CORROSION MONITORING LEGEND AND ABBREVIATIONS AND SHEETS C-19 AND C-20 FOR CORROSION MONITORING SYSTEM DETAILS.

19. NO CONNECTION TO EXISTING MAIN LINES WILL BE ALLOWED, EXCEPT BY MEANS OF AN APPROVED BACKFLOW PREVENTION DEVICE, PRIOR TO SATISFACTORY FLUSHING, TESTING, DISINFECTION, AND RECEIPT OF SATISFACTORY BACTERIOLOGICAL TESTS. CONTRACTOR TO PROVIDE TEMPORARY BLOW-OFF ASSEMBLIES AT ALL CONNECTIONS TO EXISTING PIPING AS REQUIRED TO FACILITATE TESTING AND DISINFECTION OF NEW PIPELINES. SEE DETAIL 2, SHEET C-14.

20. V-BIO POLYETHYLENE ENCASEMENT SHALL BE INSTALLED ON ALL BURIED DUCTILE IRON PIPES PER THE REQUIREMENTS OF AWWA C105-18 SECTION 4.4.

21. INSTALL WAX TAPE COATING SYSTEM ON BURIED DUCTILE IRON PIPE FITTINGS AND VALVES, AND THEIR FASTENERS AND RESTRAINTS. INSTALL POLYETHYLENE ENCASEMENT OVER WAX TAPE AS NOTED ABOVE. SEE SPECIFICATIONS.

22. CONTRACTOR TO PROVIDE 3" THICK TEMPORARY HOT MIX TRENCH PATCH ASPHALT CONCRETE (AC) PAVEMENT AT END OF EACH WORK SHIFT AND PRIOR TO OPENING TO TRAFFIC. COLD MIX MAY BE USED AS REQUIRED WHERE APPROVED BY OWNER'S REPRESENTATIVE ON A CASE BY CASE BASIS, AND SHALL BE MAINTAINED BY CONTRACTOR UNTIL HOT MIX AC CAN BE PROVIDED TO REPLACE IT.

23. REMOVE AND REPLACE CURB AND GUTTER AND SIDEWALK TO EXISTING JOINTS WHERE SHOWN ON PLANS AND IF DAMAGED DURING CONSTRUCTION. SEE CURB AND GUTTER AND SIDEWALK DETAILS, INCLUDED AS DETAILS 1 AND 2 ON SHEET C-18.

24. INSTALL MARKER BALLS IN TRENCH BACKFILL AT ALL FITTINGS (BENDS - BOTH HORIZONTAL AND VERTICAL), TEES, LONG SLEEVES, ETC.), BRANCH TAPS AND PER REQUIRED MAXIMUM SPACING ALONG STRAIGHT AND CURVED RUNS AS SPECIFIED IN SECTION 31 23 17 - TRENCHING. CONTRACTOR TO DOCUMENT ASBUILT LOCATIONS OF BURIED MARKER BALLS DURING INSTALLATION PER GENERAL NOTE 11.

25. EXISTING 20" STL/DI PIPELINE TO BE ABANDONED IN PLACE AND FILLED WITH CLSM AFTER NEW 24" TRANSMISSION MAIN HAS BEEN TIED IN AND PLACED IN SERVICE. SEE RECOMMENDED CONSTRUCTION SEQUENCING INCLUDED ON SHEET C-1 FOR FURTHER INFO REGARDING PIPE ABANDONMENT SEQUENCING, AND SPECIFICATION SECTION 33 11 50 - EXISTING PIPE ABANDONMENT, FOR REQUIREMENTS FOR FILLING PIPE WITH CLSM AND ABANDONING IN PLACE. LOCATIONS OF INTERMEDIATE CUT-INS TO EXISTING PIPELINE TO COMPLETELY FILL ABANDONED PIPING WITH CLSM NOT SHOWN ON PLANS AND PROPOSED LOCATIONS SHALL BE INCLUDED IN CONTRACTOR'S PIPE ABANDONMENT PLAN FOR REVIEW BY OWNER/ENGINEER. CONTRACTOR MAY ELECT TO UTILIZE EXISTING WATER MAIN APPURTENANCE LOCATIONS (ARV'S, ETC.) TO PLAN CUT-INS AS THESE EXISTING ITEMS ARE TO BE REMOVED AS PART OF ABANDONMENT WORK. SEE SPECIFICATIONS.

26. COAL TAR COATING WRAP ON EXISTING 20" STEEL PIPELINE CONTAINS ASBESTOS THAT MAY BECOME FRIABLE WHEN DISTURBED. ALL WORK THAT WILL DISTURB EXISTING PIPELINE OR RELATES TO ITS REMOVAL SHALL BE COMPLETED IN COORDINATION WITH A LICENSED ASBESTOS ABATEMENT CONTRACTOR ACCORDING TO DEQ REGULATIONS, OSHA REQUIREMENTS AND OREGON ADMINISTRATIVE RULES. SEE SPECIFICATIONS SECTION 33 11 50 - EXISTING PIPE ABANDONMENT.

27. DAYTIME WORK HOURS FOR "DAY WORK" SHALL BE CONDUCTED BETWEEN 7 AM AND 7 PM. NIGHTTIME WORK HOURS FOR "NIGHT WORK" SHALL BE CONDUCTED BETWEEN 7 PM AND 7 AM. SEE TRAFFIC CONTROL SHEETS, TC-1 THRU TC-7, FOR LOCATIONS WHERE DAY WORK AND NIGHT WORK ARE REQUIRED. ALL WORK REQUIRING LANE CLOSURES ON NE STEPHENS ST SHALL BE COMPLETED AS NIGHT WORK.

28. REPLACE EXISTING TRAFFIC DETECTOR LOOPS TO J-BOXES. SEE DETAIL 3, SHEET C-18. COORDINATE WITH CITY OF ROSEBURG PUBLIC WORKS DEPT. PRIOR TO CUTTING EXISTING LOOPS. PROVIDE 48-HOURS ADVANCE NOTICE.

SURVEY CONTROL POINTS *

NO.	NORTHING	EASTING	ELEVATION	RAW DESCRIPTION
7	153953.612	159164.469	577.183	CP IR IE
8	153541.121	159120.061	581.952	CP IR IE
9	153142.221	159093.443	584.306	CP IR IE
10	152670.452	159038.322	584.415	CP IR IE
11	152101.17	158984.994	585.617	CP IR IE
12	151740.442	158961.16	582.116	CP IR IE
13	151294.029	158828.351	570.66	CP PK WASHER
14	150776.667	158805.281	558.853	CP IR IE
15	150142.51	158805.229	550.529	CP PK WASHER
16	149846.186	158886.42	544.66	CP PK WASHER
17	149625.912	158796.625	539.018	CP PK

* SEE SHEET C-1 FOR APPROXIMATE LOCATIONS.

SURVEY CONTROL

BASIS OF BEARING:

BASIS: O.C.R.S. (OREGON COORDINATE REFERENCE SYSTEM)
METHOD: O.R.G.N. (OREGON REAL-TIME GNSS NETWORK)
ZONE: COTTAGE GROVE - CANYONVILLE
UNITS: INTERNATIONAL FEET
DATUM: NAD 83 (2011)
EPOCH: 2010

VERTICAL DATUM:
NAVD 88

G:\PDX_Projects\22\3415 - 24-Inch, Isabell Ave To Newton Creek Rd\CAD\Sheets\22-3415-OR-G.dwg G-2 3/28/2023 3:19 PM MATT.ESTEP 24.1s (LMS Tech)

NO.	DATE	BY	REVISION

NOTICE
0 ½ 1
IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT TO SCALE

BRF03 DESIGNED
DKH DRAWN
JRL CHECKED

REGISTERED PROFESSIONAL ENGINEER 80998 Justin R Luce OREGON MAY 23, 2013 JUSTIN RUSSELL LUCE RENEWS 12-31-24

consor

THE CITY OF ROSEBURG

PROJECT #22WA11
24-INCH TRANSMISSION MAIN ISABELL AVENUE TO NEWTON CREEK ROAD

GENERAL NOTES AND SURVEY CONTROL POINTS

PROJECT NO.: N223415OR | SCALE: AS SHOWN | DATE: MARCH 2023

SHEET
G-2

TOPOGRAPHIC LEGEND

	EXISTING	PROPOSED
WATERLINE	10"W	24"W
ELECTRICITY	E	E
GAS	4"G	4"G
TELEPHONE/TELEMETRY	T	T
FIBER OPTIC	FO	FO
SANITARY SEWER LINE	8"SS	8"SS
STORM DRAIN	8"SD	8"SD
CULVERT	12"CMP	18"D
ABANDON PIPE/UTILITY	(ABAND)	
DRAINAGE DITCH		
FENCE		
CHAIN LINK FENCE		
GUARDRAIL		
TREE/BUSH LINE		
CENTERLINE		
PROPERTY LINE		
RIGHT-OF-WAY		
EDGE OF PAVEMENT/AC		
EDGE OF GRAVEL		
CURB		
SIDEWALK	S/W	S/W
STRUCTURE OR FACILITY		
CONTOUR MINOR		
CONTOUR MAJOR	426	426
MANHOLE		
CLEAN-OUT		
CATCH BASIN/FIELD INLET		
THRUST BLOCK		
VALVE		
BLOW-OFF ASSEMBLY		
AIR RELEASE ASSEMBLY		
FIRE HYDRANT ASSEMBLY		
WATER METER		
HOT TAP		
COMMUNICATION RISER		
PULL BOX / SIGNAL BOX		
UTILITY POLE		
GUY WIRE		
PEDESTRIAN POLE		
SIGNAL POLE		
GAS METER		
LIGHT POST / STREET LIGHT		
MAILBOX		
SIGN		
SURVEY CONTROL POINT / IRON ROD		
BENCHMARK		
TREE DECIDUOUS		
TREE CONIFEROUS		
TREE TO BE REMOVED		

PIPE SYMBOLS

PLANT	SCHEMATIC	
		WELDED JOINT
		FLANGED JOINT
		GROOVED END JOINT
		MECHANICAL JOINT
		PUSH-ON JOINT (RUBBER GASKET)
		FLANGED COUPLING ADAPTER
		DOUBLE BALL FLEXIBLE EXTENSION COUPLING
		FLEXIBLE COUPLING W/THRUST RING
		ELBOW UP
		ELBOW DOWN
		TEE UP
		TEE DOWN
		LATERAL UP
		LATERAL DOWN
		CONCENTRIC REDUCER
		ECCENTRIC REDUCER
		UNION
		BLIND FLANGE
		CAP OR PLUG
		LONG SLEEVE
		FLEXIBLE JOINT
		CAPPED END OR PLUGGED END
		FITTING
		FLEX/TRANS CPLG

VALVE SYMBOLS

PLANT	SCHEMATIC	
		BUTTERFLY VALVE
		GATE VALVE
		GLOBE VALVE
		BALL VALVE
		BALANCING VALVE
		DIAPHRAGM VALVE
		PLUG VALVE (TOP)
		PLUG VALVE (SIDE)
		3-WAY PLUG VALVE
		SWING CHECK VALVE
		DOUBLE CHECK ASSEMBLY
		BALL SWING CHECK
		SILENT CHECK VALVE
		PRESSURE REDUCING VALVE
		ALTITUDE CONTROL VALVE
S	S	SOLENOID VALVE
		RELIEF VALVE
		NEEDLE VALVE
		HOSE VALVE
		REDUCED PRESSURE BACKFLOW PREVENTER W/GATE VALVES
		HOSE BIBB

MISCELLANEOUS PIPING SYMBOLS

	STRAINER
	SIGHT GLASS
	PRESSURE GAUGE W/COCK
S	PRESSURE SWITCH W/COCK
M	METER
SP	SLIP-ON JOINT PIPE
R	RESTRAINED JOINT PIPE

LEGEND AND ABBREVIATIONS FOR CORROSION MONITORING FACILITIES FOR DI PIPE

	EXISTING TEST STATION
	PROPOSED TEST STATION
CP	CATHODIC PROTECTION
IFC	INSULATED FLEXIBLE COUPLING
IFL	INSULATED FLANGE
TS	TEST STATION

PLAN AND PROFILE SYMBOLS

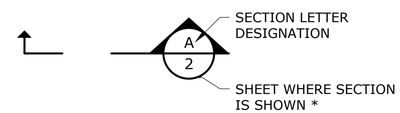
COMPACTED GRANULAR TRENCH BACKFILL (CLASS B) AND AC SURFACE RESTORATION	AC
COMPACTED NATIVE TRENCH BACKFILL (CLASS A)	N
COMPACTED GRANULAR TRENCH BACKFILL (CLASS B) - GRAVEL ROADWAYS	GR
COMPACTED GRANULAR TRENCH BACKFILL (CLASS B) AND NATIVE SURFACE RESTORATION	GRN
TRENCH CHECK DAMS (AT 500' SPACING UNLESS NOTED OTHERWISE AND AS DIRECTED BY ENGINEER)	CD
1½" GRAVEL OVERLAY (¾"-0") - FULL ROADWAY WIDTH (SEE SPEC SECTION 32 11 23)	GRO
CONTROLLED LOW STRENGTH MATERIAL TRENCH BACKFILL AND AC SURFACE RESTORATION	CLSM

NOTE:

SEE SHEET C-13 FOR SPECIFIC BACKFILL AND SURFACE RESTORATION REQUIREMENTS.

SECTION AND DETAIL DESIGNATIONS

SECTION DESIGNATIONS



DETAIL DESIGNATION

* NOTE: IF PLAN AND SECTION FOR DETAIL CALL-OUT AND DETAIL ARE SHOWN ON THE SAME DRAWING, DRAWING NUMBER IS REPLACED WITH A DASH.

NO.	DATE	BY	REVISION

NOTICE

0 ½ 1

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BRF03 DESIGNED

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consor

THE CITY OF ROSEBURG "GATEWAY TO THE COAST"

PROJECT #22WA11
24-INCH TRANSMISSION MAIN
ISABELL AVENUE TO NEWTON CREEK ROAD

SYMBOLS AND LEGEND

PROJECT NO.: N223415OR | SCALE: AS SHOWN | DATE: MARCH 2023

SHEET G-3

3 of 36

G:\PDX_Projects\22\3415 - 24-Inch, Isabell Ave To Newton Creek Rd\CAD\Sheets\22-3415-OR-G.dwg G-3 3/28/2023 3:19 PM MATT.ESTEP 24.1s (LMS Tech)

@	AT
AASHTO	AMERICAN ASSOCIATION OF STATE HIGHWAY & TRANSPORTATION OFFICIALS
AB	ANCHOR BOLT
ABAN(D)	ABANDON(ED)
ABS	ACRYLONITRILE BUTADIENE STYRENE
ABV	ABOVE / ALCOHOL BY VOLUME
AC	ASPHALTIC CONCRETE
ACP	ASPHALTIC CONCRETE PAVING
ADJ	ADJUSTABLE
ADJC	ADJACENT
ADPTR	ADAPTOR
AFF	ABOVE FINISHED FLOOR
AFG	ABOVE FINISHED GRADE
AHR	ANCHOR
AL	ALUMINUM
ALIGN	ALIGNMENT
ALT	ALTERNATE
AMP	AMPERE
ANSI	AMERICAN NATIONAL STANDARDS INSTITUTE
APPROX	APPROXIMATE
APPVD	APPROVED
APWA	AMERICAN PUBLIC WORKS ASSOCIATION
ARCH	ARCHITECTURAL
ARV	AIR RELEASE VALVE
ASCE	AMERICAN SOCIETY OF CIVIL ENGINEERS
ASSN	ASSOCIATION
ASSY	ASSEMBLY
ASTM	AMERICAN SOCIETY FOR TESTING & MATERIALS
ATM	ATMOSPHERE
AUTO	AUTOMATIC
AUX	AUXILIARY
AVE	AVENUE
AVG	AVERAGE
AWWA	AMERICAN WATER WORKS ASSOCIATION
B&S	BELL & SPIGOT
BC	BOLT CIRCLE
BD	BOARD
BETW	BETWEEN
BF	BOTH FACE
BFD	BACKFLOW PREVENTION DEVICE
BFILL	BACKFILL
BFV	BUTTERFLY VALVE
BHP	BRAKE HORSEPOWER
BKGD	BACKGROUND
BLDG	BUILDING
BLK	BLOCK
BLVD	BOULEVARD
BM	BENCHMARK / BEAM
BMP	BEST MANAGEMENT PRACTICES
BO	BLOW-OFF
BOC	BACK OF CURB
BS	BOTH SIDES
BSMT	BASEMENT
BTF	BOTTOM FACE
BTU	BRITISH THERMAL UNIT
BV	BALL VALVE
BW	BOTH WAYS
C	CELSIUS
C TO C	CENTER TO CENTER
CALTRANS	CALIFORNIA DEPARTMENT OF TRANSPORTATION
CARV	COMBINATION AIR RELEASE VALVE
CATV	CABLE TELEVISION
CB	CATCH BASIN
CCP	CONCRETE CYLINDER PIPE
CCTV	CLOSED-CIRCUIT TELEVISION
CCW	COUNTER CLOCKWISE
CDOT	COLORADO DEPARTMENT OF TRANSPORTATION
CFM	CUBIC FEET PER MINUTE
CFS	CUBIC FEET PER SECOND
CHAN	CHANNEL
CHEM	CHEMICAL
CHFR	CHAMFER
CHKV	CHECK VALVE
CI	CAST IRON
CIP	CAST IRON PIPE
CIPC	CAST IN PLACE CONCRETE
CIPP	CURED IN PLACE PIPELINE
CISP	CAST IRON SOIL PIPE
CJ	CONSTRUCTION JOINT
CL OR C/L	CENTER LINE
CL2	CHLORINE

CLG	CEILING
CLJ	CONTROL JOINT
CLR	CLEAR
CLSM	CONTROLLED LOW STRENGTH MATERIAL
CMP	CORRUGATED METAL PIPE
CMU	CONCRETE MASONRY UNIT
CND	CONDUIT
CO	CLEANOUT
COL	COLUMN
COMB	COMBINATION
CONC	CONCRETE
CONN	CONNECTION
CONST	CONSTRUCTION
CONT	CONTINUOUS / CONTINUATION
CONTR	CONTRACT(OR)
COORD	COORDINATE
COP	COPPER
CORP	CORPORATION/CENTRAL OREGON & PACIFIC RAILROAD
CORR	CORRUGATED
CP	CATHODIC PROTECTION
CPLG	COUPLING
CPT	CONTROL POINT
CPVC	CHLORINATED POLYVINYL CHLORIDE
CR	CRUSHED ROCK
CS	COMBINED SEWER
CSP	CONCRETE SEWER PIPE
CT	COURT
CTR	CENTER
CU	CUBIC
CULV	CULVERT
CV	CONTROL VALVE
CW	CLOCKWISE / COLD WATER
CY	CUBIC YARDS
CYL	CYLINDER LOCK
D	DRAIN
DC	DIRECT CURRENT
DEFL	DEFLECTION
DEQ	DEPARTMENT OF ENVIRONMENTAL QUALITY
DET	DETAIL
DI	DUCTILE IRON
DIA	DIAMETER
DIM	DIMENSION
DIR	DIRECTION
DIST	DISTANCE
DN	DOWN
DR	DRIVE
DS	DOWNSPOUT
DWG	DRAWING
DWL	DOWEL
DWV	DRAIN WASTE AND VENT
DWY	DRIVEWAY
E / ELEC	ELECTRICAL
EA	EACH
ECC	ECCENTRIC
EF	EACH FACE
EL	ELEVATION
ELB	ELBOW
ENCL	ENCLOSURE
EOP	EDGE OF PAVEMENT
EQ	EQUAL
EQL SP	EQUALLY SPACED
EQUIP	EQUIPMENT
ESMT	EASEMENT
EW	EACH WAY
EXC	EXCAVATE
EXIST	EXISTING
EXP	EXPANSION
EXP BT	EXPANSION BOLT
EXP JT	EXPANSION JOINT
EXT	EXTERIOR
F	FAHRENHEIT
F TO F	FACE TO FACE
FAB	FABRICATE
FB	FLAT BAR
FBC	FOUND BRASS CAP
FCA	FLANGED COUPLING ADAPTER
FCO	FLOOR CLEANOUT
FD	FLOOR DRAIN
FDN	FOUNDATION
FEXT	FIRE EXTINGUISHER
FF	FAR FACE
FGL	FIBERGLASS
FH	FIRE HYDRANT
FIN	FINISH(ED)
FIPT	FEMALE IRON PIPE THREAD

FITG	FITTING
FL	FLOOR LINE
FLEX	FLEXIBLE
FLG	FLANGE
FLL	FLOW LINE
FLR	FLOOR
FM	FORCE MAIN
FO	FIBER OPTIC
FOC	FACE OF CONCRETE
FOF	FACE OF FINISH
FOM	FACE OF MASONRY
FOS	FACE OF STUDS
FPM	FEET PER MINUTE
FPS	FEET PER SECOND
FRP	FIBERGLASS REINFORCED PLASTIC
FT	FEET / FOOT
FTG	FOOTING
FUT	FUTURE
FXTR	FIXTURE
G	GAS
GA	GAUGE
GAL	GALLON
GALV	GALVANIZED
GC	GROOVED COUPLING
GEN	GENERAL
GFA	GROOVED FLANGE ADAPTER
GI	GALVANIZED IRON
GIP	GALVANIZED IRON PIPE
GJ	GRIP JOINT
GL	GLASS
GLV	GLOBE VALVE
GND	GROUND
GPD	GALLONS PER DAY
GPH	GALLONS PER HOUR
GPM	GALLONS PER MINUTE
GPS	GALLONS PER SECOND
GR	GRADE
GR LN	GRADE LINE
GRTG	GRATING
GV	GATE VALVE
GRVL	GRAVEL
GYP	GYPSUM
HB	HOSE BIBB
HC	HOLLOW CORE
HDD	HORIZONTAL DIRECTIONAL DRILL
HDPE	HIGH DENSITY POLYETHYLENE
HDR	HEADER
HDWE	HARDWARE
HGR	HANGER
HGT	HEIGHT
HH	HANDHOLD
HM	HOLLOW METAL
HMAC	HOT MIX ASPHALT CONCRETE
HNDRL	HANDRAIL
HOA	HAND-OFF-AUTO
HOR	HAND-OFF-REMOTE
HORIZ	HORIZONTAL
HP	HIGH PRESSURE / HORSEPOWER
HPG	HIGH PRESSURE GAS
HPT	HIGH POINT
HR	HOUR
HSB	HIGH STRENGTH BOLT
HV	HOSE VALVE
HVAC	HEATING, VENTILATION, AIR CONDITIONING
HWL	HIGH WATER LINE
HWY	HIGHWAY
HYD	HYDRANT
HYDR	HYDRAULIC
I&C	INSTRUMENTATION & CONTROL
IAW	IN ACCORDANCE WITH
ICCP	IMPRESSED CURRENT CATHODIC PROTECTION
ID	INSIDE DIAMETER
IE	INVERT ELEVATION
IF	INSIDE FACE
IMPVT	IMPROVEMENT
IN	INCH
INCC	INCLUDE(D)(ING)
INFL	INFLUENT
INJ	INJECTION
INSTL	INSTALLATION / INSTALL
INSUL	INSULATION
INTER	INTERCEPTOR
INTR	INTERIOR
INV	INVERT
IP	IRON PIPE

IPT	IRON PIPE THREAD
IR	IRON ROD
IRRIG	IRRIGATION
ITD	IDAHO TRANSPORTATION DEPARTMENT
JT	JOINT
JUNC	JUNCTION
KPL	KICK PLATE
KVA	KILOVOLT AMPERE
KW	KILOWATT
KWY	KEYWAY
L	LENGTH
LAB	LABORATORY
LAV	LAVATORY
LB	POUND
LF	LINEAR FOOT
LIN	LINEAL
LN	LANE
LOC	LOCATION
LONG	LONGITUDINAL
LP	LOW PRESSURE
LPT	LOW POINT
LRG	LARGE
LS	LONG SLEEVE / LUMP SUM
LT	LEFT
LVL	LEVEL
LWL	LOW WATER LINE
MAN	MANUAL
MAT	MATERIAL
MAX	MAXIMUM
MCC	MOTOR CONTROL CENTER
MCP	MASTER CONTROL PANEL
MECH	MECHANICAL
MET	METAL
MFR	MANUFACTURER
MGD	MILLION GALLONS PER DAY
MH	MANHOLE
MIN	MINIMUM
MIPT	MALE IRON PIPE THREAD
MISC	MISCELLANEOUS
MJ	MECHANICAL JOINT
MON	MONUMENT / MONOLITHIC
MOT	MOTOR
MP	MILEPOST
MSL	MEAN SEAL LEVEL
MTD	MOUNTED
NA	NOT APPLICABLE
NB	NORTHBOUND
NAVD	NORTH AMERICAN VERTICAL DATUM
NC	NORMALLY CLOSED
NF	NEAR FACE
NIC	NOT IN CONTRACT
NO / NO.	NORMALLY OPEN / NUMBER
NOM	NOMINAL
NORM	NORMAL
NRS	NON-RISING STEM
NTS	NOT TO SCALE
O TO O	OUT TO OUT
OAR	OREGON ADMINISTRATIVE RULES
OC	ON CENTER
OD	OUTSIDE DIAMETER
ODOT	OREGON DEPARTMENT OF TRANSPORTATION
OF	OVERFLOW / OUTSIDE FACE
OPNG	OPENING
OPP	OPPOSITE
ORIG	ORIGINAL
OSHA	OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION
OVHD	OVERHEAD
P&ID	PROCESS & INSTRUMENTATION DIAGRAM
PC	POINT OF CURVE
PCC	POINT OF COMPOUND CURVE
PCVC	POINT OF CURVATURE ON VERTICAL CURVE
PE	PLAIN END
PERF	PERFORATED
PERM	PERMANENT
PERP	PERPENDICULAR
PG	PRESSURE GAUGE
PH	PIPE HANGER
PI	POINT OF INTERSECTION
PIVC	POINT OF INTERSECTION ON VERTICAL CURVE
PL OR P/L	PROPERTY LINE / PLATE / PLASTIC
PLBG	PLUMBING
PNL	PANEL
POC	POINT OF CURVATURE
POLY	POLYETHYLENE
PP	POWER POLE
PRC	POINT OF REVERSE CURVATURE
PRCST	PRECAST
PREP	PREPARATION
PRESS	PRESSURE
PRKG	PARKING
PROP	PROPERTY
PRV	PRESSURE REDUCING VALVE
PS	PUMP STATION
PSIG	POUNDS PER SQUARE INCH GAUGE
PSL	PIPE SLEEVE
PSPT	PIPE SUPPORT
PT	POINT OF TANGENCY
PTVC	POINT OF TANGENCY ON VERTICAL CURVE
PV	PLUG VALVE
PVC	POLYVINYL CHLORIDE
PVMT	PAVEMENT
PWR	POWER
QTY	QUANTITY
RAD	RADIUS
RC	REINFORCED CONCRETE
RCP	REINFORCED CONCRETE PIPE
RD	ROAD / ROOF DRAIN
RDCR	REDUCER
REF	REFERENCE
REINF	REINFORCE(D)(ING)(MENT)
REQ'D	REQUIRED
RESTR	RESTRAINED
RFCA	RESTRAINED FLANGE COUPLING ADAPTER
RM	ROOM
RND	ROUND
RO	ROUGH OPENING
R/W	RIGHT-OF-WAY
RPBPD	REDUCED PRESSURE BACKFLOW PREVENTION DEVICE
RPM	REVOLUTIONS PER MINUTE
RR	RAILROAD
RST	REINFORCED STEEL
RT	RIGHT
SALV	SALVAGE
SAN	SANITARY
SB	SOUTHBOUND
SC	SOLID CORE
SCHED	SCHEDULE
SD	STORM DRAIN
SDL	SADDLE
SDR	STANDARD DIMENSION RATIO
SECT	SECTION
SHLDR	SHOULDER
SHT	SHEET
SIM	SIMILAR
SLP	SLOPE
SLV	SLEEVE
SOLN	SOLUTION
SP	SOIL PIPE / SEWER PIPE
SPCL	SPECIAL
SPEC(S)	SPECIFICATION(S)
SPG	SPACING
SPL	SPOOL
SPRT	SUPPORT
SQ	SQUARE
SQ FT	SQUARE FOOT
SQ IN	SQUARE INCH
SQ YD	SQUARE YARD
SS	SANITARY SEWER
SST	STAINLESS STEEL
ST	STREET
STA	STATION
STD	STANDARD
STL	STEEL
STOR	STORAGE
STR	STRAIGHT
STRUCT	STRUCTURE / STRUCTURAL
SUBMG	SUBMERGED
SUCT	SUCTION
SV	SOLENOID VALVE
S/W	SIDEWALK
SWD	SIDEWATER DEPTH
SWGR	SWITCH GEAR
SYMM	SYMMETRICAL
SYS	SYSTEM
T OR TEL	TELEPHONE
T&B	TOP & BOTTOM
TAN	TANGENCY
TB	THRUST BLOCK
TBD	TO BE DETERMINED
TBM	TEMPORARY BENCHMARK
TC	TOP OF CONCRETE / TOP OF CURB
TCE	TEMPORARY CONSTRUCTION EASEMENT
TDH	TOTAL DYNAMIC HEAD
TEMP	TEMPERATURE / TEMPORARY
T&G	TONGUE & GROOVE
THK	THICK / THICKNESS
THRD	THREAD (ED)
THRU	THROUGH
TP	TEST PIT / TOP OF PAVEMENT / TURNING POINT
TRANS	TRANSITION
TSP	TRI-SODIUM PHOSPHATE
TST	TOP OF STEEL
TW	TOP OF WALL
TYP	TYPICAL
UG	UNDERGROUND
UH	UNIT HEATER
UN	UNION
UON	UNLESS OTHERWISE NOTED
USGS	UNITED STATES GEOLOGIC SURVEY
UTIL	UTILITY
V	VENT / VOLT
VAC	VACUUM
VB	VACUUM BREAKER
VBOX	VALVE BOX
VC	VERTICAL CURVE
VERT	VERTICAL
VFD	VARIABLE FREQUENCY DRIVE
VOL	VOLUME
VCP	VITRIFIED CLAY PIPE
VTR	VENT THROUGH ROOF
W	WATER
W/	WITH
W/IN	WITHIN
W/O	WITHOUT
W/W	WALL TO WALL
WD	WOOD
WF	WIDE FLANGE
WH	WATER HEATER
WI	WROUGHT IRON
WM	WATER METER
WP	WORKING POINT / WATERPROOFING
WS	WATER SERVICE
WT	WEIGHT
WTP	WATER TREATMENT PLANT
WTRT	WATERTIGHT
WWF	WELDED WIRE FABRIC
WWTF	WASTEWATER TREATMENT FACILITY
WWTP	WASTEWATER TREATMENT PLANT
X SECT	CROSS SECTION
XFMR	TRANSFORMER
YD	YARD DRAIN / YARD
YH	YARD HYDRANT
YR	YEAR
ZN	ZINC

NO.	DATE	BY	REVISION

NOTICE

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IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT TO SCALE

BRF03
DESIGNED
DKH
DRAWN
JRL
CHECKED

REGISTERED PROFESSIONAL ENGINEER 80998 Justin R Luce OREGON MAY 29, 2018 JUSTIN RUSSELL LUCE
RENEWS 12-31-24

consor

THE CITY OF ROSEBURG "GATEWAY CAPITAL OF THE UMPQUA"

PROJECT #22WA11
24-INCH TRANSMISSION MAIN ISABELL AVENUE TO NEWTON CREEK ROAD

ABBREVIATIONS

PROJECT NO.: N223415OR | SCALE: AS SHOWN | DATE: MARCH 2023

SHEET
G-4
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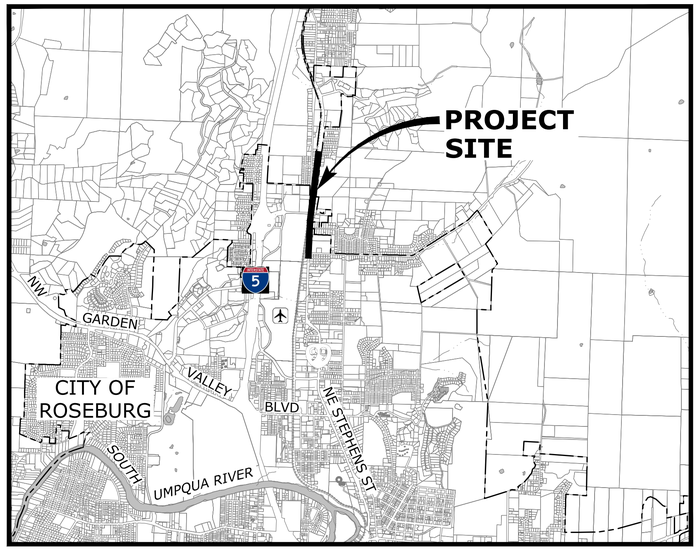
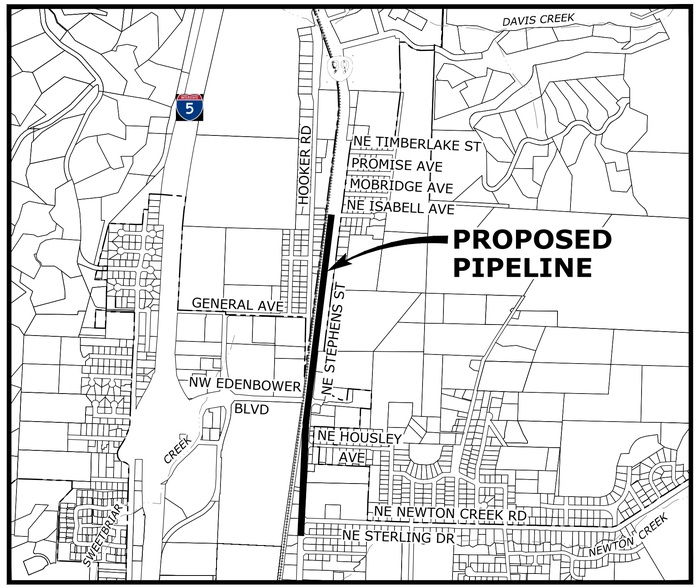
G:\PDX_Projects\22\3415 - 24-Inch, Isabell Ave To Newton Creek Rd\CAD\Sheets\22-3415-OR-G.dwg G-4 3/28/2023 3:19 PM MATT.ESTEP 24.1s (LMS Tech)

EROSION AND SEDIMENT CONTROL PLANS



VICINITY MAP
SCALE: 1"=3,000'



LOCATION MAP
SCALE: 1"=1,000'

PROJECT LOCATION:

NE STEPHENS STREET @ LAT, LONG:
43°15'46"N, 123°21'10"W

PROPERTY DESCRIPTION:

CITY OF ROSEBURG ROADWAYS AND RIGHTS-OF-WAY

DEVELOPER NAME

CITY OF ROSEBURG
CONTACT: DARYN ANDERSON
900 SE DOUGLAS AVENUE
ROSEBURG, OR 97470
PHONE: (541) 492-6730

PLANNING / ENGINEERING SURVEYING FIRM

CONSOR
CONTACT: JUSTIN LUCE, P.E.
ONE SW COLUMBIA ST, SUITE 1700
PORTLAND, OR 97204
PHONE: (503) 225-9010

NARRATIVE DESCRIPTIONS

EXISTING SITE CONDITIONS

* CITY OF ROSEBURG ROADWAYS AND UNIMPROVED RIGHTS-OF-WAY

DEVELOPED CONDITIONS

* BURIED 24" DIAMETER DUCTILE IRON WATER PIPELINE APPROX. 4,200 FT LONG

NATURE OF CONSTRUCTION ACTIVITY AND ESTIMATED TIME TABLE

* UTILITY INSTALLATION & FINAL RESTORATION (JUNE 2023 - AUGUST 2024)

TOTAL SITE AREA = 336,429.3 SF = 7.72 ACRES

TOTAL DISTURBED AREA = 14,272.6 SF = 0.32 ACRES

SITE SOIL CLASSIFICATION:

CURTIN CLAY

PHILOMATH-DIXONVILLE COMPLEX

RECEIVING WATER BODIES:

SOUTH UMPQUA RIVER

ATTENTION EXCAVATORS:

OREGON LAW REQUIRES YOU TO FOLLOW RULES ADOPTED BY THE OREGON UTILITY NOTIFICATION CENTER. THOSE RULES ARE SET FORTH IN OAR 952-001-0010 THROUGH OAR 952-001-0090. YOU MAY OBTAIN COPIES OF THESE RULES FROM THE CENTER BY CALLING 503-232-1987. IF YOU HAVE ANY QUESTIONS ABOUT THE RULES, YOU MAY CONTACT THE CENTER. YOU MUST NOTIFY THE CENTER AT LEAST TWO BUSINESS DAYS, BEFORE COMMENCING AN EXCAVATION. CALL 1-800-332-2344.

