

# HERZOG-MEIER VOLVO LAND DEVELOPMENT PLANS

LOCATED IN NW 1/4 OF SEC 16, T1S, R1W, WILLAMETTE MERIDIAN  
 CITY OF BEAVERTON, WASHINGTON COUNTY, OREGON  
 TAX MAP: 1S116BB TAX LOT: 3300  
 LATITUDE: 45° 29' 24" N LONGITUDE: 122° 49' 13" W  
 CITY OF BEAVERTON LAND USE APPROVAL: DR2020-0079  
 CITY OF BEAVERTON SITE DEVELOPMENT FILE: SD2023-0002



EXPIRES: 06/30/25  
 SIGNATURE DATE: \_\_\_\_\_

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 DESIGN GROUP.



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 11104 S.E. STARK STREET  
 PORTLAND, OR 97216  
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 503.546.9276



359 E. HISTORIC COLUMBIA RIVER HWY  
 TROUTDALE, OREGON 97060  
 (503) 668-3737

**HERZOG MEIER  
 VOLKSWAGEN-VOLVO  
 NEW SERVICE BUILDING**  
 4275 SW 139TH WAY  
 BEAVERTON, OR 97005

OWNER:

M&H (SNEAD) LLC  
 4275 SW 139TH WAY  
 BEAVERTON, OREGON 97006  
 503-284-0988

APPLICANT/OWNER  
 AUTHORIZED REPRESENTATIVE:

ERIN UPHAM  
 AXIS DESIGN GROUP  
 11104 SE STARK STREET  
 PORTLAND, OREGON 97216  
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ARCHITECT:

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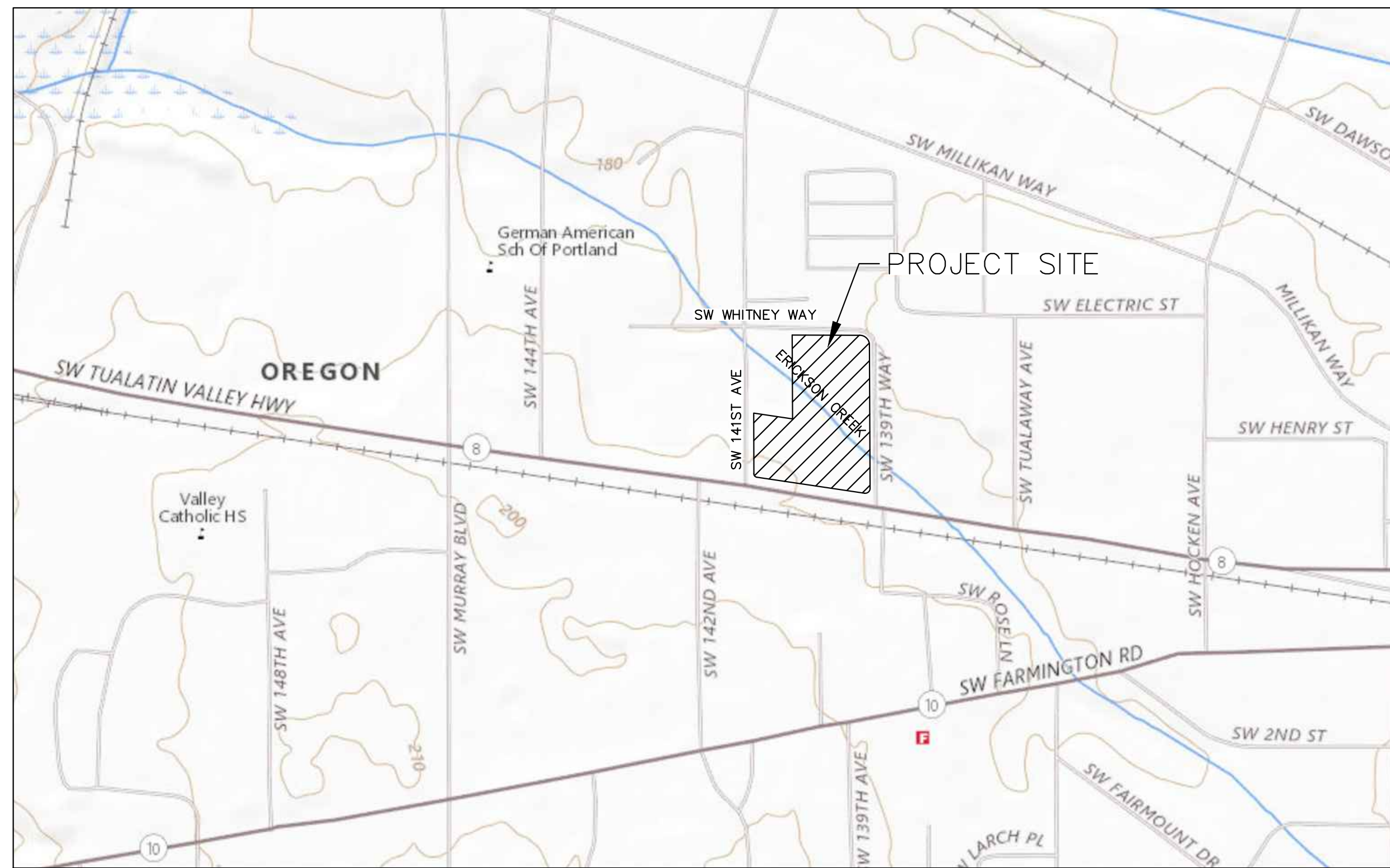
CIVIL ENGINEER:

KELLI GROVER  
 FIRWOOD DESIGN GROUP LLC  
 359 E. HISTORIC COLUMBIA RIVER DRIVE  
 TROUTDALE, OREGON 97060  
 (503) 668-3737

SURVEYOR:

CHRIS SHERBY  
 S&F LAND SERVICES  
 4858 SCHOLLS FERRY ROAD, SUITE A  
 PORTLAND, OREGON 97225  
 503-345-0328

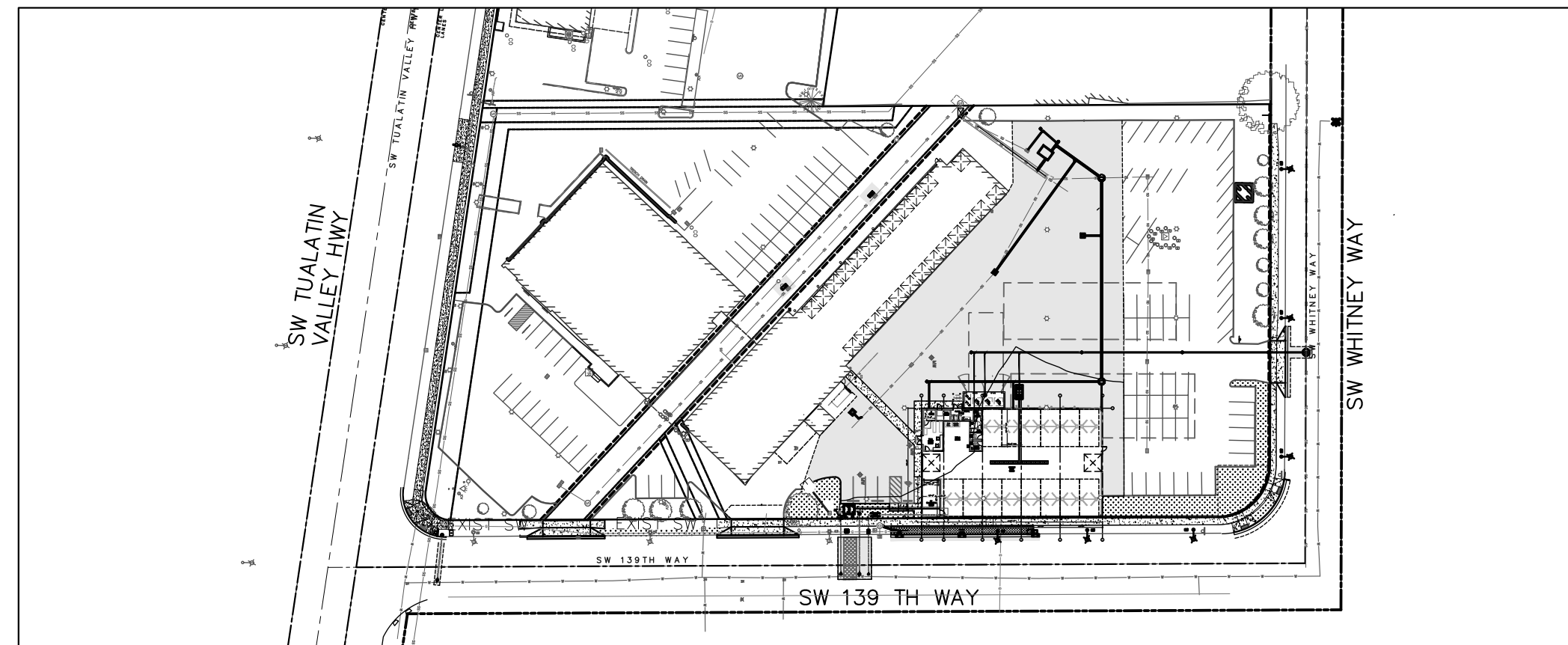
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C100	EXIST CONDITIONS
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C103	CR AND DRIVEWAY SPOT GRADING PLAN
C105	25 YEAR FLOODPLAIN STORAGE
C200	SW WHITNEY WAY
C201	SW 139TH WAY
C202	TV HWY PLAN
C203	CR RAMP PROXIMITY PLAN SW TV HWY
C204	CR SPOT GRADING AT SW TV HWY
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C303	ODOT DETAILS 4
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C305	FIRE HYDRANT AND DCDA DETAILS
C306	STORM DETAILS
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C314	ESC DETAILS



MAP SOURCE: UNITED STATES GEOLOGICAL SURVEY (USGS) 'THE NATIONAL MAP'

VICINITY MAP  
 SCALE: 1" = 400'

LEGEND		PROPOSED	EXISTING
LOT LINE	---	---	---
RIGHT-OF-WAY LINE	---	---	---
MAJOR CONTOUR	---	---	---
MINOR CONTOUR	---	---	---
PAVEMENT SAWCUT LINE	---	---	---
AC PAVEMENT	[Symbol]	[Symbol]	[Symbol]
SIDEWALK	[Symbol]	[Symbol]	[Symbol]
DRIVEWAY APPROACH	[Symbol]	[Symbol]	[Symbol]
TYPE 'C' CURB SIGN	[Symbol]	[Symbol]	[Symbol]
TRANSFORMER	[Symbol]	[Symbol]	[Symbol]
LUMINAIRE	[Symbol]	[Symbol]	[Symbol]
GAS LINE	[Symbol]	[Symbol]	[Symbol]
GAS VALVE	[Symbol]	[Symbol]	[Symbol]
WATER LINE	[Symbol]	[Symbol]	[Symbol]
POTABLE WATER SERVICE	[Symbol]	[Symbol]	[Symbol]
POTABLE WATER METER	[Symbol]	[Symbol]	[Symbol]
WATER VALVE	[Symbol]	[Symbol]	[Symbol]
FIRE HYDRANT	[Symbol]	[Symbol]	[Symbol]
FIRE DEPARTMENT CONNECTION (FDC)	[Symbol]	[Symbol]	[Symbol]
SANITARY LINE	[Symbol]	[Symbol]	[Symbol]
SANITARY MANHOLE	[Symbol]	[Symbol]	[Symbol]
CLEANOUT	[Symbol]	[Symbol]	[Symbol]
OIL-WATER SEPARATOR	[Symbol]	[Symbol]	[Symbol]
STORM LINE	[Symbol]	[Symbol]	[Symbol]
STORMFILTER CATCH BASIN (DOUBLE)	[Symbol]	[Symbol]	[Symbol]
STORMFILTER CATCH BASIN (SINGLE)	[Symbol]	[Symbol]	[Symbol]
CATCH BASIN	[Symbol]	[Symbol]	[Symbol]
MODIFIED CG-30 INLET	[Symbol]	[Symbol]	[Symbol]
NYLOPLAST AREA DRAIN	[Symbol]	[Symbol]	[Symbol]
OVERFLOW GRATE	[Symbol]	[Symbol]	[Symbol]
STORM MANHOLE	[Symbol]	[Symbol]	[Symbol]
VEGETATED STORMWATER FACILITY	[Symbol]	[Symbol]	[Symbol]
TREE	[Symbol]	[Symbol]	[Symbol]
100-YR FLOODPLAIN (NGVD29)	[Symbol]	[Symbol]	[Symbol]
25-YR FLOODPLAIN (NGVD29)	[Symbol]	[Symbol]	[Symbol]



SITE MAP  
 SCALE: 1" = 100'

NOTES

- THERE ARE PRIVATE PLUMBING SYSTEMS (POTABLE WATER, STORM DRAINAGE, AND SANITARY SEWER DRAINAGE) DEPICTED ON THESE DRAWINGS THAT ARE NOT COVERED BY THE SITE DEVELOPMENT PERMIT AND ARE NOT A PART OF THESE APPROVED PLANS. PLEASE CONTACT CITY OF BEAVERTON BUILDING DIVISION PLUMBING SECTION AT 503-526-2493 AND ASK TO SPEAK WITH THE PLUMBING LEAD FOR INFORMATION ON HOW TO OBTAIN PERMIT(S) AND INSPECTION(S).
- THERE ARE PRIVATE ELECTRICAL SYSTEMS DEPICTED ON THESE DRAWINGS THAT ARE NOT COVERED BY THE SITE DEVELOPMENT PERMIT AND ARE NOT A PART OF THESE APPROVED PLANS. PLEASE CONTACT CITY OF BEAVERTON BUILDING DIVISION ELECTRICAL SECTION AT 503-526-2493 AND ASK TO SPEAK WITH THE ELECTRICAL LEAD FOR INFORMATION ON HOW TO OBTAIN PERMIT(S) AND INSPECTION(S).

HORIZONTAL DATUM (BASIS OF BEARINGS):  
 OREGON COORDINATE REFERENCE SYSTEM - PORTLAND ZONE  
 NORTH AMERICAN DATUM OF NAD83/2011 (EPOCH 2010.0000)  
 UNITS IN INTERNATIONAL FEET

VERTICAL DATUM:  
 WASHINGTON COUNTY NATIONAL GEODETIC VERTICAL DATUM  
 OF 1929 (NGVD 29)

ORS 92.044(7) NOTE

THIS DESIGN COMPLIES WITH ORS 92.044(7) IN THAT NO UTILITY INFRASTRUCTURE IS DESIGNED TO BE WITHIN 1 FOOT OF A SURVEY MONUMENT LOCATION SHOWN ON A SUBDIVISION OR PARTITION PLAT. NO DESIGN EXCEPTION OR FINAL FIELD LOCATION CHANGE SHALL BE PERMITTED IF IT WOULD CAUSE ANY UTILITY INFRASTRUCTURE TO BE PLACED WITHIN A PROHIBITED AREA.

NOTICE TO EXCAVATORS:  
 ATTENTION: OREGON LAW REQUIRES YOU TO FOLLOW RULES ADOPTED BY THE OREGON UTILITY NOTIFICATION CENTER. THOSE RULES ARE SET FORTH IN OAR 952-001-0010 THROUGH OAR 952-001-0090. YOU MAY OBTAIN COPIES OF THE RULES BY CALLING THE CENTER.  
 (NOTE: THE TELEPHONE NUMBER FOR THE OREGON UTILITY NOTIFICATION CENTER IS (503)-232-1987).

POTENTIAL UNDERGROUND FACILITY OWNERS



CALL THE OREGON ONE-CALL CENTER  
 1-800-332-2344 OR 811

EMERGENCY TELEPHONE NUMBERS

PGE	503-464-7777
NW NATURAL GAS	503-220-2415
MULTNOMAH COUNTY	503-988-3582
CITY OF TROUTDALE	503-674-3300
COMCAST CABLE	503-617-1212
VERIZON	800- 837-4966

REVISIONS		
No.	Description	Date
1		
2		
3		
4		
5		
6		

DRAWN BY: BB

CHECKED BY: KG

JOB NO: E20-030

DATE: 7/26/2024

ISSUED FOR: LAND USE REVIEW

SHEET TITLE  
 COVER SHEET

SHEET NO.

C001

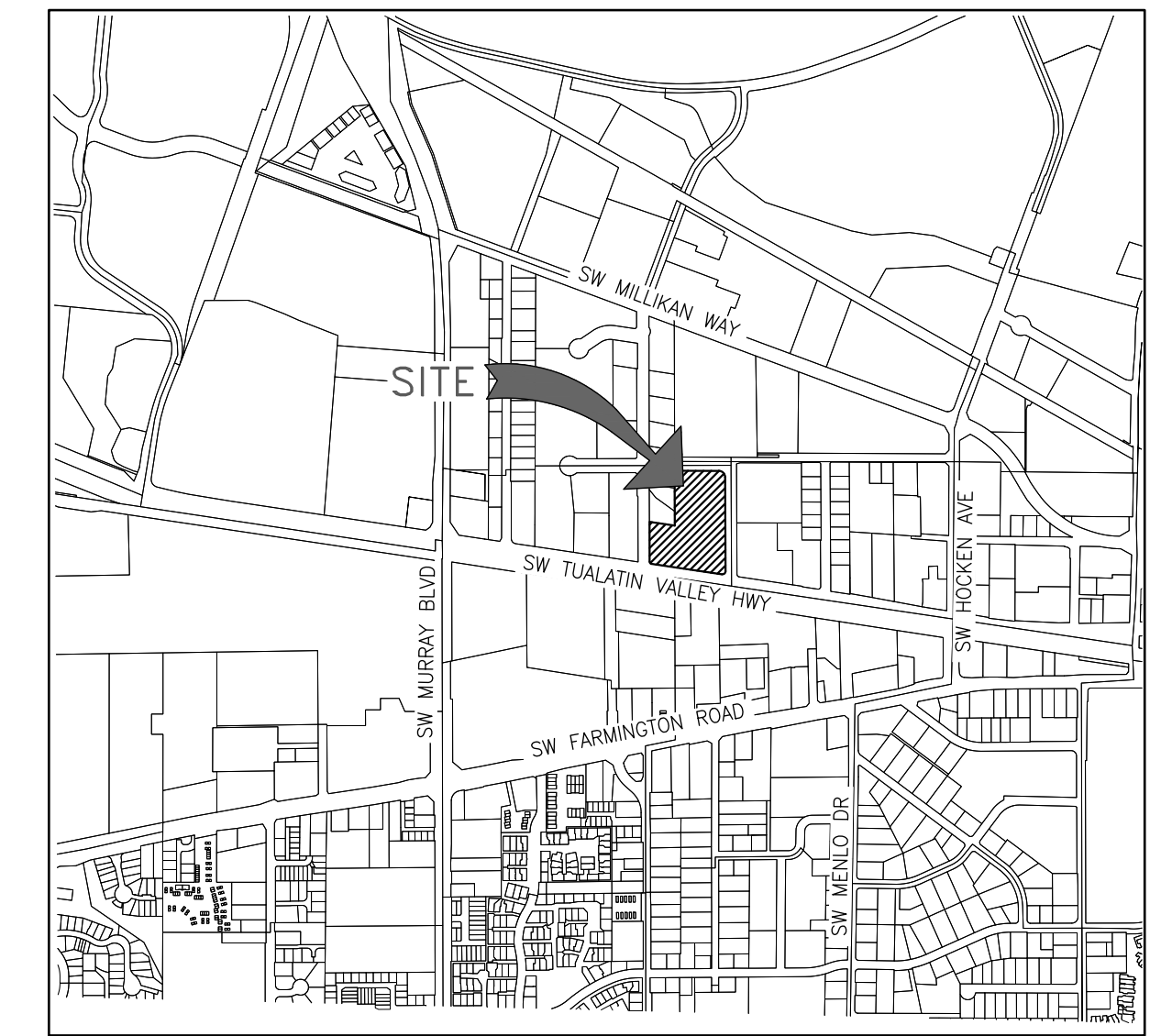
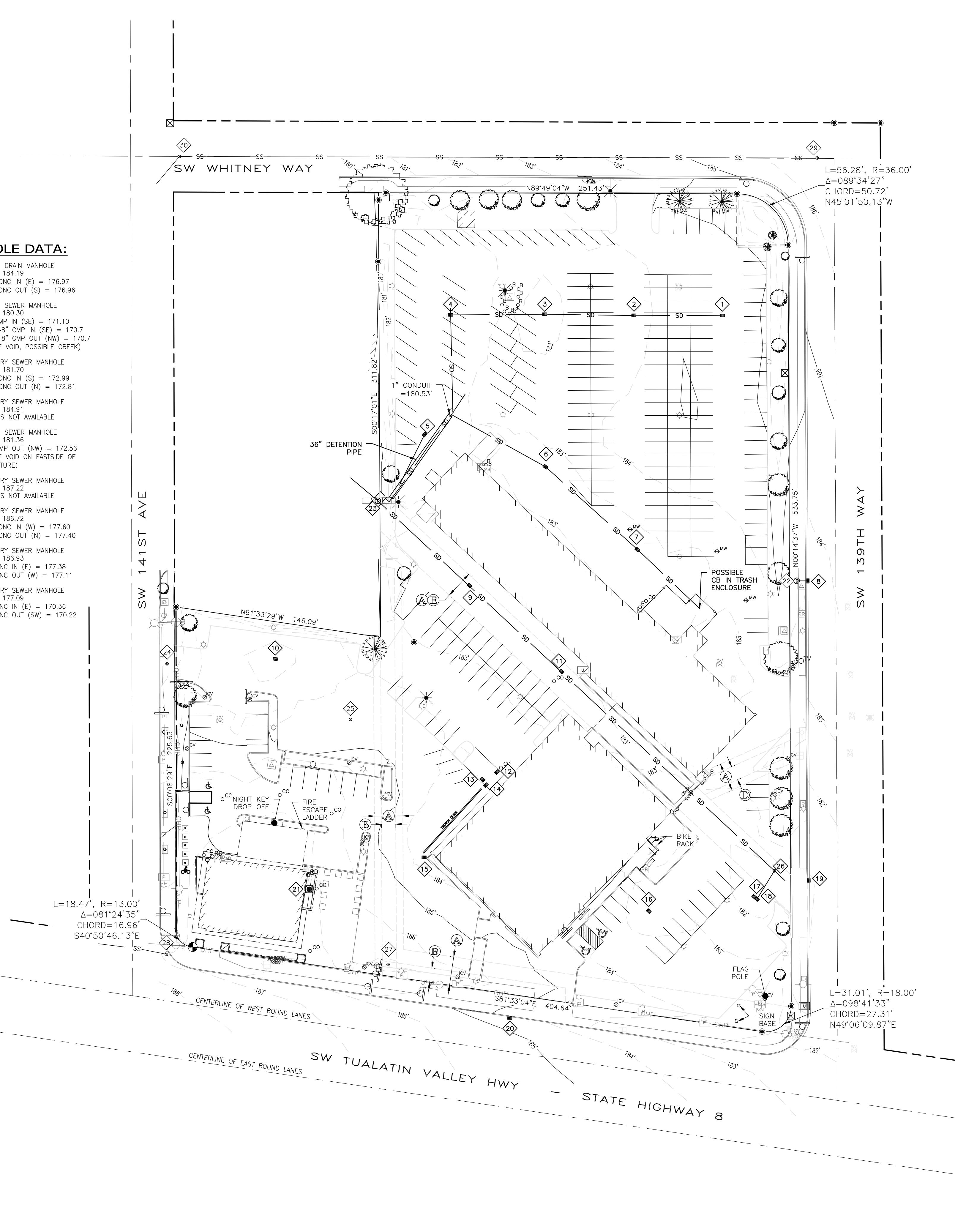


**CATCH BASIN DATA:**

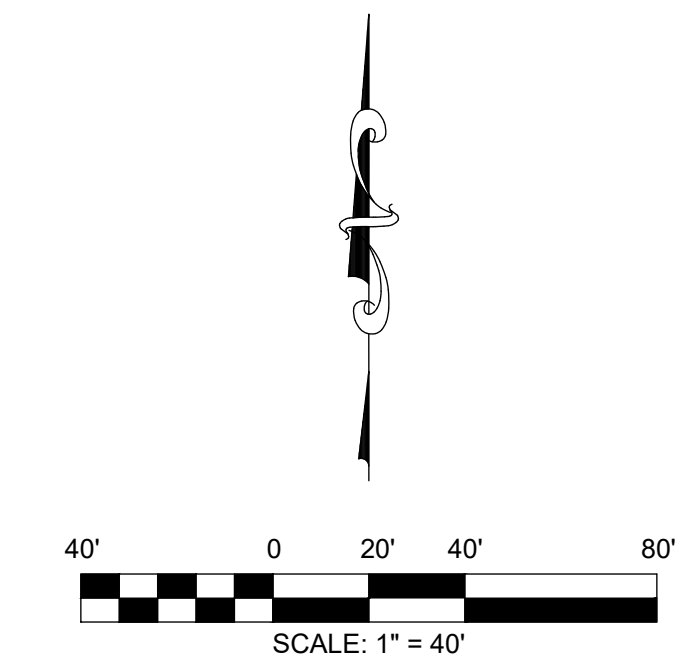
- 1 GRATE = 183.98  
8" CMP OUT (W) = 180.81
- 2 GRATE = 183.50  
8" CMP IN (E) = 180.09  
10" CMP OUT (W) = 180.11
- 3 GRATE = 182.46  
10" CMP IN (E) = 179.28  
12" CMP OUT (W) = 179.24
- 4 GRATE = 181.97  
4" PVC IN (N) = 180.81  
4" PVC IN (S) = 180.49  
12" CMP IN (E) = 178.52  
12" CMP OUT (S) = 178.62
- 5 GRATE = 182.50  
INVERTS NOT AVAILABLE
- 6 GRATE = 182.51  
10" CMP IN (SE) = 178.35  
10" CMP OUT (NW) = 178.42
- 7 GRATE = 182.45  
4" ABS IN (SW) = 180.23  
4" ABS IN (SE) = 180.31  
10" CMP IN (NW) = 179.13  
10" CMP OUT (SE) = 179.21
- 8 GRATE = 183.44  
18" CONC OUT (SW) = 177.41
- 9 GRATE = 182.31  
8" CONC IN (SE) = 177.66  
8" CONC OUT (NW) = 177.66
- 10 GRATE = 182.47  
6" STEEL OUT (NE) = 180.17
- 11 GRATE = 182.33  
8" CONC IN (SE) = 177.92  
8" CONC OUT (NW) = 177.92
- 12 GRATE = 183.54  
CONTECH STORM FILTER CATCH BASIN
- 13 GRATE = 183.24  
GREASE TRAP
- 14 GRATE = 183.25  
INVERTS NOT AVAILABLE
- 15 GRATE = 183.39  
INVERTS NOT AVAILABLE
- 16 GRATE = 182.42  
10" CONC IN (SE) = 177.66  
8" CONC OUT (NW) = 177.66
- 17 GRATE = 180.98  
INVERTS NOT AVAILABLE
- 18 GRATE = 180.97  
CONTECH STORM FILTER CATCH BASIN
- 19 GRATE = 180.89  
12" CONC OUT (E) = 177.88
- 20 GRATE = 184.46  
8" CONC IN (E) = 182.35  
8" CONC OUT (W) = 182.09
- 21 AREA DRAIN - GRATE = 189.06  
INVERTS NOT AVAILABLE

**MANHOLE DATA:**

- 22 STORM DRAIN MANHOLE  
LID = 184.19  
18" CONC IN (E) = 176.97  
18" CONC OUT (S) = 176.96
- 23 STORM SEWER MANHOLE  
LID = 180.30  
12" CMP IN (SE) = 171.10  
2 - 48" CMP IN (SE) = 170.7  
2 - 48" CMP OUT (NW) = 170.7  
(LARGE VOID, POSSIBLE CREEK)
- 24 SANITARY SEWER MANHOLE  
LID = 181.70  
10" CONC IN (S) = 172.99  
10" CONC OUT (N) = 172.81
- 25 SANITARY SEWER MANHOLE  
LID = 184.91  
INVERTS NOT AVAILABLE
- 26 STORM SEWER MANHOLE  
LID = 181.36  
48" CMP OUT (NW) = 172.56  
(LARGE VOID ON EASTSIDE OF STRUCTURE)
- 27 SANITARY SEWER MANHOLE  
LID = 187.22  
10" CONC IN (NW) = 179.13  
10" CMP OUT (SE) = 179.21  
INVERTS NOT AVAILABLE
- 28 SANITARY SEWER MANHOLE  
LID = 186.72  
10" CONC IN (W) = 177.60  
10" CONC OUT (N) = 177.40
- 29 SANITARY SEWER MANHOLE  
LID = 186.93  
8" CONC IN (E) = 177.38  
8" CONC OUT (W) = 177.11
- 30 SANITARY SEWER MANHOLE  
LID = 177.09  
8" CONC IN (E) = 170.36  
8" CONC OUT (SW) = 170.22



**VICINITY MAP**  
SCALE: 1" = 1000'



**LEGEND:**

- |   |                                 |          |                           |
|---|---------------------------------|----------|---------------------------|
| ● | FOUND 5/8" REBAR MONUMENT       | — TV —   | COMMUNICATIONS - CABLE TV |
| ⊙ | FOUND BRASS CAP MONUMENT        | — W —    | WATER                     |
| ⊕ | AREA DRAIN                      | — SD —   | STORM SEWER               |
| ⊗ | BOLLARD                         | — G —    | GAS                       |
| ⊞ | CATCH BASIN                     | — E —    | ELECTRIC                  |
| ⊚ | RAIN DRAIN                      | — OHP —  | OVERHEAD POWER            |
| ⊕ | GAS VALVE, GAS METER            | — SS —   | SANITARY SEWER            |
| ⊙ | GROUND LIGHT                    | — PS —   | SANITARY SEWER—PRESSURE   |
| ⊕ | IRRIGATION CONTROL VALVE        | — FO —   | FIBER OPTIC               |
| ⊙ | LIGHT POLE                      | — TS —   | TRAFFIC SIGNAL            |
| ⊙ | LIGHT POLE                      | — T —    | TELEPHONE                 |
| ⊞ | POWER JUNCTION BOX, POWER RISER | — COMM — | COMMUNICATION             |
| ⊞ | POWER METER                     |          |                           |
| ⊞ | POWER POLE                      |          |                           |
| ⊞ | POWER TRANSFORMER               |          |                           |
| ⊞ | POWER VAULT                     |          |                           |
| ⊞ | SANITARY SEWER CLEAN OUT        |          |                           |
| ⊞ | SANITARY SEWER MANHOLE          |          |                           |
| ⊞ | STORM DRAIN MANHOLE             |          |                           |
| ⊞ | SIGN                            |          |                           |
| ⊞ | TREE - CONIFEROUS               |          |                           |
| ⊞ | TREE - DECIDUOUS                |          |                           |
| ⊞ | UNKNOWN VAULT                   |          |                           |
| ⊞ | FIRE DEPARTMENT CONNECTION      |          |                           |
| ⊞ | WATER METER                     |          |                           |
| ⊞ | WATER SPIGOT                    |          |                           |
| ⊞ | WATER VALVE                     |          |                           |
| ⊞ | EDGE OF CONCRETE                |          |                           |
| ⊞ | CURB                            |          |                           |
| ⊞ | CURB AND GUTTER                 |          |                           |
| ⊞ | PARKING STRIPE                  |          |                           |
| ⊞ | OHP— OVERHEAD POWER LINE        |          |                           |
| ⊞ | E— UNDERGROUND POWER LINE       |          |                           |
| ⊞ | BUILDING HATCH                  |          |                           |
| ⊞ | FENCE                           |          |                           |
| ⊞ | MONITORING WELL                 |          |                           |

**HORIZONTAL DATUM (BASIS OF BEARINGS):**

OREGON COORDINATE REFERENCE SYSTEM - PORTLAND ZONE  
NORTH AMERICAN DATUM OF NAD83/2011 (EPOCH 2010.0000)  
UNITS IN INTERNATIONAL FEET

**VERTICAL DATUM:**

WASHINGTON COUNTY NATIONAL GEODETIC VERTICAL DATUM OF 1929 (NGVD 29)

**EASEMENTS:**

- (A) 20' SANITARY SEWER EASEMENT FOR THE BENEFIT OF THE CITY OF BEAVERTON
- (B) 10' SEWER EASEMENT PER BOOK 564 PAGE 711
- (C) 10' SEWER EASEMENT PER BOOK 560 PAGE 588
- (D) 10' SEWER EASEMENT PER BOOK 1159 PAGE 86
- (E) 20' STORM DRAIN EASEMENT SHOWN ON SURVEY NO. 17579 AND REFERENCED IN BOOK 1159 PAGE 86

**NOTES:**

- FIELD WORK WAS COMPLETED ON JANUARY 2020.
- THE LOCATION OF EXISTING UNDERGROUND UTILITY FACILITIES SHOWN HEREON ARE BASED ON LOCATE MARKS REQUESTED FOR THIS SURVEY PER ONE CALL PUBLIC LOCATE TICKET 1934344. THE SURVEYOR ASSUMES NO RESPONSIBILITY FOR THE ACCURACY OF THE DELINEATION OF SUCH UNDERGROUND UTILITIES BY THE RESPECTIVE UTILITY OWNERS, NOR FOR THE EXISTENCE OF BURIED OBJECTS WHICH ARE NOT SHOWN ON THE PLAN. ALL UTILITY LOCATIONS SHOULD BE FIELD VERIFIED PRIOR TO CONSTRUCTION.
- BOUNDARY IS PER PARTITION PLAT 2015-033 "A REPLAT OF A PORTION OF LOT 2 "LADD & REED ADDITION TO THE TOWN OF BEAVERTON" AND LOTS 1 AND 2 "CLAASEEN'S HALD ACRES" DONE BY CARDNO, ROTATED TO MATCH GPS OBSERVED BASIS OF BEARING.

**EXIST CONDITIONS**

<b>S&amp;F Land Services</b>		<b>SURVEY FOR:</b> HERZOG-MEIER VOLKSWAGEN		<b>C100</b>
PORTLAND, VANCOUVER, BEND, SEASIDE		PARCEL 1 OF PARTITION PLAT 2015-033		
1725 N ROOSEVELT DR. STE B, SEASIDE, OR 97138 (503) 738-3425		NW 1/4 SECTION 16, T.1S., R.1W., W.M. CITY OF BEAVERTON, WASHINGTON COUNTY, OREGON		
WWW.SFLANDS.COM	DATE JAN. 2020	JOB NO. 2019-014-46	FIELD AJ	DRAWN DJT
			CHECKED CCS	





EXPIRES: 06/30/25  
SIGNATURE DATE:

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Reliable Engineering Solutions  
359 E. HISTORIC COLUMBIA RIVER HWY  
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(503) 688-3737

HERZOG MEIER  
VOLKSWAGEN-VOLVO  
NEW SERVICE BUILDING  
4275 SW 139TH WAY  
BEAVERTON, OR 97005

REVISIONS

No.	Description	Date
1		
2		
3		
4		
5		
6		

DRAWN BY: BB

CHECKED BY: KG

JOB NO: E20-030

DATE: 7/26/2024

ISSUED FOR: LAND USE REVIEW

SHEET TITLE

SITE PLAN

SHEET NO.

C101

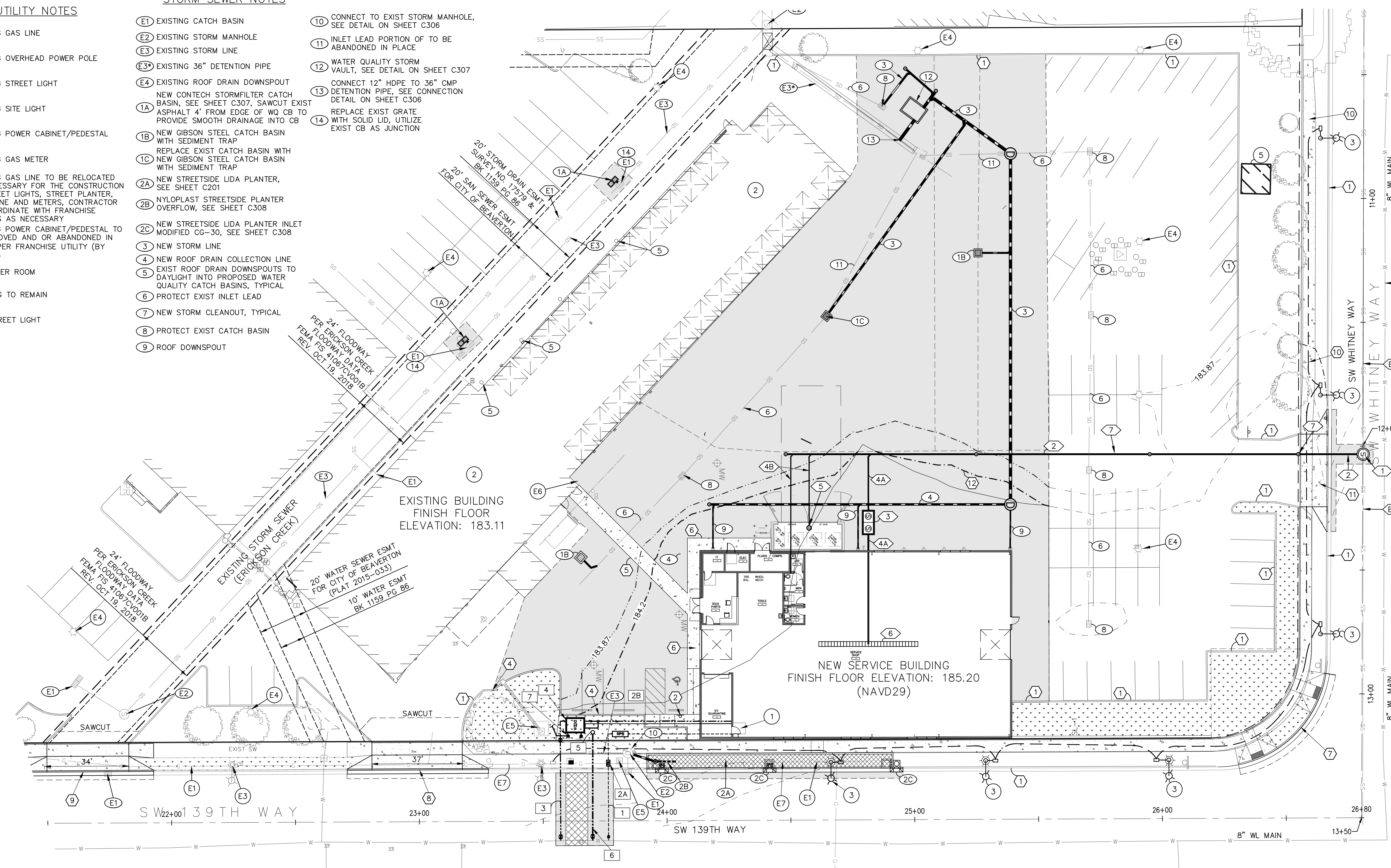
OF 26

STORM SEWER NOTES

- E1 EXISTING CATCH BASIN
- E2 EXISTING STORM MANHOLE
- E3 EXISTING STORM LINE
- E3\* EXISTING 36" DETENTION PIPE
- E4 EXISTING ROOF DRAIN DOWNSPOUT
- 1A NEW CONTECH STORMFILTER CATCH BASIN, SEE SHEET C307, SAWCUT EXIST ASPHALT 4' FROM EDGE OF WQ CB TO PROVIDE SMOOTH DRAINAGE INTO CB
- 1B NEW GIBSON STEEL CATCH BASIN WITH SEDIMENT TRAP
- 1C REPLACE EXIST CATCH BASIN WITH NEW GIBSON STEEL CATCH BASIN WITH SEDIMENT TRAP
- 2A NEW STREETSIDE LIDA PLANTER, SEE SHEET C201
- 2B NYLOPLAST STREETSIDE PLANTER OVERFLOW, SEE SHEET C308
- 2C NEW STREETSIDE LIDA PLANTER INLET MODIFIED CG-30, SEE SHEET C308
- 3 NEW STORM LINE
- 4 NEW ROOF DRAIN COLLECTION LINE
- 5 EXIST ROOF DRAIN DOWNSPOUTS TO DAYLIGHT INTO PROPOSED WATER QUALITY CATCH BASINS, TYPICAL
- 6 PROTECT EXIST INLET LEAD
- 7 NEW STORM CLEANOUT, TYPICAL
- 8 PROTECT EXIST CATCH BASIN
- 9 ROOF DOWNSPOUT
- 10 CONNECT TO EXIST STORM MANHOLE, SEE DETAIL ON SHEET C306
- 11 INLET LEAD PORTION OF TO BE ABANDONED IN PLACE
- 12 WATER QUALITY STORM VAULT, SEE DETAIL ON SHEET C307
- 13 CONNECT 12" HDPE TO 36" CMP DETENTION PIPE, SEE CONNECTION DETAIL ON SHEET C306
- 14 REPLACE EXIST GRATE WITH SOLID LID, UTILIZE EXIST CB AS JUNCTION

UTILITY NOTES

- E1 EXISTING GAS LINE
- E2 EXISTING OVERHEAD POWER POLE
- E3 EXISTING STREET LIGHT
- E4 EXISTING SITE LIGHT
- E5 EXISTING POWER CABINET/PEDESTAL
- E6 EXISTING GAS METER
- E7 EXISTING GAS LINE TO BE RELOCATED AS NECESSARY FOR THE CONSTRUCTION OF STREET LIGHTS, STREET PLANTER, WATERLINE AND METERS, CONTRACTOR TO COORDINATE WITH FRANCHISE UTILITIES AS NECESSARY
- E8 EXISTING POWER CABINET/PEDESTAL TO BE REMOVED AND OR ABANDONED IN PLACE PER FRANCHISE UTILITY (BY OTHERS)
- 1 FIRE RISER ROOM
- 2 BUILDING TO REMAIN
- 3 NEW STREET LIGHT



WATER NOTES

- 1 NEW POTABLE WATER SERVICE LINE & METER
- 2A NEW WATER METER
- 2B 2" REDUCED PRESSURE BACKFLOW ASSEMBLY, SEE DETAIL ON SHEET C304
- 3 NEW FIRE SERVICE LINE
- 4 NEW DOUBLE CHECK DETECTOR ASSEMBLY WITH FDC & PIV
- 5 NEW FIRE HYDRANT
- 6 6" FIRE HYDRANT ASSEMBLY TO BE 6" CL52 DUCTILE IRON PIPE
- 7 RELOCATED FDC FOR EXIST BUILDING

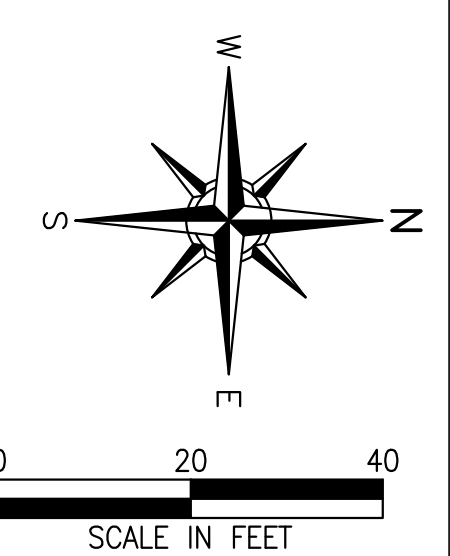
SANITARY SEWER NOTES

- E1 EXISTING SANITARY SEWER SERVICE
- E2 EXISTING 8" SANITARY SEWER MAIN ASSUME ±0.5% SLOPE FOR CONCEPT SURVEY PRIOR TO FINAL DESIGN
- 1 NEW 48" SANITARY SEWER MANHOLE ON EXISTING 8" SEWER MAIN, SEE SHEET C310
- 2 NEW 6" PVC SANITARY SEWER SERVICE SLOPE 1.0% MINIMUM
- 3 NEW OIL-WATER SEPARATOR (OWS), SEE SHEET C309

- 4A NEW 6" SANITARY SEWER SERVICE SLOPE 1.0% MINIMUM FOR PLUMBING TO OWS, SEE SHEET C309
- 4B NEW 4" SANITARY SEWER SERVICE SLOPE 2.0% MINIMUM
- 5 NEW AREA DRAIN FOR TRASH ENCLOSURE DRAIN TO SANITARY SEWER SYSTEM, SEE SHEET C310
- 6 NEW TRENCH DRAIN FOR SERVICE AREA DRAIN TO OIL-WATER SEPARATOR SEE ARCHITECTURAL PLANS FOR MORE INFORMATION
- 7 NEW SANITARY SEWER CLEANOUT, SEE SHEET C309

SITE NOTES

- 1 PROTECT EXIST CURB
- 2 ADA PARKING SIGN, SEE DETAILS ON SHEET C313
- 3 NEW ACCESSIBLE CONCRETE WALKWAY
- 4 NEW STANDARD CURB WITH 6" EXPOSURE UNLESS OTHERWISE NOTED
- 5 TRAFFIC PCC SECTION FOR CONCRETE DRIVELANE AREAS, TYPICAL, SEE TYPICAL SECTION DETAIL ON SHEET C311
- 6 SIDEWALK PCC SECTION FOR CONCRETE PEDESTRIAN AREAS ONLY, TYPICAL, SEE TYPICAL SECTION DETAIL ON SHEET C311
- 7 CONSTRUCT 2 ADA COMPLIANT RAMPS AT EXIST CURB RETURN, SAWCUT EXIST SIDEWALK AND CURBS TO REMOVE EXIST AS NECESSARY
- 8 CONSTRUCT 37 LF WIDE DRIVEWAY
- 9 CONSTRUCT 34 LF WIDE DRIVEWAY
- 10 REMOVE AND RE-CONSTRUCT PORTION OF EXIST SIDEWALK ALONG SW WHITNEY WAY
- 11 REMOVE AND RE-CONSTRUCT EXIST DRIVEWAY SHEET C311
- 12 PROPOSED FEMA 100-YR FLOOD CONTOUR BFE 184.2 (NGVD29)



S:\Project Files\Projects\E20-030 Herzog Meier Volkswagen\CAD\Sheets\E20-030 Const - Site Plan.dwg © Plot Date: Aug 6 24 @ Time: 12:30 PM



# STANDARD EROSION AND SEDIMENT CONTROL PLAN DRAWING NOTES:

1. COMPLY WITH ALL APPLICABLE PROVISIONS IN CHAPTER 6 OF THE MOST CURRENT DESIGN AND CONSTRUCTION STANDARDS.
2. VISUAL MONITORING INSPECTION REPORTS MUST BE MADE IN ACCORDANCE WITH DEQ 1200-CN PERMIT REQUIREMENTS. (SECTION 8)
3. INSPECTION LOGS MUST BE KEPT IN ACCORDANCE WITH DEQ'S 1200-CN PERMIT REQUIREMENTS. (SECTION 8.5)
4. RETAIN A COPY OF THE ESCP AND ALL REVISIONS ON SITE AND MAKE IT AVAILABLE ON REQUEST TO DEQ, AGENT, OR THE LOCAL MUNICIPALITY. (SECTION 9.2)
5. THE PERMIT REGISTRANT MUST IMPLEMENT THE ESCP. FAILURE TO IMPLEMENT ANY OF THE CONTROL MEASURES OR PRACTICES DESCRIBED IN THE ESCP IS A VIOLATION OF THE PERMIT (SECTION 4.0).
6. THE ESCP MUST BE ACCURATE AND REFLECT SITE CONDITIONS (SECTION 4.0).
7. IDENTIFY, MARK, AND PROTECT (BY CONSTRUCTION FENCING OR OTHER MEANS) CRITICAL RIPARIAN AREAS AND VEGETATION INCLUDING IMPORTANT TREES AND ASSOCIATED ROOTING ZONES, AND VEGETATION AREAS TO BE PRESERVED. IDENTIFY VEGETATIVE BUFFER ZONES BETWEEN THE SITE AND SENSITIVE AREAS (E.G., WETLANDS), AND OTHER AREAS TO BE PRESERVED, ESPECIALLY IN PERIMETER AREAS. (SECTION 4.2)
8. MAINTAIN AND DELINEATE ANY EXISTING NATURAL BUFFER WITHIN THE 50-FOOT OF WATERS OF THE STATE. (SECTION 4.2)
9. CONTROL PROHIBITED DISCHARGES FROM LEAVING THE CONSTRUCTION SITE, I.E., CONCRETE WASH-OUT, WASTEWATER FROM CLEANOUT OF STUCCO, PAINT AND CURING COMPOUNDS (SECTION 7.0)
10. PROVIDE PLANS FOR SEDIMENTATION BASINS THAT HAVE BEEN DESIGNED PER SECTION 4.4 AND STAMPED BY AN OREGON PROFESSIONAL ENGINEER.
11. IF ENGINEERED SOILS ARE USED ON SITE, A SEDIMENTATION BASIN/IMPONMENT MUST BE INSTALLED PER SECTION 4.4.
12. THE OPERATOR MUST COMPLY WITH THE REQUIREMENTS IN SECTION 4.3 TO PREVENT THE DISCHARGE OF POLLUTANTS IN GROUNDWATER OR ACCUMULATED STORMWATER THAT IS REMOVED FROM EXCAVATIONS, TRENCHES, FOUNDATIONS, VAULTS, OR OTHER SIMILAR POINTS OF ACCUMULATION.
13. IF AN ACTIVE TREATMENT SYSTEM (FOR EXAMPLE, ELECTRO-COAGULATION, FLOCCULATION, FILTRATION, ETC.) FOR SEDIMENT OR OTHER POLLUTANT REMOVAL IS EMPLOYED, SUBMIT AN OPERATION AND MAINTENANCE PLAN (INCLUDING SYSTEM SCHEMATIC, LOCATION OF SYSTEM, LOCATION OF INLET, LOCATION OF DISCHARGE, DISCHARGE DISPERSION DEVICE DESIGN, AND A SAMPLING PLAN AND FREQUENCY) BEFORE OPERATING THE TREATMENT SYSTEM. OBTAIN ENVIRONMENTAL MANAGEMENT PLAN APPROVAL FROM DEQ BEFORE OPERATING THE TREATMENT SYSTEM. OPERATE AND MAINTAIN THE TREATMENT SYSTEM ACCORDING TO MANUFACTURER'S SPECIFICATIONS. (SECTION 4.4)
14. WITHIN 24 HOURS, SIGNIFICANT SEDIMENT THAT HAS LEFT THE CONSTRUCTION SITE, MUST BE REMEDIATED. INVESTIGATE THE CAUSE OF THE SEDIMENT RELEASE AND IMPLEMENT STEPS TO PREVENT A RECURRENCE OF THE DISCHARGE WITHIN THE SAME 24 HOURS. ANY IN-STREAM CLEAN-UP OF SEDIMENT SHALL BE PERFORMED ACCORDING TO THE OREGON DEPARTMENT OF STATE LANDS REQUIRED TIMEFRAME. (SECTION 8)
15. DOCUMENT ANY PORTION(S) OF THE SITE WHERE LAND DISTURBING ACTIVITIES HAVE PERMANENTLY CEASED OR WILL BE TEMPORARILY INACTIVE FOR 14 OR MORE CALENDAR DAYS. (SECTION 8.3)
16. PROVIDE TEMPORARY STABILIZATION FOR THAT PORTION OF THE SITE WHERE CONSTRUCTION ACTIVITIES CEASE FOR 14 DAYS OR MORE WITH A COVERING OF BLOWN STRAW AND A TACKIFIER, LOOSE STRAW, OR AN ADEQUATE COVERING OF COMPOST MULCH UNTIL WORK RESUMES ON THAT PORTION OF THE SITE. (SECTION 8.3)

### DUST CONTROL BMPs

DUST SHALL BE MINIMIZED TO THE EXTENT PRACTICABLE, UTILIZING ALL MEASURES NECESSARY, INCLUDING, BUT NOT LIMITED TO THE FOLLOWING BMPs:

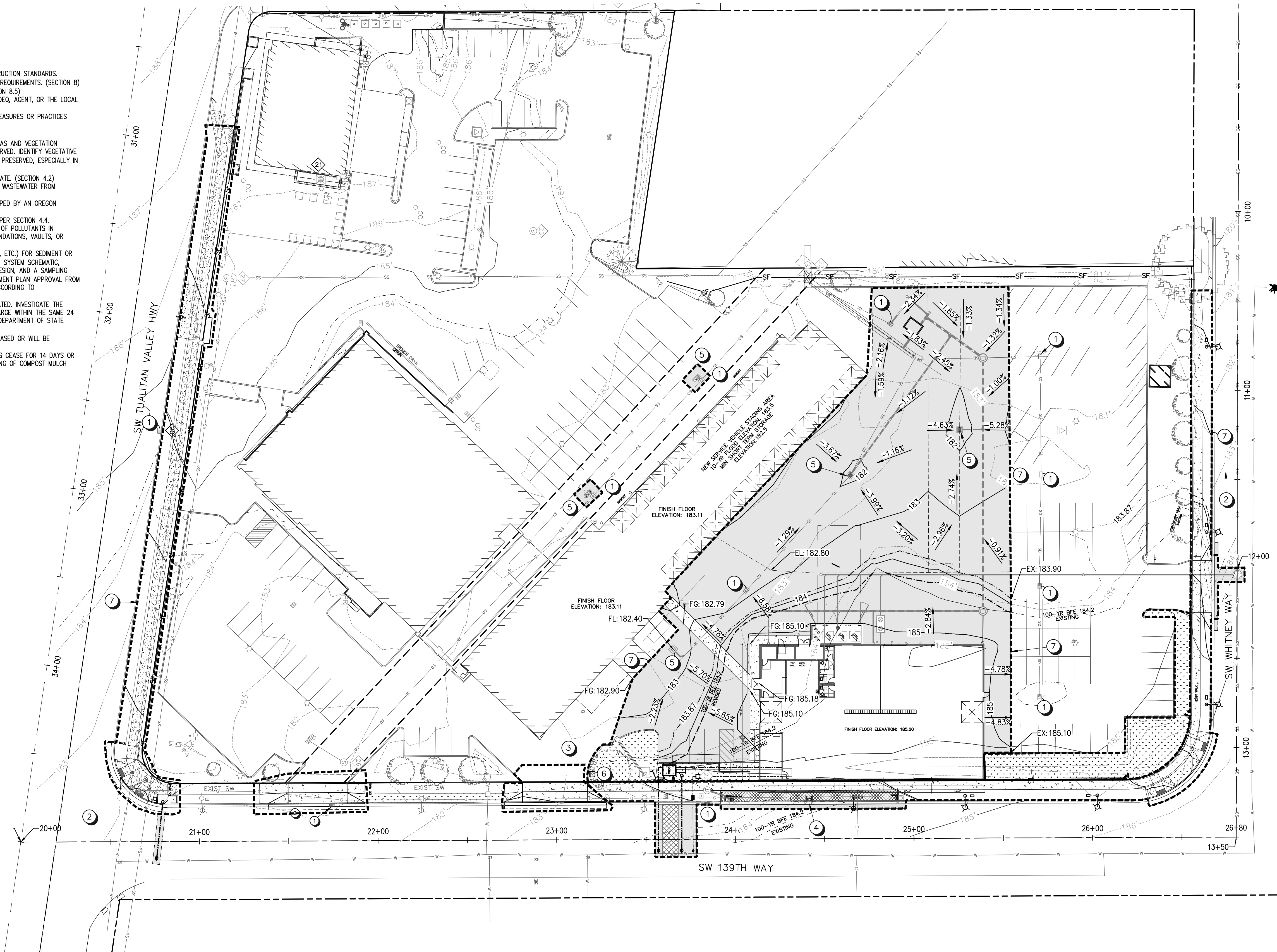
- A. SPRINKLING HAUL AND ACCESS ROADS AND OTHER EXPOSED DUST PRODUCING AREAS WITH WATER.
- B. APPLICATION OF DUST PALLIATIVES ON ACCESS AND HAUL ROADS AS APPROVED BY THE DISTRICT.
- C. ESTABLISHING TEMPORARY VEGETATIVE COVER.
- D. PLACING WOOD CHIPS OR OTHER EFFECTIVE MULCHES ON VEHICLE AND PEDESTRIAN USE AREAS.
- E. MAINTAINING THE PROPER MOISTURE CONDITION ON ALL FILL SURFACES.
- F. PRE-WETTING CUT AND BORROW AREA SURFACES.
- G. USE OF COVERED HAUL EQUIPMENT.

