



TUALATIN CITY COUNCIL
Monday, SEPTEMBER 10, 2018

JUANITA POHL CENTER
8513 SW Tualatin Road
Tualatin, OR 97062

WORK SESSION begins at 5:00 p.m.
BUSINESS MEETING begins at 7:00 p.m.

Mayor Lou Ogden

Council President Joelle Davis

Councilor Robert Kellogg
Councilor Paul Morrison

Councilor Frank Bubenik
Councilor Nancy Grimes

Councilor Jeff DeHaan

Welcome! By your presence in the City Council Chambers, you are participating in the process of representative government. To encourage that participation, the City Council has specified a time for your comments on its agenda, following Announcements, at which time citizens may address the Council concerning any item not on the agenda or to request to have an item removed from the consent agenda. If you wish to speak on a item already on the agenda, comment will be taken during that item. Please fill out a Speaker Request Form and submit it to the Recording Secretary. You will be called forward during the appropriate time; each speaker will be limited to three minutes, unless the time limit is extended by the Mayor with the consent of the Council.

Copies of staff reports or other written documentation relating to each item of business referred to on this agenda are available for review on the City website at www.tualatinoregon.gov/meetings, the Library located at 18878 SW Martinazzi Avenue, and on file in the Office of the City Manager for public inspection. Any person with a question concerning any agenda item may call Administration at 503.691.3011 to make an inquiry concerning the nature of the item described on the agenda.

In compliance with the Americans With Disabilities Act, if you need special assistance to participate in this meeting, you should contact Administration at 503.691.3011. Notification thirty-six (36) hours prior to the meeting will enable the City to make reasonable arrangements to assure accessibility to this meeting.

Council meetings are televised *live* the day of the meeting through Washington County Cable Access Channel 28. The replay schedule for Council meetings can be found at www.tvctv.org. Council meetings can also be viewed by live *streaming video* on the day of the meeting at www.tualatinoregon.gov/meetings.

Your City government welcomes your interest and hopes you will attend the City of Tualatin Council meetings often.

PROCESS FOR LEGISLATIVE PUBLIC HEARINGS

A **legislative** public hearing is typically held on matters which affect the general welfare of the entire City rather than a specific piece of property.

1. Mayor opens the public hearing and identifies the subject.
2. A staff member presents the staff report.
3. Public testimony is taken.
4. Council then asks questions of staff, the applicant, or any member of the public who testified.
5. When the Council has finished questions, the Mayor closes the public hearing.
6. When the public hearing is closed, Council will then deliberate to a decision and a motion will be made to either *approve*, *deny*, or *continue* the public hearing.

PROCESS FOR QUASI-JUDICIAL PUBLIC HEARINGS

A **quasi-judicial** public hearing is typically held for annexations, planning district changes, conditional use permits, comprehensive plan changes, and appeals from subdivisions, partitions and architectural review.

1. Mayor opens the public hearing and identifies the case to be considered.
2. A staff member presents the staff report.
3. Public testimony is taken:
 - a) In support of the application
 - b) In opposition or neutral
4. Council then asks questions of staff, the applicant, or any member of the public who testified.
5. When Council has finished its questions, the Mayor closes the public hearing.
6. When the public hearing is closed, Council will then deliberate to a decision and a motion will be made to either *approve*, *approve with conditions*, or *deny the application*, or *continue* the public hearing.

TIME LIMITS FOR PUBLIC HEARINGS

The purpose of time limits on public hearing testimony is to provide all interested persons with an adequate opportunity to present and respond to testimony. All persons providing testimony **shall be limited to 3 minutes**, subject to the right of the Mayor to amend or waive the time limits.

EXECUTIVE SESSION INFORMATION

An Executive Session is a meeting of the City Council that is closed to the public to allow the City Council to discuss certain confidential matters. An Executive Session may be conducted as a separate meeting or as a portion of the regular Council meeting. No final decisions or actions may be made in Executive Session. In many, but not all, circumstances, members of the news media may attend an Executive Session.

The City Council may go into Executive Session for certain reasons specified by Oregon law. These reasons include, but are not limited to: ORS 192.660(2)(a) employment of personnel; ORS 192.660(2)(b) dismissal or discipline of personnel; ORS 192.660(2)(d) labor relations; ORS 192.660(2)(e) real property transactions; ORS 192.660(2)(f) information or records exempt by law from public inspection; ORS 192.660(2)(h) current litigation or litigation likely to be filed; and ORS 192.660(2)(i) employee performance of chief executive officer.



OFFICIAL AGENDA OF THE TUALATIN CITY COUNCIL MEETING FOR SEPTEMBER 10, 2018

A. CALL TO ORDER

Pledge of Allegiance

B. ANNOUNCEMENTS

1. Tualatin Youth Advisory Council Update for September 2018
2. TriMet Line 96 Expansion
3. New Employee Introduction- Kim McMillan, City Engineer
4. New Employee Introduction- Steve Koper, Planning Manager

C. CITIZEN COMMENTS

This section of the agenda allows anyone to address the Council regarding any issue not on the agenda, or to request to have an item removed from the consent agenda. The duration for each individual speaking is limited to 3 minutes. Matters requiring further investigation or detailed answers will be referred to City staff for follow-up and report at a future meeting.

D. CONSENT AGENDA

The Consent Agenda will be enacted with one vote. The Mayor will ask Councilors if there is anyone who wishes to remove any item from the Consent Agenda for discussion and consideration. If you wish to request an item to be removed from the consent agenda you should do so during the Citizen Comment section of the agenda. The matters removed from the Consent Agenda will be considered individually at the end of this Agenda under, Items Removed from the Consent Agenda. The entire Consent Agenda, with the exception of items removed from the Consent Agenda to be discussed, is then voted upon by roll call under one motion.

1. Consideration of Approval of the Minutes for the Regular Meetings of August 13, 2018
2. Consideration of Approval of a New Liquor License for Tender Loving Empire
3. Consideration of **Resolution No. 5390-18** Amending the City of Tualatin Fee Schedule and Rescinding Resolution No. 5379-18
4. Consideration of **Resolution No. 5394-18** Authorizing the City Manager to Execute an Amendment of a Professional Services Contract with CH2M Hill Engineers, Inc. for Additional Services Relating to the Rehabilitation of the C1 Reservoir
5. Consideration of **Resolution No. 5395-18** Authorizing the City Manager to Execute an Amendment to a Professional Services Contract with OBEC Consulting Engineers for Additional Services

6. Consideration of **Resolution No. 5397-18** Awarding the Contract for Street Sweeping Operations to Great Western Sweeping and Authorizing the City Manager to Execute a Contract
7. Consideration of **Resolution No. 5399-18** Authorizing the City Manager to Execute an Intergovernmental Agreement with the Tigard-Tualatin School District for the Joint Use and Replacement of the Artificial Surface Multi-Use Athletic Field and Joint Use of the Cross Country Running Trail
8. Consideration of **Resolution No. 5400-18** Relating to Miscellaneous Water Fees and Hydrant and Bulk Water Fees; and Amending Resolution No. 5374-18 Sections 8 and 9

E. SPECIAL REPORTS

1. Celebrate Tualatin Moving Forward's First Project Completion

F. PUBLIC HEARINGS – *Legislative or Other*

1. Consideration of **Resolution No. 5396-18** Authorizing Changes to the Adopted 2018-2019 Budget
2. Consideration to Plan Text Amendment 18-0002 to amend the Tualatin Development Code Chapter 70: Flood Plain District to Meet Minimum National Flood Insurance Program Requirements

G. GENERAL BUSINESS

If you wish to speak on a general business item please fill out a Speaker Request Form and you will be called forward during the appropriate item. The duration for each individual speaking is limited to 3 minutes. Matters requiring further investigation or detailed answers will be referred to City staff for follow-up and report at a future meeting.

1. Consideration of **Resolution No. 5393-18** Adopting the Tualatin ADA Self-Evaluation and Transition Plan
2. Consideration of **Resolution No. 5398-18** Supporting the Southwest Corridor Steering Committee's Preferred Alternative Report
3. Consideration of Recommendations from the Council Committee on Advisory Appointments

H. ITEMS REMOVED FROM CONSENT AGENDA

Items removed from the Consent Agenda will be discussed individually at this time. The Mayor may impose a time limit on speakers addressing these issues.

I. COMMUNICATIONS FROM COUNCILORS

J. ADJOURNMENT

City Council Meeting

Meeting Date: 09/10/2018

ANNOUNCEMENTS: Tualatin Youth Advisory Council Update, September 2018

ANNOUNCEMENTS

Tualatin Youth Advisory Council Update for September 2018

A. YAC Update

September 10, 2018

Tualatin Youth Advisory Council

Youth Participating in Governance

New Member Recruitment

- Application is now open!
- Open to grades 8, 9, and 11
- 6-8 open positions



Coming Soon – Pumpkin Regatta

- Saturday, October 20
- Crafts, pumpkin carving, pumpkin bowling, facepainting
- Proceeds help fund NLC trip in March



Coming Soon – Haunted house



- October 24-27
- Van Raden
Community Center

City Council Meeting

Meeting Date: 09/10/2018

ANNOUNCEMENTS: TriMet Line 96 Expansion

ANNOUNCEMENTS

TriMet Line 96 Expansion

SUMMARY

On September 2nd, TriMet Line 96, which connects Tualatin with Downtown Portland, is expanding their hours to provide buses every 30 minutes in addition to their rush-hour service.

Line 96 Announcement



**10am to 2:30pm
No Service**



**10am to 2:30pm
30-min Service
Started 9/2**





STAFF REPORT

CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos, City Manager

FROM: Nicole Morris, Deputy City Recorder

DATE: 09/10/2018

SUBJECT: Consideration of Approval of the Minutes for the Regular Meetings of August 13, 2018

ISSUE BEFORE THE COUNCIL:

The issue before the Council is to approve the minutes for the Regular Meetings of August 13, 2018.

RECOMMENDATION:

Staff respectfully recommends that the Council adopt the attached minutes.

Attachments: [City Council Regular Meeting Minutes of August 13, 2018](#)



OFFICIAL MINUTES OF THE TUALATIN CITY COUNCIL MEETING FOR AUGUST 13, 2018

Present: Mayor Lou Ogden; Councilor Frank Bubenik; Council President Joelle Davis; Councilor Nancy Grimes; Councilor Paul Morrison; Councilor Jeff DeHaan; Councilor Robert Kellogg

Staff Present: City Manager Sherilyn Lombos; City Attorney Sean Brady; Police Chief Bill Steele; Planning Manager Aquilla Hurd-Ravich; Deputy City Recorder Nicole Morris; Parks and Recreation Manager Rich Mueller; City Engineer Jeff Fuchs; IS Director Bates Russell; Parks and Recreation Director Ross Hoover

A. CALL TO ORDER

Pledge of Allegiance

Mayor Ogden called the meeting to order at 7:00 p.m.

B. ANNOUNCEMENTS

1. Update on the Tualatin Youth Advisory Council's Activities for August 2018

Members of the Youth Advisory Committee (YAC) presented a PowerPoint on their activities and upcoming events. YAC members have participated in the Movies on the Commons this summer selling concessions to raise funds for the National League of Cities trip. Upcoming events for the YAC include the Pumpkin Regatta, the Haunted House, and new member recruitment.

Council President Davis asked members to reach out to MEChA students when recruiting new members. Mayor Ogden asked how recruitment currently happens. YAC members stated they receive recommendations from teachers and have a booth at the club fair at the high school.

C. CITIZEN COMMENTS

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None.

D. CONSENT AGENDA

The Consent Agenda will be enacted with one vote. The Mayor will ask Councilors if there is anyone who wishes to remove any item from the Consent Agenda for discussion and consideration. If you wish to request an item to be removed from the consent agenda you should do so during the Citizen Comment section of the agenda. The matters removed from the Consent Agenda will be considered individually at the end of this Agenda under, Items Removed from the Consent Agenda. The entire Consent Agenda, with the exception of items removed from the Consent Agenda to be discussed, is then voted upon by roll call under one motion.

MOTION by Council President Joelle Davis, SECONDED by Councilor Frank Bubenik to adopt the consent agenda.

Aye: Mayor Lou Ogden, Councilor Frank Bubenik, Council President Joelle Davis, Councilor Nancy Grimes, Councilor Jeff DeHaan, Councilor Paul Morrison, Councilor Robert Kellogg

MOTION CARRIED

1. Consideration of Approval of the Minutes for the Work Session Meeting of July 9, 2018 and Work Session and Regular Meetings of July 23, 2018
2. Consideration of Approval of a New Liquor License Application for Casa Colima Mexican Restaurant
3. Consideration of **Resolution No. 5388-18** Authorizing the City Manager to Execute An Amendment For Renewal Of The Intergovernmental Agreement (IGA) With Oregon Department Of Environmental Quality (DEQ) To Allow An Air Monitoring Station Within Public Right-Of-Way West Of SW Bradbury Court
4. Consideration of **Resolution No. 5389-18** Authorizing the City Manager to Execute A Revocable Permit To Allow The Victoria Meadows Home Owners Association Access Over A Public Stormwater Tract To Enable Maintenance Of Their Wetlands and Buffer
5. Consideration of **Resolution No. 5391-18** Accepting Public Improvements for Construction of the Saum Creek Greenway Trail Project at Sagert Farm Subdivision, Sequoia Ridge Subdivision and Venetia Subdivision
6. Consideration of **Resolution No. 5392-18** Accepting the Basalt Creek Concept Plan

E. GENERAL BUSINESS

If you wish to speak on a general business item please fill out a Speaker Request Form and you will be called forward during the appropriate item. The duration for each individual speaking is limited to 3 minutes. Matters requiring further investigation or detailed answers will be referred to City staff for follow-up and report at a future meeting.

1. Consideration of **Ordinance No. 1412-18** Relating to Parking; and Amending Tualatin Municipal Code 8-1-252 to Create a Residential Parking Zone on SW Alabama Street

City Manager Lombos stated there is no staff report based on direction at the last council meeting.

PUBLIC COMMENT

David Nelson, representing the people of Alabama Street, spoke in support of the residential parking zone on their behalf.

COUNCIL DISCUSSION

Councilor Kellogg noted the lot at the high school is under construction and will cause parking issues in other neighborhoods when school starts. He encouraged the Council to take action in other neighborhoods now instead of waiting.

MOTION by Councilor Frank Bubenik, **SECONDED** by Council President Joelle Davis for first reading by title only.

Aye: Mayor Lou Ogden, Councilor Frank Bubenik, Council President Joelle Davis, Councilor Nancy Grimes, Councilor Jeff DeHaan, Councilor Paul Morrison, Councilor Robert Kellogg

MOTION CARRIED

MOTION by Council President Joelle Davis, **SECONDED** by Councilor Nancy Grimes for second reading by title only.

Aye: Mayor Lou Ogden, Councilor Frank Bubenik, Council President Joelle Davis, Councilor Nancy Grimes, Councilor Jeff DeHaan, Councilor Paul Morrison, Councilor Robert Kellogg

MOTION CARRIED

MOTION by Council President Joelle Davis, **SECONDED** by Councilor Frank Bubenik to adopt Ordinance No. 1412-18 relating to parking; and amending Tualatin Municipal Code 8-1-252 to create a residential parking zone on SW Alabama Street.

Aye: Mayor Lou Ogden, Councilor Frank Bubenik, Council President Joelle Davis, Councilor Nancy Grimes, Councilor Jeff DeHaan, Councilor Paul Morrison, Councilor Robert Kellogg

MOTION CARRIED

F. COMMUNICATIONS FROM COUNCILORS

Councilor Bubenik thanked the Police Department and Volunteers for participating in National Night Out.

G. ADJOURNMENT

Mayor Ogden adjourned the meeting at 7:20 p.m.

Sherilyn Lombos, City Manager

_____ / Nicole Morris, Recording Secretary

_____ / Lou Ogden, Mayor



STAFF REPORT

CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos, City Manager

FROM: Nicole Morris, Deputy City Recorder

DATE: 09/10/2018

SUBJECT: Consideration of Approval of a New Liquor License for Tender Loving Empire

ISSUE BEFORE THE COUNCIL:

The issue before the Council is to approve a new liquor license application for Tender Loving Empire.

RECOMMENDATION:

Staff respectfully recommends that the Council approve endorsement of the liquor license application for Tender Loving Empire.

EXECUTIVE SUMMARY:

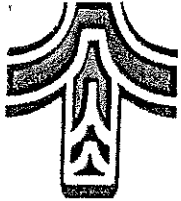
Tender Loving Empire has submitted a new liquor license application under the category of off-premises sales. Under the category of off-premise sales, they may sell factory-sealed containers of malt beverages, wine, and cider at retail to individuals in Oregon for consumption off the licensed premises. In addition this category allows for providing sample tastings of malt beverages, wine, and cider for consumption on the premises. The business is located at 7243 SW Bridgeport Road. The application is in accordance with provisions of Ordinance No.680-85 which establishes procedures for liquor license applicants. Applicants are required to fill out a City application form, from which a review by the Police Department is conducted, according to standards and criteria established in Section 6 of the ordinance. The Police Department has reviewed the new liquor license application and recommended approval. According to the provisions of Section 5 of Ordinance No. 680-85 a member of the Council or the public may request a public hearing on any of the liquor license requests. If such a public hearing request is made, a hearing will be scheduled and held on the license. It is important that any request for such a hearing include reasons for said hearing.

FINANCIAL IMPLICATIONS:

A fee has been paid by the applicant.

Attachments: [Attachment A- Application](#)
[Attachment B - Vicinity Map](#)

Attachment C- License Types



CITY OF TUALATIN
LIQUOR LICENSE APPLICATION

Return Completed form to:
City of Tualatin
Attn: Deputy City Recorder
18880 SW Martinazzi Ave
Tualatin, OR 97062

Date 7.31.2018

IMPORTANT: This is a three-page form. You are required to complete all sections of the form.
If a question does not apply, please indicate N/A. Please include full names (last, first middle) and full dates of birth (month/day/year). Incomplete forms shall receive an unfavorable recommendation.
Thank you for your assistance and cooperation.

SECTION 1: TYPE OF APPLICATION

- Original (New) Application - \$100.00 Application Fee.
Change in Previous Application - \$75.00 Application Fee.
Renewal of Previous License - \$35.00 Application Fee. Applicant must possess current business license. License #
Temporary License - \$35.00 Application Fee.

SECTION 2: DESCRIPTION OF BUSINESS

Name of business (dba): Tender Loving Empire
Business address 7243 SW Bridgeport Rd. Suite D-102 City Tigard State OR Zip Code 97224
Mailing address 412 NW Couch St # 412 City Portland State OR Zip Code 97209
Telephone # (503) 548-2925 ext. 4 Fax # N/A
Name(s) of business manager(s) First Middle Last
Date of birth Social Security # ODL# M F
Home address City State Zip Code
Type of business Retail
Type of food served
Type of entertainment (dancing, live music, exotic dancers, etc.)
Days and hours of operation
Food service hours: Breakfast N/A Lunch N/A Dinner N/A
Restaurant seating capacity 0 Outside or patio seating capacity 0
How late will you have outside seating? How late will you sell alcohol?

How many full-time employees do you have? 4 Part-time employees? 5
**not all hired yet*

SECTION 3: DESCRIPTION OF LIQUOR LICENSE

Name of Individual, Partnership, Corporation, LLC, or Other applicants _____

Type of liquor license (refer to OLCC form) _____

Form of entity holding license (check one and answer all related applicable questions):

INDIVIDUAL: If this box is checked, provide full name, date of birth, and residence address.
Full name _____ Date of birth _____
Residence address _____

PARTNERSHIP: If this box is checked, provide full name, date of birth and residence address for each partner. If more than two partners exist, use additional pages. If partners are not individuals, also provide for each partner a description of the partner's legal form and the information required by the section corresponding to the partner's form.
Full name _____ Date of birth _____
Residence address _____
Full name _____ Date of birth _____
Residence address _____

CORPORATION: If this box is checked, complete (a) through (c).
(a) Name and business address of registered agent.
Full name _____
Business address _____

(b) Does any shareholder own more than 50% of the outstanding shares of the corporation? If yes, provide the shareholder's full name, date of birth, and residence address.
Full name _____ Date of birth _____
Residence address _____

(c) Are there more than 35 shareholders of this corporation? Yes No. If 35 or fewer shareholders, identify the corporation's president, treasurer, and secretary by full name, date of birth, and residence address.
Full name of president: _____ Date of birth: _____
Residence address: _____
Full name of treasurer: _____ Date of birth: _____
Residence address: _____
Full name of secretary: _____ Date of birth: _____
Residence address: _____

LIMITED LIABILITY COMPANY: If this box is checked, provide full name, date of birth, and residence address of each member. If there are more than two members, use additional pages to complete this question. If members are not individuals, also provide for each member a description of the member's legal form and the information required by the section corresponding to the member's form.
Full name: see attached Date of birth: _____
Residence address: _____


Full name: _____ Date of birth: _____

Residence address: _____

OTHER: If this box is checked, use a separate page to describe the entity, and identify with reasonable particularity every entity with an interest in the liquor license.

SECTION 4: APPLICANT SIGNATURE

A false answer or omission of any requested information on any page of this form shall result in an unfavorable recommendation.

Signature  Date 8/2/2018

For City Use Only

Sources Checked:

- DMV by pr
- LEDS by pr
- TuPD Records by pr
- Public Records by pr

Number of alcohol-related incidents during past year for location.

Number of Tualatin arrest/suspect contacts for JARED MEES, BRIANNA MEES, TERRY ST. MAMU

It is recommended that this application be:

Granted

Denied

Cause of unfavorable recommendation: _____

Bill Steele
Signature

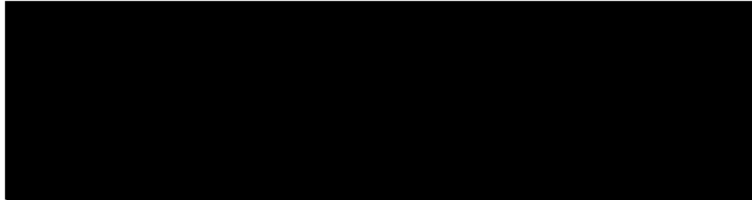
8-9-18
Date

~~Kent W. Barker~~ Bill Steele
Chief of Police
Tualatin Police Department

BUSINESS MANAGERS & LLC MEMBER INFORMATION:

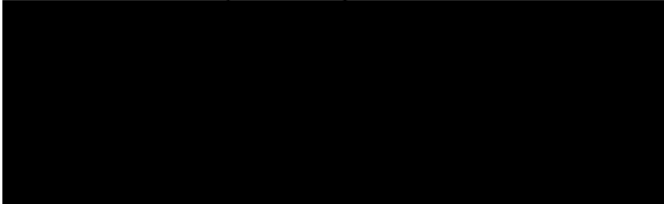
- Terry J St. Marie (COO/CFO)

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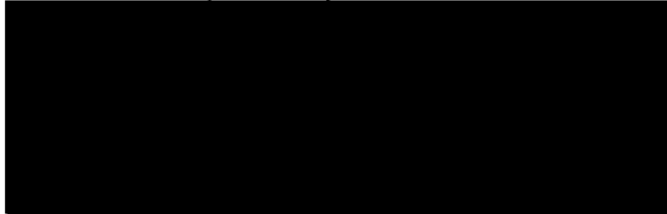
- Brianne Patricia Mees (Co-CEO)

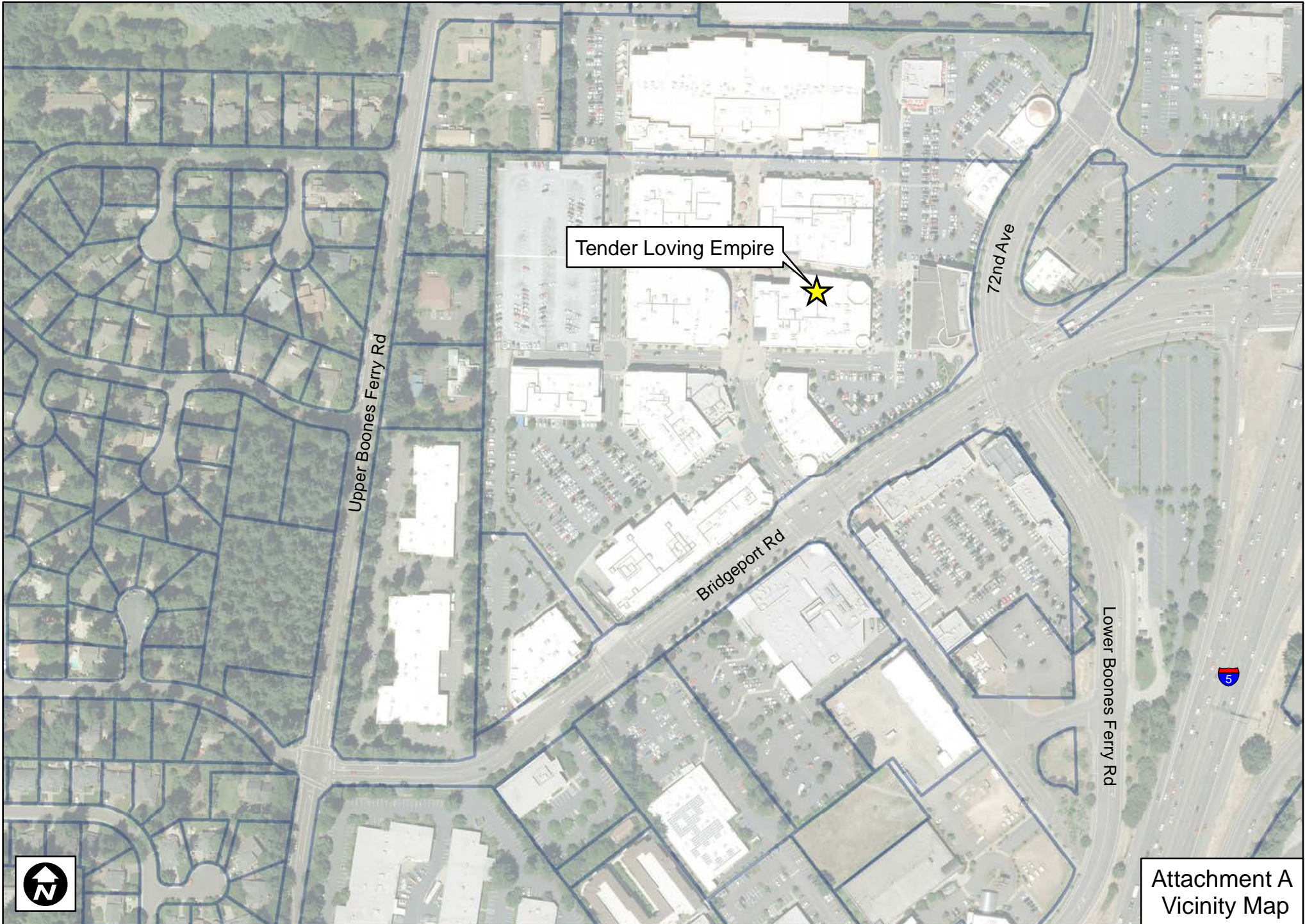
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- Jared Matthew Mees (Co-CEO)

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Tender Loving Empire



Upper Boones Ferry Rd

72nd Ave

Bridgeport Rd

Lower Boones Ferry Rd



Attachment A
Vicinity Map

OREGON LIQUOR CONTROL COMMISSION

LICENSE TYPES

FULL ON-PREMISES SALES

- **Commercial Establishment**
Sell and serve distilled spirits, malt beverages, wine, and cider for consumption at that location (*this is the license that most “full-service” restaurants obtain*). Sell malt beverages for off-site consumption in securely covered containers provided by the customer. Food service required. Must purchase distilled liquor **only** from an Oregon liquor store, or from another Full On- Premises Sales licensee who has purchased the distilled liquor from an Oregon liquor store.
- **Caterer**
Allows the sale of distilled spirits, malt beverages, wine, and cider by the drink to individuals at off-site catered events. Food service required.
- **Passenger Carrier**
An airline, railroad, or tour boat may sell and serve distilled spirits, malt beverages, wine, and cider for consumption on the licensed premises. Food service required.
- **Other Public Location**
Sell and serve distilled spirits, malt beverages, wine, and cider for consumption at that location, where the predominant activity is not eating or drinking (for example an auditorium; music, dance, or performing arts facility; banquet or special event facility; lodging fairground; sports stadium; art gallery; or a convention, exhibition, or community center). Food service required.
- **Private Club**
Sell and serve distilled spirits, malt beverages, wine, and cider for consumption at that location, but only for members and guests. Food service required.

LIMITED ON-PREMISES SALES

Sell and serve malt beverages, wine, and cider for onsite consumption. Allows the sale of malt beverages in containers (kegs) for off-site consumption. Sell malt beverages for off-site consumption in securely covered containers provided by the customer.

OFF-PREMISES SALES

Sell factory-sealed containers of malt beverages, wine, and cider at retail to individuals in Oregon for consumption off the licensed premises. Eligible to provide sample tastings of malt beverages, wine, and cider for consumption on the premises. Eligible to ship manufacturer-sealed containers of malt beverages, wine, or cider directly to an Oregon resident.

BREWERY PUBLIC HOUSE

Make and sell malt beverages. Import malt beverages into and export from Oregon. Distribute malt beverages directly to retail and wholesale licensees in Oregon. Sell malt beverages made at the business to individuals for consumption on or off-site.

WINERY

Must principally produce wine or cider in Oregon. Manufacture, store, and export wine and cider. Import wine or cider *If bottled, the brand of wine or cider must be owned by the licensee*. Sell wine and cider to wholesale and retail licensees in Oregon. Sell malt beverages, wine, and cider to individuals in Oregon for consumption on or off-site.



STAFF REPORT

CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos, City Manager

FROM: Don Hudson, Finance Director
Lisa Thorpe, Program Coordinator

DATE: 09/10/2018

SUBJECT: Consideration of **Resolution No. 5390-18** Amending the City of Tualatin Fee Schedule and Rescinding Resolution No. 5379-18

ISSUE BEFORE THE COUNCIL:

City Council will consider whether to update and amend the City of Tualatin Fee Schedule

RECOMMENDATION:

Staff recommends adoption of the attached resolution amending the City of Tualatin Fee Schedule and rescinding Resolution No. 5379-18

EXECUTIVE SUMMARY:

On June 25, 2018, the City Council adopted Resolution No. 5379-18, amending the City's fee schedule. On July 23rd, Council adopted Ordinance No. 1411-18 relating to Accessory Dwelling Units. The attached resolution adds an Architectural Review fee of \$105 for Accessory Dwelling Units. Additionally, on January 1, 2019, the recently adopted Food Cart ordinance takes effect. The ordinance calls for a Mobile Food Unit permit. We have added this permit fee to the attached fee schedule

Attachments: [Resolution 5390-18](#)
[Fee Schedule](#)

RESOLUTION NO. 5390-18

A RESOLUTION AMENDING THE CITY OF TUALATIN FEE SCHEDULE;
AND RESCINDING RESOLUTION NO. 5379-18.

WHEREAS, the Council has the authority to set fees for materials and services provided by the City;

WHEREAS, the Council previously adopted the fee schedule by Resolution No. 5379-18; and

WHEREAS, the Council wishes to amend the fee schedule.

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF TUALATIN, OREGON, that:

Section 1. The City of Tualatin fee schedule is established and adopted as set forth in "Exhibit A," which is attached and incorporated by reference.

Section 2. This resolution is effective September 11, 2018.

Section 3. Resolution No. 5379-18 is rescinded effective September 11, 2018.

ADOPTED by the City Council this 10th day of September, 2018.

CITY OF TUALATIN, OREGON

BY _____
Mayor

APPROVED AS TO FORM:

ATTEST:

BY _____

BY _____

City Attorney

City Recorder

City of Tualatin Fee Schedule

Fees Effective September 11, 2018

Administration Department	
Agenda Packet	same as photocopy rate
Ordinances or Portions Thereof	same as photocopy rate
Photocopies:	
Per page/side (up to 8.5"x14")	0.25
Per page/side (11"x17")	0.50
Color - per page/side (up to 8.5"x14")	1.00
Color - per page/side (11"x17")	1.50
Certified Copies - per document	\$5.00 plus postage
Thumb Drive (2 GB)	10.00
CD/DVD	20.00
Storage Retrieval Fee	30.00
Staff Time:	
-Up to 30 minutes	no charge
-Over 30 minutes	employee cost
Community Development - Building	
Temporary Certificate of Occupancy	100.00
Community Development - Planning	
Amendment to Comprehensive Plan Map	2,320.00
Amendment to Comprehensive Plan Text/Landmark Designation/Removal of Landmark Designation	2,320.00
Annexation	1,580.00
Appeal Proceeding to Council	150.00
Appeal Expedited Process to Referee, Deposit per ORS 197.375	336.00

City of Tualatin Fee Schedule

Fees Effective September 11, 2018

Community Development - Planning (continued)	
Architectural Review Application, Nonexpedited Process:	
Estimated Project Value:	
Under \$5,000	130.00
\$5,000 - \$24,999.99	610.00
\$25,000 - \$99,999.99	1,100.00
\$100,000 - 499,999.99	1,825.00
\$500,000 and greater	2,675.00
Architectural Review, Minor	105.00
Architectural Review, Single-family Level I (Clear & Objective)	105.00
Architectural Review, Single-family Level II (Discretionary)	810.00
Architectural Review, Accessory Dwelling Unit (ADU)	105.00
Conditional Use Permit	1,580.00
Conditional Use Permit Renewal	1,580.00
Extension Request Reviewed by Staff	225.00
Extension Request Reviewed by Architectural Review Board	1,275.00
Interpretation of Development Code	105.00
Industrial Master Plans	2,020.00
Landmark Alteration/New Construction Review	124.00
Central Urban Renewal Master Plan	2,020.00
Landmark Demolition Review	135.00
Landmark Relocation Review	62.00
License to Keep Chickens	50.00
Mobile Food Unit Permit	100.00
Pre-Application Meeting	227.50
Reinstatement of Nonconforming Use	1,580.00
Request for Council Rehearing	186.00
Sign Ordinance	8.50
Sign Code Variance	750.00

City of Tualatin Fee Schedule

Fees Effective September 11, 2018

Community Development - Planning (continued)	
Sign Permit:	
New Sign or Structural Change to Existing Sign	210.00
Temporary Sign or Each Face Change to Existing Sign	105.00
Temporary Uses:	
1 - 3 days	55.00
4 - 180 days	55.00 + 1.50/day
Over 3 days	not to exceed 200.00 total
Transitional Use Permit	1,700.00
Tree Removal Permit, 1 tree	310.00
each additional tree, \$10.00 not to exceed a total of	340.00
Variance:	
When primary use is a single family dwelling in RL or RML	320.00
When primary use is not a single family dwelling in RL or RML	1,580.00
Variance, Minor:	
When primary use is a single family dwelling in RL or RML	320.00
When primary use is not a single family dwelling in RL or RML	1,085.00
All Other Actions	362.00
Core Area Parking District	
Core Area Parking District Tax Appeal	135.00
Finance Department	
L.I.D. Assessment Apportionment Fee	115.00
Lien Search Fee (per tax lot)	35.00
Passport Photo	17.00
Recovery Charge Installment Payment Plan Application Fee	235.00
Returned Checks (per check for processing NSF check)	37.50
Zone of Benefit Recovery Charge Administration Fee	125.00

City of Tualatin Fee Schedule

Fees Effective September 11, 2018

Geographic Information System	
Citywide aerial photo, 36" x 42"	35.00
Subdivision street map, 34" x 36"	20.00
Street map, 22" x 22"	10.00
Planning Districts, 34" x 44"	20.00
Planning Districts, 18" x 24"	10.00
Custom Mapping	\$60.00/hr, plus materials
Mailing Lists	32.00

Legal Services Department	
Development Code (hard copy)	70.00 each + postage
Updates (hard copy)	
8.5" x 11"	0.25 per page/side + postage
11" x 17"	0.50 per page/side + postage
Color - 8.5" x 11"	1.00 per page/side + postage
Color - 11" x 17"	1.50 per page/side + postage
Tualatin Municipal Code (hard copy)	55.00 each + postage
Thumb Drive (2GB) containing electronic copies of Tualatin Municipal Code and/or Development Code	10.00 + postage

Municipal Court	
Traffic School and Compliance Program Fees:	
Class A	275.00
Class B	160.00
Class C	125.00
Class D	100.00
Seat Belt Class	70.00
Vehicle Compliance Program	35.00
Collection Fee	25% of ordered amount
License Restatement Fee	70.00
Overdue Payment Letter Fee	10.00
Failure to Appear – Arraignments	40.00
Failure to Appear – Trials	100.00

City of Tualatin Fee Schedule

Fees Effective September 11, 2018

Parks and Recreation					
Browns Ferry Park Community Center					
Area	Time	Class 1 & 2	Class 3	Class 4	
				Resident	Non-Resident
Meeting Rooms	1 hour	None	\$15.00	25.00	60.00
Garage	1 hour	None	\$15.00	25.00	60.00
Studio Structure	1 hour	None	\$15.00	25.00	60.00
Sun Room	1 hour	None	\$15.00	25.00	60.00
River Shelter	4 hour	None	\$15.00	25.00	60.00
Alcohol Permit:	Individual		None	10.00	30.00
	Group		None	25.00	50.00
	Special Events		None	50.00	100.00

Reservations must be made for a minimum of two (2) hours.
\$10.00 handling fee for cancellations

Classification of Users

For the purpose of scheduling reservations and determining fees, groups will be classified as shown below:

Class 1: Activities sponsored by the City of Tualatin.

Class 2: Activities co-sponsored by the City of Tualatin.

Class 3: Non-profit organizations and public agencies serving the youth of Tualatin.

Class 4: All other groups, organizations and individuals are categorized by resident or non-resident for the purpose of determining fees.

Cleaning & Security Deposit - Brown's Ferry Community Center	
Groups for meeting only	50.00
Groups for kitchen storage and building use	100.00
Groups using full kitchen facilities	285.00

The Community Services Director will determine the amount of the cleaning/security deposit to be refunded based on the building monitor's report.

City of Tualatin Fee Schedule

Fees Effective September 11, 2018

Parks and Recreation (continued)					
Picnic Shelters and Sports Fields					
Area	Time	Class 1 & 2	Class 3	Class 4	
				Resident	Non-Resident
Rustic	4 hours	None	\$15.00	25.00	60.00
Patio	4 hours	None	\$15.00	25.00	60.00
Main-South	4 hours	None	\$15.00	25.00	60.00
Main-North	4 hours	None	\$15.00	25.00	60.00
Main-Full	4 hours	None	\$15.00	50.00	120.00
Trestle	4 hours	None	\$15.00	25.00	60.00
River Shelter	4 hours	None	\$15.00	25.00	60.00
Horseshoe Pits	4 hours	None	None	15.00	30.00
Sports Fields	2 hours	None	None	20.00	45.00
Sports Fields Lights	2 hours	None	None	20.00	45.00
Turf Fields-TuHS	1 hour	None	None	20.00	40.00
Lights-TuHS	1 hour	None	None	40.00	40.00
Alcohol Permit:	Individual		None	10.00	30.00
	Group		None	25.00	50.00
	Special Events		None	50.00	100.00

\$10.00 handling fee for cancellations

Classification of Users

For the purpose of scheduling reservations and determining fees, groups will be classified as shown below:

Class 1: Activities sponsored by the City of Tualatin.

Class 2: Activities co-sponsored by the City of Tualatin.

Class 3: Non-profit organizations and public agencies serving the youth of Tualatin.

Class 4: All other groups, organizations and individuals are categorized by resident or non-resident for the purpose of determining fees.

City of Tualatin Fee Schedule

Fees Effective September 11, 2018

Parks and Recreation (continued)					
Juanita Pohl Center					
Area	Time	Class 1 & 2	Class 3	Class 4	
				Resident	Non-Resident
E or W Dining Rm	1hour	None	15.00	30.00	75.00
Full Dining Rm	1 hour	None	20.00	40.00	95.00
Kitchen -Warming only	1 hour	None	15.00	10.00	35.00
Kitchen -Full Svc	1 hour	None	15.00	20.00	40.00
Multipurpose Rm	1 hour	None	15.00	25.00	65.00
E or W Dinning & W Activity	1 hour	None	15.00	40.00	95.00
Small Classrooms	1 hour	None	5.00	10.00	20.00
Alcohol Permit:	Individual		None	10.00	30.00
	Group		None	25.00	50.00
	Special Events		None	50.00	100.00

Reservations must be made for a minimum of two (2) hours. \$10.00 handling fee for cancellations.

Classification of Users

For the purpose of scheduling reservations and determining fees, groups will be classified as shown below:

Class 1: Activities sponsored by the City of Tualatin, City of Durham official meetings, and Meals on Wheels People, for official center functions.

Class 2: Activities co-sponsored by the City of Tualatin.

Class 3: Non-profit organizations and public agencies serving the youth and general public of Tualatin. Rosters of organization members and 501c3 information required.

Class 4: All other groups, including religious and political organizations and individuals are categorized by resident/non-resident for the purpose of determining fees.

Cleaning & Security Deposit - Juanita Pohl Community Center	
Groups for meeting only	50.00
Groups for kitchen storage and building use	100.00
Groups using full kitchen facilities	285.00

The Community Services Director will determine the amount of the cleaning/security deposit to be refunded based on the building monitor's report.

City of Tualatin Fee Schedule

Fees Effective September 11, 2018

Parks and Recreation (continued)					
Tualatin Library Community Room					
Area	Time	Class 3		Class 4	
		Resident	Non-Resident	Resident	Non-Resident
Community Room	1 hour	10.00	20.00	15.00	30.00

Class 1 & 2 - No Charge

\$10.00 handling fee for cancellations

Classification of Users

For the purpose of scheduling reservations and determining fees, groups will be given classified as shown below.

Class 1: Activities sponsored by the Tualatin Public Library and/or City of Tualatin

Class 2: Activities co-sponsored by the Tualatin Public Library and/or City of Tualatin

Class 3: Non-profit organizations

Class 4: All other orgs, including religious and political groups, are categorized by resident/nonresident for purpose of determining fees.

Parks and Recreation - Parks Maintenance	
Street Tree and Installation (Single Family Only)	225.00
Street Tree Removal (excluding Stump Grinding)	310.00
Street Tree Stump Grinding	130.00
Tree-for-a-Fee Program	75.00
New Tree Grates – Full set of 2 halves	400.00
New Tree Grates – Half set	200.00
Tree Grates – Leveling Stone and fastening hardware	25.00
Tree Grates Improvements	175.00

City of Tualatin Fee Schedule

Fees Effective September 11, 2018

Police	
Copies of Audio CDs	15.00 including CD
Copies of Video CDs	15.00 including CD
Copies of Photographs on CD	15.00 including CD
Copies of Police Reports (no charge to victims):	
1 - 10 pages	10.00
plus each page over 10	0.25
Alarm Permit, Initial Application	25.00
Alarm Permit, Annual Renewal	25.00
Alarm Permit, 1st False Alarm	No charge
Alarm Permit, 2nd False Alarm	No charge
Alarm Permit, 3rd False Alarm	90.00
Alarm Permit, 4th False Alarm	120.00
Alarm Permit, 5th False Alarm	175.00
Alarm Permit, 6 th and More False Alarms	235.00 per alarm
Alarm Permit, 10 or more False Alarms	500.00 Civil Infraction
Release of Towed (impounded) Vehicles	100.00
Fingerprinting cards	(first two) 25.00
Each additional card	each 2.00
Good Conduct Letter	10.00
Public Works - Engineering	
Driveway Approach Permit	300.00
Engineering Copies:	
18" x 24"	3.00
24" x 36"	4.00
36" x 48"	5.00

City of Tualatin Fee Schedule

Fees Effective September 11, 2018

Public Works - Engineering (continued)	
Erosion Control Fees:	
a. Non-Site Development	
1. New construction	325.00
2. Additions, remodels and demolitions disturbing less than 1,000 s.f.	105.00
b. Development Sites without infrastructure or vegetated corridor improvements	325.00 plus 325.00 prorated for each acre over 1/2 acre
c. Subsequent Site Development (Early EC Inspection Fee)	\$325.00 or 1/2 of the EC Only Fee, whichever is greater
Plan check fee	
Single family home in subdivision	72.50
commercial, industrial, multi-family or large homesites not in an existing subdivision	987.00
Hydraulic Modeling for Commerical/Industrial Retail and Multi-family units	300.00/bldg
Hydraulic Modeling for New Subdivisions with 50 or more lots	1,000.00
Partition,* Nonexpedited & Expedited Processes	440.00
Partition,* Nonexpedited & Expedited Extension/Modification	145.00
Partition,* Nonexpedited, Appeal Proceeding to Council	145.00
Partition,* Expedited, Appeal to Referee, Deposit per ORS 197.375	325.00
Partition,* Minor Variance included & primary use is a single family dwelling in RL or RML	Add 150.00
Partition,* Minor Variance included & primary use is not a single family dwelling & not in RL or RML	Add 227.50
Property Line Adjustment,* primary use is a single family dwelling in RL or RML	77.50
Property Line Adjustment,* Minor Variance included & primary use is a single family dwelling in RL or RML	Add 150.00
Property Line Adjustment,* primary use is not a single family dwelling in RL or RML	335.00
Property Line Adjustment,* Minor Variance included & primary use is not a single family dwelling in RL or RML	Add 150.00

City of Tualatin Fee Schedule

Fees Effective September 11, 2018

Public Works - Engineering (continued)	
Property Line Adjustment, * Appeal Proceeding to Council	150.00
Public Works Construction Permit Deposit	5% of est. value of work but not less than 500.00
Public Works Construction Code	55.00 + postage
Sidewalk Permit	150.00
Subdivision, * Nonexpedited and Expedited Processes	3,000.00
Subdivision, * Variance included & primary use is a single family dwelling in RL or RML	Add 300.00
Subdivision, * Variance included & primary use is not a single family dwelling in RL or RML	Add 378.00
Subdivision, * Minor Variance included & primary use is a single family dwelling in RL or RML	Add 150.00
Subdivision, * Minor Variance included & primary use is not a single family dwelling in RL or RML	Add 227.50
Subdivision, * Nonexpedited, Extension/Modification By Council	687.00
Subdivision, * Expedited, Extension/Modification By City Engineer	175.00
Subdivision, * Nonexpedited, Appeal Proceeding to Council	150.00
Subdivision, * Expedited Appeal to Referee, Deposit per ORS 197.375	335.00
Street Name Change	150.00
Street Vacation Application Deposit	378.00
Transportation Development Tax	Indexed annually per Washington County Code, Section 3.17
Zone of Benefit Application Fee	750.00
Water Quality Permit Deposit	5% of est. value of work but not less than 500.00
<p><i>* Subdivision, Partition and Property Line Adjustment applicants shall contact the Finance Department for a determination of L.I.D. assessment apportionment for the property proposed to be divided or adjusted.</i></p>	

City of Tualatin Fee Schedule

Fees Effective September 11, 2018

Utilities	
Annual Rights-of-Way Fee:	
Electric	3.5% of Gross Revenue *
Natural Gas	5.0% of Gross Revenue *
Communication	5.0% of Gross Revenue *
Any Utility Operator that does not earn Gross Revenues within the City of Tualatin (Based on total Linear Feet of Utility Facilities in the Rights-of-Way):	
Up to 5,000	5,000.00
5,001 to 10,000	7,500.00
10,001 to 20,000	10,000.00
More than 20,000	15,000.00
* "Gross Revenue" means any and all revenue, of any kind, nature or form, without deduction for expenses, less net uncollectibles, derived from the operation of utility facilities in the City of Tualatin, subject to allapplicable limitations in federal or state law.	
Attachment Fee (per TMC 3-6-120)	5,000.00
Rights-of-Way License Application Fee (per TMC 3-6-205)	250.00
Rights-of-Way License Renewal Application Fee (per TMC 3-6-260)	150.00
Water, Sewer and Surface Water Management Rates	Resolution No. 5374-18



STAFF REPORT

CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

THROUGH: Jeff Fuchs, Public Works Director/City Engineer

FROM: Casey Fergeson, Project Engineer
Kelsey Lewis, Management Analyst II

DATE: 09/10/2018

SUBJECT: Consideration of **Resolution No. 5394-18** Authorizing the City Manager to Execute an Amendment of a Professional Services Contract with CH2M Hill Engineers, Inc. for Additional Services Relating to the Rehabilitation of the C1 Reservoir

ISSUE BEFORE THE COUNCIL:

Contract amendment to include additional construction management and engineering support services to support City staff through the construction of the C1 Reservoir Rehabilitation Project.

RECOMMENDATION:

Staff recommends that Council approve the resolution to allow the City Manager to amend CH2M Hill's contract to provide additional support services to complete construction of the C1 Reservoir Rehabilitation project.

EXECUTIVE SUMMARY:

In March 2014, the City entered into a contract with CH2M Hill for design services for a new C2 Reservoir and rehabilitation of the existing C1 Reservoir. The C2 project was finished last year and the C1 Reservoir rehabilitation project is currently being constructed. The original engineering agreement assumed City staff would perform a greater role in construction management than current workload allows.

This amendment provides for additional consultant construction management services and structural engineering support during construction of the C1 Reservoir Rehabilitation project. The scope also includes sampling the existing reservoir coating for lead paint.

Due to the dollar amount of the requested amendment (over 10% of the original contract amount), City Council authorization is required to amend the contract.

FINANCIAL IMPLICATIONS:

Funds for this amendment of \$46,000 are available in the Water Operating Fund.

Attachments: Attachment A - Resolution No. 5394-18

RESOLUTION NO. 5394-18

A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE AN AMENDMENT OF A PROFESSIONAL SERVICES CONTRACT WITH CH2M HILL ENGINEERS, INC. FOR ADDITIONAL SERVICES.

WHEREAS, the City signed an agreement with CH2M Hill Engineers, Inc. for engineering design services for the C2/C1 Water Reservoir projects in March of 2014; and

WHEREAS, the City and CH2M Hill signed amendments to that agreement in June 2017 and January 2018; and

WHEREAS, the Parties wish to enter into an amendment to the agreement to extend construction management and engineering support services which total more than 10% of the agreement price; and

WHEREAS, funds are available for this project in the Water Operating Fund;

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF TUALATIN, OREGON, that:

Section 1. The City Manager is authorized to execute an amendment to the existing agreement with CH2M Hill Engineers, Inc. in the amount of \$46,000.

Section 2. The City Manager or designee is authorized to execute Change Orders totaling up to 10% of the amended agreement price.

Section 3. This resolution is effective upon adoption.

Adopted by the City Council this 10th Day of September, 2018.

CITY OF TUALATIN OREGON

BY _____
Mayor

APPROVED AS TO FORM

ATTEST

BY _____
City Attorney

BY _____
City Recorder



STAFF REPORT

CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

THROUGH: Jeff Fuchs, Public Works Director/City Engineer

FROM: Kelsey Lewis, Management Analyst II
Casey Fergeson, Project Engineer

DATE: 09/10/2018

SUBJECT: Consideration of **Resolution No. 5395-18** Authorizing the City Manager to Execute an Amendment to a Professional Services Contract with OBEC Consulting Engineers for Additional Services

ISSUE BEFORE THE COUNCIL:

Contract amendment to include additional scope and update cost for managing construction of Myslony Bridge.

RECOMMENDATION:

Staff recommends Council approve the resolution to allow the City Manager to amend OBEC's contract.

EXECUTIVE SUMMARY:

The City entered into a contract with OBEC for engineering design services for the construction of Myslony Bridge and waterline in December of 2015. This amendment adds scope for construction management and inspection services during the construction of the bridge and waterline that were not included in the original scope. Due to the dollar amount of the requested amendment (over 10% of the original contract amount), City Council authorization is required to amend the contract.

FINANCIAL IMPLICATIONS:

Funds for this amendment of \$105,795.15 are available in the Road Operating and Water Operating Funds.

Attachments: [Resolution 5395-18](#)

RESOLUTION NO. 5395-18

A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE AN AMENDMENT OF A PROFESSIONAL SERVICES CONTRACT WITH OBEC CONSULTING ENGINEERS FOR ADDITIONAL SERVICES.

WHEREAS, the City signed an agreement with OBEC Consulting Engineers (OBEC) for engineering design services for the Myslony Bridge project in December of 2015; and

WHEREAS, the City and OBEC signed amendments to that agreement in March and August of 2016, November 2017, May and June 2018; and

WHEREAS, the Parties wish to enter into an amendment to the agreement to include construction management and inspection services which total more than 10% of the agreement price; and

WHEREAS, funds are available for this project in the Road Operating and Water Operating Funds;

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF TUALATIN, OREGON, that:

Section 1. The City Manager is authorized to execute an amendment (Amendment 6) to the existing agreement with OBEC Consulting Engineers in the amount of \$105,795.15.

Section 2. The City Manager or designee is authorized to execute Change Orders totaling up to 10% of the amended agreement price.

Section 3. This resolution is effective upon adoption.

Adopted by the City Council this 10th day of September, 2018.

CITY OF TUALATIN OREGON

BY _____
Mayor

APPROVED AS TO FORM

ATTEST

BY _____
City Attorney

BY _____
City Recorder



STAFF REPORT

CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos, City Manager

FROM: Nic Westendorf, Management Analyst II

DATE: 09/10/2018

SUBJECT: Consideration of **Resolution No. 5397-18** Awarding the Contract for Street Sweeping Operations to Great Western Sweeping and Authorizing the City Manager to Execute a Contract

ISSUE BEFORE THE COUNCIL:

Award the contract for street sweeping operations.

RECOMMENDATION:

Staff recommends that Council approve the resolution to allow the City Manager to execute a contract with Great Western Sweeping to provide street sweeping services in the amount of \$891,000.

EXECUTIVE SUMMARY:

Street sweeping services are provided as a means of keeping city streets and stormwater infrastructure in a clean and safe condition. Great Western Sweeping provides monthly street sweeping services for all roadways within the city, as well as debris removal, emergency spill response, and as needed, special sweeps due to adverse weather conditions, etc. They provide sweeping twice a month at all city offices and public parking lots in the downtown Core Area. Great Western Sweeping meets all requirements and specifications set forth in the City's Request for Proposal, as well as those in the Clean Water Services Stormwater Management Plan.

Great Western Sweeping has the current contract for street sweeping services in Tualatin and has provided outstanding customer service; detailed, quality work; and a dependable, professional product during their current contract with the City of Tualatin.

The project was advertised in the Daily Journal of Commerce on July 18th and 25th, 2018. One (1) bid was received prior to the close of the bid period on August 1st, 2018. Great Western Sweeping submitted a bid in the amount of \$891,000.

FINANCIAL IMPLICATIONS:

Street Sweeping Operations will be funded from the Road Operating Fund, Storm Operating Fund, Building Maintenance Fund, and Core Area Parking Fund. The contract is a 3-year term. The estimated annual cost of street sweeping services is \$297,000 per year beginning in fiscal year 18/19, continuing through fiscal year 21/22, for a total amount of \$891,000.

Attachments: RESOLUTION NO. 5397-18

RESOLUTION NO. 5397-18

A RESOLUTION AWARDING THE CONTRACT FOR STREET SWEEPING OPERATIONS

WHEREAS, the project was advertised in the *Daily Journal of Commerce* on July 18th and 25th, 2018; and

WHEREAS, one (1) bid was received prior to the close of the bid period on August 1st, 2018; and

WHEREAS, Great Western Sweeping submitted the lowest bid for the service in the amount of \$891,000; and

WHEREAS, Street Sweeping Operations will be funded from the Road Operating Fund, Storm Operating Fund, Building Maintenance Fund, and Core Area Parking Fund.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF TUALATIN, OREGON, that:

Section 1. The contract is awarded to Great Western Sweeping.

Section 2. The City Manager is authorized to execute a contract with Great Western Sweeping in the amount of \$891,000.

Section 3. The City Manager, or the City Manager's designee, is authorized to execute Change Orders totaling up to 10% of the original contract amount.

Section 4. This resolution is effective upon adoption.

Adopted by the City Council this 10th day of September, 2018.

CITY OF TUALATIN, OREGON

BY _____
Mayor

APPROVED AS TO FORM

ATTEST:

BY _____
City Attorney

BY _____
City Recorder



STAFF REPORT

CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos, City Manager

FROM: Richard Mueller, Parks and Recreation Manager
Ross Hoover, Parks and Recreation Director

DATE: 09/10/2018

SUBJECT: Consideration of **Resolution No. 5399-18** Authorizing the City Manager to Execute an Intergovernmental Agreement with the Tigard-Tualatin School District for the Joint Use and Replacement of the Artificial Surface Multi-Use Athletic Field and Joint Use of the Cross Country Running Trail

ISSUE BEFORE THE COUNCIL:

The Council will consider a Resolution Authorizing the City Manager to Execute an Intergovernmental Agreement with Tigard-Tualatin School District for the Joint Use and Replacement of the Artificial Surface Multi-Use Athletic Field and Joint use of the Cross Country Running Trail at Tualatin High School and Byrom Elementary School.

RECOMMENDATION:

Staff respectfully recommends that Council approve the resolution for the attached Intergovernmental Agreement for the Joint Use and Replacement of Artificial Surface Multi-Use Athletic Field and Joint Use of the Cross Country Running Trail.

EXECUTIVE SUMMARY:

After resurfacing the synthetic field during the summer of 2016, the Tigard-Tualatin School District expressed a desire to review and update the existing intergovernmental agreement. The attached agreement clarifies the responsibilities and financial obligations of both parties. Tualatin youth sports organizations, and some adult sports groups use the community field time for sports development, practice, and competitive games. There are no significant changes in the use of field time between the City and District in this updated intergovernmental agreement. At their August 14, 2018 meeting, the Park Advisory Committee recommended the City Council approve the agreement.

OUTCOMES OF DECISION:

Tualatin sports organizations, primarily nonprofit youth sports groups, will continue to have priority field use during designated times. The field replacement in 2016 cost \$400,087.75, which was fifty percent of the agreed upon replacement expenditures. Defined in the updated agreement are ongoing annual costs of approximately \$13,730 that are included in the City 2018-2019 budget.

Attachments: Resolution 5399-18
Intergovernmental Agreement for the Joint Use and Replacement of Artificial Surface Multi-Use Athletic Field and Joint use of the Cross Country Running Trail

RESOLUTION NO. 5399-18

A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE AN INTERGOVERNMENTAL AGREEMENT WITH TIGARD-TUALATIN SCHOOL DISTRICT FOR THE JOINT USE AND REPLACEMENT OF ARTIFICIAL SURFACE MULTI-USE ATHLETIC FIELD AND JOINT USE OF THE CROSS COUNTRY RUNNING TRAIL

WHEREAS, Oregon Revised Statutes 190.010 allows the City to enter into intergovernmental agreements (IGAs) with other governmental entities; and

WHEREAS, the City and the Tigard-Tualatin School District (District) desire to share resources and work collaboratively to jointly replace and manage an artificial surface multi-use athletic field and cross county running trail, to help both agencies achieve established goals while saving capital and operation costs; and

WHEREAS, City and District enter into this IGA in the spirit of cooperation and with the commitment that the shared facilities will be used extensively by the community, especially by children and youth, and that they will be maintained in good condition and repair; and

WHEREAS, the City and District wish to enter into a Joint Use and Replacement of Artificial Surface Multi-Use Athletic Field and Joint use of the Cross Country Running Trail at Tualatin High School and Byrom Elementary School.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF TUALATIN, OREGON, that:

Section 1. The City Manager is authorized to execute the attached Intergovernmental Agreement for the Joint Use and Replacement of Artificial Surface Multi-Use Athletic Field and Joint use of the Cross Country Running Trail, which is attached as Attachment A and incorporated by reference.

Section 2. This resolution supersedes Resolution 4321-04.

Section 3. This resolution is effective upon adoption.

INTRODUCED AND ADOPTED this 10th day of September 2018.

CITY OF TUALATIN, OREGON

BY _____
Mayor

APPROVED AS TO FORM

ATTEST:

BY _____
City Attorney

BY _____
City Recorder

INTERGOVERNMENTAL AGREEMENT
for the
JOINT USE AND REPLACEMENT OF
ARTIFICIAL SURFACE MULTI-USE ATHLETIC FIELD
And
JOINT USE OF
CROSS COUNTRY RUNNING TRAIL

BETWEEN: Tigard-Tualatin School District (23J), a unit of local government of the State of Oregon (District)

AND: The City of Tualatin, a unit of local government of the State of Oregon (City)

RECITALS

1. ORS 190.010 provides that units of local government may enter into agreements for the performance of any and all functions and activities that any party to the agreement, its assigned personnel or agents have authority to perform.
2. City and District desire to share resources and work collaboratively to jointly replace and manage an artificial surface multi-use athletic field and manage a cross country running trail at Tualatin High School and Byrom Elementary School, as described in this agreement to help both agencies achieve established goals while saving capital and operating costs for taxpayers.
4. City and District enter into this agreement in the spirit of cooperation and with the commitment that the shared facilities will be used extensively by the community, especially by its children and youth, and that they will be maintained in good repair for many decades to come.
5. This agreement supersedes an agreement executed in December, 2004 by City and District to jointly develop and manage an artificial surface multi-use athletic field and cross country running trail at Tualatin High School.

AGREEMENTS

Section 1: Development

1.1 Field. The artificial surface multi-use athletic field (“artificial surface field”) for high school football, soccer, track field events and lacrosse, and related improvements, will be replaced at Tualatin High School.

1.2 Cross Country Running Trail. The cross country running trail at Tualatin High School and Byrom Elementary School will be jointly managed by City and District. The cross country running trail will be maintained by District.

1.3 Project Management. District shall manage the replacement of the artificial surface field in consultation with City.

Section 2: Length of Agreement

2.1 Original Term. This Agreement is an Agreement in perpetuity, subject to Section 12.2 below, and shall commence on the date the Agreement is executed by the parties.

2.2 Agreement Review. City and District shall review this Agreement after three (3) years and at least once every five (5) years thereafter and modify it by addendum to this Agreement as they mutually agree.

Section 3: Investment

3.1 City. City's investment in the 2016 turf replacement is one-half of the total replacement cost or approximately \$400,000.

3.2 District. District's investment in the 2016 turf replacement is one-half of the total replacement cost or approximately \$400,000.

Section 4: Ownership

City and the District agree that District shall own facilities under this agreement.

Section 5: Use

5.1 Use of Multi-Purpose Artificial Fields.

(1) The Artificial Surface Field Use Matrix included as Appendix A shall govern use by City and District of the artificial surface field. For the purposes of the Artificial Surface Field Use Matrix (Appendix A), and only for that purpose, "City" includes events sponsored by City as well as by other non-District entities. Times reserved for the District, but not used by the District, will be made available to City and times reserved for the City, but not used by the City, will be made available to District. Changes in policy that relate to the use of the artificial surface athletic field will require the review and approval of the City and District. City and District will share calendars of each party's scheduled use as needed.

(2) The Artificial Surface Field Use Matrix included in Appendix A was developed using existing City and District schedules as a model. City and District

reserve the right to renegotiate the actual times of District and City use if there are changes in these requirements. The intent of the parties is to maintain a distribution of time reserved for the City and for District substantially the same as in Appendix A. Changes to these times other than on an exceptional basis, will be in writing, reviewed, and approved by both City and District. Short-term exceptions may occur without City and District approval provided they are mutually acceptable to the City's City Manager or designee and District's Superintendent or designee. Such exceptions will be confirmed in writing by both parties.

(3) City and District shall post signage for turf and surrounding track rules and appropriate use and evenly split the cost of such signage.

5.2 Cross Country Running Trail. Use of the cross country running trail will be on a drop-in basis by both City and District during all hours of school year and summer. Exceptions to this schedule will be for official Tualatin High School home cross country meets. The running trail may be closed to City use for exclusive use by District competitors during official Tualatin High School home cross country meets.

5.3 Change in Policies Governing Usage. Any proposed change to usage or policies governing usage other than scheduling will require approval by City and District.

5.4 Coordination of Use. City and District will coordinate to ensure compatibility on policies of use, such as use commercial activities. There shall be no use of alcohol or tobacco on school property. Minor deviations from the strict requirements of this agreement where the harm to facilities and risk to other users is negligible or non-essential and such action is appropriate in furtherance of the goals of this agreement may occur without City and District approval provided they are mutually acceptable to the City's City Manager or designee and District's Superintendent or designee. Such exception will be confirmed in writing by both parties.

5.5 Ancillary Facilities. Field lighting, sound system, scoreboard, bleachers, outside restrooms at the Tech Wing Building, ticket booth, concession stands, non-exclusive use of parking lots, and storage for youth sports field equipment will be made available to City during City-use times. Concession stand will be rented through the Tualatin High School Packbackers organization or any successor organization.

5.6 Site Supervision, and Security During Events. Responsibility for site supervision, site cleanup and security during events will be City's during its time of use and District's during its time of use.

Section 6: Maintenance Agreement

City and District share the goal of having as high a standard of maintenance as is affordable and practicable. Maintenance will be performed as follows:

6.1 District will provide routine maintenance and repair of artificial surface field to manufacturers recommended standards and cross country running trail to design standards. District will provide custodial service for trash containers on a year-round basis and for outside entrance restrooms at the Tech Wing Building on weekdays during the school year. The restrooms will be available between 5:30 PM and 10:00 PM on weekdays during use scheduled by City.

6.2 City will require users to pick up litter and debris after use. District will provide custodial service for outside entrance restrooms at the Tech Wing Building on Saturdays and Sundays during the school year and daily during the summer when facilities have been scheduled by City. The restrooms will be available between 8:00 AM and 2:30 PM on weekends and during the summer for use scheduled by City. City may choose to install a portable restroom at artificial surface field for weekend and summer use rather than use restrooms at the Tech Wing Building. City and District agree to evenly split the cost of custodial and cleanup performed by District staff following use scheduled by the City under this agreement.

6.3 City and District will be jointly responsible for repair of damages to the turf, surrounding track and Ancillary Facilities directly attributed to the City's use of the facility under this agreement.

6.4 City will be responsible for field lighting electrical costs associated with use by City. City and District will cost share for the software to operate the automated lighting system.

Section 7: Field Surface Replacement

City and District agree to evenly split the cost to replace the artificial surface field or sections of the field as needed. There will be a jointly conducted annual inspection and report filed with City and District describing the existing conditions, need for immediate remedial action, projection of remaining useful life, and other relevant information concerning condition of the field.

The costs of annual inspections including Gmax testing not covered under the turf warranty will be evenly split between City and District.

Section 8: Rental Fees, Concession, and Ticket Revenue

8.1 Fee and Charges Policies and Rates. District's fees and charges policies and rates will apply to the use of the artificial surface field and cross country running trail during times available for use by District. City's fees and charges policies and rates will apply to the use of the artificial field and cross country running trail during times available for use by City.

8.2 Concession, Ticket, and Rental Revenue. Concession, ticket, and rental revenues generated by City or District events will be retained by the respective agency.

Section 9: Field and Cross Country Running Trail Names

District reserves the right to name the artificial surface field and cross country running trail after consultation with City.

Section 10: Sponsorship and Advertising

District reserves the right to determine sponsorships, advertising, and concessions related to the artificial surface sports field and cross country running trail after consultation with the City. City may authorize the temporary placement of signs associated with events occurring during City controlled time, provided signs are removed at the end of the event and do not cause damage to facilities.

Section 11: Special Campus Concerns

11.1 Campus Security. City and District recognize and support modest and safe use of District artificial surface field and cross country running trail by neighbors and the community during the instructional day as long as the use does not disrupt the operation of school or the instructional program. City and District agree to the following:

(1) The facilities described in section 1 of this Agreement that are located on District property will be used in a fashion that maximizes community use. However, such use must be compatible with protecting the safety and security of students, staff, and visitors.

(2) District reserves the right to restrict partial or all use for up to 48 hours to respond to a safety or welfare emergency. The superintendent or designee will inform the city manager or designee of such a decision. Any restriction that extends beyond 48 hours requires the concurrence of the city manager or designee.

(3) School grounds will be posted with signs informing the public that the areas are school grounds and that public access is welcome, but may be restricted without prior notice for security or, while school is in session, for instructional reasons. City and District will split the cost of such signage.

11.2 Dogs. Except for seeing-eye dogs, dogs will not be permitted on the artificial surface field.

11.3 Parking During the Instructional Day. Members of the community arriving by car to use the facilities during days school is in session may not park in the school parking lots.

Section 12: Termination

12.1 Procedure for Termination.

Neither party may terminate this Agreement for a breach by the other party without first providing the other party written notice of the specific nature of the alleged breach and a reasonable opportunity to cure the breach. A reasonable opportunity to cure the breach shall be 30 days or such other lesser or greater time as is appropriate given the nature of the breach and the time necessary to cure it.

12.2 Remedies for Termination.

Notwithstanding any other provision herein, each party reserves the right to terminate this Agreement by written notice. Such termination shall be effective one year after notice is given. If District terminates this Agreement, for any reason other than City's breach of this Agreement, or if City terminates this Agreement because District breaches this Agreement, District shall reimburse or in some mutually acceptable manner make City whole for the depreciated current value of City's investment that is withdrawn due to the termination or for the value due to City for District non-performance.

If District terminates agreement due to an intention to sell the land on which the City has made improvements, District will offer City first right of refusal to purchase the land at fair market value.

If City terminates this Agreement, for any reason other than District's breach of this Agreement or if District terminates this Agreement for City's breach of this Agreement, City shall reimburse or in some mutually acceptable manner make District whole for impact to the District of the termination or City non-performance.

12.3 Any dispute as to the appropriate reimbursement due under section 12.2 or upon termination for any reason shall be resolved pursuant to section 16 of this Agreement.

Section 13: Contract Administration

Each party designated the following as its representatives for purposes of administering this contract:

City:

Sherilyn Lombos
City Manager
City of Tualatin
18880 SW Martinazzi Ave.
Tualatin, Oregon 97062

District:

Dr. Susan Rieke-Smith
Superintendent
Tigard Tualatin School District (23J)
6960 SW Sandburg Rd.
Tigard, Oregon 97223

Either party may change its representative by providing the other party written notice of the new representative's name and address.

Section 14: Indemnification

To the extent legally possible, District shall indemnify and hold the City, its officers, agents, employees, and volunteers harmless from and against any and all claims, actions, liabilities, costs, including costs of defense, arising out of or in any way related to any act or failure to act by the District and its employees, agents, officers, volunteers and contractors in connection with this contract.

To the extent legally possible, City shall indemnify and hold the District, its officers, agents, employees, and volunteers harmless from and against any and all claims, actions, liabilities, costs, including costs of defense, arising out of or in any way related to any act or failure to act by the City and its employees, agents, officers, volunteers and contractors in connection with this contract.

Section 15: Insurance

City and District, at their sole expense shall maintain all risk property and public liability insurance policies on the prospective properties included in this agreement. The limits of liability required will be \$2,000,000 for each occurrence and \$3,000,000 in the aggregate for the liability coverages and all property upon completion of construction shall be written on replacement cost basis. City and District both agree that either party is authorized to carry deductibles or self-insurance on any or all lines of coverage up to \$25,000 for each occurrence.

Section 16: Dispute Resolution

City and District shall attempt to resolve all disputes through staff discussions at the lowest possible level. Both parties to this Agreement agree to provide other resources and personnel to negotiate and find resolution to disputes that cannot be resolved at the staff level. As a next step, claims, disputes or other matters in question between the

parties to this Agreement arising out of or relating to this Agreement, or breach thereof shall be determined by mediation, arbitration, or litigation. Disputes shall be initially submitted to mediation by a mediator chosen by the parties. The cost of mediation shall be borne equally by the parties. If the parties are unable to agree upon a mediator within 5 days or if mediation fails to resolve the dispute and if either party wants to further pursue the dispute, either party may request that the dispute be submitted to arbitration before a single arbitrator agreed to by the parties, selected from a list of five arbitrators provided by the Arbitration Service of Portland, Inc. The parties or designated representatives shall determine by lot the order of elimination and, thereafter, each shall in that order alternately strike a name from the list and the fifth individual remaining shall act as the arbitrator. The decision of the arbitrators shall be final, binding the parties, and judgment may be entered thereon. Unless the parties mutually agree otherwise, any arbitration proceeding shall be conducted in accordance with the currently in effect Arbitration Rules of the American Arbitration Association pursuant to ORS 190.720. Notwithstanding the above, either party may, at its own discretion, elect to resolve disputes in excess of \$50,000 by litigation, if mediation is not successful.

Section 17: Entire Agreement

This Agreement includes the Artificial Surface Field Use Matrix, attached hereto as Appendix A., With the inclusion of Appendix A, this Agreement contains the entire agreement between the parties and, except as otherwise provided, can be changed, modified, amended, or terminated only by an instrument in writing executed by the parties. It is mutually acknowledged and agreed by City and District that there are no verbal agreements, representations, warranties, or other understandings affecting this Agreement.

Section 18: Applicable Law

This agreement shall be governed by, and construed in accordance with, the laws of the State of Oregon.

This agreement is effective on the date last signed.

DISTRICT

CITY

By: _____
Dr. Susan Rieke-Smith Date
Superintendent

By: _____
Sherilyn Lombos Date
City Manager

STATE OF OREGON, County of Washington:

On this _____ day of _____, 2018 personally appeared before me the within named Dr. Susan Rieke-Smith, in capacity of Superintendent for Tigard Tualatin School District 23J and acknowledged and signed the foregoing Intergovernmental Agreement on behalf of the District, pursuant to authority of its Board of Directors.

Notary Public for Oregon
My Commission Expires:

STATE OF OREGON, County of Washington:

On this _____ day of _____, 2018 personally appeared before me the within named Sherilyn Lombos in capacity of City Manager for the City and acknowledged and signed the foregoing Intergovernmental Agreement on behalf of the City.

Notary Public for Oregon
My Commission Expires:

	DISTRICT
	CITY

Artificial Surface Field Use Matrix

TIME	Morning	Noon	Afternoon	Evening
------	---------	------	-----------	---------

SCHOOL YEAR

	8:00 - 9:00	9:00-10:00	10:00 - 11:00	11:00 - 12:00	12:00 - 1:00	1:00-2:00	2:00-3:00	3:00-4:00	4:00-5:00	5:00-5:30	5:30-6:00	6:00-7:00	7:00-8:00	8:00-9:00	9:00-10:00	10:00 - 10:30
Monday																
Tuesday																
Wednesday																
Thursday																
Friday																
Saturday																
Sunday																

SUMMER

	8:00 - 9:00	9:00-10:00	10:00 - 11:00	11:00 - 12:00	12:00 - 1:00	1:00-2:00	2:00-3:00	3:00-4:00	4:00-5:00	5:00-5:30	5:30-6:00	6:00-7:00	7:00-8:00	8:00-9:00	9:00-10:00	10:00 - 10:30
Monday																
Tuesday																
Wednesday																
Thursday																
Friday																
Saturday																
Sunday																

“School Year” is defined as the time when competitive high school sports are in session, usually from early August through the second week of June, inclusive of holidays and winter and spring breaks.

City use times may be adjusted to start later or stop earlier as determined based on local community standards.

EXCEPTIONS TO ALLOW FOR USE OF CITY TIME BY DISTRICT:

School Year

- Monday – Friday
- 1) 7 uses by boys varsity soccer for games
 - 2) 7 uses by girls varsity soccer for games
 - 3) 4 to 5 uses by varsity football for games
 - 4) 4 uses by varsity track for meets until 9:00 PM
 - 5) 1 use for home district track meets every 5-7 years
 - 6) Back to School Night; last Wednesday in September
 - 7) Welcome to the Pack Night; first Wednesday in April
 - 8) Parent Teacher Conferences; last Thursday in October

- Weekends
- 1) 1 varsity soccer, if TuHS makes quarter finals

Summer

Everyday: None

It is understood that exceptional circumstances may lead to an increase in District-led use. For instance, selection of the field for high school playoff or championship football or soccer games. District will make every effort to notify City as soon as possible regarding these occurrences.



STAFF REPORT

CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos, City Manager

FROM: Don Hudson, Finance Director

DATE: 09/10/2018

SUBJECT: Consideration of **Resolution No. 5400-18** Relating to Miscellaneous Water Fees and Hydrant and Bulk Water Fees; and Amending Resolution No. 5374-18 Sections 8 and 9

ISSUE BEFORE THE COUNCIL:

The City Council will consider amending Sections 8 and 9 of Resolution No. 5374-18, passed on June 11, 2018.

RECOMMENDATION:

Staff recommends adopting the attached Resolution.

EXECUTIVE SUMMARY:

Resolution No. 5374-18, Amending Water, Sewer and Surface Water Management Rates, was approved by the City Council on June 11, 2018. Section 8 (Miscellaneous Charges) and Section 9 (Hydrant and Bulk Water Usage Charges) are proposed to be updated by the Public Works Department to more appropriately account for the cost of water shut-off or turn on, hydrant meters and to create a backflow device deposit and a hydrant flow test fee. An analysis was recently completed to better reflect current operations and the costs to provide services.

Resolution No. 5400-18 will amend only Section 8 and Section 9 of Resolution No. 5374-18, leaving the Water, Sewer and Surface Water Management rates unaffected.

OUTCOMES OF DECISION:

Adoption of the attached resolution sets new and updated charges effective September 11, 2018.

FINANCIAL IMPLICATIONS:

The updated and new charges, will better reflect costs to provide services.

Attachments: Resolution No. 5400-18

RESOLUTION NO. 5400-18

A RESOLUTION RELATING TO MISCELLANEOUS WATER FEES AND HYDRANT AND BULK WATER FEES; AND AMENDING RESOLUTION NO. 5374-18 SECTIONS 8 AND 9

WHEREAS, Sections 8 and 9 of Resolution No. 5374-18, adopted by the Council on June 11, 2018, contain miscellaneous water fees and hydrant and bulk water charges;

WHEREAS, the service charges contained in Section 8 and 9 of Resolution No. 5374-18 are not sufficient to cover the cost of providing these services; and

WHEREAS, the Council wishes to modify Sections 8 and 9 of Resolution No. 5374-18 to cover the cost of providing services;

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF TUALATIN, OREGON, that:

Section 1. Sections 8 and 9 of Resolution No. 5374-18 are amended as set forth in "Exhibit A," which is attached and incorporated by reference.

Section 2. Except to the extent modified by this resolution, Resolution No. 5374-18 remains in full force and effect.

Section 3. This resolution is effective upon adoption.

INTRODUCED AND ADOPTED this 10th day of September, 2018.

CITY OF TUALATIN, OREGON

BY _____
Mayor

APPROVED AS TO FORM:

ATTEST:

BY _____
City Attorney

BY _____
City Recorder

Section 8. Miscellaneous Charges. The following charges are imposed for service restoration, service termination and for account delinquencies:

(1) Restoration Charge.

(a) Where service has been terminated for delinquent bills or other violations, the charge for restoration of service shall be \$30.00.

(b) Water shall only be restored between ~~8:00~~7:00 a.m. and ~~4:30~~4:00 p.m., Monday through Friday, excluding holidays.

(2) ~~Emergency~~Shut-Off or Turn-On. When requested by a customer, the City will perform ~~emergency~~ shut-off or turn-on service for the following fee:

<u>REQUEST</u>	<u>CHARGE</u>
<u>During office hours</u>	<u>\$50.00</u>
<u>After office hours</u>	<u>Cost of labor and materials incurred by the city to preform service.</u>
<u>Office Hours are 7:00 a.m. – 4:00 p.m., Monday-Friday, excluding holidays.</u>	

~~(a) Between 8:00 a.m. and 4:30 p.m., Monday through Friday, excluding holidays – \$5.00.~~

~~(b) At any other time (subject to the availability of personnel) – \$10.00.~~

(3) Delinquency Notification Charge:

Whenever a utility account remains delinquent ten (10) days after the date of the mailed delinquent notice, a charge of \$10.00 may be assessed to the account to cover the costs of handling the delinquent account.

(4) Charge for restoring a meter that was removed by the City due to a violation of TMC 3-3-200:

When the City finds that one or more provisions of TMC 3-3-200 have been violated, the City may remove the meter and assess to the account a restoration charge of \$50.

Section 9. Hydrant and Bulk Water Usage Charges.

(a) The charge for the temporary use of hydrant meters, hydrant wrenches and valves, and temporary or bulk water is as follows:

ITEM	CHARGE
3" hydrant meter, wrench and valve deposit	\$1,400.00 <u>\$1,750.00</u>
¾" hydrant meter, wrench and valve deposit	\$1,000.00
Hydrant wrench and valve deposit permit fee (no meter)	\$45.00 <u>\$275.00</u>
<u>Hydrant flow test</u>	<u>\$250.00</u>
<u>Backflow device deposit</u>	<u>\$150.00</u>
Bulk water permit fee	\$50.00 + water usage
Daily usage-rental fee 3" hydrant meter	\$5.00
Daily usage-rental fee ¾" hydrant meter	\$2.00
Water used (water charge per 100 cubic feet)	Current rate

(b) Bulk water obtained from city hydrants and with city equipment shall only be used within the city limits of Tualatin.

(c) The bulk water permits expire after six months. At that time the permit holder is required to return the usage card to the City of Tualatin and will be billed at the current water rate at the time the card is received.

~~(b) Water use from hydrant meters shall be for use within the city limits of Tualatin only.~~

~~(c) The bulk water permit will expire at the end of six months and the permit holder will be billed for the water used at the current rate per 100 cubic feet.~~

City Council Meeting**Meeting Date:** 09/10/2018**SPECIAL REPORTS:** Tualatin Moving Forward First Project Celebration**Submitted For:** Sherilyn Lombos, City Manager

SPECIAL REPORTS

Celebrate Tualatin Moving Forward's First Project Completion

SUMMARY

The Tualatin Moving Forward bond program has completed its first project! There are new buffered bike lanes along the length of 115th ave and a new crosswalk at the end of 115th Ave and SW Hazelbrook Rd. As the first completed project, we invite the community and the Council to join us at a celebration on September 15th from 9-11 am on 115th Ave. We will have a community bike ride along the new bike lanes, have booths with bike safety information, food and more! This will be a free, and fun event for all ages.



STAFF REPORT

CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos, City Manager

FROM: Don Hudson, Finance Director

DATE: 09/10/2018

SUBJECT: Consideration of Resolution No. 5396-18 Authorizing Changes to the Adopted 2018-2019 Budget

ISSUE BEFORE THE COUNCIL:

Whether or not to approve changes to the adopted 2018–2019 budget.

RECOMMENDATION:

Staff recommends adopting the attached Resolution.

EXECUTIVE SUMMARY:

Occasionally, it becomes necessary to make changes after the budget is adopted for occurrences which had not been ascertained at the time of the preparation of the current budget. Oregon Revised Statutes (ORS) 294.471 dictates the process for a supplemental budget under these circumstances.

On May 15, 2018, Tualatin voters approved the sale of \$20,000,000 of general obligation bonds for transportation related projects. At the time of budget adoption, the projects and project costs that would be completed in fiscal year 2018-2019 were not ascertainable. Now that projects have been identified and estimated costs for this fiscal year are available, a supplemental budget for those amounts needs to be completed.

On August 8th, the bonds were sold and exact proceeds to the City became known. The supplemental budget creates a Capital Projects Fund, the Transportation Projects Fund, sets estimated materials and services and capital outlay expenditures and places the remaining balance of proceeds into contingency.

Additionally, the Series 2018 bonds included current refunding of the City's outstanding 2005 Parks and 2006 Library bonds. The attached resolution amends the principal and interest amounts that were adopted in June in the General Obligation Bond Fund for the transportation bonds, as well as the refunding bonds.

All changes to the adopted budget are found in Exhibit A to the attached resolution.

The last item that is included in the resolution is an adjustment to the amount needed for bond debt service in the imposition and categorization of taxes for the 2018-2019 tax year, amending the original estimate approved by the Budget Committee and adopted by the City Council.

FINANCIAL IMPLICATIONS:

The attached resolution allocates \$22,954,235 of bond proceeds into three categories in the Transportation Projects Fund: Materials and Services, Capital Outlay and Contingency. It also amends the principal and interest amounts in the General Obligation Bond Fund.

Attachments: [Resolution No 5396-18](#)

RESOLUTION NO. 5396-18

RESOLUTION AUTHORIZING CHANGES TO THE ADOPTED 2018-2019 BUDGET

WHEREAS an occurrence or condition arose which had not been ascertained at the time of the fiscal year 2018-2019 budget preparation;

WHEREAS in order to lawfully comply with the requirements of Local Budget Law, changes to the adopted 2018-2019 budget are necessary;

WHEREAS Oregon Revised Statutes (ORS) 294.471 allows for preparation of a supplemental budget;

WHEREAS Tualatin voters approved a general obligation bond for transportation projects on May 15, 2018;

WHEREAS a capital projects fund is needed to record project costs;

WHEREAS estimated project costs to be expended in fiscal year 2018-2019 could not be ascertained before budget adoption; and

WHEREAS actual debt service requirements, including debt service for refunding of the outstanding 2005 Parks and 2006 Library bonds, could not be ascertained until the bonds were sold in August 2018.

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF TUALATIN, OREGON, that:

Section 1. The City Council wishes to comply with Local Budget Law, and authorize the changes described above.

Section 2. The Transportation Projects Fund is to be created.

Section 3. Increased resources and requirements should be made as detailed in Exhibit A to this Resolution, which is attached and incorporated by reference.

Section 4. Hereby imposes the taxes provided for in the adopted budget at the rate of \$2.2665 per \$1,000 assessed value for operations and in the amount of \$2,800,000 for bonds; and that these taxes are hereby imposed and categorized for tax year 2018-19 upon the assessed value of all taxable property within the district.

General Government Limitation
General Fund...\$2.2665/\$1,000

Excluded from Limitation
Debt Service Fund...\$2,800,000

Section 5. This resolution is effective upon adoption.

INTRODUCED AND ADOPTED this 10th day of September, 2018.

CITY OF TUALATIN, OREGON

BY _____
Mayor

APPROVED AS TO FORM:

ATTEST:

BY _____
City Attorney

BY _____
City Recorder

City of Tualatin
 Fiscal Year 2018-2019
 Budget Changes, September 2018

Creation of Transportation Projects Fund:

<u>Increase - Revenue</u>	<u>Amount</u>	<u>Increase - Expenditure</u>	<u>Amount</u>	<u>Notes</u>
Bond Proceeds	\$ 22,954,235	Materials and Services	\$ 150,000	Allocation of Transportation Bond Proceeds
		Capital Outlay	\$ 2,400,000	
		Contingency	\$ 20,404,235	

Adjustments to Debt Service:

General Obligation Bond Fund				
Property Taxes	\$ 72,150	2005 Parks Bond - Principal	\$ (5,000)	Changes per Refunding
		2005 Parks Bond - Interest	\$ (5,245)	Changes per Refunding
		2006 Library Bond - Principal	\$ (5,000)	Changes per Refunding
		2006 Library Bond - Interest	\$ (7,060)	Changes per Refunding
		2018 Transportation Bond - Principal	\$ (667,000)	Allocate Actual Principal/Interest
		2018 Transportation Bond - Interest	\$ 774,210	Allocate Actual Principal/Interest
		General Account Reserve	\$ (12,755)	



STAFF REPORT

CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos, City Manager

FROM: Tony Doran, Engineering Associate
Jeff Fuchs, City Engineer

DATE: 09/10/2018

SUBJECT: Consideration to Plan Text Amendment 18-0002 to amend the Tualatin Development Code Chapter 70: Flood Plain District to Meet Minimum National Flood Insurance Program Requirements

ISSUE BEFORE THE COUNCIL:

City Council consideration of a Plan Text Amendment to update Tualatin Development Code Chapter 70: Flood Plain District to meet minimum National Flood Insurance Program requirements, adopting Federal Emergency Management Agency (FEMA) requirements for development of the flood plain.

RECOMMENDATION:

Staff recommends the City Council consider the staff report, draft language, analysis and findings, and Planning Commission recommendation to adopt without changes, then consider approval of PTA 18-0002.

EXECUTIVE SUMMARY:

A letter dated April 19, 2018 to The Honorable Lou Ogden, Mayor of the City of Tualatin, was sent from Luis Rodriguez, P.E. Chief, Engineering Management Branch, Federal Insurance and Mitigation Administration. Additionally, a letter and adoption booklet dated July 16, 2018 to The Honorable Lou Ogden, Mayor of the City of Tualatin, was sent from Rachel Sears, Director of the Floodplain Management Division, Mitigation Directorate, Federal Emergency Management Agency.

These letters identified October 19, 2018 as the effective date for the new Flood Insurance Study and updated Flood Insurance Rate Map panels that has been completed for Tualatin. By this date the Department of Homeland Security's Federal Emergency Management Agency Regional Office is required to approve the legally enforceable floodplain management measures Tualatin adopts in accordance with Title 44 Code of Federal Regulations Section 60.3(d).

These letters are the Federal Emergency Management Agency's official notification that Tualatin has until October 19, 2018 to adopt and submit to FEMA a floodplain management

ordinance that adopts the new Flood Insurance Study and Flood Insurance Rate Map Panels. Approval by the Federal Emergency Management Agency Regional Office by October 19, 2018 will enable Tualatin to avoid suspension from the National Flood Insurance Program.

PTA 18-0002 proposes to update TDC Chapter 70 to incorporate the new Flood Insurance Study and Flood Insurance Rate Map Panels to comply with FEMA requirements.

PREVIOUS STEPS

August 3rd - Draft ordinance and analysis emailed to Department of Land Conservation and Development

August 16th - Public Notice requested to be published in the Oregonian newspaper (between 20 and 40 days prior to 1st City Council meeting, which is the Public Hearing).

August 16th - Staff obtained a recommendation of adoption from the Planning Commission to the City Council on the draft code language for the proposed amendment.

NEXT STEPS

September 10th - 1st City Council meeting, which is the Public Hearing

September 24th - 2nd City Council meeting, which is to adopt the Ordinance

October 19th - Federal Emergency Management Agency's deadline

OUTCOMES OF DECISION:

A decision to approve the Plan Text Amendment 18-0002 would result in the following changes to Tualatin Development Code Chapter 70: Flood Plain District:

- Section 70.050 will be amended: The City of Tualatin adopts the maps entitled "Flood Insurance Rate Map, Washington County, Oregon and Incorporated Areas," effective date November 4, 2016 with superseded panels 41067C0593F and 41067C606F effective October 19, 2018 together with the "Flood Insurance Study for Washington County Oregon and Incorporated Areas," dated October 19, 2018.
- Flood elevations are unchanged for all lots within the City of Tualatin included within this FIS or FIRM panel update.

A decision to deny the Plan Text Amendment 18-0002 would result in the following:

- The Tualatin Development Code will not be updated and Tualatin would be suspended from the National Flood Insurance Program.
- Flood insurance will no longer be available in Tualatin. No resident or business will be able to purchase or renew a flood insurance policy.
- No federal grants or loans for buildings would be made in identified flood hazard areas. Includes all federal agencies such as HUD, EDA, Small Business Administration, HHS, etc.
- No federal disaster assistance would be provided in the form of loans for repair or reconstruction of buildings in identified flood hazard areas.
- No federal mortgage insurance would be provided in identified flood hazard areas. This includes FHA, VA, Farmers Home, etc.
- No Fannie Mae, Freddie Mac, and GMNA purchase of mortgages in the secondary market would be made if the properties that are the subject of these mortgages are located in Special Flood Hazard Areas of nonparticipating communities.
- Lenders of conventional loans would be required to notify the buyer or lessee that property



City of Tualatin

www.tualatinoregon.gov

August 6, 2018

Plan Amendment Specialist
Department of Land Conservation and Development
635 Capitol Street NE, Suite 150
Salem, OR 97301
Via email: plan.amendments@state.or.us

RE: Notice of a Proposed Change to a Comprehensive Plan

Dear Plan Amendment Specialist:

This notice is intended to inform the Department of Land Conservation and Development of a proposed amendment to Tualatin's Development Code. The City proposes legislative amendments to facilitate local implementation of the National Flood Insurance Program requirements and to adopt the best available Flood Insurance Study and panel updates.

A draft staff report for this text amendment will be available August 6, 2018 at our website www.tualatinoregon.gov/meetings as part of the Tualatin Planning Commission agenda for August 16. The Tualatin Planning Commission serves as the City's advisory body to fulfill Goal 1- Citizen Involvement and to provide recommendations on legislative matters to the City Council. The date of the first evidentiary hearing is September 10, 2018.

I have enclosed for review draft analysis and findings addressing criteria listed in Tualatin Development Code 1.032 and the draft code language plus other required documentation for a proposed notice. If you have any questions regarding this notice, please call me at (503) 691-3090.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jeff Fuchs".

Jeff Fuchs
City Engineer

file: PTA18-0001



NOTICE OF A PROPOSED CHANGE TO A COMPREHENSIVE PLAN OR LAND USE REGULATION

FOR DLCD USE
File No.:
Received:

Local governments are required to send notice of a proposed change to a comprehensive plan or land use regulation **at least 35 days before the first evidentiary hearing**. (See [OAR 660-018-0020](#) for a post-acknowledgment plan amendment and [OAR 660-025-0080](#) for a periodic review task). The rules require that the notice include a completed copy of this form.

Jurisdiction: **City of Tualatin**

Local file no.: **PTA18-0002**

Please check the type of change that best describes the proposal:

- Urban growth boundary (UGB) amendment** including over 50 acres, by a city with a population greater than 2,500 within the UGB
- UGB amendment** over 100 acres by a metropolitan service district
- Urban reserve designation or amendment**
- Periodic review task** – Task no.:
- Any other change** to a comp plan or land use regulation (*e.g.*, a post-acknowledgment plan amendment)

Local contact person (name and title): Jeff Fuchs, Public Works Director/City Engineer

Phone: (503) 691-3090 E-mail: jfuchs@tualatin.gov

Street address: 18880 SW Martinazzi City: Tualatin Zip: 97062-

Briefly summarize the proposal in plain language. Please identify all chapters of the plan or code proposed for amendment (maximum 500 characters):

Plan Text Amendment 18-0001 (PTA18-0001) amends the Tualatin Development Code to adopt Federal Emergency Management Agency (FEMA) Requirements for Development in the Floodplain. The purpose of these amendments is to facilitate local implementation of the National Flood Insurance Program requirements and to adopt the best available Flood Insurance Study and associated Flood Insurance Rate Map panels.

Date of first evidentiary hearing: 09/10/2018

Date of final hearing: 09/24/2018

This is a revision to a previously submitted notice. Date of previous submittal:

Please check all that apply:

- Comprehensive Plan text amendment(s)
- Comprehensive Plan map amendment(s) – Change from _____ to _____
Change from _____ to _____
- New or amended land use regulation
- Zoning map amendment(s) – Change from _____ to _____
Change from _____ to _____

An exception to a statewide planning goal is proposed – goal(s) subject to exception:

Acres affected by map amendment:

Location of property, if applicable (site address and T, R, Sec):

List affected state or federal agencies, local governments and special districts: Washington County, Metro, FEMA

NOTICE OF A PROPOSED CHANGE – SUBMITTAL INSTRUCTIONS

1. Except under certain circumstances,¹ proposed amendments must be submitted to DLCD's Salem office at least 35 days before the first evidentiary hearing on the proposal. The 35 days begins the day of the postmark if mailed, or, if submitted by means other than US Postal Service, on the day DLCD receives the proposal in its Salem Office. **DLCD will not confirm receipt of a Notice of a Proposed Change unless requested.**

2. A Notice of a Proposed Change must be submitted by a local government (city, county, or metropolitan service district). DLCD will not accept a Notice of a Proposed Change submitted by an individual or private firm or organization.