BMP MATRIX FOR CONSTRUCTION PHASES

REFER TO DEQ GUIDANCE MANUAL FOR A COMPREHENSIVE LIST OF AVAILABLE BMP'S

	UTILITY INSTALLATION	STREET CONSTRUCTION/ RESTORATION	FINAL STABILIZATION	WET WEATHER (OCT. 1-MAY 31ST)
EROSION PREVENTION				
PRESERVE NATURAL VEGETATION	X	X	X	X
GROUND COVER	X	X	X	X
HYDRAULIC APPLICATIONS				
PLASTIC SHEETING				X
MATTING			X	X
DUST CONTROL	X	X	X	X
TEMPORARY/ PERMANENT SEEDING	X		X	X
BUFFER ZONE	X		X	X
OTHER:				
SEDIMENT CONTROL				
SEDIMENT FENCE (PERIMETER)	X	X	X	X
SEDIMENT FENCE (INTERIOR)			X	X
BIO BAGS	X	X	X	X
STRAW WATTLES	X	X	X	X
FILTER BERM	X	X	X	X
INLET PROTECTION	X	X	X	X
DEWATERING (GENERAL)	X	X	X	
DEWATERING (BORE PITS)	X			X
SEDIMENT TRAP				
OTHER:				
RUN-OFF CONTROL				
CONSTRUCTION ENTRANCE	X	X	X	X
PIPE SLOPE DRAIN				
OUTLET PROTECTION				
SURFACE ROUGHENING			X	
CHECK DAMS	X	X	X	X
OTHER:				
POLLUTION PREVENTION				
PROPER SIGNAGE	X	X	X	X
HAZ WASTE MGMT	X	X	X	X
SPILL KIT ON-SITE	X	X	X	X
CONCRETE WASHOUT AREA				
OTHER:				

ALL BMP's WILL BE INSTALLED PRIOR TO ANY GROUND DISTURBING ACTIVITY, UNLESS OTHERWISE APPROVED.

RATIONALE STATEMENT

A COMPREHENSIVE LIST OF AVAILABLE BEST MANAGEMENT PRACTICES (BMP) OPTIONS BASED ON DEQ's GUIDANCE MANUAL HAS BEEN REVIEWED TO COMPLETE THIS EROSION AND SEDIMENT CONTROL PLAN. SOME OF THE ABOVE LISTED BMP's WERE NOT CHOSEN BECAUSE THEY WERE DETERMINED TO NOT EFFECTIVELY MANAGE EROSION PREVENTION AND SEDIMENT CONTROL FOR THIS PROJECT BASED ON SPECIFIC SITE CONDITIONS, INCLUDING SOIL CONDITIONS TOPOGRAPHIC CONSTRAINTS, ACCESSIBILITY TO THE SITE, AND OTHER RELATED CONDITIONS, AS THE PROJECT PROGRESSES AND THERE IS A NEED TO REVISE THE ESC PLAN, AN ACTION PLAN WILL BE SUBMITTED.

JRL
INITIAL

SHEET INDEX

EROSION AND SEDIMENT CONTROL PLANS

NO.	DATE	BY	REVISION

NOTICE
0 ½ 1
IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT TO SCALE

BRF03 DESIGNED
DKH DRAWN
JRL CHECKED

REGISTERED PROFESSIONAL ENGINEER 80998 OREGON MAY 23, 2019 JUSTIN RUSSELL LUCE
Justin R Luce
RENEWS 12-31-24

consor

PROJECT #22WA11
24-INCH TRANSMISSION MAIN ISABELL AVENUE TO NEWTON CREEK ROAD

EROSION AND SEDIMENT CONTROL COVER SHEET

PROJECT NO.: N223415OR | SCALE: AS SHOWN | DATE: MARCH 2023

SHEET
ESC-1
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G:\PDX_Projects\22\3415 - 24-Inch, Isabell Ave To Newton Creek Rd\CAD\Sheets\22-3415-OR-ESC.dwg ESC-1 3/29/2023 1:47 PM MATT.ESTEP 24.1s (LMS Tech)

PRE-CONSTRUCTION EROSION & GLOBAL: SEDIMENTATION CONTROL NOTES:

1. ALL BASE ESC MEASURES (INLET PROTECTION, PERIMETER SEDIMENT CONTROL, GRAVEL CONSTRUCTION ENTRANCES, ETC.) MUST BE IN PLACE, FUNCTIONAL, AND APPROVED IN AN INITIAL INSPECTION, PRIOR TO COMMENCEMENT OF CONSTRUCTION ACTIVITIES.

2. SEDIMENT BARRIERS APPROVED FOR USE INCLUDE SEDIMENT FENCE, BERMS CONSTRUCTED OUT OF MULCH, CHIPPINGS, OR OTHER SUITABLE MATERIAL, STRAW WATTLES, OR OTHER APPROVED MATERIALS.

3. CONSTRUCTION ENTRANCES/ROADS SHALL BE INSTALLED AT THE BEGINNING OF CONSTRUCTION AND MAINTAINED FOR THE DURATION OF THE PROJECT. ADDITIONAL MEASURES INCLUDING, BUT NOT LIMITED TO, STREET SWEEPING, AND VACUUMING, MAY BE REQUIRED TO INSURE THAT ALL PAVED AREAS ARE KEPT CLEAN FOR THE DURATION OF THE PROJECT.

4. RUN-ON AND RUN-OFF CONTROLS SHALL BE IN PLACE AND FUNCTIONING PRIOR TO BEGINNING SUBSTANTIAL CONSTRUCTION ACTIVITIES. RUN-ON AND RUN-OFF CONTROL MEASURES INCLUDE: SLOPE DRAINS (WITH OUTLET PROTECTION), CHECK DAMS, SURFACE ROUGHENING, AND BANK STABILIZATION.

5. LIMIT SPEED OF VEHICLES ON SITE AND MOISTEN HAUL ROADS AS NECESSARY TO CONTROL DUST.

GRADING, STREET AND UTILITY EROSION AND SEDIMENT CONTROL NOTES:

1. EFFECTIVE EROSION, DUST, SEDIMENTATION AND DRAINAGE CONTROL SHALL BE INSTALLED AND MAINTAINED BY CONTRACTOR PER REQUIREMENTS OF DOUGLAS COUNTY, CITY OF ROSEBURG, OREGON DEPARTMENT OF ENVIRONMENTAL QUALITY (DEQ), AND ALL OTHER AGENCIES WITH JURISDICTION OVER THE PROJECT. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR PROTECTION OF ALL WORK, ADJACENT PROPERTIES AND DOWNSTREAM FACILITIES FROM EROSION AND SILTATION DURING THE COURSE OF THE WORK. ANY DAMAGE RESULTING FROM SUCH EROSION AND SILTATION SHALL BE CORRECTED AT THE SOLE EXPENSE OF THE CONTRACTOR.

2. THESE PLANS DO NOT RELIEVE THE CONTRACTOR FROM ALL OTHER PERMITTING REQUIREMENTS. PRIOR TO BEGINNING CONSTRUCTION ACTIVITIES, ALL OTHER NECESSARY APPROVALS SHALL BE OBTAINED.

3. APPROVAL OF THIS EROSION AND SEDIMENT CONTROL (ESC) PLAN DOES NOT CONSTITUTE AN APPROVAL OF PERMANENT ROAD OR DRAINAGE DESIGN (E.G.: SIZE AND LOCATION OF ROADS, PIPES, RESTRICTIONS, CHANNELS, RETENTION FACILITIES, UTILITIES, ETC.).

4. THE IMPLEMENTATION OF THESE EROSION/SEDIMENT CONTROL (ESC) PLANS AND THE CONSTRUCTION, MAINTENANCE, REPLACEMENT, AND UPGRADING OF THESE ESC FACILITIES IS THE RESPONSIBILITY OF THE CONTRACTOR UNTIL ALL CONSTRUCTION IS COMPLETED AND APPROVED AND VEGETATION/LANDSCAPING IS ESTABLISHED.

5. IN THE EVENT THE FACILITIES ARE NOT FUNCTIONING PROPERLY, THE CONTRACTOR IS RESPONSIBLE FOR IMMEDIATELY IMPLEMENTING CHANGES AS DIRECTED BY THE ENGINEER OR INSPECTOR. THE ENGINEER, INSPECTOR OR THE CITY MAY STOP ALL CONSTRUCTION ACTIVITY ON SITE UNTIL THE EROSION PROBLEM IS CORRECTED AND ALL EROSION AND SEDIMENT CONTROL (ESC) FACILITIES ARE FUNCTIONING PROPERLY. IF THE CONTRACTOR DOES NOT IMMEDIATELY IMPLEMENT CHANGES TO THE EROSION AND SEDIMENT CONTROL (ESC) IDENTIFIED BY THE ENGINEER OR INSPECTOR, THE CITY MAY IMPLEMENT THE NECESSARY CHANGES AND REQUIRE PAYMENT FROM THE CONTRACTOR PRIOR TO PROJECT ACCEPTANCE BY THE CITY.

6. THE ESC FACILITIES SHOWN ON THESE PLANS MUST BE CONSTRUCTED IN CONJUNCTION WITH ALL EARTHWORK ACTIVITIES, AND IN SUCH A MANNER AS TO ENSURE THAT SEDIMENT AND SEDIMENT- LADEN WATER DO NOT ENTER THE DRAINAGE SYSTEM, ROADWAYS, OR VIOLATE APPLICABLE WATER STANDARDS

7. THE ESC FACILITIES SHOWN ON THESE PLANS ARE THE MINIMUM REQUIREMENTS FOR ANTICIPATED SITE CONDITIONS. DURING THE CONSTRUCTION PERIOD, THE ESC FACILITIES SHALL BE UPGRADED AS NEEDED FOR UNEXPECTED STORM EVENTS AND TO ENSURE THAT SEDIMENT AND SEDIMENT LADEN WATER DO NOT LEAVE THE SITE.

8. THE EROSION AND SEDIMENT CONTROL MEASURES ON ACTIVE SITES SHALL BE INSPECTED AND MAINTAINED DAILY AND WITHIN 24 HOURS AFTER ANY STORM EVENT OF GREATER THAN 0.5 INCHES OF RAIN PER 24 HOUR PERIOD. MEASURES SHALL BE INSPECTED BY THE PERMIT HOLDER AND OR THE CONTRACTOR AFTER EACH RAINFALL AND AT LEAST DAILY DURING PROLONGED RAINFALL. ANY REQUIRED REPAIRS OR ADJUSTMENTS SHALL BE MADE IMMEDIATELY. WRITTEN RECORDS SHALL BE KEPT OF WEEKLY REVIEWS OF THE ESC FACILITIES DURING THE WET SEASON (OCTOBER I TO APRIL 30) AND OF MONTHLY REVIEWS DURING THE DRY SEASON (MAY I TO SEPTEMBER 30).

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

10. SLOPES AND DISTURBED AREAS TO RECEIVE TEMPORARY OR PERMANENT SEEDING SHALL HAVE THE SURFACE ROUGHENED BY MEANS OF TRACK-WALKING OR THE USE OF OTHER APPROVED IMPLEMENTS. SURFACE ROUGHENING IMPROVES SEED BEDDING AND REDUCES RUN-OFF VELOCITY.

11. LONG TERM SLOPE AND DISTURBED AREAS STABILIZATION MEASURES SHALL INCLUDE THE ESTABLISHMENT OF PERMANENT VEGETATIVE COVER VIA SEEDING WITH APPROVED MIX AND APPLICATION RATE. SEE SPECIFICATIONS.

GRADING, STREET AND UTILITY EROSION AND SEDIMENT CONTROL NOTES (CONTINUED):

12. TEMPORARY SLOPE AND DISTURBED AREAS STABILIZATION MEASURES SHALL INCLUDE: COVERING EXPOSED SOIL WITH PLASTIC SHEETING, STRAW MULCHING, WOOD CHIPS, OR OTHER APPROVED MEASURES.

13. STOCKPILED SOIL OR STRIPPINGS SHALL BE PLACED IN A STABLE LOCATION AND CONFIGURATION. DURING "WET WEATHER" PERIODS, STOCKPILES SHALL BE COVERED WITH PLASTIC SHEETING OR STRAW MULCH. SEDIMENT FENCE IS REQUIRED AROUND THE PERIMETER OF THE STOCKPILE.

14. EXPOSED CUT OR FILL AREAS SHALL BE STABILIZED THROUGH THE USE OF TEMPORARY SEEDING AND MULCHING, EROSION CONTROL BLANKETS OR MATS, MID-SLOPE SEDIMENT FENCES OR WATTLES, OR OTHER APPROPRIATE MEASURES. SLOPES EXCEEDING 25% MAY REQUIRE ADDITIONAL EROSION CONTROL MEASURES.

15. AREAS SUBJECT TO WIND EROSION SHALL USE APPROPRIATE DUST CONTROL MEASURES INCLUDING THE APPLICATION OF A FINE SPRAY OF WATER, PLASTIC SHEETING, STRAW MULCHING, OR OTHER APPROVED MEASURES.

16. ACTIVE INLETS TO STORM WATER SYSTEMS SHALL BE PROTECTED THROUGH THE USE OF APPROVED INLET PROTECTION MEASURES. ALL INLET PROTECTION MEASURES ARE TO BE REGULARLY INSPECTED AND MAINTAINED AS NEEDED.

17. SATURATED MATERIALS THAT ARE HAULED OFF-SITE MUST BE TRANSPORTED IN WATER-TIGHT TRUCKS TO ELIMINATE SPILLAGE OF SEDIMENT AND SEDIMENT-LADEN WATER.

18. NO HAZARDOUS SUBSTANCES, SUCH AS PAINTS, THINNERS, FUELS AND OTHER CHEMICALS SHALL BE RELEASED ONTO THE SITE, ADJACENT PROPERTIES, OR INTO WATER FEATURES, THE CITY'S STORM WATER SYSTEM, OR RELATED NATURAL RESOURCES.

19. SWEEPINGS FROM EXPOSED AGGREGATE CONCRETE SHALL NOT BE TRANSFERRED TO THE STORM WATER SYSTEM. SWEEPINGS SHALL BE PICKED UP AND DISPOSED IN THE TRASH.

20. EXTRACTED GROUND WATER FROM EXCAVATED TRENCHES SHALL BE DISPOSED OF IN A SUITABLE MANNER WITHOUT DAMAGE TO ADJACENT PROPERTY, PUBLIC STORM WATER SYSTEM, WATER FEATURES, AND RELATED NATURAL RESOURCES.

21. AVOID PAVING IN WET WEATHER WHEN PAVING CHEMICALS CAN RUN-OFF INTO THE STORM WATER SYSTEM.

22. USE BMPs SUCH AS CHECK-DAMS, BERMS, AND INLET PROTECTION TO PREVENT RUN-OFF FROM REACHING DISCHARGE POINTS.

23. COVER CATCH BASINS, MANHOLES, AND OTHER DISCHARGE POINTS WHEN APPLYING SEAL COAT, TACK COAT, ETC. TO PREVENT INTRODUCING THESE MATERIALS TO THE STORM WATER SYSTEM.

24. INLET PROTECTION SHALL BE IN-PLACE IMMEDIATELY FOLLOWING PAVING ACTIVITIES.

25. 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.

26. PAVEMENT SURFACES AND VEGETATION ARE TO BE PLACED AS RAPIDLY AS POSSIBLE.

27. SEEDING SHALL BE PERFORMED NO LATER THAN SEPTEMBER 1 FOR EACH PHASE OF CONSTRUCTION. SEE SPECIFICATIONS FOR SEED MIX REQUIREMENTS.

28. ESC MEASURES SHALL BE REMOVED BY THE CONTRACTOR WHEN VEGETATION IS FULLY ESTABLISHED.

29. NOTIFY ENGINEER 24 HOURS PRIOR TO ANY WORK ON SITE.

SEDIMENT FENCE NOTES:

1. CONTRACTOR SHALL PROVIDE SEDIMENT FENCING AS REQUIRED BY ACTUAL SITE CONDITIONS DURING CONSTRUCTION. SEDIMENT FENCES SHALL BE INSPECTED BY CONTRACTOR IMMEDIATELY AFTER EACH RAINFALL AND AT LEAST DAILY DURING PROLONGED RAINFALL. ANY REQUIRED REPAIRS SHALL BE MADE IMMEDIATELY.

2. EROSION, SEDIMENT AND POLLUTION CONTROL PLAN MEASURES SHALL BE REMOVED BY THE CONTRACTOR UPON SUBSTANTIAL COMPLETION. EROSION AND SEDIMENT CONTROLS MUST REMAIN IN-PLACE UNTIL GROUNDCOVERS HAVE MATURED ENOUGH TO PREVENT NORMAL EROSION FROM OCCURRING.

3. TRENCHED SLOPES SHALL BE SEEDED AND/OR PLANTED IMMEDIATELY AFTER EXCAVATION AND WATERLINE INSTALLATION. DISTURBED SLOPES GREATER THAN 20 PERCENT SHALL BE STABILIZED WITH A STAKED COCONUT MAT FOLLOWING EXCAVATION, BACKFILL, AND SEEDING WITH NATIVE MIX TO PREVENT SOIL RUNOFF.

SEDIMENT FENCE NOTES (CONTINUED):

4. THE FILTER FABRIC SHALL BE PURCHASED IN A CONTINUOUS ROLL CUT TO THE LENGTH OF THE BARRIER TO AVOID USE OF JOINTS. WHEN JOINTS ARE NECESSARY, FILTER CLOTH SHALL BE SPLICED TOGETHER ONLY AT A SUPPORT POST, WITH A MINIMUM 6-INCH OVERLAP AND BOTH ENDS SECURELY FASTENED TO THE POST.

5. THE FILTER FABRIC FENCE SHALL BE INSTALLED TO FOLLOW THE CONTOURS WHERE FEASIBLE. THE FENCE POSTS SHALL BE SPACED A MAXIMUM OF 6 FEET APART AND DRIVEN SECURELY INTO THE GROUND A MINIMUM OF 18 INCHES.

6. WHEN STANDARD STRENGTH FILTER FABRIC IS USED, A WIRE SUPPORT FENCE SHALL BE FASTENED SECURELY TO THE UPSLOPE SIDE OF THE POSTS USING HEAVY-DUTY WIRE STAPLES AT LEAST 1 INCH LONG, TIE WIRE OR HOG RINGS. THE WIRE SHALL EXTEND INTO THE TRENCH A MINIMUM OF 4 INCHES AND SHALL NOT EXTEND MORE THAN 36 INCHES ABOVE THE ORIGINAL GROUND SURFACE.

7. THE STANDARD STRENGTH FILTER FABRIC SHALL BE STAPLED OR WIRED TO THE FENCE, AND 12 INCHES OF THE FABRIC SHALL BE EXTENDED INTO THE TRENCH. THE FABRIC SHALL NOT EXTEND MORE THAN 36 INCHES ABOVE THE ORIGINAL GROUND SURFACE. FILTER FABRIC SHALL NOT BE STAPLED TO EXISTING TREES.

8. WHEN EXTRA-STRENGTH FILTER FABRIC AND CLOSER POST SPACING ARE USED, THE WIRE MESH SUPPORT FENCE MAY BE ELIMINATED. IN SUCH A CASE, THE FILTER FABRIC IS STAPLED OR WIRED DIRECTLY TO THE POSTS WITH ALL OTHER PROVISIONS OF THE ABOVE STANDARD NOTE FOR STANDARD STRENGTH FILTER FABRIC APPLYING.

9. SEDIMENT FENCES SHALL BE REMOVED WHEN THEY HAVE SERVED THEIR USEFUL PURPOSE, BUT NOT BEFORE THE UPSLOPE AREA HAS BEEN PERMANENTLY STABILIZED.

10. SEDIMENT FENCES SHALL BE INSPECTED BY CONTRACTOR IMMEDIATELY AFTER EACH RAINFALL AND AT LEAST DAILY DURING PROLONGED RAINFALL. ANY REQUIRED REPAIRS SHALL BE MADE IMMEDIATELY.

11. SEDIMENT FENCES SHALL BE INSTALLED AT THE TOE OF FILL SLOPES AND OTHER AREAS IN SUCH A MANNER AS TO ENSURE THAT SEDIMENT AND SEDIMENT LADEN WATER DO NOT LEAVE THE SITE.

BIO-FILTER BAG NOTES:

1. BIO-FILTER BAGS SHOULD BE CLEAN 100% RECYCLED WOOD PRODUCT WASTE.

2. BIO-FILTER BAGS SHALL BE STANDARD SIZE 10" x 8" x 30", WEIGHING APPROXIMATELY 45 POUNDS WITH ½" PLASTIC NETTING.

3. USE 2 - 1" x 2" STAKES PER BAG, DRIVEN 12-INCHES INTO GROUND.

4. OVERLAP ENDS OF ADJACENT BAGS 6-INCHES TO PREVENT PIPING BETWEEN JOINTS.

5. ROUTINELY INSPECT BAGS. CHECK THAT STAKES ARE SECURE, ENDS OF BAGS ARE OVERLAPPED AND PLASTIC MESH BAGS HAVE NO TEARS.

6. REMOVE SEDIMENT WHEN IT HAS ACCUMULATED TO ⅓ HEIGHT OF BAG.

LEGEND

EXISTING CONTOURS (1')

EXISTING CONTOURS (5') — 425

INLET PROTECTION-TYPES 1, 2, 3

INLET PROTECTION-TYPE 4

DRAINAGE FLOW DIRECTION

SEDIMENT BARRIER

CHECK DAM

PROPOSED WATERLINE — 24"W

G:\PDX_Projects\22\3415 - 24-Inch, Isabell Ave To Newton Creek Rd\CAD\Sheets\22-3415-OR-ESC.dwg ESC-2 3/29/2023 1:47 PM MATT.ESTEP 24.1s (LMS Tech)

NO.	DATE	BY	REVISION

NOTICE
0 ½ 1
IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT TO SCALE

BRF03 DESIGNED
DKH DRAWN
JRL CHECKED

REGISTERED PROFESSIONAL ENGINEER 80998 OREGON MAY 29, 2013 JUSTIN RUSSELL LUCE
Justin R Luce
RENEWS 12-31-24

consor

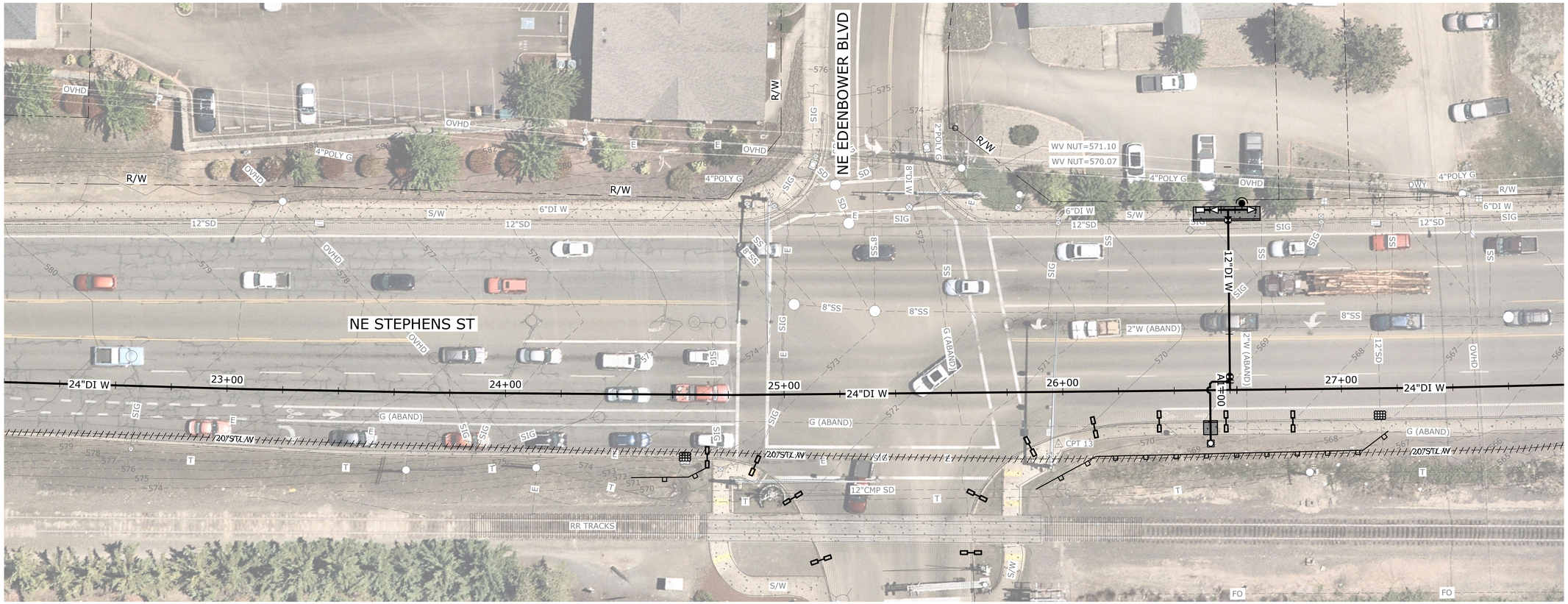
THE CITY OF ROSEBURG "HEART OF THE VALLEY"

PROJECT #22WA11
24-INCH TRANSMISSION MAIN ISABELL AVENUE TO NEWTON CREEK ROAD

EROSION AND SEDIMENT CONTROL NOTES AND LEGEND

PROJECT NO.: N223415OR | SCALE: AS SHOWN | DATE: MARCH 2023

SHEET
ESC-2
6 of 36



TYPICAL EROSION CONTROL MEASURES WITH CURB AND GUTTER - NE STEPHENS STREET

SCALE: 1"=20'

ESC LEGEND

- BIOFILTER BAG CHECK DAM
- INLET PROTECTION
- SEDIMENT FENCING
- PROPOSED WATER MAIN — 24"DI W

*NOTE:
THIS SHEET SHOWS TYPICAL EROSION CONTROL MEASURES. CONTRACTOR TO IMPLEMENT SIMILAR MEASURES ELSEWHERE WITHIN PROJECT DISTURBANCE LIMITS.

NO.	DATE	BY	REVISION

NOTICE
0 ½ 1
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BRF03 DESIGNED
DKH DRAWN
JRL CHECKED

REGISTERED PROFESSIONAL ENGINEER 80998 Justin R Luce OREGON MAY 29, 2019 JUSTIN RUSSELL LUCE
RENEWS 12-31-24

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THE CITY OF ROSEBURG "HEART OF THE UMPQUA"

PROJECT #22WA11
24-INCH TRANSMISSION MAIN ISABELL AVENUE TO NEWTON CREEK ROAD

EROSION AND SEDIMENT CONTROL MEASURES

PROJECT NO.: N223415OR | SCALE: AS SHOWN | DATE: MARCH 2023

SHEET
ESC-3
7 of 36

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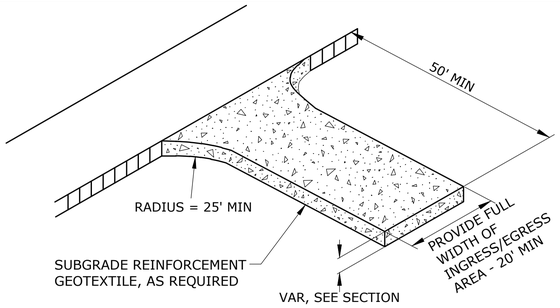
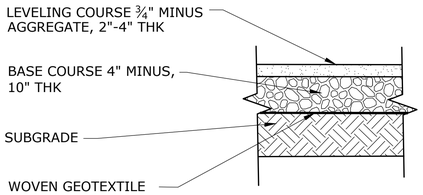
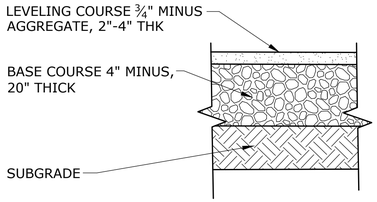




SECTION - OPTION 1

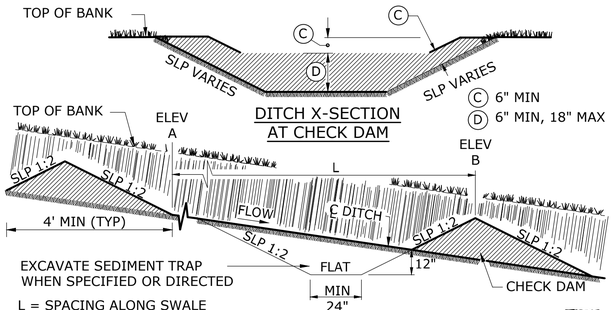


SECTION - OPTION 2

CONSTRUCTION ENTRANCE/ROAD

SCALE: NTS

1 / -

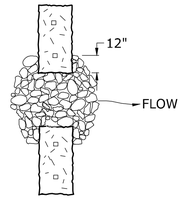


DITCH X-SECTION AT CHECK DAM

DITCH PROFILE SECTION WITH CHECK DAMS

NOTES:

1. TYPE 2 ONLY
   ENTRENCH BALES AND AGGREGATE MIN OF 4" INTO THE SOIL. TOE OF LAST BALE IS HIGHEST WATER CONTROL POINT.
2. TYPE 2 ONLY
   PLACE BALES SO WIRE/TWINE BINDING MATL IS NOT IN CONTACT WITH THE SOIL.
3. TYPES 2 OR 3
   DRIVE 2 STAKES MIN PER BALE OR BAG FLUSH WITH TOP AND INTO UNDISTURBED GROUND A MIN OF 4". STAKES MAY BE OMITTED IF PLACED OVER PAVED SURFACES.
4. TYPES 2, 3 OR 4
   CONST TOP OF AGGREGATE MIN OF 6" LOWER THAN THE TOE OF LAST BALE OR BAG.
5. TYPES 2 OR 4
   TIGHTLY ABUT OR OVERLAP ENDS OF BALES OR BAGS AT EACH JT.
6. TYPE 3
   OVERLAP BAGS 6" MIN AT EACH JT.

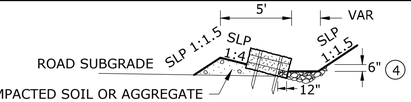


TOP VIEW - TYPES 2, 3 & 4

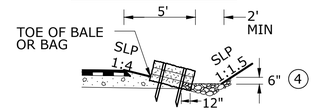
CHECK DAM APPROXIMATE SPACING

DITCH GRADE	D = DIMENSION		
	6"	12"	18"
6%	**	15' OC	25' OC
5%	**	20'	30'
4%	**	25'	40'
3%	15'	30	50'
2%	25'	50'	80'

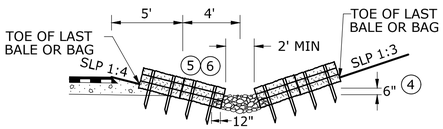
** NOT ALLOWED



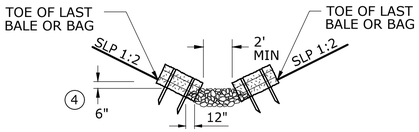
SUBGRADE SECTION



STEEP BACKSLOPE SECTION



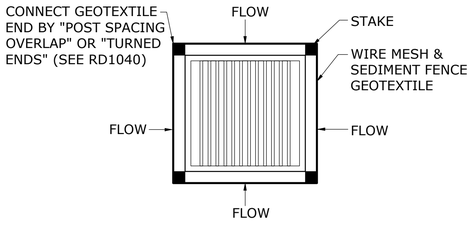
VARIABLE BACKSLOPE SECTION - 1:3 TO 1:6



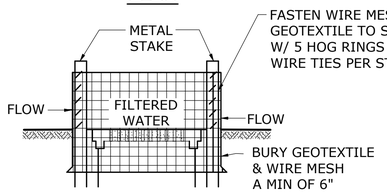
FLAT BOTTOM DITCH SECTION CHECK DAM TYPES 2, 3 & 4

NOTE:

WHEN BID ITEM IS "CHECK DAMS" THE FOLLOWING MATL MAY BE USED, AS APPROPRIATE TO MEET THE FUNCTIONAL REQUIREMENTS OF THE CONTROL:
TYPE 1 - AGGREGATE
TYPE 2 - STRAW BALES WITH AGGREGATE WEIR
TYPE 3 - BIOFILTER BAGS
TYPE 4 - SAND BAGS
TYPE 5 - PREFAB CHECK DAM SYSTEM

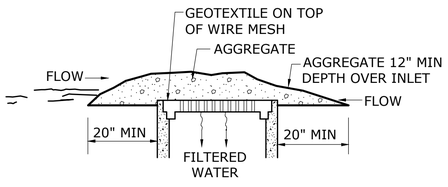


PLAN

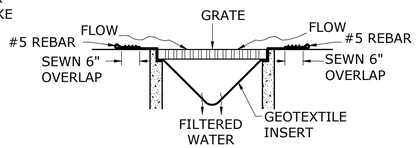


ELEVATION

SEDIMENT FENCE TYPE 1



GEOTEXTILE/WIREMESH/AGGREGATE TYPE 2



PREFABRICATED FILTER INSERT TYPE 3

NOTES:

TYPE 1	SEDIMENT FENCE
TYPE 2	GEOTEXTILE/WIRE MESH/AGGREGATE
TYPE 3	PREFABRICATED FILTER INSERT
TYPE 4	BIOFILTER BAGS

INLET PROTECTION (TYPES 1, 2, AND 3)

SCALE: NTS

3 / -

INLET PROTECTION

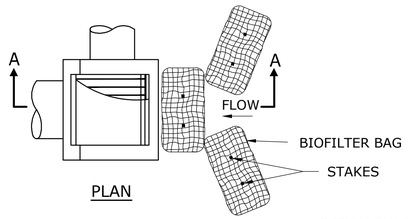
SITE CONDITION	TYPE			
	1	2	3	4
AREA DRAIN, SOIL	Y	Y	Y	Y
AREA DRAIN, PAVEMENT	N	Y	Y	Y
DITCH INLET, SOIL	Y	N	Y	Y
DITCH INLET, PAVEMENT	N	N	Y	Y
GRATE INLET ALONG CURB, SOIL	N	Y	Y	Y
GRATE INLET ALONG CURB, PAVEMENT	N	Y	Y	Y
CURB OPENING INLET, SOIL	N	N	N	Y
CURB OPENING INLET, PAVEMENT	N	N	N	Y

FOR INLET PROTECTION TYPE 4 SEE DET 4, THIS SHT

CHECK DAMS

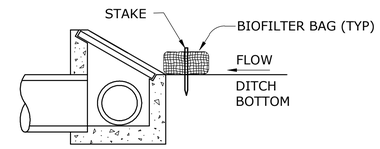
SCALE: NTS

2 / -

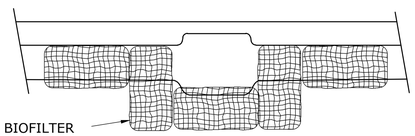


PLAN

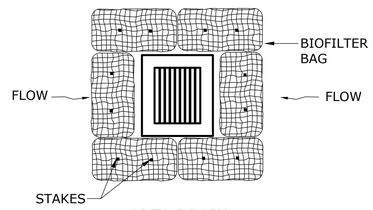
DITCH INLET



SECTION A-A



PLAN - CATCH BASIN



AREA DRAIN

NOTES:

1. USE 2 STAKES PER BAG.
2. STAKES MAY BE OMITTED IF BAGS ARE PLACE ON PAVEMENT SURFACE.
3. OVERLAP ALL BAG JOINTS 6".

INLET PROTECTION (TYPE 4) BIOFILTER BAGS

SCALE: NTS

4 / -

NO.	DATE	BY	REVISION

NOTICE

0 ½ 1

IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT TO SCALE

BRF03 DESIGNED
DKH DRAWN
JRL CHECKED

REGISTERED PROFESSIONAL ENGINEER 80998 Justin R Luce OREGON MAY 29, 2019 JUSTIN RUSSELL LUCE RENEWS 12-31-24

consor

THE CITY OF ROSEBURG DOUGLAS COUNTY CAPITAL OF THE UMPQUA

PROJECT #22WA11
24-INCH TRANSMISSION MAIN
ISABELL AVENUE TO NEWTON CREEK ROAD

EROSION AND SEDIMENT CONTROL DETAILS - 1

PROJECT NO.: N2234150R | SCALE: AS SHOWN | DATE: MARCH 2023

SHEET ESC-4

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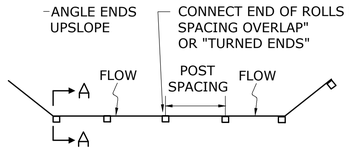

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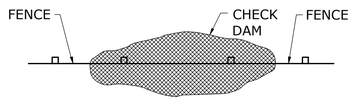
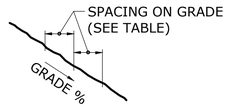
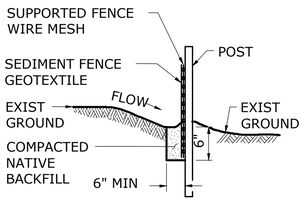
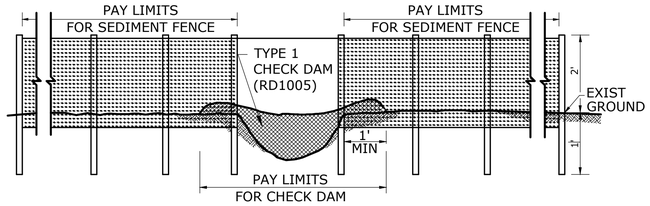


PLAN VIEW AT DITCH SECTION





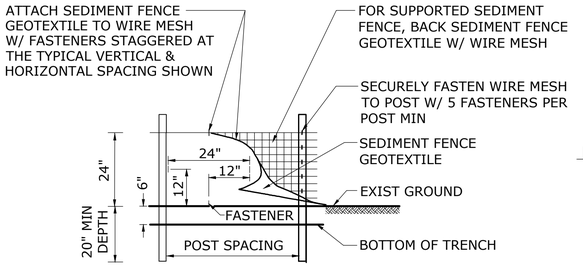
SECTION A-A



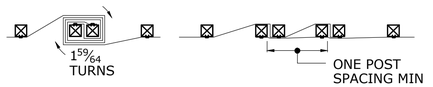
ELEVATION VIEW AT DITCH SECTION OR LOW AREAS

TABLE 1
SEDIMENT BARRIER 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'



ELEVATION



TURNED ENDS

POST SPACING OVERLAP

GEOTEXTILE END CONNECTIONS

TABLE 2

POST SPACING	
4'	SUPPORTED SEDIMENT FENCE
6'	UNSUPPORTED SEDIMENT FENCE WITH GEOTEXTILE ELONGATION *LESS THAN 50%
4'	UNSUPPORTED SEDIMENT FENCE WITH GEOTEXTILE ELONGATION *MORE THAN 50%

* GEOTEXTILE GRAB ELONGATION VALUE AS DOCUMENTED BY "LEVEL B" MANUFACTURER'S DOCUMENTATION (SEE STANDARD SPECIFICATIONS).

