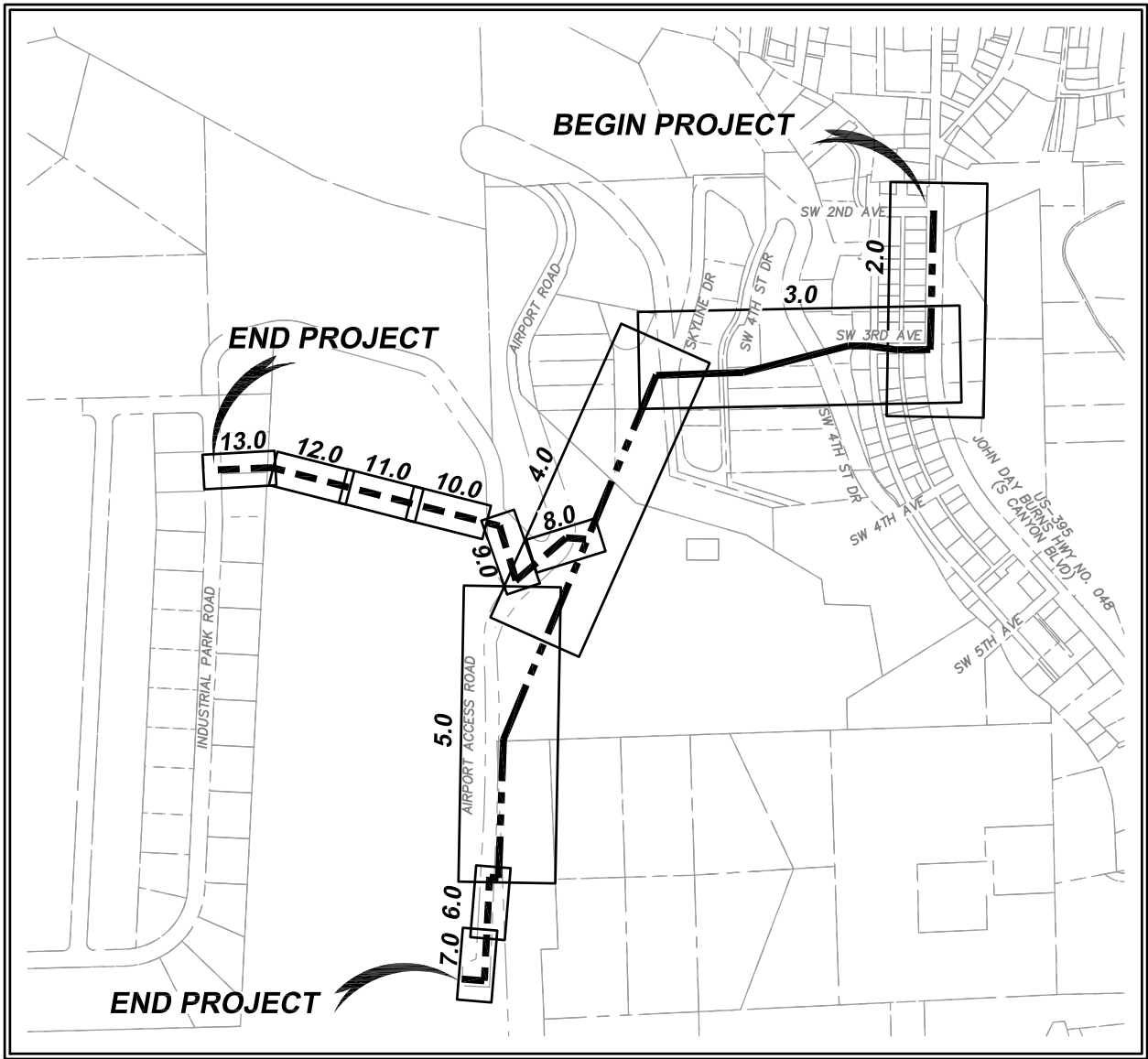


GRANT COUNTY DIGITAL NETWORK COALITION

GRANT COUNTY AIRPORT (EDA #07-79-07789)

CITY OF JOHN DAY, GRANT COUNTY, OREGON
TOWNSHIP 13 SOUTH , RANGE 31 EAST, SECTION(S) 26, 27
October 2022



VICINITY MAP
SCALE: NTS

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3.0	AERIAL PLAN: SW 3RD AVE
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S.1	BUILDING ENTRY PLAN: GRANT COUNTY AIRPORT
MCP1.0	MASTER CABLE PLAN
MCP1.1	MASTER CABLE PLAN

OWNER / APPLICANT

OWNER: GRANT COUNTY DIGITAL NETWORK COALITION
450 EAST MAIN STREET
JOHN DAY, OREGON 97845

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DESIGN CONSULTANTS

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811 RAILROAD AVE., OREGON CITY, OR 97045
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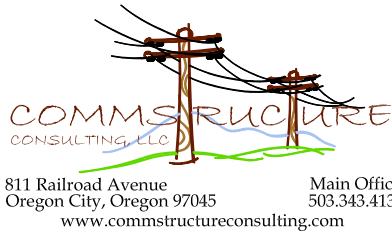
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Know what's below.
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ATTENTION: OREGON LAW REQUIRES YOU TO FOLLOW RULES ADOPTED BY THE OREGON UTILITY NOTIFICATION CENTER. THOSE RULES ARE SET FORTH IN OAR 952-001-0010 THROUGH 952-001-0090. YOU MAY OBTAIN COPIES OF THE RULES BY CALLING THE CENTER. (NOTE: THE TELEPHONE NUMBER FOR THE OREGON UTILITY NOTIFICATION CENTER IS (503) 232-1987).



DESIGNED BY: E. ORTON
CHECKED BY: K.J. SMITH
FIELD BY: J. HERBERT
DRAWN BY: C. JOHNSON

REVISIONS				
REV	DESCRIPTION	DATE	BY	APPR.
1	DRAWING UPDATES FOR EDA & PERMIT APPROVALS	10/06/2022	C.J.	K.J.S.



GRANT COUNTY DIGITAL NETWORK COALITION
GRANT COUNTY AIRPORT
COVER SHEET - VICINITY MAP

CITY: JOHN DAY - TOWNSHIP 13 SOUTH RANGE 31 EAST SECTION(S): 26, 27
COUNTY: GRANT CO., OREGON
PLOT DATE: 10/06/2022
SCALE: AS SHOWN
PROJECT NAME-FILENAME.DWG - TAB_SHEET #
GRANTCOAIR-CS00.DWG - CS01_1.0
SHEET 1.0

BID SET

JOB SCOPE

CITY OF JOHN DAY, OREGON
GRANT COUNTY

TOWNSHIP 13S – RANGE 31E – SECTIONS 26, 27

PROJECT SUMMARY:

THIS PROJECT WILL CREATE A NEW FIBER OPTIC NETWORK CONNECTION BETWEEN EXISTING GRANT COUNTY DIGITAL NETWORK COALITION FACILITIES AND THE JOHN DAY AIRPORT ON OREGON TRAIL ELECTRIC CO–OP POLES.

SCOPE OF WORK:

BACKBONE:

BEGINNING AT AN EXISTING SLACK STORAGE LOOP LOCATED ON S. CANYON BLVD AND SW 2ND AVE., A NEW MID–SHEATH SPLICE WILL BE CONSTRUCTED IN THE EXISTING 96F CABLE (CITY HALL), A NEW 96F CABLE (AIRPORT) WILL BE SPLICED IN. LASH THE NEW 96F CABLE TO THE EXISTING STRAND AND CABLE HEADING SOUTH ALONG THE WESTSIDE OF S. CANYON BLVD TO SW 3RD AVE, APPROXIMATELY 650’.

BEGINNING AT OTECC POLE #190255848, A NEW AERIAL 6.6M STRAND PATHWAY WILL BE CONSTRUCTED HEADING WEST AND SOUTH ON OTECC POLES FOR APPROXIMATELY 3,850’ TO OTECC POLE #190279926. THE NEW 96F (AIRPORT) CABLE WILL BE LASHED TO THE NEW 6.6M AERIAL STRAND PATHWAY TO OTECC POLE #190279926 ON THE WESTSIDE OF AIRPORT RD. A NEW RISER WILL BE CONSTRUCTED ON OTECC POLE #190279926 AT THE INTERSECTION OF AIRPORT RD AND THE AIRPORT ENTRANCE. THE NEW 96F CABLE WILL BE PLACED THROUGH THE NEW RISER AND TRANSITION TO UNDERGROUND.

AIRPORT SHACK:

A NEW 2” CONDUIT PATHWAY WILL BE TRENCHED HEADING WEST FROM OTECC POLE #190279926 FOR APPROXIMATELY 38’ TO A PROPOSED VAULT LOCATION, LOCATED AT THE INTERSECTION OF THE AIRPORT ENTRANCE AND THE AIRPORT DRIVE. FROM THE NEW PROPOSED VAULT LOCATION, A NEW 2” CONDUIT PATHWAY WILL BE TRENCHED HEADING SOUTH FOR APPROXIMATELY 595’ TO A VAULT ON THE EASTSIDE OF THE AIRPORT DRIVE. FROM THIS VAULT, DIRECTIONAL DRILL A NEW 2” CONDUIT HEADING WEST FOR APPROXIMATELY 93’ TO THE PROPOSED BUILDING ENTRY POINT LOCATED ON THE EXTERIOR OF THE AIRPORT SHACK. CORE DRILL THE EXTERIOR OF THE BUILDING AND SLEEVE. MOUNT A NEW JUNCTION BOX TO THE BUILDING EXTERIOR AND TERMINATE THE NEW 2” CONDUIT. PULL THE NEW 96F CABLE THROUGH THE NEW CONDUIT PATHWAY AND JUNCTION BOX AND TRANSITION TO THE INTERIOR. THE NEW 96F CABLE WILL BE PLACED IN A NEW 1–1/4” RISER FLEX CONDUIT PATHWAY TO THE WALL–MOUNTED 19” RACK AND TERMINATED IN THE NEW FDP.

AIRPORT RUNWAY:

BEGINNING AT AN EXISTING SLACK STORAGE LOOP AND PROPOSED MID–SHEATH SPLICE LOCATION, NORTHEAST OF OTECC POLE #190260642 AND NORTHEAST OF THE INTERSECTION OF AIRPORT RD AND INDUSTRIAL PARK RD, A NEW 96F CABLE WILL BE SPLICED IN. LASH THE NEW 96F CABLE TO THE EXISTING CABLE AND STRAND. CONSTRUCT A NEW 2” RISER AND PULL THE NEW 96F CABLE THROUGH AND TRANSITION TO UNDERGROUND.

TRENCH A NEW 2” CONDUIT PATHWAY HEADING WEST TO A NEW INTERCEPT VAULT LOCATION. PLACE THE NEW VAULT OVER THE EXISTING CONDUIT PATHWAY PLACED BY OTHERS IN A SEPARATE SCOPE. PULL THE NEW 96F CABLE THROUGH THE NEW CONDUIT PATHWAY. PLACE NEW VAULTS AT VARIOUS LOCATIONS OF THE EXISTING CONDUIT PATHWAY AS SHOWN IN DRAWINGS FOR SLACK STORAGE. PULL THE NEW 96F CABLE THROUGH THE EXISTING CONDUIT PATHWAY AND PROPOSED VAULT LOCATIONS; THE APPROXIMATE FOOTAGE IS 1,950’. LEAVE SLACK STORAGE IN NEW 96F CABLE FOR SPLICING AND TERMINATION IN VAULT.

CONTRACTOR WILL BE RESPONSIBLE FOR COMPLIANCE WITH ALL APPLICABLE CITY, COUNTY, STATE AND PRIVATE AGENCY RIGHT OF WAY AND POLE ATTACHMENT PERMIT REQUIREMENTS INCLUDING TRAFFIC CONTROL, WORK HOUR RESTRICTIONS, NOTIFICATIONS AND RESTORATION. CABLE REEL LOCATIONS ALONG WITH SLACK STORAGE IN THE FIBER CABLE WILL BE PLACED AT AERIAL STORAGE AND VAULT LOCATIONS AS DESIGNATED IN THE CONSTRUCTION DRAWINGS AND FIBER OWNERSHIP TAGS WILL BE PLACED ON THE CABLE AT EVERY POLE AND EVERY VAULT LOCATION. THE CONTRACTOR WILL PLUG ALL VACATED HOLES FROM ABANDONED OR RELOCATED ATTACHMENTS PER POLE OWNER SPECIFICATIONS. CONTRACTOR WILL TEST AND VERIFY THE EXISTING CONDUIT PRIOR TO INSTALLATION OF THE NEW FIBER OPTIC CABLE AND LOCATE WIRE. CONTRACTOR WILL CLEAN AND TAG FIBER COILS; PREP FIBER FOR SPLICE; PLACE LOCATE WIRE, TEST STATIONS, GROUND RODS, AND GROUND WIRE AS REQUIRED AND DETAILED IN THE CONSTRUCTION DRAWINGS; AND REPLACE ANY MISSING LOCATE WIRE WITHIN THE EXISTING CONDUIT PATHWAYS.

PERMIT SUMMARY

1	
OTECC:	1
CITY OF JOHN DAY:	1
ODOT:	1

MATERIAL & INSTALLATION SUMMARY

DESCRIPTION	UOM	TOTALS
MATERIAL TAKE OFF:		

AERIAL QUANTITY:

6.6M STRAND/MESSENGER:	FT	3533
10M STRAND/MESSENGER:	FT	554
3/4” SCREW ANCHOR:	EA	7
6.6M DOWNGUY:	EA	12
10M DOWNGUY:	EA	2
2” CONDUIT RISER: (10FT GRC; REMAINING PVC)	FT	45
AERIAL SLACK STORAGE BRACKET: (SNOW SHOE QTY. 2)	EA	3

UNDERGROUND QUANTITY:

2” SCH40 PVC OR SDR11 HDPE CONDUIT:	FT	740
24x36x36 OPEN BOTTOM HAND HOLE:	EA	7
#12 AWG LOCATE WIRE:	FT	2676
LOCATE WIRE TEST STATION:	EA	7
5/8”x5’ GROUND ROD:	EA	7

INTERIOR QUANTITY:

1–1/4” RISER FLEX CONDUIT:	FT	10
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FIBER QUANTITY:

96 CT ARMORED FIBER OPTIC CABLE (BACKBONE):	FT	5417
96 CT ARMORED FIBER OPTIC CABLE SLACK (BACKBONE):	FT	1130
96 CT ARMORED FIBER OPTIC CABLE (RUNWAY):	FT	2178
96 CT ARMORED FIBER OPTIC CABLE SLACK (RUNWAY):	FT	1100

INSTALLATION TAKE OFF:

AERIAL QUANTITY:

PLACE NEW 6.6M STRAND/MESSENGER:	FT	3533
PLACE NEW 10M STRAND/MESSENGER:	FT	554
PLACE NEW 3/4” SCREW ANCHOR:	EA	7
PLACE NEW DOWNGUY:	EA	14
PLACE NEW 2” CONDUIT RISER: (10FT GRC; REMAINING PVC)	FT	2
PLACE NEW AERIAL SLACK STORAGE BRACKET: (SNOW SHOE QTY. 2)	EA	3

UNDERGROUND QUANTITY:

PLACE ONE (1) NEW 2” SCH40 PVC OR SDR11 HDPE CONDUIT:	FT	740
PLACE NEW 24x36x36 OPEN BOTTOM HAND HOLE:	EA	7
PLACE NEW #12 AWG LOCATE WIRE (AS–REQUIRED):	FT	2676
PLACE NEW LOCATE WIRE TEST STATION (AS–REQUIRED):	EA	7
PLACE NEW 5/8”x5’ GROUND ROD (AS–REQUIRED):	EA	7

INTERIOR QUANTITY:

PLACE NEW 1–1/4” RISER FLEX CONDUIT:	FT	10
--------------------------------------	----	----

FIBER QUANTITY:

PLACE (LASH) NEW FIBER OPTIC CABLE TO NEW STRAND:	FT	3934
PLACE (LASH) NEW FIBER OPTIC CABLE(S) TO EXISTING STRAND (OVERLASH):	FT	767
PULL NEW FIBER OPTIC CABLE THROUGH EXISTING CONDUIT:	FT	1936
PULL NEW FIBER OPTIC CABLE THROUGH NEW CONDUIT:	FT	801

TOTAL POLES:	EA	22
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*** NOTE:
FOOTAGES SHOWN ARE MEASURED IN LINEAR FEET.
TO ACCOMMODATE FOR SAG DISTANCE FROM POLE
TO POLE, ADD 2% TO TOTAL CABLE & STRAND.



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Main Office:
503.343.4134

DESIGNED BY: E. ORTON

FIELDLED BY: J. HERBERT

CHECKED BY: K.J. SMITH

DRAWN BY: C. JOHNSON

REVISIONS

REV	DESCRIPTION	DATE	BY	APPR.
	DRAWING UPDATES FOR EDA & PERMIT APPROVALS	10/06/2022	C.J.	K.J.S.



GRANT COUNTY DIGITAL NETWORK COALITION
GRANT COUNTY AIRPORT
JOB SCOPE - MATERIALS TAKE OFF

CITY: JOHN DAY – TOWNSHIP 13 SOUTH RANGE 31 EAST SECTION(S): 26, 27		COUNTY: GRANT CO., OREGON	
PLOT DATE: 10/06/2022	SCALE: AS SHOWN	PROJECT NAME–FILENAME.DWG – TAB–SHEET # GRANTCOAIR–CS00.DWG – CS02_1.1	SHEET 1.1

SPECIFICATION SET
SURFACE FEATURES / AERIAL UTILITIES - LINETYPES & SYMBOLS

Table with 2 columns: EXISTING and PROPOSED. Rows include CABLE, STRAND, CONDUIT, PLENUM / RISER, COMMUNICATIONS (CATV, TELEPHONE, FIBER OPTIC), POWER/ELECTRICAL (PRIMARY, STREET LIGHT, TRAFFIC SIGNAL), OTHER UTILITIES (GAS, SANITARY, STORM, WATER), TOPO FEATURES (BOW, BUILDING FOOTPRINT, CURB, EOC, EOG, EOP, DWY, TOB, FENCE, STRIPING, R/R TRACKS, C/L, R/W, P/L, ESMT, WALL, VEGETATION LINE).

ABBREVIATIONS

Table with 4 columns: Abbreviation, Description, Abbreviation, Description. Includes terms like E/O, E/W, N/O, O/S, S/O, S/W, N/O, E, N, NE, NW, S, SE, SW, W, EAST, NORTH, NORTHEAST, NORTHWEST, SOUTH, SOUTHEAST, SOUTHWEST, WEST, ABN, AE, AYA, BA, BE, BOC, BOW, BP, BSP, BT, CAB, CATV, C&G, COMM, DE, D-DE, ABANDONED, AERIAL, ALLEY ARM, BUILDING ATTACHMENT, BUILDING ENTRY, BACK OF CURB, BACK OF WALK, BORE PIT, BLACK STEEL PIPE, BLANK TAG, CABINET, CABLE TELEVISION, CURB & GUTTER, COMMUNICATIONS, DEAD END, DOUBLE DEAD END, DG, DOC, DWY, EA, EXTG, F-DE, FB, FC, FDC, FGA, FLR, FO, FOC, FS, GRC, HDG, DOWNGUY, DEPTH OF COVER, DRIVEWAY, EACH, EXISTING, FALSE DEAD END, FIELD BEND, FIBERGLASS CONDUIT, FIBER DUCT IN CONCRETE, FIBERGLASS ARM, FLOOR, FIBER OPTIC, FACE OF CURB, FIELD SIDE, GALVANIZED RIGID CONDUIT, HOT DIPPED GALVANIZED, HT, ID, IE, IP, JB, MGN, MIN, MST, NT, NV, OD, OHG, P, PL, PPG, PUE, HEIGHT, INNERDUCT, INTERIOR ENTRY, INTERCEPT POINT, JUNCTION BOX, MULTI-GROUNDED NEUTRAL, MINIMUM, MULTIPOINT SMARTERMINAL, NO TAG, NOT VISIBLE, OUTSIDE DIAMETER, OVERHEAD GUY, POLE, PLACE, POLE TO POLE GUY, PUBLIC UTILITY EASEMENT, PWR, RMV, RPL, SCA, SL, SLP, SLU, TEL, UG, VGR, W, WH, WDA, WT, POWER, REMOVE, REPLACE, SIDE CABLE ARM, STREET LIGHT, STREET LIGHT PROTECTED, STREET LIGHT UNPROTECTED, TELEPHONE, UNDERGROUND, VERTICAL GROUND ROD, WALL, WEATHERHEAD, WOOD ARM, WEIGHT.