3. **Hard-copy submittal:** When submitting Notice of a Proposed Change on paper, via the US Postal Service or hand-delivery, print a completed copy of this Form 1 on light green paper if available. Submit **one copy** of the proposed change, including this form and other required materials to:

Attention: Plan Amendment Specialist
Dept. of Land Conservation and Development
635 Capitol Street NE, Suite 150
Salem, OR 97301-2540

This form is available here:

<http://www.oregon.gov/LCD/forms.shtml>

4. **Electronic submittals** of up to 20MB may be sent via e-mail. Address e-mails to plan.amendments@state.or.us with the subject line "Notice of Proposed Amendment."

Submittals may also be uploaded to DLCD's FTP site at http://www.oregon.gov/LCD/Pages/papa_submittal.aspx.

E-mails with attachments that exceed 20MB will not be received, and therefore FTP must be used for these online submittals. **The FTP site must be used for all .zip files** regardless of size. The maximum file size for uploading via FTP is 150MB.

Include this Form 1 as the first pages of a combined file or as a separate file.

5. **File format:** When submitting Notice of a Proposed Change via e-mail or FTP, or on a digital disc, attach all materials in one of the following formats: Adobe .pdf (preferred); Microsoft Office (for example, Word .doc or docx or Excel .xls or.xlsx); or ESRI .mxd, .gdb, or.mpk. For other file formats, please contact the plan amendment specialist at 503-934-0000 or plan.amendments@state.or.us.

6. **Text:** Submittal of Notice of a Proposed Change for a comprehensive plan or land use regulation text amendment must include the text of the amendment and any other information necessary to advise DLCD of the effect of the proposal. "Text" means the specific language proposed to be amended, added to, or deleted from the currently acknowledged plan or land use regulation. A general description of the proposal is not adequate. The notice may be deemed incomplete without this documentation.

7. **Staff report:** Attach any staff report on the proposed change or information that describes when the staff report will be available and how a copy may be obtained.

8. **Local hearing notice:** Attach the notice or a draft of the notice required under ORS 197.763 regarding a quasi-judicial land use hearing, if applicable.

9. **Maps:** Submittal of a proposed map amendment must include a map of the affected area showing existing and proposed plan and zone designations. A paper map must be legible if printed on 8½" x 11" paper. Include text regarding background, justification for the change, and the application if there was one accepted by the local government. A map by itself is not a complete notice.

10. **Goal exceptions:** Submittal of proposed amendments that involve a goal exception must include the proposed language of the exception.

¹ 660-018-0022 provides:

(1) When a local government determines that no goals, commission rules, or land use statutes apply to a particular proposed change, the notice of a proposed change is not required [a notice of adoption is still required, however]; and

(2) If a local government determines that emergency circumstances beyond the control of the local government require expedited review such that the local government cannot submit the proposed change consistent with the 35-day deadline, the local government may submit the proposed change to the department as soon as practicable. The submittal must include a description of the emergency circumstances.

If you have any questions or would like assistance, please contact your DLCD regional representative or the DLCD Salem office at 503-934-0000 or e-mail plan.amendments@state.or.us.

Notice checklist. Include all that apply:

- Completed Form 1
- The text of the amendment (e.g., plan or code text changes, exception findings, justification for change)
- Any staff report on the proposed change or information that describes when the staff report will be available and how a copy may be obtained
- A map of the affected area showing existing and proposed plan and zone designations
- A copy of the notice or a draft of the notice regarding a quasi-judicial land use hearing, if applicable
- Any other information necessary to advise DLCD of the effect of the proposal

ORDINANCE NO. 1413-18

AN ORDINANCE RELATING TO THE FLOODPLAIN DISTRICT; AND AMENDING TUALATIN DEVELOPMENT CODE CHAPTER 70 TO ADOPT FEDERAL EMERGENCY MANAGEMENT AGENCY REQUIREMENTS FOR DEVELOPMENT OF THE FLOODPLAIN.

WHEREAS, in order to receive flood insurance through the Federal Emergency Management Agency (FEMA), the City is required to adopt current FEMA requirements with respect to development within the floodplain;

WHEREAS, the Community Development Director initiated Plan Text Amendment PTA18-0002;

WHEREAS, the City provided notice of PTA18-0002 to the Oregon Department of Land Conservation and Development, as provided by ORS 197.610;

WHEREAS, this code change doesn't meet thresholds for the City to provide notice of the public hearing to all property owners in compliance with ORS 227.186 (Ballot Measure 56);

WHEREAS, notice of public hearing of PTA18-0002 was given as required by Tualatin Development Code (TDC) 1.031; and

WHEREAS, Council approved PTA18-0002 after a public hearing was held where Council heard and considered the testimony and evidence presented by City staff, and those appearing at the public hearing.

THE CITY OF TUALATIN ORDAINS AS FOLLOWS:

Section 1. TDC 70.050 is amended to read as follows:

Section 70.050 Basis for Establishing the Areas of Special Flood Hazard.

The City of Tualatin adopts the maps entitled "Flood Insurance Rate Map, Washington County, Oregon and Incorporated Areas," effective date November 4, 2016 with superseded panels 41067C0593F and 41067C606F effective October 19, 2018 together with the "Flood Insurance Study for Washington County Oregon and Incorporated Areas," dated October 19, 2018 ~~November 4, 2016~~. The Flood Boundary and Floodway Maps, as provided for in the regulations of the Federal Emergency Management Agency (FEMA) (44 CFR part 59-60) are adopted by reference as establishing the floodplain, floodway, and drainage hazard areas of the City of Tualatin. Where the maps are not available or where the City Engineer determines more accurate information is available, the City Engineer may use any base flood elevation and floodway data available from a federal or state source, or from a licensed professional engineer, to determine the boundaries of the floodplain, floodway, and drainage hazard areas of the City of Tualatin, as provided in TDC 70.140. The Flood Insurance Study is on file at the City Center, 18880 SW Martinazzi Avenue, Tualatin, Oregon 97062.

Section 2. Findings. The Council adopts as its findings the *Analysis and Findings* set forth in Exhibit 1, which is attached and incorporated by reference.

Section 3. Emergency Clause. This ordinance is necessary of the immediate protection of the public peace, health, safety and welfare and takes effect on October 19, 2018.

ADOPTED by the City Council this ____ day of _____, 2018.

CITY OF TUALATIN, OREGON

BY _____
Mayor

APPROVED AS TO FORM

ATTEST:

BY _____
City Attorney

BY _____
City Recorder

PTA18-0001: ANALYSIS AND FINDINGS

FLOODPLAIN ORDINANCE UPDATE 2018

Plan Text Amendment 18-0001 (PTA18-0001) amends the Tualatin Development Code to adopt Federal Emergency Management Agency (FEMA) Requirements for Development in the Floodplain. The purpose of these amendments is to facilitate local implementation of the National Flood Insurance Program requirements and to adopt the best available Flood Insurance Study and panel updates.

Amendments are proposed to the following chapter and section:

Chapter 70 Flood Plain District

Background

The National Flood Insurance Program (NFIP) is a federal program created in 1968 through passage of the National Insurance Act and administered by the Federal Emergency Management Agency (FEMA). The program allows owners of property in a 100-year floodplain to obtain federally-backed flood insurance for their property in jurisdictions that have adopted land use ordinances to regulate floodplain development.

The Flood Insurance Rate Map (FIRM) is an official map on which FEMA has delineated both the Special Flood Hazard Area (SFHA) and other flood zones within a community. The SFHA is the area where floodplain management regulations of the NFIP must be enforced and where the mandatory purchase of flood insurance applies. The FIRM also notes the Base Flood Elevations (BFEs) for maps areas. BFEs inform both insurance rates and aid in identifying where flood plain development can occur.

On April 19, 2018 the City received a letter from FEMA which requires the City “to adopt or show” prior to October 19, 2018 “evidence of adoption of floodplain management regulations that meet [certain] standards” (Exhibit 1). This requirement is a condition of continued eligibility in the National Flood Insurance Program (NFIP). The letter provides pertinent background information as follows:

On February 19, 1987, the Department of Homeland Security’s FEMA issued a FIRM that identified the SFHAs, the areas subject to inundation by the base (1-percent-annual-chance) flood in [our] community. [The City of Tualatin adopted the Study and FIRMs into the Development Code in 1998.] On November 4, 2016 revised FEMA FIS and FIRMs were adopted.

“On July 12, 2017 you were notified of proposed modified flood hazard area determinations (FHDs) affecting the Flood Insurance Rate Map (FIRM) and Flood

Insurance Study (FIS) report for the City of Tualatin, Washington County, Oregon. The statutory 90-day appeal period that was initiated on July 26, 2017, when the Department of Homeland Security's Federal Emergency Management Agency (FEMA) published a notice of proposed FHDs for your community in *The Oregonian*, has elapsed.

FEMA received no valid requests for changes in the FHDs. Therefore, the determination of Agency as to the FHDs for your community is considered final. The modified FHDs and revised map panels, as referenced above, will be effective as of October 19, 2018, and revised the FIRM that was in effect prior to that date. For insurance rating purposes, the community number and new suffix code for the panels being revised are indicated above and on the maps and must be used for all new policies and renewals.”

It must be emphasized that all the standards specified in Paragraph 60.3(d) of the NFIP regulations must be enacted in a legally enforceable document. This includes adoption of the current effect FIRM and FIS report to which the regulations apply and other modifications made by this map revision. Some of the standards should already have been enacted by your community. Any additional requirements can be met by taking one of the following actions:

1. Amending existing regulations to incorporate any additional requirements of Paragraph 60.3(d);
2. Adopting all the standards of paragraph 60.3(d) into one new, comprehensive set of regulations; or
3. Showing evidence that regulations have previously been adopted that meet or exceed the minimum requirements of Paragraph 60.(d)

Communities that fail to enact the necessary floodplain management regulations will be suspended from participation in the NFIP and subject to the prohibitions contained in Section 202(a) of the Flood Disaster Protection Act of 1973 (Public Law 93-234) as amended.

In addition to your community using the FIRM and FIS report to manage development in the floodplain, FEMA will use the FIRM and FIS report to establish appropriate flood insurance rates. On the effective date of the revised FIRM, actuarial rates for flood insurance will be charged for all new structures and substantial improvements to existing structures located in the identified SFHAs. These rates may be higher if structures are not built in compliance with the floodplain management standards of the NFIP. The actuarial flood insurance rates increase as the lowest elevations (including basement) of new structures decrease in relation to the BFEs established for your community. This is an important consideration for new construction because building at a higher elevation can greatly reduce the cost of flood insurance.”

The City of Tualatin proposes legislative amendments to the Tualatin Development Code (TDC) to amend existing regulations to incorporate any additional requirements of Paragraph 60.3(d) of the National Flood Insurance Program regulations. Amendments are proposed to Chapter 70 Flood Plain District of the Tualatin Development Code.

The Analysis and Findings presented here pertain only to the Plan Text Amendment proposed to amend language in the Tualatin Development Code.

Plan Amendment Criteria (TDC Section 1.032)

The approval criteria of the Tualatin Development Code (TDC), Section 1.032, must be met if the proposed PTA is to be granted. The plan amendment criteria are addressed below.

1. Granting the amendment is in the public interest.

Finding: Floodplain boundaries do not stay constant but rather undergo change over time due to the effects of erosion, development impacts such as increased run off, vegetation removal that can affect flood water retention and release, changes in weather patterns and other factors. To account for flood plain boundary changes, FEMA periodically adjusts the 100-year floodplain maps used by local jurisdictions. The City does not conduct flood plain inventories but relies on FEMA for the determination of the 100-year floodplain boundary. Mortgage lenders will typically notify homeowners whose property is in the flood plain that they are required to carry flood insurance. Homeowners without a mortgage are not required by law to obtain flood insurance but will not be covered for any property damage caused by flooding.

FEMA periodically amends the regulatory requirements of the NFIP through updates to the local FIRM and a corresponding Flood Insurance Study Report. Prior to amending the FIRM and/or developing new or revised flood plain requirements as part of the NFIP updates, FEMA coordinates with local jurisdictions (known as “discovery” process) to determine local flood area conditions, including areas of flood risk and potential mitigation for development.

As stated in the April 19, 2018 letter from FEMA, the City is required to update its floodplain management regulations to meet standards set out in the NFIP as a condition of continued eligibility in the National Flood Insurance Program (NFIP). Communities that fail to enact the necessary floodplain management regulations will be suspended from participation in the NFIP and subject to the prohibitions contained in Section 202(a) of the Flood Disaster Protection Act of 1973 (Public Law 93-234) as amended.

The floodplain affects a large portion of the City of Tualatin (755 acres AND 556 Parcels) with residential and employment uses. If the City does not adopt these amendments prior to October 19, 2018, private property owners are not eligible for flood insurance which could endanger a mortgage if the lender requires flood insurance as a term of the loan. Therefore, it is in the public interest to adopt these amendments at this time.

Granting the amendment is in the public interest.

Criterion "1" is met.

2. The public interest is best protected by granting the amendment at this time.

FINDING: According to the April 19, 2018 letter from FEMA the City of Tualatin is required to adopt floodplain management regulations that meet the standards of Paragraph 60.3(d) by the effective date of the FIRM which is October 19, 2018, as a condition of continued eligibility in the National Flood Insurance Program.

Granting the amendment at this time best protects the public interest.

Criterion "2" is met.

3. The proposed amendment is in conformity with the applicable objectives of the Tualatin Community Plan.

The applicable objectives of the Tualatin Community Plan are discussed below:

**Chapter 3 Technical Memoranda
Section 3.030 Natural Resources**

(1) Geology

(c) Tualatin River. The Tualatin River originates on the eastern slope of the Coast Range. The watershed averages 40 miles long and 25 miles wide, draining 711 square miles before entering the Willamette River. About ½ of the watershed is in the valley, where the stream is flat with wide flood plains.

(3) Wildlife...

(c) Tualatin River. The Tualatin River and its floodplain from the western boundary of the Study Area to just past its junction with Fanno Creek has been identified as a wetland and marsh area. The River itself is an important fish migration route. The river and its associated vegetation are important natural habitats.

Section 3.040 Natural Hazards

(1) Flooding. The last 3 miles of the Tualatin River, about 5 ½ miles downstream from the City of Tualatin, consists of a narrow gorge with a vertical drop of nearly 40 feet. Natural reefs occurring upstream limit the River's ability to pass flood

flows. The reefs create a natural dam, forcing water to back up and flood into the Tualatin Valley.

- a. Season. Flooding usually occurs between mid-November and mid-February, due to rainfall and snow melt. Unlike most Oregon streams, the wide, flat flood plains of the Tualatin Valley store large volumes of water that cause the River to peak slowly and remain above flood stage for several days.
- b. Area. The core of the City of Tualatin is highly vulnerable to flooding of the Tualatin River. A 100-year frequency flood would cause extensive flooding in the City of Tualatin. It would also flood a large area west and east of the City's downtown and a large area in the northwest portion of the Study Area.
- c. Existing flood control. Present flood control projects on the Willamette River do not appreciably affect flood conditions of the City of Tualatin. Upstream flood control measure on the Tualatin River will provide only limited benefits to the Tualatin Valley, as key physical constraints occur at the natural reefs downstream.

Chapter 4 Community Growth

Section 4.050 General Growth Objectives.

(11) Coordinate development plans with regional, state, and federal agencies to assure consistency with statutes, rules, and standards concerning air, noise, water quality, and solid waste. Cooperate with the U.S. Fish and Wildlife Service to minimize adverse impacts to the Tualatin River National Wildlife Refuge from development in adjacent areas of Tualatin.

(12) Adopt measures protecting life and property from natural hazards such as flooding, high groundwater, weak foundation soils and steep slopes.

FINDING: The sections from the Tualatin Comprehensive Plan indicate that flooding from the Tualatin River could cause extensive damage. The 1996 floods in Tualatin did cause damage to private and public structures. Adopting the amendment to the Chapter 70 Flood Plain adopts modified FHDs and revised map panels which are the regulatory benchmark for development in a flood plain. Local jurisdictions are required to adopt new floodplain regulations or amend existing floodplain regulations to incorporate the updated information into their local documents. Adopting updated FEMA requirements will enable local communities (and private property owners) to participating in the National Flood Insurance Program.

The proposed amendment is in conformity with the applicable objectives of the Tualatin Community Plan.

Criterion "3" is met.

4. The following factors were consciously considered:

The various characteristics of the areas in the City.

FINDING: The amendments are intended to implement, through the City's Development Code Chapter 70 Flood Plain, regulations on development in areas of the city that FEMA has deemed to be at high risk of inundation under the 100-year flood. Approximately 556 tax lots contain some 755 acres in the 100-year floodplain. The Floodplain requirements would be applied to all new structures and substantial improvements in said high-risk areas.

The suitability of the area for particular land uses and improvements.

Not applicable

Trends in land improvement and development.

FINDING: Tualatin Development Code Chapter 70 regulates development in the floodplain. Adjustments to the FIRM map will not alter how development in the flood plain is currently reviewed and processed.

Property Values.

FINDING: Property values could be affected by the owner's ability to obtain flood insurance. Mortgage lenders will typically notify homeowners whose property is in the floodplain that they are required to carry flood insurance. Homeowners without a mortgage are not required by law to obtain flood insurance but will not be covered for any property damage caused by flooding. Property owners can apply for flood insurance if their local jurisdiction participates in the National Flood Insurance Program and in order to continue Tualatin's participation the City must adopt new the Flood Insurance Rate Maps and Flood Insurance Study.

The needs of economic enterprises and the future development of the area.

FINDING: The 100-year floodplain coves some residential land but most of it covers employment land in industrial and commercial Planning Districts. New buildings or substantial improvements in these areas, which could lead to increased economic activity, will be affected by actuarial rates for flood insurance.

Needed right-of-way and access for and to particular sites in the area.

Not applicable.

Natural resources of the City and the protection and conservation of said resources.

Not applicable.

Prospective requirements for the development of natural resources in the City.

Not applicable.

And the public need for healthful, safe, aesthetic surroundings and conditions.

FINDING: The National Flood Insurance Program allows owners of property in a 100-year flood plain to obtain federally-backed flood insurance for their property in jurisdictions that have adopted land use ordinances to regulate flood plain development. This opportunity provides assurance to property owners that if a flood causes damages the property can be restored.

Proof of change in a neighborhood or area.

FINDING: The City does not assert proof of change in a neighborhood or area.

Mistake in the Plan Text or Plan Map.

FINDING: There is no mistake in the Plan Text or Plan Map.

The above factors were consciously considered.

Criterion "4" is met.

5. The criteria in the Tigard-Tualatin School District Facility Plan for school facility capacity have been considered when evaluating applications for a comprehensive plan amendment or for a residential land use regulation amendment.

Because the PTA does not result in a change to plans or development regulations that would impact school facility capacity, Criterion "5" is not applicable.

6. Granting the amendment is consistent with the applicable State of Oregon Planning Goals and applicable Oregon Administrative Rules.

Of the 19 statewide planning goals, staff determined three goals are applicable.

Goal 1, “Citizen Involvement,” states, “To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.”

FINDING: This goal will be met by complying with Tualatin Development Code 1.031 Notice Requirements for Plan Amendments. A notice was published in the Tualatin Times 10 City business days prior to the public hearing. Notices were posted in two conspicuous places within the City.

The Tualatin Planning Commission held a public meeting on August 16, 2018. This public meeting gave citizens and members of the public an opportunity to comment on the proposed text and the Planning Commission considered these comments when making a recommendation to the City Council. A public hearing before the City Council will occur tonight (September 10, 2018), during which the public can give input on the proposed amendment. All work session agendas and minutes are available to the public through the City website.

This Goal is satisfied.

Goal 2, “Land Use Planning”, states, “To establish a land use planning process and policy framework as a basis for all decision and actions related to use of land and to assure an adequate factual base for such decisions and actions.”

The Department of Land Conservation and Development (DLCD) has acknowledged the City’s Comprehensive Plan as being consistent with the statewide planning goals. The Development Code implements the Community Plan and both pieces combine to make the Comprehensive Plan. The Community Plan establishes a process and standards to review changes to the Tualatin Development Code in compliance with the Community Plan and other applicable state requirements. As discussed above under Criteria “3”, the applicable Community Plan standards have been applied to the proposed amendment.

This Goal is satisfied

Goal 7, “Areas Subject To Natural Hazards” Implementation Measure #4, reads as follows: Local governments will be deemed to comply with Goal 7 for coastal and riverine flood hazards by adopting and implementing local floodplain regulations that meet the minimum National Flood Insurance Program (NFIP) requirements.

FINDING: The proposed amendments are designed to adopt and implement local floodplain regulations that meet the minimum National Flood Insurance Program (NFIP) requirements. This requirement will be met.

Ballot Measure 56 Notice to property owners of hearing on certain zone change; form of notice; exceptions; reimbursement of cost. (ORS 227.186)

Section (3) Except as provided in subsection (6) of this section, at least 20 days but not more than 40 days before the date of the first hearing on an ordinance that proposes to amend an existing comprehensive plan or any element thereof, or to adopt a new comprehensive plan, a city shall cause a written individual notice of a land use change to be mailed to each owner whose property would have to be rezoned in order to comply with the amended or new comprehensive plan if the ordinance becomes effective.

Section (4) At least 20 days but not more than 40 days before the date of the first hearing on an ordinance that proposes to rezone property, a city shall cause a written individual notice of a land use change to be mailed to the owner of each lot or parcel of property that the ordinance proposes to rezone.

- (9) For purposes of this section, property is rezoned when the city:**
- (a) Changes the base zoning classification of the property; or**
 - (b) Adopts or amends an ordinance in a manner that limits or prohibits land uses previously allowed in the affected zone.**

FINDING: Measure 56 requires local jurisdictions to notify property owners when a change to a comprehensive plan or zoning ordinance could result in a rezone of property. As stated above, ORS 227.186 (9) defines rezone as a change to the base zoning classification or a change that limits or prohibits previously allowed land uses. The proposed amendments in this application will not change the base zoning classification of any properties. The City of Tualatin does not have a zoning ordinance but instead relies on Planning Districts to implement land use. No Planning Districts are proposed to change as a result of these amendments. Additionally, the proposed amendments do not limit or prohibit currently allowed land uses.

As stated in the April 19, 2018 letter from FEMA “The modified FHDs and revised map panels, as referenced above, will be effective as of October 19, 2018, and revised the FIRM that was in effect prior to that date. For insurance rating purposes, the community number and new suffix code for the panels being revised are indicated above and on the maps and must be used for all new policies and renewals.”

Based on the findings above, the City finds that the proposed amendments will not change the base zoning or limit or prohibit currently or previously allowed land uses but rather affect the type of building development in the affected area which is the Floodplain. Therefore a Measure 56 notice is not required.

The PTA complies with Goals 1, 2 and 7, and it complies with Measure 56.

Criterion “6” is met.

7. Granting the amendment is consistent with the Metropolitan Service District's Urban Growth Management Functional Plan.

TITLE 3: WATER QUALITY AND FLOOD MANAGEMENT,

3.07.340 Performance Standards

A. Flood Management Performance Standards.

- 1. The purpose of these standards is to reduce the risk of flooding, prevent or reduce risk to human life and property, and maintain functions and values of floodplains such as allowing for the storage and conveyance of stream flows through existing and natural flood conveyance systems.**
- 2. All development, excavation and fill in the Flood Management Areas shall conform to the following performance standards:**
 - a. Development, excavation and fill shall be performed in a manner to maintain or increase flood storage and conveyance capacity and not increase design flood elevations.**
 - b. All fill placed at or below the design flood elevation in Flood Management Areas shall be balanced with at least an equal amount of soil material removal.**
 - c. Excavation shall not be counted as compensating for fill if such areas will be filled with water in non-storm winter conditions.**
 - d. Minimum finished floor elevations for new habitable structures in the Flood Management Areas shall be at least one foot above the design flood elevation.**
 - e. Temporary fills permitted during construction shall be removed.**
 - f. Uncontained areas of hazardous materials as defined by DEQ in the Flood Management Area shall be prohibited.**

FINDING: The proposed amendments include language to ensure that, in the Tualatin Development Code Chapter 70: Flood Plain, the carrying capacity of the floodplain is maintained, finished floors are one foot above the Base Flood Elevation, and uncontained areas of hazardous materials as defined by DEQ are prohibited. The proposed amendments are consistent with this goal, and this requirement is met.

8. Granting the amendment is consistent with Level of Service F for the p.m. peak hour and E for the one-half hour before and after the p.m. peak hour for the Town Center 2040 Design Type (TDC Map 9-4), and E/E for the rest of the 2040 Design Types in the City's planning area.

Because the PTA does not relate to vehicle trip generation, Criterion "8" is not applicable.

Exhibit 1- April 19, 2018 letter from FEMA



Federal Emergency Management Agency

Washington, D.C. 20472

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

IN REPLY REFER TO:
115-I

April 19, 2018

The Honorable Lou Ogden
Mayor, City of Tualatin
City Hall
18880 Southwest Martinazzi Avenue
Tualatin, Oregon 97062

Community: City of Tualatin,
Washington County, Oregon
Community No.: 410277
Map Panels Affected: See FIRM Index

Dear Mayor Ogden:

On July 12, 2017, you were notified of proposed modified flood hazard determinations (FHDs) affecting the Flood Insurance Rate Map (FIRM) and Flood Insurance Study (FIS) report for the City of Tualatin, Washington County, Oregon. The statutory 90-day appeal period that was initiated on July 26, 2017, when the Department of Homeland Security's Federal Emergency Management Agency (FEMA) published a notice of proposed FHDs for your community in *The Oregonian*, has elapsed.

FEMA received no valid requests for changes in the FHDs. Therefore, the determination of the Agency as to the FHDs for your community is considered final. The final FHDs will be published in the *Federal Register* as soon as possible. The modified FHDs and revised map panels, as referenced above, will be effective as of October 19, 2018, and revise the FIRM that was in effect prior to that date. For insurance rating purposes, the community number and new suffix code for the panels being revised are indicated above and on the maps and must be used for all new policies and renewals.

The modifications are pursuant to Section 206 of the Flood Disaster Protection Act of 1973 (Public Law 93-234) and are in accordance with the National Flood Insurance Act of 1968, as amended (Title XIII of the Housing and Urban Development Act of 1968, Public Law 90-448), 42 U.S.C. 4001-4128, and 44 CFR Part 65. Because of the modifications to the FIRM and FIS report for your community made by this map revision, certain additional requirements must be met under Section 1361 of the 1968 Act, as amended, within 6 months from the date of this letter. **Prior to October 19, 2018, your community is required, as a condition of continued eligibility in the National Flood Insurance Program (NFIP), to adopt or show evidence of adoption of floodplain management regulations that meet the standards of Paragraph 60.3(d) of the NFIP regulations.** These standards are the minimum requirements and do not supersede any State or local requirements of a more stringent nature.

It must be emphasized that all the standards specified in Paragraph 60.3(d) of the NFIP regulations must be enacted in a legally enforceable document. This includes the adoption of the effective FIRM and FIS report to which the regulations apply and the modifications made by this map revision. Some of the standards should already have been enacted by your community. Any additional requirements can be met by taking one of the following actions:

1. Amending existing regulations to incorporate any additional requirements of Paragraph 60.3(d);

2. Adopting all the standards of Paragraph 60.3(d) into one new, comprehensive set of regulations; or
3. Showing evidence that regulations have previously been adopted that meet or exceed the minimum requirements of Paragraph 60.3(d).

Communities that fail to enact the necessary floodplain management regulations will be suspended from participation in the NFIP and subject to the prohibitions contained in Section 202(a) of the 1973 Act as amended.

A Consultation Coordination Officer (CCO) has been designated to assist your community with any difficulties you may be encountering in enacting the floodplain management regulations. The CCO will be the primary liaison between your community and FEMA. For information about your CCO, please contact:

Mr. David M. Ratté
Engineer, Federal Emergency Management Agency, Region 10
130 - 228th Street, Southwest
Bothell, WA 98021-8627
(425) 487-4657

To assist your community in maintaining the FIRM, we have enclosed a Summary of Map Actions to document previous Letter of Map Change (LOMC) actions (i.e., Letters of Map Amendment (LOMAs), Letters of Map Revision (LOMRs)) that will be superseded when the revised FIRM panels referenced above become effective. Information on LOMCs is presented in the following four categories: (1) LOMCs for which results have been included on the revised FIRM panels; (2) LOMCs for which results could not be shown on the revised FIRM panels because of scale limitations or because the LOMC issued had determined that the lots or structures involved were outside the Special Flood Hazard Area as shown on the FIRM; (3) LOMCs for which results have not been included on the revised FIRM panels because the flood hazard information on which the original determinations were based is being superseded by new flood hazard information; and (4) LOMCs issued for multiple lots or structures where the determination for one or more of the lots or structures cannot be revalidated through an administrative process like the LOMCs in Category 2 above. LOMCs in Category 2 will be revalidated through a single letter that reaffirms the validity of a previously issued LOMC; the letter will be sent to your community shortly before the effective date of the revised FIRM and will become effective 1 day after the revised FIRM becomes effective. For the LOMCs listed in Category 4, we will review the data previously submitted for the LOMA or LOMR request and issue a new determination for the affected properties after the revised FIRM becomes effective.

The FIRM and FIS report for your community have been prepared in our countywide format, which means that flood hazard information for all jurisdictions within Washington County, Oregon has been combined into one FIRM and FIS report. When the FIRM and FIS report are printed and distributed, your community will receive only those panels that present flood hazard information for your community. We will provide complete sets of the FIRM panels to county officials, where they will be available for review by your community.

The FIRM panels have been computer-generated. Once the FIRM and FIS report are printed and distributed, the digital files containing the flood hazard data for the entire county can be provided to your community for use in a computer mapping system. These files can be used in conjunction with other thematic data for floodplain management purposes, insurance purchase and rating requirements, and many other planning applications. Copies of the digital files or paper copies of the FIRM panels may be

obtained by calling our FEMA Map Information eXchange (FMIX), toll free, at 1-877-FEMA-MAP (1-877-336-2627). In addition, your community may be eligible for additional credits under our Community Rating System if you implement your activities using digital mapping files.

If you have any questions regarding the necessary floodplain management measures for your community or the NFIP in general, we urge you to call the Director, Federal Insurance and Mitigation Division of FEMA in Chicago, Illinois, at (425) 487-4600 for assistance. If you have any questions concerning mapping issues in general or the enclosed Summary of Map Actions, please call our FMIX at the number shown above. Additional information and resources your community may find helpful regarding the NFIP and floodplain management, such as *The National Flood Insurance Program Code of Federal Regulations*, *Answers to Questions About the NFIP*, *Use of Flood Insurance Study (FIS) Data as Available Data*, *Frequently Asked Questions Regarding the Effect that Revised Flood Hazards have on Existing Structures*, and *National Flood Insurance Program Elevation Certificate and Instructions*, can be found on our website at <http://www.floodmaps.fema.gov/lfd>. Paper copies of these documents may also be obtained by calling our FMIX.

Sincerely,



Luis Rodriguez, P.E., Director
Engineering and Modeling Division
Federal Insurance and Mitigation Administration

Enclosure:

Final Summary of Map Actions

cc: Community Map Repository

Jeff Fuchs, Public Works Director, City of Tualatin

Christine Shirley, CFM, State NFIP Coordinator, Oregon Department of Land Conservation and Development

David Lentzer, Oregon Risk MAP Coordinator, Oregon Department of Land Conservation and Development

FINAL SUMMARY OF MAP ACTIONS

Community: TUALATIN, CITY OF

Community No: 410277

To assist your community in maintaining the Flood Insurance Rate Map (FIRM), we have summarized below the effects of the enclosed revised FIRM panels(s) on previously issued Letter of Map Change (LOMC) actions (i.e., Letters of Map Revision (LOMRs), Letter of Map Revision based on Fill (LOMR-Fs), and Letters of Map Amendment (LOMAs)) that will be affected when the revised FIRM becomes effective on October 19, 2018.

1. LOMCs Incorporated

The modifications effected by the LOMCs listed below will be reflected on the revised FIRM. In addition, these LOMCs will remain in effect until the revised FIRM becomes effective.

LOMC	Case No.	Date Issued	Project Identifier	Original Panel	Current Panel
			NO CASES RECORDED		

2. LOMCs Not Incorporated

The modifications effected by the LOMCs listed below will not be reflected on the revised FIRM panels or will not be reflected on the revised FIRM panels because of scale limitations or because the LOMC issued had determined that the lot(s) or structure(s) involved were outside the Special Flood Hazard Area, as shown on the FIRM. These LOMCs will remain in effect until the revised FIRM becomes effective. These LOMCs will be revalidated free of charge 1 day after the revised FIRM becomes effective through a single revalidation letter that reaffirms the validity of the previous LOMCs.

2A. LOMCs on Revised Panels

LOMC	Case No.	Date Issued	Project Identifier	Original Panel	Current Panel
LOMR-F	17-10-0221A	12/14/2016	TUALATIN INDUSTRIAL CONDOMINIUMS -- 12965 SW HERMAN ROAD	41067C0539E 41067C0543E	41067C0539F 41067C0543E

FINAL SUMMARY OF MAP ACTIONS

Community: TUALATIN, CITY OF

Community No: 410277

2B. LOMCs on Unrevised Panels

LOMC	Case No.	Date Issued	Project Identifier	Original Panel	Current Panel
LOMA	95-R10-109	05/05/1995	8185 S.W. Tualatin-Sherwood	4102770000	41067C0544E
LOMA	96-R10-092	01/23/1996	TRACT 5, TUALATIN COMMONS IN SECTION 24, T 2S, R1W	4102770002D	41067C0544E
LOMA	98-10-201A	05/15/1998	19300 SW BOONES FERRY ROAD--A PORTION OF SECTION 24, T2S, R1W, W.M.	4102770002D	41067C0544E
LOMA	98-10-484A	11/02/1998	19255 SW 65TH AVE-- A PORTION OF SECTION 24, T2S, R1W, W.M.	4102770002D	41067C0563E
LOMA	00-10-088A	01/10/2000	19300 SW BOONES FERRY ROAD -- PORTION OF SECTION 24, T2S, R1W, W.M.	4102770002D	41067C0544E
LOMR-F	00-10-086A	01/28/2000	HEDGES GREENE APT. HOMES, BLDGS. 1-17 & CLUBHOUSE -- 8900 SW SWECK DRIVE	4102770002D	41067C0544E
LOMA	03-10-0199A	02/04/2003	FOX HILL III, LOT 152 -- 19095 SW MOBILE PLACE	4102770002D	41067C0563E
LOMA	04-10-0837A	10/29/2004	STONES THROW APARTMENTS -- 6455 SW NYBERG LANE, PORTION OF SECTION 19, T2S, R1E, W.M.	4102770002D	41067C0563E
LOMR-F	04-10-0868A	11/17/2004	LIBERTY OAKS TOWNHOMES, LOT 86 -- 9279 CASCARA LANE	4102770002D	41067C0544E
LOMA	04-10-0815A	01/10/2005	EMERY ZIDELL COMMONS, LOTS 3-4	4102770002D	41067C0544E
LOMA	12-10-1438A	09/13/2012	FOX HILL III, LOT 172 -- 5585 SOUTHWEST OMAHA COURT	41005C0013D	41067C0563E
LOMA	12-10-1585X	10/11/2012	FOX HILL III, LOT 172 -- 5585 SOUTHWEST OMAHA COURT	4102770002D	41067C0563E
LOMA	13-10-0445A	01/15/2013	5916 SOUTHWEST NYBERG LANE (BUILDING B)	4102770002D	41067C0563E
LOMA	13-10-0462A	01/15/2013	5916 SOUTHWEST NYBERG LANE (BUILDINGS C & D)	4102770002D	41067C0563E
LOMA	13-10-0526A	02/12/2013	LOT 163, FOX HILL III -- 19025 SOUTHWEST 57TH AVENUE	4102770002D	41067C0563E

FINAL SUMMARY OF MAP ACTIONS

Community: TUALATIN, CITY OF

Community No: 410277

LOMC	Case No.	Date Issued	Project Identifier	Original Panel	Current Panel
LOMR-F	13-10-0848A	04/09/2013	10300 SOUTHWEST HERMAN ROAD, 10350 SOUTHWEST HERMAN ROAD & 10360 SOUTHWEST SPOKANE COURT	4102770001D	41067C0543E
LOMA	15-10-1183A	07/15/2015	Lot 16 and part 1, Premier Industrial Park Subdivision - 19400 SW Teton Ave	4102770001D	41067C0543E
LOMA	16-10-0953A	06/08/2016	LIBERTY OAKS, LOT 101 -- 9230 SW SWECK DRIVE	4102770002D	41067C0544E
LOMA	16-10-1365A	08/31/2016	LIBERTY OAKS, LOT 2 -- 18604 SW 91ST TERRACE	4102770002D	41067C0544E
LOMA	16-10-1241A	09/28/2016	SECTION 23, T2S, R1W -- 9700 SW TUALATIN ROAD	4102770002D	41067C0544E
LOMA	17-10-0179A	12/05/2016	PORTION OF SECTION 23, T2S, R1W -- 10280 SPOKANE COURT (NORTH BUILDING)	41067C0544E	41067C0544E
LOMA	17-10-0180A	12/07/2016	SECTION 23, T2S, R1W -- 10280 SPOKANE COURT (SOUTH BUILDING)	41067C0544E	41067C0544E
LOMR-F	17-10-0841A	03/28/2017	LIBERTY OAKS, LOTS 110-113 & 137-140 -- SW SWECK DRIVE & SW 93RD TERRACE	41067C0544E	41067C0544E
LOMR-F	17-10-1358A	07/24/2017	PARTITION PLAT NO. 1999-081, PARCEL 1 - 18755 SW 90TH AVENUE (BLDG C-F, H-L, GRAGE 1 & 7, OFFICE)	41067C0544E	41067C0544E
LOMA	18-10-0809A	03/29/2018	Lot 50, Liberty Oaks Subdivision - 18704 SW 92nd Avenue	41067C0544E	41067C0544E
LOMA	17-10-1585A	08/04/2017	PARTITION PLAT NO. 1999-081, PARCEL 1 -- 18755 SW 90TH AVENUE (BUILDINGS B/G/GARAGES 2-6/8-9)	41067C0544E	41067C0544E

FINAL SUMMARY OF MAP ACTIONS

Community: TUALATIN, CITY OF

Community No: 410277

3. LOMCs Superseded

The modifications effected by the LOMCs listed below have not been reflected on the Final revised FIRM panels because they are being superseded by new or revised flood hazard information or the information available was not sufficient to make a determination. The reason each is being superseded is noted below. These LOMCs will no longer be in effect when the revised FIRM becomes effective.

LOMC	Case No.	Date Issued	Project Identifier	Reason Determination Will be Superseded
LOMR-F	199104531FIA	12/14/1988	STONES THROW APARTMENTS	1
LOMR-F	199107109FIA	09/26/1991	POR. LOT 14,15& VACATED CHESAPEAKE DR.	1
LOMA	05-10-0563A	07/01/2005	LIBERTY OAKS TOWNHOMES, LOT 39 – 18608 SW 92ND TERRACE	1

1. Insufficient information available to make a determination.
2. Lowest Adjacent Grade and Lowest Finished Floor are below the proposed Base Flood Elevation.
3. Lowest Ground Elevation is below the proposed Base Flood Elevation.
4. Revised hydrologic and hydraulic analyses.
5. Revised topographic information.
6. Superseded by another LOMC.

4. LOMCs To Be Redetermined

The LOMCs in Category 2 above will be revalidated through a single revalidation letter that reaffirms the validity of the determination in the previously issued LOMC. For LOMCs issued for multiple lots or structures where the determination for one or more of the lots or structures is no longer valid, the LOMC cannot be revalidated through this administrative process. Therefore, we will review the data previously submitted for the LOMC requests listed below and if appropriate issue a new determination for the affected properties after the effective date of the revised FIRM.

LOMC	Case No.	Date Issued	Project Identifier	Original Panel	Current Panel
			NO CASES RECORDED		



FEMA

JUL 16 2018

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

The Honorable Lou Ogden
Mayor, City of Tualatin
City Hall
18880 Southwest Martinazzi Avenue
Tualatin, Oregon 97062

Dear Mayor Ogden:

I commend you for the efforts that have been put forth in implementing the floodplain management measures for the City of Tualatin, Oregon, to participate in the National Flood Insurance Program (NFIP). As you implement these measures, I want to emphasize the following:

- a Flood Insurance Study (FIS) and Flood Insurance Rate Map (FIRM) have been completed for your community;
- the FIS and FIRM will become effective on October 19, 2018; and
- by the FIS and FIRM effective date, the Department of Homeland Security's Federal Emergency Management Agency (FEMA) Regional Office is required to approve the legally enforceable floodplain management measures your community adopts in accordance with Title 44 Code of Federal Regulations Section 60.3(d).

As noted in FEMA's letter dated April 19, 2018, no significant changes have been made to the flood hazard data on the Preliminary and/or revised Preliminary copies of the FIRM for Washington County. Therefore, the City of Tualatin should use the Preliminary and/or revised Preliminary copies of the FIRM as the basis for adopting the required floodplain management measures. Final printed copies of the FIRM for the City of Tualatin will be sent to you within the next few months.

If you encounter difficulties in enacting the measures, I recommend you contact the Oregon Department of Land Conservation and Development. You may contact Christine Shirley, CFM, the NFIP State Coordinator, by telephone at (503) 373-0050, in writing at 635 Capitol Street, Northeast, Suite 150, Salem, Oregon 97301-2540, or by electronic mail at christine.shirley@state.or.us.

The FEMA Regional staff in Bothell, Washington, is also available to provide technical assistance and guidance in the development of floodplain management measures. The adoption of compliant floodplain management measures will provide protection for the City of Tualatin and will ensure its participation in the NFIP. The Regional Office may be contacted by telephone at (425) 487-4600 or in writing. Please send your written inquiries to the Director, Federal Insurance and Mitigation Division, FEMA Region X, at 130 - 228th Street, Southwest, Bothell, Washington 98021-8627.

JUL 16 2018

The Honorable Lou Ogden

Page 2

You may have already contacted the NFIP State Coordinator and/or the FEMA Regional Office, and may be in the final adoption process or recently adopted the appropriate measures. However, in the event your community has not adopted the appropriate measures, this letter is FEMA's official notification that you only have until October 19, 2018, to adopt and/or submit a floodplain management ordinance that meets or exceeds the minimum NFIP requirements, and request approval from the FEMA Regional Office by the effective date. Your community's adopted measures will be reviewed upon receipt and the FEMA Regional Office will notify you when the measures are approved.

I appreciate your cooperation to ensure that your community's floodplain management measures are approved by the FEMA Regional Office by October 19, 2018. Your compliance with these mandatory program requirements will enable your community to avoid suspension from the NFIP.

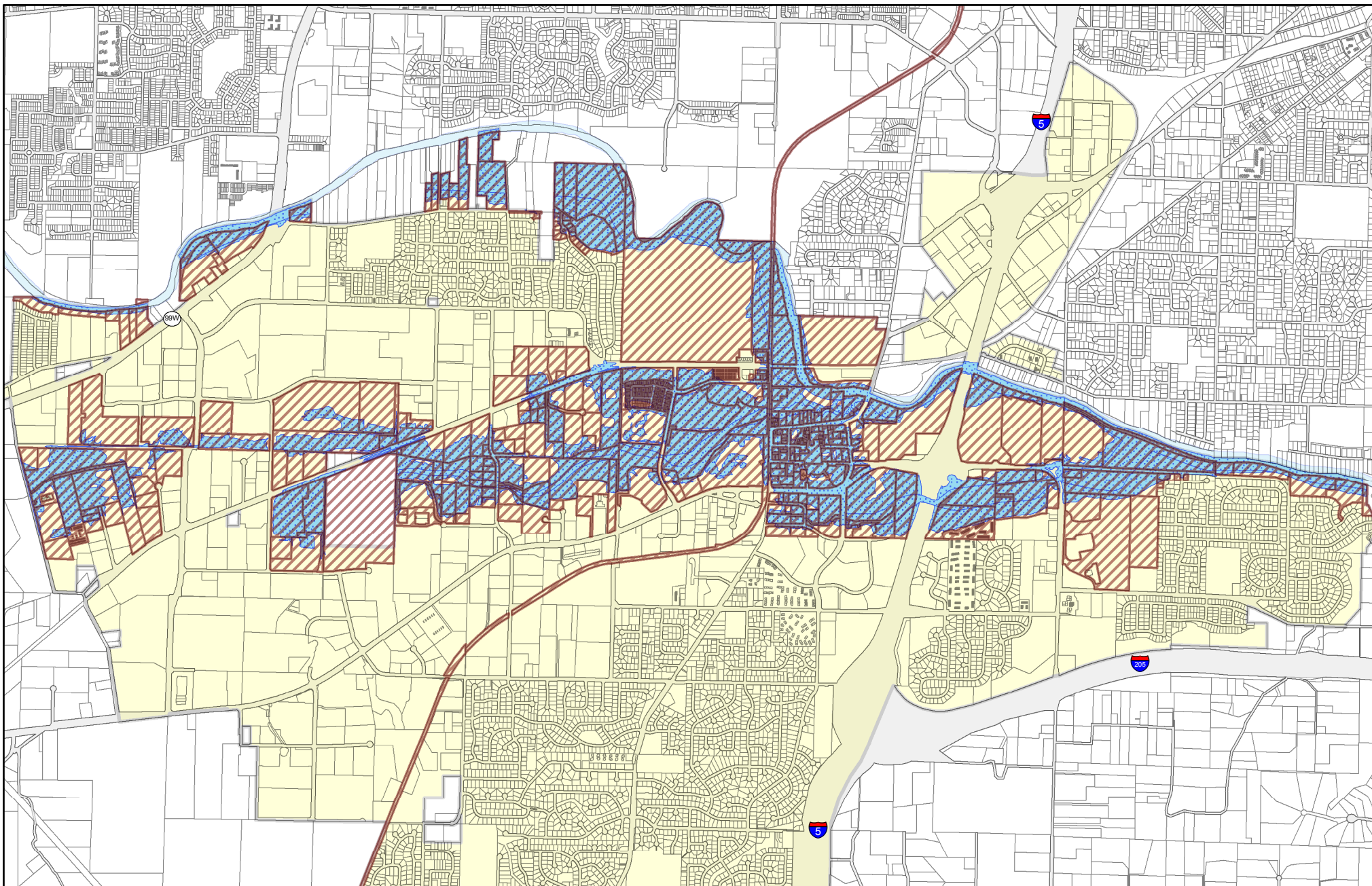
Sincerely,

A handwritten signature in black ink, appearing to read "Rachel Sears". The signature is fluid and cursive, with a long horizontal flourish extending to the right.

Rachel Sears, Director
Floodplain Management Division
Mitigation Directorate | FEMA

cc: Mike O'Hare, Regional Administrator, FEMA Region X
Christine Shirley, CFM, NFIP State Coordinator, Oregon Department of Land Conservation
and Development
Jeff Fuchs, Public Works Director, City of Tualatin

100 Year Floodplain within Tualatin

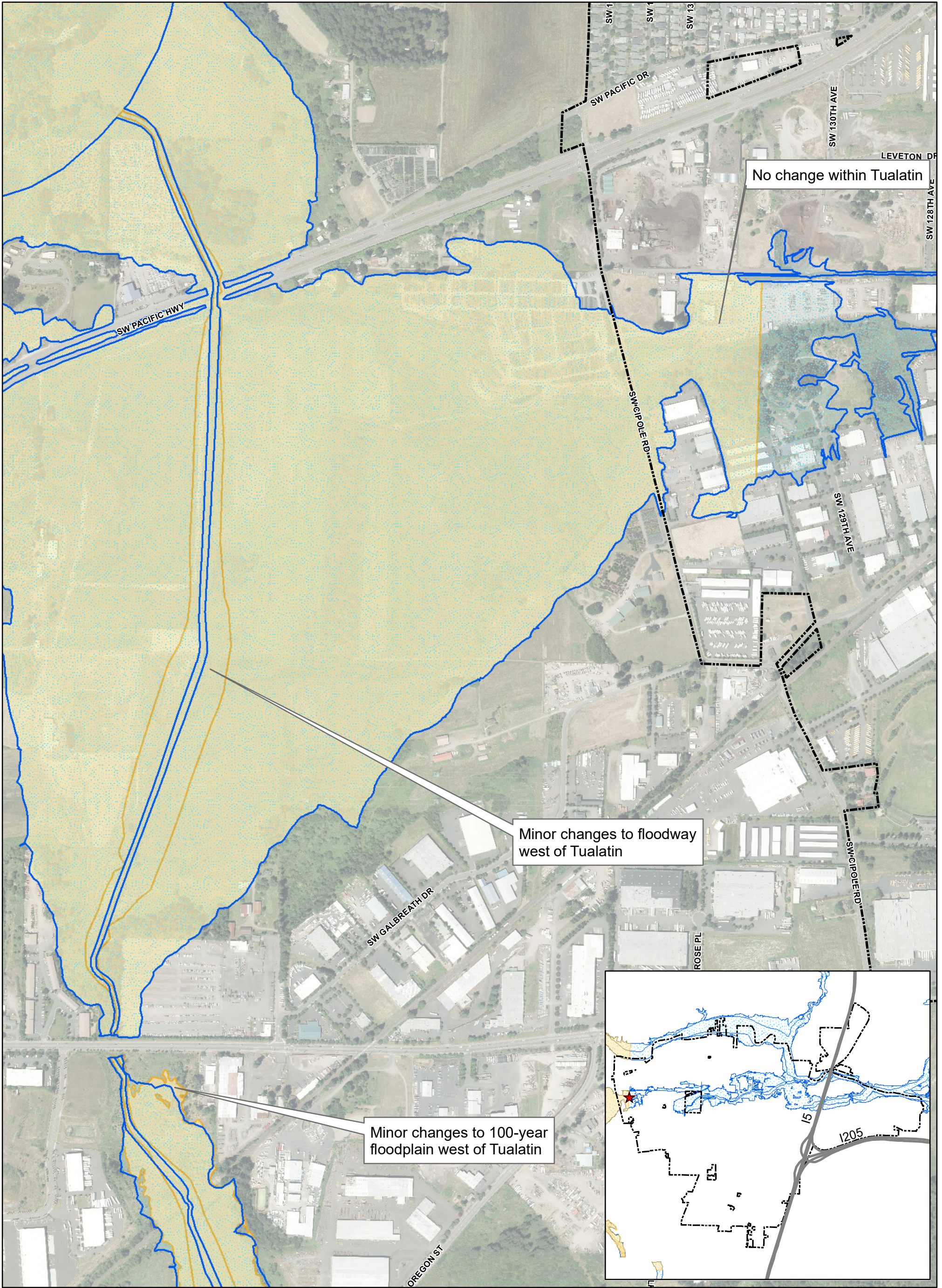



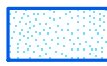

 Taxlots in Floodplain  100 Year Floodplain

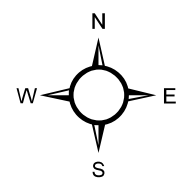


This map is derived from various digital database sources. While an attempt has been made to provide an accurate map, the City of Tualatin, OR assumes no responsibility or liability for any errors or omissions in the information. This map is provided "as is". -IS Dept.
Printed 8/29/2016

New FIRM 100-Year Floodplain Comparison



-  City Boundary
-  100-Year Floodplain
-  100-Year Floodplain (New FIRM)



RF 1:7,200

This map is derived from various digital database sources. While an attempt has been made to provide an accurate map, the City of Tualatin, OR assumes no responsibility or liability for any errors or omissions in the information. This map is provided "as is". -TualGIS 7/9/2018



City of Tualatin

PTA18-0002 FEMA Flood Plain Update

Tualatin City Council
September 10, 2018

Background

- FEMA mailed notice to Mayor on April 19th, 2018 and July 16, 2018
- Staff sent DLCD notice of the proposed code changes August 3, 2018
- Tualatin Planning Commission recommended adoption without changes to City Council on August 16, 2018

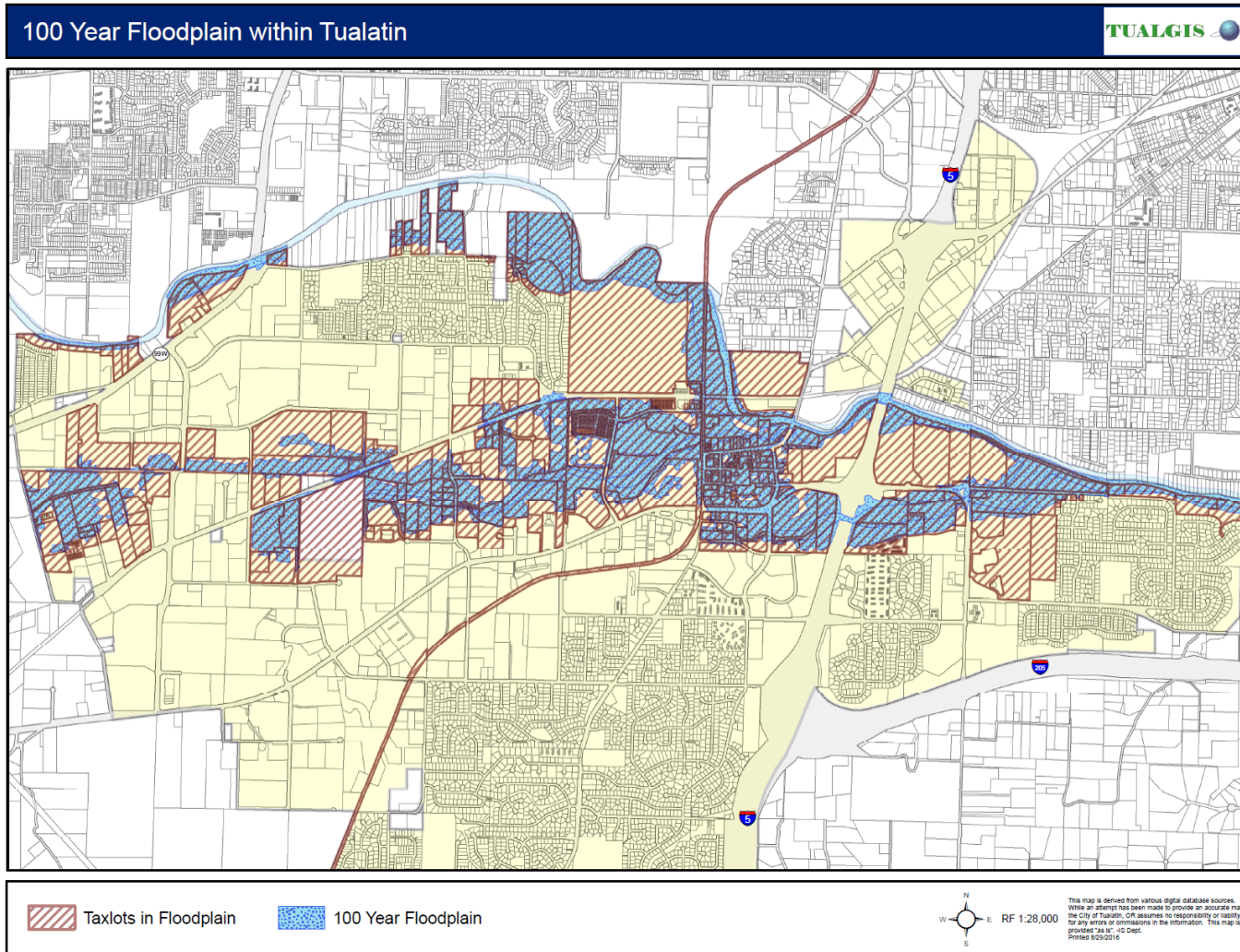
Meeting Purpose

- City Council should consider and decide if PTA18-0002 will amend Chapter 70 of the Tualatin Development Code regarding the floodplain

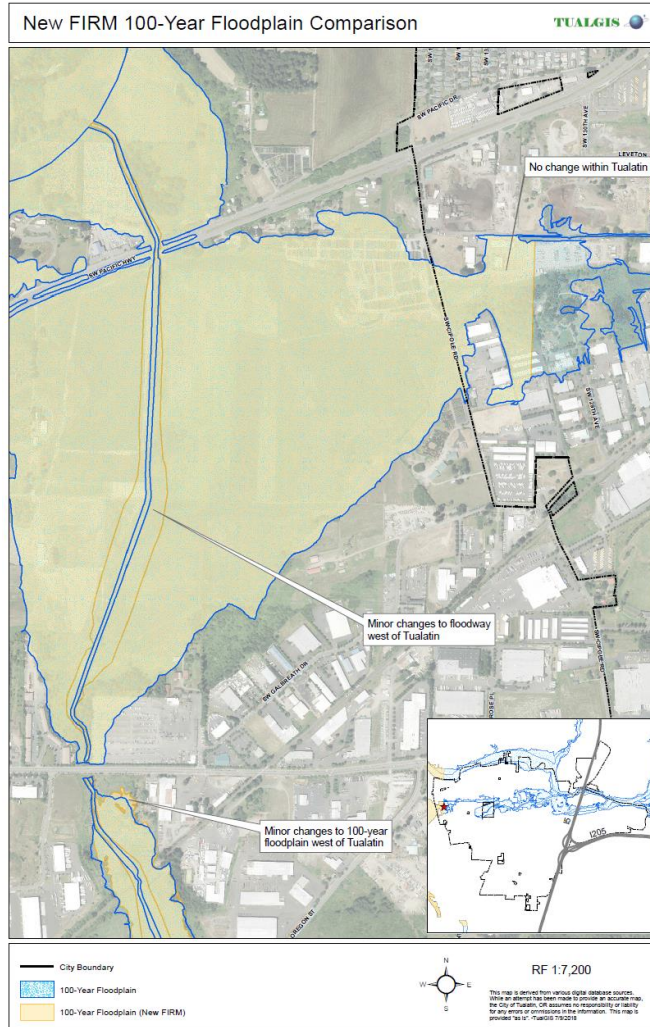
Regulations Overview

- ▶ Amend TDC Chapter 70: Flood Plain District
 - Section 70.050 to adopt two superseded FIRM panels and revised FIS dated October 19, 2018

FEMA FIRM: No Change For Tax Lots With Floodplain Within Tualatin



Superseded FEMA FIRMs West of Tualatin



- ▶ No lots within the City of Tualatin are affected by the required FIS or FIRM panel updates

Decision Outcomes – Recommend Approval

- ▶ Amend Tualatin Development Code Chapter 70:
Flood Plain District
 - ▶ Section 70.050 to adopt two superseded FIRM panels and revised FIS dated October 19, 2018

Decision Outcomes – Recommend Denial: Tualatin Suspended From NFIP

- ▶ **Effects of Non-Participation/Suspension in Communities with Mapped Floodplains**
 - ▶ Flood insurance will no longer be available
 - ▶ No federal grants or loans for buildings within floodplain
 - ▶ No federal disaster assistance loans for repair or reconstruction of building within floodplain
 - ▶ No federal mortgage insurance for buildings within floodplain
 - ▶ No Fannie Mae, Freddie Mac, and GMNA purchase of mortgages in the secondary market for properties within floodplain
 - ▶ Lenders of conventional loans must notify that:
 - ▶ i) Property is within floodplain; and
 - ▶ ii) The property not eligible for federal disaster relief in a declared disaster
 - ▶ If flooding occurs, it is possible that the local government could be held liable

Next Steps

September
10:
Public
Hearing

September
24:
Ordinance
Adoption

October 19:
Ordinance in
Effect

Discussion, Questions, and Action

- ▶ **Consideration by City Council to**
 - ▶ Approve
 - ▶ Amend and approve



STAFF REPORT

CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos, City Manager

FROM: Kelsey Lewis, Management Analyst II
Jeff Fuchs, PE, Public Works Director

DATE: 09/10/2018

SUBJECT: Consideration of **Resolution No. 5393-18** Adopting the Tualatin ADA Self-Evaluation and Transition Plan

ISSUE BEFORE THE COUNCIL:

Council will consider adopting the Tualatin Americans with Disabilities Act Self-Evaluation and Transition Plan.

RECOMMENDATION:

Staff recommends that Council adopt the Plan.

EXECUTIVE SUMMARY:

The City first evaluated its facilities, programs, and services for compliance with the Americans with Disabilities Act (ADA) in 1993. In May of 2017, the City began the process of preparing a modernized ADA Transition Plan to address current legislation and conditions. The Transition Plan meets the requirements of the Americans with Disabilities Act to identify barriers to access in our facilities, programs, and services. The plan includes a self-evaluation of our programs and facilities and provides a transition plan for removing those barriers.

The Transition Plan identifies barriers and includes phasing schedules for removing barriers in the next one to three, one to five, one to ten, and one to fifteen years. It is the City's intent to review all barriers during the first three years of Plan implementation and address barriers that can be resolved through programmatic modifications and maintenance activities.

"Programmatic modification" typically means changing the way we offer services, for example, moving the location of a program to an accessible room, and therefore removing the barrier.

For facilities in City rights of way (curb ramps, sidewalks and pedestrian signals), priorities included in the plan follow Federal guidelines to prioritize locations serving government, then transportation (bus stops), then commercial and employment centers. Specific barriers that have been the subject of an ADA complaint are prioritized highest.

Implementation Strategy

In August of 2017, City Council appointed members to the ADA Task Force. The ADA Task Force met three times over the next eight months to assist the City in prioritizing how to remove barriers to access. Taskforce members were asked to share their opinions and experiences pertaining to City facilities, programs, and services as they relate to the ADA.

The City will begin implementing the Plan in several ways. In terms of our facilities in the right of way, we will update curb ramps as part of our annual pavement maintenance program. In 2017 and 2018, we replaced fifty curb ramps as part of our street overlay program. Work to remove barriers will also take place as we make transportation improvements with the Tualatin Moving Forward bond program and as development occurs throughout the City. We also have the sidewalk/street tree program which addresses some barriers in sidewalks as we replace panels and grind panels to make them compliant. Staff will continue with implementing barrier removal in the core area parking lots. In 2018 we updated the White Lot and parking on Seneca Street with new ADA compliant parking stalls and curb ramps.

In terms of program and service delivery, we will hold several follow-up trainings this fall. Front-line staff will learn about how to provide customer service to be inclusive and accessible for all of our customers. Specific staff will also receive training on how to meet ADA when inspecting curb ramps and performing building maintenance. The great thing we discovered during the self-assessment portion of this transition plan is that our staff is interested and would like further training.

As barriers are removed, staff is developing a process to track progress in the right of way with GIS mapping. We also plan to reconvene the ADA Task Force in the next year to report back on our progress and ask for additional feedback.

FINANCIAL IMPLICATIONS:

Removing all the ADA barriers in the City's facilities, services and programs is a large cost. However; meeting the Americans with Disabilities Act has been mandated by Federal law since 1991, so adopting this Plan does not add any financial burden to the City. Rather, it provides valuable information and a path forward for the City to be free of barriers to people with disabilities.

Attachments: [Resolution 5393-18](#)
 [Resolution 5393-18 Exhibit A \(Self-Evaluation & Transition Plan\)](#)
 [Resolution 5393-18 Exhibit A \(Plan Appendices\)](#)

RESOLUTION NO. 5393-18

A RESOLUTION ADOPTING THE CITY OF TUALATIN AMERICANS WITH DISABILITIES ACT (ADA) SELF-EVALUATION AND TRANSITION PLAN

WHEREAS, Title II of the Americans with Disabilities Act of 1990 required that public entities identify and evaluate all programs, activities, and services, and develop a transition plan to remove barriers to access; and

WHEREAS, much has changed since the City’s Evaluation of Facilities, Programs, and Activities and Transition Plan in January 1993; and

WHEREAS, the City of Tualatin is committed to inclusion and non-discrimination of people with disabilities and the Tualatin City Council’s 2030 vision includes a diverse and inclusive community in which everyone has equal access to opportunities in order to thrive and enjoy a high quality of life; and

WHEREAS, the City’s ADA Task Force, comprised of members of Tualatin’s disability community, met three times over eight months and provided valuable input and recommendations on the prioritization of an updated transition plan;

WHEREAS, a public review draft of the Plan was posted on the City’s website and hard copies were made available during April 2018 at the Library, Pohl Center and City Offices for public comment;

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF TUALATIN, OREGON, that:

Section 1. The Council adopts the City of Tualatin Americans with Disabilities Act (ADA) Self-Evaluation and Transition Plan, which is attached as Exhibit A and incorporated by reference.

Section 2. This resolution is effective upon adoption.

Adopted by the City Council this 10th Day of September, 2018.

CITY OF TUALATIN, OREGON

BY _____
Mayor

APPROVED AS TO FORM

ATTEST:

BY _____
City Attorney

BY _____
City Recorder



City of Tualatin

Americans with Disabilities Act (ADA) Self-Evaluation and Transition Plan

September 2018



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Acknowledgements

Many individuals were involved with the development of the City of Tualatin ADA Self-Evaluation and Transition Plan.

City Leadership

Lou Ogden, Mayor

Frank Bubenik, Councilor Position 1

Paul Morrison, Councilor Position 2

Jeff DeHaan, Councilor Position 3

Robert Kellog, Councilor Position 4

Nancy Grimes, Councilor Position 5

Joelle Davis, Councilor Position 6

Sherilyn Lombos, City Manager

City Staff

Kelsey Lewis, ADA Project Manager & Management Analyst

Clay Reynolds, Maintenance Services Manager

Debra Bullard, ADA Coordinator

Jeff Fuchs, Public Works Director

Jerianne Thompson, Library Manager

Paul Hennon, Community Services Director (retired)

Rich Mueller, Parks & Recreation Manager

Sean Brady, City Attorney

Tanya Williams, Assistant to the City Manager

ADA Task Force

Amalia Schoken

Andrew Evans

Dawn Upton

Gary Holden

Joe Lipscomb

Ruby Buchholtz

Manasi Sridhar

Margo Traines

Consultants



815 SW 2nd Avenue, Suite 200
Portland, OR 97214

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City of Tualatin | ADA Self-Evaluation and Transition Plan

Appendix A: ADA Task Force Meeting Agendas

Appendix B: Policies and Programs Reviewed

Appendix C: Standard Plan and Specifications Review and Recommendations

Appendix D: Core Area Parking District Evaluation

1. Introduction

This ADA Self-Evaluation and Transition Plan will support the City of Tualatin in fulfilling the requirements set forth in title II of the Americans with Disabilities Act (ADA). The ADA states that a public entity must reasonably modify its policies, practices, or procedures to avoid discrimination against people with disabilities. This Plan will assist the City in identifying policy, program, and physical barriers to accessibility, and will guide the City in developing barrier removal solutions.

The evaluation of policies, programs, and services is described in *Section 2 – Self-Evaluation of Policies, Procedure, and Programs* of this document. It details the review of City policies, services, programs, and activities and is based on responses to a program accessibility questionnaire, which was completed by staff, and a review of City documents and policies.

The evaluation of architectural barriers is described in *Section 3 – ADA Transition Plan*, and is the result of a detailed evaluation of the City of Tualatin’s parks, trails and greenways, buildings, and public right-of-way where programs, activities, and services are available to the public.

Section 4 – ADA Policy and Complaint Procedure includes the City’s notice under the ADA and the City’s ADA Grievance Procedure.

Commonly used terms within this document and in the ADA are included in *Section 5 – Definitions*, and *Section 6 – Program Accessibility Guidelines, Standards, and Resources* contains a directory of disability organizations, guidelines, and resources for addressing the recommendations included in this Plan.

The City of Tualatin has designated Debra Bullard as its primary ADA Title II Coordinator. The ADA Coordinator is responsible for coordinating the efforts of the City to comply with title II and for investigating any accessibility-related complaints. The ADA Coordinator is also responsible for coordinating the efforts of the City to comply with all other applicable state and federal accessibility requirements.

1.1 Legislative Mandate

The ADA is a comprehensive civil rights law for persons with disabilities in both employment and the provision of goods and services. The ADA states that its purpose is to provide a “clear and comprehensive national mandate for the elimination of discrimination against individuals with disabilities.” Congress emphasized that the ADA seeks to dispel stereotypes and assumptions about disabilities and to assure equality of opportunity, full participation, independent living, and economic self-sufficiency for people with disabilities. Congress passed the ADA on July 26, 1990. Title II of the ADA covers programs, activities, and services of public entities. Under the requirements of the ADA:

No qualified individual with a disability shall, on the basis of disability, be excluded from participation in or be denied the benefits of the services, programs, or activities of a public entity, or be subjected to discrimination by any public entity.¹

Further, title II of the ADA provides that public entities must identify and evaluate all programs, activities, and services and review all policies, practices, and procedures that govern administration of

¹ Department of Justice, Title II Regulations Subpart B § 35.130 General prohibitions against discrimination

the entity's programs, activities, and services.² This Plan and certain documents incorporated by reference establish the City of Tualatin's ADA Self-Evaluation and Transition Plan.

Application of Regulations

As a public entity, the City of Tualatin is subject to the ADA's title II Requirements for State and Local Government Programs and Services, and is responsible for the provision of accessible programs and facilities that are available without discrimination toward people with disabilities. A fundamental tenet of title II of the ADA is *"the principle that individuals with disabilities must be provided an equally effective opportunity to participate in or benefit from a public entity's aids, benefits, and services."*³ This principle is referred to as program accessibility.

*A public entity may not deny the benefits of its programs, activities, and services to individuals with disabilities because its facilities are inaccessible. A public entity's services, programs, or activities, when viewed in their entirety, must be readily accessible to and usable by individuals with disabilities. This standard, known as "program accessibility," applies to all existing facilities of a public entity. Public entities, however, are not necessarily required to make each of their existing facilities accessible.*⁴

As a public entity, the City is required to ensure program accessibility for the programs it provides to the public.

Maintaining Accessible Facilities

In addition to providing programmatic access, the City is obligated to maintain all accessible facilities in working order. Exceptions are provided for temporary disruptions. The ADA contains the following language regarding the maintenance of accessible features:

Maintenance of Accessible Features. *Public entities must maintain in working order equipment and features of facilities that are required to provide ready access to individuals with disabilities. Isolated or temporary interruptions in access due to maintenance and repair of accessible features are not prohibited.*

Where a public entity must provide an accessible route, the route must remain accessible and not blocked by obstacles such as furniture, filing cabinets, or potted plants. An isolated instance of placement of an object on an accessible route, however, would not be a violation, if the object is promptly removed. Similarly, accessible doors must be unlocked when the public entity is open for business.

*Mechanical failures in equipment such as elevators or automatic doors will occur from time to time. The obligation to ensure that facilities are readily accessible to and usable by individuals with disabilities would be violated, if repairs are not made promptly or if improper or inadequate maintenance causes repeated and persistent failures.*⁵

² Department of Justice, Title II Regulations Subpart A § 35.105 Self-evaluation

³ The Americans with Disabilities Act, Title II Technical Assistance Manual II-3.3000

⁴ The Americans with Disabilities Act, Title II Technical Assistance Manual II-5.1000

⁵ The Americans with Disabilities Act, Title II Technical Assistance Manual II-3.10000

1.2 Discrimination and Accessibility

This section provides an overview of physical and programmatic accessibility and the basic methods of providing access. Absence of discrimination requires that both types of accessibility be provided.

Physical accessibility requires that a facility be barrier-free. Barriers include any obstacles that prevent or restrict the entrance to or use of a facility.

Programs offered by the City to the public must be accessible. Program accessibility requires that individuals with disabilities be provided an equally effective opportunity to participate in or benefit from a public entity's programs and services. Accessibility includes advertisement, orientation, eligibility, participation, testing or evaluation, physical access, provision of auxiliary aids and services, transportation, policies, and communication.

The City may achieve program accessibility by several methods:

- Structural methods such as altering an existing facility;
- Acquisition or redesign of equipment;
- Assignment of aids; and/or
- Providing services at alternate accessible sites.

When choosing a method of providing program access, the City is required to prioritize the method that results in the most integrated setting appropriate to encourage interaction among all users, including individuals with disabilities. In compliance with the requirements of the ADA, the City must provide equality of opportunity.

1.3 ADA Self-Evaluation and Transition Plan Requirements and Process

The ADA Self-Evaluation and Transition Plan is intended to provide a framework for the continuous improvement of City programs and facilities for people with disabilities. The Plan is intended to be a living document that is regularly updated as programs and services change, as barriers are removed, and new facilities come under ownership or control of the City.

The ADA Self-Evaluation identifies and makes recommendations to correct policies and practices in the City's programs and services that are inconsistent with title II regulations and result in limited access for persons with disabilities. As part of the Self-Evaluation, the City:

- Evaluates services, policies, and practices;
- Identifies modifications needed to services, policies, and practices; and
- Involves people with disabilities in the self-evaluation process.⁶

Programs, activities, and services offered by the City to the public must be accessible for people with and without disabilities. Accessibility applies to all aspects of programs or services provided by the City, including:

- Accessible/adaptive equipment;
- Contracting, licensing, or other arrangements;
- Customer service;
- Emergency evacuation procedures;
- Facilities;
- Notice requirements;
- Printed information;
- Program eligibility and admission;
- Public meetings;
- Public telephones and communication devices;
- Special events on public properties;
- Televised and audiovisual public information;
- Tours and trips;
- Training and staffing;
- Transportation services; and
- Website.

The Transition Plan is a document that outlines a strategy for the City to progress toward compliance with the ADA. The Transition Plan identifies physical barriers for persons with disabilities and a schedule to remove those barriers over time and must:

- List barriers;
- Identify feasible solutions to each barrier;
- Establish a timeline for removing barriers;
- Identify the person responsible for title II compliance; and
- Involve people with disabilities in the preparation of the Plan.⁷

⁶ Department of Justice, Title II Regulations Subpart A § 35.105 Self-evaluation.

⁷ Department of Justice, Title II Regulations Subpart A § 35.150 (d) Transition plan

Self-Evaluation

In 2017, the City evaluated its policies, programs, and procedures to determine current levels of service and the extent to which its policies and programs created barriers to accessibility for persons with disabilities. Recommended actions for City programs, activities, and services can be found in Section 2 of this Plan.

Transition Plan

The City of Tualatin completed a physical audit of facilities in 2017 to identify potential facility barriers and identify recommendations and alterations to meet state and federal accessibility standards. The type of facilities evaluated includes:

- City-owned parks;
- City-owned trails and greenways;
- City-owned buildings; and
- City-owned public right-of-way.

Additionally, the City conducted an independent evaluation of the five City-owned, core area parking lots in 2016. The findings of this evaluation are included in Appendix D.

At the time of the facility evaluations, the following resources were used to identify barriers at City facilities: the ADA 2010 Standards, 2014 Oregon Structural Specialty Code (OSSC) Chapter 11 Accessibility, 2015 Architectural Barriers Act (ABA) Standards for Outdoor Developed Areas, 2011 Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG), 2009 Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD), and the 1991 ADA Standards for Accessible Design (ADAAG). Building codes and standards are revised every few years. The barrier evaluations conducted provide an assessment of current conditions as viewed by current code and provide a baseline for future barrier removal.

Public Outreach

Public entities are required to accept comments from the public on their ADA Self-Evaluation and Transition Plan, and are strongly encouraged to consult with individuals with disabilities and organizations that represent them to assist in the self-evaluation process. Many individuals with disabilities have unique perspectives on a public entity's programs, activities, and services.

A page was designated on the City's website to serve as an information portal for the Transition Plan process and an ADA Task Force was formed. The ADA Task Force includes nine people who are members of the disability community, or who use or help others use our accessible facilities. Task Force members were appointed by the Tualatin City Council on August 14, 2017. The Task Force met three times during the ADA Self-Evaluation and Transition Plan process.

The Task Force shared their opinions and experiences related to City facilities, programs, and services as they relate to the ADA, provided input in the prioritization of barriers, and reviewed and provided comment on the draft plan. The Task Force met on October 25, 2017, December 13, 2017, and March 19, 2018. The materials for each meeting are provided on the City's website at <https://www.tualatinoregon.gov/engineering/ada-transition-plan-project> and the agendas for each meeting are included in this document as Appendix A.

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The public review draft of the Plan was posted on the City's website and hard copies were made available on April 2, 2018 at highly frequented facilities such as the library and senior center for public comment before the final presentation to Council.

2. ADA Self-Evaluation of Policies, Procedures, and Programs

Accessibility applies to all aspects of a program or service, including advertisement, orientation, eligibility, participation, testing or evaluation, physical access, provision of auxiliary aids and services, transportation, and policies. The City is required to communicate effectively with people who have communication (vision, hearing, or speech) disabilities. The goal is to ensure that communication with people with these disabilities is equally effective as communication with people without disabilities. The requirements apply to written documents provided at the program delivery site or on the website, telephone communications, and televised and audiovisual programs. This may include providing auxiliary aids and services such as alternative formats for written materials or qualified interpreters for people who are deaf or have hearing loss, speech, or language disorders. Programs, activities, and services offered by the City to the public must be accessible as required by law.

Section 2.2 details the review of current City-wide policies, services, programs, and activities based on meetings with staff and responses to the program accessibility questionnaire. The questionnaire was available online in August and September 2017.

The policies and practices that govern the administration of City programs, activities, and services were reviewed to ensure that they do not adversely affect the full participation of individuals with disabilities. Public documents available on the City's website were reviewed, including laws, ordinances, regulations, administrative manuals and guides, policy directives, memoranda, standards, and specifications. Details of this review are found in Sections 2.2 and 2.3 and Appendix B.

The recommendations contained in this section will serve as a basis for the implementation of specific strategies that will improve access to City programs, as required by law.

2.1 Programmatic Modifications

The ADA Title II Coordinator, or designee, will follow-up with each department to review the recommendations contained in the self-evaluation. In those situations where a policy, program, or procedure creates a barrier to accessibility that is unique to a department or a certain program, the ADA Coordinator, or designee, will coordinate with the program manager to address the removal of the barrier in the most reasonable and accommodating manner in accordance with applicable law.

2.2 Program Accessibility Questionnaire: Required or Recommended Actions

The findings from the self-evaluation questionnaire are organized into categories based on the requirements of title II of the ADA.

- Accessible/Adaptive Equipment
- Customer Service
- Notice Requirements
- Printed Information
- Televised and Audiovisual Information
- Website
- Telephones and Communication Devices
- Training and Staffing
- Program Participation
- Program Eligibility Requirements and Admission
- Public Meetings
- Transportation Services
- Tours and Trips
- Contracting, Licensing, or Other Arrangements⁸
- Emergency Evacuation Procedures
- Facilities
- Special Events and Private Events on Public Properties

Actions are listed as required or recommended based on the Americans with Disabilities Act. Some actions are always required, such as posting a notice of non-discrimination, while other actions are only required when requested, such as providing alternative formats like large print agendas. In many cases, the City has many alternatives in selecting methods for providing accessible programs, activities, and services. Where applicable, links are provided to the federal government’s best practices documents.⁹

⁸ In the questionnaire, this category was called ‘Consultants.’ It was updated here to more closely mirror regulatory language.

⁹ For the full “Best Practices Tool Kit for State and Local Governments,” see <https://www.ada.gov/pcatoolkit/toolkitmain.htm>. The Tool Kit should be considered a helpful supplement to – not a replacement for – the regulations and technical assistance materials that provide more extensive discussions of ADA requirements. It also does not replace the professional advice or guidance that an architect or attorney knowledgeable in ADA requirements can provide.

Accessibility/Adaptive Equipment

Adaptive aids are devices, controls, appliances, or items that make it possible for persons with disabilities to improve their ability to function independently and participate in programs, services, and activities offered by the City.¹⁰ For example, a pen, note pad, and clip board provided to a person with a hearing or speech impairment to write notes on or accessible electronic equipment such as an accessible computer station are considered adaptive equipment.

Required or Recommended Actions

1. It is required to provide and maintain in working order accessible equipment for people with disabilities when the public is allowed or required to use equipment such as computers, copy machines, telephones, or other technologies.¹¹
2. It is recommended:
 - To collaborate with community organizations that serve people with disabilities to develop and maintain a current resource list of assistive technology equipment and sources.
 - To establish and maintain a “Resources Toolkit” of adaptive aids and human resources that should be available for use by individuals participating in City programs. Include information about the availability of specific equipment and/or individuals who are available to provide special services (e.g., ASL translation) in public information materials such as brochures and the City’s website.
 - To include accessibility as a criterion for purchasing. Whenever possible, evaluate furniture and building material purchases for compatibility with a wide range of disabilities and sensitivities. Select items that are easily adjustable or can be modified to accommodate a variety of physical and ergonomic needs when purchasing items such as furniture, site furnishings, and office systems. Consultation with disability organizations and persons with disabilities will assist in this task.

Customer Service

In-person interaction with the public is one of the primary functions of most City departments. To meet ADA standards for in-person interactions, staff should be aware of the formal and informal procedures for accommodating people with disabilities, including appropriate responses to requests for program modifications and guidelines for accommodating service animals.

Required or Recommended Actions

1. It is required that the City continue the policy of not charging an additional fee to the person requesting accommodation for their disability for program modifications or alternative formats.¹²
2. It is required that the City continue the policy of not excluding service animals in City facilities.¹³

¹⁰ See <https://www.ada.gov/pcatoolkit/chap1toolkit.htm>

¹¹ Title 28, Chapter 1, § 35.133 Maintenance of accessible features

¹² Title 28, Chapter 1, § 35.130 General prohibitions against discrimination

¹³ Title 28, Chapter 1, § 35.136 Service animals

3. It is required to continue to make appropriate modifications to regular practices to accommodate the needs of individuals with disabilities when providing customer service.¹⁴
4. It is recommended:
 - That the City develop a formal process for responding to, reporting, and tracking accommodation requests. Criteria should be developed for determining reasonable modifications to provide program accessibility, which may include acquisition or redesign of equipment, assignment of aides to persons with disabilities, and provision of services at alternative accessible sites. This will support consistent access to City programs and services.
 - To assess the composition and needs of the population of people with disabilities, and take the necessary steps to improve communication and outreach to increase the effective participation of community members with disabilities in all City programs and activities.
 - To create partnerships with organizations that provide services to people with disabilities to assist in communication about accessible City programs. Keep programs up-to-date through increased community involvement and partnerships with organizations that offer services to persons with disabilities.
 - To publicize efforts to increase participation by persons with disabilities, which might include activities such as distributing program brochures to members of the disability community.
 - That a formal, consistent customer service approach includes:
 - Requests for reasonable modification in programs or services should be made to the department responsible for the program or service or to the City's ADA Coordinator.
 - The department offering the program or service should meet with the individual with a disability to identify which aspects of the program limit participation and what modifications can be made.
 - The department offering the program or service should consult with the relevant program or service staff to determine the reasonable modification. The department offering the program or service may also consult with the City's ADA Coordinator or other resources providing services or information regarding persons with disabilities as appropriate.
 - The department offering the program or service should document the modification(s) that was offered and the response of the person with the disability to the modification(s) offered. This documentation should be filed with the City ADA Coordinator. All accessibility requests should be tracked and analyzed periodically to look for global issues that can be addressed and problems that can be solved proactively.
 - If individuals with a disability are not satisfied with the results of this process, they should be directed to the City's ADA Grievance Procedure.

¹⁴ Title 28, Chapter 1, § 35.130 General prohibitions against discrimination

Notice Requirements

Title II regulations require the City to inform the public of the rights and protections provided by the ADA for access to public programs, services, and activities. It is the obligation of the head of the public entity to determine the most effective way of providing notice to the public about their rights and the public entity's responsibilities under the ADA. Publishing and publicizing the ADA notice is not a one-time requirement. State and local governments should provide the information on an ongoing basis, whenever necessary.¹⁵

Required or Recommended Actions

1. It is required that the City maintain the position of the ADA Coordinator.¹⁶
2. It is required that the City continue publishing a notice regarding the City's commitment to providing accessible services.¹⁷
3. It is required that the City continue to ensure effective communication and that interested persons can obtain information as to the existence and location of accessible services, activities, and facilities.¹⁸ One way to ensure this is by including a statement regarding the availability, upon request, of alternative formats and auxiliary aids on announcements for City programs and applications, including:
 - A non-discrimination notice in City hard copy and web publications that provides general information about City services, programs, or activities similar to the following:

The City of Tualatin does not discriminate on the basis of disability in the admissions or access to its programs or activities. An ADA Coordinator has been designated to coordinate compliance with the non-discrimination requirements contained in the Department of Justice regulations implementing Subtitle A of Title II of the Americans with Disabilities Act (42 U.S.C. 12131-12134), which prohibits discrimination on the basis on disability by public agencies.
- A non-discrimination notice in City hard copy and web publications that provides general information about City services, programs, or activities similar to the following:

The City of Tualatin does not discriminate on the basis of disability in the admissions or access to its programs or activities. An ADA Coordinator has been designated to coordinate compliance with the non-discrimination requirements contained in the Department of Justice regulations implementing Subtitle A of Title II of the Americans with Disabilities Act (42 U.S.C. 12131-12134), which prohibits discrimination on the basis on disability by public agencies.
4. It is recommended:
 - The City's text telephone (TTY) number and/or Telecommunications Relay Service (711) information, and the phone number and email address of the person who can provide assistance in meeting special needs; and
 - A notice that 48-hour notice is required for requests for alternative formats or auxiliary aids.

Debra Bullard, ADA Coordinator

18880 SW Martinazzi Avenue, Tualatin OR, 97062

(503) 691-3022

¹⁵ See <https://www.ada.gov/pcatoolkit/chap2toolkit.htm>

¹⁶ See <https://www.ada.gov/pcatoolkit/chap2toolkit.htm>; Title 28, Chapter 1, § 35.107 Designation of responsible employee and adoption of grievance procedures

¹⁷ Title 28, Chapter 1, § 35.106 Notice

¹⁸ Title 28, Chapter 1, § 35.163 Information and signage

- That the City increase outreach to persons with disabilities and the organizations that serve them. The City should inform the public of the possible modifications that can be provided to make services, programs, and activities accessible.
- That if the City uses radio, newspaper, television, or mailings, the notice should be re-published and re-broadcasted periodically.
- That the City make all staff aware of the public locations of the non-discrimination statement and the procedure for filing a disability discrimination complaint.

Printed Information

To meet the ADA's communication standards, City departments must be able to provide information, upon request, in alternative formats such as using easy-to-understand language, Braille, large-print format, audiotope or CD, computer media, or other formats as requested.¹⁹

Required or Recommended Actions

1. It is required that the City provide alternative formats to printed information, when requested (for example, enlarged print format for persons with visual disabilities or in simple language for persons with cognitive disabilities).²⁰
2. It is required that the City address all requests for other alternative formats for lengthy documents on an individual basis.²¹
3. It is required that any additional costs for alternative forms of communication are not assigned to the person with a disability requesting the alternative format.²²
4. It is required to provide programmatic changes (e.g., staff assistance), upon request to assist in filling out forms or when alternative formats are unavailable or infeasible.²³
5. It is recommended:
 - To include the following notice on materials printed by the City that are made available to the public:
This publication can be made available in alternative formats, such as large print, Braille, or electronic format. Requests can be made by calling Debra Bullard, ADA Coordinator, at (503) 691-3022, or by using the 711 Telecommunications Relay Service. Please allow 48 hours for your request to be processed.
 - That the City provide instruction to each department on how to produce printed information in alternative formats for persons with various disabilities to ensure that requests are handled in a uniform and consistent manner.
 - That when photos are part of a brochure or publication, photos of persons with disabilities are included.

¹⁹ See <https://www.ada.gov/pcatoolkit/chap3toolkit.htm>

²⁰ Title 28, Chapter 1, § 35.160 General

²¹ Title 28, Chapter 1, § 35.160 General

²² Title 28, Chapter 1, § 35.130 General prohibitions against discrimination

²³ Title 28, Chapter 1, § 35.130 General prohibitions against discrimination

Televised and Audiovisual Information

Televised and audiovisual information is a means for disseminating public information through presentations produced by City departments. All televised and audiovisual information, including PowerPoint presentations, must be accessible to persons with disabilities. As more communication is done remotely through the internet, it is increasingly important that all communication tools maintain accessibility as technology changes.²⁴

Required or Recommended Actions

1. It is required that the City provide, when requested, alternatives to audio presentations for City programs and for audiovisual presentations produced by the City (including videos, films, and City Council and Commission meetings) to ensure that persons with hearing impairments can benefit from these presentations.²⁵
2. It is recommended:
 - That when presenting PowerPoint or other visual presentations that the presenter read the slides and describe the graphics. This will allow people who are blind or visually impaired to receive the information being presented.
 - That when photos are part of an audiovisual presentation, images of persons with disabilities are included.

Website

As people turn to the internet as their primary source of information regarding services, programs, activities, and facilities, the City's website at www.tualatinoregon.gov takes on increased importance as a communications tool. Providing public access to City publications online is an effective means of reaching persons with disabilities.²⁶ New accessibility standards for electronic and information technology covered by Section 508 of the Rehabilitation Act Amendments of 1998 have set forth the technical and functional performance criteria necessary for such technology to be accessible.²⁷

Required or Recommended Actions

1. It is recommended:
 - That the City identify and implement tools to ensure the City website is accessible to people with disabilities, including those with visual impairment. The website should be monitored for continued compliance with accessible web page standards.
 - That the City conduct a web accessibility analysis to meet and/or exceed Section 508 of the Rehabilitation Act guidelines for accessibility of electronic information. Preliminary analysis

²⁴ See <https://www.ada.gov/pcatoolkit/chap3toolkit.htm>

²⁵ Title 28, Chapter 1, § 35.160 General. Closed captioning is not required for all televised or audiovisual presentations, but it is a common way of making them accessible to people who are unable to hear the audio portion, and in some instances, it might be the only accessible format.

²⁶ See <https://www.ada.gov/websites2.htm> and <https://www.ada.gov/pcatoolkit/chap5toolkit.htm>

²⁷ Section 508 of the Rehabilitation Act requires that Federal agencies' electronic and information technology is accessible to people with disabilities, including employees and members of the public. Many state and local public agencies have adopted these standards as best practices. Title 29, Chapter 16, § 794d Electronic and information technology

identified issues associated with coding and color contrast. Adequate contrast is necessary for all users, especially users with low vision.²⁸

- That the City continue to publish the Policy of Non-Discrimination, including on the Basis of Disability, on the City's website.
- That the City ensure that all departments use Siteimprove or other technological resources to create accessible PDF and graphics files as described in ADA standards for electronic and information technology. Provide training to City staff in creating accessible PDF and other electronic files for posting on City or departmental websites.
- That the City assign one department the authority to provide standards and oversight for contractors that create webpages and for departments that post their own documents. This will support consistent and accessible web pages. Monitor web pages for continued compliance with accessible web page standards.
- That the City increase outreach to persons with disabilities to identify website barriers and to ensure the website includes adequate information about the City's commitment to providing accessible services.

Telephones and Communication Devices

Even with technological advances such as cell phones, texting, and instant messaging, provision of alternative communication technologies such as teletypewriters (TTY), telecommunication display devices (TDDs), or relay services are still required for conducting communications with the public.²⁹

Required or Recommended Actions

1. It is required where the City communicates by telephone that it can communicate with a person with hearing impairment using a TTY system or equally effective telecommunications systems, such as TRS.³⁰
2. It is required that staff members are able to use TTY equipment or other means of communicating over the telephone with a person with a hearing or speech impairment, such as TRS, or are able to direct member of the public to knowledgeable staff.³¹
3. It is required that publications that list phone numbers also include information on how people with hearing and/or speech impairment can communicate with departments by phone.³²
4. It is recommended:
 - That City staff become familiar with Video Remote Interpreting Services (VRI) for communicating with people with hearing and/or speech impairments. There are many situations where a live interpreter is required, but VRI is a convenient, flexible, lower-cost alternative to live interpreters.

²⁸ This analysis came from the Web Accessibility Evaluation Tool at <http://wave.webaim.org/>.

²⁹ See <https://www.ada.gov/pcatoolkit/chap3toolkit.htm>

³⁰ Title 28, Chapter 1, § 35.161 Telecommunications

³¹ Title 28, Chapter 1, § 35.161 Telecommunications

³² Title 28, Chapter 1, § 35.161 Telecommunications; Title 28, Chapter 1, § 35.163 Information and signage

Training and Staffing

As a part of the City's on-going staff development and training, the incorporation of disabilities awareness, standards, and resources is encouraged for all staff interfacing with the public or who maintain the facilities used by the public.

Required or Recommended Actions

1. It is required that City staff is knowledgeable in providing accessible services, programs, and activities for the public and that accessible facilities are maintained in working order.³³
2. It is recommended that the City:
 - Provide all City staff members with ongoing awareness and sensitivity training.
 - Provide training to City staff members who have contact with the public about how to provide modifications and use assistive devices to make their programs, activities, and services accessible. Ensure that customer service training includes information about communicating with and providing modifications for persons with a variety of disabilities. Include program-specific adaptations, assistive devices, and modifications in each department's accessibility policy manual.
 - Develop a comprehensive disability access training program. Educate all City staff about their responsibilities under the ADA. The City's ADA Coordinator and department supervisors should be responsible for ensuring that staff members receive training. Reference materials that address special modifications should be included in this training.
 - Develop standard guidelines for training materials. These guidelines should include standard language that appropriately describes the City's policy on inclusion and non-discrimination, and staff members should receive training in using the guidelines effectively.
 - Consider offering training to employees who wish to learn basic American Sign Language (ASL) communication skills for staff who have contact with the public and depending on operational needs. This training should emphasize basic communication skills and should not be viewed as a substitute for utilizing qualified ASL interpreters when requested.
 - Train Maintenance Services staff with respect to accessibility compliance and building codes to maintain facilities in an accessible condition.
 - Provide City staff members with training in general building evacuation procedures for assisting persons with hearing, speech, visual, mobility, and learning disabilities in an emergency.

³³ Title 28, Chapter 1, § 35.160 General; Title 28, Chapter 1, §35.130 General prohibitions against discrimination

Program Participation

The public must be able to access all programs, service, and activities, regardless of disability.