SEDIMENT FENCE, SUPPORTED SEDIMENT FENCE, UNSUPPORTED

SCALE: NTS

1 / -

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REGISTERED PROFESSIONAL ENGINEER 80998 — Justin R Luce — OREGON — MAY 29, 2018 — JUSTIN RUSSELL LUCE — RENEWS 12-31-24

consor

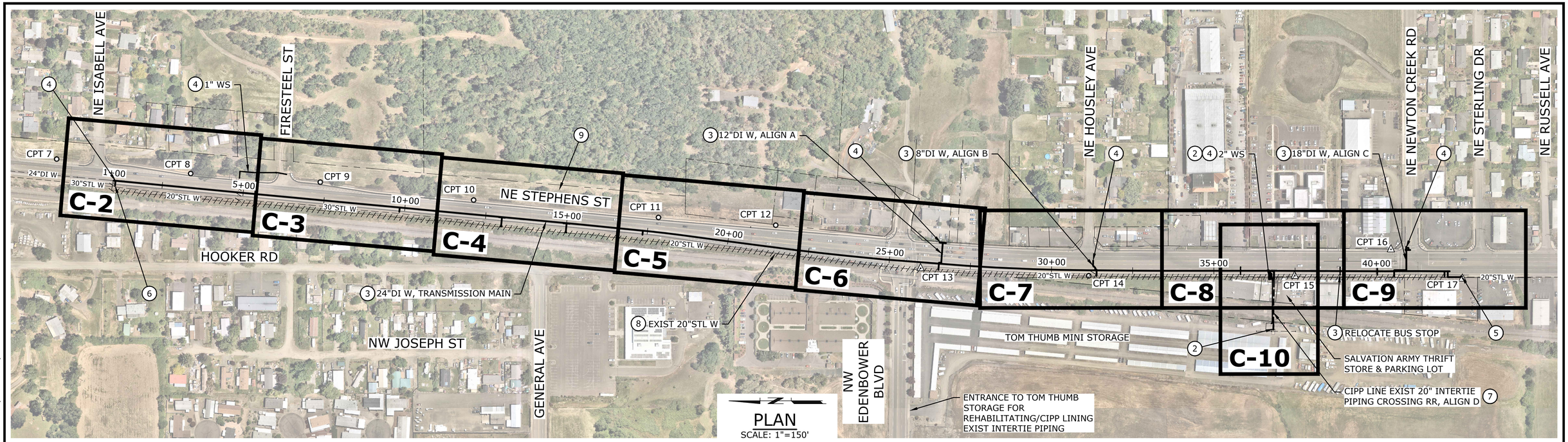
THE CITY OF ROSEBURG — DOUGLAS COUNTY SEAT — UMPQUA RIVER CAPITAL OF THE WORLD

PROJECT #22WA11
24-INCH TRANSMISSION MAIN ISABELL AVENUE TO NEWTON CREEK ROAD

EROSION AND SEDIMENT CONTROL DETAILS - 2

PROJECT NO.: N223415OR | SCALE: AS SHOWN | DATE: MARCH 2023

SHEET
ESC-5
9 of 36



PLAN
SCALE: 1"=150'

RECOMMENDED CONSTRUCTION SEQUENCING:

1. UTILITY POTHOLING, EXPLORATORY EXCAVATIONS AND MATERIAL LEAD TIMES -
COMPLETE UTILITY POTHOLING AND/OR EXPLORATORY EXCAVATIONS AS REQUIRED TO CONFIRM EXISTING UTILITY CONDITIONS AND PROPOSED PIPELINE CONFIGURATIONS, AND ORDER REQUIRED LONG-LEAD PIPING MATERIALS AS SOON AS ALLOWABLE. LEAD TIME FOR SOME DI PIPE AND FITTINGS REQUIRED FOR WORK IS CURRENTLY ESTIMATED TO BE APPROXIMATELY 8-MONTHS.

2. PLACE EXISTING 20" INTERTIE PIPING OUT OF SERVICE AND CCTV FOR CIPP -
SHUTDOWN EXISTING 30" TRANSMISSION MAIN AND INSTALL 20" BUTTERFLY VALVE ONTO 30"X20" INTERTIE TEE TO PLACE EXISTING 20" INTERTIE PIPING OUT OF SERVICE. INSTALL TEMPORARY 2" WATER SERVICE TO SALVATION ARMY'S THRIFT STORE PRIOR TO SHUTTING DOWN EXISTING 20" INTERTIE PIPING. INSPECT AND CCTV EXISTING 20" INTERTIE PIPING CROSSING UNDERNEATH R&R AS REQUIRED TO ORDER CIPP LINER TO REHABILITATE CROSSING. LEAD TIME FOR CIPP LINER ESTIMATED TO BE APPROXIMATELY 2 TO 3-MONTHS. TEMPORARILY CAP END(S) OF 20" AND RESTORE SURFACES AS REQUIRED UNTIL CIPP LINER/FINAL TIE-INS ARE READY FOR INSTALL.

3. INSTALL 24" TRANSMISSION MAIN, DISTRIBUTION CONNECTION PIPING, AND APPURTENANCES -
INSTALL, PRESSURE TEST, AND DISINFECT ISOLATED 24" DI TRANSMISSION MAIN, APPURTENANCES, AND PROPOSED CONNECTION PIPING TO EXISTING DISTRIBUTION MAINS (ALIGNMENTS 'A', 'B', AND 'C') TO JUST SHORT OF THE TIE-IN LOCATIONS PRIOR TO COMPLETING FINAL TIE-INS TO EXISTING 24" DI AND 20" STEEL MAINS NEAR ISABELL AVENUE AND NEWTON CREEK ROAD, RESPECTIVELY. COORDINATE WITH UMPQUA PUBLIC TRANSPORTATION DISTRICT TO TEMPORARILY CLOSE AND/OR RELOCATE BUS STOP ADJACENT TO APPROXIMATE STA 38+90 AS REQUIRED.

4. TIE-IN NEW TRANSMISSION MAIN AT ISABELL AVENUE, AND TO EXISTING DISTRIBUTION MAINS ALONG STEPHENS -
COMPLETE TIE-IN TO EXISTING 24" GATE VALVE AT STA 1+00 AND PLACE NEW 24" TRANSMISSION MAIN INTO SERVICE. SWAB DISINFECT EACH PIECE OF TIE-IN PIPING PRIOR TO INSTALLATION AND KEEP PIPING CLEAN, AND EXCAVATION DEWATERED AND FREE OF STANDING GROUND WATER DURING WORK. ONCE NEW 24" MAIN HAS BEEN PLACED IN SERVICE, COORDINATE WITH CITY TO ISOLATE, SHUT DOWN AND DRAIN EXISTING DISTRIBUTION MAINS AS REQUIRED FOR ALIGNMENTS 'A', 'B', AND 'C', AND TIE-IN AND PLACE INTO SERVICE NEW DISTRIBUTION CONNECTIONS AS SHOWN ON DRAWINGS, ONE AT A TIME. ALSO, INSTALL NEW 2" WATER SERVICE OFF OF FIRE HYDRANT BRANCH FOR THE SALVATION ARMY THRIFT STORE AFTER 24" HAS BEEN PLACED IN SERVICE. REMOVE OR CAP AND ABANDON IN PLACE TEMPORARY 2" WATER SERVICE PREVIOUSLY INSTALLED AS REQUIRED. INSTALL WATER SERVICE TO 3791 NE STEPHENS STREET - INSTALL 1" WATER SERVICE AND CONNECT TO PRIVATE SIDE WATER LINE FOR RESIDENCE AT 3791 NE STEPHENS STREET. CAP AND ABANDON EXISTING WATER SERVICE CROSSING STEPHENS IN PLACE. PROVIDE EXISTING WATER METER AND BOX TO THE CITY. THIS WORK MAY BE PERFORMED ANYTIME PRIOR TO SHUTTING DOWN AND ABANDONING EXISTING 20" TRANSMISSION MAIN ON THE NORTH END OF THE PROJECT. CONTRACTOR TO OBTAIN PLUMBING PERMIT FROM DOUGLAS COUNTY'S BUILDING DEPARTMENT FOR CONNECTION TO PRIVATE SIDE WATERLINE, AS REQUIRED.

5. TIE-IN NEW TRANSMISSION MAIN AT NEWTON CREEK ROAD –
COORDINATE WITH CITY TO ISOLATE, SHUT DOWN AND DRAIN EXISTING 20" TRANSMISSION MAIN, AND TIE-IN NEW TRANSMISSION MAIN ON SOUTH END OF PROJECT VIA PERFORMING CONNECTION TO 20" MAIN AT STA 42+78. PLUG END OF EXISTING 20" MAIN ADJACENT TO TIE-IN LOCATION IN PREPARATION FOR FILLING AND ABANDONING 20" PIPING LOCATED BETWEEN ISABELL AVENUE AND NEWTON CREEK IN PLACE.

6. PLUG 20" BRANCH AT STA 0+96 AND SHUTDOWN EXIST 20" MAIN -
COORDINATE WITH CITY TO ISOLATE, SHUTDOWN, AND DRAIN AS REQUIRED EXISTING 24" TRANSMISSION MAIN TEE ASSEMBLY JUST NORTH OF GATE VALVE AT STA 1+00 TO REMOVE EXISTING 20" BUTTERFLY VALVE ON ADJACENT 24"X20" TEE AT STA 0+96, AND PERMANENTLY PLUG 20" BRANCH OUTLET ON TEE. DELIVER 20" BUTTERFLY VALVE REMOVED FROM TEE TO THE CITY'S YARD, OR WHERE DIRECTED BY CITY STAFF. PLUG END OF EXISTING 20" MAIN ADJACENT TO PERMANENTLY PLUGGED BRANCH IN TEE IN PREPARATION FOR FILLING AND ABANDONING 20" PIPING LOCATED BETWEEN ISABELL AVENUE AND NEWTON CREEK IN PLACE.

7. COMPLETE REHABILITATION OF EXISTING INTERTIE PIPING/RAILROAD CROSSING –
PERFORM CIPP LINING OF EXISTING INTERTIE PIPING AND INSTALL CIPP END CONNECTIONS. HYDROSTATICALLY TEST AND DISINFECT ISOLATED CIPP LINED PIPELINE PRIOR TO PERFORMING FINAL TIE-INS TO EXISTING/PREVIOUSLY INSTALLED PIPING AT EITHER END. COMPLETE FINAL TIE-INS AND PERFORM VISUAL INSPECTIONS OF FINAL TIE-INS AT EITHER END PRIOR TO BACKFILLING. INSTALL NEW ICCP LEAD WIRES THROUGH EXISTING AND NEW CONDUIT FROM RECTIFIER TO NEWLY INSTALLED 24" DI IN STEPHENS AS SHOWN ON SHEET C-10. REMOVE EXISTING, RECENTLY ABANDONED 20" TRANSMISSION MAIN PIPING AS REQUIRED BEHIND BACK OF WALK TO COMPLETE TIE-IN TO PREVIOUSLY INSTALLED 20" DI PIPING LOCATED ADJACENT TO THE SALVATION ARMY THRIFT STORE AT APPROXIMATE STA D1+09. PLUG ENDS OF ABANDONED 20" PIPING IN PREPARATION FOR FILLING AND ABANDONING 20" PIPING LOCATED BETWEEN ISABELL AVENUE AND NEWTON CREEK ROAD IN PLACE.

8. FILL AND ABANDON EXISTING 20" TRANSMISSION MAIN PIPING IN PLACE -
REMOVE PIPE CAPS PREVIOUSLY INSTALLED, DRAIN REMAINING WATER FROM ABANDONED PIPING AS REQUIRED, AND FILL REMAINING BURIED OUT OF SERVICE 20" PIPING WITH CLSM PER THE REQUIREMENTS OF SPECIFICATION SECTION 33 11 50 - EXISTING PIPE ABANDONMENT.

9. PERMANENT T-CUT TRENCH PATCH RESTORATION -
COMPLETE FULL DEPTH T-CUT AND FINAL TRENCH PATCH PAVING ON NE STEPHENS. FINAL TRENCH PATCH PAVING MAY BE PERFORMED LATER IN SEQUENCING AS WEATHER AND OTHER WORK SCHEDULING ALLOWS. TEST TRACER WIRE AND MARKER BALLS INSTALLED PRIOR TO PERFORMING PERMANENT PAVING. CONFIRM CONTINUITY OF JUMPER BONDED TRANSMISSION MAIN, DIELECTRIC INSULATION AT ISOLATION JOINTS, AND CORRECT WIRING OF TEST STATIONS FOR BURIED CATHODIC PROTECTION ITEMS LOCATED WITHIN ROADWAY AND CONNECT ICCP LEAD WIRES TO NEW 24" DI TRANSMISSION MAIN PRIOR TO PERFORMING PERMANENT PAVING.

10. FINAL SURFACE RESTORATION -
COMPLETE FINAL SURFACE RESTORATION ITEMS, INCLUDING 2" COLD PLANE PAVEMENT REMOVAL AND ASPHALT INLAY OF FURTHEST WESTERN SOUTH BOUND LANE ON NE STEPHENS AND WHERE ELSE REQUIRED BY CITY WHEN WEATHER PERMITS. PERFORM FINAL CATHODIC PROTECTION TESTING PRIOR TO PERFORMING FINAL PAVEMENT RESTORATION.

NOTES:

1. ALL WORK ON NE STEPHENS STREET REQUIRING LANE CLOSURES SHALL BE PERFORMED AT NIGHT. SEE GENERAL NOTE 27 ON SHEET G-2, AND TRAFFIC CONTROL SHEETS (TC-1 THRU TC-7) FOR FURTHER DETAILS.

2. SEE SPECIFICATION SECTION 01 12 16 - WORK SEQUENCE AND SCHEDULE CONSTRAINTS, FOR ADDITIONAL INFORMATION/REQUIREMENTS REGARDING CONSTRUCTION SEQUENCING AND WORK CONSTRAINTS.

3. RECOMMENDED CONSTRUCTION SEQUENCING INCLUDED HAS BEEN PROVIDED FOR THE CONTRACTOR'S BENEFIT AND TO DEMONSTRATE A POSSIBLE CONSTRUCTION SEQUENCE TO COMPLETE THE WORK WITHIN KNOWN PROJECT CONSTRAINTS FURTHER DEFINED IN SPECIFICATION SECTION 01 12 16. CONTRACTOR TO DEVELOP AND SUBMIT FOR REVIEW THEIR PROPOSED WORK SEQUENCING PLAN AS REQUIRED PER SECTION 01 12 16-1.4. CONTRACTOR'S WORK SEQUENCING PLAN SHALL INCLUDE A SIMILAR LEVEL OF DETAIL FOR WORK DESCRIPTIONS AND SEQUENCING AS HAS BEEN INCLUDED IN RECOMMENDED CONSTRUCTION SEQUENCING PROVIDED.

4. NO CONSTRUCTION SHALL BE PERFORMED BETWEEN NOVEMBER 1ST AND MARCH 4TH, UNLESS OTHERWISE APPROVED BY THE CITY.

NO.	DATE	BY	REVISION

NOTICE
0 ½ 1
IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT TO SCALE

BRF03 DESIGNED
DKH DRAWN
JRL CHECKED

REGISTERED PROFESSIONAL ENGINEER 80998 Justin R Luce OREGON MAY 23, 2018 JUSTIN RUSSELL LUCE
RENEWS 12-31-24

consor

THE CITY OF ROSEBURG "THE HEART OF THE RIVERS"

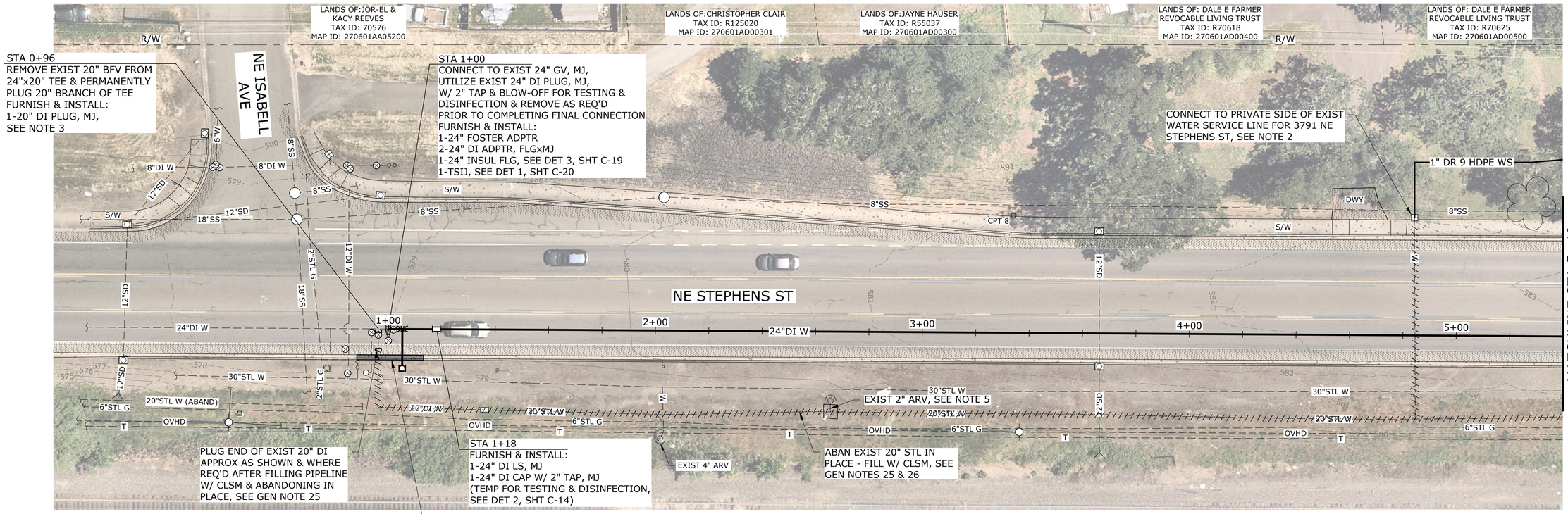
PROJECT #22WA11
24-INCH TRANSMISSION MAIN ISABELL AVENUE TO NEWTON CREEK ROAD

SITE LAYOUT AND CONSTRUCTION SEQUENCING PLAN

PROJECT NO.: N223415OR | SCALE: AS SHOWN | DATE: MARCH 2023

SHEET C-1

G:\PDX_Projects\22\3415 - 24-Inch, Isabell Ave To Newton Creek Rd\CAD\Sheets\22-3415-OR-C.dwg C-1 3/29/2023 1:39 PM MATT.ESTEP 24.1s (LMS Tech)



PLAN
SCALE: 1"=20'

NOTES:

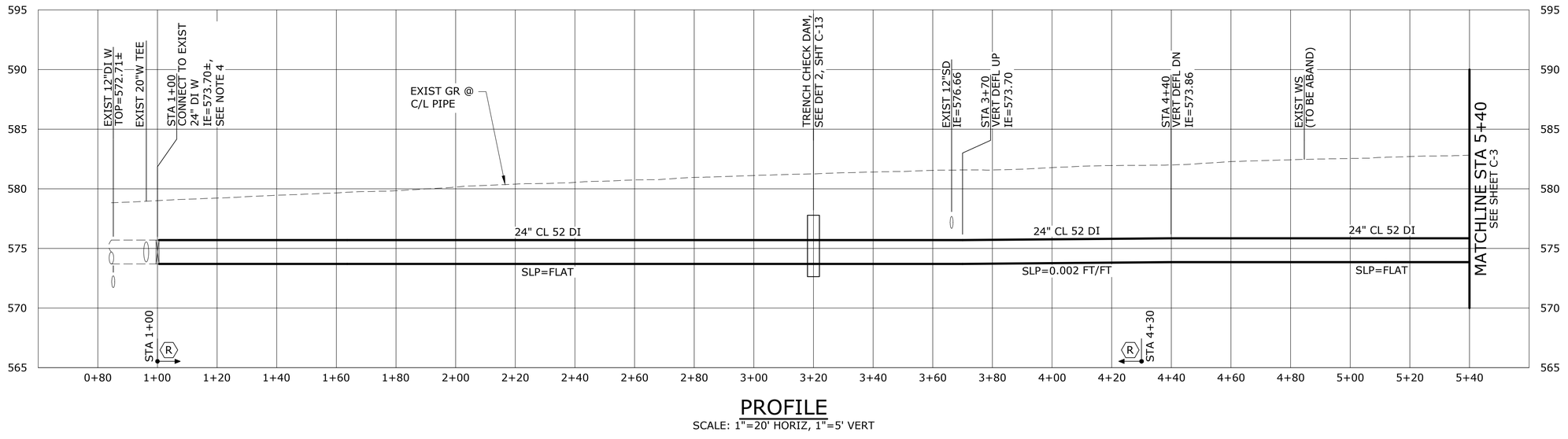
1. PIPING SHOWN AS RESTRAINED SHALL BE RESTRAINED WITH AN APPROVED PIPE JOINT RESTRAINT SYSTEM. SEE SPECIFICATIONS.

2. CONTRACTOR TO OBTAIN PLUMBING PERMIT FROM DOUGLAS COUNTY AS REQUIRED FOR PRIVATE SIDE WATER SERVICE LINE INSTALLATION (PAST NEW WATER METER LOCATION, SEE SHEET C-3). REMOVE EXISTING WATER SERVICE METER ASSEMBLY AND BOX SHOWN ON THIS SHEET AND PROVIDE TO THE CITY.

3. PROVIDE 20" BFV TO THE CITY. DELIVER TO THE CITY'S YARD, OR WHERE DIRECTED BY CITY STAFF. COORDINATE WITH CITY STAFF FOR SHUTDOWN OF EXISTING 24" MAIN TO REMOVE VALVE AND DISINFECT BRANCH LINE AND PLUG AS REQUIRED PER AWWA C651.

4. CONTRACTOR TO CONFIRM DEPTH VIA POTHOLING OR TEST PIT PRIOR TO INSTALLING 24" DI PIPING.

5. REMOVE EXISTING APPURTENANCES ASSOCIATED WITH 20" STEEL WATER MAIN AS PART OF PIPE ABANDONMENT WORK, TYPICAL. SEE GENERAL NOTE 25.



PROFILE
SCALE: 1"=20' HORIZ, 1"=5' VERT

NO.	DATE	BY	REVISION

NOTICE
0 ½ 1
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BRF03 DESIGNED
DKH DRAWN
JRL CHECKED

REGISTERED PROFESSIONAL ENGINEER 80998 Justin R Luce OREGON MAY 29, 2018 JUSTIN RUSSELL LUCE RENEWS 12-31-24

consor

THE CITY OF ROSEBURG

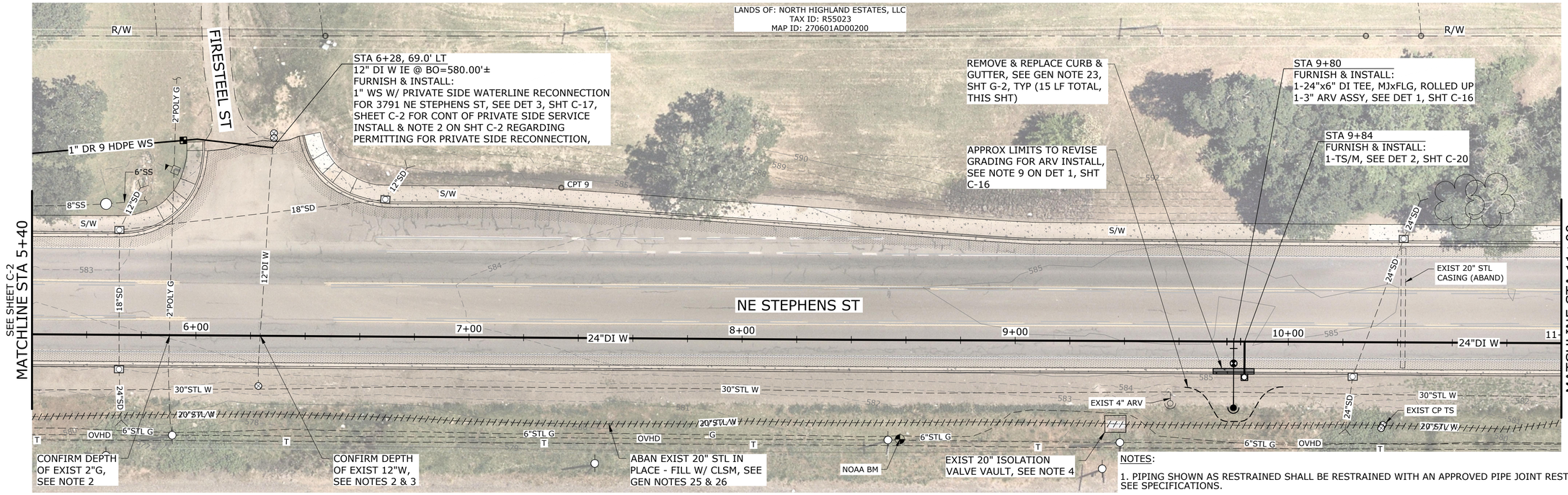
PROJECT #22WA11
24-INCH TRANSMISSION MAIN ISABELL AVENUE TO NEWTON CREEK ROAD

TRANSMISSION MAIN PLAN AND PROFILE STA 1+00 TO STA 5+40

PROJECT NO.: N223415OR | SCALE: AS SHOWN | DATE: MARCH 2023

SHEET C-2

G:\PDX_Projects\22\3415 - 24-Inch, Isabell Ave To Newton Creek Rd\CAD\Sheets\22-3415-OR-C.dwg C-2 3/29/2023 1:39 PM MATT.ESTEP 24.1s (LMS Tech)



PLAN
SCALE: 1"=20'

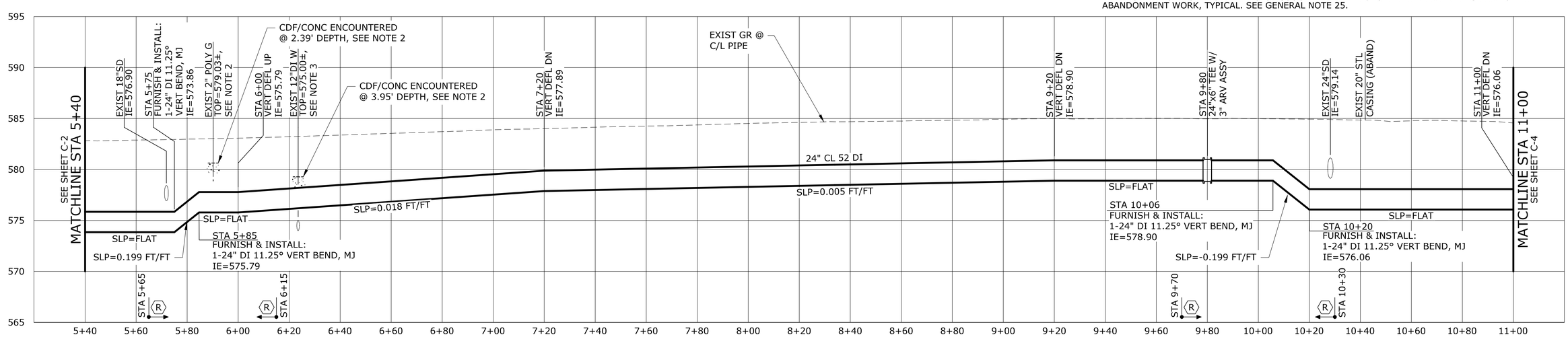
NOTES:

1. PIPING SHOWN AS RESTRAINED SHALL BE RESTRAINED WITH AN APPROVED PIPE JOINT RESTRAINT SYSTEM. SEE SPECIFICATIONS.

2. EXISTING CROSSING UTILITY WAS POTHOLED DURING DESIGN BUT NOT LOCATED AT CROSSING LOCATION DUE TO HIGH STRENGTH CDF/CONCRETE BEING ENCOUNTERED WITHIN PIPE'S ANTICIPATED TRENCH WIDTH AT DEPTH SHOWN. SEE POTHOLE DATA SHEETS INCLUDED AS SUPPLEMENTARY INFORMATION IN CONTRACT DOCUMENTS. DEPTH SHOWN FOR UTILITY IS APPROXIMATE AND PER POTHOLING CONDUCTED BY UTILITY OWNER ADJACENT TO CROSSING LOCATION. CONTRACTOR TO EXCAVATE ADJACENT TO EXISTING PIPE'S TRENCH AND CAREFULLY REMOVE CDF/CONCRETE TO CONFIRM NO CONFLICT BETWEEN EXISTING UTILITY AND PROPOSED 24" DI WATER MAIN PROFILE AS SHOWN.

3. DEPTH OF CROSSING 12" WATER MAIN SHOWN WAS ESTIMATED PER NEARBY GATE VALVE TOP OF NUT MEASURE-DOWN AT CONNECTION TO EXISTING 30" MAIN. CONTRACTOR TO CONFIRM 12" WATER MAIN'S DEPTH AT CROSSING AS DESCRIBED ABOVE IN NOTE 2.

4. REMOVE EXISTING APPURTENANCES ASSOCIATED WITH 20" STEEL WATER MAIN AS PART OF PIPE ABANDONMENT WORK, TYPICAL. SEE GENERAL NOTE 25.



PROFILE
SCALE: 1"=20' HORIZ, 1"=5' VERT

NO.	DATE	BY	REVISION

NOTICE
0 ½ 1
IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT TO SCALE

BRF03 DESIGNED
DKH DRAWN
JRL CHECKED

REGISTERED PROFESSIONAL ENGINEER 80998 — Justin R Luce — OREGON — MAY 29, 2018 — JUSTIN RUSSELL LUCE — RENEWS 12-31-24

consor

PROJECT #22WA11
24-INCH TRANSMISSION MAIN ISABELL AVENUE TO NEWTON CREEK ROAD

TRANSMISSION MAIN PLAN AND PROFILE STA 5+40 TO STA 11+00

PROJECT NO.: N223415OR | SCALE: AS SHOWN | DATE: MARCH 2023

SHEET C-3

12 of 36

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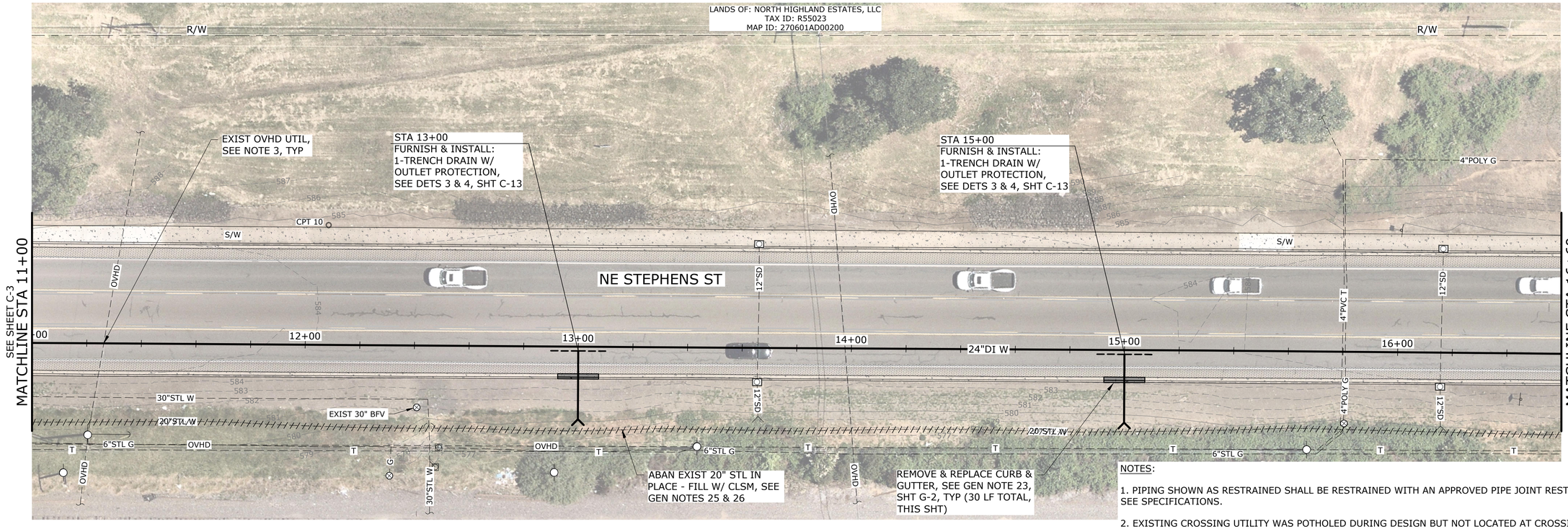


PLAN

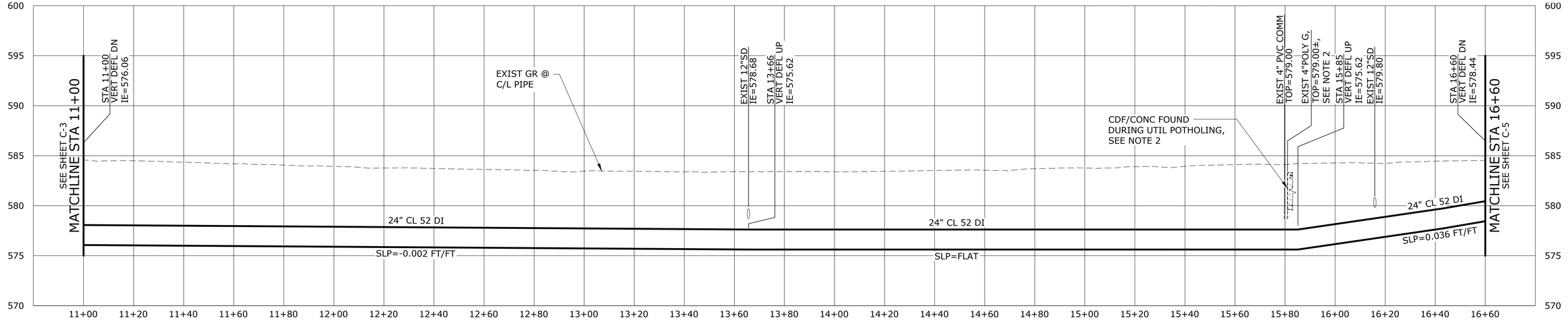
SCALE: 1"=20'

NOTES:

1. PIPING SHOWN AS RESTRAINED SHALL BE RESTRAINED WITH AN APPROVED PIPE JOINT RESTRAINT SYSTEM. SEE SPECIFICATIONS.

2. EXISTING CROSSING UTILITY WAS POTHOLED DURING DESIGN BUT NOT LOCATED AT CROSSING LOCATION DUE TO HIGH STRENGTH CDF/CONCRETE BEING ENCOUNTERED WITHIN PIPE'S ANTICIPATED TRENCH WIDTH AT DEPTH(S) SHOWN. SEE POTHOLE DATA SHEETS INCLUDED AS SUPPLEMENTARY INFORMATION IN VOLUME 2 CONTRACT DOCUMENTS. DEPTH SHOWN FOR UTILITY IS APPROXIMATE AND PER POTHOLING CONDUCTED BY UTILITY OWNER ADJACENT TO CROSSING LOCATION. CONTRACTOR TO EXCAVATE ADJACENT TO EXISTING PIPE'S TRENCH AND CAREFULLY REMOVE CDF/CONCRETE TO CONFIRM NO CONFLICT BETWEEN EXISTING UTILITY AND PROPOSED 24" DI WATER MAIN PROFILE AS SHOWN.