### ESC NOTES

1. INSTALL TYPE 5 INLET PROTECTION ON EX CATCH BASIN PRIOR TO COMMENCING CONSTRUCTION
2. INSTALL INLET PROTECTION ON NEAREST DOWNSTREAM EX CATCH BASIN PRIOR TO COMMENCING CONSTRUCTION
3. CONSTRUCTION ENTRANCE USE EXISTING DRIVEWAY TO BE REMOVED
4. SEE CURB AND GUTTER INLET PROTECTION DETAIL ON SHEET C314 FOR SEDIMENT PROTECTION AT STREETSIDE LIDA PLANTER
5. INSTALL INLET PROTECTION ON NEW CATCH BASIN WITH CONSTRUCTION OF CATCH BASIN
6. CONSTRUCT TEMPORARY 3' X 3' X 2' DEEP SUMP AREA TO BE USED AS WASH AREA FOR CONCRETE TRUCKS. AFTER CURBS AND SIDEWALKS ARE INSTALLED AND BEFORE ROADS ARE PAVED, FILL AND COMPACT SUMP AREA PER STRUCTURAL REQUIREMENTS. DO NOT OVERFILL SUMP AREA, CONTRACTOR TO INCREASE SUMP WIDTH AS NECESSARY TO PROVIDE ADEQUATE VOLUME AS (IF) NEEDED
7. LIMITS OF DISTURBANCE (1.45 ACRES)

### NOTES:

1. SEE SHEET C314 FOR EROSION AND SEDIMENT CONTROL NOTES AND DETAILS
2. PROPOSED AREA OF DISTURBANCE: ±1.39 ACRES



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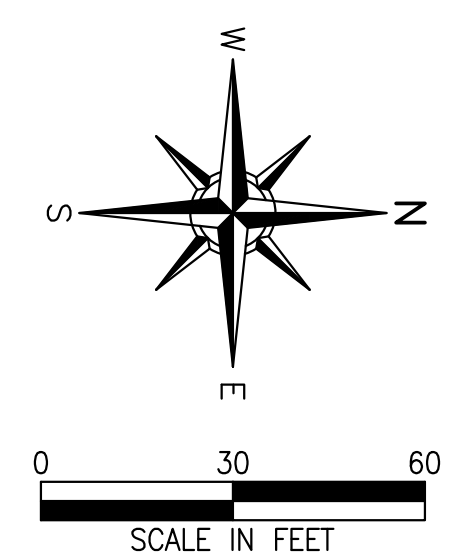
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SHEET TITLE  
**GRADING AND ESC  
PLAN**

SHEET NO.

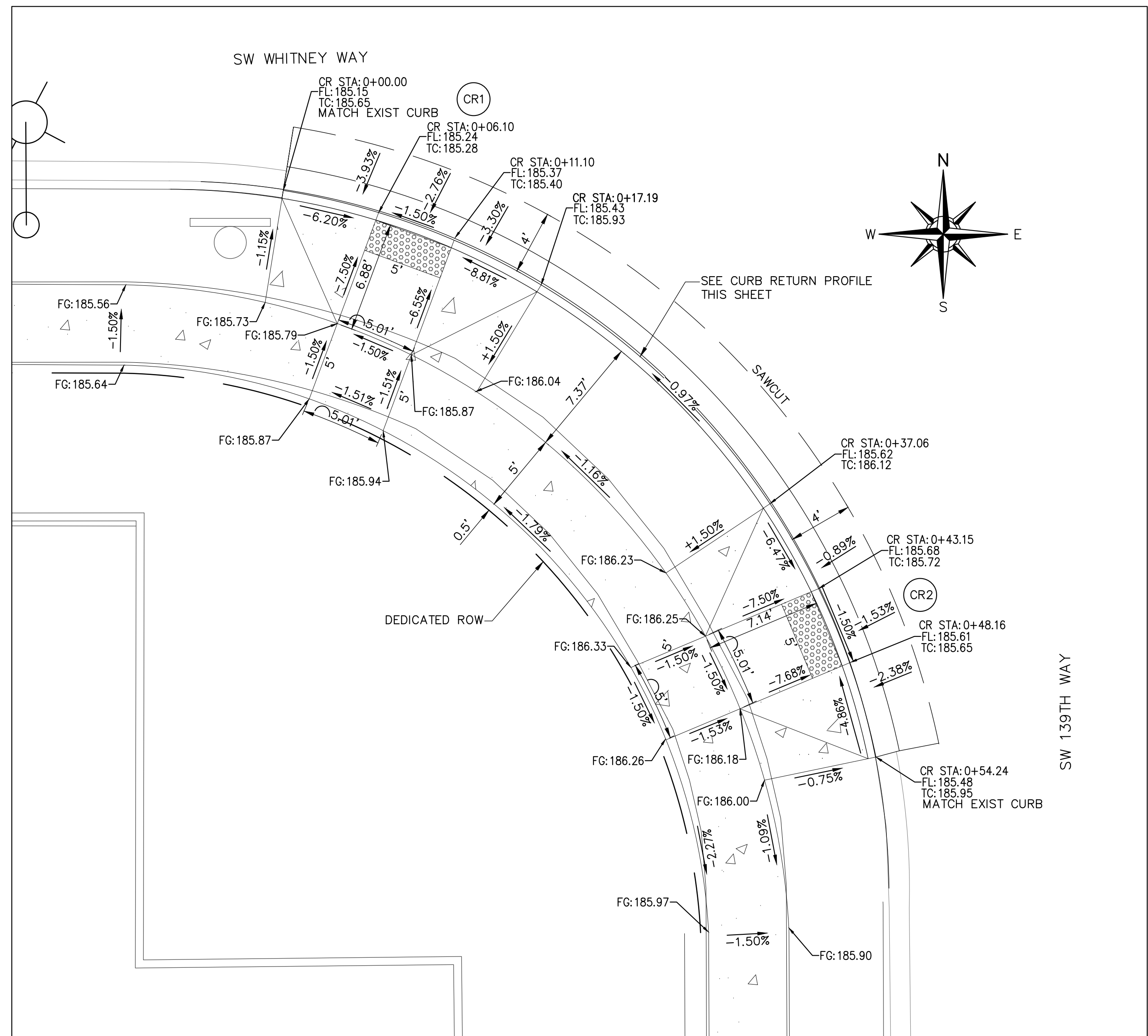
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OF 26



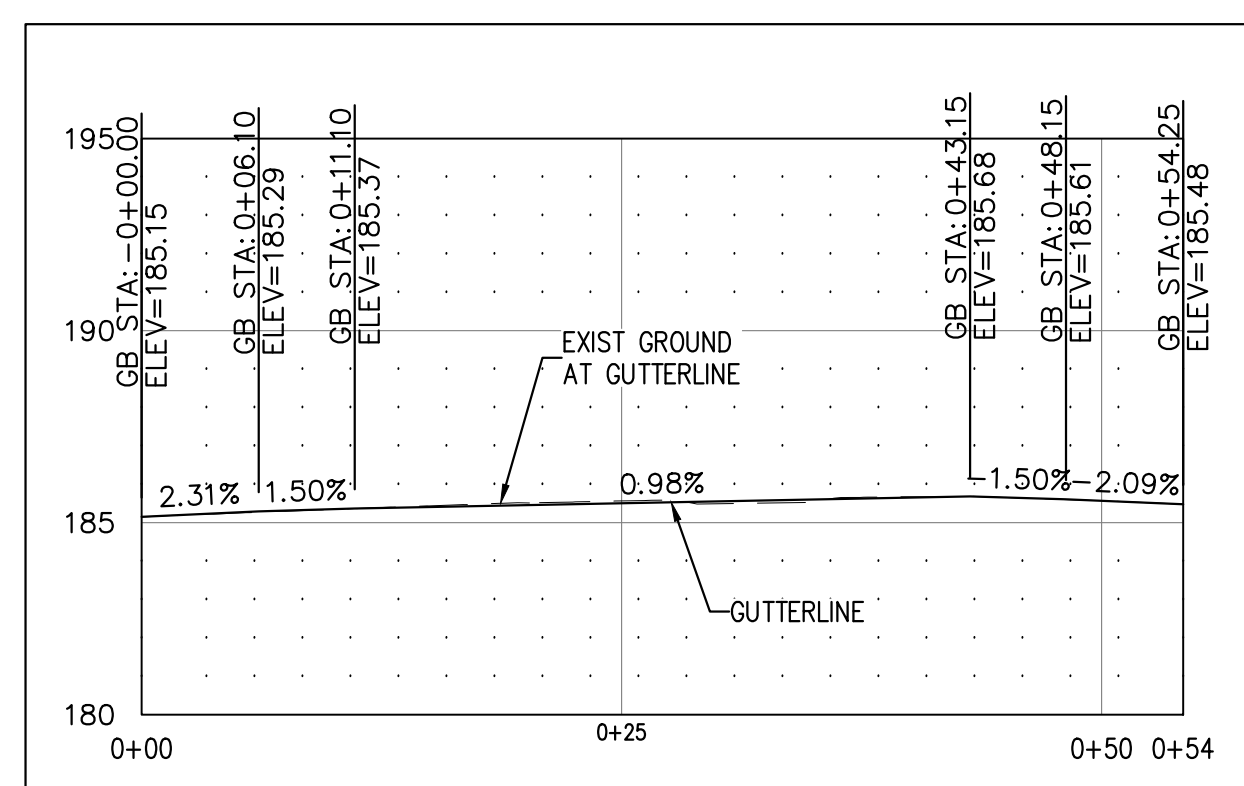
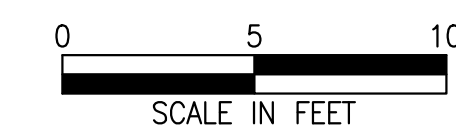


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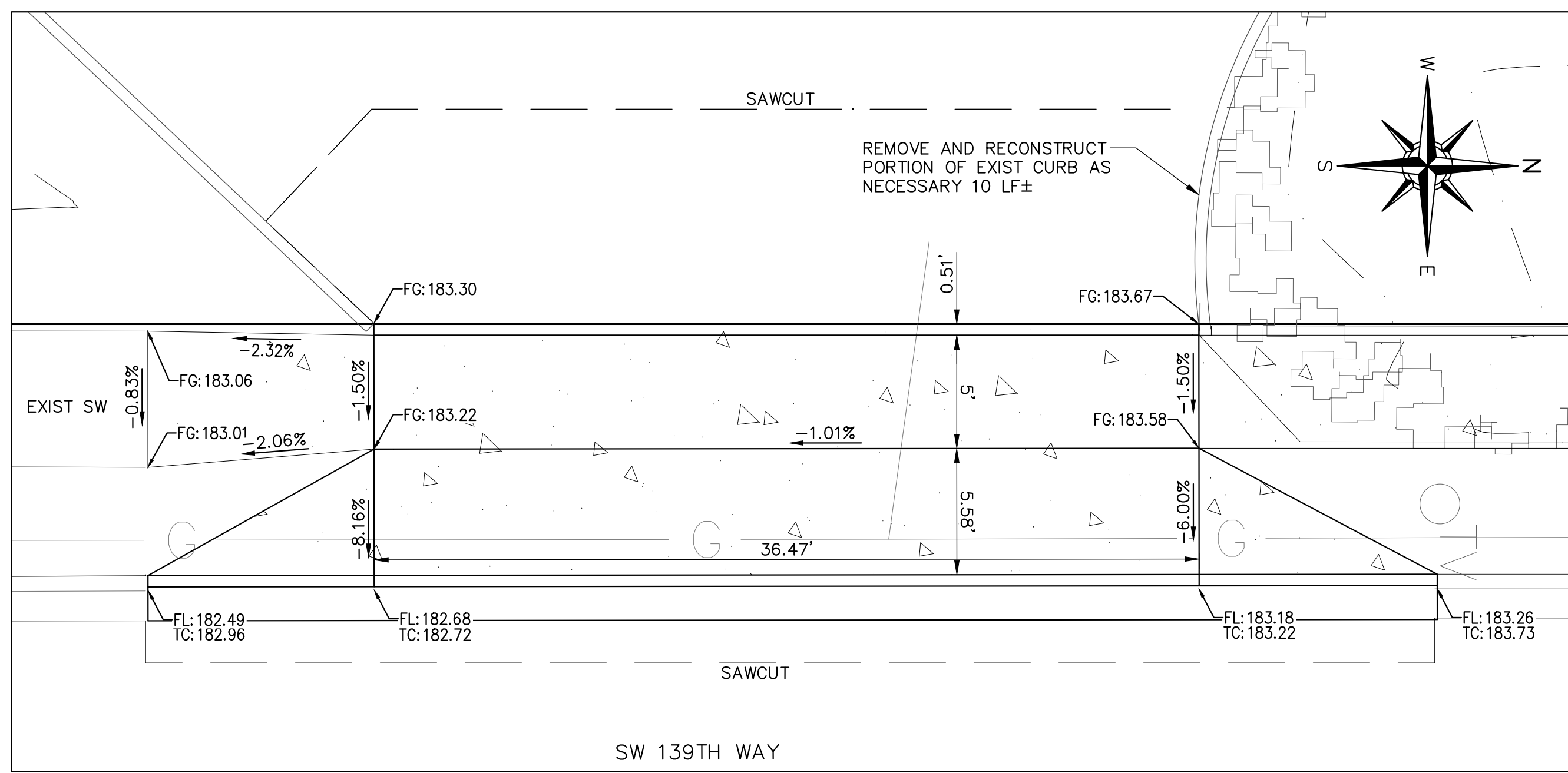
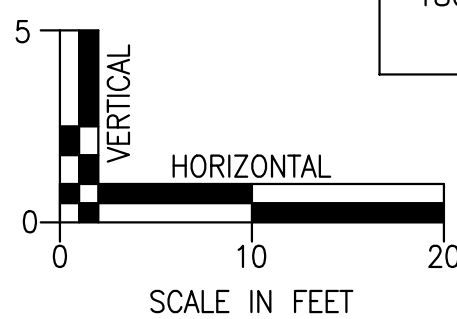
**CURB RETURN SPOT GRADING PLAN**

SCALE: SEE SCALE BAR



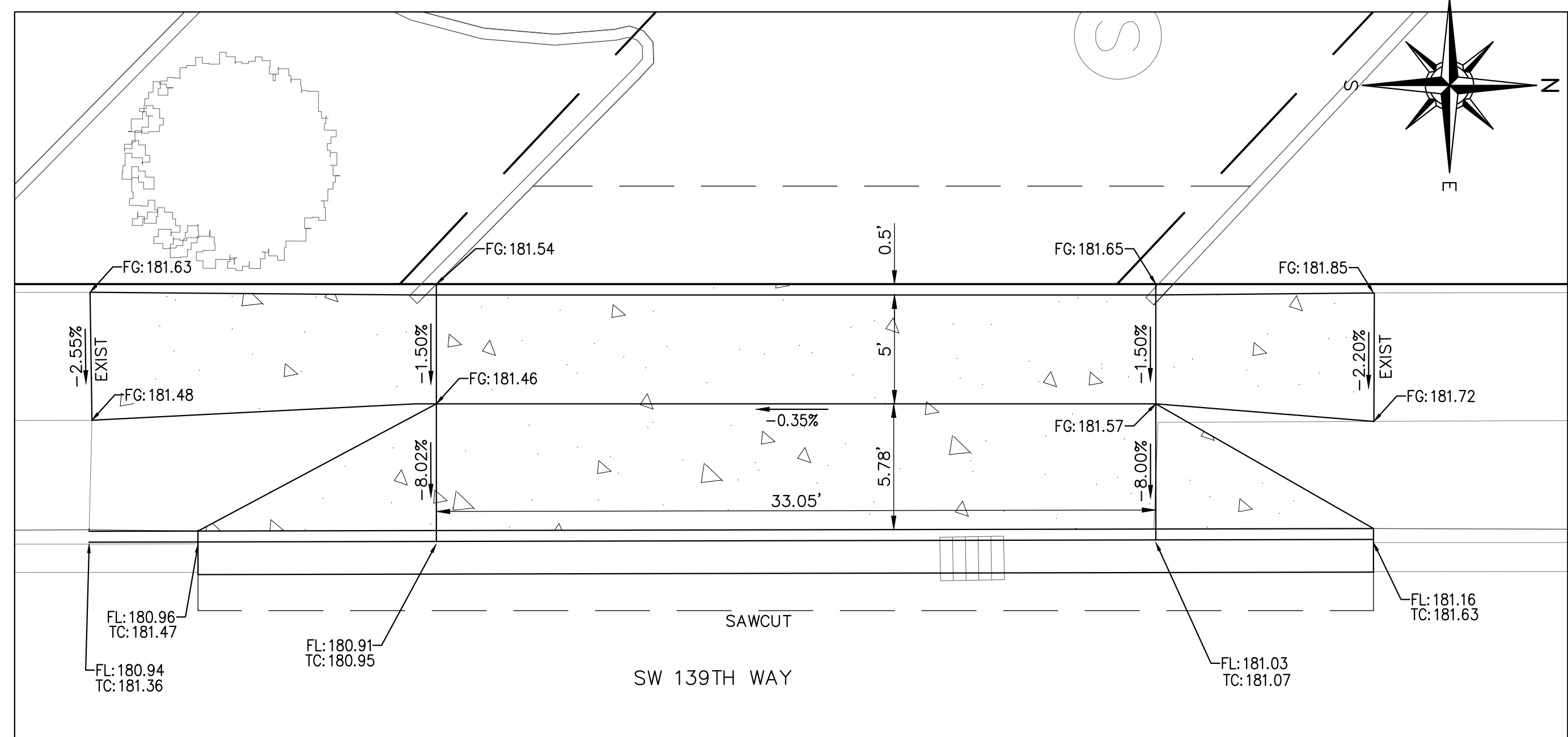
**CURB RETURN FLOWLINE PROFILE**

SCALE: SEE SCALE BAR



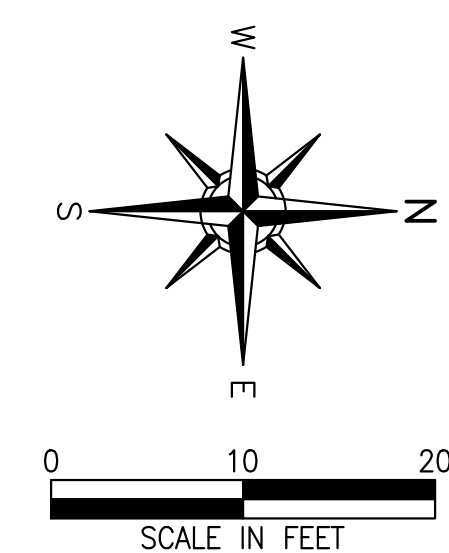
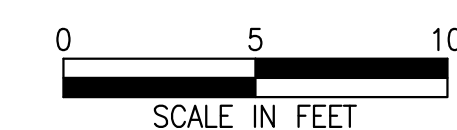
**NORTH DRIVEWAY SPOT GRADING PLAN**

SCALE: SEE SCALE BAR



**SOUTH DRIVEWAY SPOT GRADING PLAN**

SCALE: SEE SCALE BAR



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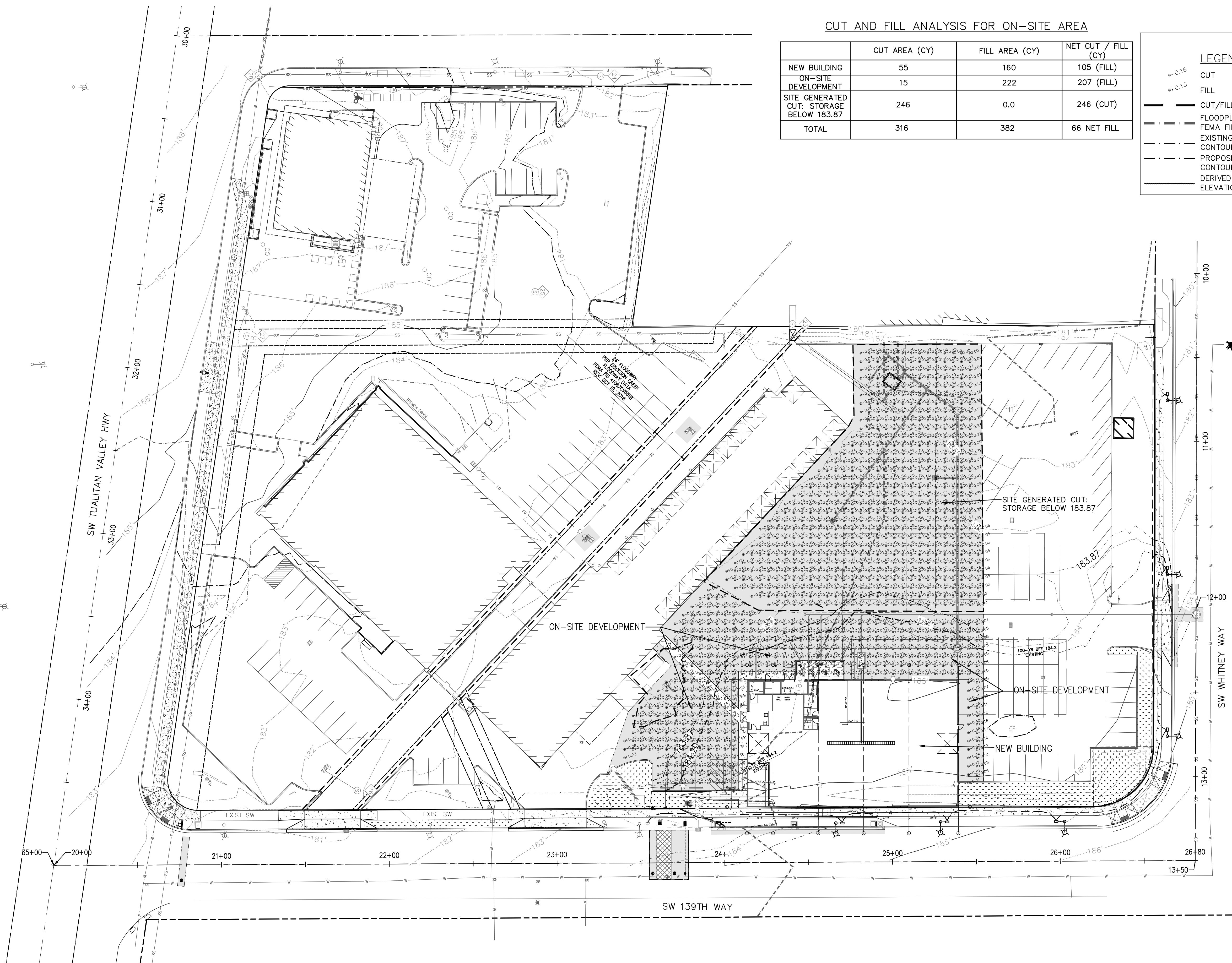
SHEET TITLE  
**CR AND DRIVEWAY  
SPOT GRADING PLAN**

SHEET NO.

**C103**



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CUT AND FILL ANALYSIS FOR ON-SITE AREA

	CUT AREA (CY)	FILL AREA (CY)	NET CUT / FILL (CY)
NEW BUILDING	55	160	105 (FILL)
ON-SITE DEVELOPMENT	15	222	207 (FILL)
SITE GENERATED CUT: STORAGE BELOW 183.87	246	0.0	246 (CUT)
TOTAL	316	382	66 NET FILL

**LEGEND**

- 0.16 CUT
- 0.13 FILL
- CUT/FILL LINE
- FLOODPLAIN ZONE AE PER FEMA FIRM MAP (APPROX.)
- - - EXISTING SURVEYED FLOODPLAIN CONTOUR (184.2 NGVD29)
- - - PROPOSED FLOODPLAIN CONTOUR (184.2 NGVD29)
- ..... DERIVED 25-YEAR FLOOD ELEVATION (183.87 NGVD29)



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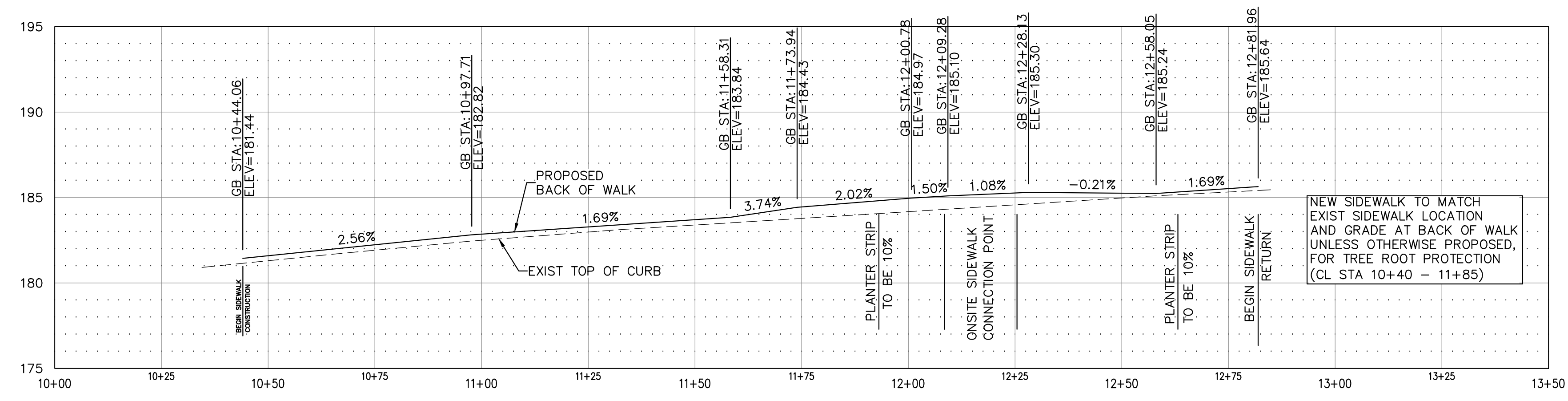
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**25 YEAR FLOODPLAIN STORAGE**

SHEET NO.

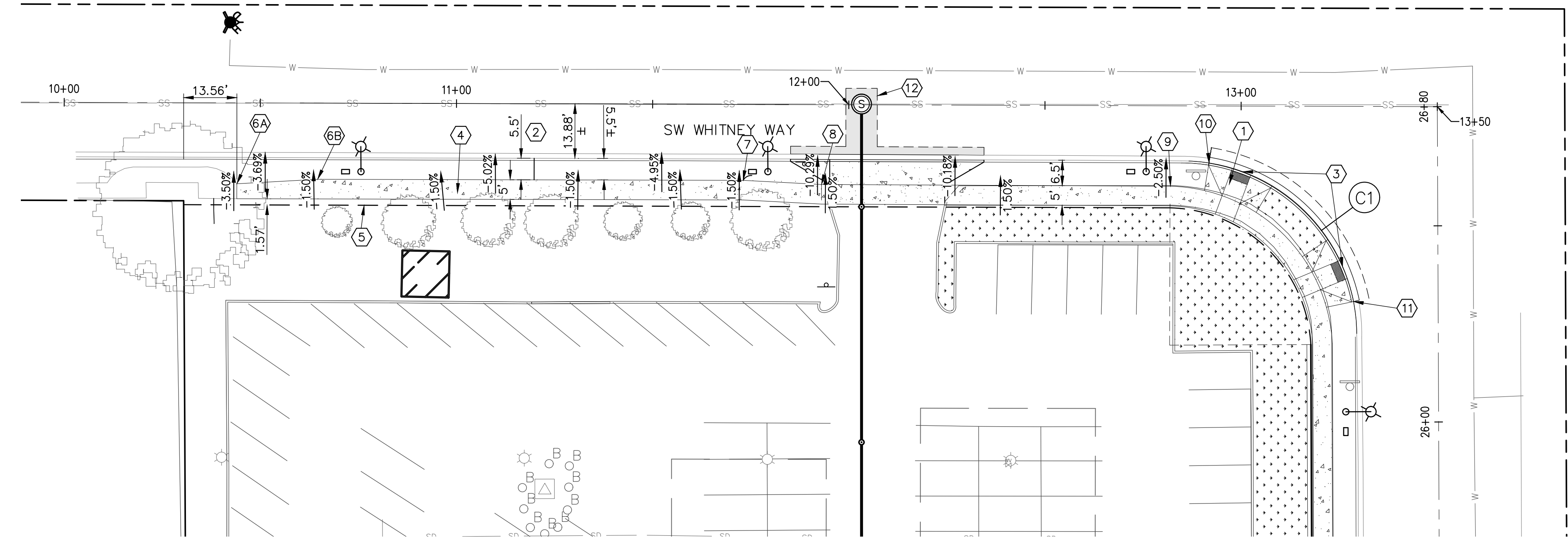
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OF 26



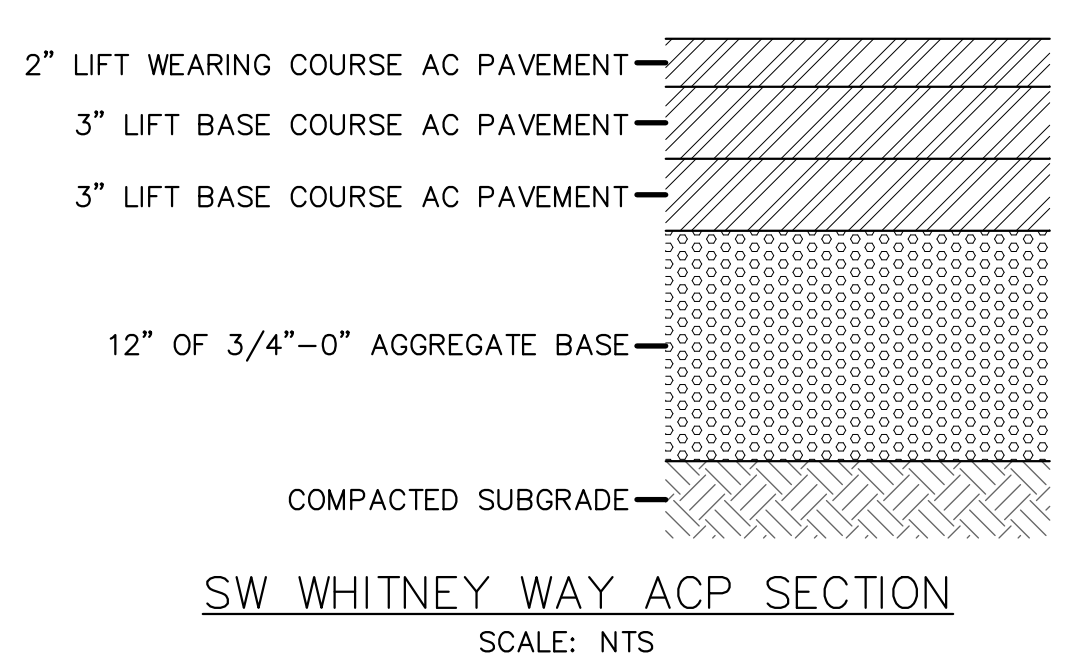


EXIST TOC AND BACK OF SIDEWALK PROFILE  
SCALE: SEE SCALE BAR

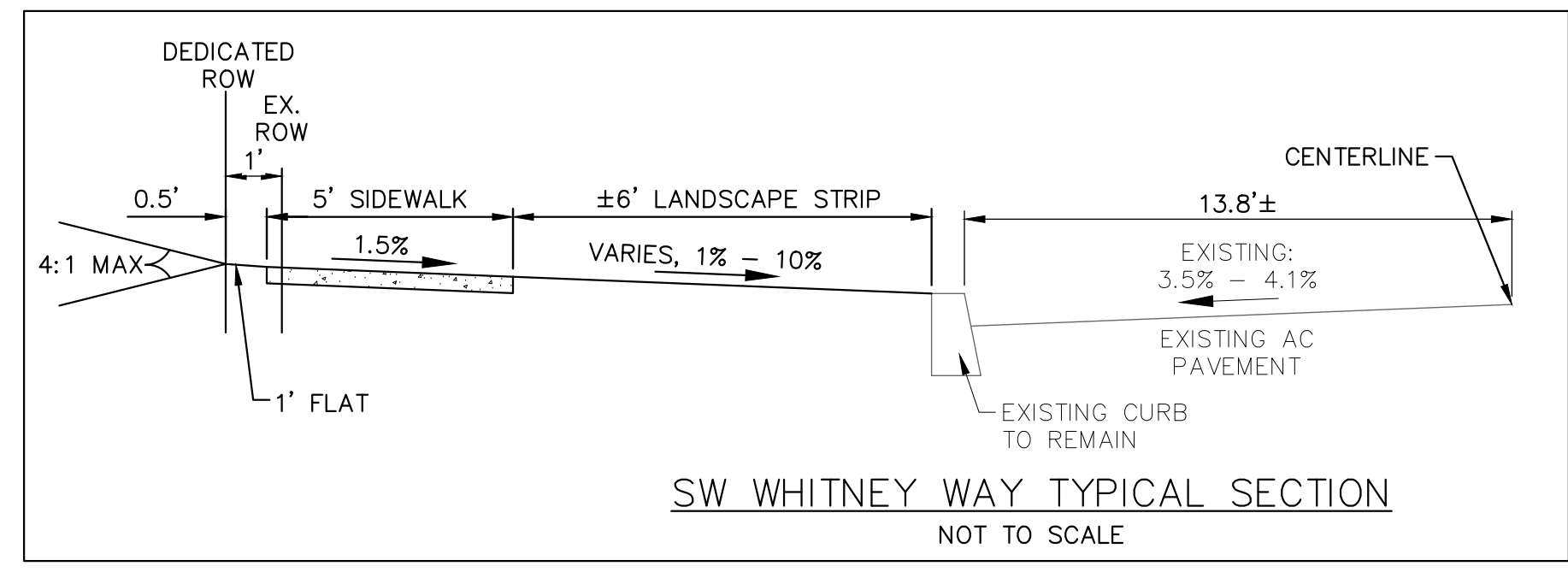


SITE NOTES

- 1 DEMO EXIST SIDEWALK AND CURB RETURN AS NECESSARY FOR NEW SIDEWALK AND CURB RETURN CONSTRUCTION, MATCH LOCATION AND GRADE OF EXIST SIDEWALK FOR TREE PROTECTION
- 2 SEE SW WHITNEY WAY TYPICAL SECTION DETAIL THIS SHEET
- 3 CONSTRUCT DUAL ADA COMPLIANT RAMPS, SEE DETAIL ON SHEET C312
- 4 CONSTRUCT 5' SIDEWALK AT EXIST GRADE UNLESS OTHERWISE NOTED, SEE TYPICAL SECTION DETAIL THIS SHEET
- 5 1' RIGHT OF WAY RIGHT OF WAY DEDICATION ALONG SW WHITNEY WAY, TYPICAL
- 6A CL STA 10+44.08, 20.5' RT MATCH EXIST SIDEWALK, BEGIN 20' SIDEWALK TRANSITION EAST TO 5.5' PLANTER WITH 5' SIDEWALK, MATCH LOCATION AND GRADE OF EXIST BACK OF SIDEWALK FOR TREE ROOT PROTECTION, SEE PROFILE THIS SHEET
- 6B CL STA 12+28.13, 20.5' RT END 20' SIDEWALK TRANSITION, CONTINUE WITH 5.5' PLANTER WITH 5' SIDEWALK CONSTRUCTION, SEE PROFILE THIS SHEET
- 7 CL STA 11+73.1, 19.35' RT BEGIN 20' SIDEWALK TRANSITION TO TO 6.5' PLANTER WITH 5' SIDEWALK
- 8 CL STA 11+93.1, 20.3' RT END 20' SIDEWALK TRANSITION, CONTINUE WITH 6.5' PLANTER WITH 5' SIDEWALK CONSTRUCTION, SEE PROFILE THIS SHEET
- 9 CL STA 12+82.02, 20.5' RT BEGIN SIDEWALK RETURN, SEE CR AND DRIVEWAY SPOT GRADING PLAN ON SHEET C103, SEE CURVE TABLE THIS SHEET
- 10 CL STA 12+91.83, 14.6' RT BEGIN CURB RETURN, SEE CR AND DRIVEWAY SPOT GRADING PLAN ON SHEET C103, SEE CURVE TABLE THIS SHEET
- 11 139TH WAY CL STA 26+30.78, 21.5' RT, END CURB RETURN CONSTRUCTION, MATCH EXIST CURB
- 12 SEE COB DETAIL 302 FOR RESTORATION OF T-CUT FOR UTILITY TIE-INS TO PUBLIC LINES
- 13 CL STA 12+28.13, 20.5' RT CONTINUE SIDEWALK TO CURB RETURN, SEE PROFILE THIS SHEET

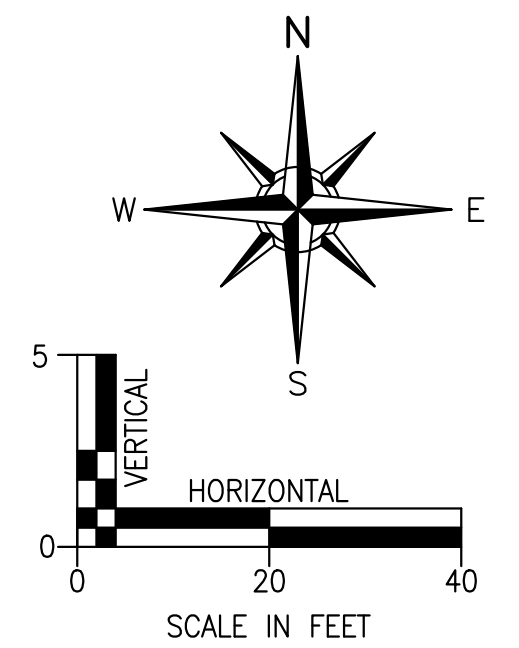


- NOTES:
- 1. USE PAVEMENT SECTION SHOWN OR MATCH EXISTING, WHICHEVER GREATER.
  - 2. AC SHALL BE LEVEL 3, 1/2" DENSE MIX ACP CONFORMING TO OSSC 00744 AND COMPACTED TO 91% MAXIMUM SPECIFIC GRAVITY AS DETERMINED BY AASHTO T-209
  - 3. ASPHALT BINDER SHALL BE PG 64-22
  - 4. AGGREGATE BASE ROCK SHALL BE COMPACTED TO 95% MIN AS DETERMINED BY MODIFIED PROCTOR (ASTM D1557)



Curve Table

Curve #	Length	Radius	Delta	Chord Direction	Chord Length
C1	54.25	45.00	69.08	S46° 17' 13"E	51.03
C2	51.91	30.00	99.15	N48° 58' 24"E	45.67



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SW WHITNEY WAY

SHEET NO.  
**C200**





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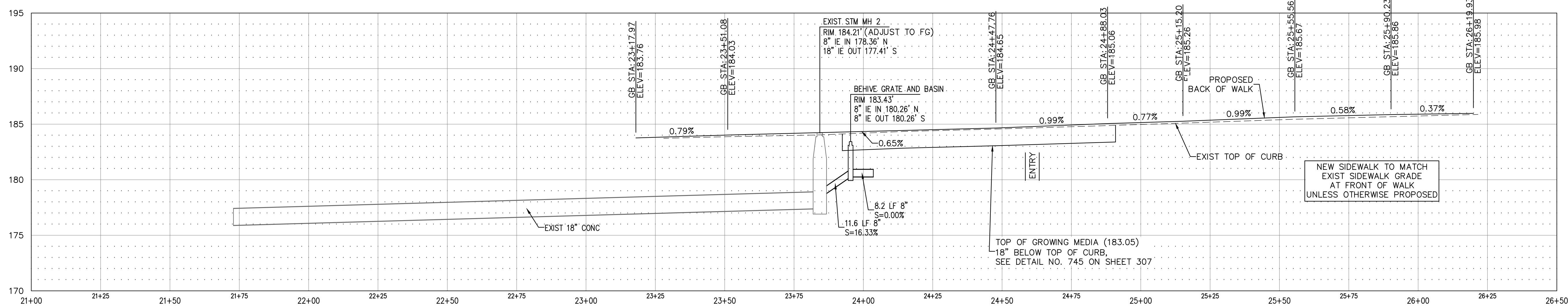
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SHEET TITLE  
SW 139TH WAY

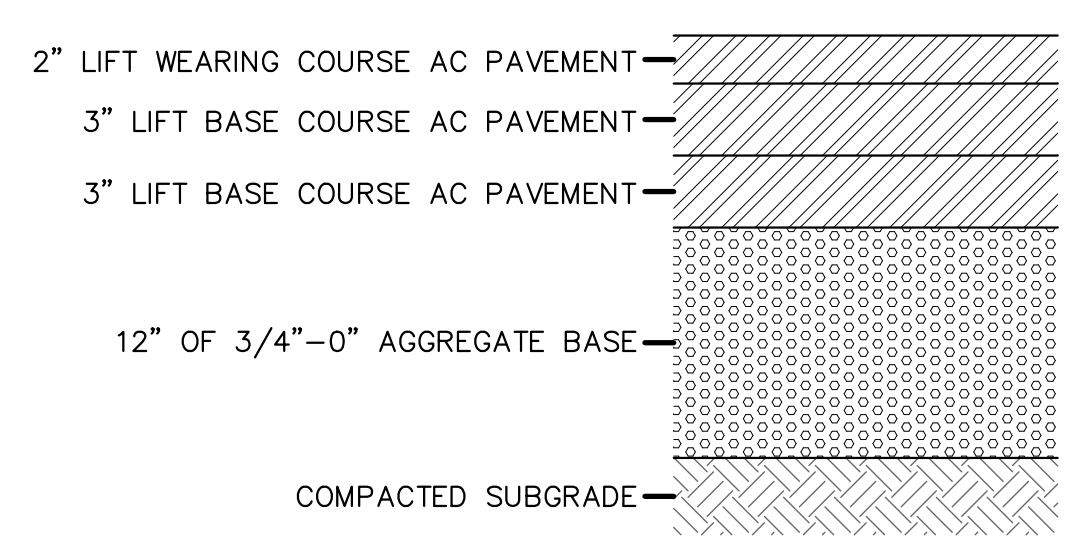
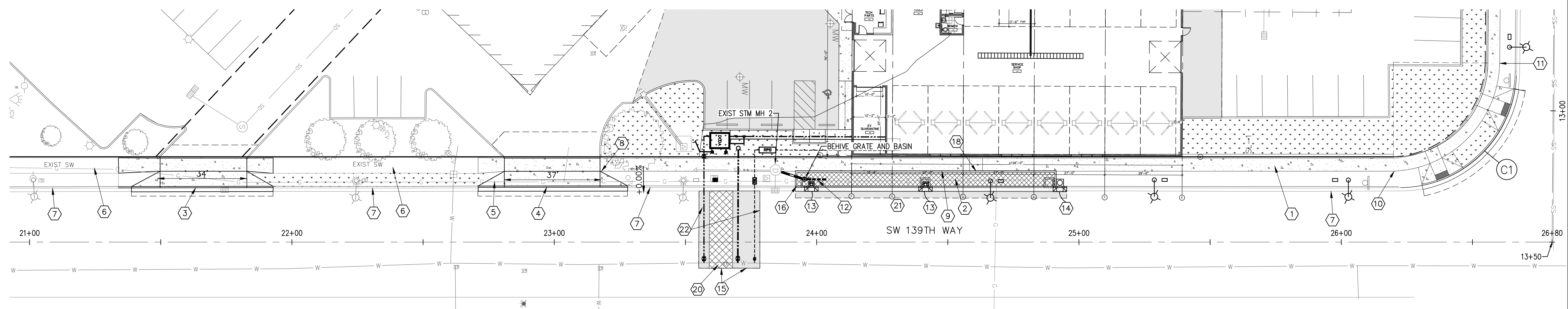
SHEET NO.

**C201**

OF 26



**EXIST TOC AND BACK OF SIDEWALK PROFILE**  
SCALE: SEE SCALE BAR



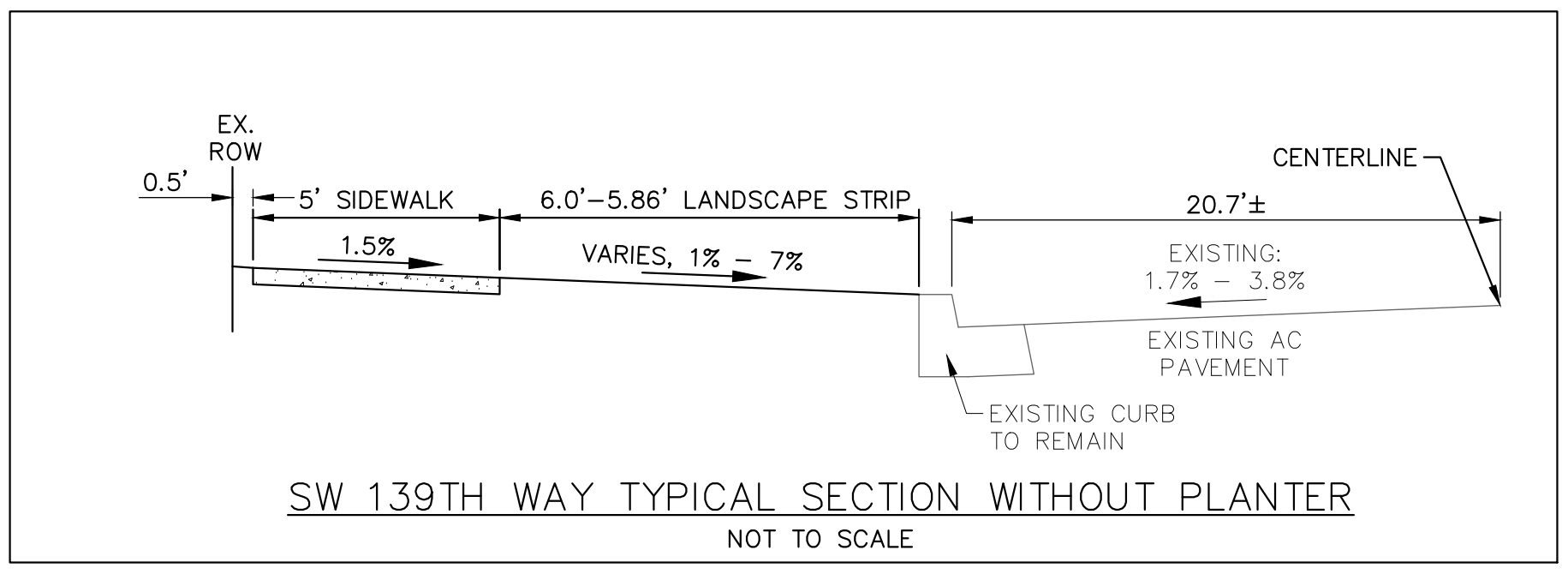
**SW 39TH WAY ACP SECTION**  
SCALE: NTS

- NOTES:
- USE PAVEMENT SECTION SHOWN OR MATCH EXISTING, WHICHEVER GREATER.
  - AC SHALL BE LEVEL 3, 1/2" DENSE MIX ACP CONFORMING TO QSSC 00744 AND COMPACTED TO 91% MAXIMUM SPECIFIC GRAVITY AS DETERMINED BY AASHTO T-209
  - ASPHALT BINDER SHALL BE PG 64-22
  - AGGREGATE BASE ROCK SHALL BE COMPACTED TO 95% MIN AS DETERMINED BY MODIFIED PROCTOR (ASTM D1557)

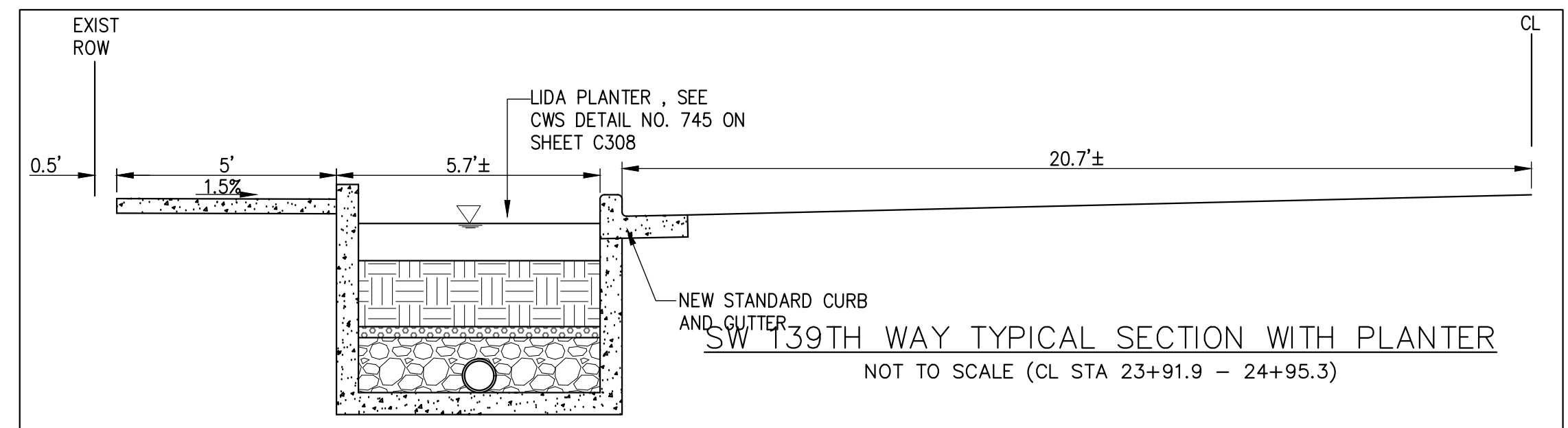
**Curve Table**

Curve #	Length	Radius	Delta	Chord Direction	Chord Length
C1	54.25	45.00	69.08	S46° 17' 13"E	51.03
C2	51.91	30.00	99.15	N48° 58' 24"E	45.67

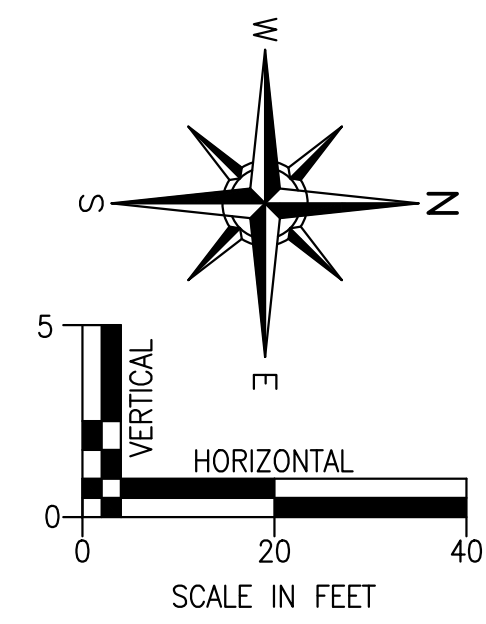
- SITE NOTES**
- DEMO PORTION OF EXIST SIDEWALK AND RECONSTRUCT SIDEWALK AT EXIST GRADE UNLESS OTHERWISE NOTED, SEE TYPICAL SECTION DETAIL THIS SHEET, SEE PROFILE THIS SHEET
  - NEW STREET SIDE PLANTER (516 SF), SEE PROFILE THIS SHEET, SEE DETAILS ON SHEET C308
  - REMOVE PORTION OF EXIST SIDEWALK AND CURB AS NECESSARY TO CONSTRUCT 34' WIDE DRIVEWAY
  - REMOVE PORTION OF EXIST SIDEWALK AND CURB AS NECESSARY TO CONSTRUCT 37' WIDE DRIVEWAY
  - RELOCATE EXIST FDC AWAY FROM PROPOSED DRIVEWAY
  - EXIST SIDEWALK TO REMAIN
  - EXIST CURB TO REMAIN
  - CL STA 23+17.97, 27' LT BEGIN SIDEWALK CONSTRUCTION SEE PROFILE THIS SHEET
  - CL STA 24+47.76, 27' LT BEGIN SIDEWALK TRANSITION UP TO CONNECTION POINT, SEE PROFILE THIS SHEET
  - CL STA 26+20.17, 27' LT BEGIN SIDEWALK RETURN, SEE CR GRADING PLAN ON SHEET C103
  - CL STA 12+82.10, 20.5' RT END SIDEWALK RETURN
  - LIDA BEEHIVE OVERFLOW, SEE DETAILS ON SHEET C308
  - LIDA CURB CUT AND PLANTER INLET, SEE DETAILS ON SHEET C308
  - CURB CUT WITH MODIFIED CG-30 INLET, SEE DETAILS ON SHEET C308
  - SEE COB DETAIL 302 FOR RESTORATION OF T-CUT FOR UTILITY TIE-INS TO PUBLIC LINES
  - CL STA 23+92.4, BEGIN STREET SIDE PLANTER CONSTRUCTION SEE PROFILE THIS SHEET
  - CL STA 24+90.9, END STREET SIDE PLANTER CONSTRUCTION
  - SEE PROFILE THIS SHEET FOR BACK OF WALK ELEVATIONS AT ENTRYWAY
  - NEW STANDARD CURB AND GUTTER AT NEW LIDA PLANTER AREA, CL STA 23+91.9 - 24+90.9
  - GRIND OVERLAY AREA TO PROVIDE LARGE PATCH RESTORATION AREA PER TABLE 192.1 OF THE CITY ENGINEERING DESIGN MANUAL (FOR DISTANCES GREATER THAN 15 LF BETWEEN T-CUT LINES)
  - REMOVE PORTION OF EXIST CURB AND GUTTER (CL STA 23+91.9 - 24+95.3, CONSTRUCT NEW STANDARD CURB AND GUTTER IN FRONT OF NEW LIDA PLANTER, SEE "SW 139TH WAY TYPICAL SECTION PLANTER" DETAIL THIS SHEET
  - CIP STORMLINE IMPROVEMENTS ARE A MINIMUM OF 7' BGS, WATERLINE INSTALLATION IN SW 139TH WAY WILL BE BETWEEN 3 AND 4' DEEP, ESTIMATED MANHOLE LOCATIONS ARE OUTSIDE OF THE ON-SITE WATER IMPROVEMENT LIMITS



**SW 139TH WAY TYPICAL SECTION WITHOUT PLANTER**  
NOT TO SCALE



**SW 139TH WAY TYPICAL SECTION WITH PLANTER**  
NOT TO SCALE (CL STA 23+91.9 - 24+95.3)



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359 E. HISTORIC COLUMBIA RIVER HWY  
TROUTDALE, OREGON 97060  
(503) 688-3737

**HERZOG MEIER  
VOLKSWAGEN-VOLVO  
NEW SERVICE BUILDING**  
4275 SW 139TH WAY  
BEAVERTON, OR 97005

REVISIONS

No.	Description	Date
1		
2		
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DRAWN BY: BB

CHECKED BY: KG

JOB NO: E20-030

DATE: 7/26/2024

ISSUED FOR: LAND USE REVIEW

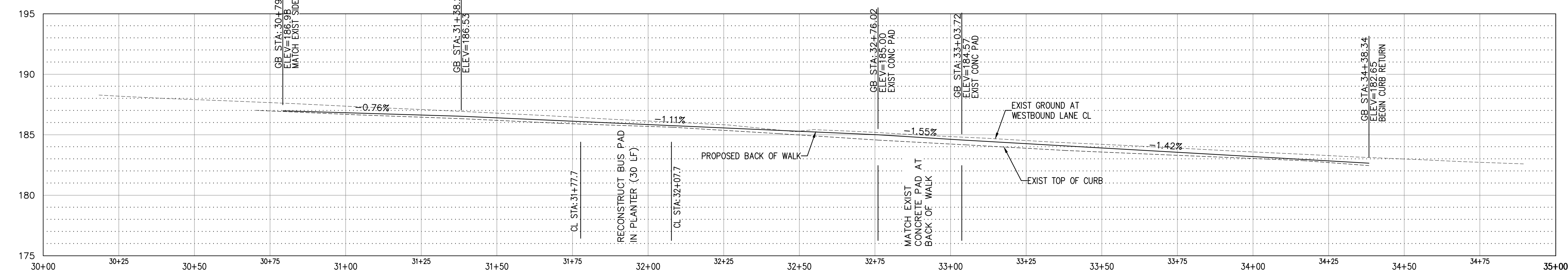
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TV HWY PLAN

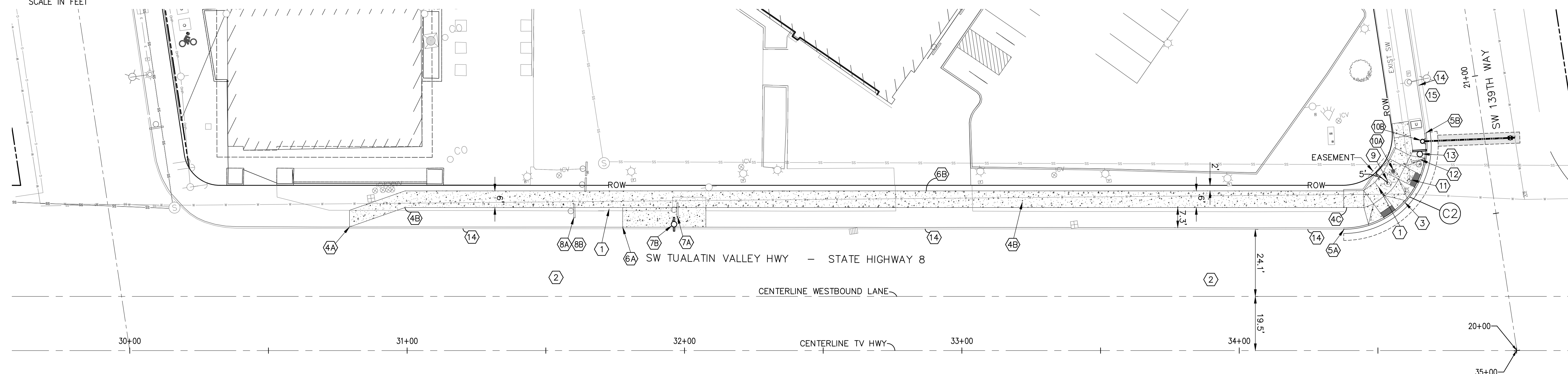
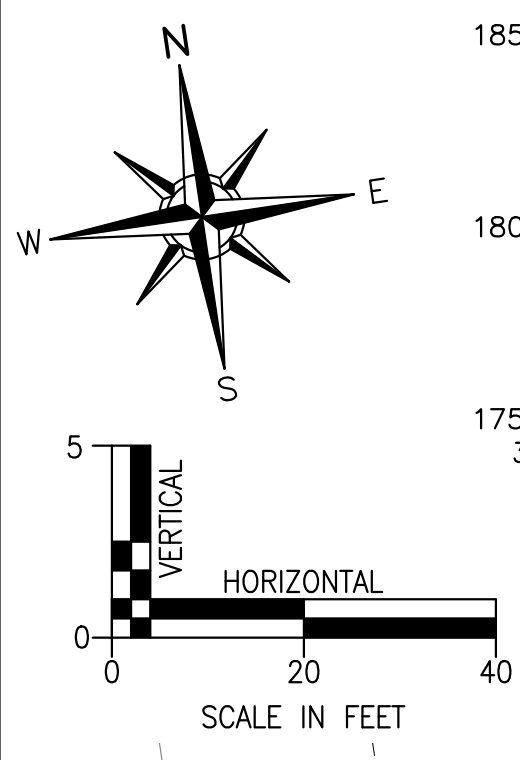
SHEET NO.