Required or Recommended Actions

1. It is required that the City provide reasonable accommodations to program participants with disabilities.³⁴
2. It is required that individuals with disabilities are not excluded from regular programs and are not required to accept different or separate aids, benefits, or services even if they are as effective as those provided to others.³⁵
3. It is required to include individuals with disabilities in regular programs to the maximum extent possible.³⁶
4. It is required that the City modify standard policies, practices, or procedures to avoid discrimination unless the modification would fundamentally alter the nature of the program, result in an undue financial or administrative burden, or create a hazardous situation for the participant or others.³⁷
5. It is required that when specific policies that would exclude or limit the participation of persons with disabilities are necessary for the safe operation of programs, those requirements are based on real risks, not on speculation, stereotypes, or generalizations.³⁸
6. It is recommended:
 - That the City increase outreach to persons with disabilities and the organizations that serve them to ensure program accessibility. The City should also inform the public of the possible modifications that can be provided to make programs, services, and activities accessible.

Program Eligibility Requirements and Admission

The public must be able to access all programs, service, and activities, regardless of disability. Admission criteria, ability to complete forms, and participation in interviews must be available to all members of the public by providing reasonable accommodations.

Required or Recommended Actions

1. It is required that individuals with disabilities are not excluded from regular programs and are not required to accept different or separate aids, benefits, or services even if they are as effective as those provided to others.³⁹
2. It is required to include individuals with disabilities in regular programs to the maximum extent possible.⁴⁰

³⁴ Title 28, Chapter 1, §35.130 General prohibitions against discrimination

³⁵ Title 28, Chapter 1, §35.130 General prohibitions against discrimination

³⁶ Title 28, Chapter 1, §35.130 General prohibitions against discrimination

³⁷ Title 28, Chapter 1, §35.130 General prohibitions against discrimination

³⁸ Title 28, Chapter 1, §35.130 General prohibitions against discrimination

³⁹ Title 28, Chapter 1, §35.130 General prohibitions against discrimination

⁴⁰ Title 28, Chapter 1, §35.130 General prohibitions against discrimination

3. It is required that when interviews are required for program participation, they are held in an accessible location and that alternative formats or auxiliary aids are provided upon request.⁴¹
4. It is recommended:
 - That a non-discrimination statement is included on application or registration forms.

Public Meetings

Public meetings are a regularly occurring activity for public agencies. The main objective of any public meeting is to impart and solicit information on public issues of importance to the local government. Where these meetings are held is an important consideration in meeting the requirements of the ADA.

Required or Recommended Actions

1. It is required that public meetings continue to be held in accessible facilities to accommodate the participation of people with mobility disabilities.⁴²
2. It is required to provide agendas and other meeting materials in alternative formats, when requested.⁴³
3. It is required to provide flexibility in the time limit on speaking for individuals with communication difficulties.⁴⁴
4. It is required to have assistive listening devices available for public meetings that incorporate amplification.⁴⁵
5. It is recommended:
 - To display a notice on meeting agendas indicating the availability of accessibility modifications.
 - To prepare a list of accessible meeting spaces to facilitate the scheduling of meetings and/or the relocation of meetings upon request.
 - To move disability-related agenda items to the beginning of agendas when possible. Some people with disabilities are unable to stay late at meetings because they use para-transit, have fixed schedules, and/or need to use personal care attendants.
 - To maintain a list of on-call American Sign Language interpreters who may be brought to meetings to assist individuals with hearing impairments.
 - To provide instruction to City staff on the types of modification requests that may be made by persons with different types of disabilities, including auxiliary aids such as different types of assistive listening systems, sign language interpreters, readers, descriptive services, and other assistive technologies like real-time captioning. Provide guidance in the layout of the room, sign-in table, and refreshments table, to ensure that these features are accessible.
 - That a staff member is assigned as a greeter at public meetings and events. Identify the staff member as a resource for persons who may require assistance.

⁴¹ Title 28, Chapter 1, §35.130 General prohibitions against discrimination; Title 28, Chapter 1, § 35.160 General

⁴² Title 28, Chapter 1, § 35.160 General

⁴³ Title 28, Chapter 1, § 35.160 General

⁴⁴ Title 28, Chapter 1, § 35.160 General

⁴⁵ Title 28, Chapter 1, § 35.160 General; 2010 Standards 219.2 Required Systems

Transportation Services

Many public agencies provide public transportation services. The public accommodation standards for these services are set forth by the Federal Transit Administration.⁴⁶

Required or Recommended Actions

1. It is required that the City make reasonable modifications in policies, practices, or procedures for public transportation when the modifications are necessary to avoid discrimination on the basis of disability or to provide program accessibility to their services.⁴⁷

Tours and Trips

Many public agencies provide or facilitate tours and trips as part of their service. These tours and trips are subject to title II regulations. The City is responsible for ensuring that the tour can be experienced by people with disabilities, by making accommodations or modifications.

Required or Recommended Actions

1. It is required that the City modifies tours and trips, when requested, to enable people with mobility, visual, speech, hearing, and cognitive disabilities to participate.⁴⁸ Tour or trip registration materials must enable a person who may need accessibility accommodation to communicate the requested modification.
2. It is recommended:
 - To provide information to participants in advance of a tour or trip regarding the destination, transportation, and other characteristics of the event so that informed requests for accommodations can be made.
 - That the City evaluate the destination of the tour or trip and the means of transportation to determine accessibility, as well as any accommodations or modifications that may be required. If a tour route or a portion of a route is not accessible, the City will reroute the tour or provide alternate accommodations (e.g., photographs, close-captioned videos, etc.) that will allow the tour to be experienced if requested.

⁴⁶ Title 49, Subtitle A, Part 38 - Americans with Disabilities Act Accessibility Specifications for Transportation Vehicles. See specifications for transportation vehicles at <https://www.ecfr.gov/cgi-bin/retrieveECFR?gp=&SID=2efb7bdb786c2e63145ea6e1cf788693&mc=true&r=PART&n=pt49.1.38>

⁴⁷ Title 28, Chapter 1, § 35.130 General prohibitions against discrimination; Title 49, Subtitle A, § 38.1 Purpose

⁴⁸ Title 28, Chapter 1, § 35.130 General prohibitions against discrimination

Contracting, Licensing, or Other Arrangements

Many public agencies rely on the use of contractors, licensees, consultants, and other entities for the delivery of services. These entities are considered an extension of the City's services and are required to adhere to the same ADA regulations as the City.

Required or Recommended Actions

1. It is required that contractors, licensees, consultants, and other entities providing or delivering services for the City adhere to the same ADA regulations as the City.⁴⁹
2. It is recommended:
 - That the City ensure contractors, licensees, and other entities are aware of their obligation to make City programs and activities are accessible.
 - That the City monitor programs and activities to ensure continued accessibility.
 - That the City provide a checklist and information to inform contractors, licensees, and other entities of their responsibility for accessibility under the ADA.

Emergency Evacuation Procedures

Life and safety protocols and procedures are required to include plans for people with disabilities. Issues that have the greatest impact on people with disabilities include:

- Notification;
- Evacuation;
- Emergency transportation;
- Access to medications, refrigeration, and back-up power;
- Access to their mobility devices or service animals while in transit; and
- Access to information.

In planning for emergency services, the City should consider the needs of visitors who use mobility aids such as wheelchairs, walkers, canes, crutches, or other power-driven mobility devices, or those with limited stamina. Plans also need to include visitors who use oxygen or respirators, those who are blind or have low vision, people who are deaf or have hearing loss, people who have a cognitive disability, people with mental illness, and those with other types of disabilities. The City is responsible for ensuring that staff are aware of these procedures and are trained to implement them during an emergency.⁵⁰

Required or Recommended Actions

1. It is required that when the City develops guidelines and a plan for emergency evacuations, these include strategies for persons with disabilities in various types of emergency situations.⁵¹ These plans should:
 - Address what to do when an alarm is triggered;
 - Establish meeting places for assistance and evacuation chairs;
 - Provide direction on what to do if assistance is not available; and
 - Establish floor captains.

⁴⁹ Title 28, Chapter 1, § 35.130 General prohibitions against discrimination

⁵⁰ See <https://www.ada.gov/pcatoolkit/chap7emergencymgmt.htm>

⁵¹ 42 U.S.C. § 12132; see generally, Title 28, Chapter 1, § 35.130, § 35.149

2. It is required that when the City develops guidelines and a plan for emergency evacuations, staff receives training to safely evacuate persons with disabilities in various types of emergency situations.⁵²
3. It is recommended:
 - To test the City’s emergency plan by enlisting people with different disabilities to role-play during emergency simulations.
 - To test the City’s emergency evacuation procedures with periodic drills, both announced and unannounced.
 - To review existing procedures dealing with emergencies to ensure that persons with disabilities can be alerted and that they can alert emergency service providers.
 - To work with disability organizations to explore the use of other technologies such as audible exit signs for orientation and direction and vibrating paging systems.
 - To provide training for public safety personnel to enable them to communicate in basic American Sign Language in the event there is an emergency condition and the area is being evacuated. For example, this training would be provided to police, firefighters, lifeguards, and building inspectors involved in post-disaster emergencies.
 - To take the necessary steps to ensure that emergency teams are aware of persons with disabilities in their communities who may require special assistance in the event of an emergency.
 - To provide American Sign Language interpreters at emergency facilities, on an as-needed basis. To accomplish this, form a pool of interpreters as a resource from which to draw upon.
 - To review specific suggestions for evacuation plans and procedures at the US Access Board website at <http://www.ada.gov/emergencyprepguide.htm>, and the Emergency Procedures for Employees with Disabilities in Office Occupancies document published by FEMA and the US Fire Administration.

⁵² 42 U.S.C. § 12132; see generally, Title 28, Chapter 1, § 35.130, § 35.149

Facilities

City facilities should be accessible to people with different types of disabilities. The identification of structural barriers in facilities such as buildings, parks, and the public rights-of-way are a required element of an ADA Transition Plan.

Required or Recommended Actions

1. It is required that the City ensure that interested persons can obtain information regarding the existence and location of accessible services, activities, and facilities.⁵³
2. It is recommended:
 - That the City provide information about facility accessibility on department publications, including the department's website. Relevant information includes the locations of accessible bathrooms, accessible parking, and accessible routes from transit and parking to program locations.
 - That requests relating to facility access be recorded and monitored. Accessibility requests should be analyzed periodically to look for global issues that can be addressed and problems that can be solved proactively.

Special Events and Private Events on Public Properties

All events on public property should be accessible to people with disabilities. When a public agency rents its properties to a third party for special events, the responsibility for maintaining an accessible environment is temporarily deferred to the tenant.

Required or Recommended Actions

1. It is recommended:
 - That in situations where private organizations sponsor events in City facilities, the City inform the organizer about applicable ADA requirements.
 - That the City provide a checklist and information during the application process to inform organizers of their responsibility for accessibility under the ADA.

2.3 Standard Drawings & Specifications: Required or Recommended Actions

The City's standard drawings and specifications available online in the summer of 2017 were evaluated to ensure that policies are nondiscriminatory to people with disabilities. These included:

- Standard Drawings, Revision April 24, 2017;
- Chapter 100 General Specifications, Revision April 24, 2017;
- Chapter 200 Design Requirement Specifications, Revision April 24, 2017; and
- Chapter 300 Technical Specifications, Revision April 24, 2017.

Recommendations for standards and specifications are provided in Appendix C of this document.

⁵³ Title 28, Chapter 1, § 35.163 Information and signage.

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Table 1. Policy and Program Review: Required and Recommended Actions

Policy/Program	Reference	Policy Review/Recommendations
General and Overall	Use of the word “handicap” in City policies	<ul style="list-style-type: none"> • Use of the word “handicap” is generally to be avoided. Recommend use of disability, disabled, or person with a disability.
	Document accessibility	<ul style="list-style-type: none"> • Ensure digital files, images, and documents are accessible for those with vision disabilities. Continue using Siteimprove or other resources to ensure readability of PDF documents by screen readers. • Recommend using Microsoft Word to establish styles for reading order of documents. • Recommend incorporating language about availability of documents in alternative formats. • Ensure alternative formats of digital files, images, and documents are available upon request.
	Document inclusivity	<ul style="list-style-type: none"> • Recommend incorporating pictures of people with disabilities.
	Contact information	<ul style="list-style-type: none"> • Recommend providing email and TTY contact information, where other contact information is provided, for people with hearing impairments.
ADA Policy and Notice	https://www.tualatinoregon.gov/administration/ada-accessibility	<ul style="list-style-type: none"> • Recommend providing TTY contact information for people with hearing impairments.
Advisory Committees and Boards	https://www.tualatinoregon.gov/advisorycommittees	<ul style="list-style-type: none"> • Recommend establishing a Board or Committee for People with Disabilities. • Recommend recruitment and inclusion of people with disabilities or caregivers of people with disabilities as members of all boards/committees. • Recommend providing details about accessibility of meetings. • Recommend incorporating language about application assistance for people with disabilities.

City of Tualatin | ADA Self-Evaluation and Transition Plan

Policy/Program	Reference	Policy Review/Recommendations
Architectural Review Checklist for Commercial, Industrial & Public	City of Tualatin Fact Sheet	<ul style="list-style-type: none"> • Use of the word “handicap” is generally to be avoided. Recommend use of disability, disabled, or person with a disability.
ArtWalk Brochure	https://www.tualatinoregon.gov/sites/default/files/fileattachments/parks_and_recreation/page/4698/06.15.16_artwalk_brochure-low_res.pdf	<ul style="list-style-type: none"> • Recommend clarifying accessibility of trails and facilities - current symbology is misleading.
City of Tualatin Job Application	https://agency.governmentjobs.com/tualatinor/default.cfm	<ul style="list-style-type: none"> • Recommend providing TTY phone number with the instructions for requesting an accommodation.
Complaint of ADA Noncompliance	https://www.tualatinoregon.gov/administration/webforms/complaint-ada-noncompliance	<ul style="list-style-type: none"> • Recommend including notice that alternative formats are available upon request.
Concerts on the Commons	https://www.tualatinoregon.gov/recreation/concerts-commons	<ul style="list-style-type: none"> • Recommend change of language to allow service animals to be off leash where being on leash would limit or restrict their specifically trained task.
Explore Tualatin Activity Guide	https://www.tualatinoregon.gov/recreation/activity-guide	<ul style="list-style-type: none"> • Recommend aligning advance notice requirements for accommodations with the City-wide policy.
Facility Accessibility	(documents reviewed are listed in Appendix B)	<ul style="list-style-type: none"> • Recommend providing details about accessibility of shelters, amenities, and facilities. • Recommend providing notation of accessibility of facility entrances and exits, especially in emergency planning maps and layout.

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Policy/Program	Reference	Policy Review/Recommendations
Forms, Applications, and Permits	(documents reviewed are listed in Appendix B)	<ul style="list-style-type: none"> • Recommend including notice that alternative formats are available upon request. • Ensure that alternative formats are available upon request. • Recommend using Microsoft Word to establish styles for reading order of documents. • Recommend use of Adobe to create fillable PDF forms, applications, and permits. • Continue using Siteimprove or other resources to ensure readability of PDF forms, applications, and permits by screen readers.
Interactive Maps Gallery	http://gisapps.tualatinoregon.gov/Gallery/index.html	<ul style="list-style-type: none"> • Recommend ensuring that information contained in maps is available in alternative formats.
Meetings	https://www.tualatinoregon.gov/meetings/boardsandcommissions?starting%5Bvalue%5D%5Bdate%5D=09/02/2012&ending%5Bvalue%5D%5Bdate%5D=11/01/2012&committee=259&departments=All	<ul style="list-style-type: none"> • Ensure that meeting materials are available in alternative formats.
Park Rules	https://www.tualatinoregon.gov/recreation/park-rules	<ul style="list-style-type: none"> • Recommend change of language to allow service animals to be off leash where being on leash would limit or restrict their specifically trained task.
Personal Identification	Adult Drop-In Athletics & Tournaments Tennis & Pickleball Courts	<ul style="list-style-type: none"> • Ensure continued acceptance of non-driver's license identification.
Recreation Programs	(programs reviewed are listed in Appendix B)	<ul style="list-style-type: none"> • Recommend including notice that program modifications are available upon request. • Ensure that tours and day trips are accessible to people with disabilities.

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Policy/Program	Reference	Policy Review/Recommendations
Recreation Programs and Services from Non-City Providers	(programs reviewed are listed in Appendix B)	<ul style="list-style-type: none"> • Recommend ensuring that services offered by non-City entities are accessible to people with disabilities.
Request for Reasonable Accommodation	https://www.tualatinoregon.gov/administrati on/webforms/request-reasonable-accommodation	<ul style="list-style-type: none"> • Recommend including notice that alternative formats are available upon request.
Snow and Ice Response Procedures	https://www.tualatinoregon.gov/publicworks/snow-and-ice-response-plan	<ul style="list-style-type: none"> • Recommend including street crossings or other high priority pedestrian zones and sidewalks in Priority 1 and Priority 2. • Recommend providing information and safety recommendations to residents and businesses regarding their responsibility to clear their driveways and sidewalks. <ul style="list-style-type: none"> • Recommend incorporating snow and ice response procedures into a City emergency plan.
Special Events	(events reviewed are listed in Appendix B)	<ul style="list-style-type: none"> • Recommend ensuring that special events on City property are accessible to people with disabilities. • Recommend providing information about accessibility of the site/event.
Tualatin Development Code (incorporates the Comprehensive Plan / Tualatin Community Plan)	(specific sections are noted in Appendix B)	<ul style="list-style-type: none"> • Recommend adding definition for ‘pedestrians’ that incorporates people with disabilities, including those using mobility devices. • Use of the word “handicap” is generally to be avoided. Recommend use of disabled or person with a disability.

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Policy/Program	Reference	Policy Review/Recommendations
Tualatin Municipal Code	(specific sections are noted in Appendix B)	<ul style="list-style-type: none"> • Use of the word “handicap” is generally to be avoided. Recommend use of disabled or person with a disability. • Recommend adding definition of service animal. • Recommend change of language from “seeing eye dog” to “service animal.” • Recommend change of language to allow service animals to be off leash where being on leash would limit or restrict their specifically trained task. • Recommend change of language from “a sightless person” to “a person with a disability.” • Recommend amendment to regulations regarding horses to allow for the use of Miniature Horses when providing assistance to a person with a disability.
Tualatin River Greenway Video	https://www.youtube.com/watch?v=q0CgbiVihYU&feature=youtu.be	<ul style="list-style-type: none"> • Recommend providing captions or transcripts for audiovisual presentations.
Tualatin Today - City Newsletter	https://www.tualatinoregon.gov/administration/tualatin-today-city-newsletter	<ul style="list-style-type: none"> • Ensure digital newsletter is accessible for those with vision disabilities. • Recommend incorporating pictures of people with disabilities.
Volunteers	Appointment with a Tutor / Cita con un tutor Library Volunteer Opportunities	<ul style="list-style-type: none"> • Ensure volunteers understand their responsibility to provide assistance for people with disabilities.

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3. ADA Transition Plan

Title II of the ADA requires that public entities having responsibility for or authority over facilities, streets, roads, sidewalks, and/or other areas meant for public use develop a Transition Plan to ensure their facilities meet the standards for program accessibility. Program accessibility means that a program, activity, and/or service is accessible when viewed in its entirety. Simply put, a Transition Plan transitions inaccessible facilities into environments that are accessible to and functional for individuals with disabilities.

The process of developing an ADA Transition Plan includes the identification of access barriers within the built environment. The Transition Plan for the removal of structural barriers to program access must contain the following information:

- Identification of the barriers to program access;
- Identification of the specific barrier removal action(s);
- Identification of a schedule for barrier removal; and
- Identification of responsibility for ensuring barrier removal.

This Transition Plan is organized into two parts: facilities, which includes parks, trails and greenways, buildings, and parking lots, and the public right-of-way, which includes curb ramps, sidewalks, and pedestrian signals that fall within the City's area of responsibility.

3.1 Schedule for Facility Improvements

Title II regulations state that if a transition plan will take more than one year to fully implement, it must contain interim steps to provide program accessibility. This plan proposes a 15-year strategy for removing barriers at City facilities and in the public right-of-way. The City reserves the right to modify barrier removal priorities to allow flexibility in accommodating community requests, petitions for reasonable modifications from persons with disabilities, changes in City programs, and funding opportunities and constraints. The barrier removal strategy for the next 15 years incorporates flexibility in the process and allows the City to respond to new opportunities as they arise.

The City will accomplish barrier removal in its facilities and public right-of-way based on two strategies: policy and procedure modifications to remove programmatic barriers, and maintenance and construction projects to remove structural barriers. The City's ADA Title II Coordinator will be responsible for ensuring barrier removal. For the most current status of the remediation of barriers, contact the ADA Title II Coordinator.

3.2 Accessibility Standards

At the time of the facilities evaluations, the ADA 2010 Standards, 2014 Oregon Structural Specialty Code (OSSC) Chapter 11 Accessibility, 2015 Architectural Barriers Act (ABA) Standards for Outdoor Developed Areas, 2011 Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG), 2009 Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD), and the 1991 ADA Standards for Accessible Design (ADAAG) were used to identify barriers at City facilities. Building codes and standards are revised every few years. The barrier evaluations assessed current conditions as viewed by current code and provide a baseline for future barrier removal.

3.3 Facilities

During the site evaluations of parks, trails and greenways, and building facilities, all portions of exterior and interior features of the sites and facilities used by the public were evaluated. The assessment identified physical barriers in each facility that limit accessibility and compared each facility to the 2010 ADA, 2014 OSSC, and the 2015 ABA.

The site evaluations were accomplished using a consultant team equipped with measuring devices, City facility data, and evaluation checklists. Diagrams and maps of each site were annotated during the evaluation process and were included in the ADA Facility Assessment Report⁵⁴, which is available under separate cover from the City.

The City conducted an independent evaluation of the five City-owned, core area parking lots in the fall of 2016, included in this report as Appendix D. The phasing schedule for these facilities is incorporated into this Plan in Table 4.

The evaluation included 12 parks, 17 trails and greenways, and 12 buildings. The elements included in the evaluations are as follows:

- Boating Facilities
- Built-in Elements
- Corridor/Aisles
- Curb Ramps
- Doors/Gates
- Drinking Fountains
- Elevators
- Exercise Machines/Equipment
- Game and Sports Areas
- Hazards
- Judicial Facilities
- Kitchens
- Library
- Other Features
- Outdoor Constructed Features
- Parking Areas
- Picnic Areas
- Play Equipment Areas
- Ramps
- Restrooms
- Room Elements
- Signs
- Stairways
- Trails
- View Areas
- Walks

⁵⁴ The ADA Facility Assessment Reports are available under separate cover by contacting the City's ADA Title II Coordinator. The ADA Facility Assessment Reports are a snapshot in time of the facility at the time of evaluation. The reports do not reflect the dates or history of construction or alterations of the city of facilities. In some cases, the items contained in the reports are not required to be remediated because those items were compliant at the time of construction or alteration, or other options are available to the city to provide similar accessible programs, activities and services. The reports do not necessarily reflect actions that the City must undertake, but rather constitute a list of elements that were not consistent with accessibility standards current at the time of the evaluation.

Parks and Trails & Greenways

The evaluation conducted in the summer of 2017 included the following locations:

- Atfalati Park
- Brown's Ferry Park
- Ibach Park
- Jurgens Park
- Lafky Park
- Little Wood Rose Nature Park
- Saarinen Wayside Park
- Stoneridge Park
- Sweek Pond
- Tualatin Commons Park
- Tualatin Commons
- Tualatin Community Park
- Byrom Elementary School Trail
- Chieftain/Dakota Greenway
- Hedges Creek Greenway
- Hedges Creek Wetland
- Hi-West Greenway
- Indian Meadows Greenway
- Nyberg Creek Greenway
- Saum Creek Greenway
- Shaniko Greenway
- Tualatin High School Trail
- Tualatin River Kayak and Canoe Access
- Tualatin River Greenway | E. Brown's Ferry
- Tualatin River Greenway | Nyberg Street
- Tualatin River Greenway | Pony Ridge
- Tualatin River Greenway | River Ridge
- Tualatin River Greenway | W. Brown's Ferry
- Victoria Woods Natural Area

Buildings

The evaluation conducted in the summer of 2017 included the following buildings:

- Brown's Ferry Community Center
- City Offices
- Community Services Admin Offices
- Juanita Pohl Center
- Lafky House
- Operations Admin Office
- Police Services
- Seneca Building (south end access)
- Tualatin Heritage Center
- Tualatin Public Library
- Van Raden Community Center
- Walnut House & Shed

Parks, Trails, Greenways, and Buildings Barrier Removal Summary

The removal of accessibility barriers is guided by a prioritization process referenced in title II regulations. The principle is to ensure that basic access is provided, access to activities is provided, amenities are accessible, and alternatives to architectural modifications are allowed when appropriate. The prioritization process includes the following programmatic categories:

- **Category 1:** The highest category is placed on those barrier removal items that provide accessibility at the main entrance of a facility or improve a path of travel to the portion of the facility where program activities take place (e.g., parking, walks, ramps, stairs, doors, etc.).
- **Category 2:** A second category is placed on those barrier removal items that improve or enhance access to program use areas (e.g., transaction counters, conference rooms, public offices, restrooms, etc.).
- **Category 3:** A third category is placed on those barrier removal items that improve access to amenities serving program areas (e.g., drinking fountains, telephones, site furnishings, vending machines).
- **Category 4:** A fourth category identifies areas or features not required to be modified for accessibility (no public programs located in this area, or duplicate features).

This categorization was applied to each identified barrier at Tualatin parks, trails & greenways, and buildings. Some barriers will require further evaluation by City staff for programmatic solutions. These barriers were assigned two category values (i.e. "2 or 4"), indicating the barrier will need to be assigned one of the values but not both. This information has been incorporated into the Excel barrier analysis tool the City has for tracking the implementation of the Plan.

Priorities for Barrier Removal at Facilities

To develop a phasing schedule for the removal of barriers at the City's facilities, a prioritization meeting was conducted with City staff on December 13th, 2017. All facilities in which the City provides programs, activities, and services were reviewed based on the following criteria. Each of these criteria is deemed by the City to have importance with no single criteria having priority over another:

- **Level of use by the public:** Facilities that have a high level of public use can be assigned a higher priority.
- **Program uniqueness:** Some programs are unique to a building, facility, or park and cannot occur at another location. Seasonal availability and programs that emphasize health and wellness can be assigned a higher priority.
- **Geographic distribution:** Selecting a range of facilities that are distributed throughout the City, and considering the proximity of these facilities to public transportation helps provide maximum accessibility for all residents.
- **Critical nature of the service provided:** Facilities that provide services related to accessibility, health, safety, and the administration of essential City services such as permitting and licensing can be assigned a higher priority.
- **Identified complaints:** Facilities that have a history of citizen complaints related to accessibility can be assigned a higher priority.

As part of the prioritization process City staff reviewed the facilities and the programs, activities, and services provided to the public at each location. Each facility was evaluated using the criteria listed above. The prioritization of the facilities resulted in a phasing schedule for the removal of barriers, contained in the following pages.

Phasing Schedule for Facilities

Barriers identified at the City's facilities will be removed systematically based on established program priorities. It is the intent of the City to address and remove barriers to accessibility at City facilities based on the need for programmatic access, degree of complexity, and overall cost.

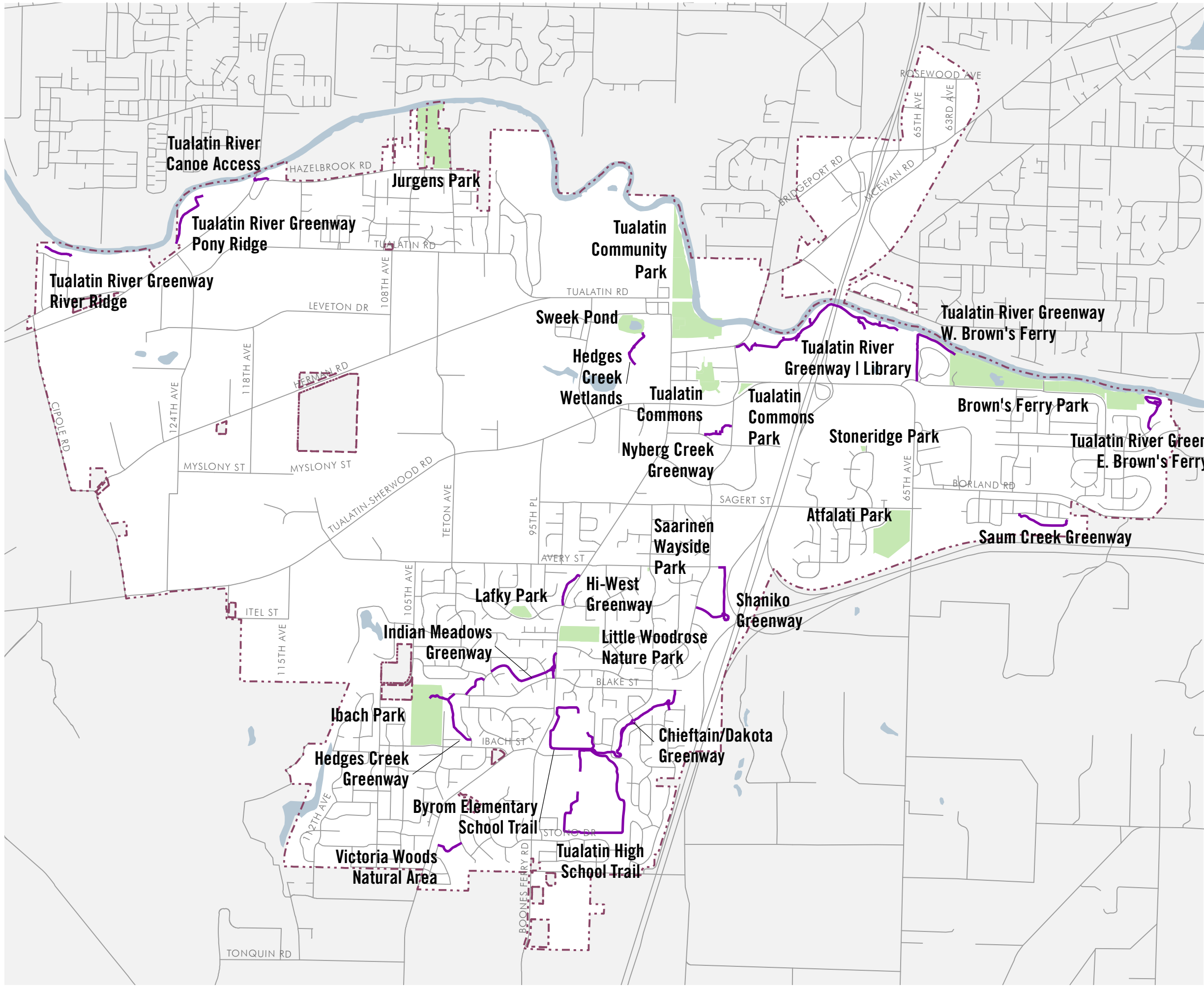
The City of Tualatin reserves the right to modify barrier removal priorities to allow flexibility in accommodating community requests, petitions for reasonable modifications from persons with disabilities, changes in City programs, and funding opportunities and constraints. It is the goal of this Transition Plan to provide access to the programs, activities, and services provided by the City. Interim measures will be explored and implemented to provide programmatic access to the public pending the implementation of physical barrier removal projects.

The barrier removal strategy for the next 15 years incorporates flexibility in the process and allows the City to respond to new opportunities as they arise. It is summarized in the tables on the following pages. It is the City's intent to review all barriers during the first three years of Plan implementation and address those barriers that can be resolved through programmatic modifications and maintenance tasks. The City will then revise the schedule for removal of the remaining barriers. It is also assumed that as facility barriers will be evaluated in greater detail as part of future projects and complaints, a percentage of the barriers will fall within the safe harbor provisions, explained later in this section. The safe harbor status will help to reduce the inventory of work to be done. The City will then revise and update the inventory of barriers and, when applicable, revise the Transition Plan schedule for the removal of remaining barriers on a regular basis.

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Evaluated Parks, Trails & Greenways



Trails/Greenways

Context
City Boundary

Streets

Water Feature

Park

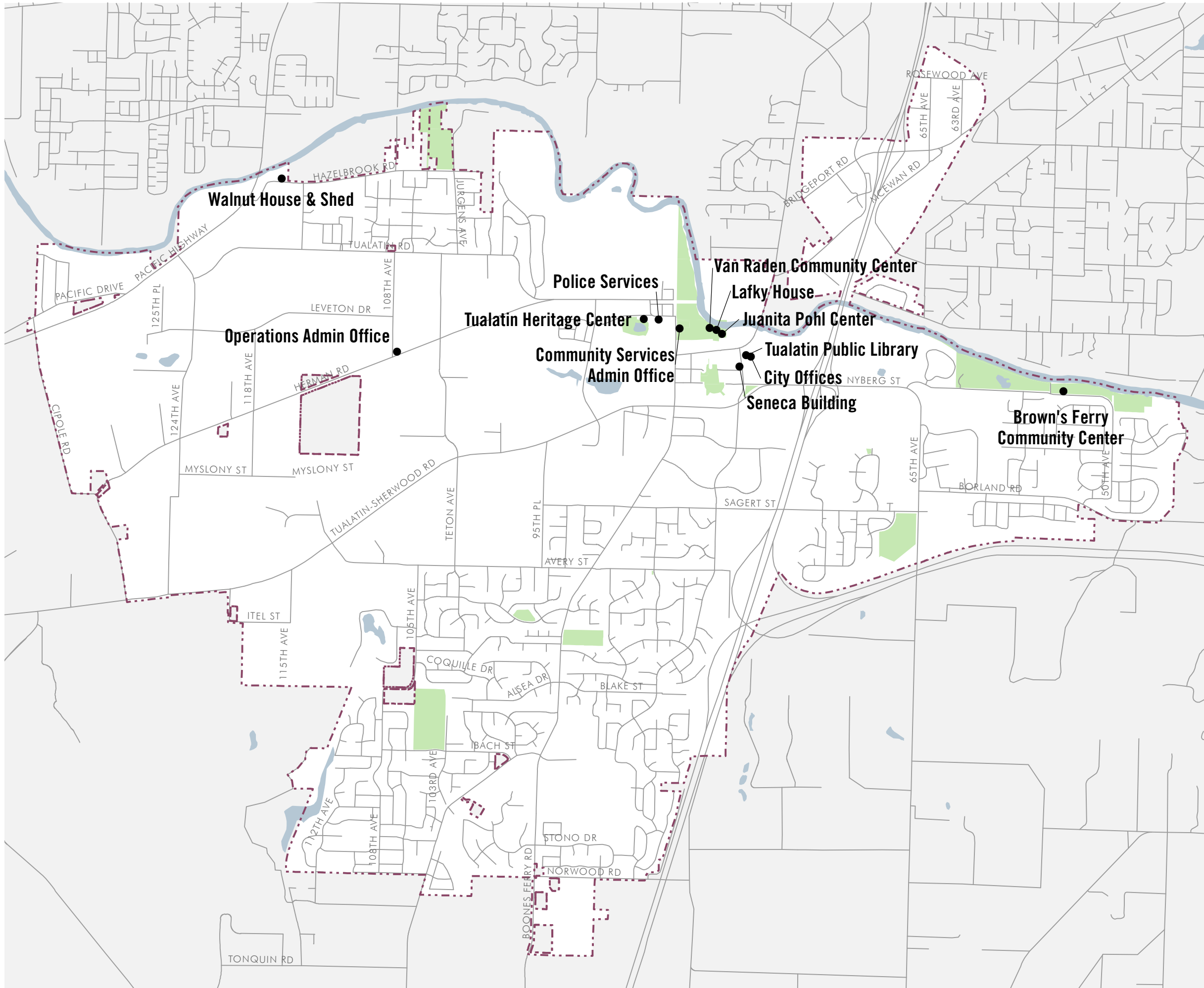
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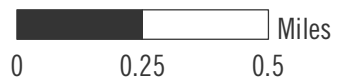
Evaluated Buildings



● Buildings

Context

-  City Boundary
-  Streets
-  Water Feature
-  Park



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Table 2. City Parks, Trails, and Greenways Transition Plan Phasing Schedule⁵⁵

Location	Years ⁵⁶	Years	Years	Years
	1-3	1-5	1-10	1-15
Atfalati Park	X	X		
Brown's Ferry Park	X	X		
Ibach Park	X		X	
Jurgens Park	X		X	
Lafky Park	X		X	
Little Wood Rose Nature Park	X	X		
Saarinen Wayside Park	X			X
Stoneridge Park	X		X	
Sweek Pond	X			X
Tualatin Commons Park	X			X
Tualatin Commons	X	X		
Tualatin Community Park	X	X		
Byrom Elementary School Trail*	X			X
Chieftain/Dakota Greenway	X	X		
Hedges Creek Greenway	X			X
Hedges Creek Wetland	X		X	
Hi-West Greenway	X		X	
Indian Meadows Greenway	X		X	
Nyberg Creek Greenway	X		X	
Saum Creek Greenway	X		X	
Shaniko Greenway	X		X	
Tualatin High School Trail*	X	X		
Tualatin River Kayak and Canoe Access	X	X		
Tualatin River Greenway E. Brown's Ferry	X			X
Tualatin River Greenway Nyberg Street	X	X		
Tualatin River Greenway Pony Ridge	X		X	
Tualatin River Greenway River Ridge	X			X
Tualatin River Greenway W. Brown's Ferry	X	X		
Victoria Woods Natural Area	X		X	

*These sites are the responsibility of the school district to maintain.

⁵⁵ The most current information on the status of barrier identification and mitigation is contained in the City's ADA Barrier Analysis Tool maintained by the City's ADA Title II Coordinator.

⁵⁶ It is the City's intent to review all barriers during the first three years of Plan implementation and address those barriers that can be resolved through programmatic modifications and maintenance tasks.

Table 3. City Buildings Transition Plan Phasing Schedule⁵⁷

Location	Years ⁵⁸	Years	Years	Years
	1-3	1-5	1-10	1-15
Brown’s Ferry Community Center	X		X	
City Offices	X	X		
Community Services Admin Offices	X		X	
Juanita Pohl Center	X	X		
Lafky House	X			X
Operations Admin Office	X		X	
Police Services	X		X	
Seneca Building (south end access)	X			X
Tualatin Heritage Center	X		X	
Tualatin Public Library	X	X		
Van Raden Community Center	X	X		
Walnut House & Shed	X			X

Table 4. City-Owned Parking Transition Plan Phasing Schedule

Location	Years	Years	Years	Years
	1-3	1-5	1-10	1-15
Blue Lot	X	X		
Green Lot	X	X		
Red Lot	X		X	
White Lot	X	X		
Yellow Lot	X			X

⁵⁷ The most current information on the status of barrier identification and mitigation is contained in the City’s ADA Barrier Analysis Tool maintained by the City’s ADA Title II Coordinator.

⁵⁸ It is the City’s intent to review all barriers during the first three years of Plan implementation and address those barriers that can be resolved through programmatic modifications and maintenance tasks.

3.4 Public Right-of-Way

The ADA addresses accessible public right-of-way where sidewalks are the responsibility of the City of Tualatin. The ADA does not mandate the installation of sidewalks, but does require a schedule for providing curb ramps or other sloped areas where pedestrian walkways cross curbs at streets, roads, or intersections.

In 2002, the United States Court of Appeals for the Ninth Circuit, whose jurisdiction includes Oregon, held for the first time that sidewalks constitute a service, program, or activity of a city, and sidewalks are therefore subject to the ADA's program accessibility regulations.⁵⁹ Before this decision, the law was unclear about whether municipalities' transition plans should address barrier removal from sidewalks. When originally written, the ADA specifically addressed curb ramps; subsequently the Courts have added sidewalks.

Under title II of the ADA, a City is not necessarily required to construct curb ramps at every point where a sidewalk intersects a curb. Traffic safety considerations may make construction of ramps at some locations undesirable. Alternative routes to buildings that make use of existing curb ramps may be acceptable under the concept of program accessibility where individuals with disabilities need only travel a marginally longer route. In addition, the undue financial or administrative burden limitation recognized by title II of the ADA may limit the number of curb ramps that the City is required to provide.

Public Right-of-Way Evaluations

The evaluations of the public right-of-way facilities included curb ramps, sidewalks, and pedestrian signals. The facilities were evaluated using the 1991 ADAAG, 2010 ADA, 2011 PROWAG, and 2009 MUTCD accessibility standards.

The site evaluations were completed using a consultant team equipped with measuring devices, City facility data, and evaluation checklists. The data collected was inventoried using point GIS data with the associated barrier information included within the data tables.

This section describes each of the three types of facilities evaluated and summarizes the barrier findings as follows:

- A matrix showing Geospatial Proximity Priorities by category;
- Descriptions of the barrier categorizations;
- Maps showing the locations of identified barriers; and
- Summary tables of the identified barriers.

⁵⁹ Barden v. City of Sacramento, 292 F.3d 1073 (9th Cir. 2002)

Public Right-of-Way Prioritization

Draft prioritization criteria for assigning the barrier removal phasing schedule were developed using title II regulation § 35.150(d)(2).

If a public entity has responsibility or authority over streets, roads, or walkways, its transition plan shall include a schedule for providing curb ramps or other sloped areas where pedestrian walks cross curbs, giving priority to walkways serving entities covered by the Act, including State and local government offices and facilities, transportation, places of public accommodation, and employers, followed by walkways serving other areas.

The draft prioritization criteria include the following:

- Location of citizen complaint/request (ADA title II Program Access);
- Locations serving government offices and public facilities;
- Locations serving transportation;
- Locations serving commercial districts and employers; and
- Locations serving other areas.

Matrices on the following pages illustrate the prioritization criteria for curb ramp, sidewalk, and pedestrian signal barrier removal projects in the City’s public right-of-way. Each facility evaluated was assigned a rank based on its barrier priority and category. The priority assigned is based on the information described above and the barrier category is based on the condition of the facility. The descriptions for each category are provided after each matrix.

The highest ranked facilities are shaded in purple, medium ranked in yellow, and lower ranked in green. The facilities with no assigned rank have no access deficiencies identified and are not shaded a color. The columns in the matrix indicate the assigned priority and are in order of importance from left to right, with the left column having the highest importance. The rows indicate the category of condition assigned to each facility during the evaluation process, with the top row having the highest importance. Note that categories are hierarchical: higher level categories (i.e. one and two) may include lower level category conditions (i.e. three and four), but lower level categories cannot include higher level category conditions.

Each matrix is followed by a map locating each barrier identified and a table summarizing removal actions and transition plan phasing schedule by barrier priority.

City of Tualatin | ADA Self-Evaluation and Transition Plan

Curb Ramps

		ADA 35.150(d) Geospatial Proximity Priorities*				
		A	B	C	D	E
Priorities (Category)	Priority Description	Location of Citizen Complaint / Request (ADA Title II Program Access)	Location Serving Government Offices & Public Facilities	Location Serving Transportation	Location Serving Commercial Districts, Employers	Location Serving Other Areas
1	See Category 1 Description	A1 High Priority	B1	C1	D1	E1
2	See Category 2 Description	A2	B2	C2	D2	E2
3	See Category 3 Description	A3	B3 Medium Priority	C3	D3	E3
4	See Category 4 Description	A4	B4 Low Priority	C4	D4	E4
5	No deficiencies identified	A5	B5	C5	D5	E5

*The priorities listed under columns B, C, D, and E are specified under title II 28 CFR § 35.150 (d)

Curb Ramp Barrier Descriptions

Category 1:

- The curb ramp is built-up in the travel lane.
- The curb ramp is significantly damaged or deteriorated and is unsafe.
- There is a sidewalk with no curb ramp access or there is an obstruction to accessing the curb ramp.
- The curb ramp has no detectable warning.
- The curb ramp has no receiving ramp.

Category 2:

- Curb ramp has top turning space that does not meet any existing standards.
- The curb ramp does not have a firm, stable, and slip resistance surface and/or has openings greater than a half-inch or parallel with the direction of travel.
- Width of ramp is less than 36 inches.
- Top turning space is less than three-by-three feet and the slope exceeds two percent.
- The curb ramp is not located within marked crossings (when present).
- A three-by-four-foot clear space at the bottom of the ramp outside of the travel lane is not provided.

Category 3:

- Parallel curb ramp with constrained top turning space on two or more sides is less than four-by-five feet.
- Top turning space is less than four-by-four feet.
- A four-by-four-foot clear space at the bottom of the ramp outside of the travel lane is not provided.
- Running slope of ramp exceeds 8.33 percent or five percent for a blended transition.
- Cross slope of ramp exceeds two percent at crossing with yield or stop control.
- Counter slope of the curb ramp is greater than five percent.
- Grade break is not perpendicular to ramp.
- The curb ramp has a lip or vertical discontinuity greater than a half-inch.

Category 4:

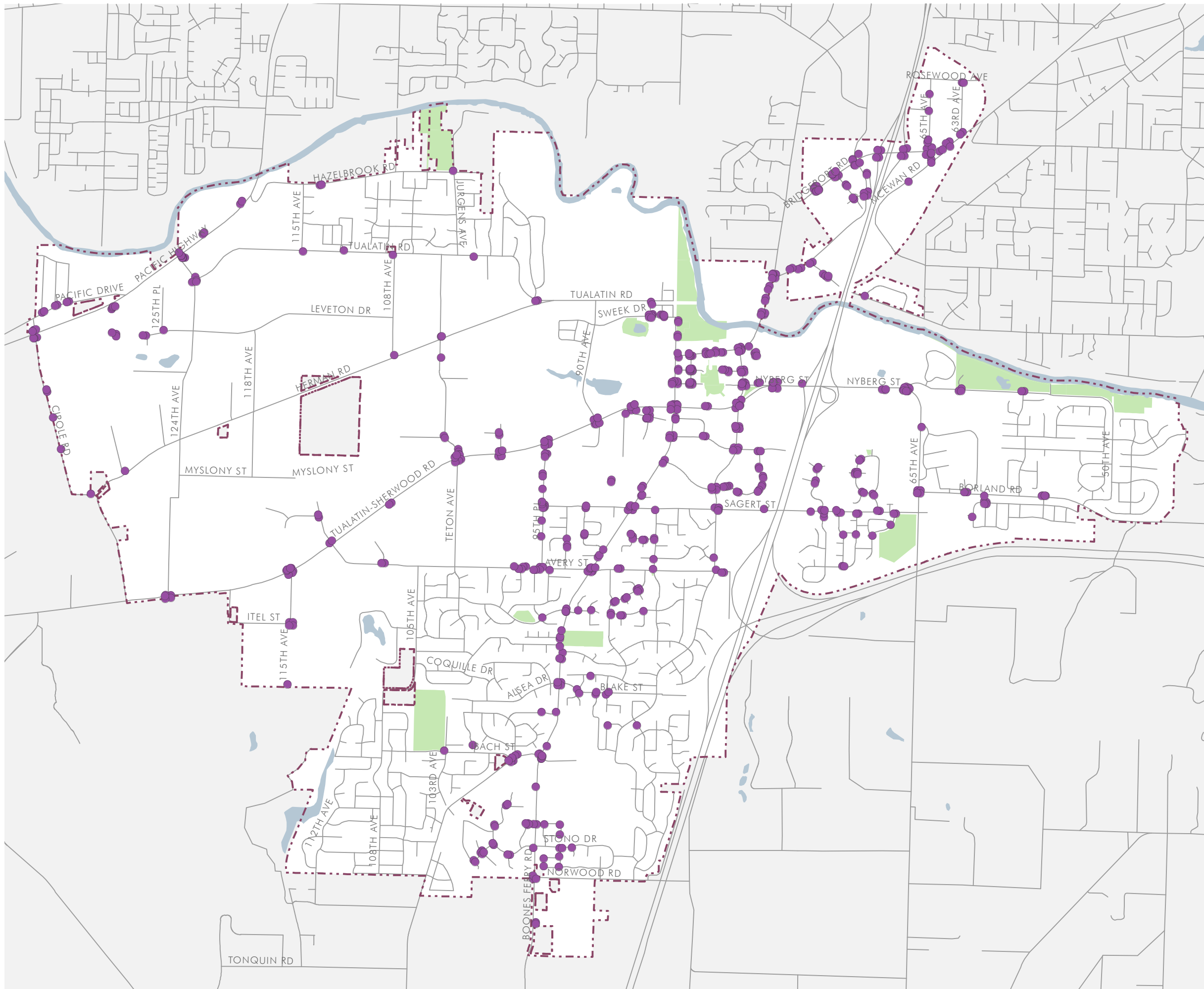
- Slope of ramp flared sides (if applicable) exceeds 10 percent when part of the circulation path.
- Diagonal curb ramp design without existing physical constraints.
- The curb ramp has a lip or vertical discontinuity less than a half-inch.
- The detectable warning surface does not meet ADAAG or PROWAG standards.

Category 5:

- No deficiencies identified.



Curb Ramp Barrier Removal Projects High Priority

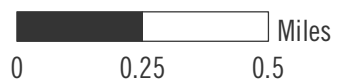


Barrier Removal Rank

- High Priority

Context

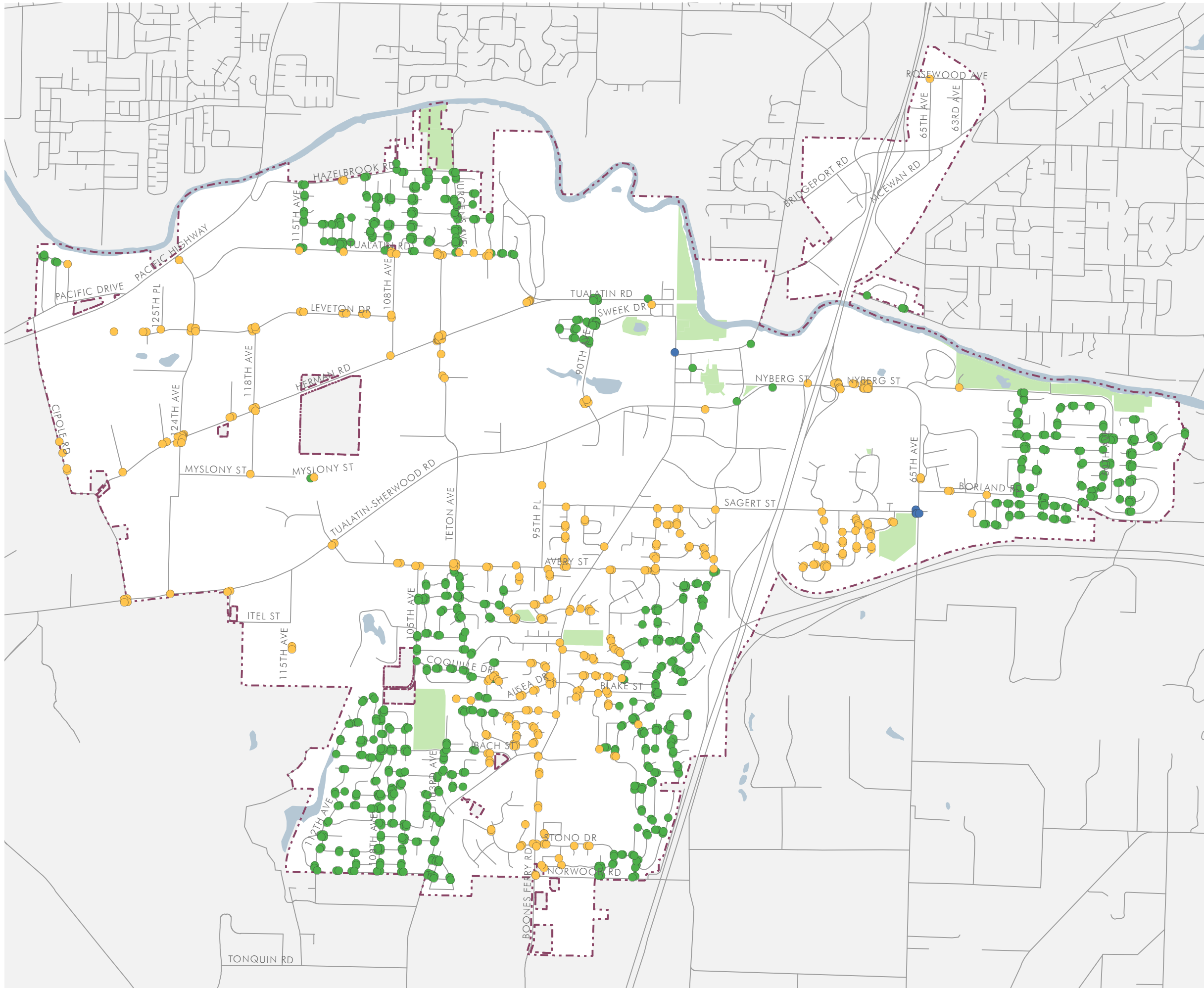
- City Boundary
- Streets
- Water Feature
- Park



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Curb Ramp Barrier Removal Projects Medium & Low Priority

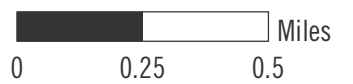


Barrier Removal Rank

- Medium Priority
- Low Priority
- Under Construction

Context

- ▭ City Boundary
- Streets
- Water Feature
- Park



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Table 5. Curb Ramps Barrier Summary & Transition Plan Phasing Schedule⁶⁰

Category	Priority	Total Ramps	Percent Total	Schedule Year
High Priority				
1	B1	17	1.0%	1-5
1	C1	118	7.2%	1-5
1	D1	16	1.0%	1-5
2	B2	39	2.4%	1-5
2	C2	380	23.1%	1-5
Subtotal		570	34.6%	-
Medium Priority				
2	D2	82	5.0%	1-10
3	B3	24	1.5%	1-10
3	C3	217	13.2%	1-10
3	D3	19	1.2%	1-10
Subtotal		342	20.8%	-
Low Priority				
1	E1	57	3.5%	1-15
2	E2	211	12.8%	1-15
3	E3	456	27.7%	1-15
4	C4	4	0.2%	1-15
4	D4	1	0.1%	1-15
Subtotal		729	44.3%	-
Under Construction				
5	B5	2	0.1%	n/a
5	C5	3	0.2%	n/a
Subtotal		5	0.3%	-
Total for All Projects		1,646	100%	-

⁶⁰ The most current information on the status of barrier identification and mitigation is contained in the City’s ADA GIS data for the right-of-way maintained by Public Works and the City’s ADA Title II Coordinator.

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Sidewalks

		ADA 35.150(d) Geospatial Proximity Priorities*				
		A	B	D	E	F
Priorities (Category)	Priority Description	Location of Citizen Complaint / Request (ADA Title II Program Access)	Location Serving Government Offices & Public Facilities	Location Serving Transportation	Location Serving Commercial Districts, Employers	Location Serving Other Areas
1	See Category 1 Description	A1 High Priority	B1	C1	D1	E1
2	See Category 2 Description	A2	B2	C2	D2	E2
3	See Category 3 Description	A3	B3 Medium Priority	C3	D3	E3
4	See Category 4 Description	A4	B4 Low Priority	C4	D4	E4
5	No deficiencies identified	A5	B5	C5	D5	E5

*The priorities listed under columns B, C, D, and E are specified under title II 28 CFR § 35.150 (d)

Sidewalk Barrier Descriptions

Category 1:

- The sidewalk width is less than 36 inches, including fixed obstacles reducing the width of the pedestrian access route.

Category 2:

- The sidewalk width is less than 48 inches, including fixed obstacles reducing the width of the pedestrian access route.
- Running slope of sidewalk exceeds grade of road and is greater than five percent.

Category 3:

- The sidewalk has cross slopes that exceed two percent.
- The sidewalk cross slope at driveway entries exceeds two percent.

Category 4:

- The sidewalk has overhanging or protruding objects along its route.
- The sidewalk has vertical changes of level that exceed a quarter-inch or up to a half-inch with a bevel.
- The sidewalk has horizontal openings greater than a half-inch wide and/or openings parallel to the path of travel.
- The sidewalk surface is not firm and slip resistant.

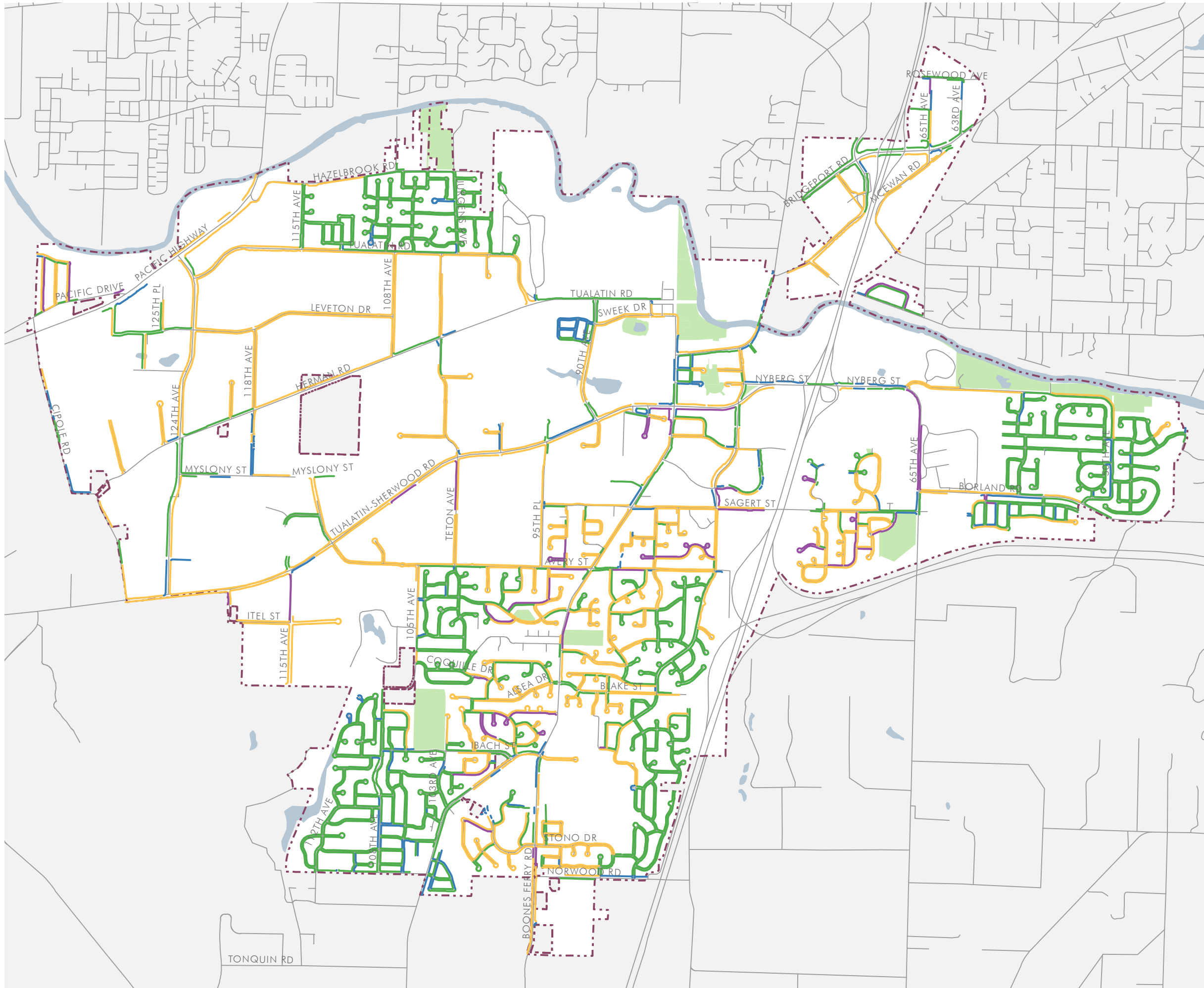
Category 5:

- No deficiencies identified.



City of Tualatin ADA
Self-Evaluation & Transition Plan

Sidewalk Barrier Removal Projects



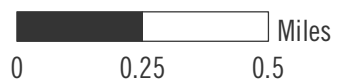
Barrier Removal Rank

- High Priority
- Medium Priority
- Low Priority
- No Deficiencies Identified/
Under Construction

Context

- City Boundary
- Streets
- Water Feature
- Park

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Table 6. Sidewalks Barrier Summary & Transition Plan Phasing Schedule⁶¹

Category	Priority	Linear Miles	Percent Total	Schedule Year
High Priority				
2	B2	0.4	0.3%	1-5
2	C2	6.3	4.3%	1-5
Subtotal		6.7	4.6%	-
Medium Priority				
2	D2	0.1	0.1%	1-10
3	B3	8.4	5.8%	1-10
3	C3	43.3	29.9%	1-10
3	D3	8.5	5.9%	1-10
Subtotal		60.3	41.6%	-
Low Priority				
2	E2	3.1	2.1%	1-15
3	E3	39.6	27.4%	1-15
4	B4	2.4	1.7%	1-15
4	C4	12.8	8.8%	1-15
4	D4	1.8	1.3%	1-15
4	E4	9.4	6.5%	1-15
Subtotal		69.1	47.7%	-
No Deficiencies				
5	B5	0.5	0.3%	n/a
5	C5	3.6	2.5%	n/a
5	D5	0.9	0.6%	n/a
5	E5	3.7	2.6%	n/a
Subtotal		8.6	6.0%	-
Under Construction				
UC	B6	0.1	0.1%	n/a
UC	C6	0.1	0.0%	n/a
Subtotal		0.2	0.1%	-
Total for All Projects		144.8	100%	-

⁶¹ The most current information on the status of barrier identification and mitigation is contained in the City’s ADA GIS data for the right-of-way maintained by Public Works and the City’s ADA Title II Coordinator.

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Pedestrian Signals

		ADA 35.150(d) Geospatial Proximity Priorities*				
		A	B	C	D	E
Priorities (Category)	Priority Description	Location of Citizen Complaint / Request (ADA Title II Program Access)	Location Serving Government Offices & Public Facilities	Location Serving Transportation	Location Serving Commercial Districts, Employers	Location Serving Other Areas
1	See Category 1 Description	A1 High Priority	B1	C1	D1	E1
2	See Category 2 Description	A2	B2 Medium Priority	C2	D2	E2
3	See Category 3 Description	A3	B3	C3	D3 Low Priority	E3
4	No deficiencies identified	A4	B4	C4	D4	E4

*The priorities listed under columns B, C, D, and E are specified under title II 28 CFR § 35.150 (d)

Pedestrian Signal Barrier Descriptions

Category 1:

- Accessible pedestrian signal is not provided.
- Pedestrian crossing time is insufficient.

Category 2:

- Level clear space at push button not provided.
- Reach to push button from clear space is obstructed.
- Operating force of pushbutton exceeds five pounds of force.
- The pushbutton does not have a sign adjacent to or integral with the pushbutton.
- Pushbutton sign does not clearly indicate which crosswalk signal is actuated.
- Pushbutton pilot light (if applicable) does not activate.
- A locator tone is not provided.
- A tactile arrow is not provided.
- Pushbutton locator tone activates at incorrect time.
- Pushbutton locator tone duration and intensity needs adjustment.
- Audible features of accessible pedestrian signal needs adjustment.
- Speech walk message of accessible pedestrian signal needs adjustment.
- Extended pushbutton feature needs adjustment.

Category 3:

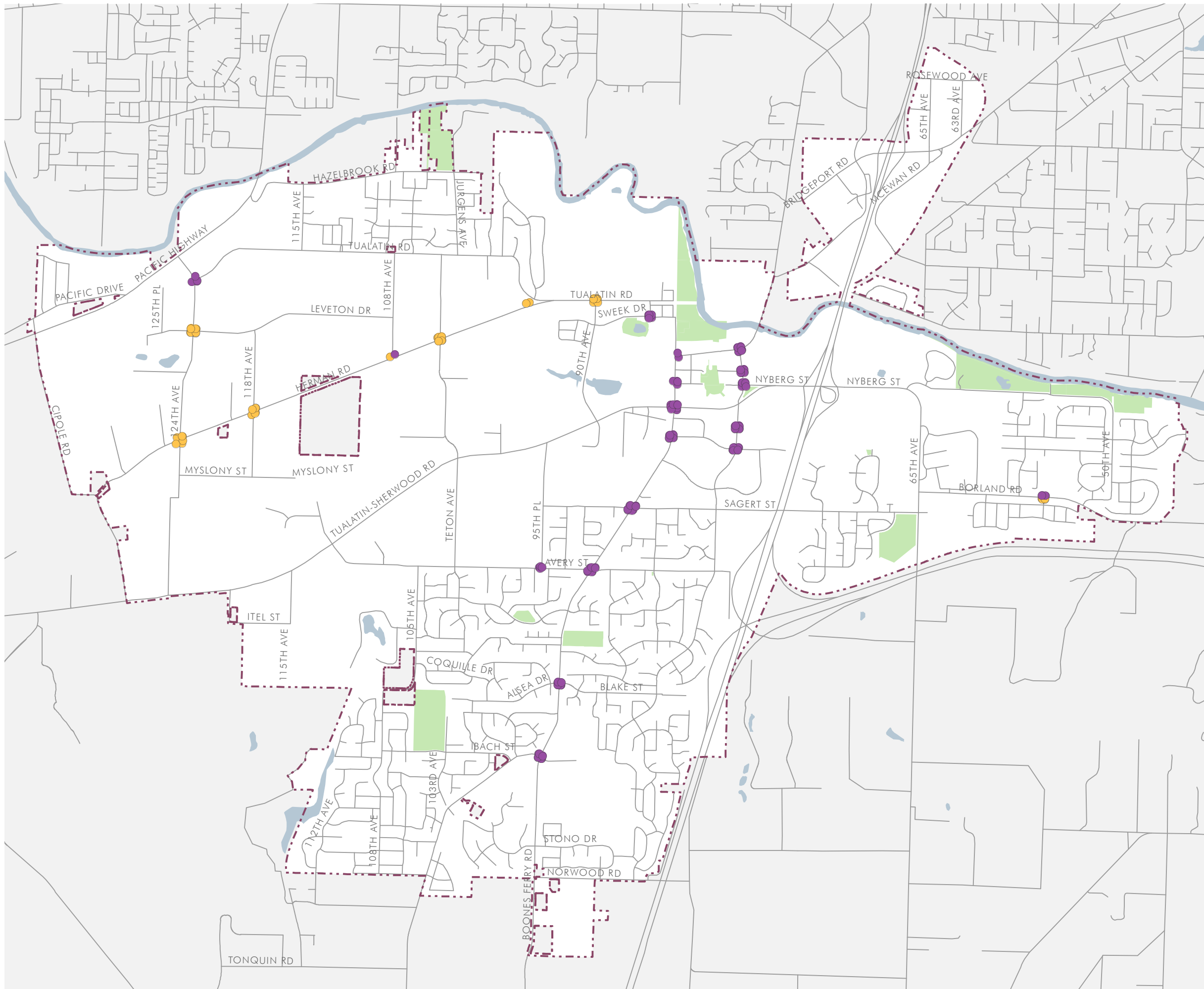
- Pushbutton is located more than 10 feet from curb, shoulder, or pavement.
- Pushbutton is farther than five feet from the crosswalk line farthest from the intersection (when applicable).
- Pushbutton height is not within 42 to 48 inches above the ground.
- Pushbutton and arrow are not parallel with the direction of travel.
- Distance between two pushbuttons on the same corner is less than 10 feet.

Category 4:

- No deficiencies identified.



Pedestrian Signal Barrier Removal Projects

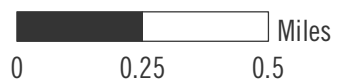


Barrier Removal Rank

- High Priority
- Medium Priority

Context

- City Boundary
- Streets
- Water Feature
- Park



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Table 7. Pedestrian Signals Barrier Summary & Transition Plan Phasing Schedule⁶²

Category	Priority	Total Signals	Percent Total	Schedule Year
High Priority				
1	B1	23	15.1%	1-5
1	C1	88	57.9%	1-10
Subtotal		111	73.0%	-
Medium Priority				
1	D1	31	20.4%	1-15
1	E1	10	6.6%	1-15
Subtotal		41	27.0%	-
Total for All Projects		152	100%	-

⁶² The most current information on the status of barrier identification and mitigation is contained in the City’s ADA GIS data for the right-of-way maintained by Public Works and the City’s ADA Title II Coordinator.

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Strategies for Funding Barrier Removal in the Right-of-Way

Potential strategies for funding the removal of access barriers in the public right-of-way include:

- Projects for new construction;
- Projects for roadway alterations;
- Maintenance and repair projects and programs;
- Dedication of a fund for ADA barrier removal;
- Require private developers to remove access barriers when development affects facilities within the right-of-way; and
- Actively seek out and apply for grant funding specific to removal of access barriers when available.

The City currently has in place a pavement management program that schedules roadway rehabilitation and maintenance over a rolling five-year schedule. The City plans to review public right-of-way barriers during the implementation of this Plan, and address those barriers that can be resolved as part of the on-going pavement maintenance and rehabilitation program. As part of the review, the City will revise the Transition Plan schedule for the removal of barriers. The Transition Plan schedule will also be updated as projects for new construction and roadway alterations arise.

Roadway Alterations and Maintenance: Triggers for Barrier Removals

The DOJ, in coordination with the U.S. Department of Transportation, specifies that public agencies are required to provide curb ramps or upgrade curb ramps whenever roadways are altered. An alteration is a change that affects or could affect the usability of all or part of a building or facility⁶³. Alterations of streets, roads, or highways include activities such as reconstruction, rehabilitation, resurfacing, widening, and projects of similar scale and effect⁶⁴. Maintenance activities on streets, roads, or highways, such as filling potholes, are not alterations⁶⁵ and do not trigger barrier removal. The list on the following page distinguishes between roadway alterations versus maintenance activities.

⁶³ Title II Regulation § 35.151(b)(1)

⁶⁴ 2010 ADA Standards, 106.5

⁶⁵ July 8, 2013 Department of Justice/Department of Transportation Joint Technical Assistance on the Title II of the Americans with Disabilities Act Requirements to Provide Curb Ramps when Streets, Roads, or Highways are Altered through Resurfacing.

ALTERATION

- Addition of new layer of asphalt
- Cape seals
- In-place asphalt recycling
- Microsurfacing and thin-lift overlay
- Mill and fill / mill and overlay
- New construction
- Open-graded surface course
- Rehabilitation and reconstruction
- Resurfacing of a crosswalk

MAINTENANCE

- Chip seals
- Crack filling and sealing
- Diamond grinding
- Dowel bar retrofit
- Fog seals
- Joint crack seals
- Joint repairs
- Pavement patching
- Painting or striping
- Scrub sealing
- Slurry seals
- Spot high-friction treatments
- Surface sealing

Maximum Extent Feasible in the Public Right-of-Way

In an alteration or new construction project, the City must incorporate the ADA Accessibility standards to the maximum extent feasible⁶⁶. As part of the Plan's implementation the City Engineer should document all design exceptions:

When pre-ADA streets or sidewalks are altered, there may be space limitations that restrict how much they can be altered to install accessible curb ramps. In these cases, the curb ramps installed must meet the accessibility requirements of the ADA to the maximum extent feasible. Scoping requirements in the ADA Standards establish limitations for the running slope of the ramp run of curb ramps installed during alterations to pre-ADA streets and walkways⁶⁷.

The Civil Rights Division recognizes that there will be very rare instances when it will be technically infeasible for a curb ramp installed during alterations to pre-ADA roadways and walkways to be constructed in full and strict compliance with the requirements of ADA Standards § 4.1.6(3)(a) and § 4.7 because of physical or site constraints. In such circumstances, state and local governments must install curb ramps that provide accessibility to the maximum extent feasible⁶⁸. Before reaching a conclusion about technical infeasibility, state and local governments need to consider the extent to which physical or site constraints can be addressed by alternative curb ramp designs. The burden of proving technical infeasibility lies with the state or local government that constructed it.

When highways, streets, and roads are built or altered post-ADA, they must have curb ramps at certain locations. Curb ramps must be located wherever there are curbs or other barriers to entry from a pedestrian walkway or sidewalk, including any intersection where it is legal for a pedestrian to cross the street, whether or not there

⁶⁶ Title II Regulations 28 CFR §35.151(b)

⁶⁷ ADA Standards § 4.1.6(3)(a).

⁶⁸ ADA Standards § 4.1.6(1)(j).

is any designated crosswalk. Curb ramps must also be located wherever there are curbs or other barriers to entry at any designated pedestrian crosswalks that are located mid-block. Likewise, when sidewalks or walkways are built or altered post-ADA, they must include curb ramps or other sloped areas wherever they intersect with highways, streets, or roads and pedestrians may legally cross the vehicular way as well as at public transportation stops.

By contrast, for pre-ADA highways, streets, roads, and sidewalks that have not been altered, state and local governments may choose to construct curb ramps at every point where a pedestrian walkway intersects a curb. However, they are not necessarily required to do so. Under a more flexible standard called "program access," alternative routes to buildings may be acceptable where people with disabilities must travel only a marginally longer route than the general public⁶⁹.

3.5 Addressing Identified Barriers at Facilities and Within the Right-of-Way

The following content is presented as a resource for addressing identified barriers.

Program Accessibility

A public entity must ensure that individuals with disabilities are not excluded from services, programs, and activities because existing buildings are inaccessible. A State or local government's programs, when viewed in their entirety, must be readily accessible to and usable by individuals with disabilities. This standard, known as "program accessibility," applies to facilities of a public entity that existed on January 26, 1992. Public entities do not necessarily have to make each of their existing facilities accessible. They may provide program accessibility by a number of methods including alteration of existing facilities, acquisition or construction of additional facilities, relocation of a service or program to an accessible facility, or provision of services at alternate accessible sites.

Undue Burden

The City is not required to take any action that it can demonstrate would result in a fundamental alteration in the nature of its program or activity, would create a hazardous condition resulting in a direct threat to the participant or others, or would represent an undue financial and administrative burden.

A determination of undue financial or administrative burden can only be made by the head of a department or his or her designee and must be accompanied by a written statement of the reasons for reaching that conclusion. The determination that undue burdens would result must be based on all resources available for use by the City. If an action would result in such an alteration or such burdens, the City must take any other action that would not result in such an alteration or such burdens but would nevertheless ensure that individuals with disabilities receive the benefits and services of the program or activity.

⁶⁹ <https://www.ada.gov/pcatoolkit/chap6toolkit.htm>

Safe Harbor Provisions⁷⁰

The 2010 Standards introduced the concept of *safe harbor*, a new exception that allows facilities built prior to March 15, 2012 that were in compliance with the 1991 ADA Standards to remain as-is until a public entity plans an alteration to the structural feature. For example, the 1991 Standards allowed 54 inches maximum for a side reach range, while the 2010 Standards lowered the side reach range to 48 inches maximum. Existing items, built prior to March 15, 2012, that are positioned at the 54-inch height would fall under the safe harbor provision until the time of planned alterations.⁷¹

This safe harbor is not a blanket exemption for facilities. If a public entity undertakes an alteration to a primary function area, only the required elements of a path of travel to that area that already comply with the 1991 Standards are subject to the safe harbor. If a public entity undertakes an alteration to a primary function area and the required elements of a path of travel to the altered area do not comply with the 1991 Standards, then the public entity must bring those elements into compliance with the 2010 Standards⁷².

The 2010 Standards also identify structural elements that do not fall under the safe harbor provision [28 CFR § 35.150(b)(2)(ii)]. The following elements are not eligible for element-by-element safe harbor because technical or scoping specifications for them were not addressed in the 1991 ADA but were added as supplemental requirements prior to 2010.

- Residential facilities dwelling units, sections 233 and 809.
- Amusement rides, sections 234 and 1002; 206.2.9; 216.12.
- Recreational boating facilities, sections 235 and 1003; 206.2.10.
- Exercise machines and equipment, sections 236 and 1004; 206.2.13.
- Fishing piers and platforms, sections 237 and 1005; 206.2.14.
- Golf facilities, sections 238 and 1006; 206.2.15.
- Miniature golf facilities, sections 239 and 1007; 206.2.16.
- Play areas, sections 240 and 1008; 206.2.17.
- Saunas and steam rooms, sections 241 and 612.
- Swimming pools, wading pools and spas as, sections 242 and 1009
- Shooting facilities with firing positions, sections 243 and 1010.
- Miscellaneous:
 - team or player seating (section 221.2.1.4),
 - accessible route to bowling lanes (section. 206.2.11),
 - accessible route in court sports facilities (section 206.2.12).

⁷⁰ U.S. Department of Justice. “State and Local Government Facilities: Guidance on the Revisions to 28 CF” in Guidance on the 2010 ADA Standards for Accessible Design available at <https://www.ada.gov/regs2010/2010ADASTandards/Guidance2010ADASTandards.htm#titleII>.

⁷¹ § 35.150 Existing facilities (b)(2)(i) Safe harbor. Elements that have not been altered in existing facilities on or after March 15, 2012, and that comply with the corresponding technical and scoping specifications for those elements in either the 1991 Standards or in the Uniform Federal Accessibility Standards

⁷² § 35.151(b)(4)(ii)(C) Path of travel--safe harbor

Pedestrian signals are not included in the 1991 or 2010 ADA Standards, but are addressed in the United States Access Boards 2011 Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way and the previous draft documents from 2005 and 2002. Unlike the safe harbor concept contained within the 2010 ADA Standards, the proposed guidelines do not require modifications to existing facilities.

All newly constructed facilities, altered portions of existing facilities, and elements added to existing facilities for pedestrian circulation and use located in the public right-of-way shall comply with the requirements in this document⁷³.

⁷³ United States Access Board, 2011 Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way, Scope R201.1

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4. ADA Policy and Complaint Procedure

If a public entity has 50 or more employees, it is required to designate at least one responsible employee to coordinate ADA compliance. The City of Tualatin has designated an ADA Coordinator for coordinating the efforts of the City to comply with title II, and for investigating any complaints that the City has violated title II. The Coordinator also is responsible for coordinating the efforts of the City to comply with all other applicable state and federal physical and program accessibility requirements.

4.1 Americans with Disabilities Act Policy and Notice

Notice Under the Americans with Disabilities Act

In accordance with Title II of the Americans with Disabilities Act of 1990, as amended, the City of Tualatin affirms its support of equal access for persons with disabilities. The City of Tualatin will not discriminate against individuals with disabilities in providing City services, programs, or activities and seeks to make its services, programs, and activities as accessible as reasonably possible.

Employment

The City of Tualatin does not discriminate on the basis of disability in its hiring or employment practices and complies with all regulations promulgated by the U.S. Equal Employment Opportunity Commission under Title I of the ADA.

Effective Communication

The City of Tualatin will, upon request, provide reasonable and appropriate aids and services to enable effective communication with individuals with disabilities and enable participation in the City's services, programs, and activities. Such aids and services include, but are not limited to qualified sign language interpreters, documents in alternative formats, and making information and communication accessible to people with speech, hearing, vision, and other impairments.

Modification to Policies and Procedures

The City will make all reasonable modifications to its policies and procedures to ensure persons with disabilities have equal opportunity to participate in all of the City's services, programs, and activities.

Requesting an Accommodation

ADA accommodation or modification is available upon request to participate in any City service, program, or activity, including City meetings or events. Accommodations include auxiliary aids or services, such as sign language interpretation. To request an accommodation, contact ADA Coordinator Debra Bullard by email at dbullard@tualatin.gov or by telephone at 503.691.3022, as soon as possible, but not less than 48 hours in advance. If contacted less than 48 hours in advance, the City will still make all reasonable efforts to make the accommodation.

The City of Tualatin will not place a surcharge on any person with a disability to cover the cost of providing the reasonable accommodation or modification.

Neither the ADA, nor Oregon state law requires the City to take an action that would fundamentally alter the nature of its services, programs, or activities or impose an undue financial or administrative burden.

4.2 ADA Grievance Procedure

Complaints About Accessibility

Any person who believes any City service, program, or activity is not accessible to disabled persons or that a person has been subjected to unequal treatment or discrimination in the receipt of a City service, program, or activity because of a person's disability may file a Complaint with the ADA Coordinator, Debra Bullard by email at dbullard@tualatin.gov or by telephone at 503.691.3022.

Informal Resolution

Every effort will be made to obtain early resolution of complaints at the lowest level possible. The option of informal meeting(s) between the ADA Coordinator, City staff, and other affected persons may be utilized for resolution. If informal resolution is not successful or the complainant wishes to proceed with a formal investigation, then the complainant may appeal the matter to the ADA Coordinator who will proceed with a formal investigation.

Formal Resolution

Upon receipt of an ADA complaint, the ADA Coordinator will review the complaint and determine whether the City has jurisdiction over the complaint, whether the complaint contains the necessary information, and whether further investigation is needed. Within seven (7) calendar days of receipt of the complaint, the ADA Coordinator will notify the complainant and respondent department of the determination of whether the City has jurisdiction and whether an investigation will be conducted.

The ADA Coordinator will provide the respondent department with the opportunity to respond in writing to the allegations in the complaint. The respondent department will have fourteen (14) calendar days from receipt of notification to furnish a response to the allegations in the complaint. Upon receipt of the written response from the respondent department, the ADA Coordinator will then determine if further investigation is warranted. If further investigation is warranted, the ADA Coordinator will conduct an investigation of the complaint, which may include, but is not limited to interviews with the complainant, departments, program recipients, or any other persons with information relevant to the complaint.

Within thirty (30) calendar days of the receipt of the complaint, the ADA Coordinator will cause to be prepared a written investigative report. The investigative report must include a narrative description of the incident, identification of persons interviewed, findings, and recommendations for disposition. The written report will be reviewed and finalized by the ADA Coordinator and sent to the City Manager to determine the appropriate action.

Once the investigative report has been completed and appropriate action determined, the complainant and respondent department will receive a copy of the investigative report, a statement of appropriate action, and notification of right to file a complaint with outside agencies.

Within seven (7) calendar days of the complainant and respondent department receiving a copy of the investigate report and determination of appropriate action, the ADA Coordinator will offer to meet with the complainant to discuss the determination of appropriate action along with the findings and conclusions in the investigative report. A complainant may seek reconsideration of the determination of appropriate action if the complainant produces evidence of new facts that were not previously considered and could not have been reasonably discovered during the investigation.

Complaints and resolutions of complaints will be kept by the City in accordance with Oregon Public Records laws, but for not less than two years.

Outside Agencies

If a complainant is not satisfied with the results of the investigation or the disposition of the complaint, the complainant may file a complaint directly with the United States Department of Justice or other appropriate state or federal agency. Use of the City's procedure is not a prerequisite to the pursuit of other remedies.

Resolution or Accommodation Not Precedent

The resolution of any specific accommodation request or complaint requires consideration and balancing of circumstances, such as: the specific nature of the disability; the nature of the access to services; programs, or facilities at issue and the essential eligibility requirements for participation; the health and safety of others; and the degree to which an accommodation would constitute a fundamental alteration to the program, service, or facility or cause an undue hardship to the City. Accordingly, the resolution by the City of any one accommodation request or complaint does not constitute a precedent upon which the City is bound, or upon which other parties may rely.

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5. Definitions

The following is a summary of many definitions found in the ADA. Please refer to the Americans with Disabilities Act for the full text of definitions and explanations.⁷⁴

Accessible. A site, building, facility or portion thereof is deemed accessible when it is approachable and usable by persons with disabilities in compliance with technical standards adopted by the relevant Administrative Authority.

Administrative Authority. A governmental agency that adopts or enforces regulations and guidelines for the design, construction, or alteration of buildings and facilities.

ADA Coordinator. The individual responsible for coordinating the efforts of the government entity to comply with title II and investigating any complaints that the entity has violated title II. Also known as *Disability Access Manager* or *Accessibility Manager*.

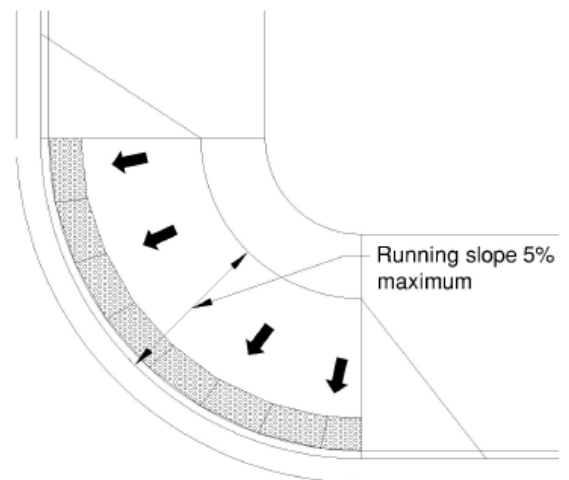
Alteration in the Public Right-of-Way. A change to an existing facility that affects or could affect pedestrian access, circulation, or use. Alterations include, but are not limited to, resurfacing, rehabilitation, reconstruction, historic restoration, or changes or rearrangement of structural parts or elements of a facility.

Auxiliary Aids and Services. Refers to ways to communicate with people who have communication disabilities such as blindness, vision loss, deafness, hearing loss, a combination of vision and hearing loss or speech or language disorders. The key to deciding what aid or service is needed to communicate effectively with people with disabilities and their companions is to consider the nature, length, complexity and context of the communication as well as the person’s normal method(s) of communication. Auxiliary aids and services include the use of interpreters, notetakers, readers, assistive listening systems, captioning and TTYs or the provision of alternate formats such as braille, ASCII text, large print, recorded audio and electronic formats like CDs and DVDs.

Blended Transition. A raised pedestrian street crossings, depressed corners, or similar connections between the pedestrian access route at the level of the sidewalk and the level of the pedestrian street crossing that have a grade of 5 percent or less.

Clear Ground Space. The minimum unobstructed ground space required to accommodate a single, stationary wheelchair and occupant. Clear ground space provides a location for a wheelchair user to approach and make use of an element.

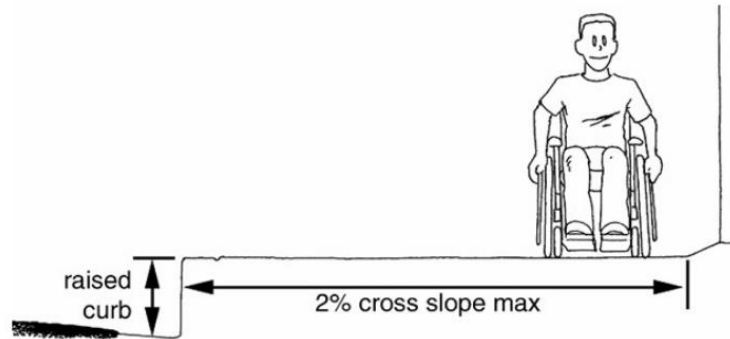
Complaint. A complaint is a claimed violation of the ADA.



Blended Transition Diagram: Source US Access Board

⁷⁴ Title II Regulations. 28 C.F.R. § 35.104 Definitions

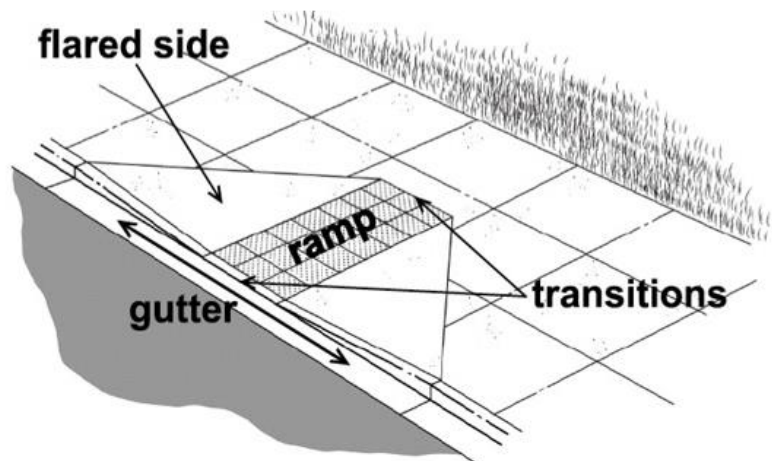
Cross Slope. The grade that is perpendicular to the direction of pedestrian travel. On a sidewalk, cross slope is measured perpendicular to the curb line or edge of the street or highway.



Cross Slope Diagram, Source: US Access Board

Curb Line. A line at the face of the curb that marks the transition between the curb and the gutter, street, or highway.

Curb Ramp. A ramp that cuts through or is built up to the curb. Curb ramps can be perpendicular or parallel, or a combination of parallel and perpendicular ramps.



Curb Ramp Diagram, Source: US Access Board

Disability. The term disability means, with respect to an individual:

- A physical or mental impairment that substantially limits one or more of the major life activities of such individual;
- A record of such impairment; or
- Being regarded as having a disability or such impairment.

Discrimination on the Basis of Disability.⁷⁵ Discrimination on the basis of disability means to:

- Limit, segregate, or classify a citizen in a way that may adversely affect opportunities or status because of the person's disability;
- Limit, segregate, or classify a participant in a program or activity offered to the public in a way that may adversely affect opportunities or status because of the participant's disability;
- Participate in a contract that could subject a qualified citizen with a disability to discrimination;
- Use any standards, criteria, or methods of administration that have the effect of discriminating on the basis of disability;
- Deny equal benefits because of a disability;
- Fail to make reasonable modifications to known physical or mental limitations of an otherwise qualified individual with a disability unless it can be shown that the modification would impose an undue burden on the City's operations;
- Use selection criteria that exclude otherwise qualified people with disabilities from participating in the programs or activities offered to the public; and
- Fail to use tests, including eligibility tests, in a manner that ensures that the test results accurately reflect the qualified applicant's skills or aptitude to participate in a program or activity.

Effective Communication. Communication with people who have vision, hearing, and/or speech disabilities that is equally effective as communication with people without disabilities.

Element. An architectural or mechanical component of a building, facility, space, site, or public right-of-way.

Facility. All or any portion of buildings, structures, improvements, elements, and pedestrian or vehicular routes located in the public right-of-way.

Fundamental Alteration. A modification that is so significant that it alters the essential nature of the goods, services, facilities, privileges, advantages, or accommodations offered. If a public entity can demonstrate that the modification would fundamentally alter the nature of its service, program, or activity, it is not required to make the modification. If a public accommodation (private entity) can demonstrate that a modification would fundamentally alter the nature of the goods, services, facilities, privileges, advantages, or accommodations it provides, it is not required to make the modification.

Grade. The degree of inclination of a surface. See Slope. In public right-of-way, grade is the slope parallel to the direction of pedestrian travel.

Grade Break. The line where two surface planes with different grades meet.

Having a Record of Impairment. An individual is disabled if he or she has a history of having an impairment that substantially limits the performance of a major life activity; or has been diagnosed, correctly or incorrectly, as having such impairment.

⁷⁵ Title II Regulations. 28 C.F.R. § 35.130 General prohibitions against discrimination

International Symbol of Accessibility (ISA). The ISA is recognized worldwide as a symbol identifying accessible elements and spaces. Standards issued under the ADA and ABA Standards reference and reproduce the ISA to ensure consistency in the designation of accessible elements and spaces. Uniform iconography promotes legibility, especially for people with low vision or cognitive disabilities.



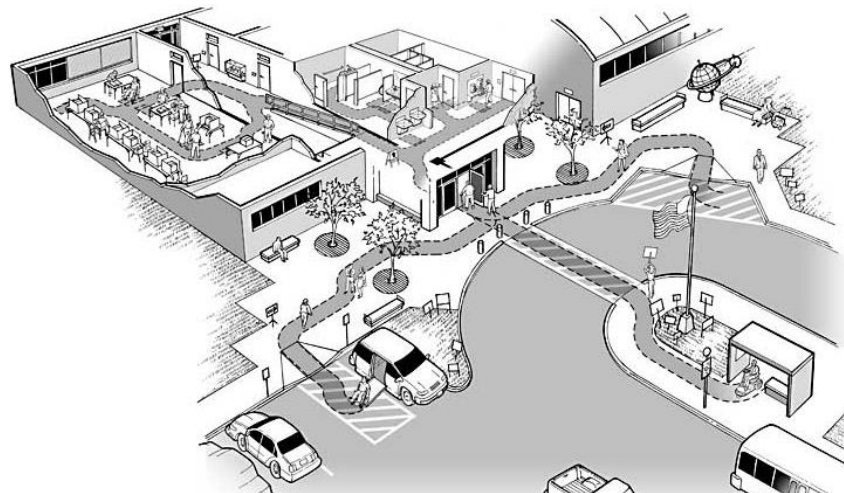
International Symbol of Accessibility, Source: US Access Board

Maintenance. Routine or periodic repair of all pedestrian facilities to restore them to the standards to which they were originally designed and built. Maintenance does not change the original purpose, intent, or design of public sidewalks, shared-use paths, curb ramps, crosswalks, pedestrian islands, or other public walkways.

Operable Part. A component of an element used to insert or withdraw objects, or to activate, deactivate, or adjust the element. The technical requirements for operable parts apply to operable parts on accessible pedestrian signals and pedestrian pushbuttons and parking meters and parking pay stations that serve accessible parking spaces.

Other Power-Driven Mobility Device (OPDMD). Any mobility device powered by batteries, fuel, or other engines that is used by individuals with mobility disabilities for locomotion and designed to operate in areas without defined pedestrian routes.

Path of Travel. A path of travel is a continuous, unobstructed way of pedestrian passage by means of which a newly constructed or altered area may be approached, entered and exited and which connects an area with an exterior approach (including sidewalks, streets and parking areas), an entrance to the facility and other parts of a facility. An accessible path of travel may consist of walks and sidewalks, curb ramps and other interior or exterior pedestrian ramps; clear floor paths through lobbies, corridors, rooms and other improved areas; parking access aisles; elevators and lifts; or a combination of these elements. Within the context of alterations, path of travel also includes restrooms, telephones and drinking fountains serving the altered area.



Path of Travel Figure, Source: ADA.gov

Pedestrian Access Route. A continuous and unobstructed path of travel provided for pedestrians with disabilities within or coinciding with a pedestrian circulation path in the public right-of-way.

Pedestrian Circulation Path. A prepared exterior or interior surface provided for pedestrian travel in the public right-of-way

Physical or Mental Impairments.⁷⁶ Physical or mental impairments may include, but are not limited to, vision, speech and hearing impairments; emotional disturbance and mental illness; seizure disorders; mental retardation; orthopedic and neuromotor disabilities; learning disabilities; diabetes; heart disease; nervous conditions; cancer; asthma; Hepatitis B; HIV infection (HIV condition); and drug addiction, if the addict has successfully completed or is participating in a rehabilitation program and no longer uses illegal drugs.

The following conditions are not physical or mental impairments: transvestitism; illegal drug use; homosexuality or bisexuality; compulsive gambling; kleptomania; pyromania; pedophilia; exhibitionism; voyeurism; pregnancy; height; weight; eye color; hair color; left-handedness; poverty; lack of education; a prison record; and poor judgment or quick temper, if not symptoms of a mental or physiological disorder.

Practicable. Capable of being put into practice or being accomplished within the context of the facility and within the limits of the applicable ABA *Conditions for Exception, 1019*. Feasible.

Primary Function. A major activity for which a facility is intended. Areas that contain a primary function include, but are not limited to, the dining area of a cafeteria, the meeting rooms in a conference center, as well as offices and other work areas in which the activities of the public entity using a facility are carried out.

Program Accessibility. A public entity's services, programs, or activities, when viewed in their entirety, must be readily accessible to and usable by individuals with disabilities.

Public Entity. Any state or local government; any department, agency, special-purpose district or other instrumentality of a state or local government.