3. EXISTING OVERHEAD UTILITY CROSSING. CONTRACTOR TO PROTECT OVERHEAD UTILITIES AS REQUIRED TO FACILITATE WATER MAIN INSTALLATION.



PROFILE

SCALE: 1"=20' HORIZ, 1"=5' VERT

NO.	DATE	BY	REVISION

NOTICE

0 ½ 1

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DKH DRAWN

JRL CHECKED

REGISTERED PROFESSIONAL ENGINEER 80998 Justin R Luce OREGON MAY 29, 2013 JUSTIN RUSSELL LUCE RENEWS 12-31-24

consor

THE CITY OF ROSEBURG "GATEWAY TO THE UMPQUA"

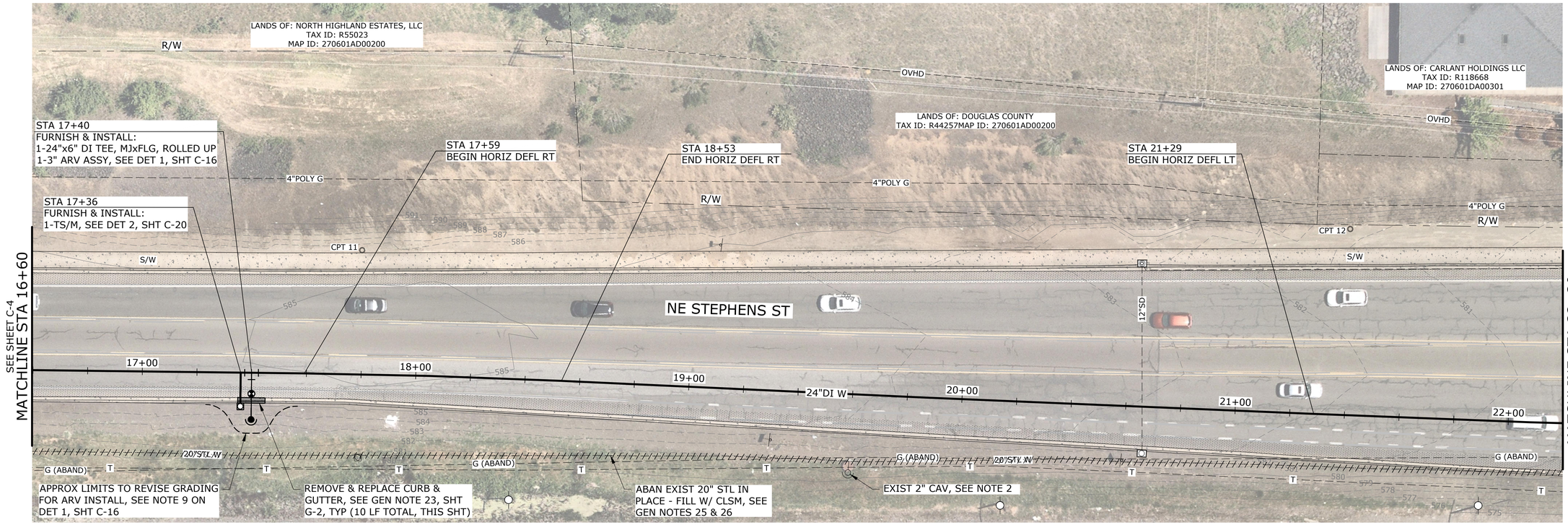
PROJECT #22WA11
24-INCH TRANSMISSION MAIN
ISABELL AVENUE TO NEWTON CREEK ROAD

TRANSMISSION MAIN
PLAN AND PROFILE
STA 11+00 TO STA 16+60

PROJECT NO.: N223415OR | SCALE: AS SHOWN | DATE: MARCH 2023

SHEET C-4

G:\PDX_Projects\22\3415 - 24-Inch, Isabell Ave To Newton Creek Rd\CAD\Sheets\22-3415-OR-C.dwg C-4 3/29/2023 1:39 PM MATT.ESTEP 24.1s (LMS Tech)

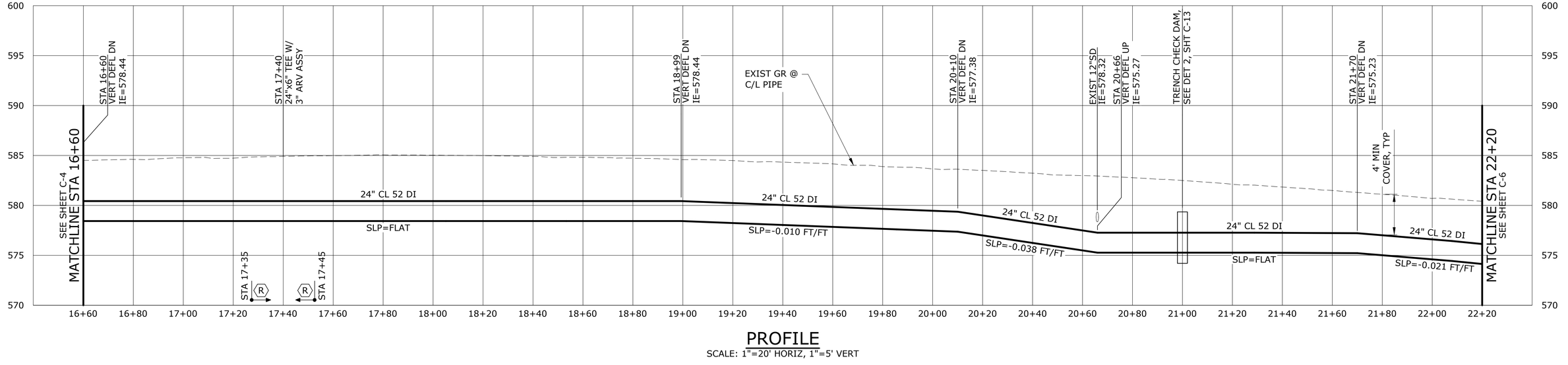


PLAN
SCALE: 1"=20'

NOTES:

1. PIPING SHOWN AS RESTRAINED SHALL BE RESTRAINED WITH AN APPROVED PIPE JOINT RESTRAINT SYSTEM. SEE SPECIFICATIONS.

2. REMOVE EXISTING APPURTENANCES ASSOCIATED WITH 20" STEEL WATER MAIN AS PART OF PIPE ABANDONMENT WORK, TYPICAL. SEE GENERAL NOTE 25.



PROFILE
SCALE: 1"=20' HORIZ, 1"=5' VERT

NO.	DATE	BY	REVISION

NOTICE
0 ½ 1
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DKH DRAWN
JRL CHECKED

REGISTERED PROFESSIONAL ENGINEER 80998
Justin R Luce
OREGON
MAY 29, 2018
JUSTIN RUSSELL LUCE
RENEWS 12-31-24

consor

PROJECT #22WA11
24-INCH TRANSMISSION MAIN
ISABELL AVENUE TO NEWTON CREEK ROAD

TRANSMISSION MAIN
PLAN AND PROFILE
STA 16+60 TO STA 22+20

PROJECT NO.: N223415OR | SCALE: AS SHOWN | DATE: MARCH 2023

SHEET
C-5
14 of 36

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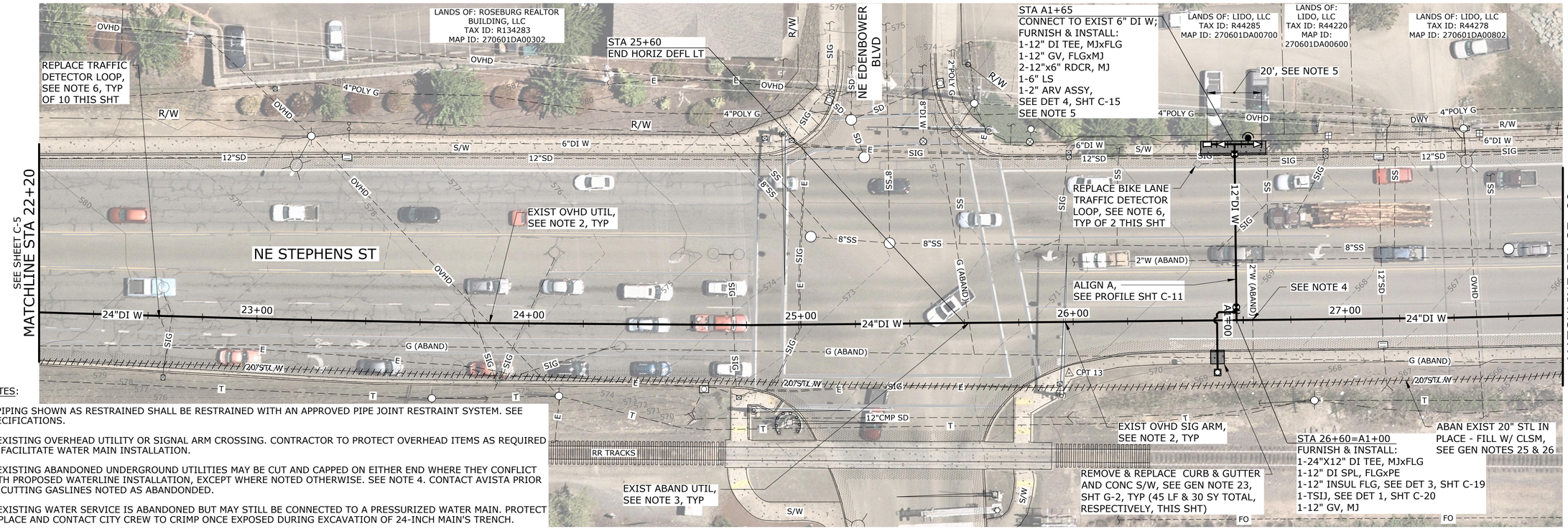


NOTES:

1. PIPING SHOWN AS RESTRAINED SHALL BE RESTRAINED WITH AN APPROVED PIPE JOINT RESTRAINT SYSTEM. SEE SPECIFICATIONS.

2. EXISTING OVERHEAD UTILITY OR SIGNAL ARM CROSSING. CONTRACTOR TO PROTECT OVERHEAD ITEMS AS REQUIRED TO FACILITATE WATER MAIN INSTALLATION.

3. EXISTING ABANDONED UNDERGROUND UTILITIES MAY BE CUT AND CAPPED ON EITHER END WHERE THEY CONFLICT WITH PROPOSED WATERLINE INSTALLATION, EXCEPT WHERE NOTED OTHERWISE. SEE NOTE 4. CONTACT AVISTA PRIOR TO CUTTING GASLINES NOTED AS ABANDONDED.

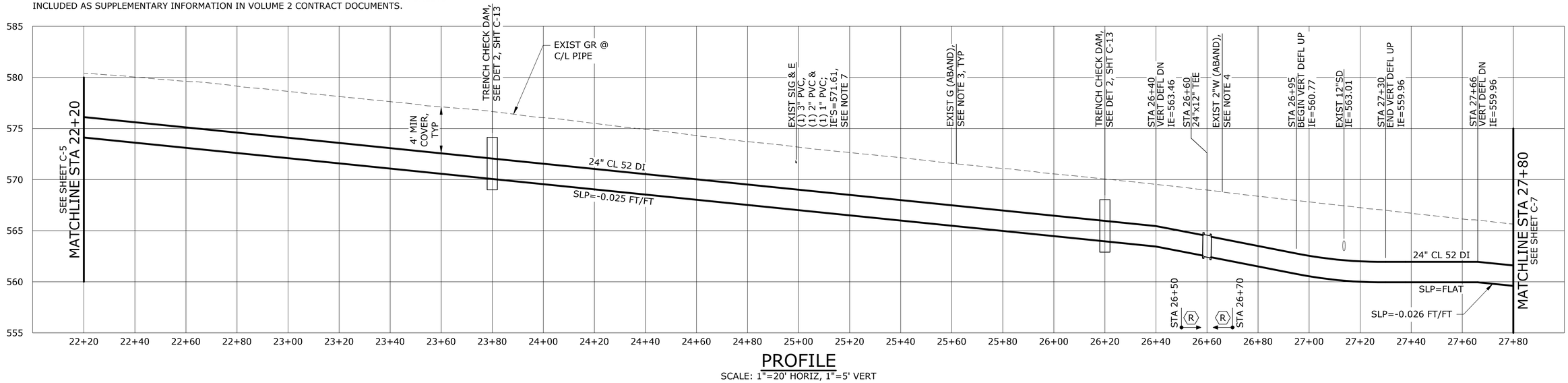
4. EXISTING WATER SERVICE IS ABANDONED BUT MAY STILL BE CONNECTED TO A PRESSURIZED WATER MAIN. PROTECT IN PLACE AND CONTACT CITY CREW TO CRIMP ONCE EXPOSED DURING EXCAVATION OF 24-INCH MAIN'S TRENCH.

5. RESTRAIN ALL NEW PIPING INCLUDED IN ALIGNMENT A WORK. SEE GENERAL NOTE 2 ON SHEET G-2. PROVIDE 20' WIDTH FOR CUT AND TIE INTO EXISTING 6" DI MAIN, CENTERED ON 12" TEE, AND CONFIRM DEPTH OF EXISTING 6" WATERLINE AT PROPOSED TEE LOCATION PRIOR TO BEGINNING WORK. REMOVE EXISTING 6" WATERLINE AS REQUIRED TO PERFORM TIE-IN.

6. SEE GENERAL NOTE 28, SHEET G-2 FOR TRAFFIC LOOP DETECTOR REPLACEMENTS.

7. EXISTING CROSSING UTILITY WAS POTHOLED DURING DESIGN. SEE POTHOLE DATA SHEETS INCLUDED AS SUPPLEMENTARY INFORMATION IN VOLUME 2 CONTRACT DOCUMENTS.

PLAN
SCALE: 1"=20'



PROFILE
SCALE: 1"=20' HORIZ, 1"=5' VERT

NO.	DATE	BY	REVISION

NOTICE
0 ½ 1
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BRF03 DESIGNED
DKH DRAWN
JRL CHECKED

REGISTERED PROFESSIONAL ENGINEER 80998 Justin R Luce OREGON MAY 29, 2018 JUSTIN RUSSELL LUCE
RENEWS 12-31-24

consor

PROJECT #22WA11
24-INCH TRANSMISSION MAIN
ISABELL AVENUE TO NEWTON CREEK ROAD

TRANSMISSION MAIN
PLAN AND PROFILE
STA 22+20 TO STA 27+80

PROJECT NO.: N223415OR | SCALE: AS SHOWN | DATE: MARCH 2023

SHEET C-6
15 of 36

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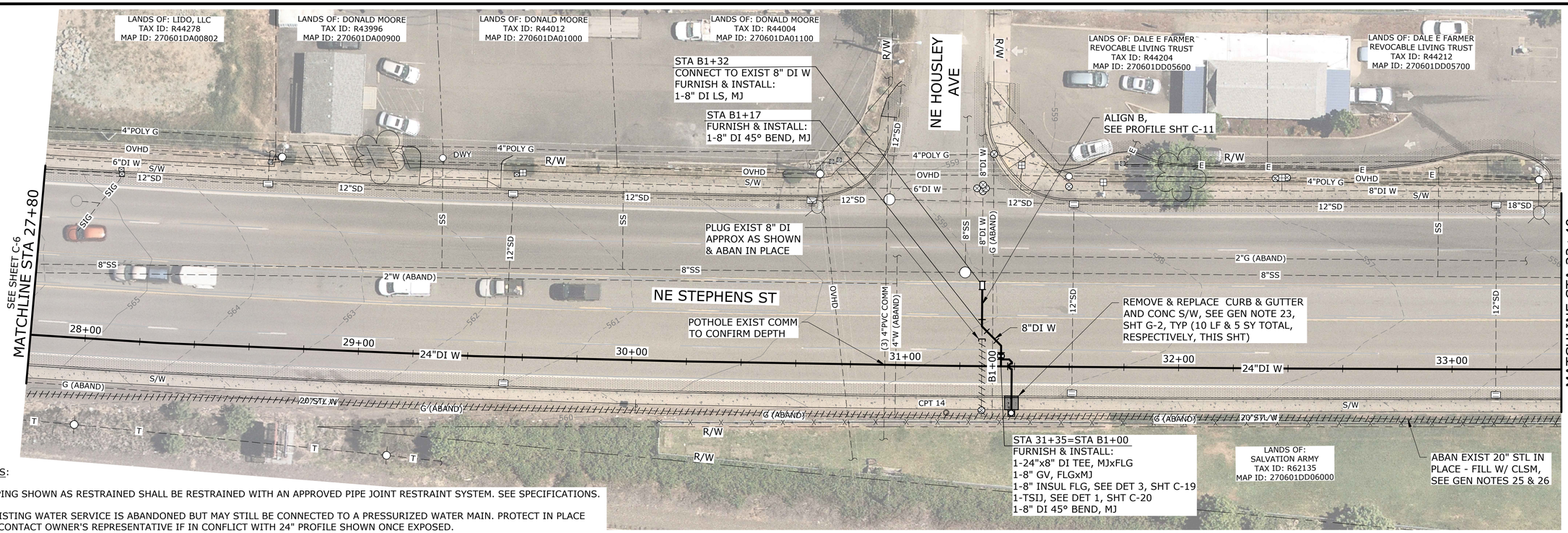


PLAN
SCALE: 1"=20'

NOTES:

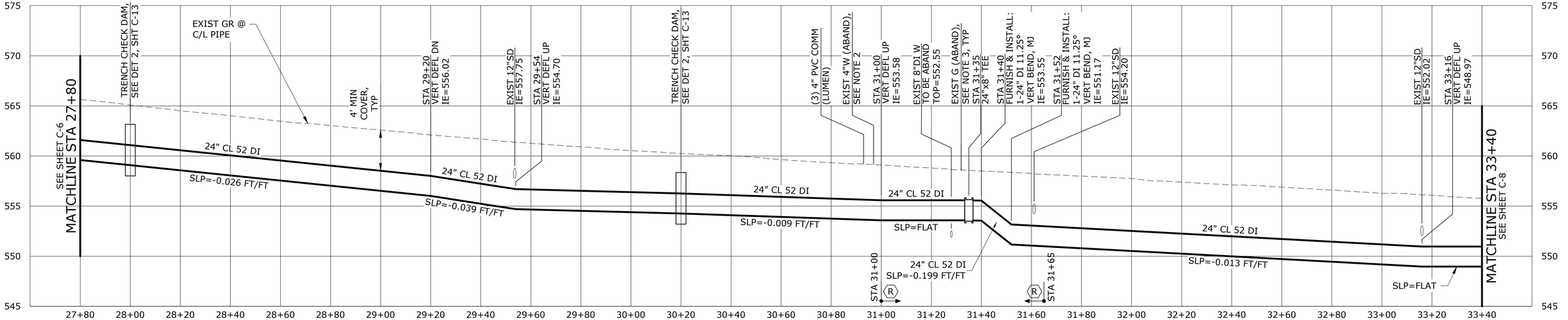
1. PIPING SHOWN AS RESTRAINED SHALL BE RESTRAINED WITH AN APPROVED PIPE JOINT RESTRAINT SYSTEM. SEE SPECIFICATIONS.

2. EXISTING WATER SERVICE IS ABANDONED BUT MAY STILL BE CONNECTED TO A PRESSURIZED WATER MAIN. PROTECT IN PLACE AND CONTACT OWNER'S REPRESENTATIVE IF IN CONFLICT WITH 24" PROFILE SHOWN ONCE EXPOSED.

3. EXISTING ABANDONED UNDERGROUND UTILITIES MAY BE CUT AND CAPPED ON EITHER END WHERE THEY CONFLICT WITH PROPOSED WATERLINE INSTALLATION, EXCEPT WHERE NOTED OTHERWISE. CONTACT AVISTA PRIOR TO CUTTING GASLINES NOTED AS ABANDONDED.

4. RESTRAIN ALL NEW PIPING INCLUDED IN ALIGNMENT B WORK. SEE GENERAL NOTE 2 ON SHEET G-2.

5. EXISTING CROSSING UTILITY WAS POTHOLED DURING DESIGN. SEE POTHOLE DATA SHEETS INCLUDED AS SUPPLEMENTARY INFORMATION IN VOLUME 2 CONTRACT DOCUMENTS.



PROFILE
SCALE: 1"=20' HORIZ, 1"=5' VERT

NO.	DATE	BY	REVISION

NOTICE
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BRF03 DESIGNED
DKH DRAWN
JRL CHECKED

REGISTERED PROFESSIONAL ENGINEER 80998 Justin R Luce OREGON MAY 29, 2018 JUSTIN RUSSELL LUCE
RENEWS 12-31-24

consor

THE CITY OF ROSEBURG "HOME TOWN CAPITAL OF THE NATION"

PROJECT #22WA11
24-INCH TRANSMISSION MAIN
ISABELL AVENUE TO NEWTON CREEK ROAD

TRANSMISSION MAIN
PLAN AND PROFILE
STA 27+80 TO STA 33+40

PROJECT NO.: N223415OR | SCALE: AS SHOWN | DATE: MARCH 2023

SHEET
C-7
16 of 36

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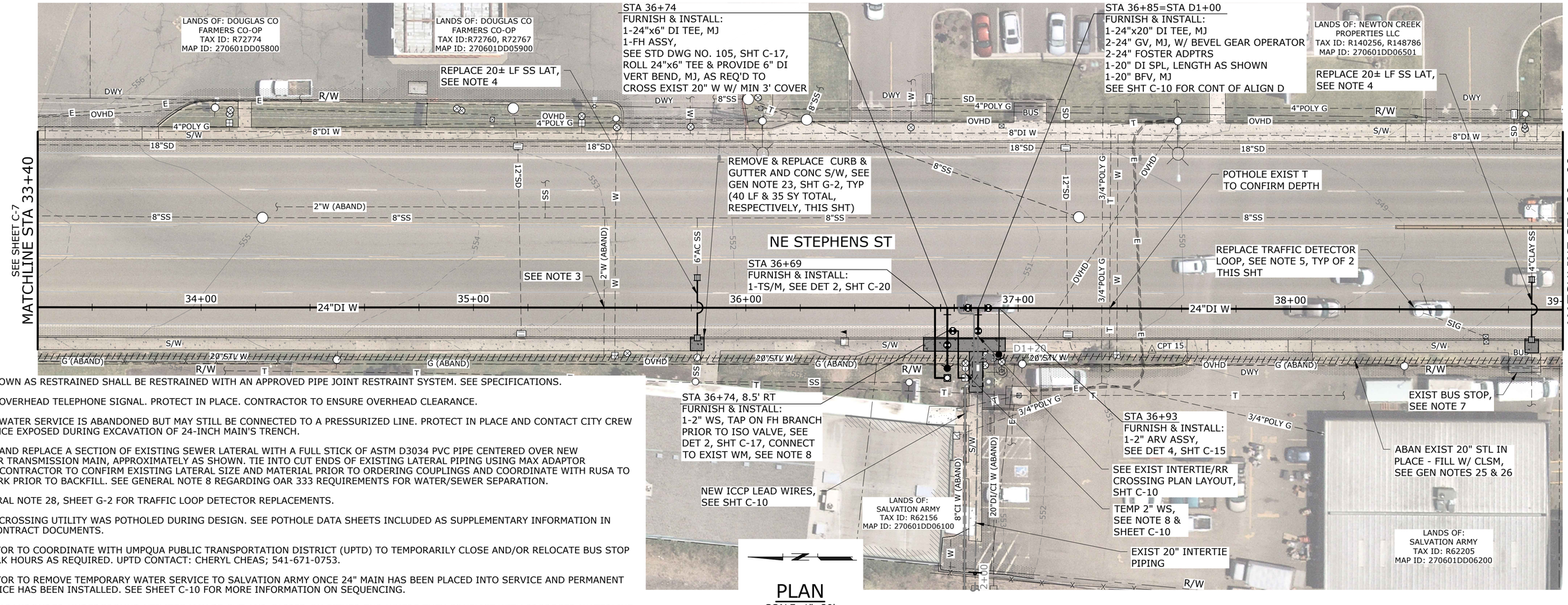


PLAN
SCALE: 1"=20'

NOTES:

1. PIPING SHOWN AS RESTRAINED SHALL BE RESTRAINED WITH AN APPROVED PIPE JOINT RESTRAINT SYSTEM. SEE SPECIFICATIONS.

2. EXISTING OVERHEAD TELEPHONE SIGNAL. PROTECT IN PLACE. CONTRACTOR TO ENSURE OVERHEAD CLEARANCE.

3. EXISTING WATER SERVICE IS ABANDONED BUT MAY STILL BE CONNECTED TO A PRESSURIZED LINE. PROTECT IN PLACE AND CONTACT CITY CREW TO CRIMP ONCE EXPOSED DURING EXCAVATION OF 24-INCH MAIN'S TRENCH.

4. CUT INTO AND REPLACE A SECTION OF EXISTING SEWER LATERAL WITH A FULL STICK OF ASTM D3034 PVC PIPE CENTERED OVER NEW 24" DI WATER TRANSMISSION MAIN, APPROXIMATELY AS SHOWN. TIE INTO CUT ENDS OF EXISTING LATERAL PIPING USING MAX ADAPTOR COUPLINGS. CONTRACTOR TO CONFIRM EXISTING LATERAL SIZE AND MATERIAL PRIOR TO ORDERING COUPLINGS AND COORDINATE WITH RUSA TO INSPECT WORK PRIOR TO BACKFILL. SEE GENERAL NOTE 8 REGARDING OAR 333 REQUIREMENTS FOR WATER/SEWER SEPARATION.

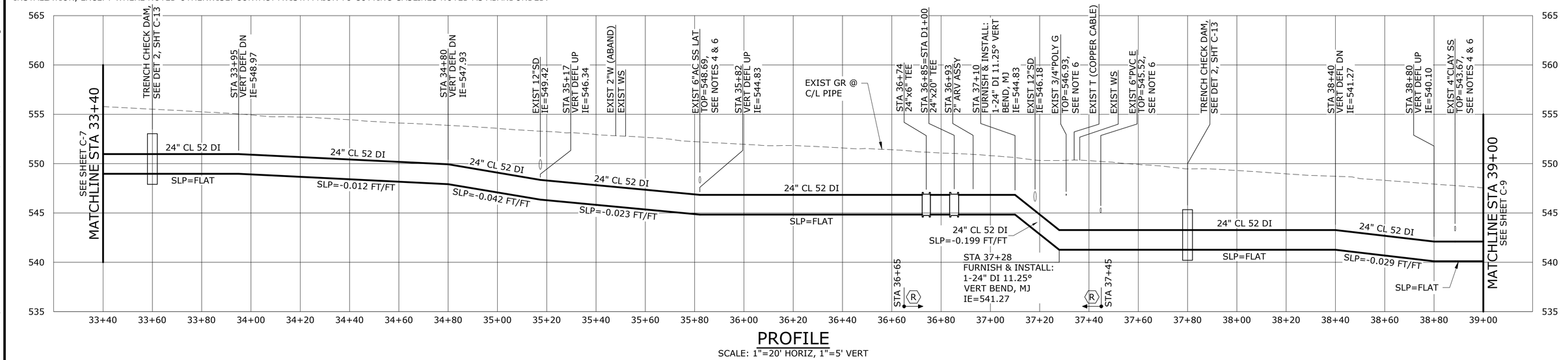
5. SEE GENERAL NOTE 28, SHEET G-2 FOR TRAFFIC LOOP DETECTOR REPLACEMENTS.

6. EXISTING CROSSING UTILITY WAS POTHOLED DURING DESIGN. SEE POTHOLE DATA SHEETS INCLUDED AS SUPPLEMENTARY INFORMATION IN VOLUME 2 CONTRACT DOCUMENTS.

7. CONTRACTOR TO COORDINATE WITH UMPQUA PUBLIC TRANSPORTATION DISTRICT (UPTD) TO TEMPORARILY CLOSE AND/OR RELOCATE BUS STOP DURING WORK HOURS AS REQUIRED. UPTD CONTACT: CHERYL CHEAS; 541-671-0753.

8. CONTRACTOR TO REMOVE TEMPORARY WATER SERVICE TO SALVATION ARMY ONCE 24" MAIN HAS BEEN PLACED INTO SERVICE AND PERMANENT WATER SERVICE HAS BEEN INSTALLED. SEE SHEET C-10 FOR MORE INFORMATION ON SEQUENCING.

9. EXISTING ABANDONDED UNDERGROUND UTILITES MAY BE CUT AND CAPPED ON EITHER END WHERE THEY CONFLICT WITH PROPOSED WATERLINE INSTALLATION, EXCEPT WHERE NOTED OTHERWISE. CONTACT AVISTA PRIOR TO CUTTING GASLINES NOTED AS ABANDONDED.



PROFILE
SCALE: 1"=20' HORIZ, 1"=5' VERT

NO.	DATE	BY	REVISION

NOTICE
0 ½ 1
IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT TO SCALE

BRF03 DESIGNED
DKH DRAWN
JRL CHECKED

REGISTERED PROFESSIONAL ENGINEER 80998 Justin R Luce OREGON MAY 29, 2018 JUSTIN RUSSELL LUCE RENEWS 12-31-24

consor

THE CITY OF ROSEBURG

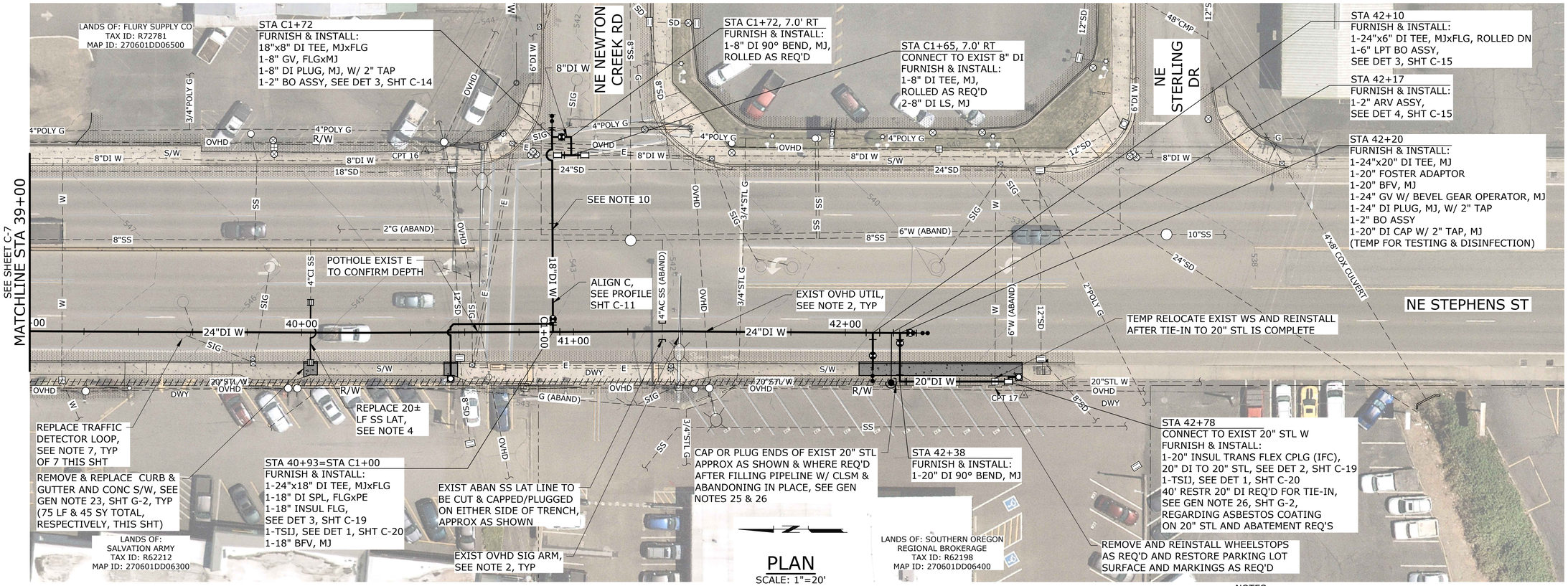
PROJECT #22WA11
24-INCH TRANSMISSION MAIN
ISABELL AVENUE TO NEWTON CREEK ROAD

TRANSMISSION MAIN PLAN AND PROFILE STA 33+40 TO STA 39+00

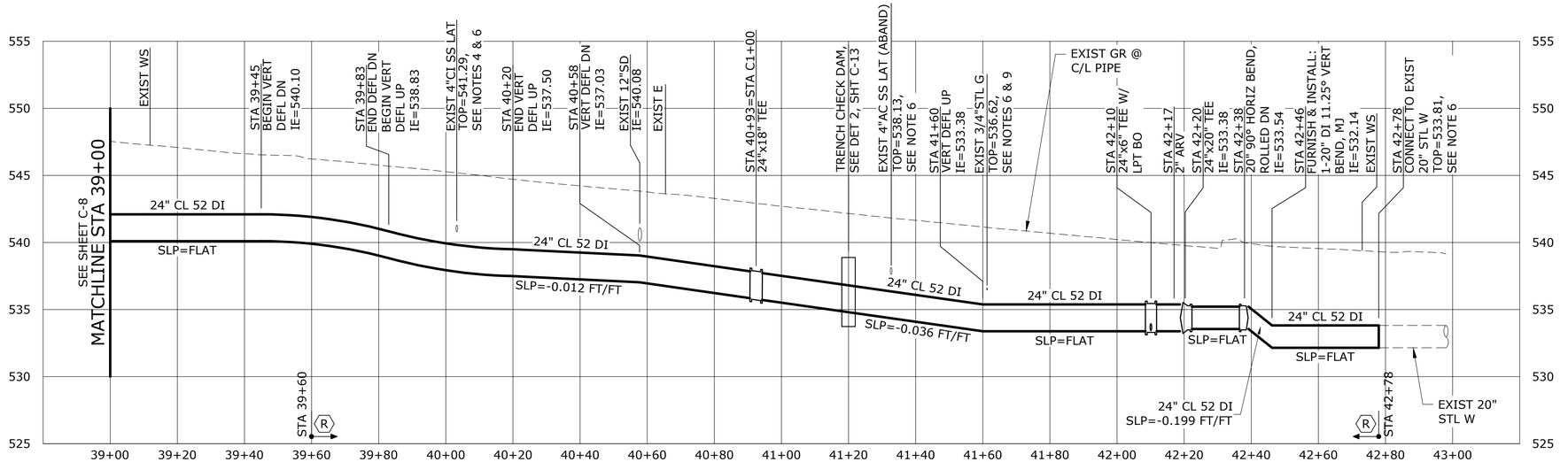
PROJECT NO.: N223415OR | SCALE: AS SHOWN | DATE: MARCH 2023

SHEET C-8
17 of 36

G:\PDX_Projects\22\3415 - 24-Inch, Isabell Ave To Newton Creek Rd\CAD\Sheets\22-3415-OR-C.dwg C-8 3/29/2023 1:39 PM MATT.ESTEP 24.1s (LMS Tech)



PLAN
SCALE: 1"=20'



PROFILE
SCALE: 1"=20' HORIZ, 1"=5' VERT

NOTES:

1. PIPING SHOWN AS RESTRAINED SHALL BE RESTRAINED WITH AN APPROVED PIPE JOINT RESTRAINT SYSTEM. SEE SPECIFICATIONS.

2. EXISTING OVERHEAD UTILITY OR SIGNAL ARM CROSSING. CONTRACTOR TO PROTECT OVERHEAD ITEMS AS REQUIRED.

3. EXISTING WATER SERVICE IS ABANDONED BUT MAY STILL BE CONNECTED TO A PRESSURIZED LINE. PROTECT IN PLACE AND CONTACT CITY CREW TO CRIMP ONCE EXPOSED DURING EXCAVATION OF 24-INCH MAIN'S TRENCH.