**C202**

OF 26



**EXIST TOC AND BACK OF SIDEWALK PROFILE AT SW TUALATIN VALLEY HIGHWAY**  
SCALE: SEE SCALE BAR



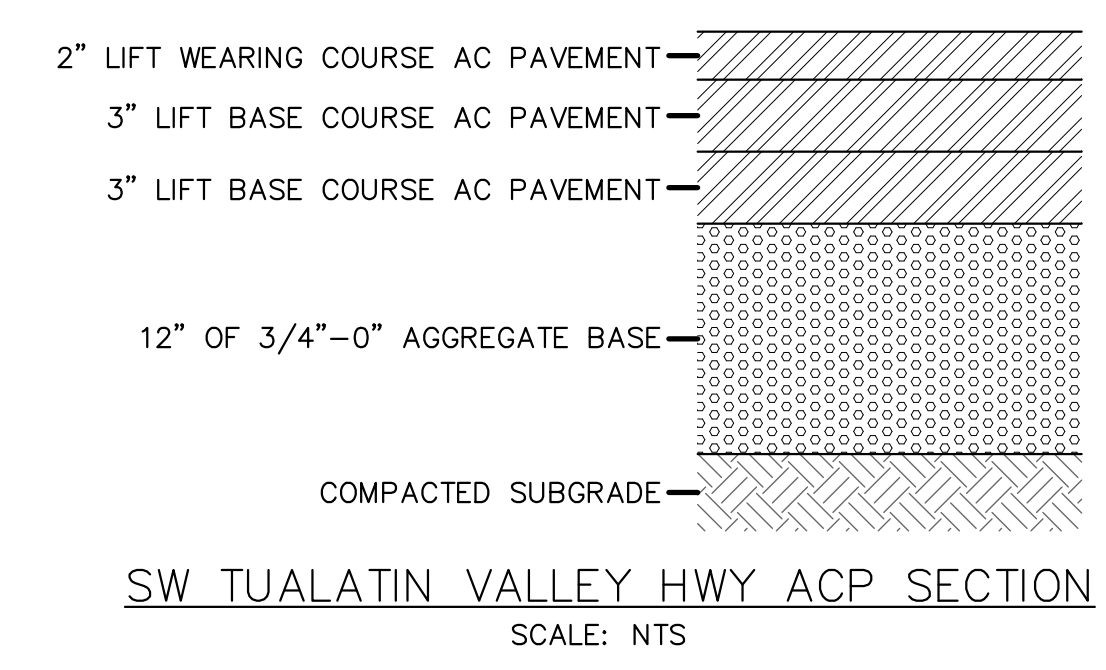
Curve #	Length	Radius	Delta	Chord Direction	Chord Length
C1	54.25	45.00	69.08	S46° 17' 13"E	51.03
C2	51.91	30.00	99.15	N48° 58' 24"E	45.67

ODOT TRAFFIC CONTROL NOTES

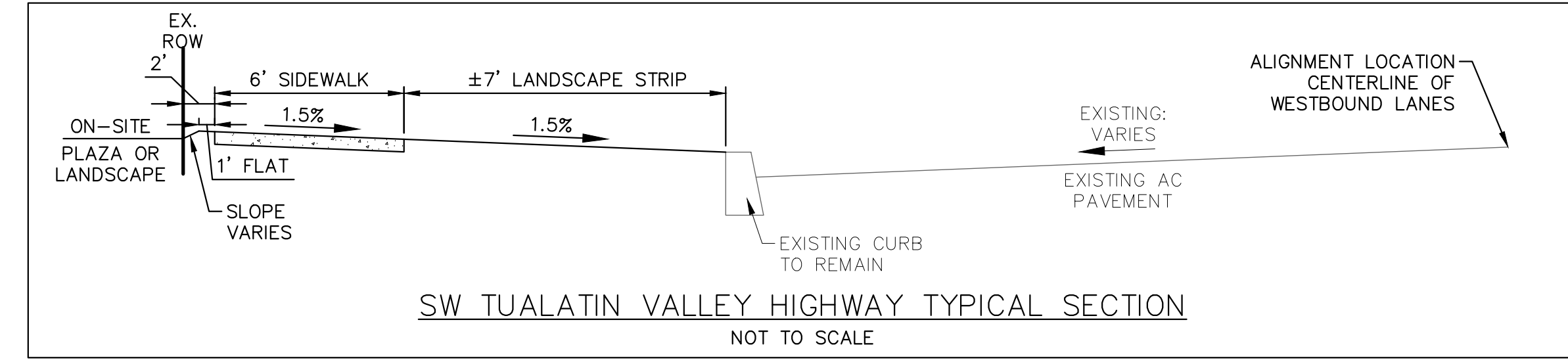
- WHEN CONSTRUCTION ACTIVITIES BLOCK OR INTERFERE WITH NORMAL PEDESTRIAN ROUTING, PROVIDE SAFE PASSAGE FOR PEDESTRIANS EITHER THROUGH THE CONSTRUCTION, OR REROUTED AROUND THE CONSTRUCTION, UTILIZING ODOT STANDARD DRAWING TM844 AND THE REQUIREMENTS OF THE 2018 OREGON STANDARD SPECIFICATIONS FOR CONSTRUCTION (BLACK BOOK), PAGE 150 & 151, SUBSECTION 00220.02(B).
- WHEN CONSTRUCTION ACTIVITIES BLOCK OR INTERFERE WITH NORMAL OPEN STATE HIGHWAY SHOULDER CONDITIONS, AND THESE IMPACTS LAST LONGER THAN 72 HOURS, FOLLOW THE TEMPORARY SIGNING AND DELINEATION REQUIREMENTS OF ODOT STANDARD DRAWINGS TM800, TM841, TM842, TM850 AND TM851.
- ANY ABRUPT EDGE GREATER THAN 2 INCHES IN DEPTH, CLOSER THAN 4 FEET FROM AN ACTIVE TRAFFIC LANE, AND HAVING A DURATION LONGER THAN 72 HOURS, SHALL BE REQUIRED TO FOLLOW THE "TYPICAL ABRUPT EDGES SIGNING DETAIL" ON ODOT STANDARD DRAWING TM800.
- WHEN CONSTRUCTION ACTIVITIES BLOCK OR INTERFERE WITH SHOULDERS OR BIKE LANES, INSTALL A 48 INCH "BICYCLES ON ROADWAY" (CW11-1) SIGN IN ADVANCE OF EACH SHOULDER OR BIKE LANE CLOSURE AT SIGN SPACING "A" FROM THE "CD SPACING TABLE" SHOWN ON ODOT STANDARD DRAWING TM800.
- IF THERE ARE LANE CLOSURES ON TV HIGHWAY FOR THE CONSTRUCTION WORK ZONE AND CONTRACTOR CAN NOT ACCOMMODATE A TRAVEL LANE FOR ANNUAL LOADS OF 16" AND/OR OVERSIZE LOADS UP TO 28" (WITH ADVANCED 20 MINUTES), PLEASE FOLLOW THE MOBILITY PROCEDURES MANUAL  
[HTTPS://WWW.OREGON.GOV/ODOT/MCT/DOCUMENTS/MOBILITYPROCEDUREMANUAL.PDF](https://www.oregon.gov/ODOT/MCT/DOCUMENTS/MOBILITYPROCEDUREMANUAL.PDF)

SITE NOTES

- DEMO EXIST CURB TIGHT SIDEWALK AND CURB RETURN AS NECESSARY FOR NEW SIDEWALK AND CURB RETURN CONSTRUCTION, SEE SIDEWALK DETAILS ON SHEET C301
- SEE SW TUALATIN VALLEY HIGHWAY TYPICAL SECTION DETAIL THIS SHEET
- REMOVE EXIST CURB AND CURB RAMP, RE-CONSTRUCT NEW CURB AND GUTTER AND DUAL ADA COMPLIANT RAMPS OPTION "CC-3", SEE SPOT GRADING PLAN ON SHEET C203, SEE ODOT DETAILS ON SHEETS C300 AND C301
- CL STA 30+79.2 MATCH EXIST EDGE OF SIDEWALK, REMOVE FULL SIDEWALK PANELS ONLY, BEGIN 20' TRANSITION TO 7' LANDSCAPE BEHIND CURB WITH 6' SIDEWALK, SEE TYPICAL SECTION DETAIL THIS SHEET
- CL STA 30+99.2, 51.5' LT CONTINUE SIDEWALK CONSTRUCTION, SEE DETAIL ON SHEET C301
- CL STA 34+38.7, 51.5' LT END SIDEWALK CONSTRUCTION, BEGIN RETURN RAMPS AND RETURN WALKWAY CONSTRUCTION
- CL STA 34+37.7 BEGIN CURB RETURN CONSTRUCTION, SEE CURVE TABLE THIS SHEET
- CL STA 20+82.4 END CURB RETURN CONSTRUCTION
- REMOVE AND RECONSTRUCT BUS PAD IN 7' PLANTER BEGIN CL STA 31+77.7 TO 32+07.7 (30 LF), SEE PROFILE THIS SHEET, SEE GENERAL NOTE 7 THIS SHEET
- SAWCUT AND REMOVE PORTION OF EXIST SITE CONCRETE AS NECESSARY FOR SIDEWALK CONSTRUCTION, NEW SIDEWALK TO MATCH EXIST CONCRETE EDGE, SEE PROFILE THIS SHEET
- REMOVE AND PROTECT FOR RE-USE EXIST BUS STOP SIGN POLE WITH SINGLE SEAT ATTACHMENT, REMOVAL TO BE COORDINATED WITH TRI-MET, SEE GENERAL NOTE 7 THIS SHEET
- RE-INSTALL EXIST BUS STOP SIGN POLE WITH SINGLE SEAT ATTACHMENT, RE-INSTALLATION TO BE COORDINATED WITH TRI-MET, SEE GENERAL NOTE 7 THIS SHEET
- REMOVE EXIST WOODEN SIGN POST (DISCARD WOODEN POST) AND PROTECT FOR RE-USE INTERSECTION ADVANCE WARNING SIGN
- INSTALL NEW 2" x 2" x 12 ga. PSST 1 POST SIGN SUPPORT AND RE-MOUNT EXIST INTERSECTION ADVANCE WARNING SIGN
- RELOCATE EXIST FIRE HYDRANT ASSEMBLY TO NEW LOCATION PER CITY DIRECTION, HYDRANT MUST NOT BE RELOCATED IN SIDEWALK AREA
- RELOCATED FIRE HYDRANT ASSEMBLY, CONTRACTOR TO GET CITY OF BEAVERTON APPROVAL BEFORE INSTALLATION, SEE DETAILS ON SHEET C304
- EXIST GAS VALVE TO BE RELOCATED BY OTHERS, CONTRACTOR TO COORDINATE
- REMOVE EXIST WOODEN SIGN POST (DISCARD WOODEN POST) AND STOP AND ROAD SIGNS, RETAIN STOP AND ROAD SIGNS FOR RE-MOUNTING ON NEW POST
- INSTALL NEW 2 1/4" & 2 1/2" 12 ga. PSST 1 POST SIGN SUPPORT AND RE-MOUNT EXIST STOP AND ROAD SIGNS, AND MOUNT NEW "TV HWY" SIGN ON BOTH TV HWY SIDE AND SW 139TH WAY SIDE, SEE SIGN DESIGN DETAILS AND SIGN TREE DETAIL ON SHEET C301, SEE SIGN ATTACHMENT AND INSTALLATION DETAILS ON SHEETS C302 AND C303
- PROTECT EXIST CURB
- CL STA 20+87.5, REMOVE FULL EXIST SIDEWALK PANEL, MATCH NEW SIDEWALK TO EXIST
- PROTECT EXIST UTILITY VAULT



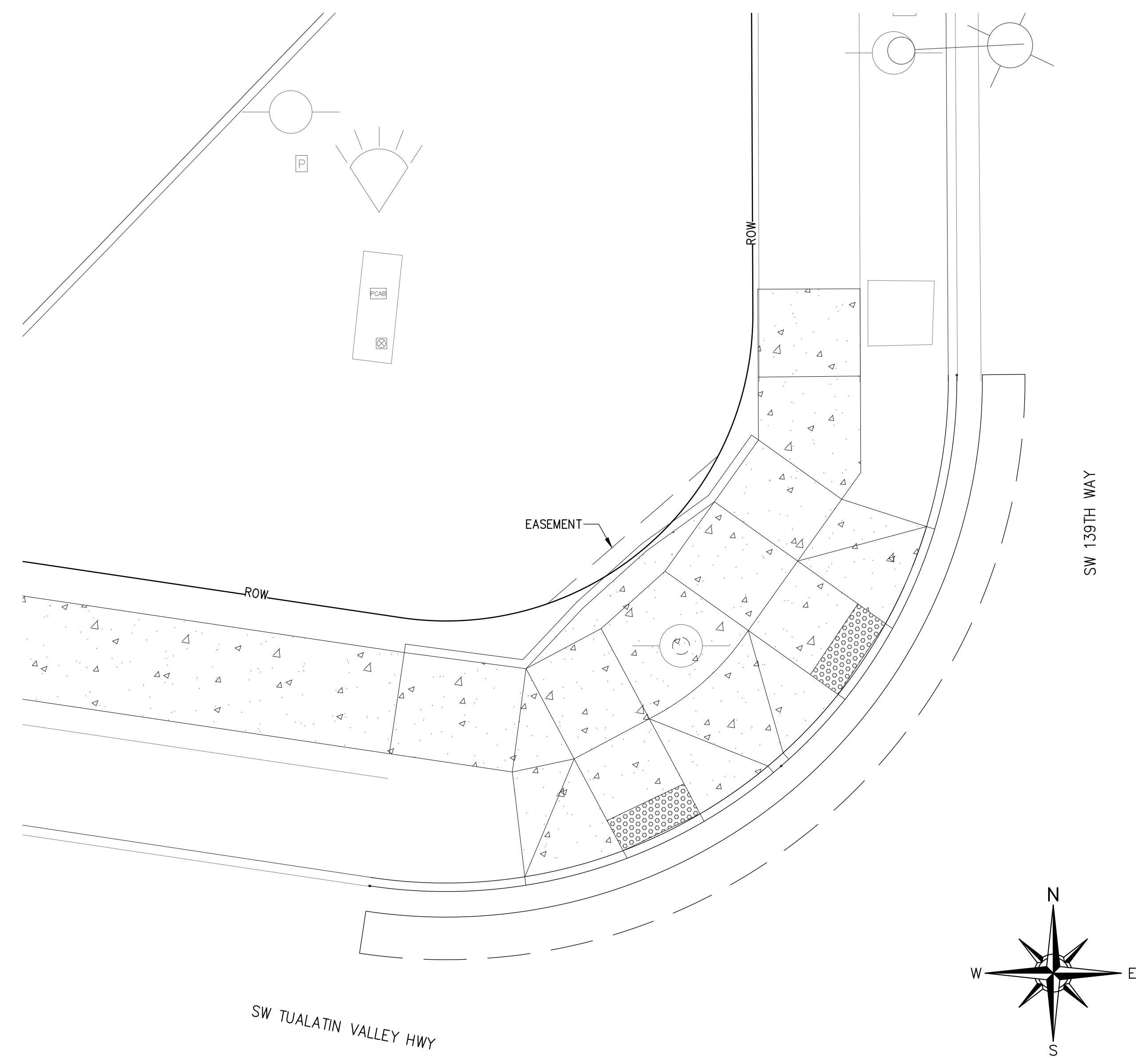
- GENERAL NOTES:
- USE PAVEMENT SECTION SHOWN OR MATCH EXISTING, WHICHEVER GREATER.
  - AC SHALL BE LEVEL 3, 1/2" DENSE MIX ACP CONFORMING TO OSSC 00744 AND COMPACTED TO 91% MAXIMUM SPECIFIC GRAVITY AS DETERMINED BY AASHTO T-209
  - ASPHALT BINDER SHALL BE PG 64-22
  - AGGREGATE BASE ROCK SHALL BE COMPACTED TO 95% MIN AS DETERMINED BY MODIFIED PROCTOR (ASTM D1557)
  - ANY DAMAGED OR CUT PAVEMENT WILL REQUIRE PAVEMENT RESTORATION, PAVEMENT RESTORATION CONSISTS OF: 2" GRIND AND INLAY USING LEVEL 3 MINIMUM MIX FOR AN AREA THAT COVERS THE ENTIRE LANE WIDTH OF EVERY LANE AFFECTED, MINIMUM OF 50' IN LENGTH
  - GHOST LINES WILL NOT BE ALLOWED, IF ANY PAVEMENT MARKINGS ARE REMOVED USING APPROVED METHOD AND PAVEMENT MARKINGS WILL NOT BE PLACED IN EXACT ORIGINAL LOCATION WILL TRIGGER PAVEMENT RESTORATION, SEE NOTE 5 ABOVE
  - CONTRACTOR TO CONTACT TRIMET 10 DAYS BEFORE ANY WORK BEGINS AT THE BUS PAD OR FOR THE APPROACHING SIDEWALK



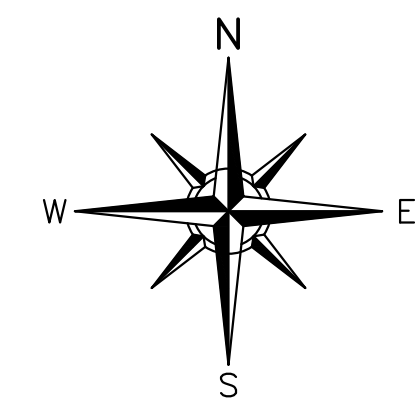
S:\Project Files\Projects\E20-030 Herzog Meier Volkswagen\CAD\Sheets\E20-030 Const - TV Hwy Frontage.dwg © Plot Date: Aug 6 24 © Time: 12:31 PM



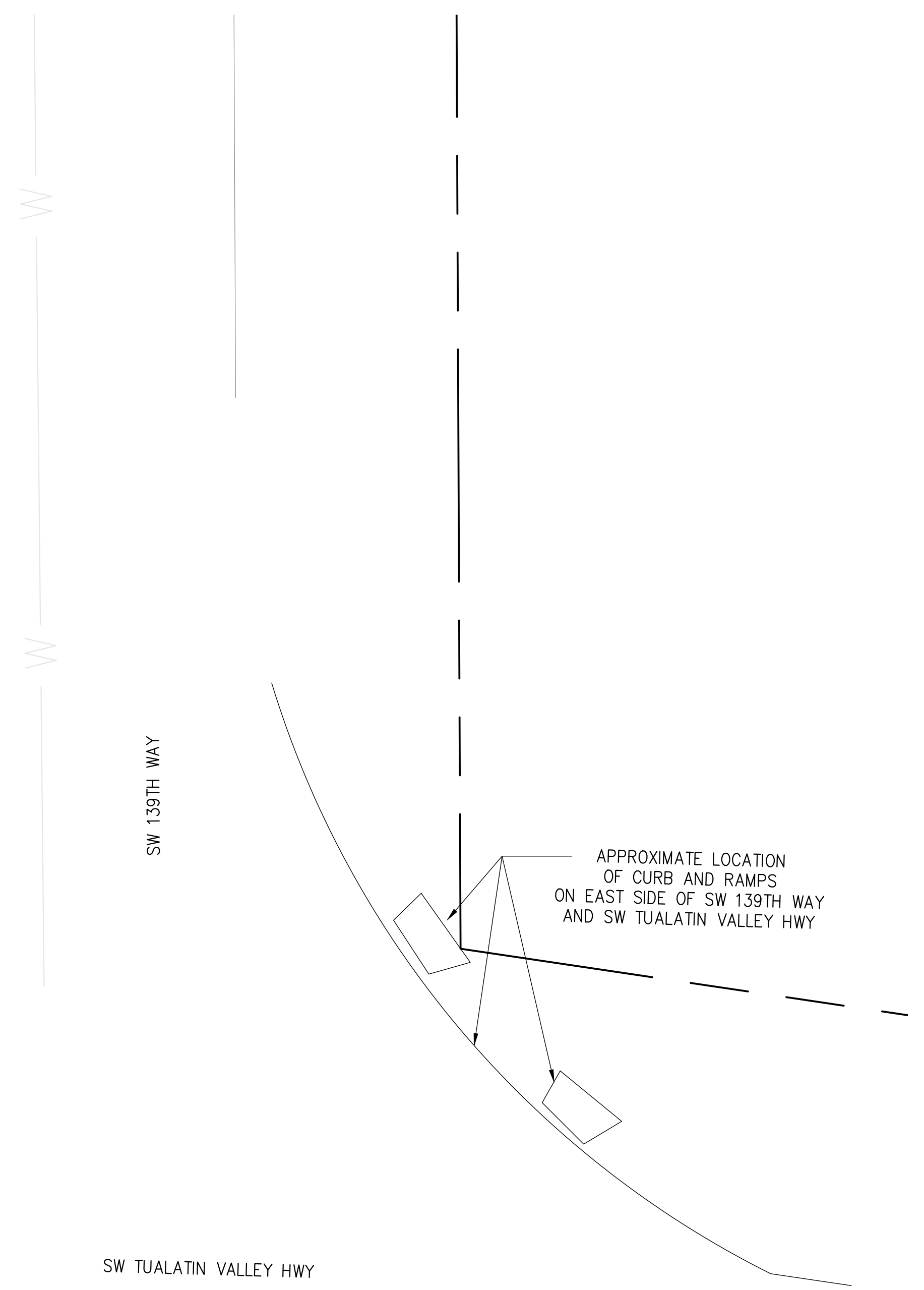
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21+00



**CURB RETURN SPOT GRADING PLAN**  
SCALE: SEE SCALE BAR



EXPIRES: 06/30/25  
SIGNATURE DATE: \_\_\_\_\_

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(503) 688-3737

**HERZOG MEIER  
VOLKSWAGEN-VOLVO  
NEW SERVICE BUILDING**  
4275 SW 139TH WAY  
BEAVERTON, OR 97005

**REVISIONS**

No.	Description	Date
1		
2		
3		
4		
5		
6		

DRAWN BY: BB  
CHECKED BY: KG  
JOB NO: E20-030  
DATE: 7/26/2024

ISSUED FOR: LAND USE REVIEW

SHEET TITLE  
**CR RAMP PROXIMITY  
PLAN SW TV HWY**

SHEET NO.  
**C203**





EXPIRES: 06/30/25  
SIGNATURE DATE: \_\_\_\_\_

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(503) 668-3737

**HERZOG MEIER  
VOLKSWAGEN-VOLVO  
NEW SERVICE BUILDING**  
4275 SW 139TH WAY  
BEAVERTON, OR 97005

**CONSTRUCTION NOTES**

1. SLOPES HOLD OVER ELEVATIONS
2. SEE STD DWGS RD902, 904, AND 936 ON SHEET C300
3. SEE SHEET C301 FOR CURB AND GUTTER DETAIL
4. CONSTRUCT CONCRETE JOINTS AS SHOWN ON PLANS OR AS DIRECTED BY ENGINEER
5. ALIGN SIDEWALK FLUSH (ZERO LIP) WITH POWER POLE BASE

**LEGEND**

- X+XX.XX, XX.XX' → STATION, OFFSET, ELEVATION  
FG:182.46, E=6' → CURB EXPOSURE POINT
- Ⓡ → RAMP NUMBER

DESIGN EXCEPTION
NA
CROSSING CLOSURE
NA
LRM NO.
02900000
MILEPOINT
4.25
CORNER POSITION
3
RAMP NO.
1 AND 2

**REVISIONS**

No.	Description	Date
1		
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DRAWN BY: BB  
CHECKED BY: KG  
JOB NO: E20-030  
DATE: 7/26/2024

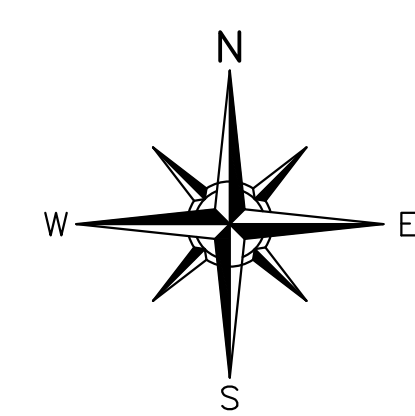
ISSUED FOR: LAND USE REVIEW

SHEET TITLE  
CR SPOT GRADING AT  
SW TV HWY

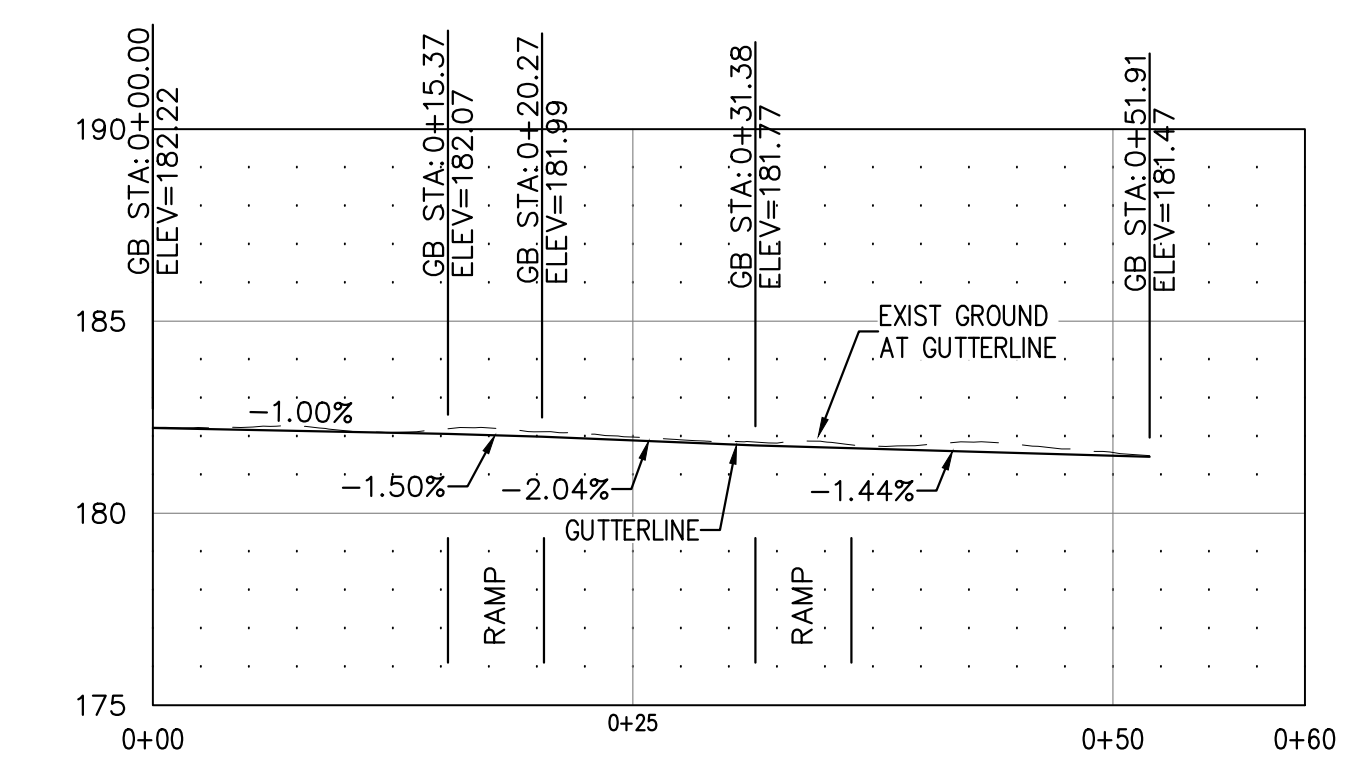
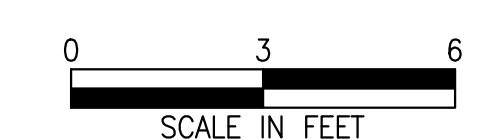
SHEET NO.

**C204**

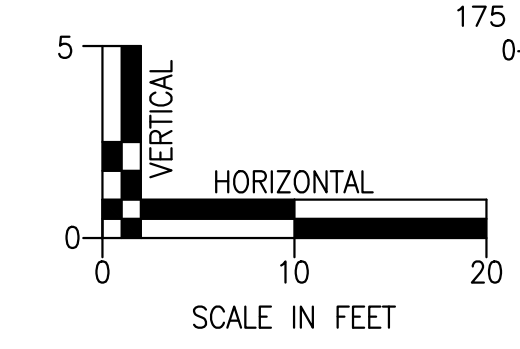
OF 26



**CURB RETURN SPOT GRADING PLAN**  
SCALE: SEE SCALE BAR

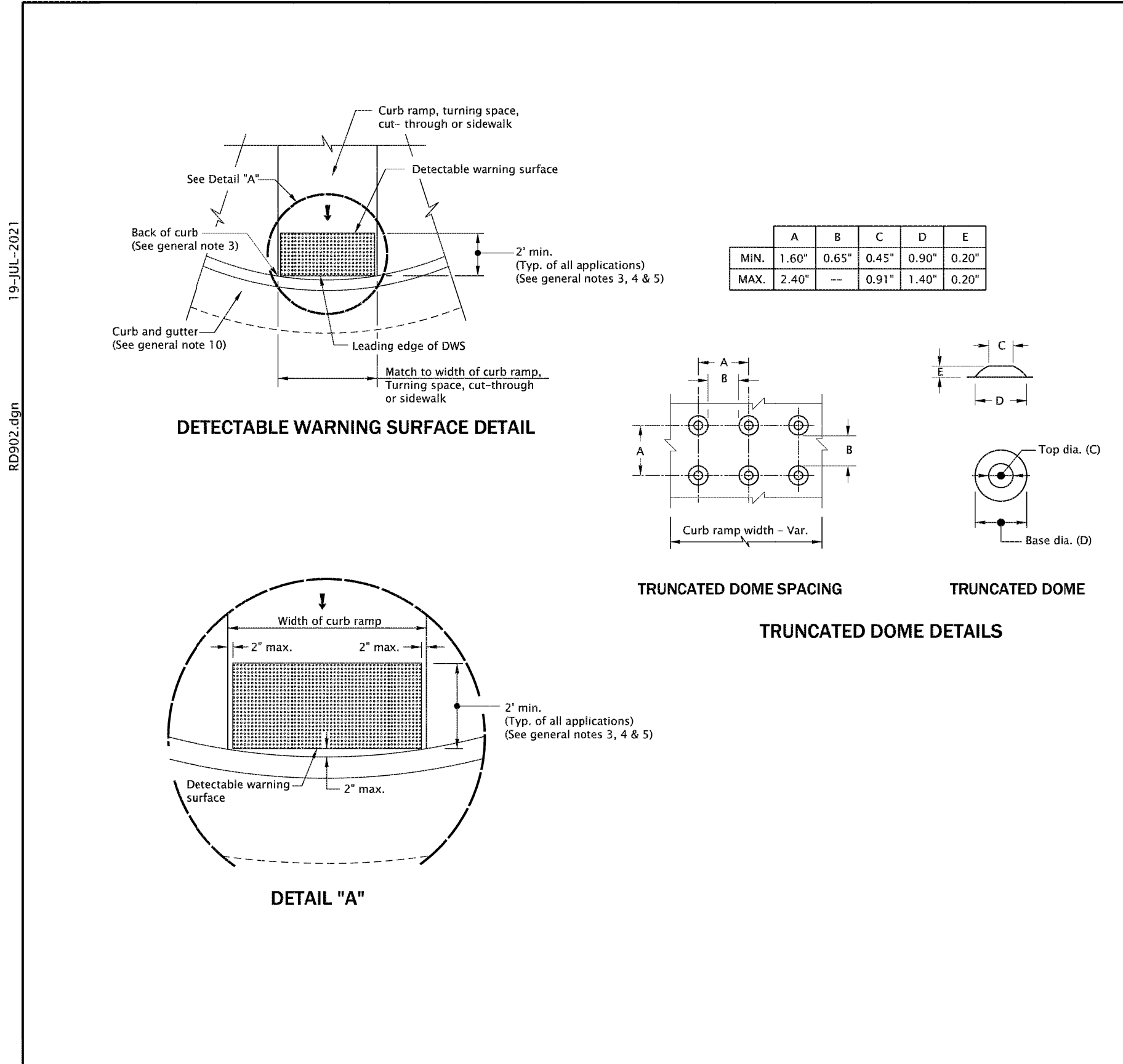


**CURB RETURN FLOWLINE PROFILE**  
SCALE: SEE SCALE BAR





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**GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:**

- Detectable warning surface details & locations are based on applicable ODOT Standards.
- See project plans for details not shown. See Std. Dwg. RD700 & RD701 for curbs.
- The detectable warning surface shall extend the full width of the curb ramp opening, shared use path, blended transition, turning space, or other roadway entrance as applicable. A gap of up to 2 inches on each side of the detectable warning surface is permitted measured at the leading edge of the detectable warning surface panel as shown in Detail 'A'.
- Detectable warning surface shall be placed at the back of curb for a minimum depth of 2 ft. in the direction of pedestrian travel at curb ramps that are adjacent to traffic. Detectable warning surface may be radial or rectangular, but must comply with the truncated dome size and spacing standards. Detectable warning surface may be cut to meet necessary shape as shown in plans. Detectable warning surface across a grade break is prohibited. Place abutting panels within 1/8 inch of each other and install anchors, as specified by manufacturers, along cut edge.
- Color to be safety yellow if no color specified in construction note. Alternative colors require a design exception on or along state highways.
- Detectable warning surface shall be used in the following locations:
  - Curb ramps at street crossings.
  - Crossing islands (Accessible Route Islands).
  - Rail crossings.
- Where public transportation stations (rail, bus, etc.) use platform boarding, detectable warning surface shall be placed along the full edge length of the station, when not protected by platform screens or guards, (see Std. Dwg. RD906).
- Detectable warning surface shall not be used on the following locations:
  - End of sidewalk transitions that are not at a crosswalk, (see Std. Dwg. RD950, RD952 and RD960).
  - Driveways, unless constructed with curb return or are signalized.
  - Parking lots, access aisles and passenger loading zones where curb ramp does not lead to vehicular way.
- Where no curb is present, the detectable warning surface shall be placed at the edge of the roadway.
- On or along state highways, curb and gutter is required at curb ramps.

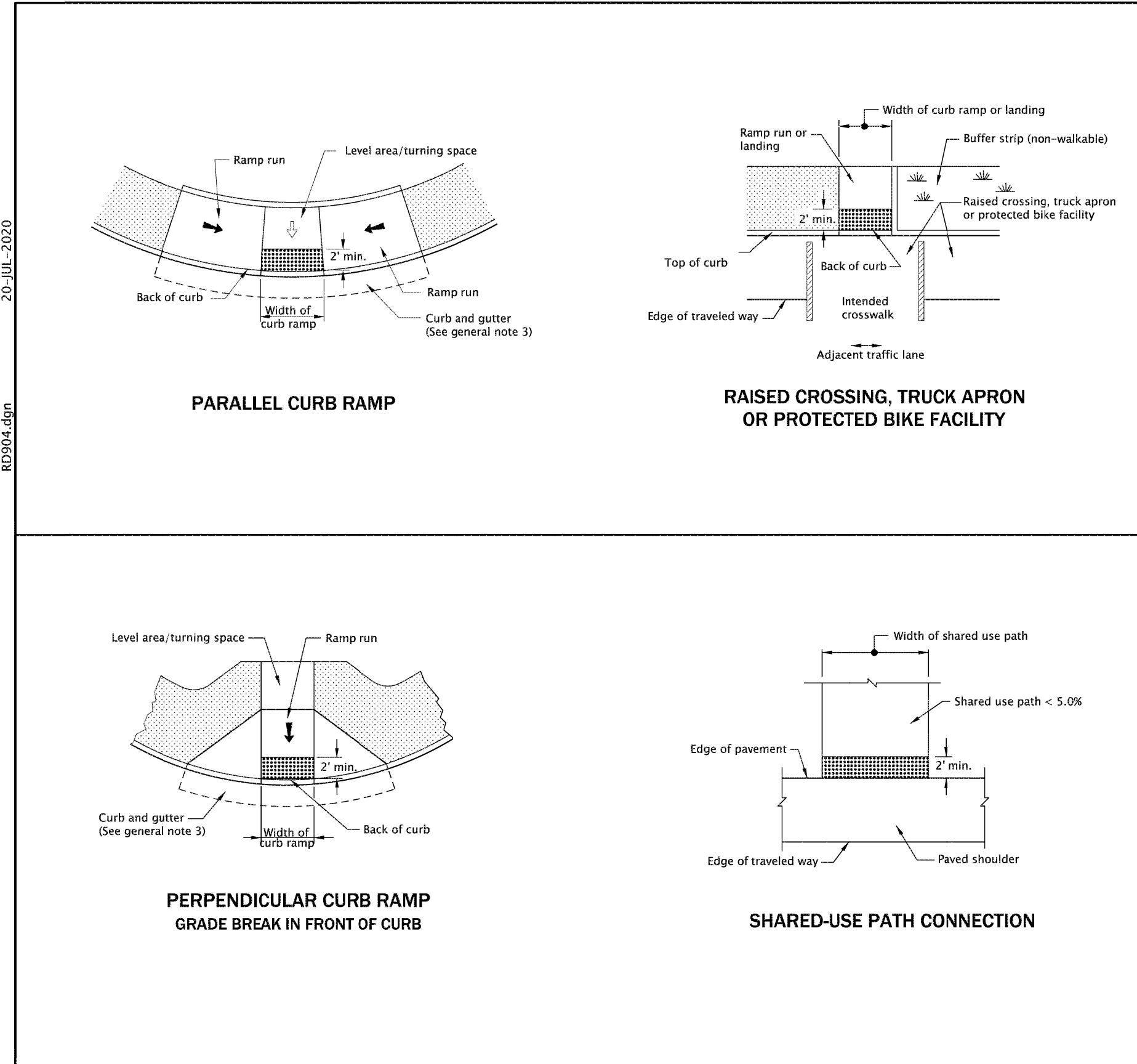
**LEGEND:**

- Marked or intended crossing location
- Sidewalk
- Detectable warning surface
- Cross slope 1.5% max. (Max. 2.0% finished surface slope) (Normal sidewalk cross slope)
- Running slope 7.5% max. (Max. 8.3% finished surface slope)

*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 first consulting a Registered Professional Engineer.*

Effective Date: June 1, 2023 – November 30, 2023

OREGON STANDARD DRAWINGS	
DETECTABLE WARNING SURFACE DETAILS	
2021	
DATE	REVISION DESCRIPTION
07-2020	NEW DRAWING CREATED
07-2021	REVISED DETAILS AND NOTES
CALC. BOOK NO.	N/A
DATE	19-JUL-2021
	RD902



**GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:**

- Detectable warning surface details & locations are based on applicable ODOT Standards.
- See project plans for details not shown. See Std. Dwg. RD700 & RD701 for curbs. See Std. Dwg. RD902 for detectable warning surface installation details.
- On or along state highways, curb and gutter is required at curb ramps.
- Detectable warning surface placement for perpendicular ramps vary as shown.

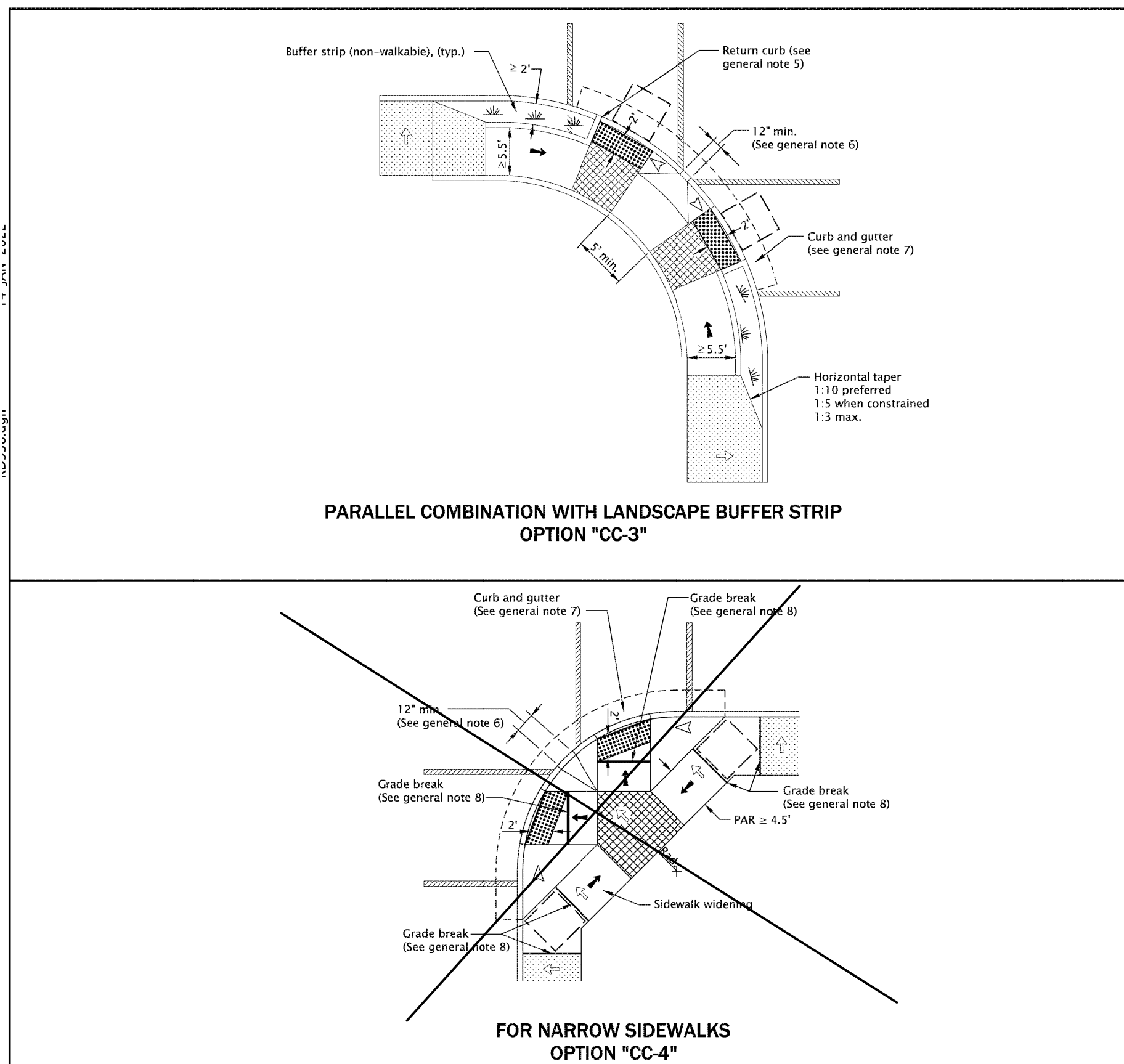
**LEGEND:**

- Marked or intended crossing location
- Sidewalk
- Detectable warning surface
- Cross slope 1.5% max. (Max. 2.0% finished surface slope) (Normal sidewalk cross slope)
- Running slope 7.5% max. (Max. 8.3% finished surface slope)

*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 first consulting a Registered Professional Engineer.*

Effective Date: June 1, 2023 – November 30, 2023

OREGON STANDARD DRAWINGS	
DETECTABLE WARNING SURFACE PLACEMENT FOR CURB RAMPS	
2021	
DATE	REVISION DESCRIPTION
07-2020	NEW DRAWING CREATED
CALC. BOOK NO.	N/A
DATE	20-JUL-2020
	RD904



**GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:**

- Curb ramp details are based on applicable ODOT Standards.
- See project plans for details not shown. See Std. Dwg. RD700 & RD701 for curbs. See Std. Dwg. RD720 & RD721 for sidewalks. See Std. Dwg. RD902 through RD908 for detectable warning surface installation details. See Std. Dwg. RD930 for combination curb ramp details.
- Tooled dummy joints are required at all curb ramp grade break lines, (see Std. Dwg. RD722).
- Curb ramp slopes shown are relative to the true level horizon (zero bubble).
- Return curb may be provided in lieu of flared slope only if protected from traverse travel by landscaping, see Std. Dwg. RD721. Return curb shall not reduce width of approaching sidewalk.
- When 2 curb ramps are immediately adjacent, the curb exposure (E) between the adjacent side flares may range between 3" and full design exposure.
- On or along state highways, curb and gutter is required at curb ramps.
- Grade breaks at the top and bottom of curb ramp runs shall be perpendicular to the direction of the ramp run. Grade breaks shall not be permitted on the surface of ramp runs and turning spaces. Surface slopes that meet at grade breaks shall be flush.

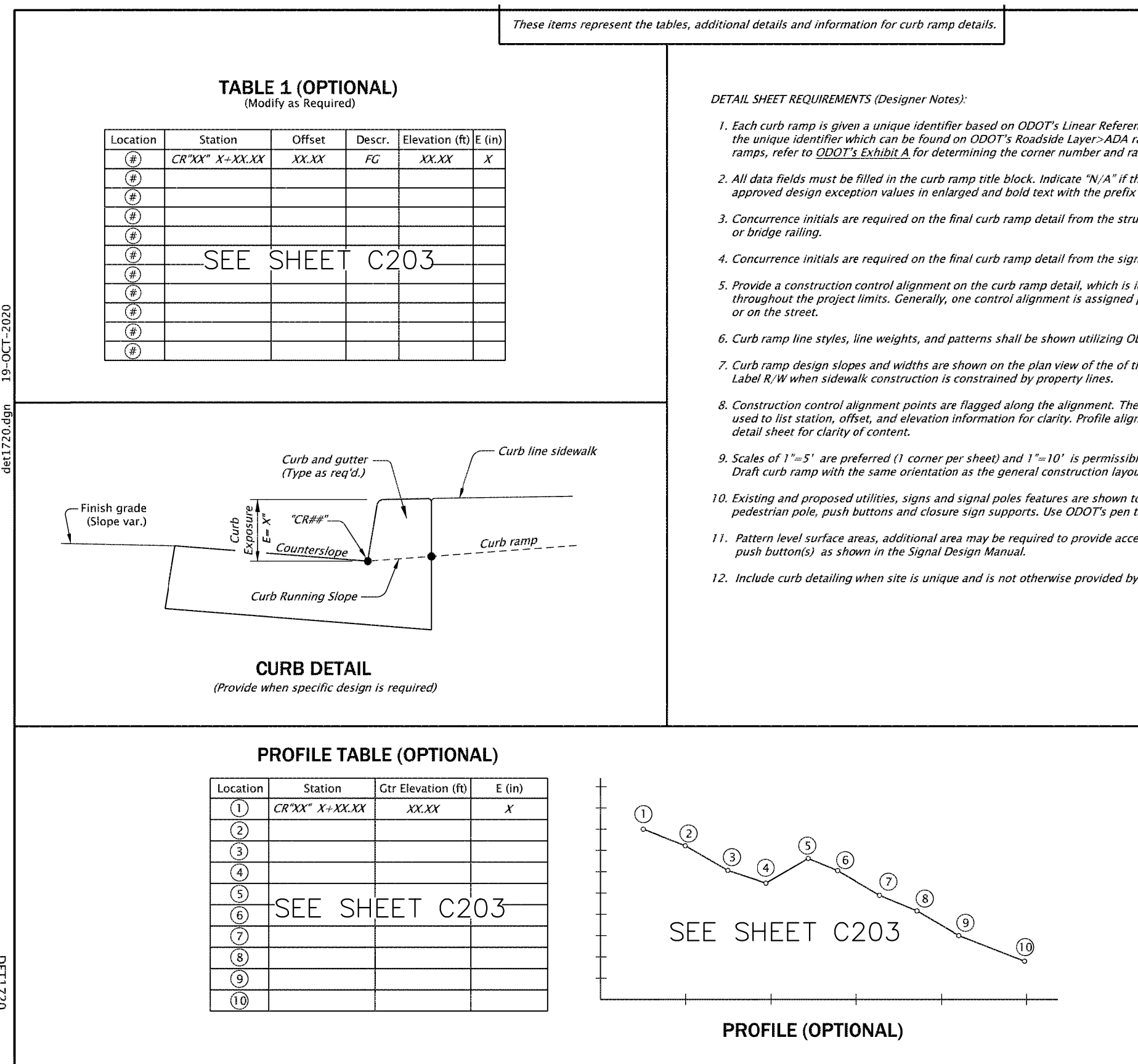
**LEGEND:**

- Marked or intended crossing location
- Sidewalk
- Detectable warning surface
- Level area (Turning space/landing) Unobstructed 4.5' x 4.5' With obstructed 5.5' x 5.5' (Longer dimension in direction of pedestrian street crossing). For the purposes of this application, a max. 2.0% finished surface slope (for drainage) measured perpendicular in two directions is considered level.
- Cross slope 1.5% max. (Max. 2.0% finished surface slope) (Normal sidewalk cross slope)
- Running slope 7.5% max. (Max. 8.3% finished surface slope)
- Flare slope (Max. 10% finished surface slope)
- Curb height
- 4' x 4' clear space

*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 first consulting a Registered Professional Engineer.*

Effective Date: June 1, 2023 – November 30, 2023

OREGON STANDARD DRAWINGS	
COMBINATION CURB RAMP	
2021	
DATE	REVISION DESCRIPTION
07-2020	NEW DRAWING CREATED
07-2022	REVISED DETAILS AND NOTES
CALC. BOOK NO.	N/A
DATE	14-JAN-2022
	RD936



*These items represent the tables, additional details and information for curb ramp details.*

**TABLE 1 (OPTIONAL)**  
(Modify as Required)

Location	Station	Offset	Descr.	Elevation (ft)	E (in)
(1)	CRXXX X-XX-XX	XX-XX	FG	XX-XX	X
(2)					
(3)					
(4)					
(5)					
(6)					
(7)					
(8)					
(9)					
(10)					

**DETAIL SHEET REQUIREMENTS (Designer Notes):**

- Each curb ramp is given a unique identifier based on ODOT's Linear Referencing Method (LRM), mile point, a corner number, and ramp position. ODOT's inventory displays the unique identifier which can be found on ODOT's Roadside Layer-ADA ramps with the information icon. For new intersections or reconfigured intersections with curb ramps, refer to ODOT's Exhibit 4 for determining the corner number and ramp position. When more than one curb ramp is shown, label the curb ramps number.
- All data fields must be filled in the curb ramp title block. Indicate 'N/A' if there are no design exceptions or crossing closures. Label components of the curb ramp with approved design exception values in enlarged and bold text with the prefix of 'DE'.
- Concurrence initials are required on the final curb ramp detail from the structural designer when the curb ramp is integrated with a bridge, moment slab, retaining wall, or bridge railing.
- Concurrence initials are required on the final curb ramp detail from the signal designer when the curb ramp includes a signal or pedestrian push button, or crossing closure.
- Provide a construction control alignment on the curb ramp detail, which is identified by 'CRXX' and normally at the gutter flow line. Number each corner control line consecutively throughout the project limits. Generally, one control alignment is assigned per corner, island or median island. Islands may have a control alignment 'CRXX' that is relative to or on the street.
- Curb ramp line styles, line weights, and patterns shall be shown utilizing ODOT's pen table for curb ramps details.
- Curb ramp design slopes and widths are shown on the plan view of the curb ramp layout. Label constrained width areas. Label transition panels when included. Label R/W when sidewalk construction is constrained by property lines.
- Construction control alignment points are flagged along the alignment. The match points and radius points are identified on the control line. Data tables can be used to fix station, offset, and elevation information for clarity. Profile alignments are optional. Additional curb ramp detail information may be required on a second detail sheet for clarity of content.
- Scales of 1"=5' are preferred (1 corner per sheet) and 1"=10' is permissible (2 corners per sheet). Include the scale of the curb ramp detail. Draft curb ramp with the same orientation as the general construction layout.
- Existing and proposed utilities, signs and signal poles features are shown to scale utilizing ODOT's curb ramp detail menu symbols. Include proposed signal pole, pedestrian pole, push buttons and closure sign supports. Use ODOT's pen table for curb ramps details.
- Include curb detailing when site is unique and is not otherwise provided by DET1752.