Public Right-of-Way. Public land or property, usually in interconnected corridors, that is acquired for or dedicated to transportation purposes.

Qualified Historic Facility. A facility that is listed in or eligible for listing in the National Register of Historic Places, or designated as historic under an appropriate state or local law.

Qualified Individual with a Disability. A qualified individual with a disability means an individual with a disability who, with or without reasonable modification to rules, policies, or practices; the removal of architectural, communication, or transportation barriers; or the provision of auxiliary aids and services, meets the essential eligibility requirements for the receipt of services or the participation in programs or activities provided by the City.

⁷⁶ Title II Regulations. Appendix B 28 C.F.R. Test C—Being regarded as having such an impairment

Reasonable Modification.⁷⁷ A public entity must modify its policies, practice, or procedures to avoid discrimination unless the modification would fundamentally alter the nature of its service, program, or activity.

Regarded as Having a Disability. An individual is *disabled* if she or he is treated or perceived as having an impairment that substantially limits major life activities, although no such impairment exists.

Running Slope. The grade that is parallel to the direction of pedestrian travel.

Scoping. Requirements that specify what features are required to be accessible and, where multiple features of the same type are provided, how many of the features are required to be accessible.

Service Animal. Service animals are dogs (and in certain circumstances, miniature horses) that are individually trained to perform tasks for people with disabilities. Examples of such work or tasks include guiding people who are blind, alerting people who are deaf, pulling a wheelchair, alerting and protecting a person who is having a seizure, reminding a person with mental illness to take prescribed medications, calming a person with Post-Traumatic Stress Disorder (PTSD) during an anxiety attack, or performing other duties. Service animals are working animals, not pets. The work or task a dog has been trained to provide must be directly related to the person's disability. Dogs whose sole function is to provide comfort or emotional support do not qualify as service animals under the ADA. Guidance on the use of the term *service animal* in the 2010 Standards has been published online at https://www.ada.gov/service_animals_2010.htm.

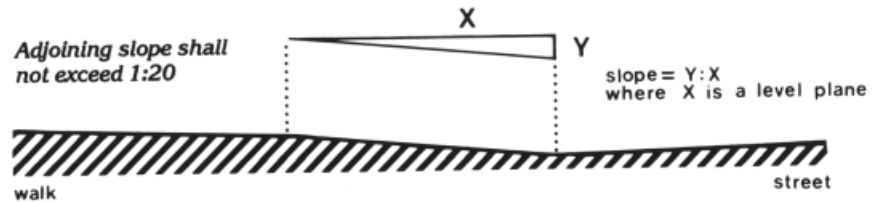
Title II regulations now include assessment factors to assist public entities in determining whether miniature horses can be accommodated as service animals in their facilities:

- Whether the miniature horse is housebroken;
- Whether the miniature horse is under the owner's control;
- Whether the facility can accommodate the miniature horse's type, size, and weight; and
- Whether the miniature horse's presence will not compromise legitimate safety requirements necessary for safe operation of the facility.

⁷⁷ Title II Regulations. 28 C.F.R. § 35.130 General prohibitions against discrimination. Subpart B—General Requirements

Slope. Ground surface that forms a natural or artificial incline. Slope is typically conveyed as either a percentage or a ratio that represent the change in elevation between two points of an incline divided by the horizontal distance between the two points.

- Cross Slope: The slope that is perpendicular to the direction of travel.
- Running Slope: The slope that is parallel to the direction of travel.



Running Slope Diagram, Source: US Access Board

Substantial Limitations of Major Life Activities. An individual is disabled if she or he has a physical or mental impairment that (a) renders her or him unable to perform a major life activity, or (b) substantially limits the condition, manner, or duration under which she or he can perform a particular major life activity in comparison to other people.

Major life activities are functions such as caring for oneself, performing manual tasks, walking, seeing, hearing, speaking, breathing, learning, and working.

In determining whether physical or mental impairment substantially limits the condition, manner or duration under which an individual can perform a particular major life activity in comparison to other people, the following factors shall be considered:

- The nature and severity of the impairment;
- The duration or expected duration of the impairment; and
- The permanent or long-term impact (or expected impact) of or resulting from the impairment.

Technical Standards. Specify the design criteria for accessible features, including the specific numbers, conditions, and measurements that are required.

Technically Infeasible. With respect to an alteration of a building or a facility, something that has little likelihood of being accomplished because existing structural conditions would require removing or altering a load-bearing member that is an essential part of the structural frame; or because other existing physical or site constraints prohibit modification or addition of elements, spaces or features that are in full and strict compliance with the minimum requirements.

Vertical Surface Discontinuities. Vertical differences in level between two adjacent surfaces.

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6. Program Accessibility Guidelines, Standards, and Resources

6.1 Oregon and National Organizations Supporting People with Disabilities

Access Recreation

Access Recreation is a Portland, Oregon ad hoc committee that developed guidelines for minimum information that should be provided about hiking trails and outdoor facilities to benefit hikers with disabilities, and which can be applied to websites, printed materials, and at trail sites. The committee is made up of representatives from federal, state, and local park agencies and organizations that support people with disabilities.

http://accessrecreation.org/home/Access_Recreation_Home.html

Adaptive Sports Northwest

Adaptive Sports Northwest provides adaptive sports and recreation opportunities to those in Oregon and southwest Washington, and seeks to tap the potential of possibility in each participant. The organization has partnerships with the United States Paralympic Committee, Wheelchair & Ambulatory Sports USA, and Disabled Sports USA.

<http://www.adaptivesportsnw.org/>

Aging and Disability Resource Connection of Oregon (ADRC)

ADRC is a statewide resource providing information about local public and privately paid services to address aging or disability needs. The organization's trained professional staff can help with immediate needs or planning for the future.

<https://adrcoforegon.org>

The Arc

The Arc (formerly Association for Retarded Citizens of the United States) is the country's largest voluntary organization committed to the welfare of all children and adults with mental retardation and their families.

<http://www.thearc.org>

American Association of People with Disabilities

The American Association of People with Disabilities is the largest nonprofit, nonpartisan, cross-disability organization in the United States.

<http://www.aapd.com/>

American Foundation for the Blind (AFB)

AFB is committed to improving accessibility in all aspects of life—from cell phones to ATMs, on web sites, and in workplaces. Services include assistance in making products and services accessible to people with visual impairments. AFB offers expert consulting services and accessible media production. AFB provides objective product evaluations of adaptive technologies through its assistive technology product database.

<http://www.afb.org/>

Autism Society of Oregon

This affiliate of the Autism Society, the nation's leading grassroots autism organization, exists to improve the lives of all affected by autism by increasing public awareness about the day-to-day issues faced by people on the spectrum, advocating for appropriate services for individuals across the lifespan, and providing the latest information regarding treatment, education, research, and advocacy.

<http://autismsocietyoregon.org/>

Center on Technology and Disability

Funded by the U.S. Department of Education's Office of Special Education Programs, the Center on Technology and Disability provides a wide range of resources on assistive technology, from introductory fact sheets and training materials to in-depth discussion of best practices and emerging research.

<http://www.ctdinstitute.org/>

Clackamas County Services and Programs for Persons with Disabilities

Clackamas County offers many services that support active, independent living for persons with disabilities, including Clackamas County Aging and Disability Resource Connection, Family Caregiver Support Program, Senior Companions, Housing Assistance, Energy Assistance, Transportation Assistance, Behavioral Health services, and Developmental Disability services.

<http://www.clackamas.us/socialservices/disabilities.html>

Disability.gov

Online resources for High School: Guidelines for Accessing Alternative Format, inclusion materials, educational technology, a comprehensive list including college preparatory materials, transition issues for children with special needs and more.

<https://www.disability.gov/education>

Disability Resources, Inc. (DRI)

DRI is a national nonprofit organization that provides information about resources for independent living. DRI maintains an on-line directory of assistive technology resources.

<http://www.disabilityresources.org/>

Disability Rights Oregon (DRO)

DRO promotes and defends the rights of individuals with disabilities. DRO is a non-profit law office that provides advocacy and legal services to people with disabilities who have an issue related to their disability and that falls within their goals and priorities. Each year DRO sets its goals and priorities, with help from the disability community, to guide the work they do and to further their mission and vision.

<https://droregon.org/>

Institute for Human Centered Design

The Institute (formerly known as Adaptive Environments) is a non-profit organization committed to advancing the role of design in expanding opportunity and enhancing experience for people of all ages and abilities. The organization provides education and consultation to public and private entities about strategies, precedents and best practices that go beyond legal requirements for human centered design for places, things, communication and policy that integrate solutions with the reality of human diversity.

<http://humancentereddesign.org/>

National Association of the Deaf (NAD)

NAD is a national consumer organization representing people who are deaf and hard of hearing. NAD provides information about standards for American Sign Language Interpreters and the Captioned Media Program on its website.

<http://www.nad.org/>

National Federation of the Blind (NFB)

NFB is a national organization advocating on behalf of persons who are blind or have low vision. NFB provides on-line resources for technology for the blind, including a technology resource list, a computer resource list, screen access technology, sources of large print software for computers, and sources of closed circuit TV (CCTV).

<http://www.nfb.org/>

National Organization on Disability

National Organization on Disability promotes the full and equal participation and contribution of America's 54 million men, women and children with disabilities in all aspects of life. NOD maintains an on-line directory of information and links including transportation-related resources.

<http://www.nod.org/>

Northwest ADA Center, National Institute on Disability and Rehabilitation Research

The ADA National Network Centers are a national platform of ten centers comprised of ADA professionals and experts charged with assisting businesses, state and local governments, and people with disabilities as they manage the process of changing our culture to be user friendly to disability and the effect the variety of health conditions can have on society. The Northwest ADA Center is a part of the Department of Rehabilitation Medicine at the University of Washington, and collaborates with the Center for Technology and Disability Studies, a program within the Center for Human Development and Disability and the Department of Rehabilitation Medicine.

<http://nwadacenter.org/>

Oregon Department of Human Services, Aging and People with Disabilities

The mission of the Oregon Department of Human Services, Aging and People with Disabilities is to make it possible for seniors and people with disabilities to become independent, healthy and safe with opportunities for community living, employment, family support and services that promote independence, choice and dignity. <http://www.oregon.gov/DHS/spwpd/Pages/index.aspx>

Oregon Disabilities Commission

Initially formed in 1983 and re-formed in 2005 after a brief hiatus, the Oregon Disabilities Commission (ODC) is a governor-appointed commission housed in the Department of Human Services. The commission is composed of 15 members broadly representative of major public and private agencies that are experienced in or have demonstrated particular interest in the needs of individuals with disabilities.

<http://www.oregon.gov/DHS/SENIORS-DISABILITIES/ADVISORY/ODC/Pages/index.aspx>

Oregon Technology Access Program (OTAP)

OTAP provides training, information, technical assistance, and resources regarding the uses of technology for children with disabilities. Services are available to anyone concerned with the needs of Oregon's children with disabilities from birth to age 21. The program is sponsored by the Oregon Department of Education.

<http://www.otap-oregon.org>

Paralyzed Veterans of America (PVA)

PVA is a national advocacy organization representing veterans. PVA's Sports and Recreation Program promotes a range of activities for people with disabilities, with special emphasis on activities that enhance lifetime health and fitness. PVA's website provides information on useful sports publications and a list of contacts.

<http://www.pva.org>

State Independent Living Council (SILC)

SILC is a federally mandated, governor-appointed body, designed to ensure that people with disabilities have a major role in designing Oregon's Independent Living program services. The Independent Living Services Program is a nonresidential, consumer-directed model of peer support, information and referral, skills training, and advocacy for people with disabilities.

<http://www.oregon.gov/DHS/SENIORS-DISABILITIES/SILC/pages/index.aspx>

TVW Inc.

TVW helps people with disabilities prepare for, find, attain, and maintain employment to become more self-sufficient and independent. The organization operates a work-place readiness training program that includes vocational training, communication skills in the workplace, interviewing, attire, appropriate language, and more. Career development services include discovery, vocational assessments, job development, and job coaching.

<http://www.tv-workshop.com/>

United Cerebral Palsy Association (UCP)

UCP's mission is to advance the independence, productivity and full citizenship of people with cerebral palsy and other disabilities, through a commitment to the principles of independence, inclusion, and self-determination. UCP's Sports and Leisure Channel is designed for people with disabilities who are interested in sports and other leisure activities and proposes creative ideas for inclusive community recreation programs, including outdoor adventure activities for people with disabilities. Information about the Sports and Leisure Channel is available on UCP's website.

<http://www.ucp.org>

United Spinal Association

United Spinal Association is a membership organization serving individuals with spinal cord injuries or disease. Formerly known as the Eastern Paralyzed Veterans Association, the organization expanded its mission to serve people with spinal cord injuries or disease regardless of their age, gender or veteran status. Information on accessibility training and consulting services and recreational opportunities for people with spinal cord injuries or disease is available on their website.

<http://www.unitedspinal.org>

Washington County Disability, Aging, and Veteran Services (DAVS)

This division of the Department of Health and Human Services provides programs and services to maintain and enhance the quality of life for Washington County seniors, veterans, and people with disabilities. DAVS offers support for family caregivers, assists with Medicare, connects individuals with limited income and resources to key benefits, and provides short-term intervention to help isolated seniors navigate and access services, among other programs.

<https://www.co.washington.or.us/hhs/davs/>

World Institute on Disability

WID is an international public policy center dedicated to carrying out research on disability issues. WID maintains an online information and resource directory on technology, research, universal design, and ADA.

<http://www.wid.org/resources/>

6.2 Guidance Documents and Organizations – General

Disabled Sports USA, Challenge Magazine

<http://www.disabledsportsusa.org/about/news/challenge-magazine/>

National Center on Accessibility. Indiana University, Bloomington.

<http://www.ncaonline.org/resources/>

National Center on Physical Activity and Disability. What to Know Before You Go: The Big Questions to Ask Before Arriving at Your “Accessible” Recreation Destination.

<https://www.nchpad.org/277/1750/What~to~Know~Before~You~Go~~The~Big~Questions~to~Ask~Before~Arriving~at~Your~~Accessible~~Recreation~Destination>

The National Institute on Disability and Rehabilitation Research, which is an agency of the U.S. Department of Education, maintains a national web-based service that provides up-to-date links to assistive technologies and disability-related resources.

<http://www.abledata.com/>

North Carolina State University: The Center for Universal Design

<https://projects.ncsu.edu/ncsu/design/cud/>

Skulski, Jennifer and Gary Robb. Program Access: Beyond Bricks and Mortar. National Center on Accessibility, Indiana University, Bloomington. 2006.

<http://www.ncaonline.org/resources/articles/program-access.shtml>

U.S. Department of Agriculture, Forest Service. Accessibility Guidebook for Outdoor Recreation and Trails. 0623-2801-MTDC. 2006.

<http://www.fs.fed.us/recreation/programs/accessibility/htmlpubs/htm06232801/>

U.S. Department of the Interior, National Park Service: Rivers, Trails and Conservation Assistance Program

<http://www.nps.gov/orgs/rtca/index.htm>

6.3 Guidance Documents and Articles – Web Design

National Center for Accessible Media (NCAM)

NCAM is a research and development facility dedicated to addressing barriers to media and emerging technologies for people with disabilities in their homes, schools, workplaces, and communities. NCAM is part of the Media Access Group at Boston public broadcaster WGBH, which includes two production units, The Caption Center and Descriptive Video Service® (DVS®). Tools and guidelines for creating accessible media can be downloaded from the NCAM website.

http://ncam.wgbh.org/invent_build/web_multimedia/tools-guidelines

Utah State University, Center for Persons with Disabilities, WebAIM

WebAIM (Web Accessibility in Mind) is a non-profit organization based at the Center for Persons with Disabilities at Utah State University that has provided comprehensive web accessibility solutions since 1999. Documents and training materials, including the following publications, can be downloaded from the WebAIM website.

<http://www.webaim.org/>

- Color Contrast Checker. <https://webaim.org/resources/contrastchecker/>
- Web Accessibility Evaluation Tool (WAVE). <http://wave.webaim.org/>
- Section 508 Checklist. <https://webaim.org/standards/508/checklist>
- Web Accessibility for Designers. <https://webaim.org/resources/designers/>

Web Accessibility Initiative (WAI)

WAI develops guidelines widely regarded as the international standard for Web accessibility, support materials to help understand and implement Web accessibility, and resources, through international collaboration. The Web Content Accessibility Guidelines (WCAG) was developed with a goal of providing a single shared standard for web content accessibility that meets the needs of individuals, organizations, and governments internationally. Documents and training materials, including the following publications, can be downloaded from the WAI website.

<https://www.w3.org/WAI/>

- Caldwell, Ben, Michael Cooper, Loretta Guarino Reed and Gregg Vanderheiden (eds.) Web Content Accessibility Guidelines (WCAG) 2.0. 2008. <https://www.w3.org/TR/WCAG20/>

6.4 Guidance Documents and Articles – Signage

American Printing House for the Blind, Inc. (APH). APH Tactile Graphic Image Library.

<http://www.aph.org/tgil/>

Arditi, Aries. Effective Color Contrast: Designing for People with Partial Sight and Color Deficiencies. 2005.

<http://li129-107.members.linode.com/accessibility/design/accessible-print-design/effective-color-contrast/>

Cooper, Michael, Andrew Kirkpatrick and Joshue O Connor (eds). “G18: Ensuring that a contrast ratio of at least 4.5:1 exists between text (and images of text) and background behind the text.” Techniques for WCAG 2.0. W3C Working Group Note. October 2016.

<https://www.w3.org/TR/WCAG20-TECHS/G18.html>

Luminant Design LLC. Signage and the 2010 ADA Standards v2.1. 2011.

<http://www.luminantdesign.com/ada.html>

Society for Experiential Graphic Design (SEGD). Signage Requirements in the 2010 Standards for Accessible Design. 2012.

https://segd.org/sites/default/files/SEGD_2012_ADA_White_Paper_Update.pdf

U.S. Department of the Interior, National Park Service – Harpers Ferry Center Accessibility Committee

Harpers Ferry Center (HFC) serves as the Interpretive Design Center for the National Park Service. HFC works to ensure that the highest level of accessibility that is reasonable is incorporated into all aspects of interpretive media, planning, design, and construction. This includes ensuring that all new interpretive media are provided in such a way as to be accessible to and usable by all persons with a disability. It also means all existing practices and procedures are evaluated to determine the degree to which they are currently accessible to all visitors, and modifications are made to assure conformance with applicable laws and regulations. The HFC website includes accessibility resources, guidelines and updates, Department of the Interior Section 504, photographs of best practices, and more.

<http://www.nps.gov/hfc/accessibility/>

- Wayside Exhibits: A Guide to Developing Outdoor Interpretive Exhibits. 2009.
<https://www.nps.gov/hfc/pdf/waysides/wayside-guide-first-edition.pdf>
- Programmatic Accessibility Guidelines for National Park Service Interpretive Media, v2.3. 2017.
<https://www.nps.gov/hfc/accessibility/guidelines/>

6.5 Guidance Documents and Articles – Creating Accessible Documents

Adobe. Creating Accessible Adobe PDF Files.

<https://helpx.adobe.com/acrobat/using/creating-accessible-pdfs.html>

Adobe. Create and verify PDF accessibility (Acrobat Pro).

<https://helpx.adobe.com/acrobat/using/create-verify-pdf-accessibility.html>

American Council of the Blind (ACB). Best Practices and Guidelines for Large Print Documents used by the Low Vision Community. 2011.

<http://acb.org/large-print-guidelines>

Braille Authority of North America and the Canadian Braille Authority. Guidelines and Standards for Tactile Graphics (Web Version). 2012.

<http://www.brailleauthority.org/tg/web-manual/tgmanual.html>

GSA Government-wide Section 508 Accessibility Program

Create Accessible Electronic Documents (a compilation of federal guidance, checklists, and testing information for creating and maintaining accessible documents in various popular electronic formats, including Word, PDF, Excel, and PowerPoint).

<https://www.section508.gov/content/build/create-accessible-documents>

Guidance from the Accessible Electronic Document Community of Practice (AED COP) on creating and testing accessible Microsoft Word documents includes:

- Section 508 Basic Authoring and Testing Guides, MS Word 2010 and MS 2013. 2015.
<https://www.section508.gov/content/build/create-accessible-documents>
- Basic Authoring and Testing Checklists, MS Word 2010 and MS 2013. 2015.
<https://www.section508.gov/content/build/create-accessible-documents>
- Baseline Tests for Accessible Electronic Documents—MS Word 2010 and MS 2013. 2015.
<https://www.section508.gov/content/build/create-accessible-documents>

Smithsonian Institution. Smithsonian Guidelines for Accessible Publication Design. 2001.
<https://www.si.edu/Content/Accessibility/Publication-Guidelines.pdf>

Social Security Administration, Accessibility Resource Center (SSA-ARC). SSA Guide: Producing Accessible Word and PDF Documents, Version 2.1. 2010.
https://www.ssa.gov/accessibility/files/The_Social_Security_Administration_Accessible_Document_Authoring_Guide_2.1.2.pdf

Sutton, Jennifer. A Guide to Making Documents Accessible to People Who Are Blind or Visually Impaired. 2002.
<http://www.sabeusa.org/wp-content/uploads/2014/02/A-Guide-to-Making-Documents-Accessible-to-People-Who-are-Blind-or-Visually-Impaired.pdf>

U. S. Department of Veterans Affairs, Section 508 Support Office. Creating Accessible PDFs with Adobe Acrobat Professional. 2016.
<https://www.section508.va.gov/support/tutorials/pdf/index.asp>

6.6 Guidance Documents and Articles – Alternative Format Communications

American Council of the Blind (ACB)

ACB is a national organization advocating on behalf of persons who are blind or have low vision. ACB also publishes A Guide to Making Documents Accessible to People Who Are Blind or Visually Impaired, which is available online, in regular print, large print, braille, or on cassette tape. ACB is located at 1155 15th St. NW, Suite 1004, Washington, DC 20005 (800) 424-8666. Email info@acb.org or go to <http://www.acb.org/>.

National Center on Accessibility (NCA)

NCA publishes ‘What are Alternative Formats? How Do They Apply to Programs and Services?’ which is available for downloading from their website.
<http://www.ncaonline.org/>

6.7 Assistive Listening Systems and Devices

See the Assistive Listening Systems Technical Bulletins available on the U.S. Access Board’s website.
<http://www.access-board.gov/>

Closed Caption Machine

To the extent practical, City departments should have access to a device for encoding closed captioning on films and videotapes used for training and other programs.

Optical Readers

Equipment that can translate printed information into an audio format should be available to the City programs.

Text Telephone (TTY)

City programs should have access to a text telephone or have access to a telephone transfer service as required by the law and offered by public telephone companies. See the Text Telephones Technical Bulletin available on the U.S. Access Board's website.

<http://www.access-board.gov/>

TDI Online

TDI's mission is to promote equal access in telecommunications and media for people who have hearing loss, are deaf, late deafened, or deaf blind. TDI encourages accessible applications of existing and emerging technologies in all sectors of the community, advises on promotes the uniformity of standards for telecommunications and media technologies, and networks and collaborates with other disability organizations, government, industry and academia.

<http://www.tdi-online.org/>

- TDI's on-line resources include information about telecommunications access such a TTY, pagers, telephony, VoIP, and more. <http://tdiforaccess.org/>

Video Relay Services (VRS)

Video Relay Service (VRS) is a form of Telecommunications Relay Service (TRS) that enables persons with hearing disabilities who use American Sign Language to communicate with voice telephone users through video equipment, rather than through typed text. Video equipment links the VRS user with a TRS operator – called a “communications assistant” (CA) – so that the VRS user and the CA can see and communicate with each other in signed conversation. The conversation between the VRS user and the CA flows much more quickly than with a text-based TRS call, so VRS has become a popular form of TRS.

www.fcc.gov/guides/video-relay-services

Hands on Video Relay Service

(877) 467-4877 for English, or (877) 467-4875 for Spanish

Sorenson Video Relay

Using a standard telephone, simply call the toll-free number (866) 327-8877. Have the contact information of the deaf or hard-of-hearing individual (i.e. name, videophone number or IP address) ready. Remain on hold until the call is answered by the next available interpreter.

Sprint VRS

(877) 709-5776 or <http://www.sprintrelay.com/>

6.8 Federal, State, and Local Laws, Standards, and Ordinances

Federal Government

U.S. Department of Justice, Civil Rights Division, Disability Rights Section

The U.S. Department of Justice provides many free ADA materials including the Americans with Disability Act (ADA) text. Printed materials may be ordered by calling the ADA Information Line [(800) 514-0301 (Voice) or (800) 514-0383 (TTY)]. Publications are available in standard print as well as large

print, audiotape, braille, and computer disk for people with disabilities. Documents, including the following publications, can also be downloaded from the Department of Justice website.

<http://www.ada.gov/>

- Americans with Disabilities Act (ADA) title II Regulations: Nondiscrimination on the Basis of Disability in State and Local Government Services. 2010.
https://www.ada.gov/regs2010/titleII_2010/titleII_2010_regulations.pdf
- 2010 ADA Standards for Accessible Design. 2010.
www.ada.gov/regs2010/2010ADAStandards/2010ADASTandards.htm
- Title II Technical Assistance Manual (1993) and Yearly Supplements.
<http://www.ada.gov/taman2.html>
- Accessibility of State and Local Government Websites to People with Disabilities. 2003.
https://www.ada.gov/websites2_prnt.pdf
- ADA Best Practices Tool Kit for State and Local Governments. 2008.
<https://www.ada.gov/pcatoolkit/abouttoolkit.htm>
- ADA Guide for Small Towns. 2000.
<http://www.ada.gov/smtown.htm>
- The ADA and City Governments: Common Problems. 2000.
<http://www.ada.gov/comprob.htm>
- ADA Requirements: Effective Communication. 2014.
<https://www.ada.gov/effective-comm.pdf>
- ADA Requirements: Service Animals. 2010.
https://www.ada.gov/service_animals_2010.pdf
- ADA Information for Law Enforcement. 2008.
<http://www.ada.gov/policeinfo.htm>
- Commonly Asked Questions About the ADA and Law Enforcement. 2006.
http://www.ada.gov/q&a_law.htm
- Communicating with People Who are Deaf or Hard of Hearing: ADA Guide for Law Enforcement Officers. 2006.
<http://www.ada.gov/lawenfcomm.htm>
- Model Policy for Law Enforcement on Communicating with People Who are Deaf or Hard of Hearing. 2006.
<http://www.ada.gov/lawenfmodpolicy.htm>
- Questions and Answers: The ADA and Hiring Police Officers. 1997.
<http://www.ada.gov/copsq7a.htm>
- ADA Requirements: Wheelchairs, Mobility Aids and Other Power-Driven Mobility Devices. 2014.
<https://www.ada.gov/opdmd.pdf>
- An ADA Guide for Local Governments: Making Community Emergency Preparedness and Response Programs Accessible to People with Disabilities. 2008.
<https://www.ada.gov/emergencyprepguide.htm>
- Access for 9-1-1 and Telephone Emergency Services. 1998.
<http://www.ada.gov/911ta.htm>
- The Americans with Disabilities Act and Other Federal Laws Protecting the Rights of Voters with Disabilities. 2014.
https://www.ada.gov/ada_voting/ada_voting_ta.htm

- ADA Checklist for Polling Places. 2016.
<https://www.ada.gov/votingchecklist.htm#toc1>

U.S. Access Board—Architectural and Transportation Barriers Compliance Board

The full texts of federal laws and regulations that provide the guidelines for the design of accessible facilities and programs are available from the U.S. Access Board. Single copies of publications are available for free and can be downloaded or ordered by completing a form available on the Access Board’s website. In addition to regular print, publications are available in large print, disk, audiocassette, and braille.

<http://www.access-board.gov/>

- ADA and ABA Accessibility Guidelines (ADAAG), (36 CFR Parts 1190 and 1191). Final Rule published in the Federal Register, July 23, 2004; as amended through May 7, 2014.
<https://www.access-board.gov/attachments/article/412/ada-aba.pdf>
- Americans with Disabilities Act (ADA) Accessibility Guidelines for Buildings and Facilities; Architectural Barriers Act (ABA) Accessibility Guidelines, Correction. Final Rule published in the Federal Register, November 12, 2013.
<https://www.federalregister.gov/documents/2013/11/12/2013-26780/americans-with-disabilities-act-ada-accessibility-guidelines-for-buildings-and-facilities>
- Architectural Barriers Act (ABA). Pub. L. 90–480 (42 U.S.C. §§4151 et seq.). 1968.
<https://www.access-board.gov/the-board/laws/architectural-barriers-act-aba>
- Architectural Barriers Act Accessibility Guidelines; Outdoor Developed Areas (AGODA) (36 CFR Part 1191). Final Rule published in the Federal Register, September 26, 2013.
<https://www.access-board.gov/attachments/article/1500/outdoor-rule.pdf>
- Electronic and Information Technology Accessibility Standards; (36 CFR Part 1194). Final Rule published in the Federal Register, December 21, 2000.
[https://www.access-board.gov/attachments/article/523/508standards\(1\).pdf](https://www.access-board.gov/attachments/article/523/508standards(1).pdf)
- Guidance on Use of the International Symbol of Accessibility Under the Americans with Disabilities Act and the Architectural Barriers Act. 2017.
<https://www.access-board.gov/attachments/article/1898/ISA-guidance.pdf>
- Information and Communication Technology (ICT) Final Standards and Guidelines (36 CFR Parts 1193 and 1194). Final Rule published in the Federal Register, January 18, 2017.
<https://www.access-board.gov/attachments/article/1877/ict-rule.pdf>
- Outdoor Developed Areas: A Summary of Accessibility Standards for Federal Outdoor Developed Areas. May 2014.
<https://www.access-board.gov/attachments/article/1637/outdoor-guide.pdf>
- Telecommunications Act Accessibility Guidelines. Final Rule published in the Federal Register, February 3, 1998.
<https://www.access-board.gov/attachments/article/1067/255rule.pdf>
- Public Right-of-way. 2011.
<http://www.access-board.gov/guidelines-and-standards/streets-sidewalks/public-rights-of-way>
- Shared Use Paths. 2013.
<http://www.access-board.gov/guidelines-and-standards/streets-sidewalks/shared-use-paths/about-this-rulemaking>

State of Oregon

The State of Oregon adopted design guidelines for accessible facilities, which can be found in the Oregon Structural Specialty Code Chapter 11 (OSSC). OSSC contains general building design and construction requirements relating to fire and life safety, structural safety, and access compliance. OSSC provides minimum standards to safeguard life or limb, health, property, and public welfare by regulating and controlling the design, construction, quality of materials, use and occupancy, location and maintenance of all buildings and structures and certain equipment. The Oregon Building Code Division follows the 2012 International Building Code (IBC) with amendments and provisions specific to the State of Oregon.

Because building codes are updated every few years, the City should regularly review changes and update policies and procedures related to accessibility to ensure compliance with current code.

- Chapter 11 - Accessibility, Oregon Structural Specialty Code
http://ecodes.biz/ecodes_support/free_resources/Oregon/14_Structural/PDFs/Chapter%2011%20-%20Accessibility.pdf



City of Tualatin

**Self-Evaluation and Transition Plan:
Appendix A: ADA Task Force Meeting Agendas**

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agenda

ADA Task Force – Meeting #1

Date 10/25/17

Time 6:30 PM - 8:00 PM

Participants

ADA Task Force

6:30 pm – 6:35 pm

Introductions

6:35 pm – 6:50 pm

Project Overview

- Goals, Process and Schedule
- Role of the Task Force

6:50 pm – 7:10 pm

Strengths and Opportunities

- What's working well?
- Where are the greatest opportunities?

7:10 pm – 7:30 pm

Challenges and Issues

- What are the biggest challenges?
- What are the biggest needs?

7:30 pm – 7:50 pm

Planning Priorities

- Prioritization Criteria Development
- Federal Priorities for the right-of-way
- ADA Barrier Removal Priorities Tualatin

7:50 pm – 8:00 pm

Next Steps

In compliance with the Americans with Disabilities Act, if you need special assistance or accommodation to participate in this meeting, contact Kelsey Lewis at 503-691-3032 or klewis@tualatin.gov. Please notify the City at least thirty-six (36) hours prior to the meeting to enable the City to make reasonable arrangements to assure accessibility to this meeting.

agenda

ADA Task Force – Meeting #2

Date 12/13/17

Time 6:30 PM - 8:30 PM

Participants ADA Task Force

6:30 pm – 6:45 pm

Project Status Report

6:45 pm – 7:30 pm

Summary of Facility Analysis Results

- Buildings
- Parks
- Right-of-Way

7:30 pm – 8:25 pm

Transition Plan Phasing

- Priorities

8:25 pm – 8:30 pm

Next Steps

In compliance with the Americans with Disabilities Act, if you need special assistance or accommodation to participate in this meeting, contact Kelsey Lewis at 503-691-3032 or kewis@tualatin.gov. Please notify the City at least thirty-six (36) hours prior to the meeting to enable the City to make reasonable arrangements to assure accessibility to this meeting.

agenda

ADA Task Force – Meeting #3

Date **3/19/18**

Time **6:30 PM - 8:30 PM**

Participants ADA Task Force

6:30 pm – 7:30 pm

Overview of Draft Plan

7:30 pm – 8:25 pm

Discussion and Comments

8:25 pm – 8:30 pm

Next Steps

In compliance with the Americans with Disabilities Act, if you need special assistance or accommodation to participate in this meeting, contact Kelsey Lewis at 503-691-3032 or kewis@tualatin.gov. Please notify the City at least thirty-six (36) hours prior to the meeting to enable the City to make reasonable arrangements to assure accessibility to this meeting.

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City of Tualatin

Self-Evaluation and Transition Plan:
Appendix B: Policies and Programs Reviewed

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- 1,000 Books Before Kindergarten (<https://www.tualatinoregon.gov/library/1000-books-kindergarten>)
- 2015 Annual Report: Tualatin Library Advisory Committee (https://www.tualatinoregon.gov/sites/default/files/fileattachments/library_advisory_committee_tlac/page/4821/2015-16_tlac_report_to_council.pdf)
- 2017 ArtSplash Art Show and Sale (<https://www.tualatinoregon.gov/recreation/2017-artsplash-art-show-and-sale>)
- About Us (<https://www.tualatinoregon.gov/recreation/about-us>)
- ADA Policy and Notice (<https://www.tualatinoregon.gov/administration/ada-accessibility>)
- Adult Drop-In Athletics & Tournaments (<https://www.tualatinoregon.gov/recreation/adult-drop-athletics-tournaments>)
- Adult Events & Enrichment Programs (<https://www.tualatinoregon.gov/recreation/adult-events-enrichment-programs>)
- Adult Fitness, Health & Wellness Programs (<https://www.tualatinoregon.gov/recreation/adult-fitness-health-wellness-programs-0>)
- Adult Programs and Services (<https://www.tualatinoregon.gov/recreation/adult-programs-and-services>)
- Adult Services & Support Groups (<https://www.tualatinoregon.gov/recreation/adult-services-support-groups>)
- Adult Trips & Travel (<https://www.tualatinoregon.gov/recreation/adult-trips-travel>)
- Adults (<https://www.tualatinoregon.gov/library/adults>)
- Advisory Committees and Boards (<https://www.tualatinoregon.gov/advisorycommittees>)
- Application Checklist - Fire Alarm and Suppression (https://www.tualatinoregon.gov/sites/default/files/fileattachments/building/page/3969/fire_alarm_suppression_checklist.pdf)
- Application for Medical Gas Permit (<https://www.tualatinoregon.gov/sites/default/files/fileattachments/building/page/3964/medicalgaspermit.pdf>)
- Appointment with a Tutor / Cita con un tutor (<https://www.tualatinoregon.gov/library/appointment-tutor-cita-con-un-tutor>)
- Arbor Week (<https://www.tualatinoregon.gov/recreation/arbor-week-0>)
- Arbor Week 2016 Flyer (https://www.tualatinoregon.gov/sites/default/files/fileattachments/parks_and_recreation/page/4911/2016_arbor_week_ppt.pdf)
- Arbor Week Submission Form and Artist Release (https://www.tualatinoregon.gov/sites/default/files/fileattachments/parks_and_recreation/page/4911/arbor_week_photo_contest_submission_form_artist_release.pdf)
- Architectural Review Checklist for Commercial, Industrial & Public (City of Tualatin Fact Sheet)
- ArtWalk Brochure (https://www.tualatinoregon.gov/sites/default/files/fileattachments/parks_and_recreation/page/4698/06.15.16_artwalk_brochure-low_res.pdf)
- Atfalati Park (<https://www.tualatinoregon.gov/recreation/atfalati-park>)

- Banner Permit Application Instructions (https://www.tualatinoregon.gov/sites/default/files/fileattachments/planning/page/5096/sign_-_banner_rev_20150825.pdf)
- Borrowing Materials (<https://www.tualatinoregon.gov/library/borrowing-materials>)
- Brainfuse HelpNow™ Online Homework Help (<https://www.tualatinoregon.gov/library/brainfuse-helpnow%E2%84%A2-online-homework-help>)
- Bring in Your Tualatin Memories (<https://www.tualatinoregon.gov/library/bring-your-tualatin-memories>)
- Brown's Ferry Park (<https://www.tualatinoregon.gov/recreation/browns-ferry-park>)
- Building Permit Application (https://www.tualatinoregon.gov/sites/default/files/fileattachments/building/page/5007/application_-_building_permit_2015.pdf)
- Citizen's Statement of Interest for Board or Committee Appointment (<https://www.volgistics.com/ex/portal.dll/ap?AP=1954903020>)
- City of Tualatin Job Application (<https://agency.governmentjobs.com/tualatinor/default.cfm>)
- City of Tualatin Teen Volunteer Club Application (<https://www.volgistics.com/ex/portal.dll/ap?ap=1568002928>)
- City of Tualatin Volunteer Application (<https://www.volgistics.com/ex/portal.dll/ap?AP=1292724023>)
- Class Registration Information (<https://www.tualatinoregon.gov/recreation/class-registration-information>)
- Combustible Stock Storage Questionnaire (https://www.tualatinoregon.gov/sites/default/files/fileattachments/building/page/4262/13combustible_stock_storage_questionnaire.pdf)
- Commercial Kitchen Hood Performance Verification (https://www.tualatinoregon.gov/sites/default/files/fileattachments/building/page/4263/13commercial_kitchen_hood_verification_form.pdf)
- Commercial Phased Project Matrix (https://www.tualatinoregon.gov/sites/default/files/fileattachments/building/page/4264/13commercial_phased_project_matrix.pdf)
- Commercial Plan Review Submittal Checklist (https://www.tualatinoregon.gov/sites/default/files/fileattachments/building/page/4261/commercial_plan_review_checklist.pdf)
- Community Services Contact Information (<https://www.tualatinoregon.gov/communityservices/community-services-contact-information>)
- Complaint of ADA Noncompliance (<https://www.tualatinoregon.gov/administration/webforms/complaint-ada-noncompliance>)
- Concerts on the Commons (<https://www.tualatinoregon.gov/recreation/concerts-commons>)
- Cool Down at the Library / ¡Mantente fresca en la biblioteca! (<https://www.tualatinoregon.gov/library/cool-down-library-%C2%A1mantente-fresca-en-la-biblioteca>)

- Credit Card Authorization Form (https://www.tualatinoregon.gov/sites/default/files/fileattachments/building/page/4265/13credit_card_authorization_form.pdf)
- Cultural Pass to Adventure (<https://www.tualatinoregon.gov/library/cultural-pass-adventure>)
- Current Advisory Committee Openings (<https://www.tualatinoregon.gov/advisorycommittees/current-advisory-committee-openings>)
- Drop-In Activities (<https://www.tualatinoregon.gov/recreation/drop-activities>)
- Excavation & Grading Permit Application (https://www.tualatinoregon.gov/sites/default/files/fileattachments/building/page/5009/00excavation_grading_permit_2016.pdf)
- Explore Tualatin Activity Guide (<https://www.tualatinoregon.gov/recreation/activity-guide>)
- Facility Rental Brochures [two versions] (https://www.tualatinoregon.gov/sites/default/files/fileattachments/parks_and_recreation/page/4080/facility_brochure.pdf); (https://www.tualatinoregon.gov/sites/default/files/fileattachments/parks_and_recreation/page/18991/newfacbroch_2013_pohl.pdf)
- Facility Rentals (<https://www.tualatinoregon.gov/recreation/facility-rentals>)
- Facility Use Permit for Sports Fields (https://www.tualatinoregon.gov/sites/default/files/fileattachments/parks_and_recreation/page/4051/fieldusepermit.pdf)
- Fall Storytimes (<https://www.tualatinoregon.gov/library/fall-storytimes>)
- Fire Alarm System Affidavit for Alterations or Tenant Improvements (https://www.tualatinoregon.gov/sites/default/files/fileattachments/building/page/19401/fafaaffidavit_10-2016.pdf)
- Fire Sprinkler Affidavit (https://www.tualatinoregon.gov/sites/default/files/fileattachments/building/page/3966/sprinkler_-_affidavit.pdf)
- Friends Used Book Sale (<https://www.tualatinoregon.gov/library/friends-used-book-sale-2>)
- Get Involved (<https://www.tualatinoregon.gov/recreation/get-involved>)
- Heritage Center (<https://www.tualatinoregon.gov/recreation/heritage-center>)
- Heritage Tree Nomination Form (https://www.tualatinoregon.gov/sites/default/files/fileattachments/parks_and_recreation/page/4854/heritagetreenominationform_fillable.pdf)
- Heritage Trees (<https://www.tualatinoregon.gov/recreation/heritage-trees>)
- Ibach Park (<https://www.tualatinoregon.gov/recreation/ibach-park>)
- Ice Age Floods: How the Northwest was Shaped (https://www.tualatinoregon.gov/sites/default/files/fileattachments/community/page/4810/ice_age_floods.pdf)
- Ice Age Tonquin Trail Master Plan (<https://www.tualatinoregon.gov/recreation/ice-age-tonquin-trail-master-plan>)
- Ice Control Pre Treatment Map (https://www.tualatinoregon.gov/sites/default/files/fileattachments/public_works/page/5262/anti-icing_program.pdf)
- Interactive Maps Gallery (<http://gisapps.tualatinoregon.gov/Gallery/index.html>)

- Juanita Pohl Center Emergency Exit Map (https://www.tualatinoregon.gov/sites/default/files/fileattachments/parks_and_recreation/page/18871/juanita_pohl_center_layout_emergency_exit_map.pdf)
- Jurgens Park (<https://www.tualatinoregon.gov/recreation/jurgens-park>)
- Kids (<https://www.tualatinoregon.gov/library/kids>)
- Lafky Park (<https://www.tualatinoregon.gov/recreation/lafky-park>)
- Library - Homebound: Books-by-Mail Service (<https://www.tualatinoregon.gov/library/homebound-books-mail-service>)
- Library Anniversary (<https://www.tualatinoregon.gov/library/library-anniversary>)
- Library Calendar (https://www.tualatinoregon.gov/calendar?field_microsite_tid=225)
- Library Card Application (<https://www.wccs.org/sites/default/files/uploads/Library-Card-Application.pdf>)
- Library Cards (<https://www.tualatinoregon.gov/library/library-cards>)
- Library Computers and Other Technologies (<https://www.tualatinoregon.gov/library/library-computers-and-other-technologies>)
- Library Meeting Rooms (<https://www.tualatinoregon.gov/library/library-meeting-rooms>)
- Library News and Events (<https://www.tualatinoregon.gov/library/news-and-events-your-library>)
- Library Policies (<https://www.tualatinoregon.gov/library/library-policies>)
- Library Policy: Child Safety Policy (https://www.tualatinoregon.gov/sites/default/files/fileattachments/library/page/5126/child_safety_policy.pdf)
- Library Policy: Children’s Room and Teen Room Use Policy (https://www.tualatinoregon.gov/sites/default/files/fileattachments/library/page/5126/child_teen_room_policy.pdf)
- Library Policy: Conference Room and Study Room Use (https://www.tualatinoregon.gov/sites/default/files/fileattachments/library/page/4740/meeting_rooms_policy.pdf)
- Library Policy: Confidentiality of Library Circulation Records (https://www.tualatinoregon.gov/sites/default/files/fileattachments/library/page/5126/confidentiality_of_circulation_records.pdf)
- Library Policy: Distribution of Free Materials Policy (https://www.tualatinoregon.gov/sites/default/files/fileattachments/library/page/5126/distribution_of_free_materials.pdf)
- Library Policy: Meeting Room Use (https://www.tualatinoregon.gov/sites/default/files/fileattachments/library/page/5126/meeting_rooms_policy.pdf)
- Library Volunteer Opportunities (<https://www.tualatinoregon.gov/volunteer-listings>)
- Little Woodrose Nature Park (<https://www.tualatinoregon.gov/recreation/little-woodrose-nature-park>)
- Living Room Gallery Art Program (<https://www.tualatinoregon.gov/communityservices/living-room-gallery-art-program>)
- Lobby Display Case (<https://www.tualatinoregon.gov/library/lobby-display-case>)
- Location and Hours (<https://www.tualatinoregon.gov/library/location-and-hours>)

- Makerspace (<https://www.tualatinoregon.gov/library/makerspace-0>)
- Manufactured Dwelling and Park Trailer Installation Permit Application (https://www.tualatinoregon.gov/sites/default/files/fileattachments/building/page/3968/mfg_dwlg_permit_application.pdf)
- Mechanical Permit Application (<https://www.tualatinoregon.gov/sites/default/files/fileattachments/building/page/3963/mechanicalpermitapp.pdf>)
- Meetings (<https://www.tualatinoregon.gov/meetings/boardsandcommissions?starting%5Bvalue%5D%5Bdate%5D=09/02/2012&ending%5Bvalue%5D%5Bdate%5D=11/01/2012&committee=259&departments=All>)
- Movies on the Commons (<https://www.tualatinoregon.gov/recreation/movies-commons>)
- Noise/Hours of Work Variance (https://www.tualatinoregon.gov/sites/default/files/fileattachments/building/page/4928/noise_hour_variance_form.pdf)
- Nutrition Program (<https://www.tualatinoregon.gov/recreation/nutrition-program>)
- One- and Two-Family Dwelling Building Permit Application Checklist (https://www.tualatinoregon.gov/sites/default/files/fileattachments/building/page/4261/sfr_check_list.pdf)
- Overdue Fine Rate Changes (<https://www.tualatinoregon.gov/library/overdue-fine-rate-changes>)
- Park Rules (<https://www.tualatinoregon.gov/recreation/park-rules>)
- Parks & Recreation Master Plan Update (<https://www.tualatinoregon.gov/recreation/webforms/parks-recreation-master-plan-update>)
- Parks (map page) (<https://www.tualatinoregon.gov/parksites>)
- Parks and Recreation Program Registration (<https://www.tualatinoregon.gov/recreation/register>)
- Parks Maintenance Division (<https://www.tualatinoregon.gov/recreation/parks-maintenance-division>)
- Picnic Shelter Rentals FAQ (<https://www.tualatinoregon.gov/recreation/picnic-shelter-rentals-frequently-asked-questions>)
- Plumbing Permit Application (<https://www.tualatinoregon.gov/sites/default/files/fileattachments/building/page/3965/plumbingpermitapp.pdf>)
- Policies and Procedures for Reserving the Brown's Ferry Park Community Center (http://www.tualatinoregon.gov/sites/default/files/fileattachments/parks_and_recreation/page/5138/browns_ferry_community_center-rental_policies.pdf)
- Policies and Procedures for Reserving the Juanita Pohl Center (https://www.tualatinoregon.gov/sites/default/files/fileattachments/parks_and_recreation/page/18871/juanita_pohl_center-rental_policies_layout.pdf)
- Policies and Procedures for Reserving the Tualatin Heritage Center (http://www.tualatinoregon.gov/sites/default/files/fileattachments/parks_and_recreation/page/5140/heritage_center-rental_policies.pdf)

- Policies and Procedures for Reserving the Tualatin Public Library Community Room (https://www.tualatinoregon.gov/sites/default/files/fileattachments/parks_and_recreation/page/3954/libcommrmfacilityusepermit.pdf)
- Position Open on the Tualatin Arts Advisory Committee (<https://www.tualatinoregon.gov/volunteer/position-open-tualatin-arts-advisory-committee>)
- Position Open on the Tualatin Parks Advisory Committee (<https://www.tualatinoregon.gov/volunteer/position-open-tualatin-parks-advisory-committee>)
- Position Open on Tualatin Library Advisory Committee (TLAC) (<https://www.tualatinoregon.gov/volunteer/position-open-tualatin-library-advisory-committee-tlac>)
- Pre-Final and Certificate of Occupancy Checklist (https://www.tualatinoregon.gov/sites/default/files/fileattachments/building/page/5193/pre-final_inspection_certificate_of_occupancy_checklist.pdf)
- Prime Times (https://www.tualatinoregon.gov/sites/default/files/fileattachments/parks_and_recreation/page/5294/prime_time_october-november_2017-final.pdf)
- Procedures and Fee Schedule for Reservation of Picnic Shelters and Sports Fields (http://www.tualatinoregon.gov/sites/default/files/fileattachments/parks_and_recreation/page/5038/picnic_shelters-sports_field-rental_policies.pdf)
- Properly Removing a Tree from Private Property (<https://www.tualatinoregon.gov/recreation/properly-removing-tree-private-property>)
- Public Libraries Welcome All / Todos son bienvenidos en las bibliotecas públicas (<https://www.tualatinoregon.gov/library/public-libraries-welcome-all-todos-son-bienvenidos-en-las-bibliotecas-p%C3%BAblicas>)
- Public Use of Exhibit Space (https://www.tualatinoregon.gov/sites/default/files/fileattachments/library/page/5126/public_use_of_exhibit_space.pdf)
- Quilt Barn Trail (<https://www.tualatinoregon.gov/communityservices/quilt-barn-trail>)
- Rent a Kayak or Canoe at Browns Ferry Park! (<https://www.tualatinoregon.gov/recreation/rent-kayak-or-canoe-browns-ferry-park>)
- Request for Reasonable Accommodation (<https://www.tualatinoregon.gov/administration/webforms/request-reasonable-accommodation>)
- Saarinen Wayside Park (<https://www.tualatinoregon.gov/recreation/saarinen-wayside-park>)
- Sewer Fixture County Worksheet (https://www.tualatinoregon.gov/sites/default/files/fileattachments/building/page/5245/new_fixture_count_worksheet_2017_-_no_calcs.pdf)
- Sidewalk and Street Tree Program (<https://www.tualatinoregon.gov/recreation/sidewalk-and-street-tree-program>)
- Sign Permit Application (https://www.tualatinoregon.gov/sites/default/files/fileattachments/planning/page/5096/sign_permit_application_revised_final_04062017.pdf)
- Snow and Ice Response Plan (<https://www.tualatinoregon.gov/publicworks/snow-and-ice-response-plan>)

- Special Event Permit Application (https://www.tualatinoregon.gov/sites/default/files/fileattachments/parks_and_recreation/page/4919/17-18_se_application.pdf)
- Special Event Permit Application (<https://www.tualatinoregon.gov/recreation/special-event-permit-application>)
- Special Event Permit Supplemental Information (https://www.tualatinoregon.gov/sites/default/files/fileattachments/parks_and_recreation/page/4919/se_supplemental_information.pdf)
- Special Events Page (<https://www.tualatinoregon.gov/recreation/special-events>)
- Special Inspection & Testing (https://www.tualatinoregon.gov/sites/default/files/fileattachments/building/page/5160/special_inspection.pdf)
- Sponsorship Opportunities // Concerts & Movies on the Commons (https://www.tualatinoregon.gov/sites/default/files/fileattachments/parks_and_recreation/page/5046/2017_tualatin_sponsorship_web.pdf)
- Starry Nights and Holiday Lights (<https://www.tualatinoregon.gov/recreation/starry-nights-and-holiday-lights-1>)
- Stoneridge Park (<https://www.tualatinoregon.gov/recreation/stoneridge-park>)
- Student Visual Chronicle (<https://www.tualatinoregon.gov/communityservices/student-visual-chronicle>)
- Summer Camps 2017 (<https://www.tualatinoregon.gov/recreation/summer-camps-2017>)
- Sunday Music by the Hearth (<https://www.tualatinoregon.gov/library/sunday-music-hearth>)
- Street Sweeping Program (<https://www.tualatinoregon.gov/publicworks/street-sweeping-program>)
- Structural Demolition Permit Application (https://www.tualatinoregon.gov/sites/default/files/fileattachments/building/page/4413/00demolition_permit_packet.pdf)
- Sweek Pond Natural Area (<https://www.tualatinoregon.gov/recreation/sweek-pond-natural-area>)
- Teen Adventure Camp (<https://www.tualatinoregon.gov/recreation/teen-adventure-camp>)
- Teen Library Committee (<https://www.tualatinoregon.gov/library/teen-library-committee>)
- Teen Library Committee (TLC) Application for Membership (https://www.tualatinoregon.gov/sites/default/files/fileattachments/library/page/5006/17-18_tlc_application_form.pdf)
- Teen Library Committee (TLC) Recommendation Form (https://www.tualatinoregon.gov/sites/default/files/fileattachments/library/page/5006/tlc_recommendation_form.pdf)
- Teen Volunteer Club (<https://www.tualatinoregon.gov/library/teen-volunteer-club>)
- Teens (<https://www.tualatinoregon.gov/library/teens>)
- Tennis & Pickleball Courts (https://www.tualatinoregon.gov/sites/default/files/fileattachments/parks_and_recreation/page/18641/pickleball_sign_rev_august.pdf)
- The Homes and Businesses of our Forefathers (<https://www.tualatinoregon.gov/library/homes-and-businesses-our-forefathers>)

- The Tualatin Mastodon (<https://www.tualatinoregon.gov/sites/default/files/fileattachments/community/page/4810/mastodon.pdf>)
- Tonquin Trail Master Plan (<https://www.tualatinoregon.gov/recreation/tonquin-trail-master-plan>)
- Trail User Counts (<https://www.tualatinoregon.gov/recreation/trail-user-counts>)
- Tualatin Arts Advisory Committee (<https://www.tualatinoregon.gov/taac>)
- Tualatin Arts Advisory Committee: Reproduction Rights, Visual Chronicle of Tualatin (https://www.tualatinoregon.gov/sites/default/files/fileattachments/community_services/page/4782/vc_reproduction_rights.pdf)
- Tualatin Commons Park (<https://www.tualatinoregon.gov/recreation/tualatin-commons-park>)
- Tualatin Community Park (<https://www.tualatinoregon.gov/recreation/tualatin-community-park>)
- Tualatin Community Park Picnic Shelters (<https://www.tualatinoregon.gov/recreation/tualatin-community-park-picnic-shelters>)
- Tualatin Development Code (incorporates the Comprehensive Plan / Tualatin Community Plan) (Section 1.020: Administration Provisions - Definitions; Section 38.050 (11): Sign Regulations - Exempt Signs)
- Tualatin Lake at the Commons (<https://www.tualatinoregon.gov/recreation/tualatin-lake-commons>)
- Tualatin Library Advisory Committee (TLAC) (<https://www.tualatinoregon.gov/tlac>)
- Tualatin Municipal Code (6-6-030 (10): Alarm Systems Regulations - Definitions; Chapter 05-01: Library Rules of Conduct; 5-3-040 (1)(m)(ii): Tualatin Commons Regulations - General Rules and Regulations 5-2-040 (7); 5-2-040 (8): Use of City Parks and Other Recreational Areas, Providing for Remedies for Violations - General Rules and Regulations; 6-4-045 (1): Nuisances - Dog Waste Removal; 6-1-210 (3): Proscribing General Offenses and Providing Penalties - Other Offenses as Civil Infractions)
- Tualatin Parks Advisory Committee (TPARK) (<https://www.tualatinoregon.gov/tpark>)
- Tualatin Parks Map (https://www.tualatinoregon.gov/sites/default/files/fileattachments/parks_and_recreation/page/5139/parkssystemmap.pdf)
- Tualatin Public Library Internet Use Policy (https://www.tualatinoregon.gov/sites/default/files/fileattachments/library/page/5126/internet_use_policy.pdf)
- Tualatin River Greenway Video (<https://www.youtube.com/watch?v=q0CgbiVihYU&feature=youtu.be>)
- Tualatin River Water Trail (<https://www.tualatinoregon.gov/recreation/tualatin-river-water-trail>)
- Tualatin Today - City Newsletter (<https://www.tualatinoregon.gov/administration/tualatin-today-city-newsletter>)
- Tualatin Visual Chronicle (<https://www.tualatinoregon.gov/communityservices/tualatin-visual-chronicle>)
- Tualatin Youth Advisory Council (<https://www.tualatinoregon.gov/recreation/tualatin-youth-advisory-council>)

- Tualatin's Heritage Trees Listing and Map (https://www.tualatinoregon.gov/sites/default/files/fileattachments/parks_and_recreation/page/4854/1999brochure.pdf)
- Tualatin's Mastodon (<https://www.tualatinoregon.gov/community/tualatins-mastodon>)
- Urban Forestry (<https://www.tualatinoregon.gov/recreation/urban-forestry>)
- Use of Library by Tutors (https://www.tualatinoregon.gov/sites/default/files/fileattachments/library/page/5126/use_of_library_by_tutors_policy.pdf)
- Volunteer Assignment Description: Tualatin Arts Advisory Committee (https://www.tualatinoregon.gov/sites/default/files/fileattachments/volunteer/page/5251/taac_assignmentdescription.pdf)
- Volunteer Assignment Description: Tualatin Library Advisory Committee (https://www.tualatinoregon.gov/sites/default/files/fileattachments/volunteer/page/5305/tlac_assignmentdescription.pdf)
- Volunteer Assignment Description: Tualatin Parks Advisory Committee (https://www.tualatinoregon.gov/sites/default/files/fileattachments/advisory_committees/page/5072/tpark_assignmentdescription.pdf)
- West Coast Giant Pumpkin Regatta (<https://www.tualatinoregon.gov/pumpkinregatta>)
- Youth Advisory Council (YAC) Application (<https://www.volgistics.com/ex/portal.dll/ap?ap=2027353080>)
- Youth Sports Leagues (<https://www.tualatinoregon.gov/recreation/youth-sports-leagues>)

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City of Tualatin

Self-Evaluation and Transition Plan:
Appendix C: Standard Plan and Specification
Review and Recommendations

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PUBLIC WORKS CONSTRUCTION CODE

CITY OF TUALATIN

ENGINEERING DIVISION

18880 S.W. MARTINAZZI AVENUE
TUALATIN, OR 97062-7092

NOVEMBER 2001

LATEST REVISION: APRIL 24, 2017

The selection and use of the enclosed specifications and standards, while 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.

REVISIONS SUMMARY

April 24, 2017 Revisions (Adopted under Resolution No. 5314-17)

Revised Specification Sections:

- Section 102.3.3 “Erosion Control Fees”
- Section 102.3.4 “Water Quality Fees”
- Section 203.2.01 “Design Speed”
- Section 312.5.00 “Sidewalk Repair”

Revised Standard Drawings:

- Commercial Driveway Approach – Curbside Planter Strip (Drawing No 440)
- Commercial Driveway Approach – Curbside Sidewalk (Drawing No 441)
- Residential Driveway Approach – Curbside Planter Strip (Drawing No 442)
- Residential Driveway Approach – Curbside Sidewalk (Drawing No 443)
- Curb and Gutter (Drawing No 470)
- Curb (Drawing No 471)

New Standard Drawings:

- Example Single Family Erosion & Sediment Control Site Plan (Drawing No 001)

Deleted Standard Drawings:

- Approach Private Driveway (Drawing No 444)

December 12, 2016 Revisions (Adopted under Resolution No. 5302-16)

Revised Specification Sections:

- Section 202.1.00 “Scope”
- Section 202.2.00 “Plan View”
- Section 203.2.02 “Sight Distance”
- Section 203.2.04 “Superelevation”
- Section 203.2.08 “Intersections”
- Section 203.2.11C “Accessways”
- Section 203.2.14 “Sidewalks”
- Section 203.2.15 “Curb Ramps”
- Section 203.2.24A “Design and Installation Requirements”
- Section 203.2.25 “Traffic Signs”
- Section 203.2.27 “Traffic Marking”
- Section 311.3.05 “Control Joints”
- Section 312.3.05 “Control Joints”
- Section 312.3.07 “Finish”

Revised Standard Drawings:

- ADA Ramp – General Notes (Drawing No 460)
- ADA Ramp – Perpendicular (Drawing No 461)
- ADA Ramp – Parallel (Drawing No 462)
- ADA Ramp – Midblock (Drawing No 463)
- Concrete Sidewalk (Drawing No 475)
- Street Sign Post (Drawing No 516)

New Standard Drawings:

- ADA Ramp – Details (Drawing No 464)
- Street Name Sign (Drawing No 517)

Standard Drawings Table of Contents

NUMBER	EFF. DATE	TITLE
001	Apr-17	EXAMPLE SINGLE FAMILY EROSION & SEDIMENT CONTROL SITE PLAN
010	Oct-01	48-INCH MANHOLE ECCENTRIC CONE TOP
011	Oct-01	48-INCH MANHOLE FLAT TOP
012	Oct-01	60-INCH MANHOLE ECCENTRIC CONE TOP
013	Oct-01	60-INCH MANHOLE FLAT TOP
014	Oct-01	72-INCH MANHOLE ECCENTRIC CONE TOP
015	Oct-01	72-INCH MANHOLE FLAT TOP
016	Oct-01	84-INCH MANHOLE ECCENTRIC CONE TOP
017	Oct-01	84-INCH MANHOLE FLAT TOP
018	Oct-01	96-INCH MANHOLE ECCENTRIC CONE TOP
019	Oct-01	96-INCH MANHOLE FLAT TOP
020	Feb-00	MANHOLE OUTSIDE DROP ASSEMBLY
021	Mar-04	MANHOLE INSIDE DROP ASSEMBLY
030	Jul-96	MANHOLE COVER AND FRAME
031	Jun-97	MANHOLE COVER AND FRAME WATERTIGHT
032	Feb-98	MANHOLE STEPS
040	Dec-01	CATCH BASIN GUTTER GRATE INLET 36-INCH
041	Dec-01	CATCH BASIN CURB INLET 30-INCH
042	Dec-01	CATCH BASIN CURB INLET 48-INCH
043	Dec-01	DITCH INLET 24-INCH
044	xxx	DITCH INLET 27-INCH
050	Feb-02	FRAME AND GRATE CATCH BASIN
051	xxx	FRAME AND GRATE DITCH INLET
060	Mar-03	MANHOLE WATER QUALITY CONTROL
100	Feb-98	SEWER CLEANOUT
240	Oct-01	PIPE TRENCH BACKFILL
270	Mar-03	CONCRETE PIPE SLOPE ANCHORS
290	Mar-04	UNDERCROSSING
300	Mar-03	SEWER BUILDING LATERAL (SERVICE)

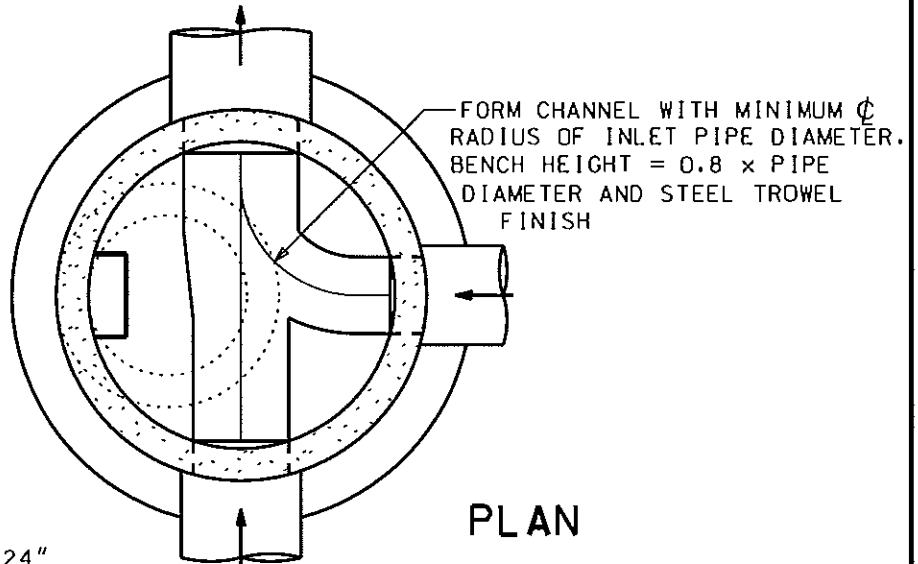
Standard Drawings Table of Contents

NUMBER	EFF. DATE	TITLE
310	Jan-02	SUBGRADE DRAIN
330	Mar-03	PIPELINE STREAM CROSSING
425	Jul-92	UTILITY LOCATIONS
435	xxx	BICYCLE/PEDESTRIAN ASPHALT CONCRETE PATH
436	xxx	BICYCLE PATH CONCRETE
437	xxx	PEDESTRIAN ACCESS CONCRETE PATH
438	xxx	PEDESTRIAN PATH CRUSHED ROCK
ADD 440-443 - DRIVEWAY APPROACHES.		
450	Oct-02	PARABOLIC SPEED HUMP CONSTRUCTION
451	Oct-02	PARABOLIC SPEED HUMP PAVEMENT MARKINGS & STREET SIGNS
452	Oct-02	SPEED TABLE HUMP CONSTRUCTION
453	Oct-02	SPEED TABLE HUMP PAVEMENT MARKINGS AND STREET SIGNS
460	Dec-16	ADA RAMP – GENERAL NOTES
461	Dec-16	ADA RAMP – PERPENDICULAR
462	Dec-16	ADA RAMP – PARALLEL
463	Dec-16	ADA RAMP – MIDBLOCK
464	Dec-16	ADA RAMP – DETAILS
470	Apr-17	CURB AND GUTTER
471	Apr-17	CURB
475	Dec-16	CONCRETE SIDEWALK
500	Oct-01	MAILBOX POST INSTALLATION
510	Feb-02	STREET BARRICADE
511	Feb-02	STREET BARRICADE SIGN
512	Mar-04	STORMWATER FACILITY SIGN
514	Feb-13	TREE WELL AND GRATE
515	xxx	TYPICAL SIGN AND STREET TREE LOCATION
516	Dec-16	STREET SIGN POST
517	Dec-16	STREET NAME SIGN
520	Apr-10	CENTERLINE SURVEY MONUMENT

Standard Drawings Table of Contents

NUMBER	EFF. DATE	TITLE
600	Apr-10	GATE VALVE AND BOX
601	Apr-10	BUTTERFLY VALVE AND BOX
602	Mar-08	1-INCH AIR RELEASE VALVE
603	Mar-08	2-INCH AIR RELEASE VALVE
604	Mar-08	SAMPLE STATION
605	Mar-08	VALVE ASSEMBLY PERMANENT BLOW-OFF
606	Mar-08	VALVE ASSEMBLY TEMPORARY BLOW-OFF
607	Mar-08	OUTSIDE RPBA 2" AND SMALLER
608	Mar-08	INSIDE RPBA 2" AND SMALLER
609	Mar-08	INSIDE RPBA 3/4"- 1"
610	Mar-03	FIRE HYDRANT ASSEMBLY
611	Mar-08	INSIDE RPBA 1 1/2"- 2 1/2"
612	Mar-08	INSIDE RPBA 2 1/2"- 10"
613	Mar-08	BACKFLOW ASSEMBLY DOUBLE CHECK 3" THRU 10"
614	Mar-08	BACKFLOW ASSEMBLY FIRE PROTECTION WITHOUT FDC
615	Mar-08	BACKFLOW ASSEMBLY FIRE PROTECTION WITH FDC
616	Mar-08	BACKFLOW ASSEMBLY REDUCED PRESSURE 3/4" THRU 2"
617	Mar-08	BACKFLOW ASSEMBLY REDUCED PRESSURE 2 1/2" THRU 10"
618	xxx	PRESSURE REDUCING/SUSTAINING ASSEMBLY
619	xxx	PRESSURE REDUCING ASSEMBLY
620	Feb-02	JOINT RESTRAINT BEARING THRUST BLOCKS
621	Oct-01	JOINT RESTRAINT GRAVITY THRUST BLOCKS
622	Oct-01	JOINT RESTRAINT STRADDLE THRUST BLOCK
630	Apr-10	WATER SERVICE 5/8" x 3/4" METER
631	Mar-08	WATER SERVICE 1" METER
632	Mar-08	WATER SERVICE 1 1/2" METER
633	Mar-08	WATER SERVICE 2" METER
634	Mar-08	WATER SERVICE 3" AND LARGER METER COMPOUND TYPE
635	Mar-08	WATER SERVICE 4" AND LARGER METER FIRE SERVICE TYPE

~~xxx~~ — Denotes drawing in progress and not included in this document



PLAN

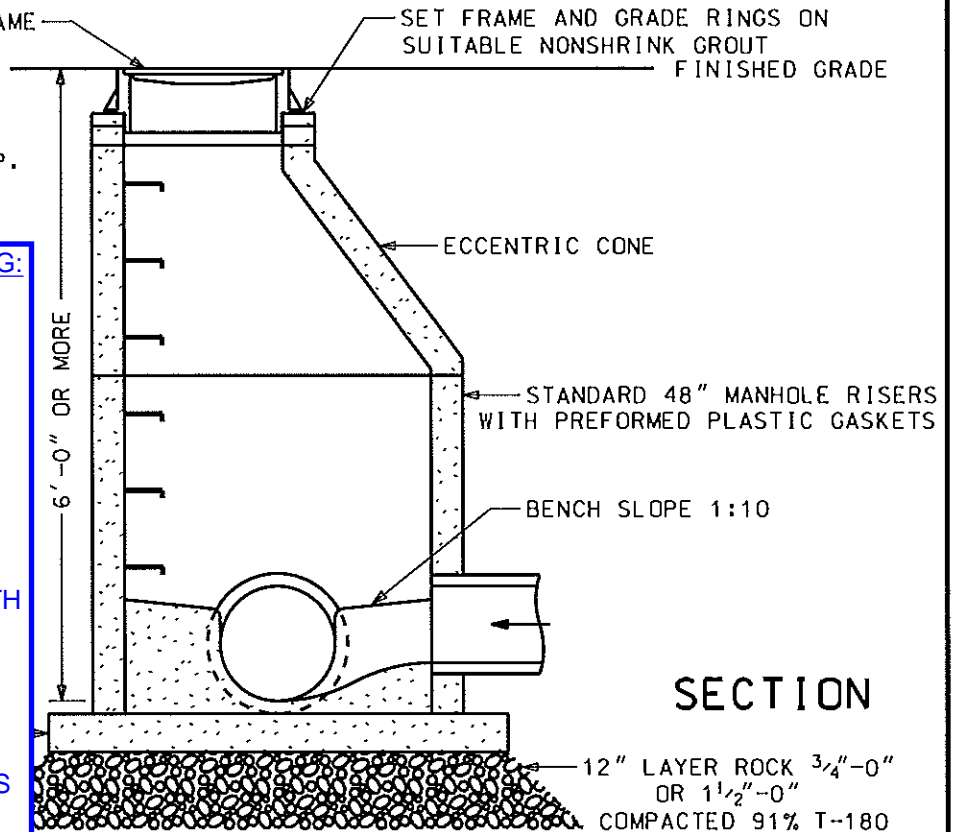
NOTES:

1. MAXIMUM PIPE DIAMETER 24"
2. MANHOLE TO CONFORM WITH ASTM C-478
3. FALL THROUGH MANHOLE = 0.20 FT
4. PLACE CONCRETE PIPE JOINT A MAXIMUM OF ONE PIPE DIAMETER FROM WALL OF MANHOLE
5. LOCATE MANHOLE COVER/FRAME AND STEPS OVER BENCH LEDGE WITH MAXIMUM DEPTH OF GRADE RINGS OF 12"
6. IN PAVEMENT, PLACE MINIMUM 12" OF 3/4"-0" OR 1 1/2"-0" COMPACTED ROCK OUTSIDE RISERS

MANHOLE COVER AND FRAME
STD. DWG O30 OR O31

SET FRAME AND GRADE RINGS ON
SUITABLE NONSHRINK GROUT
FINISHED GRADE

MAXIMUM 27" FROM TOP OF
MANHOLE COVER TO TOP STEP.
STEPS AT 12" c-c



SECTION

ADD NOTES TO ADDRESS THE FOLLOWING:

AVOID LOCATING STRUCTURES IN THE PEDESTRIAN PATH OF TRAVEL.

IF STRUCTURES ARE REQUIRED TO BE LOCATED IN THE PEDESTRIAN PATH OF TRAVEL DUE TO EXISTING CONSTRAINTS, THE STRUCTURES MUST ADHERE TO PROWAG'S SURFACE REQUIREMENTS.

RIM OF STRUCTURE SHALL BE FLUSH WITH SURROUNDING GRADE. LEVEL CHANGES BETWEEN SURFACES MUST NOT EXCEED 1/4" OR 1/2" WITH A 1:2 BEVEL (PROWAG R302.7.2).

GAPS BETWEEN SURFACES OR GRATINGS MAY NOT EXCEED 1/2" (PROWAG R302.7.3).

SURFACE OF LIDS OR GRATINGS MUST BE FIRM, STABLE, AND SLIP RESISTANT (R302.7)

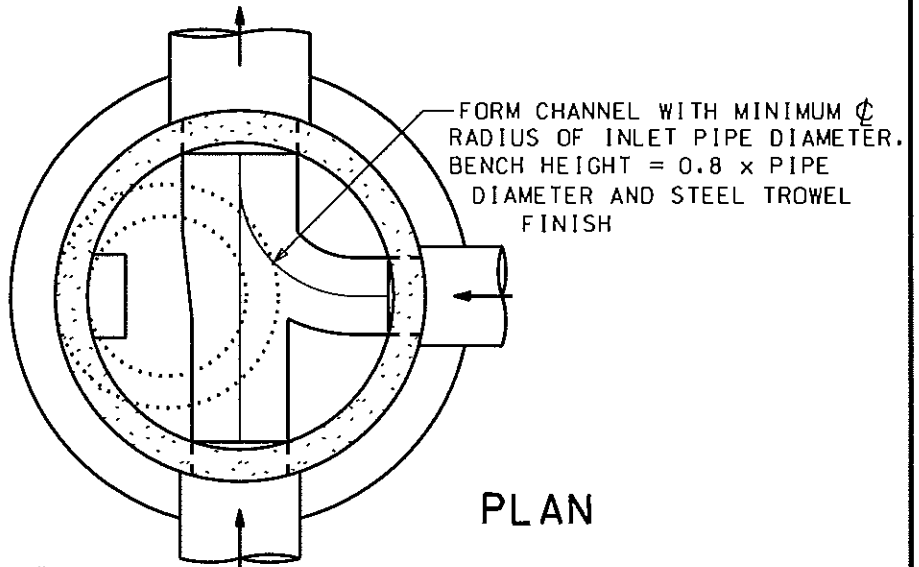
**MANHOLE
48-INCH
ECCENTRIC CONE TOP**

REVISED: 12/2001
VAL ID: 3/2003

SCALE: 1:30

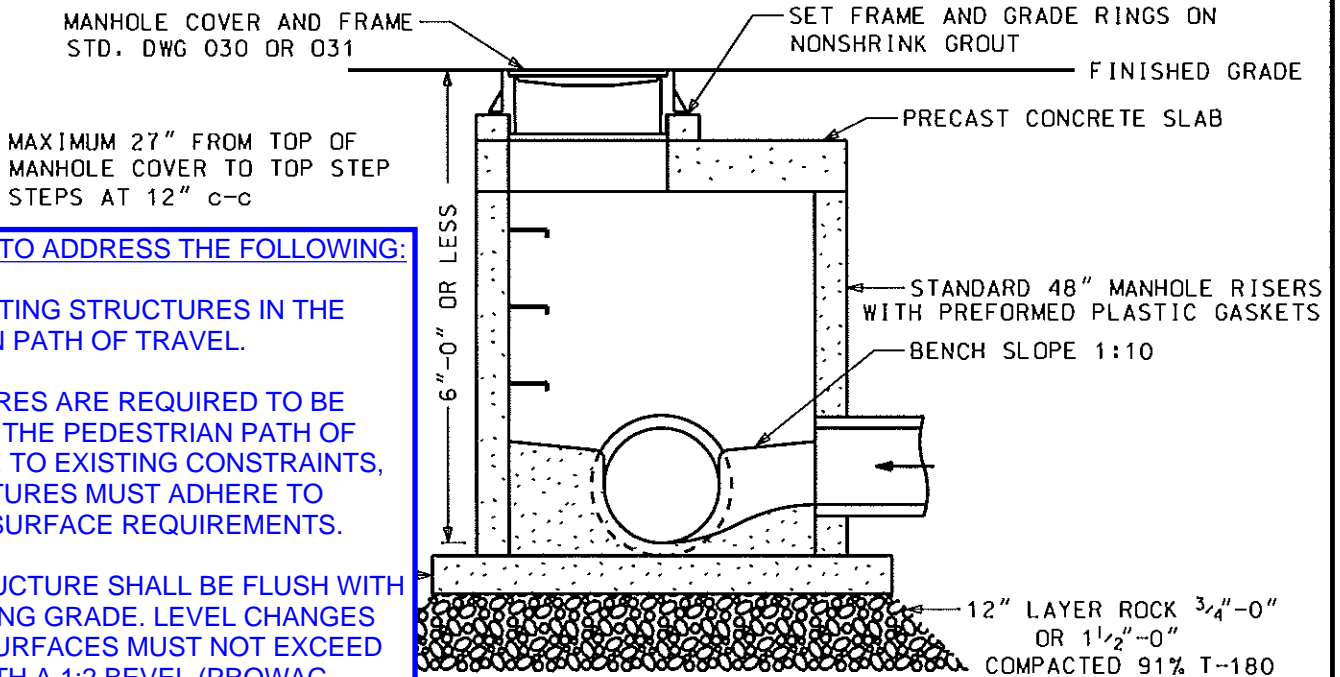
DRAWN: D.L.
APPROVED: K.L.H.

DWG NO. 010



NOTES:

1. MAXIMUM PIPE DIAMETER 24"
2. MANHOLE TO CONFORM WITH ASTM C-478
3. FALL THROUGH MANHOLE = 0.20 FT
4. PLACE CONCRETE PIPE JOINT A MAXIMUM OF ONE PIPE DIAMETER FROM WALL OF MANHOLE
5. LOCATE MANHOLE COVER/FRAME AND STEPS OVER BENCH LEDGE WITH MAXIMUM DEPTH OF GRADE RINGS OF 10"
6. IN PAVEMENT, PLACE MINIMUM 12" OF 3/4"-0" OR 1 1/2"-0" COMPACTED ROCK OUTSIDE RISERS



MAXIMUM 27" FROM TOP OF MANHOLE COVER TO TOP STEP STEPS AT 12" c-c

ADD NOTES TO ADDRESS THE FOLLOWING:

AVOID LOCATING STRUCTURES IN THE PEDESTRIAN PATH OF TRAVEL.

IF STRUCTURES ARE REQUIRED TO BE LOCATED IN THE PEDESTRIAN PATH OF TRAVEL DUE TO EXISTING CONSTRAINTS, THE STRUCTURES MUST ADHERE TO PROWAG'S SURFACE REQUIREMENTS.

RIM OF STRUCTURE SHALL BE FLUSH WITH SURROUNDING GRADE. LEVEL CHANGES BETWEEN SURFACES MUST NOT EXCEED 1/4" OR 1/2" WITH A 1:2 BEVEL (PROWAG R302.7.2).

GAPS BETWEEN SURFACES OR GRATINGS MAY NOT EXCEED 1/2" (PROWAG R302.7.3).

SURFACE OF LIDS OR GRATINGS MUST BE FIRM, STABLE, AND SLIP RESISTANT (R302.7)

SECTION

IN, OR

**MANHOLE
48-INCH
FLAT TOP**

REVISED: 12/2001
VALID: 3/2003

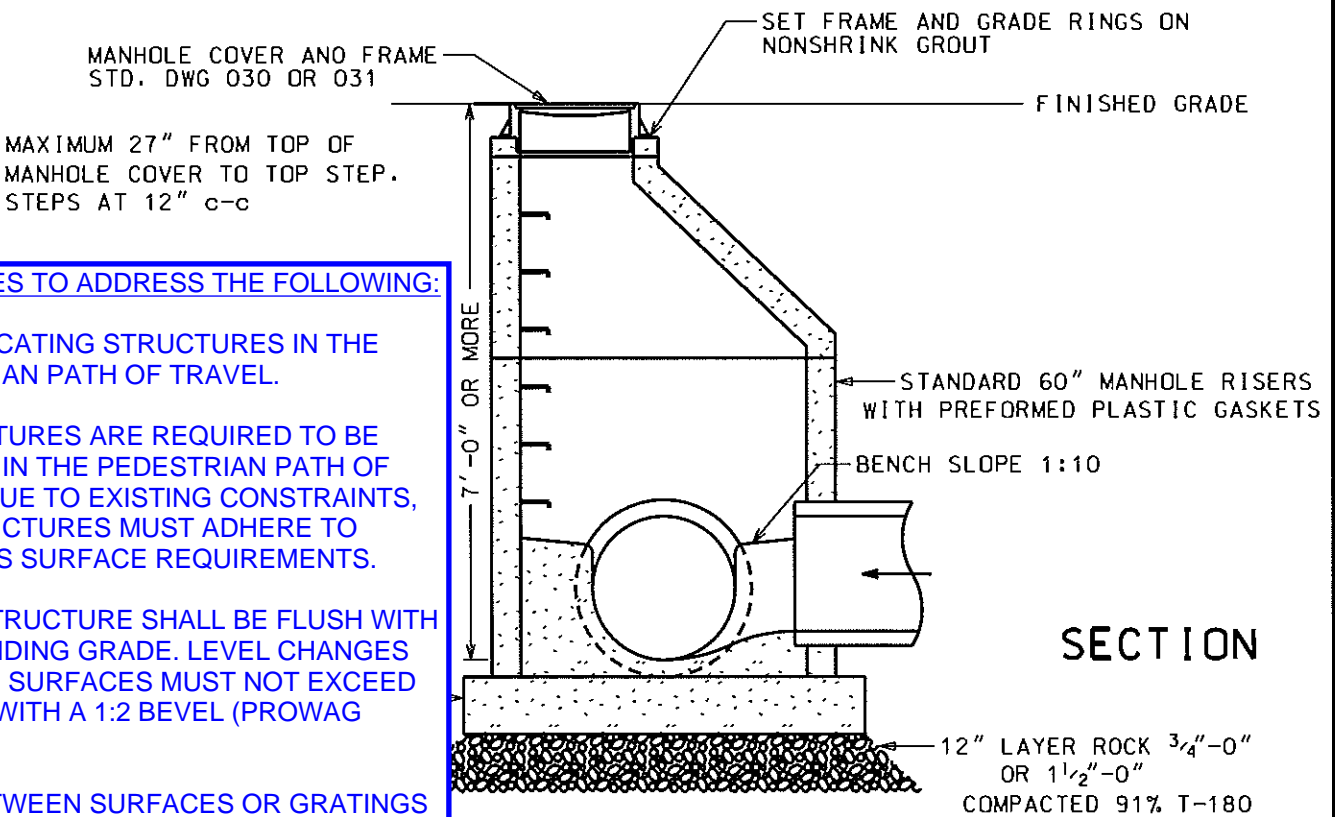
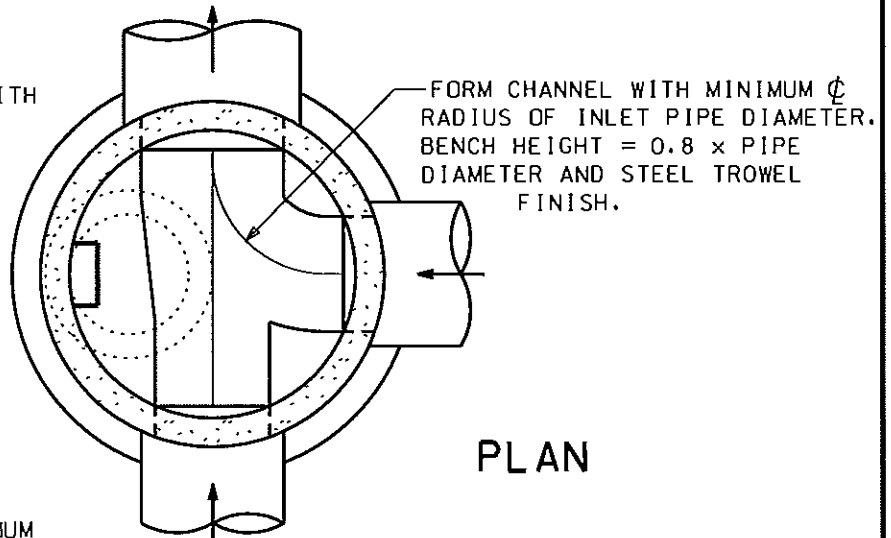
SCALE: 1:30

DRAWN: D.L.
APPROVED: K.L.H.

DWG NO. 011

NOTES:

1. MANHOLE TO CONFORM WITH ASTM C-478
2. MAXIMUM PIPE DIAMETER WITH HORIZONTAL PIPE ANGLE CHANGE = 30". STRAIGHT THRU = 36"
3. FALL THROUGH MANHOLE = 0.20 FT
4. PLACE CONCRETE PIPE JOINT A MAXIMUM OF ONE PIPE DIAMETER FROM WALL OF MANHOLE
5. LOCATE MANHOLE COVER/FRAME AND STEPS OVER BENCH LEDGE WITH MAXIMUM DEPTH OF GRADE RINGS OF 15"
6. IN PAVEMENT, PLACE MINIMUM 12" OF 3/4"-0" OR 1 1/2"-0" COMPACTED ROCK OUTSIDE RISERS



ADD NOTES TO ADDRESS THE FOLLOWING:

AVOID LOCATING STRUCTURES IN THE PEDESTRIAN PATH OF TRAVEL.

IF STRUCTURES ARE REQUIRED TO BE LOCATED IN THE PEDESTRIAN PATH OF TRAVEL DUE TO EXISTING CONSTRAINTS, THE STRUCTURES MUST ADHERE TO PROWAG'S SURFACE REQUIREMENTS.

RIM OF STRUCTURE SHALL BE FLUSH WITH SURROUNDING GRADE. LEVEL CHANGES BETWEEN SURFACES MUST NOT EXCEED 1/4" OR 1/2" WITH A 1:2 BEVEL (PROWAG R302.7.2).

GAPS BETWEEN SURFACES OR GRATINGS MAY NOT EXCEED 1/2" (PROWAG R302.7.3).

SURFACE OF LIDS OR GRATINGS MUST BE FIRM, STABLE, AND SLIP RESISTANT (R302.7)



TUALATIN, OR

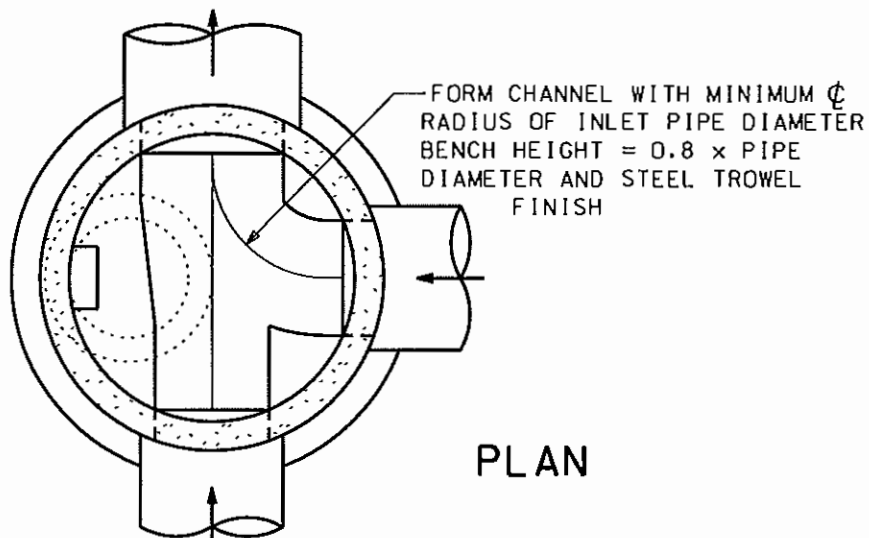
**MANHOLE
60-INCH
ECCENTRIC CONE TOP**

REVISED: 12/2001
VAL ID: 3/2003

SCALE: 1:40

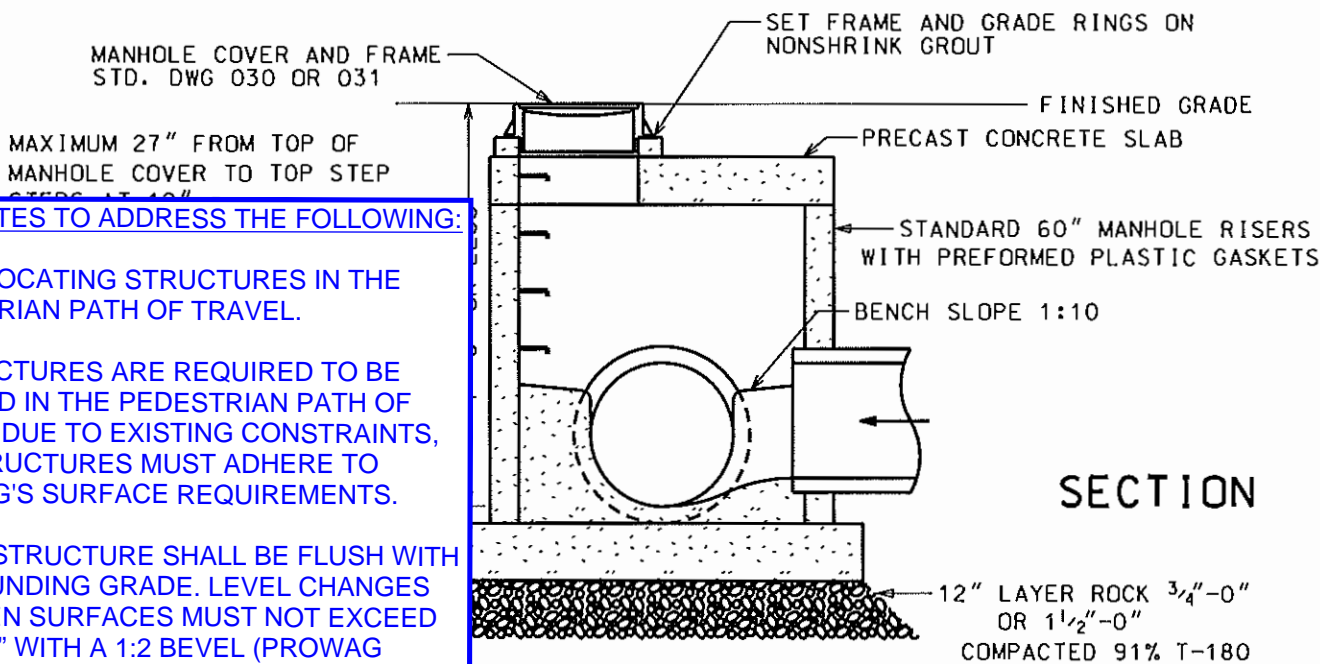
DRAWN: D.L.
APPROVED: K.L.H.

DWG NO. 012



NOTES:

1. MANHOLE TO CONFORM WITH ASTM C-478
2. MAXIMUM PIPE DIAMETER WITH HORIZONTAL PIPE ANGLE CHANGE = 30", STRAIGHT THRU = 36"
3. FALL THROUGH MANHOLE = 0.20 FT
4. PLACE CONCRETE PIPE JOINT A MAXIMUM OF ONE PIPE DIAMETER FROM WALL OF MANHOLE
5. LOCATE MANHOLE COVER/FRAME AND STEPS OVER BENCH LEDGE WITH MAXIMUM DEPTH OF GRADE RINGS OF 15"
6. IN PAVEMENT, PLACE MINIMUM 12" OF 3/4"-0" OR 1 1/2"-0" COMPACTED ROCK OUTSIDE RISERS



ADD NOTES TO ADDRESS THE FOLLOWING:

AVOID LOCATING STRUCTURES IN THE PEDESTRIAN PATH OF TRAVEL.

IF STRUCTURES ARE REQUIRED TO BE LOCATED IN THE PEDESTRIAN PATH OF TRAVEL DUE TO EXISTING CONSTRAINTS, THE STRUCTURES MUST ADHERE TO PROWAG'S SURFACE REQUIREMENTS.

RIM OF STRUCTURE SHALL BE FLUSH WITH SURROUNDING GRADE. LEVEL CHANGES BETWEEN SURFACES MUST NOT EXCEED 1/4" OR 1/2" WITH A 1:2 BEVEL (PROWAG R302.7.2).

GAPS BETWEEN SURFACES OR GRATINGS MAY NOT EXCEED 1/2" (PROWAG R302.7.3).