4. CUT INTO AND REPLACE A SECTION OF EXISTING SEWER LATERAL WITH A FULL STICK OF ASTM D3034 PVC PIPE CENTERED OVER NEW 24" DI WATER TRANSMISSION MAIN, APPROXIMATELY AS SHOWN. TIE INTO CUT ENDS OF EXISTING LATERAL PIPING USING MAX ADAPTOR COUPLINGS. CONTRACTOR TO CONFIRM EXISTING LATERAL SIZE AND MATERIAL PRIOR TO ORDERING COUPLINGS AND COORDINATE WITH RUSA TO INSPECT WORK PRIOR TO BACKFILL. SEE GENERAL NOTE 8 REGARDING OAR 333 REQUIREMENTS FOR WATER/SEWER SEPARATION.

5. CONTRACTOR TO REPLACE EXISTING SIDEWALK/CURB RAMP PANEL PER ADA STANDARDS.

6. EXISTING CROSSING UTILITY WAS POTHOLED DURING DESIGN. SEE POTHOLE DATA SHEETS INCLUDED AS SUPPLEMENTARY INFORMATION IN VOLUME 2 CONTRACT DOCUMENTS.

7. SEE GENERAL NOTE 28, SHEET G-2 FOR TRAFFIC LOOP DETECTOR REPLACEMENTS.

8. RESTRAIN ALL NEW PIPING INCLUDED IN ALIGNMENT C WORK. SEE GENERAL NOTE 2 ON SHEET G-2.

9. INSTALL 10-FT X 4-FT WIDE GEOMEMBRANE IN TRENCH, BETWEEN STEEL GAS PIPE AND 24-INCH DI WATER MAIN. SEE SPECIFICATIONS FOR MATERIAL REQUIREMENTS FOR GEOMEMBRANE.

10. EXISTING ABANDONED UNDERGROUND UTILITES MAY BE CUT AND CAPPED ON EITHER END WHERE THEY CONFLICT WITH PROPOSED WATERLINE INSTALLATION, EXCEPT WHERE NOTED OTHERWISE. CONTACT AVISTA PRIOR TO CUTTING GASLINES NOTED AS ABANDONDED.

NO.	DATE	BY	REVISION

NOTICE
0 ½ 1
IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT TO SCALE

BRF03 DESIGNED
DKH DRAWN
JRL CHECKED

REGISTERED PROFESSIONAL ENGINEER
60998
Justin R Luce
OREGON
MAY 29, 2013
JUSTIN RUSSELL LUCE
RENEWS 12-31-24

consor

THE CITY OF ROSEBURG

PROJECT #22WA11
24-INCH TRANSMISSION MAIN
ISABELL AVENUE TO NEWTON CREEK ROAD

TRANSMISSION MAIN
PLAN AND PROFILE
STA 39+00 TO STA 42+78

PROJECT NO.: N223415OR | SCALE: AS SHOWN | DATE: MARCH 2023

SHEET
C-9
18 of 36

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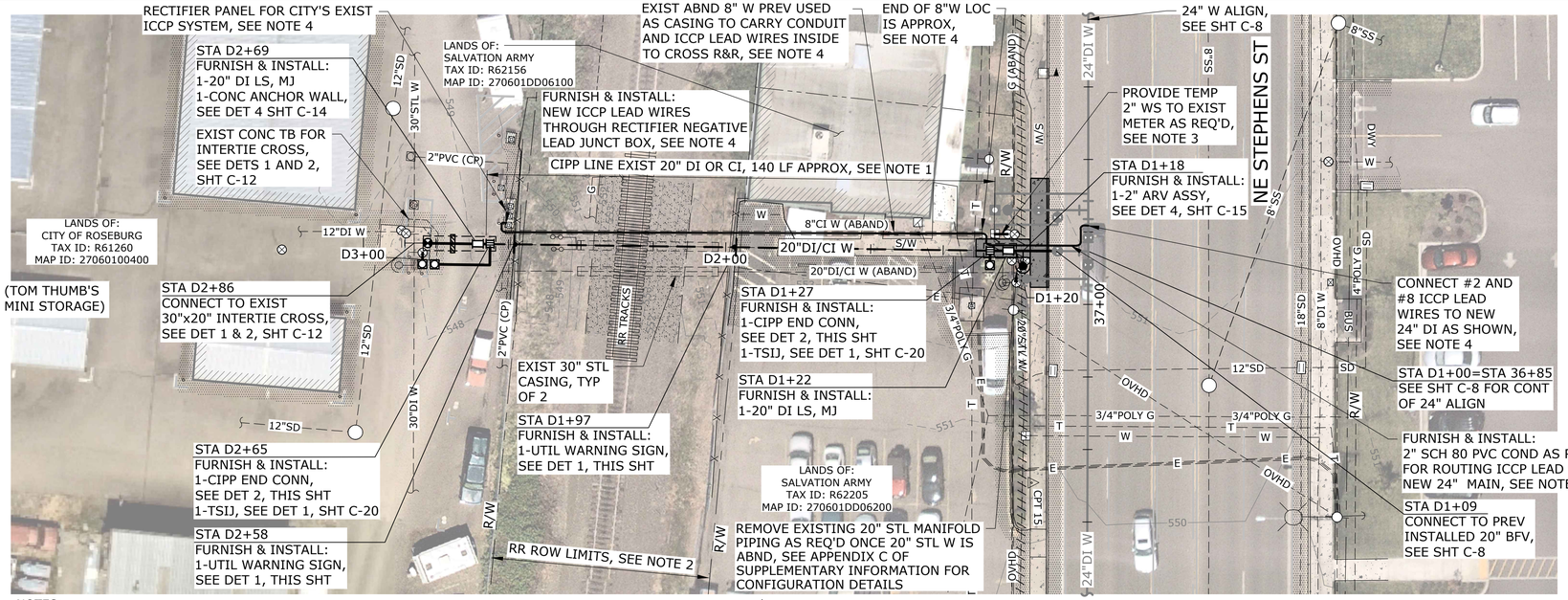


NOTES:

1. CONTRACTOR TO CIPP LINE EXISTING 20" DI/CI WATER INTERTIE PIPING PER THE REQUIREMENTS OF SECTION 33 05 23.33 - POTABLE WATER CURED-IN-PLACE PIPE, AND AS SHOWN. PROFILE SHOWN FOR EXISTING INTERTIE PIPING DEVELOPED FROM LIMITED ASBUILT, SURVEY AND POTHOLE DATA. SEE SHEET C-1 FOR RECOMMENDED CONSTRUCTION SEQUENCING.

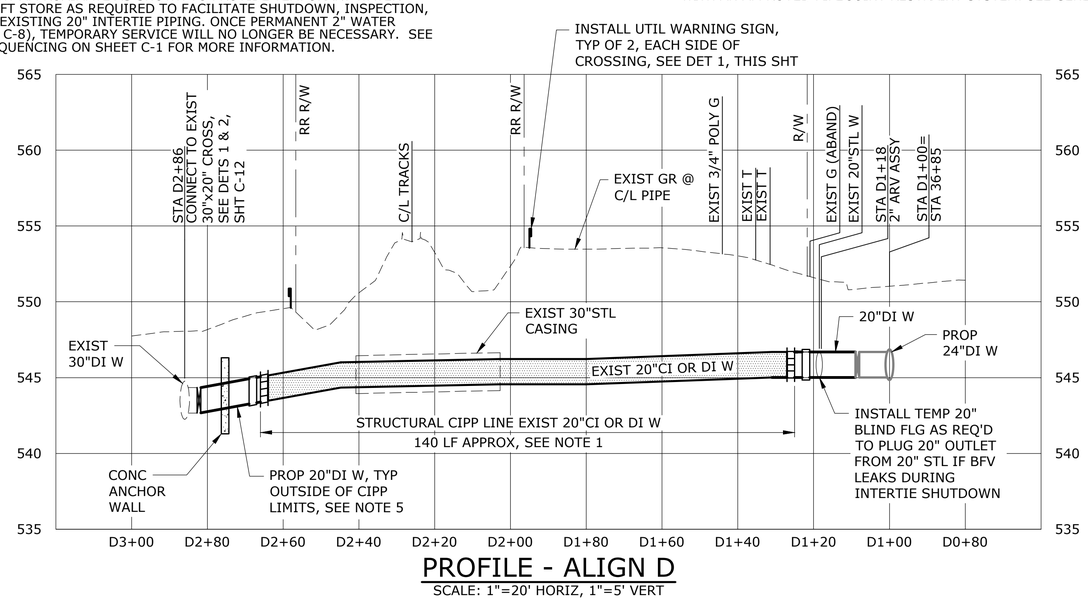
2. WORK WITHIN RAILROAD RIGHT-OF-WAY LIMITED TO 60 DAYS PER RIGHT-OF-ENTRY PERMIT OBTAINED BY OWNER (CITY OF ROSEBURG) FOR THE PROJECT. CONTRACTOR SHALL SUBMIT, PAY ALL APPLICABLE FEES, AND OBTAIN ADDITIONAL RIGHT-OF-ENTRY PERMITTING AS REQUIRED IF MORE TIME IS REQUIRED TO COMPLETE WORK. SEE RAILROAD PERMITTING DOCUMENTS INCLUDED IN SUPPLEMENTARY INFORMATION SECTION OF VOLUME 2 DOCUMENTS.

3. EXISTING 2" WATER SERVICE TO SALVATION ARMY THRIFT STORE IS CURRENTLY FED OFF OF EXISTING 20" INTERTIE PIPELINE. PRIOR TO SHUTTING DOWN INTERTIE PIPELINE, CONTRACTOR TO UTLIIZE/TAP EXISTING FIRE HYDRANT APPROXIMATE AS SHOWN TO PROVIDE TEMPORARY WATER SERVICE TO SALVATION ARMY THRIFT STORE AS REQUIRED TO FACILITATE SHUTDOWN, INSPECTION, PREPERATION AND CIPP LINING OF EXISTING 20" INTERTIE PIPING. ONCE PERMANENT 2" WATER SERVICE IS INSTALLED (SEE SHEET C-8), TEMPORARY SERVICE WILL NO LONGER BE NECESSARY. SEE RECOMMENDED CONSTRUCTION SEQUENCING ON SHEET C-1 FOR MORE INFORMATION.

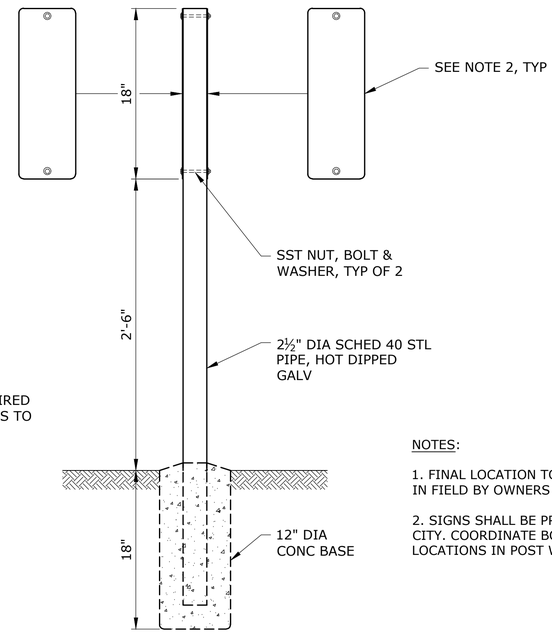
PLAN
SCALE: 1"=20'

4. CONTRACTOR TO LOCATE EASTERN END OF 8" WATERLINE CASING AND CARRIER CONDUIT AND PULL (1) #2 HMWPE AND (2) #8 THW NEW ICCP LEAD WIRES THRU EXISTING CONDUIT FROM RECTIFIER LEAD JUNCTION BOX AT TOM THUMB STORAGE YARD TO LOCATED END OF EXISTING CASING. CONTRACTOR TO PULL SUFFICIENT LENGTH OF LEAD WIRES THROUGH EXISTING CONDUIT TO EXTEND LEAD WIRES TO CONNECT TO NEW 24" DI MAIN AS SHOWN WITHOUT SPLICES. PROVIDE PVC CONDUIT TO EXTEND LEAD WIRES INSIDE TO LOCATIONS SPECIFIED, AND INCLUDE FITTINGS AS REQUIRED; CONNECT TO EXISTING CONDUIT AT END OF CASING. INSTALL NEW CONDUIT WITH MINIMUM 3' COVER AND MARKING TAPE TO CONNECT TO 24" MAIN. SEE SECTION 26 42 01, AND DETAIL 3 ON SHEET C20 FOR SCHEMATIC DETAIL FOR ICCP LEAD WIRE CONNECTIONS AND TERMINATIONS, AND 2015 ICCP PLANS AND ASBUILT SKETCHES LOCATED IN APPENDIX C OF THE SUPPLEMENTARY INFORMATION SECTION OF THE SPECIFICATIONS.

5. RESTRAIN ALL NEW PIPING INCLUDED IN ALIGNMENT 'D' WORK (EXCEPT WHERE NOTED OTHERWISE) WITH AN APPROVED PIPE JOINT RESTRAINT SYSTEM. SEE GENERAL NOTE 2 ON SHEET G-2.



PROFILE - ALIGN D
SCALE: 1"=20' HORIZ, 1"=5' VERT

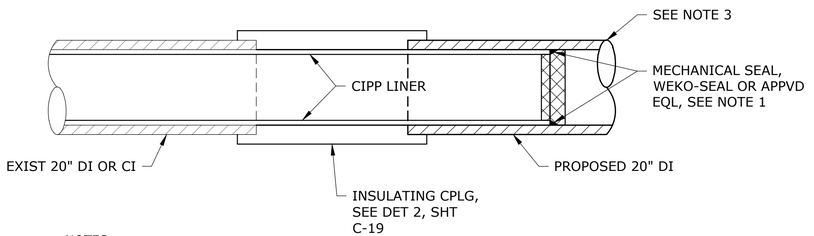


NOTES:

1. FINAL LOCATION TO BE DETERMINED IN FIELD BY OWNERS REPRESENTATIVE.

2. SIGNS SHALL BE PROVIDED BY THE CITY. COORDINATE BOLT HOLE LOCATIONS IN POST WITH CITY.

UTILITY WARNING SIGN (1)
SCALE: NTS



NOTES:

1. REMOVE EXISTING CEMENT LINING ON DUCTILE IRON AND COAT EXPOSED BARE METAL WITH CORROSION RESISTANT EPOXY COATING SYSTEM PER NOTE 2. INSTALL MECHANICAL SEAL DIRECTLY TO THE EPOXY COATED METAL. LIMITS OF CEMENT LINING REMOVAL SHALL BE MINIMIZED SO EPOXY COATED METAL IS COMPLETELY COVERED BY MECHANICAL SEAL.

2. PREPARE INTERIOR SURFACE OF AND LINE DI PIPE WHERE SPECIFIED WITH NSF 61 APPROVED SURFACE TOLERANT EPOXY COATING SYSTEM PRIOR TO ASSEMBLING MECHANICAL SEAL. EPOXY REPAIR SYSTEM SHALL CONSIST OF A PRIMER COAT OF PRE PRIME 167 SEALER AND A TOP COAT OF BAR RUST 233H, OR EQUAL. TOTAL SYSTEM MINIMUM THICKNESS SHALL BE 12 MILS DFT. CONTRACTOR SHALL FOLLOW ALL COATING MANUFACTURER'S RECOMMENDATIONS INCLUDING THOSE PERTAINING TO PROPER SURFACE PREPARATION, AND CURE TIME PRIOR TO ASSEMBLING MECHANICAL SEAL.

3. INSTALL 20" DI LONG SLEEVE ADJACENT TO INSULATING COUPLING TO ALLOW ACCESS IN PIPELINE TO INSTALL INTERNAL MECHANICAL SEAL.

4. CONTRACTOR TO PRESSURE TEST CIPP LINED PIPE SECTION SEPARATE FROM OTHER INTERTIE PIPING AFTER INSULATED COUPLING AND WEKO END SEALS ARE INSTALLED. PROVIDE TEMPORARY THRUST BLOCKING AS REQUIRED.

CIPP END CONNECTION (2)
SCALE: NTS

NO.	DATE	BY	REVISION

NOTICE
0 ½ 1
IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT TO SCALE

BDF DESIGNED
DKH DRAWN
JRL CHECKED

REGISTERED PROFESSIONAL ENGINEER 80998 Justin R Luce OREGON MAY 29, 2015 JUSTIN RUSSELL LUCE RENEWS 12-31-24

consor

PROJECT #22WA11
24-INCH TRANSMISSION MAIN ISABELL AVENUE TO NEWTON CREEK ROAD

EXISTING INTERTIE/RR CROSSING REHABILITATION AND ICCP LEAD WIRE CONNECTION
PLAN AND PROFILE
STA D1+00 TO STA D2+86

PROJECT NO.: N2234150R | SCALE: AS SHOWN | DATE: MARCH 2023

SHEET C-10
19 of 36

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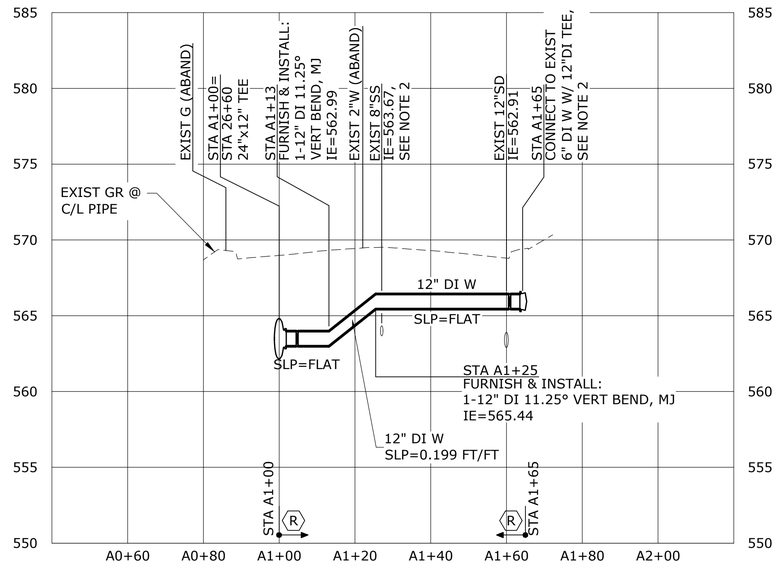
NOTES (ALIGN A):

1. PLAN VIEW FOR ALIGNMENT 'A' SHOWN ON SHEET C-6.

2. DEPTH SHOWN FOR TIE-IN TO EXISTING WATERLINE AT STA A1+80 IS BASED ON MEASURED DEPTH TO TOP OF NUT AT NEAREST EXISTING VALVE. CONTRACTOR TO POTHOLE EXIST 6" WATERLINE AT TIE-IN CONNECTION TO CONFIRM REQUIRED DEPTH FOR TIE-IN TEE. CONTRACTOR TO MAINTAIN FLAT TO POSITIVE SLOPE FOR CROSSING AS SHOWN AND COMPLY WITH REQUIREMENTS OF OAR 333 FOR WATER/SEWER CROSSING PER GENERAL NOTE ON SHEET G-2, IF POSSIBLE.



PROFILE - ALIGN A

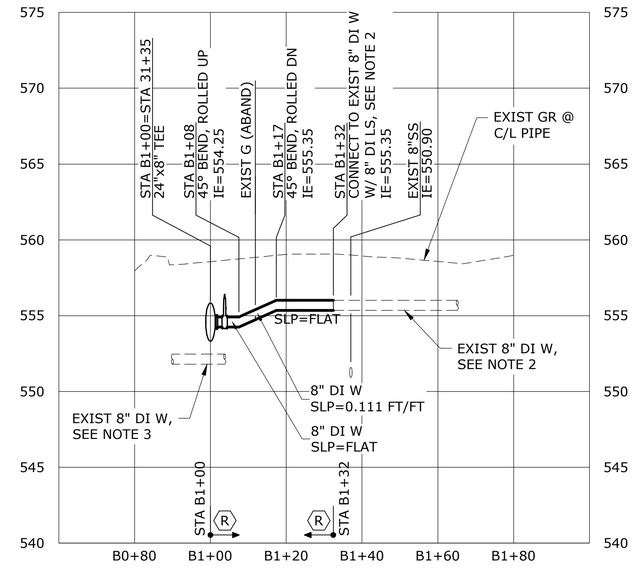
SCALE: 1"=20' HORIZ, 1"=5' VERT

NOTES (ALIGN B):

1. PLAN VIEW FOR ALIGNMENT 'B' SHOWN ON SHEET C-7.

2. DEPTH SHOWN FOR TIE-IN TO EXISTING WATERLINE AT STA B1+32 IS BASED ON MEASURED DEPTH TO TOP OF NUT AT NEARBY EXISTING VALVE. CONTRACTOR TO POTHOLE EXIST 6" WATERLINE AT TIE-IN CONNECTION TO CONFIRM REQUIRED DEPTH FOR TIE-IN.

3. DEPTH SHOWN FOR 8" WATERLINE AT STA B1+00 PER POTHOLE COMPLETED DURING DESIGN. SEE POTHOLE DATA SHEETS INCLUDED AS SUPPLEMENTARY INFORMATION IN VOLUME 2 OF THE CONTRACT DOCUMENTS.



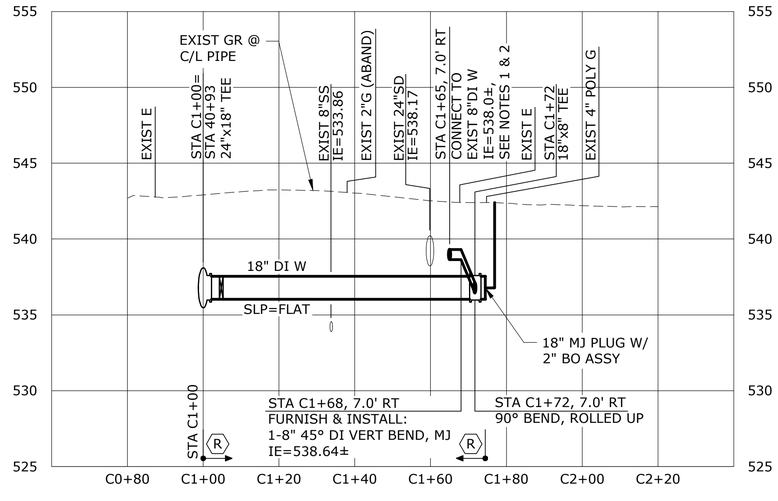
PROFILE - ALIGN B

SCALE: 1"=20' HORIZ, 1"=5' VERT

NOTES (ALIGN C):

1. PLAN VIEW FOR ALIGNMENT 'C' SHOWN ON SHEET C-9.

2. DEPTH SHOWN FOR TIE-IN TO EXISTING 8" WATERLINE AT STA C1+65, 7.0' RT IS BASED ON MEASURED DEPTH TO TOP OF NUT AT NEARBY EXISTING VALVE. CONTRACTOR TO POTHOLE EXIST 8" WATERLINE AT TIE-IN CONNECTION TO CONFIRM REQUIRED DEPTH FOR TIE-IN.



PROFILE - ALIGN C

SCALE: 1"=20' HORIZ, 1"=5' VERT

NO.	DATE	BY	REVISION

NOTICE

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BDF DESIGNED

DKH DRAWN

JRL CHECKED

REGISTERED PROFESSIONAL ENGINEER 80998 Justin R Luce OREGON MAY 29, 2015 JUSTIN RUSSELL LUCE RENEWS 12-31-24

consor

PROJECT #22WA11
24-INCH
TRANSMISSION MAIN
ISABELL AVENUE TO
NEWTON CREEK ROAD

DISTRIBUTION MAIN CONNECTION PROFILES ALIGNMENTS A, B, AND C

PROJECT NO.: N223415OR | SCALE: AS SHOWN | DATE: MARCH 2023

SHEET C-11

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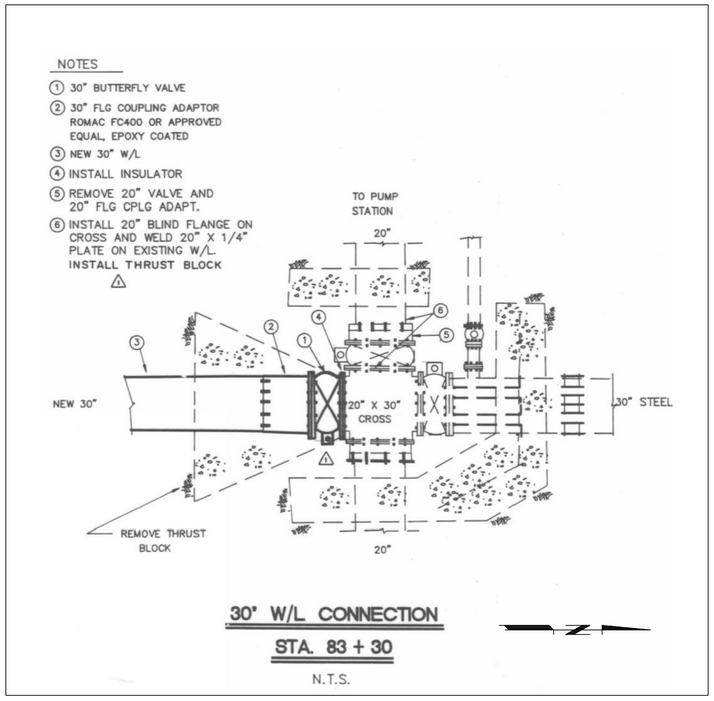
NOTES:

1. DETAIL INCLUDED BELOW DEPICTS THE ANTICIPATED EXISTING CONDITIONS AT 30"X20" INTERTIE CROSS LOCATED AT TOM THUMB. NO PROPOSED WORK IS DESCRIBED IN THIS DETAIL (DETAIL 1). SEE DETAIL 2, THIS SHEET, FOR PROPOSED WORK TO CONNECT TO EXISTING CROSS.



EXISTING 30"x20" INTERTIE CROSS AT TOM THUMB (1 / C-10)
SCALE: NTS

KEY NOTES

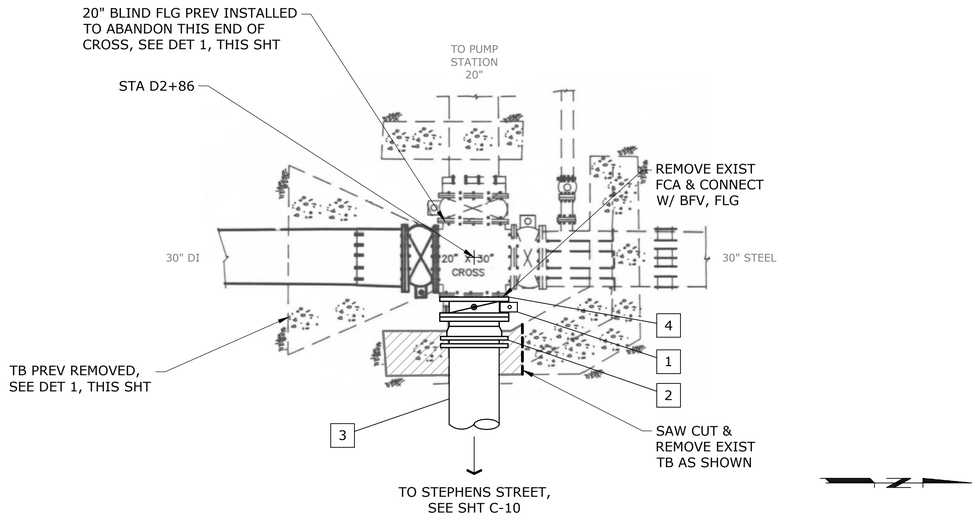
1. 20" BFV, FLG, SEE NOTE 1
2. 20" DI FLGxMJ ADPTR
3. 20" CL52 DI SPL, LENGTH AS REQ'D, SEE SHT C-10
4. 20" INSUL FLG AND TSIJ, SEE SHEET C-10 FOR APPROX INSTALL LOCATION FOR TSIJ

NOTES:

1. EXPOSE EXISTING INTERTIE CROSS PRIOR TO ORDERING BUTTERFLY VALVE TO CONFIRM FLANGE BOLT CONFIGURATION FOR CONNECTION. SEE SHEET C-1 FOR RECOMMENDED CONSTRUCTION SEQUENCING.

2. COORDINATE WITH CITY STAFF TO SHUTDOWN EXISTING 30" TRANSMISSION MAIN FOR INSTALLING 20" BUTTERFLY VALVE ON EXISTING INTERTIE CROSS. PIPING AT CONNECTION TO BE SWAB DISINFECTED AT TIE-IN LOCATION AND EXISTING 30" MAIN TO BE PLACED BACK INTO SERVICE SHORTLY THEREAFTER/WITHIN ALLOWED SHUTDOWN PERIOD LISTED IN SPECIFICATIONS. FINAL TIE-IN AND COMPLETION OF CONNECTION SHOWN TO BE PERFORMED POST CIPP LINING OF EXISTING 20" INTERTIE PIPING AND INSTALLATION OF OTHER WATER PIPING AND APPURTENANCES AS SHOWN ON SHEET C-10. PROVIDE TEMPORARY 20" DI MJ PLUG OR DI BLIND FLANGE IF CROSS ASSEMBLY AND INSTALLED BFV ARE TO BE BACKFILLED PRIOR TO COMPLETING FINAL TIE-IN. SEE SPECIFICATIONS SECTION 01 12 16 - WORK SEQUENCE AND SCHEDULE CONSTRAINTS AND SHEET C-1 FOR RECOMMENDED CONSTRUCTION SEQUENCING.

3. WAX TAPE COAT NEW BURIED FITTINGS AND VALVES AND EXISTING 20"x30" CROSS, AND POLYWRAP ALL BURIED METALLIC PIPING PER SPECIFICATIONS. JUMPER BOND NEW 20" DI PIPE AND FITTINGS BETWEEN INSULATING FLANGE JOINT CONNECTION TO 20"x30" CROSS (APPROX STA D2+86) TO 20" INSULATING COUPLING AT STA D2+65.



CONNECTION TO EXISTING 30"x20" INTERTIE CROSS AT TOM THUMB (2 / C-10)
SCALE: NTS

NO.	DATE	BY	REVISION

NOTICE
0 ½ 1
IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT TO SCALE

BRF03 DESIGNED
DKH DRAWN
JRL CHECKED

REGISTERED PROFESSIONAL ENGINEER 80998 — Justin R Luce — OREGON — MAY 29, 2015 — JUSTIN RUSSELL LUCE — RENEWS 12-31-24

consor

PROJECT #22WA11
24-INCH
TRANSMISSION MAIN
ISABELL AVENUE TO
NEWTON CREEK ROAD

INTERTIE CONNECTION DETAIL

PROJECT NO.: N223415OR | SCALE: AS SHOWN | DATE: MARCH 2023

SHEET C-12

21 of 36

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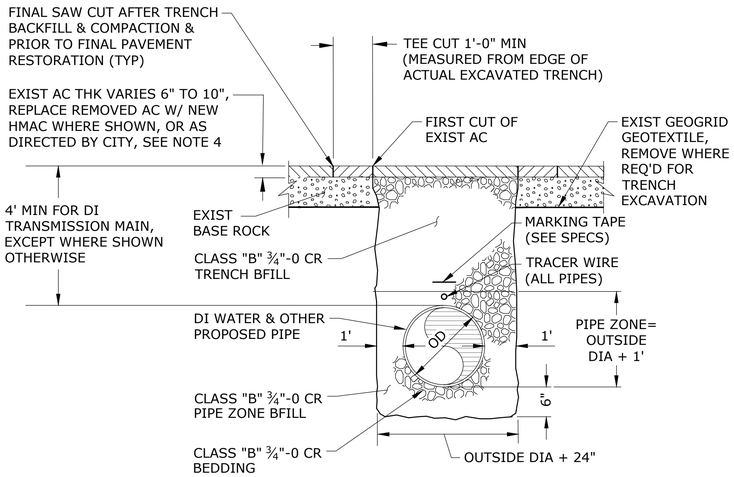


NOTES:

1. USE ¾"-0" CRUSHED ROCK BEDDING AND PIPE ZONE BACKFILL AT ALL LOCATIONS. COMPACT TO ACHIEVE 95% OF MAXIMUM DENSITY IN ACCORDANCE WITH AASHTO T-99.

2. FURNISH AND INSTALL ¾"-0" CR TRENCH BACKFILL TO PAVEMENT BASE OR EXISTING GRADE. COMPACT ALL ¾"-0" BACKFILL IN LIFTS TO ACHIEVE 95% OF MAXIMUM DENSITY IN ACCORDANCE WITH AASHTO T-99.

3. REFER TO SPECIFICATIONS FOR OTHER BACKFILL/ BEDDING REQUIREMENTS.

4. REPLACE REMOVED ASPHALT WITH LEVEL 3, ½" DENSE HMAC. MATCH EXISTING AC THICKNESS OR 7", WHICHEVER IS THICKER. MAXIMUM AC BASE COURSE LIFTS SHALL BE 3"; MAX WEARING COURSE LIFT SHALL BE 2". FOR NON-AC (GRAVEL) SURFACES BRING ¾"-0" BACKFILL TO GRADE.

5. AT THE END OF EACH WORKDAY, ALL OPEN TRENCHES SHALL BE BACKFILLED TO THE TOP OF THE TRENCH. PRIOR TO OPENING TO TRAFFIC ALL TRENCHES WITHIN THE ROADWAY SHALL BE TEMPORARILY OR PERMANENTLY PAVED TO MATCH THE ADJACENT PAVEMENT GRADE. PER GENERAL NOTE 22, SHEET G-2.

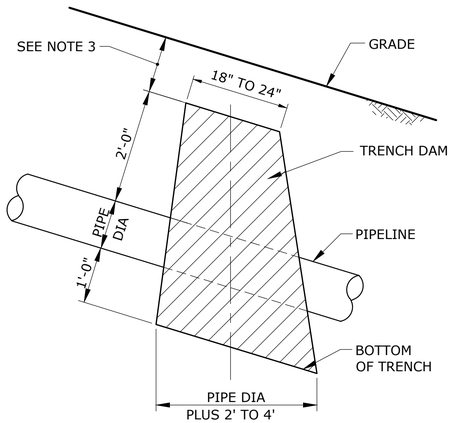
6. REPLACE EXISTING BASE ROCK DISTURBED BY THE TRENCHING OPERATIONS.