Table with 2 columns: EXISTING and PROPOSED. Rows include AERIAL DESIGN symbols for MST, UTILITY POLE, COMM POLE, SPLICE, MID-SHEATH SPLICE, VAULT/BUILDING STORAGE, FIBER SYMBOL, AERIAL STORAGE, POWER ANCHOR & GUY, POWER S/W ANCHOR & GUY, COMM ANCHOR & GUY, COMM S/W ANCHOR & GUY, JOINT ANCHOR & GUY, JOINT ANCHOR & S/W GUY, VGR GROUND, INTERIOR BOND.

DETAILS AND SECTIONS CALLOUT SYMBOLOGY

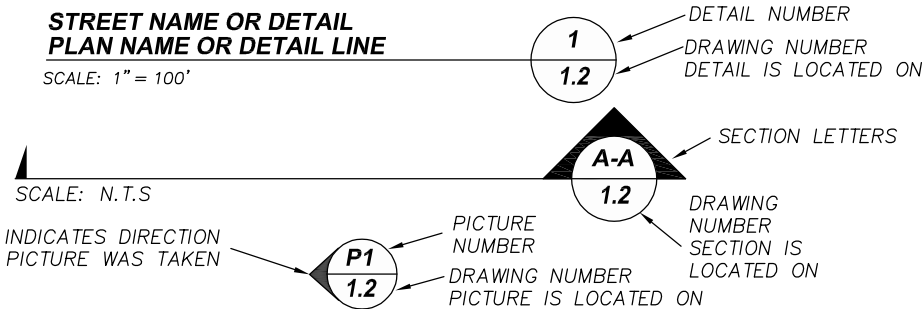


Table with 2 columns: EXISTING and PROPOSED. Rows include UNDERGROUND DESIGN symbols for CABLE MARKER, LOCATE TERMINAL ACCESS POINT, GROUND ROD, MST, SIGNAL CONTROLLER, PEDESTAL, POWER (POWER TRANSFORMER, POWER METER), TRAFFIC (CROSS WALK SIGNAL, R/R CROSSING SIGNAL, JUNCTION BOX, TRAFFIC SIGNAL POLE, SIGNAL CONTROLLER, RAILROAD ARM, SIGN), STORM (AREA DRAIN, CATCH BASIN, STORM SEWER), WATER (BLOW OFF, FIRE CONNECTION, FIRE HYDRANT, IRRIGATION METER, IRRIGATION VALVE, WATER METER, WATER VALVE, WATER VAULT), TOPO (BOLLARD, GAS VALVE, GAS METER, LUMINAIRE, MAILBOX, PROPERTY CORNER, MONUMENT SURVEY, PARKING METER, CATV RISER, STEEL PILING, TELECOMM MANHOLE, SANITARY SEWER, SANITARY SEWER CLEANOUT, TREE).

45°/4/2019/D(T)=POLE HT/CLASS/YR/DISTRIBUTION(TRANSMISSION)
P.O.A.= <-EXISTING POINT OF ATTACHMENT
P.O.A.= <-PROPOSED POINT OF ATTACHMENT

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Table with 2 columns: DESIGNED BY, CHECKED BY, FIELD BY, DRAWN BY. Includes a REVISIONS table with columns: REV, DESCRIPTION, DATE, BY, APPR.



STANDARD PLANS FOR CONSTRUCTION

LEGEND

Table with 4 columns: CITY, PLOT DATE, SCALE, PROJECT NAME, COUNTY, SHEET. Includes values: CITY: PORTLAND - TOWNSHIP RANGE SECTION(S):, PLOT DATE: 10/06/2022, SCALE: AS SHOWN, PROJECT NAME-FILENAME.DWG - TAB_SHEET #, COUNTY: MULTNOMAH CO., OREGON, SHEET 1.2

SPECIFICATION SET

SITE CONDITIONS:

THE LOCATIONS OF EXISTING UTILITIES SHOWN IN THIS PLAN ARE APPROXIMATE. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATION OF ALL UNDERGROUND UTILITIES. UTILITIES MAY EXIST IN THE AREA IN ADDITION TO THOSE SHOWN ON THE PLAN. THE CONTRACTOR SHALL CONTACT PROPERTY OWNERS WHEN WORKING WITHIN PRIVATE EASEMENTS FOR LOCATION OF UNDERGROUND TANKS, PIPELINES, DRAIN TILES, OR OTHER BURIED IMPROVEMENTS. THE CONTRACTOR SHALL ALSO NOTIFY THE UTILITY NOTIFICATION CENTER PRIOR TO COMMENCING ANY CONSTRUCTION ACTIVITIES.

THE CONTRACTOR MUST ASSUME ALL BURIED UTILITIES ENCOUNTERED ARE LIVE AND ACTIVE UNLESS SPECIFICALLY INSTRUCTED OTHERWISE BY THE OWNERS OR OPERATORS OF SAID UTILITIES. REPAIR OF ANY DAMAGED CONDUIT CONTAINING CABLE SHALL BE MADE BY USE OF PVC SPLIT DUCT OR MATCH EXISTING. DAMAGE TO SUB-SURFACE STRUCTURES IS THE SOLE RESPONSIBILITY OF THE PLACING CONTRACTOR.

THE CONTRACTOR SHALL PROTECT THE EXISTING TRAFFIC CONTROL LOOPS. IF EXISTING TRAFFIC CONTROL LOOPS ARE DAMAGED DURING CONSTRUCTION, THE ENTIRE LOOP WIRE FROM TERMINAL TO TERMINAL SHALL BE REPLACED IN ACCORDANCE WITH GOVERNING AGENCY STANDARDS AND REGULATIONS AT CONTRACTOR'S EXPENSE.

REMOVAL OF EXISTING ASPHALT PAVEMENT, CONCRETE CURBS, AND CONCRETE SIDEWALKS WILL BE "NEAT LINE" WITH SAW OR PAVEMENT CUTTER, PER REQUIREMENTS AND SPECIFICATIONS OF THE AGENCY OR DEPARTMENT RESPONSIBLE FOR EACH LOCATION. IF CONCRETE PAVEMENT IS ENCOUNTERED WHILE EXCAVATING CONDUIT TRENCHES, THE CONCRETE REMOVAL WILL BE "NEAT LINE" WITH A PAVEMENT SAW.

IF CONCRETE CURB RETURNS AND/OR SIDEWALKS ARE REPLACED DUE TO CONDUIT OR MANHOLE INSTALLATION, THE CONTRACTOR SHALL PLACE APPROVED HANDICAPPED SIDEWALK AND CURB ACCESS RAMPS IN CONFORMANCE WITH STATE STATUTES.

ALL MATERIALS NECESSARY FOR THE REPAIR OF STREETS, CURBS, SIDEWALKS, SANITARY SEWERS, STORM SEWERS, AND PUBLIC SERVICE UTILITIES, AND THE INSTALLATION OF SUCH MATERIALS SHALL BE IN CONFORMANCE WITH THE REQUIREMENTS AND SPECIFICATIONS OF THE AGENCY OR DEPARTMENT RESPONSIBLE FOR THE OPERATION AND MAINTENANCE OF THE REPAIRED FACILITY.

ALL OPEN TRENCH WILL BE CLEARLY MARKED WITH BARRICADES OR CONES. STEEL PLATES OR OTHER TYPES OF BRIDGING SHALL BE PROVIDED TO COVER OPEN TRENCH IN THE TRAVEL PORTION OF THE STREETS. THESE PLATES OR BRIDGING SHALL BE ADEQUATE TO SUPPORT THE NORMAL VEHICLE LOADS ANTICIPATED IN THIS AREA AND SHALL BE IN PLACE DURING ALL NON-WORKING AREAS.

ALL SURFACES TO BE RESTORED TO ORIGINAL CONDITION, AND BACKFILL TO BE COMPACTED AS SPECIFIED. TRENCH EXCAVATION IN SURFACES WHICH INCLUDE CONCRETE TREATED BASE SHALL FOLLOW LOCAL AREA SPECIFICATIONS.

ALL WORK SHALL CONFORM TO THE SPECIFICATIONS OF THE JURISDICTIONAL PERMIT AGENCY.

TEMPORARY BACKFILL:

THE CONTRACTOR SHALL BE REQUIRED TO MAINTAIN NORMAL TRAFFIC MOVEMENT DURING NON-WORK PERIODS FOR ALL CONSTRUCTION ACTIVITY WITHIN THE LIMITS OF CITY STREETS BY THE USE OF STEEL PLATES (DESIGNED FOR H-20 LOADING) OR BACKFILLING THE TRENCH. IF THE CONTRACTOR ELECTS TO BACKFILL THE TRENCH HE SHALL "CAP" THE TRENCH WITH A 2"(COMPACTED MINIMUM) DEPTH OF CLASS "C" ASPHALTIC CONCRETE COLD MIX. IF THE CONTRACTOR ELECTS TO PLATE THE TRENCH THE PLATES SHALL BE PINNED AT EACH CORNER AND THE EDGES SHALL BE "RAMPED" WITH CLASS "C" ASPHALTIC CONCRETE COLD MIX TO PREVENT "WHEEL SHOCK" ON IMPACT. COLD MIX SHALL BE COMPACTED AND SMOOTH IN EITHER TYPE OF INSTALLATION. TO PREVENT SKIDDING, TRAFFIC PLATES SHALL BE TREATED WITH WELD BEADS TO PROVIDE TRACTION. WELD BEADS SHALL BE LOCATED 4" ON CENTER AND EXTEND THROUGH THE TRAVEL PORTIONS OF THE PLATES. USE OF STEEL PLATES IN THE ROW TO BE APPROVED BY THE GOVERNING PERMIT AGENCY.

BACKFILL:

BACKFILL OF CONDUIT TRENCH OR MANHOLE EXCAVATION SHALL BE 3/4" - 0 CRUSHED ROCK PLACED IN 6" LIFTS AND COMPACTED WITH MECHANICAL VIBRATING TYPE COMPACTION EQUIPMENT TO 95% OF MAXIMUM DRY DENSITY (ASTM D-1550 OR AASHTO T-180) UNDER ALL PAVED SURFACES UNLESS OTHERWISE SPECIFIED.

BACKFILL OF CONDUIT TRENCH OR MANHOLE EXCAVATION IN NON-PAVED AREAS SHALL BE CLEAN SAND OR SILTY LOAM SOILS PLACED IN 1'-0" LIFTS COMPACTED BY MECHANICAL VIBRATING TYPE COMPACTION EQUIPMENT TO 95% OF MAXIMUM DRY DENSITY (ASTM D698 OR AASHTO T-99) UNLESS OTHERWISE SPECIFIED.

BACKFILL AROUND ALL VAULTS SHOULD CONSIST OF COMPACTED SELECT BACKFILL MATERIAL OR IN ACCORDANCE WITH AGENCY SPECIFIED BACKFILL. IN NO CASE SHALL THE MATERIAL BE SATURATED OR CONTAIN LARGE ROCKS OR CHUNKS. NO VOIDS SHALL REMAIN BETWEEN THE VAULT WALLS AND THE NATIVE SOIL. BACKFILL AROUND VAULTS SHALL NOT BE PLACED UNTIL THE ENTIRE VAULT STRUCTURE IS IN PLACE INCLUDING ALL LIDS AND RISERS, BEING SURE TO COMPACT FILL MATERIAL FROM BOTTOM TO TOP SURFACE.

SAND MAY BE WATER SETTLED IF THAT TYPE OF COMPACTION IS ALLOWED BY THE PERMITTING AGENCY IN EITHER PAVED OR NON-PAVED SITUATIONS. THE CONTRACTOR SHALL VERIFY THE TYPE OF COMPACTION ALLOWED PRIOR TO BEGINNING ANY BACKFILL ACTIVITY.

BACKFILL SHALL BE PLACED IN ACCORDANCE WITH THE SPECIFICATIONS AND REGULATIONS OF THE JURISDICTIONAL PERMIT AGENCY.

HAZARDOUS MATERIALS:

THE CONTRACTOR SHALL NOTIFY THE JURISDICTIONAL PERMIT AGENCY IMMEDIATELY IF ANY MATERIALS ARE ENCOUNTERED THAT MAY BE CONSIDERED HAZARDOUS BY THE EPA, DEQ, OR OSHA. IF POTENTIALLY HAZARDOUS MATERIALS ARE ENCOUNTERED THE CONTRACTOR SHALL SECURE THE SITE AND PREVENT ACCIDENTAL EXPOSURE TO THE PUBLIC OR THE CONTRACTOR'S PERSONNEL.

THE CONTRACTOR MAY EXCAVATE UP TO, BUT SHALL NOT DISTURB KNOWN HAZARDOUS MATERIALS SUCH AS ASBESTOS, OILS, ACID, ETC. THE REMOVAL OF ALL HAZARDOUS MATERIALS MUST BE DONE BY A LICENSED HAZARDOUS MATERIALS CONTRACTOR AND IN ACCORDANCE WITH JURISDICTIONAL AGENCY REQUIREMENTS.

LANDSCAPING:

TREE AND PLANT PROTECTION TO CONFORM WITH THE AMERICAN NATIONAL STANDARDS INSTITUTE (ANSI) SECTION A300 PART 1 -10 AS APPLICABLE. ANY DEVIATION FROM INDUSTRY APPROVED TREE AND PLANT CARE TO BE CLEARED WITH THE GOVERNING PERMIT AGENCY REPRESENTATIVE AND OR ADJOINING PROPERTY OWNER PRIOR TO ANY PRUNING OR EXCAVATION.

AT NO POINT IN TIME SHALL THE CONTRACTOR REMOVE ANY TREES OR SHRUBS WITH OUT PREVIOUS AUTHORITY FROM THE GOVERNING PERMIT AGENCY.

EXCAVATION IN LAWN AREAS SHALL BE "NEAT LINED" WITH A SOD CUTTER TO ENSURE A SMOOTH MATCH LINE FOR REPAIR WITH APPROVED SOD.

ALL LAWN RESTORATION SHALL BE DONE BY USING SOD PLACED TO THE GROWER/SUPPLIERS SPECIFICATIONS AND ADJACENT PROPERTY OWNER'S SPECIFICATIONS.

SOD USED TO REPAIR EXISTING LAWN AREA SHALL BE OF A BLEND THAT WILL MATCH THE ADJACENT UNDISTURBED LAWN AREA FOR BOTH COLOR AND TEXTURE.

PRIVATE IRRIGATION SYSTEMS ARE OCCASIONALLY LOCATED WITHIN THE PUBLIC RIGHT-OF-WAY OF ADJACENT STREET AREAS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THEIR OPERATION AND REPAIR IF DAMAGE OCCURS DURING HIS CONSTRUCTION ACTIVITY. PRIVATE IRRIGATION SYSTEMS LOCATED ON PRIVATE PROPERTY DAMAGED BY CONSTRUCTION ACTIVITY SHALL BE REPAIRED IMMEDIATELY TO THE OWNER'S SATISFACTION AT NO COST TO THE OWNER.

IN DEVELOPED (PROFESSIONALLY) LANDSCAPED AREAS, NO WORK SHALL BE DONE WITHOUT THE OWNER'S WRITTEN PERMISSION OR AUTHORIZATION.

STRUCTURE PROTECTION:

VAULTS AND CONDUIT TO BE PLACED ADJACENT TO EXISTING STRUCTURES SUCH AS BRIDGE FOOTINGS, PIERS, BUILDING FOUNDATIONS, WALLS, POWER AND TELEPHONE POLES, AND OTHER UTILITIES SHALL MAINTAIN A MINIMUM CLEARANCE AS SHOWN. THE CONTRACTOR SHALL NOT UNDERMINE ANY ADJACENT STRUCTURE WITHOUT SPECIFIC WRITTEN PERMISSION FROM THE OWNER/OPERATOR OF SUCH STRUCTURE.

EXISTING UTILITIES EXPOSED DURING EXCAVATION SHALL BE 100% SUPPORTED BY BOTH TRENCH BRIDGING AND SUSPENSION OR BY THE USE OF LONGITUDINAL TRAYS OR PLATFORMS VERTICALLY SUPPORTED BY ADJUSTABLE BUILDING JACKS.

EXISTING SPLICE CASES AND CABLES SHALL BE SUPPORTED AT A MAXIMUM SPACING OF 4.0 FEET AND SHALL CONSIST OF A CANVAS SLING WITH NYLON BELTING OR ROPE. ALL CABLE SUPPORTS SHALL BE PLACED IN A MANNER THAT PREVENTS KINKS OR OTHER DAMAGE TO THE CABLE SHEATH.

AN ACCEPTABLE ALTERNATIVE TO CABLE SLINGS WOULD BE THE UTILIZATION OF A WIDE FLANGE "I" BEAM OR CHANNEL AS A "CABLE TRAY" WITH THE CABLES/CASES BANDED IN PLACE.

SHORING:

THE CONTRACTOR SHALL PROVIDE SHORING FOR CONDUIT TRENCH EXCAVATION 42" OR MORE IN DEPTH AS MEASURED FROM THE HIGH SIDE OF THE TRENCH AND FOR ALL MANHOLE EXCAVATION.

MANHOLE SHORING SHALL BE TIGHT-SHEETED.

ALL SHORING SHALL CONFORM TO THE STANDARDS AND SPECIFICATIONS OF THE JURISDICTIONAL PERMIT AGENCY AND THE OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA).

SHORING SHALL BE DESIGNED TO MEET H-20 HIGHWAY LOADING CRITERIA.

THE CONTRACTOR SHALL PROVIDE ALL SHORING AND DESIGN CALCULATIONS TO THE PERMIT ISSUING AGENCY PRIOR TO COMMENCING ANY CONSTRUCTION ACTIVITY.

EXISTING UTILITY SERVICES:

ANY UTILITY DAMAGED BY CONSTRUCTION ACTIVITY SHALL BE RETURNED TO FULL SERVICE IMMEDIATELY AND ANY COST OR EXPENSE CONSIDERED TO BE LOST BY THE UTILITY USER SHALL BE THE CONTRACTOR'S RESPONSIBILITY. IN THE EVENT OF ANY DAMAGE TO AN EXISTING UTILITY THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE UTILITY OWNER AND THE PROJECT MANAGER.

LANDSCAPE AREAS SERVED BY IRRIGATION SYSTEMS SHALL BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION BY THE UTILIZATION OF TEMPORARY SOURCES OF IRRIGATION WATER OR BY MAKING TEMPORARY REPAIRS TO THE DAMAGED SYSTEM TO ALLOW ITS SATISFACTORY OPERATION.

SPECIAL UTILITY CLEARANCES:

ALL WORK CONDUCTED ADJACENT TO WATER MAINS, STORM SEWERS, OR SANITARY SEWERS SHALL CONFORM TO THE FOLLOWING CONDITIONS, UNLESS OTHERWISE SPECIFIED BY THE GOVERNING PERMIT AGENCY:


A. PARALLEL CONDUIT SHALL MAINTAIN A HORIZONTAL SEPARATION OF 5.0 FEET, MEASURED SURFACE TO SURFACE. (OUTSIDE EDGE TO OUTSIDE EDGE)

B. PERPENDICULAR CONDUIT PASSING UNDER OR OVER UTILITIES MUST MAINTAIN 12" VERTICAL CLEAR SEPARATION. UNLESS SPECIFICALLY STATED OTHERWISE BY THE JURISDICTIONAL UTILITY OR PERMIT AGENCY.

C. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ESTABLISHING AND MAINTAINING THIS REQUIRED VERTICAL SEPARATION BY EITHER EXPOSING THE UTILITY EVERY 100 FEET IN THOSE AREAS WHERE HORIZONTAL SEPARATION IS LESS THAN 5.0 FEET OR BY UTILIZING KNOWN DEPTHS OF ADJACENT FACILITIES. IF THE CONTRACTOR UTILIZES THE ADJACENT FACILITIES TO DETERMINE DEPTH, HE SHALL CONTACT THE GOVERNING AGENCY AT EACH SUCH LOCATION AND THE AGENCY WILL DETERMINE THE NECESSARY DEPTH OF THE TOP OF THE CONDUIT AT THAT POINT.

D. THE VERTICAL AND HORIZONTAL SEPARATION SHALL BE MAINTAINED AT ALL TIMES UNLESS SPECIFICALLY STATED OTHERWISE BY THE JURISDICTIONAL PERMIT AGENCY. ANY SPECIFIC DEVIATION IN VERTICAL AND HORIZONTAL SEPARATION FROM THOSE DESCRIBED SHALL BE REPORTED TO THE OWNER BY THE CONTRACTOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING VERTICAL AND HORIZONTAL SEPARATION AT ALL TIMES AND SHALL BE RESPONSIBLE FOR ANY AND ALL ENCROACHMENTS.