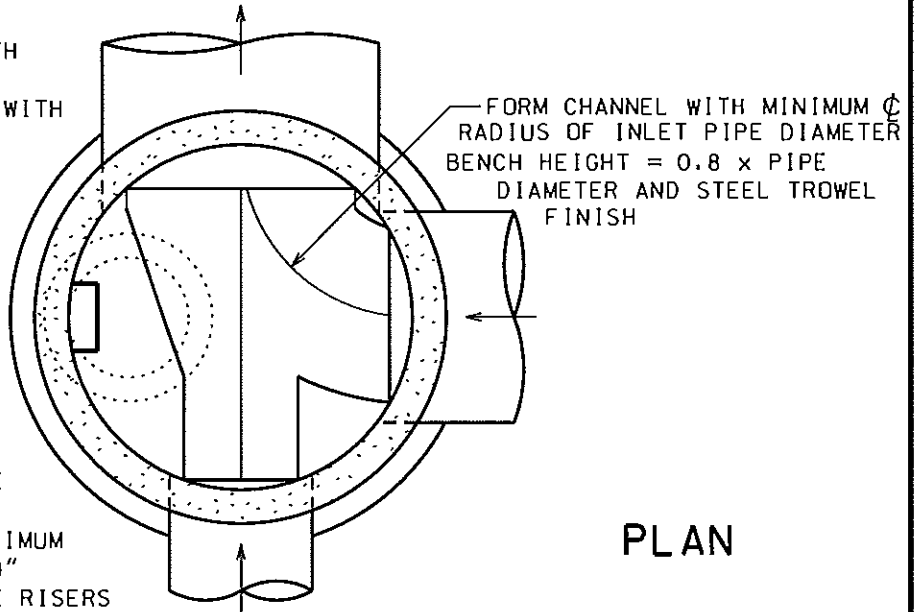
SURFACE OF LIDS OR GRATINGS MUST BE FIRM, STABLE, AND SLIP RESISTANT (R302.7)

**MANHOLE
60-INCH
FLAT TOP**

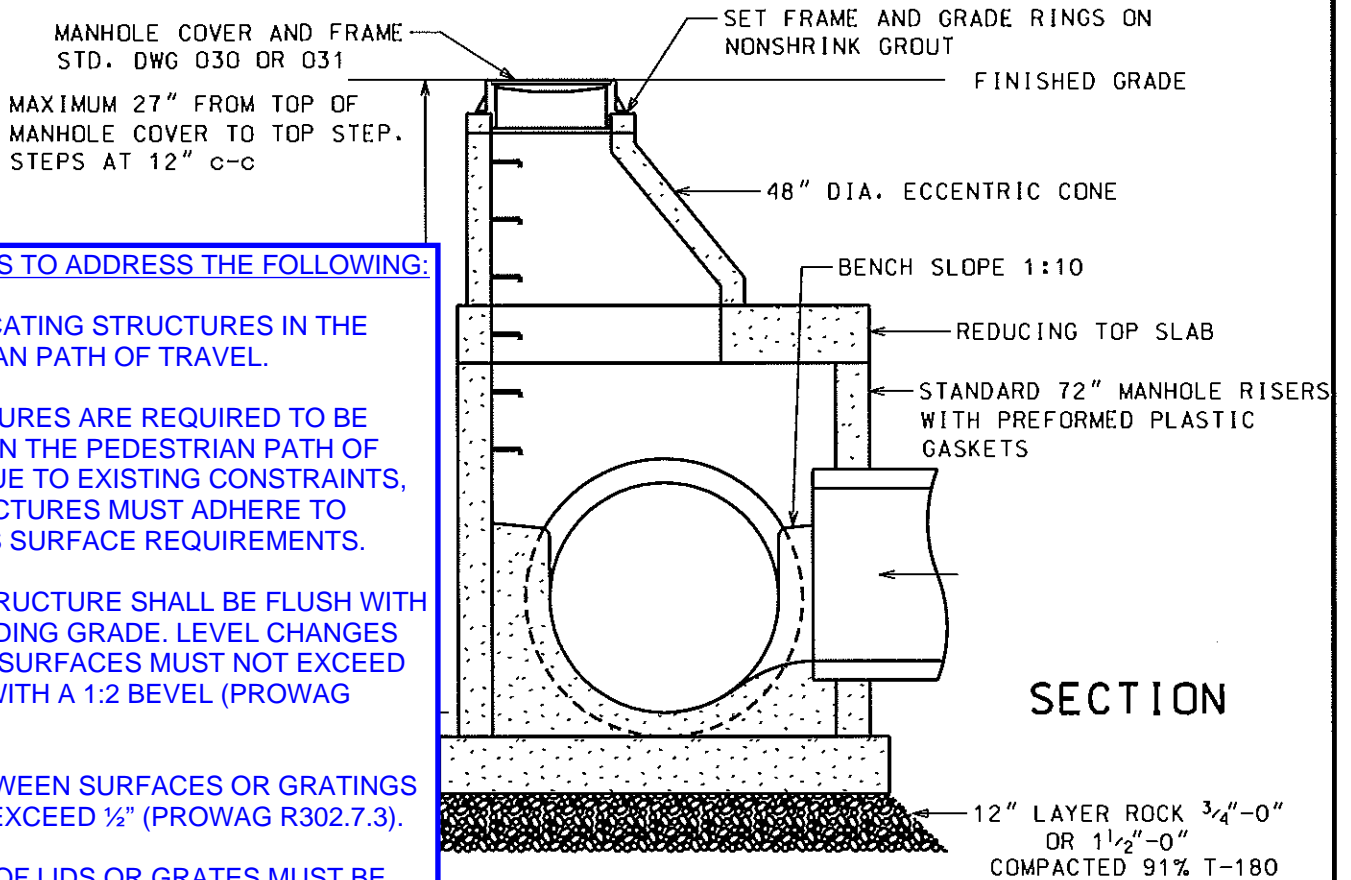
REVISED: 12/2001	SCALE: 1:40	DRAWN: D.L.	DWG NO. 013
VALID: 3/2003		APPROVED: K.L.H.	

NOTES:

1. MANHOLE TO CONFORM WITH ASTM C-478
2. MAXIMUM PIPE DIAMETER WITH HORIZONTAL PIPE ANGLE CHANGE = 36", STRAIGHT THRU = 48"
3. FALL THROUGH MANHOLE = 0.20 FT
4. PLACE CONCRETE PIPE JOINT A MAXIMUM OF ONE PIPE DIAMETER FROM WALL OF MANHOLE
5. LOCATE MANHOLE COVER/FRAME AND STEPS OVER BENCH LEDGE WITH MAXIMUM DEPTH OF GRADE RINGS OF 15"
6. IN PAVEMENT, PLACE MINIMUM 12" OF 3/4"-0" OR 1 1/2"-0" COMPACTED ROCK OUTSIDE RISERS



PLAN



SECTION

ADD NOTES TO ADDRESS THE FOLLOWING:

AVOID LOCATING STRUCTURES IN THE PEDESTRIAN PATH OF TRAVEL.

IF STRUCTURES ARE REQUIRED TO BE LOCATED IN THE PEDESTRIAN PATH OF TRAVEL DUE TO EXISTING CONSTRAINTS, THE STRUCTURES MUST ADHERE TO PROWAG'S SURFACE REQUIREMENTS.

RIM OF STRUCTURE SHALL BE FLUSH WITH SURROUNDING GRADE. LEVEL CHANGES BETWEEN SURFACES MUST NOT EXCEED 1/4" OR 1/2" WITH A 1:2 BEVEL (PROWAG R302.7.2).

GAPS BETWEEN SURFACES OR GRATINGS MAY NOT EXCEED 1/2" (PROWAG R302.7.3).

SURFACE OF LIDS OR GRATES MUST BE FIRM, STABLE, AND SLIP RESISTANT (R302.7)



TUALATIN, OR

**MANHOLE
72-INCH
ECCENTRIC CONE TOP**

REVISED: 12/2001
VALID: 3/2003

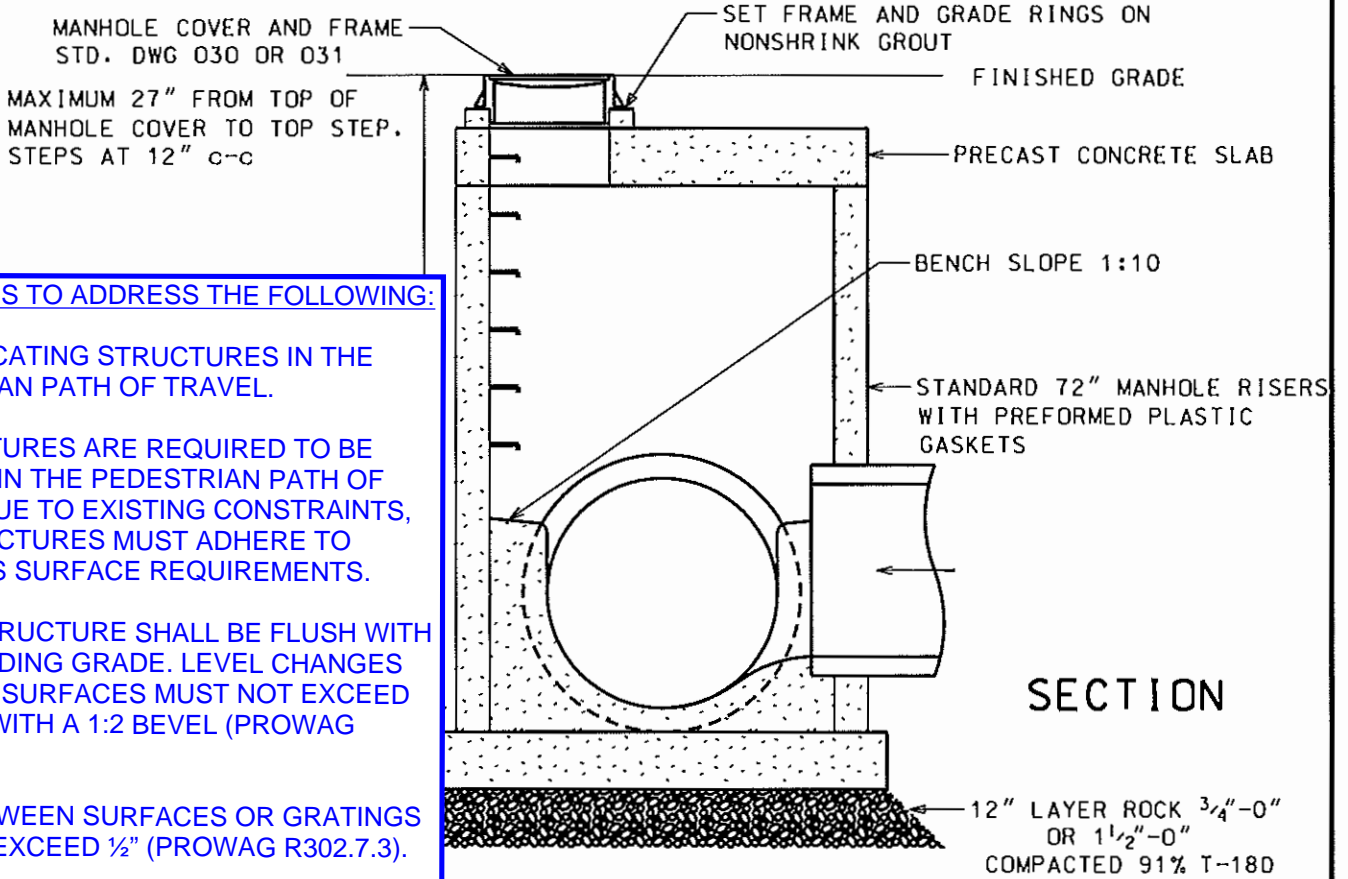
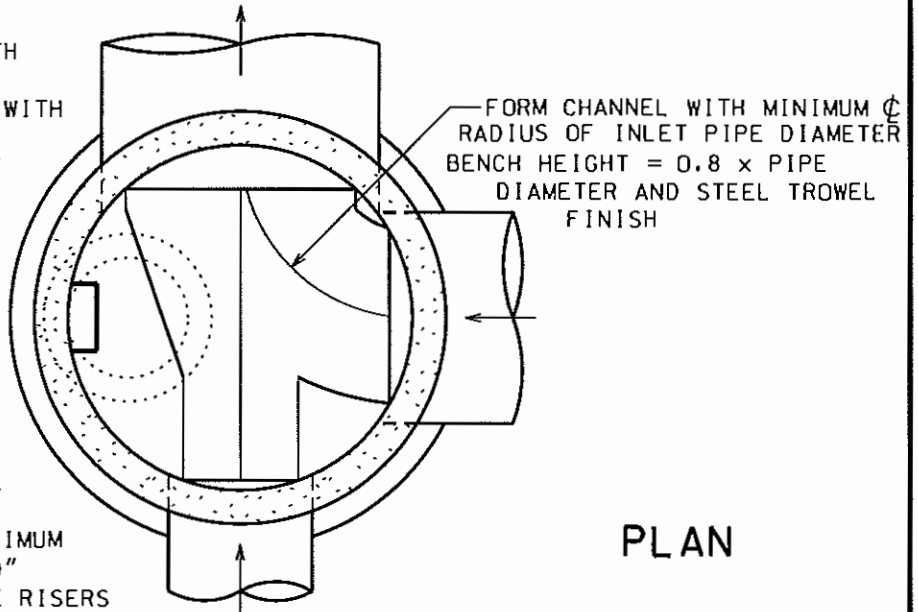
SCALE: 1:40

DRAWN: D.L.
APPROVED: K.L.H.

DWG NO. 014

NOTES:

1. MANHOLE TO CONFORM WITH ASTM C-478
2. MAXIMUM PIPE DIAMETER WITH HORIZONTAL PIPE ANGLE CHANGE = 36", STRAIGHT THRU = 48"
3. FALL THROUGH MANHOLE = 0.20 FT
4. PLACE CONCRETE PIPE JOINT A MAXIMUM OF ONE PIPE DIAMETER FROM WALL OF MANHOLE
5. LOCATE MANHOLE COVER/FRAME AND STEPS OVER BENCH LEDGE WITH MAXIMUM DEPTH OF GRADE RINGS OF 15"
6. IN PAVEMENT, PLACE MINIMUM 12" OF 3/4"-0" OR 1 1/2"-0" COMPACTED ROCK OUTSIDE RISERS



ADD NOTES TO ADDRESS THE FOLLOWING:

AVOID LOCATING STRUCTURES IN THE PEDESTRIAN PATH OF TRAVEL.

IF STRUCTURES ARE REQUIRED TO BE LOCATED IN THE PEDESTRIAN PATH OF TRAVEL DUE TO EXISTING CONSTRAINTS, THE STRUCTURES MUST ADHERE TO PROWAG'S SURFACE REQUIREMENTS.

RIM OF STRUCTURE SHALL BE FLUSH WITH SURROUNDING GRADE. LEVEL CHANGES BETWEEN SURFACES MUST NOT EXCEED 1/4" OR 1/2" WITH A 1:2 BEVEL (PROWAG R302.7.2).

GAPS BETWEEN SURFACES OR GRATINGS MAY NOT EXCEED 1/2" (PROWAG R302.7.3).

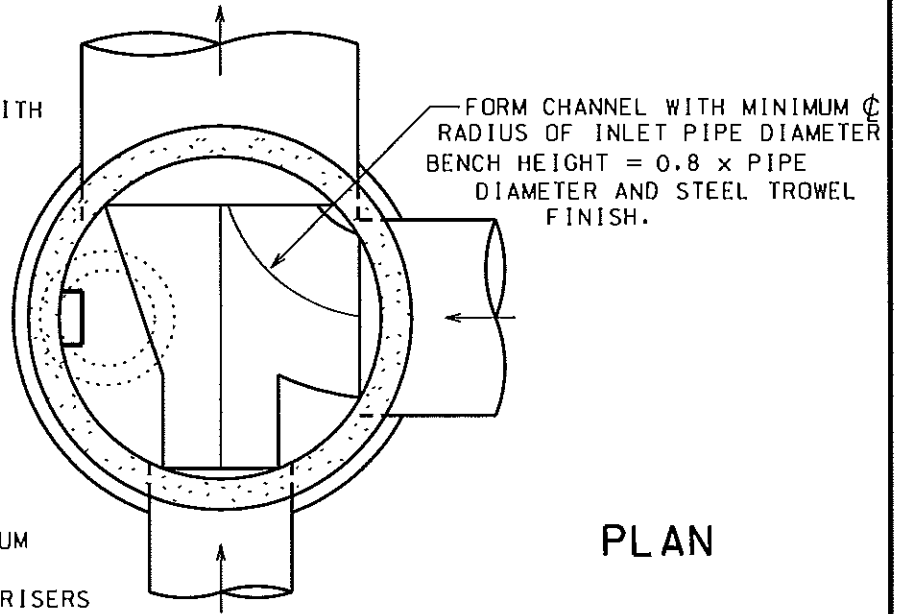
SURFACE OF LIDS OR GRATINGS MUST BE FIRM, STABLE, AND SLIP RESISTANT (R302.7)

SECTION

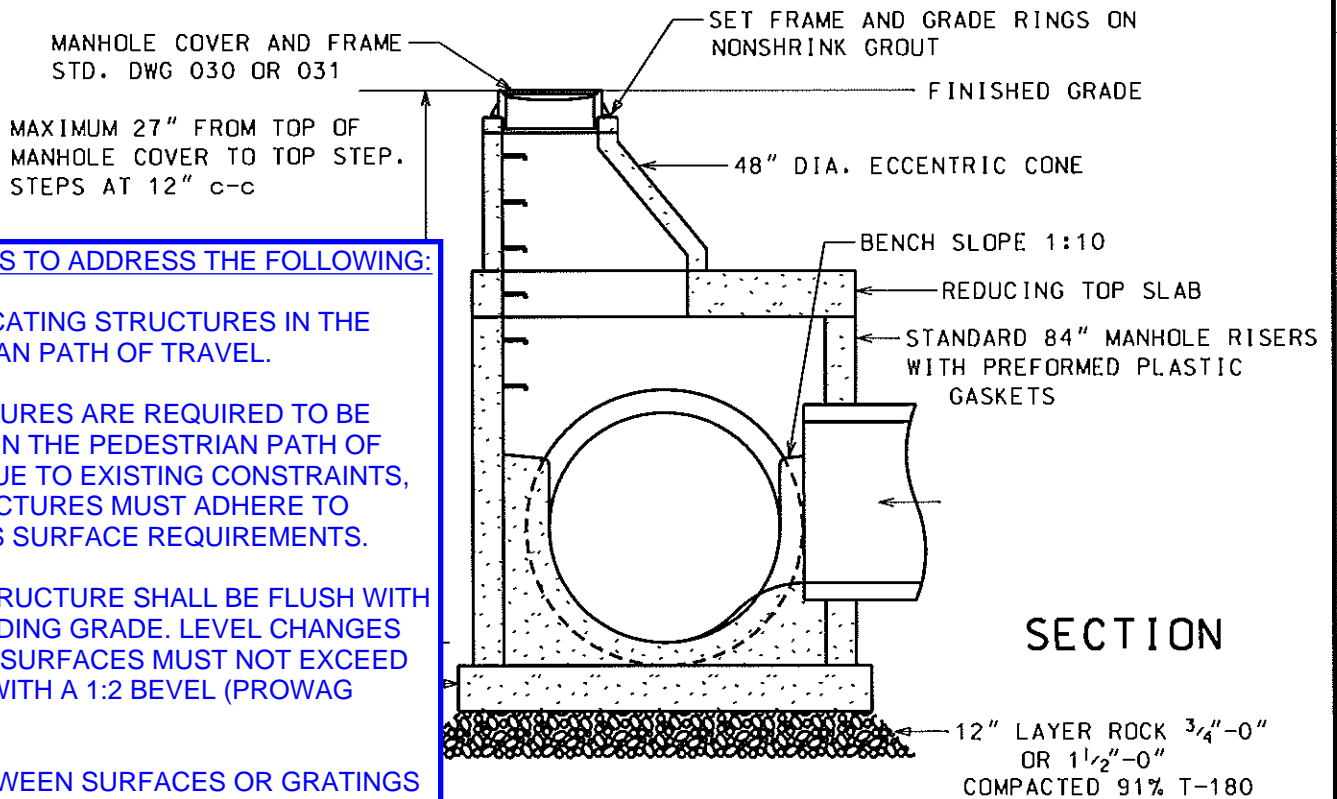
MANHOLE 72-INCH FLAT TOP	
REVISION, OR	
REVISED: 12/2001	SCALE: 1:40
VALID: 3/2003	DRAWN: D.L.
	APPROVED: K.L.H.
	DWG NO. 015

NOTES:

1. MANHOLE TO CONFORM WITH ASTM C-478
2. MAXIMUM PIPE DIAMETER WITH HORIZONTAL PIPE ANGLE CHANGE = 42", STRAIGHT THRU = 60"
3. FALL THROUGH MANHOLE = 0.20 FT
4. PLACE CONCRETE PIPE JOINT A MAXIMUM OF ONE PIPE DIAMETER FROM WALL OF MANHOLE
5. LOCATE MANHOLE COVER/FRAME AND STEPS OVER BENCH LEDGE WITH MAXIMUM DEPTH OF GRADE RINGS OF 15"
6. IN PAVEMENT PLACE MINIMUM 12" OF 3/4"-0" OR 1 1/2"-0" COMPACTED ROCK OUTSIDE RISERS



PLAN



SECTION

ADD NOTES TO ADDRESS THE FOLLOWING:

AVOID LOCATING STRUCTURES IN THE PEDESTRIAN PATH OF TRAVEL.

IF STRUCTURES ARE REQUIRED TO BE LOCATED IN THE PEDESTRIAN PATH OF TRAVEL DUE TO EXISTING CONSTRAINTS, THE STRUCTURES MUST ADHERE TO PROWAG'S SURFACE REQUIREMENTS.

RIM OF STRUCTURE SHALL BE FLUSH WITH SURROUNDING GRADE. LEVEL CHANGES BETWEEN SURFACES MUST NOT EXCEED 1/4" OR 1/2" WITH A 1:2 BEVEL (PROWAG R302.7.2).

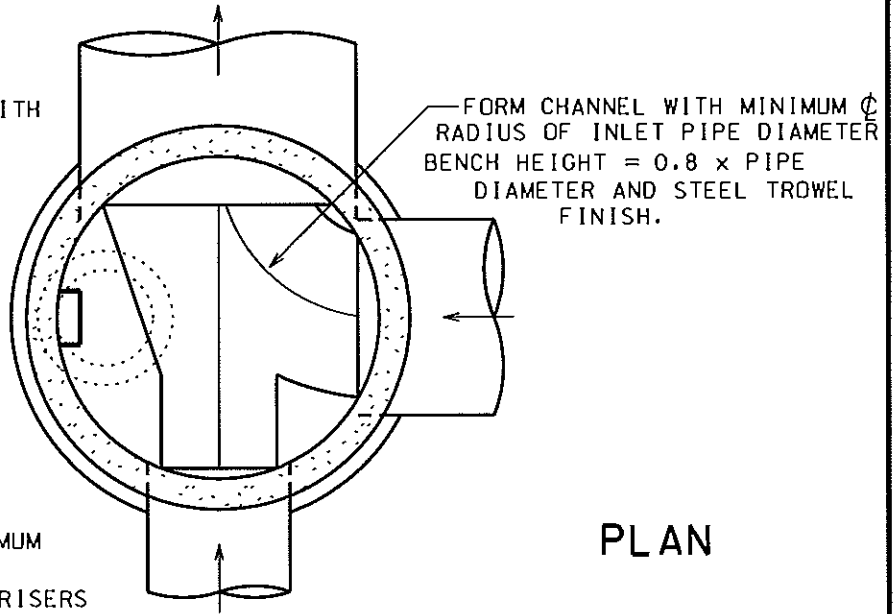
GAPS BETWEEN SURFACES OR GRATINGS MAY NOT EXCEED 1/2" (PROWAG R302.7.3).

SURFACE OF LIDS OR GRATES MUST BE FIRM, STABLE, AND SLIP RESISTANT (R302.7)

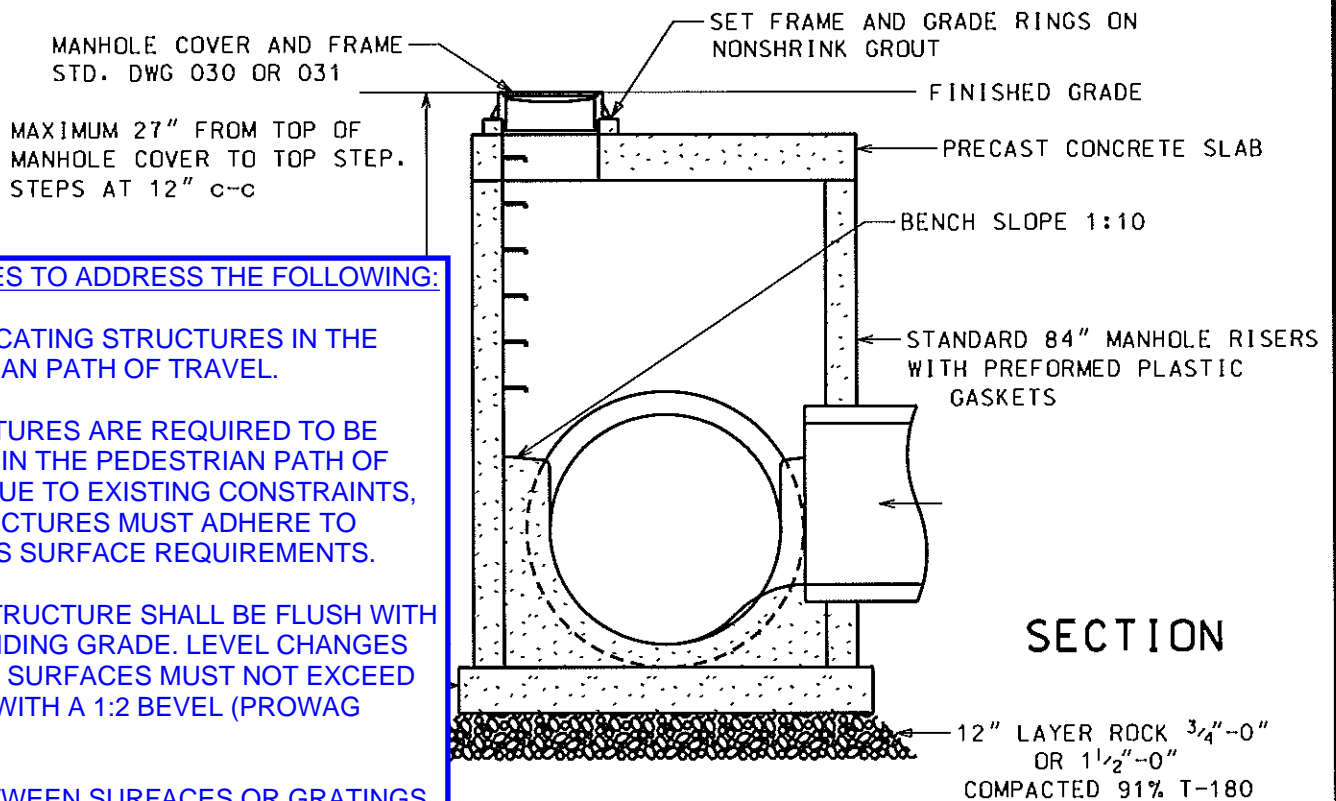
MANHOLE 84-INCH ECCENTRIC CONE TOP	
REVISION, OR	MANHOLE 84-INCH ECCENTRIC CONE TOP
REVISED: 12/2001 VALID: 3/2003	SCALE: 1:50 DRAWN: D.L. APPROVED: K.L.H.
	DWG NO. 016

NOTES:

1. MANHOLE TO CONFORM WITH ASTM C-478
2. MAXIMUM PIPE DIAMETER WITH HORIZONTAL PIPE ANGLE CHANGE = 42", STRAIGHT THRU = 60"
3. FALL THROUGH MANHOLE = 0.20 FT
4. PLACE CONCRETE PIPE JOINT A MAXIMUM OF ONE PIPE DIAMETER FROM WALL OF MANHOLE
5. LOCATE MANHOLE COVER/FRAME AND STEPS OVER BENCH LEDGE WITH MAXIMUM DEPTH OF GRADE RINGS OF 15"
6. IN PAVEMENT, PLACE MINIMUM 12" OF 3/4"-0" OR 1 1/2"-0" COMPACTED ROCK OUTSIDE RISERS



PLAN



SECTION

ADD NOTES TO ADDRESS THE FOLLOWING:

AVOID LOCATING STRUCTURES IN THE PEDESTRIAN PATH OF TRAVEL.

IF STRUCTURES ARE REQUIRED TO BE LOCATED IN THE PEDESTRIAN PATH OF TRAVEL DUE TO EXISTING CONSTRAINTS, THE STRUCTURES MUST ADHERE TO PROWAG'S SURFACE REQUIREMENTS.

RIM OF STRUCTURE SHALL BE FLUSH WITH SURROUNDING GRADE. LEVEL CHANGES BETWEEN SURFACES MUST NOT EXCEED 1/4" OR 1/2" WITH A 1:2 BEVEL (PROWAG R302.7.2).

GAPS BETWEEN SURFACES OR GRATINGS MAY NOT EXCEED 1/2" (PROWAG R302.7.3).

SURFACE OF LIDS OR GRATINGS MUST BE FIRM, STABLE, AND SLIP RESISTANT (R302.7)

N, OR

**MANHOLE
84-INCH
FLAT TOP**

REVISED: 12/2001
VAL ID: 3/2003

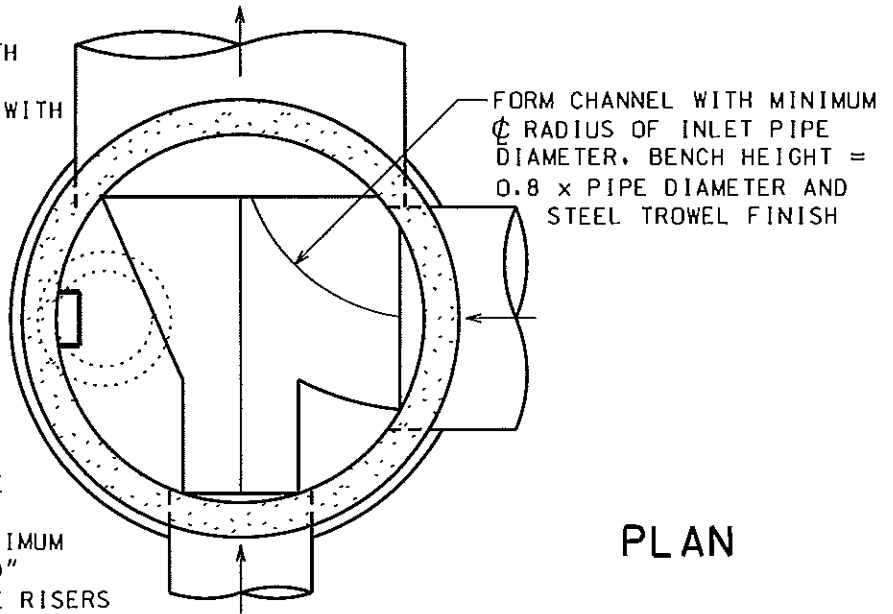
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DRAWN: D.L.
APPROVED: K.L.H.

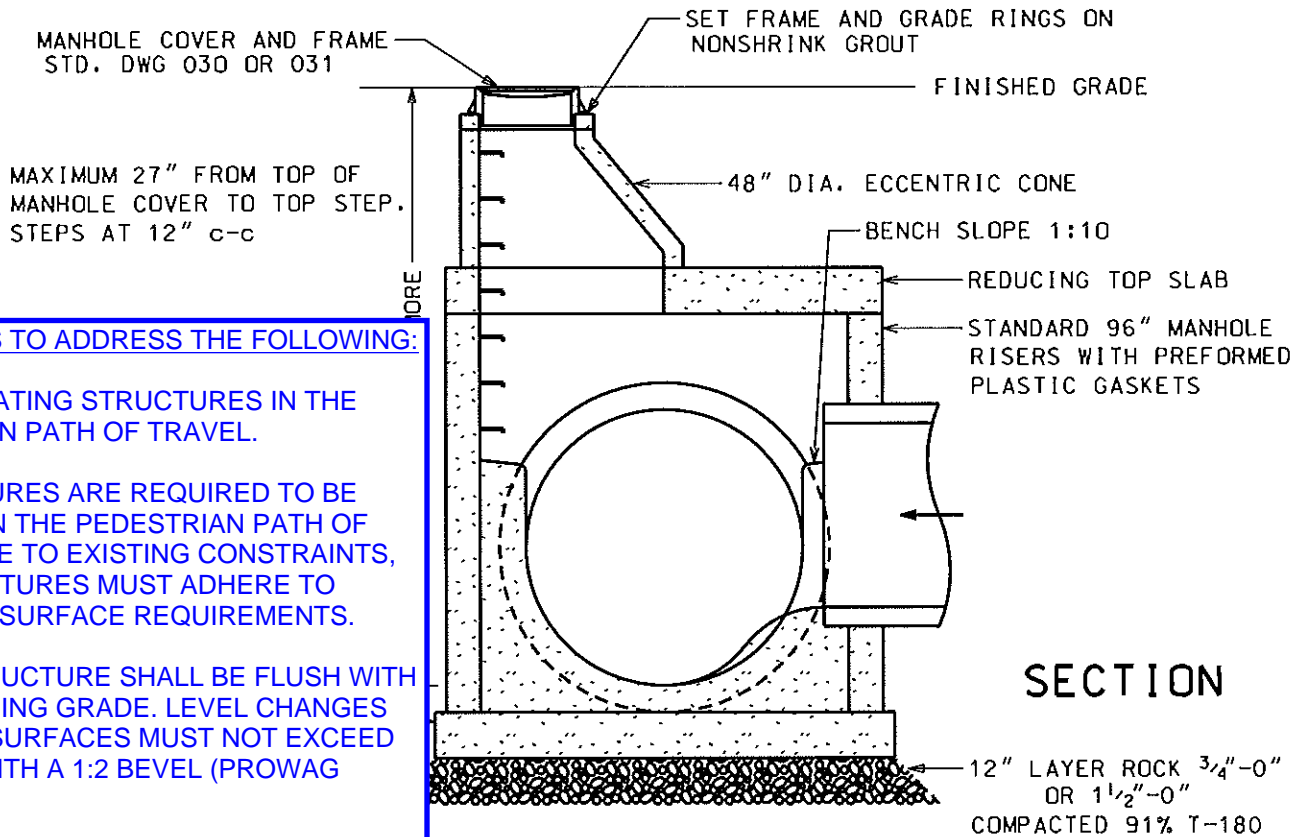
DWG NO. 017

NOTES:

1. MANHOLE TO CONFORM WITH ASTM C-478
2. MAXIMUM PIPE DIAMETER WITH HORIZONTAL PIPE ANGLE CHANGE = 48", STRAIGHT THRU = 72"
3. FALL THROUGH MANHOLE = 0.20 FT
4. PLACE CONCRETE PIPE JOINT A MAXIMUM OF ONE PIPE DIAMETER FROM WALL OF MANHOLE
5. LOCATE MANHOLE COVER/FRAME AND STEPS OVER BENCH LEDGE WITH MAXIMUM DEPTH OF GRADE RINGS OF 15"
6. IN PAVEMENT, PLACE MINIMUM 12" OF 3/4"-0" OR 1 1/2"-0" COMPACTED ROCK OUTSIDE RISERS



PLAN



SECTION

ADD NOTES TO ADDRESS THE FOLLOWING:

AVOID LOCATING STRUCTURES IN THE PEDESTRIAN PATH OF TRAVEL.

IF STRUCTURES ARE REQUIRED TO BE LOCATED IN THE PEDESTRIAN PATH OF TRAVEL DUE TO EXISTING CONSTRAINTS, THE STRUCTURES MUST ADHERE TO PROWAG'S SURFACE REQUIREMENTS.

RIM OF STRUCTURE SHALL BE FLUSH WITH SURROUNDING GRADE. LEVEL CHANGES BETWEEN SURFACES MUST NOT EXCEED 1/4" OR 1/2" WITH A 1:2 BEVEL (PROWAG R302.7.2).

GAPS BETWEEN SURFACES OR GRATINGS MAY NOT EXCEED 1/2" (PROWAG R302.7.3).

SURFACE OF LIDS OR GRATINGS MUST BE FIRM, STABLE, AND SLIP RESISTANT (R302.7)

IN, OR

**MANHOLE
96-INCH
ECCENTRIC CONE TOP**

REVISED: 12/2001
VALID ID: 3/2003

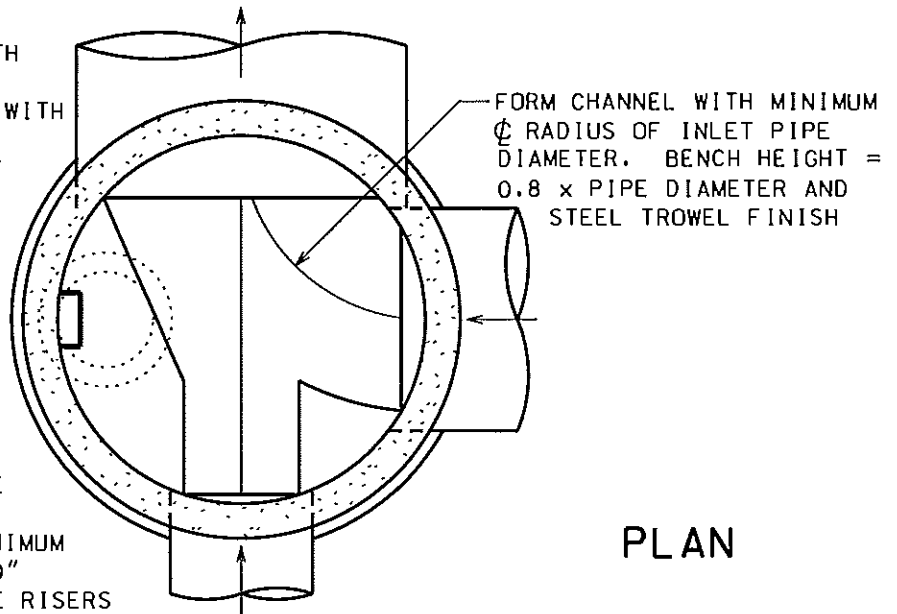
SCALE: 1:50

DRAWN: D.L.
APPROVED: K.L.H.

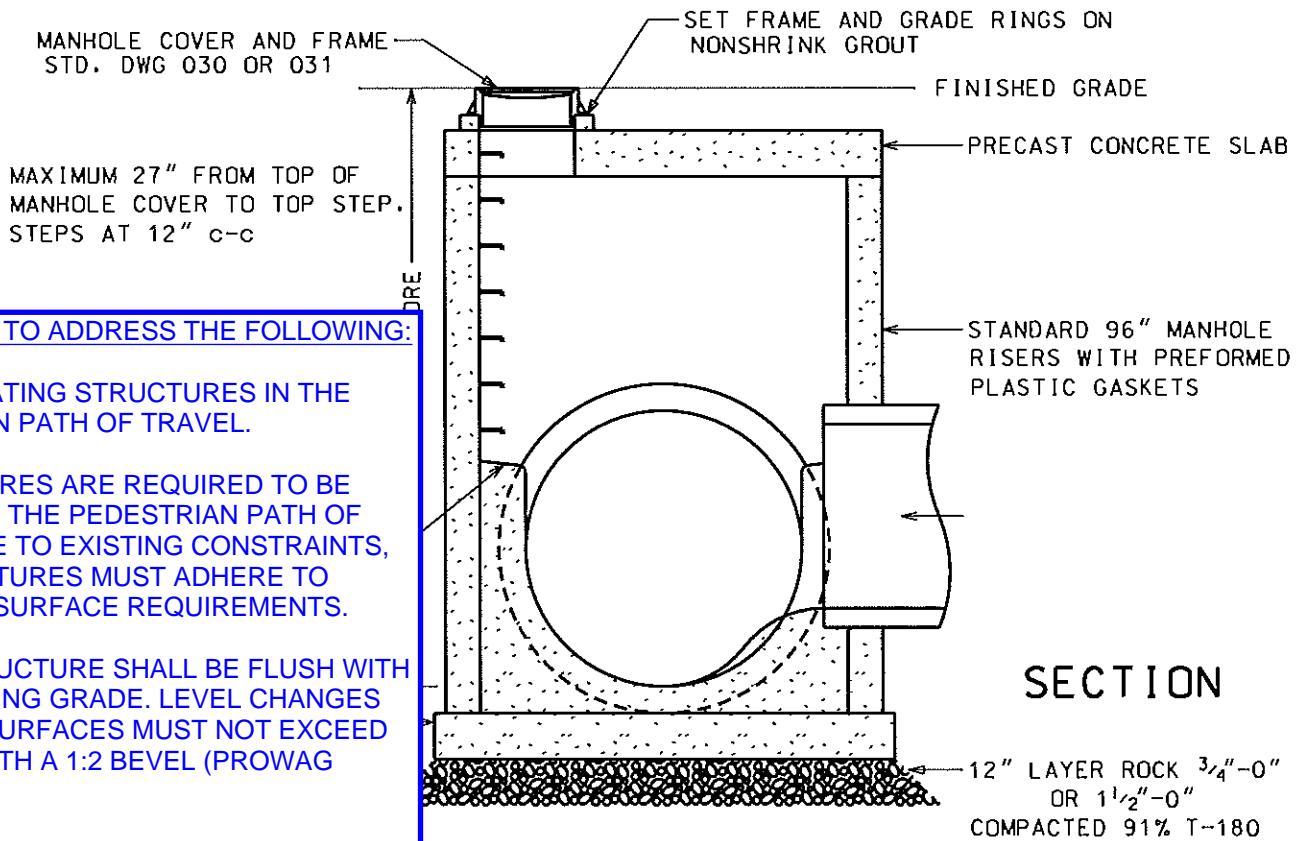
DWG NO. 018

NOTES:

1. MANHOLE TO CONFORM WITH ASTM C-478
2. MAXIMUM PIPE DIAMETER WITH HORIZONTAL PIPE ANGLE CHANGE = 48", STRAIGHT THRU = 72"
3. FALL THROUGH MANHOLE = 0.20 FT
4. PLACE CONCRETE PIPE JOINT A MAXIMUM OF ONE PIPE DIAMETER FROM WALL OF MANHOLE
5. LOCATE MANHOLE COVER/FRAME AND STEPS OVER BENCH LEDGE WITH MAXIMUM DEPTH OF GRADE RINGS OF 15"
6. IN PAVEMENT, PLACE MINIMUM 12" OF 3/4"-0" OR 1 1/2"-0" COMPACTED ROCK OUTSIDE RISERS



PLAN



SECTION

ADD NOTES TO ADDRESS THE FOLLOWING:

AVOID LOCATING STRUCTURES IN THE PEDESTRIAN PATH OF TRAVEL.

IF STRUCTURES ARE REQUIRED TO BE LOCATED IN THE PEDESTRIAN PATH OF TRAVEL DUE TO EXISTING CONSTRAINTS, THE STRUCTURES MUST ADHERE TO PROWAG'S SURFACE REQUIREMENTS.

RIM OF STRUCTURE SHALL BE FLUSH WITH SURROUNDING GRADE. LEVEL CHANGES BETWEEN SURFACES MUST NOT EXCEED 1/4" OR 1/2" WITH A 1:2 BEVEL (PROWAG R302.7.2).

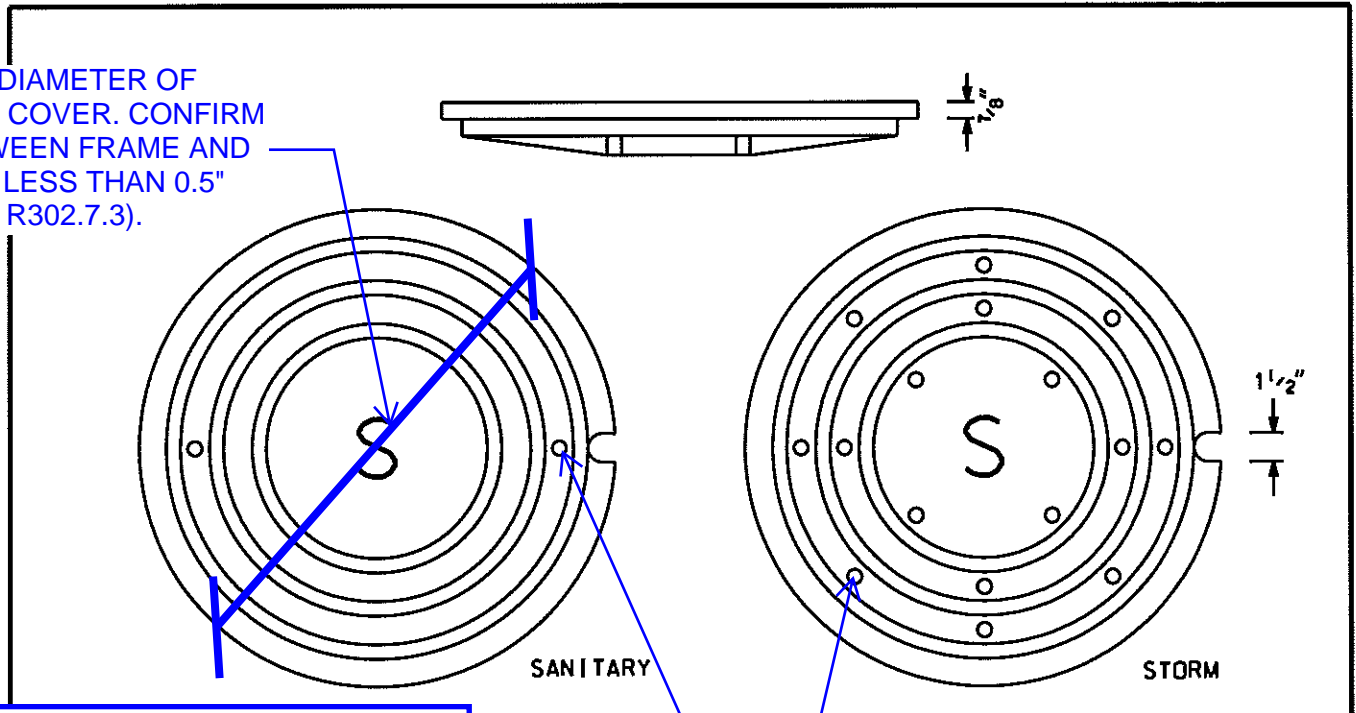
GAPS BETWEEN SURFACES OR GRATINGS MAY NOT EXCEED 1/2" (PROWAG R302.7.3).

SURFACE OF LIDS OR GRATINGS MUST BE FIRM, STABLE, AND SLIP RESISTANT (R302.7)

IN, OR	MANHOLE 96-INCH FLAT TOP
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REVISED: 12/2001 VALID: 3/2003	SCALE: 1:50	DRAWN: D.L. APPROVED: K.L.H.	DWG NO. 019
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IDENTIFY DIAMETER OF MANHOLE COVER. CONFIRM GAP BETWEEN FRAME AND COVER IS LESS THAN 0.5" (PROWAG R302.7.3).



ADD NOTES TO ADDRESS THE FOLLOWING:

AVOID LOCATING STRUCTURES IN THE PEDESTRIAN PATH OF TRAVEL.

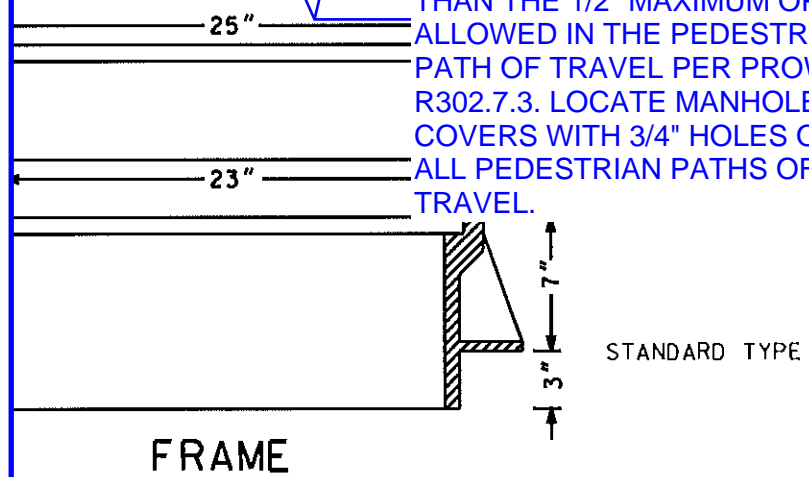
IF STRUCTURES ARE REQUIRED TO BE LOCATED IN THE PEDESTRIAN PATH OF TRAVEL DUE TO EXISTING CONSTRAINTS, THE STRUCTURES MUST ADHERE TO PROWAG'S SURFACE REQUIREMENTS.

RIM OF STRUCTURE SHALL BE FLUSH WITH SURROUNDING GRADE. LEVEL CHANGES BETWEEN SURFACES MUST NOT EXCEED 1/4" OR 1/2" WITH A 1:2 BEVEL (PROWAG R302.7.2).

GAPS BETWEEN SURFACES OR GRATINGS MAY NOT EXCEED 1/2" (PROWAG R302.7.3).


SURFACE OF LIDS OR GRATINGS MUST BE FIRM, STABLE, AND SLIP RESISTANT (R302.7)

IDENTIFY DIAMETER OF HOLES. CONSTRUCTION CODE SECTION 324.2.04 INDICATE THE DIAMETER OF THESE HOLES ARE 3/4". 3/4" DIAMETER HOLES ARE GREATER THAN THE 1/2" MAXIMUM OPENING ALLOWED IN THE PEDESTRIAN PATH OF TRAVEL PER PROWAG R302.7.3. LOCATE MANHOLE COVERS WITH 3/4" HOLES OUTSIDE ALL PEDESTRIAN PATHS OF TRAVEL.

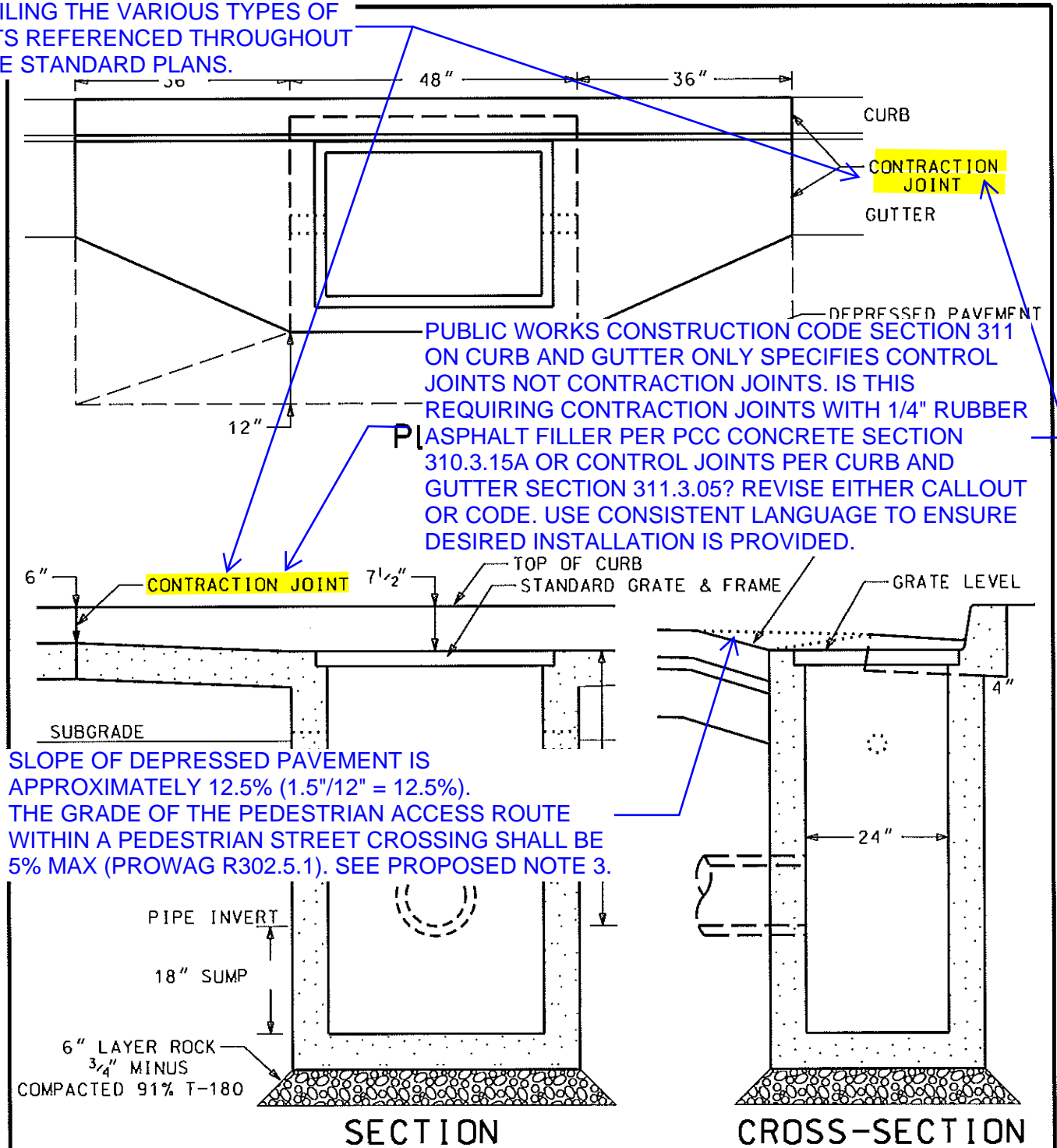


NOTES:

1. ALL ASSEMBLIES ARE TO BE RATED FOR H-20 TRAFFIC LOADING
2. COVER & FRAME SHALL BE GRAY CAST IRON ASTM A-48 CLASS 30, WITH MATCHING SURFACES MACHINED TO A TRUE BEARING
3. NOTCH LID FOR LIFTING HOOK
4. REFER TO STD DWG 031 FOR WATERTIGHT ASSEMBLY MODIFICATIONS

 CITY OF TUALATIN, OR		MANHOLE COVER AND FRAME STANDARD	
REVISED: 7/1996 VALID: 3/2003	SCALE: 1:10	DRAWN: D.L. APPROVED: K.L.H.	DWG NO. 030


PROVIDE A STANDARD DRAWING
 DETAILING THE VARIOUS TYPES OF
 JOINTS REFERENCED THROUGHOUT
 THESE STANDARD PLANS.



SLOPE OF DEPRESSED PAVEMENT IS APPROXIMATELY 12.5% ($1.5"/12" = 12.5\%$). THE GRADE OF THE PEDESTRIAN ACCESS ROUTE WITHIN A PEDESTRIAN STREET CROSSING SHALL BE 5% MAX (PROWAG R302.5.1). SEE PROPOSED NOTE 3.

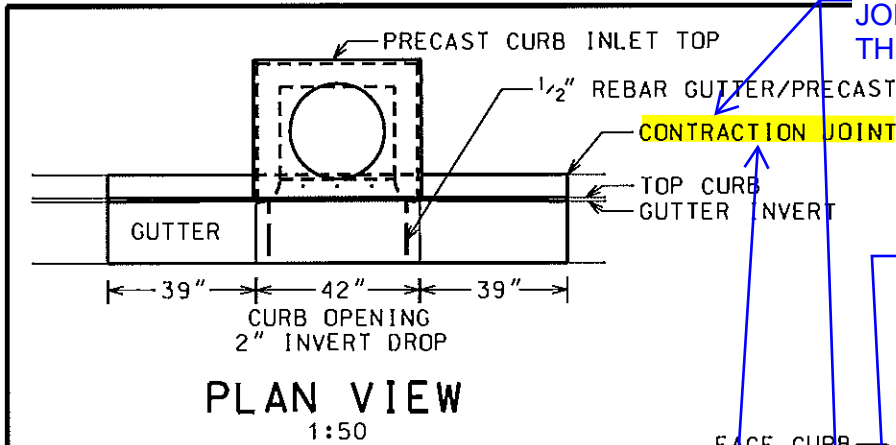
NOTES:

1. SEE STD DWG 050 FOR STANDARD GRATE AND FRAME
2. SHALL BE CAST-IN-PLACE, CONCRETE COMPRESSIVE STRENGTH 3300 PSI AT 28 DAYS, ENTRAINED AIR 4% - 7%.
3. DO NOT PLACE CATCH BASIN INCLUDING ASSOCIATED TAPERED GUTTER AND DEPRESSED PAVEMENT IN SIDEWALKS, CROSS-WALKS (MARKED OR UNMARKED) OR OTHER PEDESTRIAN PATH OF TRAVEL.

 CITY OF TUALATIN, OR	36-INCH GUTTER GRATE INLET		
	REVISED: 11/2004 VALID: 3/2003	SCALE: 1:25	DRAWN: D.L. APPROVED: K.L.H.

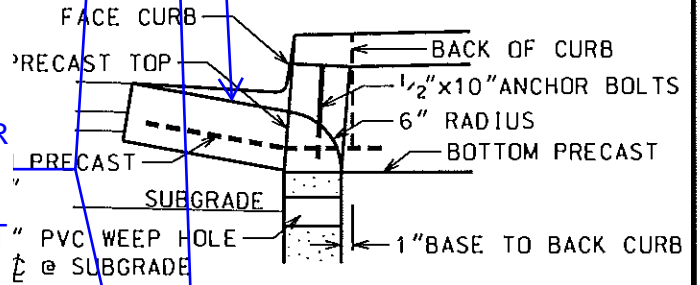
PROVIDE A STANDARD DRAWING
 DETAILING THE VARIOUS TYPES OF
 JOINTS REFERENCED THROUGHOUT
 THESE STANDARD PLANS.

SLOPE OF GUTTER IS
 APPROXIMATELY 12.5%
 (2"/16" = 12.5%).
 THE GRADE OF THE
 PEDESTRIAN ACCESS
 ROUTE WITHIN A
 PEDESTRIAN STREET
 CROSSING SHALL BE 5%
 MAX (PROWAG R302.5.1).
 SEE PROPOSED NOTE 5.

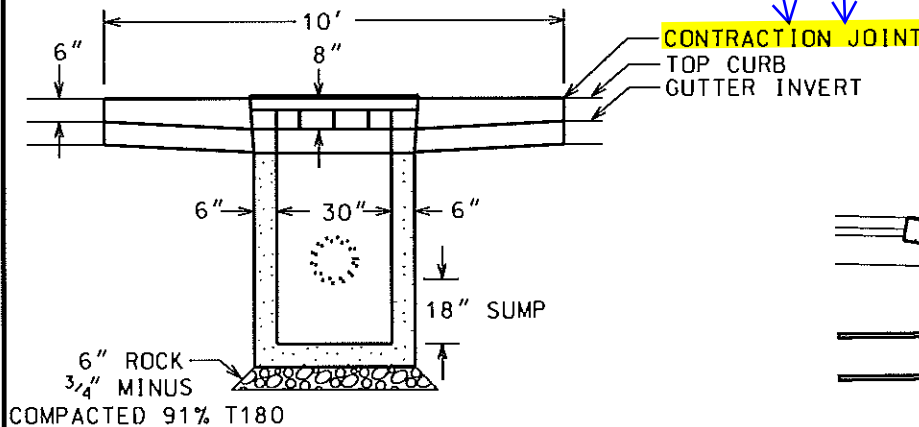


PLAN VIEW
 1:50

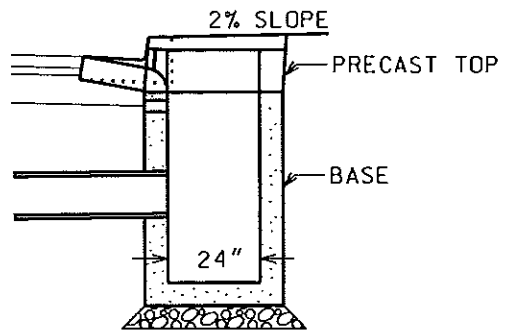
PUBLIC WORKS CONSTRUCTION CODE SECTION 311 ON CURB AND GUTTER ONLY SPECIFIES CONTROL JOINTS NOT CONTRACTION JOINTS. IS THIS REQUIRING CONTRACTION JOINTS WITH 1/4" RUBBER ASPHALT FILLER PER PCC CONCRETE SECTION 310.3.15A OR CONTROL JOINTS PER CURB AND GUTTER SECTION 311.3.05? REVISE EITHER CALLOUT OR CODE. USE CONSISTENT LANGUAGE TO ENSURE DESIRED INSTALLATION IS PROVIDED.



TOP LEFT CNR OF SECTION
 1:20



FRONT VIEW
 1:50



SECTION
 1:50

NOTES:

1. ALL FABRICATED METAL PARTS SHALL BE HOT-DIPPEO GALVANIZED AFTER FABRICATION.
2. BASE SHALL BE CAST-IN-PLACE WITH CONCRETE COMPRESSIVE STRENGTH 3300 P.S.I. AT 28 DAYS, ENTRAINED AIR 4-7%
3. PRECAST CURB INLET 30" TOP SECTION MANUFACTURED BY UTILITY VAULT MODEL No. CI-30-23FC WITH CAST IRON MANHOLE COVER
4. FOR GRADES GREATER THAN 4% USE CATCH BASIN CURB INLET 48-INCH, DWG NO. 042
5. DO NOT PLACE CATCH BASIN INCLUDING ADJACENT GUTTER SECTIONS IN CROSS-WALKS (MARKED OR UNMARKED) OR OTHER PEDESTRIAN PATH OF TRAVEL.



TUALATIN, OR

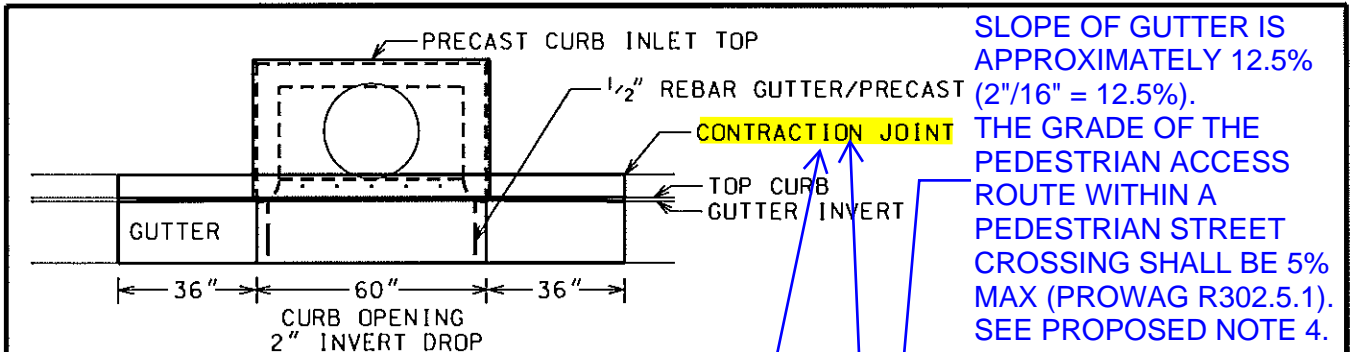
CURB INLET 30-INCH

REVISED: 11/2004
 VALID: 3/2003

SCALE: AS SHOWN

DRAWN: D.L.
 APPROVED: K.L.H.

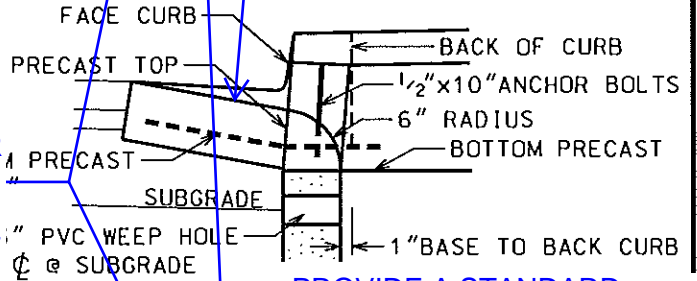
DWG NO. 041



SLOPE OF GUTTER IS APPROXIMATELY 12.5% ($2''/16'' = 12.5\%$).
 THE GRADE OF THE PEDESTRIAN ACCESS ROUTE WITHIN A PEDESTRIAN STREET CROSSING SHALL BE 5% MAX (PROWAG R302.5.1).
 SEE PROPOSED NOTE 4.

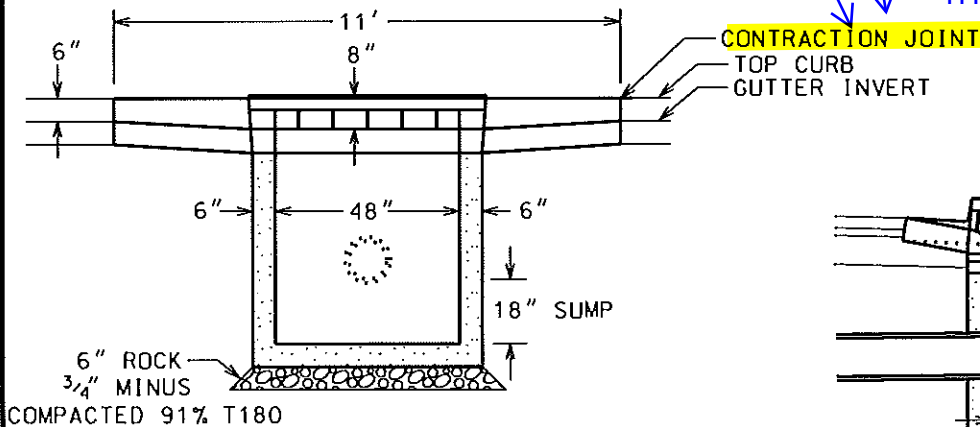
PLAN VIEW
1:50

PUBLIC WORKS CONSTRUCTION CODE SECTION 311 ON CURB AND GUTTER ONLY SPECIFIES CONTROL JOINTS NOT CONTRACTION JOINTS. IS THIS REQUIRING CONTRACTION JOINTS WITH 1/4" RUBBER ASPHALT FILLER PER PCC CONCRETE SECTION 310.3.15A OR CONTROL JOINTS PER CURB AND GUTTER SECTION 311.3.05? REVISE EITHER CALLOUT OR CODE. USE CONSISTENT LANGUAGE TO ENSURE DESIRED INSTALLATION IS PROVIDED.

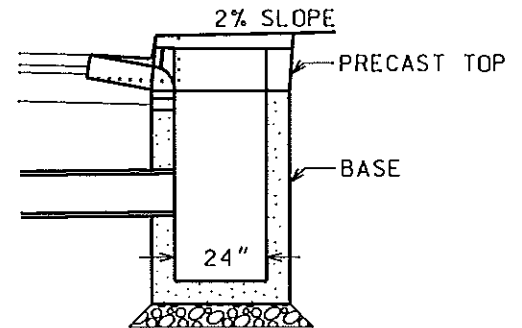


PROVIDE A STANDARD DRAWING DETAILING THE VARIOUS TYPES OF JOINTS REFERENCED THROUGHOUT THESE STANDARD PLANS.

TOP LEFT CORNER



FRONT VIEW
1:50



SECTION
1:50

NOTES:

1. ALL FABRICATED METAL PARTS SHALL BE HOT-DIPPED GALVANIZED AFTER FABRICATION.
2. BASE SHALL BE CAST-IN-PLACE WITH CONCRETE COMPRESSIVE STRENGTH 3300 P.S.I. AT 28 DAYS, ENTRAINED AIR 4%-7%
3. PRECAST CURB INLET 48" TOP SECTION MANUFACTURED BY UTILITY VAULT, MODEL No. CI-48-23FC WITH CAST IRON MANHOLE COVER
4. DO NOT PLACE CATCH BASIN INCLUDING ADJACENT GUTTER SECTIONS IN CROSS-WALKS (MARKED OR UNMARKED) OR OTHER PEDESTRIAN PATH OF TRAVEL.



CITY OF TUALATIN, OR

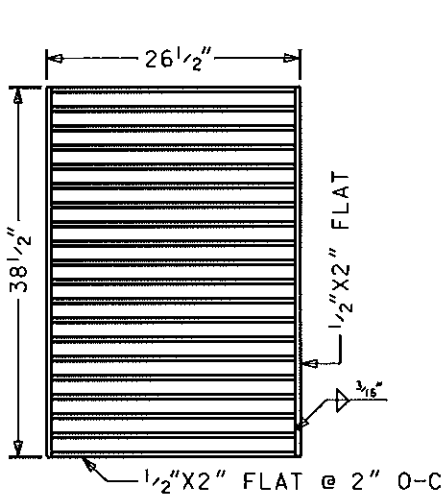
CATCH BASIN CURB INLET 48-INCH

REVISED: 11/2004
 VALID: 3/2003

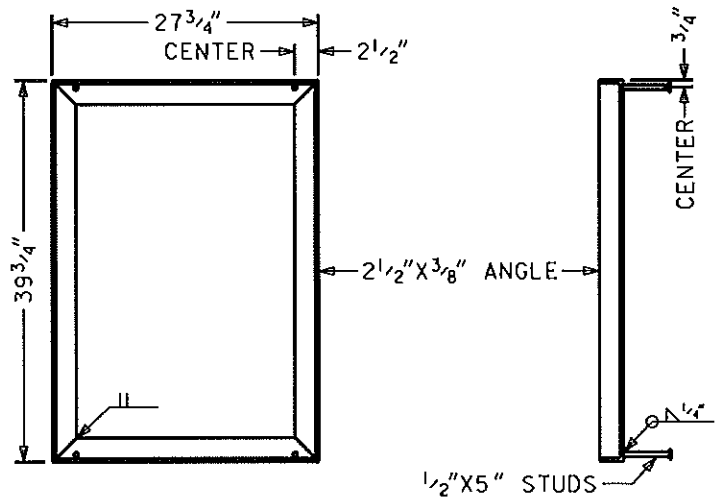
SCALE: AS SHOWN

DRAWN: D.L.
 APPROVED: K.L.H.

DWG NO. 042



GRATE

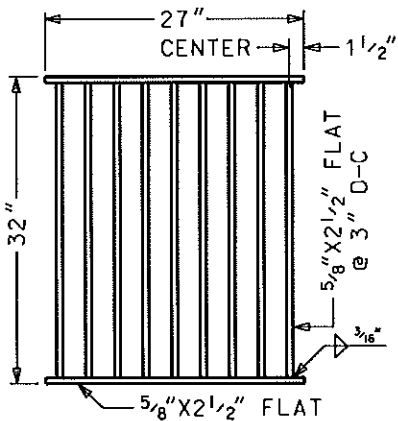


PLAN

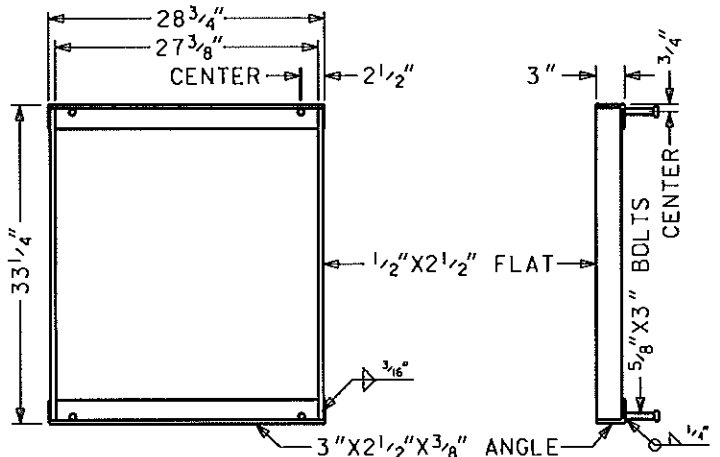
FRAME

SECTION

STANDARD



GRATE



PLAN

FRAME

SECTION

TYPE 1

NOTE:

1. ALL FLAT BARS SHALL HAVE SQUARE EDGES

ADD A NOTE TO ADDRESS THE FOLLOWING:

DO NOT INSTALL STRUCTURES WITH THESE GRATES IN ANY PEDESTRIAN PATH OF TRAVEL BECAUSE THE GAPS BETWEEN GRATINGS MAY NOT EXCEED 1/2" (PROWAG R302.7.3) AND THE SURFACE OF GRATINGS MUST BE FIRM, STABLE, AND SLIP RESISTANT (R302.7).



CITY OF TUALATIN, OR

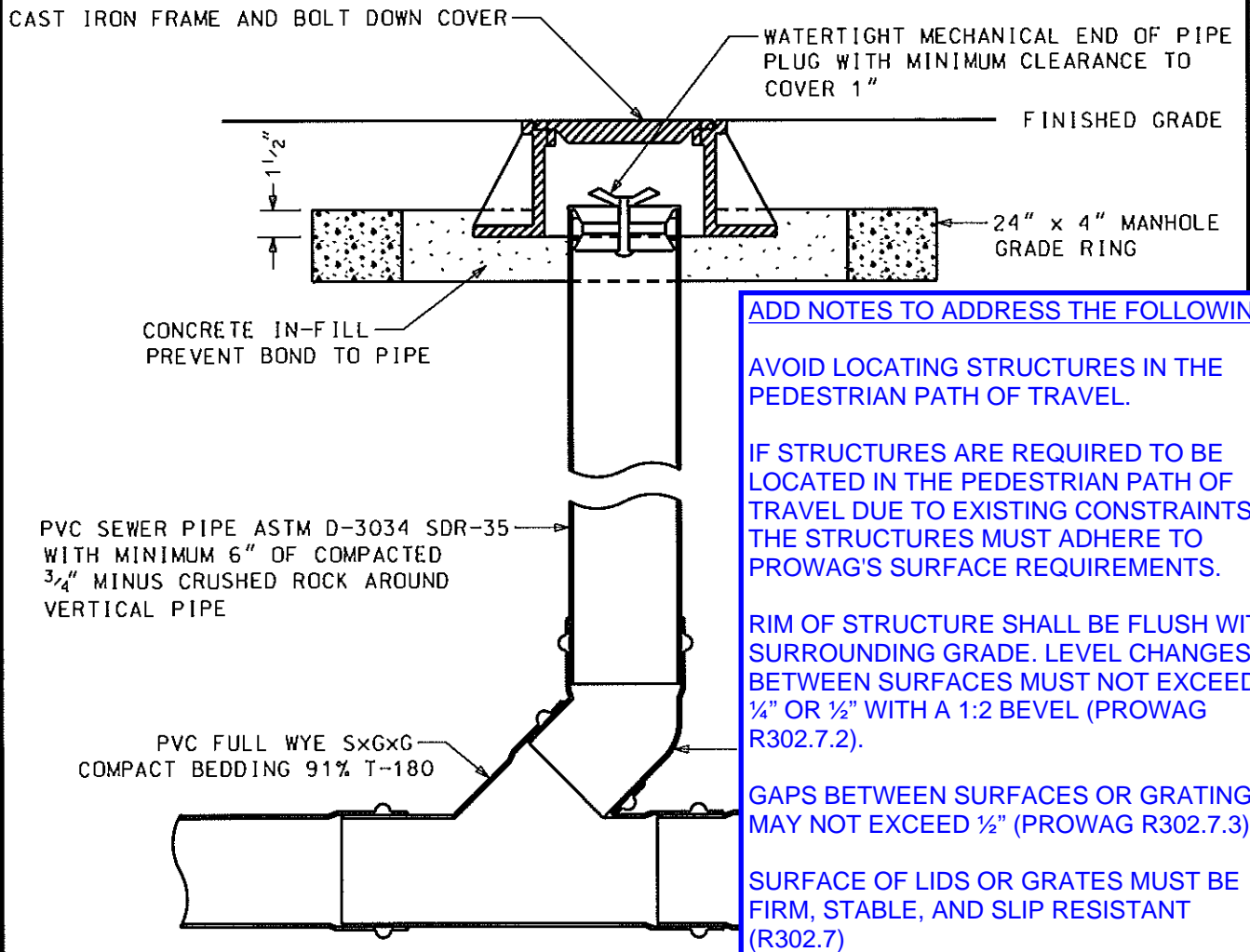
GRATE AND FRAME CATCH BASIN

REVISED: 2/2002
VALID: 3/2003

SCALE: 1:20

DRAWN: D.L.
APPROVED: K.L.H.

DWG NO. 050



⊕ SECTION

NOTE:

1. CAST IRON CLEANOUT FRAME AND BOLT DOWN COVER (TWO RECESSED STAINLESS STEEL BOLTS)
 6" PIPE - 9" ID x 6 1/2" HIGH TYPICAL OLYMPIC M1018 D/T
 8" PIPE - 11 1/2" ID x 7 5/8" HIGH TYPICAL OLYMPIC M1035 D/T



CITY OF TUALATIN, OR

SEWER CLEANOUT

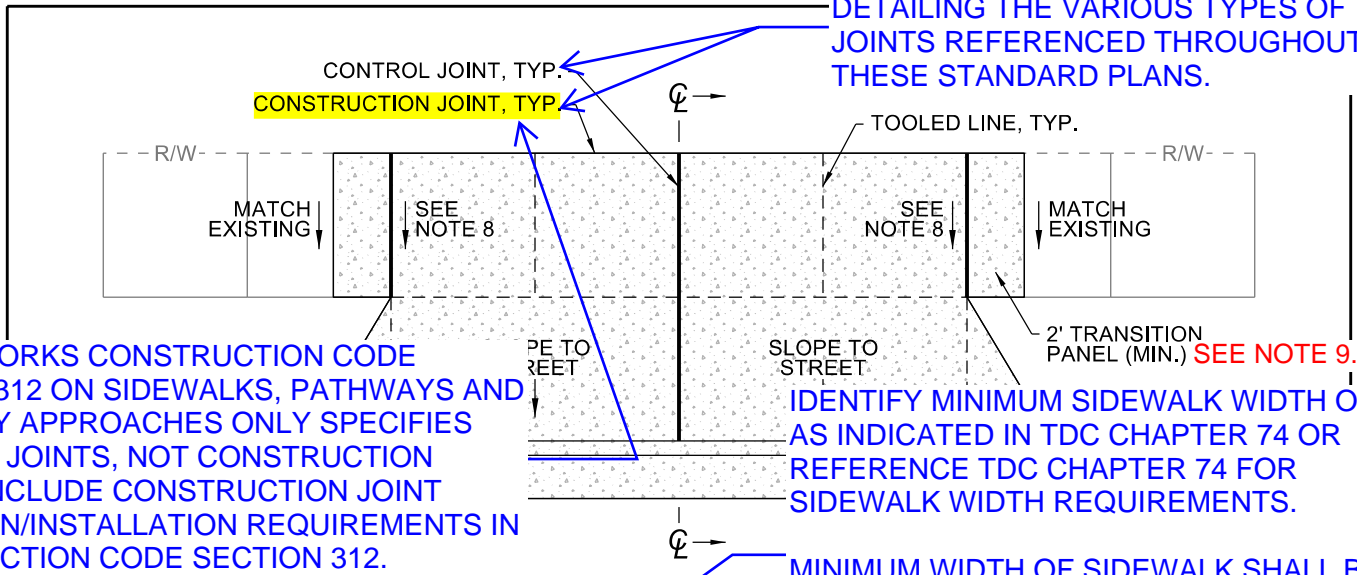
REVISED: 3/2004
 VALID: 10/2005

SCALE: 1:10

DRAWN: D.L.
 APPROVED: K.L.H.

DWG NO. 100

PROVIDE A STANDARD DRAWING DETAILING THE VARIOUS TYPES OF JOINTS REFERENCED THROUGHOUT THESE STANDARD PLANS.

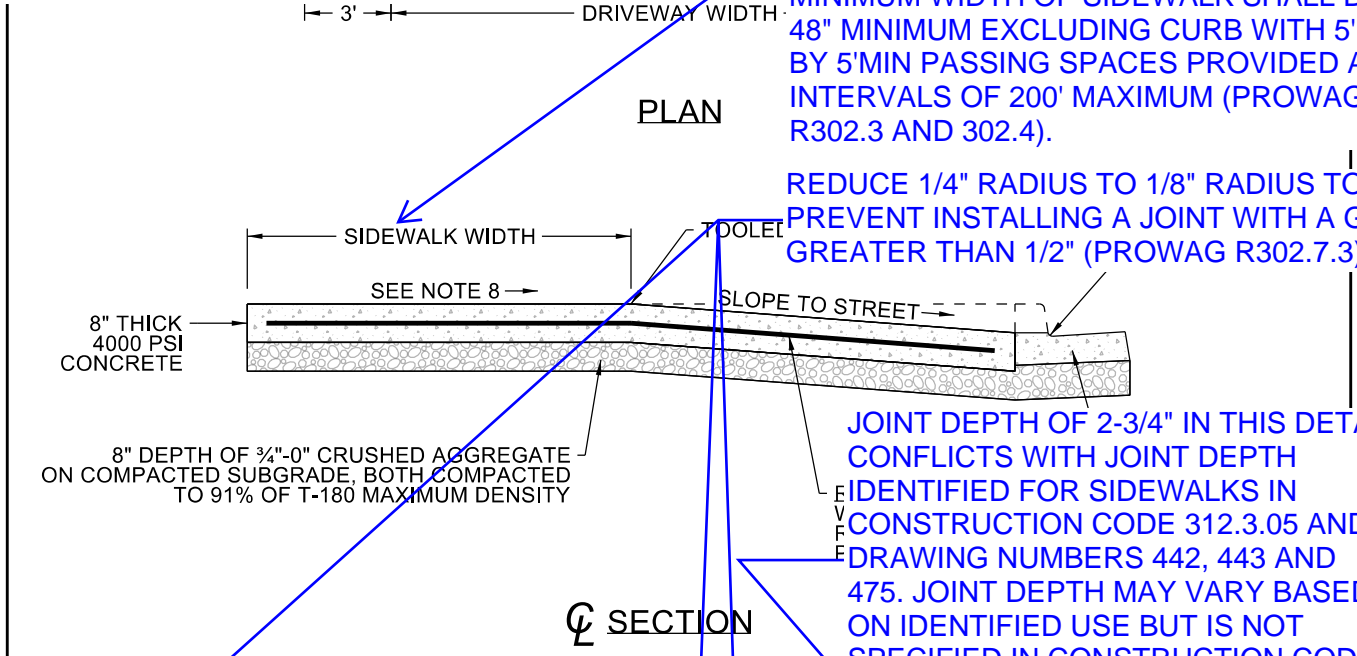


PUBLIC WORKS CONSTRUCTION CODE SECTION 312 ON SIDEWALKS, PATHWAYS AND DRIVEWAY APPROACHES ONLY SPECIFIES CONTROL JOINTS, NOT CONSTRUCTION JOINTS. INCLUDE CONSTRUCTION JOINT DEFINITION/INSTALLATION REQUIREMENTS IN CONSTRUCTION CODE SECTION 312.

IDENTIFY MINIMUM SIDEWALK WIDTH OF 5' AS INDICATED IN TDC CHAPTER 74 OR REFERENCE TDC CHAPTER 74 FOR SIDEWALK WIDTH REQUIREMENTS.

MINIMUM WIDTH OF SIDEWALK SHALL BE 48" MINIMUM EXCLUDING CURB WITH 5' MIN BY 5' MIN PASSING SPACES PROVIDED AT INTERVALS OF 200' MAXIMUM (PROWAG R302.3 AND 302.4).

REDUCE 1/4" RADIUS TO 1/8" RADIUS TO PREVENT INSTALLING A JOINT WITH A GAP GREATER THAN 1/2" (PROWAG R302.7.3)



JOINT DEPTH OF 2-3/4" IN THIS DETAIL CONFLICTS WITH JOINT DEPTH IDENTIFIED FOR SIDEWALKS IN CONSTRUCTION CODE 312.3.05 AND DRAWING NUMBERS 442, 443 AND 475. JOINT DEPTH MAY VARY BASED ON IDENTIFIED USE BUT IS NOT SPECIFIED IN CONSTRUCTION CODE FOR COMMERCIAL DRIVEWAYS.

NOTES:

- CONTROL JOINTS SHALL BE WEAKENED PLANE TYPE FORMED TO A DEPTH 2-3/4" WITH TOOLED EDGES (1/4" R EDGE, 3" FLAT) EXCEPT IN CURB AND GUTTER (1/4" R EDGE ONLY).
- TOOLED LINES ARE FOR COMESTIC PURPOSES ONLY. (1/4" R EDGE, 3" FLAT).
- FOR LOCATION AND WIDTH OF DRIVEWAYS, MEET THE REQUIREMENTS OF THE TUALATIN DEVELOPMENT CODE.
- FINISH CONCRETE APPROACH RAMP WITH BRUSH FINISH TRANSVERSE TO CENTERLINE.
- POUR APPROACH SLAB AND WINGS (BOTH 8" THICK) MONOLITHIC WITH CURB AND GUTTER IF SO DIRECTED BY ENGINEER.
- BEFORE OPENING TO TRAFFIC, ATTAIN 4,000 PSI COMPRESSIVE STRENGTH.
- REMOVE THE CURB AND GUTTER IN ITS ENTIRETY AND POUR BACK AS A MONOLITHIC POUR IF AN EXISTING CURB AND GUTTER IS MODIFIED AS PART OF A DRIVEWAY APPROACH.
- SIDEWALK CROSS SLOPE TO BE MAX 1.5% DESIGN SLOPE (2.0% MAX FINISHED SURFACE SLOPE).

9. CONSTRUCT TRANSITIONAL SEGMENTS BETWEEN NEW CONSTRUCTION AND EXISTING SIDEWALK TO THE NEAREST EXISTING SIDEWALK CONTROL JOINT (MINIMUM 2' DISTANCE). TRANSITIONAL SEGMENTS ARE INTENDED TO SMOOTHLY TRANSITION BETWEEN THE NEW SIDEWALK CROSS SLOPE AND THE EXISTING CROSS SLOPE.

CLARIFY IF NOTE 7 IS REQUIRING THE APPROACH SLAB AND WINGS TO BE MONOLITHIC WITH THE CURB AND GUTTER OR IF JUST THE CURB AND GUTTER IS MONOLITHIC.

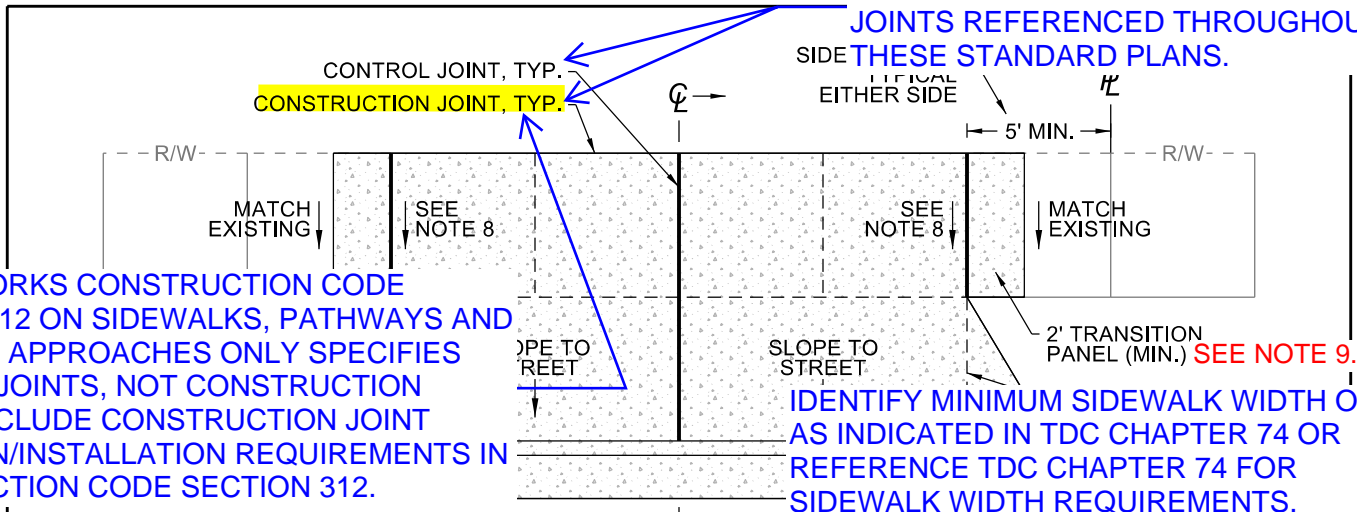
CURBSIDE PLANTER STRIP

M. PALMER
J. FUCHS

DRAWING NO:

440

PROVIDE A STANDARD DRAWING
 DETAILING THE VARIOUS TYPES OF
 JOINTS REFERENCED THROUGHOUT
 THESE STANDARD PLANS.

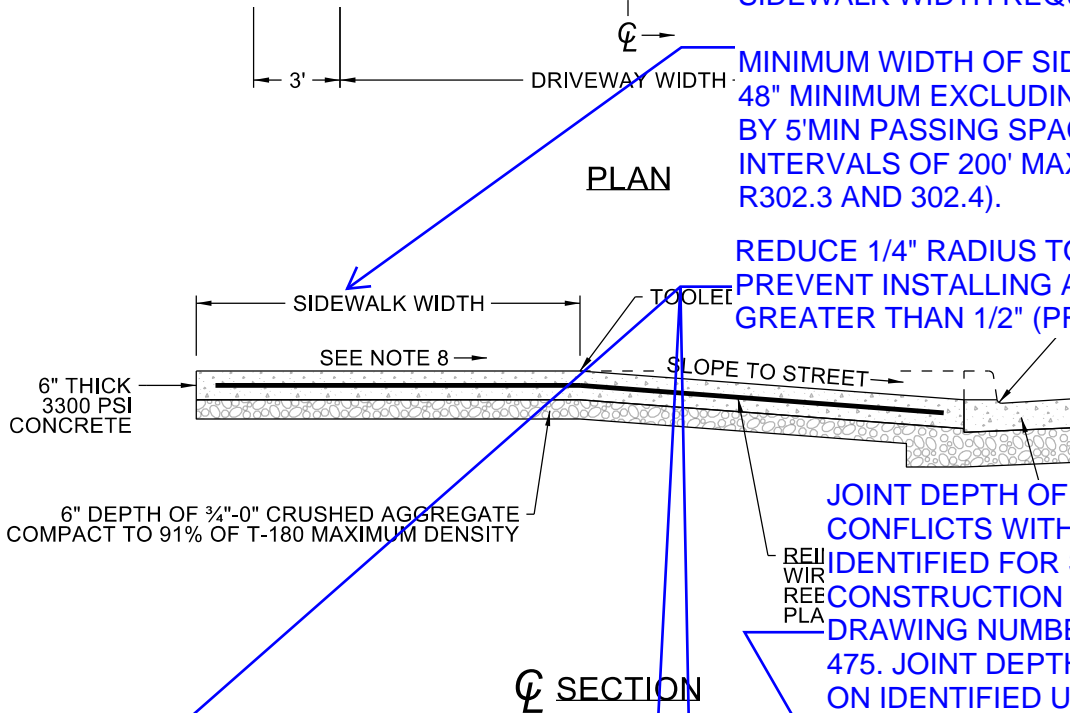


PUBLIC WORKS CONSTRUCTION CODE
 SECTION 312 ON SIDEWALKS, PATHWAYS AND
 DRIVEWAY APPROACHES ONLY SPECIFIES
 CONTROL JOINTS, NOT CONSTRUCTION
 JOINTS. INCLUDE CONSTRUCTION JOINT
 DEFINITION/INSTALLATION REQUIREMENTS IN
 CONSTRUCTION CODE SECTION 312.

IDENTIFY MINIMUM SIDEWALK WIDTH OF 5'
 AS INDICATED IN TDC CHAPTER 74 OR
 REFERENCE TDC CHAPTER 74 FOR
 SIDEWALK WIDTH REQUIREMENTS.

MINIMUM WIDTH OF SIDEWALK SHALL BE
 48" MINIMUM EXCLUDING CURB WITH 5' MIN
 BY 5' MIN PASSING SPACES PROVIDED AT
 INTERVALS OF 200' MAXIMUM (PROWAG
 R302.3 AND 302.4).

REDUCE 1/4" RADIUS TO 1/8" RADIUS TO
 PREVENT INSTALLING A JOINT WITH A GAP
 GREATER THAN 1/2" (PROWAG R302.7.3)



JOINT DEPTH OF 2" IN THIS DETAIL
 CONFLICTS WITH JOINT DEPTH
 IDENTIFIED FOR SIDEWALKS IN
 CONSTRUCTION CODE 312.3.05 AND
 DRAWING NUMBERS 440, 441 AND
 475. JOINT DEPTH MAY VARY BASED
 ON IDENTIFIED USE BUT IS NOT
 SPECIFIED IN CONSTRUCTION CODE
 FOR RESIDENTIAL DRIVEWAYS.

NOTES:

- CONTROL JOINTS SHALL BE WEAKENED PLANE TYPE FORMED TO A DEPTH 2" WITH TOOLED EDGES (1/4" R EDGE, 3" FLAT) EXCEPT IN CURB AND GUTTER (1/4" R EDGE ONLY). NO MESH ACROSS CONTROL JOINTS.
- TOOLED LINES ARE FOR COMESTIC PURPOSES ONLY. (1/4" R EDGE, 3" FLAT).
- FOR LOCATION AND WIDTH OF DRIVEWAYS, MEET THE REQUIREMENTS OF THE TUALATIN DEVELOPMENT CODE.
- FINISH CONCRETE APPROACH RAMP WITH BRUSH FINISH TRANSVERSE TO CENTERLINE.
- POUR APPROACH SLAB AND WINGS (BOTH 6" THICK) MONOLITHIC WITH CURB AND GUTTER IF SO DIRECTED BY ENGINEER.
- BEFORE OPENING TO TRAFFIC, ATTAIN 3,300 PSI COMPRESSIVE STRENGTH.
- REMOVE THE CURB AND GUTTER IN ITS ENTIRETY AND POUR BACK AS A MONOLITHIC POUR IF AN EXISTING CURB AND GUTTER IS MODIFIED AS PART OF A DRIVEWAY APPROACH.
- SIDEWALK CROSS SLOPE TO BE MAX 1.5% DESIGN SLOPE (2.0% MAX FINISHED SURFACE SLOPE).

9. CONSTRUCT TRANSITIONAL SEGMENTS BETWEEN NEW CONSTRUCTION AND EXISTING SIDEWALK TO THE NEAREST EXISTING SIDEWALK CONTROL JOINT (MINIMUM 2' DISTANCE). TRANSITIONAL SEGMENTS ARE INTENDED TO SMOOTHLY TRANSITION BETWEEN THE NEW SIDEWALK CROSS SLOPE AND THE EXISTING CROSS SLOPE.

CLARIFY IF NOTE 7 IS REQUIRING THE APPROACH SLAB AND WINGS TO BE MONOLITHIC WITH THE CURB AND GUTTER OR IF JUST THE CURB AND GUTTER IS MONOLITHIC.