7. INSTALL MARKER BALLS IN TRENCH BACKFILL IN REQUIRED LOCATIONS. SEE GENERAL NOTE 24, SHEET G-2.

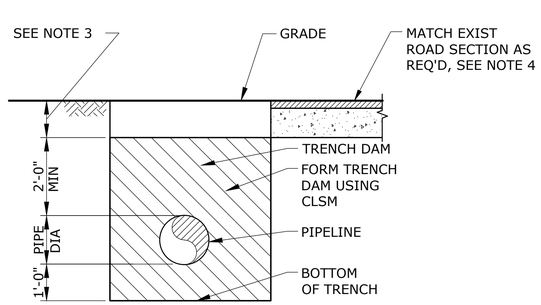
SINGLE PIPE TRENCH DETAIL - ROADWAYS AND DRIVEWAYS

1 / -

SCALE: NTS



ELEVATION



SECTION

NOTES:

1. CONSTRUCT TRENCH DAMS WITH CSLM.

2. APPROXIMATE LOCATION OF TRENCH DAMS ARE SHOWN ON PLAN SHEETS. COORDINATE EXACT LOCATION WITH FIELD ENGINEER.

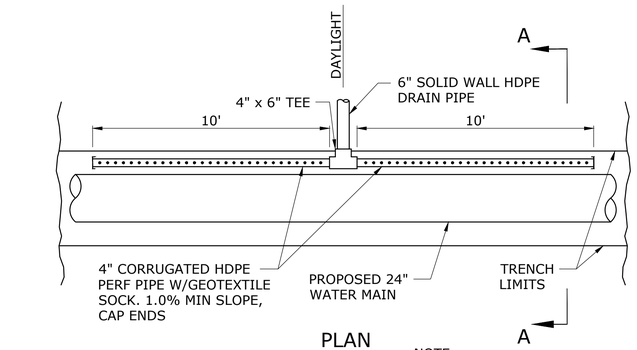
3. FORM AND POUR CLSM UP TO BOTTOM OF EXIST ROAD BASE ELEVATION.

4. ALLOW CLSM TO CURE SUFFICIENTLY BEFORE RE-OPENING ROAD TO TRAFFIC. WHERE SUFFICIENT CURE TIME IS NOT POSSIBLE, PROVIDE STEEL SHEETING OVERNIGHT TO PLATE AFFECTED ROAD/TRENCH SECTION, AS APPROVED BY CITY INSPECTOR.

TRENCH CHECK DAM

2 / -

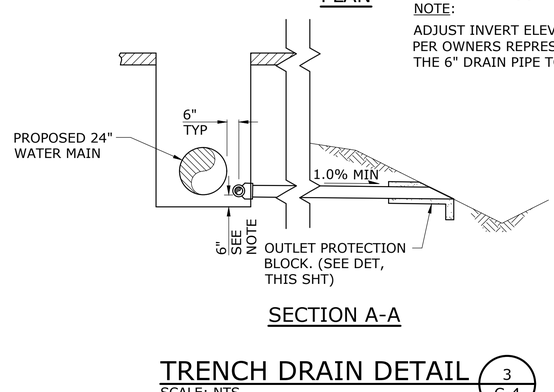
SCALE: NTS



PLAN

NOTE:

ADJUST INVERT ELEVATION AS NECESSARY PER OWNERS REPRESENTATIVE TO DAYLIGHT THE 6" DRAIN PIPE TO THE NEAREST DITCH.

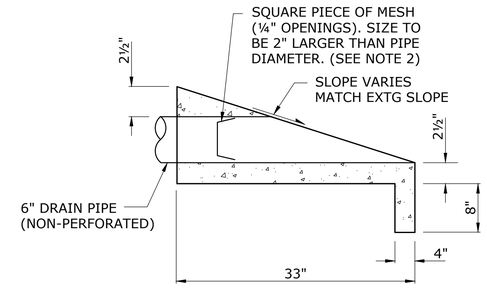


SECTION A-A

TRENCH DRAIN DETAIL

3 / C-4

SCALE: NTS



SECTION A-A

OUTLET PROTECTION BLOCK

4 / C-4

SCALE: NTS

NO.	DATE	BY	REVISION

NOTICE

0 ½ 1

IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT TO SCALE

BRF03 DESIGNED

AVD DRAWN

JRL CHECKED

REGISTERED PROFESSIONAL ENGINEER 80998 — Justin R Luce — OREGON — MAY 23, 2018 — JUSTIN RUSSELL LUCE — RENEWS 12-31-24

consor

PROJECT #22WA11
24-INCH TRANSMISSION MAIN
ISABELL AVENUE TO NEWTON CREEK ROAD

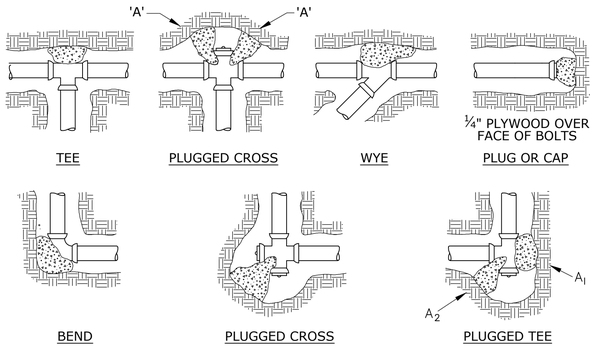
MISCELLANEOUS DETAILS - 1

PROJECT NO.: N223415OR | SCALE: AS SHOWN | DATE: MARCH 2023

SHEET C-13

22 of 36

G:\PDX_Projects\22\3415 - 24-Inch, Isabell Ave To Newton Creek Rd\CAD\Sheets\22-3415-OR-C-DETS.dwg C-13 3/28/2023 4:56 PM MATT.ESTEP 24.1s (LMS Tech)



NOTES:

1. CONCRETE THRUST BLOCKING SHALL BE POURED AGAINST UNDISTURBED EARTH.

2. KEEP CONCRETE CLEAR OF JOINT AND ACCESSORIES. INSTALL ISOLATION MATERIAL BETWEEN PIPE AND/OR FITTINGS BEFORE POURING BLOCKING.

3. THE REQUIRED THRUST BEARING AREAS FOR SPECIAL CONNECTIONS ARE SHOWN ENCIRCLED ON THE PLANS; e.g. 15 INDICATES 15 SQUARE FEET BEARING AREA REQUIRED

4. IF NOT SHOWN ON PLANS, REQUIRED BEARING AREAS AT FITTING SHALL BE AS INDICATED IN TABLE, ADJUSTED IF NECESSARY, TO CONFORM TO THE TEST PRESSURE(S) AND ALLOWABLE SOIL BEARING STRESS(ES) STATED IN THE SPECIFICATIONS.

5. BEARING AREAS AND SPECIAL BLOCKING DETAILS SHOWN ON PLANS TAKE PRECEDENCE OVER BEARING AREAS AND BLOCKING DETAILS SHOWN ON THIS DETAIL.

6. CONCRETE SHALL BE 3000 PSI MINIMUM 28 DAY COMPRESSIVE STRENGTH.

7. BEARING AREAS WHERE EXISTING PIPE WILL BE ABANDONED IN PLACE, AS SHOWN ON PLAN, SHALL INCLUDE ½" STEEL PLATE AT THE BASE OF THE THRUST BLOCK. THE MINIMUM BEARING AREA OF THE STEEL PLATE SHALL BE BASED ON DATA FROM THE TABLE.

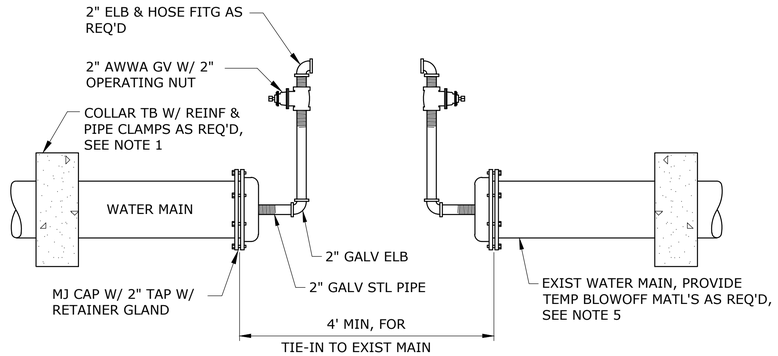
BEARING AREA, 'A', OF THRUST BLOCKS IN SQUARE FEET *							
FITTING SIZE	TEE, WYE, PLUG OR CAP	90°BEND, PLUGGED CROSS	TEE PLUGGED ON RUN		45° BEND	22 ° BEND	11i° BEND
	A	A	A_1	A_2	A	A	A
4	1.4	1.9	2.7	1.9	1.0	-	-
6	2.8	4.0	5.6	4.0	2.1	1.1	-
8	4.8	6.8	9.6	6.8	3.7	1.9	0.9
10	7.3	10.3	14.5	10.3	5.6	2.8	1.4
12	10.3	14.5	20.4	14.5	7.9	4.0	2.0
14	13.8	19.5	27.5	19.5	10.6	5.4	2.7
16	17.8	25.2	35.5	25.2	13.6	7.0	3.5
18	22.4	31.7	44.7	31.7	17.1	8.7	4.4
20	27.5	38.9	54.8	38.9	21.0	10.7	5.4
24	39.2	55.5	78.3	55.5	30.0	15.3	7.7

*ABOVE BEARING AREAS BASED ON TEST PRESSURE OF 150 PSI AND AN ALLOWABLE SOIL BEARING STRESS OF 2000 POUNDS PER SQUARE FOOT. TO COMPUTE BEARING AREAS FOR DIFFERENT TEST PRESSURES AND SOIL BEARING STRESSES, USE THE FOLLOWING EQUATION: BEARING AREA=(TEST PRESSURE/150) X (2000/SOIL BEARING STRESS) X (TABLE VALUE).

STANDARD THRUST BLOCK DETAILS

1 / -

SCALE: NTS



NOTES:

1. CONTRACTOR SHALL PROVIDE TEMPORARY THRUST RESTRAINTS AS REQUIRED.

2. SEE SPECIFICATIONS REGARDING DISPOSAL/ DECHLORINATION FOR SUPERCHLORINATED WATER.

3. PROVIDE LARGER BLOWOFF PIPING MATERIAL AT CONTRACTOR OPTION.

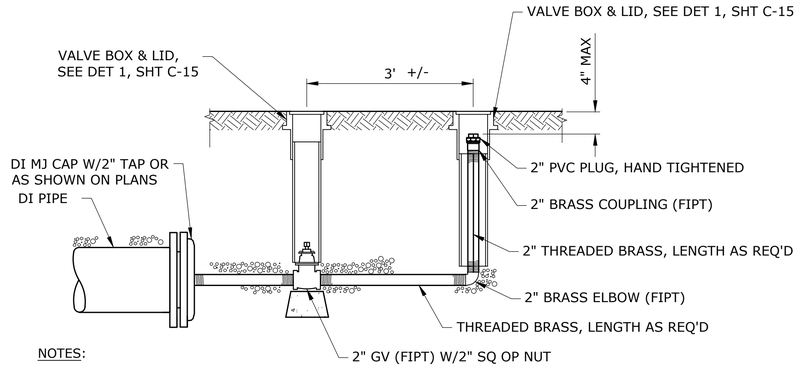
4. WHERE BLOWOFF IS TO BE REMOVED, CONTRACTOR TO CONDUCT OPERATIONS SO AS TO PREVENT SUBSEQUENT CONTAMINATION OF APPROVED DISINFECTED WATER MAIN.

5. PROVIDE TEMPORARY BLOWOFF ON EXISTING WATER MAIN AS REQUIRED TO FACILITATE TESTING AND DISINFECTION OF NEW MAINS. CONTRACTOR TO PROVIDE BACKFLOW PREVENTION DEVICE FOR TEMPORARY CONNECTION TO EXISTING WATER SYSTEM PER GENERAL NOTE 19, SHEET G-2. CONTRACTOR TO DISINFECT EXISTING WATER MAIN PER REQUIREMENTS OF AWWA C651 DURING INSTALLATION OF TEMPORARY BLOWOFF ASSEMBLY.

TEMPORARY BLOWOFF ASSEMBLY

2 / -

SCALE: NTS



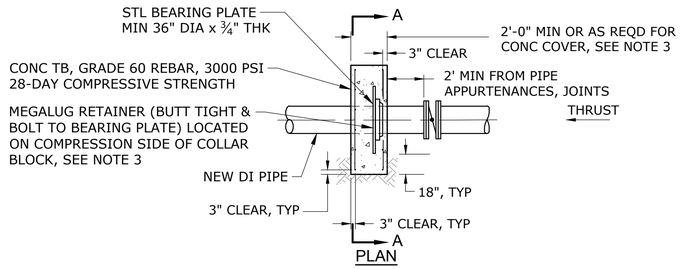
NOTES:

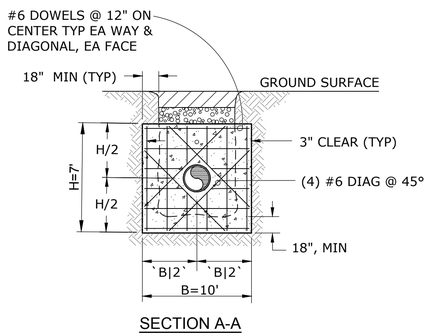
1. WRAP DI FITTINGS, VALVES, AND BRASS PIPING WITH WAX TAPE AND V-BIO POLYWRAP.

2" BLOWOFF ASSEMBLY

3 / C-6/9

SCALE: NTS





NOTES:

1. ALL CONCRETE SHALL BE COMMERCIAL GRADE CONCRETE, 3,000 PSI COMPRESSIVE STRENGTH OR GREATER.

2. CONCRETE BLOCKING SHALL BE POURED AGAINST UNDISTURBED EARTH ON SIDES AND BOTTOM OR 95% COMPACTED GRANULAR BACKFILL.

3. PROVIDE POLYETHYLENE (PE) ENCASEMENT FOR ALL PIPING AND RESTRAINT DEVICES IN CONTACT WITH CONCRETE AND WITHIN 1 FOOT OF ANCHOR WALL. PROVIDE MINIMUM OF 3" CONCRETE COVER OVER RESTRAINT DEVICES WITHIN ANCHOR WALL.

CONCRETE ANCHOR WALL

4 / C-10

SCALE: NTS

NO.	DATE	BY	REVISION

NOTICE

0 ½ 1

IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT TO SCALE

BRF03 DESIGNED

AVD DRAWN

JRL CHECKED

REGISTERED PROFESSIONAL ENGINEER 80998 Justin R Luce OREGON MAY 29, 2018 JUSTIN RUSSELL LUCE RENEWS 12-31-24

consor

THE CITY OF ROSEBURG UMPQUA CAPITAL OF THE PACIFIC NORTHWEST

PROJECT #22WA11
24-INCH TRANSMISSION MAIN ISABELL AVENUE TO NEWTON CREEK ROAD

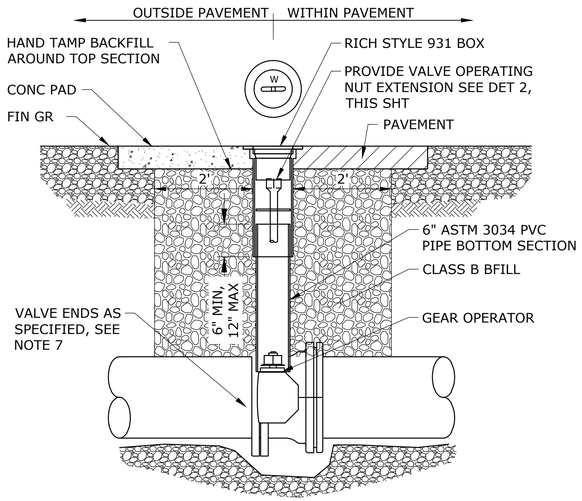
MISCELLANEOUS DETAILS - 2

PROJECT NO.: N223415OR | SCALE: AS SHOWN | DATE: MARCH 2023

SHEET C-14

23 of 36

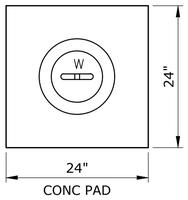
G:\PDX_Projects\22\3415 - 24-Inch, Isabell Ave To Newton Creek Rd\CAD\Sheets\22-3415-OR-C-DETS.dwg C-14 3/28/2023 4:56 PM MATT.ESTEP 24.1s (LMS Tech)



VALVE BOX DETAIL

SCALE: NTS

1 / -



NOTES:

1. VALVE BOX NOT TO REST ON OPERATING ASSEMBLY.

2. OPERATING NUT EXTENSION REQUIRED WHEN VALVE NUT IS DEEPER THAN 3-FEET FROM FINISHED GRADE. SEE DETAIL 2, THIS SHEET.

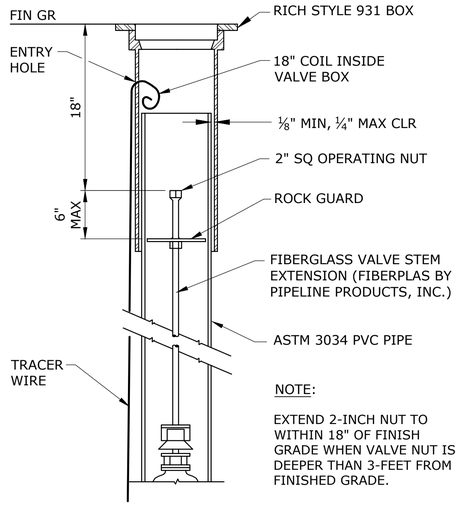
3. CENTER VALVE BOX ON AXIS OF OPERATING NUT.

4. PROVIDE 24-INCH SQUARE BY 6-INCH THICK CONCRETE PAD AROUND VALVE BOX OUTSIDE OF PAVED AREAS AS SHOWN IN CONCRETE PAD DETAIL.

5. ORIENT GEAR OPERATOR TO CENTERLINE SIDE IN ROADWAYS.

6. USE CLASS B TRENCH BACKFILL A MINIMUM OF 2-FEET EACH SIDE OF VALVE

7. COAT VALVE ENDS WITH WAX TAPE PER SPECS. WRAP VALVE AND PIPING WITH POLYETHYLENE TUBING.



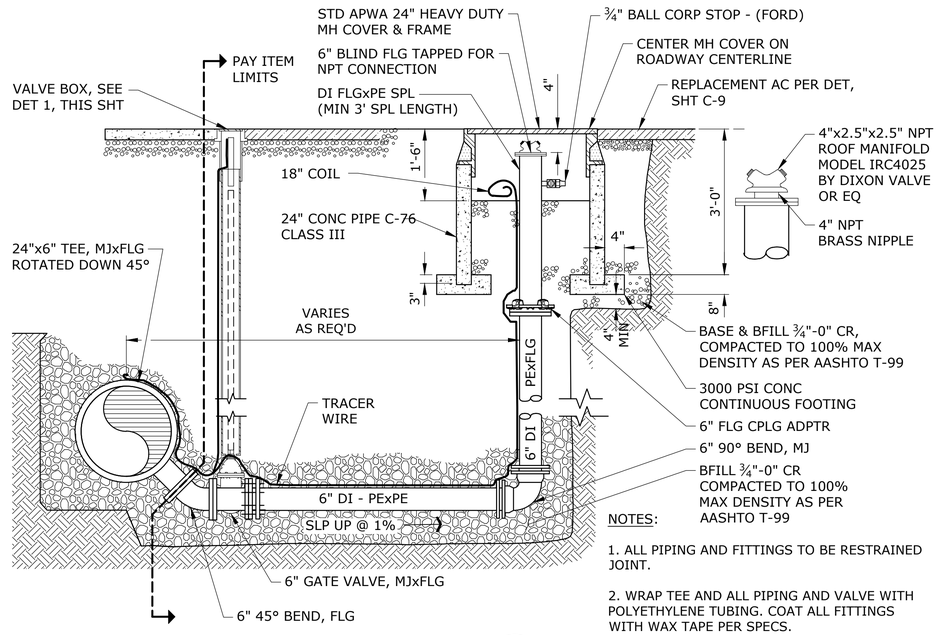
NOTE:

EXTEND 2-INCH NUT TO WITHIN 18" OF FINISH GRADE WHEN VALVE NUT IS DEEPER THAN 3-FEET FROM FINISHED GRADE.

OPERATING NUT EXTENSION

SCALE: NTS

2 / -



6" BLOW-OFF DETAIL

SCALE: NTS

3 / -

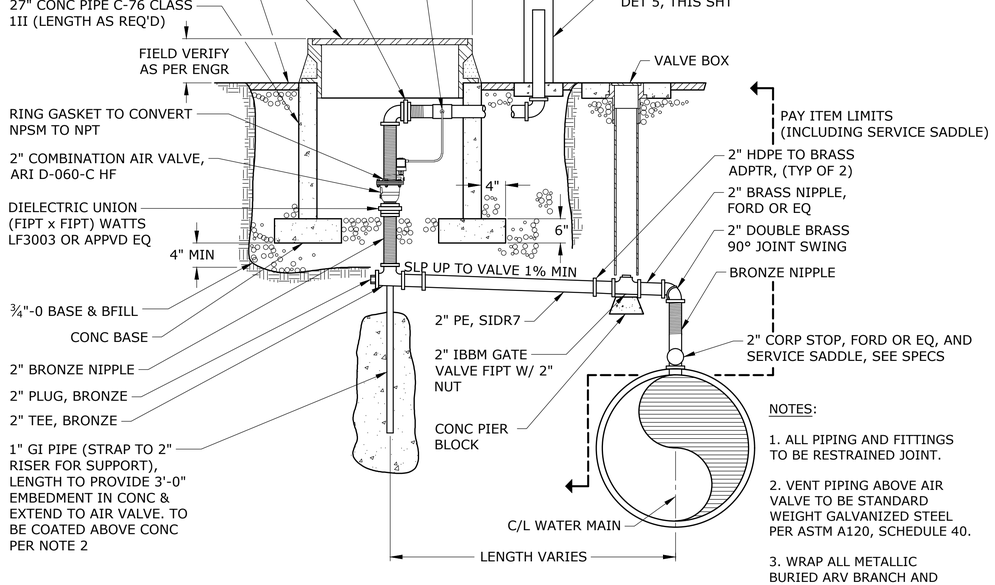
NOTES:

1. ALL PIPING AND FITTINGS TO BE RESTRAINED JOINT.

2. WRAP TEE AND ALL PIPING AND VALVE WITH POLYETHYLENE TUBING. COAT ALL FITTINGS WITH WAX TAPE PER SPECS.

3. JUMPER BOND ALL PIPE AND JOINTS TO MAIN.

4. EXTEND TRACER WIRE INTO VALVE BOX AND MANHOLE.



NOTES:

1. ALL PIPING AND FITTINGS TO BE RESTRAINED JOINT.

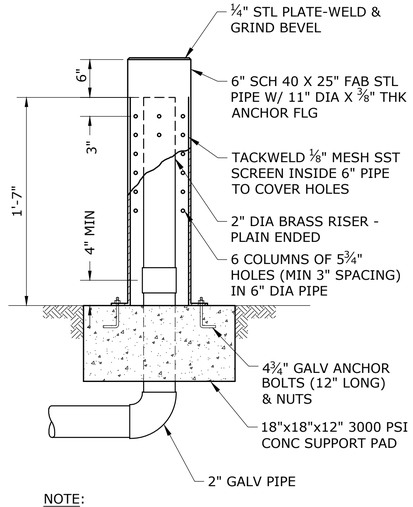
2. VENT PIPING ABOVE AIR VALVE TO BE STANDARD WEIGHT GALVANIZED STEEL PER ASTM A120, SCHEDULE 40.

3. WRAP ALL METALLIC BURIED ARV BRANCH AND VENT PIPING WITH WAX TAPE AND POLYWRAP PER SPEC SECTION 33 11 10.

2" AIR RELEASE VALVE DETAIL

SCALE: NTS

4 / -



NOTE:

1. COMPLETE STANDPIPE ASSEMBLY TO BE HOT DIPPED GALVANIZED.

STANDPIPE DETAIL

SCALE: NTS

5 / -

NO.	DATE	BY	REVISION

NOTICE

0 ½ 1

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BRF03 DESIGNED

AVD DRAWN

JRL CHECKED

REGISTERED PROFESSIONAL ENGINEER 80998 — Justin R Luce — OREGON — MAY 29, 2015 — JUSTIN RUSSELL LUCE — RENEWS 12-31-24

consor

THE CITY OF ROSEBURG — DOUGLAS COUNTY — THE TIMBER CAPITAL OF THE WORLD

PROJECT #22WA11
24-INCH TRANSMISSION MAIN ISABELL AVENUE TO NEWTON CREEK ROAD

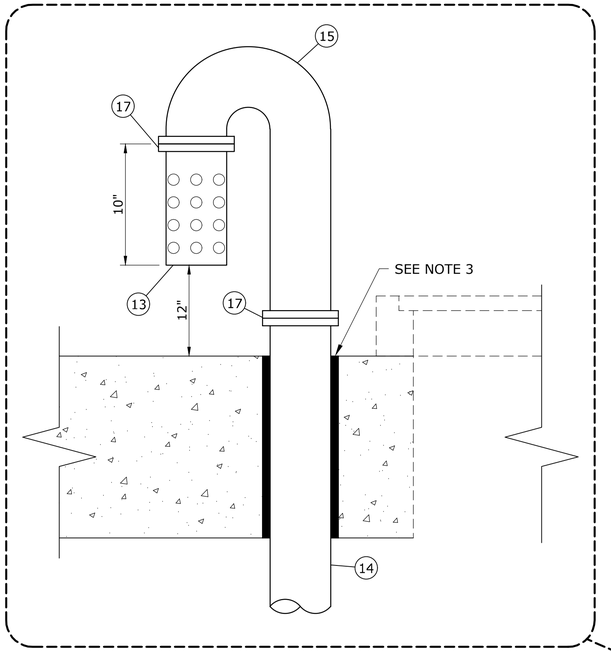
MISCELLANEOUS DETAILS - 3

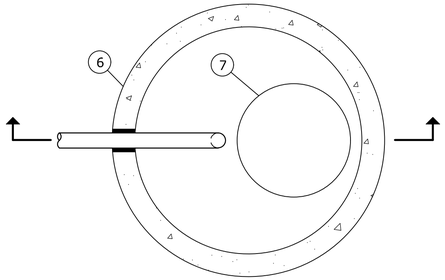
PROJECT NO.: N223415OR | SCALE: AS SHOWN | DATE: MARCH 2023

SHEET C-15

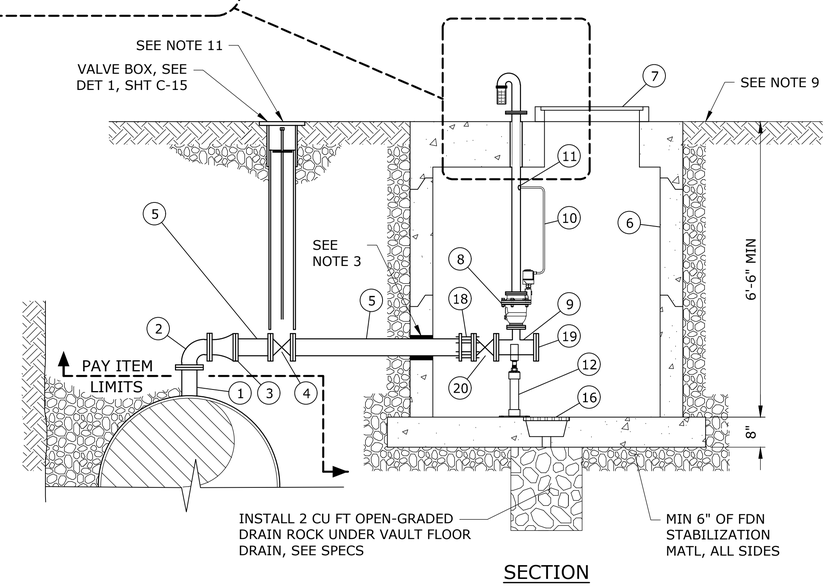
24 of 36

G:\PDX_Projects\22\3415 - 24-Inch, Isabell Ave To Newton Creek Rd\CAD\Sheets\22-3415-OR-C-DETS.dwg C-15 3/28/2023 4:56 PM MATT.ESTEP 24.1s (LMS Tech)





PLAN



SECTION

3" AIR RELEASE VALVE DETAIL

SCALE: NTS

1 / C-3/ C-5

MATERIAL LIST

1. 24"x6" DI TEE, FLG, SEE PLANS
2. 6" DI 90° BEND, FLG OR FLG X MJ AS REQ'D, SEE NOTE 10
3. 6" DI, FLGxMJ ADPTR, AS REQ'D SEE NOTE 10
4. 6" GV, MJ
5. 6" DI SPL, PE, LENGTH AS REQ'D
6. 60" STD MH W/ FLAT TOP
7. STD APWA 30" MH COVER & FRAME
8. 3" COMBINATION AIR VALVE ASSY ARI D-60-P16-03 SEE NOTE 8
9. 6"X3" DI TEE, FLG
10. ¼" COPPER TUBING, TAP INTO 3" VENT PIPE
11. THREAD-O-LET
12. PIPE SUPPORT, STANDON MODEL S92 OR APPVD EQ
13. 3" SCHED 40 STL PIPE W/ ¼" THK END CAP (WELDED), VENT TO INCLUDE APPROX 36 - 1" DIA HOLES AT APPROX ¾" SPACING ON PIPE SECTION & END CAP, TACK WELD ⅛" 20 GAUGE GALV WIRE MESH INSIDE PERFORATED PIPE
14. 3" GALV SCHED 40 STL VENT PIPE, THRDxTHRD FLG, LENGTH AS REQ'D
15. 3" GALV SCHED 40 STL VENT PIPE W/ 2 SHORT RADIUS 90° BENDS, WELDED
16. FLR DRAIN W/ GRATE
17. 3" STL FLG W/ GALV BOLTS & RED RUBBER GASKET
18. 6" RESTRAINED FCA (MEGAFLANGE, OR APPVD EQ)
19. 6" DI BLIND FLG
20. 6" GV, FLG

NOTES:

1. ALL PIPE AND FITTINGS SHALL BE RESTRAINED.
2. VERIFY LOCATION OF VAULT AND STAND PIPE WITH ENGINEER.
3. ALL MANHOLE PENETRATIONS SHALL BE SEALED WITH WALL SEALS. USE LINK-SEAL IN HOLES AROUND PIPE.
4. HOT DIP GALVANIZE ALL STEEL PARTS AFTER FABRICATION.
5. JUMPER BOND BURIED AIR RELEASE VALVE PIPE AND JOINTS TO MAIN. SEE SHEETS C-19 AND C-20 FOR CORROSION MONITORING DETAILS.
6. WRAP ALL DUCTILE IRON PIPING AND VALVES UP TO AIR VALVE INLET FLANGE (BURIED AND IN VAULT) WITH POLYETHYLENE AND WAX TAPE PER SPECIFICATIONS.
7. PRECAST CONCRETE MANHOLE SHALL INCLUDE STEPS IN ACCORDANCE WITH THE SPECIFICATIONS.
8. PROVIDE RING GASKET TO CONVERT NPSM TO NPT FOR VENT OUTLET CONNECTION.
9. PROVIDE ADDITIONAL COMPACTED CLASS B FILL MATERIAL AND REVISE ADJACENT SURFACE GRADING AROUND FLAT TOP MANHOLE AS REQUIRED TO MATCH TOP OF MANHOLE TO ADJACENT SURFACE GRADE ELEVATIONS APPROXIMATELY AS SHOWN ON PLANS. SEE SHEETS C-3 AND C-5 FOR APPROX LIMITS OF ADDITIONAL GRADING.
10. IF 6" DI 90-DEGREE BEND FITTING (ITEM NO.2) CAN BE PROCURED IN FLG X MJ CONFIGURATION, 6" DI FLG X MJ ADAPTOR (ITEM NO. 3) WILL NOT BE REQUIRED. PROVIDE DI FLG X MJ ADAPTOR ONLY IF FLG X FLG CONFIGURATION FOR ELBOW IS ALL THAT IS AVAILABLE.
11. LOCATE 6" ISOLATION GATE VALVE IN CENTER OF BIKE LANE AS SHOWN ON PLANS. SEE SHEETS C-3 AND C-5.

NO.	DATE	BY	REVISION

NOTICE
0 ½ 1
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BRF03 DESIGNED
AVD DRAWN
JRL CHECKED

REGISTERED PROFESSIONAL ENGINEER 80998 Justin R Luce OREGON MAY 29, 2018 JUSTIN RUSSELL LUCE
RENEWS 12-31-24

consor

THE CITY OF ROSEBURG UMPQUA RIVER CAPITAL OF THE WORLD

PROJECT #22WA11
24-INCH TRANSMISSION MAIN
ISABELL AVENUE TO NEWTON CREEK ROAD

MISCELLANEOUS DETAILS - 4

PROJECT NO.: N223415OR | SCALE: AS SHOWN | DATE: MARCH 2023

SHEET C-16

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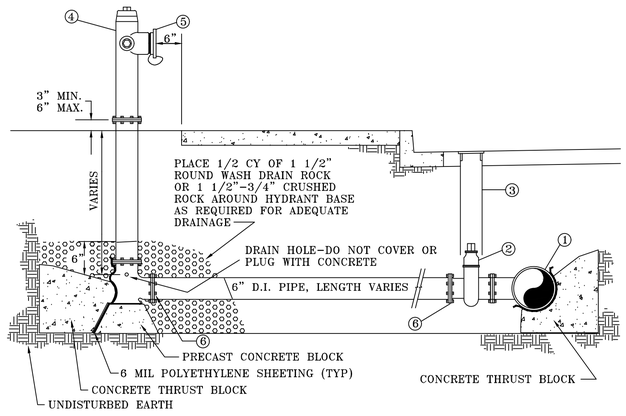
TYPICAL FIRE HYDRANT INSTALLATION (THRUST BLOCKED)



LEGEND

1. MAIN SIZE X 6" ~~FLG.~~ TEE, END CONN'S AS SHOWN ON PLANS
2. 6" ~~FLG.~~ X M.J. GATE VALVE, LOC AS SHOWN ON PLANS
3. 6" VALVE BOX PIPE WITH LID
4. PRE ASSEMBLED FIRE HYDRANT
5. 5" PUMPER CONNECTION ADAPTER "STORZ" WITH CAPS
6. 6' MEGALUG ASSEMBLY KIT, TYP

CITY OF ROSEBURG	WATER DEPARTMENT	DATE: 10/13/1983 REV: 7/19/2005	STANDARD DWG. NO. 105

NOTES:

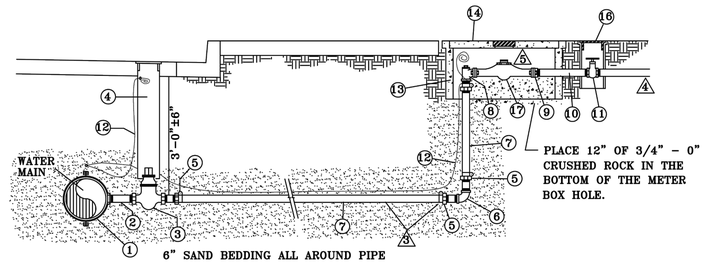
1. WAX TAPE COAT BURIED FITTINGS AND VALVES, AND POLYWRAP PIPING PER SPECIFICATIONS. JUMPER BOND ALL BURIED METALLIC PIPING TO THE MAIN.