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STANDARD PLANS FOR CONSTRUCTION

GENERAL NOTES

CITY: PORTLAND – TOWNSHIP		RANGE	SECTION(S):	COUNTY: MULTNOMAH CO., OREGON	
PLOT DATE:	7/21/2020	SCALE:	AS SHOWN	PROJECT NAME-FILENAME.DWG – TAB_SHEET #	SHEET
				CITYOFJOHNDAY-DT00.DWG – GN01_1.3	1.3

SPECIFICATION SET

PROTECTION OF EXISTING SURVEY MONUMENTS:

THE CONTRACTOR SHALL REPLACE ALL MONUMENTS THAT DEFINE PROPERTY OWNERSHIP SUCH AS IRON RODS, IRON PIPES, BRASS SCREWS, AND REFERENCE POINTS AS REQUIRED BY THE GOVERNING STATE STATUTES. ANY CORNER OR REFERENCE TO A CORNER OF A RECORD OF SURVEY SHALL BE REPLACED BY A LICENSED SURVEYOR WITHIN 90 DAYS OF ITS REMOVAL.

REPLACEMENT MONUMENTS SHALL CONFORM TO STATE STATUTES AS TO TYPE AND STYLE OF IDENTIFICATION WITH THE NECESSARY RECORD OF SURVEY IDENTIFYING WHAT WAS FOUND ORIGINALLY AND WHAT WAS SET AND THE DATE THE REPLACEMENT WAS SET. THE RECORD OF SURVEY SHALL BE COMPLETED IN CONFORMANCE WITH THE REGULATIONS OF THE RELEVANT STATE AND THE JURISDICTIONAL PERMIT AGENCY SURVEYOR.

IT IS THE CONTRACTORS RESPONSIBILITY TO UNDERSTAND AND COMPLY WITH THE JURISDICTIONAL STATUTES SET FORTH BY THE RELEVANT GOVERNING AGENCY.

CONSTRUCTION STAKING:

IN AREAS WHERE THE CONDUIT ALIGNMENT IS NOT CLEARLY DEFINED BY CURB LINES, FENCE LINES, OR OTHER EVIDENCE OF THE RIGHT-OF-WAY, IT IS RECOMMENDED THAT THE CONTRACTOR COORDINATE WITH A PROFESSIONAL SURVEYOR TO PROVIDE STAKING OR PAINT MARKS TO CLEARLY IDENTIFY THE PROPOSED ALIGNMENT.

IF ADDITIONAL FIELD STAKING OF PROPOSED CONDUIT ALIGNMENTS AND VAULT LOCATIONS IS REQUIRED, THE CONTRACTOR IS TO CONTACT THE INSPECTOR AND THE PROJECT DESIGNER TO SCHEDULE A FIELD MEET PRIOR TO CONSTRUCTION.

IF DISCREPANCIES BETWEEN PROFESSIONALLY SURVEYED RIGHT-OF-WAY AND THE PROPOSED ALIGNMENT ARE IDENTIFIED CONTRACTOR IS TO NOTIFY THE REGULATORY PERMIT AGENCY INSPECTOR AND THE PROJECT DESIGNER PRIOR TO CONSTRUCTION.

TRAFFIC CONTROL:

WORK ON ANY PUBLIC OR PRIVATE ROW WITH OR WITHOUT PERMIT THROUGH THE GOVERNING AGENCY MAY REQUIRE ADEQUATE TRAFFIC CONTROL TO PERFORM CONSTRUCTION ACTIVITIES.

TRAFFIC WARNING DEVICES AND SIGNS SHALL CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) FOR STREETS AND HIGHWAYS (U.S. GOVERNMENT PRINTING OFFICE) AND TO THE GOVERNING AGENCY STANDARD SPECIFICATIONS. HIGH LEVEL WARNING TYPE DEVICES ARE TO BE USED AT ALL TIMES AND SPECIAL WARNING DEVICES MAY BE STIPULATED BY THE JURISDICTIONAL PERMIT AGENCY AT ANY TIME THE USE WILL ADD TO THE SAFETY AND PROTECTION OF TRAFFIC OR PEDESTRIANS IN THE CONSTRUCTION AREA.

A TRAFFIC CONTROL PLAN SHALL BE PREPARED BY THE CONTRACTOR AS REQUIRED AND SUBMITTED TO EACH PERMITTING AGENCY REQUESTING SUCH PLAN FOR REVIEW AND APPROVAL OR REVISION PRIOR TO COMMENCING ANY CONSTRUCTION ACTIVITY FOR THIS PROJECT. THE APPROVED PLAN SHALL BE SUBMITTED TO THE AGENCY AND A COPY OF THE PLAN SHALL BE KEPT AT THE CONSTRUCTION SITE AND MUST BE READILY AVAILABLE FOR REVIEW BY AGENCY REPRESENTATIVES.

PERMITS -- FRANCHISES -- EASEMENTS:

PHYSICAL WORK SHALL NOT BE STARTED UNTIL THE GOVERNING AGENCY INSPECTOR AND THE CONTRACTOR ARE IN POSSESSION OF AND HAVE CAREFULLY REVIEWED AND FULLY UNDERSTAND ALL CONDITIONS AND SPECIFICATIONS SET FORTH IN THE REQUIRED PERMITS, FRANCHISES, AND/OR EASEMENTS.

THE PLACING FOREMAN SHALL HAVE A COPY OF THE PERMITS/EASEMENTS ON SITE AT ALL TIMES.

ANY CONFLICT BETWEEN WORK PRINT SPECIFICATIONS AND SPECIFICATIONS SET FORTH UNDER RELATED PERMITS, FRANCHISES, AND/OR EASEMENTS MUST BE CLEARED BY PROPER COMPANY AUTHORITY BEFORE PROGRESSING WITH WORK INVOLVED.

AERIAL NOTES:

ALL AERIAL CONSTRUCTION IS TO BE PERFORMED TO INDUSTRY ACCEPTABLE STANDARDS.

ALL NEW OR EXISTING CABLE HEIGHTS OF ATTACHMENT TO BE DOCUMENTED AT TIME OF CONSTRUCTION.

6.6M STRAND TO BE USED WITH STANDARD 5/8"POLE LINE HARDWARE UNLESS OTHERWISE SPECIFIED. BOND STRAND TO POWER MGN WHERE APPLICABLE.

ALL EXTENSION ARMS TO BE PLACED WILL BE EPOXY ARMS UNLESS OTHERWISE NOTED OR APPROVED BY THE INSPECTOR.

PUPI ARMS TO BE TYPE TB2000 UNLESS OTHERWISE SPECIFIED AND ARE TO BE INSTALLED ACCORDING TO THE POLE OWNER SPECIFICATIONS OR MANUFACTURER SPECIFICATIONS. POLE OWNER SPECIFICATIONS MAY SUPERSEDE MANUFACTURER SPECIFICATION FOR INSTALLATION AS REQUIRED. TYPICAL INSTALLATION INCLUDES UTILIZING TWO (2) THROUGH BOLTS AND NO LAG BOLTS.

ALL ANCHORS TO BE USED WILL BE 3/4 SCREW IN TYPE.

ALL STRAPS WILL BE PLACED 4" BEFORE AND AFTER EVERY SUPPORTING CLAMP AT A MINIMUM OF 21" APART. REPAIR / REPLACE EXISTING LASHING WIRE IF DAMAGED, AND ADD ANY MISSING GROUNDS.

CONTRACTOR TO PLUG ALL VACATED HOLES FROM ABANDONED OR RELOCATED ATTACHMENTS PER POLE OWNER SPECIFICATIONS.

IT IS THE CONTRACTORS RESPONSIBILITY TO MAINTAIN AND FOLLOW NATIONAL ELECTRIC SAFETY CODE ALONG WITH APPLICABLE LOCAL AND REGIONAL GOVERNING AUTHORITIES. ANY DISCREPANCIES BETWEEN THESE AUTHORITIES AND OR THE CONSTRUCTION PRINTS IS TO BE VALIDATED WITH THE DESIGNER OR OWNER PRIOR TO CONSTRUCTION.

CONDUITS:

ALL DIRECT BURIED CONDUIT SHALL BE PVC HEAVY WALL (SCH 40) OR HDPE SDR11 DIRECT BURIAL UNLESS OTHERWISE SPECIFIED.

CONTRACTOR SUPPLIED MATERIALS SHALL CONFORM TO THE JURISDICTIONAL PERMIT AGENCY AND OWNER SPECIFICATIONS.

ALL CONTRACTOR SUPPLIED MATERIALS SHALL INCLUDE A CERTIFIED TEST REPORT CLEARLY STATING THAT THOSE SUPPLIED MATERIALS COMPLY WITH ANY SUCH SPECIFICATION.

ALL CONDUIT IS TO BE PLACED IN THE LOCATION SHOWN ON THE DESIGN PRINTS WITH MINIMUM COVER OF 36 INCHES OR AS NOTED ON THE DRAWINGS OR SPECIFIED BY THE REGULATORY PERMIT AGENCY.

THE TOTAL LENGTH OF TRENCH OPEN AT ANY ONE TIME IS TO BE KEPT TO A MINIMUM.

ALL HDPE CONDUITS ENTERING VAULTS SHALL HAVE A MINIMUM 5.0 FOOT STRAIGHT SECTION OF SCH 40 PVC CONDUIT SLEEVE. THIS STRAIGHT SECTION SHALL BE PERPENDICULAR TO THE WALL OF SAID MANHOLE AND SHALL BE SMOOTH AND FREE OF ALL BURRS AND OTHER FEATURES THAT MAY DAMAGE CABLES. PLUGS SHALL BE UTILIZED TO ORGANIZE, SECURE AND SEAL THE HDPE CONDUITS WITHIN THE SLEEVE AS THEY ENTER THE VAULT.

ALL PVC OR HDPE CONDUITS ARE TO BE PLUGGED WITH COMPRESSION STYLE PLUGS. ANY CONDUITS CONTAINING FIBER CABLES WILL REQUIRE SIMPLEX COMPRESSION PLUGS SEALING THE CONDUIT AROUND THE CABLE.

CASINGS:

ANY REQUIRED STEEL CASING PIPE SHALL BE 100% FILET WELD (3/16") OR THREADED COUPLING. IF WELDED THE CONTRACTOR SHALL PROVE THE INTERIOR DIMENSION BY PULLING A MANDREL COMPLETELY THROUGH THE WELDED JOINT IN BOTH DIRECTIONS. PIPE JOINTS SHALL BE STEEL BRUSHED AND PAINTED WITH A ZINC RICH FLAT BLACK METAL PRIMER PAINT.

VAULTS / HANDHOLES:

ALL VAULTS TO BE UTILITY VAULT PRECAST TYPE 444-LA UNLESS OTHERWISE SPECIFIED. 444-LA VAULTS ARE TO BE FULLY EQUIPPED WITH LADDERS, CABLE RACKS, SUPPORTS, AND PULLING IRONS AS SHOWN BELOW:

- (4) "L" BRACKETS
- (4) 8 HOLE - 113/4" CUT RACKS
- (4) SPRING NUT & SCREWS - (1/2" NUT, 1/2" X 1 1/4" PLATED CAP SCREW)

MOUNT BRACKETS ON 2' GALVANIZED "C" CHANNELS, 2 EA. SIDE, 18" APART

ALL VAULTS SHALL HAVE A SUMP CAST IN PLACE FOR DE-WATERING

GROUND COVER OVER ALL VAULTS SHOULD BE 36" MINIMUM DEPTH BELOW FINISHED STREET OR SIDEWALK ELEVATION UNLESS OTHERWISE SPECIFIED IN THE VAULT DETAILS OR ON ANY RIGHT-OF-WAY PERMIT ISSUED. IN ADDITION, DEPTH OF COVER OVER MANHOLES SHALL NOT EXCEED 60"OF COVER TO THE TOP OF THE VAULT OR PER VAULT MANUFACTURER'S SPECIFICATIONS.

EXCAVATION OVER VAULTS IS CONSIDERED PART OF THE TOTAL VAULT INSTALLATION.

IF ANY FIELD SLOTTING OF PRECAST CONCRETE VAULTS IS REQUIRED TO PROVIDE ACCESS FOR CABLES AND CONDUIT NOT PROVIDED WITH A BLOCKOUT FOR THAT PURPOSE; THE FIELD SLOT SHALL BE REPAIRED BY SPLICING ANY REINFORCING REBAR THAT HAS BEEN CUT TO ALLOW CABLE ENTRY AND SHALL BE SEALED WITH NON-SHRINK CONCRETE GROUT. THE CONTRACTOR SHALL NOTIFY OWNER IMMEDIATELY IF IT BECOMES EVIDENT FIELD SLOTTING WILL BE NECESSARY. FIELD SLOTS SHALL BE SAWCUT (SCORED INSIDE AND OUT) AND BRUSH HAMMER TO PROVIDE A ROUGHENED SURFACE FOR GROUT BONDING AND TO MINIMIZE REINFORCING SPLICES.

EXCAVATION FOR ALL PRECAST VAULTS AND HANDHOLES MUST ALLOW FOR OVERALL ASSEMBLED HEIGHT OF THE VAULT PLUS ADDED HEIGHT OF RISERS AND BEDDING MATERIAL CONSISTING OF 6" OF COMPACTED SAND OR GRAVEL, GRADED LEVEL. A MINIMUM EXCAVATION CLEARANCE OF 4" AROUND THE SIDEWALLS OF THE VAULT IS REQUIRED FOR EASE OF INSTALLATION.

BACKFILL AROUND ALL VAULTS SHOULD CONSIST OF COMPACTED SELECT BACKFILL MATERIAL OR IN ACCORDANCE WITH AGENCY SPECIFIED BACKFILL. IN NO CASE SHALL THE MATERIAL BE SATURATED SOIL, OR CONTAIN LARGE ROCKS OR CHUNKS. NO VOIDS SHOULD REMAIN BETWEEN THE VAULT WALLS AND NATIVE SOIL OF EXCAVATION. BACKFILLING SHOULD NOT BE DONE UNTIL THE VAULT IS COMPLETELY ASSEMBLED MAKING CERTAIN TO COMPACT THE BACKFILL PROGRESSIVELY IN 12"LIFTS FROM THE BOTTOM TO THE TOP SURFACE. WHEN USING MECHANICAL VIBRATORY EQUIPMENT TO OBTAIN 95% COMPACTION NEAR COMPOSITE VAULTS AND HANDHOLES, CONTRACTOR IS TO PLACE INTERNAL CROSS-BRACING PER MANUFACTURER SPECIFICATIONS.

ALL BACKFILLING IS THE RESPONSIBILITY OF THE CONTRACTOR.

ALL GROUTING OF RISERS, COVERS, CONDUIT, OR SPECIFIC SECTIONS OF VAULTS IS THE RESPONSIBILITY OF THE CONTRACTOR. NON-SHRINK CONCRETE GROUT WILL BE USED TO SEAL ALL JOINTS AND APPLIED IN A MANNER TO ENSURE COMPLETE FILLING OF VOIDS IN THE JOINT BEING SEALED.

ACCESS DOORS SHALL BE CONSTRUCTED OF STEEL, ALUMINUM, OR CONCRETE WITH AN APPROVED NON-SLIP SURFACE HAVING A STATIC COEFFICIENT OF FRICTION BETWEEN 0.60 AND 1.00 AS DETERMINED BY ASTM DESIGNATION C 1028-89. ACCESS DOORS ON INCLINED SURFACES GREATER THAN 4 % SHALL HAVE A COEFFICIENT OF FRICTION BETWEEN 0.80 AND 1.00.


OWNERS ARE RESPONSIBLE TO MAINTAIN THE NON-SLIP CHARACTERISTICS OF THE ACCESS DOOR OVER ITS LIFE IN THE SIDEWALK AREA.

STANDARD PLANS FOR CONSTRUCTION

GENERAL NOTES

CITY: PORTLAND -- TOWNSHIP RANGE SECTION(S):			COUNTY: MULTNOMAH CO., OREGON	
PLOT DATE: 7/21/2020	SCALE: AS SHOWN	PROJECT NAME-FILENAME.DWG -- TAB_SHEET # CITYOFJOHNDAY-DT00.DWG -- GN02_1.4		SHEET 1.4

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SPECIFICATION SET

EXISTING MANHOLE ACCESS:

THE CONTRACTOR SHALL CORE DRILL EXISTING CONCRETE WALLS TO PROVIDE ACCESS FOR CONDUIT AS SHOWN IN THE PLANS. CORE DRILLING SHALL PROVIDE A MINIMUM 1 INCH LARGER DIAMETER HOLE THAN THE SIZE OF CONDUIT BEING PLACED. THE CONTRACTOR SHALL SEAL THE VOID BETWEEN THE CONDUIT AND THE CONCRETE WITH NON-SHRINK EPOXY GROUT.

THE CONTRACTOR SHALL REPAIR ANY STRUCTURAL REINFORCING DAMAGED BY CORE DRILLING. REINFORCING REPAIR SHALL BE IN CONFORMANCE WITH THE REQUIREMENTS AND SPECIFICATIONS OF CRSI (CONCRETE REINFORCED STEEL INSTITUTE).

IF THE CONTRACTOR ELECTS TO ADJUST AN ACCESS HOLE IN WHICH REINFORCING WAS FOUND TO AVOID DAMAGE TO THE REINFORCING STEEL HE SHALL FULLY EXPOSE THE SURFACE OF THE REBAR AND FIELD COAT THE BAR WITH A ZINC RICH PAINT BEFORE PLACING NON-SHRINK EPOXY GROUT TO REPAIR DAMAGE.

LOCATORS AND MARKERS:

THE CONTRACTOR IS RESPONSIBLE FOR PLACING APPROPRIATE MARKERS TO INSURE THAT OTHER UTILITIES WORKING IN THE AREA OF OWNER FACILITIES ARE AWARE OF THEIR PRESENCE BEFORE DAMAGE CAN OCCUR. MARKING WILL BE MADE BY USE OF "WARNING TAPE" AND "POST MARKERS" FOR CONDUIT, AND 3M ELECTRONIC MARKER SYSTEM (EMS) LOCATORS FOR VAULTS AND HANDHOLES.

"WARNING TAPE" SHOULD BE PLACED A MINIMUM OF 12" ABOVE ANY CONDUIT ALONG THE ENTIRE TRENCH ROUTE, WHILE ADDITIONALLY "POST MARKERS" SHOULD BE PLACED EVERY 500' IN SUBURBAN AREAS AND 1000' IN RURAL AREAS.

BOTH VAULTS AND HANDHOLES ARE TO BE EQUIPPED WITH EMS LOCATORS. VAULTS AND HANDHOLES SHALL HAVE EMS MARKERS INSTALLED SECURED ON THE WALL AT THE TOP TO EASE LOCATING.

LOCATE WIRE AND BONDING:

ALL UNDERGROUND TELECOMMUNICATIONS INFRASTRUCTURE CONDUIT SHALL HAVE A #12 AWG HDPE 30 MIL COPPER STRANDED LOCATE WIRE PLACED INSIDE OR ALONG THE CONDUIT ALIGNMENT UNLESS SPECIFIED OTHERWISE BY THE GOVERNING PERMIT AGENCY.

ALL LOCATE WIRE SHALL BE EFFECTIVELY GROUNDED PER INDUSTRY ACCEPTABLE STANDARDS. T-3 LOCATE WIRE ACCESS TERMINALS OR APPROVED EQUIVALENT SHALL BE INSTALLED AT VAULT/HANDHOLE LOCATIONS FOR TERMINATION OF LOCATE WIRE AND HAVE SUFFICIENT ACCESS FOR THE EASE OF LOCATING FACILITIES. LOCATE WIRE TERMINALS ARE TO BE MOUNTED ON AN ACCESSORY ANGLE BRACKET ON THE INTERIOR RISER / WALL OF A CONCRETE VAULT OR INTERIOR WALL OF A FIBERGLASS / COMPOSITE VAULT.

ALL NEW UTILITY VAULT OR HANDHOLE INSTALLATIONS SHALL REQUIRE THE INSTALLATION OF A 5/8" COPPER CLAD GROUND ROD IN OR THROUGH THE BOTTOM OF THE VAULT USING CAUTION NOT TO DAMAGE EXISTING SUBSTRUCTURE. GROUND ROD SHALL BE OF PROPER LENGTH AND PLACEMENT TO ACHIEVE AN EFFECTIVE ELECTRICAL GROUND PER NEC / NESC AND THE GOVERNING PERMIT AGENCY. #6 AWG COPPER WIRE IS TO BE PLACED FROM THE GROUND ROD TO THE GROUND LUG ON THE T-3 LOCATE WIRE TERMINAL. ALL #12 AWG LOCATE WIRE ENTERING VAULTS OR HANDHOLES SHALL BE TERMINATED TO THE T-3 LOCATE WIRE ACCESS TERMINAL USING MANUFACTURER SUPPLIED BINDING POSTS. BONDING STRAPS ARE TO BE INSTALLED BETWEEN ALL #12 BINDING POSTS AND THE #6 GROUND LUG EFFECTIVELY GROUNDING ALL LOCATE WIRE WITHIN THE STRUCTURE.