CURBSIDE PLANTER STRIP

M. PALMER
 J. FUCHS

DRAWING NO.:

442

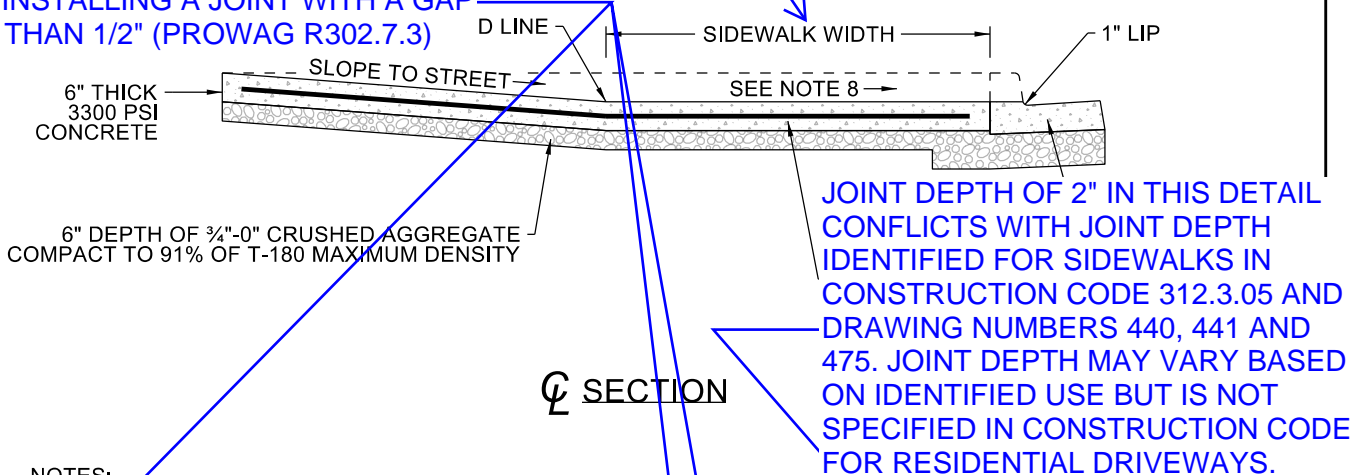
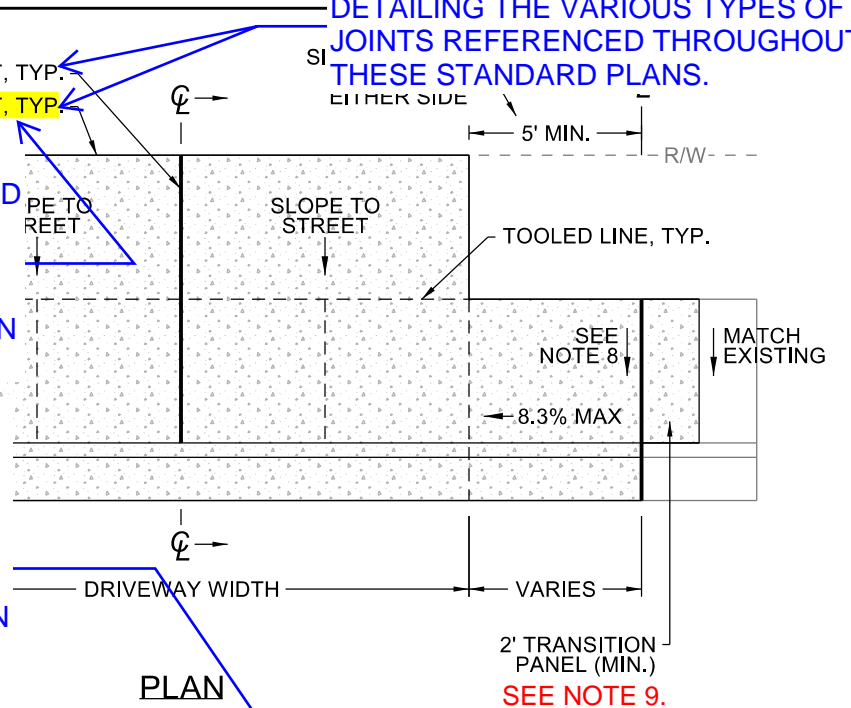
PROVIDE A STANDARD DRAWING
 DETAILING THE VARIOUS TYPES OF
 JOINTS REFERENCED THROUGHOUT
 THESE STANDARD PLANS.

PUBLIC WORKS CONSTRUCTION CODE
 SECTION 312 ON SIDEWALKS, PATHWAYS AND
 DRIVEWAY APPROACHES ONLY SPECIFIES
 CONTROL JOINTS, NOT CONSTRUCTION
 JOINTS. INCLUDE CONSTRUCTION JOINT
 DEFINITION/INSTALLATION REQUIREMENTS IN
 CONSTRUCTION CODE SECTION 312.

IDENTIFY MINIMUM SIDEWALK WIDTH OF 5'
 AS INDICATED IN TDC CHAPTER 74 OR
 REFERENCE TDC CHAPTER 74 FOR
 SIDEWALK WIDTH REQUIREMENTS.

MINIMUM WIDTH OF SIDEWALK SHALL BE
 48" MINIMUM EXCLUDING CURB WITH 5' MIN
 BY 5' MIN PASSING SPACES PROVIDED AT
 INTERVALS OF 200' MAXIMUM (PROWAG
 R302.3 AND 302.4).

REDUCE 1/4" RADIUS TO 1/8" RADIUS TO
 PREVENT INSTALLING A JOINT WITH A GAP
 GREATER THAN 1/2" (PROWAG R302.7.3)



NOTES:

- CONTROL JOINTS SHALL BE WEAKENED PLANE TYPE FORMED TO A DEPTH (2") WITH TOOLED EDGES (1/4" R EDGE, 3" FLAT) EXCEPT IN CURB AND GUTTER (1/4" R EDGE ONLY). NO MESH ACROSS CONTROL JOINTS.
- TOOLED LINES ARE FOR COMESTIC PURPOSES ONLY (1/4" R EDGE, 3" FLAT).
- FOR LOCATION AND WIDTH OF DRIVEWAYS, MEET THE REQUIREMENTS OF THE TUALATIN DEVELOPMENT CODE.
- FINISH CONCRETE APPROACH RAMP WITH BRUSH FINISH TRANSVERSE TO CENTERLINE.
- POUR APPROACH SLAB AND RAMPS (BOTH 6" THICK) MONOLITHIC WITH CURB AND GUTTER IF SO DIRECTED BY ENGINEER.
- BEFORE OPENING TO TRAFFIC, ATTAIN 3,300 PSI COMPRESSIVE STRENGTH.
- REMOVE THE CURB AND GUTTER IN ITS ENTIRETY AND POUR BACK AS A MONOLITHIC POUR IF AN EXISTING CURB AND GUTTER IS MODIFIED AS PART OF A DRIVEWAY APPROACH.
- SIDEWALK CROSS SLOPE TO BE MAX 1.5% DESIGN SLOPE (2.0% MAX FINISHED SURFACE SLOPE).

9. CONSTRUCT TRANSITIONAL SEGMENTS BETWEEN NEW CONSTRUCTION AND EXISTING SIDEWALK TO THE NEAREST EXISTING SIDEWALK CONTROL JOINT (MINIMUM 2' DISTANCE). TRANSITIONAL SEGMENTS ARE INTENDED TO SMOOTHLY TRANSITION BETWEEN THE NEW SIDEWALK CROSS SLOPE AND THE EXISTING CROSS SLOPE.

CLARIFY IF NOTE 7 IS REQUIRING THE APPROACH SLAB AND WINGS TO BE MONOLITHIC WITH THE CURB AND GUTTER OR IF JUST THE CURB AND GUTTER IS MONOLITHIC.

CURBSIDE SIDEWALK

M. PALMER
 J. FUCHS

DRAWING NO:

443

PLOT TIME: 9:14:30 AM

PLOT DATE: 11/22/2016

FILENAME: GE

GENERAL NOTES FOR ALL CURB RAMP DETAILS:

1. ALTERNATIVE ENGINEERED CURB RAMP DESIGNS THAT MEET ALL REQUIREMENTS OF THE UNITED STATES ACCESS BOARD ~~PROPOSED PUBLIC RIGHTS OF WAY ACCESSIBILITY GUIDELINES~~ (PROWAG) MAY BE USED IF APPROVED BY THE CITY ENGINEER. ← PROPOSED ACCESSIBILITY GUIDELINES FOR PEDESTRIAN FACILITIES IN THE PUBLIC RIGHT-OF-WAY
 2. MEET THE REQUIREMENTS OF PROWAG. GENERAL NOTES AND DETAILS ARE PROVIDED TO CONVEY MINIMUM REQUIREMENTS TO MEET PROWAG FOR DESIGN AND CONSTRUCTION OF ADA RAMPS. EACH PROJECT REQUIRES A DESIGN BY A STATE OF OREGON LICENSED ENGINEER. ↑ CURB
 3. SEE DWG. NO. 470 & 471 FOR CURB DETAILS. SEE DWG. NO. 475 FOR SIDEWALK DETAILS.
 4. CONSTRUCT TURNING SPACE/LANDING WITH 1.5% MAX. SLOPE IN THE DIRECTION OF TRAVEL AND PERPENDICULAR TO THE DIRECTION OF TRAVEL. SLOPE TURNING/LANDING SPACE TO DRAIN TOWARDS STREET UNLESS OTHERWISE NOTED.
 5. PROVIDE **EDGED JOINTS** AT ALL SIDEWALK RAMP SLOPE BREAK LINES.
 6. FOR THE PURPOSE OF THESE DRAWINGS, A CURB RAMP IS CONSIDERED "PERPENDICULAR" IF THE ANGLE BETWEEN THE LONGITUDINAL AXIS OF THE RAMP AND A LINE TANGENT TO THE CURB AT THE RAMP CENTER IS 75 DEGREES OR GREATER.
 7. SIDEWALK CURB RAMP SLOPES SHOWN ARE RELATIVE TO THE TRUE LEVEL HORIZON (ZERO BUBBLE). VERIFY ALL SLOPES USING A CALIBRATED SMART LEVEL.
 8. PLACE TRUNCATED DOME DETECTABLE WARNING SURFACE IN THE LOWER 2' ADJACENT TO TRAFFIC OF THE THROAT OF THE RAMP ONLY. SEE DWG. NO. 464 FOR TRUNCATED DOME PATTERN AND AND DETAIL. AT CURB RAMPS PER DWG. NO. 461, 462 & 463.
 9. LOCATE THE RAMP WIDTH EXCLUDING FLARED SIDES COMPLETELY WITHIN THE LEGAL CROSSWALK LIMITS. SEE DWG. NO. 464 IF A SINGLE SHARED DIAGONAL PERPENDICULAR RAMP IS INSTALLED, THE RAMP SHALL HAVE A SEGMENT OF CURB 24" LONG MINIMUM ON EACH SIDE OF THE CURB RAMP INCLUDING FLARED SIDES WITHIN A MARKED CROSSING.
 10. CONSTRUCT RAMP FLARED SIDES 9.0% MAX SLOPE (10.0% MAX. FINISHED SURFACE SLOPE) MEASURED PARALLEL TO THE CURBLINE, WHEN IN THE PEDESTRIAN CIRCULATION PATH. 4.0% MAX.
 11. COUNTER SLOPE FOR STREETS, GUTTERS, AND TRANSITIONS, AT THE FOOT OF THE CURB RAMP IS ~~5.0% MAX.~~ 4.0% MAX. REDUCE MAX SLOPE TO ALLOW FOR CONSTRUCTION TOLERANCE.
 12. CONSTRUCT TRANSITIONAL SEGMENTS BETWEEN NEW CONSTRUCTION AND EXISTING SIDEWALK TO THE NEAREST SIDEWALK CONTROL JOINT (MINIMUM 2' DISTANCE). TRANSITIONAL SEGMENTS ARE INTENDED TO SMOOTHLY TRANSITION BETWEEN THE NEW RAMP AND SIDEWALK CROSS SLOPE AND THE EXISTING CROSS SLOPE. SECTIONS R209, R306.2, R306.3.2, R306.5, R403 AND R404 WITH OREGON SUPPLEMENTS
 13. REFER TO PROWAG ~~SECTION R409~~ OPERABLE PARTS AND MUTCD (CHAPTER 4) FOR PEDESTRIAN SIGNAL REQUIREMENTS.
 14. CONSTRUCT RAMPS WITH A RUNNING SLOPE BETWEEN 5.0% ↓ MIN TO 7.5% MAXIMUM (8.3% ↓ MAX FINISHED SURFACE). MEET RUNNING SLOPE REQUIREMENTS FOR UP TO 15.0'. RUNNING SLOPE FOR THAT PORTION OF RAMP LONGER THAN 15.0' MAY EXCEED 7.5% MAX. (8.3% MAX FINISHED SURFACE) TO MATCH SIDEWALK GRADE AS APPROVED BY THE CITY ENGINEER. ← ADD WORDING IF PERPENDICULAR RAMP, TURNING SPACE AT TOP OF 15' RAMP IS STILL REQUIRED.
- ADD THE FOLLOWING NOTES AFTER GENERAL NOTE 2 AND RENUMBER ACCORDINGLY:
3. TWO CURB RAMPS SHALL BE INSTALLED AT EACH CORNER UNLESS OTHERWISE DIRECTED BY ENGINEER. SHARED DIAGONAL PERPENDICULAR RAMPS SHALL NOT BE INSTALLED UNLESS ALL OTHER DESIGN OPTIONS ARE UNABLE TO BE CONSTRUCTED DUE TO EXISTING SITE CONSTRAINTS.
 4. CURB RAMP SHALL BE CONSTRUCTED WITH COMPANION RAMP ON OPPOSITE SIDE OF THE ROADWAY WHERE NO RAMP IS PROVIDED UNLESS OTHERWISE DIRECTED BY ENGINEER.

PUBLIC WORKS CONSTRUCTION CODE SECTION 312 ON SIDEWALKS, PATHWAYS AND DRIVEWAY APPROACHES ONLY SPECIFIES CONTROL JOINTS, NOT EDGE JOINTS. INCLUDE EDGE JOINT DEFINITION/INSTALLATION REQUIREMENTS IN CONSTRUCTION CODE SECTION 312. PROVIDE A STANDARD DRAWING DETAILING THE VARIOUS TYPES OF JOINTS REFERENCED THROUGHOUT THESE STANDARD PLANS.

ADD THE FOLLOWING INFORMATION TO NOTE 10:
THE INSTALLATION OF CURBED EDGES ARE NOT REQUIRED BUT MAY BE USED IN LIEU OF FLARED SIDES AT THE SIDES OF CURB RAMPS WHERE THE ADJACENT SURFACE IS LANDSCAPED OR OTHERWISE NOT USABLE BY PEDESTRIANS.

MOVE REFERENCE TO CURB DETAILS FROM NOTE 3 TO NOTE 11 AND ADD THE FOLLOWING INFORMATION TO NOTE 11:
GUTTER PAN SLOPE IN FRONT OF DETECTABLE WARNING SURFACE SHALL NOT EXCEED 1/2" OF DEPTH FOR EACH 16" OF WIDTH. TRANSITION GUTTER PAN SLOPE FROM 1/2" OF DEPTH FOR EACH 16" OF WIDTH TO MATCH TYPICAL GUTTER PAN SLOPE PER DRAWING NO 470 FOR X' ON EITHER SIDE OF DETECTABLE WARNING. SHOW GUTTER SLOPE TRANSITION ON DRAWINGS 461, 462 AND 463.



ADA CURB RAMP ~~ADA RAMP~~ GENERAL NOTES

REVISED:	11/22/2016	DRAFTED BY:	S. ATWOOD
EFFECTIVE:	12/31/2016	APPROVED BY:	D. HIPPENSTIEL

DRAWING NO: 460

NOTE: SEE DWG. NO. 460 FOR GENERAL NOTES.

IS THIS MIN 3' IDENTIFYING A MINIMUM CURB LENGTH OR HEIGHT? DOES THIS DETAIL ALLOW THE CURB TO COME TO AN EDGE SO THAT THE FACE OF CURB IS TRIANGULAR IN SHAPE INSTEAD OF TRAPEZOIDAL? RECOMMEND 1' MINIMUM CURB LENGTH BETWEEN WINGS, OTHERWISE, CONCRETE MAY BREAK, CRACK OR UNRAVEL?

SHOW CLEAR SPACES AND ADD A CALLOUT IDENTIFYING CLEAR SPACE REQUIREMENTS PER DWG. NO. 464.

DTH (NEW 5' MIN., ALTERATIONS 4' MIN.).

BREAKS ONLY AT TOP AND BOTTOM OF RAMP AND PERPENDICULAR TO THE DIRECTION OF TRAVEL.

FLARED SIDE (TYP.) MAX. SLOPES 9.0% (10.0% FINISHED SURFACE SLOPE)(SEE GENERAL NOTE 10)

PLOT DATE: 11/22/2016

MATCH EXISTING

MIN. 3" CURB EXPOSURE

UCT TRUNCATED DOME DETECTABLE SURFACE (TYP.) THE FULL WIDTH RAMP (EXCLUDING FLARED SIDES). (SEE G. 464 FOR DETAILS.)

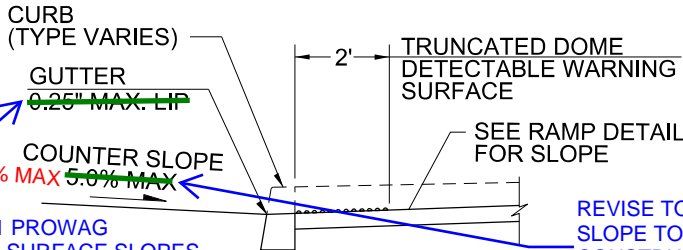
4.00 ft

4' MIN

SEE GENERAL NOTE 14 (TYP.)

TRANSITIONAL SEGMENT (TYP.) MIN 2'. (SEE GENERAL NOTE 12)

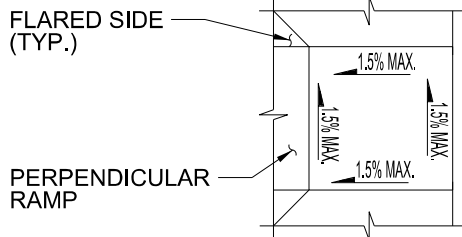
PERPENDICULAR RAMPS (FOR NARROW SIDEWALKS)



SECTION A-A

PER 2011 PROWAG R304.5.2, SURFACE SLOPES THAT MEET AT GRADE BREAKS SHALL BE FLUSH.

REVISE TO 4.0% MAX SLOPE TO ALLOW FOR CONSTRUCTION TOLERANCE.



TURNING SPACE

FULL CURB EXPOSURE (TYP.) MATCH EXISTING

4' MIN

SIDEWALK (TYP.)

1:1 TAPER NOM.

20" MIN. (TYP.)

REVISE MINIMUM SIZE OF TURNING SPACE TO BE AT LEAST AS WIDE AS THE CURB RAMP BY 4' MIN.

CONSTRUCT TURNING SPACE 4' X 4' MIN. MAX. SLOPES 1.5% (2.0% FINISHED SURFACE). IF CONSTRAINED AT THE BACK OF SIDEWALK INCREASE TO 5' IN THE DIRECTION OF THE RAMP RUN (SEE TURNING SPACE DETAIL AND GENERAL NOTE 4).

SIDEWALK WIDENING (WHEN REQD.)

DIRECTION OF TRAVEL (TYP.)

THE BACK (OR TOP) OF THE CURB RAMP MUST MEET THE MINIMUM CLEAR WIDTH REQUIREMENTS NOT JUST THE FRONT (OR BOTTOM). THE EDGES OF CURB RAMP SHOULD APPEAR TO BE DRAWN RADIALLY AND NOT PARALLEL TO EACH OTHER AS REQUIRED PER ADA SECTION 406.6. HOWEVER, PROWAG SECTION R304.2.2 INDICATES THAT THE RUNNING SLOPE OF THE CURB RAMP SHALL MEET THE GUTTER GRADE BREAK AT RIGHT ANGLES WHERE THE CURB IS CURVED. AFTER REVIEWING THE CURB RAMP FIGURES IN PROWAG SECTION 304 AND ADA SECTION 406.6, WE RECOMMEND THAT THE CENTERLINE OF THE CURB RAMP BE DRAWN PERPENDICULAR TO THE CURB RETURN WITH THE SIDES OF THE 5' MIN WIDE CURB RAMP PARALLEL TO CURB RAMP CENTERLINE.

TURNING SPACE 4' X 4' MIN. (SEE TURNING SPACE DETAIL AND GENERAL NOTE 4)

TRANSITIONAL SEGMENT (TYP.) MIN. 2' CONST. (SEE GENERAL NOTE 12)

PERPENDICULAR RAMPS (FOR WIDE SIDEWALKS/PLANTERS)

REVISE MINIMUM SIZE OF TURNING SPACE TO BE AT LEAST AS WIDE AS THE CURB RAMP BY 4' MIN. ADD WORDING FROM TURNING SPACE CALLOUT ABOVE REQUIRING THE LENGTH OF THE TURNING SPACE TO INCREASE TO 5' IN THE DIRECTION OF THE RAMP RUN IF CONSTRAINED AT THE BACK OF WALK.



CITY OF TUALATIN, OR

ADA CURB RAMP - ADA RAMP PERPENDICULAR

REVISED: 11/22/2016 EFFECTIVE: 12/31/2016

DRAFTED BY: S. ATWOOD APPROVED BY: D. HIPPENSTIEL

DRAWING NO: 461

FILENAME: PERPENDICULAR CURB.dgn

TIME: 9:17:56 AM

PLOT D. 201

NOTE: SEE DWG. NO. 460 FOR GENERAL NOTES.

REVISE MINIMUM SIZE OF TURNING SPACE TO BE AT LEAST AS WIDE AS THE CURB RAMP BY 4' MIN.

CONSTRUCT TURNING SPACE/LANDING 4'X4' MIN. IF CONSTRAINED ON 2 OR MORE SIDES, INCREASE TO 5' IN THE DIRECTION OF THE RAMP RUN. SEE TURNING SPACE/LANDING DETAIL FOR SLOPES.

CONSTRUCT TRUNCATED DOME DETECTABLE WARNING SURFACE (TYP.) THE FULL WIDTH OF THE TURNING SPACE/LANDING. (SEE DWG. 464 FOR DETAILS.)

IS THIS MIN 3" IDENTIFYING A MINIMUM CURB LENGTH OR HEIGHT? DOES THIS DETAIL ALLOW THE CURB TO COME TO AN EDGE SO THAT THE FACE OF CURB IS TRIANGULAR IN SHAPE INSTEAD OF TRAPEZOIDAL? RECOMMEND 1' MINIMUM CURB LENGTH BETWEEN RAMPS, OTHERWISE, CONCRETE MAY BREAK, CRACK OR UNRAVEL?

3" MIN. CURB EXPOSURE

SHOW CLEAR SPACES AND ADD A CALLOUT IDENTIFYING CLEAR SPACE REQUIREMENTS PER DWG. NO. 464.

MATCH EXISTING

RAMP LENGTH NOT TO EXCEED 15.0' (TYP.). (SEE GENERAL NOTE 14).

TRANSITIONAL SEGMENT (TYP.) MIN 2'. (SEE GENERAL NOTE 12).

CONSTRUCT CURB AT BACK OF RAMP UNLESS OTHERWISE DIRECTED (SEE DWG. NO. 471)

THE BACK OF THE TURNING SPACE MUST MEET THE MINIMUM CLEAR WIDTH REQUIREMENTS NOT JUST THE FRONT. REVISE MINIMUM LANDING WIDTH TO BE 5' FOR NEW CONSTRUCTION AND 4' MIN FOR ALTERATIONS TO MATCH STANDARD DRAWINGS #461.

PARALLEL RAMP DETAIL

PER 2011 PROWAG R304.5.2, SURFACE SLOPES THAT MEET AT GRADE BREAKS SHALL BE FLUSH.

THIS IS IDENTIFIED AS A TURNING SPACE RATHER THAN A LANDING PER PROWAG R304.3.1. THE USE OF THE WORD LANDING MAY TRIGGER STRICTER SLOPE REQUIREMENTS SUCH AS 2% MAX IN ANY DIRECTION.

TURNING SPACE/LANDING DETAIL

REVISE TO 4.0% MAX SLOPE TO ALLOW FOR CONSTRUCTION TOLERANCE.

GRADE BREAK AT BOTTOM OF DETECTABLE WARNING SURFACE ONLY.

REVISE MINIMUM SIZE OF TURNING SPACE TO BE 4' MIN AND AT LEAST AS WIDE AS THE CURB RAMP.

TURNING SPACE/LANDING 4' MIN.

CURB (TYPE VARIES)

GUTTER 0.25" MAX. LIP

COUNTER SLOPE 4.0% MAX 5.0% MAX

2' TRUNCATED DOME DETECTABLE WARNING SURFACE

SEE TURNING SPACE/LANDING DETAIL FOR SLOPE

SECTION A-A



CITY OF TUALATIN, OR

ADA CURB RAMP ~~ADA RAMP~~ PARALLEL

REVISED: 11/22/2016
EFFECTIVE: 12/31/2016

DRAFTED BY: S. ATWOOD
APPROVED BY: D. HIPPENSTIEL

DRAWING NO: 462

FILENAME: PARALLEL CURB

PLOT TIME: 9:19:03 AM

DATE: 11/22/2016

FILENAME: MIBBLOCK

CONST. CURB AT BACK OF RAMP UNLESS OTHERWISE DIRECTED. CURB EXPOSURE VARIES. (SEE DWG. 471 FOR DETAILS).

MATCH EXISTING
FLARED SIDE (TYP.) MAX. SLOPES 9.0% (10.0% FINISHED SURFACE SLOPE)(SEE GENERAL NOTE 10)

CURB EXPOSURE

GRADE BREAKS ONLY AT TOP AND BOTTOM OF RAMP AND PERPENDICULAR TO THE DIRECTION OF TRAVEL.

RAMP WIDTH (NEW CONST. 5' MIN., ALTERATIONS 4' MIN.).

TUNING SPACE (TYP.) 4'X4' MIN. (SEE GENERAL NOTE 10 FOR DETAILS).
TURNING SPACE DETAIL.

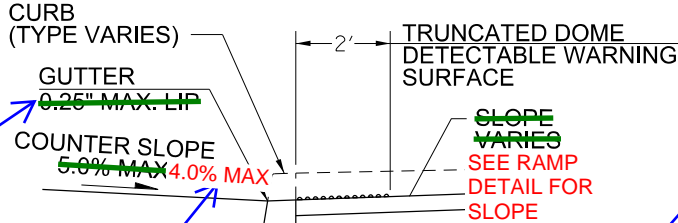
REVISE MINIMUM SIZE OF TURNING SPACE TO BE AT LEAST AS WIDE AS THE CURB RAMP BY 4' MIN. ADD WORDING FROM TURNING SPACE FALLOUT BELOW REQUIRING THE LENGTH OF THE TURNING SPACE TO INCREASE TO 5' IN THE DIRECTION OF THE RAMP RUN IF CONSTRAINED ON TWO OR MORE SIDES.

TRANSITIONAL SEGMENT (TYP.) MIN 2'. (SEE GENERAL NOTE 12)

CONSTRUCT TRUNCATED DOME DETECTABLE WARNING SURFACE (TYP.) THE FULL WIDTH OF THE RAMP (EXCLUDING FLARED SIDES). (SEE DWG. 464 FOR DETAILS.)

SHOW CLEAR SPACES AND ADD A CALLOUT IDENTIFYING CLEAR SPACE REQUIREMENTS PER DWG. NO. 464.

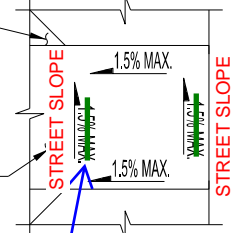
COMBINATION MIBBLOCK RAMP DETAIL



SECTION A-A

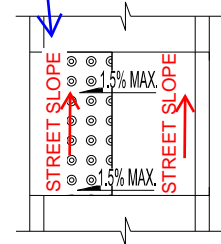
FLARED SIDE (TYP.)

PERPENDICULAR RAMP



TURNING SPACE

PER PROWAG R304.5.3, THE CROSS-SLOPE OF CURB RAMPS AND TURNING SPACES AT MIBBLOCK CROSSINGS SHALL BE PERMITTED TO EQUAL THE STREET OR HIGHWAY GRADE.



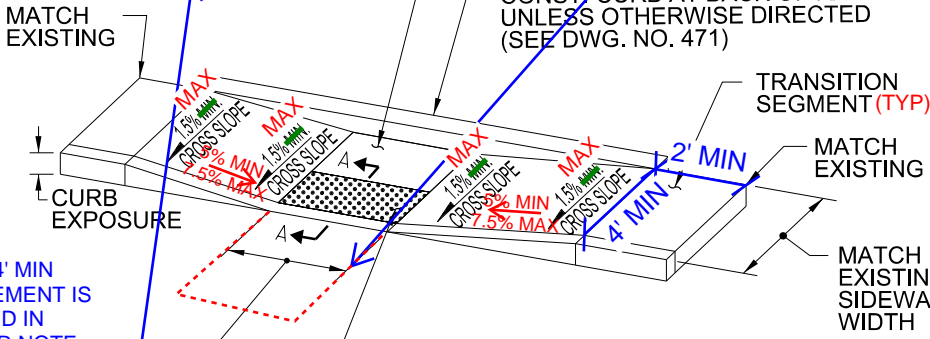
TURNING SPACE/ LANDING DETAIL

THIS IS IDENTIFIED AS A TURNING SPACE RATHER THAN A LANDING PER PROWAG SECTION R304.3.1. THE USE OF THE WORD LANDING MAY TRIGGER STRICTER SLOPE REQUIREMENTS SUCH AS 2% MAX IN ANY DIRECTION.

PER 2011 PROWAG R304.5.2, SURFACE SLOPES THAT MEET AT GRADE BREAKS SHALL BE FLUSH.

REVISE TO 4.0% MAX SLOPE TO ALLOW FOR CONSTRUCTION TOLERANCE.

TUNING SPACE (TYP.) 4'X4' MIN. (SEE TURNING SPACE/ LANDING DETAIL)



PARALLEL MIBBLOCK RAMP DETAIL

THIS 4'X4' MIN REQUIREMENT IS INCLUDED IN ANOTHER NOTE FOR THIS DETAIL WITH MORE SPECIFIC REQUIREMENTS.

REVISE MINIMUM SIZE OF TURNING SPACE TO BE AT LEAST AS WIDE AS THE CURB RAMP(4' MIN) BY 4' MIN.

NOTE: SEE DWG. NO. 460 FOR GENERAL NOTES.



CITY OF TUALATIN, OR

ADA CURB RAMP - ADA RAMP - MIBBLOCK

REVISED: 11/22/2016
EFFECTIVE: 12/31/2016

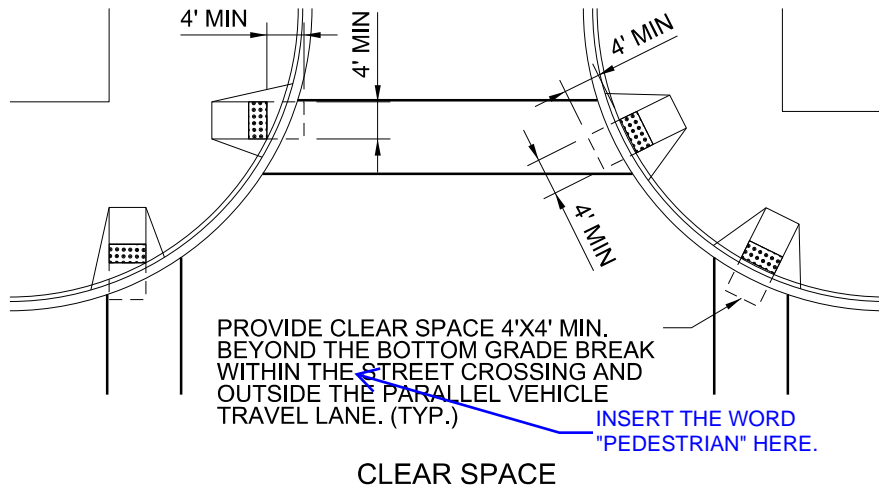
DRAFTED BY: S. ATWOOD
APPROVED BY: D. HIPPENSTIEL

DRAWING NO: 463

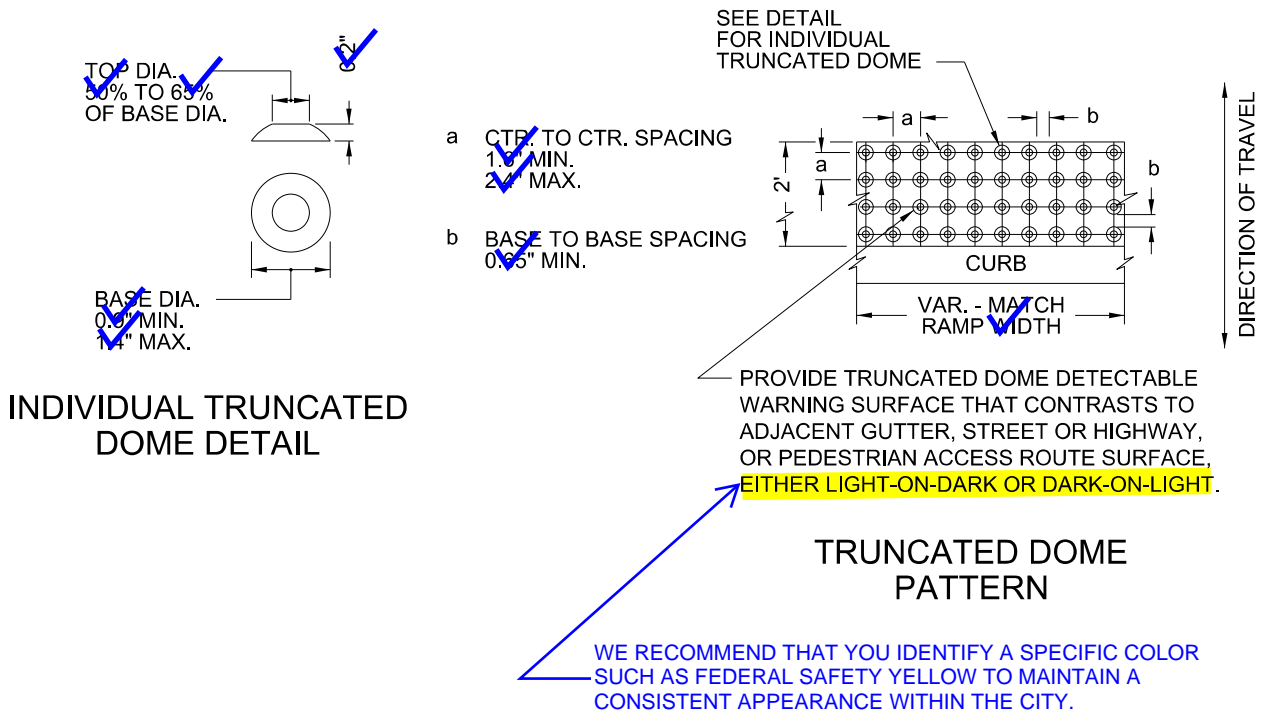
NOTE: SEE DWG. NO. 460 FOR GENERAL NOTES.

PLOT TIME: 9:20:19 AM

PLOT DATE: 11/22/2016



TRUNCATED DOME DETECTABLE WARNING SURFACE



FILENAME: DUAL CURB.dgn



CITY OF TUALATIN, OR

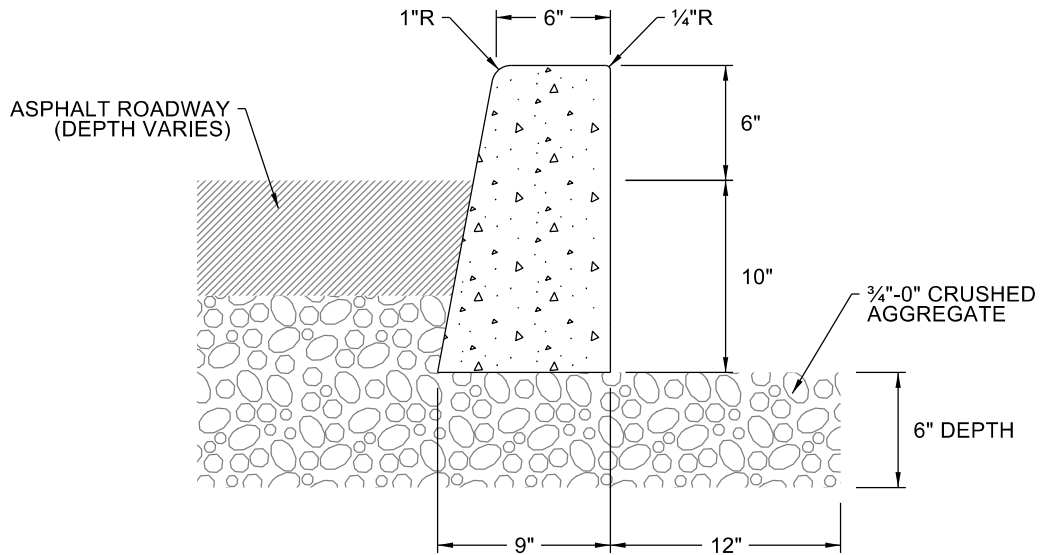
ADA CURB RAMP - ~~ADA RAMP~~ - DETAILS

REVISED: 11/22/2016
EFFECTIVE: 12/31/2016

DRAFTED BY: S. ATWOOD
APPROVED BY: D. HIPPENSTIEL

DRAWING NO:

464



NOTES:

1. CONCRETE, 4%-7% AIR, SHALL ATTAIN 3300 PSI COMPRESSIVE STRENGTH AT 28 DAYS.
2. CONTROL JOINTS OF THE WEAKENED PLANE TYPE, DOWN THROUGH THE CURB TO HALF THE DEPTH OF THE CURB, SHALL BE SPACED AT 15' INTERVALS AND AT POINTS OF TANGENCY. FINISH THE EXPOSED EDGE WITH 1/4" RADIUS EDGER. DO NOT USE EXPANSION JOINTS.
3. CONSTRUCTION JOINTS SHALL BE FORMED WITH A SMOOTH FACE SQUARE TO THE CURB AND DOWN THROUGH HALF THE DEPTH OF THE CURB. FINISH FUTURE EXPOSED EDGE WITH 1/4" RADIUS EDGER. THE LOWER HALF OF THE CURB CROSS SECTION SHALL BE LEFT WITH A ROUGH EXPOSED AGGREGATE SURFACE TO INTERLOCK WITH A FUTURE EXTENSION OF THE CURB.
4. BASE ROCK UNDER THE CURB AND ALSO PLACED 12" BEYOND THE BACK OF THE CURB SHALL BE COMPACTED TO 91% OF T-180 MAXIMUM DENSITY.
5. DRAINAGE WEEP HOLES OF 3" DIAMETER PVC SCHEDULE 40 PIPE SHALL BE PLACED THROUGH THE CURB WITH INVERT 5 1/2" BELOW THE CURB TOP AND EXTEND 3" BEYOND THE BACK OF THE CURB AT POSITIONS SHOWN ON THE PLANS, LOW POINTS IN THE CURB, OR WHERE DETERMINED BY THE ENGINEER.
6. THE BACK OF THE CURB SHALL BE BACKFILLED NOT EARLIER THAN 7 DAYS AFTER CONCRETE PLACEMENT AND PRIOR TO THE COMPACTION OF BASE AND TOP COURSE ROCK AND PAVEMENT.
7. THE EXPOSED SURFACES SHALL BE BROOM FINISHED LONGITUDINALLY.

ADD TO NOTE 5, IF SIDEWALK IS ADJACENT TO CURB, EXTEND PIPE UNDER THE SIDEWALK TO THE R/W LINE PER NOTE 1 IN DETAIL 475.



**CITY OF
TUALATIN, OR**

CURB

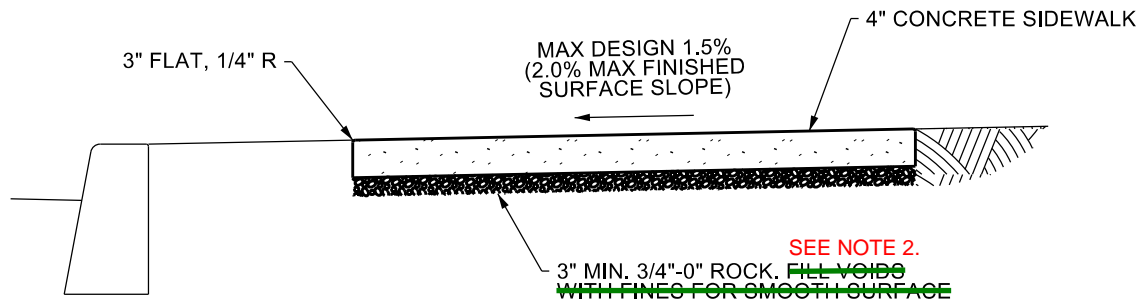
REVISED: 04/07/2017
EFFECTIVE: 04/24/2017

SCALE:

DRAFTED BY: M. PALMER
APPROVED BY: J. FUCHS

DRAWING NO:

471



CROSS SECTION

NOTES:

CONFIRM IF REQUIREMENT IN NOTE 1 IS FOR CURB SIDE SIDEWALKS ONLY OR IF THIS IS ALSO REQUIRED FOR SIDEWALKS SETBACK FROM THE CURB.

1. EXTEND DRAINAGE WEEP HOLE PIPE WHERE PROVIDED IN THE CURB UNDER THE SIDEWALK TO THE R/W LINE WITH 3" SCHEDULE 40 PVC.
2. COMPACT THE SIDEWALK SUBGRADE AND 3/4"-0" BASE ROCK ^{PER THE CONSTRUCTION CODE AND} TO THE SATISFACTION OF THE ENGINEER. DO NOT COMPACT EARLIER THAN 7 DAYS AFTER CONSTRUCTING CURB OR BEFORE COMPLETING THE PLACEMENT OF PAVEMENT BASE ROCK. ~~FILL VOIDS WITH FINES WHERE NECESSARY TO PROVIDE SMOOTH SURFACE.~~ ^{PER THE CONSTRUCTION CODE}
3. CONCRETE, ~~4%~~ - 7% AIR, COMPRESSIVE STRENGTH OF NOT LESS THAN 3,300 PSI AT 28 DAYS.
4. TRANSVERSE CONTROL JOINTS SHALL BE OF THE WEAKENED PLANE TYPE, 1-1/2" CONCRETE DEPTH, AND WILL BE SPACED AT 5' INTERVALS AND AT POINTS OF TANGENCY.
5. CONTROL JOINTS SHALL BE FORMED WITH A SMOOTH FACE SQUARE TO THE SIDEWALK.
6. WHERE A STRUCTURE IS SURROUNDED BY OR IS ADJACENT TO THE SIDEWALK (EXCLUDING CURB), PROVIDE SEPARATION WITH 1/2" PREMOLDED ASPHALT IMPREGNATED, NONEXTRUDING EXPANSION JOINT MATERIAL.
7. THE SURFACE SHALL BE BROOM FINISHED TRANSVERSE TO THE LINE OF TRAFFIC.
8. FINISH ALL EDGES WITH 1/4" RADIUS EDGER WITH 3" FLAT.
9. WHERE PRACTICAL, ALIGN SIDEWALK CONTROL JOINTS WITH CURB JOINTS.

FOR NOTE 4, PER CONSTRUCTION CODE SECTION 312.3.05, CONTROL JOINT MUST BE 1/4" DEPTH.

REVISED TO 1/8" MAX RADIUS TO ALLOW FOR CONSTRUCTION OF A 1/2" MAXIMUM HORIZONTAL OPENING IN SIDEWALK PER PROWAG R302.7.3.

REVISED TO 1/4" JOINT FILLER TO ALLOW FOR CONSTRUCTION OF A 1/2" MAXIMUM HORIZONTAL OPENING IN SIDEWALK PER PROWAG R302.7.3.



**CITY OF
TUALATIN, OR**

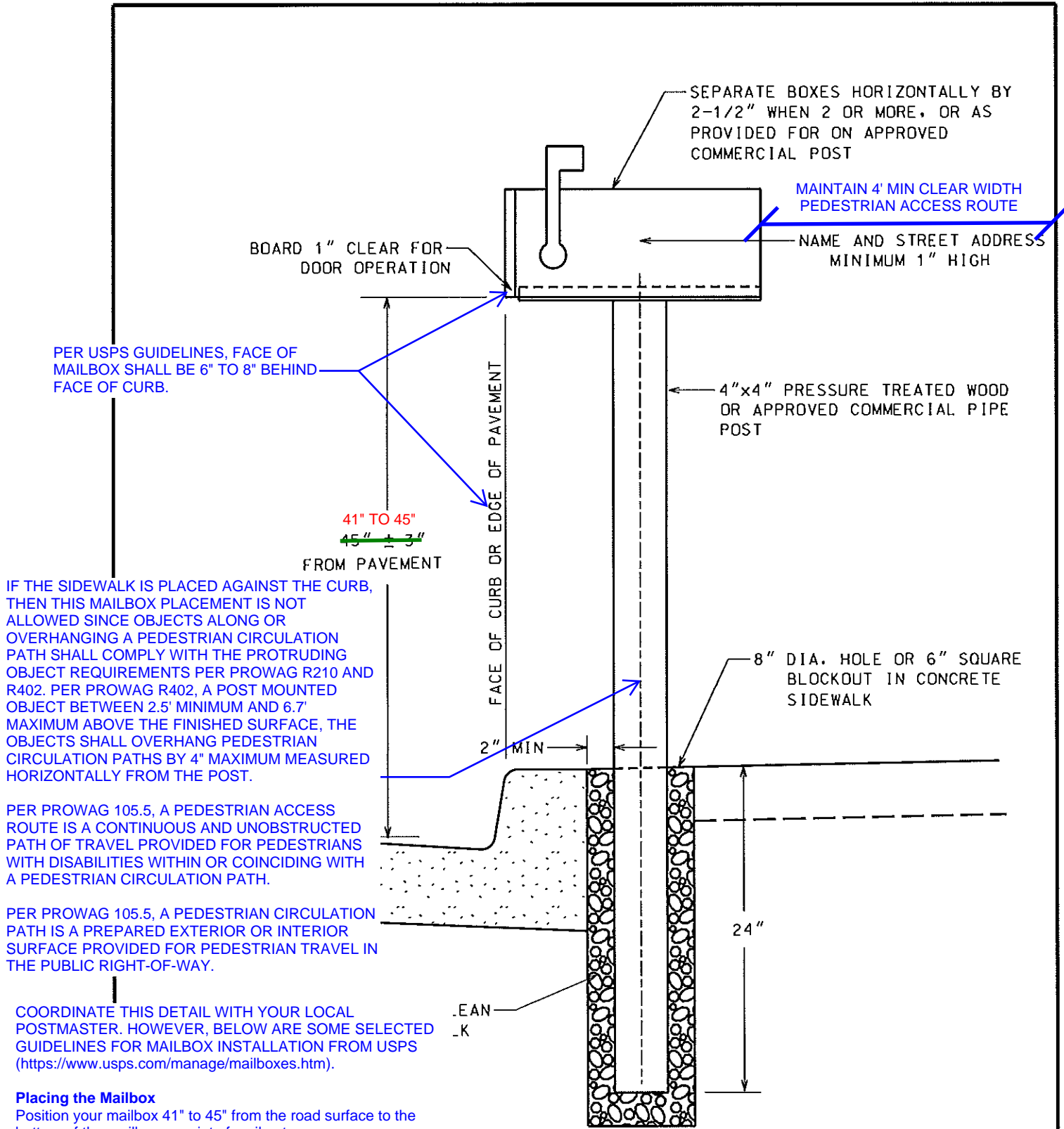
CONCRETE SIDEWALK

REVISED: 11/22/2016
EFFECTIVE: 12/31/2016

DRAFTED BY: M. PALMER
APPROVED BY: J. FUCHS

DRAWING NO:

475



IF THE SIDEWALK IS PLACED AGAINST THE CURB, THEN THIS MAILBOX PLACEMENT IS NOT ALLOWED SINCE OBJECTS ALONG OR OVERHANGING A PEDESTRIAN CIRCULATION PATH SHALL COMPLY WITH THE PROTRUDING OBJECT REQUIREMENTS PER PROWAG R210 AND R402. PER PROWAG R402, A POST MOUNTED OBJECT BETWEEN 2.5' MINIMUM AND 6.7' MAXIMUM ABOVE THE FINISHED SURFACE, THE OBJECTS SHALL OVERHANG PEDESTRIAN CIRCULATION PATHS BY 4" MAXIMUM MEASURED HORIZONTALLY FROM THE POST.

PER PROWAG 105.5, A PEDESTRIAN ACCESS ROUTE IS A CONTINUOUS AND UNOBSTRUCTED PATH OF TRAVEL PROVIDED FOR PEDESTRIANS WITH DISABILITIES WITHIN OR COINCIDING WITH A PEDESTRIAN CIRCULATION PATH.

PER PROWAG 105.5, A PEDESTRIAN CIRCULATION PATH IS A PREPARED EXTERIOR OR INTERIOR SURFACE PROVIDED FOR PEDESTRIAN TRAVEL IN THE PUBLIC RIGHT-OF-WAY.

COORDINATE THIS DETAIL WITH YOUR LOCAL POSTMASTER. HOWEVER, BELOW ARE SOME SELECTED GUIDELINES FOR MAILBOX INSTALLATION FROM USPS (<https://www.usps.com/manage/mailboxes.htm>).

Placing the Mailbox

Position your mailbox 41" to 45" from the road surface to the bottom of the mailbox or point of mail entry.

Place your mailbox 6" to 8" back from the curb. If you do not have a raised curb, contact your local postmaster for guidance.

Installing the Post

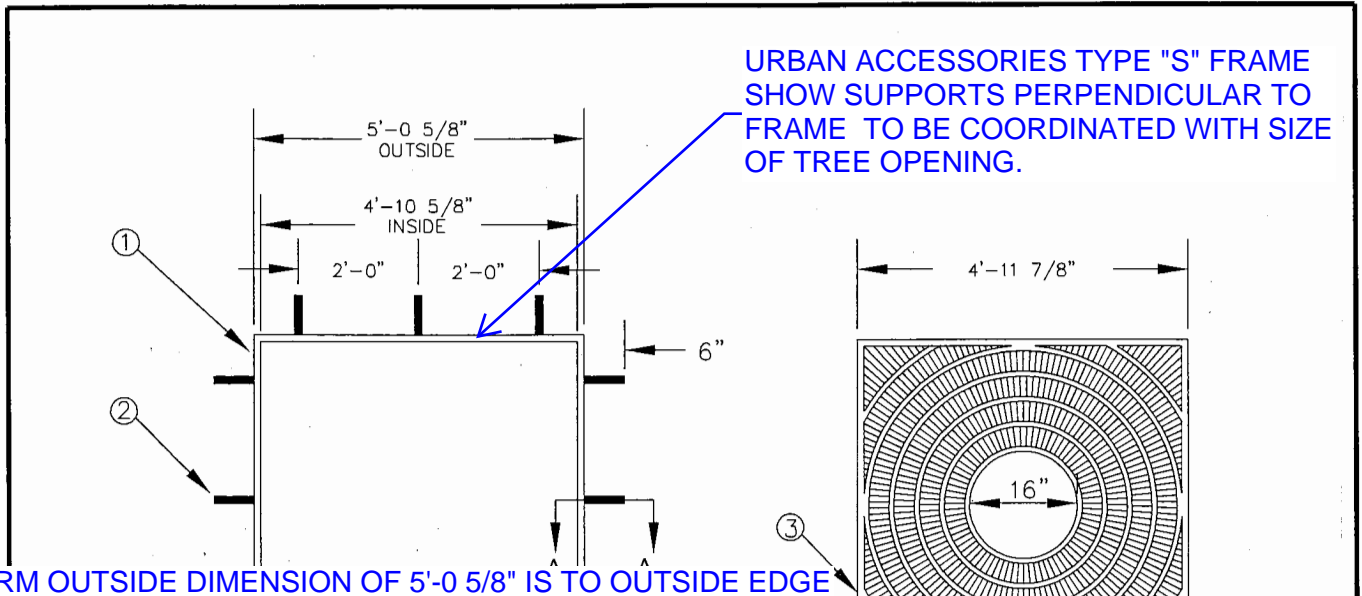
The best mailbox supports are stable but bend or fall away if a car hits them. The Federal Highway Administration recommends:

A 4" x 4" wooden support or a 2"-diameter standard steel or aluminum pipe.

Bury your post no more than 24" deep.

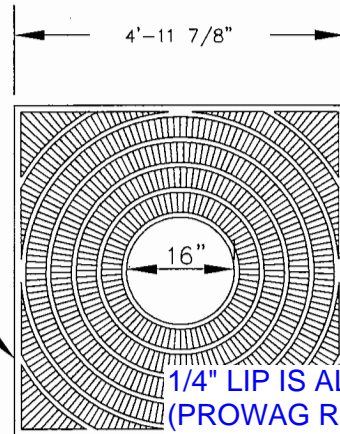
 N, OR	MAILBOX POST INSTALLATION	
	1:10 DRAWN: D.L. APPROVED: K.L.H.	DWG NO. 500

URBAN ACCESSORIES TYPE "S" FRAME SHOW SUPPORTS PERPENDICULAR TO FRAME TO BE COORDINATED WITH SIZE OF TREE OPENING.

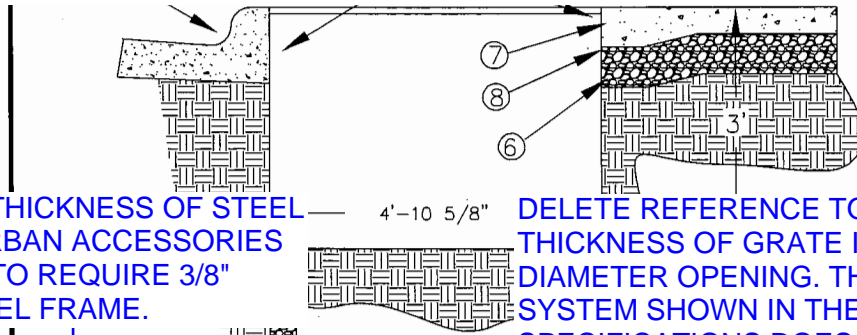


CONFIRM OUTSIDE DIMENSION OF 5'-0 5/8" IS TO OUTSIDE EDGE OF STEEL FRAME.

$5'-0 \frac{5}{8}'' - 4'-11 \frac{7}{8}'' - (2 \times \frac{1}{4}'') = \frac{1}{4}''$ TO ALLOW FOR A 1/8" GAP BETWEEN FRAME AND GRATE WHICH MEETS THE 1/2" MAXIMUM ALLOWED OPENING (PROWAG R302.7.3). HOWEVER, DIMENSIONS OF URBAN ACCESSORIES FRAME AND GRATE VARY SLIGHTLY FROM WHAT IS SHOWN IN THIS DETAIL BUT STILL INDICATES A 1/8" MAX GAP.

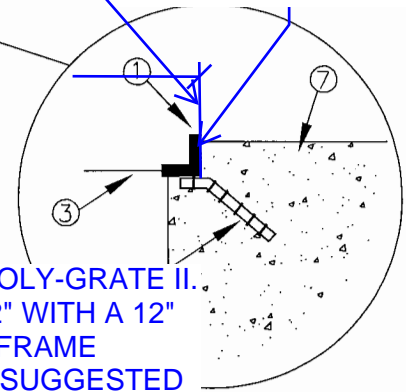


1/4" LIP IS ALLOWED (PROWAG R302.7.2) BUT FRAME FLUSH WITH ADJACENT PAVEMENT IS PREFERRED.



CONFIRM THICKNESS OF STEEL FRAME. URBAN ACCESSORIES APPEARS TO REQUIRE 3/8" THICK STEEL FRAME.

DELETE REFERENCE TO POLY-GRATE II. THICKNESS OF GRATE IS 2" WITH A 12" DIAMETER OPENING. THE FRAME SYSTEM SHOWN IN THEIR SUGGESTED SPECIFICATIONS DOES NOT INDICATE AN L SHAPED STEEL FRAME. GRATE WOULD BE STICKING ABOVE FRAME REQUIRED IN THIS DETAIL.



Notes:

1. 1" X 1" X 1/4" L SHAPE STEEL FRAME.
2. #3 REBAR, WELD TO FRAME
3. 3/4" THICK TREE GRATE CAST IN 2 PIECES, NO OPENINGS GREATER THAN 3/8", 16" DIA CENTER OPENING
4. CURB AND GUTTER, REFER TO COT DRAWING NO. 470 OR NO. 471 AS APPLICABLE.
5. COMPACTED SUBGRADE.
6. MINIMUM 2" LAYER OF COMPACTED 3/4" MINUS CLEAN CRUSHED AGGREGATE.
7. 4" CONCRETE SIDEWALK, REFER TO COT DRAWING NO. 475.
8. THICKENED EDGE (6" X 6")
9. 4" DIAMETER X 3' DEEP AUGERED HOLE WITH 4" RIGID PVC PERFORATED PIPE. FILL PIPE WITH DRAIN ROCK AND COVER WITH FILTER SOCK.
10. TREE GRATE SHALL BE SQUARE 5' FAN DESIGN (W/ ~~FLAT~~ **MATTE** BLACK POWDER COAT), URBAN ACCESSORIES, ~~POLY-GRATE II~~, OR APPROVED EQUAL.
11. TREE GRATE SHALL BE CAST IRON PER ASTM A-48 CLASS **36** ~~RECYCLED PLASTIC~~, OR APPROVED EQUAL.
12. TREE GRATE FRAME SHALL BE TYPE "S" FRAME, URBAN ACCESSORIES OR APPROVED EQUAL.
13. A ROOT CONTROL SYSTEM, BIOBARRIER, DEEPROOT, OR APPROVED EQUAL, SHALL BE INSTALLED ON ALL SIDES ADJACENT TO HARDSCAPE. IT SHALL BE INSTALLED VERTICALLY A MINIMUM OF 12" IN DEPTH FROM FINISH GRADE & PER MANUFACTURERS RECOMMENDATIONS.

CONFIRM CLASS OF CAST IRON.

MATERIAL SHOULD BE FIRM AND STABLE (PROWAG R302.7). GRATE SHOULD NOT FLEX IF STEPPED ON.

CONFIRM MINIMUM DEPTH OF TREE ROOT BARRIER. BIOBARRIER RECOMMENDS 19.5" DEPTH ADJACENT TO SIDEWALK AND CURB WHILE DEEPROOT RECOMMENDS 24" DEPTH ADJACENT TO CURB AND GUTTER (COORDINATE WITH CITY'S ARBORIST).

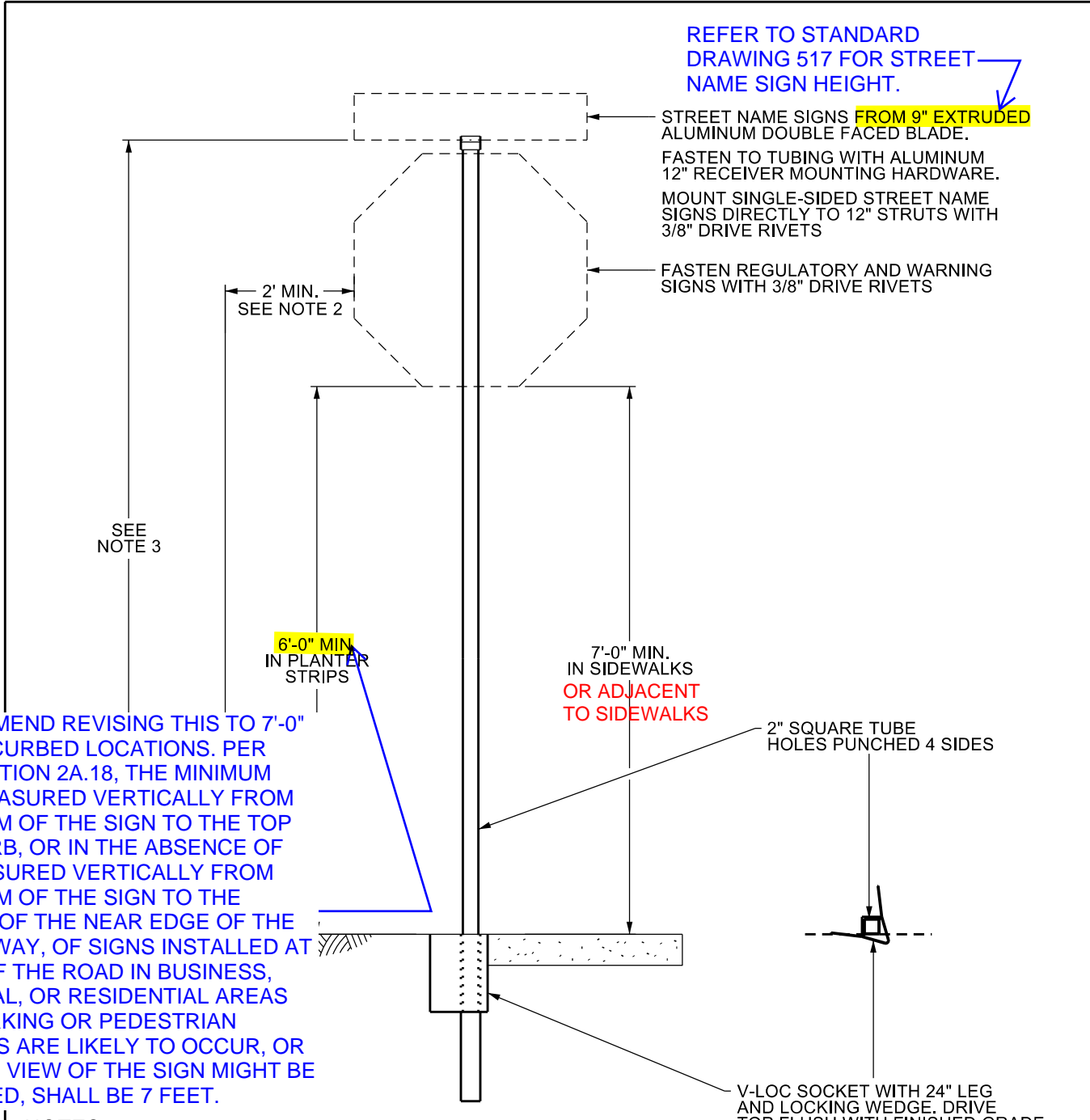
TREE WELL AND GRATE

UPDATE NOTE 3. URBAN ACCESSORIES FAN DESIGN TREE GRATE IS CAST INTO 4 PIECES WITH OPENINGS NO GREATER THAN 1/2" WIDE.

RAWN: JLS

DWG NO. 514

REFER TO STANDARD DRAWING 517 FOR STREET NAME SIGN HEIGHT.



STREET NAME SIGNS FROM 9" EXTRUDED ALUMINUM DOUBLE FACED BLADE.
 FASTEN TO TUBING WITH ALUMINUM 12" RECEIVER MOUNTING HARDWARE.
 MOUNT SINGLE-SIDED STREET NAME SIGNS DIRECTLY TO 12" STRUTS WITH 3/8" DRIVE RIVETS

FASTEN REGULATORY AND WARNING SIGNS WITH 3/8" DRIVE RIVETS

SEE NOTE 3

2' MIN. SEE NOTE 2

6'-0" MIN. IN PLANTER STRIPS

7'-0" MIN. IN SIDEWALKS OR ADJACENT TO SIDEWALKS

2" SQUARE TUBE HOLES PUNCHED 4 SIDES

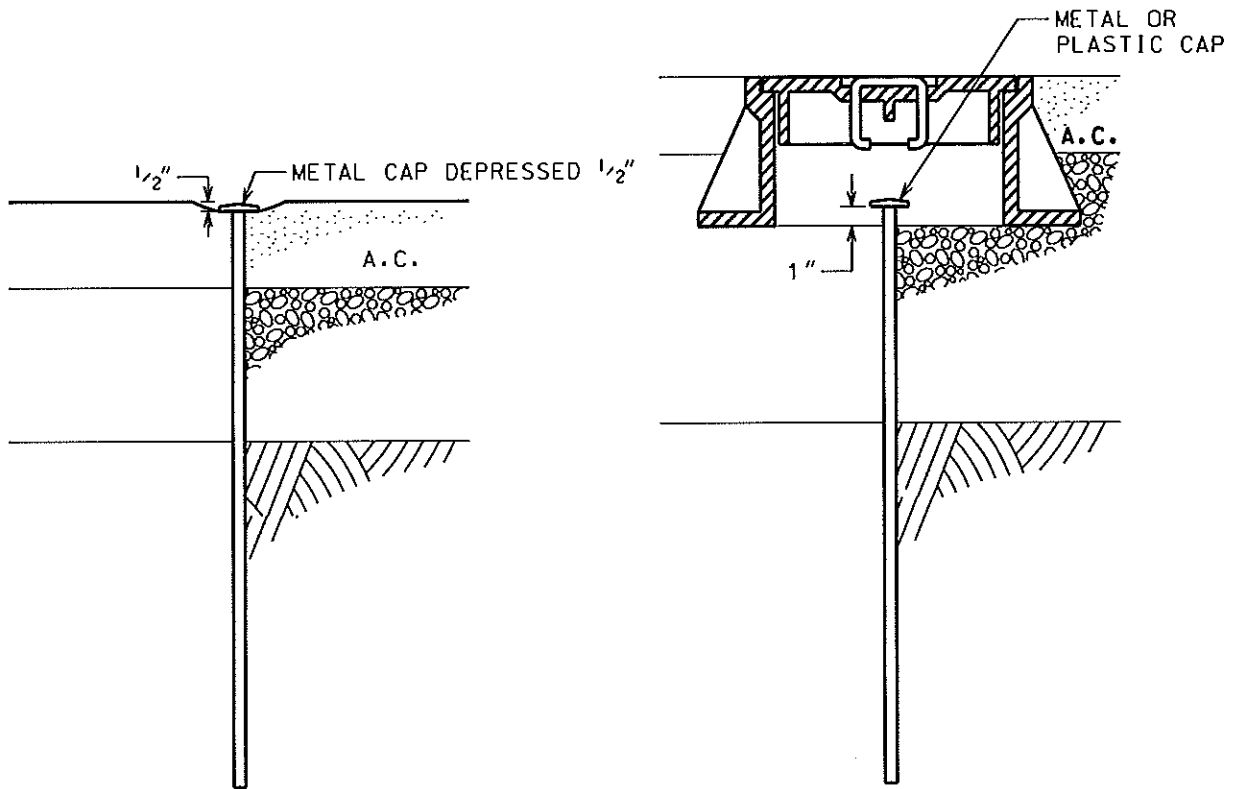
V-LOC SOCKET WITH 24" LEG AND LOCKING WEDGE. DRIVE TOP FLUSH WITH FINISHED GRADE.

WE RECOMMEND REVISING THIS TO 7'-0" MIN IN ALL CURBED LOCATIONS. PER MUTCD SECTION 2A.18, THE MINIMUM HEIGHT, MEASURED VERTICALLY FROM THE BOTTOM OF THE SIGN TO THE TOP OF THE CURB, OR IN THE ABSENCE OF CURB, MEASURED VERTICALLY FROM THE BOTTOM OF THE SIGN TO THE ELEVATION OF THE NEAR EDGE OF THE TRAVELED WAY, OF SIGNS INSTALLED AT THE SIDE OF THE ROAD IN BUSINESS, COMMERCIAL, OR RESIDENTIAL AREAS WHERE PARKING OR PEDESTRIAN MOVEMENTS ARE LIKELY TO OCCUR, OR WHERE THE VIEW OF THE SIGN MIGHT BE OBSTRUCTED, SHALL BE 7 FEET.

NOTES:

1. MEET REQUIREMENTS OF THE MOST CURRENT VERSION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND THE OREGON SUPPLEMENTS.
2. LATERAL OFFSET OF THE SIGN FROM THE FACE OF CURB CAN BE REDUCED TO 1 FOOT WHERE SIDEWALK WIDTH IS LIMITED OR WHERE EXISTING POLES ARE CLOSE TO THE CURB, AS DETERMINED BY THE CITY ENGINEER.
3. IF STREET NAME SIGN IS MOUNTED ALONE, MOUNT SIGN 9'-0" MIN. ABOVE FINISHED SURFACE.

 CITY OF TUALATIN, OR		STREET SIGN POST	
REVISED: 11/22/2016	DRAFTED BY: M. PALMER	DRAWING NO: 516	
EFFECTIVE: 12/31/2016	APPROVED BY: J. FUCHS		



STANDARD

INTERSECTIONS

ADD NOTES TO ADDRESS THE FOLLOWING:

AVOID LOCATING STRUCTURES IN THE PEDESTRIAN PATH OF TRAVEL.

IF STRUCTURES ARE REQUIRED TO BE LOCATED IN THE PEDESTRIAN PATH OF TRAVEL DUE TO EXISTING CONSTRAINTS, THE STRUCTURES MUST ADHERE TO PROWAG'S SURFACE REQUIREMENTS.

RIM OF STRUCTURE SHALL BE FLUSH WITH SURROUNDING GRADE. LEVEL CHANGES BETWEEN SURFACES MUST NOT EXCEED 1/4" OR 1/2" WITH A 1:2 BEVEL (PROWAG R302.7.2).

GAPS BETWEEN SURFACES OR GRATINGS MAY NOT EXCEED 1/2" (PROWAG R302.7.3).

SURFACE OF LIDS OR GRATES MUST BE FIRM, STABLE, AND SLIP RESISTANT (R302.7)

NOTES:

1. MONUMENTS SHALL BE IN ACCORDANCE WITH ORS 209.250(4), AND THE REQUIREMENTS OF THE COUNTY SURVEYOR
2. ALL MONUMENTS SHALL COMPRISE EITHER:
5/8" O.D. x 30" IRON ROD OR 3/4" I.D. x 30" IRON PIPE
3. USE EAST JORDAN IRON WORKS OR OLYMPIC FOUNDRY. RISER RINGS MAY BE USED WHEN AN ASPHALT OVERLAY.
4. 8" BOXES ALLOWED FOR LOCAL STREETS.
5. 12" BOXES REQUIRED FOR COLLECTOR AND ARTERIAL STREETS.



CITY OF TUALATIN, OR

CENTERLINE SURVEY MONUMENT

REVISED: 3/2010
VALID: 4/2010

SCALE: 1:10

DRAWN: L.V.
APPROVED: K.L.H.

DWG NO. 520

ADD NOTES TO ADDRESS THE FOLLOWING:

AVOID LOCATING STRUCTURES IN THE PEDESTRIAN PATH OF TRAVEL.

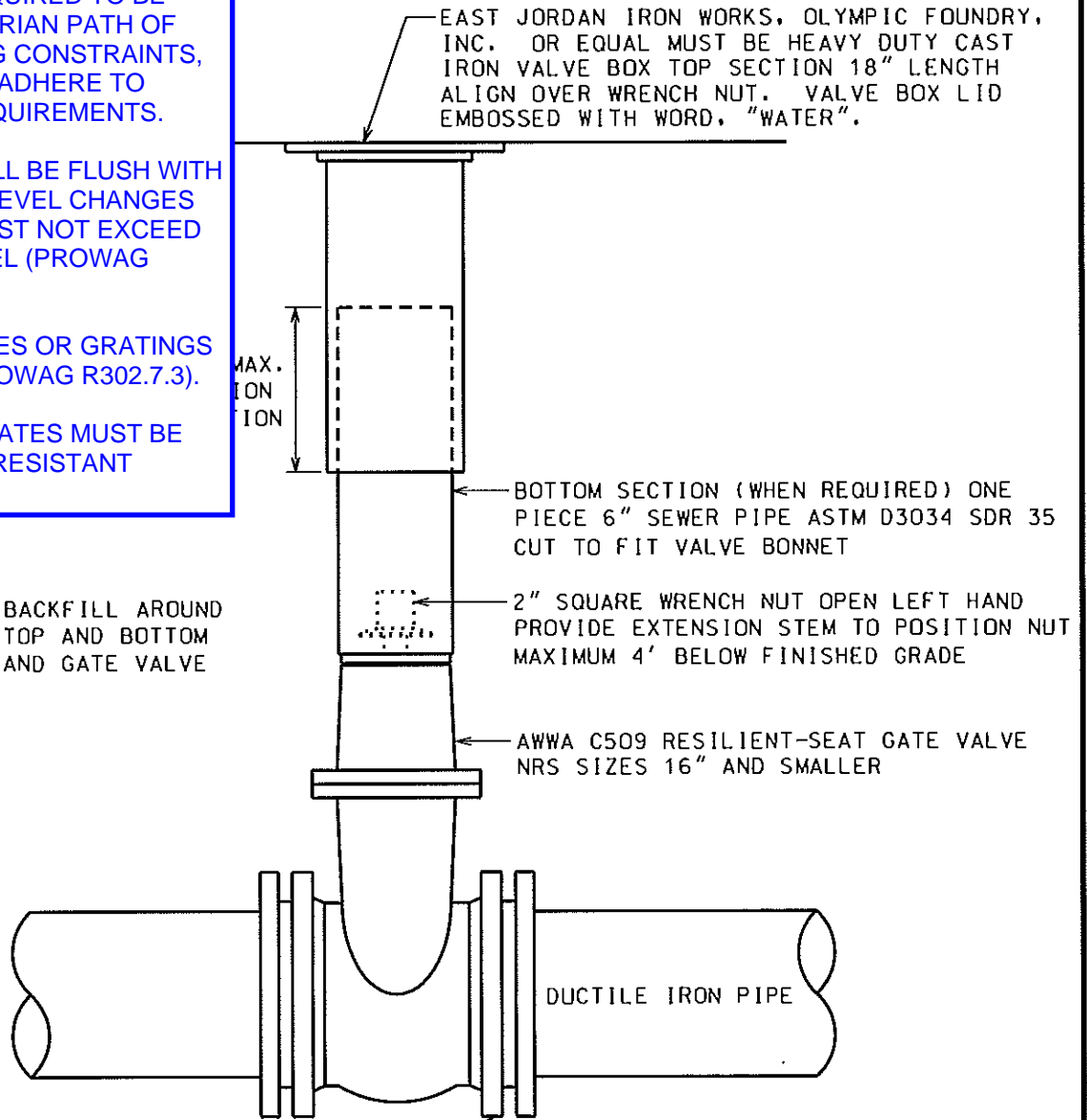
IF STRUCTURES ARE REQUIRED TO BE LOCATED IN THE PEDESTRIAN PATH OF TRAVEL DUE TO EXISTING CONSTRAINTS, THE STRUCTURES MUST ADHERE TO PROWAG'S SURFACE REQUIREMENTS.

RIM OF STRUCTURE SHALL BE FLUSH WITH SURROUNDING GRADE. LEVEL CHANGES BETWEEN SURFACES MUST NOT EXCEED 1/4" OR 1/2" WITH A 1:2 BEVEL (PROWAG R302.7.2).

GAPS BETWEEN SURFACES OR GRATINGS MAY NOT EXCEED 1/2" (PROWAG R302.7.3).

SURFACE OF LIDS OR GRATINGS MUST BE FIRM, STABLE, AND SLIP RESISTANT (R302.7)

HAND TAMP BACKFILL AROUND VALVE BOX TOP AND BOTTOM SECTIONS, AND GATE VALVE



NRS GATE VALVE WITH MECHANICAL JOINT OR FLANGED ENDS. USE MECHANICAL JOINT WHEN CONNECTING TO PIPE AND FLANGE WHEN ADJACENT TO FITTING. SET VALVE STEM VERTICAL TRANSVERSE TO LINE. DO NOT INSTALL VALVE ON ITS SIDE EVEN WHEN NON-FUNCTIONAL



CITY OF TUALATIN, OR

VALVE GATE

REVISED: 3/2010
VALID ID: 4/2010

SCALE: 1:10

DRAWN: L.V.
APPROVED: K.L.H.

DWG NO. 600

ADD NOTES TO ADDRESS THE FOLLOWING:

AVOID LOCATING STRUCTURES IN THE PEDESTRIAN PATH OF TRAVEL.

IF STRUCTURES ARE REQUIRED TO BE LOCATED IN THE PEDESTRIAN PATH OF TRAVEL DUE TO EXISTING CONSTRAINTS, THE STRUCTURES MUST ADHERE TO PROWAG'S SURFACE REQUIREMENTS.

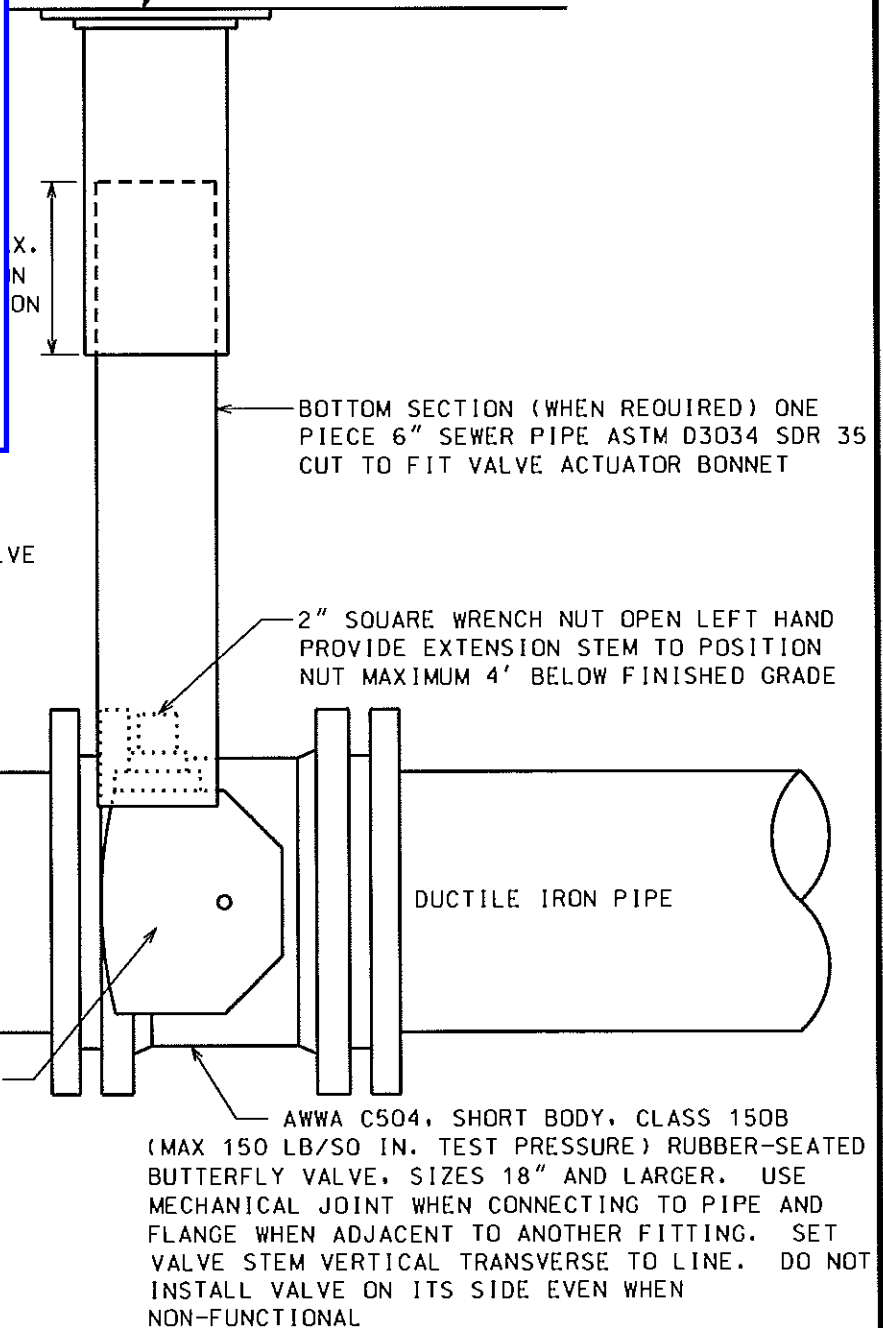
RIM OF STRUCTURE SHALL BE FLUSH WITH SURROUNDING GRADE. LEVEL CHANGES BETWEEN SURFACES MUST NOT EXCEED ¼" OR ½" WITH A 1:2 BEVEL (PROWAG R302.7.2).

GAPS BETWEEN SURFACES OR GRATINGS MAY NOT EXCEED ½" (PROWAG R302.7.3).

SURFACE OF LIDS OR GRATES MUST BE FIRM, STABLE, AND SLIP RESISTANT (R302.7)

HAND TAMP BACKFILL AROUND VALVE BOX TOP AND BOTTOM SECTIONS, AND BUTTERFLY VALVE

EAST JORDAN IRON WORKS, OLYMPIC FOUNDRY, INC. OR EQUAL MUST BE HEAVY DUTY CAST IRON VALVE BOX TOP SECTION 18" LENGTH ALIGN OVER WRENCH NUT. VALVE BOX LID EMBOSSED WITH WORD, "WATER".



**CITY OF
TUALATIN, OR**

**VALVE
BUTTERFLY**

REVISED: 3/2010
VALID: 4/2010

SCALE: 1:10

DRAWN: L.V.
APPROVED: K.L.H.

DWG NO. 601

REVISED: 3/2008
 VALID: 3/2008

SCALE: 1:10

DRAWN: S.N.
 APPROVED: K.L.H.

DWG NO. 602



CITY OF
 TUALATIN, OR

1-INCH AIR RELEASE
 VALVE

METER BOX No.	SIDEWALK	DRIVEWAY
NEWBASIS #66 17"X30"	#66	#66 D. I.
CHRISTY FL36	FL36D	

CONFIRM PRODUCT MODEL NUMBERS.

TYPE "K" SOFT COPPER 1" DIA. TUBE WITH BRASS COMPRESSION PACK JOINT FITTINGS

SLOPE UP TO AIR RELEASE VALVE AND LOCATE BELOW SUBGRADE

ADD NOTES TO ADDRESS THE FOLLOWING:

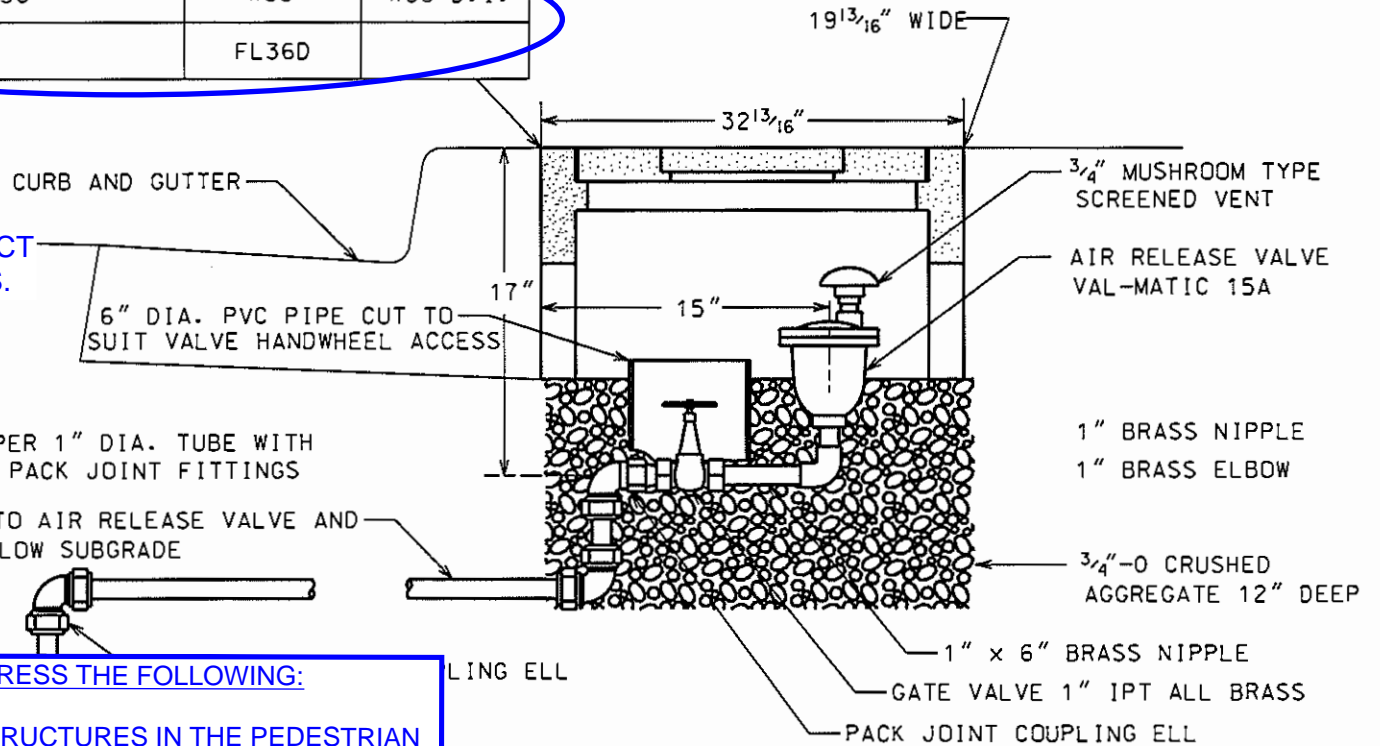
AVOID LOCATING STRUCTURES IN THE PEDESTRIAN PATH OF TRAVEL.

IF STRUCTURES ARE REQUIRED TO BE LOCATED IN THE PEDESTRIAN PATH OF TRAVEL DUE TO EXISTING CONSTRAINTS, THE STRUCTURES MUST ADHERE TO PROWAG'S SURFACE REQUIREMENTS.

RIM OF STRUCTURE SHALL BE FLUSH WITH SURROUNDING GRADE. LEVEL CHANGES BETWEEN SURFACES MUST NOT EXCEED 1/4" OR 1/2" WITH A 1:2 BEVEL (PROWAG R302.7.2).

GAPS BETWEEN SURFACES OR GRATINGS MAY NOT EXCEED 1/2" (PROWAG R302.7.3).

SURFACE OF LIDS OR GRATINGS MUST BE FIRM, STABLE, AND SLIP RESISTANT (R302.7)



STAINLESS STEEL BAND AWWA APPROVED

LINE AFTER CONNECTION TO CORPORATION STOP BEFORE CONNECTION TO AIR RELEASE VALVE S AND FITTINGS FROM FORD OR MUELLER MEET THE REQUIREMENTS OF AWWA C-800

REVISED: 3/2008
VALID: 3/2008

SCALE: 1:10

DRAWN: S.N.
APPROVED: K.L.H.

DWG NO. 603



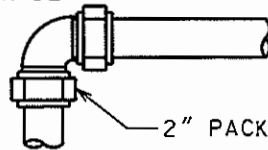
CITY OF
TUALATIN, OR

VALVE
2-INCH AIR RELEASE

METER BOX No.	SIDEWALK	DRIVEWAY
NEWBASIS #66 17"X30"	#66	#66 D.I.
CHRISTY FL36	FL36D	

CONFIRM PRODUCT MODEL NUMBERS.

TYPE "K" RIGID COPPER 2" DIA. TUBE WITH BRASS COMPRESSION PACK JOINT FITTINGS SLOPE UP TO AIR RELEASE VALVE AND LOCATE BELOW SUBGRADE



2" PACK JOINT COUPLING ELL

ADD NOTES TO ADDRESS THE FOLLOWING:

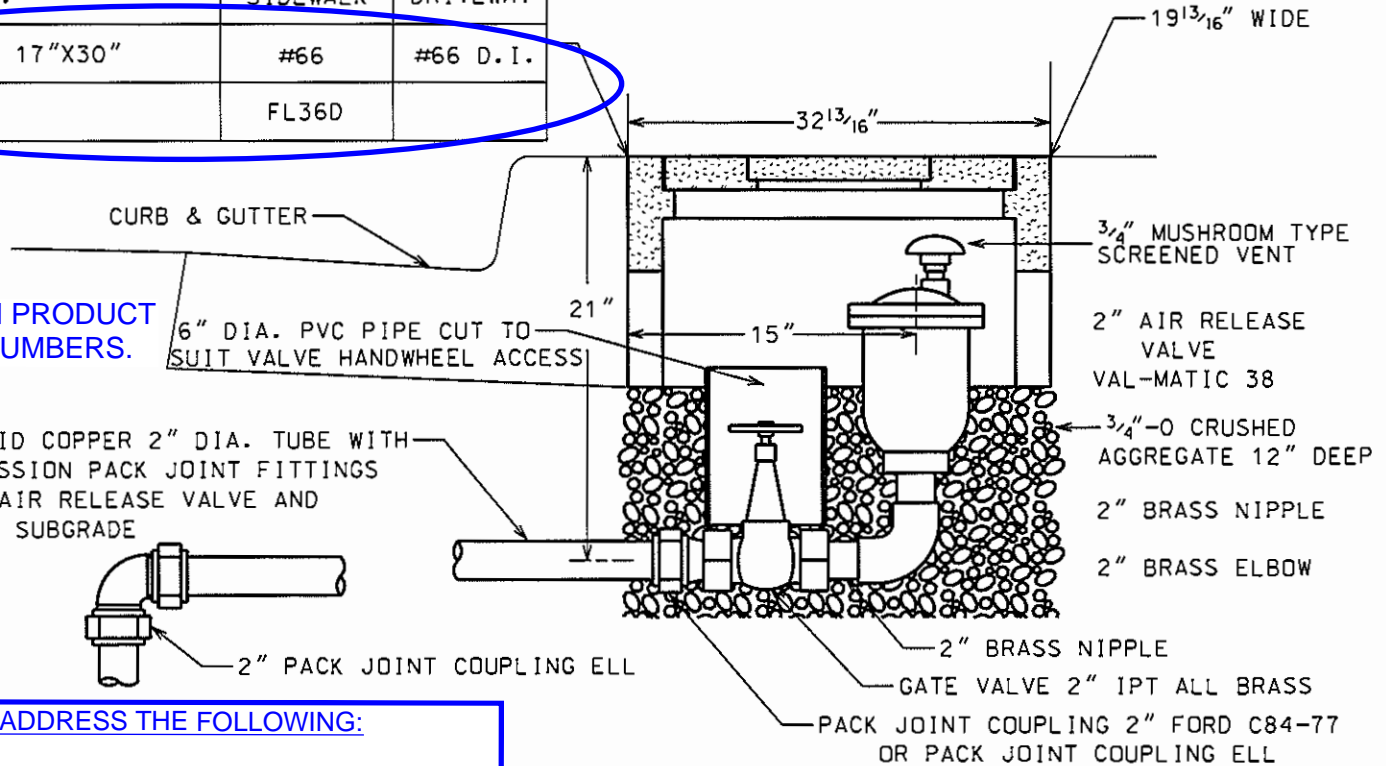
AVOID LOCATING STRUCTURES IN THE PEDESTRIAN PATH OF TRAVEL.

IF STRUCTURES ARE REQUIRED TO BE LOCATED IN THE PEDESTRIAN PATH OF TRAVEL DUE TO EXISTING CONSTRAINTS, THE STRUCTURES MUST ADHERE TO PROWAG'S SURFACE REQUIREMENTS.

RIM OF STRUCTURE SHALL BE FLUSH WITH SURROUNDING GRADE. LEVEL CHANGES BETWEEN SURFACES MUST NOT EXCEED 1/4" OR 1/2" WITH A 1:2 BEVEL (PROWAG R302.7.2).

GAPS BETWEEN SURFACES OR GRATINGS MAY NOT EXCEED 1/2" (PROWAG R302.7.3).

SURFACE OF LIDS OR GRATINGS MUST BE FIRM, STABLE, AND SLIP RESISTANT (R302.7)



CORPORATION STOP

STAINLESS STEEL BAND AWWA APPROVED

PIPE LINE AFTER CONNECTION TO CORPORATION STOP AND BEFORE CONNECTION TO AIR RELEASE VALVE

VALVES & FITTINGS FROM FORD OR MUELLER

MUST MEET THE REQUIREMENTS OF AWWA C-800

AND BE USED ONLY ON 18" DIAMETER PIPE OR LARGER.

REVISED: 3/2008
VALID ID: 3/2008

SCALE: 1:10

DRAWN: S.N.
APPROVED: K.L.H.

DWG NO. 604



CITY OF
TUALATIN, OR

SAMPLE STATION

METER BOX No.	SIDEWALK	DRIVEWAY
NEWBASIS #37 12"X30"	#37	#37 D.I.
CHRISTY FL12	FL12D	

CONFIRM PRODUCT
MODEL NUMBERS.

ANGLE INVERTED KEY 3/4" METER VALVE

ADD NOTES TO ADDRESS THE FOLLOWING:

AVOID LOCATING STRUCTURES IN THE PEDESTRIAN PATH OF TRAVEL.

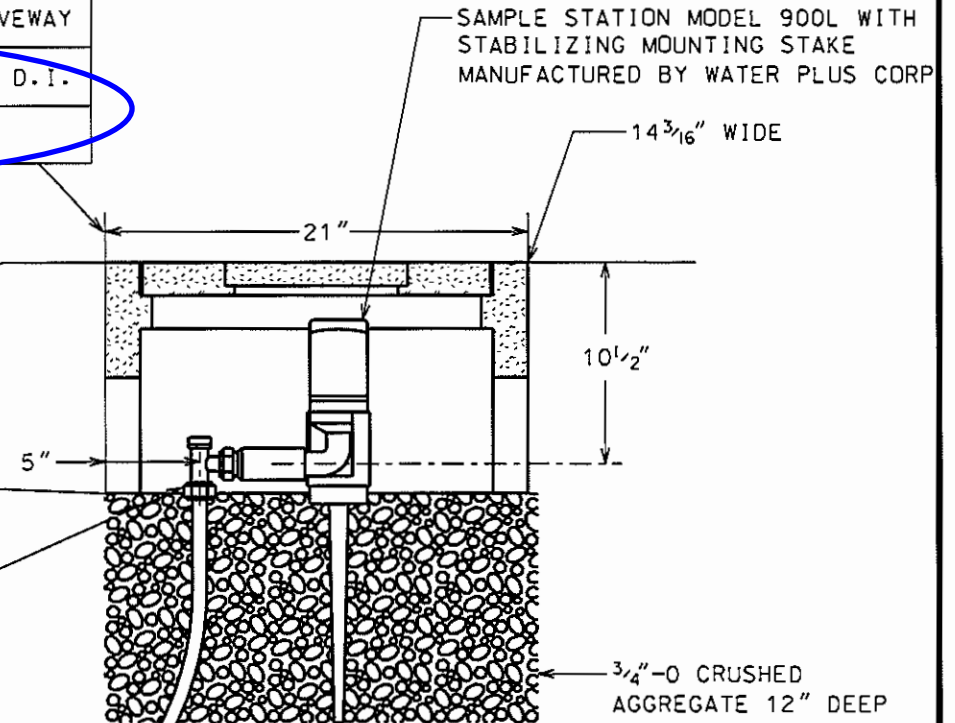
IF STRUCTURES ARE REQUIRED TO BE LOCATED IN THE PEDESTRIAN PATH OF TRAVEL DUE TO EXISTING CONSTRAINTS, THE STRUCTURES MUST ADHERE TO PROWAG'S SURFACE REQUIREMENTS.

RIM OF STRUCTURE SHALL BE FLUSH WITH SURROUNDING GRADE. LEVEL CHANGES BETWEEN SURFACES MUST NOT EXCEED 1/4" OR 1/2" WITH A 1:2 BEVEL (PROWAG R302.7.2).

GAPS BETWEEN SURFACES OR GRATINGS MAY NOT EXCEED 1/2" (PROWAG R302.7.3).