**PROFILE TABLE (OPTIONAL)**

Location	Station	Ctr. Elevation (ft)	E (in)
(1)	CRXXX X-XX-XX	XX-XX	X
(2)			
(3)			
(4)			
(5)			
(6)			
(7)			
(8)			
(9)			
(10)			

*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.*

Effective Date: June 1, 2023 – November 30, 2023

OREGON DEPARTMENT OF TRANSPORTATION	
TECHNICAL SERVICES	
DETAILS	
EXAMPLE OF MINIMUM CURB RAMP DETAILS INSTRUCTIONS	DETAIL NO. DET1720



EXPIRES: 06/30/25  
SIGNATURE DATE: \_\_\_\_\_

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NEW SERVICE BUILDING  
4275 SW 139TH WAY  
BEAVERTON, OR 97005

No.	Description	Date
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4		
5		
6		

DRAWN BY: BB  
CHECKED BY: KG  
JOB NO: E20-030  
DATE: 7/26/2024  
ISSUED FOR: LAND USE REVIEW

SHEET TITLE  
ODOT DETAILS 1

SHEET NO.  
**C300**



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**O.D.O.T. & City of Portland Standard "H"=16" STANDARD CURB**  
(See general note 11)

**MOUNTABLE CURB**  
(See general note 11)

**CURB ENDING DETAIL**

**CURB AND GUTTER**

**MOUNTABLE CURB AND GUTTER**

**LOW PROFILE MOUNTABLE CURB AND GUTTER**  
(Where shown on plans)

**VALLEY GUTTER**

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

**MODIFICATION FOR KEYWAY**  
(Where shown on plans)

**LOW PROFILE MOUNTABLE CURB**  
(See general note 11)

**GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:**

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

*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 first consulting a Registered Professional Engineer.*

**OREGON STANDARD DRAWINGS**  
**CURBS**  
2021  
RD700

Effective Date: June 1, 2023 - November 30, 2023

**TYPICAL PLAN VIEW - SEPARATED SIDEWALK**

**NON-PLANTED SOFTSCAPE CROSS SECTION**

**SECTION A-A**  
**TYPICAL SETBACK CROSS SECTION**

**LEGEND**

**GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:**

- Include additional paved or unpaved 2' shy distance to vertical faces higher than 5' such as retaining walls, sound walls, fences and buildings.
- Curb type and sidewalk width as shown on plans or as directed. On sidewalks 8' and wider, provide a longitudinal joint at the midpoint.
- 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.
- 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 joint details.
- Const. contraction joints at 15' maximum spacing, and at ends of each curb ramp. See Std. Dwg. RD722 for contraction joint details.
- Curb and gutter shown; see project plans for the curb design specified. For curb details, see Std. Dwg. RD700 & RD701.
- ODOT standard E = 7".
- Sidewalk details are based on ODOT applicable standards.
- Driveway encroaches into sidewalk shown; see project plans for the driveway design specified. For driveway details not shown, see Std. Dwg. RD725, RD730, RD735, RD740, RD745 & RD750.
- See project plans for details not shown.
- Provide plantings in areas 12 SF or greater, as shown or directed. Treat areas less than 12 SF with mulch surfacing.

*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 first consulting a Registered Professional Engineer.*

**OREGON STANDARD DRAWINGS**  
**SEPARATED SIDEWALKS**  
2021  
RD721

Effective Date: June 1, 2023 - November 30, 2023

**SECTION A-A**  
**(SIDEWALK TRANSITION PANEL SHOWN)**

**SECTION A-A**  
**(CURB RAMP TRANSITION PANEL SHOWN)**

**PLAN**  
**SIDEWALK AND CURB RAMP TRANSITION PANELS**

**JOINT DETAIL**  
(Curb line sidewalk with curb and gutter shown)

**CONTRACTION JOINT**  
(See general note 6)

**DUMMY JOINT**

**EXPANSION JOINT**  
(See general notes 2 & 5)

**LEGEND:**

- New sidewalk or ramp run
- Slope 1.5% max. (Max. 2.0% finished surface slope) (Normal sidewalk cross slope)
- Slope 7.5% max. (Max. 8.3% finished surface slope)
- Zero exposure

*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 first consulting a Registered Professional Engineer.*

**OREGON STANDARD DRAWINGS**  
**SIDEWALK JOINTS AND TRANSITION PANELS**  
2021  
RD722

Effective Date: June 1, 2023 - November 30, 2023

**"TV Hwy" FACING TV HIGHWAY DETAIL**

**"TV Hwy" FACING SW 139TH WAY DETAIL**

**SIGN DATA:**

- ALUMINUM SIGN SUBSTRATE
- ASTM TYPE III SHEETING
- 8" WHITE 'C' LEGEND ON GREEN BACKGROUND
- 1" BOARDER FLUSH WITH EDGE OF SIGN

**SIGN DATA:**

- ALUMINUM SIGN SUBSTRATE
- ASTM TYPE III SHEETING
- 6" WHITE 'C' LEGEND ON GREEN BACKGROUND
- 1/2" BOARDER FLUSH WITH EDGE OF SIGN

**SIGN TREE DETAIL FACING INTO SW 139TH WAY**

**EXIST SIDE STREET SIGNS ROTATED 90° FACING EAST-WEST**

**SMALL HIGHWAY SIGN FACING SW 139TH WAY**

**LARGE HIGHWAY SIGN FACING TV HWY**

**EXIST STOP SIGN FACING SW 139TH WAY**

**NOTE:**  
LARGE HIGHWAY SIGN AND STOP SIGN USED FOR SIGN POST SIZING



EXPIRES: 06/30/25  
SIGNATURE DATE: \_\_\_\_\_

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BEAVERTON, OR 97005

REVISIONS

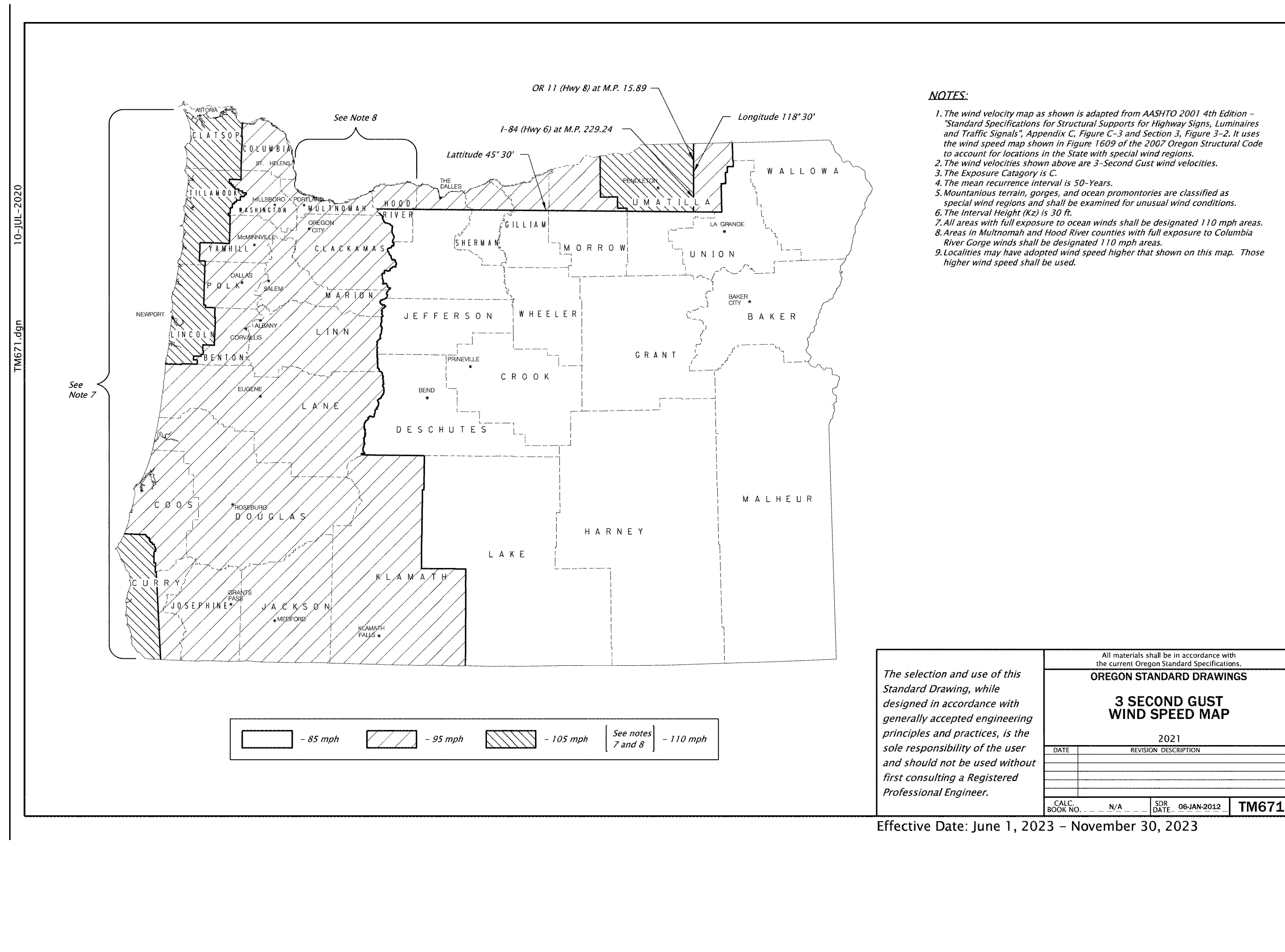
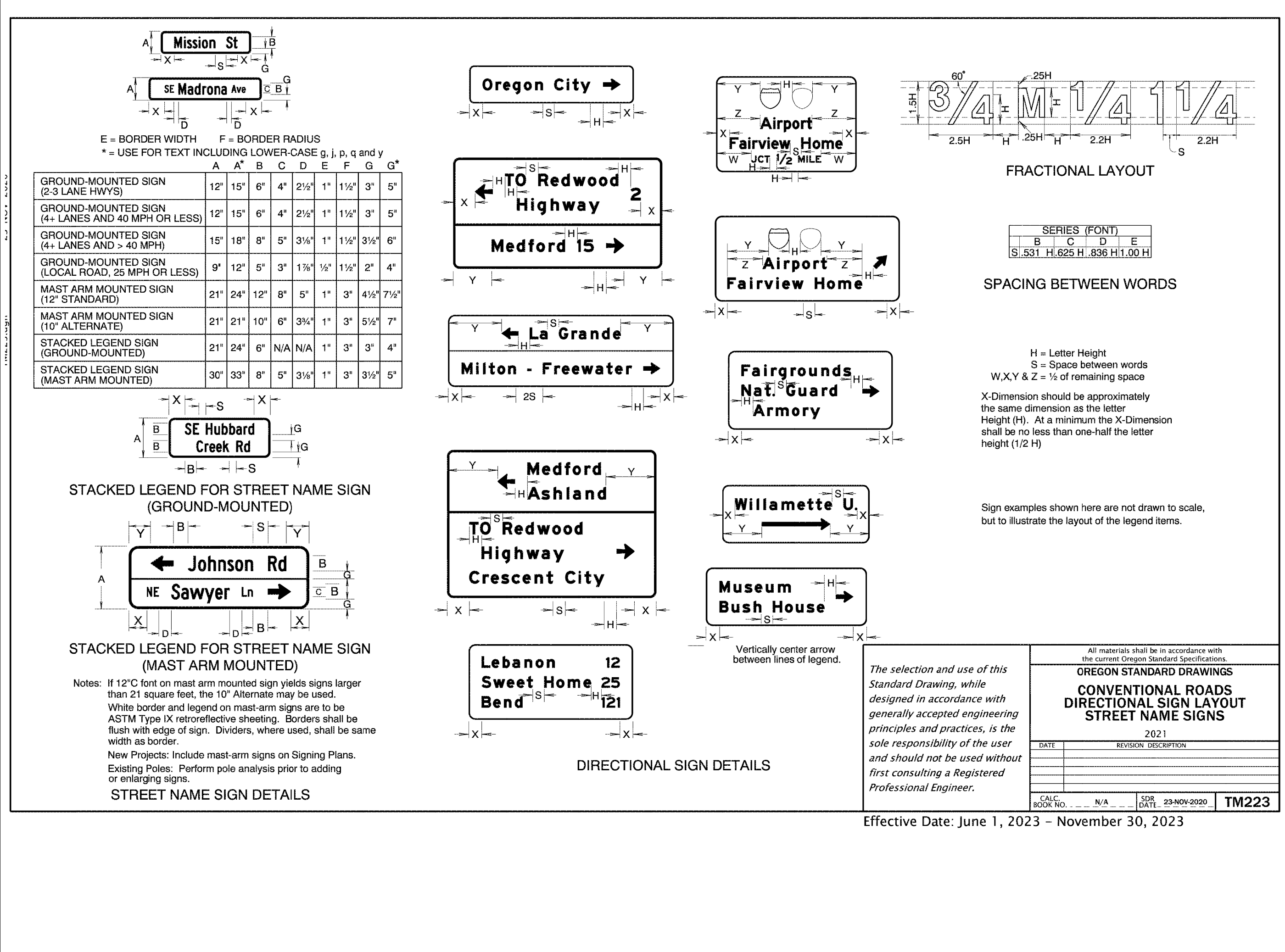
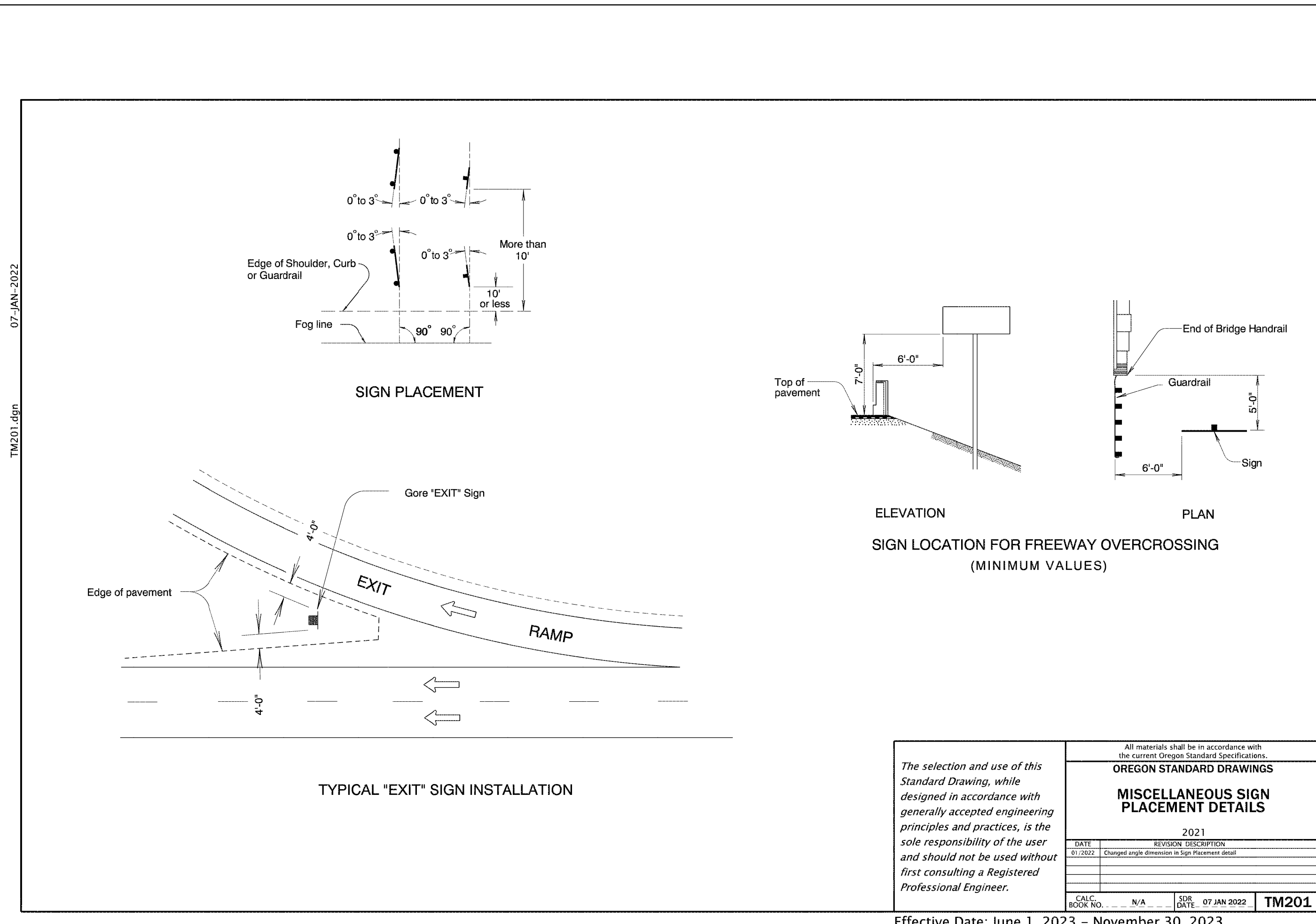
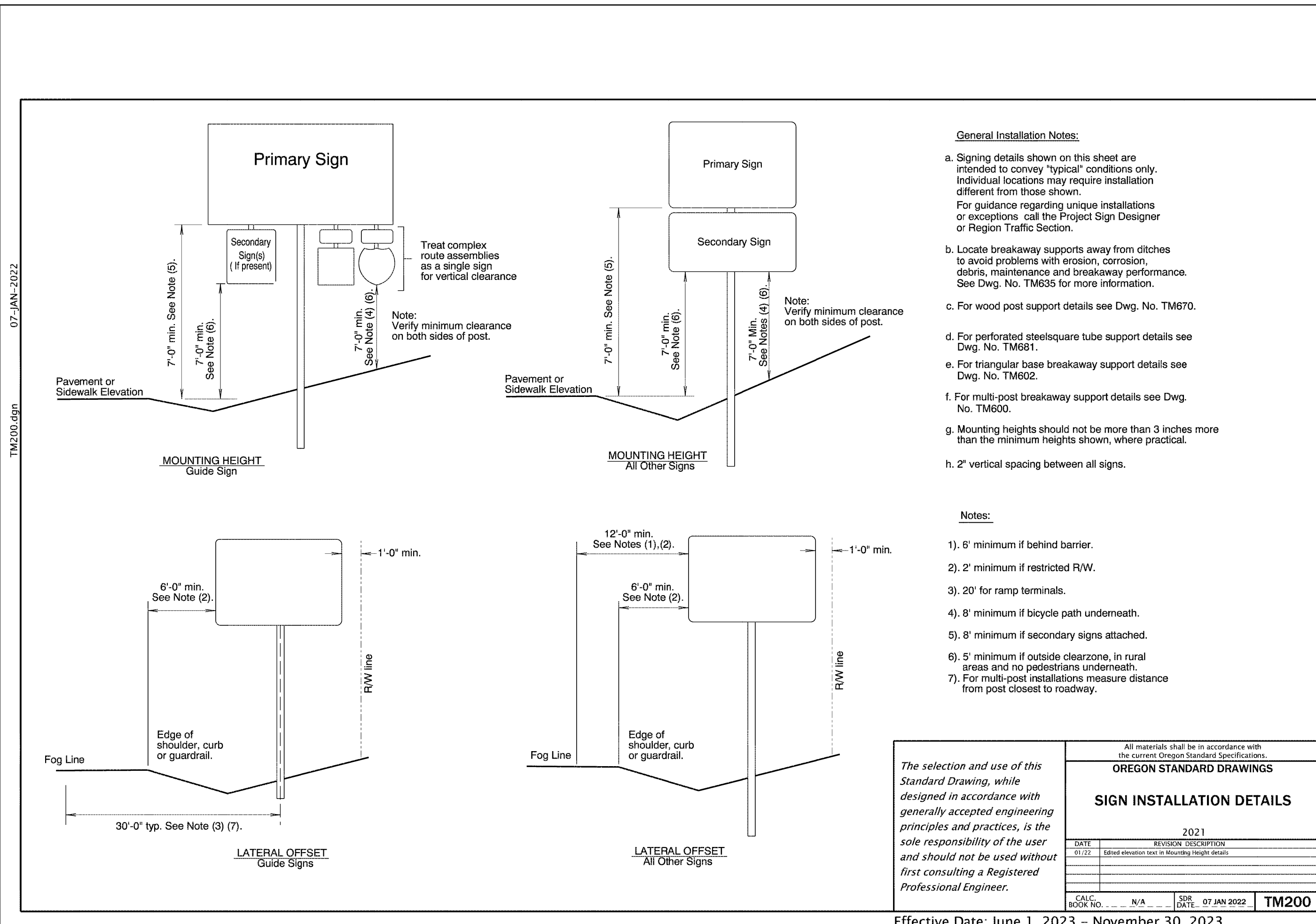
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CHECKED BY: KG  
JOB NO: E20-030  
DATE: 7/26/2024  
ISSUED FOR: LAND USE REVIEW

SHEET TITLE  
ODOT DETAILS 2

SHEET NO.  
**C301**  
OF 26





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JOB NO: E20-030  
DATE: 7/26/2024

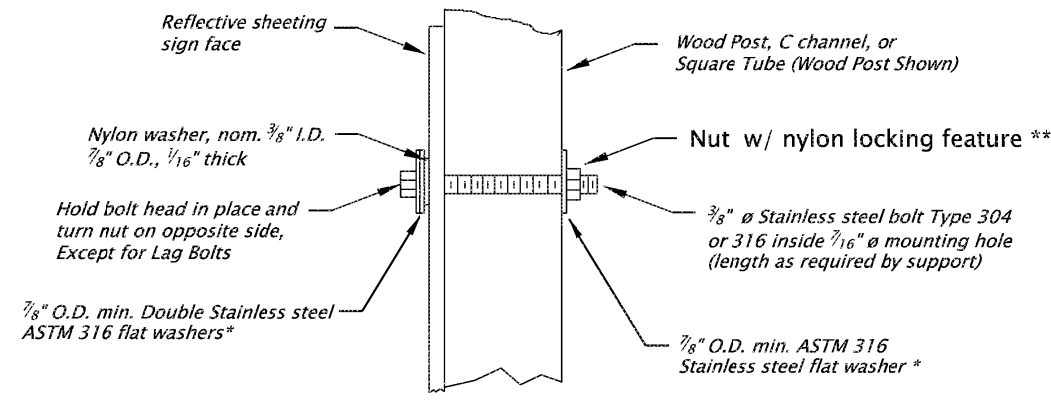
ISSUED FOR: LAND USE REVIEW

SHEET TITLE  
ODOT DETAILS 3

SHEET NO.  
**C302**  
OF 26



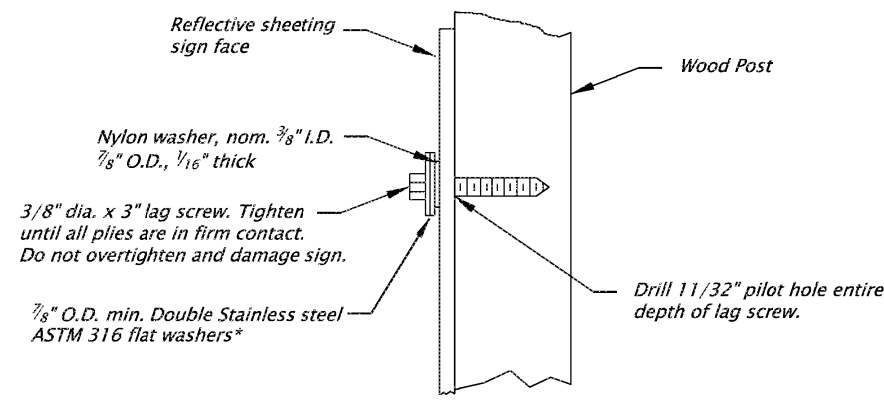
10-JUL-2020  
TM676.dgn



Note:  
1) When signs are placed on opposing sides of post, 3/8" x 3" lag screws can be used instead of through hole.  
2) Use nylon and stainless steel washers when signs are placed on both sides of post.  
3) Burr threads at junction with nut when locknuts are not used.  
4) Post bolts to extend beyond the tightened nuts within the limits of 1/4" to 1".

\* Stainless steel bonded sealing washer with neoprene layer is an acceptable substitute  
\*\* Acceptable substitute for nylon locking nuts  
ANCO PIN-LOC  
TRI-LOC® Top Lock Locknut

SIGN ATTACHMENT DETAIL



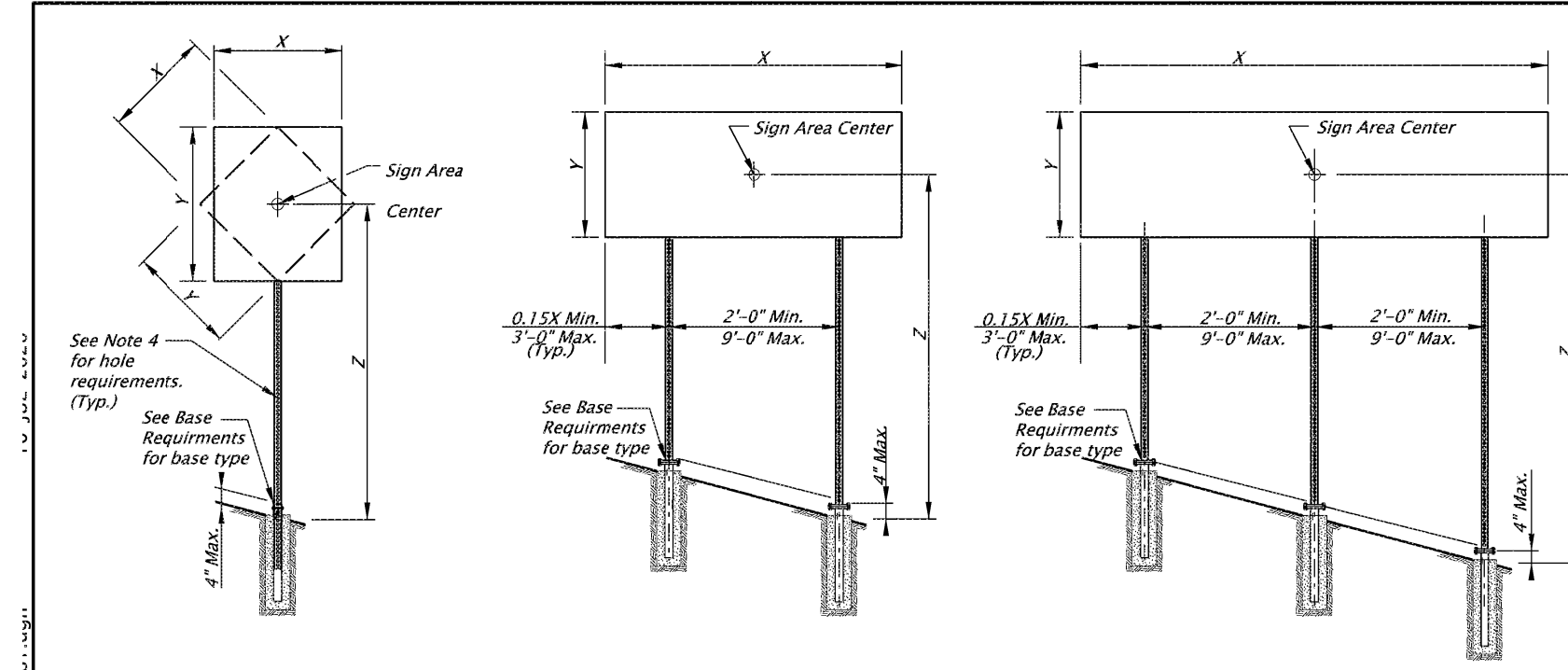
\* Stainless steel bonded sealing washer with neoprene layer is an acceptable substitute

Note: This optional detail is to be used only when specified on a project.

OPTIONAL WOOD POST LAG SCREW DETAIL

OREGON STANDARD DRAWINGS	
SIGN ATTACHMENTS	
2021	
DATE	REVISION DESCRIPTION
07-2020	ADD OPTIONAL LAG SCREW DETAIL
CALC. BOOK NO. N/A	DATE 10-JUL-2020
	TM676

Effective Date: June 1, 2023 – November 30, 2023



SINGLE POST ELEVATION

TWO POST ELEVATION

THREE POST ELEVATION

Square Tube Size	(X * Y * Z) in R <sup>1</sup> - Maximum					
	3 Second Gust Wind Speed (TM671)					
	85 MPH		95 MPH		105 or 110 MPH	
	Number of Posts		Number of Posts		Number of Posts	
	1	2	3	1	2	3
2" - 12 ga.	79	158	237	63	126	189
2 1/2" - 12 ga.	136	272	408	109	218	327
2 1/2" - 10 ga.	165	330	495	132	264	396
2 1/2" x 2 1/2" - 12 ga.	231	462	693	185	370	555

PERMANENT PERFORATED STEEL SQUARE TUBE TABLE

Square Tube Size	(X * Y * Z) in R <sup>1</sup> - Maximum					
	3 Second Gust Wind Speed (TM671)					
	85 MPH		95 MPH		105 or 110 MPH	
	Number of Posts		Number of Posts		Number of Posts	
	1	2	3	1	2	3
2" - 12 ga.	125	250	375	100	200	300
2 1/2" - 12 ga.	215	430	645	172	344	516
2 1/2" - 10 ga.	261	522	783	209	418	627
2 1/2" x 2 1/2" - 12 ga.	364	728	1092	292	584	876

TEMPORARY PERFORATED STEEL SQUARE TUBE TABLE

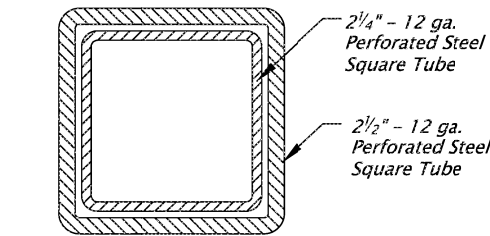
Square Tube Size	Number of Posts		
	1	2	3
2" - 12 ga.	Anchor	Anchor	N/A
2 1/2" - 12 ga.	Anchor	Slip	Slip
2 1/2" - 10 ga.	Slip	Slip	Slip
2 1/2" x 2 1/2" - 12 ga.	Slip	Slip	Slip

1. Anchor - See Drawing TM687 for PSST anchor foundation details.  
2. Slip - See Drawing TM688 for PSST slip base foundation details.  
3. N/A - Do not use this option.

BASE REQUIREMENTS

\* - See 2 1/2" & 2 1/2" - 12 ga. detail.

- GENERAL NOTES:**
1. Perforated Steel Square Supports are designed in accordance with the AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals 4th Edition, 2001, 2002, 2003, and 2006 interim revisions.
  2. The design basic wind speed (3 second gust) shall be according to the wind map shown on TM671.
  3. Material grade for base hardware connection shall be according to the manufacturer's recommendation and based on crash testing.
  4. Use 1/2" diameter holes at 1" spacing on each of the 4 sides.
  5. Steel post shall have a minimum yield stress of 50 ksi.
  6. Steel shall be galvanized according to ASTM A653 with coating designation G90.
  7. General design parameters are  $Kz = 0.87$ ,  $Cd$  (sign) = 1.20, and  $C = 1.14$ .
  8. Permanent signing uses an  $I_r = 0.71$  for a recurrence interval of 10 years.
  9. Temporary signing uses an  $I_r = 0.45$  for a recurrence interval of 1.5 years.
  10. The sign width to sign height or sign height to sign width ratio shall not exceed 5.0.
  11. For horizontal and vertical clearances of permanent signs refer to TM200 and of temporary signs refer to TM822.
  12. Posts protected by barrier or guardrail do not require slip bases.



2 1/2" & 2 1/2" - 12 GA. DETAIL

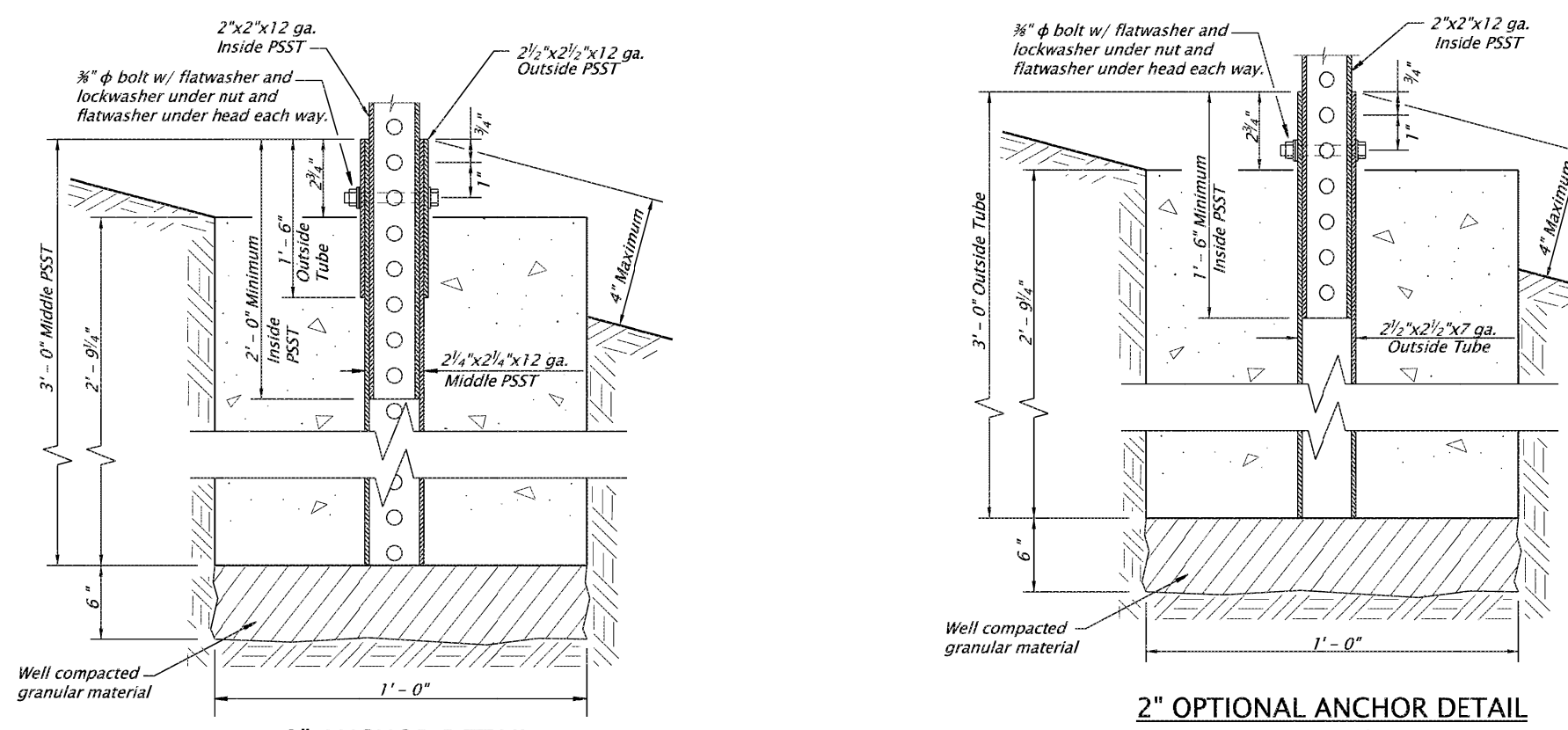
Accompanied by dwgs: TM200, TM671, TM687, TM688, TM689, TM822

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 first consulting a Registered Professional Engineer.

OREGON STANDARD DRAWINGS	
PERFORATED STEEL SQUARE TUBE (PSST) SIGN SUPPORT INSTALLATION	
2021	
DATE	REVISION DESCRIPTION
CALC. BOOK NO. 5782	DATE 10-JUL-2017
	TM681

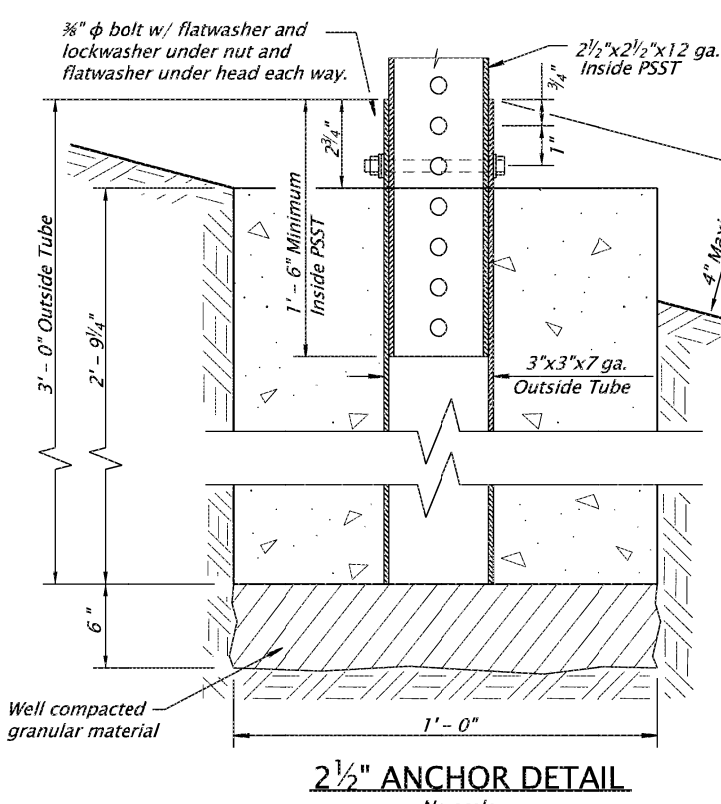
Effective Date: June 1, 2023 – November 30, 2023

10-JUL-2020  
TM687.dgn



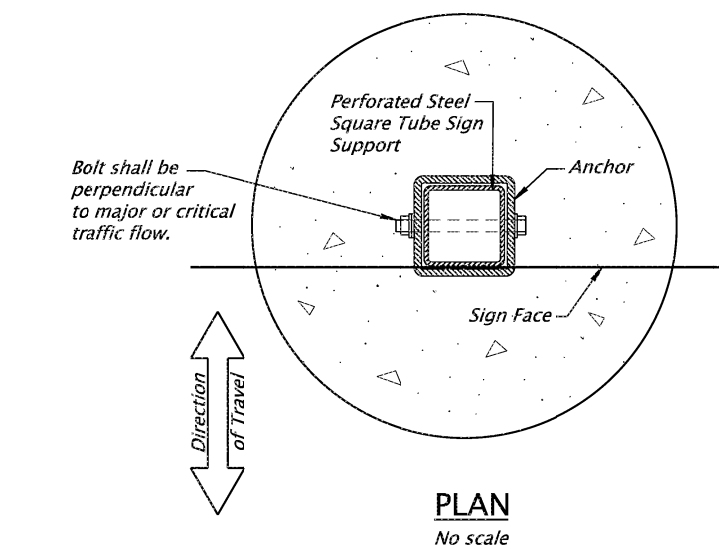
2" ANCHOR DETAIL

2" OPTIONAL ANCHOR DETAIL



2 1/2" ANCHOR DETAIL

- General Notes:**
1. Material grade for base hardware connection shall be according to the manufacturer's recommendation and based on crash testing.
  2. Anchor steel shall be hot dipped galvanized or approved equal.
  3. Footing concrete shall be Commercial Grade Concrete (C = 3000 psi) per Specification 00440. The C/C mixture may be accepted at the site of placement according to 00440.14.
  4. The estimated concrete volume is .09 cubic yards.



PLAN

Accompanied by dwgs: TM681, TM688

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 first consulting a Registered Professional Engineer.

OREGON STANDARD DRAWINGS	
PERFORATED STEEL SQUARE TUBE (PSST) ANCHOR FOUNDATION	
2021	
DATE	REVISION DESCRIPTION
CALC. BOOK NO. 5782	DATE 06-JAN-2012
	TM687

Effective Date: June 1, 2023 – November 30, 2023



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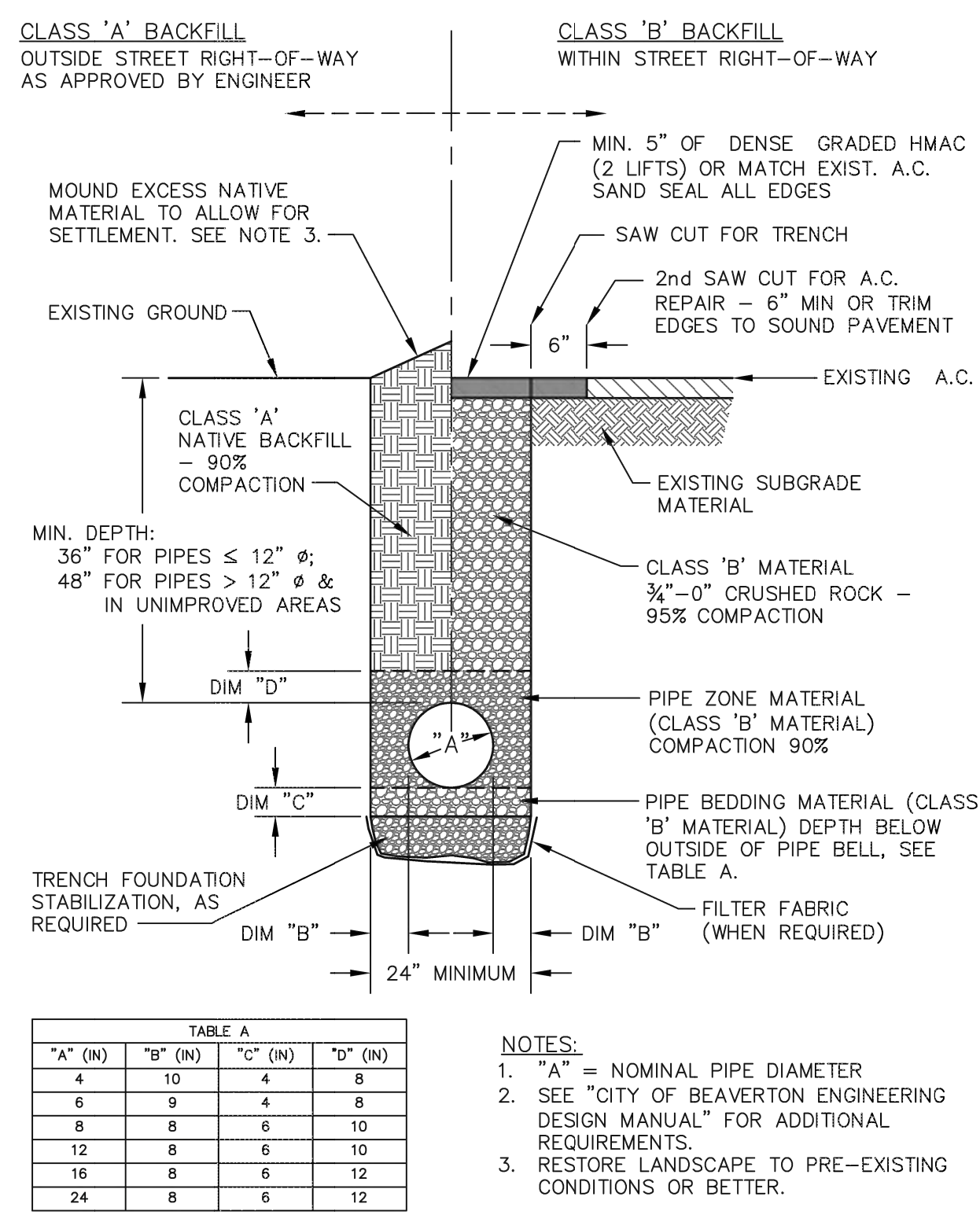
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ODOT DETAILS 4

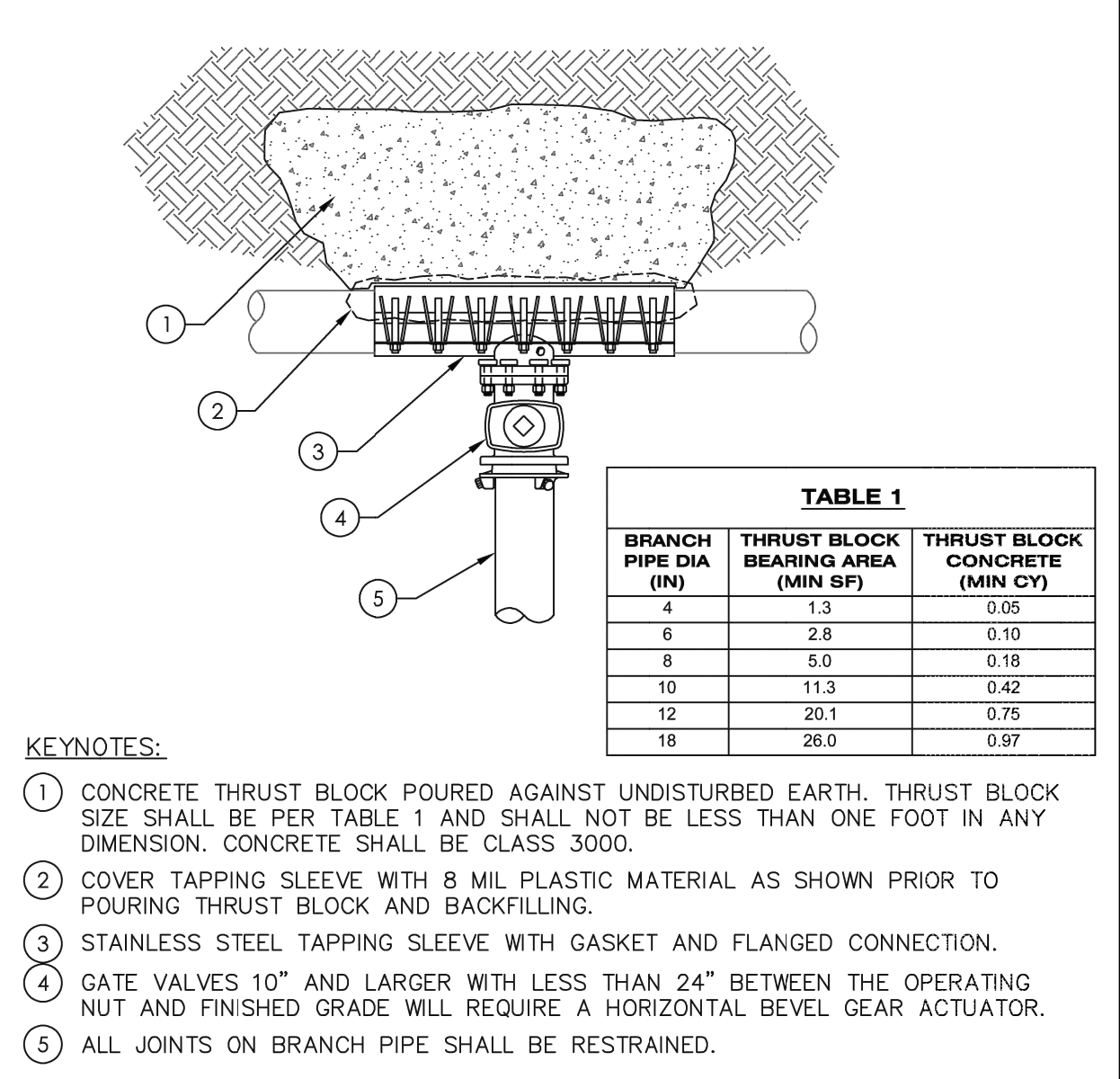
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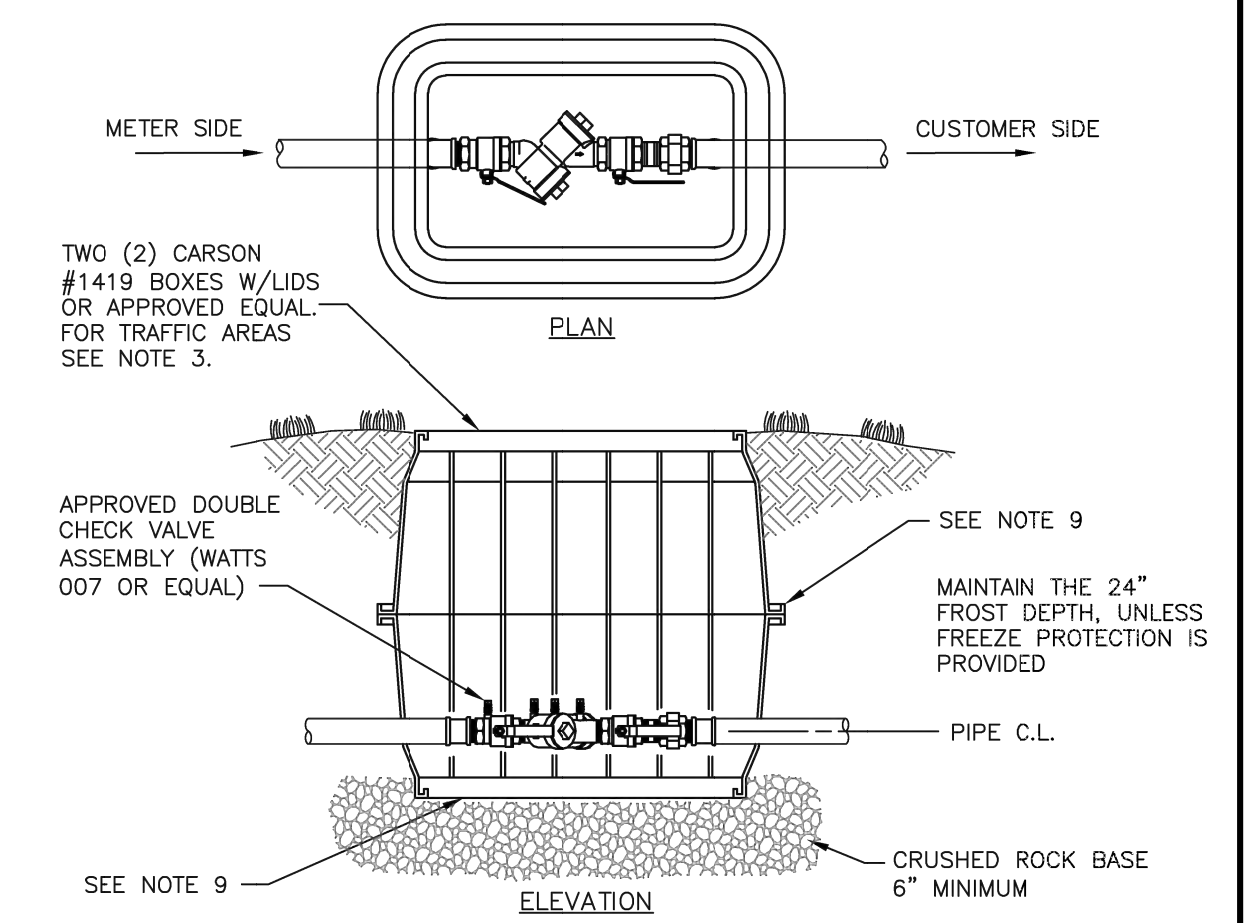




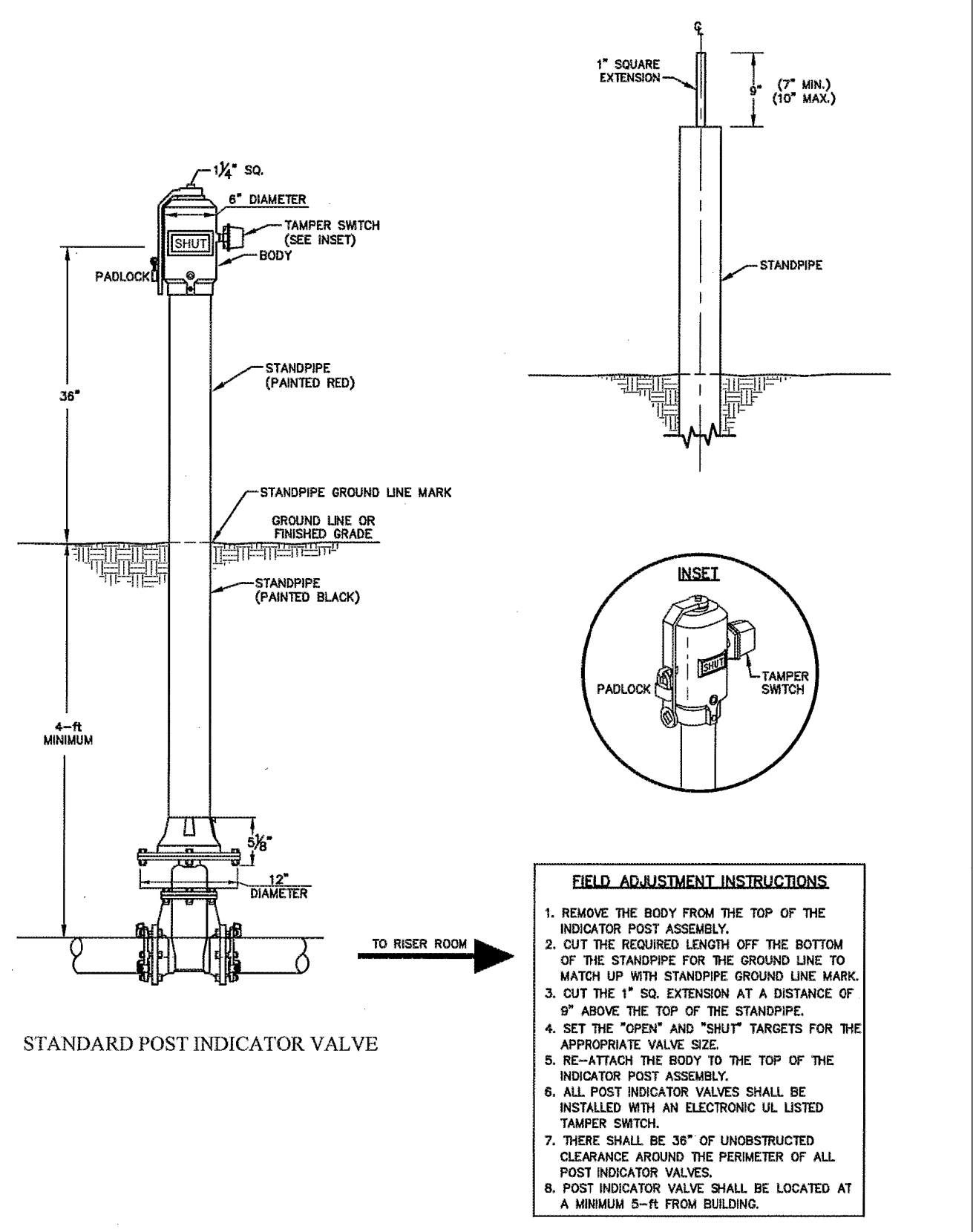
**TYPICAL WATER LINE TRENCH BACKFILL** SCALE: NONE DATE: JUNE 2018 **620-1**



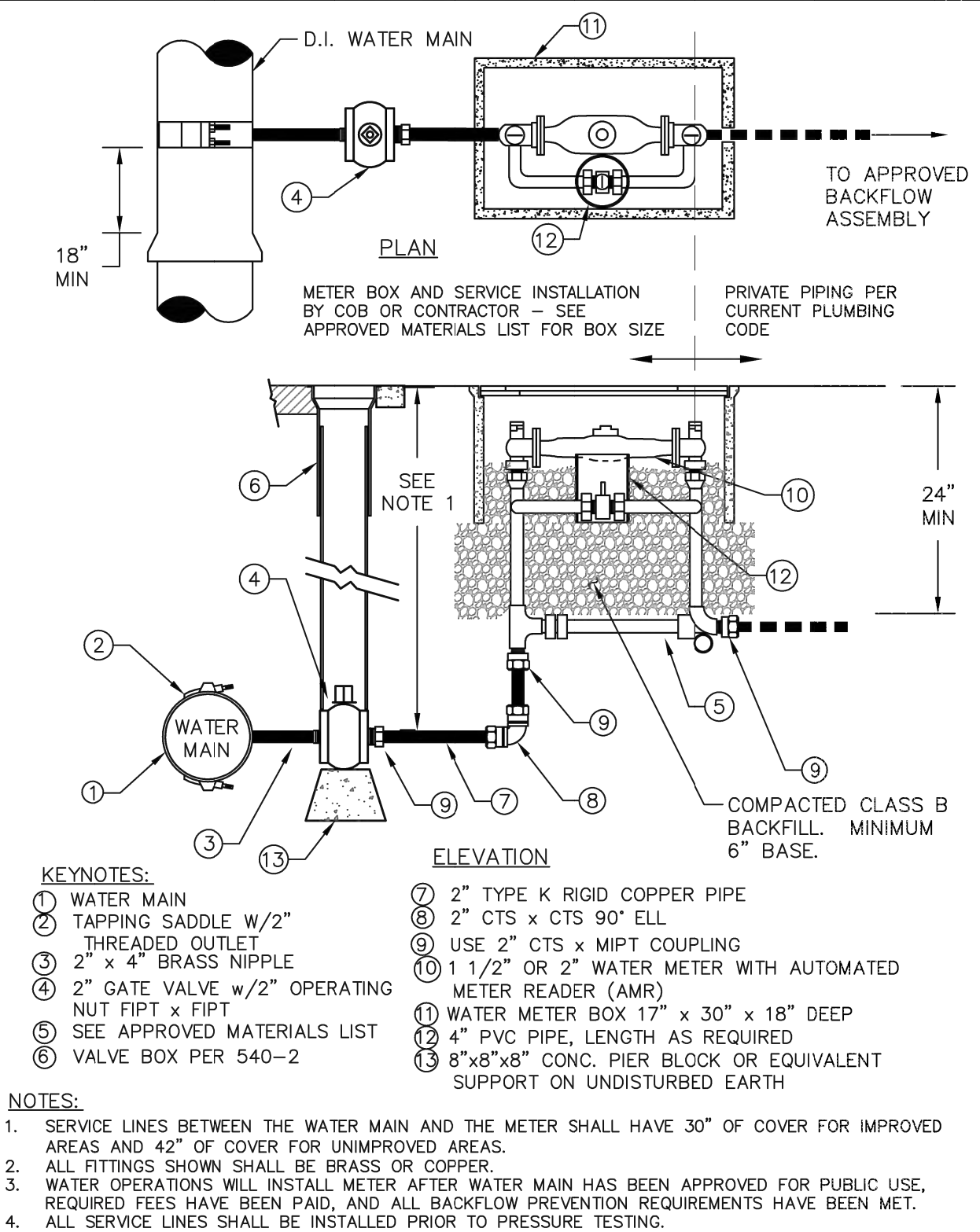
**TAPPING SLEEVE** SCALE: NONE DATE: JUNE 2018 **630-2**