LOCATE WIRE PLACED THROUGH CONDUIT RISERS WHEN TRANSITIONING FROM UNDERGROUND TO AERIAL ON UTILITY POLES SHALL BE BONDED TO THE MGN ON THE POLE NEAR THE TOP OF THE RISER. IF NO MGN IS PRESENT A NEW #6 AWG VERTICAL GROUND AND 5/8" COPPER CLAD GROUND ROD SHALL BE PLACED PER NESC / NEC GUIDELINES TO ACCOMMODATE EFFECTIVE GROUNDING.

PRIOR TO TOUCHING, WORKING OR CONNECTING LOCATING EQUIPMENT TO LOCATE WIRE, THE SYSTEM MUST BE TESTED FOR INDUCED VOLTAGE. INSTALL FILTER PROTECTOR / ARRESTOR AS REQUIRED ON ONE OR BOTH LOCATE WIRES IF INDUCED VOLTAGE EXCEEDS 50VAC.

*ALL LOCATE WIRE TERMINATION AND BONDING OF CONDUCTIVE MATERIALS TO BE IN ACCORDANCE WITH THE LATEST VERSION OF THE NATIONAL ELECTRIC SAFETY CODE AND THE NATIONAL ELECTRIC CODE.

BUILDING CONSTRUCTION:

ALL WORK SHALL BE DONE IN A "NEAT AND WORKMAN" LIKE MANNER, IN CONFORMITY WITH LOCAL, STATE AND FEDERAL BUILDING CODES. ALL WORK MUST COMPLY WITH APPLICABLE DATA SYSTEM STANDARDS AND NATIONAL ELECTRIC CODE STANDARD SPECIFICATIONS. STANDARDS INCLUDE, BUT ARE NOT LIMITED TO, EIA/TIA 568-B COMMERCIAL BUILDING WIRING STANDARDS AND EIA/TIA 569-A COMMERCIAL BUILDING STANDARD FOR TELECOMMUNICATIONS PATHWAYS AND SPACES.

AS-BUILT DATA -- METHOD OF PROCEDURE:

UPON NOTIFICATION OF COMPLETION OF THE WORK AND ACCEPTANCE BY THE OWNER, THE CONTRACTOR SHALL PROVIDE THE PROJECT MANAGER WITH A SET OF NEAT AND ACCURATE "AS-BUILT" DRAWINGS WITHIN 10 BUSINESS DAYS OF COMPLETION OF THE PROJECT.

AS-BUILT DATA SHALL BE UPDATED AND MAINTAINED DAILY ON FIELD COPY DRAWINGS FOR THE DURATION OF CONSTRUCTION. UPON COMPLETION OF THE PROJECT, THE AS-BUILT DATA SHALL BE TRANSFERRED TO A CLEAN SET OF CONSTRUCTION DRAWINGS FOR SUBMITTAL TO THE PROJECT MANAGER.

THE AS-BUILT DATA SHALL BE DETAILED ON THE DRAWINGS IN EITHER COLORED INK OR COLORED PENCIL ACCORDING TO THE FOLLOWING COLOR CODES:

RED: WORK PLACED ACCORDING TO DESIGN AND CHANGES TO THE DESIGN
GREEN: WORK NOT PLACED ACCORDING TO THE DESIGN; OMIT FROM DESIGN
BLUE: EXISTING UTILITIES, FACILITIES, COMMENTS AND NOTES

1) WORK PERFORMED ACCORDING TO THE DESIGN SHALL BE HIGHLIGHTED OR LOCATED IN RED.

2) WORK PERFORMED ACCORDING TO APPROVED CHANGES OR VARIATIONS TO THE DESIGN SHALL BE NEATLY DRAWN AND DETAILED ON THE DRAWINGS SHOWING HOW THE CHANGES WERE CONSTRUCTED IN THE FIELD.

3) WORK THAT WAS DESIGNED BUT NOT PERFORMED AS SHOWN ON THE DRAWINGS SHALL BE HIGHLIGHTED OR LOCATED IN GREEN TO SHOW THAT THE WORK FUNCTION WAS NOT CONSTRUCTED AS DESIGNED.

4) EXISTING FACILITIES OR UTILITIES ENCOUNTERED; CONSTRUCTION NOTES; ADDITIONAL CONSTRUCTION RELATED INFORMATION IDENTIFIED IN THE FIELD SHALL BE NEATLY DRAWN AND DETAILED IN BLUE.

COLORED HIGHLIGHTER PENS ACCORDING TO THE COLOR CODES AS DETAILED ABOVE ARE ACCEPTABLE. FLUORESCENT YELLOW HIGHLIGHTER PENS ARE NOT AN ACCEPTABLE FORM OF AS-BUILT COLORING.

AS-BUILT DRAWINGS SHALL CONTAIN THE FOLLOWING DATA AT A MINIMUM FOR EACH OF THE FOLLOWING WORK FUNCTIONS:

AERIAL SEGMENTS:

1) POINT OF ATTACHMENT HEIGHT FROM THE GROUND TO THE CABLE AND/OR STRAND ON ALL POLES.

2) CABLE FOOTAGE (SEQUENTIAL) MARKINGS AT ALL CABLE ENDS; START AND END OF SLACK STORAGE AND CONDUIT ENTRANCE / EXIT POINTS.

3) LOCATION OF ALL SLACK STORAGE AND CABLE SPLICE POINTS.

4) ANCHOR AND DOWN GUY SIZE PLACED AND LEAD LENGTH BETWEEN THE ANCHOR AND THE POLE.

UNDERGROUND SEGMENTS:

1) DEPTH OF CONDUIT MEASURED EVERY 25 FEET AND AT EVERY CHANGE IN DIRECTION ALONG THE CONDUIT ALIGNMENT.

2) OFFSET DISTANCE MEASURED EVERY 25 FEET AND AT EVERY CHANGE IN DIRECTION FROM THE ALIGNMENT TO A CURB, EDGE OF PAVEMENT OR OTHER PHYSICAL REFERENCE OBJECT.

3) LOCATION AND DEPTH OF VAULTS, HAND HOLES AND JUNCTION BOXES PLACED.

4) DEPTH, TYPE AND DIRECTION OF ANY EXISTING UTILITY ENCOUNTERED CROSSING THE CONDUIT ROUTE.

5) LOCATION OF MAGNETIC LOCATING TARGETS PLACED.

6) CABLE FOOTAGE (SEQUENTIAL) MARKINGS AT ALL CABLE ENDS, START AND END OF SLACK STORAGE, CONDUIT ENTRANCE / EXIT POINTS.

7) ACTUAL QUANTITY OF CABLE SLACK STORAGE LEFT IN VAULT LOCATIONS.

8) ACTUAL WALL TO WALL MEASUREMENTS OF CONDUIT SEGMENTS BETWEEN VAULTS.

9) PROVIDE DETAILED VAULT BUTTERFLY DRAWINGS INCLUDING CONDUIT ENTRY AND EXIT LOCATIONS; CONDUIT SIZE & TYPE; CABLE ROUTING; CABLE COILS; SPLICE CASES; RACKING; LOCATE WIRES; LOCATE TERMINALS; GROUND RODS; GROUNDING; AND GENERAL ORIENTATION.

AS-BUILT DATA -- METHOD OF PROCEDURE:

DIRECTIONAL BORING:

1) DEPTH OF CONDUIT MEASURED EVERY 10 FEET WITH A RUNNING LINE OFFSET DISTANCE FROM A CURB, EDGE OF PAVEMENT OR OTHER PHYSICAL REFERENCE OBJECT.

2) BORE PLAN AND PROFILE DRAWING REFLECTING THE DEPTH AND RUNNING LINE OFFSET MEASUREMENT EVERY 10 FEET THROUGHOUT THE ENTIRE LENGTH OF THE BORE; DETAIL BORE PROFILES WITH DEPTH AND LOCATION OF ALL VISUALLY VERIFIED UTILITIES (I.E. ALL POT-HOLED UTILITIES EXPOSED ALONG THE BORE ALIGNMENT)

3) AS-BUILT DRAWINGS SHALL HAVE THE WORDS "AS-BUILT" WITH THE NAME OF THE CONTRACTOR AND THE DATE STAMPED ON EVERY SHEET IN THE DRAWING PACKAGE.

ANY CHANGES OR DEVIATIONS FROM THE CONSTRUCTION DRAWINGS MUST BE APPROVED BY THE PROJECT MANAGER OR THE OWNER PRIOR TO MAKING ANY OF THE SAID CHANGES OR DEVIATIONS.

PHOTO DOCUMENTATION:

ALL UNDERGROUND VAULTS; JUNCTION BOXES, CONDUIT INFRASTRUCTURE; TRENCHES; EXCAVATIONS; AND RESTORATION TO BE CLEARLY PHOTOGRAPHED BEFORE, DURING AND AFTER CONSTRUCTION TO VERIFY THAT CONSTRUCTION PROCEDURES ARE MET. FACILITY ENTRANCES, PULL BOXES, CABLE RACEWAYS, SPLICE CASES, SPLICE TRAYS, TERMINATION RACKS AND OTHER EQUIPMENT OR ELECTRONICS INSTALLED BY CONTRACTOR TO BE PHOTOGRAPHED AT THE TIME OF INSTALLATION TO ENSURE PROPER PROCEDURES ARE MET AND TO PROVIDE ADEQUATE DOCUMENTATION TO SERVE AS ASBUILT RECORD.

GENERAL SPECIFICATIONS DISCLAIMER

THE INFORMATION CONTAINED IN THESE SPECIFICATIONS PROVIDES GENERAL GUIDELINES NECESSARY TO FACILITATE THE INSTALLATION OF COMMUNICATIONS INFRASTRUCTURE. ANY DISCREPANCIES BETWEEN THESE SPECIFICATIONS AND THE LOCAL GOVERNING AUTHORITY OR PERMIT AGENCY IS TO BE VALIDATED WITH THE DESIGNER OR OWNER PRIOR TO CONSTRUCTION. WHERE DETAILS ARE SHOWN, THEY ARE PROVIDED AS A REFERENCE FOR PLACEMENT OF COMMUNICATIONS INFRASTRUCTURE AND ACCEPTABLE INDUSTRY STANDARDS. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY THE INSTALLATION OF ALL INFRASTRUCTURE MEETS THE APPLICABLE LOCAL, REGIONAL AND NATIONAL BUILDING CODES AND SAFETY STANDARDS. COMMSTRUCTURE CONSULTING, LLC. DOES NOT ASSUME LIABILITY FOR THE NEGLIGENCE OF THE INSTALLATION CONTRACTOR AND THEIR ABILITY TO PERFORM ANY ASPECT OF THE WORK HEREIN ACCORDING TO THESE STANDARDS.

REFERENCES:

EIA/TIA COMMERCIAL BUILDING WIRING STANDARD, 606 AND ALL RECOGNIZED TSBS.

NATIONAL ELECTRIC SAFETY CODE

UNDERWRITER'S LABORATORIES (UL): APPLICABLE LISTINGS AND RATINGS

1) ALL CONDUIT PLACED ON PRIVATE PROPERTY IS TO BE SCH 40 PVC IF PLACED OUTSIDE THE BUILDING AND EMT IF PLACED WITHIN THE BUILDING. RISER CONDUIT ON THE EXTERIOR OF BUILDING IS TO BE GRC UNLESS OTHERWISE SPECIFIED.

2) ALL CONDUIT IS TO BE EQUIPPED WITH INNERDUCT AS SPECIFIED.

3) 90 BENDS ARE TO BE "SWEEP" BENDS, 3' RADIUS, UNLESS OTHERWISE SPECIFIED.

4) CONDUIT PATHWAYS WITHIN BUILDING INTERIORS SHALL BE SUPPORTED WITH APPROPRIATE HARDWARE SPECIFIC TO THE EXISTING MATERIAL OR STRUCTURE.

5) ALL EXTERIOR WALL PENETRATIONS ARE TO BE RESEALED PER BUILDING AND FIRE CODE.

6) ALL INTERIOR WALL PENETRATIONS ARE TO COMPLY WITH PERTINENT BUILDING AND FIRE CODES AND ARE TO BE CONSTRUCTED IN SUCH A MANNER AS TO INSURE THE INTEGRITY OF THE PENETRATED WALL.

7) ALL PULL BOXES ARE TO BE NEMA TYPE 3R OR EQUIVALENT.


8) NOTIFY THE "BUILDING CONTACT" PERSON A MINIMUM OF 48 HOURS PRIOR TO COMMENCING ANY WORK ON THE PREMISES.

STANDARD PLANS FOR CONSTRUCTION

GENERAL NOTES

CITY: PORTLAND -- TOWNSHIP RANGE SECTION(S):			COUNTY: MULTNOMAH CO., OREGON	
PLOT DATE: 7/21/2020	SCALE: AS SHOWN	PROJECT NAME-FILENAME.DWG -- TAB_SHEET # CITYOFJOHNDAY-DT00.DWG -- GN03_1.5	SHEET	1.5

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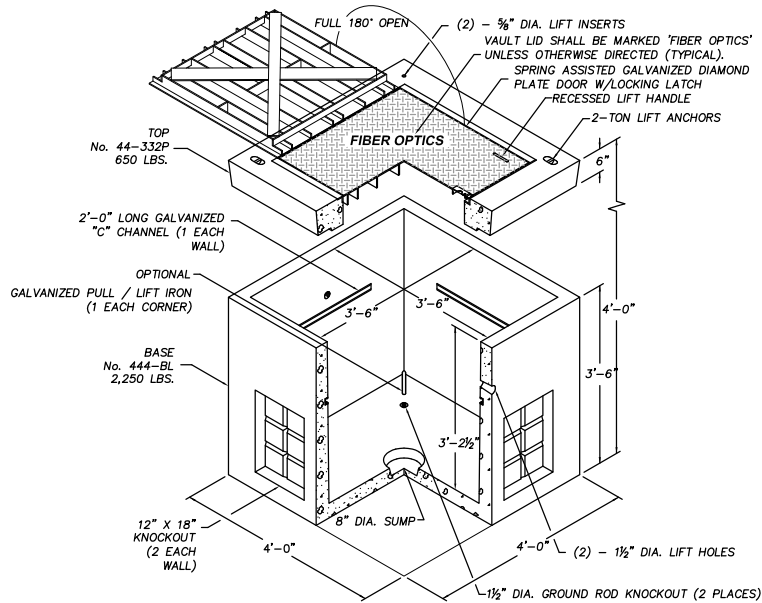
811 Railroad Avenue
Oregon City, Oregon 97045
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CHECKED BY:	CCLLC	DRAWN BY:	CCLLC
REVISIONS			
REV	DESCRIPTION	DATE	BY APPR.

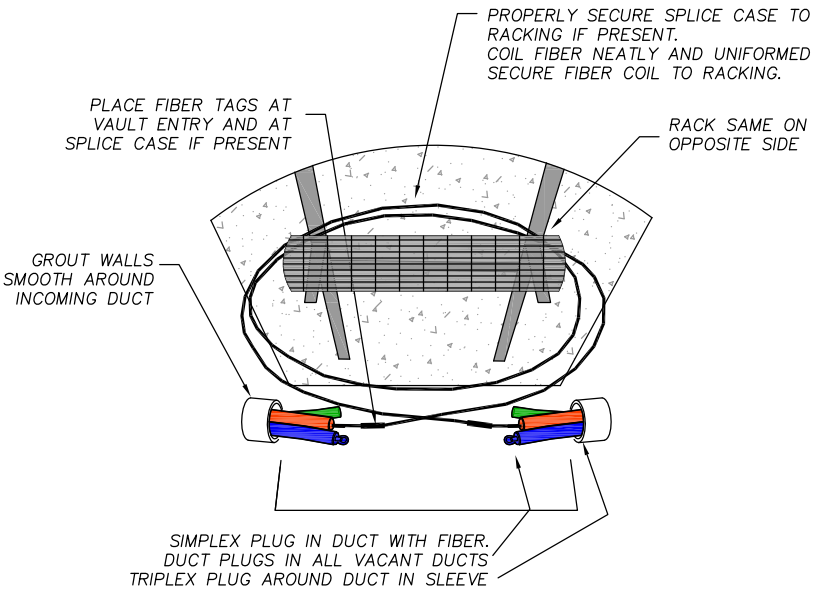


SPECIFICATION SET



(SIDEWALK / INCIDENTAL TRAFFIC LOC.)
UTILITY VAULT PRE-CAST 444-LA
SCALE: (ADDITIONAL DETAILS SEE 1.1/1.6 & 4/1.6)

1
1.6

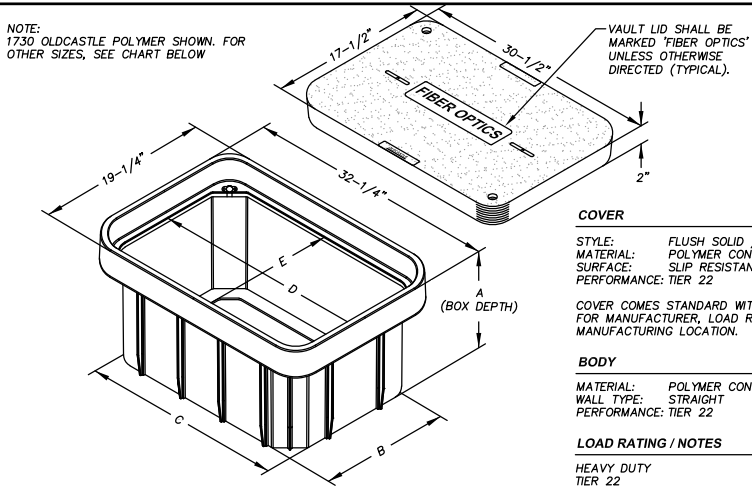


VAULT SHALL BE FREE OF DIRT AND DEBRIS.

TYPICAL VAULT INTERIOR DETAIL

SCALE: 1" = N.T.S.