SURFACE OF LIDS OR GRATINGS MUST BE FIRM, STABLE, AND SLIP RESISTANT (R302.7)

CURB AND GUTTER



3/4" DIA. TYPE "K" SOFT COPPER TUBE WITH BRASS COMPRESSION PACK JOINT FITTINGS. USE ELBOWS WHEN THERE IS A POSSIBILITY OF BUCKLING THE COPPER TUBE

AINLESS STEEL BAND AWWA APPROVED FORD F202

LINE AFTER CONNECTION TO CORPORATION STOP AND BEFORE SECTION TO SAMPLE STATION
S & FITTINGS FROM FORD OR MUELLER.
MEET THE REQUIREMENTS OF AWWA C-800

ADD NOTES TO ADDRESS THE FOLLOWING:

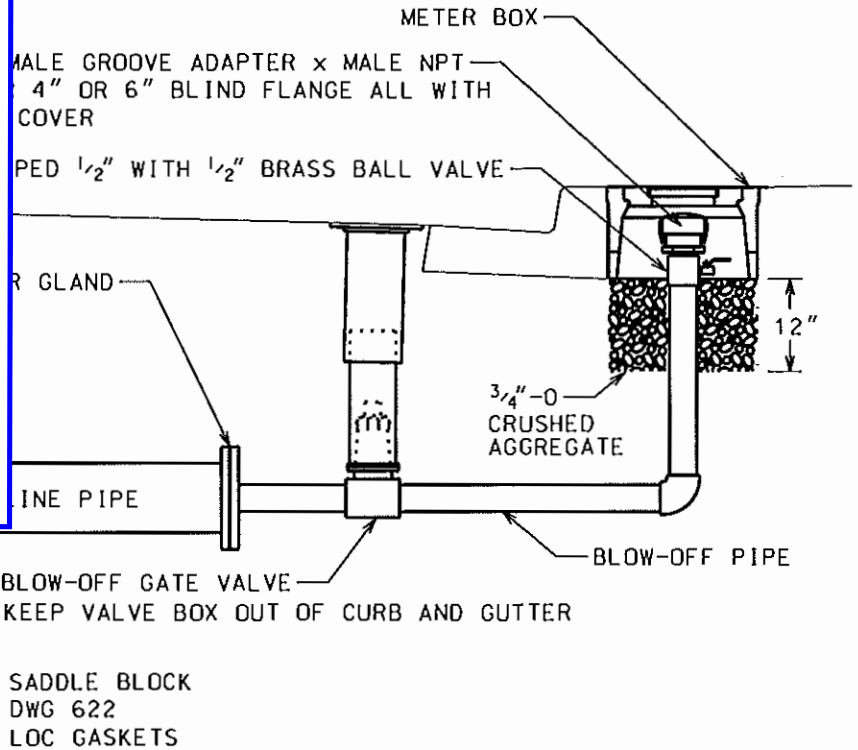
AVOID LOCATING STRUCTURES IN THE PEDESTRIAN PATH OF TRAVEL.

IF STRUCTURES ARE REQUIRED TO BE LOCATED IN THE PEDESTRIAN PATH OF TRAVEL DUE TO EXISTING CONSTRAINTS, THE STRUCTURES MUST ADHERE TO PROWAG'S SURFACE REQUIREMENTS.

RIM OF STRUCTURE SHALL BE FLUSH WITH SURROUNDING GRADE. LEVEL CHANGES BETWEEN SURFACES MUST NOT EXCEED 1/4" OR 1/2" WITH A 1:2 BEVEL (PROWAG R302.7.2).

GAPS BETWEEN SURFACES OR GRATINGS MAY NOT EXCEED 1/2" (PROWAG R302.7.3).

SURFACE OF LIDS OR GRATINGS MUST BE FIRM, STABLE, AND SLIP RESISTANT (R302.7)



MAINLINE	BLOW-OFF			METER BOX EQUIPMENT
	SIZE	PIPE MATERIAL	FITTING TYPE	
4" TO 6"	2"	BRASS	NPT	67-S OR 67-T
8" TO 12"	3"	BRASS	NPT	69-S OR 69-T
14" TO 24"	4"	D. I.	FLANGED	PERMANENT INSTALLATION
LARGER THAN 24"	6"	D. I.	FLANGED	PERMANENT INSTALLATION

NOTES:

1. BRASS CAM AND GROOVE ADAPTERS SHALL MEET MIL-C-27487F SPECIFICATIONS
2. A PERMANENT INSTALLATION, WHERE THE WATERLINE WILL NOT BE EXTENDED LATER, SHALL CONSIST OF REQUIRED LENGTH OF BURIED RESTRAINED PIPE, AND THE ABOVE ASSEMBLY, ALL RESTRAINED WITH APPROVED RETAINER GLANDS, FIELD-LOCK GASKETS AND NPT THREADS. 4" AND 6" BLOW-OFFS SHALL BE INDIVIDUALLY DESIGNED WITH THE OUTLET ARRANGED TO DISSIPATE ENERGY WITHOUT DAMAGING PROPERTY.
3. BLOW-OFF TO BE IN-LINE HORIZONTALLY WITH MAINLINE PIPE WHERE POSSIBLE
4. MAINLINE WATER VELOCITY SHALL NOT BE LESS THAN 4 FT/SEC



CITY OF TUALATIN, OR

MAINLINE VALVE ASSEMBLY PERMANENT BLOW-OFF

REVISED: 3/2008
VAL ID: 3/2008

SCALE: 1:25

DRAWN: S.N.
APPROVED: K.L.H.

DWG NO. 605

ADD NOTES TO ADDRESS THE FOLLOWING:

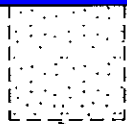
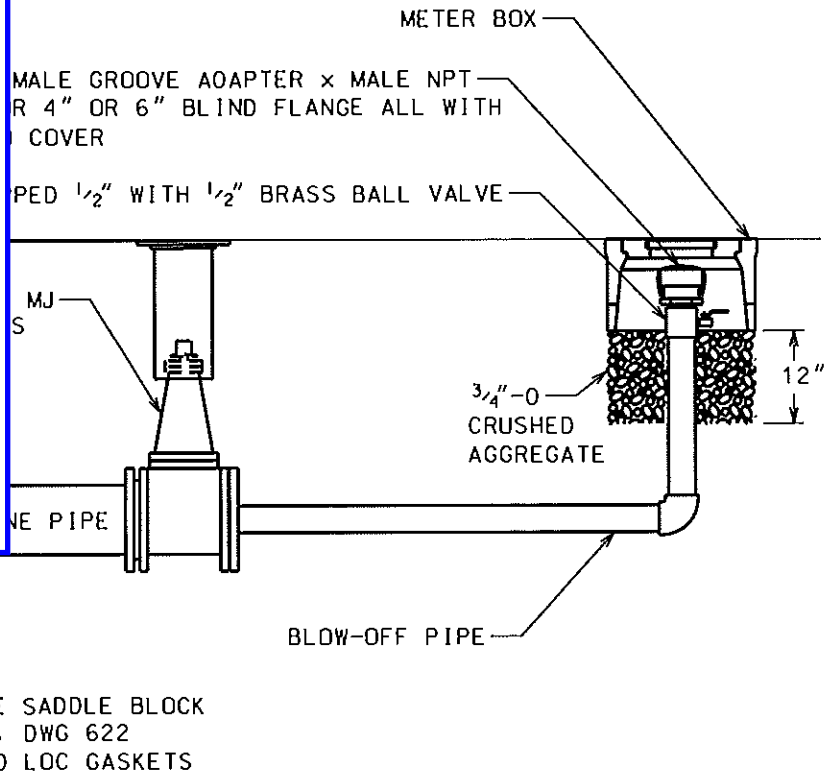
AVOID LOCATING STRUCTURES IN THE PEDESTRIAN PATH OF TRAVEL.

IF STRUCTURES ARE REQUIRED TO BE LOCATED IN THE PEDESTRIAN PATH OF TRAVEL DUE TO EXISTING CONSTRAINTS, THE STRUCTURES MUST ADHERE TO PROWAG'S SURFACE REQUIREMENTS.

RIM OF STRUCTURE SHALL BE FLUSH WITH SURROUNDING GRADE. LEVEL CHANGES BETWEEN SURFACES MUST NOT EXCEED 1/4" OR 1/2" WITH A 1:2 BEVEL (PROWAG R302.7.2).

GAPS BETWEEN SURFACES OR GRATINGS MAY NOT EXCEED 1/2" (PROWAG R302.7.3).

SURFACE OF LIDS OR GRATINGS MUST BE FIRM, STABLE, AND SLIP RESISTANT (R302.7)



CONCRETE SADDLE BLOCK
SEE STD. DWG 622
OR FIELD LOC GASKETS

MAINLINE	BLOW-OFF			METER BOX EQUIPMENT
	SIZE	PIPE MATERIAL	FITTING TYPE	
4" TO 6"	2"	BRASS	NPT	67-S OR 67-T
8" TO 12"	3"	BRASS	NPT	69-S OR 69-T
14" TO 24"	4"	D.I.	FLANGED	
LARGER THAN 24"	6"	D.I.	FLANGED	

NOTES:

1. BRASS CAM AND GROOVE ADAPTERS SHALL MEET MII-C-27487F SPECIFICATIONS
2. A TEMPORARY INSTALLATION, WHERE THE WATERLINE IS TO BE EXTENDED LATER, SHALL CONSIST OF A MJxMJ MAINLINE VALVE RESTRAINED BY THE REQUIRED LENGTH OF BURIED RESTRAINING PIPE AND THE ABOVE ASSEMBLY. ALL RESTRAINED WITH APPROVED MJ RETAINER GLANDS, FIELD-LOK GASKETS AND NPT THREADS. 4" AND 6" BLOW-OFFS SHALL BE INDIVIDUALLY DESIGNED WITH AN OUTLET ARRANGED TO DISSIPATE ENERGY WITHOUT DAMAGING PROPERTY.
3. BLOW-OFF TO BE IN-LINE HORIZONTALLY WITH MAINLINE PIPE
4. MAINLINE WATER VELOCITY SHALL NOT BE LESS THAN 4 FT/SEC
5. MINIMUM DISTANCE MAINLINE VALVE TO BARRICADE 3'-0"



**CITY OF
TUALATIN, OR**

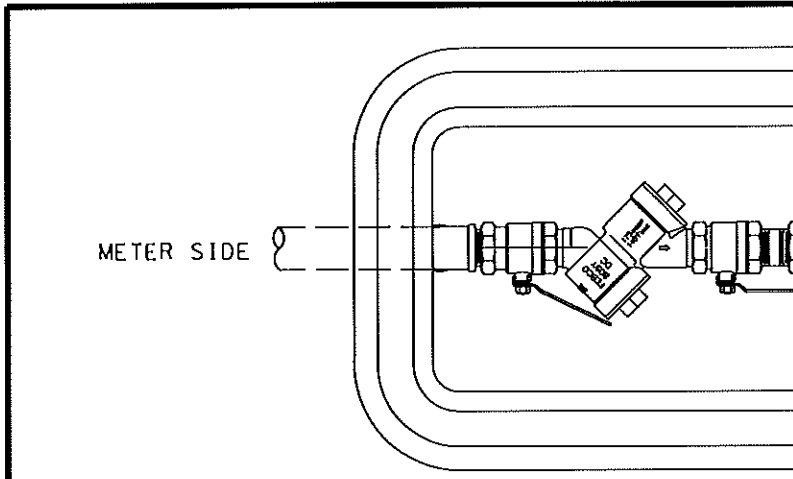
**MAINLINE
VALVE ASSEMBLY
TEMPORARY BLOW-OFF**

REVISED: 3/2008
VALID: 3/2008

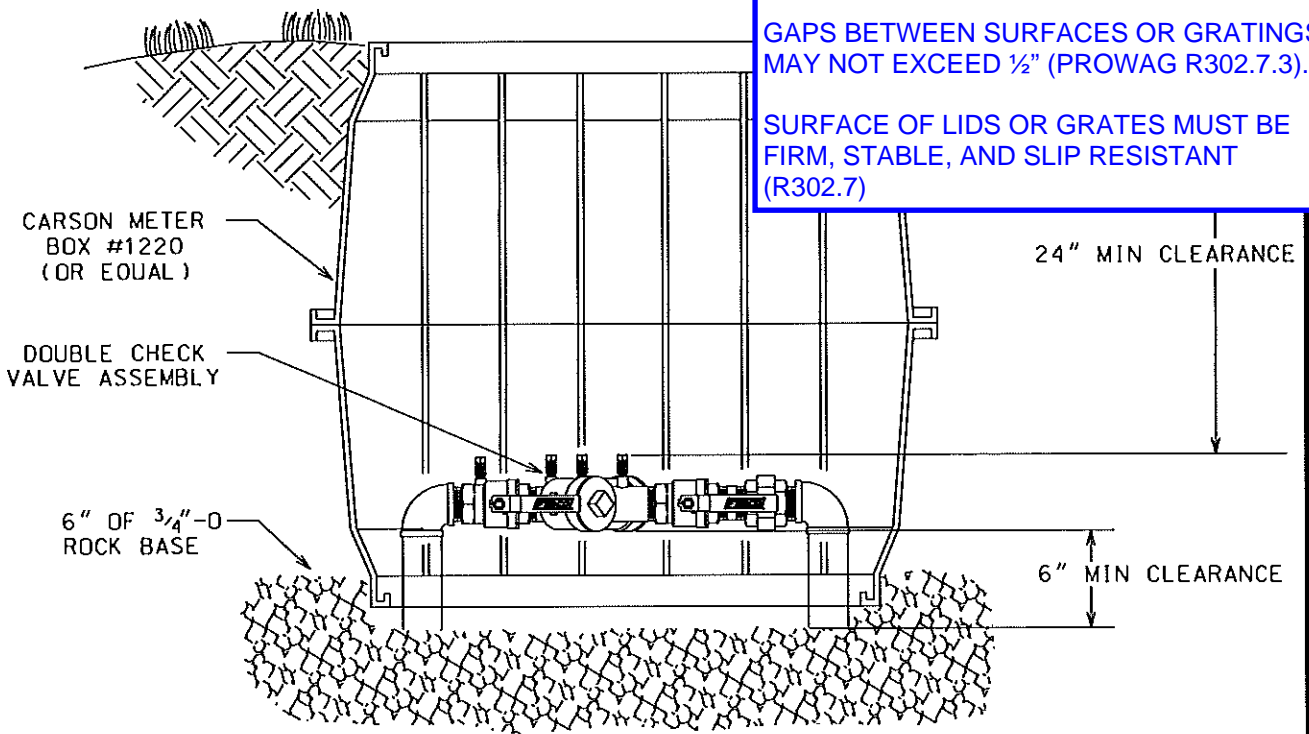
SCALE: 1:25

DRAWN: S.N.
APPROVED: K.L.H.

DWG NO. 606



PLAN



ELEVATION

ADD NOTES TO ADDRESS THE FOLLOWING:

CONFIRM IF THIS IS ALLOWED TO BE INSTALLED IN THE RIGHT OF WAY.

AVOID LOCATING STRUCTURES IN THE PEDESTRIAN PATH OF TRAVEL.

IF STRUCTURES ARE REQUIRED TO BE LOCATED IN THE PEDESTRIAN PATH OF TRAVEL DUE TO EXISTING CONSTRAINTS, THE STRUCTURES MUST ADHERE TO PROWAG'S SURFACE REQUIREMENTS.

RIM OF STRUCTURE SHALL BE FLUSH WITH SURROUNDING GRADE. LEVEL CHANGES BETWEEN SURFACES MUST NOT EXCEED 1/4" OR 1/2" WITH A 1:2 BEVEL (PROWAG R302.7.2).

GAPS BETWEEN SURFACES OR GRATINGS MAY NOT EXCEED 1/2" (PROWAG R302.7.3).

SURFACE OF LIDS OR GRATINGS MUST BE FIRM, STABLE, AND SLIP RESISTANT (R302.7)

NOTE:

1. BACKFLOW ASSEMBLY TO BE APPROVED BY THE OREGON STATE HEALTH DIVISION WITH TWO INTEGRAL BALL VALVES AND INSTALLED WITH UNIONS AT BOTH ENDS AND PLUGS IN TEST COCKS
2. INSTALL BELOW GROUND IN A CARSON BROOKS, AMETEK OR SIMILAR ENCLOSURE. MAY ALSO BE MOUNTED ABOVE GROUND IN A HEATED INSULATED PROTECTIVE ENCLOSURE OR BUILDING
3. PROVIDE DEVICE CLEARANCES AS FOLLOWS: TOP 24", ENDS 3", BOTTOM AND SIDES 6"
4. SHALL BE TESTED AND APPROVED BY A CERTIFIED TESTER AND A COPY OF THE REPORT PROVIDED TO THE BACKFLOW INSPECTOR, TUALATIN CITY OPERATIONS DEPARTMENT
5. FLUSH LINE FROM METER BEFORE INSTALLATION OF BACKFLOW ASSEMBLY.

	<p>CITY OF TUALATIN, OR</p>	<p>DOUBLE CHECK BACKFLOW ASSEMBLY 3/4" THRU 1"</p>
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REVISED: 3/2008 VALID: 3/2008	SCALE: 1:10	DRAWN: S.N. APPROVED: K.L.H.	DWG NO. 609
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REVISED: 8/2004
VALID ID: 10/2005

SCALE: 1:25

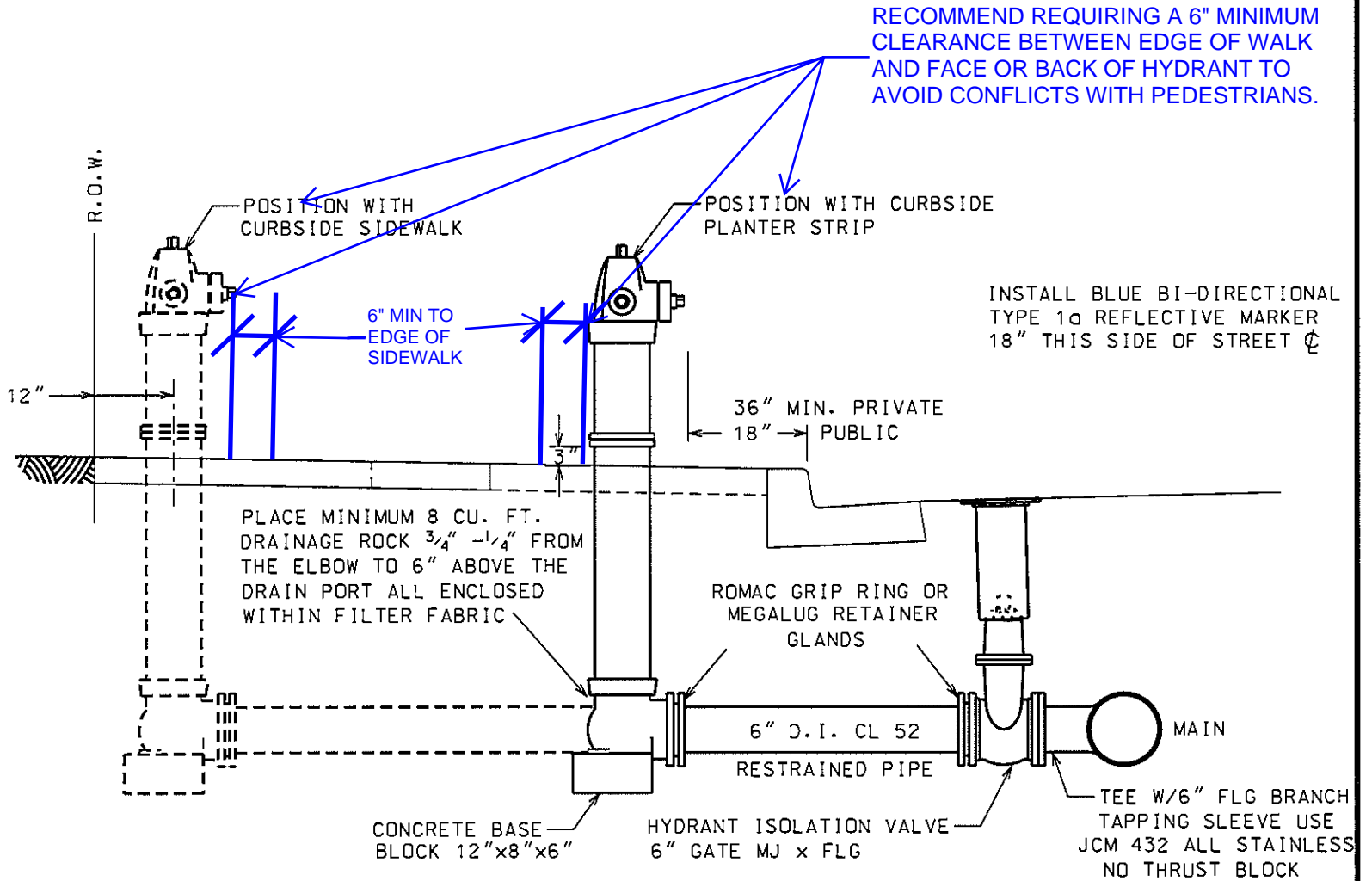
DRAWN: D.L.
APPROVED: K.L.H.

DWG NO. 610



CITY OF
TUALATIN, OR

FIRE HYDRANT
ASSEMBLY



NOTE:

1. APPLY MAINS TEST PRESSURE AGAINST CLOSED MAIN VALVE IN THE HYDRANT AND NOT THROUGH THE HYDRANT
2. FIRE HYDRANT SHALL BE WATEROUS PACER WB-67 (WITH 16" UPPER STANDPIPE), CLOW MEDALLION OR F-2500, MUELLER SUPER CENTURION 250 OR M & H VALVE 929 RELIANT, WITH ONE 4 $\frac{1}{2}$ " AND TWO 2 $\frac{1}{2}$ " NOZZLES, SHOE 6" MJ, 5 $\frac{1}{4}$ " VALVE WITH 1 $\frac{1}{2}$ " PENTAGON OPERATING NUT, PAINTED OVERALL WITH MILLER PAINT, BRIGHT RED # 2530, HIGH GLOSS SPAR ENAMEL, PRIVATE HYDRANTS ARE PAINTED YELLOW OVERALL. REMOVE NOZZLE CAP CHAINS.
3. HYDRANT SHALL CONFORM TO AWWA C502 AND BE INSTALLED GENERALLY IN ACCORDANCE WITH AWWA MANUAL M17

ADD NOTES TO ADDRESS THE FOLLOWING:

CONFIRM IF THIS IS ALLOWED TO BE INSTALLED IN THE RIGHT OF WAY.

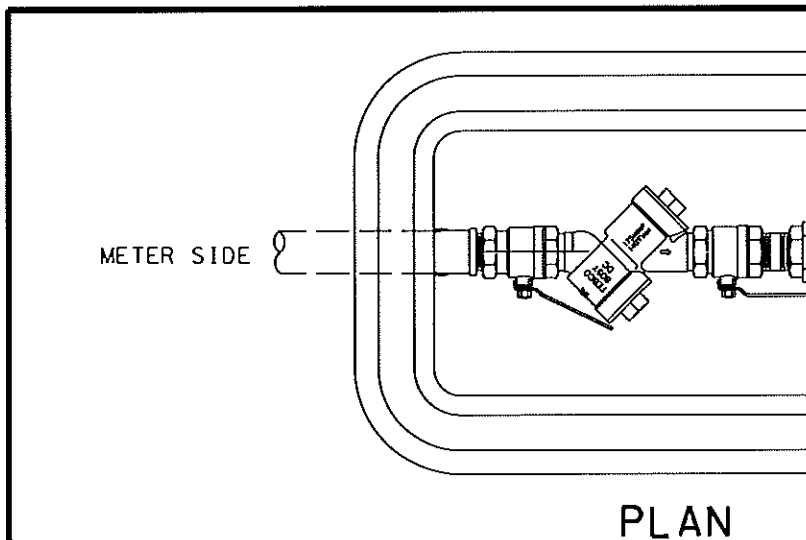
AVOID LOCATING STRUCTURES IN THE PEDESTRIAN PATH OF TRAVEL.

IF STRUCTURES ARE REQUIRED TO BE LOCATED IN THE PEDESTRIAN PATH OF TRAVEL DUE TO EXISTING CONSTRAINTS, THE STRUCTURES MUST ADHERE TO PROWAG'S SURFACE REQUIREMENTS.

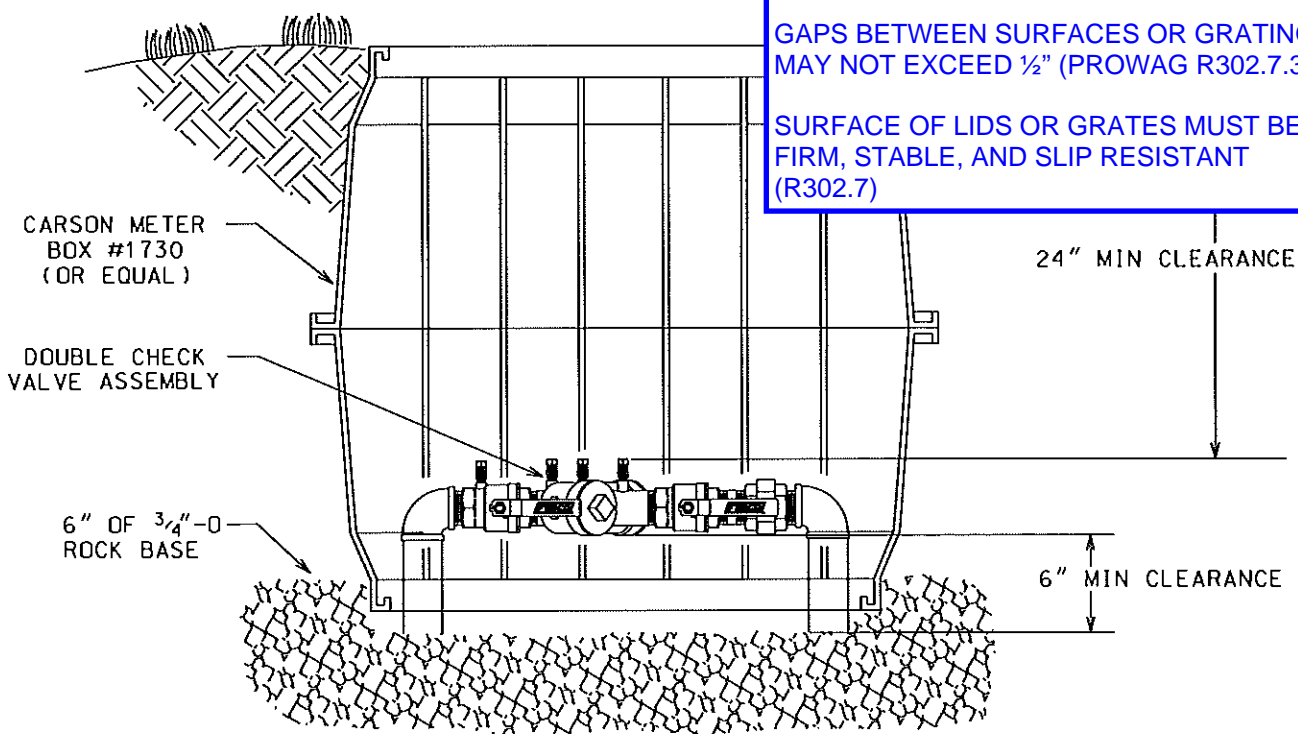
RIM OF STRUCTURE SHALL BE FLUSH WITH SURROUNDING GRADE. LEVEL CHANGES BETWEEN SURFACES MUST NOT EXCEED 1/4" OR 1/2" WITH A 1:2 BEVEL (PROWAG R302.7.2).

GAPS BETWEEN SURFACES OR GRATINGS MAY NOT EXCEED 1/2" (PROWAG R302.7.3).

SURFACE OF LIDS OR GRATINGS MUST BE FIRM, STABLE, AND SLIP RESISTANT (R302.7)



PLAN



ELEVATION

NOTE:

1. BACKFLOW ASSEMBLY TO BE APPROVED BY THE OREGON STATE HEALTH DIVISION WITH TWO INTEGRAL BALL VALVES AND INSTALLED WITH UNIONS AT BOTH ENDS AND PLUGS IN TEST COCKS
2. INSTALL BELOW GROUND IN A CARSON BROOKS, AMETEK OR SIMILAR ENCLOSURE. MAY ALSO BE MOUNTED ABOVE GROUND IN A HEATED INSULATED PROTECTIVE ENCLOSURE OR BUILDING
3. PROVIDE DEVICE CLEARANCES AS FOLLOWS: TOP 24", ENDS 3", BOTTOM AND SIDES 6"
4. SHALL BE TESTED AND APPROVED BY A CERTIFIED TESTER AND A COPY OF THE REPORT PROVIDED TO THE BACKFLOW INSPECTOR, TUALATIN CITY OPERATIONS DEPARTMENT
5. FLUSH LINE FROM METER BEFORE INSTALLATION OF BACKFLOW ASSEMBLY.



CITY OF TUALATIN, OR

DOUBLE CHECK BACKFLOW ASSEMBLY 1 1/2" THRU 2 1/2"

REVISED: 3/2008
VALID: 3/2008

SCALE: 1:10

DRAWN: S.N.
APPROVED: K.L.H.

DWG NO. 611

ADD NOTES TO ADDRESS THE FOLLOWING:

CONFIRM IF THIS IS ALLOWED TO BE INSTALLED IN THE RIGHT OF WAY.

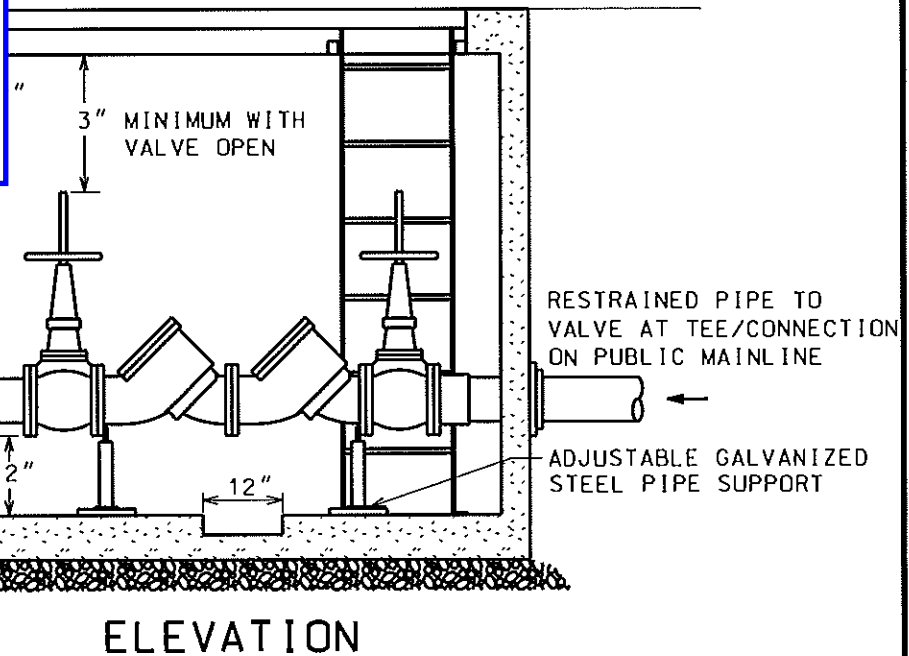
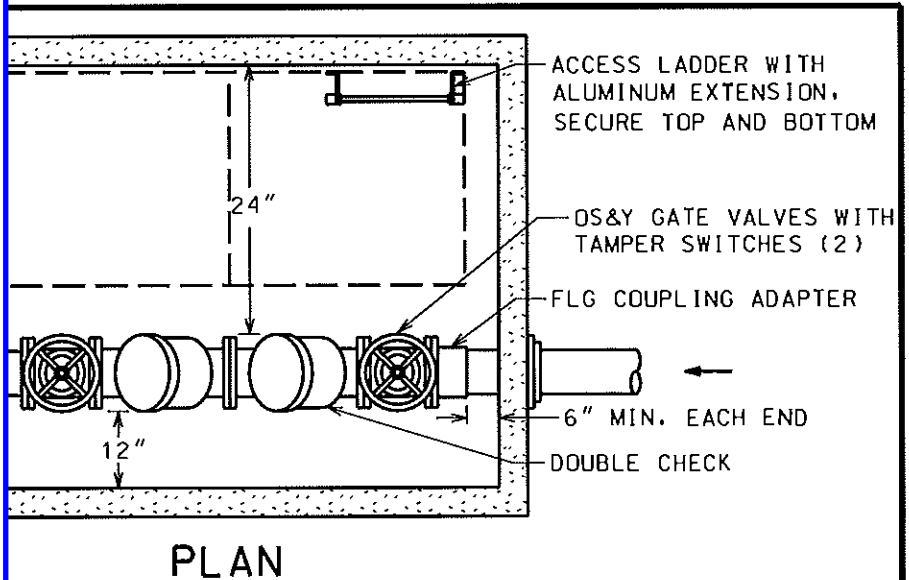
AVOID LOCATING STRUCTURES IN THE PEDESTRIAN PATH OF TRAVEL.

IF STRUCTURES ARE REQUIRED TO BE LOCATED IN THE PEDESTRIAN PATH OF TRAVEL DUE TO EXISTING CONSTRAINTS, THE STRUCTURES MUST ADHERE TO PROWAG'S SURFACE REQUIREMENTS.

RIM OF STRUCTURE SHALL BE FLUSH WITH SURROUNDING GRADE. LEVEL CHANGES BETWEEN SURFACES MUST NOT EXCEED 1/4" OR 1/2" WITH A 1:2 BEVEL (PROWAG R302.7.2).

GAPS BETWEEN SURFACES OR GRATINGS MAY NOT EXCEED 1/2" (PROWAG R302.7.3).

SURFACE OF LIDS OR GRATINGS MUST BE FIRM, STABLE, AND SLIP RESISTANT (R302.7)



NOTES:

1. USE DUCTILE IRON PIPE THROUGH VAULT
2. PLUGS SHALL BE INSTALLED IN TEST COCKS.
3. ASSEMBLY MAY ALSO BE MOUNTED ABOVE GROUND IN AN INSULATED PROTECTIVE ENCLOSURE OR BUILDING.
4. CHECK VAULT FLOTATION AND CORRECT IF NECESSARY.
5. INSTALLATION AND BACKFLOW ASSEMBLY SHALL COMPLY WITH AWWA C510 AND OAR 333-61-070.
6. PROVIDE SUMP PUMP WITH DIAPHRAGM OR VERTICAL FLOAT SWITCH AND 1" PVC CHECK VALVE AND PIPE DISCHARGE TO DAYLIGHT. SUPPLY POWER THRU GFCI INTERNAL WALL MOUNT 12" BELOW CEILING.
7. IF BACKFLOW DEVICE IS INSTALLED INSIDE BUILDING, AN ISOLATION VALVE SHALL BE INSTALLED AT THE PROPERTY LINE.

PIPE SIZE	UTILITY VAULT	COVER OFFSET
3"	577-WA	2-332P
4"	577-WA	2-332P
6"	577-WA	2-332P
8"	687-WA	2-332P
10"	5106-WA	3-332P



CITY OF TUALATIN, OR

DOUBLE CHECK BACKFLOW ASSEMBLY 3" THRU 10"

REVISED: 3/2008
VALID ID: 3/2008

SCALE: 1:30

DRAWN: S.N.
APPROVED: K.L.H.

DWG NO. 613

ADD NOTES TO ADDRESS THE FOLLOWING:

CONFIRM IF THIS IS ALLOWED TO BE INSTALLED IN THE RIGHT OF WAY.

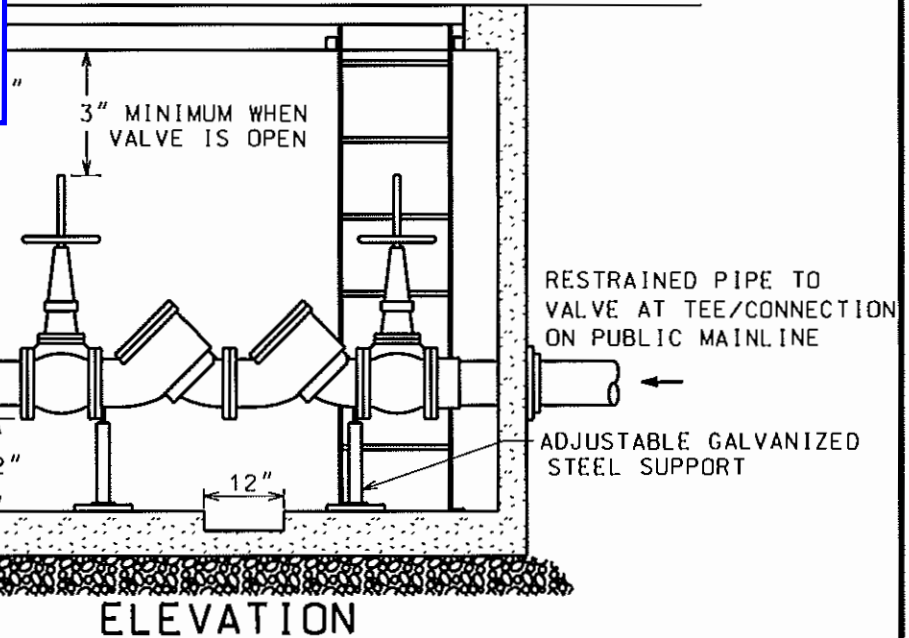
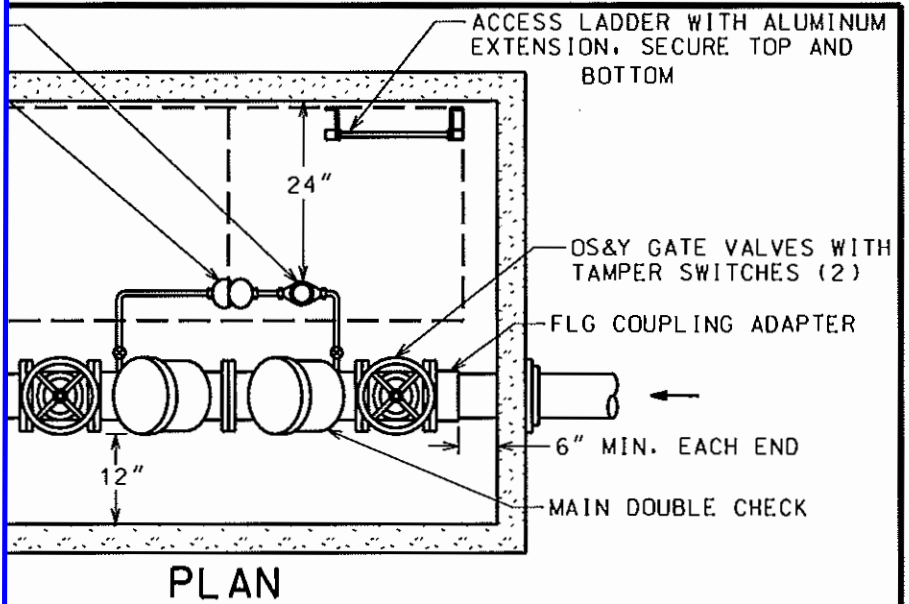
AVOID LOCATING STRUCTURES IN THE PEDESTRIAN PATH OF TRAVEL.

IF STRUCTURES ARE REQUIRED TO BE LOCATED IN THE PEDESTRIAN PATH OF TRAVEL DUE TO EXISTING CONSTRAINTS, THE STRUCTURES MUST ADHERE TO PROWAG'S SURFACE REQUIREMENTS.

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GAPS BETWEEN SURFACES OR GRATINGS MAY NOT EXCEED 1/2" (PROWAG R302.7.3).

SURFACE OF LIDS OR GRATINGS MUST BE FIRM, STABLE, AND SLIP RESISTANT (R302.7)



NOTES:

1. USE DUCTILE IRON PIPE THROUGH VAULT
2. PLUGS SHALL BE INSTALLED IN TEST COCKS.
3. ASSEMBLY MAY ALSO BE MOUNTED ABOVE GROUND IN AN INSULATED PROTECTIVE ENCLOSURE OR BUILDING.
4. CHECK VAULT FLOTATION AND CORRECT IF NECESSARY.
5. INSTALLATION AND BACKFLOW ASSEMBLY SHALL COMPLY WITH AWWA C510 AND OAR 333-61-070.
6. PROVIDE SUMP PUMP WITH DIAPHRAGM OR VERTICAL FLOAT SWITCH AND 1" PVC CHECK VALVE AND PIPE DISCHARGE TO DAYLIGHT. SUPPLY POWER THRU GFCI INTERNAL WALL MOUNT 12" BELOW CEILING.
7. IF BACKFLOW DEVICE IS INSTALLED INSIDE BUILDING, AN ISOLATION VALVE SHALL BE INSTALLED AT THE PROPERTY LINE.

PIPE SIZE	UTILITY VAULT	COVER OFFSET
4"	676-WA	2-332P
6"	676-WA	2-332P
8"	687-WA	2-332P
10"	5106-WA	3-332P



**DOUBLE CHECK DETECTOR
FIRE PROTECTION
WITHOUT FDC**

REVISED: 3/2008	SCALE: 1:30	DRAWN: S.N.	DWG NO. 614
VAL ID: 3/2008		APPROVED: K.L.H.	

ADD NOTES TO ADDRESS THE FOLLOWING:

CONFIRM IF THIS IS ALLOWED TO BE INSTALLED IN THE RIGHT OF WAY.

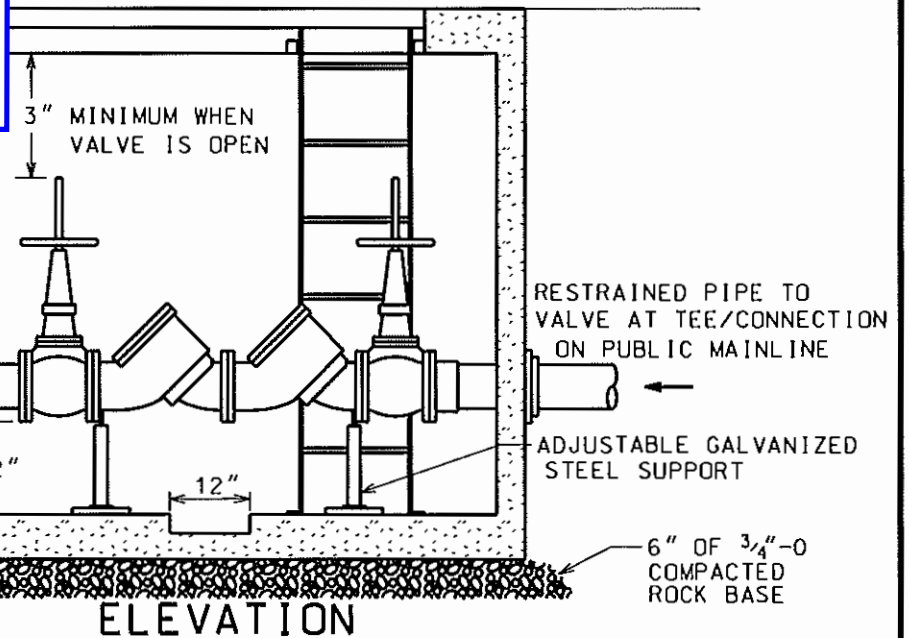
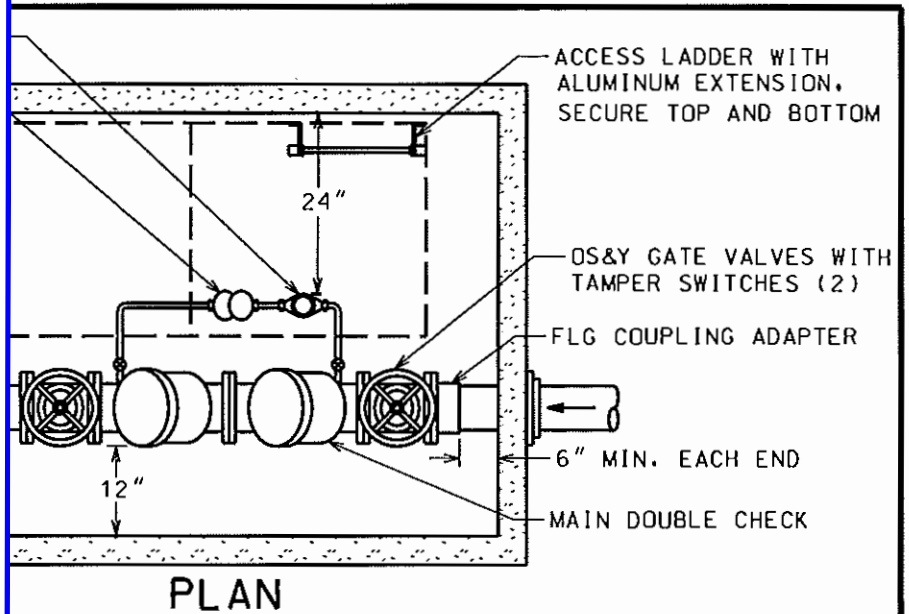
AVOID LOCATING STRUCTURES IN THE PEDESTRIAN PATH OF TRAVEL.

IF STRUCTURES ARE REQUIRED TO BE LOCATED IN THE PEDESTRIAN PATH OF TRAVEL DUE TO EXISTING CONSTRAINTS, THE STRUCTURES MUST ADHERE TO PROWAG'S SURFACE REQUIREMENTS.

RIM OF STRUCTURE SHALL BE FLUSH WITH SURROUNDING GRADE. LEVEL CHANGES BETWEEN SURFACES MUST NOT EXCEED 1/4" OR 1/2" WITH A 1:2 BEVEL (PROWAG R302.7.2).

GAPS BETWEEN SURFACES OR GRATINGS MAY NOT EXCEED 1/2" (PROWAG R302.7.3).

SURFACE OF LIDS OR GRATINGS MUST BE FIRM, STABLE, AND SLIP RESISTANT (R302.7)



NOTES:

1. USE DUCTILE IRON PIPE THROUGH VAULT
2. PLUGS SHALL BE INSTALLED IN TEST COCKS.
3. ASSEMBLY MAY ALSO BE MOUNTED ABOVE GROUND IN AN INSULATED PROTECTIVE ENCLOSURE OR BUILDING.
4. CHECK VAULT FLOTATION AND CORRECT IF NECESSARY.
5. INSTALLATION AND BACKFLOW ASSEMBLY SHALL COMPLY WITH AWWA C510 AND DAR 333-61-070.
6. PROVIDE SUMP PUMP WITH DIAPHRAGM OR VERTICAL FLOAT SWITCH AND 1" PVC CHECK VALVE AND PIPE DISCHARGE TO DAYLIGHT. SUPPLY POWER THRU GFCI INTERNAL WALL MOUNT 12" BELOW CEILING.
7. IF BACKFLOW DEVICE IS INSTALLED INSIDE BUILDING, AN ISOLATION VALVE SHALL BE INSTALLED AT THE PROPERTY LINE.

PIPE SIZE	UTILITY VAULT	COVER OFFSET
4"	676-WA	2-332P
6"	687-WA	2-332P
8"	5106-WA	2-332P
10"	5106-WA	3-332P



CITY OF TUALATIN, OR

**DOUBLE CHECK DETECTOR
FIRE PROTECTION
WITH FDC CONNECTION**

REVISED: 3/2008
VAL ID: 3/2008

SCALE: 1:30

DRAWN: S.N.
APPROVED: K.L.H.

DWG NO. 615

REVISED: 3/2010
VALID: 4/2010

SCALE: 1:8

DRAWN: L.V.
APPROVED: K.L.H.

DWG NO. 630



CITY OF
TUALATIN, OR

WATER SERVICE
5/8" X 3/4" METER

METER BOX No.	SIDEWALK	DRIVEWAY
NEWBASIS #37 12"X20"	#37	#37 D.I.
CHRISTY FL12	(APPROVED FOR PLANTER AREAS ONLY)	

CONFIRM PRODUCT MODEL NUMBERS.

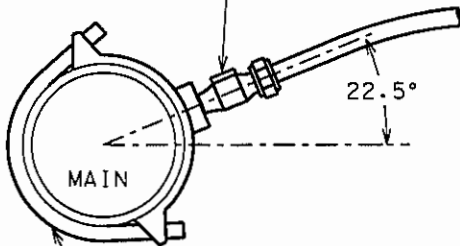
CITY SHALL SUPPLY & INSTALL
5/8" X 3/4" METER AND GA13
VALVE 3/4" METER X 3/4" I.P.

CURB & GUTTER

ANGLE INVERTED KEY METER VALVE
FOR 1" DIA. COPPER, FORD KV43-444W,
WITH MUELLER METER BUSHING H-10889

TYPE "K" SOFT COPPER 1" DIA. TUBE WITH
BRASS COMPRESSION PACK OR GRIP JOINT
FITTINGS. USE ELBOWS WHERE THERE IS A
POSSIBILITY OF BUCKLING THE COPPER TUBE

1" CORPORATION STOP DIRECT
TAP OR SERVICE SADDLE



SERVICE SADDLE STAINLESS STEEL BAND AWWA APPROVED

FLUSH LINE AFTER CONNECTION TO CORPORATION STOP
AND BEFORE CONNECTION TO METER

NOTE:

1. MAXIMUM CONTINUOUS FLOW RATE PER METER SHALL NOT EXCEED 10 GPM
2. VALVES & FITTINGS FROM FORD OR MUELLER SHALL MEET THE REQUIREMENTS OF AWWA C-800

ADD NOTES TO ADDRESS THE FOLLOWING:

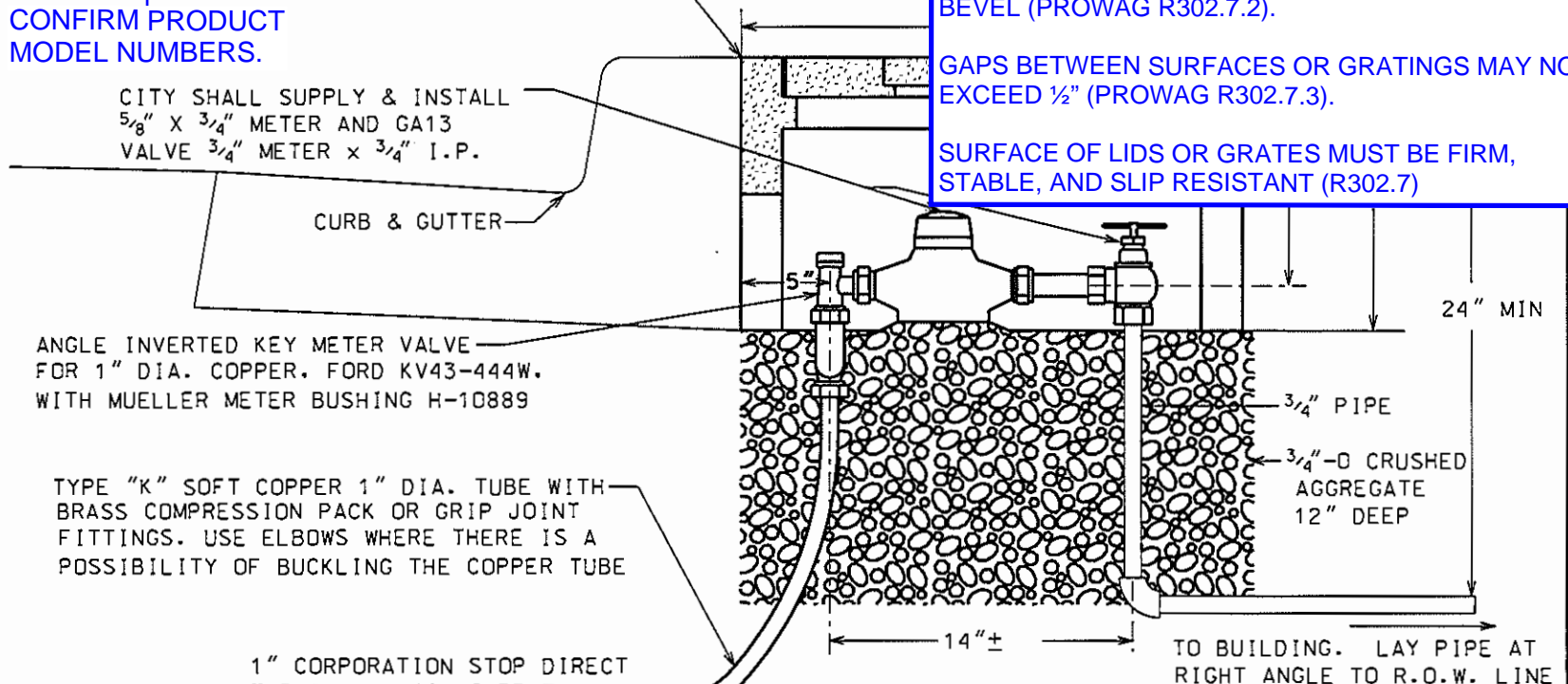
AVOID LOCATING STRUCTURES IN THE PEDESTRIAN PATH OF TRAVEL.

IF STRUCTURES ARE REQUIRED TO BE LOCATED IN THE PEDESTRIAN PATH OF TRAVEL DUE TO EXISTING CONSTRAINTS, THE STRUCTURES MUST ADHERE TO PROWAG'S SURFACE REQUIREMENTS.

RIM OF STRUCTURE SHALL BE FLUSH WITH SURROUNDING GRADE. LEVEL CHANGES BETWEEN SURFACES MUST NOT EXCEED 1/4" OR 1/2" WITH A 1:2 BEVEL (PROWAG R302.7.2).

GAPS BETWEEN SURFACES OR GRATINGS MAY NOT EXCEED 1/2" (PROWAG R302.7.3).

SURFACE OF LIDS OR GRATINGS MUST BE FIRM, STABLE, AND SLIP RESISTANT (R302.7)



REVISED: 3/2008
VALID: 3/2008



DR

DRAWN: S.N.
APPROVED: K.L.H.

DWG NO. 631

WATER SERVICE
1" METER

METER BOX No.	SIDEWALK	DRIVEWAY
NEWBASIS #37 12"x20"	#37	#37 D.I.
CHRISTY FL12	FL12D	

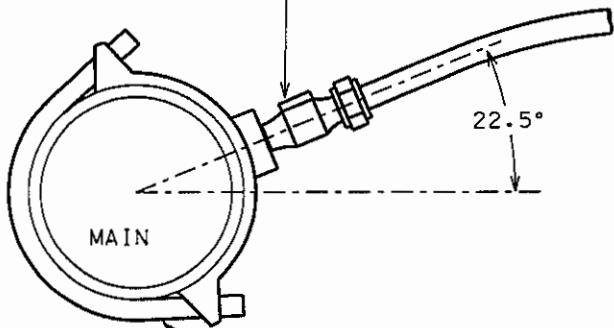
CITY SHALL SUPPLY & INSTALL 1" METER AND GA13 VALVE 1" METER x 1" I.P. FORD B13-444W WITH HANDLE HB-345

CURB & GUTTER

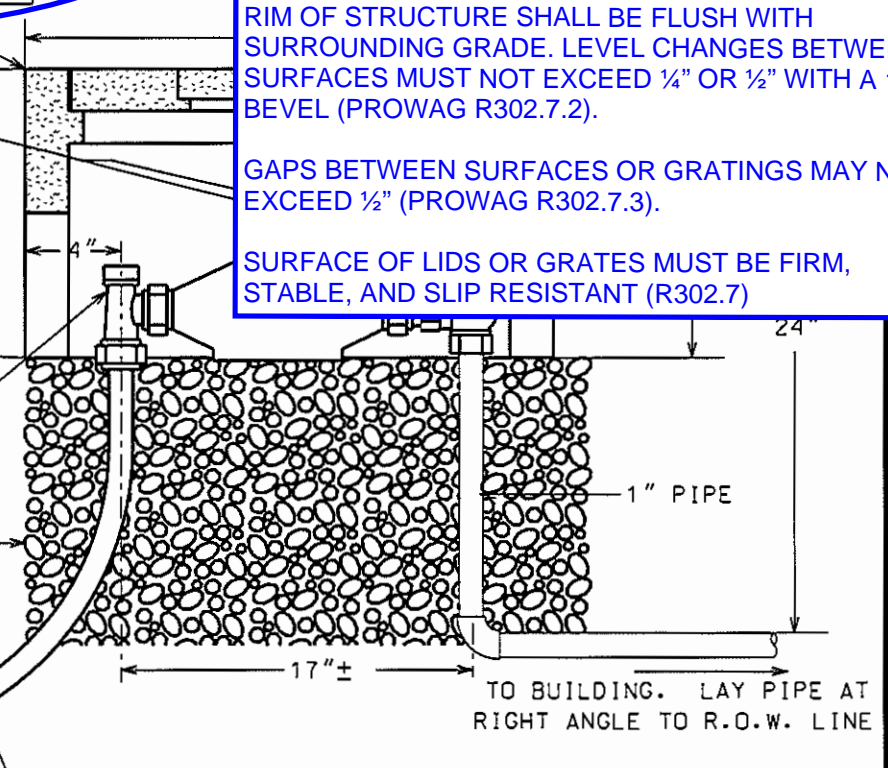
ANGLE INVERTED KEY 1" METER VALVE FORD KV43-444W

3/4"-0 CRUSHED AGGREGATE 12" DEEP

1" CORPORATION STOP FORD F1000-4 FOR DIRECT TAP OR F1100-4 FOR SERVICE SADDLE



SERVICE SADDLE STAINLESS STEEL BAND AWWA APPROVED



ADD NOTES TO ADDRESS THE FOLLOWING:

AVOID LOCATING STRUCTURES IN THE PEDESTRIAN PATH OF TRAVEL.

IF STRUCTURES ARE REQUIRED TO BE LOCATED IN THE PEDESTRIAN PATH OF TRAVEL DUE TO EXISTING CONSTRAINTS, THE STRUCTURES MUST ADHERE TO PROWAG'S SURFACE REQUIREMENTS.

RIM OF STRUCTURE SHALL BE FLUSH WITH SURROUNDING GRADE. LEVEL CHANGES BETWEEN SURFACES MUST NOT EXCEED 1/4" OR 1/2" WITH A 1:2 BEVEL (PROWAG R302.7.2).

GAPS BETWEEN SURFACES OR GRATINGS MAY NOT EXCEED 1/2" (PROWAG R302.7.3).

SURFACE OF LIDS OR GRATINGS MUST BE FIRM, STABLE, AND SLIP RESISTANT (R302.7)

CONFIRM PRODUCT MODEL NUMBERS. CONFIRM WHY CHRISTY FL12 IS SUITABLE FOR INSTALLATION IN SIDEWALK IN THIS DETAIL BUT IS APPROVED FOR USE IN PLANTER AREAS ONLY IN DWG NO 630.

NOTE:

1. FLUSH LINE AFTER CONNECTION TO CORPORATION STOP AND BEFORE CONNECTION TO METER
2. MAXIMUM CONTINUOUS FLOW RATE SHALL NOT EXCEED 25 GPM
3. APPROVED EQUAL VALVE & FITTINGS FROM FORD OR MUELLER SHALL MEET THE REQUIREMENTS OF AWWA C-800

REVISED: 3/2008
 VALID: 3/2008

SCALE: 1:8

DRAWN: S.N.
 APPROVED: K.L.H.

DWG NO. 632

CITY OF TUALATIN, OR

WATER SERVICE 1 1/2" METER

METER BOX No.	SIDEWALK	DRIVEWAY
NEWBASIS #66 17"X30"	#66	#66 D.I.
CHRISTY FL36	FL36D	

CITY SHALL SUPPLY & INSTALL
 1 1/2" METER AND STRAIGHT BALL
 VALVE 1 1/2" METER X 1 1/2" I.P.

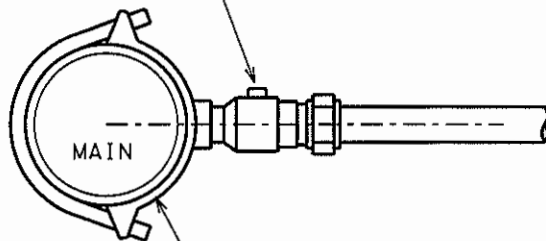
CONFIRM PRODUCT
 MODEL NUMBERS.

CURB & GUTTER

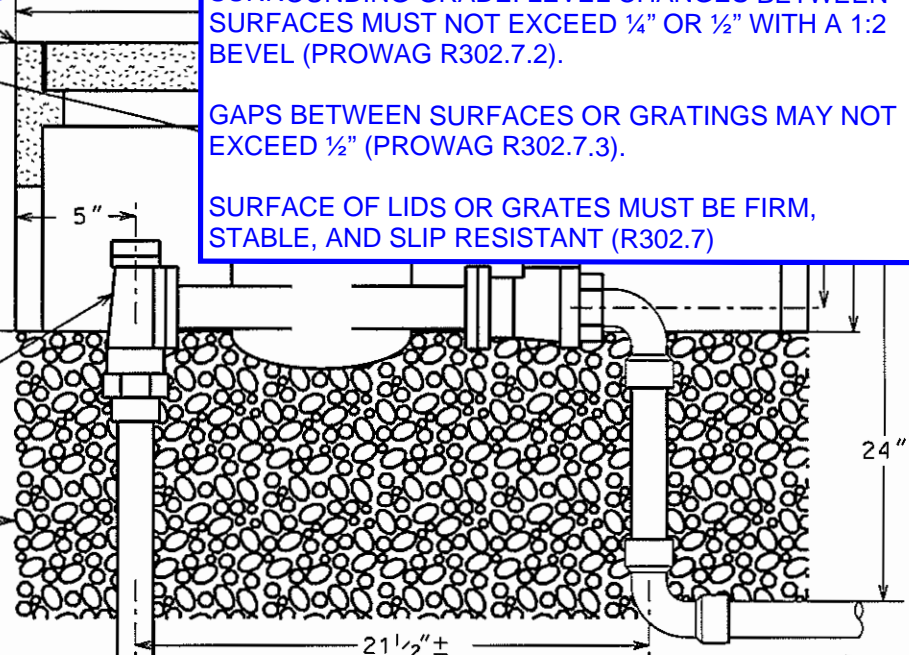
ANGLE INVERTED KEY 1 1/2" METER VALVE

3/4"-0 CRUSHED AGGREGATE 12" DEEP

1 1/2" MIN. BALLCORP
 CORPORATION STOP



SERVICE SADDLE STAINLESS
 STEEL BAND AWWA APPROVED



TO BUILDING. LAY PIPE AT
 RIGHT ANGLE TO R.O.W. LINE

TYPE "K" RIGID COPPER, 1 1/2" MIN. TUBE WITH
 BRASS COMPRESSION PACK OR GRIP JOINT ELBOWS
 AND OTHER FITTINGS

NOTE:

1. FLUSH LINE AFTER CONNECTION TO CORPORATION STOP AND BEFORE CONNECTING TO METER
2. MAXIMUM CONTINUOUS FLOW RATE SHALL NOT EXCEED 50 GPM
3. APPROVED EQUAL VALVES & FITTINGS FROM FORD OR MUELLER SHALL MEET THE REQUIREMENTS OF AWWA C-800

ADD NOTES TO ADDRESS THE FOLLOWING:

AVOID LOCATING STRUCTURES IN THE PEDESTRIAN PATH OF TRAVEL.

IF STRUCTURES ARE REQUIRED TO BE LOCATED IN THE PEDESTRIAN PATH OF TRAVEL DUE TO EXISTING CONSTRAINTS, THE STRUCTURES MUST ADHERE TO PROWAG'S SURFACE REQUIREMENTS.

RIM OF STRUCTURE SHALL BE FLUSH WITH SURROUNDING GRADE. LEVEL CHANGES BETWEEN SURFACES MUST NOT EXCEED 1/4" OR 1/2" WITH A 1:2 BEVEL (PROWAG R302.7.2).

GAPS BETWEEN SURFACES OR GRATINGS MAY NOT EXCEED 1/2" (PROWAG R302.7.3).

SURFACE OF LIDS OR GRATES MUST BE FIRM, STABLE, AND SLIP RESISTANT (R302.7)

ADD NOTES TO ADDRESS THE FOLLOWING:

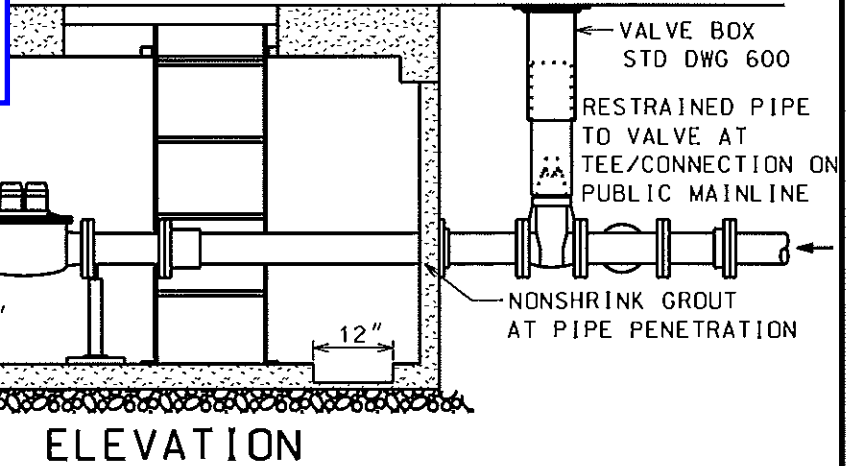
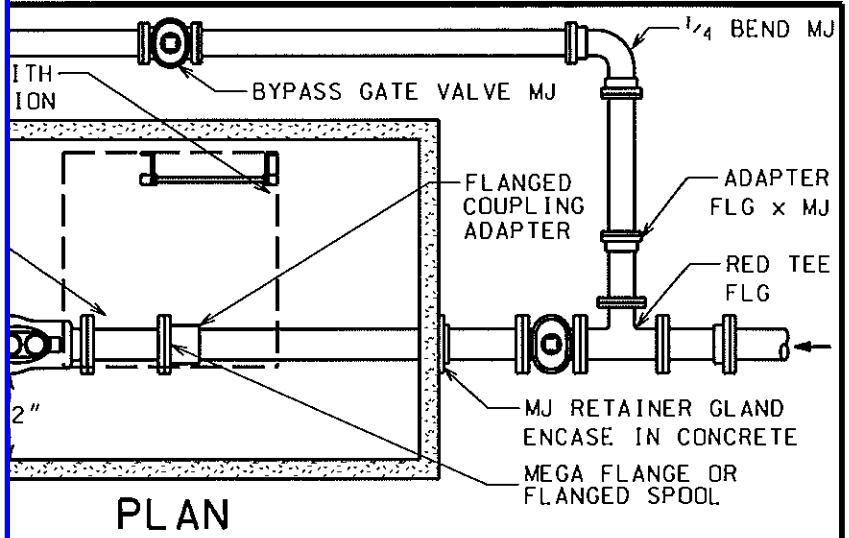
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IF STRUCTURES ARE REQUIRED TO BE LOCATED IN THE PEDESTRIAN PATH OF TRAVEL DUE TO EXISTING CONSTRAINTS, THE STRUCTURES MUST ADHERE TO PROWAG'S SURFACE REQUIREMENTS.

RIM OF STRUCTURE SHALL BE FLUSH WITH SURROUNDING GRADE. LEVEL CHANGES BETWEEN SURFACES MUST NOT EXCEED 1/4" OR 1/2" WITH A 1:2 BEVEL (PROWAG R302.7.2).

GAPS BETWEEN SURFACES OR GRATINGS MAY NOT EXCEED 1/2" (PROWAG R302.7.3).

SURFACE OF LIDS OR GRATINGS MUST BE FIRM, STABLE, AND SLIP RESISTANT (R302.7)



METER SIZE	UTILITY VAULT	COVER	BY-PASS DIAMETER	MAX. CONTINUOUS FLOW RATE GPM	METER LENGTH
3"	575-LA	1-332P	4"	320	17"
4"	575-LA	1-332P	4"	500	20"
6"	575-LA	1-332P	4"	1000	24"
8"	675-WA	2-332P	6"	1600	563.2"

CONFIRM PRODUCT MODEL NUMBERS.

NOTES:

1. USE DUCTILE IRON PIPE CL 52 THROUGH VAULT AND BYPASS
2. NEPTUNE TRU/FLO COMPOUND METER COMPLYING WITH AWWA C702 READING IN 100 CUBIC FEET AND INCORPORATING A NEPTUNE PROREAD ENCODER WITH EACH PIT RECEPTACLE FASTENED TO THE VAULT TOP WITH TWO S.S. ANCHOR BOLTS, LABEL S AND L. ELECTRICAL WIRING FED THROUGH HOLES DRILLED IN CONCRETE TOP AND NEATLY SPIRAL WRAP PROTECTED AND TIED. PROVIDE CERTIFIED TEST FOR METER AND ENCODER BEFORE ACCEPTANCE.
3. PROVIDE MANUFACTURED ADJUSTABLE GALVANIZED STEEL SUPPORT AT INLET END OF METER
4. USE APPROVED RETAINER GLANDS WITH MJ FITTINGS. USE NO THRUST BLOCKS OR RODS.
5. MEGA FLANGES MAY BE USED IN PLACE OF FLANGED SPOOLS
6. PROVIDE RULE A53S SUMP PUMP WITH 1" PVC CHECK VALVE AND PIPE DISCHARGE TO DAYLIGHT. SUPPLY POWER THRU GFCI WALL MOUNT INTERNALLY 12" BELOW CEILING.



CITY OF TUALATIN, OR

3" WATER SERVICE AND LARGER METER COMPOUND TYPE

REVISED: 3/2008
VALID: 3/2008

SCALE: 1:30

DRAWN: S.N.
APPROVED: K.L.H.

DWG NO. 634

ADD NOTES TO ADDRESS THE FOLLOWING:

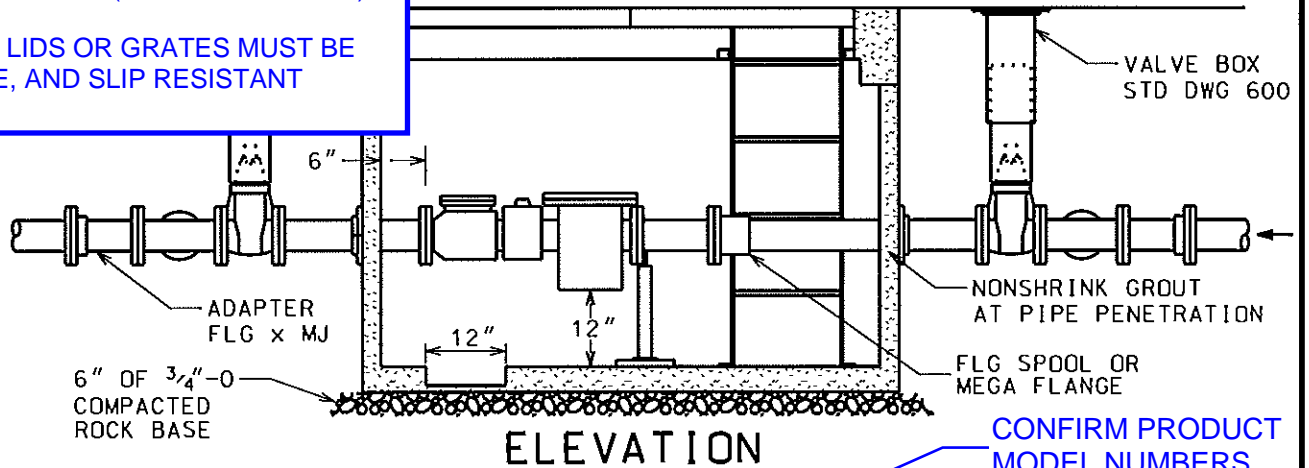
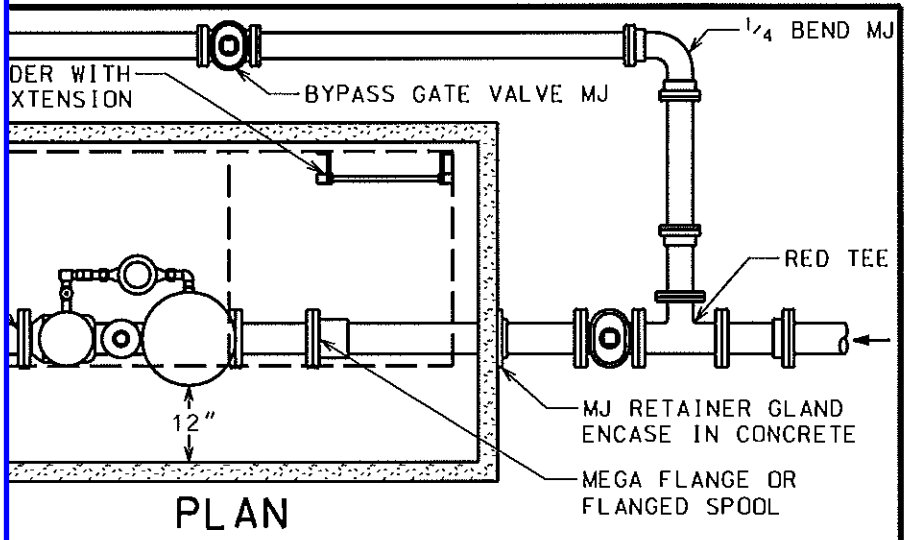
AVOID LOCATING STRUCTURES IN THE PEDESTRIAN PATH OF TRAVEL.

IF STRUCTURES ARE REQUIRED TO BE LOCATED IN THE PEDESTRIAN PATH OF TRAVEL DUE TO EXISTING CONSTRAINTS, THE STRUCTURES MUST ADHERE TO PROWAG'S SURFACE REQUIREMENTS.

RIM OF STRUCTURE SHALL BE FLUSH WITH SURROUNDING GRADE. LEVEL CHANGES BETWEEN SURFACES MUST NOT EXCEED 1/4" OR 1/2" WITH A 1:2 BEVEL (PROWAG R302.7.2).

GAPS BETWEEN SURFACES OR GRATINGS MAY NOT EXCEED 1/2" (PROWAG R302.7.3).

SURFACE OF LIDS OR GRATINGS MUST BE FIRM, STABLE, AND SLIP RESISTANT (R302.7)



CONFIRM PRODUCT MODEL NUMBERS.

METER SIZE	UTILITY VAULT	COVER	BY-PASS DIAMETER	MAXIMUM FLOW RATE GPM
4"	575-WA	2-332P	4"	700
6"	575-WA	2-332P	4"	1600
8"	675-WA	2-332P	6"	2800
10"	5106-WA	3-332P	8"	4400

NOTES:

1. USE DUCTILE IRON PIPE CL 52 THROUGH VAULT AND BYPASS
2. NEPTUNE HP PROTECTUS III METER COMPLYING WITH AWWA C703 READING IN 100 CUBIC FEET AND INCORPORATING A NEPTUNE PROREAD ENCODER WITH EACH PIT RECEPTACLE FASTENED TO THE VAULT TOP WITH TWO S.S. ANCHOR BOLTS, LABEL S. AND L. ELECTRICAL WIRING FED THROUGH HOLES DRILLED IN CONCRETE TOP AND NEATLY SPIRAL WRAP PROTECTED AND TIED. PROVIDE CERTIFIED TEST OF METER AND ENCODER BEFORE ACCEPTANCE.
3. PROVIDE MANUFACTURED ADJUSTABLE GALVANIZED STEEL SUPPORT AT INLET END OF METER
4. USE APPROVED RETAINER GLANDS WITH MJ FITTINGS. USE NO THRUST BLOCKS OR RODS
5. MEGA FLANGES MAY BE USED IN PLACE OF FLANGED SPOOLS
6. PROVIDE RULE A53S SUMP PUMP WITH 1" PVC CHECK VALVE AND PIPE DISCHARGE TO DAYLIGHT. SUPPLY POWER THRU GFCI WALL MOUNT INTERNAL 12" BELOW CEILING.



CITY OF TUALATIN, OR

**WATER SERVICE
4" AND LARGER METER
FIRE SERVICE TYPE**

REVISED: 3/2008
VALID: 3/2008

SCALE: 1:30

DRAWN: S.N.
APPROVED: K.L.H.

DWG NO. 635



PUBLIC WORKS CONSTRUCTION CODE

CITY OF TUALATIN

ENGINEERING DIVISION

18880 S.W. MARTINAZZI AVENUE
TUALATIN, OR 97062-7092

NOVEMBER 2001

LATEST REVISION: APRIL 24, 2017

The selection and use of the enclosed specifications and standards, while 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.

REVISIONS SUMMARY

April 24, 2017 Revisions (Adopted under Resolution No. 5314-17)

Revised Specification Sections:

- Section 102.3.3 “Erosion Control Fees”
- Section 102.3.4 “Water Quality Fees”
- Section 203.2.01 “Design Speed”
- Section 312.5.00 “Sidewalk Repair”

Revised Standard Drawings:

- Commercial Driveway Approach – Curbside Planter Strip (Drawing No 440)
- Commercial Driveway Approach – Curbside Sidewalk (Drawing No 441)
- Residential Driveway Approach – Curbside Planter Strip (Drawing No 442)
- Residential Driveway Approach – Curbside Sidewalk (Drawing No 443)
- Curb and Gutter (Drawing No 470)
- Curb (Drawing No 471)

New Standard Drawings:

- Example Single Family Erosion & Sediment Control Site Plan (Drawing No 001)

Deleted Standard Drawings:

- Approach Private Driveway (Drawing No 444)

December 12, 2016 Revisions (Adopted under Resolution No. 5302-16)

Revised Specification Sections:

- Section 202.1.00 “Scope”
- Section 202.2.00 “Plan View”
- Section 203.2.02 “Sight Distance”
- Section 203.2.04 “Superelevation”
- Section 203.2.08 “Intersections”
- Section 203.2.11C “Accessways”
- Section 203.2.14 “Sidewalks”
- Section 203.2.15 “Curb Ramps”
- Section 203.2.24A “Design and Installation Requirements”
- Section 203.2.25 “Traffic Signs”
- Section 203.2.27 “Traffic Marking”
- Section 311.3.05 “Control Joints”
- Section 312.3.05 “Control Joints”
- Section 312.3.07 “Finish”

Revised Standard Drawings:

- ADA Ramp – General Notes (Drawing No 460)
- ADA Ramp – Perpendicular (Drawing No 461)
- ADA Ramp – Parallel (Drawing No 462)
- ADA Ramp – Midblock (Drawing No 463)
- Concrete Sidewalk (Drawing No 475)
- Street Sign Post (Drawing No 516)

New Standard Drawings:

- ADA Ramp – Details (Drawing No 464)
- Street Name Sign (Drawing No 517)

CHAPTER 100
GENERAL SPECIFICATIONS

100	Title	3
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105	Control of Materials.....	35
106	Legal Relations and Responsibilities	39
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101 DEFINITIONS AND ABBREVIATIONS

The following definitions and abbreviations shall apply wherever used.

The words directed, required, permitted, ordered, requested, instructed, designated, considered necessary, prescribed, approved, acceptable, satisfactory, or words of like import, refer to actions, expressions and prerogative of the City Engineer.

Command type sentences are used throughout the Code. In all cases the command expressed or implied is directed to the **Permittee**.

PERMITTEE OR CONTRACTOR? MANY
COMMAND TYPE SENTENCES ARE
DIRECTED TO THE CONTRACTOR
PERFORMING THE WORK.

101.1.00 **Definitions**

Accessway - A non-vehicular, paved, pathway designed for pedestrian and bicycle use and providing convenient linkages between a development and adjacent residential and commercial properties and areas intended for public use such as schools, parks, and adjacent collector and arterial streets where transit stops or bike lanes are provided or designated. **An accessway is not a sidewalk.**

Acts of God - An act of God is to be construed to mean an earthquake, flood, cloudburst, tornado, hurricane or other phenomenon of nature of catastrophic proportions or intensity.

Applicant - The applicant is the person, firm, partnership, association, agency of corporation making application for a Public Works Construction Permit.

Approved Equal - A product, component or process whose use in or on a particular project is specified as a standard for comparison purposes only. The "equal" product, component or process shall be the same or better than that named in function, performance, reliability, quality and general configuration. Determination of equality in reference to the project design requirements will be made by the City Engineer.

As Approved - Whenever the phrases "as approved by the City" or the like is used in these standards, it shall be interpreted to allow the City through their authorized representatives, to interpret the provisions in question in a manner to protect the public health and safety, consistent with other applicable laws and other standards of the City, and to preserve the safe and reliable operation of the public works facilities.

As Built Drawings - The drawings made or revised by the Contractor and design engineer during progress of construction and approved by the City Engineer, illustrating how various elements of the work were constructed.

Attorney - The City Attorney of the City of Tualatin, Oregon.

Bike (Bicycle) Facilities - On and off street improvements and facilities designed to accommodate bicycles.

Bike (Bicycle) Lane - A portion of roadway which has been designated by striping, signing and pavement markings for the preferential or exclusive use of bicyclists.

Bike (Bicycle) Path - A bikeway physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right-of-way or within an independent right-of-way or easement.

Bikeway - Any street, road, path or way open to bicycle travel regardless of whether such facilities are designated for the preferential use of bicycles or are to be shared with other transportation modes.

City - The City of Tualatin, Oregon, a municipal corporation organized and operating pursuant to the City of Tualatin Charter of 1967, as amended, the Oregon Constitution, Article XI, Section 2 and its municipal ordinances and resolutions.

City Engineer - The person appointed by the City Manager to fulfill the responsibilities of City Engineer as set forth in this Code, or the person authorized by the City Manager to fulfill such responsibilities.

IS THERE ANY REFERENCE TO THE TUALATIN DEVELOPMENT CODE?

Code - The City of Tualatin Public Works Construction Code as defined by Resolution No. 4766-08, and any amendments thereto.

Confined Space - As defined by Oregon Administrative Rules (OAR) Chapter 437, a confined space means a space that:

- (1) Is large enough and so configured that an employee can bodily enter and perform assigned work; and
- (2) Has limited or restricted means for entry or exit (for example: tanks, vessels, silos, storage bins, hoppers, vaults, and pits are spaces that may have limited means of entry); and
- (3) Is not designed for continuous employee occupancy.

Constructed Wetlands - Those wetlands developed as a water quality or quantity facility, subject to change and maintenance as such. These areas must be clearly defined and/or separated from existing or created wetlands. This separation shall preclude a free and open connection to such other wetlands.

Contractor - The person, company, or corporation duly licensed or approved by the State of Oregon and designated by the Permittee to do the work in question. The Contractor shall be registered and in good standing with the Contractor's Board of the State of Oregon.

Created Wetlands - Those wetlands developed in an area previously identified as a non-wetland to replace or mitigate wetland destruction or displacement. A created wetland shall be regulated and managed the same as an existing wetland.

Design Engineer - The Design Engineer is the Permittee's representative and shall be responsible for preparation of the Plans, Special Specifications, and As-built Drawings for proposed public works facilities. The design engineer shall be registered in the State of Oregon.

ARE THERE ANY
RECORDING
REQUIREMENTS?

Easement - The right to use or occupy a defined area of property for a specific purpose or purposes as set forth in a document which has been approved and accepted by the City.

Existing Wetlands - Those areas identified and delineated as set forth in the Federal Manual for Identifying and Delineating Jurisdictional Wetlands, January 1989, by a qualified wetland specialist.

Extra Work - An item of work not provided for in the Permit as issued, but determined by the City Engineer as essential to the proper completion of the Permit within its intended scope.

Field Order - An order issued by the City Engineer to the Permittee to carry out minor revisions in the work.

Final Completion - The completion of all of the work called for under the Permit including but not limited to satisfactory operation of all equipment, by means of acceptance tests, correction of all punch list items to the satisfaction of the City Engineer, settlement of all claims, if any, delivery of all guarantees and maintenance warranties, equipment operation and maintenance manuals, as-built drawings, building certificate required prior to occupancy, electrical certificates, mechanical certificates, plumbing certificates, all other required approvals and acceptances by city, county and state governments, or other authority having jurisdiction, and removal of all debris, tools, scaffolding, equipment, and surplus materials and equipment from job site.

Highway - The whole area within the boundaries of a public right-of-way which is reserved for and secured for public use in constructing and maintaining a roadway and its appurtenances.

Holiday - Those days designated by the President or the Congress of the United States or by the Governor or Legislature of the State of Oregon or by the City Council of Tualatin as a holiday.

Improvement - General term encompassing all phases of the work to be performed under the Permit and is synonymous to the term Project.

Inspector - The authorized representative of the City Engineer entrusted with making detailed inspections of the work or materials.

Land Development - Land development shall have the meaning of Oregon Administrative Rules, Section 340-41-006(22), adopted December 14, 1989.

CONFIRM CODE
REFERENCE

Notice - A written communication delivered to the authorized individual, member of the firm or officer of the corporation for which it is intended. If delivered or sent by mail, it shall be addressed to the business address of the individual, firm or corporation as specified on the Permit Application. In the case of a Permit with two (2) or more persons, firms or corporations, notice to one shall be deemed notice to all.

Outdoor Recreation Access Route - A pedestrian path that provides access to a recreation trail. These routes are on City-owned property, exclusive rights-of-way or easements, but are not necessarily located in a designated greenway. They are typically 1/4 mile or less in length.

Outdoor Recreation Trail - A pedestrian path that provides access to and through recreational elements and open spaces. These trails are generally located within the City's designated greenways. Typically they are 1/4 mile or more in length and serve as part of the recreation experience, but can also function as routes for commuter or destination-oriented trips.

Pedestrian Facilities - Facilities such as sidewalks, walkways, pedestrian paths, outdoor recreation trails, outdoor recreation access routes, accessways, and other amenities designed to accommodate pedestrians.

Pedestrian Paths - Pedestrian paths are generally located within the City's designated greenways, but may be located elsewhere to provide access between residential, commercial, public, and semi-public uses. The paths serve as routes for recreational, commuter, and destination-oriented trips.

Permit - Permit means Public Works Construction Permit.

Permit Documents - The Permit, Plans, Standard Drawings and Specifications, and the Code.

Permittee - The person or firm which has made application to the City to construct public works facilities with the intention that such facilities will become the property of the general public.

Plans - The official plans, profiles, cross sections, elevations, details and other working, supplementary and detail drawings, or reproductions, signed by the Design Engineer, which show the location, character, dimensions and details of the work to be performed.

Prequalification - See definition and provisions, subsection 102.5.00.

Project - General term encompassing all phases of the work to be performed under the Permit and is synonymous with "improvement".

Provide - When related to an item of work, provide shall be understood to mean furnish and install the work complete in place, so that the work is functional.

Public Works Construction - Any construction or improvement of public right-of-way or easements, natural drainage ways, creek, or other public works to be dedicated to the City. Domestic wells, septic tanks and any other works by the State Building Code shall not be included in the definition of Public Works Construction.

EVEN THOUGH CONSTRUCTION PERFORMED BY CITY AGENTS OR EMPLOYEES DO NOT REQUIRE A PUBLIC WORKS PERMIT, APPROPRIATE PUBLIC NOTIFICATION, VEHICULAR & PEDESTRIAN TRAFFIC CONTROL AND OTHER ADA RELATED REQUIREMENTS ARE STILL MANDATORY.

Public Works Construction Permit - The Permit issued by the City Engineer for public works construction performed by any private party, quasi-public body, public agency or governmental agency, **excepting construction performed by City agents or employees.**

Public Works Facilities - Any and all on-site and off-site improvements and related accessories to be accepted for ownership, maintenance and operation by the City, including but not limited to sanitary sewers, pump stations, water lines and hydrants, storm drain systems, streets, alleys, street lights, street name signs, greenways, bikepaths, traffic control systems and devices.

REMOVE DATES FROM THESE REFERENCES THROUGHOUT THIS CODE. MANY DATED REFERENCES LISTED IN SUBSEQUENT CODE SECTIONS ARE NOT THE LATEST EDITION.

Punch List - A list of the Contractor's incomplete work requiring correction or modification, prepared by the City Engineer.

Reference Specifications - Bulletins, standards, rules, methods of analysis or testing, codes and specifications of other agencies, engineering societies, or industrial associations referred to in the Code. All such references refer to the latest edition, including amendments which are in effect and published at the time issuing the Permit for the project.

Right-of-Way - A general term denoting land, property, or interest property acquired for or devoted to public use.

Road - Every road or roadway, thoroughfare, and place including bridges, viaducts and other structures used or intended for use of vehicles.

Sensitive Area -

A. Includes:

1. Existing and created wetlands;
2. Rivers, streams, and springs, whether flow is perennial or intermittent;
3. Natural lakes, ponds, and in-stream impoundments.

B. Does not include:

1. Stormwater infrastructure;
2. A Vegetated corridor (a buffer) adjacent to the Sensitive Area;
3. An off-stream recreational lake, wastewater treatment lagoon, fire pond, or reservoir; or
4. Drainage ditches.

Shop Drawings - Supplementary plans or data which the Permit or Specifications requires the Contractor to submit to the Engineer including, but not limited to, steel bending details, erection plans, and catalog data explaining equipment proposed for use.

Shown - Work shown on the plans.

Special Specifications or (Special Provisions) - Requirements peculiar to the project and changes and modifications of the standard specifications. Special specifications are used interchangeably with special provisions.

Specified - Means as required by the Public Works Construction Code.

Standard Plans or Drawings - Details of structures, devices, or instructions adopted by the City as a standard and referred to in this Code by title or number.

Standard Specifications - The terms, directions, provisions and requirements set forth in this Code.

Station - A distance of 100 feet measured horizontally along a surveyed centerline.

Stop Work Order - A written notice delivered by hand and/or by mail to the Permittee or Contractor, directing the work performed under a Permit to be stopped because deficiencies in materials or workmanship or for lack of compliance with the approved Plans and this Code. A Stop Work Order shall be signed by the City Engineer or his designated representative.

Street - Any road, highway, parkway, freeway, avenue, alley, walk, or way, including sidewalks, bike lanes, parking strips and all other structures including utilities above and below the surface, land and improvements within the public right-of-way between property lines.

Substantially Complete – The water quality facility can be deemed substantially complete once active green growth has occurred to an average growth of 3-inches and plant density is an average of approximately 6 plants per square foot!

SHOULD THIS DEFINITION BE BROADER TO ADDRESS TYPICAL CONSTRUCTION CONTRACT TERMS?

Ton - The short ton of 2,000 pounds avoirdupois.

Use of Pronoun - The singular shall include the plural, and the plural the singular; any masculine pronoun shall include the feminine or neuter gender; and the term "person," includes natural person or persons, firm, co-partnership, corporation or association or combination thereof.

Utility - Tracks, overhead or underground wires, pipelines, conduits, ducts, or structures, owned, operated, or maintained in or across a public right-of-way or public easement.

Water Quality Facility - Water quality facility is a used to temporarily store, route or filter runoff for the purpose of improving water quality.

Water Quality Permit – The permit issued by the City Engineer for construction of a water quality facility.

Work - That which is proposed to be constructed or performed under the Permit, including the furnishing of all material, labor, tools, machinery and appurtenances necessary to complete the requirements of the Permit, and such additional items not specifically indicated or described which can be reasonably inferred as belonging to the item described or indicated as required by good practice to provide a complete and satisfactory system or structure.

Working Days - Working days shall be Monday through Friday, excluding holidays. The Contractor shall provide the City Engineer at least one (1) working day's notice prior to performing work on holidays, Saturdays, or Sundays.

Working Drawings - Stress sheets, shop drawings, erection plans, falsework plans, framework plans, cofferdam plans, bending diagrams for reinforcing steel, or any other supplementary plans or similar data which the Contractor is required to submit to the City Engineer for approval.

101.2.00 Abbreviations

AAN	American Association of Nurserymen
AASHTO	American Association of State Highway and Transportation Officials
ACI	American Concrete Institute
AGA	American Gas Association
AGC	Associated General Contractors of America
AIA	American Institute of Architects
AISC	American Institute of Steel Construction
AISI	American Iron and Steel Institute
ANSI	American National Standards Institute
APWA	American Public Works Association
ASCE	American Society of Civil Engineers
ASME	American Society of Mechanical Engineers
ASTM	American Society for Testing and Materials
AWPA	American Wood Preservers Association
AWS	American Welding Society
AWWA	American Water Works Association
BLI	Oregon Bureau of Labor and Industries
CRSI	Concrete Reinforcing Steel Institute
CWS	Clean Water Services
DEQ	Department of Environmental Quality
DFPA	Division for Product Approval of American Plywood Association
EPA	Environmental Protection Agency
FHWA	Federal Highway Administration
ITE	Institute of Traffic Engineers
JIC	Joint Industry Conferences of Hydraulic Manufacturers
MUTCD	Manual of Uniform Traffic Control Devices
NEC	National Electrical Code
NEMA	National Electrical Manufacturer's Association
NPDES	National Pollution Discharge Elimination System
NLMA	National Lumber Manufacturer's Association
OAR	Oregon Administrative Rules
ODOT	Oregon Department of Transportation
ORS	Oregon Revised Statutes
OSHA	Occupational Safety and Health Administration
PCA	Portland Cement Association
TDC	Tualatin Development Code
UBC	Uniform Building Code
UL	Underwriter's Laboratories, Inc.
WWPA	Western Wood Products Association
PROWAG	Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way by the U.S. Access Board
ADA	Americans with Disabilities Act

102 PERMIT REQUIREMENTS

102.1.00 Permits Required

No person shall perform construction within the City of Tualatin's right-of-easements, tracts, stream, creeks, or natural drainage ways without first obtaining a Public Works Construction Permit from the City Engineer. **NOT REVIEWED**

When a Water Quality Facility is required to be constructed, a Water Quality Permit will need to be obtained. This applies to public and private facilities

102.2.1 Public Works Construction Permit Application Procedure

102.2.2 Public Works Construction Permit

A person desiring a Public Works Construction Permit shall make application to the City Engineer on **the forms provided**. The application shall be accompanied by a Permit fee deposit as set forth in subsection ~~102.3.00~~ and complete plans and specifications as set forth in subsection ~~102.4.01~~. ~~102.4.1~~ ~~102.3.1~~

Any public utility company operating under a franchise agreement with the City shall be exempt from the Permit fees provisions of this Code.

Prior to submittal of a Public Works Construction Permit application, the applicant shall attend a preapplication meeting with the Engineering Division. Required attendees include the owner, the design engineer, and the contractor (if known).

WHAT FORMS?

102.2.3 Water Quality Permit

A person desiring a Water Quality Permit shall make application to the City Engineer on **the forms provided**. The application shall be accompanied by a permit fee deposit as set forth in subsection ~~102.3.00~~ and complete plans and specifications as set forth in subsection ~~102.04.03~~. ~~102.4.3~~ ~~102.3.1~~

102.3.1 Permit Fees and Deposits

102.3.2 Public Works Construction Permit Deposits NOT REVIEWED

The applicant for a Permit shall pay a Permit deposit as follows:

To reinstate the Permit, the applicant shall submit a written request for reinstatement to the City Engineer giving the reasons for failure to begin construction and a date when construction will be commenced. In reinstating the Permit, the City Engineer may impose any additional conditions deemed necessary or require amendment to the Permit.

Any Permittee holding an unexpired Permit may apply for an extension of the time within which to may commence work under that Permit when the Permittee is unable to commence work within the time required by this section for good and satisfactory reasons. The City Engineer may extend the time for action by the Permittee for a period not exceeding 180 days upon written request by the Permittee showing that circumstances **NOT REVIEWED** control of the Permittee have prevented action from being taken. No Permit shall be extended more than once.

The City Engineer may, in writing, suspend or revoke a Permit issued under this code whenever the Permit is issued in error or on the basis of incorrect information supplied, or in violation of any ordinance or regulation or this Code. The Permittee may appeal the suspension or revocation of the Permit as set forth in Section 104.6.00 of this Code.