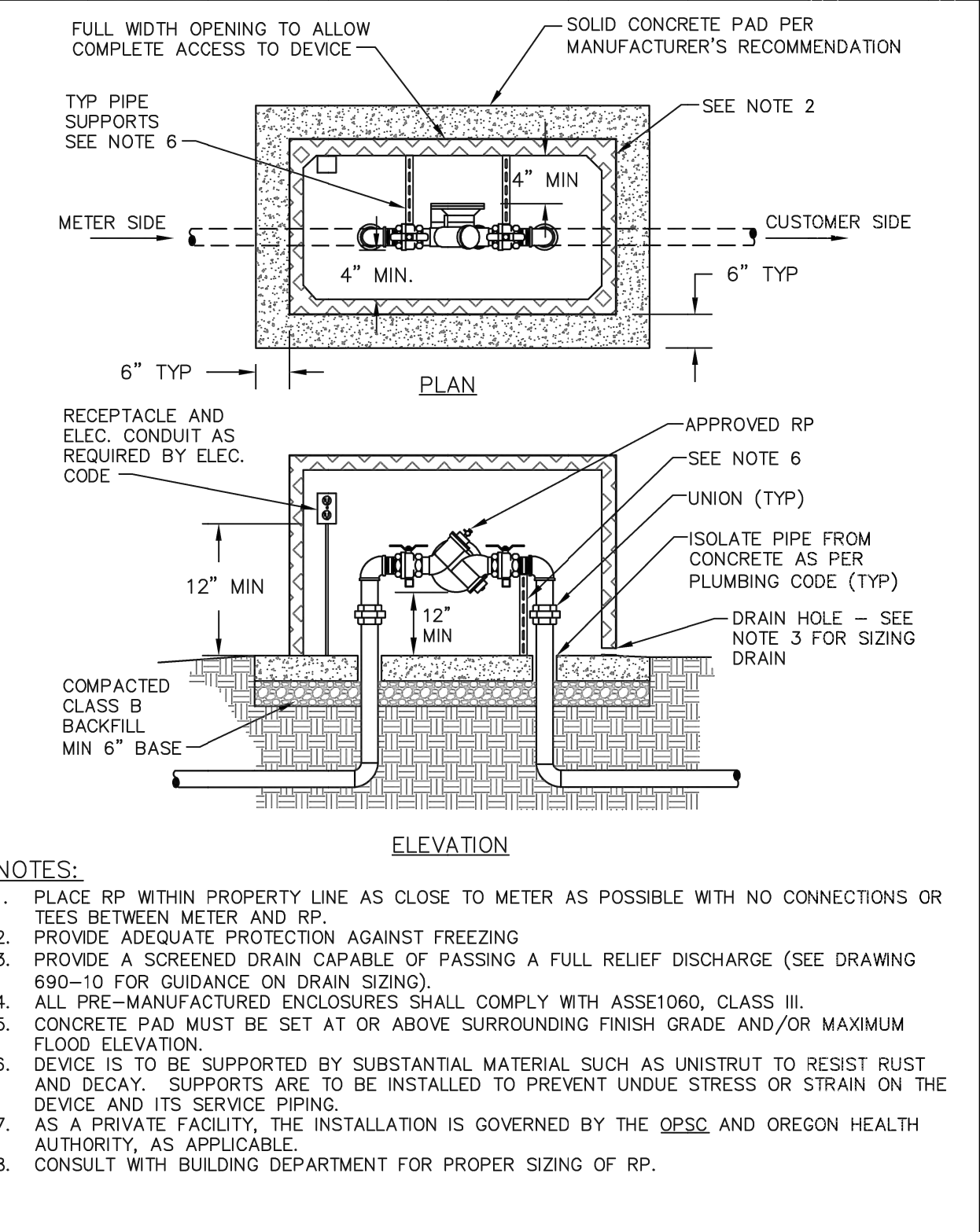
**3/4" OR 1" DOUBLE CHECK VALVE ASSEMBLY (DC)** SCALE: NONE DATE: JUNE 2018 **690-3A**



**POST INDICATOR VALVE DETAIL** SCALE: NTS



**1 1/2" AND 2" SERVICE CONNECTION** SCALE: NONE DATE: JUNE 2018 **660-5**



**3/4" TO 2" REDUCED PRESSURE BACKFLOW ASSEMBLY (RP) ABOVE GROUND** SCALE: NONE DATE: JUNE 2018 **690-6**

(HORIZONTAL) BEARING AREA OF THRUST BLOCKS IN SQ FT

FITTING SIZE	TEE	90° BEND	45° BEND	22 1/2° BEND	11 1/4° BEND
4	1.3	1.8	1.0	1.0	1.0
6	2.8	4.0	2.2	1.1	1.0
8	5.0	7.1	3.8	2.0	1.0
12	11.3	16.0	8.7	4.4	2.2
16	20.1	28.4	15.4	7.8	3.9
20	31.1	44.4	24.0	12.3	6.2
24	45.2	64.0	34.6	17.7	8.9

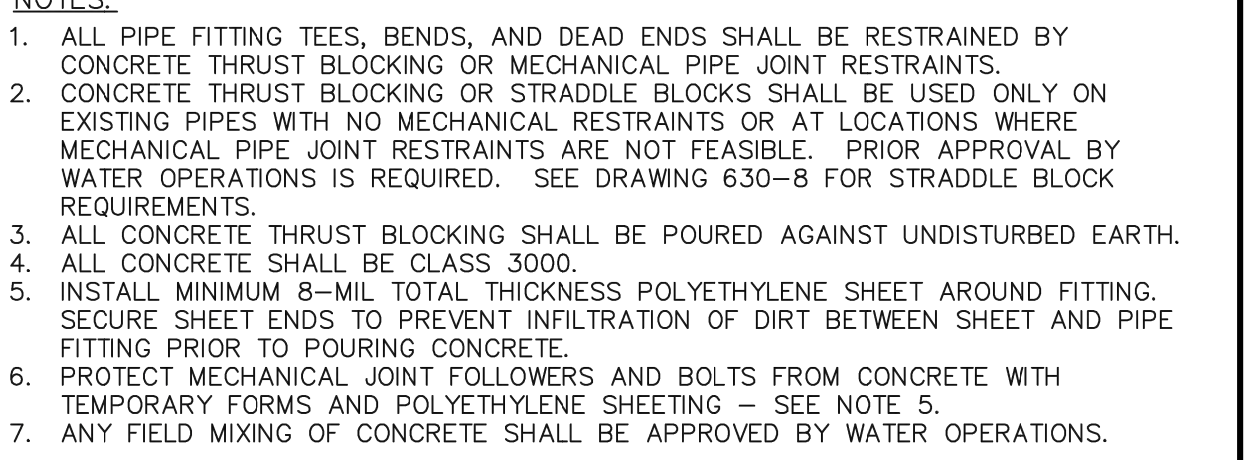
VOLUME OF THRUST BLOCK IN CU YDS (VERTICAL)

FITTING SIZE	BEND ANGLE	45°	22.5°	11.25°
4	1.1	0.4	0.2	
6	2.7	1.0	0.4	
8	4.0	1.5	0.6	
12	8.5	3.2	1.3	
16	14.8	5.6	2.3	

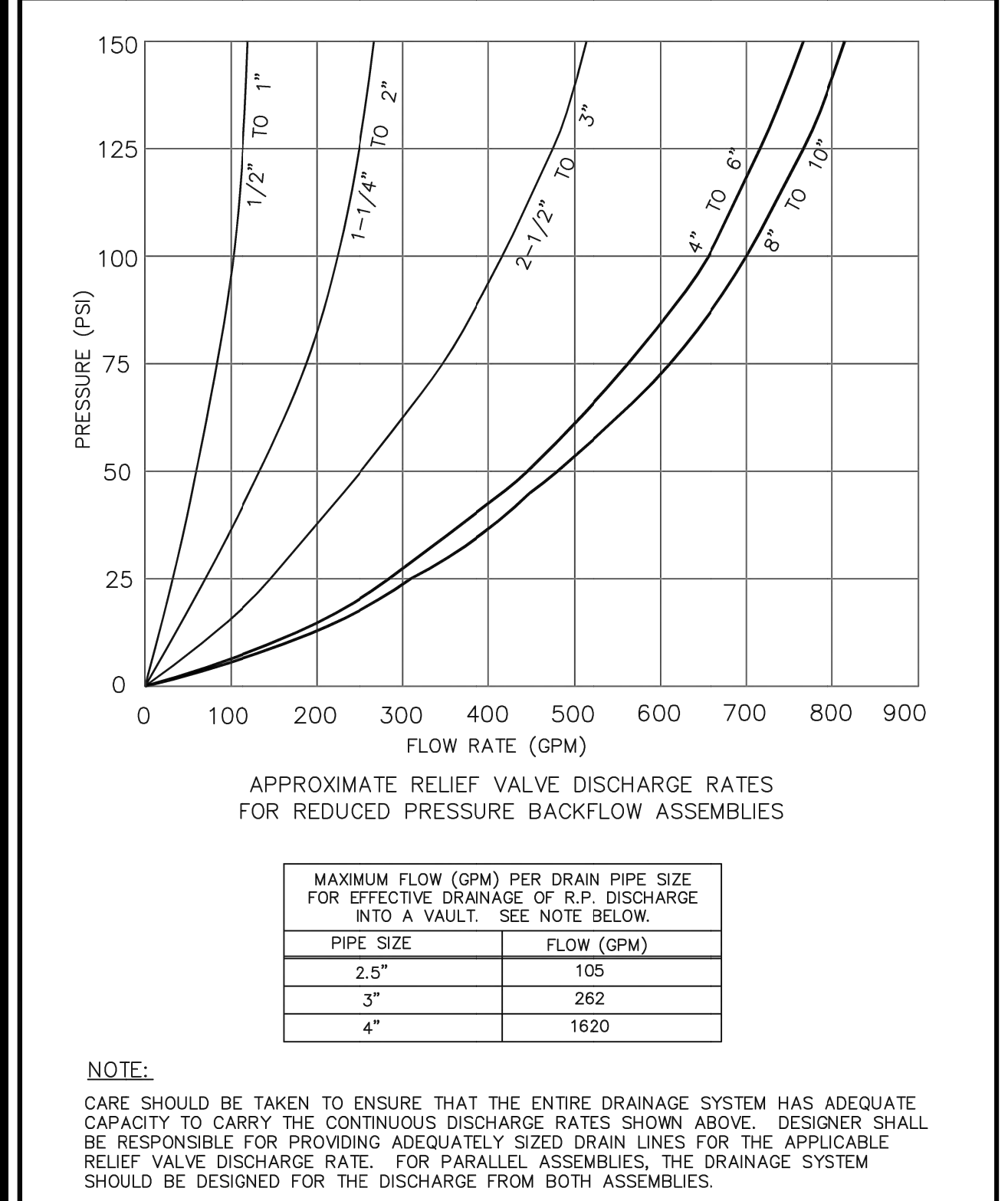
VALUES BASED ON 200 PSI WATER PRESSURE AND 2000 PSF SOIL BEARING CAPACITY

BEND TEE VERTICAL BEND

FITTING SIZE	REBAR SIZE	EMBEDMENT
4"-12"	#6	30"
14"-16"	#8	36"



**THRUST BLOCKS** SCALE: NONE DATE: JUNE 2018 **630-9**



**REDUCED PRESSURE BACKFLOW ASSEMBLY (RP) DISCHARGE RATES** SCALE: NONE DATE: JUNE 2018 **690-10**



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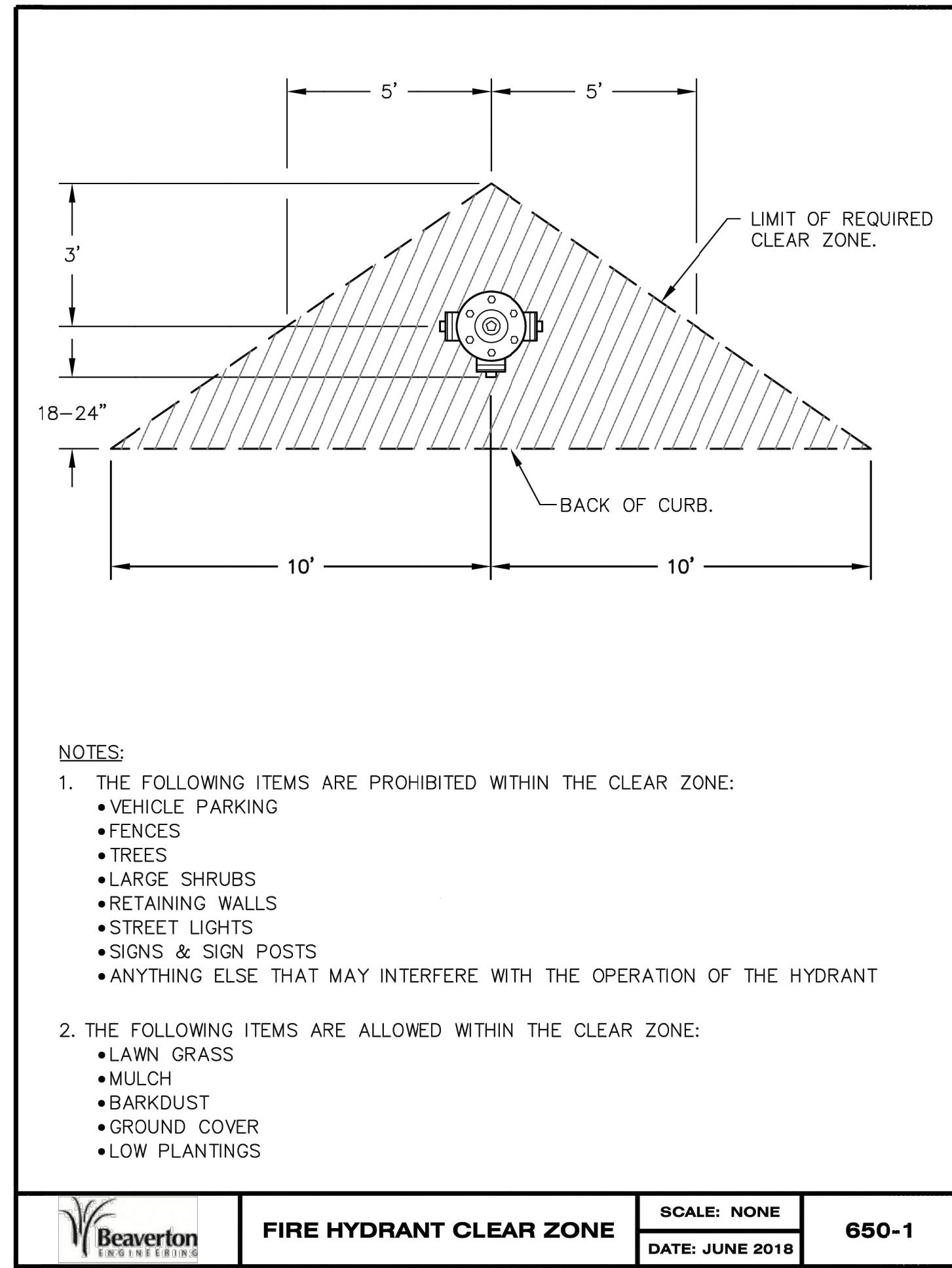
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SHEET TITLE  
WATER DETAILS

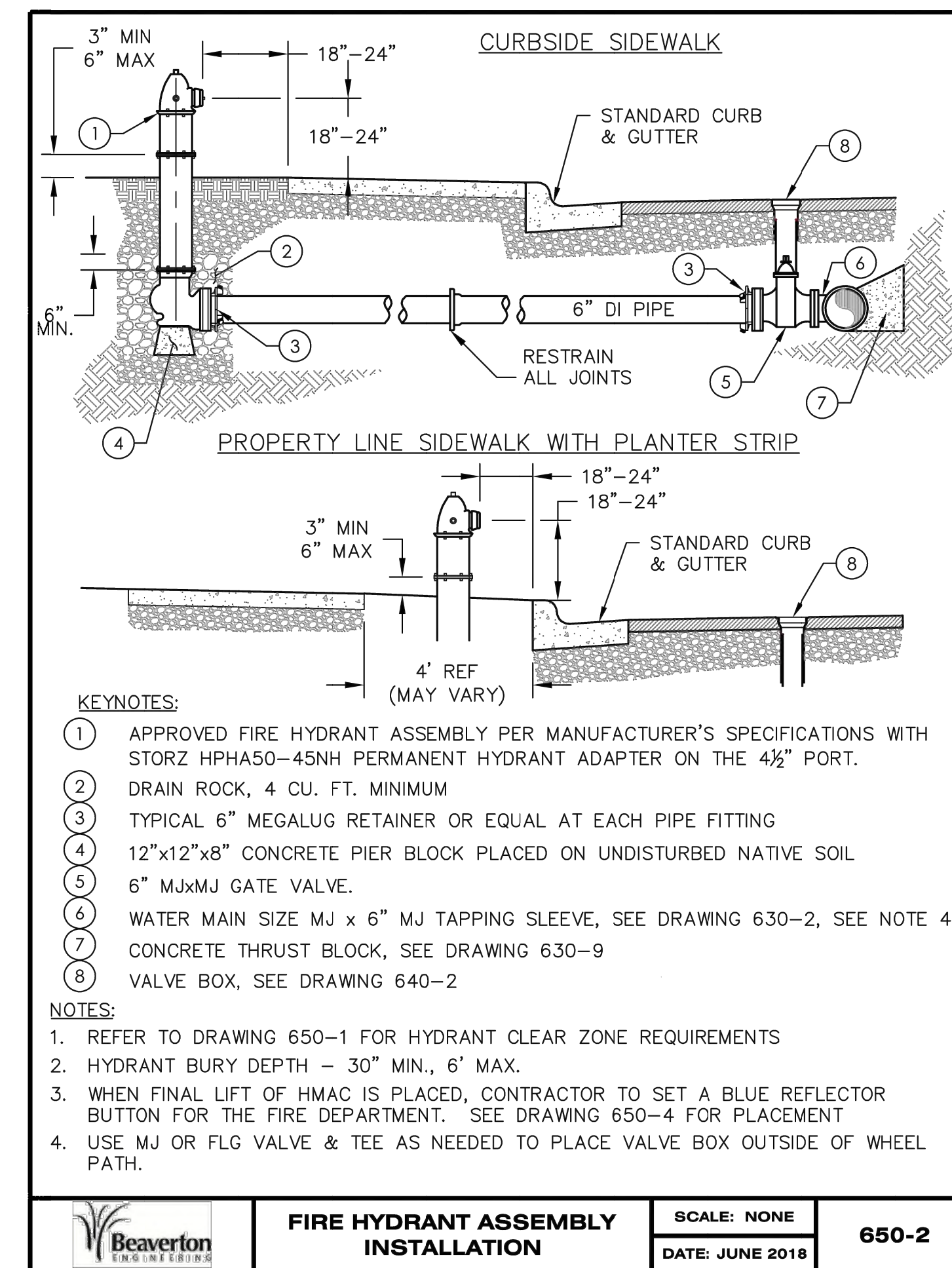
SHEET NO.

**C304**

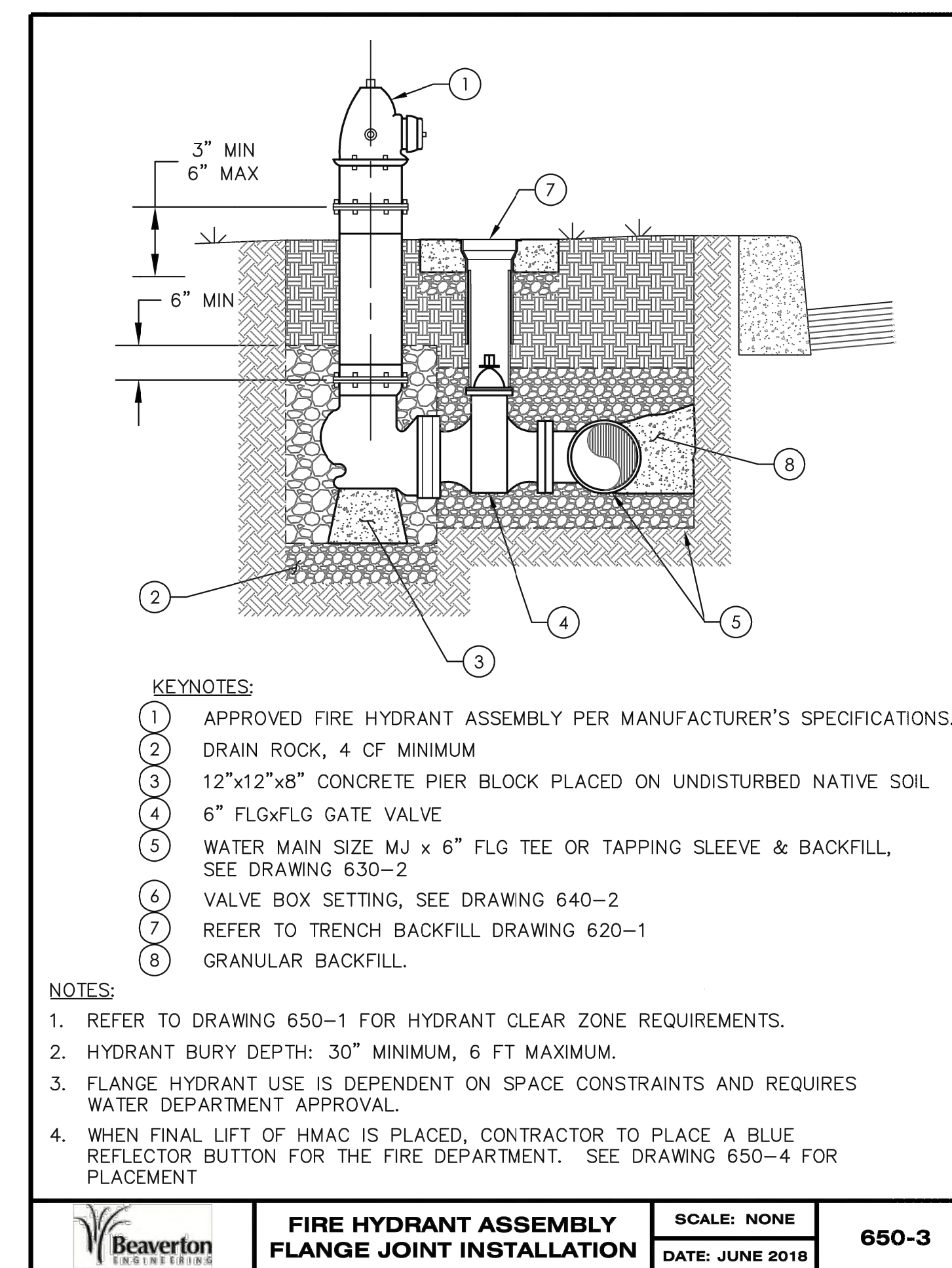




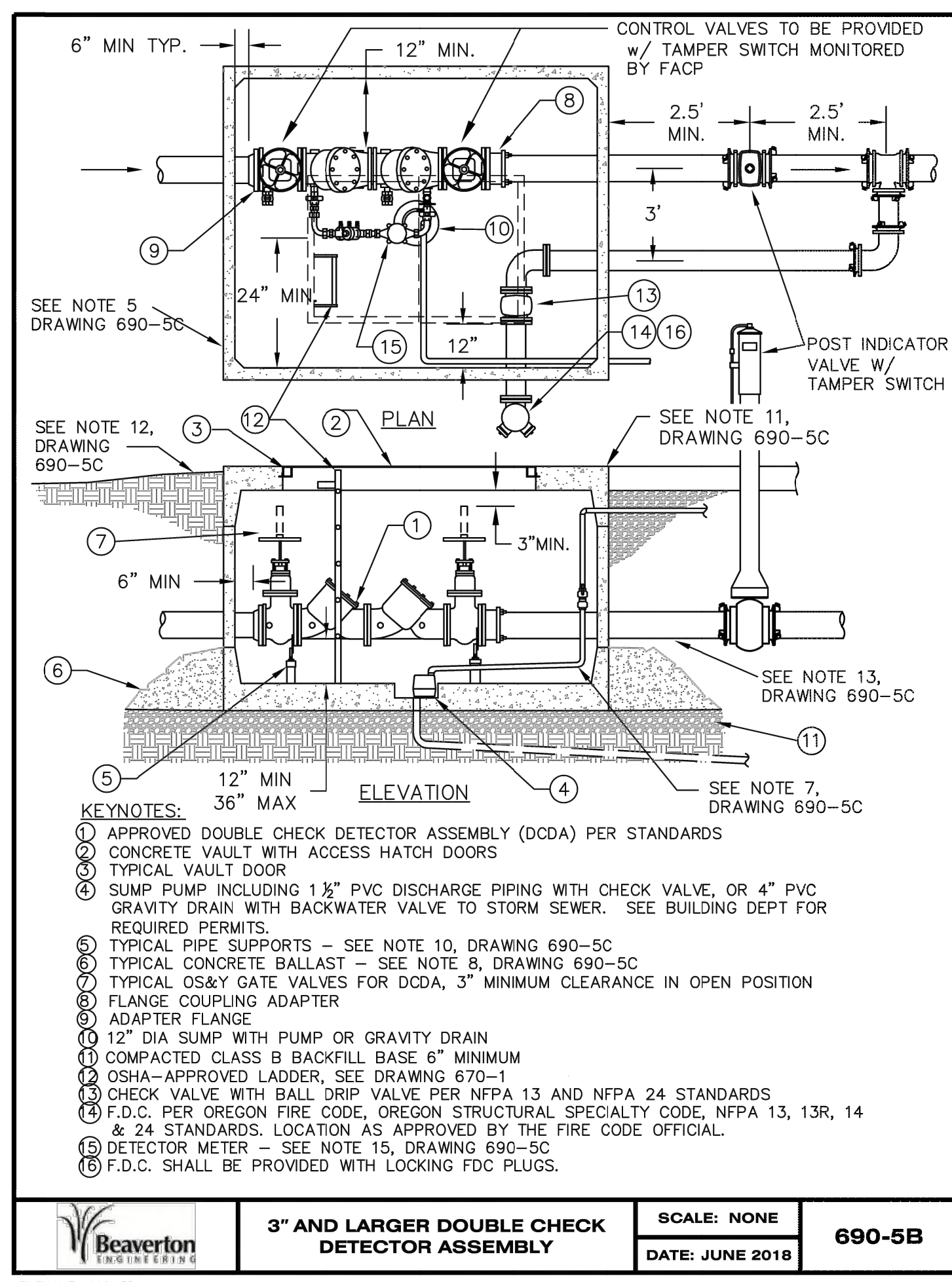
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Beaverton ENGINEERING FIRE HYDRANT ASSEMBLY INSTALLATION SCALE: NONE DATE: JUNE 2018 650-2 FILENAME: 650-2.dwg



Beaverton ENGINEERING FIRE HYDRANT ASSEMBLY FLANGE JOINT INSTALLATION SCALE: NONE DATE: JUNE 2018 650-3 FILENAME: 650-3.dwg



Beaverton ENGINEERING 3" AND LARGER DOUBLE CHECK DETECTOR ASSEMBLY SCALE: NONE DATE: JUNE 2018 690-5B FILENAME: 690-5B.dwg

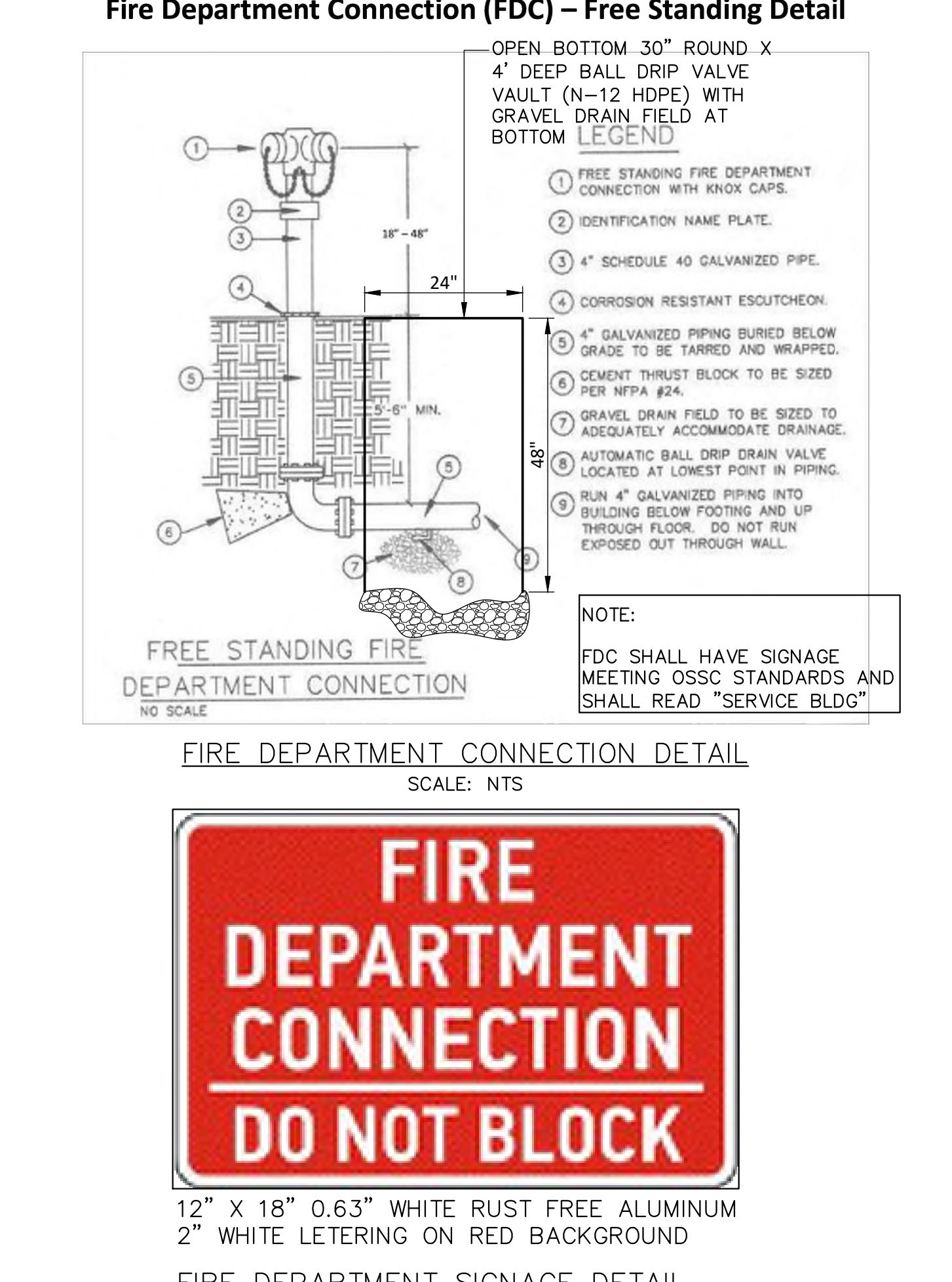
VAULT INFORMATION		
DCVA SIZE	OLDCASTLE VAULT NO.	DOOR MODEL NO.
4"	676-WA	676-T-2-332P
6"	687-WA	687-T-2-332P
8"	5106-WA	5106-3-T-2-332P
10"	5106-WA	5106-3-T-2-332P

OR APPROVED EQUAL

**GENERAL NOTES:**

- CONSULT WITH FIRE DEPARTMENT FOR SIZING OF DCDA.
- THIS IS TO BE A PRIVATE FACILITY, GOVERNED BY OREGON HEALTH AUTHORITY, AND HILLSBORO FIRE MARSHAL, AS APPLICABLE.
- ALL MJ JOINTS SHALL HAVE MECHANICAL JOINT RESTRAINTS.
- CONTRACTOR TO SEAL ALL OPENINGS IN VAULT WITH NON-SHRINK GROUT OR "LINK-SEAL"
- COAT ALL EXTERIOR VAULT SURFACES WITH CO-MA-SEAL, OR APPROVED EQUAL.
- PROVIDE POWER SOURCE AS REQUIRED FOR SUMP PUMP. SECURE POWER CORD TO DISCHARGE PIPING WITH NYLON CABLE TIES. SEE DRAWING 670-2 FOR SUMP PUMP INSTALLATION DETAILS.
- PLUMB PUMP DISCHARGE TO APPROVED LOCATION PER PLUMBING INSPECTOR.
- IN AREAS PRONE TO HIGH GROUNDWATER POUR CONCRETE BALLAST (3 CUBIC YARDS MINIMUM); ENGINEER IS RESPONSIBLE TO ENSURE ADEQUATE BALLAST IS PROVIDED TO PREVENT FLOATING OF VAULT.
- VAULT DOOR MECHANISMS SHALL NOT PROTRUDE BELOW THE CEILING OF THE VAULT INTERIOR.
- ASSEMBLY IS TO BE SUPPORTED BY A SUBSTANTIAL RUST-RESISTANT PRODUCT SUCH AS "STANDON" OR APPROVED EQUAL TO PREVENT UNDUE STRESS OR STRAIN ON THE ASSEMBLY AND PIPING.
- VAULT TOP SHALL BE SET LEVEL WITH ADJACENT HARD SURFACE (CONCRETE OR AC PAVEMENT).
- FOR INSTALLATION IN LANDSCAPE AREA, PLACE VAULT TOP 3"-5" ABOVE GROUND SURFACE AND SLOPE GROUND AWAY AT 1/4" PER FOOT TYPICAL. DO NOT BURY HATCH DRAIN.
- EXTEND DUCTILE IRON PIPE 5' MINIMUM OUT OF VAULT TO PROTECT FROM BREAKING DUE TO VAULT SETTLEMENT.
- SEE DRAWING 690-5A FOR PLAN AND ELEVATION VIEWS. TYPICAL LAYOUT SHOWN, MAY BE INSTALLED IN OPPOSITE CONFIGURATION TO CONFORM TO SITE CONDITION REQUIREMENTS.
- DETECTOR METER SHALL BE MART & COMPATIBLE WITH SENSUS MX4.
- WHEN LOCATED IN PEDESTRIAN WALKWAY A NON-SLIP LID AND GROUTED PICK HOLES ARE REQUIRED.

Beaverton ENGINEERING 3" AND LARGER DOUBLE CHECK DETECTOR ASSEMBLY (DETAIL NOTES) SCALE: NONE DATE: JUNE 2018 690-5C FILENAME: 690-5C.dwg



Beaverton ENGINEERING FIRE DEPARTMENT CONNECTION (FDC) - Free Standing Detail SCALE: NTS



12" X 18" 0.63" WHITE RUST FREE ALUMINUM 2" WHITE LETTERING ON RED BACKGROUND  
FIRE DEPARTMENT SIGNAGE DETAIL SCALE: NTS



EXPIRES: 06/30/25  
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BEAVERTON, OR 97005

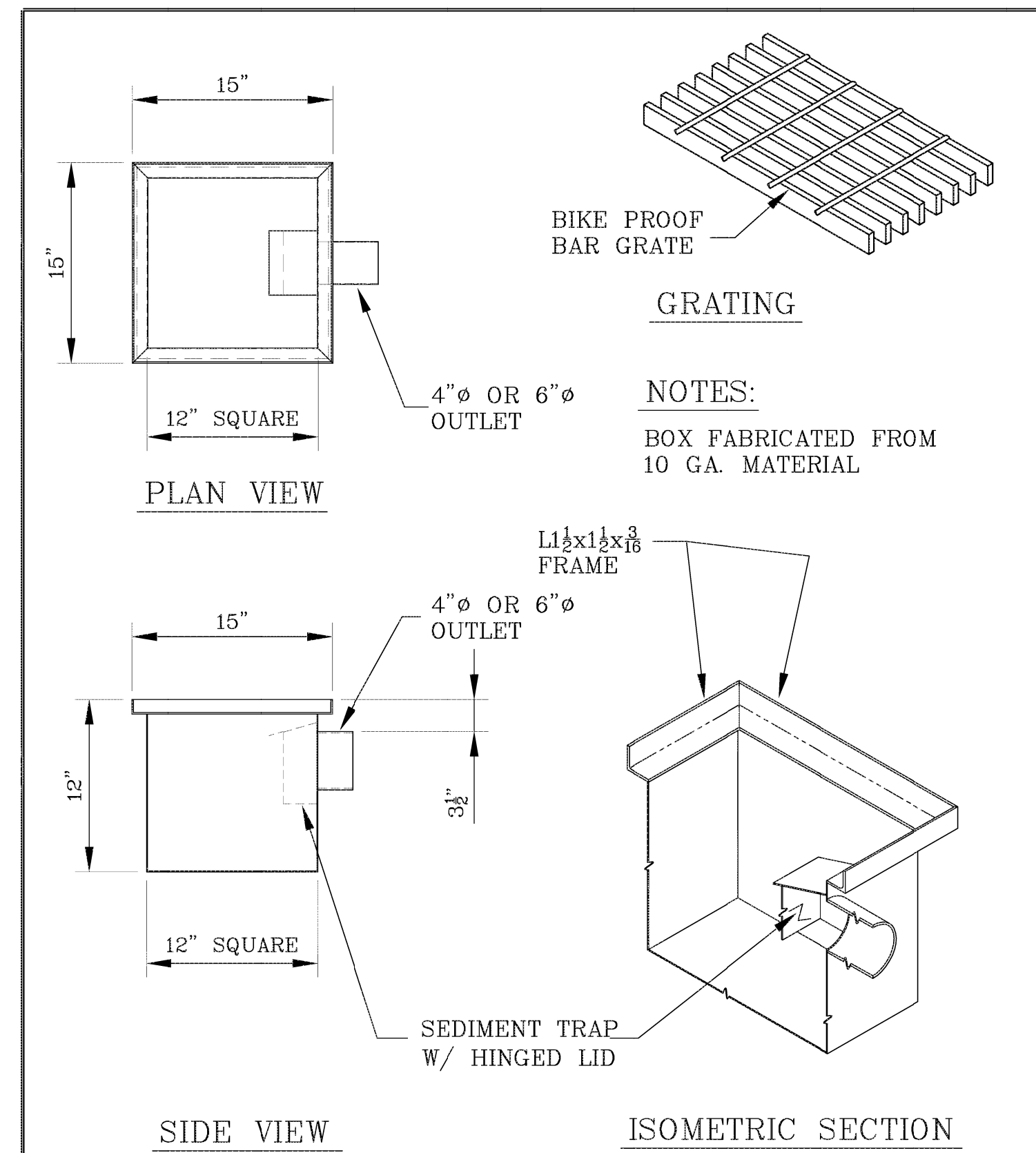
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DRAWN BY: BB  
CHECKED BY: KG  
JOB NO: E20-030  
DATE: 7/26/2024

ISSUED FOR: LAND USE REVIEW  
SHEET TITLE  
FIRE HYDRANT AND DCDA  
DETAILS

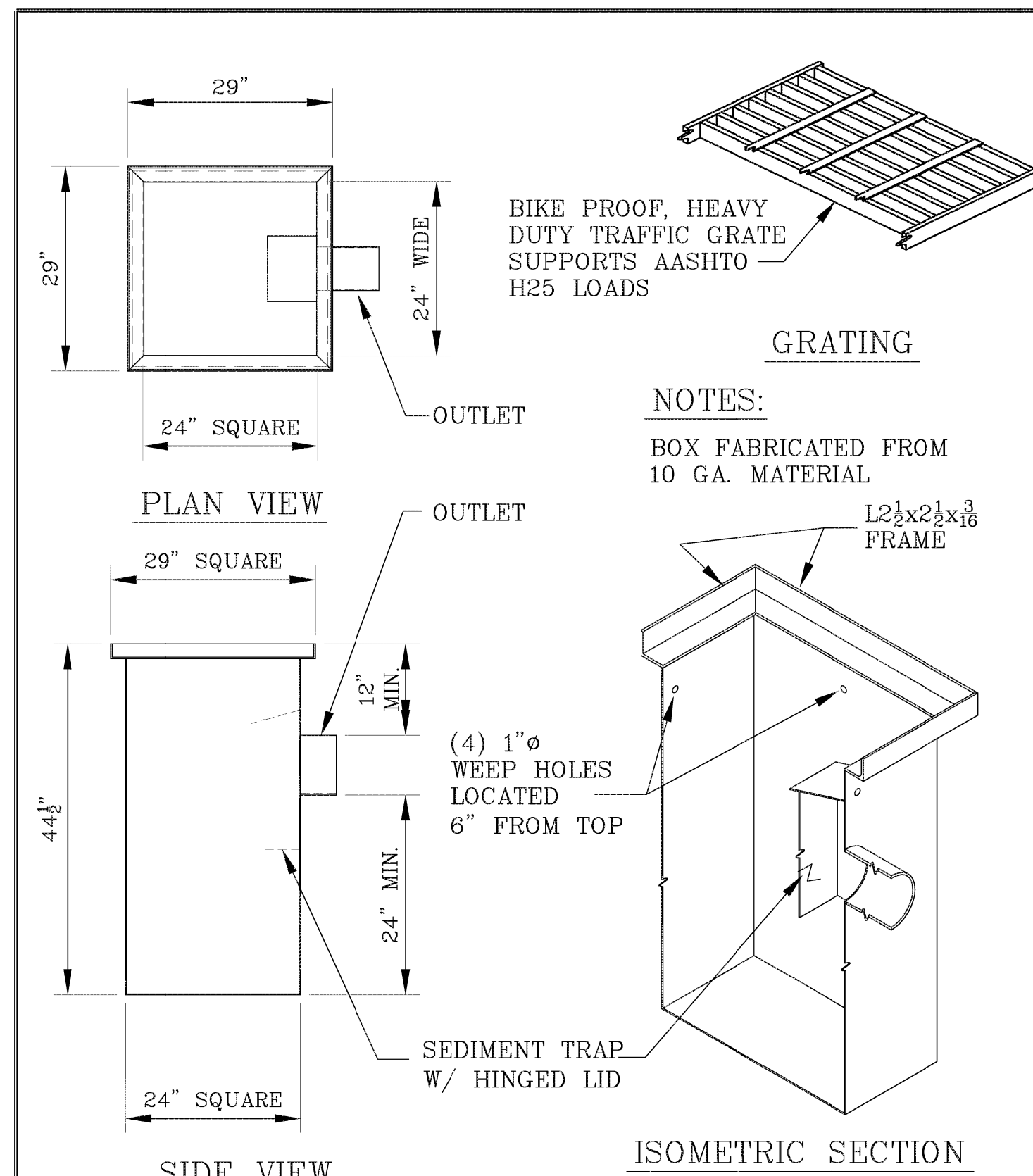
SHEET NO.  
**C305**





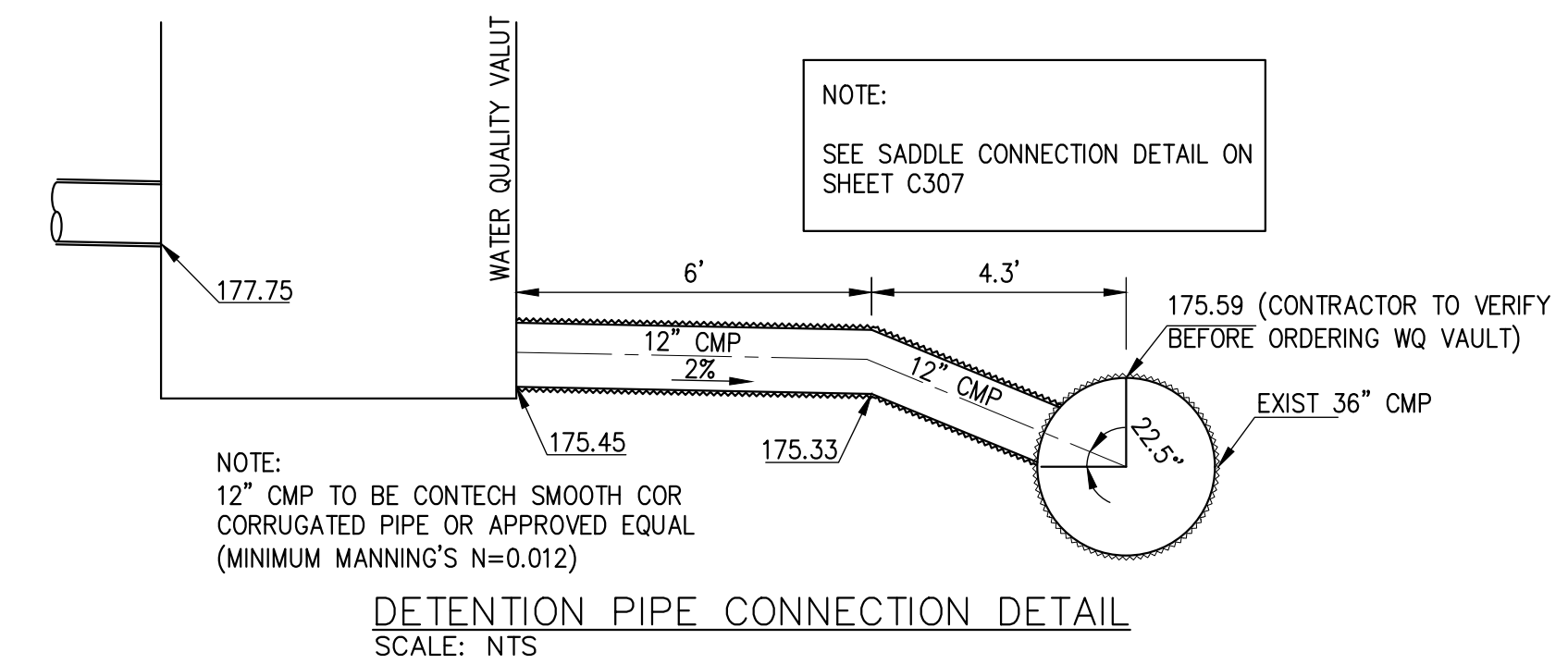
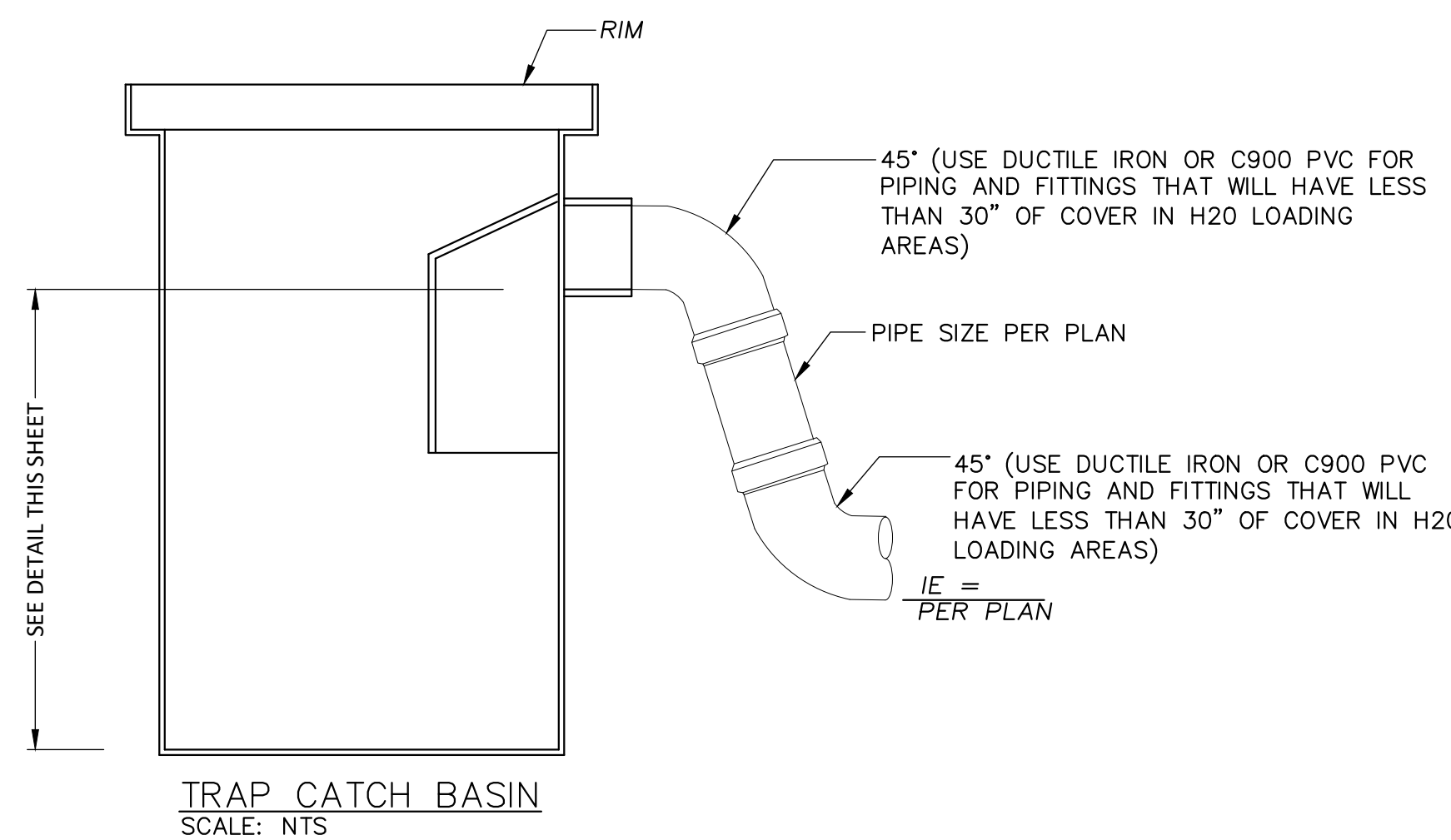
STATE APPROVED - ASPHALT DIPPED

 Gibson Steel Basins SINCE 1972 247 Washington St. Eugene, Or. 97401 ph:(541) 687 - 8672 fax:344-0207	12" SQUARE - 4"Ø OR 6"Ø OUTLET			DWG # <b>L1</b>
	LANDSCAPING MINI-BASIN			
	PROJ. MAN. DOUG P.	DWN. PAUL G.	SCALE NONE	
	DATE: JAN. 23, 06	MODEL: GMC810-1212HB-4&6		



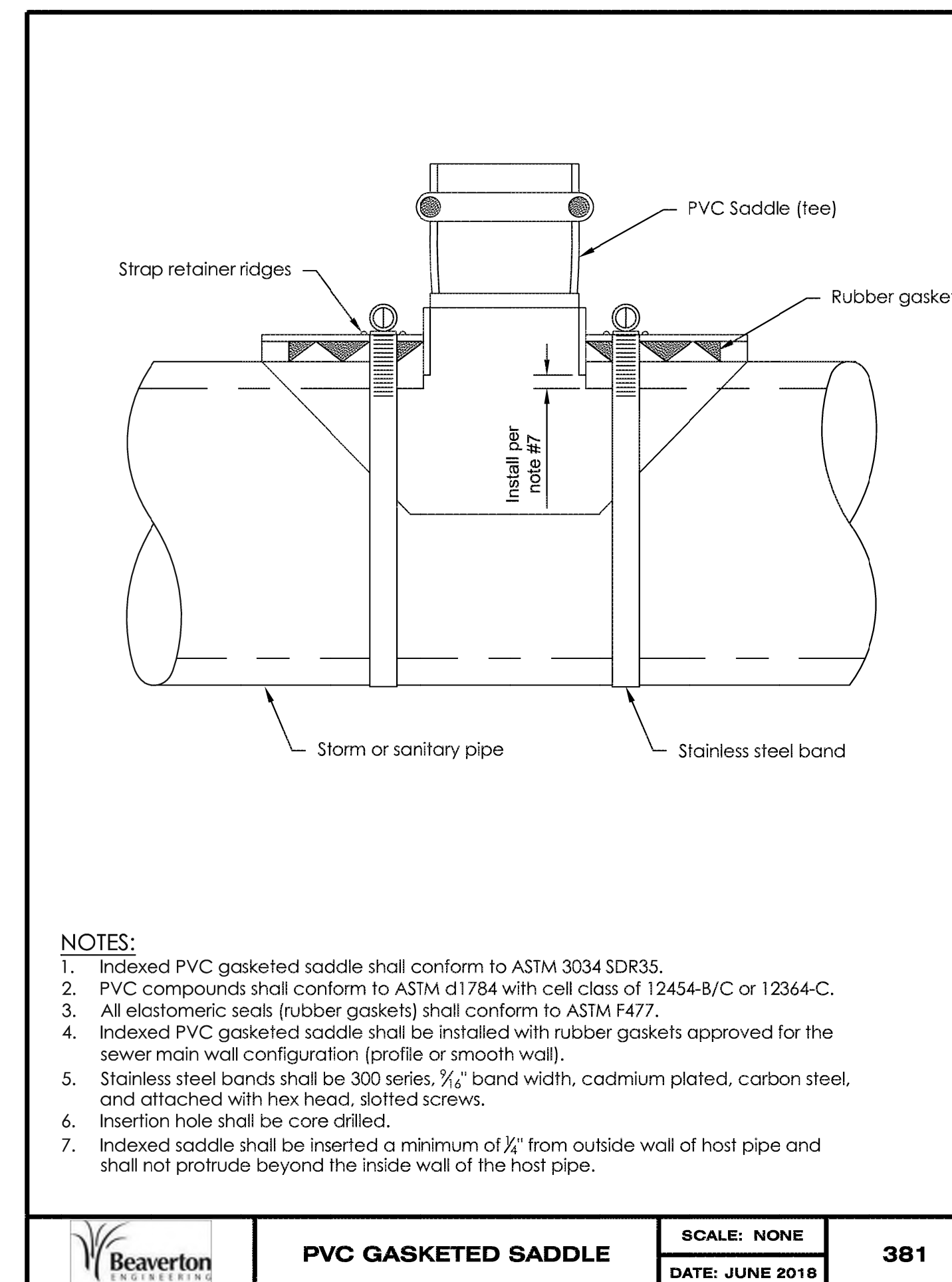
STATE APPROVED - ASPHALT DIPPED

 Gibson Steel Basins SINCE 1972 247 Washington St. Eugene, Or. 97401 ph:(541) 687 - 8672 fax:344-0207	24" SQUARE - 4"Ø OR 6"Ø OR 8"Ø OUTLET			DWG # <b>T2</b>
	STORM WATER CATCH BASIN			
	PROJ. MAN. DOUG P.	DWN. PAUL G.	SCALE NONE	
	DATE: JAN. 23, 06	MODEL: MPC810-42HB-4&6&8-4WH		



NOTE:  
12" CMP TO BE CONTECH SMOOTH COR  
CORRUGATED PIPE OR APPROVED EQUAL  
(MINIMUM MANNING'S N=0.012)

DETENTION PIPE CONNECTION DETAIL  
SCALE: NTS



NOTES:

1. Indexed PVC gasketed saddle shall conform to ASTM 3034 SDR35.
2. PVC compounds shall conform to ASTM d1784 with cell class of 12454-B/C or 12364-C.
3. All elastomeric seals (rubber gaskets) shall conform to ASTM F477.
4. Indexed PVC gasketed saddle shall be installed with rubber gaskets approved for the sewer main wall configuration (profile or smooth wall).
5. Stainless steel bands shall be 300 series, 3/16" band width, cadmium plated, carbon steel, and attached with hex head, slotted screws.
6. Insertion hole shall be core drilled.
7. Indexed saddle shall be inserted a minimum of 1/4" from outside wall of host pipe and shall not protrude beyond the inside wall of the host pipe.