4
1.6

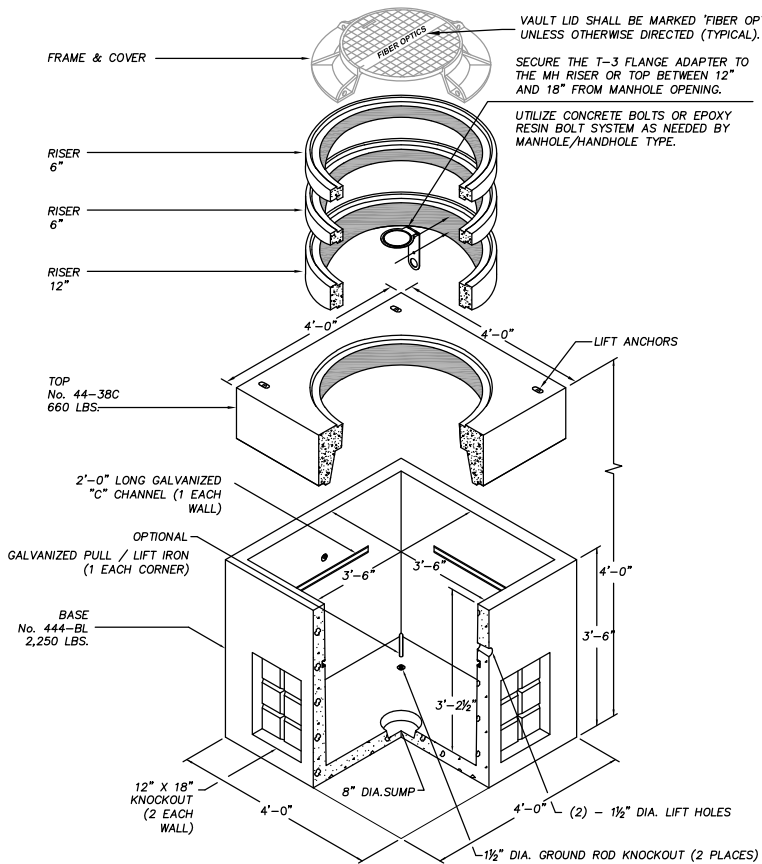


DESCRIPTION (OLD CASTLE POLYMER)	NOMINAL SIZE	A	B	C	D	E
VAULT & COVER ASSEMBLY 1730-12	12	17-1/4	30-1/4	28-3/16	15-3/16	
VAULT & COVER ASSEMBLY 1730-18	18	17-1/8	30-1/8	28	15	
VAULT & COVER ASSEMBLY 1730-24	24	17	30	27-3/4	14-3/4	
VAULT & COVER ASSEMBLY 2436-18	18	23-5/8	35-1/4	33-3/15	21-9/16	
VAULT & COVER ASSEMBLY 2436-24	24	23-3/8	34-15/16	32-13/16	21-5/16	
VAULT & COVER ASSEMBLY 2436-30	30	23-1/2	35-1/8	32-3/4	21-1/8	
VAULT & COVER ASSEMBLY 2436-36	36	23-3/16	34-11/16	32-7/16	20-15/16	
VAULT & COVER ASSEMBLY 3048-18	18	29-7/16	46-15/16	44-1/2	27	
VAULT & COVER ASSEMBLY 3048-24	24	29-5/16	46-13/16	44-1/4	26-3/4	
VAULT & COVER ASSEMBLY 3048-36	36	29	46-1/2	44-1/8	26-5/8	
VAULT & COVER ASSEMBLY 3060-24	24	33-3/8	61-1/4	58-7/16	30-9/16	
VAULT & COVER ASSEMBLY 3060-30	30	33-1/4	61-1/8	58-5/16	30-7/16	
VAULT & COVER ASSEMBLY 3060-36	36	33-1/16	60-15/16	58-3/16	30-5/16	

OLDCASTLE POLYMER - OPEN BOTTOM UTILITY VAULT

SCALE: (ADDITIONAL DETAILS SEE 3.1/1.6)

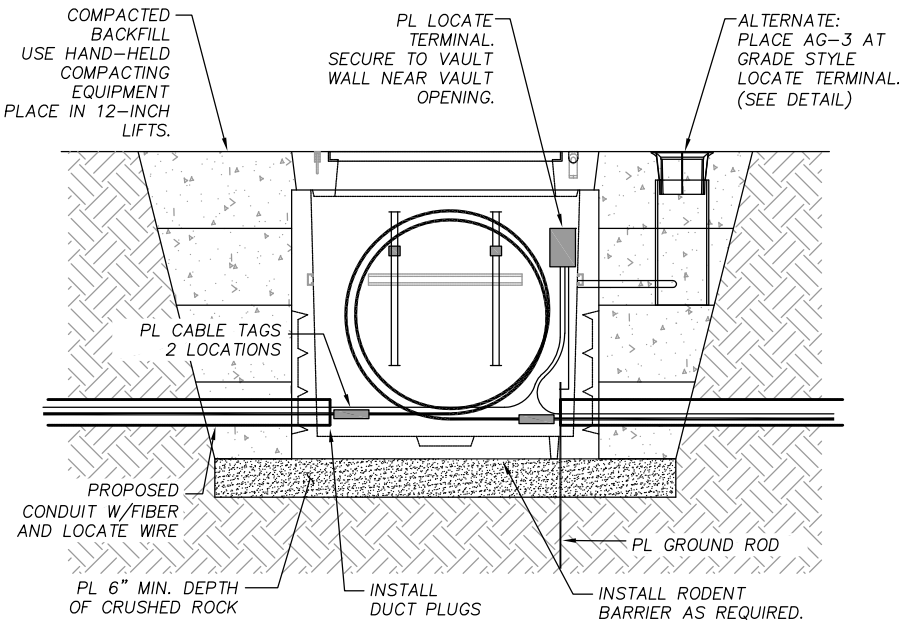
3
1.6



(ROADWAY / SUSTAINED TRAFFIC LOC.)
UTILITY VAULT PRE-CAST 444-LA
SCALE: (ADDITIONAL DETAILS SEE 1.1/1.6 & 4/1.6)

2
1.6

CONCRETE VAULTS:
GROUND WIRE TO BE CLAMPED TO GROUND ROD USING GROUND CLAMPS AND EXTENDED TO LOCATE TERMINAL STATION USING #6 LOCATE WIRE TO CENTER POST. RUN #12 LOCATE WIRE FROM EACH CONDUIT IN VAULT TO TERMINAL. TAG EACH LOCATE WIRE WITH DIRECTION IT LEAVES THE VAULT (N,S,E,W). TEST STATION BONDING STRAPS TO BE PLACED ACCORDING TO GROUND OR PASS-THROUGH CONFIGURATION. SEE DETAIL 4/1.7.



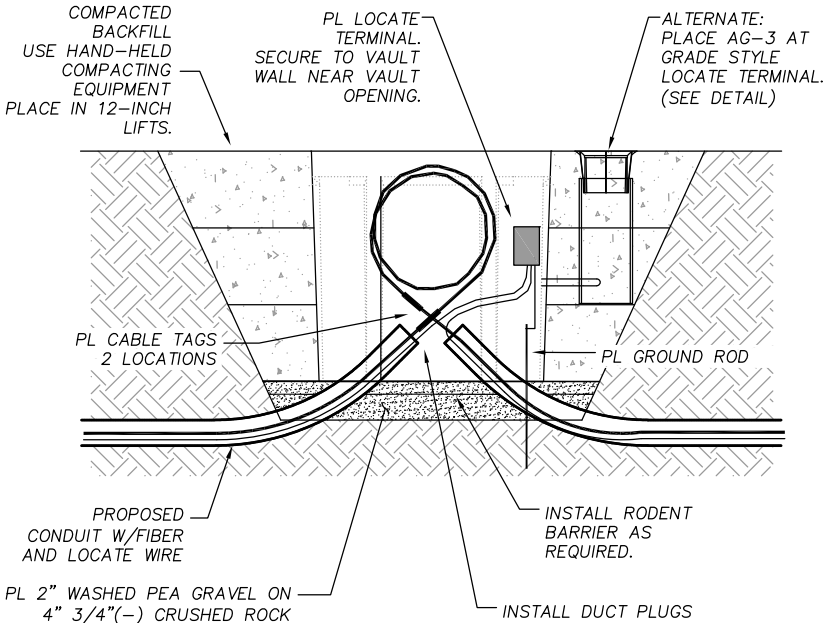
VAULT SECTION INTERIOR DETAIL
UTILITY VAULT PRE-CAST MANHOLE

SCALE: (ADDITIONAL DETAILS SEE 4/1.7 & 5/1.7)

1.1
1.6

OPEN BOTTOM HANDHOLES:

#6 LOCATE WIRE BONDING STRAP TO GROUND ROD WILL NOT BE INSTALLED ON PASS THROUGH TEST STATIONS.



VAULT SECTION INTERIOR DETAIL
OPEN BOTTOM HANDHOLE

SCALE: (ADDITIONAL DETAILS SEE 4/1.7 & 5/1.7)

3.1
1.6

STANDARD PLANS FOR CONSTRUCTION

VAULT DETAILS

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PLOT DATE: 7/21/2020	SCALE: AS SHOWN	PROJECT NAME-FILENAME.DWG - TAB_SHEET # CITYOFJOHNDAY-DT00.DWG - DT01_1.6	SHEET 1.6	

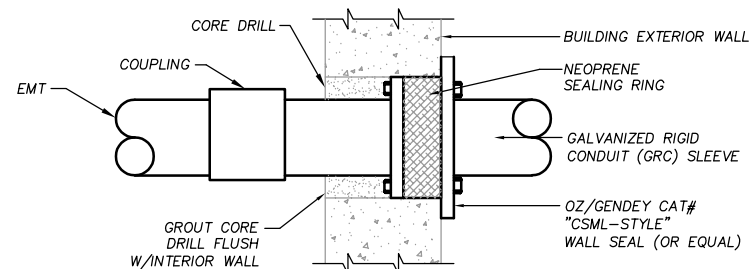
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CHECKED BY: <u>CCLLC</u>	DRAWN BY: <u>CCLLC</u>			
REVISIONS				
✓	DESCRIPTION	DATE	BY	APPR.

Plot Date: 06 Oct 2022, 3:57pm By User:Owner
Drawing Name: C:\WORK\PROJECTS\CITY OF JOHN DAY\CAD\CITYOFJOHNDAY-DT00.DWG Layout (If Any): dt02_1.7

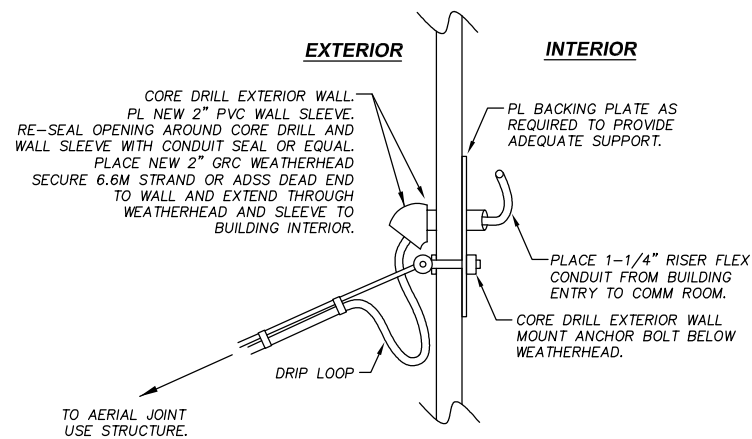


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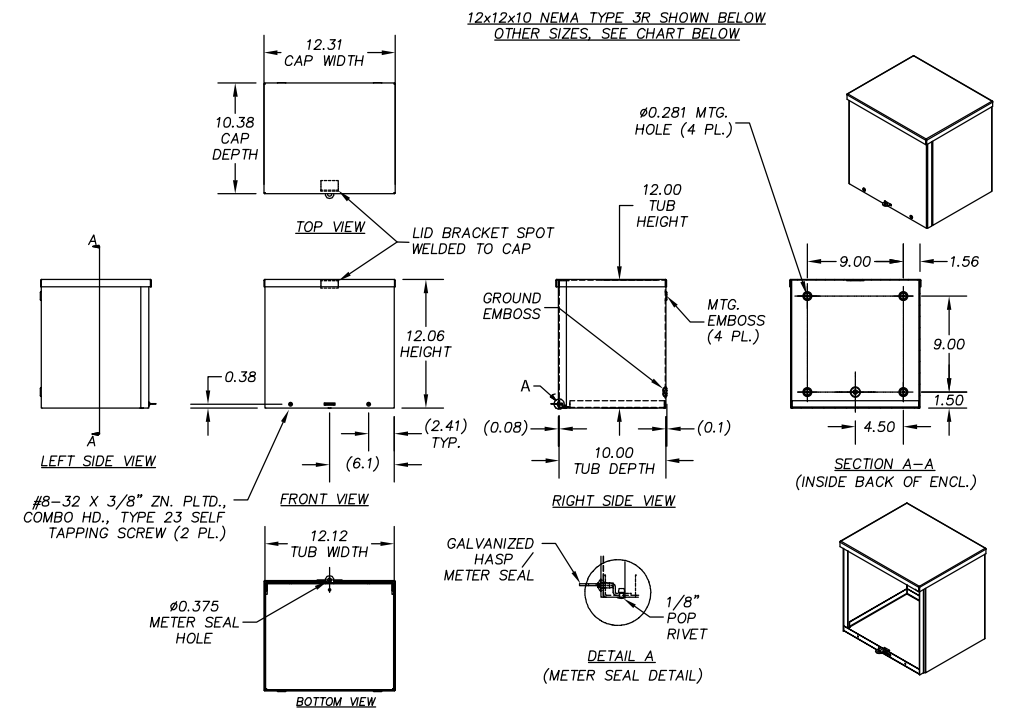
BUILDING ENTRANCE - CONDUIT SEAL DETAIL (TYP)

SCALE: 1" = N.T.S.



BUILDING ATTACHMENT WITH WEATHERHEAD

SCALE: 1" = N.T.S.



PART NUMBER	BODY/DOOR STEEL GAUGE	ENCLOSURE SIZE H x W x D	KNOCKOUT PATTERNS
RSC212120	16/16	12x12x10 (305x305x254)	NO KNOCKOUTS
RSC242416	14/14	24x24x16 (610x610x406)	NO KNOCKOUTS
RSC363616	12/12	36x36x16 (914x914x406)	NO KNOCKOUTS

NEMA TYPE 3R ENCLOSURE

SCALE: 1" = N.T.S.



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CHECKED BY: CCLLC

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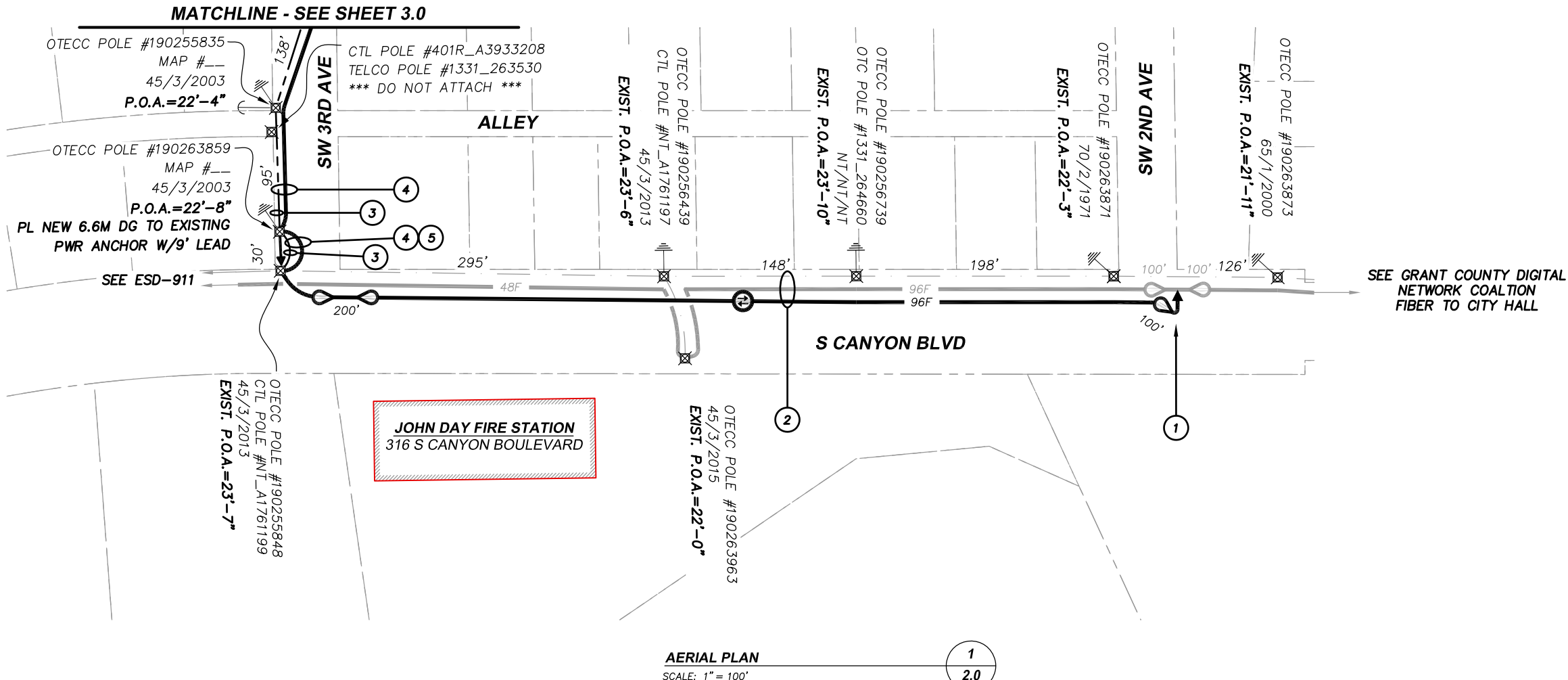
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REV	DESCRIPTION	DATE	BY	APPR.



STANDARD PLANS FOR CONSTRUCTION

LOCK BOX ENCLOSURE DETAILS AND BUILDING ENTRANCE DETAILS

CITY: PORTLAND - TOWNSHIP		RANGE	SECTION(S):	COUNTY: MULTNOMAH CO., OREGON
PLOT DATE: 10/06/2022	SCALE: AS SHOWN	PROJECT NAME-FILENAME.DWG - TAB_SHEET # CITYOF JOHNDAY-DT00.DWG - DT01 1.8		SHEET 1.8



CONSTRUCTION NOTES

- 1 EXISTING STORAGE LOCATION – PROPOSED MID-SHEATH SPLICE LOCATON
EXISTING 200' SLACK STORAGE IN EXSITING 96F CABLE (CITY HALL)
LEAVE 100' SLACK STORAGE IN NEW 96F CABLE OR MATCH EXISTING
- 2 OVERLASH NEW 96F CABLE TO EXISTING CABLE AND STRAND
(PL NEW FIBER TAG AT EACH POLE ATTACHMENT)
- 3 PL NEW 6.6M STRAND
- 4 LASH NEW 96F CABLE TO NEW STRAND
(PL NEW FIBER TAG AT EACH POLE ATTACHMENT)
- 5 REDUCED TENSION

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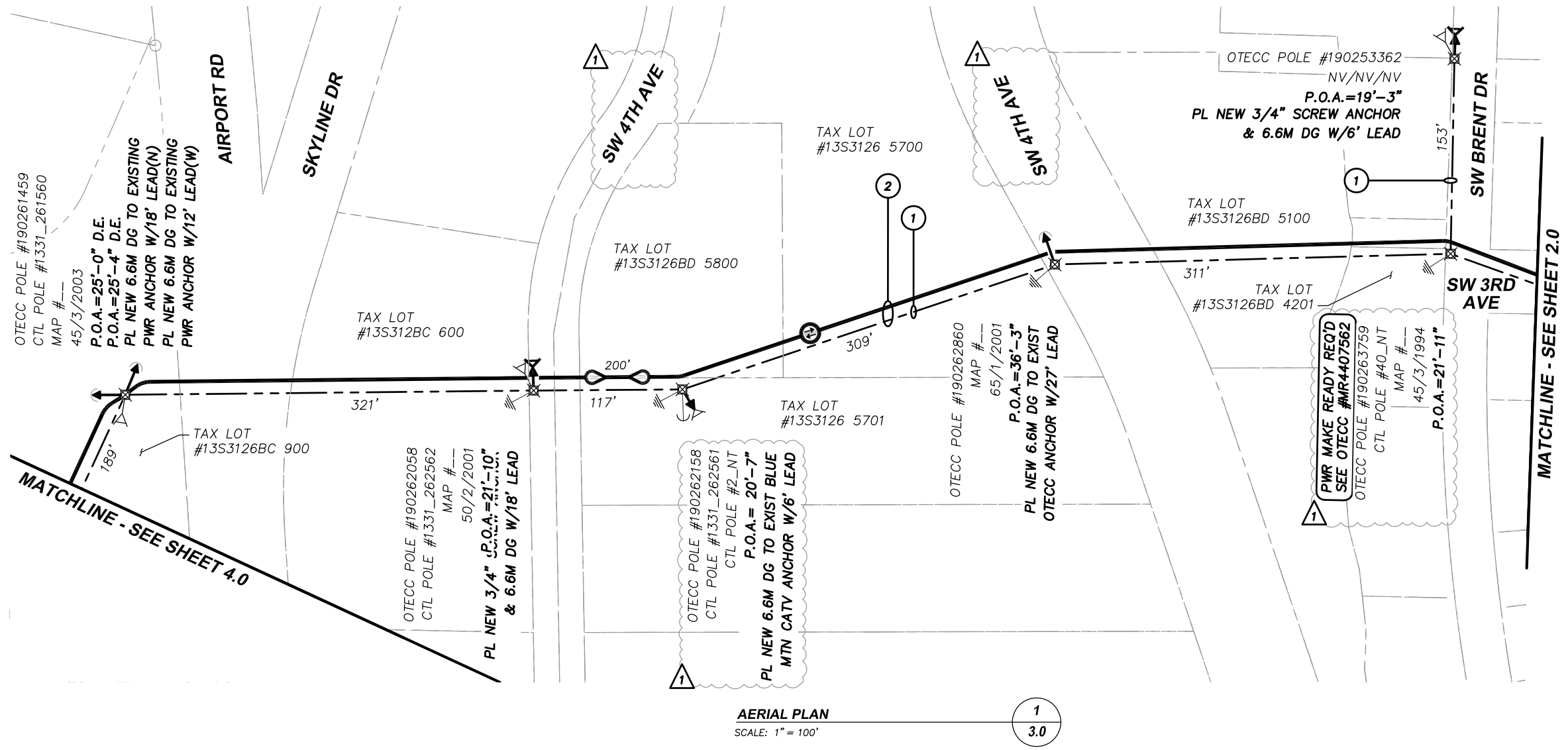
DESIGNED BY:	<u>E. ORTON</u>	FIELD BY:	<u>J. HERBERT</u>	
CHECKED BY:	<u>K.J. SMITH</u>	DRAWN BY:	<u>C. JOHNSON</u>	
REVISIONS				
REV	DESCRIPTION	DATE	BY	APPR.