FIRE HYDRANT

SCALE: NTS

1 / C-8

TYPICAL 1 1/2" OR 2" METER INSTALLATION ASSEMBLY



ITEM	QTY.	DESCRIPTION ⚠1
1	1	MAIN SIZE X 2" FIPT FORD FS202 SERVICE SADDLE. ⚠2
2	1	2" DIAMETER X 4" BRASS NIPPLE.
3	1	2" FIPT IBBM GATE VALVE W/2" OPERATING NUT.
4	1	VALVE BOX AND LID (SEE STD. DWG. NO. 103).
5	3	FORD C86-77 (CL 200 PE) 2" MIPT X 2" PE PJ ADAPTER.
6	1	2" FIPT 90° ELL, RED BRASS.
7	AS REQ'D	2" 200 psi PE SIDR7 (PE 3408) PIPE, (OD TO FIT CL 200 FITTINGS).
8	1	FORD FV63-777W ANGLE METER VALVE (CL 200 psi).
9	1	FORD 6F (1 1/2" METER) OR 7F (2" METER) METER FLANGE.
10	1	1 1/2" (1 1/2" METER) OR 2" (2" METER) X 12" BRASS NIPPLE.
11	1	1 1/2" (1 1/2" METER) OR 2" (2" METER) BRASS GATE VALVE.
12	AS REQ'D	NO. 12 THHN STRANDED COPPER TONE WIRE, BLUE INSULATION.
13	1	DFW METER BOX 1730C-12
14	1	DFW METER BOX LID D1730C
15	–	
16	1	CUSTOMER VALVE BOX AND LID.
17	1	EXISTING METER OR AS SUPPLIED BY CITY

⚠1 OR APPROVED EQUAL.
⚠2 TYPE AS APPROVED BY MANUFACTURER FOR WATER MAIN TYPE AND SIZE.
⚠3 FOR SETTINGS CLOSE TO MAIN, SUBSTITUTE BRASS PIPE FOR PE AND TWO ADAPTERS.
⚠4 CONNECT TO EXISTING CUSTOMER SERVICE LINE PER STATE PLUMBING CODE REQUIREMENTS.
⚠5 TOP OF METER SHALL BE 4" TO 6" BELOW BOTTOM OF LID AND CENTERED.

CITY OF ROSEBURG	WATER DEPARTMENT	DATE: 10/13/1983 REV: 4/6/2001	STANDARD DWG. NO. 111

NOTES:

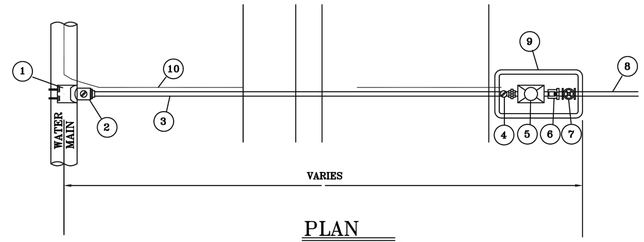
1. WRAP ALL BURIED METALLIC PIPING WITH WAX TAPE AND POLYBAG PER SPECIFICATIONS.

2" WATER SERVICE

SCALE: NTS

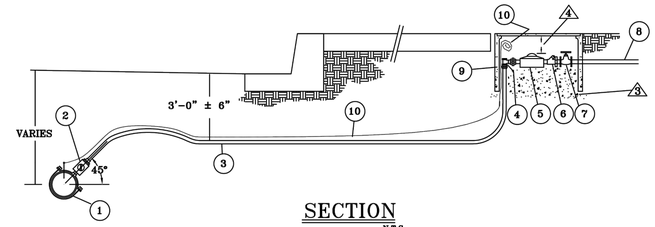
2 / C-8

TYPICAL 1" METER INSTALLATION ASSEMBLY



PLAN

N.T.S.



SECTION

N.T.S.

ITEM	SIZE	DESCRIPTION	TYPE ⚠1	QTY
1	AS REQ'D	SERVICE SADDLE	ROMAC 1", CC THD ⚠2	1
2	1"	CORP STOP	FORD, F1001 (CC x PACK JOINT)	1
3	1"	SERVICE PIPE, IPS	200 p.s.i. POLYETHYLENE SIDR7 (PE 3408)	AS REQ'D
4	1"	ANGLE STOP	FORD, KV63-444W (PACK JOINT)	1
5	1"	METER	EXISTING OR AS SUPPLIED BY CITY	1
6	1"	STRAIGHT CHECK VALVE	FORD, H38-444 (METER NUT x MIPT)	1
7	1"	VALVE	BRONZE, HAND WHEEL, FIPT	1
8	—	CUSTOMER SERVICE	PER STATE PLUMBING CODE	—
9	—	METER BOX	DFW METER BOX 486WB AND LID 486C	1
10	NO. 12	TONE WIRE	ELECTRICAL THHN STRANDED COPPER WIRE, COIL 12" IN METER BOX.	AS REQ'D

NOTES:

⚠1 OR APPROVED EQUAL. SEE GENERAL SPECIFICATIONS.
⚠2 TYPE AS APPROVED BY MANUFACTURER FOR WATER MAIN TYPE & SIZE.
⚠3 PLACE 12" OF 3/4"-0" OF CRUSHED ROCK IN THE BOTTOM OF THE METER BOX HOLE.
⚠4 TOP OF METER SHALL BE 4" TO 6" BELOW BOTTOM OF LID.

CITY OF ROSEBURG	WATER DEPARTMENT	DATE: 2/9/1992 REV: 4/6/2001	STANDARD DWG. NO. 110

NOTES:

1. WRAP ALL BURIED METALLIC PIPING WITH WAX TAPE AND POLYBAG PER SPECIFICATIONS.

1" WATER SERVICE

SCALE: NTS

3 / C-2/3

NO.	DATE	BY	REVISION

NOTICE
0 ½ 1
IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT TO SCALE

BRF03 DESIGNED
AVD DRAWN
JRL CHECKED

REGISTERED PROFESSIONAL ENGINEER 80998 Justin R Luce OREGON MAY 23, 2013 JUSTIN RUSSELL LUCE RENEWS 12-31-24

consor

THE CITY OF ROSEBURG

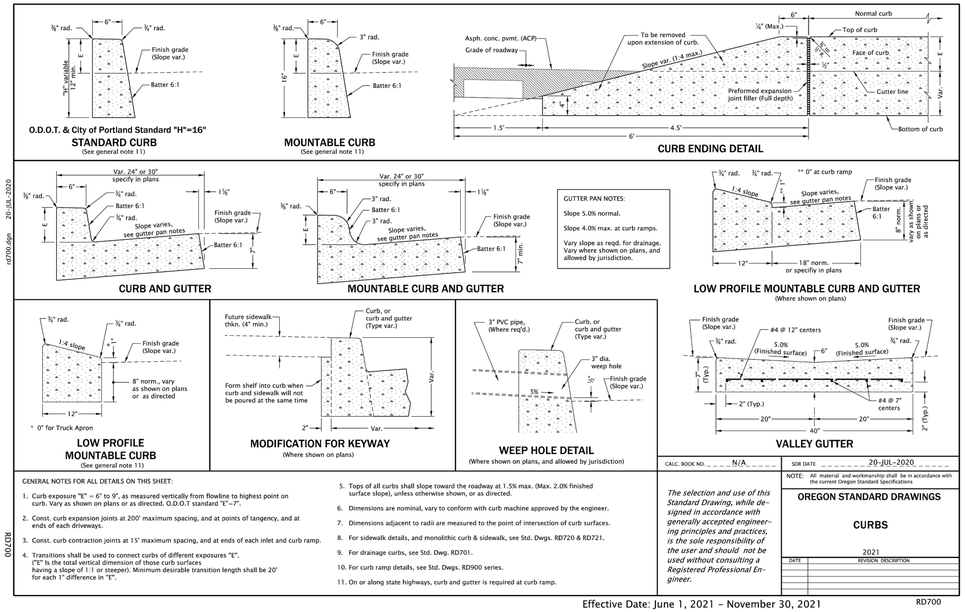
PROJECT #22WA11
24-INCH TRANSMISSION MAIN ISABELL AVENUE TO NEWTON CREEK ROAD

MISCELLANEOUS DETAILS - 5

PROJECT NO.: N223415OR | SCALE: AS SHOWN | DATE: MARCH 2023

SHEET C-17

G:\PDX_Projects\22\3415 - 24-Inch, Isabell Ave To Newton Creek Rd\CAD\Sheets\22-3415-OR-C-DETS.dwg C-17 3/28/2023 4:56 PM MATT.ESTEP 24.1s (LMS Tech)



GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:

1. Curb exposure "E" = 6" to 9", as measured vertically from flowline to highest point on curb. Vary as shown on plans or as directed. O.D.O.T standard "E"=7".
2. Const. curb expansion joints at 200' maximum spacing, and at points of tangency, and at ends of each driveways.
3. Const. curb contraction joints at 15' maximum spacing, and at ends of each inlet and curb ramp.
4. Transitions shall be used to connect curbs of different exposures "E". ("E" is the total vertical dimension of those curb surfaces having a slope of 1:1 or steeper). Minimum desirable transition length shall be 20' for each 1" difference in "E".
5. Tops of all curbs shall slope toward the roadway at 1.5% max. (Max. 2.0% finished surface slope), unless otherwise shown, or as directed.
6. Dimensions are nominal, vary to conform with curb machine approved by the engineer.
7. Dimensions adjacent to radii are measured to the point of intersection of curb surfaces.
8. For sidewalk details, and monolithic curb & sidewalk, see Std. Dwgs. RD720 & RD721.
9. For drainage curbs, see Std. Dwg. RD701.
10. For curb ramp details, see Std. Dwgs. RD900 series.
11. On or along state highways, curb and gutter is required at curb ramp.

CALC. BOOK NO. N/A
SDR DATE 20-JUL-2020
NOTE: All material and workmanship shall be in accordance with the current Oregon Standard Specifications

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

OREGON STANDARD DRAWINGS

CURBS

2021

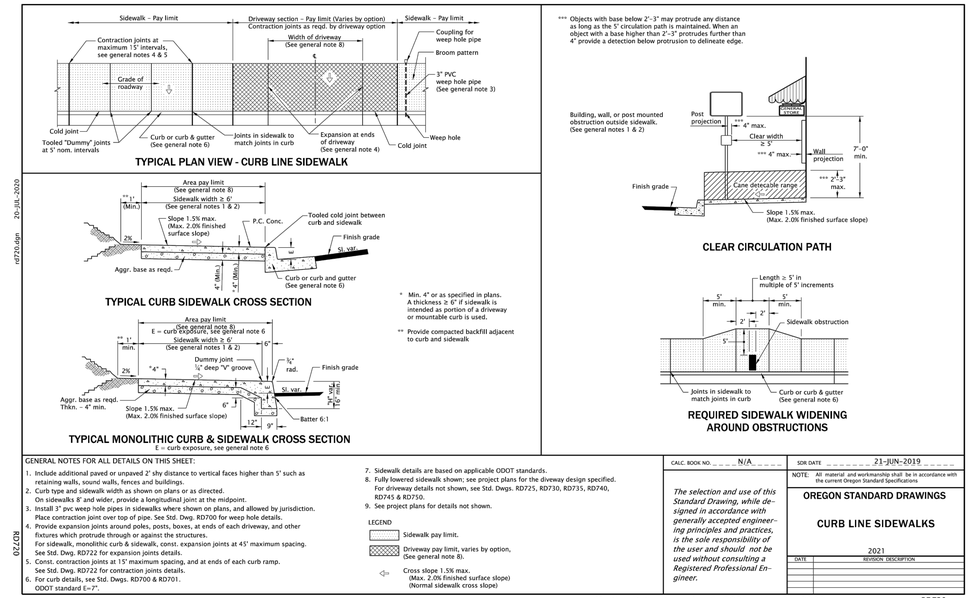
DATE	REVISION DESCRIPTION

Effective Date: June 1, 2021 - November 30, 2021

TYPICAL CURB AND GUTTER

SCALE: NTS

1 -



* Min. 4" or as specified in plans. A thickness ≥ 6" if sidewalk is intended as portion of a driveway or mountable curb is used.

** Provide compacted backfill adjacent to curb and sidewalk

GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:

1. Include additional paved or unpaved 2' shy distance to vertical faces higher than 5' such as retaining walls, sound walls, fences and buildings.
2. Curb type and sidewalk width as shown on plans or as directed. On sidewalks 8' and wider, provide a longitudinal joint at the midpoint.
3. Install 3" pvc weep hole pipes in sidewalks where shown on plans, and allowed by jurisdiction. Place contraction joint over top of pipe. See Std. Dwg. RD700 for weep hole details.
4. Provide expansion joints around poles, posts, boxes, at ends of each driveway, and other fixtures which protrude through or against the structures. For sidewalk, monolithic curb & sidewalk, const. expansion joints at 45' maximum spacing. See Std. Dwg. RD722 for expansion joints details.
5. Const. contraction joints at 15' maximum spacing, and at ends of each curb ramp. See Std. Dwg. RD722 for contraction joints details.
6. For curb details, see Std. Dwgs. RD700 & RD701. ODOT standard E=7".
7. Sidewalk details are based on applicable ODOT standards.
8. Fully lowered sidewalk shown; see project plans for the diveway design specified. For driveway details not shown, see Std. Dwgs. RD725, RD730, RD735, RD740, RD745 & RD750.
9. See project plans for details not shown.

LEGEND
- Sidewalk pay limit.
- Driveway pay limit, varies by option, (See general note 8).
- Cross slope 1.5% max. (Max. 2.0% finished surface slope) (Normal sidewalk cross slope)

CALC. BOOK NO. N/A
SDR DATE 21-JUN-2019
NOTE: All material and workmanship shall be in accordance with the current Oregon Standard Specifications

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

OREGON STANDARD DRAWINGS

CURB LINE SIDEWALKS

2021

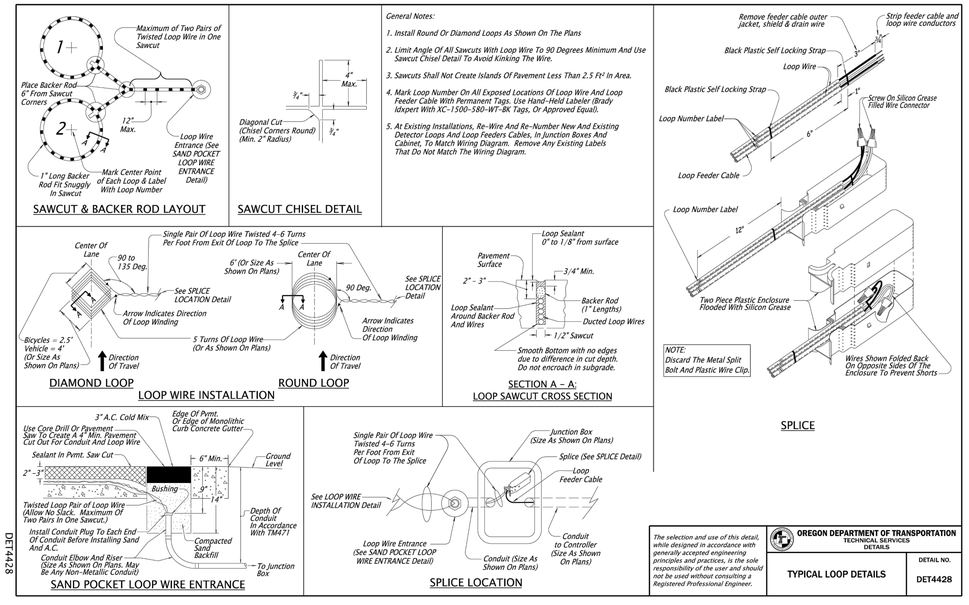
DATE	REVISION DESCRIPTION

Effective Date: December 1, 2021 - May 31, 2022

TYPICAL SIDEWALK

SCALE: NTS

2 -



OREGON DEPARTMENT OF TRANSPORTATION
TECHNICAL SERVICES
DETAILS

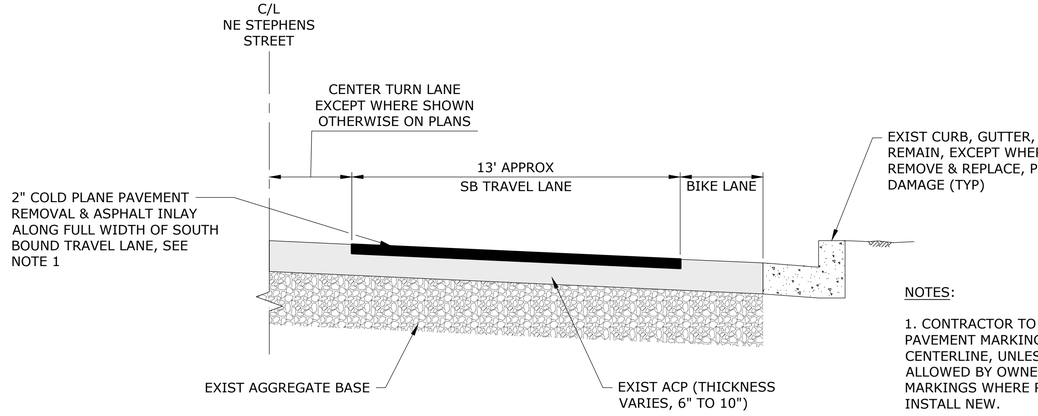
The selection and use of this detail, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user and should not be used without consulting a Registered Professional Engineer.

TYPICAL LOOP DETAILS — DETAIL NO. DET4428

TYPICAL ROADWAY TRAFFIC LOOP AND BIKE LANE TRAFFIC LOOP

SCALE: NTS

3 -



NOTES:

1. CONTRACTOR TO REPLACE ALL PAVEMENT MARKINGS LOCATED WEST OF CENTERLINE, UNLESS OTHERWISE ALLOWED BY OWNER. REMOVE EXISTING MARKINGS WHERE REQUIRED TO INSTALL NEW.

TYPICAL COLD PLANE PAVEMENT REMOVAL AND ASPHALT INLAY - SURFACE RESTORATION

SCALE:NTS

4 -

NO.	DATE	BY	REVISION

NOTICE
0 ½ 1
IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT TO SCALE

BRF03 DESIGNED
AVD DRAWN
JRL CHECKED

REGISTERED PROFESSIONAL ENGINEER 80998 Justin R Luce OREGON MAY 23, 2019 JUSTIN RUSSELL LUCE
RENEWS 12-31-24

consor

THE CITY OF ROSEBURG "THE UMPQUA CAPITAL OF THE WORLD"

PROJECT #22WA11
24-INCH TRANSMISSION MAIN ISABELL AVENUE TO NEWTON CREEK ROAD

SURFACE RESTORATION DETAILS

PROJECT NO.: N223415OR | SCALE: AS SHOWN | DATE: MARCH 2023

SHEET C-18

27 of 36

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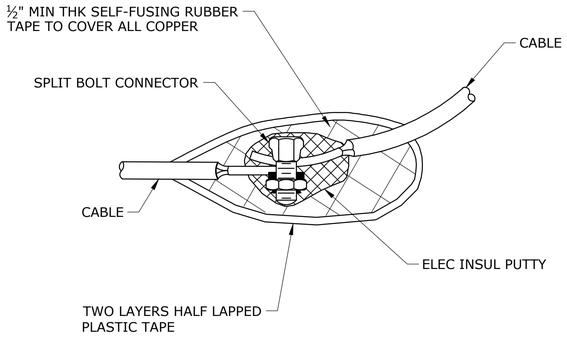


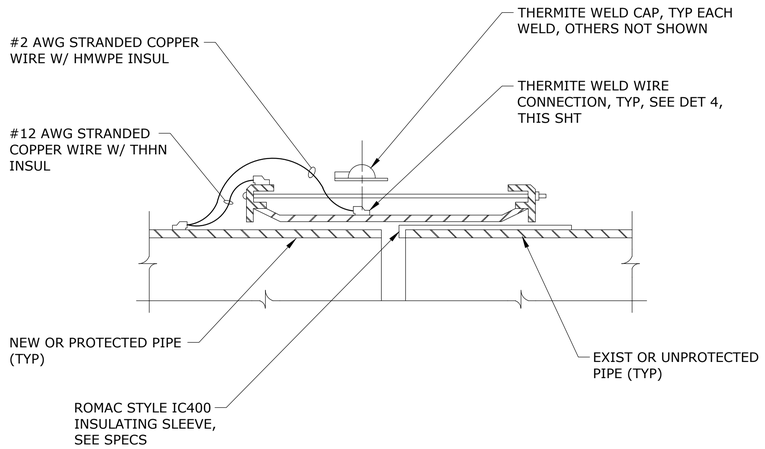
NOTES:

1. CABLE SPLICES ONLY ALLOWED WHERE APPROVED BY CITY INSPECTOR AND ENGINEER

CABLE SPLICE

SCALE: NTS

1
-



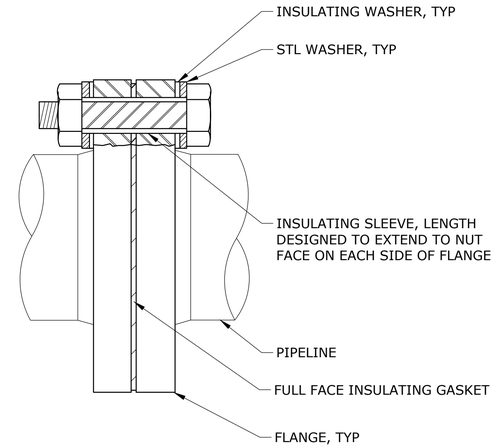
NOTES:

1. COUPLINGS SHALL BE COMPLETELY ENCASED WITH WAX TAPE PER SPECIFICATIONS.

INSULATED FLEXIBLE COUPLING

SCALE: NTS

2
-



NOTES:

1. ABOVE GRADE INSULATING FLANGE INSTALLATION SHOWN.

2. FOR BURIED OR SUBMERGED INSULATING FLANGE INSTALLATION INSTALL INSULATING WASHER ON ONE SIDE OF INSULATING FLANGE (NEW SIDE PREFERRED).

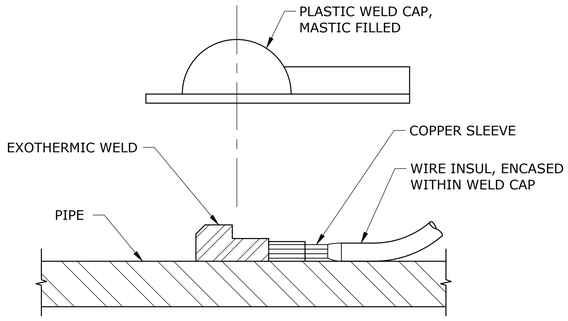
3. FOR BURIED OR SUBMERGED INSULATING FLANGES, COMPLETELY ENCASE WITH WAX TAPE PER SPECIFICATIONS.

4. TEST INSTALLATION FLANGE CONNECTION PER SPECIFICATIONS PRIOR TO BACKFILLING TRENCH.

INSULATED FLANGE

SCALE: NTS

3
-



NOTES:

1. GRIND PIPE TO BRIGHT METAL BEFORE EXOTHERMIC WELDING.

2. APPLY WELD CAP DIRECTLY TO PIPE - NOT TO PIPE WRAP. USE PRIMER IF REQUIRED BY THE MANUFACTURER. COMPLETELY ENCIRCLE WIRE WITHIN MASTIC.

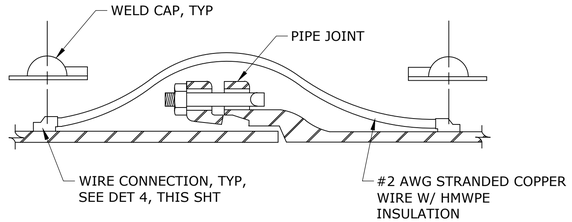
3. ON CONNECTIONS TO UNCOATED PIPE AND CASINGS, USE MASTIC FILLED PLASTIC WELD CAP ONLY; SECURE WITH PIPE TAPE.

4. EACH WELDED CONNECTION MUST FIRST PASS VISUAL INSPECTION, ENSURING THE COPPER SLEEVE IS NOT VISIBLE OR EXPOSED WITHIN THE WELD, AND THEN SHALL PASS THE A STRIKE TEST WITH A 2 LB HAMMER AS DESCRIBED IN THE SPECIFICATIONS.

WIRE CONNECTION

SCALE: NTS

4
-



NOTES:

1. NUMBER OF JOINT BONDS AT EACH JOINT AS SPECIFIED

2. JUMPER BONDS FOR ELECTRICALLY CONNECTING NEW DI PIPING ACROSS BELL AND SPIGOT JOINTS SIMILAR TO THAT SHOWN.

3. FITTINGS SHALL BE COMPLETELY ENCASED WITH WAX TAPE PER SPECIFICATIONS.

MECHANICAL JOINT BOND

SCALE: NTS

5
-

NO.	DATE	BY	REVISION

NOTICE

0 ½ 1

IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT TO SCALE

JRL DESIGNED

AVD DRAWN

JRL CHECKED

REGISTERED PROFESSIONAL ENGINEER 80998 Justin R Luce OREGON MAY 29, 2019 JUSTIN RUSSELL LUCE

RENEWS 12-31-24

consor

THE CITY OF ROSEBURG "THE HEART OF THE UMPQUA"

PROJECT #22WA11
24-INCH TRANSMISSION MAIN ISABELL AVENUE TO NEWTON CREEK ROAD

DUCTILE IRON PIPE CORROSION MONITORING DETAILS - 1

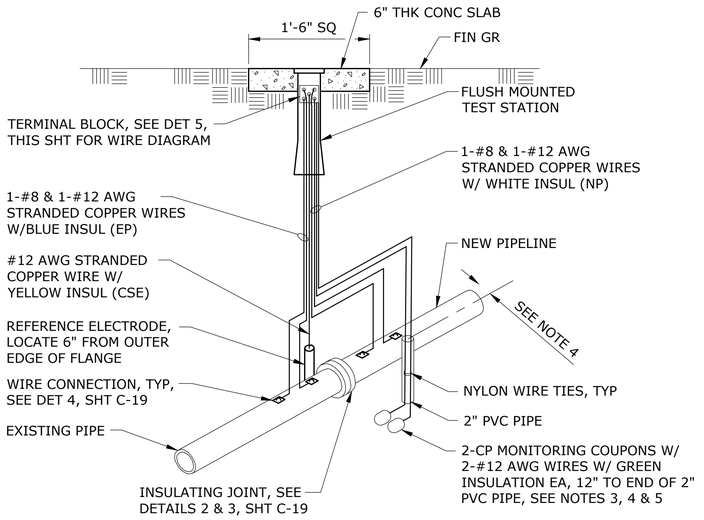
PROJECT NO.: N223415OR | SCALE: AS SHOWN | DATE: MARCH 2023

SHEET

C-19

28 of 36

G:\PDX_Projects\22\3415 - 24-Inch, Isabell Ave To Newton Creek Rd\CAD\Sheets\22-3415-OR-CP-DETS.dwg C-19 3/28/2023 4:30 PM MATT.ESTEP 24.1s (LMS Tech)



NOTES:

1. PROVIDE SUFFICIENT SLACK IN TEST WIRES TO ALLOW TERMINAL BLOCK TO EXTEND 18" OUT OF TEST STATION. COIL WIRES IN TEST STATION.

2. LOCATE TEST STATIONS OFF ROADWAY APPROXIMATELY WHERE SHOWN ON PLANS. CONFIRM FINAL LOCATIONS IN FIELD WITH OWNER'S REPRESENTATIVE.

3. PUT RED TAPE ON LEADS TO ONE OF THE CP MONITORING COUPONS.

4. BED COUPONS IN SAME BACKFILL AS PIPE AND LOCATE 6" FROM OUTER EDGE OF PIPE. COMPACT BACKFILL TO ONE FOOT MINIMUM ABOVE COUPON.

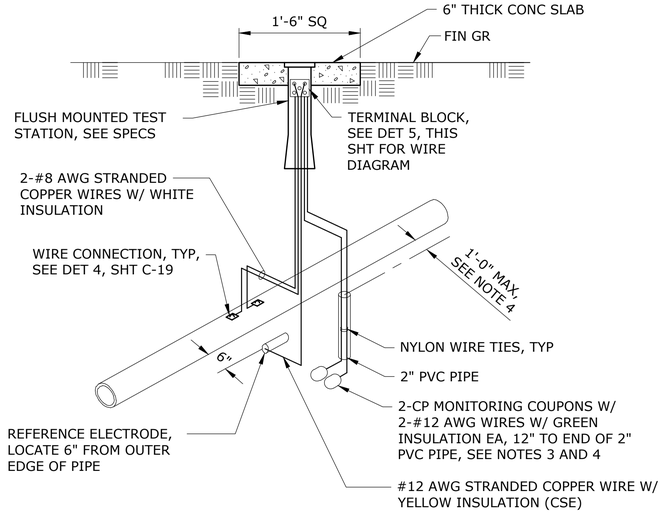
5. COUPONS TO BE INSTALLED ON SAME SIDE OF PIPE AS AND 6" AWAY FROM REFERENCE ELECTRODE, CONTRARY TO HOW CURRENTLY SHOWN.

6. FOR TEST STATIONS LOCATED MORE THAN 5' HORIZONTALLY FROM PIPELINE, ROUTE TEST STATION WIRES IN 2" SCHEDULE 80 PVC CONDUIT (NOT SHOWN IN DETAIL FOR CLARITY).

FLUSH MOUNTED TEST STATION FOR INSULATED JOINTS (TSIJ)

1

SCALE: NTS



NOTES:

1. PROVIDE SUFFICIENT SLACK IN TEST WIRES TO ALLOW TERMINAL BLOCK TO EXTEND 18" OUT OF TEST STATION. COIL WIRES IN TEST STATION.

2. LOCATE TEST STATIONS OFF ROADWAY APPROXIMATELY WHERE SHOWN ON PLANS. CONFIRM FINAL LOCATIONS IN FIELD WITH OWNER'S REPRESENTATIVE.

3. PUT RED TAPE ON LEADS TO ONE OF THE CP MONITORING COUPONS.

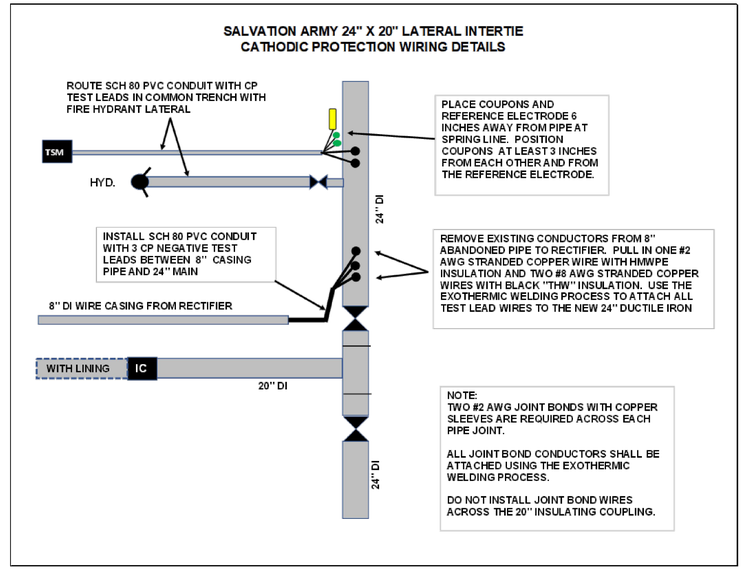
4. BED COUPONS IN SAME BACKFILL AS PIPE AND LOCATE 6" FROM OUTER EDGE OF PIPE. COMPACT BACKFILL TO ONE FOOT MINIMUM ABOVE COUPON.

5. FOR TEST STATIONS LOCATED MORE THAN 5' HORIZONTALLY FROM PIPELINE, ROUTE TEST STATION WIRES IN 2" SCHEDULE 80 PVC CONDUIT (NOT SHOWN IN DETAIL FOR CLARITY).

FLUSH MOUNTED TEST STATION FOR MONITORING TS/M

2

SCALE: NTS



NOTES:

1. DETAIL ALSO INCLUDED AT END OF SPECIFICATION SECTION 26 42 01.

ICCP LEAD WIRE CONNECTIONS AND TERMINATIONS

3

C-10

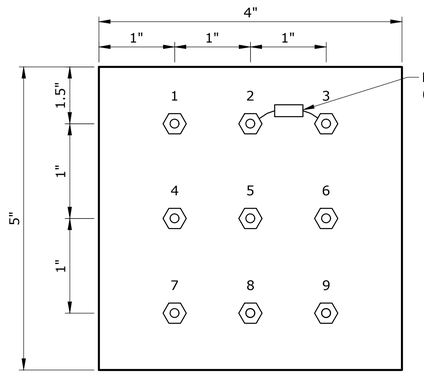
SCALE: NTS

ITEM	CABLE AND NAME PLATE COLOR	CABLE	TERMINAL IDENTIFICATION ABBREVIATION
NEW PIPE	WHITE	#8 HMWPE AND #12 THWN	NP
EXISTING PIPE	BLUE	#8 HMWPE AND #12 THWN	EP
CSE REFERENCE CELL	YELLOW	#12 THWN	CSE
COUPON (NATIVE)	GREEN	#12 THHN	C-N
COUPON (CP)	GREEN (RED TAPE)	#12 THHN	C-CP
LINE CROSSING	BLUE (WHITE TAPE)	#8 HMWPE AND #12 THWN	C-CP

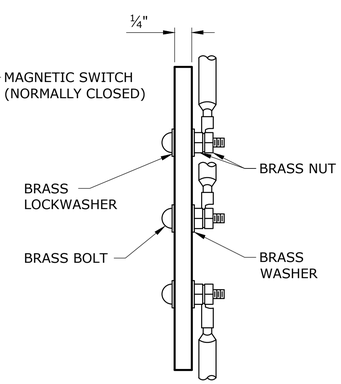
CORROSION CONTROL CABLE IDENTIFICATION TABLE

4

SCALE: NTS



TERMINAL BOARD FRONT VIEW



TYPICAL TERMINAL BOARD SECTION

TERMINAL BOARD WIRE DIAGRAM

5

SCALE: NTS

TEST STATION LOCATION AND TYPE

NUMBER	PIPE STATION	TS TYPE
1	1+00	TSIJ
2	9+84	TS/M
3	17+36	TS/M
4	26+60= A1+00	TSIJ
5	31+35= B1+00	TSIJ
6	36+80	TS/M
7	40+93= C1+00	TSIJ
8	42+78	TSIJ
9	D1+27	TSIJ
10	D2+65	TSIJ
11	D2+86	TSIJ

TERMINAL IDENTIFICATION FOR TEST STATION

TERMINAL NUMBER	TS TYPE IJ	TS TYPE TS/M	CABLE
1	NP	NONE	#12
2	NP	NP	#8
3	C-CP	C-CP	C-CP
4	EP	NONE	#12
5	EP	NP	#8
6	C-CP	C-CP	#12
7	C-N	C-N	#12
8	C-N	C-N	#12
9	CSE	CSE	CSE

TEST STATION (TS) TYPES
IJ = INSULATED JOINT
M = MONITORING
CSE = CSE REFERENCE CELL

TERMINAL IDENTIFICATION FOR TEST STATION

6

SCALE: NTS

NO.	DATE	BY	REVISION

NOTICE
0 ½ 1
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JRL DESIGNED
AVD DRAWN
JRL CHECKED

REGISTERED PROFESSIONAL ENGINEER 80998 OREGON MAY 23, 2013 JUSTIN RUSSELL LUCE
Justin R Luce
RENEWS 12-31-24

consor

PROJECT #22WA11
24-INCH
TRANSMISSION MAIN
ISABELL AVENUE TO
NEWTON CREEK ROAD

DUCTILE IRON PIPE CORROSION MONITORING DETAILS - 2

PROJECT NO.: N223415OR | SCALE: AS SHOWN | DATE: MARCH 2023

SHEET
C-20
29 of 36

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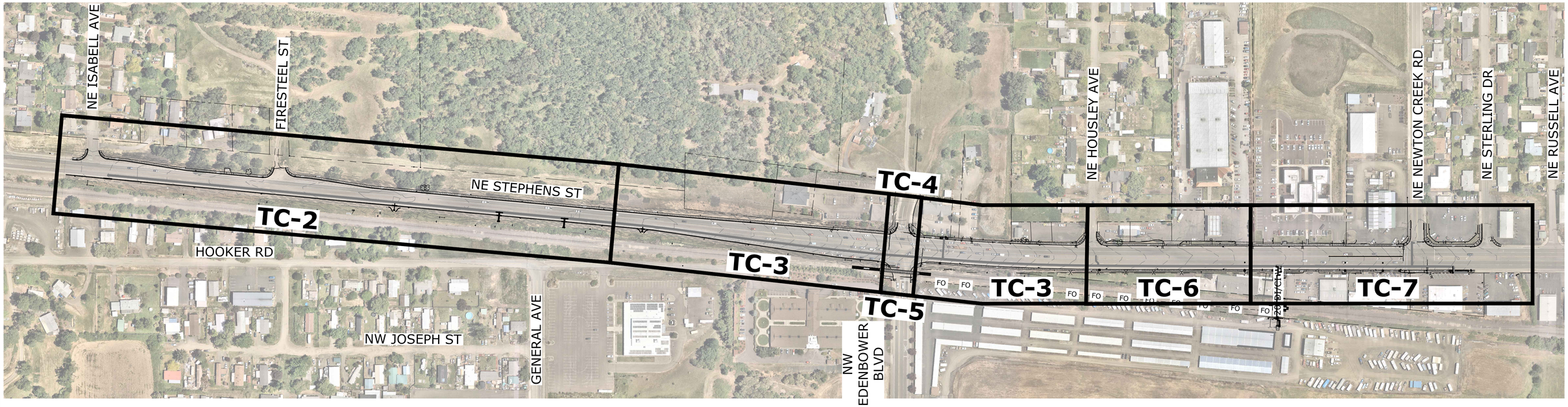


NOTES:

1. ANY WORK REQUIRING LANE CLOSURES WITHIN NE STEPHENS ST SHALL BE PEFORMED DURING NIGHTTIME HOURS. SEE GENERAL NOTE 27, SHEET G-2 FOR DAYTIME AND NIGHTTIME WORK HOURS.