 Beaverton ENGINEERING	<b>PVC GASKETED SADDLE</b>	SCALE: NONE	<b>381</b>
		DATE: JUNE 2018	



EXPIRES: 06/30/25  
SIGNATURE DATE: \_\_\_\_\_

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**VOLKSWAGEN-VOLVO**  
**NEW SERVICE BUILDING**  
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BEAVERTON, OR 97005

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No.	Description	Date
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DRAWN BY: BB

CHECKED BY: KG

JOB NO: E20-030

DATE: 7/26/2024

ISSUED FOR: LAND USE REVIEW

SHEET TITLE

STORM DETAILS

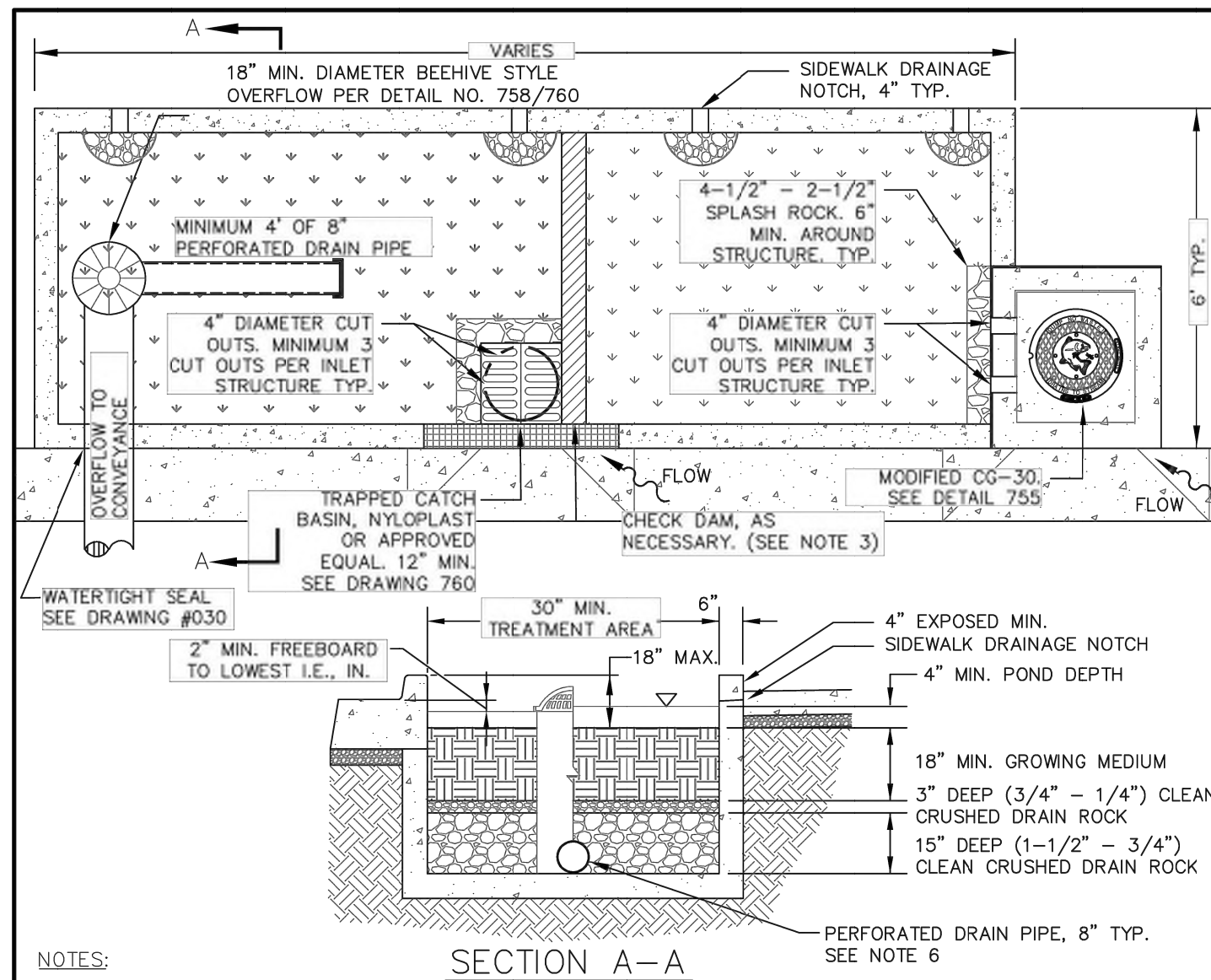
SHEET NO.

**C306**







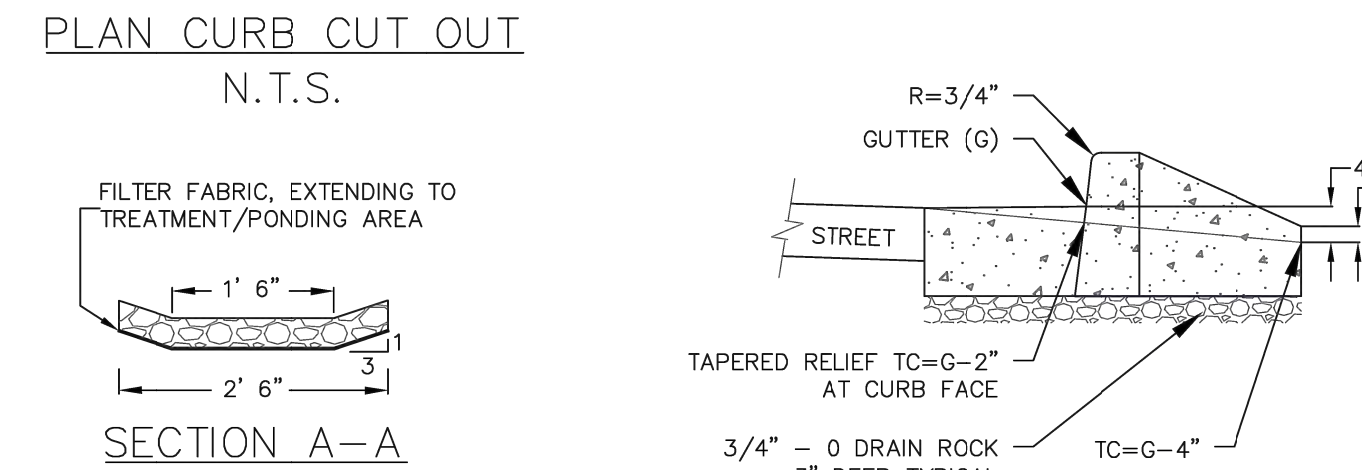
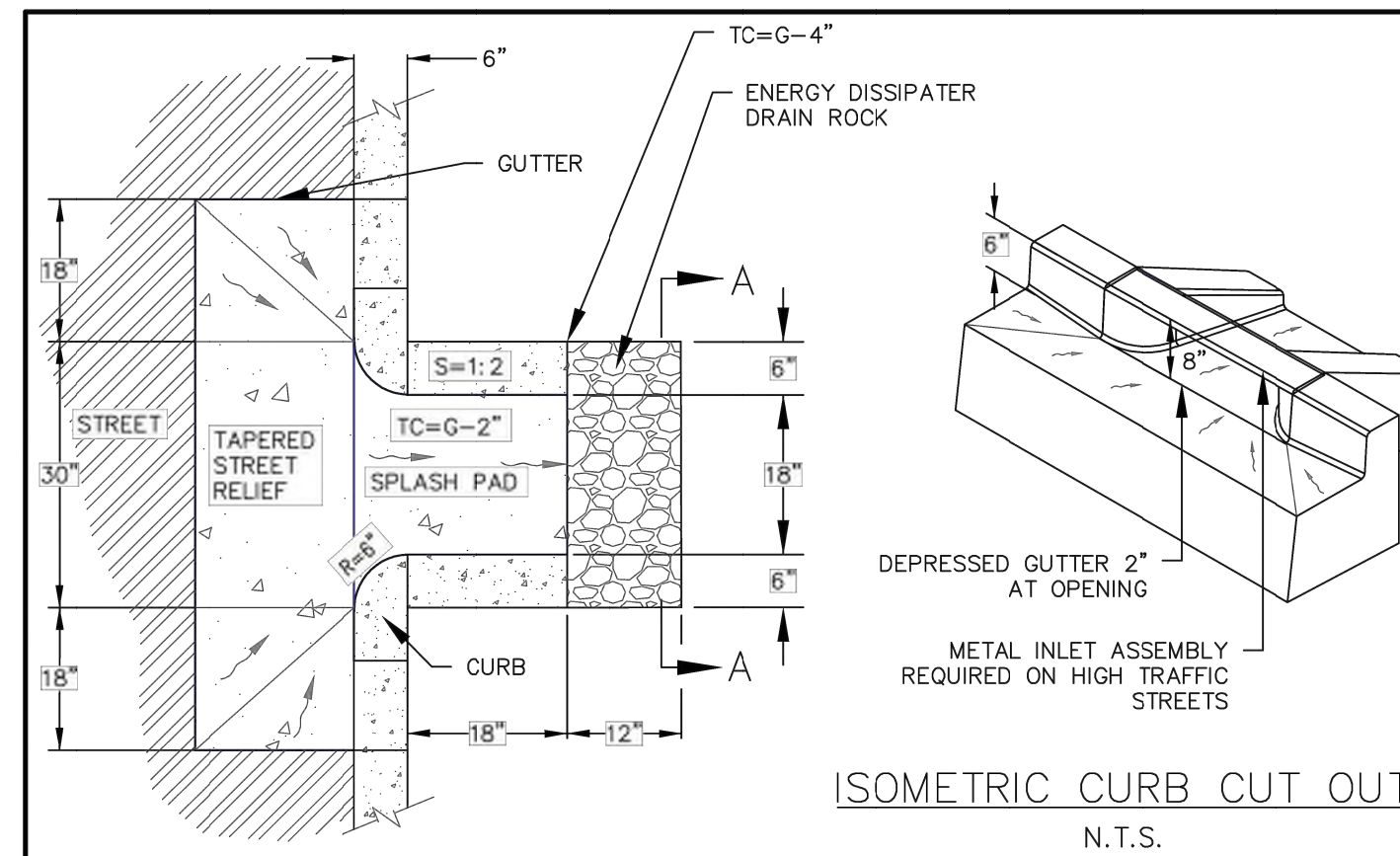


- NOTES:
- THIS DETAIL REPRESENTS A FLOW THROUGH PLANTER WITH FULL LENGTH CONCRETE WALLS AND FLOOR. FOR INFILTRATION PLANTER CONCRETE WALLS W/FOOTING WILL BE REQUIRED AS SHOWN ON DRAWING #750.
  - WALL'S STRUCTURAL DESIGN AND DIMENSIONS DETERMINED BY ENGINEER.
  - PROVIDE PROTECTION FROM ALL VEHICLE TRAFFIC, EQUIPMENT STAGING, AND FOOT TRAFFIC IN PROPOSED FACILITY AREAS PRIOR TO, DURING, AND AFTER CONSTRUCTION.
  - SIDEWALK ELEVATION MUST BE SET ABOVE CHECK DAM AND INLET/OUTLET ELEVATIONS TO ALLOW OVERFLOW TO DRAIN TO STREET OR PIPED OVERFLOW SYSTEM AS APPLICABLE.
  - PLANTER SHALL BE FLAT BOTTOM IN ALL DIRECTIONS TO WITHIN 1 INCH. CHECK DAMS SHALL BE PLACED ACCORDING TO INDIVIDUAL PROJECT PLANS PER DETAIL 762. PROVIDE 2" MIN FREEBOARD.
  - STREET SIDE CURB NOTCHES TO BE LOCATED AS IDENTIFIED ON PROJECT PLANS.
  - SIDEWALK CURB NOTCH: 1" LOWER THAN SIDEWALK, SLOPED TO FACILITY. SIDEWALK DRAINAGE NOTCHES SHALL ALIGN WITH SIDEWALK CONTRACTION JOINTS AND LOW POINTS.
  - PERFORATED PIPE IN INFILTRATION FACILITIES: BOTTOM OF PIPE SHALL BE SET AT 2 1/2" ABOVE SUBGRADE. PERFORATED PIPE IN FLOW THROUGH FACILITIES: BOTTOM OF PIPE SHALL BE SET AT BASE OF DRAIN ROCK LAYER.
  - HYDRANTS, UTILITY POLES, OR ANY UTILITY BOXES PLACED WITHIN PLANTER MUST BE APPROVED BY JURISDICTION IN WRITING.
  - ACTUAL ELEVATIONS AND DIMENSIONS TO BE CONSTRUCTED AS IDENTIFIED ON PROJECT PLANS.
  - ENSURE THAT A DOWNSTREAM CATCH BASIN IS IN PLACE FOR EMERGENCY OVERFLOW.

**STREET SIDE PLANTER WITHOUT STREET PARKING**



DRAWING NO. 745 REVISED 10-31-19

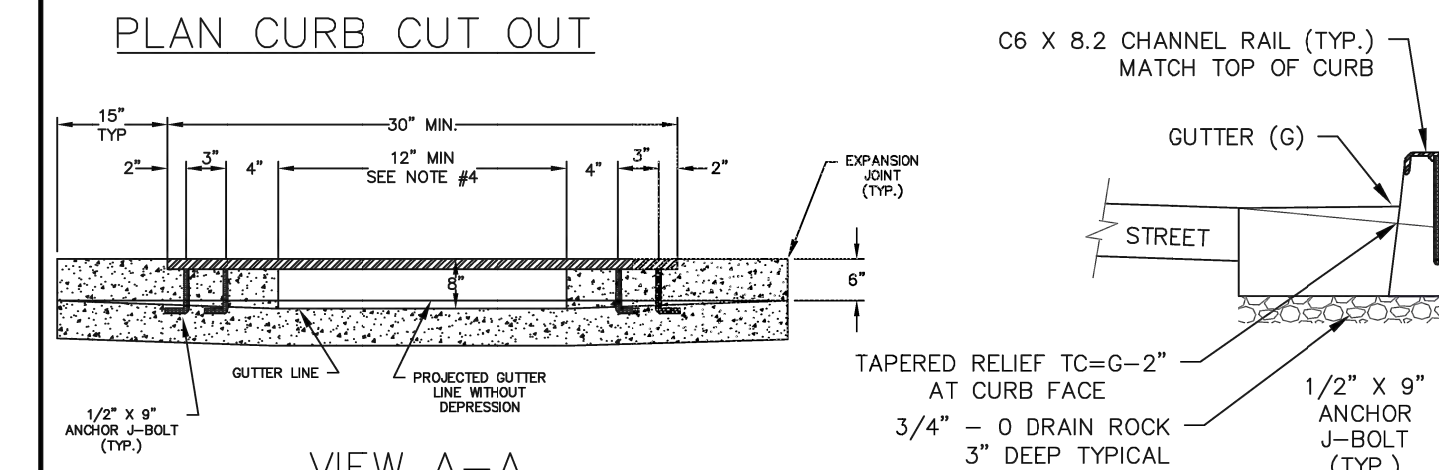
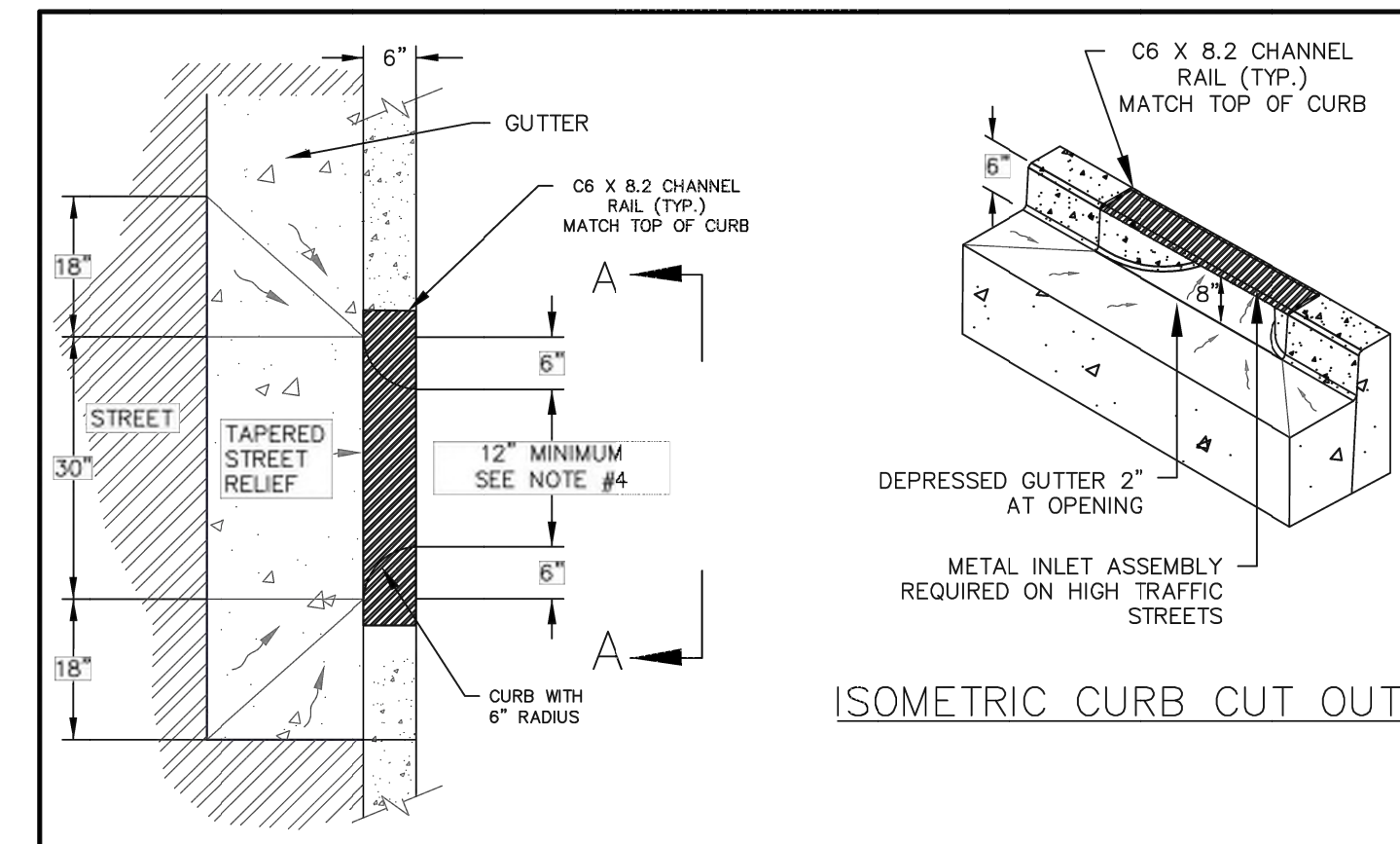


- NOTES:
- INFLOW STRUCTURE PER LOCAL JURISDICTION. CURB CUT OUTS NOT ALLOWED ON WASHINGTON COUNTY ROADS - USE MODIFIED CG-30 SEE DETAIL 755, FOR INLET STRUCTURE.
  - INFLOW STRUCTURE - CURB CUT OUT SHALL HAVE MINIMUM 2" DROP AT THE FLOW LINE LEADING TO THE SPLASH PAD, SEE DETAIL.
  - ENERGY DISSIPATER DRAIN ROCK: ROCK SIZE 4-1/2" - 2-1/2" OR SIZED BY DESIGN INFLOW. PLACE ROCK 6" DEEP BEHIND SPLASH PAD.
  - CURB PROFILE PER LOCAL JURISDICTION.
  - ENSURE THAT DOWNSTREAM CATCH BASINS ARE IN PLACE FOR HIGH FLOW CONVEYANCE.

**CURB CUT OUT**



DRAWING NO. 752 REVISED 10-31-19

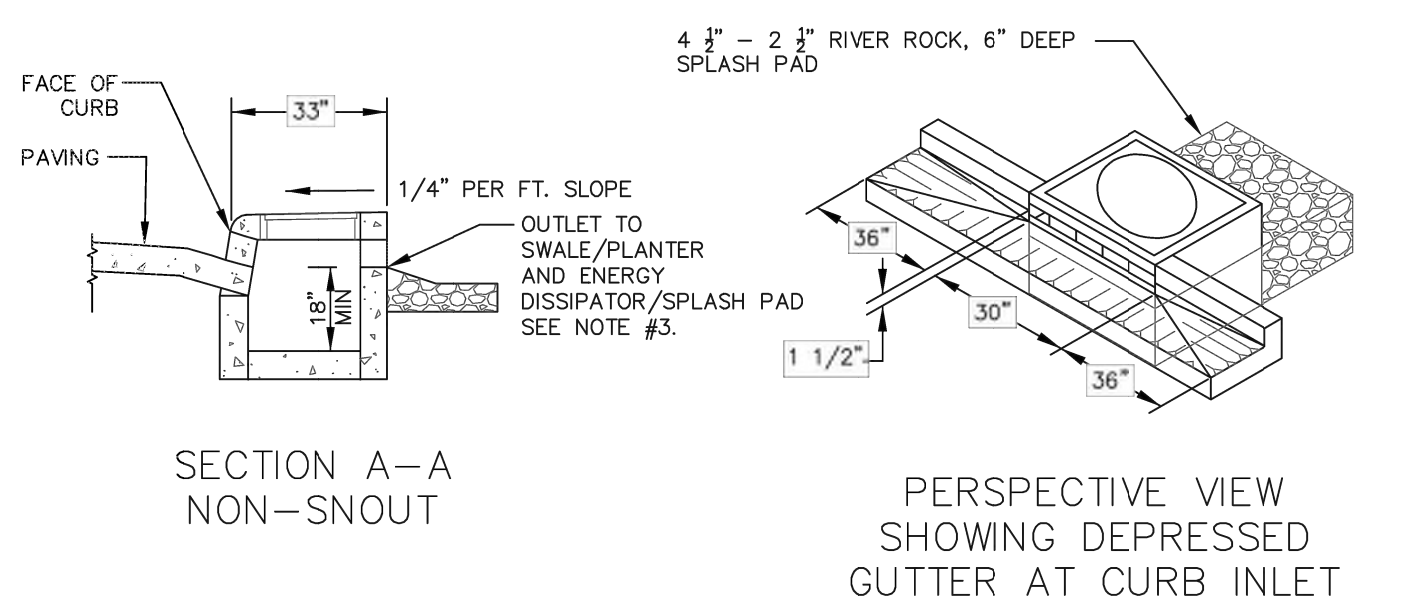
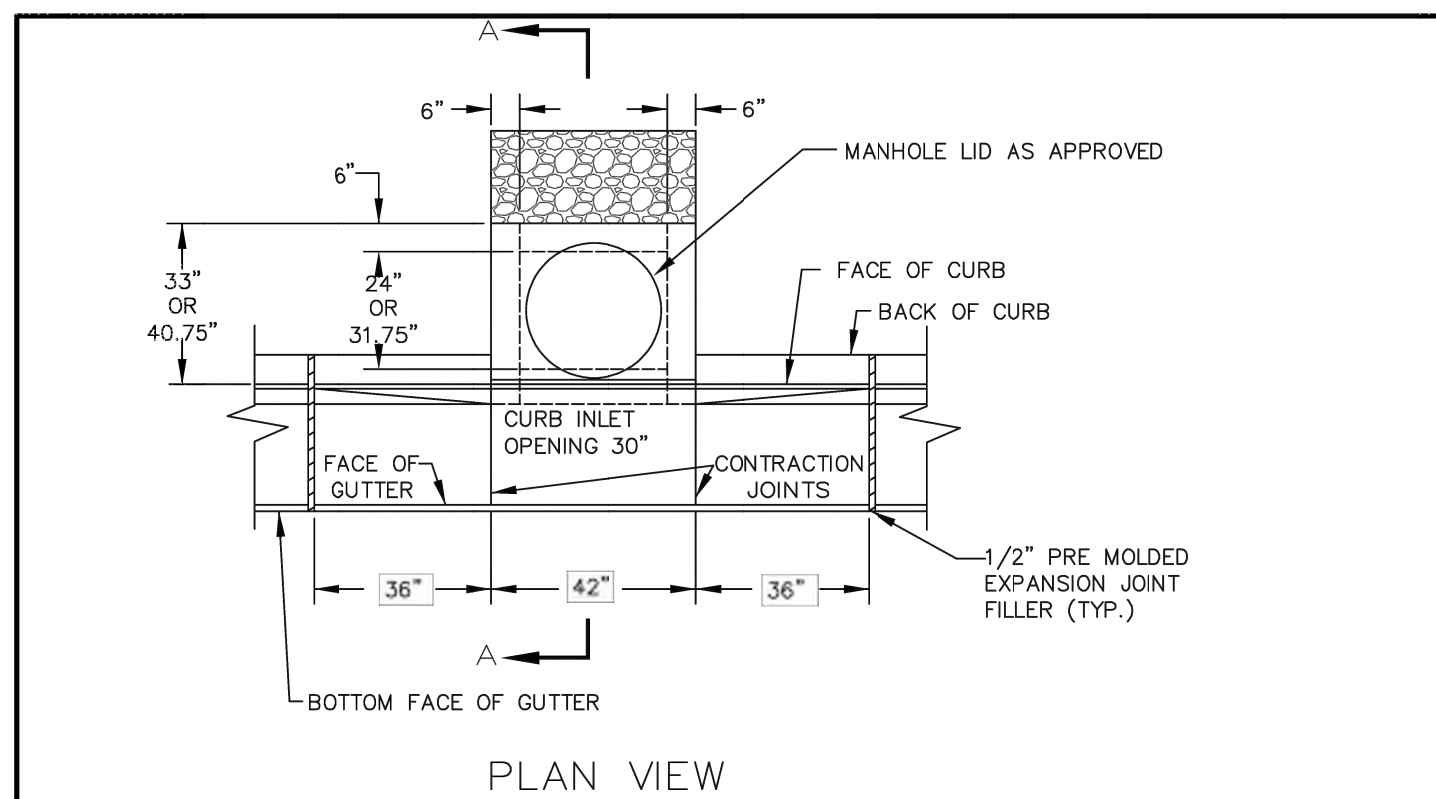


- NOTES:
- INFLOW STRUCTURE PER LOCAL JURISDICTION.
  - INFLOW STRUCTURE - CURB CUT OUT SHALL HAVE MINIMUM 2" DROP AT THE FLOW LINE LEADING TO THE SPLASH PAD, SEE DETAIL.
  - CURB PROFILE PER LOCAL JURISDICTION.
  - CURB CUT OUT TO MATCH INLET GRATE DIMENSION.

**CURB CUT OUT TOP RAIL**



DRAWING NO. 753 REVISED 10-31-19

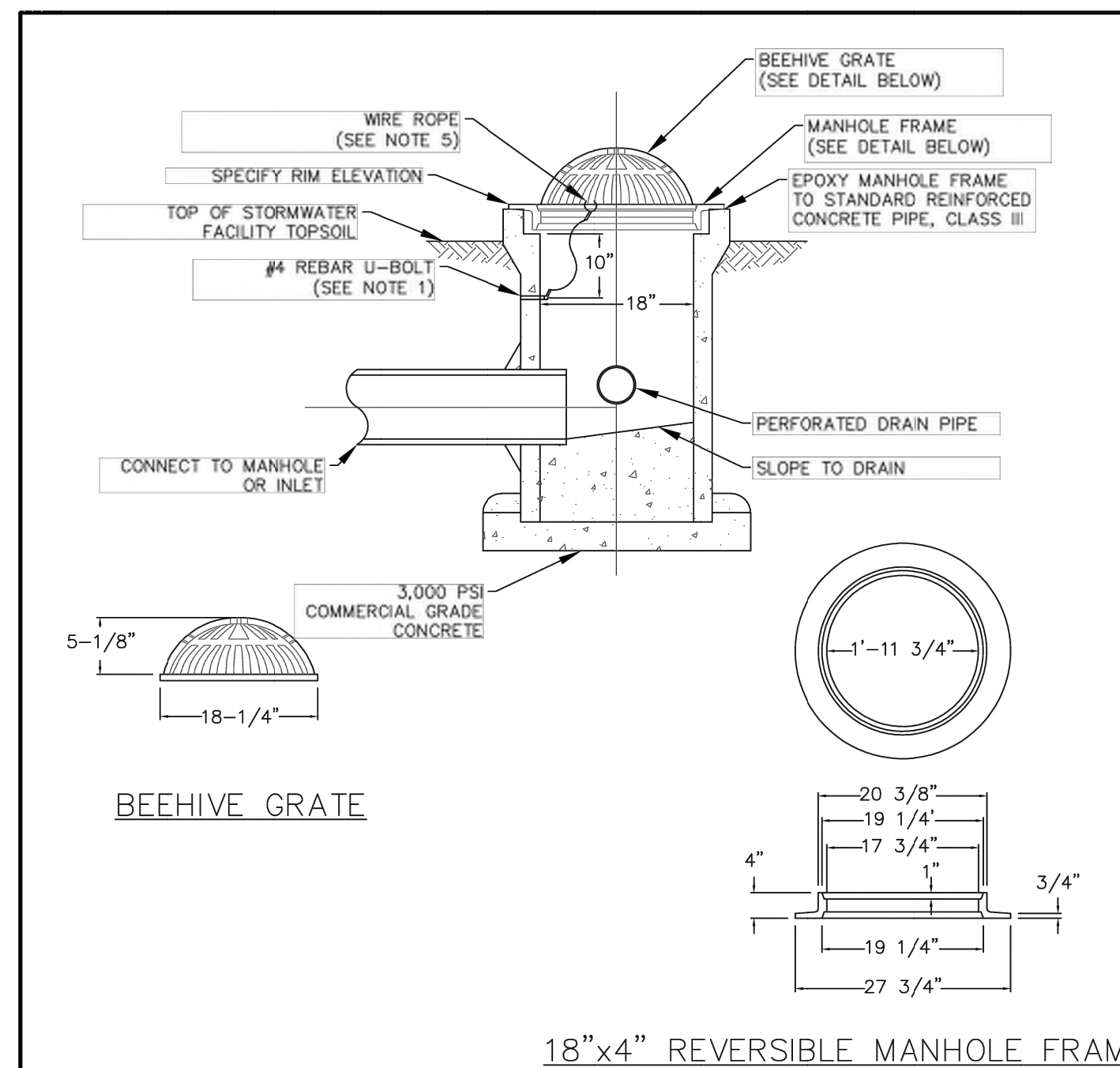


- NOTES:
- INSTALL STRUCTURE ON MINIMUM OF 8" OF 3/4" TO 0" COMPACTED BASE MATERIAL.
  - INSTALL ENERGY DISSIPATER/SPLASH PAD AT OUTFALL OF STRUCTURE.
  - FOUR INCH DIAMETER CUT OUTS, MINIMUM 3 CUT OUTS EVENLY SPACED PER INLET STRUCTURE, TYPICAL.

**MODIFIED CG-30 INLET WITH SUMP**



DRAWING NO. 755 REVISED 10-31-19

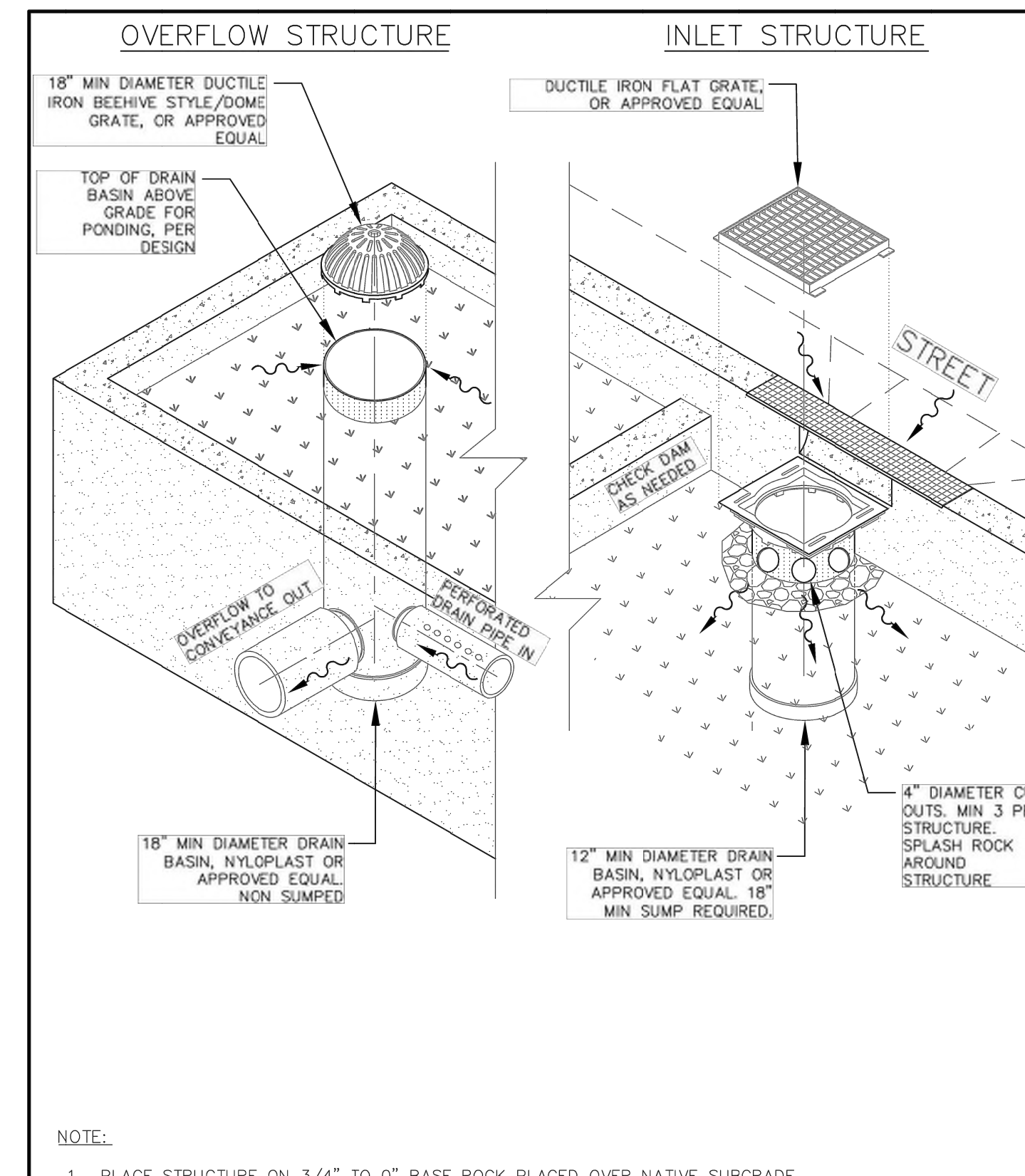


- NOTES:
- SECURE GRATE IN PLACE WITH 54" OF WIRE ROPE. LOOP ENDS OF WIRE ROPE AROUND U-BOLT AND GRATE. CRIMP EACH END OF WIRE ROPE WITH 3" OVERLAP.
  - DRILL 2" DEEP HOLES INTO PIPE AND EPOXY #4 REBAR U-BOLT (2" X 4") IN HOLES.
  - GRATE TO BE CAST IRON, ASTM A48 CL30.
  - SIZE INLET BASED ON CALCULATED FLOWS AND MANUFACTURERS RECOMMENDATIONS.
  - WIRE ROPE BETWEEN 1/8"-3/16" DIAMETER, STAINLESS STEEL, 7 STRANDS OF 19 WIRES.

**BEEHIVE INLET**



DRAWING NO. 758 REVISED 10-31-19



- NOTE:
- PLACE STRUCTURE ON 3/4" TO 0" BASE ROCK PLACED OVER NATIVE SUBGRADE.

**OVERFLOW/INLET STRUCTURE**



DRAWING NO. 760 REVISED 10-31-19



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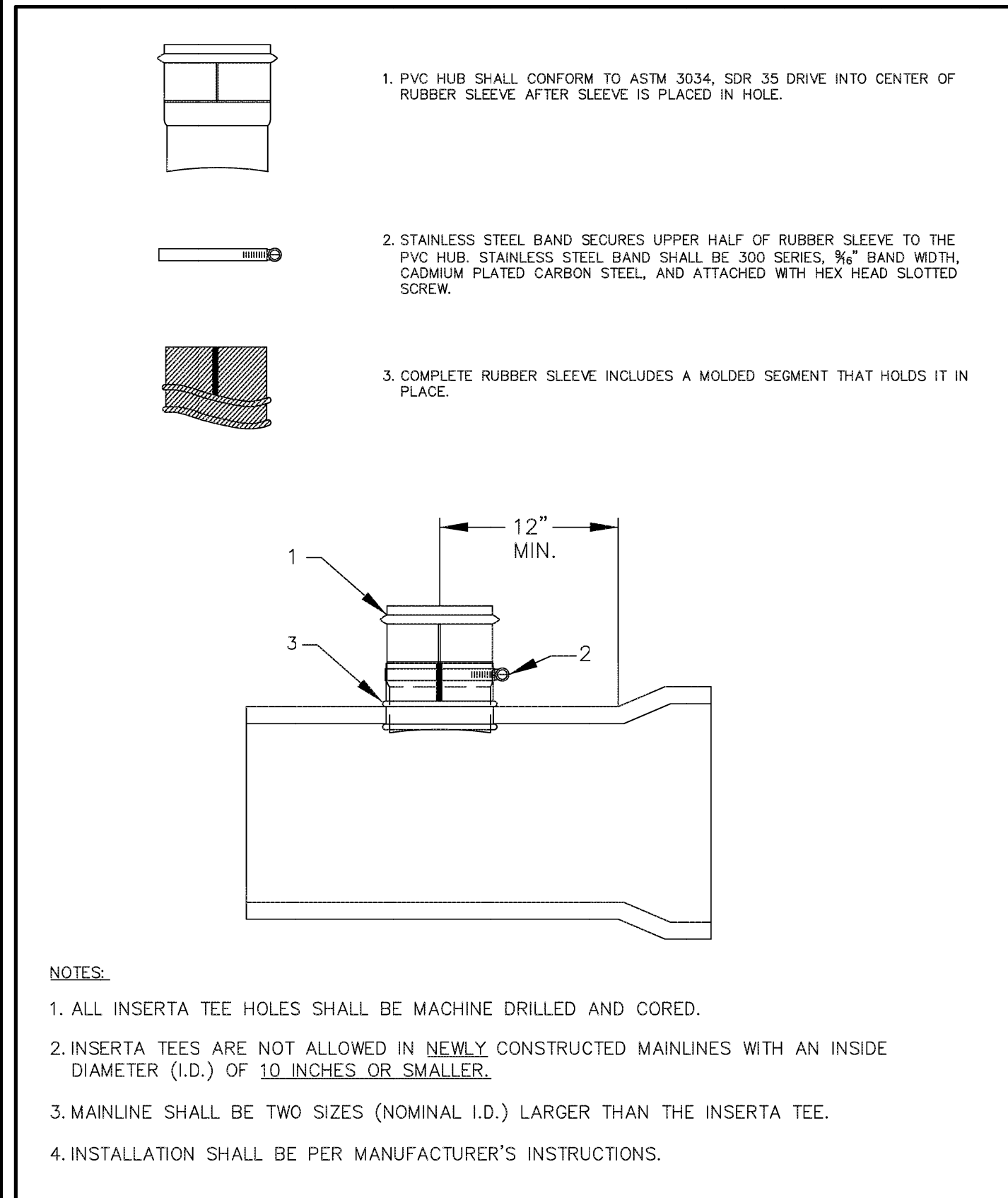
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JOB NO: E20-030  
DATE: 7/26/2024

ISSUED FOR: LAND USE REVIEW  
SHEET TITLE  
**LIDA DETAILS**

SHEET NO.  
**C308**





**INSERTA TEE**

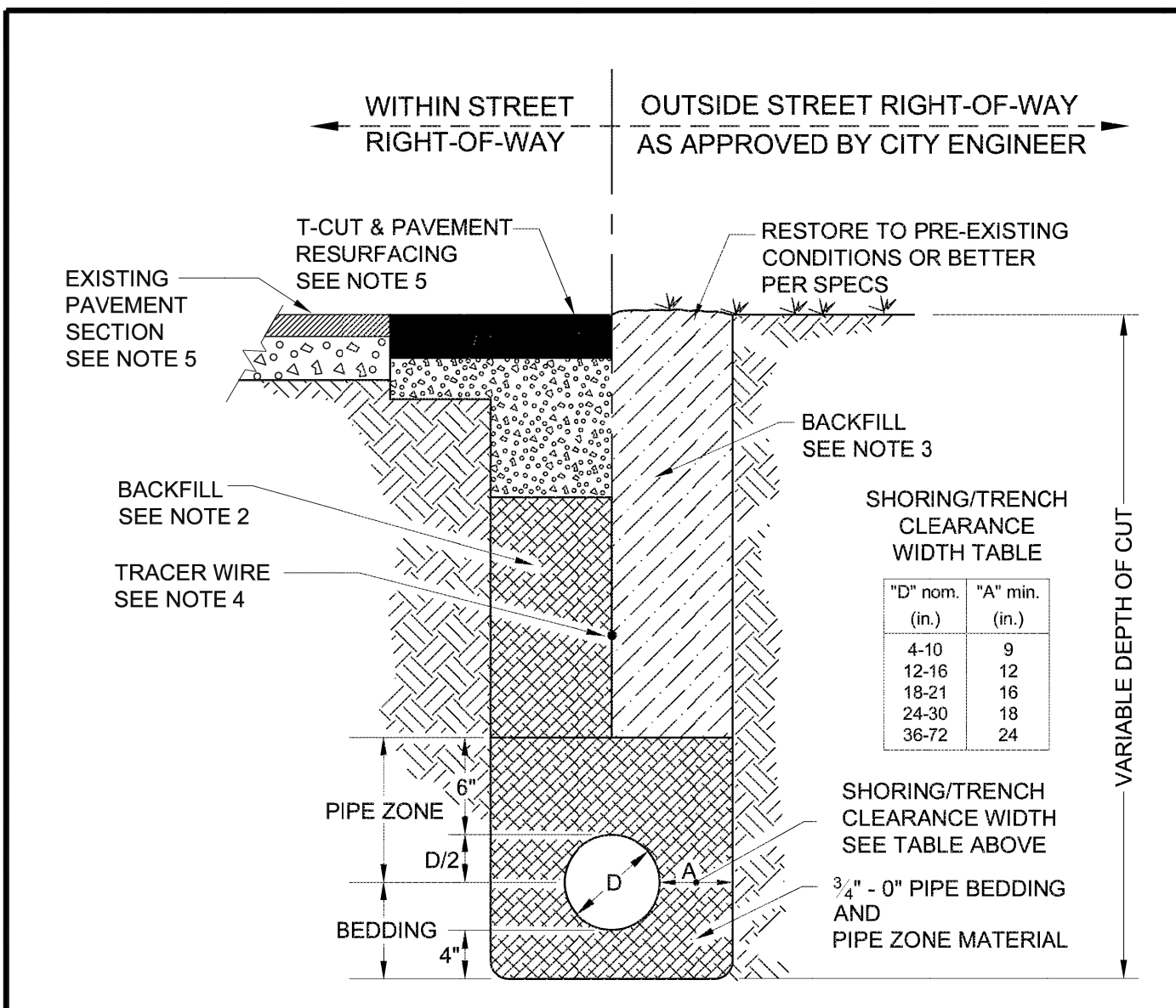
NOTES:

- ALL INSERTA TEE HOLES SHALL BE MACHINE DRILLED AND CORED.
- INSERTA TEES ARE NOT ALLOWED IN NEWLY CONSTRUCTED MAINLINES WITH AN INSIDE DIAMETER (I.D.) OF 10 INCHES OR SMALLER.
- MAINLINE SHALL BE TWO SIZES (NOMINAL I.D.) LARGER THAN THE INSERTA TEE.
- INSTALLATION SHALL BE PER MANUFACTURER'S INSTRUCTIONS.

DRAWING NO. 530 REVISED 10-31-19



FILENAME: 300.dwg



**PIPE TRENCH BACKFILL**

SCALE: NONE

DATE: JUNE 2018

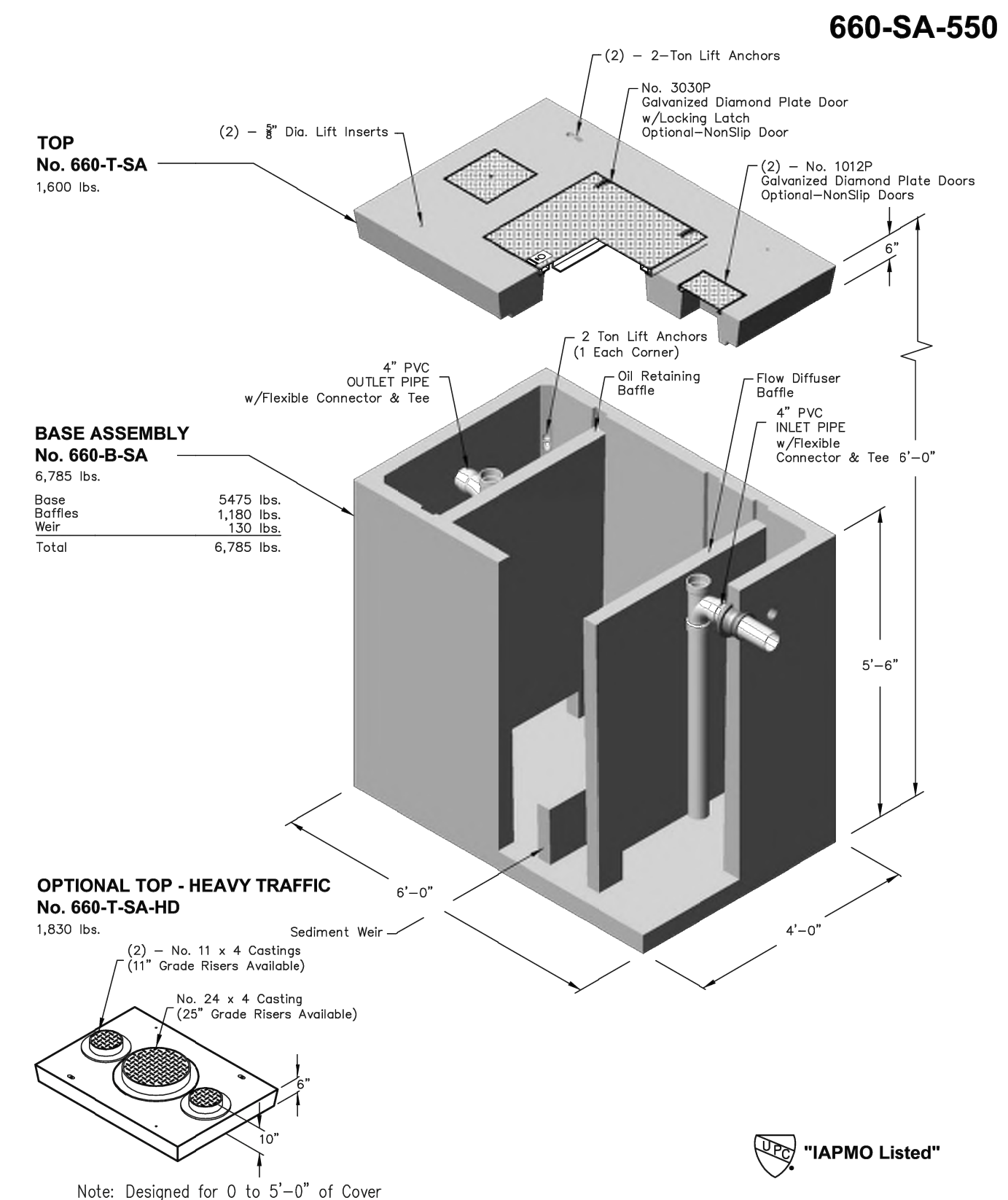
300

NOTES:

- These trench backfill requirements apply to all public utility pipes. For additional requirements, see *CWS Design and Construction Standards and City's Engineering Design Manual* section 211.
- For trenches 12" wide or less in streets with classifications higher than Residential, use controlled density fill (CDF) as per sec 210.19. For all other trenches, use 3/4" - 0" aggregate compacted to 95% of max density per *AASHTO T-99* and *ODOT/APWA spec 00405*.
- Use class 'A' backfill compacted to 90% of max density per *AASHTO T-99* and *ODOT/APWA spec 00405*.
- Tracer wire shall be placed above non-metallic pipe and 2 feet below finished grade when required by Oregon State Plumbing code. Reference City's EDM section 211.1.4.c. Storm and sanitary sewer services shall be marked with magnetic tape per CWS D&C section 5.09.4.c
- Restore to original conditions or better. See specifications and drawing 302.
- For conduit trench requirements see drawing 301.
- The City reserves the right to require compaction testing of the bedding material when it exceeds the 4-inch base section beneath the pipe.

Beaverton ENGINEERING

FILENAME: 300.dwg



**Oldcastle Precast®**

660-SA-550

File Name: 020-660SA-550

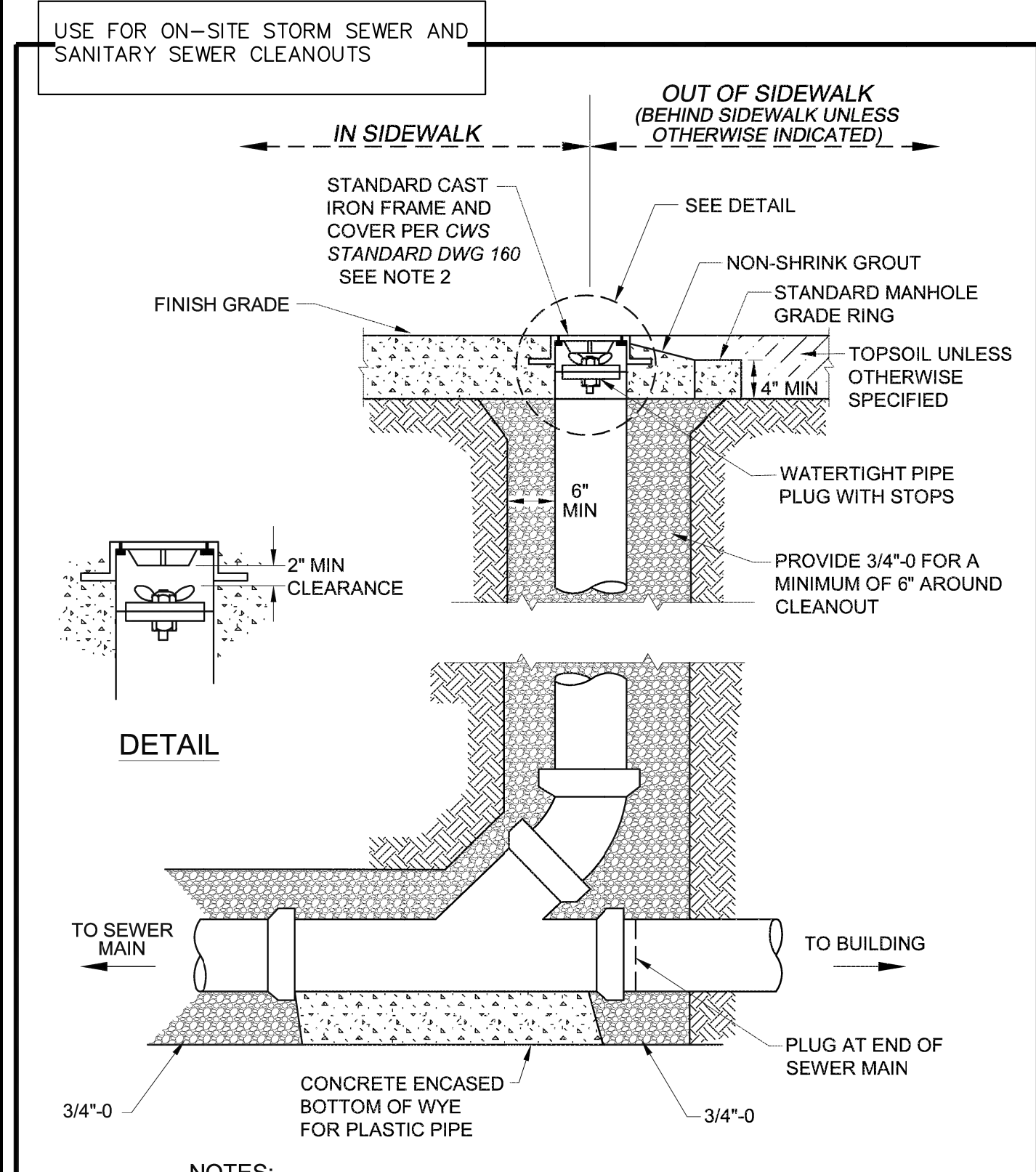
Issue Date: 2016

oldcastleprecast.com/wilsonville

660-SA-550 OIL / WATER SEPARATOR 550 GALLON - API STYLE

14.0

FILENAME: 340.dwg



**STANDARD CLEANOUT IN EXISTING STREET**

SCALE: NONE

DATE: JUNE 2018

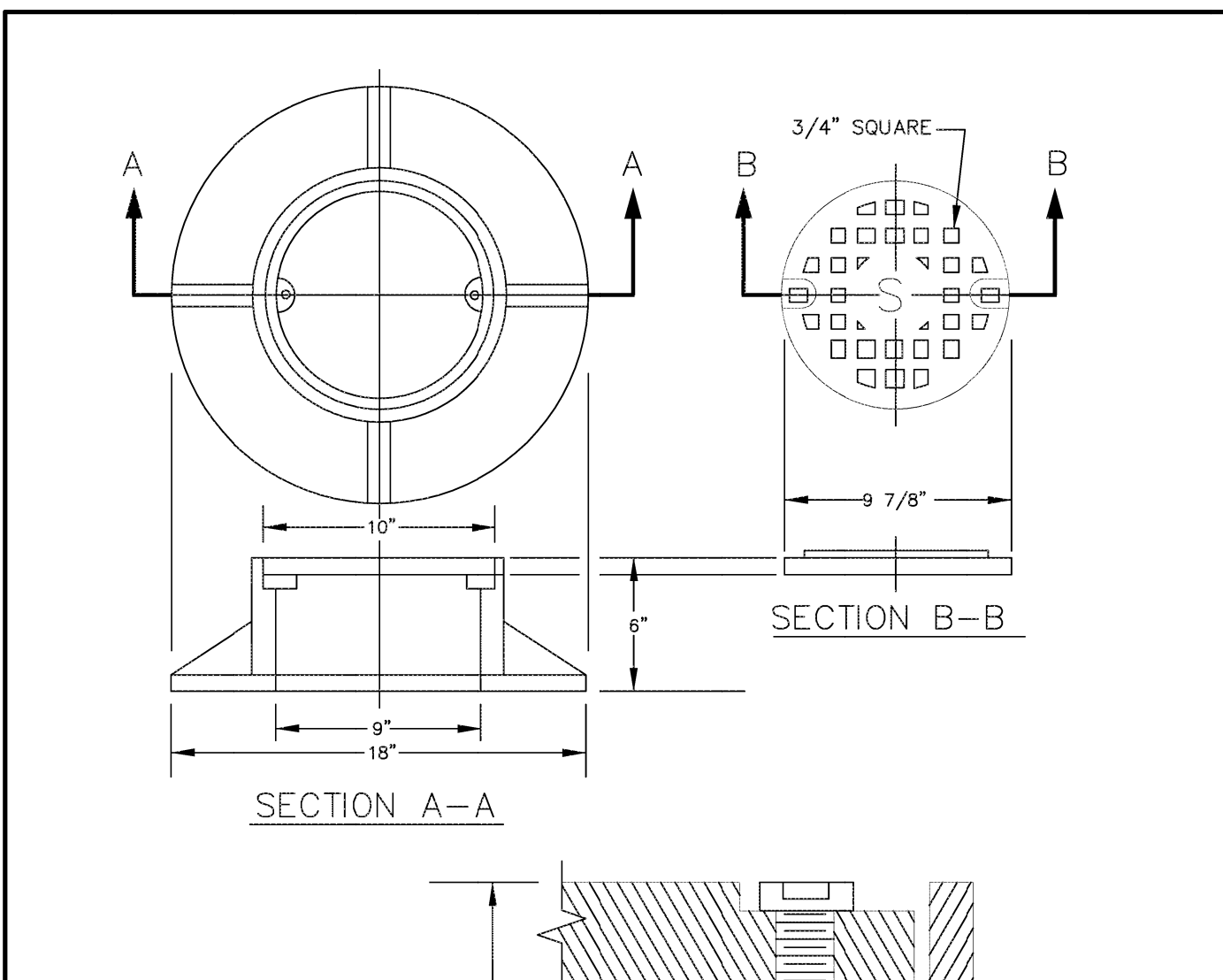
340

NOTES:

- Concrete encase entire wye section and 45° bend if concrete pipe.
- Cleanout in sidewalk to be centered in sidewalk width.