GRANT COUNTY DIGITAL NETWORK COALITION
GRANT COUNTY AIRPORT
AERIAL PLAN

CITY: JOHN DAY – TOWNSHIP 13 SOUTH RANGE 31 EAST SECTION(S): 26,27 COUNTY: GRANT CO., OREGON

PLOT DATE: 10/06/2022	SCALE: AS SHOWN	PROJECT NAME-FILENAME.DWG – TAB-SHEET # GRANTCOAIR_AP01.DWG – AP01_2.0	SHEET 2.0
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CONSTRUCTION NOTES

- 1 PL NEW 6.6M STRAND.
- 2 LASH NEW 96F CABLE TO NEW STRAND.
(PL NEW FIBER TAG AT EACH POLE ATTACHMENT)

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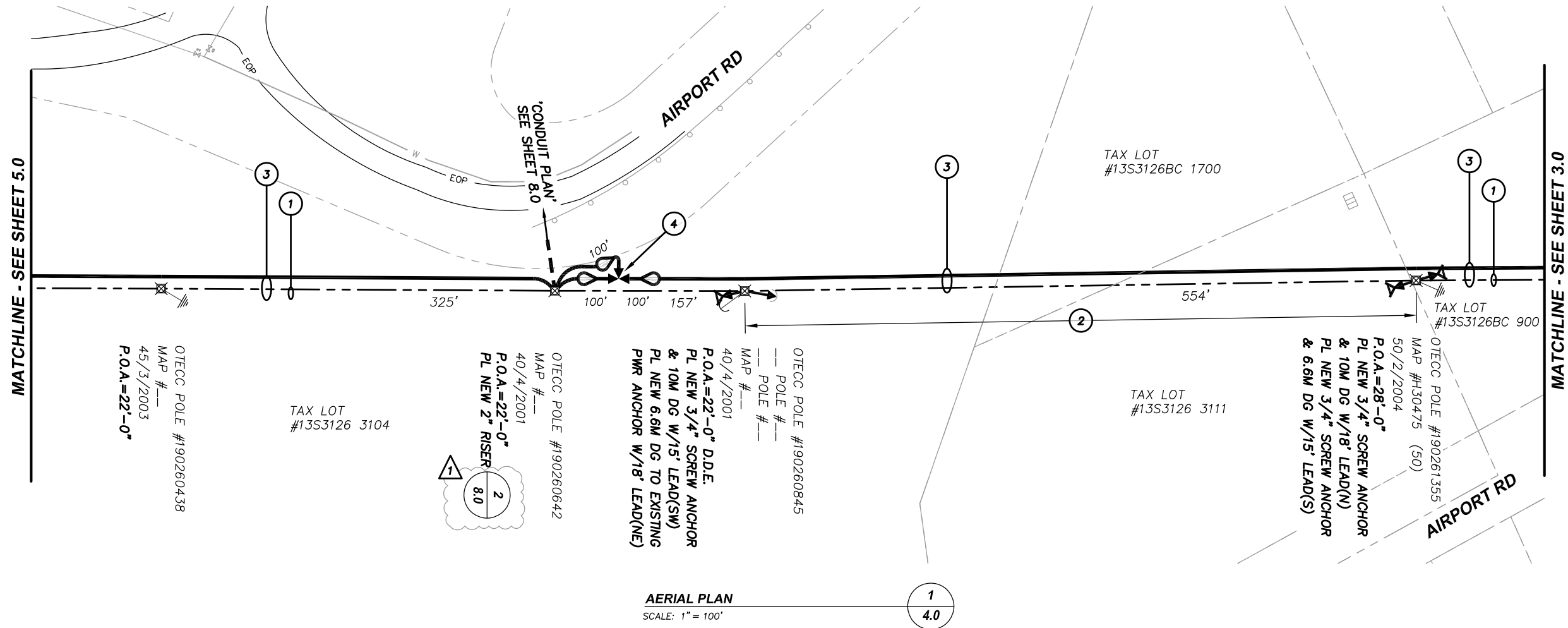
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CHECKED BY:	<u>K.J. SMITH</u>	DRAWN BY:	<u>C. JOHNSON</u>	
REVISIONS				
REV	DESCRIPTION	DATE	BY	APPR.
1	DRAWING UPDATES FOR EDA & PERMIT APPROVALS	10/06/2022	C.J.	K.J.S.



GRANT COUNTY DIGITAL NETWORK COALITION
GRANT COUNTY AIRPORT
AERIAL PLAN

CITY: JOHN DAY – TOWNSHIP 13 SOUTH RANGE 31 EAST SECTION(S): 26,27 COUNTY: GRANT CO., OREGON


PLOT DATE: 10/06/2022	SCALE: AS SHOWN	PROJECT NAME-FILENAME.DWG – TAB_SHEET # GRANTCOAIR_AP01.DWG – AP01_3.0	SHEET 3.0
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CONSTRUCTION NOTES

- 1 PL NEW 6.6M STRAND
- 2 PL NEW 10M STRAND
- 3 LASH NEW 96F CABLE TO NEW STRAND
(PL NEW FIBER TAG AT EACH POLE ATTACHMENT)
- 4 PROPOSED SLACK STORAGE LOCATION - PROPOSED MID-SHEATH SPLICE LOCATION
PROPOSED 200' SLACK STORAGE IN NEW 96F CABLE
LEAVE 100' SLACK STORAGE IN NEW 96F CABLE OR MATCH EXITING

Plot Date: 06 Oct 2022, 5:25pm By User: onlyc
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CHECKED BY: <u>K.J. SMITH</u>		DRAWN BY: <u>C. JOHNSON</u>		
REVISIONS				
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1	DRAWING UPDATES FOR EDA & PERMIT APPROVALS	10/06/2022	C.J.	K.J.S.



GRANT COUNTY DIGITAL NETWORK COALITION

GRANT COUNTY AIRPORT

AERIAL PLAN

CITY: JOHN DAY - TOWNSHIP 13 SOUTH RANGE 31 EAST SECTION(S): 26,27

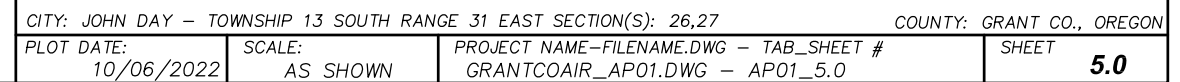
COUNTY: GRANT CO., OREGON

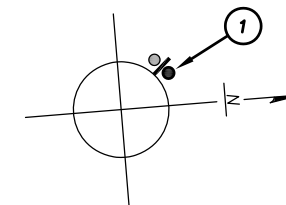
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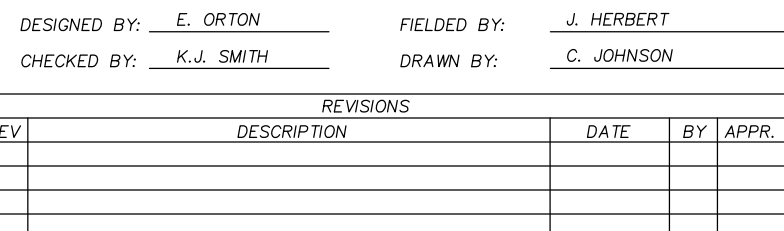
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GRANTCOAIR_AP01.DWG - AP01_4.0

SHEET
4.0



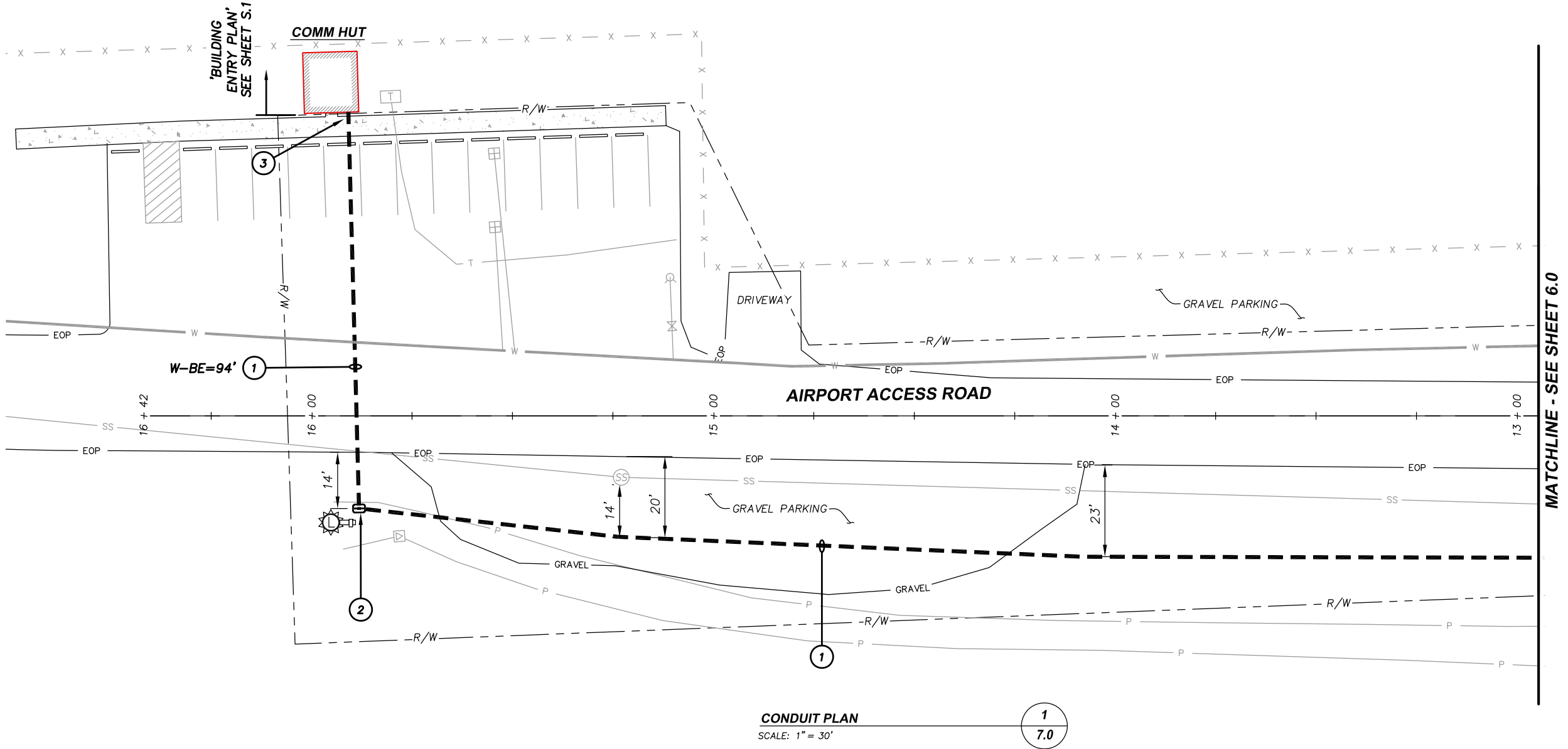


- ① EXISTING OTECC POLE #190279926 - PROPOSED RISER POLE
PL ONE (1) NEW 2" PVC RISER ON POLE
PL #6 VERTICAL GROUND ON POLE AS REQUIRED - BOND LOCATE WIRE TO MGN ON POLE
PL NEW 96F CABLE AND #12 AWG LOCATE WIRE THROUGH RISER AND TRANSITION TO UNDERGROUND
- ② PL ONE (1) NEW 2" SCH40 PVC OR SDR11 HDPE CONDUIT
PL NEW 96F CABLE AND #12 AWG LOCATE WIRE THROUGH NEW CONDUIT
- ③ PL NEW 24X36X36 OPEN BOTTOM UTILITY VAULT W/NON-SLIP HEAVY DUTY TWO-BOLT LID
PL NEW GROUND ROD, LOCATE WIRE ACCESS POINT, AND GROUND WIRE IN VAULT
BOND #12 AWG LOCATE WIRE TO ACCESS POINT
PL NEW SINGLE #6 AWG TAIL BETWEEN GROUND ROD & TEST STATION GROUND LUG
LEAVE 200' SLACK STORAGE IN NEW 96F CABLE COILED IN VAULT



CONDUIT PLAN

CITY: JOHN DAY - TOWNSHIP 13 SOUTH RANGE 31 EAST SECTION(S): 26,27		COUNTY: GRANT CO., OREGON	
PLOT DATE: 10/06/2022	SCALE: AS SHOWN	PROJECT NAME-FILENAME.DWG - TAB_SHEET # GRANTCOAIR_CP01.DWG - CP01_6.0	SHEET 6.0



CONSTRUCTION NOTES

- 1 PL ONE (1) NEW 2" SCH40 PVC OR SDR11 HDPE CONDUIT
PL NEW 96F CABLE AND #12 AWG LOCATE WIRE THROUGH NEW CONDUIT
- 2 PL NEW 24X36X36 OPEN BOTTOM UTILITY VAULT W/NON-SLIP HEAVY DUTY TWO-BOLT LID
PL NEW GROUND ROD, LOCATE WIRE ACCESS POINT, AND GROUND WIRE IN VAULT
BOND #12 AWG LOCATE WIRE TO ACCESS POINT
PL NEW SINGLE #6 AWG TAIL BETWEEN GROUND ROD & TEST STATION GROUND LUG
LEAVE 200' SLACK STORAGE IN NEW 96F CABLE IN VAULT
- 3 PL ONE (1) NEW 2" SCH40 PVC OR SDR11 HDPE CONDUIT
PL ONE (1) NEW 2" 3-CELL MAXCELL INNERDUCT IN NEW 2" BUILDING ENTRY CONDUIT
PL NEW 96F CABLE AND #12 AWG LOCATE WIRE THROUGH ONE (1) CELL OF NEW 2" 3-CELL MAXCELL INNERDUCT
BOND #12 AWG LOCATE WIRE TO NEAREST SUITABLE BUILDING GROUND ON INTERIOR

Plot Date: 06 Oct 2022, 5:20pm By User: onluc
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CHECKED BY:	<u>K.J. SMITH</u>	DRAWN BY:	<u>C. JOHNSON</u>	
REVISIONS				
REV	DESCRIPTION	DATE	BY	APPR.



CITY OF
JOHN DAY

GRANT COUNTY DIGITAL NETWORK COALITION

GRANT COUNTY AIRPORT

CONDUIT PLAN

CITY: JOHN DAY – TOWNSHIP 13 SOUTH RANGE 31 EAST SECTION(S): 26,27

COUNTY: GRANT CO., OREGON

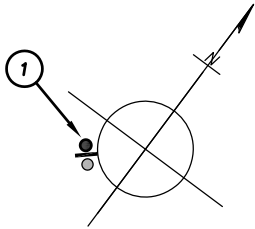
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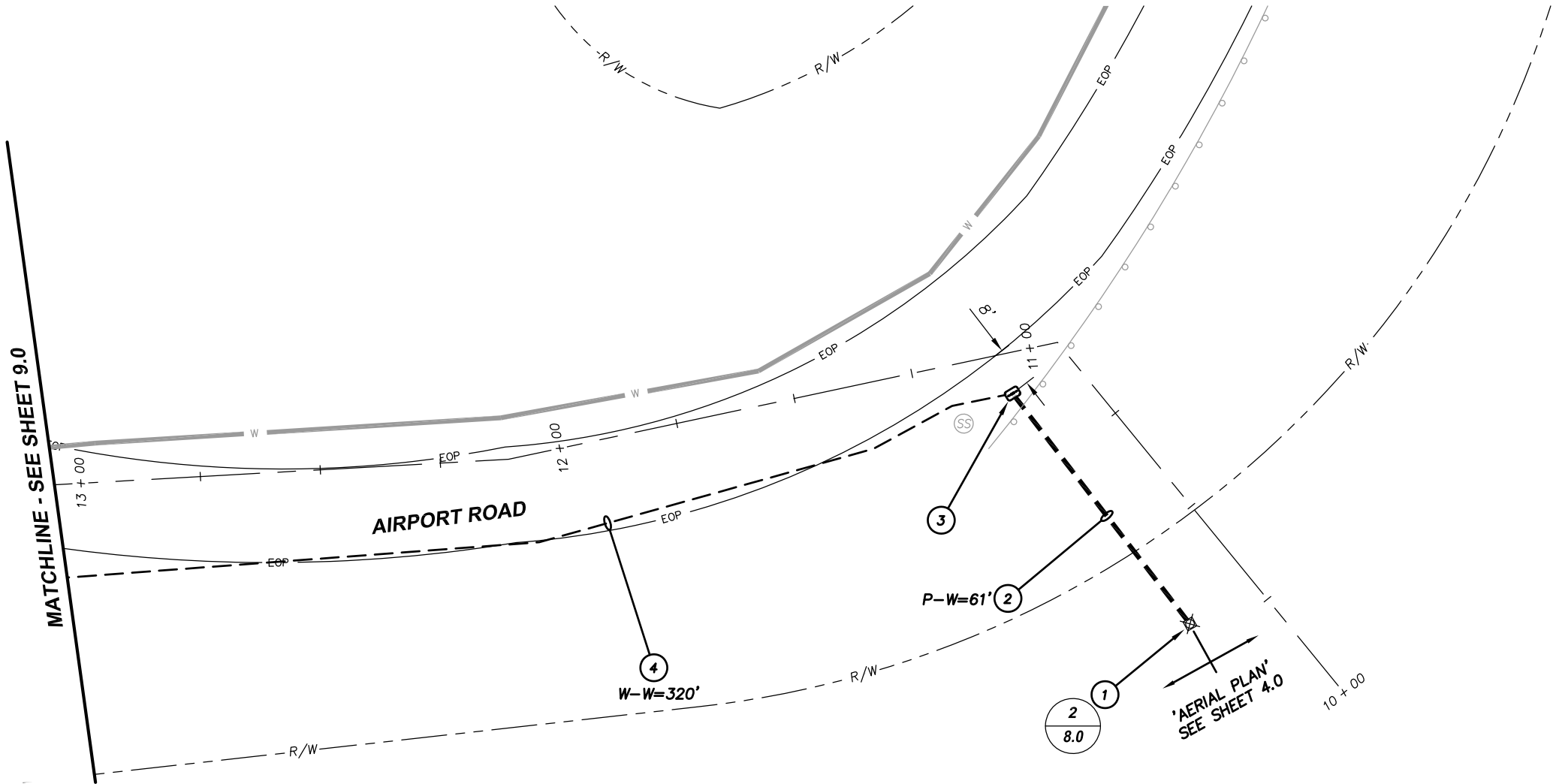
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OTECC POLE #190260642 - RISER QUADRANT DETAIL
SCALE: (SEE RISER DETAIL SHEET 1.7)

2
8.0

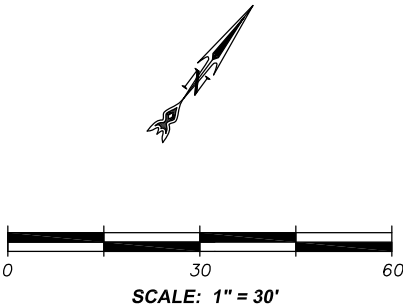


CONDUIT PLAN
SCALE: 1" = 30'

1
8.0

CONSTRUCTION NOTES

- EXISTING OTECC POLE #190260642 - PROPOSED RISER POLE
PL ONE (1) NEW 2" PVC RISER ON POLE
PL #6 VERTICAL GROUND ON POLE AS REQUIRED - BOND LOCATE WIRE TO MGN ON POLE
PL NEW 96F CABLE AND #12 AWG LOCATE WIRE THROUGH RISER AND TRANSITION TO UNDERGROUND
- PL ONE (1) NEW 2" SCH40 PVC OR SDR11 HDPE CONDUIT
PL NEW 96F CABLE AND #12 AWG LOCATE WIRE THROUGH NEW CONDUIT
- PL NEW 24X36X36 OPEN BOTTOM UTILITY VAULT W/NON-SLIP HEAVY DUTY TWO-BOLT LID
INTERCEPT EXISTING CONDUIT PLACED BY OTHERS
LEAVE 200' SLACK STORAGE IN 96F CABLE COILED IN VAULT
- PULL NEW 96F CABLE AND #12 AWG LOCATE WIRE THROUGH EXISTING CONDUIT