2. PLACE TWO PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) AS FOLLOWS FOR DURATION OF PROJECT:

   A. ON WEST SIDE OF NE STEPHENS ST, IN GRASSY RIGHT-OF-WAY, BEHIND CURB AND JUST SOUTH OF DRIVEWAY ENTRANCE TO CROSS RR INTO WILLAMETTE GRAYSTONE, FACING SB TRAFFIC. LOCATE SIGN SO AS NOT TO OBSTRUCT VIEW OF TRAFFIC EXITING DRIVEWAY ONTO NE STEPHENS ST.

   B. ON EAST SIDE OF NE STEPHENS ST, BEHIND BACK OF SIDEWALK IN RIGHT-OF-WAY, APPROXIMATELY 100' SOUTH OF NE RUSSELL AVE, FACING NB TRAFFIC.

3. PROVIDE DRIVEWAY ACCESS AT ALL TIMES, EXCEPT WHERE DRIVEWAY CLOSURES ARE ALLOWED BY CITY OF ROSEBURG.

4. PROVIDE A 5' GAP BETWEEN TUBULAR MARKERS AT ALL PEDESTRIAN CROSSING LOCATIONS.

5. SEE TM800, TM821, TM822, TM841, TM842, TM843, TM844, TM850, TM851, TM852, AND TM853 FOR DETAILS NOT SHOWN ON PLANS.

6. PLACE CHANNELIZING DEVICES AROUND INTERSECTION RADII AND CONSTRUCTION ACCESSES AT 10' SPACING.

7. PERFORM GRIND AND INLAY UNDER SINGLE LANE CLOSURES WITH FLAGGERS AT NIGHT.

8. AREAS SHOWN AS "UNDER CONSTRUCTION" ON SHEETS TC-2 THRU TC-7 ARE APPROXIMATE. SEE SHEETS C-2 THRU C-9 FOR SPECIFIC LOCATIONS AND REQUIREMENTS FOR CONSTRUCTION WORK.

9. PROTECT EXISTING CONCRETE CURB AND GUTTER ALONG PROJECT CORRIDOR, EXCEPT WHERE SHOWN TO BE REMOVED AND REPLACED ON SHEETS C-2 THRU C-9. SEE GENERAL NOTE 23, SHEET G-2.

OVERALL TRAFFIC CONTROL PLAN

SCALE: 1"=150'

NO.	DATE	BY	REVISION

NOTICE

0 ½ 1

IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT TO SCALE

BDF DESIGNED

NEM DRAWN

CSL CHECKED

REGISTERED PROFESSIONAL ENGINEER 74338 DIGITALLY SIGNED Digitally signed by Christopher Link Date: 2023.03.29 OREGON CHRISTOPHER S. LINK DECEMBER 31, 2024

RENEWS 12-31-24

consor

THE CITY OF ROSEBURG UMPQUA RIVER CAPITAL OF THE WORLD

PROJECT #22WA11
24-INCH TRANSMISSION MAIN ISABELL AVENUE TO NEWTON CREEK ROAD

OVERALL TRAFFIC CONTROL PLAN

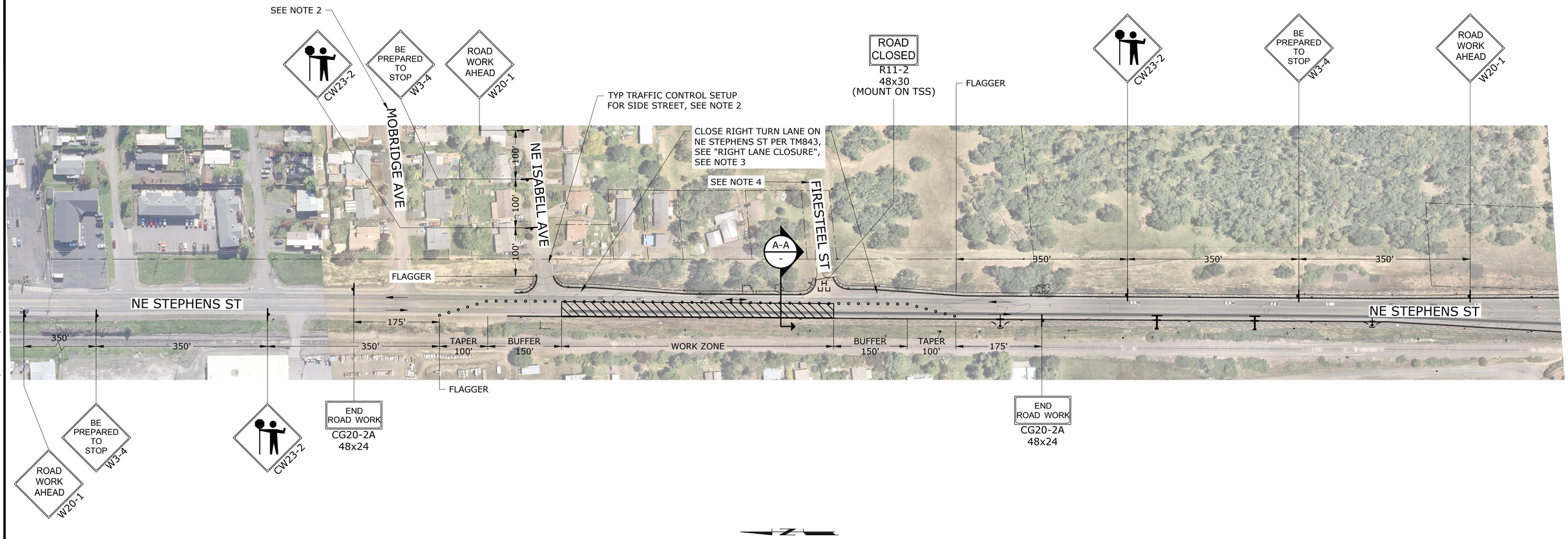
PROJECT NO.: N223415OR | SCALE: AS SHOWN | DATE: MARCH 2023

SHEET

TC-1

30 of 36

G:\PDX_Projects\22\3415 - 24-Inch, Isabell Ave To Newton Creek Rd\CAD\Sheets\22-3415-OR-TCP.dwg TC-1 3/29/2023 1:47 PM MATT.ESTEP 24.1s (LMS Tech)



TYPICAL TRAFFIC CONTROL PLAN (STA 01+00 TO STA 16+50)

SCALE: 1"=100'

NOTES:

1. TYPICAL TRAFFIC CONTROL SETUP SHOWN. MOVE WORK ZONE AND TRAFFIC CONTROL SETUP AS REQUIRED TO COMPLETE WORK BETWEEN STATION 1+00 AND STATION 16+50.

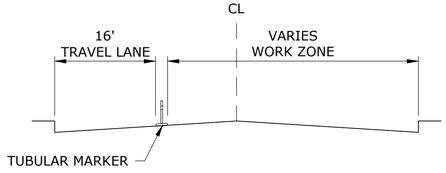
2. PROVIDE FLAGGING ON MOBRIDGE AVE AND NE ISABELL AVE WHEN IMPACTED BY WORK ZONE.

3. CLOSE RIGHT TURN LANE ON NE STEPHENS ST AT NE ISABELL AVE AND FIRESTEEL ST WHEN IMPACTED BY WORK ZONE PER TM843, SEE "RIGHT LANE CLOSURE".

4. CLOSE FIRESTEEL ST WHEN IMPACTED BY WORK ZONE.

LEGEND

- 28" TUBULAR MARKERS ON 20' MAX SPACING
- UNDER CONSTRUCTION
- TEMPORARY SIGN
- TRAVEL LANE DIRECTION
- TSS
- BARRICADE TYPE III



SECTION A-A

SCALE: NTS

NO.	DATE	BY	REVISION

NOTICE

0 ½ 1

IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT TO SCALE

BDF DESIGNED

NEM DRAWN

CSL CHECKED

REGISTERED PROFESSIONAL ENGINEER 74338 — DIGITALLY SIGNED — OREGON — DECEMBER 31, 2024 — CHRISTOPHER S. LINK — RENEWS 12-31-24

Digitally signed by Christopher Link Date: 2023.03.29

consor

PROJECT #22WA11
24-INCH
TRANSMISSION MAIN
ISABELL AVENUE TO
NEWTON CREEK ROAD

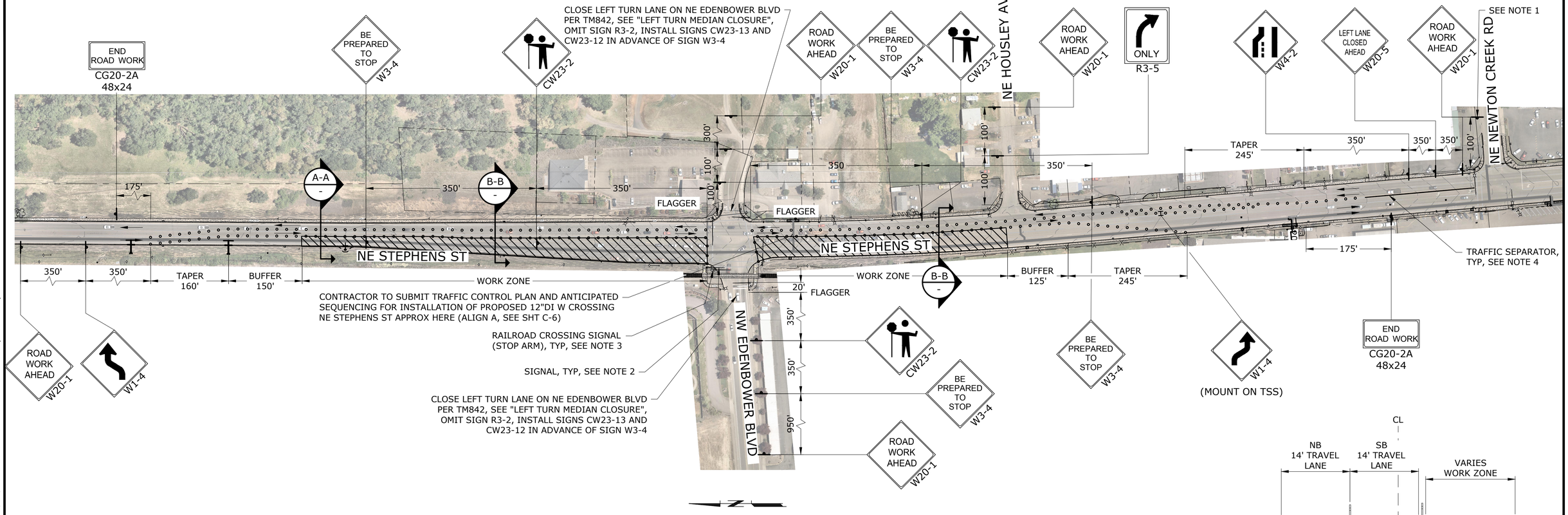
TRAFFIC CONTROL PLAN
STA 1+00 TO STA 16+50

PROJECT NO.: N223415OR | SCALE: AS SHOWN | DATE: MARCH 2023

SHEET TC-2

31 of 36

G:\PDX_Projects\22\3415 - 24-Inch, Isabell Ave To Newton Creek Rd\CAD\Sheets\22-3415-OR-TCP.dwg TC-2 3/29/2023 1:47 PM MATT.ESTEP 24.1s (LMS Tech)

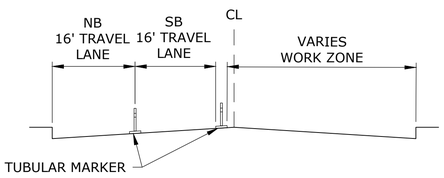


TRAFFIC CONTROL PLAN (STA 16+50 TO STA 24+80 AND STA 25+80 TO STA 31+00)

SCALE: 1"=100'

SECTION A-A

SCALE: NTS



SECTION B-B

SCALE: NTS

NOTES:

1. INSTALL SIGN W20-1 ON NE STERLING DR AND NE RUSSELL AVE AS SHOWN.
2. COORDINATE WITH CITY OF ROSEBURG TO TEMPORARILY SHUT DOWN SIGNAL AND COVER SIGNAL HEADS.
3. WORK ZONE TO MAINTAIN A MINIMUM 25' SEPARATION FROM NEAREST CROSSING SIGNAL (STOP ARM).
4. PROTECT EXISTING TRAFFIC SEPARATOR.

LEGEND

- 28" TUBULAR MARKERS ON 20' MAX SPACING
- UNDER CONSTRUCTION
- TEMPORARY SIGN
- TSS
- TRAVEL LANE DIRECTION

NO.	DATE	BY	REVISION

NOTICE
0 ½ 1
IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT TO SCALE

BDF DESIGNED
AVD DRAWN
CSL CHECKED

REGISTERED PROFESSIONAL ENGINEER 74338 OREGON DECEMBER 31, 2024 CHRISTOPHER S. LINK
DIGITALLY SIGNED Digitally signed by Christopher Link Date: 2023.03.29 08:24:00 -07'00'
RENEWS 12-31-24

consor

THE CITY OF ROSEBURG "GATEWAY TO THE UMPQUA"

PROJECT #22WA11
24-INCH TRANSMISSION MAIN ISABELL AVENUE TO NEWTON CREEK ROAD

TRAFFIC CONTROL PLAN
STA 16+50 TO STA 24+80
AND
STA 25+80 TO STA 31+00

PROJECT NO.: N223415OR | SCALE: AS SHOWN | DATE: MARCH 2023

SHEET
TC-3
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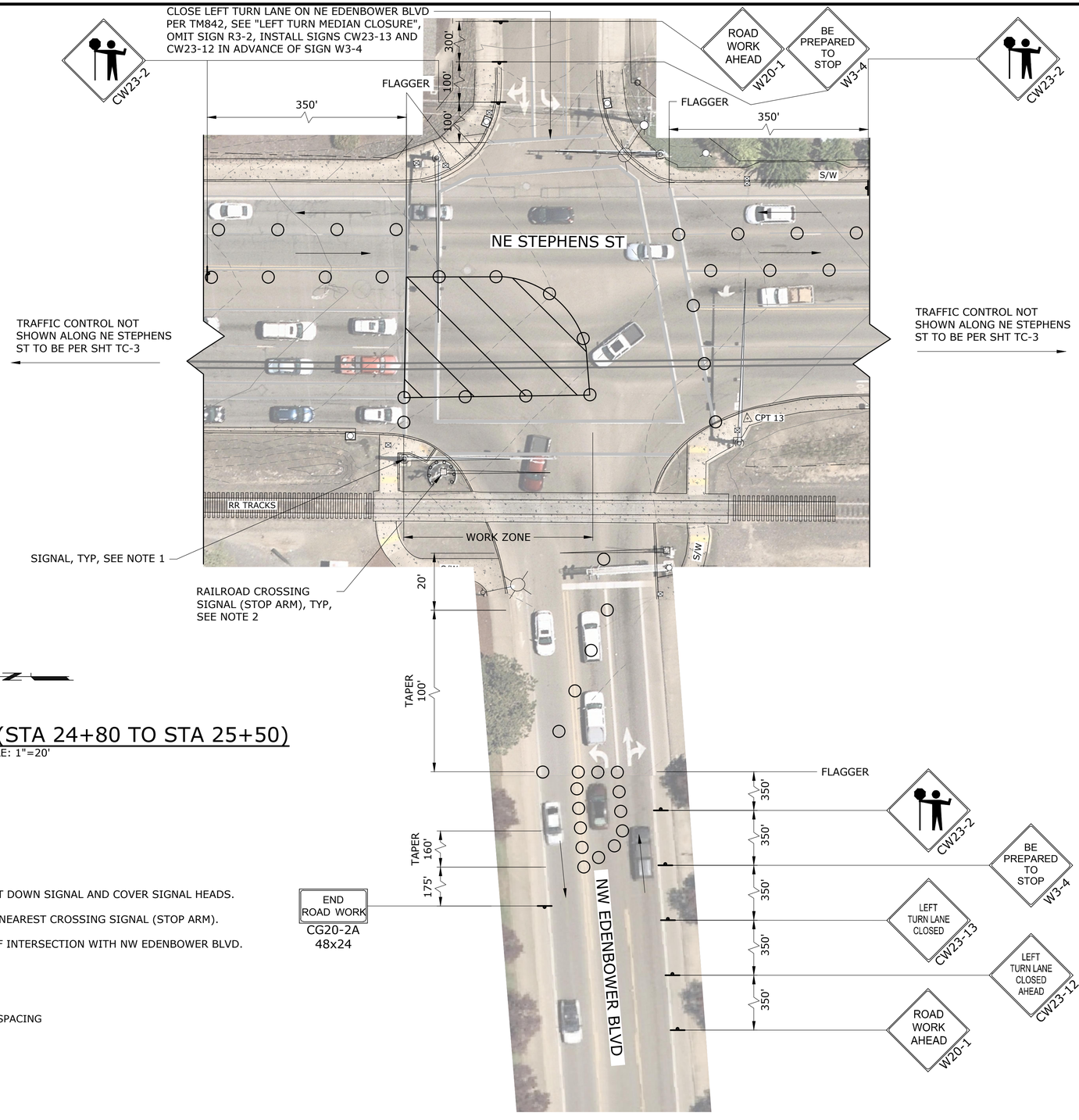
G:\PDX_Projects\22\3415 - 24-Inch, Isabell Ave To Newton Creek Rd\CAD\Sheets\22-3415-OR-TCP.dwg TC-3 3/29/2023 1:47 PM MATT.ESTEP 24.1s (LMS Tech)



TRAFFIC CONTROL PLAN (STA 24+80 TO STA 25+50)

SCALE: 1"=20'

NOTES:

1. COORDINATE WITH CITY OF ROSEBURG TO TEMPORARILY SHUT DOWN SIGNAL AND COVER SIGNAL HEADS.
2. WORK ZONE TO MAINTAIN A MINIMUM 25' SEPARATION FROM NEAREST CROSSING SIGNAL (STOP ARM).
3. INSTALL SIGN W20-1 ON NW AVIATION DR ON EITHER SIDE OF INTERSECTION WITH NW EDENBOWER BLVD.

LEGEND

- 28" TUBULAR MARKERS ON 20' MAX SPACING
- UNDER CONSTRUCTION
- TEMPORARY SIGN
- TRAVEL LANE DIRECTION

NO.	DATE	BY	REVISION

NOTICE
0 ½ 1
IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT TO SCALE

BDF DESIGNED
AVD DRAWN
CSL CHECKED

REGISTERED PROFESSIONAL ENGINEER 74338 — DIGITALLY SIGNED Christopher Link Digitally signed by Date: 2023.03.29 OREGON DECEMBER 31, 2024 CHRISTOPHER S. LINK — RENEWS 12-31-24

consor

THE CITY OF ROSEBURG "GATEWAY TO THE UMPQUA"

PROJECT #22WA11
24-INCH TRANSMISSION MAIN ISABELL AVENUE TO NEWTON CREEK ROAD

TRAFFIC CONTROL PLAN
STA 24+80 TO STA 25+50

PROJECT NO.: N223415OR | SCALE: AS SHOWN | DATE: MARCH 2023

SHEET
TC-4
33 of 36

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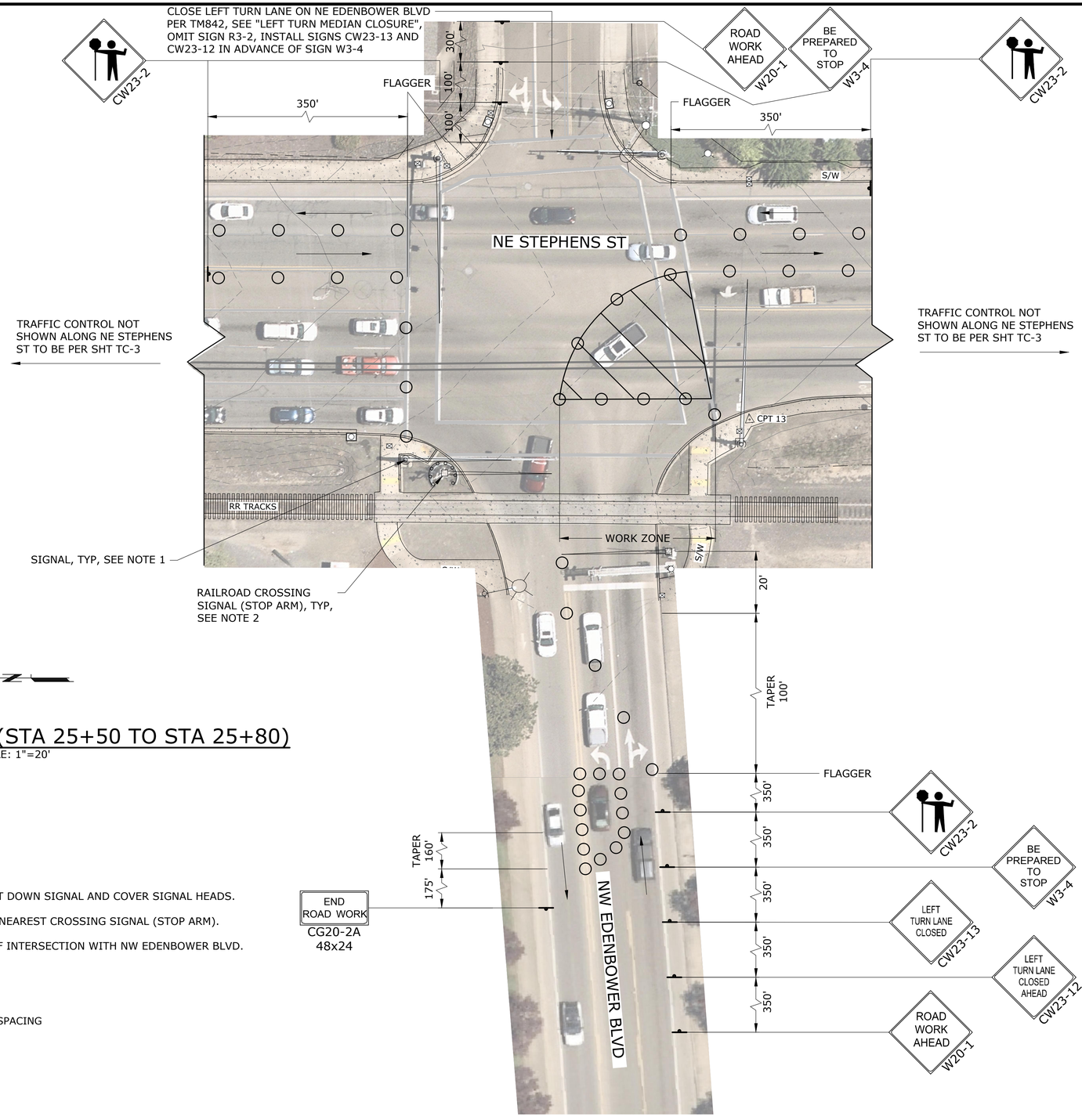

TRAFFIC CONTROL PLAN (STA 25+50 TO STA 25+80)

SCALE: 1"=20'

NOTES:

1. COORDINATE WITH CITY OF ROSEBURG TO TEMPORARILY SHUT DOWN SIGNAL AND COVER SIGNAL HEADS.
2. WORK ZONE TO MAINTAIN A MINIMUM 25' SEPARATION FROM NEAREST CROSSING SIGNAL (STOP ARM).
3. INSTALL SIGN W20-1 ON NW AVIATION DR ON EITHER SIDE OF INTERSECTION WITH NW EDENBOWER BLVD.

LEGEND

- 28" TUBULAR MARKERS ON 20' MAX SPACING
- UNDER CONSTRUCTION
- TEMPORARY SIGN
- TRAVEL LANE DIRECTION

NO.	DATE	BY	REVISION

NOTICE
0 ½ 1
IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT TO SCALE

BDF DESIGNED
AVD DRAWN
CSL CHECKED

REGISTERED PROFESSIONAL ENGINEER 74338 — DIGITALLY SIGNED — Digitally signed by Christopher Link Date: 2023.03.29 — OREGON — DECEMBER 31, 2024 — CHRISTOPHER S. LINK — RENEWS 12-31-24

consor

THE CITY OF ROSEBURG — DOUGLAS COUNTY SEAT OF THE FUTURE

PROJECT #22WA11
24-INCH TRANSMISSION MAIN
ISABELL AVENUE TO NEWTON CREEK ROAD

TRAFFIC CONTROL PLAN
STA 25+50 TO STA 25+80

PROJECT NO.: N223415OR | SCALE: AS SHOWN | DATE: MARCH 2023

SHEET
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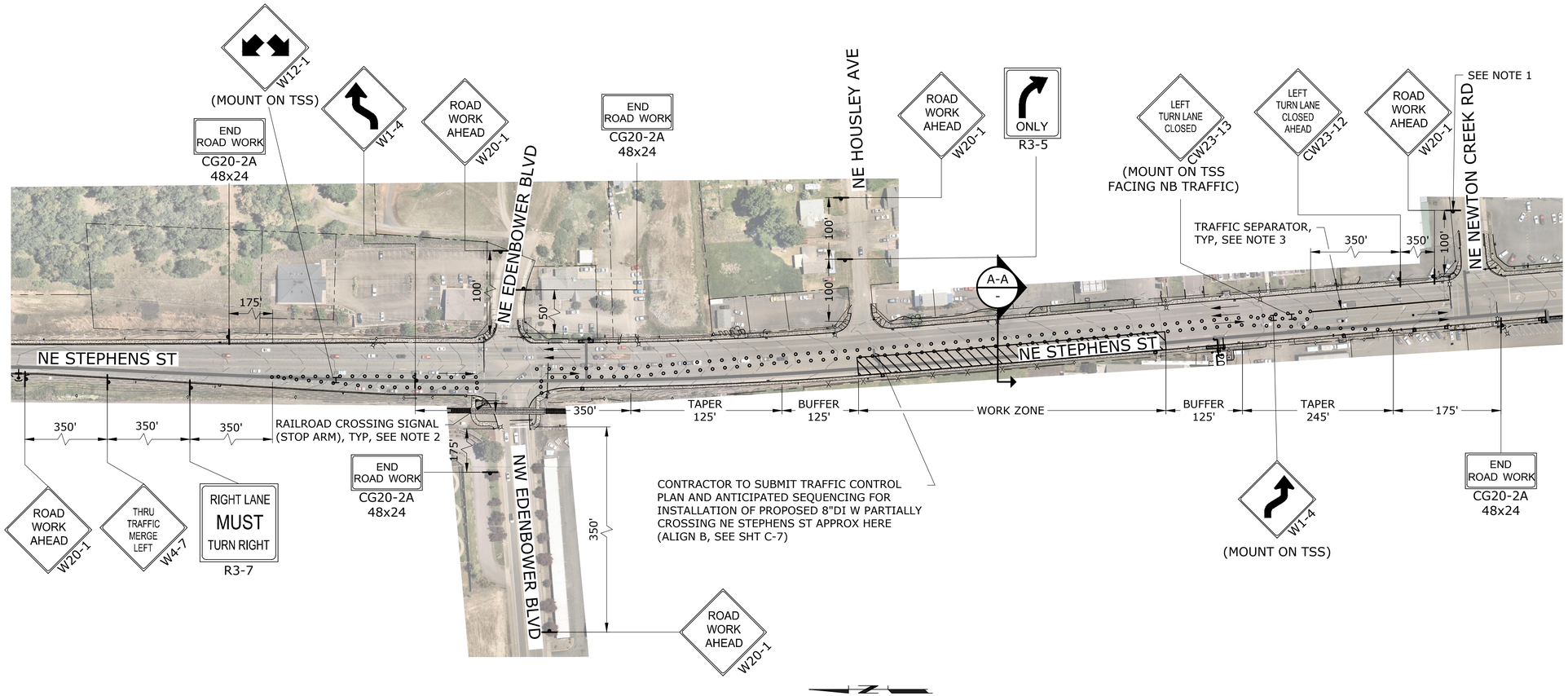
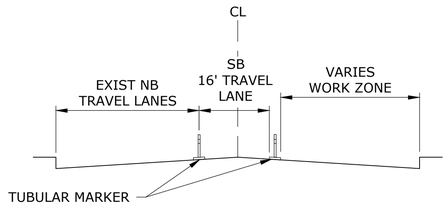


TRAFFIC CONTROL PLAN (STA 31+00 TO STA 36+00)

SCALE: 1"=100'



SECTION A-A

SCALE: NTS

NOTES:

1. INSTALL SIGN W20-1 ON NE STERLING DR AND NE RUSSELL AVE AS SHOWN.
2. WORK ZONE TO MAINTAIN A MINIMUM 25' SEPARATION FROM NEAREST CROSSING SIGNAL (STOP ARM).
3. PROTECT EXISTING TRAFFIC SEPARATOR.
4. SIGNALS TO REMAIN ON FOR TRAFFIC CONTROL SETUP SHOWN.

LEGEND

- 28" TUBULAR MARKERS ON 20' MAX SPACING
- UNDER CONSTRUCTION
- TEMPORARY SIGN
- H — TSS
- TRAVEL LANE DIRECTION

NO.	DATE	BY	REVISION

NOTICE
0 ½ 1
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BDF DESIGNED
AVD DRAWN
CSL CHECKED

REGISTERED PROFESSIONAL ENGINEER 74338 — DIGITALLY SIGNED — CHRISTOPHER S. LINK — OREGON — DECEMBER 31, 2024 — RENEWS 12-31-24
Digitally signed by Christopher Link Date: 2023.03.29

consor

PROJECT #22WA11
24-INCH TRANSMISSION MAIN
ISABELL AVENUE TO NEWTON CREEK ROAD

TRAFFIC CONTROL PLAN
STA 31+00 TO STA 36+00

PROJECT NO.: N223415OR | SCALE: AS SHOWN | DATE: MARCH 2023

SHEET
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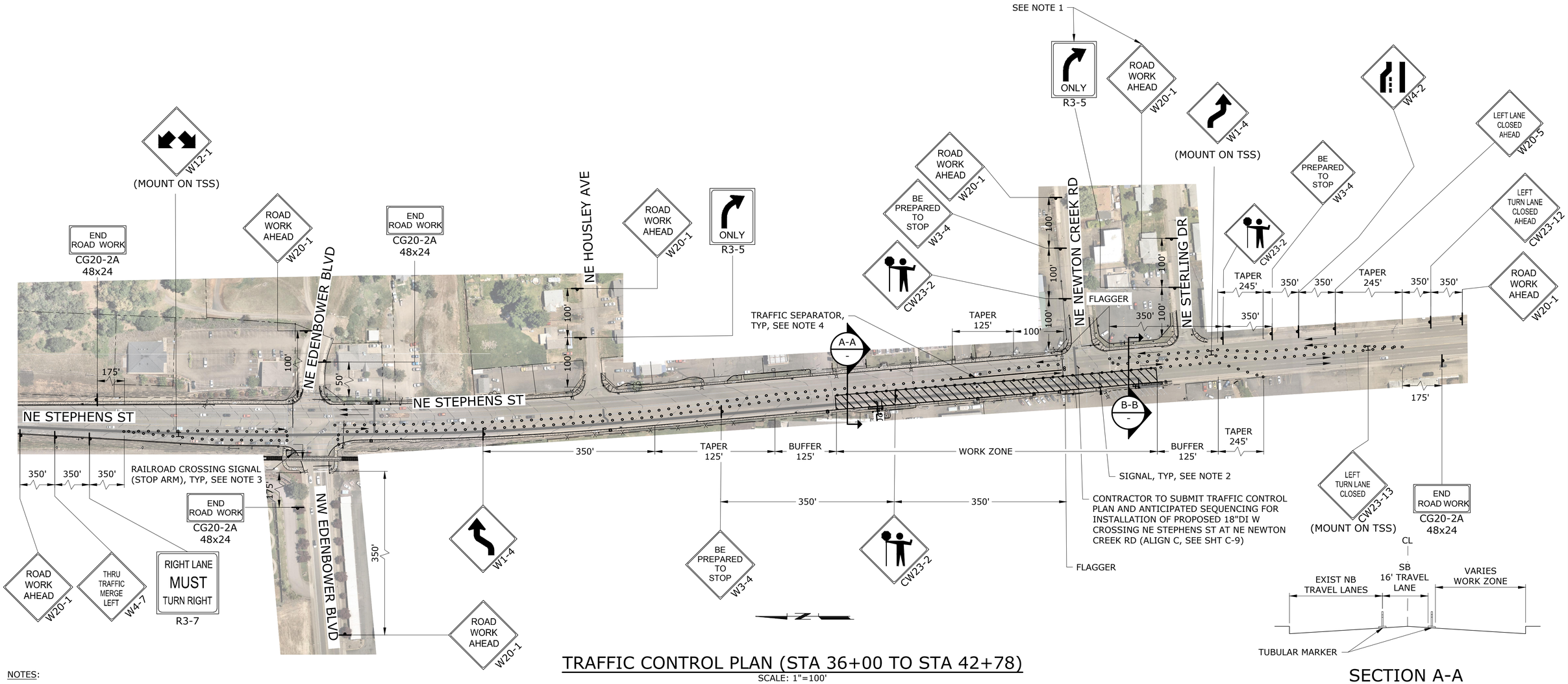

TRAFFIC CONTROL PLAN (STA 36+00 TO STA 42+78)

SCALE: 1"=100'

SECTION A-A

SCALE: NTS

SECTION B-B

SCALE: NTS

NOTES:

1. INSTALL SIGNS W20-1 AND R3-5 ON NE RUSSELL AVE AND NE NORTHPARK LN AS SHOWN.
2. COORDINATE WITH CITY OF ROSEBURG TO TEMPORARILY SHUT DOWN SIGNAL AND COVER SIGNAL HEADS.
3. WORK ZONE TO MAINTAIN A MINIMUM 25' SEPARATION FROM NEAREST CROSSING SIGNAL (STOP ARM).
4. PROTECT EXISTING TRAFFIC SEPARATOR.

LEGEND

- 28" TUBULAR MARKERS ON 20' MAX SPACING
- UNDER CONSTRUCTION
- TEMPORARY SIGN
- TSS
- TRAVEL LANE DIRECTION

NO.	DATE	BY	REVISION

NOTICE

0 ½ 1

IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT TO SCALE

BDF DESIGNED
AVD DRAWN
CSL CHECKED

REGISTERED PROFESSIONAL ENGINEER 74338 — DIGITALLY SIGNED Christopher Link Date: 2023.03.29 OREGON — DECEMBER 31, 2024 — CHRISTOPHER S. LINK — RENEWS 12-31-24

consor

THE CITY OF ROSEBURG — DOUGLAS COUNTY SEAT OF THE FUTURE

PROJECT #22WA11
24-INCH TRANSMISSION MAIN ISABELL AVENUE TO NEWTON CREEK ROAD

TRAFFIC CONTROL PLAN
STA 36+00 TO STA 42+78

PROJECT NO.: N223415OR | SCALE: AS SHOWN | DATE: MARCH 2023

SHEET TC-7

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G:\PDX_Projects\22\3415 - 24-Inch, Isabell Ave To Newton Creek Rd\CAD\Sheets\22-3415-OR-TCP.dwg TC-7 3/29/2023 1:47 PM MATT.ESTEP 24.1s (LMS Tech)