Beaverton ENGINEERING

FILENAME: 340.dwg



**CLEANOUT FRAME AND COVER**

SCALE: NONE

DATE: JUNE 2018

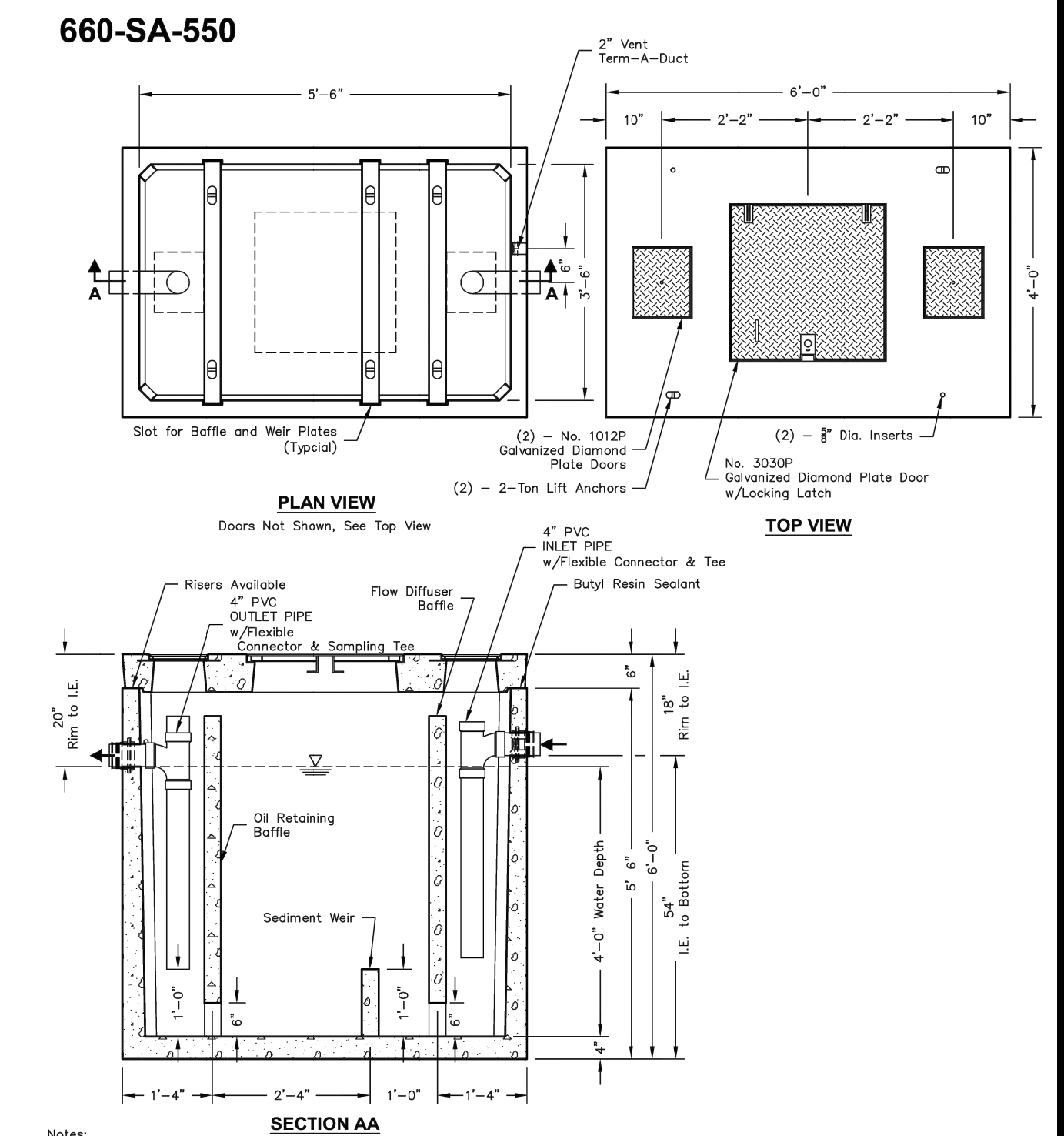
340

NOTES:

- 3/4" ALLEN HEAD BOLTS 1" LONG RECESSED.
- ALL PERMANENT CLEANOUTS TO HAVE BOLT DOWN COVERS.
- MATERIAL SHALL BE GRAY CAST-IRON, ASTM A-48, CLASS 30.

Beaverton ENGINEERING

FILENAME: 340.dwg



**Oldcastle Precast®**

660-SA-550

File Name: 020-660SA-550

Issue Date: 2016

oldcastleprecast.com/wilsonville

660-SA-550 OIL / WATER SEPARATOR 550 GALLON - API STYLE

14.1



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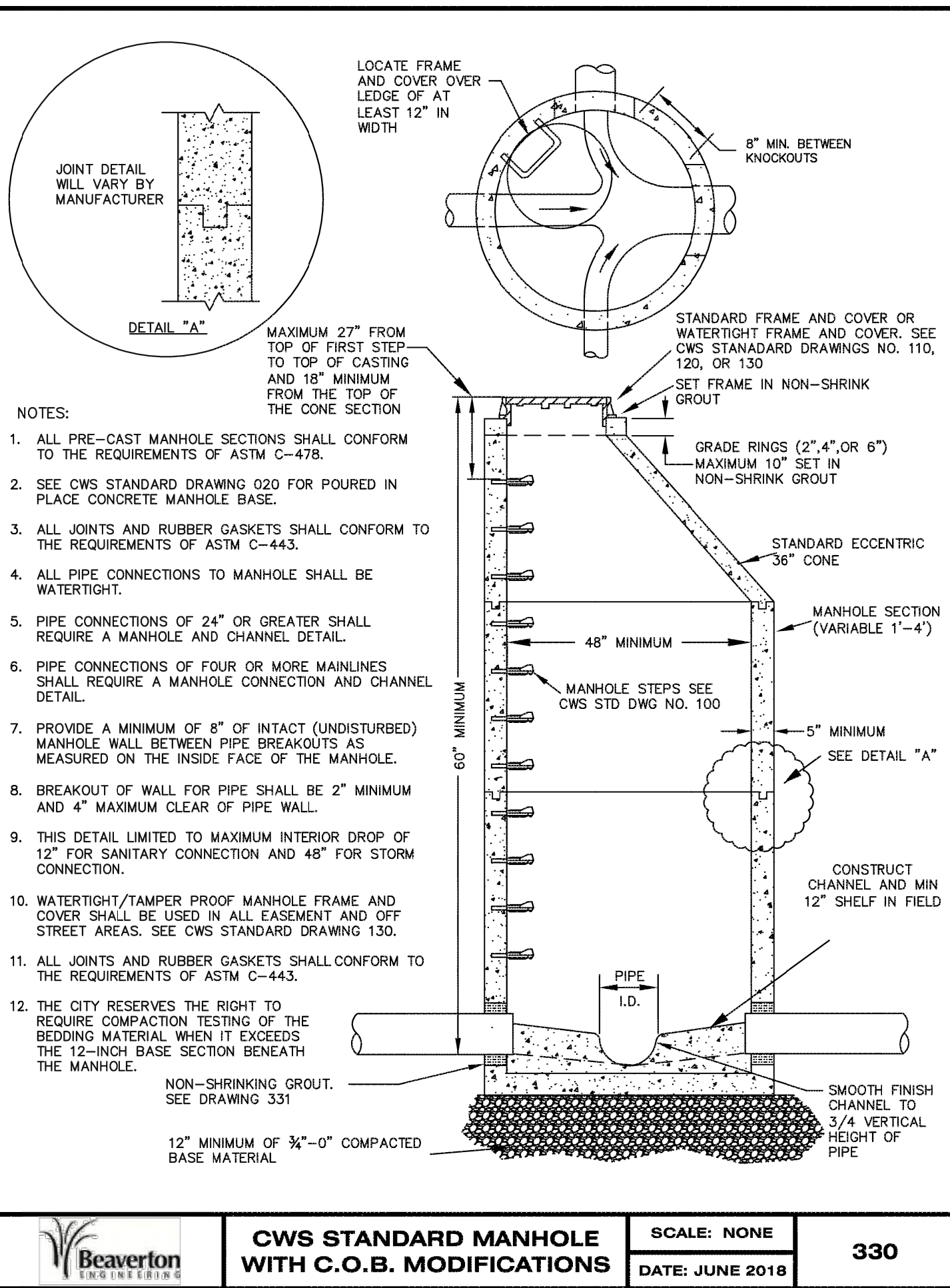
SHEET TITLE

SEWER DETAILS 1

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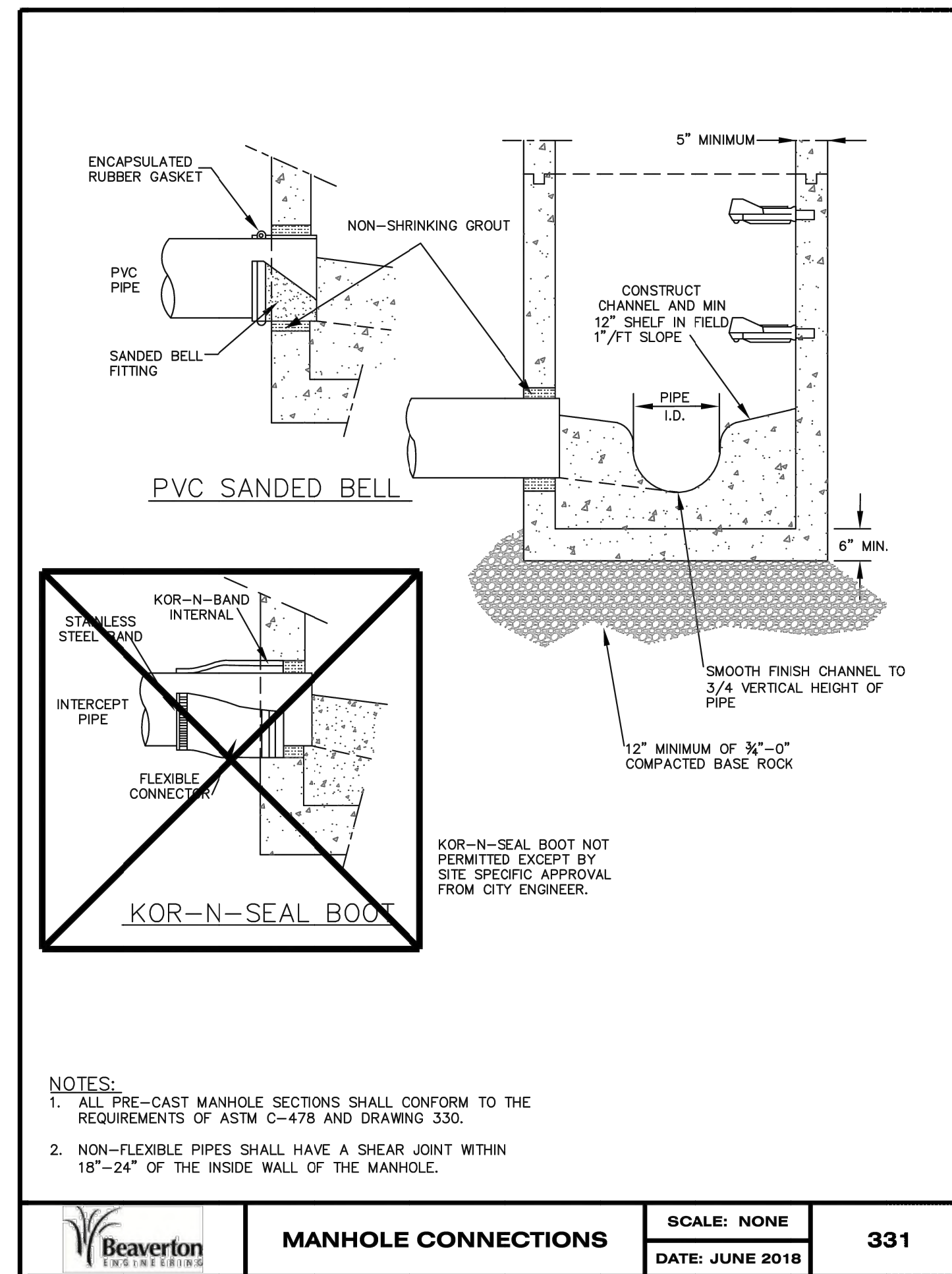
C309





**CWS STANDARD MANHOLE WITH C.O.B. MODIFICATIONS**

SCALE: NONE  
DATE: JUNE 2018  
330



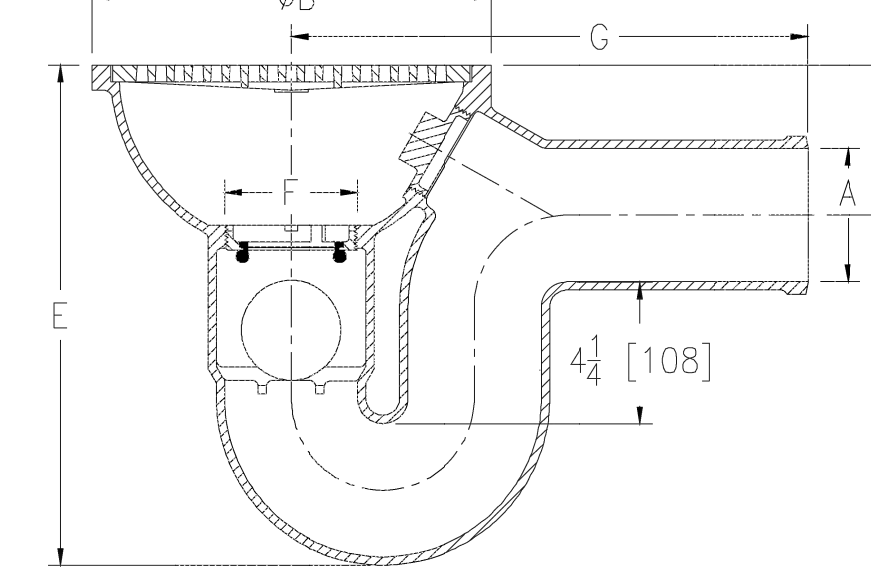
**MANHOLE CONNECTIONS**

SCALE: NONE  
DATE: JUNE 2018  
331

**ZURN Z742**  
TRAP DRAIN, LIGHT-DUTY

SPECIFICATION SHEET  
TAG \_\_\_\_\_

Dimensional Data (Inches and [mm]) are Subject to Manufacturing Tolerances and Change Without Notice



Dimensions In Inches [mm]					Approx. Wt. Lbs. [kg]	Grate Open Area Sq. In. [cm <sup>2</sup> ]
A	F	B	G	M		
2 [51]	2 [51]	8-1/4 [210]	10-1/8 [257]	3-1/2 [89]	17 [7]	13 [84]
3 [76]	3-1/2 [89]	10-1/2 [267]	12-1/2 [318]	4 [102]	36 [16]	19 [123]
4 [102]	3-1/2 [89]	12 [305]	15-1/2 [394]	4-1/2 [114]	54 [24]	40 [258]

**ENGINEERING SPECIFICATION ZURN Z742**  
8", 10" or 12" [203mm, 254mm or 305mm] Diameter top drain, Dura-Coated cast iron body with integral double wall trap and side outlet, with ball float type backwater valve, internal bronze cleanout and light-duty loose slotted grate.

**OPTIONS** (Check/specify appropriate options)

PIPE SIZE	(Specify size/type)	OUTLET	'E' BODY HT. DIM.
2 [51]	— SP	Spigot	10-3/4 [273]
3 [76]	— SP	Spigot	12-3/4 [324]
4 [102]	— SP	Spigot	15 [381]

**PREFIXES**

— Z	D.C.C.I. Body and Top*
— ZB	D.C.C.I. Body with Polished Bronze Top (Add 3/16 [5] to 'E' Dim.)
— ZN	D.C.C.I. Body with Polished Nickel Bronze Top (Add 3/16 [5] to 'E' Dim.)

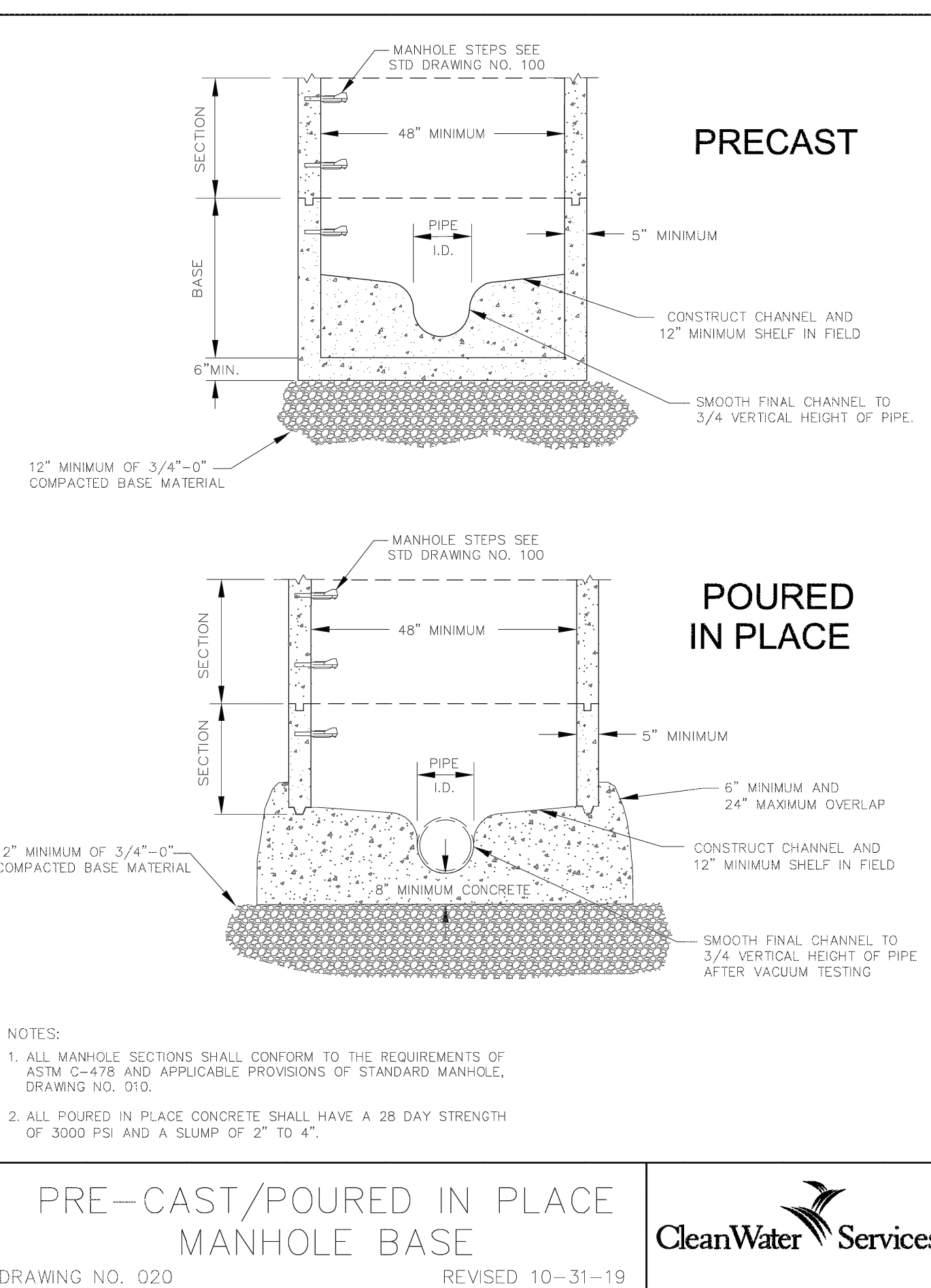
**SUFFIXES**

— G	Galvanized Cast Iron
— LV	(Less) Backwater Valve
— TS	Top Secured with Slotted Screws
— VP	Vandal-Proof Secured Top

\* Regularly furnished unless otherwise specified.

Zurn Industries, LLC | Specification Drainage Operation  
1801 Pittsburgh Avenue, Erie, PA, U.S.A. 16502 | Ph. 855-663-9876, Fax 814-454-7929  
In Canada | Zurn Industries Limited  
3544 Moshua Drive, Mississauga, Ontario L4V 1L2 | Ph. 905-465-6272, Fax 905-405-1292  
[www.zurn.com](http://www.zurn.com)

Rev. G  
Date: 09/27/17  
C.N. No. 137945  
Prod. | Dwg. No. Z742



**PRE-CAST/POURED IN PLACE MANHOLE BASE**

DRAWING NO. 020  
REVISED 10-31-19

**CleanWater Services**



EXPIRES: 06/30/25  
SIGNATURE DATE: \_\_\_\_\_

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BEAVERTON, OR 97005

REVISIONS

No.	Description	Date
1		
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DRAWN BY: BB

CHECKED BY: KG

JOB NO: E20-030

DATE: 7/26/2024

ISSUED FOR: LAND USE REVIEW

SHEET TITLE

SEWER DETAILS 2

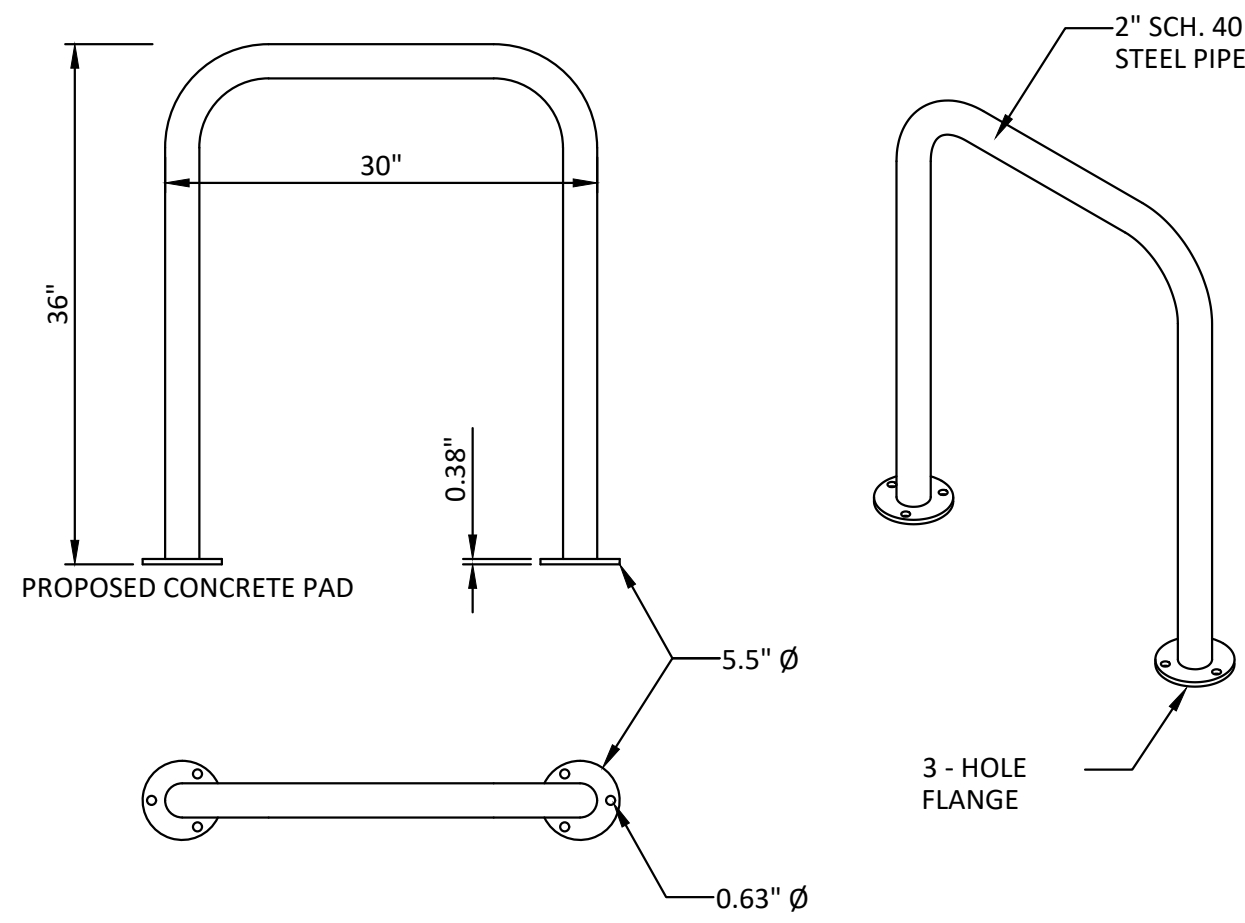
SHEET NO.

C310

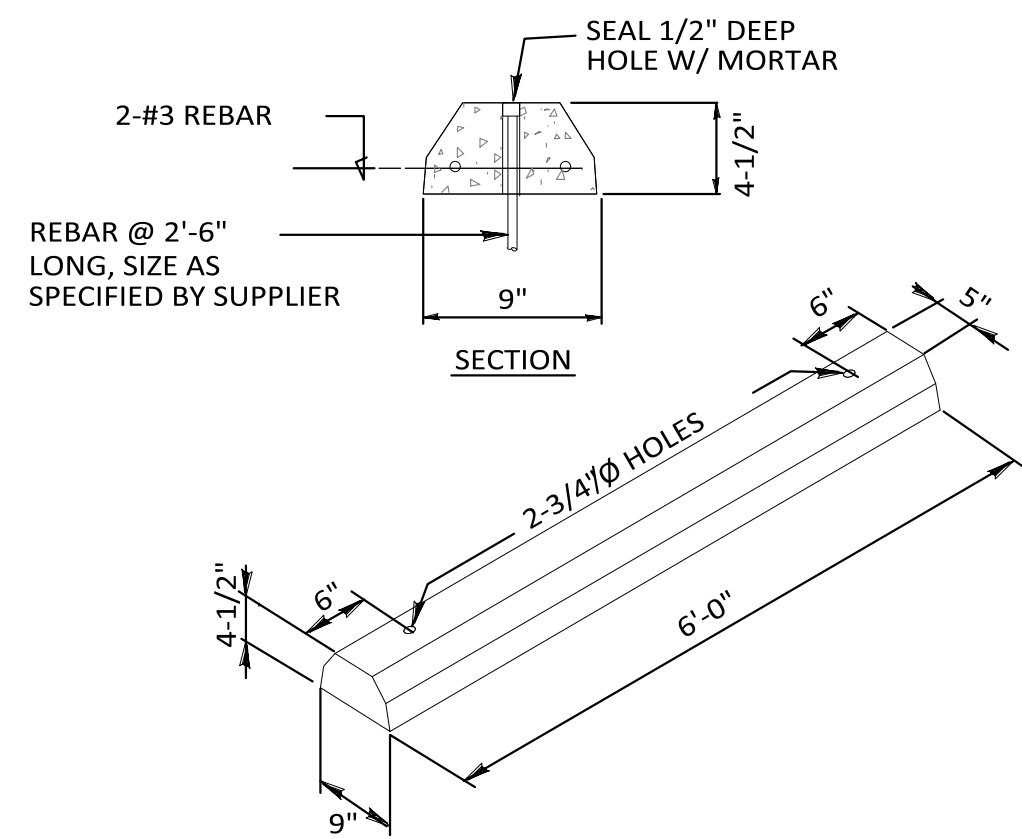
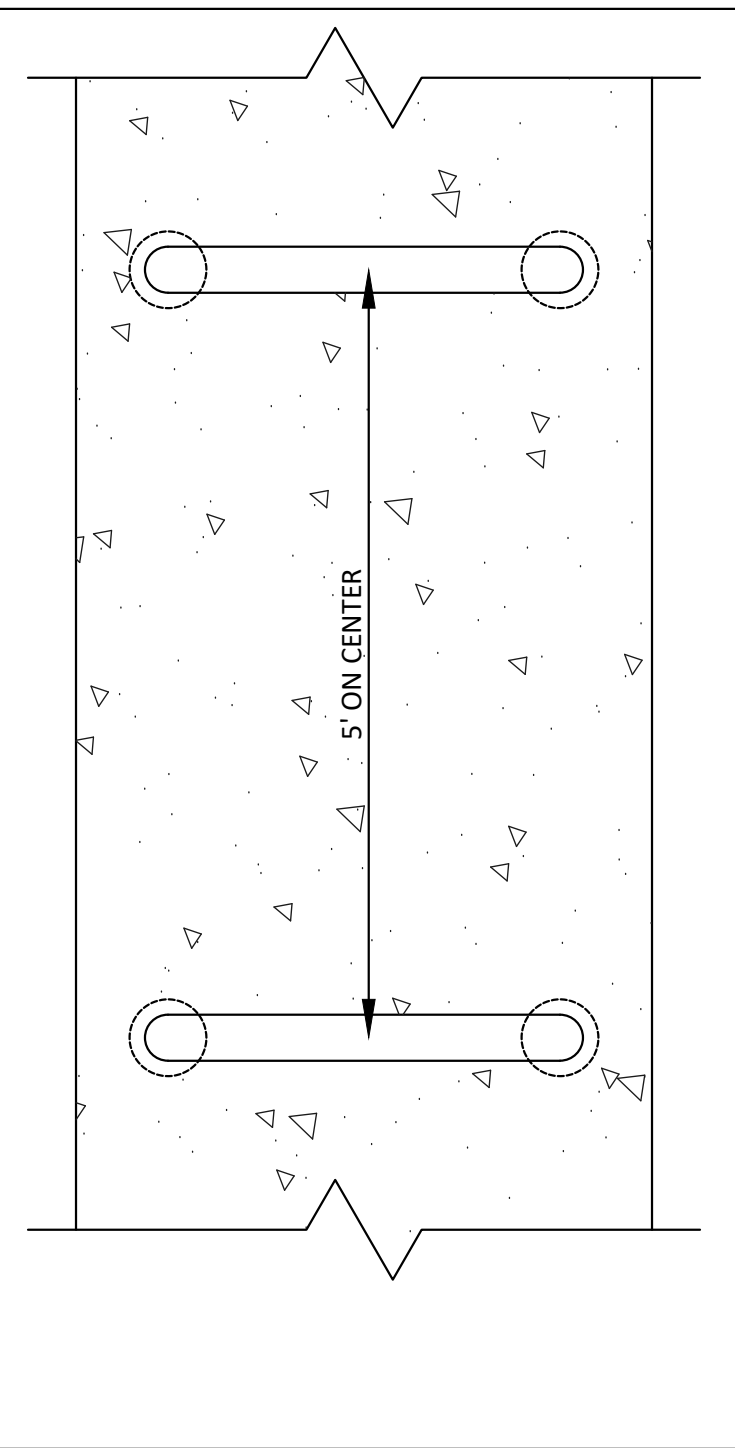


**NOTES:**

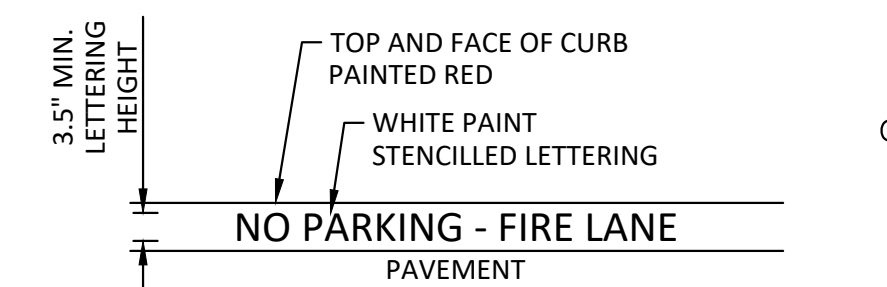
- HUNTCO SITE FURNISHINGS "THE STAPLE" OR EQUIVALENT
- MADE OF 2" SCH 40 ROUND STEEL PIPE
- HOT DIPPED GALVANIZED FINISH
- INSTALL PER MANUFACTURERS INSTRUCTIONS
- (2) BICYCLE PARKING STALLS PER LOOP



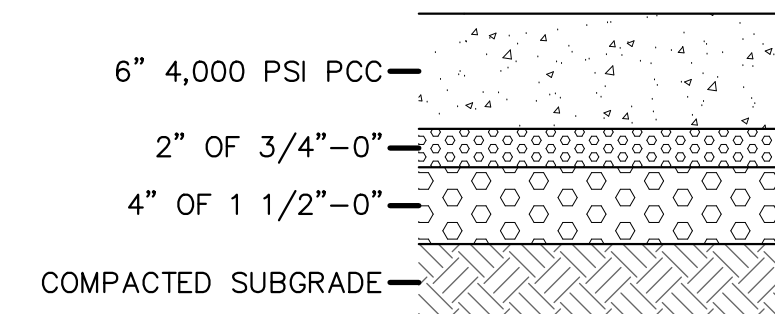
**SURFACE MOUNT BIKE RACK**  
N.T.S.



**PRECAST CONCRETE WHEEL STOP**  
N.T.S.



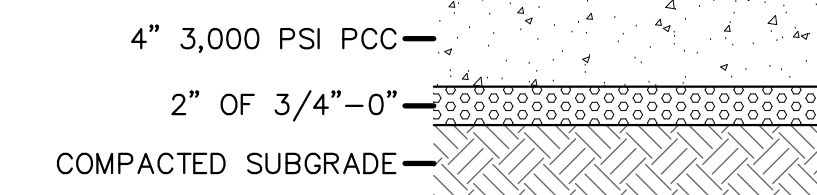
- LETTERING SHALL HAVE A STROKE OF 3 1/2" HEIGHT AND 1" WIDE, MINIMUM.
  - LETTERING SHALL BE SPACED AT 25 FEET ON CENTER.
- NO PARKING - FIRE LANE MARKING**  
NOT TO SCALE



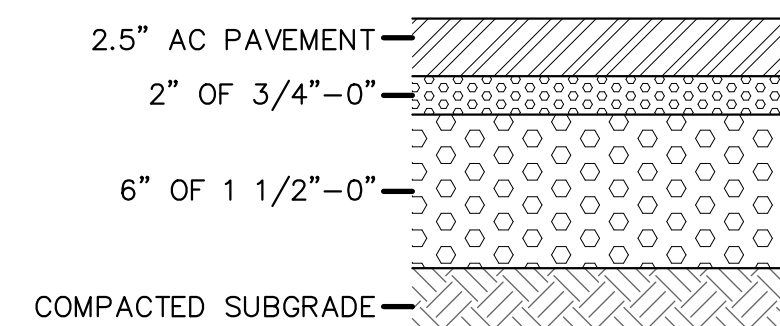
**TRAFFIC PCC SECTION**  
SCALE: NTS

**NOTES:**

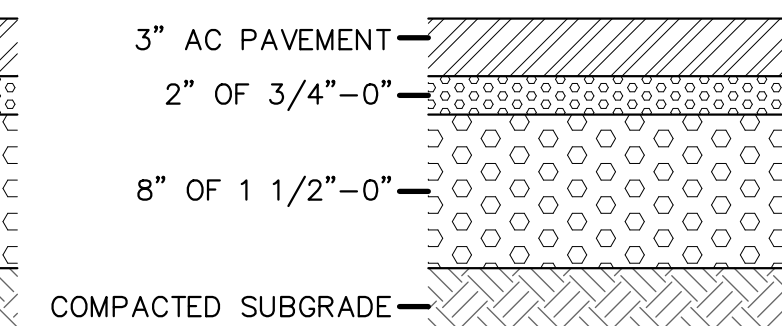
- PCC SHALL HAVE A MINIMUM 28-DAY BREAKING STRENGTH AS SHOWN.
- JOINTS SHALL BE PER RD722 ON SHEET C205.
- GEOTECHNICAL ENGINEERING REPORT SHALL SUPERCEDE THESE SPECIFICATIONS.
- USE TRAFFIC PCC SECTION FOR ALL LOCATIONS THAT MAY BE DRIVEN ON BY A VEHICLE, INCLUDING PLAZAS.



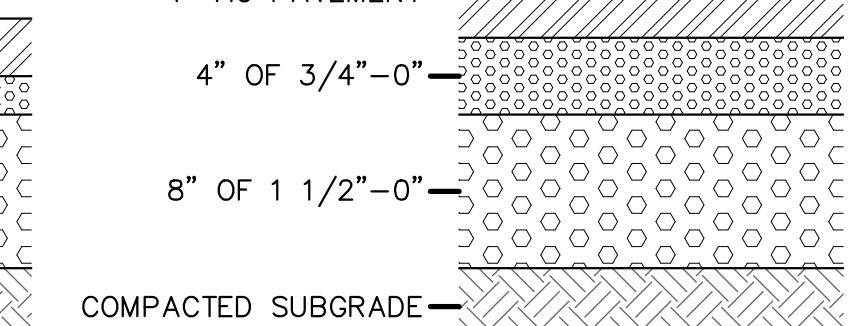
**SIDEWALK PCC SECTION**  
SCALE: NTS



**LIGHT ACP SECTION, PARKING**  
SCALE: NTS (FOR AUTOMOBILE-ONLY PARKING)



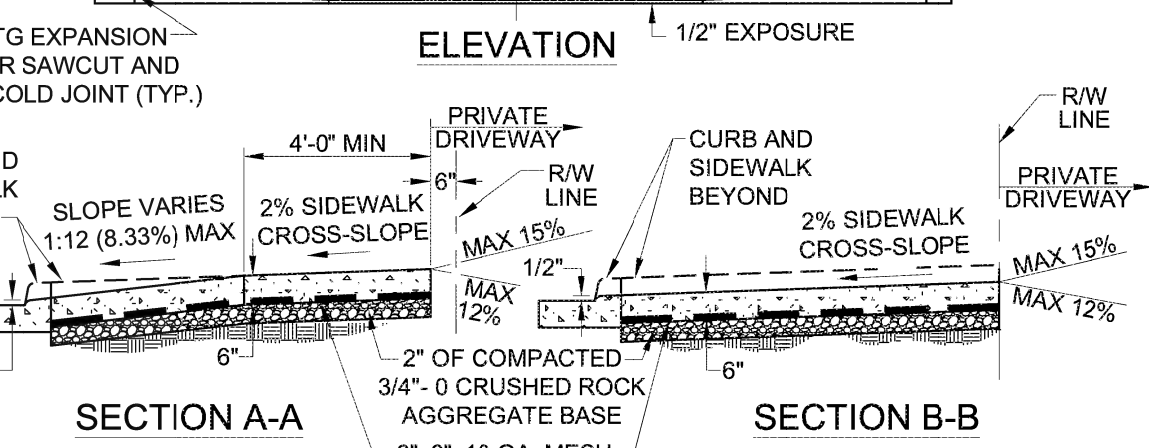
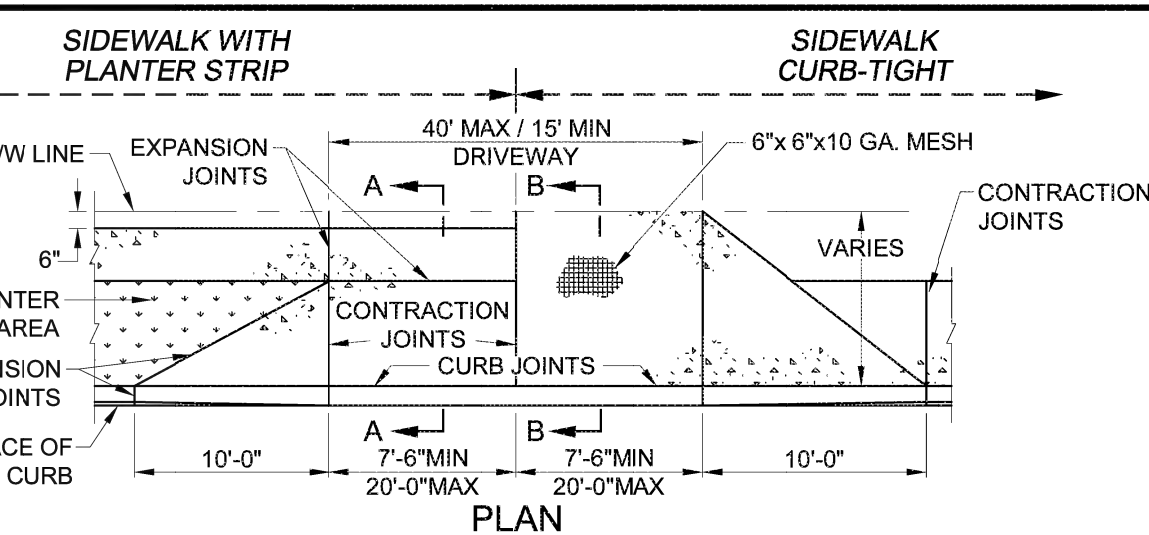
**LIGHT ACP SECTION**  
SCALE: NTS (AUTOMOBILE-ONLY AISLES)



**HEAVY ACP SECTION**  
SCALE: NTS (TRUCK AREAS)

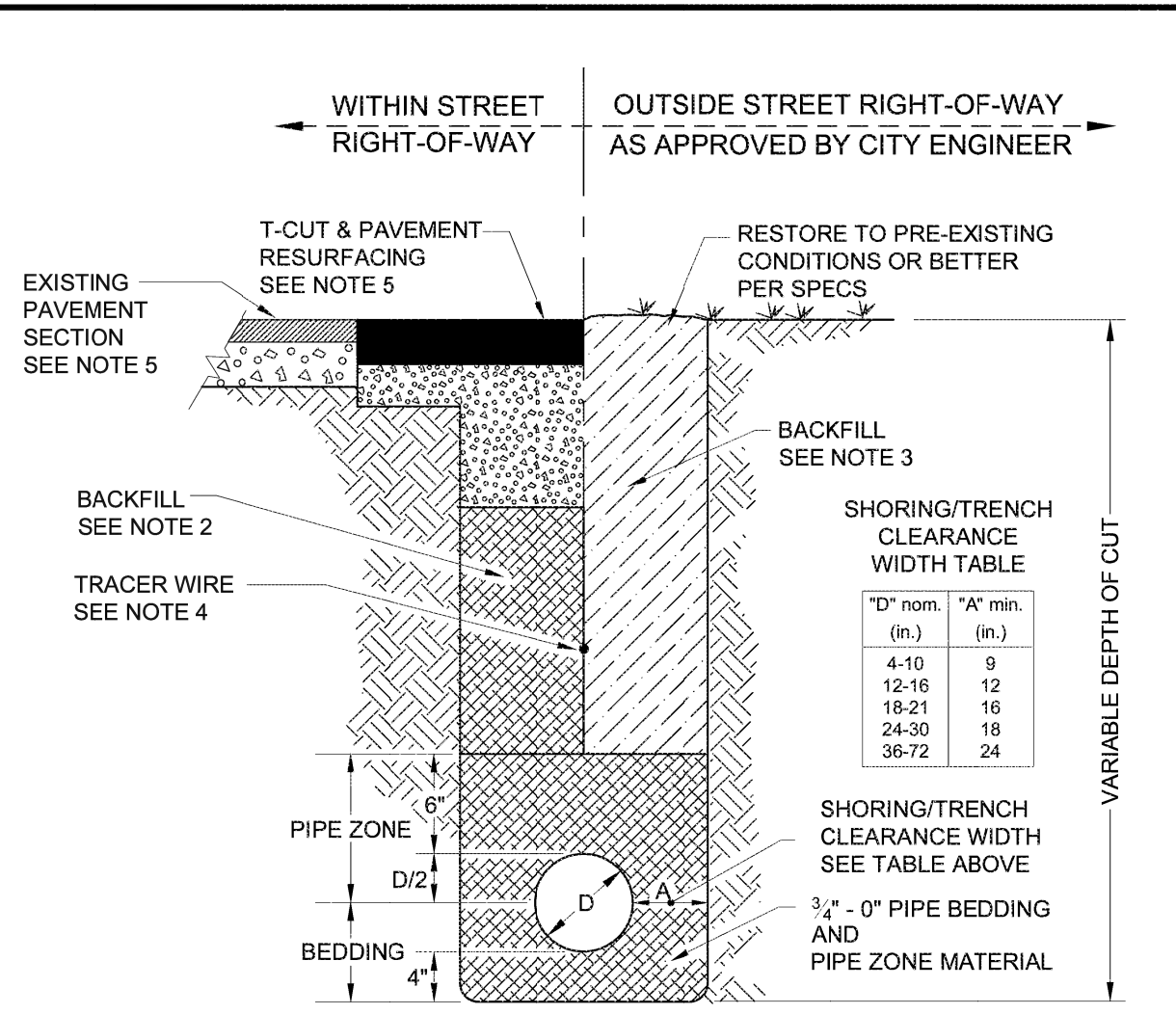
**NOTES:**

- AC SHALL BE LEVEL 2, 1/2" DENSE MIX ACP CONFORMING TO OSSC 00744 AND COMPACTED TO 91% MAXIMUM SPECIFIC GRAVITY AS DETERMINED BY AASHTO T-209
- MINIMUM LIFT THICKNESS IS 2"
- ASPHALT BINDER SHALL BE PG 64-22
- AGGREGATE BASE ROCK SHALL BE COMPACTED TO 95% MIN AS DETERMINED BY MODIFIED PROCTOR (ASTM D1557)
- GEOTECHNICAL ENGINEERING REPORT SHALL SUPERCEDE THESE SPECIFICATIONS.



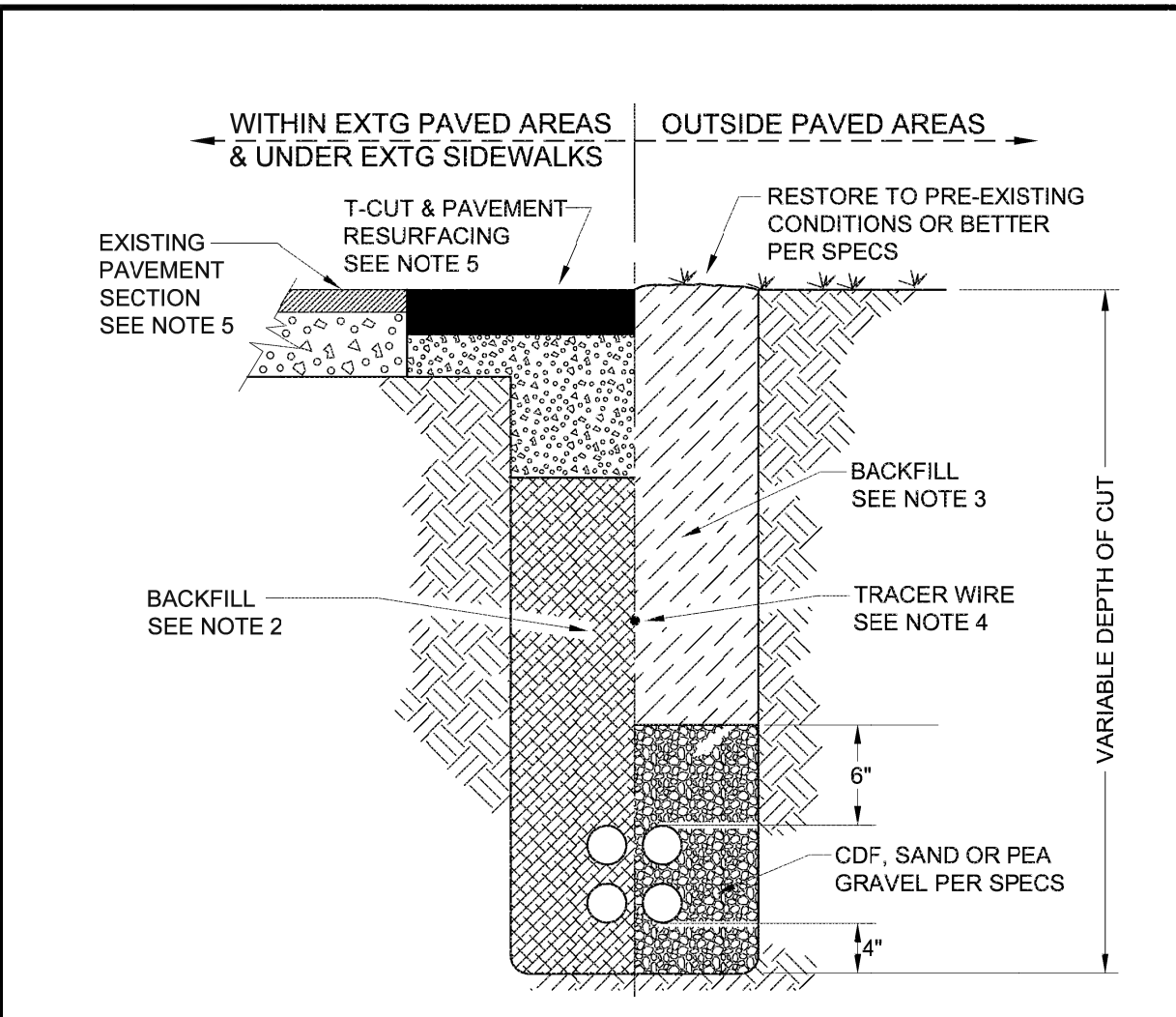
- NOTES:**
- Section A-A may be used for curb-light sidewalk driveway aprons if sidewalk's width is 10' or more.
  - Concrete shall have a minimum breaking strength of 4,000 psi after 28 days.
  - Curb joint shall be a troweled joint with a minimum 1/2 inch radius along back of curb.
  - Expansion joints shall be 1/2 inch pre-molded asphalt impregnated material, cedar or approved equal extending from top of base to finished grade.
  - For driveways 24 feet wide or greater, concrete to be increased to a 7 inch depth.
  - Finish with broom and edge all joints.
  - Weepholes not to be placed in wing.
  - If curbing is being removed to install a driveway and the gutter should become separated from the driving surface in excess of 1/16 inch, then the gutter shall also be removed and replaced.
  - Rings of the commercial driveway which are a portion of the sidewalk shall not exceed 8.333% (1:12).
  - ODOT Standard Drawings for driveways may be used when preapproved by City Engineer.
  - Slope of the driveway may be away from the curb when preapproved by City Engineer.

**STANDARD COMMERCIAL DRIVEWAY**  
SCALE: NONE  
DATE: JUNE 2018  
**210**



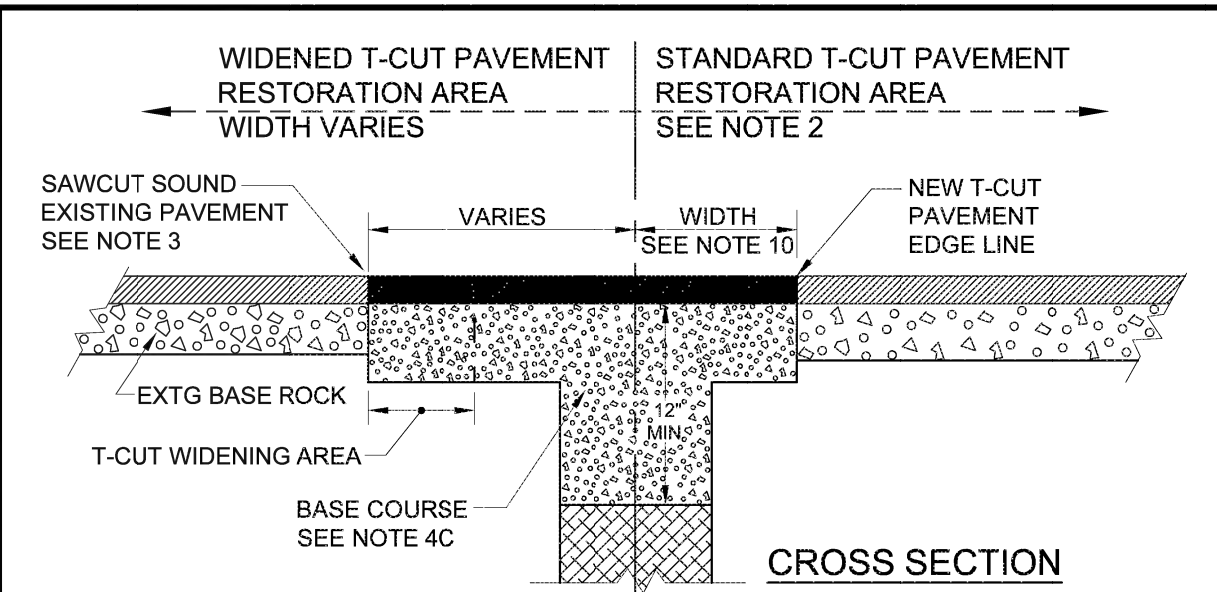
- NOTES:**
- These trench backfill requirements apply to all public utility pipes. For additional requirements, see CWS Design and Construction Standards and City's Engineering Design Manual section 211.
  - For trenches 12" wide or less in streets with classifications higher than Residential, use controlled density fill (CDF) as per sec 210.19. For all other trenches, use 3/4" - 0" aggregate compacted to 95% of max density per AASHTO T-99 and ODOT/APWA spec 00405.
  - Use class 'A' backfill compacted to 90% of max density per AASHTO T-99 and ODOT/APWA spec 00405.
  - Tracer wire shall be placed above non-metallic pipe and 2 feet below finished grade when required by Oregon State Plumbing code. Reference City's EDM section 211.1.4.o. Storm and sanitary sewer services shall be marked with magnetic tape per CWS D&C section 5.09.4.c
  - Restore to original conditions or better. See specifications and drawing 302.
  - For conduit trench requirements see drawing 301.
  - The City reserves the right to require compaction testing of the bedding material when it exceeds the 4-inch base section beneath the pipe.

**PIPE TRENCH BACKFILL**  
SCALE: NONE  
DATE: JUNE 2018  
**300**



- NOTES:**
- THESE TRENCH BACKFILL REQUIREMENTS APPLY TO ALL PUBLIC UTILITY PIPES. FOR ADDITIONAL REQUIREMENTS, SEE CWS DESIGN AND CONSTRUCTION STANDARDS AND CITY'S ENGINEERING DESIGN MANUAL SECTIONS 211
  - FOR TRENCHES 12" WIDE OR LESS IN STREETS WITH CLASSIFICATIONS HIGHER THAN RESIDENTIAL, USE CONTROLLED DENSITY FILL (CDF) AS PER SEC 210.19. FOR ALL OTHER TRENCHES, USE 3/4" - 0" AGGREGATE COMPACTED TO 95% OF MAX DENSITY PER AASHTO T-99 AND ODOT/APWA SPEC 00405.
  - USE CLASS 'A' BACKFILL COMPACTED TO 90% OF MAX DENSITY PER AASHTO T-99 AND ODOT/APWA SPEC 00405.
  - TRACER WIRE SHALL BE PLACED ABOVE NON-METALLIC PIPE AND 2 FEET BELOW FINISHED GRADE WHEN REQUIRED BY OREGON STATE PLUMBING CODE. REFERENCE CITY'S EDM SECTION 211.1.4.o
  - RESTORE TO ORIGINAL CONDITIONS OR BETTER. SEE SPECS AND BEAVERTON STANDARD DWG 302.