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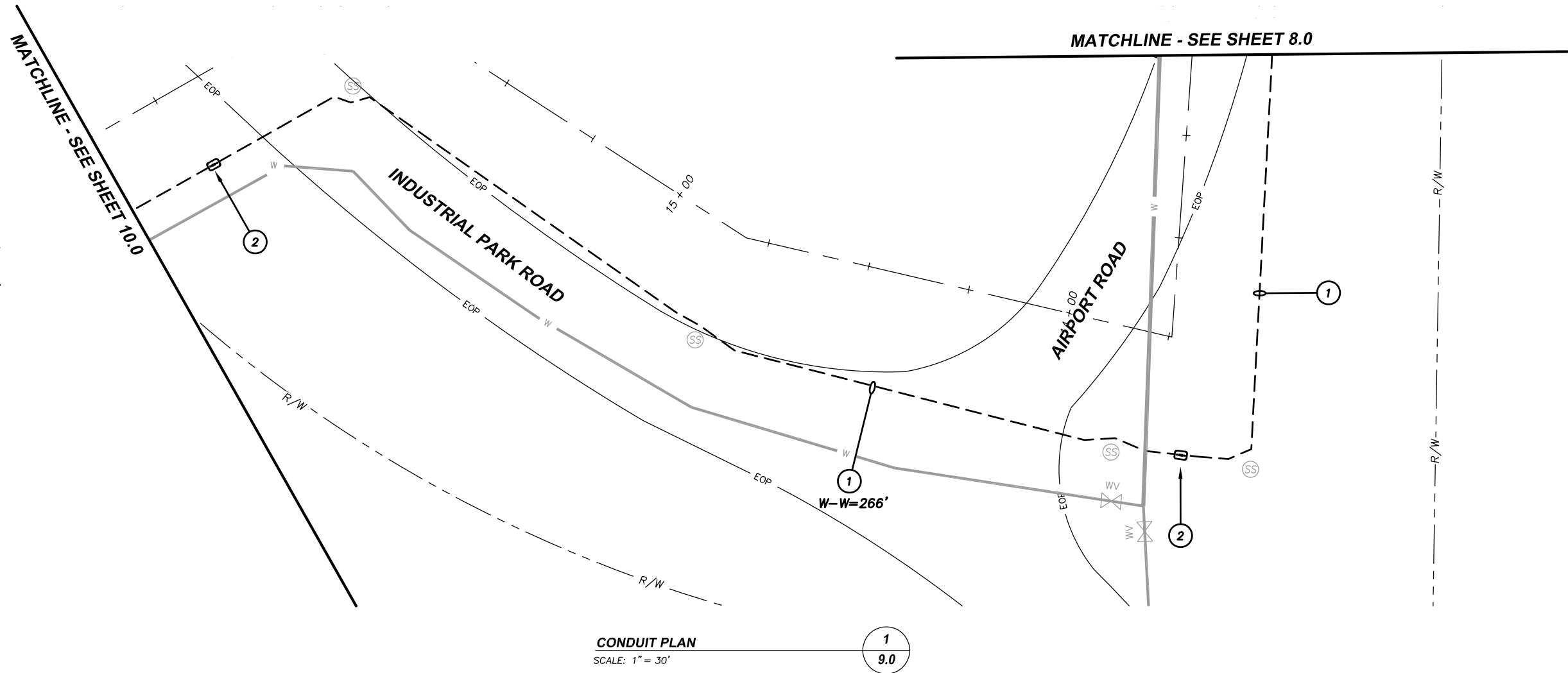
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GRANT COUNTY AIRPORT

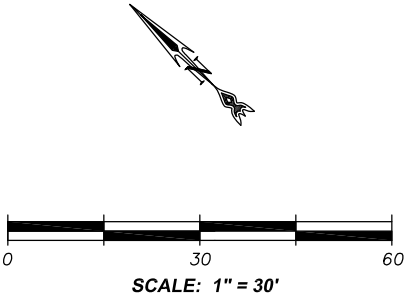
CONDUIT PLAN

CITY: JOHN DAY - TOWNSHIP 13 SOUTH RANGE 31 EAST SECTION(S): 26,27		COUNTY: GRANT CO., OREGON	
PLOT DATE: 10/06/2022	SCALE: AS SHOWN	PROJECT NAME-FILENAME.DWG - TAB_SHEET # GRANTCOAIR-CP02.DWG - AP02_8.0	SHEET 8.0



CONSTRUCTION NOTES

- 1 PULL NEW 96F CABLE AND #2 AWG LOCATE WIRE THROUGH EXISTING CONDUIT
- 2 PL NEW 24X36X36 OPEN BOTTOM UTILITY VAULT W/NON-SLIP HEAVY DUTY TWO-BOLT LID
INTERCEPT EXISTING CONDUIT PLACED BY OTHERS
LEAVE 200' SLACK STORAGE IN 96F CABLE COILED IN VAULT



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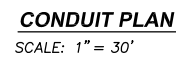
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REVISIONS				
REV	DESCRIPTION	DATE	BY	APPR.

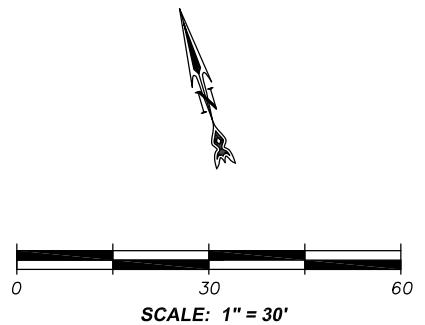


GRANT COUNTY DIGITAL NETWORK COALITION
GRANT COUNTY AIRPORT
CONDUIT PLAN

CITY: JOHN DAY – TOWNSHIP 13 SOUTH RANGE 31 EAST SECTION(S): 26,27		COUNTY: GRANT CO., OREGON	
PLOT DATE: 10/06/2022	SCALE: AS SHOWN	PROJECT NAME-FILENAME.DWG – TAB-SHEET # GRANTCOAIR-CP02.DWG – AP02_9.0	SHEET 9.0



① PULL NEW 96F CABLE AND #2 AWG LOCATE WIRE THROUGH EXISTING CONDUIT



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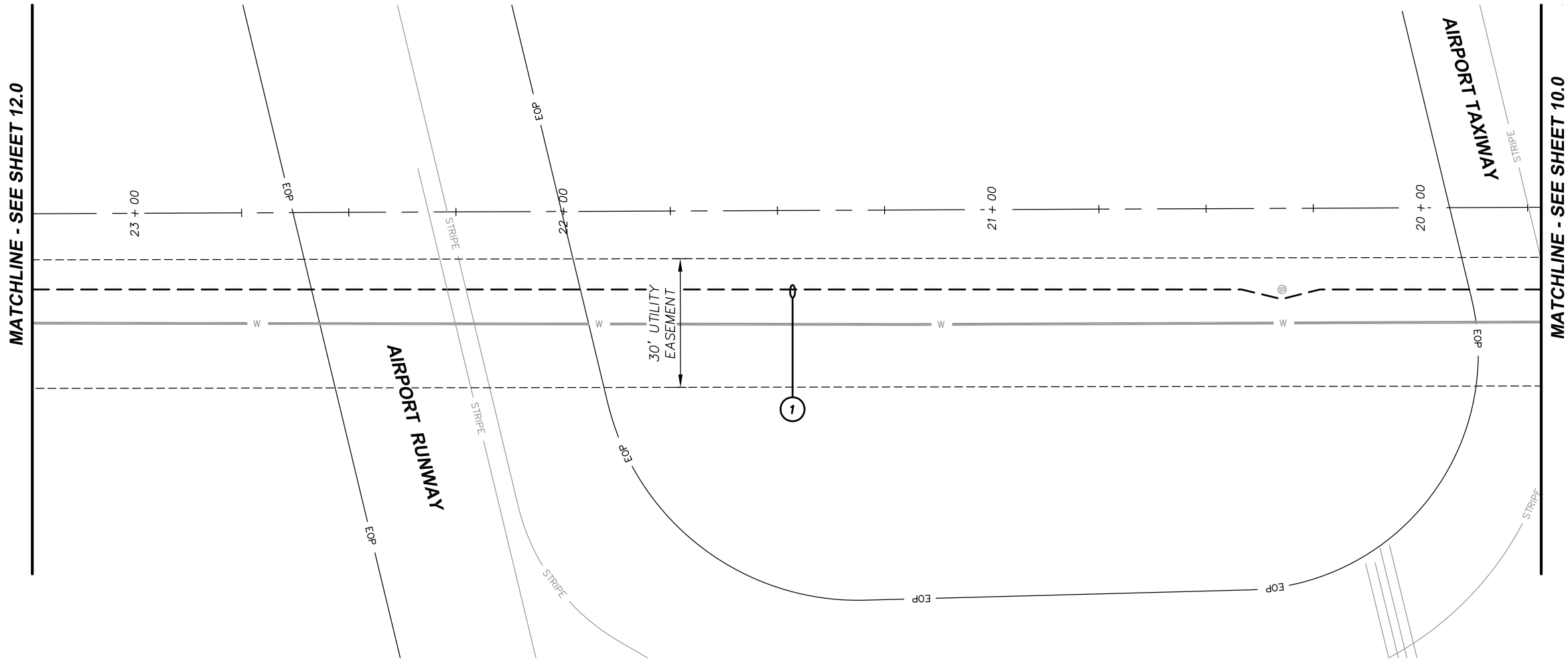
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CHECKED BY: <u>K.J. SMITH</u>		DRAWN BY: <u>C. JOHNSON</u>		
REVISIONS				
REV	DESCRIPTION	DATE	BY	APPR.



CITY: JOHN DAY - TOWNSHIP 13 SOUTH RANGE 31 EAST SECTION(S): 26,27			COUNTY: GRANT CO., OREGON
PLOT DATE: 10/06/2022	SCALE: AS SHOWN	PROJECT NAME-FILENAME.DWG - TAB_SHEET # GRANTCOAIR-CP02.DWG - AP02_10.0	SHEET 10.0

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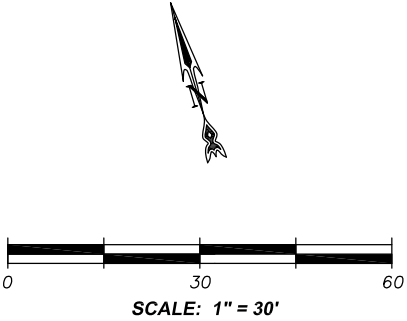
CONDUIT PLAN
SCALE: 1" = 30'

1

11.0

CONSTRUCTION NOTES

- 1 PULL NEW 96F CABLE AND #2 AWG LOCATE WIRE THROUGH EXISTING CONDUIT



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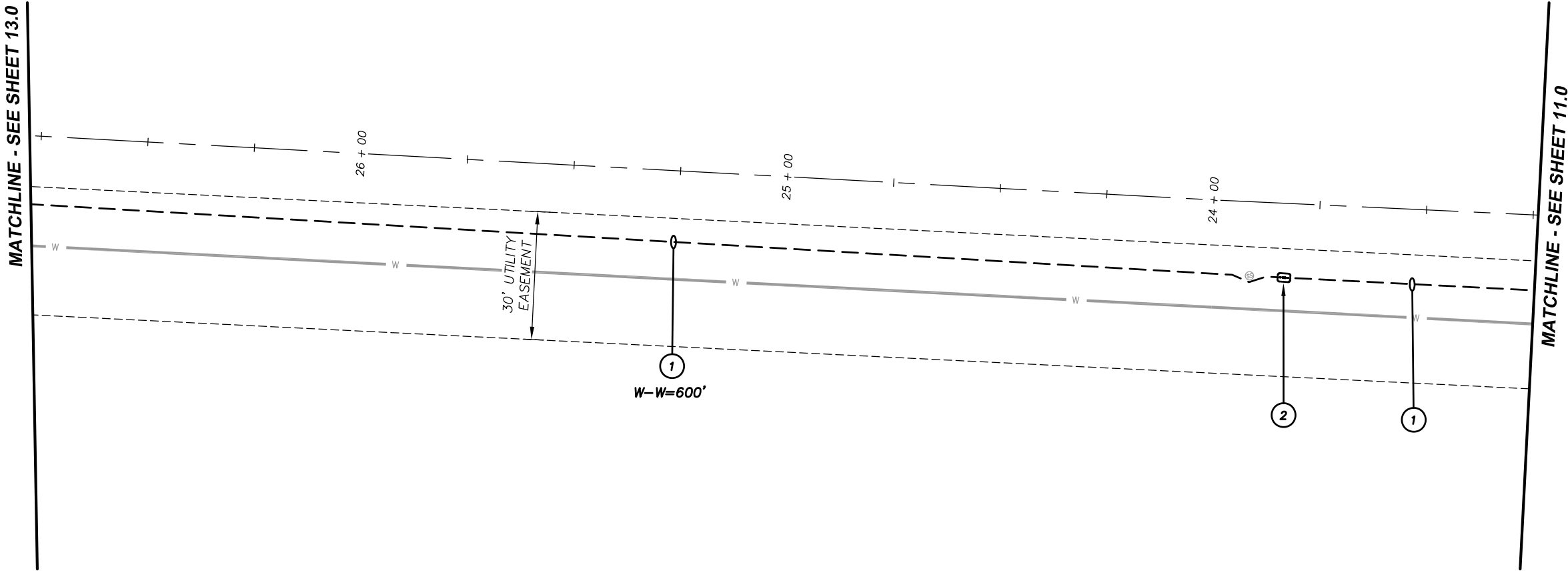
DESIGNED BY: <u>E. ORTON</u>		FIELD BY: <u>J. HERBERT</u>		
CHECKED BY: <u>K.J. SMITH</u>		DRAWN BY: <u>C. JOHNSON</u>		
REVISIONS				
REV	DESCRIPTION	DATE	BY	APPR.



GRANT COUNTY DIGITAL NETWORK COALITION
GRANT COUNTY AIRPORT
CONDUIT PLAN

CITY: JOHN DAY – TOWNSHIP 13 SOUTH RANGE 31 EAST SECTION(S): 26,27		COUNTY: GRANT CO., OREGON	
PLOT DATE: 10/06/2022	SCALE: AS SHOWN	PROJECT NAME-FILENAME.DWG – TAB-SHEET # GRANTCOAIR-CP02.DWG – AP02_11.0	SHEET 11.0

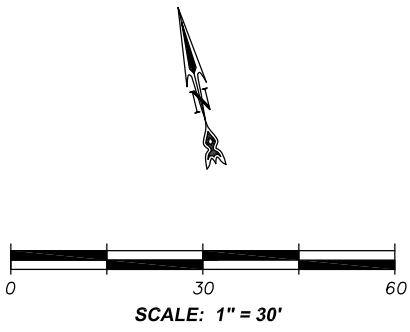
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CONDUIT PLAN
SCALE: 1" = 30'

CONSTRUCTION NOTES

- 1 PULL NEW 96F CABLE AND #2 AWG LOCATE WIRE THROUGH EXISTING CONDUIT
- 2 PL NEW 24X36X36 OPEN BOTTOM UTILITY VAULT W/NON-SLIP HEAVY DUTY TWO-BOLT LID
INTERCEPT EXISTING CONDUIT PLACED BY OTHERS
LEAVE 200' SLACK STORAGE IN 96F CABLE COILED IN VAULT



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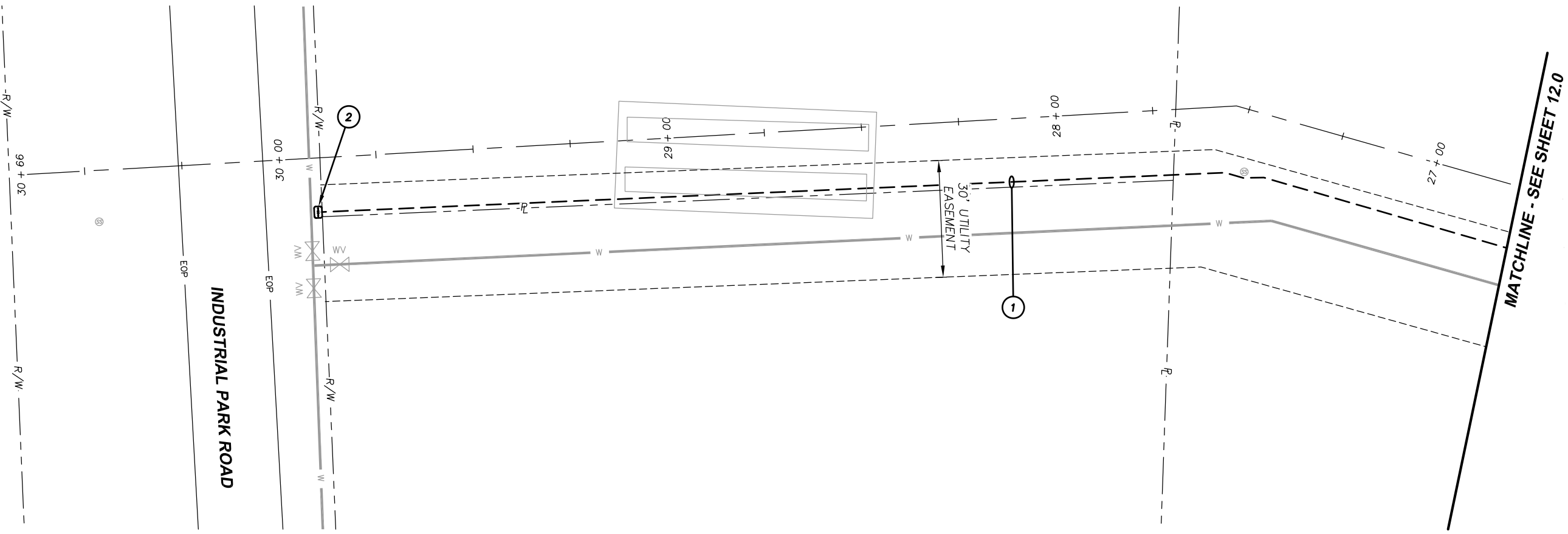
DESIGNED BY: <u>E. ORTON</u>		FIELD BY: <u>J. HERBERT</u>		
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REVISIONS				
REV	DESCRIPTION	DATE	BY	APPR.



GRANT COUNTY DIGITAL NETWORK COALITION
GRANT COUNTY AIRPORT
CONDUIT PLAN

CITY: JOHN DAY – TOWNSHIP 13 SOUTH RANGE 31 EAST SECTION(S): 26,27 COUNTY: GRANT CO., OREGON

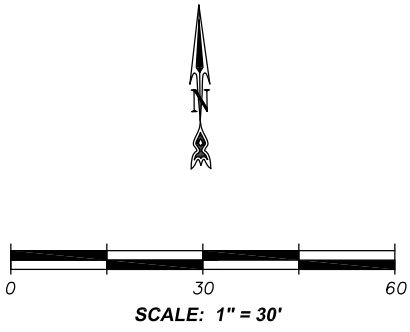
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CONDUIT PLAN
SCALE: 1" = 30'

CONSTRUCTION NOTES

- 1 PULL NEW 96F CABLE AND #2 AWG LOCATE WIRE THROUGH EXISTING CONDUIT
- 2 PL NEW 24X36X36 OPEN BOTTOM UTILITY VAULT W/NON-SLIP HEAVY DUTY TWO-BOLT LID
INTERCEPT EXISTING CONDUIT PLACED BY OTHERS
LEAVE 200' SLACK STORAGE IN 96F CABLE COILED IN VAULT



Plot Date: 06 Oct 2022, 4:50pm By User: onlyc
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GRANT COUNTY DIGITAL NETWORK COALITION

GRANT COUNTY AIRPORT

CONDUIT PLAN

CITY: JOHN DAY – TOWNSHIP 13 SOUTH RANGE 31 EAST SECTION(S): 26,27

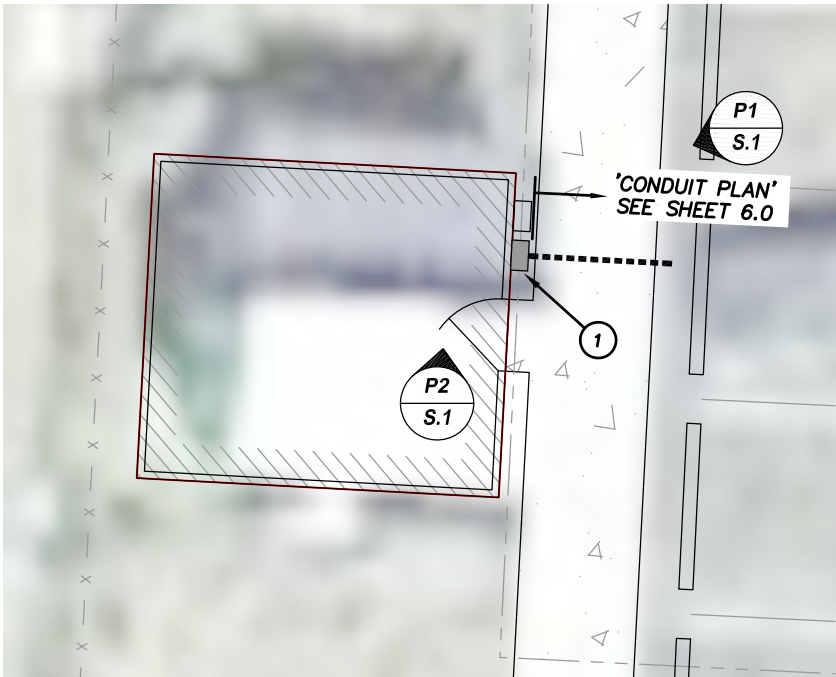
COUNTY: GRANT CO., OREGON

PLOT DATE: 10/06/2022

SCALE: AS SHOWN

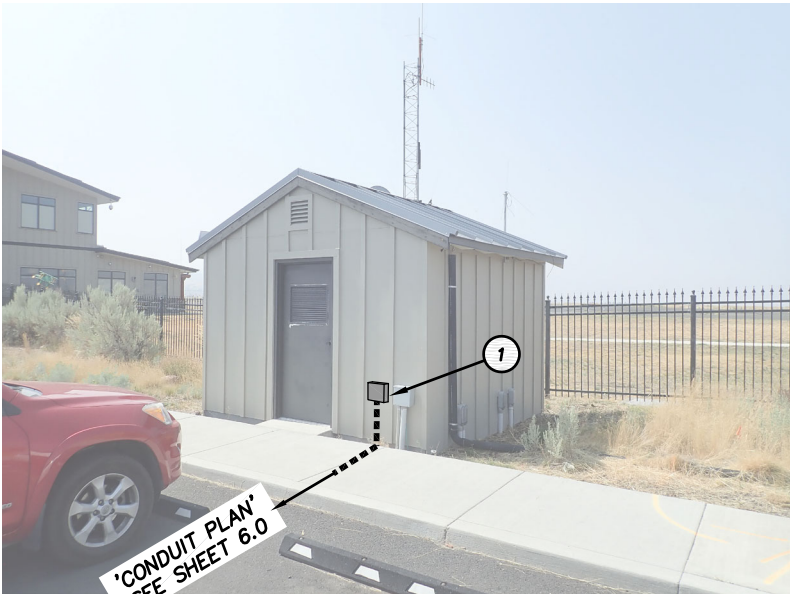
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GRANTCOAIR-CP02.DWG – AP02_13.0

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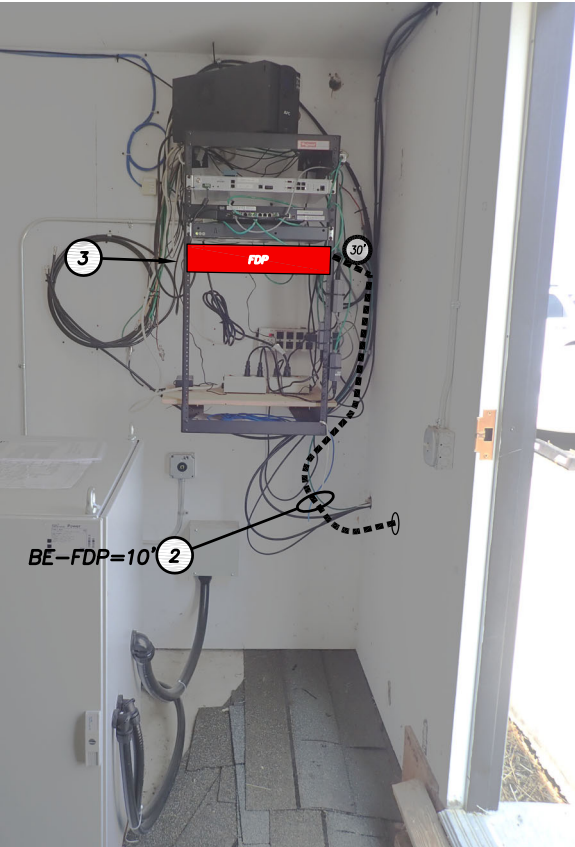
BUILDING ENTRY PLAN
SCALE: 1" = 8'

1
S.1



BUILDING ENTRY PHOTO DETAIL
SCALE: 1" = N.T.S.

P1
S.1

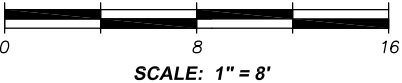


CONDUIT PATHWAY PHOTO DETAIL
SCALE: 1" = N.T.S.

P2
S.1

CONSTRUCTION NOTES

- PROPOSED BUILDING ENTRY LOCATION**
CORE DRILL EXTERIOR WALL – PL 2" PVC WALL SLEEVE
RE-SEAL OPENING AROUND CORE DRILL AND WALL SLEEVE WITH CONDUIT SEAL OR EQUAL
PL NEW 8"x8"x4" NEMA WALL MOUNT JUNCTION BOX OVER CORE DRILL AND SECURE TO WALL
PL 2" SCH-40 PVC RISER FROM STUB E/W 3-CELL MAXCELL INNERDUCT AT BUILDING AND
TERMINATE CONDUIT IN NEW BUILDING ENTRY JUNCTION BOX
SECURE RISER TO EXTERIOR BUILDING WALL USING STRUTS AND CLAMPS
PL NEW 96F CABLE THROUGH NEW RISER CONDUIT AND JUNCTION BOX – TRANSITION TO INTERIOR
TERMINATE #12 AWG LOCATE WIRE TO NEAREST SUITABLE GROUND PER NEC
- PL ONE (1) NEW 1-1/4" RISER FLEX CONDUIT FROM BUILDING ENTRY TO EXISTING WALL MOUNTED CUSTOMER RACK LOCATED ON THE NORTH FACING WALL**
PULL NEW 96F CABLE THROUGH NEW RISER FLEX CONDUIT
- EXISTING RACK LOCATION AND PROPOSED FIBER EQUIPMENT LOCATION**
LEAVE 30' SLACK IN NEW 96F CABLE AT RACK FOR SPLICING
TERMINATE NEW 96F CABLE IN FDP AND PULL BACK SLACK



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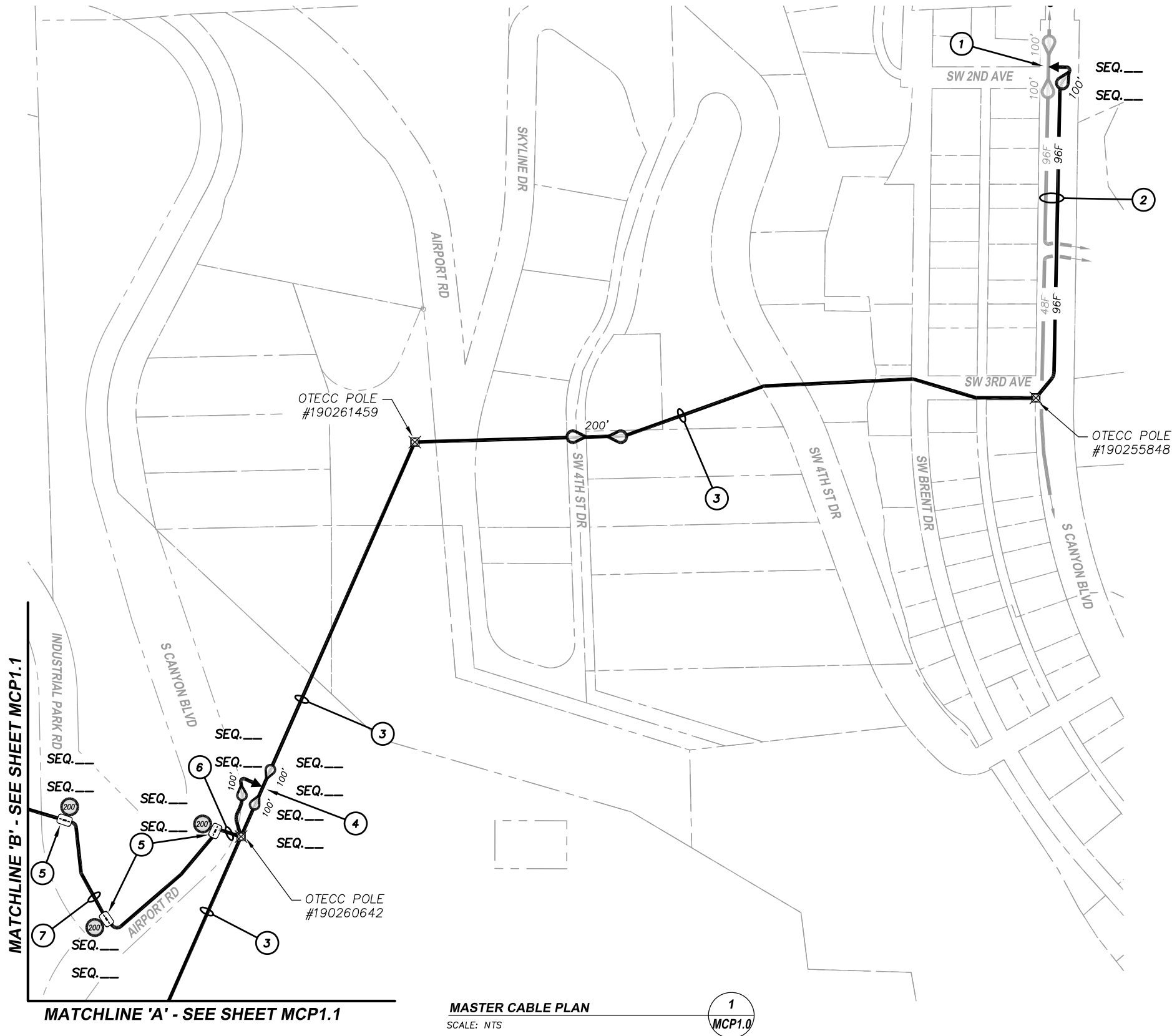
DESIGNED BY:	<u>E. ORTON</u>	FIELD BY:	<u>J. HERBERT</u>	
CHECKED BY:	<u>K.J. SMITH</u>	DRAWN BY:	<u>C. JOHNSON</u>	
REVISIONS				
REV	DESCRIPTION	DATE	BY	APPR.



GRANT COUNTY DIGITAL NETWORK COALITION
GRANT COUNTY AIRPORT
BUILDING ENTRY PLAN

CITY: JOHN DAY – TOWNSHIP 13 SOUTH RANGE 31 EAST SECTION(S): 26,27		COUNTY: GRANT CO., OREGON	
PLOT DATE: 10/06/2022	SCALE: AS SHOWN	PROJECT NAME-FILENAME.DWG – TAB_SHEET # GRANTCOAIR-BE00.DWG – BE00_S.1	SHEET S.1

Plot Date: 06 Oct 2022, 4:46pm By User: onlyc Drawing Name: C:\COMMSTRUCTURE\CITY OF JOHN DAY\CITY OF JOHN DAY NETWORK EXPANSION\2. GRANT COUNTY REGIONAL AIRPORT\CAD\GRANTCOAIR-MCP.DWG Layout (If Any): MCP1_MCP1.0



CONSTRUCTION NOTES

- 1 EXISTING STORAGE LOCATION - PROPOSED MID-SHEATH SPLICE LOCATION
EXISTING 200' SLACK STORAGE IN EXISTING 96F CABLE (CITY HALL)
LEAVE 100' SLACK STORAGE IN NEW 96F CABLE OR MATCH EXISTING
- 2 OVERLASH NEW 96F CABLE TO EXISTING CABLE AND STRAND
- 3 LASH NEW 96F CABLE TO NEW STRAND
- 4 PROPOSED SLACK STORAGE LOCATION - PROPOSED MID-SHEATH SPLICE LOCATION
LEAVE 200' SLACK STORAGE IN NEW 96F CABLE
LEAVE 100' SLACK STORAGE IN NEW 96F CABLE OR MATCH EXISTING
- 5 PL NEW UTILITY VAULT
- 6 PL NEW 96F CABLE THROUGH NEW CONDUIT
- 7 PL NEW 96F CABLE THROUGH EXISTING CONDUIT

MATERIAL / INSTALLATION RAKE-OFF
SEE JOB SCOPE - SHEET 1.1

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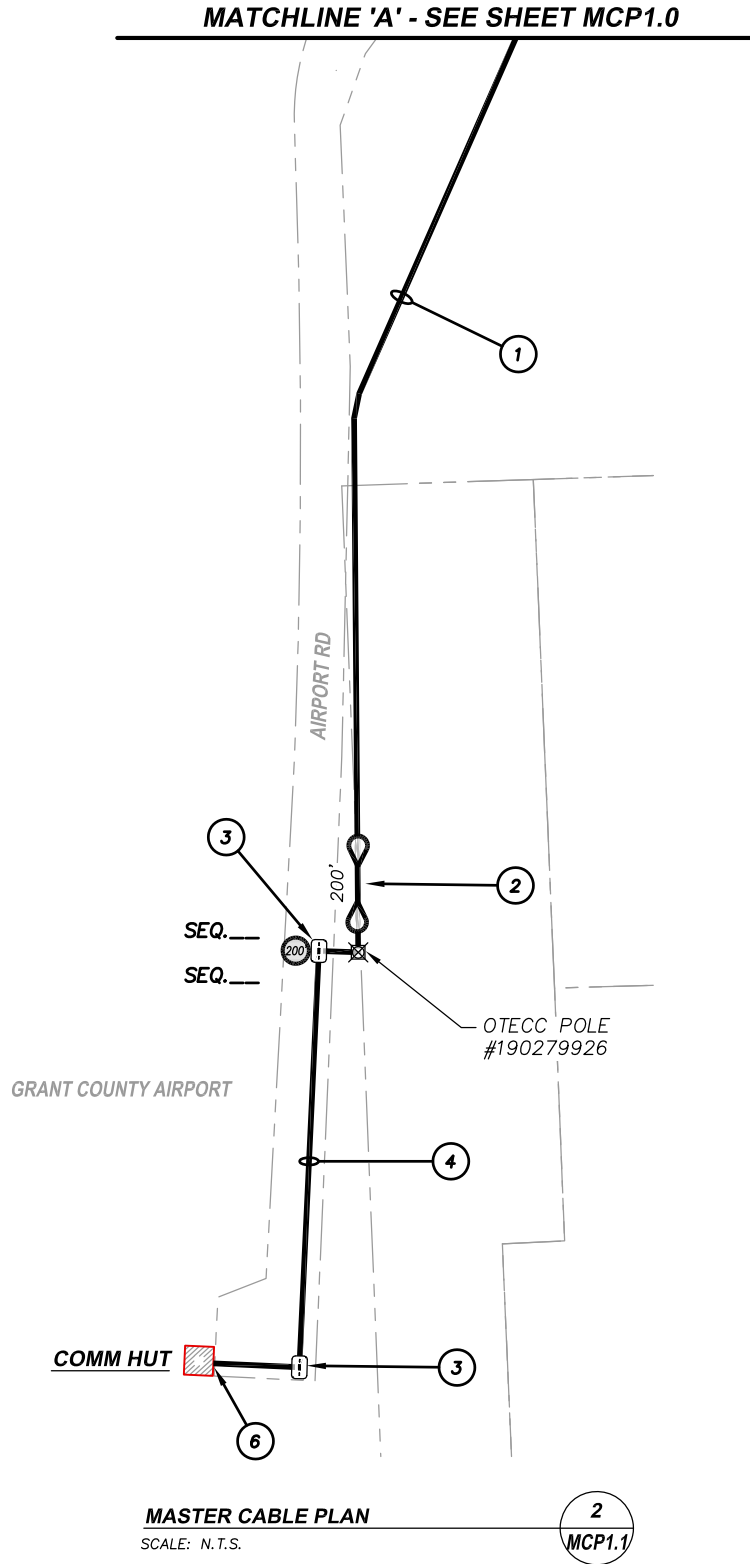
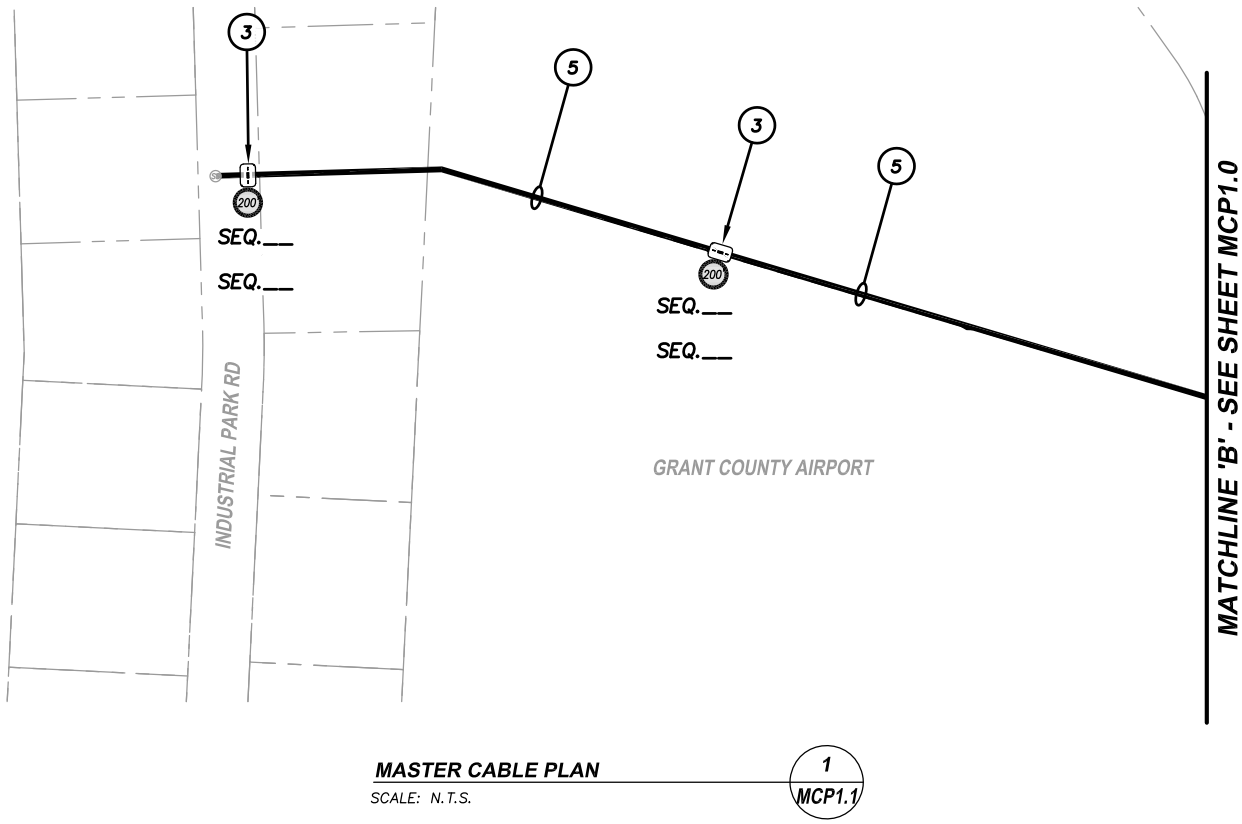
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CHECKED BY:	P. WALTON	DRAWN BY:	C. JOHNSON	
REVISIONS				
REV	DESCRIPTION	DATE	BY	APPR.



GRANT COUNTY DIGITAL NETWORK COALITION
GRANT COUNTY AIRPORT
MASTER CABLE PLAN

CITY: JOHN DAY - TOWNSHIP 13 SOUTH RANGE 31 EAST SECTION(S): 26,27		COUNTY: GRANT CO., OREGON	
PLOT DATE: 10/06/2022	SCALE: AS SHOWN	PROJECT NAME-FILENAME.DWG - TAB_SHEET # GRANTCOAIR-MCP.DWG - MCP1_MCP1.0	SHEET MCP1.0



CONSTRUCTION NOTES

- 1 LASH NEW 96F CABLE TO NEW STRAND
- 2 LEAVE 200' SLACK STORAGE IN NEW 96F CABLE
- 3 PL NEW UTILITY VAULT
- 4 PL NEW 96F CABLE THROUGH NEW CONDUIT
- 5 PL NEW 96F CABLE THROUGH EXISTING CONDUIT
- 6 PL NEW 96F CABLE THROUGH NEW BUILDING ENTRY CONDUIT AND INNERDUCT

MATERIAL / INSTALLATION RAKE-OFF
SEE JOB SCOPE - SHEET 1.1

Plot Date: 06 Oct 2022, 4:47pm By User: onlyc
Drawing Name: C:\COMMSTRUCTURE\JOHN DAY\JOHN DAY NETWORK EXPANSION\2. GRANT COUNTY REGIONAL AIRPORT\CAD\GRANTCOAIR-MCP.DWG Layout (If Any): MCP1_MCP1.1

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REVISIONS				
REV	DESCRIPTION	DATE	BY	APPR.



GRANT COUNTY DIGITAL NETWORK COALITION
GRANT COUNTY AIRPORT
MASTER CABLE PLAN

CITY: JOHN DAY – TOWNSHIP 13 SOUTH RANGE 31 EAST SECTION(S): 26,27
COUNTY: GRANT CO., OREGON

PLOT DATE: 10/06/2022
SCALE: AS SHOWN
PROJECT NAME-FILENAME.DWG – TAB-SHEET #
GRANTCOAIR-MCP.DWG – MCP1_MCP1.1

SHEET
MCP1.1