**CONDUIT TRENCH BACKFILL**  
SCALE: NONE  
DATE: JUNE 2018  
**301**



- NOTES:**
- This drawing applies to trench cuts and other kinds of pavement cuts.
  - For width dimensions, see Engineering Design Manual and the notes that follow.
  - Sawcut existing AC pavement full depth. Sawcut existing PCC pavement according to Drawing 310
  - Restore existing pavement material(s) to pre-existing or better conditions. Thickness shall be as follows:
    - For existing Portland Cement Concrete (PCC): existing pavement thickness plus 2 inches, but not less than 8 inches. On Arterial and Collector streets, concrete patching material shall be high early strength class 5,000 psi PCC approved by City Engineer.
    - For existing Asphalt Concrete (AC): resurface to a minimum of 3 1/2" of Level 2, 1/2" ACP or existing AC thickness plus 2 inches, whichever is greater, but do not exceed 6 inches. Compact AC in 2-inch maximum lifts to 91% of maximum density (Rice).
    - Base course shall be 3/4" aggregate compacted to 95% of max density as per AASHTO T-99 and ODOT/APWA Spec 00405. Minimum thickness shall be 8 inches under AC pavement and 2 inches under PCC pavement.
  - All cut edges of AC shall be sand sealed with CRS-1 or CRS-2 emulsified asphalt or equal.
  - If new edge of pavement is less than three feet from another patch, curb or edge of street, replace the pavement in between.
  - If any part of more than one pre-existing patch edge is within 3 feet of the T-cut, remove and restore the pavement to the far edge of the furthest pre-existing patch.
  - On longitudinal pavement cuts, the edge of the T-cut shall not lie in a wheel path. Width of T-cut shall be widened where necessary to move the edge out of the wheel path and either to parallel and 6 inches from the nearest lane line, or to the location required by note 6 or 7 above as applicable, whichever is the furthest from the pavement cut.
  - If an edge of a T-cut will be within 5 feet or less of an area of distressed existing pavement, the length and width of the pavement restoration shall be determined by City Engineer upon notification by the Contractor.
  - Width from edge of trench shall be 6 inches minimum for trenches that are 12 inches wide or less and 12 inches minimum for trenches wider than 12 inches. The width may be increased up to 10 feet on both sides of the pavement cut as approved by City Engineer.

**PAVEMENT CUT RESTORATION**  
SCALE: NONE  
DATE: JUNE 2018  
**302**



EXPIRES: 06/30/25  
SIGNATURE DATE: \_\_\_\_\_

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REVISIONS		
No.	Description	Date
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DRAWN BY: BB  
CHECKED BY: KG  
JOB NO: E20-030  
DATE: 7/26/2024  
ISSUED FOR: LAND USE REVIEW

SHEET TITLE  
SITE DETAILS 1  
SHEET NO.

**C311**





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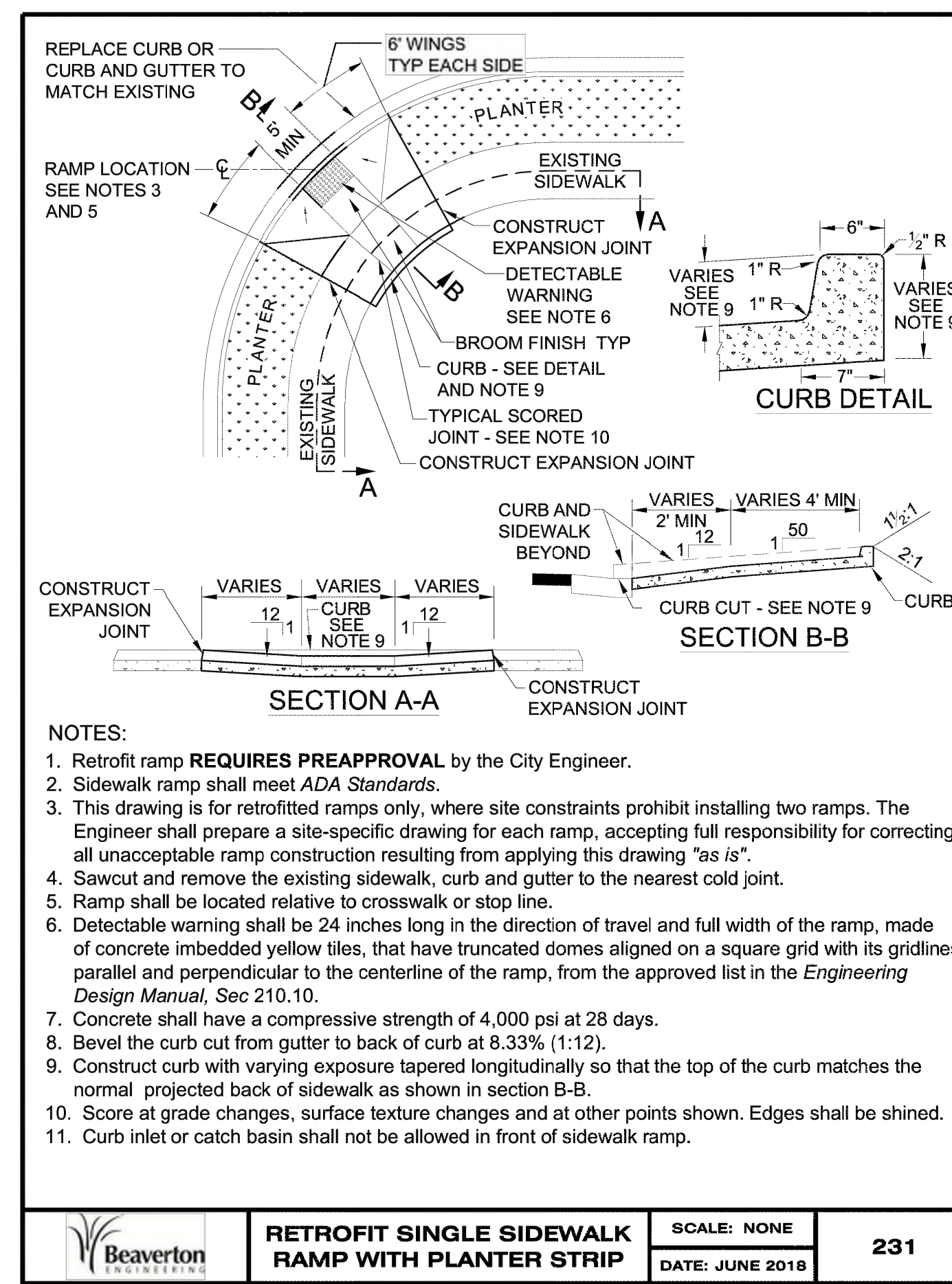
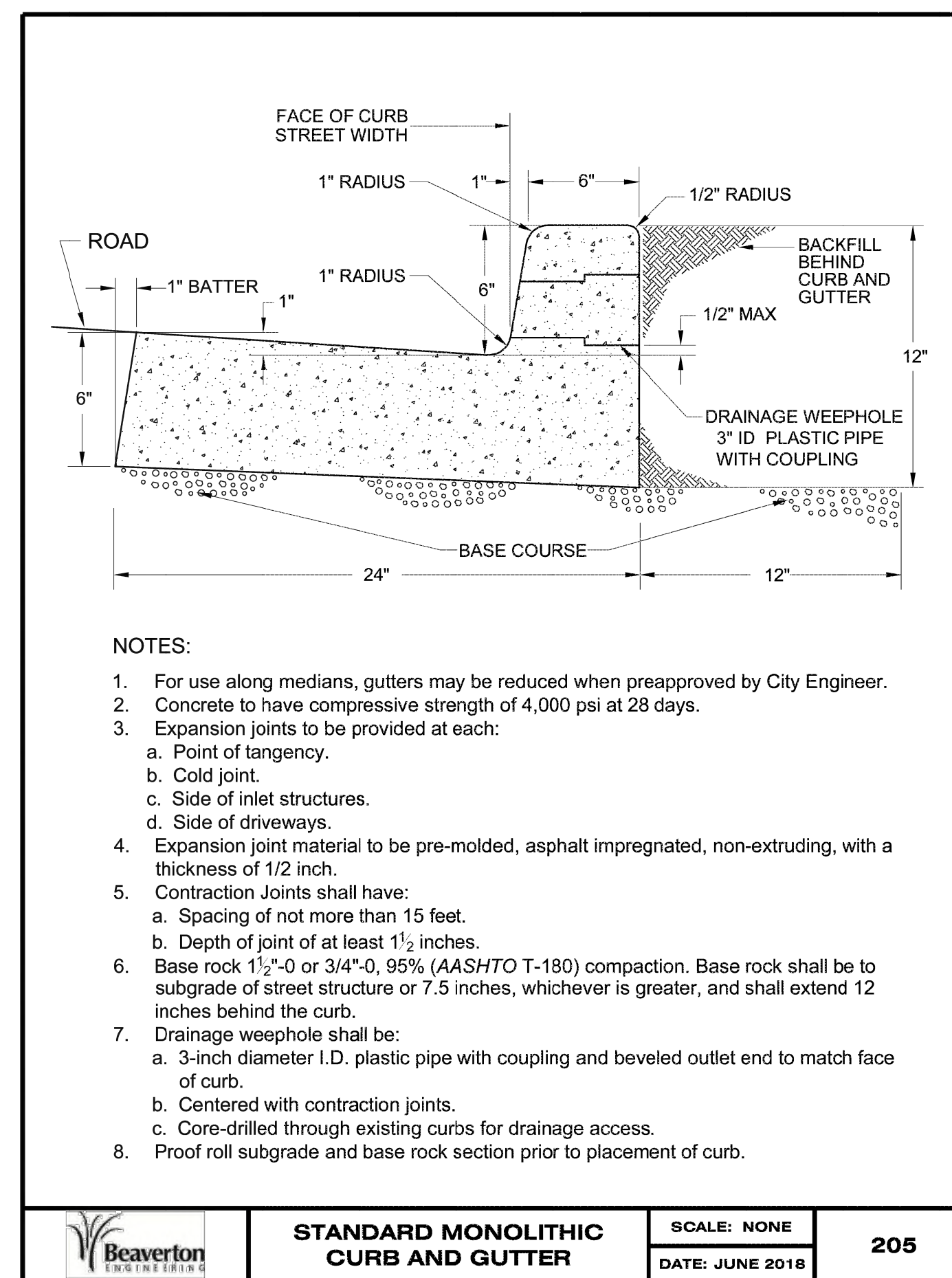
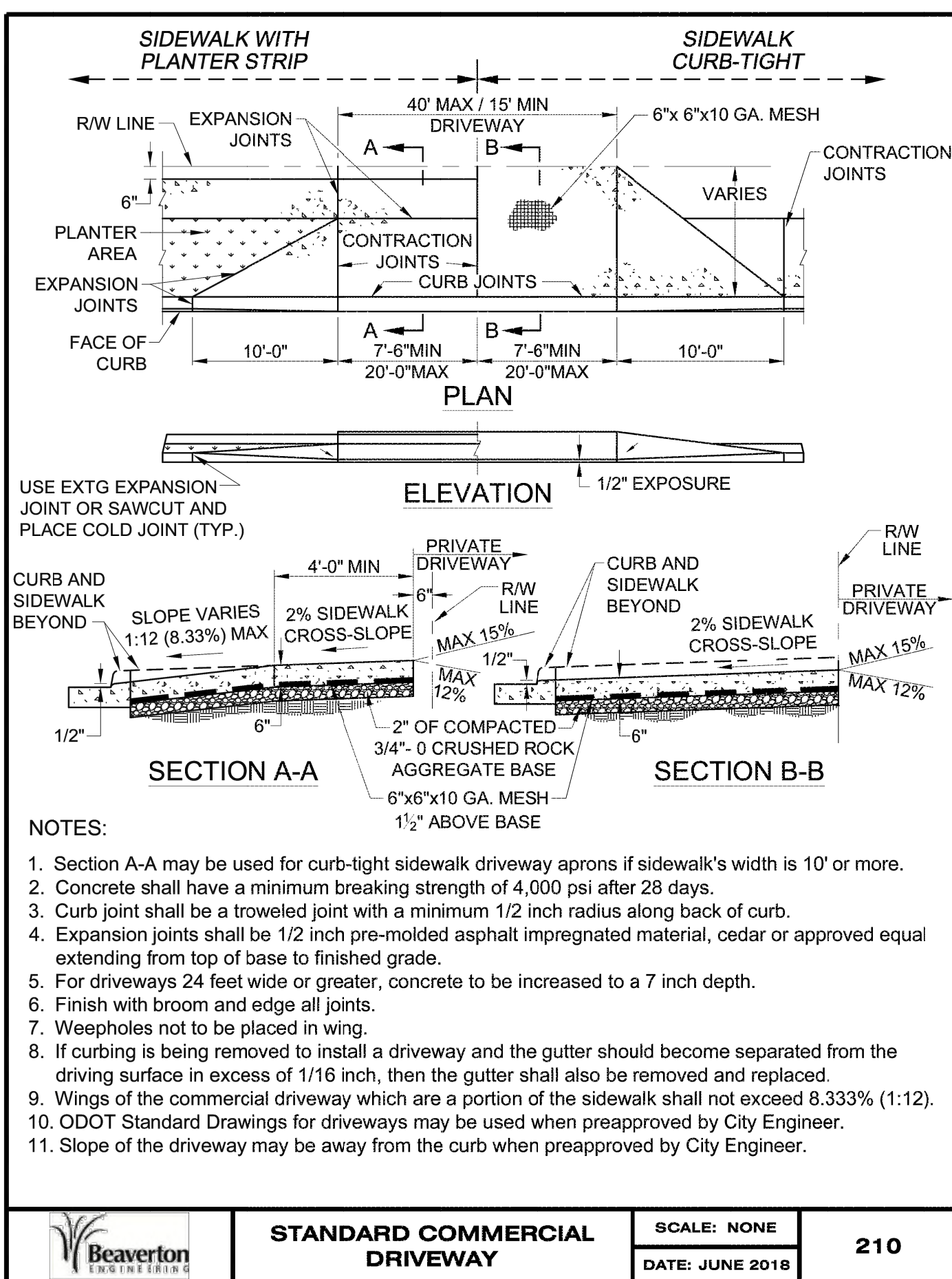
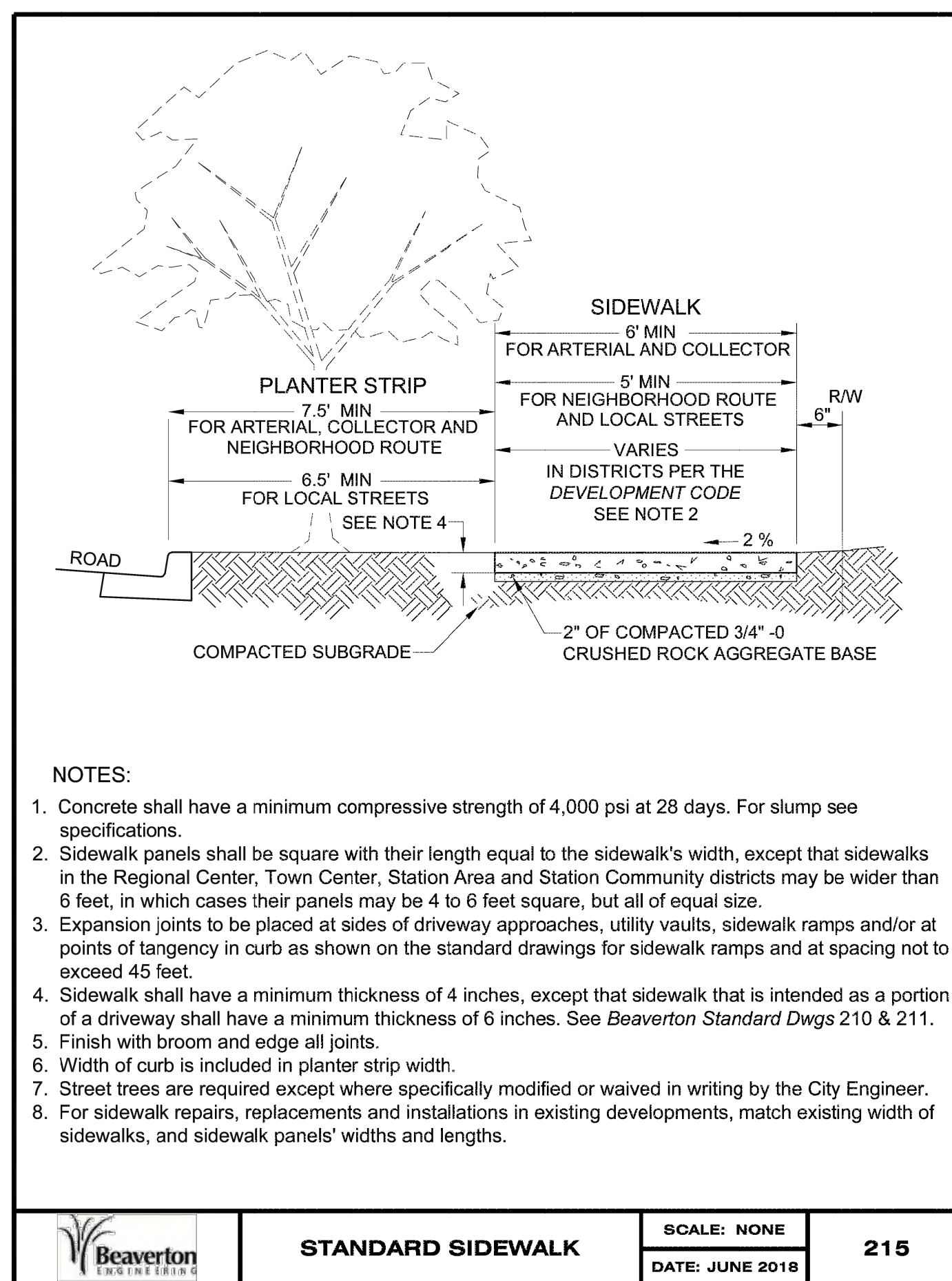
SHEET TITLE

SITE DETAILS 2

SHEET NO.

**C312**

OF 26



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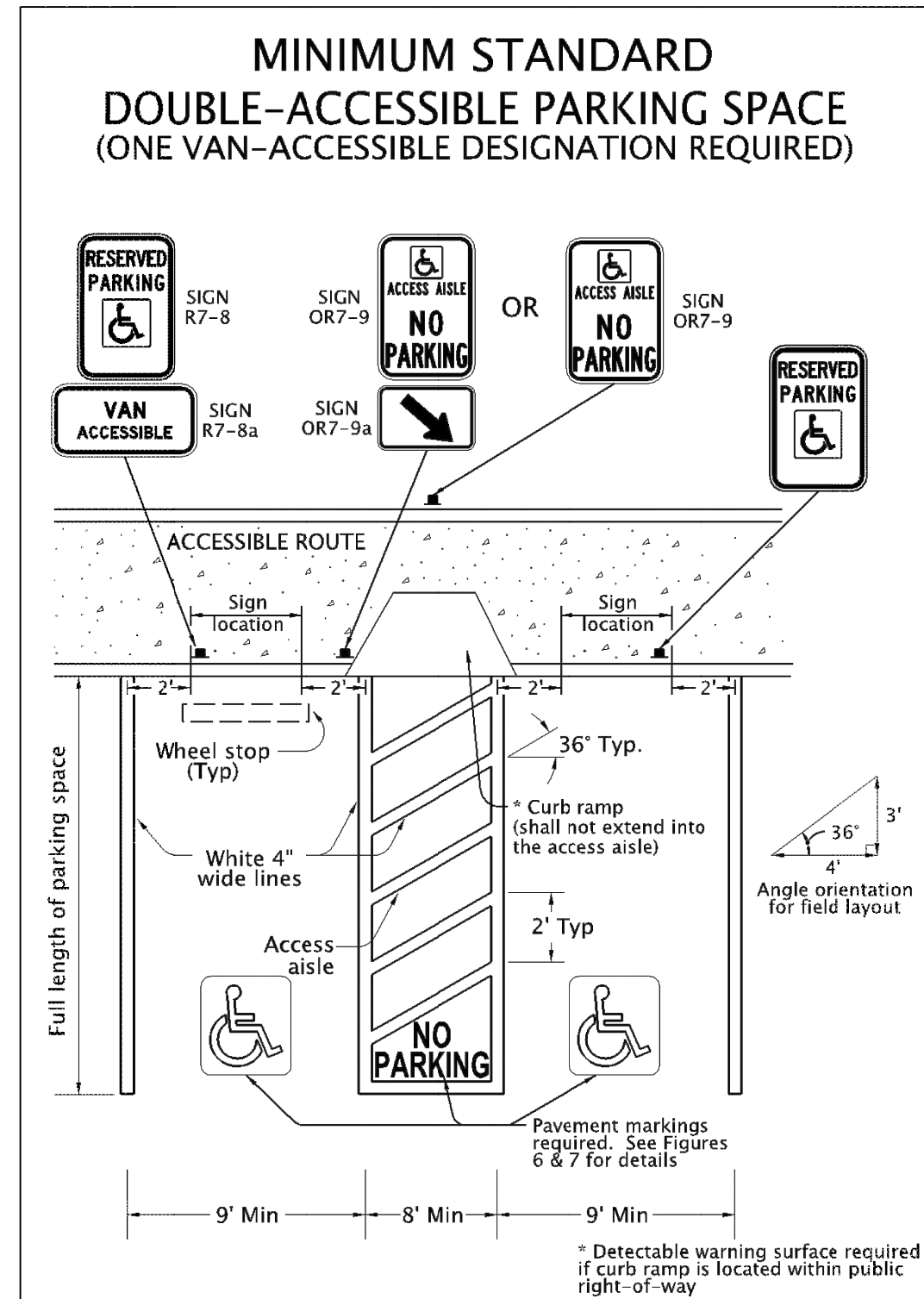
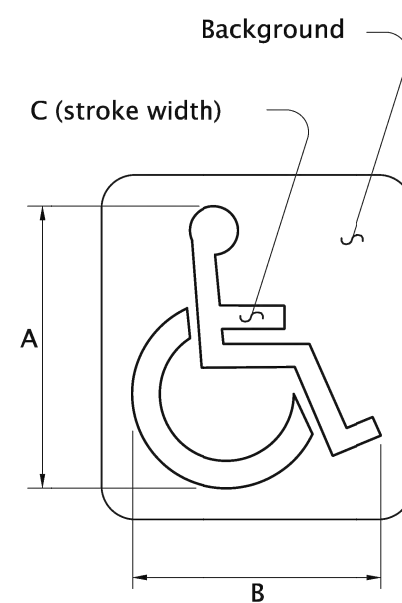


Figure 2

PAVEMENT MARKING STENCIL



Pavement Marking Background: Optional: Blue, Retroreflective  
Pavement Marking Stencil: White, Retroreflective

LEGEND	DIMENSIONS (INCHES)						
	A	B	C	D	E	F	G
MINIMUM	28	24	3				
STANDARD	41	36	4				

The pavement marking stencil shall be used to designate an accessible parking area reserved for vehicles with DMV permits.

Figure 6

PAVEMENT MARKING LEGEND

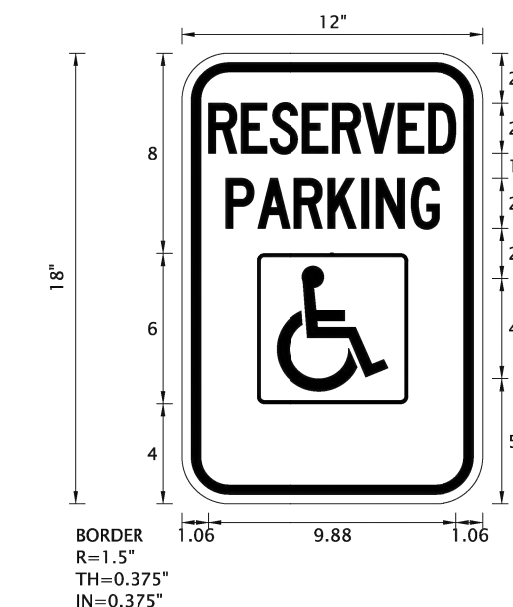


Pavement Marking Legend: White or Yellow, Retroreflective

The "No Parking" pavement marking is used to designate an access aisle reserved for persons use parking with a DMV permit. This marking shall be required for all access aisles next to accessible parking spaces. Engineering judgment should be used for placement location to give best visual location to prevent illegal use of access aisle. Yellow may be used instead of white to increase contrast between access aisle white lines and the "No Parking" legend.

Figure 7

SIGN DESIGN  
SIGN NO. R7-8



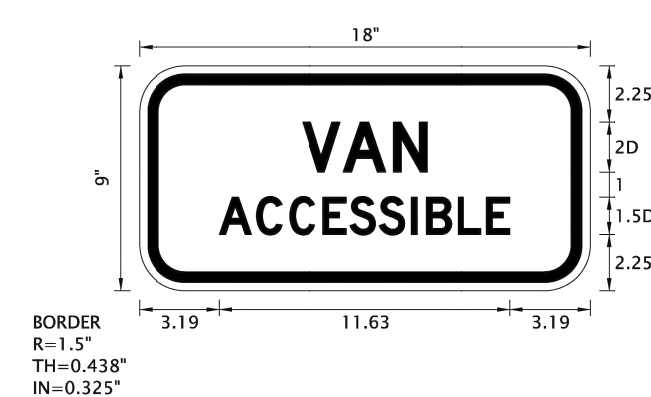
Sign Background: White, Retroreflective sheeting  
Sign Legend: Green, Retroreflective sheeting  
Sign Symbol: White on Blue, Retroreflective sheeting

Refer to Standard Highway Signs book for details.

The Disabled Person parking sign is used to designate a parking area reserved for vehicles with DMV permit as stated.

Figure 8

SIGN DESIGN  
SIGN NO. R7-8P



Sign Background: White, Retroreflective sheeting  
Sign Legend: Green, Retroreflective sheeting

Refer to Standard Highway Signs book for details and dimensions.

The VAN-ACCESSIBLE sign shall only be used with sign R7-8 to designate the parking spaces that have an access aisle 8 ft or wider

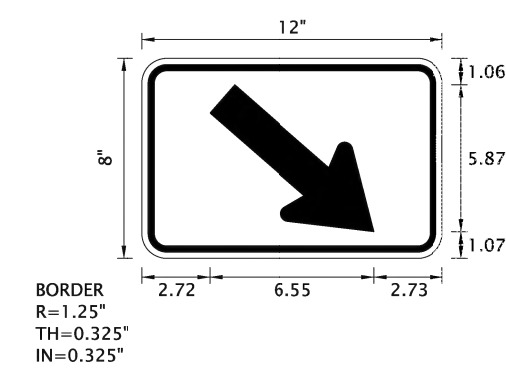
Figure 9

SIGN DESIGN

SIGN NO. OR7-9



SIGN NO. OR7-9a



Sign Background: White, Retroreflective sheeting  
Sign Legend: Red, Retroreflective sheeting  
Sign Symbol: White on Blue, Retroreflective sheeting

Sign OR7-9a: Use when back of walk directly behind access aisle is not available for sign placement and sign must be placed to one side of pedestrian access ramp.

The No Parking in Access Aisle sign is used to designate an access aisle reserved for persons use parking with DMV permit. Install sign in locations where "No Parking" pavement marking may not be visible regularly from snow or sand. Place sign to have direct view from end of access aisle when possible outside of accessible route.

Figure 11



EXPIRES: 06/30/25  
SIGNATURE DATE: \_\_\_\_\_

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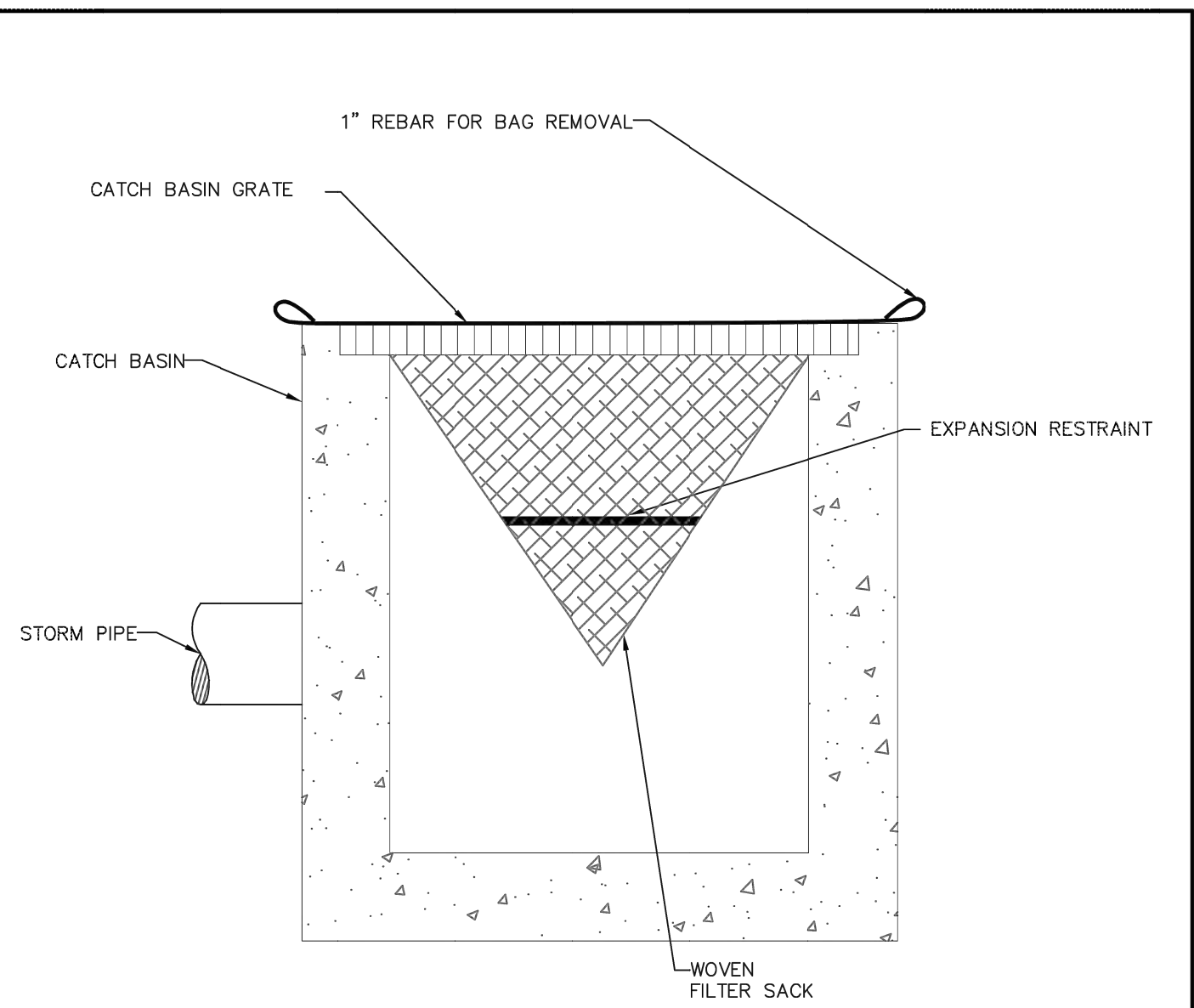
ADA PARKING DETAILS

SHEET NO.

C313

OF 26





**CATCH BASIN INSERT**

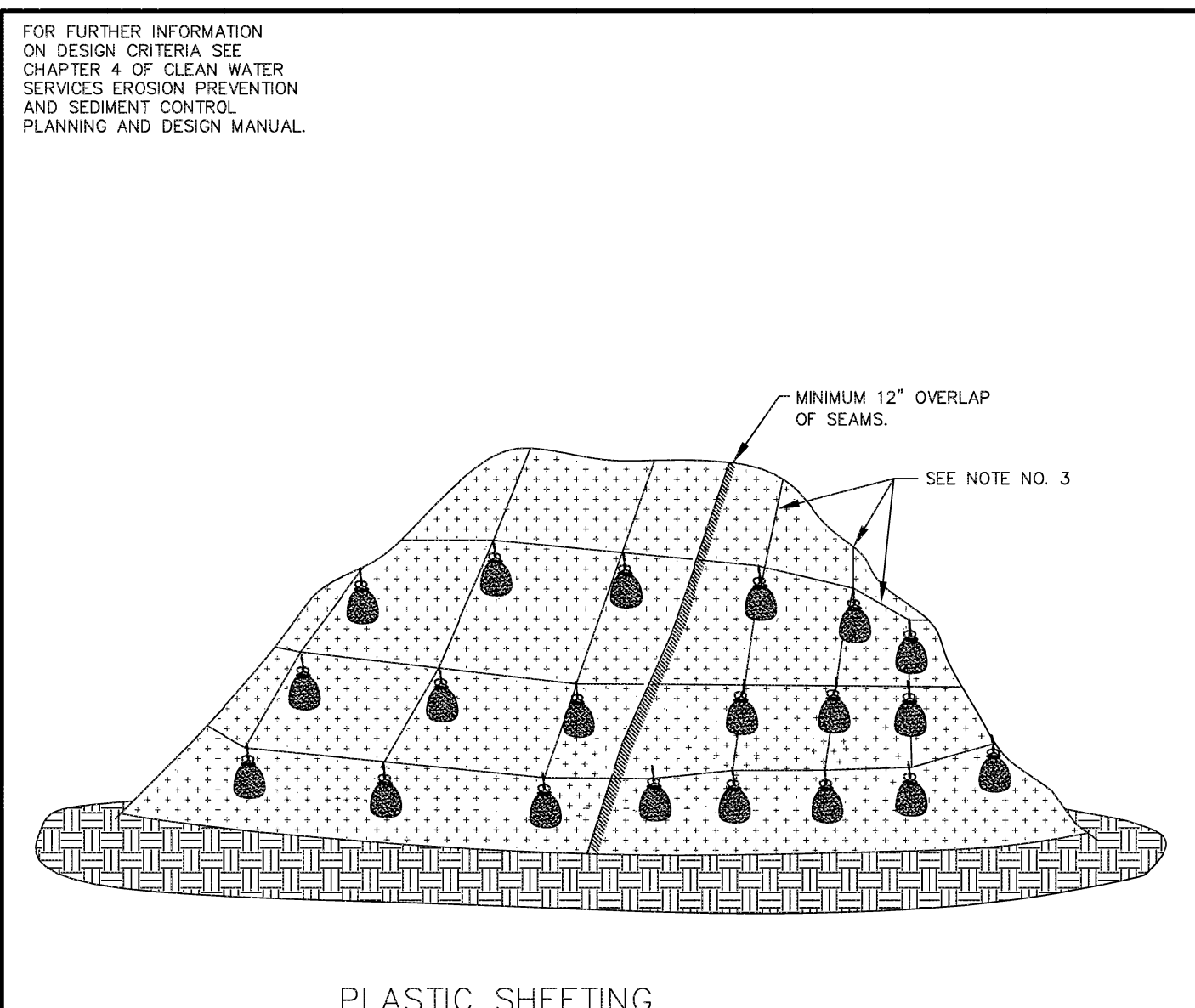
**NOTE:**

- RECESSED CURB INLET CATCH BASINS MUST BE BLOCKED WHEN USING FILTER FABRIC INLET SACKS. SIZE OF FILTER FABRIC INLET SACKS TO BE DETERMINED BY MANUFACTURER.

FOR FURTHER INFORMATION ON DESIGN CRITERIA SEE CHAPTER 4 OF CLEAN WATER SERVICES EROSION PREVENTION AND SEDIMENT CONTROL PLANNING AND DESIGN MANUAL.

**INLET PROTECTION TYPE 5**

DRAWING NO. 920 REVISED 10-31-19



**PLASTIC SHEETING**

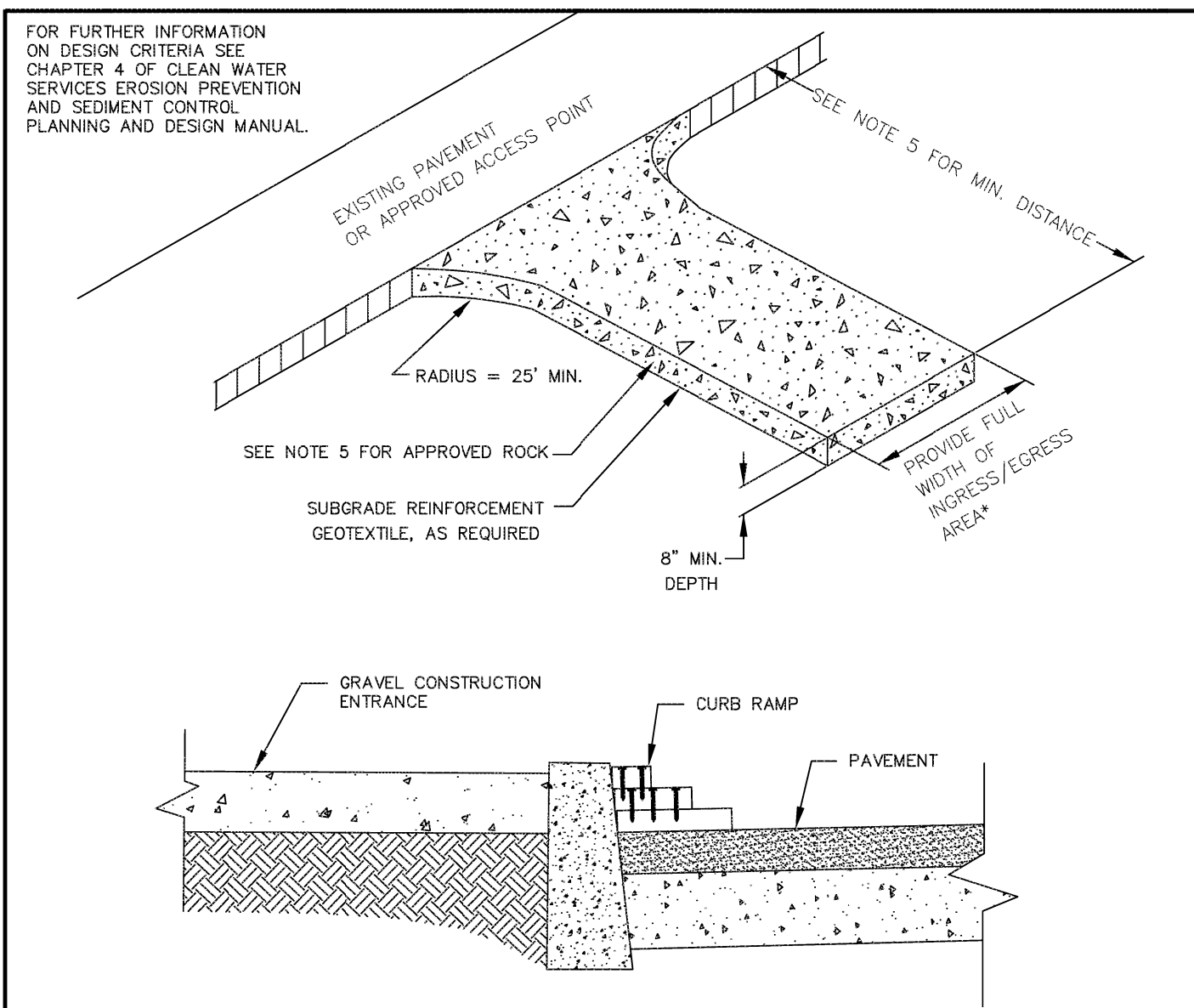
**NOTES:**

- MINIMUM 12" OVERLAP OF ALL SEAMS REQUIRED.
- PERIMETER SEDIMENT CONTROL BMP TO BE INSTALLED A MINIMUM OF 3' FROM TOE OF STOCKPILE.
- COVERING MAINTAINED TIGHTLY IN PLACE BY USING SANDBAGS OR APPROVED EQUAL ON ROPES WITH A MAXIMUM 10' GRID SPACING IN ALL DIRECTIONS.
- PLASTIC TO EXTEND MINIMUM 1' BEYOND TOE OF SLOPE.
- AS APPROPRIATE, BMP'S SHALL BE INSTALLED TO CONVEY WATER DISCHARGE FROM STOCKPILE AREAS.

FOR FURTHER INFORMATION ON DESIGN CRITERIA SEE CHAPTER 4 OF CLEAN WATER SERVICES EROSION PREVENTION AND SEDIMENT CONTROL PLANNING AND DESIGN MANUAL.

**PLASTIC SHEETING**

DRAWING NO. 810 REVISED 10-31-19



**CONSTRUCTION ENTRANCE**

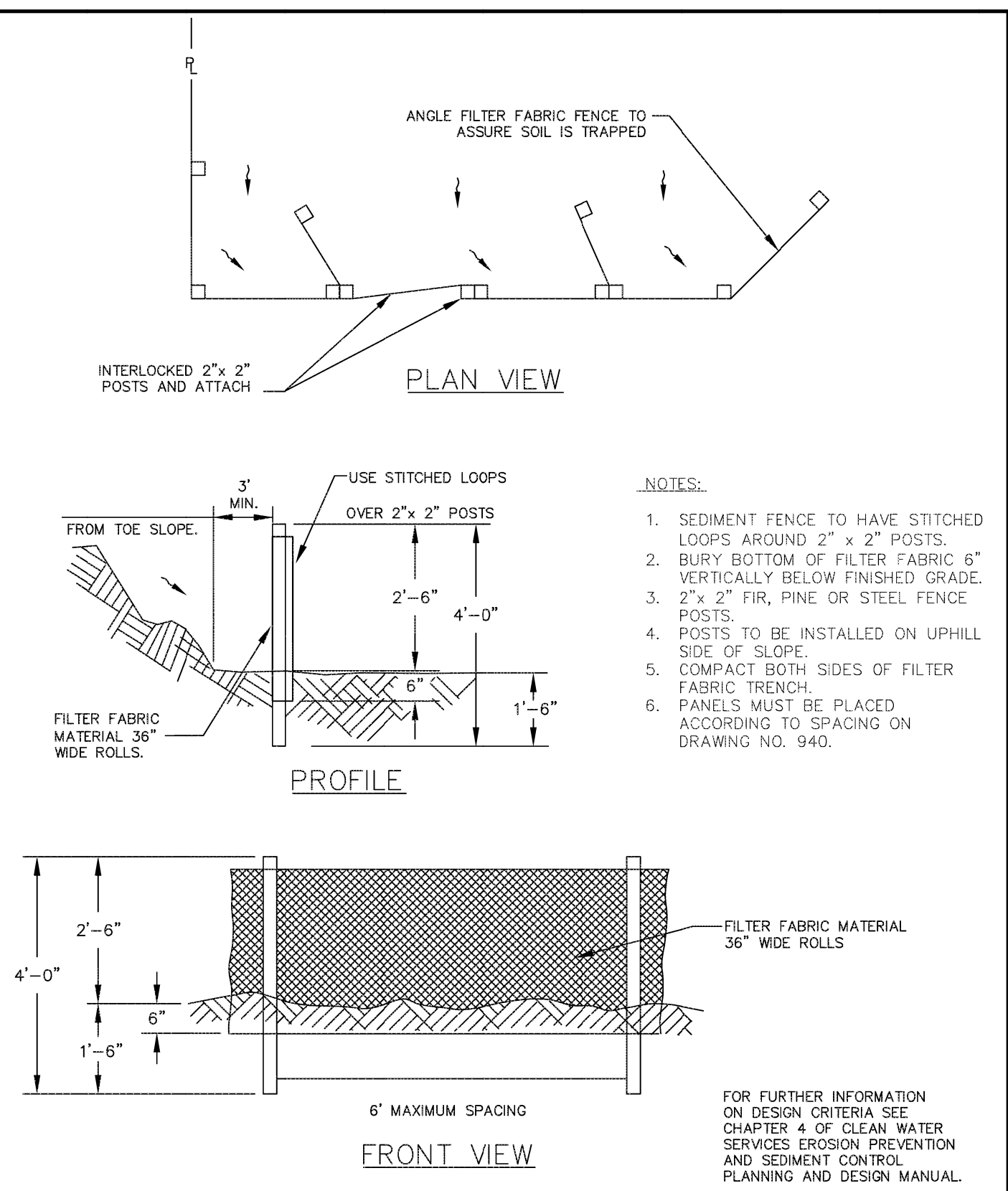
**NOTES:**

- THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION THAT WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHT-OF-WAYS. THIS MAY REQUIRE TOP DRESSING, REPAIR AND/OR CLEAN OUT OF ANY MEASURES USED TO TRAP SEDIMENT.
- WHEN NECESSARY, WHEELS SHALL BE CLEANED PRIOR TO ENTRANCE ONTO PUBLIC RIGHT-OF-WAY.
- WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH CRUSHED STONE THAT DRAINS INTO AN APPROVED SEDIMENT TRAP OR SEDIMENT BASIN.
- WHERE RUNOFF CONTAINING SEDIMENT LADEN WATER IS LEAVING THE SITE VIA THE CONSTRUCTION ENTRANCE, OTHER MEASURES SHALL BE IMPLEMENTED TO DIVERT RUNOFF THROUGH AN APPROVED FILTERING SYSTEM.
- DIMENSIONS**  
SINGLE FAMILY  
20' LONG BY 20' WIDE 8" DEEP OF 3/4" MINUS CLEAN ROCK.  
COMMERCIAL/SITE DEVELOPMENT  
50' LONG BY 20' WIDE 3'-6" CLEAN ROCK, GOVERNING AUTHORITY MAY REQUIRE GEOTEXTILE FABRIC TO PREVENT SUB-SOIL PUMPING.

FOR FURTHER INFORMATION ON DESIGN CRITERIA SEE CHAPTER 4 OF CLEAN WATER SERVICES EROSION PREVENTION AND SEDIMENT CONTROL PLANNING AND DESIGN MANUAL.

**CONSTRUCTION ENTRANCE**

DRAWING NO. 855 REVISED 10-31-19



**SEDIMENT FENCE**

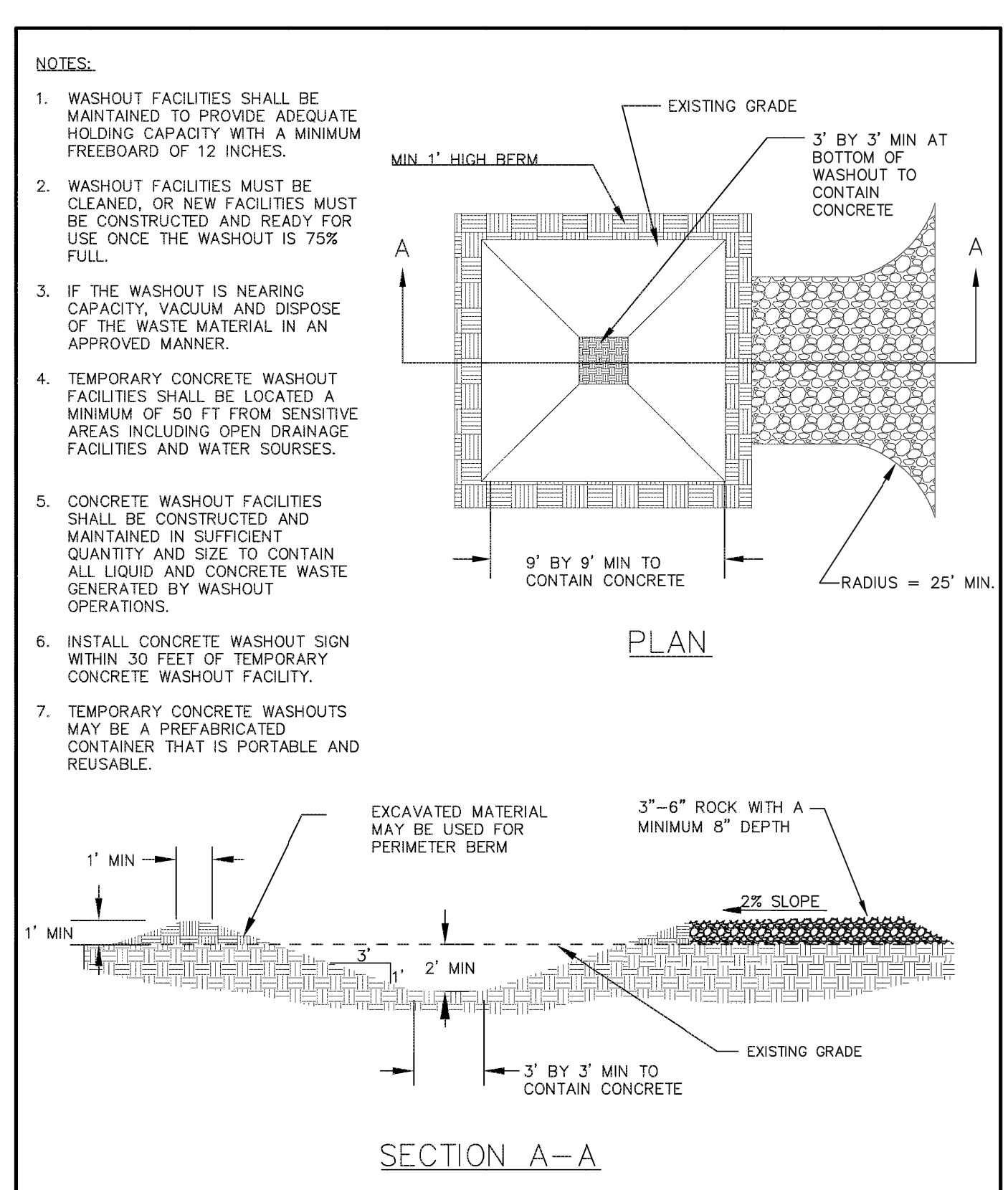
**NOTES:**

- SEDIMENT FENCE TO HAVE STITCHED LOOPS AROUND 2" x 2" POSTS.
- BURY BOTTOM OF FILTER FABRIC 6" VERTICALLY BELOW FINISHED GRADE.
- 2" x 2" FIR, PINE OR STEEL FENCE POSTS.
- POSTS TO BE INSTALLED ON UPHILL SIDE OF SLOPE.
- COMPACT BOTH SIDES OF FILTER FABRIC TRENCH.
- PANELS MUST BE PLACED ACCORDING TO SPACING ON DRAWING NO. 940.

FOR FURTHER INFORMATION ON DESIGN CRITERIA SEE CHAPTER 4 OF CLEAN WATER SERVICES EROSION PREVENTION AND SEDIMENT CONTROL PLANNING AND DESIGN MANUAL.

**SEDIMENT FENCE**

DRAWING NO. 875 REVISED 10-31-19



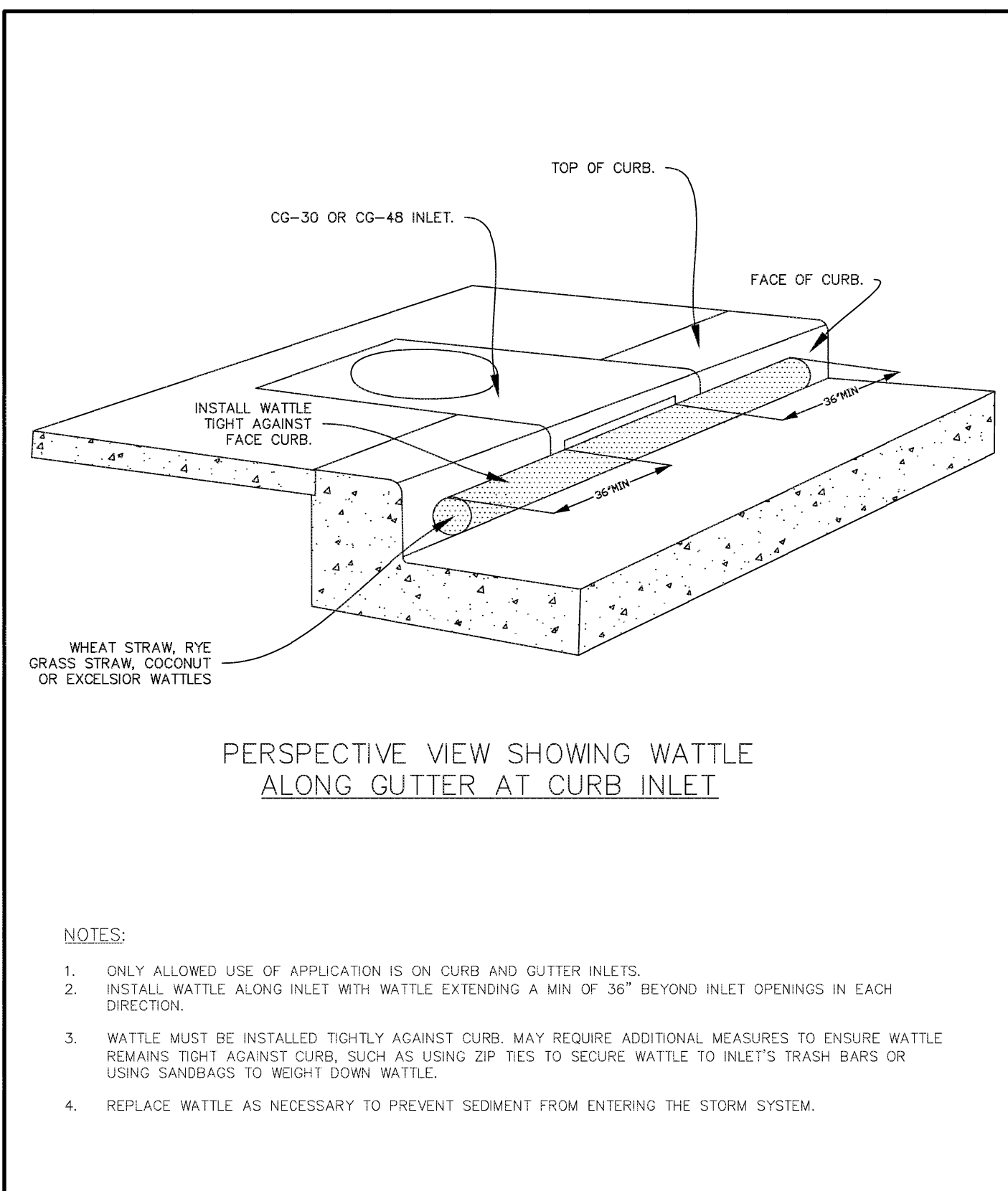
**CONCRETE WASHOUT**

**NOTES:**

- WASHOUT FACILITIES SHALL BE MAINTAINED TO PROVIDE ADEQUATE HOLDING CAPACITY WITH A MINIMUM FREEBOARD OF 12 INCHES.
- WASHOUT FACILITIES MUST BE CLEANED, OR NEW FACILITIES MUST BE CONSTRUCTED AND READY FOR USE ONCE THE WASHOUT IS 75% FULL.
- IF THE WASHOUT IS NEARING CAPACITY, VACUUM AND DISPOSE OF THE WASTE MATERIAL IN AN APPROVED MANNER.
- TEMPORARY CONCRETE WASHOUT FACILITIES SHALL BE LOCATED A MINIMUM OF 50 FT FROM SENSITIVE AREAS INCLUDING OPEN DRAINAGE FACILITIES AND WATER SOURCES.
- CONCRETE WASHOUT FACILITIES SHALL BE CONSTRUCTED AND MAINTAINED IN SUFFICIENT QUANTITY AND SIZE TO CONTAIN ALL LIQUID AND CONCRETE WASTE GENERATED BY WASHOUT OPERATIONS.
- INSTALL CONCRETE WASHOUT SIGN WITHIN 30 FEET OF TEMPORARY CONCRETE WASHOUT FACILITY.
- TEMPORARY CONCRETE WASHOUTS MAY BE A PREFABRICATED CONTAINER THAT IS PORTABLE AND REUSABLE.

**CONCRETE WASHOUT**

DRAWING NO. 900 REVISED 10-31-19



**CURB AND GUTTER INLET PROTECTION**

**NOTES:**

- ONLY ALLOWED USE OF APPLICATION IS ON CURB AND GUTTER INLETS.
- INSTALL WATTLE ALONG INLET WITH WATTLE EXTENDING A MIN OF 36" BEYOND INLET OPENINGS IN EACH DIRECTION.
- WATTLE MUST BE INSTALLED TIGHTLY AGAINST CURB, MAY REQUIRE ADDITIONAL MEASURES TO ENSURE WATTLE REMAINS TIGHT AGAINST CURB, SUCH AS USING ZIP TIES TO SECURE WATTLE TO INLET'S TRASH BARS OR USING SANDBAGS TO WEIGHT DOWN WATTLE.
- REPLACE WATTLE AS NECESSARY TO PREVENT SEDIMENT FROM ENTERING THE STORM SYSTEM.

**CURB AND GUTTER INLET PROTECTION**

DRAWING NO. 905 REVISED 10-31-19



EXPIRES: 06/30/25  
SIGNATURE DATE: \_\_\_\_\_

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**REVISIONS**

No.	Description	Date
1		
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DRAWN BY: BB  
CHECKED BY: KG  
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