Changes to the approved Plans and Special Specifications requested by Permittee and approved by the City Engineer. Authority incorporated by amendment to the Permit and approved Plans. **THIS ON-LINE FORM IS TITLED CONSTRUCTION IMPROVEMENT AGREEMENT.**

https://www.tualatinoregon.gov/sites/default/files/fileattachments/engineering/page/5103/construction_improvement_agreement_form_2015a.pdf

102.14.00

Performance of the Work

In order to protect the safety of the public and the integrity of the City's public facilities, the Contractor shall enter into a **Public Improvement Agreement** for work proposed on an existing public facility. **Public facilities include any public transportation, sanitary sewer, storm drainage, water, or park facility.** **WORKS**

WORKS

If the scope of work necessitates a **Public Improvement Agreement**, the Public Works Permit for the project will not be issued until the Contract is executed and filed with the City. The contract shall be enforceable by and against the parties, their heirs, successors and assigns.

PUBLIC WORKS FACILITIES IS MORE EXTENSIVE AS DEFINED

As a condition of the agreement, a bond, cash deposit, or other security shall be required from the applicant in an amount equal to the value of the improvements to the existing public facilities, but not less than \$25,000. **IN SECTION 101.1.00 THAN LISTED HERE AND INCLUDES PEDESTRIAN ACCESS IMPROVEMENTS.**

NOT REVIEWED

The conditions of the agreement shall be fulfilled within the time limitations specified. Failure to fulfill a condition within the time may result in the City collecting the assurance and completing the improvements.

Further, notwithstanding any other provision, the City shall have the authority to deny a Public Works Construction Permit upon a determination that the applicant, or any officer, or

WITH THE UNDERSTANDING THAT STREETS INCLUDES SIDEWALKS AS DEFINED IN SECTION 101.1.00, WE RECOMMEND THAT YOU SPECIFICALLY IDENTIFY PEDESTRIAN FACILITIES THAT REQUIRE CITY APPROVAL BEFORE CLOSING.

actions as are made of record in the manner specified and records, rulings, instructions or decisions of the Contractor expressly waives any protest or objection for which on (10) days after date of receipt of the City Engineer's

NOT REVIEWED

104.7.00

Notifications Relative to Contractor's Activities

The Contractor shall obtain prior approval from the City Engineer for the closing or partial closing of any road, street, alley or other public thoroughfare. The Contractor shall give advance notice of such closure to all agencies providing public services including, but not limited to, the sheriff, police, fire, ambulance services, Tri-Met and the school district transportation services.

The Contractor shall notify all utilities before commencing work including, but not limited to, gas, communications, cable, power, traffic signals, water, sanitary and storm sewers.

Utilities may not be located as shown or marked as the location may have been established from records and not from on-site inspection. The Contractor shall notify utilities at least two (2) working days prior to commencing work of the closure, in order to give the utilities a reasonable opportunity to examine the work area and to relocate utilities by on-site examination prior to commencing the work. The Contractor shall also notify utilities of the above notification requirements during the progress of the work at that location of utilities is necessary as the work progresses.

IS THERE ANY PUBLIC NOTIFICATION REQUIREMENTS FOR THE CONTRACTOR? HOW IS THE PUBLIC NOTIFIED OF CLOSURES OR SHUT DOWNS? CONFIRM THE PUBLIC NOTIFICATION PROCEDURE IS ADA COMPLIANT.

The Contractor shall notify all agencies affected by the operations so as to properly coordinate and expedite the work in such a manner as to cause the least amount of conflict and interference between such operations and those of other agencies.

Notification shall include, but not be limited to, the time of commencement and completion of work, names of streets or location of alleys to be closed, schedule of operations and routes of detours where possible.

Damages or claims resulting from improper or insufficient notification to agencies shall be the responsibility of the Contractor.

WITH THE UNDERSTANDING THAT STREETS INCLUDES SIDEWALKS AS DEFINED IN SECTION 101.1.00, WE RECOMMEND THAT PEDESTRIAN FACILITIES TO BE CLOSED ARE SPECIFICALLY IDENTIFIED .

104.8.00

Utilities and Existing Improvements

No person shall block, obstruct or interfere with any portion of the City's public works facilities.

The Contractor shall provide for the protection of sewers, drains and water courses interrupted during the progress of the work, and shall restore such drains and water courses as approved by the City Engineer. The Contractor shall make excavations and borings

NOT REVIEWED

WE RECOMMEND THAT PEDESTRIAN REROUTING WITH ADVANCED NOTIFICATION OF SIDEWALK CLOSURE AND DETECTABLE BARRIERS ARE SPECIFICALLY IDENTIFIED IN SECTION 104.13.00. PER PROWAG R205, WHEN A PEDESTRIAN CIRCULATION PATH IS TEMPORARILY CLOSED BY CONSTRUCTION, ALTERATIONS, MAINTENANCE OPERATIONS, OR OTHER CONDITIONS, AN ALTERNATE PEDESTRIAN ACCESS ROUTE COMPLYING WITH SECTIONS 6D.01, 6D.02, AND 6G.05 OF THE MUTCD (INCORPORATED BY REFERENCE, SEE R104.2) SHALL BE PROVIDED. WHERE PROVIDED, PEDESTRIAN BARRICADES AND CHANNELIZING DEVICES SHALL COMPLY WITH SECTIONS 6F.63, 6F.68, AND 6F.71 OF THE MUTCD (INCORPORATED BY REFERENCE, SEE R104.2).

ig Construction

gineer, Contractor will be relieved of the work which are approved to be placed in accordance with the plans and specifications. Upon final acceptance of the improvement, the City Engineer will release the Contractor from full responsibility for the work. Such action by the City Engineer shall not constitute an admission of liability or damage to said completed portions of the project. The action of the City Engineer shall be the action of the City Engineer.

NOT REVIEWED

WITH THE UNDERSTANDING THAT STREETS INCLUDES SIDEWALKS AS DEFINED IN SECTION 101.1.00, WE RECOMMEND THAT PEDESTRIAN FACILITIES ARE SPECIFICALLY IDENTIFIED .

104.13.00 Traffic Maintenance

The Contractor shall erect and maintain all barricades, guards, standard construction signs, warning signs, and detour signs, as are necessary to warn and protect the public at all times from injury or damage as a result of the work operations on highways, roads, or streets affected by such operations. All detours/signs, traffic control devices and markings shall be installed and maintained per the requirements of MUTCD and Oregon Supplement. A plan for detours/signs, traffic control devices and markings shall be submitted by the Contractor and approved by the City Engineer prior to installation and before construction starts.

Upon failure to immediately provide the necessary flaggers or to provide, erect, maintain and remove barricades, detours, lights and standard signs when so ordered, the City may without further notice to the Contractor or Permittee, do so and assess all of the costs to the Public Works Construction Permit fee. Nothing contained in this section, however, shall require the City to do so nor relieve the Permittee and Contractor of their responsibilities to provide traffic control for public safety.

When traffic will pass over backfilled trenches before they are paved, the top of the trench shall be cold patched prior to the end of each work day and maintained in a condition that will allow normal vehicular movement to continue. Access driveways shall be provided where needed. Cleanup operations shall follow immediately behind backfilling and the work site shall be kept in an orderly condition at all times.

See Section ~~302~~ 302.0.00 for additional traffic control requirements.

104.14.00 Dust Control, Water and Air Pollution

During all phases of the construction work, and when directed, the Contractor shall take precautions to abate dust nuisance by cleaning up, sweeping, sprinkling with water, or other means as necessary to accomplish the suppression of dust.

NOT REVIEWED

Contractor's operations shall conform to applicable laws and regulations of the Oregon

2) Certification shall either be accompanied with a certified copy of test results, or certify that such test results are on file with the manufacturer and will be furnished to the City Engineer upon request.

3) Certification shall give the name and address of the manufacturer and testing agency and the date of tests; and shall set forth the means of identification which will permit field determination of the product delivered to the project as being the product covered by the certification. **NOT REVIEWED**

4) The City shall not be responsible for costs of certification, sampling and testing products.

WITH THE UNDERSTANDING THAT STREETS INCLUDES SIDEWALKS AS DEFINED IN SECTION 101.1.00, WE RECOMMEND THAT BICYCLE AND PEDESTRIAN FACILITIES SUBGRADE AND BASE ROCK ARE SPECIFICALLY IDENTIFIED. THE CITY MAY ALSO WANT TO IDENTIFY ALL UNDERGROUND UTILITIES AND NOT JUST CONDUIT.

105.4.00

Inspection Requirements

The Contractor shall allow access to the City Engineer or the City Engineer's representatives to all parts of the work. Furnish all samples required for testing purposes at no expense to City.

No work shall be covered until inspected and approved by the City Engineer or inspector. This provision shall apply to **street subgrade, base rock, and all buried conduits.** Inspector shall be notified 24-hours in advance of any required inspection. If any work should be covered up without approval or consent of the City Engineer, it shall, if required by the City Engineer, be uncovered for examination at Contractor's expense.

105.5.00

Inspection by Others

Inspection of work by persons other than representatives of the City Engineer shall not constitute inspection by the City Engineer, except as set forth in Section 105.3.00. **NOT REVIEWED**

105.6.00

Storage and Protection of Materials

Contractor shall store materials to assure the preservation of their quality and fitness for the work. Stored materials, even though approved before storage, may again be inspected prior to their use in the work. Stored materials shall be located so as to facilitate their prompt inspection. **Portions of the right-of-way may be used for storage purposes,** including Contractor's equipment, upon issuance of a Permit therefore by the City Engineer. Contractor shall not use private property for storage purposes without written permission of the property owner or lessee. When requested, the Contractor shall furnish copies of such written permission to the City Engineer.

IDENTIFY THAT NOTIFICATION OF RIGHT OF WAY CLOSURE AND TRAFFIC CONTROL PLAN (INCLUDING PED AND BIKE TRAFFIC) ARE REQUIRED PER SECTIONS 104.7.0, 104.13.00 AND 302.0.00.

106.6.00

Permits, Licenses and Taxes

NOT REVIEWED

The Contractor shall procure all permits and licenses, pay all and give all notices necessary and incidental to the due and lawful performance of the work, except those listed in the special conditions.

REFERENCE SECTIONS 104.7.0, 104.13.00 AND 302.0.00 FOR NOTIFICATION OF RIGHT OF WAY CLOSURE, TRAFFIC MAINTENANCE AND TRAFFIC CONTROL PLAN (INCLUDING PED AND BIKE TRAFFIC) REQUIREMENTS.

106.7.00

Public Safety and Convenience

The Contractor shall conduct the project with proper regard for the safety and convenience of the public. When the project involves use of public rights-of-way, the Contractor shall provide flaggers when directed, and install and maintain means of free access to all fire hydrants, service stations, warehouses, stores, houses, garages and other property. Private residential driveways shall be closed only with approval of the City Engineer or specific permission of the property owner. **The Contractor shall not obstruct or interfere with travel over any public street or sidewalk without approval.** The Contractor shall provide adequate barricades for open trenches and excavation. At night, the Contractor shall mark all open work and obstructions by lights. The Contractor shall install and maintain all necessary signs, lights, flares, barricades, railings, runways, stairs, bridges and facilities.

Emergency traffic such as police, fire, and disaster units shall be provided reasonable access to the work area at all times.

The Contractor shall comply with all requirements of the US Postal Service with regard to the location of mail boxes which must be disturbed during construction. Mail boxes shall be moved to temporary locations as designated by the US Postal Service. At the completion of the work in each area, the Contractor shall replace them in their original location and in a condition satisfactory to the US Postal Service.

NOT REVIEWED

The Contractor shall be liable for any damages which may result from failure to provide such reasonable access or failure to notify the appropriate authority.

106.8.00

Personal Safety

The Contractor shall be responsible for conditions of the job site, including safety of all persons and property during performance of the work. Contractor shall protect the project and materials from damage due to the nature of the work, the elements, carelessness of other contractors or from any cause whatever until the completion and acceptance of the project. Contractor shall be responsible for all loss or damages arising out of the nature of the work. This requirement will apply continuously and not be limited to normal work hours. Safety provisions shall conform to the applicable federal, state, county and local laws, ordinances and codes. Where any of these are in conflict, the more stringent requirement shall apply.

NOT REVIEWED

The duty of the City Engineer to conduct construction reviews of the Contractor's performance is not intended to include a review of the adequacy of the Contractor's safety measures in, on or near the construction site. If obvious safety concerns are not addressed, OSHA may be contracted to review on-site conditions.

NOT REVIEWED

REFERENCE SECTIONS 104.7.0, 104.13.00 AND 302.0.00 FOR NOTIFICATION OF RIGHT OF WAY CLOSURE, TRAFFIC MAINTENANCE AND TRAFFIC CONTROL PLAN (INCLUDING PED AND BIKE TRAFFIC) REQUIREMENTS.

106.9.00 **Detours**

The Contractor shall construct and maintain detours needed by work operations. The Contractor shall submit plans for such detours to City Engineer for approval.

The Contractor shall construct and maintain temporary detours to provide safe passage of public traffic and protection of the work at all times.

RECOMMEND DEFINING PUBLIC TRAFFIC TO INCLUDE VEHICLES, BIKES AND PEDESTRIANS.

The Contractor assumes full responsibility for detours with the exception of those such as side street crossings, temporary bridges over freshly placed concrete, or utilization of one or more lanes of the construction area for maintenance of traffic.

The Contractor shall install, maintain, and/or remove detours or detour bridges when directed to do so by City Engineer. City may without notice to Contractor or Contractor's surety, provide, maintain, or remove the detour with the expense to be assessed to the permit fee.

106.10.00 **Labor**

Upon notification in writing from the City Engineer, the Contractor shall remove immediately from the job any laborer, worker, mechanic, foreperson, superintendent, or other person employed who is found to be incompetent, intemperate, troublesome, disorderly, or otherwise objectionable, or who fails or refuses to perform work properly and acceptably.

106.11.00 **Use of Explosives**

Blasting or use of explosives requires a Public Works Permit and is subject to all the laws, orders, provisions, and regulations of the City and any other governmental agency whose jurisdiction such work may be done.

NOT REVIEWED

106.12.00 **Railroad Crossings or Right-of-Way**

The Contractor shall submit a program of proposed operations whenever the project or work involves the crossing of a railroad or the encroachment on any railroad right-of-way. This program of proposed operations shall be approved by the appropriate railroad officials, ODOT Rail, and the City Engineer before the work is started within such area. The Contractor shall provide for services of flaggers and/or watchpersons required by the railroad company and shall provide and install piling, cribbing, bridges, tunnels, pipe casing, and do



PUBLIC WORKS CONSTRUCTION CODE

CITY OF TUALATIN

ENGINEERING DIVISION

18880 S.W. MARTINAZZI AVENUE
TUALATIN, OR 97062-7092

NOVEMBER 2001

LATEST REVISION: APRIL 24, 2017

The selection and use of the enclosed specifications and standards, while 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.

REVISIONS SUMMARY

April 24, 2017 Revisions (Adopted under Resolution No. 5314-17)

Revised Specification Sections:

- Section 102.3.3 “Erosion Control Fees”
- Section 102.3.4 “Water Quality Fees”
- Section 203.2.01 “Design Speed”
- Section 312.5.00 “Sidewalk Repair”

Revised Standard Drawings:

- Commercial Driveway Approach – Curbside Planter Strip (Drawing No 440)
- Commercial Driveway Approach – Curbside Sidewalk (Drawing No 441)
- Residential Driveway Approach – Curbside Planter Strip (Drawing No 442)
- Residential Driveway Approach – Curbside Sidewalk (Drawing No 443)
- Curb and Gutter (Drawing No 470)
- Curb (Drawing No 471)

New Standard Drawings:

- Example Single Family Erosion & Sediment Control Site Plan (Drawing No 001)

Deleted Standard Drawings:

- Approach Private Driveway (Drawing No 444)

December 12, 2016 Revisions (Adopted under Resolution No. 5302-16)

Revised Specification Sections:

- Section 202.1.00 “Scope”
- Section 202.2.00 “Plan View”
- Section 203.2.02 “Sight Distance”
- Section 203.2.04 “Superelevation”
- Section 203.2.08 “Intersections”
- Section 203.2.11C “Accessways”
- Section 203.2.14 “Sidewalks”
- Section 203.2.15 “Curb Ramps”
- Section 203.2.24A “Design and Installation Requirements”
- Section 203.2.25 “Traffic Signs”
- Section 203.2.27 “Traffic Marking”
- Section 311.3.05 “Control Joints”
- Section 312.3.05 “Control Joints”
- Section 312.3.07 “Finish”

Revised Standard Drawings:

- ADA Ramp – General Notes (Drawing No 460)
- ADA Ramp – Perpendicular (Drawing No 461)
- ADA Ramp – Parallel (Drawing No 462)
- ADA Ramp – Midblock (Drawing No 463)
- Concrete Sidewalk (Drawing No 475)
- Street Sign Post (Drawing No 516)

New Standard Drawings:

- ADA Ramp – Details (Drawing No 464)
- Street Name Sign (Drawing No 517)

CHAPTER 200
DESIGN REQUIREMENT SPECIFICATIONS

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202.2.00 Plan View

Plan views must show the following:

- 1) Right-of-way, property lines, tract, permanent and temporary easement lines.
- 2) Subdivision name, lot numbers, street names, and other identifying labels. Street names are subject to the approval of the City.
- 3) Location and stationing of existing and proposed street centerlines and curb faces at a minimum of 100-foot intervals.
- 4) Horizontal alignment and curve data of street centerline and curb returns.
- 5) Public utilities and trees (8" in diameter and larger) in conflict with construction or operation of the street and drainage facilities. **NOT REVIEWED**
- 6) Location, stationing, and size of drainage and water quality facilities. Facility stationing must be located in relationship to the street stationing. Show drainage facilities both upstream and downstream of the project. Direction of drainage flows must be shown with arrows.
- 7) Match lines with sheet number references.
- 8) Top of curb elevations along curb returns and cul-de-sacs at quarter-points, PC and TL points, and at 100-foot stations.
- 9) Location of the low points of street grades and curb returns.
- 10) Curb ramp locations and designs including slopes, elevations and other dimensions necessary to construct curb ramps in accordance with PROWAG AND THE STANDARD DRAWINGS.
- 11) Crown lines along portions of streets transitioning from one type to another. **NOT REVIEWED**
- 12) Traffic control plan, including temporary and permanent striping and signing. **VEHICULAR, PEDESTRIAN AND BICYCLE**
- 13) Centerline stationing of all intersecting streets.
- 14) Location and description of existing survey monuments including, but not limited to, property corners, section corners, quarter corners, and donation land claim corners. **NOT REVIEWED**
- 15) Legend.
- 16) Permittee and developer's name, address, and phone number (including emergency after hours number).

202.3.00 Profile View

Profile view shall show the following:

- 1) Stationing, elevations, vertical curve data and slopes for centerline of streets or top of curbs. For offset or superelevation cross sections, both curbs shall be profiled. Where curbs are not to be constructed, centerline of street and ditch inverts shall be shown.
- 2) Original ground along the centerline and, if necessary, at the edges of the right-of-way if grade differences are significant.
- 3) Centerline of existing streets for a distance of at least three hundred (300) feet each way at intersections with proposed streets or project boundaries. Show original ground beyond existing streets for like distances.
- 4) Extension of the profile of streets that will be extended in the future (stub streets). The extended profile shall be at least two hundred (200) feet for local and minor streets and as required for streets with higher classifications and be designed to be compatible with the restraints of the terrain.
- 5) The top of curb elevation for all cul-de-sacs, eyebrows, and intersection curb returns.
- 6) All proposed and existing utilities, their types, all invert and top elevations, slopes, materials, bedding, and backfill.
- 7) Existing drainage and water quality facilities, including off-site facilities, upstream and downstream that affect the design (e.g. downstream restrictions that back water onto project site).
- 8) Profiles for ditch and creek flow lines shall extend a minimum of two hundred (200) feet beyond the project, both upstream and downstream. Typical cross sections at fifty (50) foot intervals shall also be submitted.
- 9) All existing and proposed sanitary, storm, water, gas, telephone, cable television, or other lines crossing the profile.
- 10) Anything else deemed **NOT REVIEWED** necessary by the City Engineer.

202.4.00 Site Grading Plan

A site grading plan shall be submitted showing existing and proposed elevations. Grading contours (existing and proposed) shall be at no more than two (2) foot intervals and shall extend off-site a minimum of 50 feet. Structural fill areas shall be "shaded".

ADD A REQUIREMENT TO PROVIDE DETAILED GRADING INFORMATION AT CURB RAMPS AND LANDINGS TO ENSURE THE DESIGN OF THE PROPOSED CURB RAMPS MEETS ADA REQUIREMENTS. IF RETROFIT CONDITIONS DO NOT ALLOW A CURB RAMP TO FULLY COMPLY WITH ADA REQUIREMENTS, REQUIRE THE PERMITEE TO SUBMIT DOCUMENTATION JUSTIFYING WHY OR HOW THE DESIGN OF CURB RAMP IS TO THE MAXIMUM EXTENT FEASIBLE.

45 mph or greater

$$L = S \times W$$

Where:

L = Minimum length of taper (feet)

S = Design speed (mph)

W = width of offset (feet)

Pavement markers and markings, as approved by the City Engineer and in accordance with the applicable sections of this chapter shall be installed to define the configuration. Maximum spacing of markers shall be the numerical value, **NOT REVIEWED** speed, in feet [i.e., thirty-five (35) foot spacing for thirty-five (35) MPH].

203.2.04 Superelevation

Where superelevation is required as indicated by AASHTO guidelines, street curves should be designed for a maximum superelevation of 0.06 with appropriate transitions per AASHTO standards. Wherever possible, street design must conform to the standard street cross section.

Where superelevations coincide with crosswalks or pedestrian crossings, limit roadway cross section to **5% max** counter slope for **4 feet approaching curb ramp.**

REDUCE MAXIMUM DESIGN SLOPE TO ALLOW FOR CONSTRUCTION TOLERANCE SIMILAR TO THE MAX CROSS-SLOPE OF 1.5% FOR SIDEWALKS PER STANDARD DRAWING 475.

Horizontal Alignment

REDUCE CROSS-SLOPE OF ROADWAY TO BE LESS THAN 5% WITHIN ENTIRE WIDTH OF THE CROSS-WALK MARKED OR UNMARKED (INCLUDING THE ROADWAY IN FRONT OF THE CURB RAMP).

Alignments shall meet the following requirements:

- A. Streets shall be aligned horizontally to match existing street improvements and possible future street extensions.
- B. Horizontal curves in alignments shall meet the minimum centerline radius requirements of the most current edition of AASHTO based on the design speeds set forth in 203.2.01.

NOT REVIEWED

203.2.06 Vertical Alignment

Alignments shall meet the following requirements.

- A. Minimum tangent street gradients shall be one-half (0.5) percent along curb and gutter.
- B. Grades shall not exceed 12% on collector or arterial streets, or up to 15% on any other street.

INTERSECTION LANDINGS SHOULD BE DESIGNED TO ALLOW FOR CURB RAMP DESIGNS TO MEET PROWAG REQUIREMENTS ON ALL CORNERS OF THE INTERSECTION. INTERSECTION LANDINGS MAY NEED TO BE EXTENDED BEYOND 20 FEET IN ORDER TO ENSURE PROPOSED CURB RAMP THAT FULLY COMPLY WITH PROWAG CAN BE INSTALLED.

- C. Streets intersecting with a minor collector or greater functional classification street shall provide a landing averaging two (2) percent or less. Landings are that portion of the street within twenty (20) feet of the curb line of the intersecting street at full improvement.
- D. Grade changes of more than one percent shall be accomplished with vertical curves.
- E. Street grades, intersections and superelevation transitions shall be designed to not allow concentrations of stormwater to flow across the street.
- F. Off-set crowns shall be a minimum of 10.5-feet in width as measured from face of gutter.
- G. Streets not constructed to full urban standards shall be designed to match both the present and future vertical and horizontal alignments of any street which may be intersected. The requirements of this chapter shall be met for both present and future conditions.
- H. Vertical curves shall conform to the requirements of the most current edition of AASHTO.
- I. Slope easements shall be granted or obtained for the purposes of grading outside of the rights-of-way.
- J. Streets shall be aligned vertically to match existing street improvements and the topography of adjacent parcels for possible future street extensions.

203.2.07 Slope Design

All slopes shall be stable. Side slopes, both cut and fill, generally shall be no steeper than 3 (horizontal) : 1 (vertical). The City Engineer may approve steeper slopes where dictated by site constraints and allowed by geotechnical data and sound engineering practice.

203.2.08 Intersections

The following are the minimum requirements for intersections:

- A. The interior angle at intersecting streets must be kept as near to ninety (90) degrees as possible and in no case will it be less than seventy-five (75) degrees.

NOT REVIEWED

PER PROWAG R207.1, ONE CURB RAMP FOR EACH STREET CROSSING IS REQUIRED. A TYPICAL INTERSECTION WILL REQUIRE INSTALLATION OF TWO CURB RAMPS PER CORNER.

B. Minimum intersection spacing must be at least 100 ft., measured centerline to centerline.

C. Curb ramps must be provided at all corners of all intersections, regardless of curb type, and must conform to the Standard Drawings and Section 203.2.15.

D. Curb radii at intersections must be as shown in Table 203-1 for the various function classifications. The right-of-way radii at intersections must be sufficient to maintain at least the same right-of-way to curb spacing as the lower classified street.

TABLE 203-1

Street Classification	Curb Radii (feet)				
	<u>Edge of Pavement/Curb - Minimum</u>				
	Arterial Street	Major Collector Street	Minor Collector Street	Local Commercial Industrial	Local Residential Street
Expressway	55	40	30	35	25
Arterial	55	40	40	35	25
Major Collector	40	40	30	35	25
Minor Collector	30	30	30	35	25
Local Commercial Industrial					
Industrial	35	35	35	35	25
Local Residential	25	25	25	25	25

203.2.09 Cul-de-Sacs, Eyebrows, Turnarounds

The following specifies the minimum requirements for cul-de-sacs, eyebrows, and turnaround areas. Other turnaround geometrics may be used when conditions warrant and the City Engineer approves the design and application of its use.

- A. Cul-de-sacs, eyebrows and turnaround areas shall be allowed only on local residential and local commercial/industrial streets.
- B. Cul-de-sacs shall not be more than six hundred (600) feet in length. The length of a cul-de-sac shall be measured along the centerline of the roadway from the near side right-of-way of the nearest through traffic intersecting street to the radius point of the cul-de-sac bulb.
- C. The minimum curb radius for cul-de-sac bulbs shall be forty-five (45) feet and the right-of-way radius shall be sufficient to maintain the same right-of-way to curb spacing as the tangent section of street.

NOT REVIEWED

3. Where bike paths are separated from vehicular traffic, the minimum separation between a bike path and the edge of pavement of an adjacent roadway is 5-feet. When this is not possible a suitable physical divider may be constructed. The divider shall be designed with a minimum height of 4.5-feet and shall be approved by the City Engineer.

4. The standard vertical clearance to obstructions is 10-feet measured from the bike path and from the side graded area. When this standard is not practical, the City Engineer may approve a minimum of 8-feet vertical clearance with proper warning signage.

5. The maximum desirable grade of bike paths is 5% **NOT REVIEWED** excess of 5%, but no greater than 10%, may be acceptable where terrain dictates, where sight distance is adequate and as approved by the City Engineer. Where grades exceed 5%, the design speed and width shall be modified according to AASHTO "Guide for the Development of Bicycle Facilities".

6. Superelevation of bike paths shall be a minimum of 2% and a maximum of 5%.

7. Horizontal alignment and the minimum curve radius shall meet the design criteria in the AASHTO "Guide for the Development of Bicycle Facilities".

8. **Portland Cement Concrete (PCC) is required for construction of bike paths.** ← **CONFIRM PCC IS ONLY PAVEMENT TYPE ALLOWED FOR BIKE PATHS.**

9. Where illumination of bike paths is specified by the City, lighting shall be in conformance with the AASHTO "Guide for Development of Bicycle Facilities".

10. Electrical conduit with 2-inch diameter, and pull lines, shall be installed with maximum spacing of 200-feet between pull boxes or as otherwise specified by the City Engineer.

11. Sight distance shall meet the design criteria in the AASHTO "Guide for the Development of Bicycle Facilities".

12. Bike paths shall be separated from industrial areas or areas that present a hazard to bicyclists by means of fencing or impenetrable landscaping as may be specified by the City Engineer. **NOT REVIEWED**

13. Any design requirement not specified above shall be governed by the City's interpretation of the AASHTO "Guide for the Development of Bicycle Facilities" and "Oregon Bicycle and Pedestrian Plan".

14. A suitable storm drainage system for removal of surface water

shall be provided.

15. Landscaping and vegetation shall comply with TDC 72.060(2)(f) for bike paths within greenways and TDC 73.230 through 73.290, inclusive, for all other bike paths. TDC 71.064(2)(d) shall apply for areas in the Wetland Protection District.

203.2.11B Bike Lanes

1. Bike lanes shall be separated from a motor vehicle travel lane shall also be the centerline for the 8-inch wide bike lane stripe. **NOT REVIEWED**

2. Bike lanes shall be signed and marked as described in the most recent *Oregon Bicycle and Pedestrian Plan* and in the *Manual of Uniform Traffic Control Devices, with Oregon Supplement*, with final approval by the City Engineer.

3. Illumination of bike lanes shall be consistent with AASHTO's most recent *An Informational Guide for Roadway Lighting*.

4. Any design requirement not specified above shall be governed by the City's interpretation of the most recent AASHTO *Guide for the Development of Bicycle Facilities* and *Oregon Bicycle and Pedestrian Plan*.

203.2.11C Accessways

The following standards must be used when designing and constructing public accessways:

1. Public accessways must be designed and constructed in accordance with the Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG)
2. Public accessways must be designed to comply with the TDC.
3. Accessways must be constructed of Portland Cement Concrete.
4. Materials and workmanship in the construction of accessways must conform to the standards used in construction of public sidewalks.

5. An accessway must be 8-feet in width inside an 8-foot wide tract dedicated to the City.

DOES AN 8-FOOT WIDE TRACT ALLOW CONSTRUCTION AND/OR FUTURE MAINTENANCE/REPLACEMENT OF AN 8' WIDE ACCESSWAY?

PEDESTRIAN PATHS ARE DEFINED AS IT'S OWN CATEGORY SEPARATE FROM AN OUTDOOR RECREATIONAL TRAIL IN SECTION 101.1.00.

WHAT IS THE WIDTH OF A HARD SURFACE TRAIL?

THIS WIDTH REQUIREMENT CONFLICTS WITH ITEM 4 BELOW WHICH REFERS TO THE "ACCESSIBILITY STANDARDS" LISTED IN TABLES 203-2A AND 203-2B.

203.2.11D Pedestrian Path Standards

The following standards shall be used when designing pedestrian paths:

1. The width of soft surface recreation trails should be 6-feet.
2. A minimum one foot zone on both sides of the path shall be maintained to provide horizontal clearance from trees, shrubs, and other obstructions.
3. Trees, vines and shrubs should be trimmed to provide a minimum vertical clearance of eight feet.
4. Pedestrian paths shall meet the "Accessibility Standards" listed in Tables 203-2A and 203-2B.
5. Trail construction should entail use of geotextile filter fabric, topped with a 5-inch base of 3/4-inch minus rock and a 3-inch surface layer of 1/4-inch minus crushed rock. Refer to the Greenway Development Plan for a concept drawing of this trail. Note: Other materials may also be used to achieve a stable and firm surface. Departures from the crushed rock standard by the use of other materials, designs, or technologies may be considered by the Parks and Recreation Department where it can be demonstrated that they will provide adequate access and durability given soil conditions and expected use.
6. Portland Cement Concrete shall be used for outdoor recreation access routes in high use areas, as determined through development approval.
7. Use elevated boardwalks for paths through wetland areas. Boardwalks should be constructed of pressure treated Douglas fir or cedar. Planks must run perpendicular to the direction of travel and joints must be no more than 1/2-inch. Planks must be securely fastened so they do not warp and should be treated with an appropriate preservative to avoid decay and drying. Boardwalks shall be designed by a registered professional engineer. Refer to Greenway Development Plan for concept drawings of these structures.
8. Minimize impact on natural areas. Balance cut and fill where possible along cross slopes to create a level trail surface.
9. Provide a 10-foot setback between the path and edge of wetland and creeks, unless otherwise approved by the City Engineer.

ITEM 4 CONFLICTS WITH ITEM 1 ABOVE.

RECOMMEND REFERENCING 2015 ABA STANDARDS WITH OUTDOOR DEVELOPED AREA PROVISIONS.

PEDESTRIAN PATHS ARE DEFINED AS IT'S OWN CATEGORY SEPARATE FROM AN OUTDOOR RECREATIONAL TRAIL IN SECTION 101.1.00.

IF AN OUTDOOR RECREATION ACCESS ROUTE IS PAVED, THEN PROWAG'S REQUIREMENTS FOR A PEDESTRIAN ACCESS ROUTE (OUTSIDE A ROADWAY) APPLY - NOT TABLE 203-2A.

REDUCE MAXIMUM OPENING SIZE BETWEEN PLANKS TO LESS THAN 1/2" TO ALLOW FOR CONSTRUCTION TOLERANCE SIMILAR TO THE MAX CROSS-SLOPE OF 1.5% FOR SIDEWALKS PER STANDARD DRAWING 475.

MAY WANT TO REFERENCE 2015 ABA STANDARDS WITH OUTDOOR DEVELOPED AREA PROVISIONS FOR BOARDWALKS.

RECOMMEND DELETING TABLE AND REFERENCING 2015 ABA STANDARDS WITH OUTDOOR DEVELOPED AREA PROVISIONS INSTEAD OF US FOREST SERVICE RECREATIONAL OPPORTUNITY SPECTRUM.

TABLE 203-2A

Outdoor Recreation Access Routes

The following table summarizes design parameters for outdoor recreation access routes in urban/rural and more natural settings. All trails within the Tualatin Greenway system should attempt to meet the "Easier" standard. However, unusual site constraints may justify shifting to the "Moderate" or "Difficult" standard. Design of the facility shall be in accordance with the standard designated by the Greenway Development Plan, or as part of development approval.

Summary of Design Standards for Recreation Access Routes:

Level of Development:

	Urban/Rural Easier	Roaded/Nat. Moderate	Semi-Primitive Difficult
Clear width (minimum):	48 inches	36 inches	36 inches
Sustained running grade (maximum): *	5 percent	5 percent	8.3 percent
Max. grade allowed: *	8.3 percent	10 percent	10 percent
For max. distance of:	30 feet	50 feet	50 feet
Cross slope (max.): **	3 percent	3 percent	3 percent
Passing space interval (maximum):	200 feet	300 feet	400 feet
Rest area interval (maximum):	400 feet	900 feet	1200 feet
Small level changes (maximum):	1/2 inch	1/2 inch	1 inch

* No more than 20% of the total length of the outdoor recreation access route shall exceed the maximum sustained running grade.

** The measurement of a maximum grade and cross slope should be made over a 30" measurement interval to correspond to the footprint of a wheelchair operating in that environment.

RECOMMEND DELETING TABLE AND REFERENCING 2015 ABA STANDARDS WITH OUTDOOR DEVELOPED AREA PROVISIONS INSTEAD OF US FOREST SERVICE RECREATIONAL OPPORTUNITY SPECTRUM.

TABLE 203-2B

Outdoor Recreation Trails

The following chart summarizes design parameters for outdoor recreation trails in urban/rural and more natural settings. All trails within the Tualatin Greenway system should attempt to meet the "Easier" standard. However, unusual site constraints may justify shifting to the "Moderate" or "Difficult" standard. Design of the facility shall be in accordance with the standard designated by the Greenway Development Plan, or as part of development approval.

Summary of Design Standards for Recreation Trails:

Level of Development:

	Urban/Rural Easier	Roaded Nat. Moderate	Semi-Primitive Difficult
Clear width (minimum):	48 inches	36 inches	28 inches
Sustained running slope* (maximum)	5 percent	8.3 percent	12.5 percent
Max. grade allowed**	10 percent	14 percent	20 percent
For a max. distance of:	30 feet	50 feet	50 feet
Cross slope (maximum.):**	3 percent	5 percent	8.3 percent
Passing space interval (maximum):	200 feet	300 feet	400 feet
Rest area interval (maximum):	400 feet	900 feet	1200 feet
Small level changes (maximum):	1/2-inch	2-inch	3-inch

* No more than 20% of the total trail length shall exceed the sustained running grade.

** The measurement of maximum grade and cross slope should be made over a 30" measurement interval to correspond to the footprint of a wheelchair operating in that environment.

RECOMMEND REFERENCING 2015 ABA STANDARDS WITH OUTDOOR DEVELOPED AREA PROVISIONS FOR EXCEPTIONS TO ACCESS ROUTE AND TRAIL REQUIREMENTS IN TABLES 203-2A AND 203-2B.

203.2.11E Exceptions

The following exceptions are allowed to Tables 203-2A and 203-2B are allowed:

1. Where the City Engineer determines that compliance with any of the standards would have such significant environmental impacts as to threaten or destroy the unique environmental, natural, geologic, cultural or religious character of the site, then the specific standard in question, and only that standard may be modified to meet the highest level of access practicable and feasible.

2. When it is determined in accordance with the procedures in ~~ADAAG 4.1.7(2)~~ that compliance with any of the standards would threaten or destroy the historic significance of a site, then the specific standard(s) in questions, and only that standard(s) may be modified to meet the highest level of access practicable.

3. When a trail is developed for a specific purpose, such as a challenging or rugged hike, and compliance with any of the standards would change the fundamental nature of that experience, then the specific standard(s) in question, and only that standard(s), may be modified to meet the highest level of access practicable and feasible.

Requests for exceptions shall include documented evidence that people with disabilities or their representatives were involved in the design process.

REFERENCE IS OUT OF DATE. UPDATE REFERENCE IF THIS SECTION ISN'T REVISED PER COMMENT ABOVE.

203.2.12 Private Streets

Private streets are not subject to the requirements in this document.

203.2.13 Driveways

RE-TITLE AS "DRIVEWAY APPROACHES" SINCE DRIVEWAYS ARE TYPICALLY LOCATED ON PRIVATE PROPERTY AND ARE NOT A PUBLIC WORKS PROJECT?

The following specifies the minimum requirements for driveways:

A. Driveways shall not be permitted on streets with existing or proposed non-access reserve strips or as set forth in the Tualatin Development Code.

B. **The widths and spacing requirements** shall conform to the requirements of the Tualatin Development Code, Section 73.400 and Standard Drawings 440-~~446~~. 443

DRIVEWAY WIDTHS AND SPACING REQUIREMENTS ARE NOT PROVIDED IN STANDARD DRAWINGS 440-443.

203.2.14 Sidewalks

The following specifies the requirements for sidewalks:

- A. Sidewalks must be designed and constructed in accordance with the Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG) **AND STANDARD DRAWING 475.**
- B. The location and width of the sidewalks must conform to the requirements of City's Transportation System Plan Street Design Standards in Table 3 and Figure 2 (pages 17 through 24), or as otherwise provided by the City Engineer. Location and width are relative to the centerline.
- C. Where existing clustered mailboxes, utility poles, fire hydrants, or other objects are within a sidewalk, the sidewalk must be widened or **meandered** to provide clearance equal to the required sidewalk width. Easements in the name of the City are required for sidewalks outside of the right-of-way.
- D. Where it is required to install sidewalks and a permanent sidewalk cannot be constructed, a temporary walkway may be constructed. The temporary walkway may consist of an asphaltic concrete or Portland Cement concrete to a width, location **and structure** approved by the City Engineer and meeting requirements of the Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG).
- E. In the Town Center, the sidewalks must be 10-feet wide and, rather than a planter strip, must have tree wells. These wells must have a grate per Standard Drawing 514. These grates must be installed per manufacturers recommended specifications and additional details as identified by the Project Engineer.

AVOID INSTALLATION OF MEANDERED SIDEWALKS WHEREVER POSSIBLE WHILE MAINTAINING MINIMUM CLEARANCE REQUIREMENTS PER PROWAG.

AND STRUCTURE?? CONFIRM INTENT OF THIS SENTENCE.

203.2.15 Curb Ramps

Curb ramps must be designed and constructed in accordance with Standard Drawings 460-464. ~~Design and construct curb ramps in accordance with the~~ **AND THE** Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG). The City Engineer may approve engineered curb ramp designs provided they meet all requirements of the Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG) ~~may be used.~~

203.2.16 Right-of-Way and Grading

Grading outside the improved areas shall be as follows:

APPEARS TO CONFLICT WITH 1.5% CROSS-SLOPE REQUIREMENT FOR SIDEWALKS PER STANDARD DRAWING 475.

A. All streets functional classifications shall have a two (2) percent upward grading from back of curb through the right-of-way line, and within the public utility easement.

PARAGRAPH A IS REQUIRING A 2% SLOPE. RETAINING WALLS ARE TO BE A HEIGHT TO ALLOW A 66.7% SLOPE. CONFIRM INTENT OF PARAGRAPH B. RECOMMEND PROVIDING A STANDARD DRAWING TO DETAIL THESE REQUIREMENTS

B. Retaining walls shall be used if slopes are greater than the requirements in paragraph A. above. Retaining walls shall be constructed to a height where the slope is no more than one and one-half (1-1/2) horizontal to one (1) vertical. Retaining wall design shall be prepared by a registered engineer in the State of Oregon and approved by the City Engineer. Due consideration shall be given to ground water pressures in any retaining wall design. Retaining wall shall be located outside of the right-of-way unless otherwise approved by the City Engineer.

REMOVE OR COMPLETE SENTENCE.

C. Cross-slope of the street section shall be no less than two (2) percent and no greater than five (5) percent. Whenever possible, the crown of

CONFIRM MINIMUM DEPTH OF ROOT BARRIER. BIOBARRIER RECOMMENDS A DEPTH OF 19.5" FOR THEIR PRODUCT TO BE INSTALLED ADJACENT TO SIDEWALK AND CURB.

D. A root control system, such as Biobarrier or approved equal, shall be installed at both sides of the planter strip. It shall be installed vertically 12" deep from finished grade per manufacturers recommendation.

REDUCE MAXIMUM CROSS-SLOPE OF STREET SECTION TO ALLOW FOR CONSTRUCTION TOLERANCE SIMILAR TO THE MAX CROSS-SLOPE OF 1.5% FOR SIDEWALKS PER STANDARD DRAWING 475.

203.2.17 Subsurface Drainage

Subgrade drainage shall be provided for the purposes of collecting and conveying subsurface water only. The flow volume shall not be considered part of the storm drainage system for storm drain pipe sizing purposes unless the volume collected and conveyed is significant to warrant consideration during a design storm event.

Subgrade drains shall be provided:

NOT REVIEWED

1. On uphill sides of road cuts.
2. Transverse to the road centerline at the low point of sag vertical curves and at 300-foot intervals uphill thereafter.
3. At naturally occurring springs or other wet areas.

Subgrade drains shall be sloped to and connect into the storm drainage system at catch basins, manholes, roadside ditches or other suitable point of discharge. Storm water shall not be allowed to back up into the subgrade drains during design storm events.

203.2.18 Raised Medians

Where raised medians are constructed, the following criteria must be met:

ADD A REQUIREMENT TO PROVIDE PEDESTRIAN CROSSINGS THROUGH MEDIANS AT CROSSWALK LOCATIONS PER PROWAG R305.2.4. RECOMMEND CREATING A STANDARD DRAWING TO DETAIL THE CITY'S PREFERRED TYPE OF PEDESTRIAN CUT-THROUGH OF MEDIAN.

- A. The raised median shall be set back at least two (2) feet from the travel lane on both sides.
- B. Street lighting, painting, and reflective markers shall be sufficient to provide illumination and delineation of the raised median.
- C. Objects, such as trees, shrubs, signs, light poles, etc., shall not physically or visually interfere with vehicle or pedestrian traffic.
- D. The style and design of the raised median shall be site specific. The raised median shall be safe for the design speed, and shall be approved by the City Engineer.
- E. Landscape islands are not permitted in residential local streets.

203.2.19 Structural Section

Streets may be constructed of:

- A. Asphaltic concrete with **crushed rock base or treated bases.**
The minimum asphalt concrete and crushed rock sections shall be a follows:

<u>Street Classification</u>	<u>Min. Section</u>
Local Commercial Industrial Streets	4" A.C. 2" 3/4"-0 rock 10" 1 1/2"-0 rock
Local Residential Streets	3" A.C. 2" 3/4"-0 rock 6" 1 1/2"-0 rock
Collectors / Arterials / Expressway	Per asphalt pavement design for anticipated traffic loading

- B. Portland Cement concrete with **cushion course of crushed rock or on a base of crushed rock or treated base.**

Soil testing to obtain the strength of the soil is required to analyze and design the road structural section. Soil tests are needed on samples of the materials that are expected to be within three (3) feet of the planned subgrade elevation. A sample is needed for each five hundred (500) feet of roadway and visually observed soil type. A minimum of two tests are needed for each site.

REVISE WORDING TO USE TERMS TREATED SUBGRADE, BASE COURSE AND LEVELING COURSE AS DEFINED IN SECTIONS 305 AND 308.

CHANGE TO ROADS SINCE IT IS DEFINED AS A STRUCTURE INTENDED FOR VEHICLES WHILE STREETS ARE DEFINED TO INCLUDE ALL IMPROVEMENTS WITHIN THE PUBLIC RIGHT OF WAY PER SECTION 101.1.00.

NOT REVIEWED

maximum thickness of untreated aggregate base shall be four (4) inches. Design modulus of rupture (MR) shall be six hundred fifty (600) psi.

A higher value of modulus of rupture shall be allowed if adequately supported test data is submitted and approved by the City Engineer.

Use a forty (40) year design period.

203.2.23 Franchise Utilities

New utilities shall be located beneath the paved road surface or easements outside of right-of-way when required. On all phased improvements, the necessary utilities shall be stubbed across the paved surface to assure cuts are not necessary when the road is extended to its full width in a future phase.

NOT REVIEWED

Replacement or upgraded underground utilities that must be installed across an existing paved street shall be installed by methods which do not cut into the paved surface unless approved by the City.

Underground utilities shall be buried a minimum depth of thirty (30) inches as measured from finished grade to top of utility. To avoid the possibility of a conflicting utility, the franchise utility may be required to be placed deeper if required by the City

Engineer. Any utility proposed to be encased in concrete shall be installed at a depth and location determined by the City Engineer.

All trench excavation and backfill shall conform to the requirements of Section 220 Trench Excavation and Backfill.

UPDATE SECTION TO INCLUDE PEDESTRIAN SIGNAL REQUIREMENTS PER PROWAG SECTIONS R209, R306.2 AND R306.3.2 AND THE LATEST MUTCD MANUAL INCLUDING OREGON REVISIONS.

203.2.24 Traffic Signals

203.2.24A Design and Installation Requirements

Traffic signal installation must conform to the most current edition of the MUTCD.

NOT REVIEWED

203.2.24B Design Drawing Requirements

Traffic signal installation plans shall consist of the following separate sheets:

1. Construction plan (street), 1" = 20'

2. Signal wiring including electrical service, 1" = 20'
3. Underground detection plan, 1" = 20'
4. Sign and striping plan, 1" = 40'

203.2.24C Modification to General Specifications

Modification, or specific to general specifications are:

1. Specific micro processor prom program shall be the current version of W4IKS supplied with each controller, unless otherwise specified. **NOT REVIEWED**
2. Approved fire preemption devices shall be installed on all approaches to signal.
3. Traffic detection shall consist of magnetometer or preformed (State specifications) loops, as directed by the City Engineer.
4. The traffic signal design and installation shall provide for interconnection to other area signals (existing and proposed future signals).
5. The traffic signal design and installation shall provide for transit preemption.

203.2.25 Traffic Signs

Traffic signs must be furnished and erected in conformance with the most **current edition of the MUTCD and the Standard Specifications supplemented by the State of Oregon and/or modified as follows:**

Category A

Regulatory signs are classified in the following groups:

1. Right-of-way series
2. Speed series
3. Movement series
4. Pedestrian series
5. Miscellaneous series

CONFIRM WORDING OF THIS SENTENCE. SHOULD THIS READ AS "...CURRENT EDITION OF THE MUTCD SUPPLEMENTED BY THE STATE OF OREGON, PUBLIC WORKS CONSTRUCTION CODE AND STANDARD DRAWINGS AND/OR MODIFIED AS FOLLOWS:"?

NOT REVIEWED

Warning signs that may warrant the use due to hazards and typical locations are:

1. Changes in horizontal alignment
2. Intersections
3. Advance warning of control devices
4. Converging traffic lanes
5. Narrow roadways
6. Changes in highway design

- 7. Grades Roadway surface conditions
- 8. Railroad crossings
- 9. Entrances and crossings
- 10. Miscellaneous

Category C

School Areas:

- 1. School advance sign
- 2. School crossing sign
- 3. School bus stop ahead sign
- 4. School speed limit signs

NOT REVIEWED

Category D

Guide signs and street name signs

203.2.26 Street Name Signs

PROVIDE REFERENCE TO STANDARD DRAWING 516 FOR STREET SIGN POST AND SIGN INSTALLATION AND STANDARD DRAWING 517 FOR STREET NAME SIGNS.

In business districts and on major arterials, street name signs should be placed in diagonally opposite corners so that they will be on the right-hand side of the intersection for traffic on the minor street.

In residential districts, at least two street name signs will be mounted at each intersection.

On T-intersections, the street name signs will be designated at two locations. One street name sign being placed at the end of "T" inter placed at the right-hand corner of the intersecting street.

ARE CROSSWALK MARKINGS REQUIRED TO BE THERMOPLASTIC? ADD CROSSWALKS TO LIST. IF LADDER STYLE CROSSWALKS ARE REQUIRED, RECOMMEND THEY BE THERMOPLASTIC. PAINT WITH GLASS BEADS MAY NOT BE SLIP RESISTANT.

203.2.27 Traffic Marking

Traffic marking must be designed and installed in accordance with the most current edition of the MUTCD.

Paint is allowed for line striping only. All other pavement markings, including arrows, stop bars, bike lane symbols, railroad crossing legends, and word legends, must be pre-formed thermoplastic material.

203.2.28 Street Lights

Street lights shall be designed and installed in accordance with PGE (Option B) standards, and Table 203-3.

NOT REVIEWED

Street lighting plans shall be submitted to PGE for review and approval, with

RECOMMEND CLARIFYING TITLE
TO AVOID CONFUSION WITH
REQUIREMENTS FOR PEDESTRIAN
GUARDRAILS/GUARDS.

203.2.29 **VEHICULAR**
Guardrails

The following specifies the minimum requirements for the location and type of guardrails:

- ♦ The decision of whether to install a guardrail or not shall be based on information found in AASHTO publication, Guide for Selecting, Location and Designing Traffic Barriers.
- ♦ Guardrails shall be designed and constructed per QDOT's Standard Drawings for Design and Construction.

NOT REVIEWED

Fire systems shall be designed with a pressure based upon the lowest pressure that occurs in the summer during the peak-shaving period, rather than the higher winter pressures.

204.2.02 Location and Alignment

To allow for the logical extension of the overall system, completion of loops, and to minimize the impacts to existing improvements, water mains shall be determined by the City Engineer. **NOT REVIEWED**

Wherever possible, dead-ends shall be eliminated by looping into existing lines for improved hydraulic performance and redundancy, and shall be allowed only after receiving prior approval of the City Engineer. A blowoff assembly will be required on all dead-end lines.

Sampling stations shall be installed where directed by the City Engineer.

Mains shall be extended to the boundary for future developments.

SEE OUR COMMENTS ON STANDARD PLANS REGARDING PLACEMENT OF STRUCTURE OUTSIDE OF PEDESTRIAN PATH OF TRAVEL, SURFACE REQUIREMENTS, FLUSH WITH PAVEMENT, MAX JOINTING WIDTH AROUND STRUCTURE AND STABLE AND SLIP RESISTANT COVERS.

204.2.03 Valves

Valves will be located at intersections whenever possible. In general, sufficient valves should be provided to permit shutting down any section of line, not exceeding 800-feet, with valve operations at no more than three locations.

Butterfly valves shall be installed on pipe sizes 18-inches and larger, and gate valves shall be installed on pipes sizes 4-inches to 16-inches.

Mains extended to the property line or subdivision boundary for future extension shall be terminated with a mainline valve and blowoff assembly. Where permanent dead ends are installed, or low points exist, a blowoff assembly of appropriate size shall be provided to allow a minimum flow of 4-feet/second in the main line.

Air release valves shall be installed at all high points. Pressure reducing/pressure sustaining valves complete with SCADA equipment shall be installed at pressure level interfaces.

Valves shall be pressure rated with minimum of 150 psi to meet maximum pressures.

204.2.04 Fire Hydrant

REFERENCE STANDARD DRAWING 610 FOR PLACEMENT. SEE COMMENTS ON STANDARD DRAWING FOR REGARDING PROPOSED OFFSETS FROM SIDEWALKS.

Fire hydrants shall be located so that no part of any single-family residential building is greater than 400-feet from a hydrant, and such that no part of any commercial,

industrial, or multiple-family building is greater than 250-feet from a hydrant, both as measured along the most practicably accessible route by fire fighting equipment.

No fire hydrant shall be connected to mains less than 6-inches in diameter. A main supplying water to two or more fire hydrants shall be at least 8-inches in diameter.

NOT REVIEWED

Insofar as practical, all fire hydrants shall be located at street intersections to facilitate hose deployment by fire fighting equipment. Fire hydrant location shall be subject to City Engineer and Fire District approval, and shall be analyzed for minimum fire flow requirements at design peak flow demand during the summer peak-shaving period.

SEE OUR COMMENTS ON STANDARD PLANS REGARDING PLACEMENT OF STRUCTURE OUTSIDE OF PEDESTRIAN PATH OF TRAVEL, SURFACE REQUIREMENTS, FLUSH WITH PAVEMENT, MAX JOINTING WIDTH AROUND STRUCTURE AND STABLE AND SLIP RESISTANT COVERS.

204.3.00 Water Meters and Services

204.3.01 Size

Water meters and services shall be sized for maximum demand and approved by the City Engineer.

204.3.02 Vaults

Vaults shall be sized to meet the minimum requirements of the Standard Drawings.

All vaults shall be of precast concrete properly designed to carry anticipated soil pressures and traffic loading. The vault design and calculations are subject to review and approval by the City Engineer.

All vaults shall include the following:

- 1) A drain with a sump and pump discharge to daylight.
- 2) In high ground water areas, anchors to prevent uplift or floatation that may result from the buoyant forces of the ground water.
- 3) Backfill around vault is to be per manufacturer's specifications.
- 4) Standard Bilco door or equal.
- 5) An approved ladder if greater than 4'0" in depth, with entry through the vault chamber door.
- 6) A moisture-proof lighting fixture and wall mounted switch.
- 7) Installation on a compacted gravel base.

NOT REVIEWED

NOT REVIEWED

Wherever it is necessary for sanitary sewer and water lines to cross each other, the crossing should be at an angle of approximately 90 degrees. The shall be located 18-inches or more below the water line or be constructed of PVC pressure pipe per ASTM D2241 SDR 32.5 for a distance of 10-feet on both sides of the water line.

SEE OUR COMMENTS ON STANDARD PLANS REGARDING PLACEMENT OF STRUCTURE OUTSIDE OF PEDESTRIAN PATH OF TRAVEL, SURFACE REQUIREMENTS, FLUSH WITH PAVEMENT, MAX JOINTING WIDTH AROUND STRUCTURE AND STABLE AND SLIP RESISTANT COVERS.

205.2.08 Manholes

Manholes are mainly for the purpose of facilitating maintenance and access to the sewer line. Accordingly, manholes shall be located as follows unless otherwise approved by the City Engineer.

- 1) Every change in grade or alignment of sewer
- 2) Every point of change in size or elevation of sewer
- 3) Each intersection or junction of sewer
- 4) Upper end of all sewers, except as noted in Section 205.2.09
- 5) At intervals of 400-feet or less
- 6) 0.20-foot fall through manhole.

All manholes shall be a minimum of 48-inches in diameter and shall have a minimum 12-inch ledge in the base.

Location of steps and elevations of proposed inlets and outlets are required on the plan submittals.

All manholes located in the 100 year floodplain, creek areas, areas outside of the street right-of-way, and/or as directed by the City engineer, shall be equipped with water-tight covers and frames.

205.2.09 Cleanouts

Cleanouts shall be allowed only on pipe lines where the distance between the cleanout and a manhole is a maximum of 150-feet. The stand pipe shall be the same material and size as the pipe line.

NOT REVIEWED

Cleanouts may be temporarily installed within the right-of-way at the end of a stub street: (1) where the street is expected to be extended in the future; and (2) the design of the sewer system does not warrant a manhole be constructed at this location. The City Engineer will make the determination of when and where cleanouts will be allowed.

G) Pipe Cover. Storm drains shall be installed per CWS Design and Construction Standards June 2007, 5.06.7. Where this requirement cannot be met, the City Engineer may approve a lesser amount of cover, with the use of properly designed pipe material.

H) Headwalls. When headwalls are required, their design will be based on the ODOT Hydraulics Manual standards.

I) Access. Manholes shall be provided as specified in Section 206.6.00.

J) Rip rap. Where rip rap is required, the design of a rip rap outfall area will be approved by the City Engineer (see CWS Table 5-5). Place suitable geotextile fabric under and around the sides of riprap.

K) Pipe Material. Concrete, PVC, ductile iron, and aluminum spiral rib pipe materials are acceptable for the construction of public storm drain systems. All systems shall be designed for permanent loading and construction loading. Polymer type protective coatings may be required if the pipe is to be installed in possible aggressive soils or where cathodic protection is present.

NOT REVIEWED

206.5.00 Catch Basins

A) The catch basins for use within the City are the oversized gutter and curb inlet catch basin. The curb inlet catch basin (oversize) with alternate top (manhole frame and cover) shall be used in roadways with bike lanes.

B) All catch basins shall be constructed with an 18-inch minimum sump unless a part of a series catch basin system. A series catch basin system exists when a maximum of three unsumped catch basins are constructed in a row, a pollution control manhole, Standard Drawing No. 060, shall be installed at the point where three unsumped catch basins connect to a main storm line. Unsumped catch basins are not to be part of a main storm line. No ditch inlet may be part of a series catch basin system.

C) A main storm line shall not pass through a sumped catch basin or pollution control manhole.

D) The spacing between catch basins shall be as required hydraulically. Gutter flow shall not exceed 4" depth at the curb during a 25-year storm. Catch basins and gutter inlets shall be of sufficient size and number to accept the inflows without backing up water on the street during the 25-year storm event.

REMOVE THE TERM "HANDICAP" IN ALL DOCUMENTATION.
THIS TERM IS CONSIDERED OFFENSIVE.

E) Catch basins shall be provided on the tangent just prior to curb returns on streets and outside of the ~~handicap ramp~~ ADA CURB RAMP.

F) Catch basins shall be installed at the low point of all sag vertical curves in streets.

G) Catch basins may connect to a main storm line with a tee connector. **NOT REVIEWED** main storm line is at least one size larger than the catch basin line. When the catch basin line

is the same size as the main storm line, the connection shall be made at a manhole. The maximum length of pipe line between the catch basin and the main line shall be 60-feet.

H) Pavement tapers shall be required for

SEE OUR COMMENTS ON STANDARD PLANS REGARDING PLACEMENT OF STRUCTURES OUTSIDE OF PEDESTRIAN PATH OF TRAVEL, SURFACE REQUIREMENTS, FLUSH WITH PAVEMENT, MAX JOINTING WIDTH AROUND STRUCTURE AND STABLE AND SLIP RESISTANT COVERS.

206.6.00 Manhole

A) Manholes shall be provided at least every 400-feet (or as required for maintenance purposes), at every change in alignment, at every change in pipe size or material, and at every grade change unless otherwise approved by the City Engineer. A manhole shall be located at the upstream end of the pipe. Manholes shall not be closer than 5-feet to a curb line and not in a wheel path.

B) All manholes shall be a minimum of 48-inches in diameter. All manholes shall have a minimum 12-inch ledge in the base. Minimum wall distance between connecting pipes shall be 8-inches.

C) Elevations of the inlets and outlets will be required on the plan submittals.

D) Lateral storm sewers are allowed to be connected directly into the manhole base providing that they are properly channelized and approved by the City Engineer.

206.7.00 Pipe Stubouts/Adaptors

Install storm drainage laterals and adaptors to a maximum of one pipe length outside the manhole wall. Install stubouts integrally with manhole base and construct base channel for stubout.

Install a rubber gasketed water-tight plug in stubouts and secure the plug to withstand internal or external hydrostatic test pressures without leakage. Plugs shall not be grouted into place or otherwise secured by cast in place concrete.

NOT REVIEWED

206.8.00 Surface Water Quality / Detention Facilities

The Surface Water Management (SWM) Ordinance requires new development projects to construct permanent water quality facilities to remove 65% of the phosphorus from the storm water runoff from 100% of the newly constructed impervious surfaces. The facilities shall be designed to meet the removal efficiency for a mean summertime storm event totaling 0.36 inches of precipitation falling in four hours with an average return period of 96 hours.



PUBLIC WORKS CONSTRUCTION CODE

CITY OF TUALATIN

ENGINEERING DIVISION

18880 S.W. MARTINAZZI AVENUE
TUALATIN, OR 97062-7092

NOVEMBER 2001

LATEST REVISION: APRIL 24, 2017

The selection and use of the enclosed specifications and standards, while 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.

REVISIONS SUMMARY

April 24, 2017 Revisions (Adopted under Resolution No. 5314-17)

Revised Specification Sections:

- Section 102.3.3 “Erosion Control Fees”
- Section 102.3.4 “Water Quality Fees”
- Section 203.2.01 “Design Speed”
- Section 312.5.00 “Sidewalk Repair”

Revised Standard Drawings:

- Commercial Driveway Approach – Curbside Planter Strip (Drawing No 440)
- Commercial Driveway Approach – Curbside Sidewalk (Drawing No 441)
- Residential Driveway Approach – Curbside Planter Strip (Drawing No 442)
- Residential Driveway Approach – Curbside Sidewalk (Drawing No 443)
- Curb and Gutter (Drawing No 470)
- Curb (Drawing No 471)

New Standard Drawings:

- Example Single Family Erosion & Sediment Control Site Plan (Drawing No 001)

Deleted Standard Drawings:

- Approach Private Driveway (Drawing No 444)

December 12, 2016 Revisions (Adopted under Resolution No. 5302-16)

Revised Specification Sections:

- Section 202.1.00 “Scope”
- Section 202.2.00 “Plan View”
- Section 203.2.02 “Sight Distance”
- Section 203.2.04 “Superelevation”
- Section 203.2.08 “Intersections”
- Section 203.2.11C “Accessways”
- Section 203.2.14 “Sidewalks”
- Section 203.2.15 “Curb Ramps”
- Section 203.2.24A “Design and Installation Requirements”
- Section 203.2.25 “Traffic Signs”
- Section 203.2.27 “Traffic Marking”
- Section 311.3.05 “Control Joints”
- Section 312.3.05 “Control Joints”
- Section 312.3.07 “Finish”

Revised Standard Drawings:

- ADA Ramp – General Notes (Drawing No 460)
- ADA Ramp – Perpendicular (Drawing No 461)
- ADA Ramp – Parallel (Drawing No 462)
- ADA Ramp – Midblock (Drawing No 463)
- Concrete Sidewalk (Drawing No 475)
- Street Sign Post (Drawing No 516)

New Standard Drawings:

- ADA Ramp – Details (Drawing No 464)
- Street Name Sign (Drawing No 517)

CHAPTER 300

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302.0.00 TRAFFIC CONTROL

TRAFFIC CONTROL PLAN SHOULD INCLUDE PEDESTRIAN REROUTING, SIGNAGE, BARRIERS, ETC PER PROWAG AND MUTCD REQUIREMENTS. ADD SPECIFIC REFERENCE TO PEDESTRIANS IN REQUIREMENTS BELOW FOR CLARITY.

302.1.00 General

Prior to the issuance of the Permit, the Contractor shall provide to the City Engineer a proposed traffic control plan. The traffic control plan shall be prepared in accordance with this Code, and the ~~“2003~~ Manual of Uniform Traffic Control Devices” **FOR THE CITY'S REVIEW AND APPROVAL.**

The Contractor shall provide for the safe and proper routing of vehicular and pedestrian traffic in a manner that will minimize congestion and delay, and shall furnish, install, and maintain all construction signs and detour signs, temporary signs, temporary striping and pavement markings, lights, flares, barricades, cones, guard rail, runways, pavement, bridges, stairs, and other devices and facilities necessary to safeguard the general public and the work. Such devices and facilities shall be relocated as necessary to accomplish the proper routing of traffic as the work progresses and when no longer needed, shall be removed from the site of the work.

The Contractor shall conduct his/her operations with proper regard for the convenience of the public and shall not unnecessarily obstruct or discontinue any public street, way, sidewalk, or access to properties.

The Contractor shall notify the City Engineer, Fire Department, other Emergency Services, Police Department, appropriate School District, and Tri-Met before closing any street or portion of a street. No closing shall be made without the City Engineer's approval. Notify those departments when the streets are again passable for emergency vehicles. Do not block off emergency vehicle access to consecutive arterial crossings or dead-end streets without special written permission from the Fire Department. Conduct operations with the least interference to the fire equipment access, and at no time prevent such access.

The Contractor shall leave his/her night emergency telephone number or numbers with the City Engineer, Police Department, and Fire Department, so that contact may be made easily at all times in case of barricade and flare trouble or other emergencies.

302.2.00 Work Hour Restrictions

To reduce impacts on traffic and the public, all work on collectors and arterials (as defined and listed in the Tualatin Development Code) shall be subject to the following restrictions:

1. In non-residential areas, the work shall be performed between the hours of 7:00 p.m. and 5:00 a.m., unless otherwise approved by the City Engineer.
2. In residential areas, and areas of exception to 1. Above, no work that impedes traffic in any way will be allowed between the hours of 6:00 a.m. and 9:00 a.m. and between the hours of 3:00 p.m. and 6:00 p.m.

The City Engineer may revise, reduce, or extend the work hour restrictions, and apply restrictions to work in local streets, as necessary to reduce and minimize impacts to traffic.

The Contractor shall conduct its operations such that no work occurs during the restricted time periods. If at any time the Contractor's operations extend into the restricted time periods, all permit work shall immediately cease.

302.3.00 Project Information Signing

On all public works permit projects, including franchise utility projects, where the work duration will exceed one week, the Contractor shall provide and install project information signs.

The signs shall be a minimum of 48" x 60" and shall contain the following information:

Project: _____
Estimated Duration: ____ (Date) ____ to ____ (Date)
Project Owner: _____
Project Contractor: _____
For More Information Contact: ____ (name / phone #)

The signs shall consist of 4" to 6" black letters on a white background, and the signs shall be the product of a commercial sign manufacturer.

The Contractor shall prominently display the signs so that they are visible to the public with one sign facing each direction of traffic, as directed by the City Engineer. No project work will be allowed until the installation of the information signs is complete, and the Contractor shall maintain the signs through the duration of the project.

302.4.00 Maintenance Of Traffic

The Contractor shall not store, stockpile or place on a public street, way or sidewalk, any equipment, materials or supplies without first obtaining the authorization of the City Engineer and then only within the limits the City Engineer may designate.

ANY LAY DOWN AREA IN THE RIGHT-OF-WAY SHOULD BE SHOWN IN THE TRAFFIC CONTROL PLAN.

Those parts of public streets, ways and sidewalks that are occupied by the Contractor shall be immediately vacated by the Contractor and returned to public use when his/her use thereof is no longer necessary for the prosecution of the work.

The Contractor shall not impede, at any time, free access for vehicles and pedestrians to warehouses, offices, dwellings, garages and other properties in the vicinity of the work and on adjacent streets. The Contractor shall provide for local access by phasing operations,

bridging or employing other approved means, however, he/she may make special mutual arrangements with occupants and the City Engineer for temporary impediment of such access.

The Contractor shall maintain postal service facilities in accordance with the requirements of the U.S. Post Office Department. The Contractor shall move mailboxes to temporary locations designated by the Post Office Department, and at the completion of the work in each area, replace them in their original location and in a condition satisfactory to the U.S. Post Office Department.

302.5.00 Diversion Of Vehicular Traffic

PROVIDE REQUIREMENTS FOR REROUTING PEDESTRIANS PER PROWAG AND MUTCD.

When it becomes necessary to close one or more lanes to vehicular traffic or to otherwise divert such traffic from its normal paths, the Contractor, upon approval of the City Engineer, shall clearly delineate a temporary centerline separating two-way traffic, and dividing lines for other temporary traffic lanes, by employing cones, barricades, reflectors or other approved methods or devices. Placing of devices shall commence sufficiently in advance of the obstruction or other cause of the diverting of traffic, to minimize congestion and shall enable traffic to enter, traverse and leave the site of the work without abrupt or unwarranted changes in direction. The Contractor shall not place devices in the roadway until the City Engineer has approved the type of device and its location.

302.6.00 Use Of Construction Area Signs, Lights, Barricades, Delineators And Other Devices

Construction area signs, lights, barricades, delineators and other devices furnished by the Contractor for use ~~on an existing public travel way~~ shall be in accordance with the "~~2003~~ Manual of Uniform Traffic Control Devices" (MUTCD). Regulatory and construction signs shall conform to ~~OSHD~~ specifications and drawings. During the hours of darkness, approved lights shall be maintained in sufficient numbers, in proper working order, and locations to adequately alert approaching traffic.

IN THE RIGHT-OF-WAY

ODOT

VEHICULAR & PEDESTRIAN

All construction area signs shall conform to the dimensions, color, legend and reflectorization or lighting requirements of the plans, the ~~2003~~ MUTCD and ~~these special provisions~~ **THIS CODE.** All sign panels shall be the product of a commercial sign manufacturer, but used sign panels, in good repair as determined by the City Engineer, may be furnished.

Construction area signs shall not be used until needed and when no longer needed they shall be removed from the site of the work. The Contractor may be required to cover certain signs during the progress of the work.

Covers for construction area signs shall be of sufficient size and density to completely block out the message so that it is not visible either during the day or night and shall be securely fastened to prevent movement by wind action.

Signs damaged by any cause shall be repaired or, if determined by the City Engineer to be irreparable, replaced by the Contractor at the Contractor's expense. To properly provide for changing traffic conditions and damage caused by public traffic or otherwise, the Contractor shall be prepared to furnish on short notice additional construction sign panels, posts and mounting hardware or portable sign mounts. The Contractor shall maintain an inventory of the commonly required items at the job site or shall make arrangements with a supplier who is able, on a daily basis, to furnish such items on short notice.

Prior to starting work which will affect the normal flow of traffic, the Contractor shall furnish and install, wherever necessary or directed by the City Engineer, approved signs mounted on pedestals, posts, barricades or other supports which will orient the sign vertical and normal to the direction of traffic.

Barricades shall be furnished and maintained by the Contractor to channelize traffic in the normal path of travel or to direct traffic along a limited channel. Delineators include lane, edge and channelizing striping, raised pavement markers, various forms of posts, and cylindrical or cone shaped objects commonly known as delineators. Delineation for night time use must be reflectorized.

302.7.00 Relocation And Removal Of Existing Permanent Traffic Control And Other Signs

On projects, such as rechannelization and street widening work, where changes in traffic patterns require either relocation, removal or installation of permanent regulatory traffic control and other signs, the Contractor shall relocate, remove or install signs and standards shown on the plans, or directed by the Engineer.

For all existing permanent traffic control signs which are to be removed and not relocated, the Contractor shall remove signs, hardware and standards and place them where directed by the City Engineer. Any signs, standards or hardware damaged by the Contractor through his/her negligence shall be replaced by the Contractor, at no cost to the City.

Temporary relocation of each STOP or other traffic regulatory sign shall be done by the Contractor immediately upon its removal. The relocation of each sign shall be as close as possible to the original position of the sign or as directed by the City Engineer.

302.8.00 Use Of Flaggers

During the time of any approved temporary use of any part of the roadway where traffic must be directed through or around the work, the Contractor shall provide trained and properly equipped flaggers, whose sole duty shall be to assist the movement of traffic through or around the work, as applicable.

304.2.04 Foundation Stabilization

Foundation stabilization material shall be 4" minus or 1-1/2" minus crushed rock, well graded from coarse to fine, and free of clay or organic material. **NOT REVIEWED** geotextile may also be specified at the discretion of the City geotechnical Engineer or the designated representative.

304.3.00 Workmanship

304.3.01 Excavation

Excavation shall be carried to the lines and grades shown on the Plans and approved by the City Engineer. Special care shall be taken to not excavate below subgrade. Where the street has been excavated below subgrade due to faulty workmanship, it shall be brought to grade with base course material or other suitable material approved by the City Engineer. **AT CONTRACTOR'S EXPENSE.**

304.3.03 Embankment

304.3.03A Preparation of Embankment Foundations

Prior to construction of embankments, excavate unstable or unsuitable foundation material and dispose of as directed. Limit excavation to lines, grades, and cross sections shown on the Plans or approved by the City Engineer. Scarify, moisture condition and compact natural ground underlying embankments to the depth of grubbing or a minimum of 12-inches, to percentage density specified for the embankment material to be placed. The requirement to scarify and recompact the subgrade may be waived at the discretion of the City Engineer or the City Engineer's designated geotechnical representative on the basis of proof rolling, probing, or other ev **NOT REVIEWED** ground with slopes steeper than 5:1 (horizontal:vertical) bench into the existing slope "stair-step" fashion, approved by the City Engineer, to place the embankment material in relatively horizontal compacted lifts to prevent slippage at the embankment-existing slope interface.

304.3.03B Embankment Construction

Place embankments and fills of all kinds in approximately horizontal layers of a maximum of 8-inches in thickness and compact each layer separately and thoroughly to density specified.

In the immediate vicinity of curbs, walks, driveways, inlets, manholes and

308 BASE AND LEVELING COURSES

308.1.00 General

308.1.01 Scope

This section covers the material quality and work necessary for the construction of the base and leveling courses, including the gravel base under concrete sidewalks and ~~driveways~~, complete as shown on the plans and specified under these items.

DRIVEWAY
APPROACHES

308.1.02 Subgrade Approval

Base course work shall not start until subgrade preparation work has been completed and approved by the City Engineer.

308.2.00 Materials

IS CRUSHED GRAVEL ALLOWED AS
BASE COARSE OR LEVELING COARSE
IN ASPHALT INSTALLATIONS?

Aggregates for base and leveling coarse shall be **crushed gravel** or crushed rock conforming to the requirements contained herein.

308.2.01 Base and Leveling Course Rock

Base and leveling course rock shall conform to the following:

GRADING REQUIREMENTS

Sieve Size	Base	Leveling
Passing	1-1/2"	3/4"
2"	100	
1-1/2"	95-100	
1"		100
3/4"	55- 75	90-100
3/8"		55- 75
1/4"	35- 50	40- 60
Fraction Pass 1/4"		
# 10	40- 60	40- 60

Where a tolerance range is set forth in the above grading requirements, the midpoint of the tolerance range is the target value and the product shall conform as closely as realistically possible to this target value. The purpose of the tolerance range is only to permit occasional minor variations from the target value that are, for

practical reasons, unavoidable. The determination of sizes and grading of aggregate shall conform to AASHTO T27.

LIQUID LIMIT AND PLASTICITY INDEX

Test	Test Method	Requirements
Liquid Limit	AASHTO T 89	N.P. or 33 max.*
Plasticity Index	AASHTO T 90	N.P. or 6 max.*

* When tested as specified, both the liquid limit and plasticity index test results shall conform to the following:

Percent of Material Passing # 40 Sieve	Liquid Limit (Max.)	Plasticity Index (Max.)
AASHTO T 90		
0.0 to 5.0, incl.	33	6
5.1 to 10.0, incl.	30	5
10.1 to 15.0, incl.	27	4
15.1 to 20.0, incl.	24	3
20.1 to 25.0, incl.	21	2
Over 25.0	21	0 or N.P.

CONFIRM WORDING - IS GRAVEL "ROUNDED ROCK"?

FRACTURE OF **ROUNDED ROCK**

CONFIRM REFERENCE.

Fracture of **rounded rock** will be determined according to **ODOT TM 213**.

Provide at least one mechanically fractured face based on the following percentage of particles retained on the 1/4" sieve for the designated size:

Designated Size	Minimum % of Fractured Particles (by mass) of Material Retained on 1/4" Sieve
1 1/2" – 0 and larger	50
Smaller than 1 1/2" – 0	70

DURABILITY

Base aggregate shall meet the following durability requirements:

Test	Test Method	Requirements
Abrasion	AASHTO T 96	30.0% Max.
Degradation (Coarse Aggregate):		
Passing 850µm sieve	ODOT TM 208	30.0% Max.
Sediment Height	ODOT TM 208	3.0" Max.

REVISED TO MATCH
WORDING USED IN NOTES IN
STANDARD DRAWING 475.

308.2.02

~~Gravel~~ **Base Under Sidewalks and Driveways**

ROCK

~~Gravel~~ base rock shall be the same as leveling course rock described in Section 308.2.01 above.

308.3.00 Workmanship

No rock shall be placed or compacted against concrete, curb or gutter, or other structures, until seven days after the concrete has been placed, and they have been backfilled to provide lateral support.

308.3.01 Base Course

Spread base course material on the prepared subgrade to such a depth that when thoroughly compacted it will conform to the grades and dimensions shown on the Plans, with proper allowance for the leveling course hereinafter specified. The base course shall be built up in layers, none of which shall exceed 6 inches in compacted thickness. Crushed rock shall be spread in an even course of uniform thickness from vehicles equipped with spreading devices. Segregation of material shall be avoided and the material as spread shall be free from pockets of large or fine material.

In general, the spreading shall begin at the end of the work farthest from the point of loading materials. The dumping of base course materials in piles upon the subgrade will not be permitted.

After the base course has been spread and brought to line and cross section, it shall be compacted with approved equipment to achieve a minimum of 91 percent of the maximum density when tested in accordance with AASHTO Standard T 180, , as determined by the City Engineer. Sufficient water shall be added as needed to facilitate the movement of key material into the voids. Remove all soft or otherwise unsuitable material disclosed by the proofrolling as directed and replace with an approved material as specified herein.

The surface of the base course shall parallel the cross section and grade established for the top of base course within 0.04 foot.

308.3.02 Leveling Course

Spread leveling course material on the completed base course to such a depth that when thoroughly compacted, it will conform to the grades and dimensions shown on the Plans with proper allowance for the finished pavement. The leveling course shall be bladed and rolled to a true surface and cross section. The finished surface of the leveling course shall not vary more than 0.02 foot above or below the specified cross section or grade at any **NOT REVIEWED** on and watering of the leveling

ASPHALT CEMENT CONCRETE PAVEMENT

309.1.00 General

309.1.01 Scope

This work consists of constructing one or more courses of asphalt cement concrete pavement, plant mixed into a uniformly coated mass, hot laid on a prepared foundation, compacted to specified density and finished a specified smoothness to the lines, grades, thicknesses, and cross sections shown on the Plans or established by the City Engineer.

Asphalt concrete shall be a hot mixture of asphalt cement (HMAC); well graded, high quality aggregate; mineral filler and additives as required.

The Contractor may substitute warm mixed asphalt concrete (WMAC) where HMAC is called for.

Warm mixed asphalt concrete is an asphalt concrete mix following all requirements of HMAC, except that through use of additives or processes, it is mixed and placed at lower temperatures.

CONSIDER ADDING THIS WORDING TO THIS PARAGRAPH:
WITH PRIOR APPROVAL FROM CITY ENGINEER AND/OR AT NO ADDITIONAL EXPENSE TO OWNER?

309.1.02 Prior Approval

Asphalt concrete work shall not start until base and leveling course work has been completed and approved and all underground utility tests (e.g. mandrel, pressure test, television inspection) have been completed and approved by the City Engineer. Repair or replace curbs prior to top/final lift.

309.2.00 Materials

309.2.01 New Aggregates

NOT REVIEWED

309.2.01A General

New aggregates shall be hard, sound, durable, and free of deleterious substances. No sandstone, shale, or other soft material will be allowed.

Prior to producing aggregates, the Contractor shall advise the City Engineer as to the type of bituminous mixing plant to be used and the size or sizes of coarse and fine aggregate to be produced. The supplier shall maintain current records of the test results at the plant and make them available to the

SPECIFY DESIGN OR CITY ENGINEER.

SPECIFY DESIGN OR CITY ENGINEER.

Engineer for information and use in the approval of mixtures. The Contractor shall modify or adjust crushing and screening operations as necessary to produce materials meeting the specifications. During production of aggregates, samples of each size shall be provided as frequently as the **Engineer** considers necessary to determine conformance to the specifications.

When treatment of aggregates with hydrated lime is required, all testing requirements will apply prior to treatment.

The aggregate shall be stockpiled and removed from stockpiles in a manner that will minimize segregation.

Provide and stockpile new aggregates and RAP aggregates according to the following requirements:

- (a) General - Produce and stockpile aggregate as follows: SPECIFY DESIGN OR CITY ENGINEER.
 - (1) Separated Sizes – Advise the **Engineer** of the separated size(s) of coarse and fine aggregate that will be used and the proposed targets for each individual sieve size for each stockpile. If the contractor wishes to produce coarse and fine aggregates in separated sizes other than those specified, request the proposed size changes in writing, and state the proposed target value and specified tolerance for each of the individual sieve sizes of the proposed materials.
 - (2) Scalping – Scalp the rock on a 3/4" sieve screen deck (after it has passed through the primary crusher if quarry rock is used). The material remaining may be accepted for use by visual inspection. The **Engineer** may perform verification testing of the gradation. The material shall meet the following: SPECIFY DESIGN OR CITY ENGINEER.

Table 1 - Scalping

<u>Sieve Size</u>	<u>Percent Passing (by Mass)</u>
8"	95-100
3/4"	5 Max.

NOT REVIEWED

309.2.01B Fracture of Gravel

A minimum of 75 percent of crushed gravel retained on the 1/4-inch sieve shall have two fractured faces. A minimum of 75 percent of the material passing the 1/4-inch sieve but retained on the #10 sieve shall have one fractured face. Testing for fracture shall conform to WAQCT TM 1.

309.2.01H Aggregate Treatment

When specified or directed, new aggregates shall be treated with lime in the following proportions to undergo an aging process.

Table 6 – Lime Treatment

<u>Separated Sizes</u>	<u>Percent Hydrated Lime (by Weight of Aggregate)</u>	<u>Tolerance (Percent)</u>
3/4"-1/4", 3/4"-1/2", 1/2"- 1/4"	0.35	+0.15
1/4"-0	1.5	+0.15
1/4"-#10	1.0	+0.15
#10-0	2.0	+0.15

Each size of aggregate shall be stockpiled separately. One of the following treatment procedures shall be used.

NOT REVIEWED

- 1) Dry Hydrated Lime Added to Wet Aggregates - At the time of mixing the aggregate and hydrated lime, the minimum moisture content of the coarse and fine aggregate shall be 2.5 percent and 5.0 percent, respectively. Hydrated lime, water, and aggregate shall be thoroughly mixed in a pug mill or other approved mechanical mixer and shall then be stockpiled. If the aggregate contains free water (water not adhering to the aggregate surface), the excess moisture shall be removed before adding hydrated lime. The mixed material shall remain in the stockpile for a minimum of 24 hours before being used in the production of asphalt concrete mixture.
- 2) Lime Slurry Added to Aggregates - The lime shall be added to the aggregate in the form of a slurry. The lime slurry shall contain a minimum of 70 percent water by weight. The slurry and aggregate shall be thoroughly mixed in a pug mill or other approved mechanical mixer and shall then be stockpiled. The mixed material shall remain in the stockpile for a minimum of 24 hours before being used in the production of asphalt concrete mixture.

309.2.02 Recycled Aggregates

Recycled material used in the asphalt concrete pavement shall have a maximum size of 1 inch prior to entering the cold feed. Any recycled material larger than 1 inch shall be separated by screening or broken down by mechanical means to pass a 1-inch sieve and reincorporated with the balance of the recycled material to form a mixture acceptable to the **Engineer**.

SPECIFY DESIGN
OR CITY ENGINEER.

309.2.03 Asphalt Concrete

Asphalt concrete pavement shall be Class B or Class C, as shown on the project plans conforming to and manufactured in accordance with the applicable provisions of this section. The asphalt cement shall be PG64-22.

309.2.04 Job Mix Formula (JMF)

The contractor shall submit a complete mix design with material and mix test results to the City Engineer at least 7 days prior to paving. Should a change in source of material be made or should conditions arise which the City Engineer determines to justify, a new complete mix design with associated material tests shall be submitted for approval by the City Engineer.

Class "B" and "C" asphalt concrete shall meet the following qualifying test requirements:

Table 7 – Qualifying Test Requirements

		Level 2	Level 3
Design Method:	Base	50 Blow Marshall	75 Blow Marshall/ Hveem or Superpave
	Wearing	50 Blow Marshall	Hveem
Air Voids %		4.0	Base 4.0 Wearing 4.0 – 4.5
VMA % Minimum		3/4" – 14.0	3/4" – 13.0 1/2" – 14.0
Pass #200/Effective AC Ratio		0.8 to 1.6	0.8 to 1.6
TSR % Minimum		80	80
VFA %		65-78	65-75
IRM _R		70	70

Prior to producing any asphalt concrete pavement, the Contractor shall use a job mix formula according to one of the following options.

309.2.04A Previously Approved

The job mix formula has been approved within the previous year by the City Engineer, for the material sources to be used.

309.2.04B Contractor Provided

The Contractor may submit to the City Engineer for approval, a mix formula developed by an approved laboratory. Upon written request, plant adjustments to the JMF to establish a new JMF without a new mix design may be approved within the following tolerances:

NOT REVIEWED

Table 8 – Allowable JMF Variation

Aggregate Passing Sieve Size	% from JMF
3/4"	±2
No. 10	±1
No. 200	±0.5

NOT REVIEWED

A new JMF is required if the asphalt cement grade, additives (if any), or the source of the aggregate or RAP, change during production.

309.2.05 Composition and Proportion of Mixtures

The class of asphalt concrete to be used shall be as shown and shall conform to the following requirements:

Table 9 – Composition and Proportions of Mixtures

Sieve Size Passing	Broadband Limits		
	Class "B"	Class "C"	Class "D"
1"	99 - 100		
3/4"	92 - 100	99 - 100	
1/2"	75 - 91	90 - 100	99 - 100
1/4"	50 - 70	52 - 80	85 - 100
No. 10	21 - 41	21 - 46	37 - 57
No. 40	6 - 24	8 - 25	13 - 29
No. 200*	2 - 7	3 - 8	4 - 9
Asphalt Cement**	4 - 8	4 - 8	4 - 8

ONLY CLASS "B" AND "C" ARE ALLOWED PER SECTION 309.2.03.

* Including Lime or Cement Filler.

** Percent of total mix by weight.

Aggregate proportions are given in percentages by weight.

309.2.06 Reclaimed Asphalt Pavement Material

The use of processed reclaimed asphalt pavement (RAP) material in the production of new asphalt concrete is optional. A maximum of 30 percent material will be allowed and the asphalt content when blended with new material shall provide properties equivalent to the asphalt specifications of this section.

NOT REVIEWED

The aggregates shall be hard, sound and durable and no larger than 1 inch before entering the cold feed. Blend the RAP material with new aggregate, asphalt and other constituents to provide a mix conforming to the job mix formula within the tolerances specified.

309.2.07 Tolerances

CONFIRM THESE TITLES - SHOULD THESE BE TITLED FINE AGGREGATE AND COURSE AGGREGATE FOR AGGREGATE IN THE JOB MIX FORMULA?

After the JMF is determined, the mixture shall conform to the formula within the following tolerances:

Table 10 – JMF Tolerances

Constituents of Mixture	Narrow Band Tolerance (from job mix formula)	
	<u>Leveling Courses</u>	<u>Base and Surface Course</u>
Aggregate passing 1", 3/4", and 1/2" sieves specified in subsection 309.2.03	Within the broadband ranges specified in subsection 309.2.03	
Aggregate passing 1/4" sieve	± 7.0%	± 6.0%
Aggregate passing #10 sieve	± 5.0%	± 4.0%
Aggregate passing #40 sieve	± 5.0%	± 4.0%
Aggregate passing #200 sieve	± 2.0%	± 2.0%
Asphalt cement	± 0.6%	± 0.5%
Moisture content at time of discharge from the mixing plant (upper limit)	0.6% max.	0.6% max.
RAP Material (if used in mixture)		±2.0%
Temperature of mixture, after adjustment, at the time placed in final position		±20°F
Temperature at mixer		325°F Max
Temperature behind paver		240°F Min

Compaction Density (lower limit):

- Normal Lift Pavement (asphalt concrete thickness 1 1/2" or greater) - 91 percent of the theoretical maximum density (AASHTO T 209). SPECIFY DESIGN OR CITY ENGINEER.
- Control Strip Method (asphalt concrete thickness less than 1 1/2" or at Engineer's discretion) - 98 percent of target density or 91 percent of theoretical maximum density, whichever is lower.

309.2.07A Modification of Mixes

The City Engineer reserves the right to modify specified mixes for use under various traffic conditions on various segments of the work and for feathering, spot patching, and other special purposes. The Contractor shall provide mixes proportioned as directed by the Engineer for such purposes.

Modifications of the mix as directed may require changes in the Contractor's plan and sequence of operations. Such changes shall be allowed for by the Contractor.

NOT REVIEWED

309.3.00 Workmanship

309.3.01 Reinforcing Fabric

SPECIFY DESIGN
OR CITY ENGINEER.

At the discretion of the **Engineer**, reinforcing fabric may be used as a remedial treatment to correct distress of existing pavement surfaces scheduled for Asphaltic Concrete overlay. Subsequent to this determination, reinforcing fabric shall be placed in the proper sequences of the paving operation over the designated areas.

The fabric shall be placed with equipment recommended by the fabric manufacturer and specifically designed for the purpose of laying pavement reinforcing fabric. The fabric shall be placed in an asphalt sealant without wrinkles prior to the asphalt sealant's cooling and loss of tackiness. The fabric shall be unrolled so that the bearded (fuzzy) side is down. Wrinkles ½-inch or larger in height and/or 3 inches or larger in length shall be split, laid flat, and additional tack coat applied to ensure fabric saturation.

The fabric shall be overlapped 4 to 6 inches at all joints. No joints shall be lapped with more than two (2) layers of fabric. Transverse joints shall be shingled in the direction of the paving to prevent edge pick-up by the paver. The paving operation shall closely follow fabric placement and no more fabric than can be covered up with the hot mix that working day shall be placed.

Utility covers, such as manhole lids and valve covers shall have the fabric neatly cut around to cover to allow for smooth transition of the cover to finish grade.

309.3.02 Hauling Equipment

Vehicles used for hauling asphalt concrete mixtures shall have tight, clean, and smooth metal beds equipped with covers.

Provide a 3/8-inch diameter hole near the middle of the left sidewall of the bed for temperature testing.

Coat the beds with a minimum amount of an approved material to prevent the mixture from adhering to the beds. Prior to loading, the vehicle bed shall be drained of all excess coating material by raising the truck bed, opening belly dump gates or operating the conveyor belt as appropriate.

Do not use diesel oil unless approved by the City Engineer. Its use will be terminated by the City Engineer if it is not being used as specified or is a source of contamination of the asphalt mix.

Vehicles which cause excessive segregation, which leak badly, or which the City Engineer has determined delay normal operations, shall not be used.

NOT REVIEWED

309.3.09A-2

Temperature

The surface of each layer and of each course shall be rolled when the mixture is in proper condition. All breakdown and intermediate compaction shall normally be performed while the temperature of the mixture is above 180°F.

For WMAC, complete breakdown and intermediate compaction before the WMAC temperature drops below the threshold recommended by the additive supplier or equipment manufacturer.

When the rolling causes undue tearing, displacement, cracking or shoving the Contractor shall, with approval of the City Engineer, make changes in compaction temperature, type of compaction equipment and/or rolling procedures necessary to achieve the applicable density requirements.

No additional compactive effort with rollers in the vibratory mode shall be undertaken when the temperature of the mixture has dropped below 180°F. Finish rolling shall continue until all roller marks are eliminated.

NOT REVIEWED

Unless otherwise directed by the City Engineer, compaction shall be completed before the temperature of the mixture has fallen below 180°F.

309.3.09A-3

Rollers

Rollers shall move at a slow but uniform speed with the drive rolls or wheels nearest the paver. Normally rolling shall begin at the sides and proceed longitudinally parallel to the road centerline, each trip overlapping one-half the roller width, gradually progressing to the center. On superelevated curves the rolling shall begin at the low side and progress to the high side, each trip overlapping one-half the roller width. When paving is in echelon or when abutting a previously placed lane, the longitudinal joint shall be rolled first followed by the regular rolling procedure. Rollers shall not make sharp turns on the course being compacted and they shall not be parked on the hot asphalt mixture. Alternate trips of a roller shall terminate in stops at least five feet distant longitudinally from adjacent preceding stops.

The type of rollers to be used and their relative position in the compaction sequence shall generally be the Contractor's option provided specified densities are attained **AND THE ROLLERS MEET THE EQUIPMENT REQUIREMENTS IN SECTION 309.3.04.**

Finish rolling shall be performed with tandem steel-wheeled rollers and shall continue until all roller marks are eliminated.

309.3.10 Density Requirements

NOT REVIEWED

309.3.10A Normal Lift Density Requirements

For a specified lift thickness of 1 1/2" or greater, the mixture shall be compacted to at least 91 percent of the theoretical maximum density as determined by AASHTO T 209.

309.03.10B Control Strip Density Requirements

SPECIFY DESIGN OR CITY ENGINEER.

For a specified thickness of less than 1 1/2", or at the **Engineer's** discretion, the asphalt concrete shall be compacted to 98% of the target density established by the control strip procedures described below, or compacted to 91% of the theoretical maximum density as determined by AASHTO T 209, whichever is the lower value.

Complete breakdown and intermediate compaction of each layer and each course by applying the established rolling procedure (pattern and equipment) before the temperature of the asphalt concrete has fallen below 180 degrees F, unless otherwise specified or directed by the **Engineer**.

SPECIFY DESIGN OR CITY ENGINEER.

Compaction shall be performed with steel-wheeled vibratory and/or pneumatic tired rollers. It is recommended at least one pneumatic-tired roller be used in the breakdown or intermediate compaction sequence.

At the beginning of the work on each course of pavement, construct a control strip at least 200 feet long that is:

- part of the roadway;
- placed to the specified width and thickness;
- composed of the same materials as the rest of that course;
- compacted with the same equipment as the rest of that course.

NOT REVIEWED

The control strip shall be compacted with at least four coverages by the rollers, excluding finish rolling. The density obtained during the compaction process will be monitored by testing the compacted surface with a nuclear gauge. Roller coverages shall be continued until the density tests indicate that maximum density has been achieved. Once maximum density has been achieved, five density tests will be taken at randomly selected sites within the control strip. The average of these five tests will be established as the Target Density. The equipment and roller pattern used to obtain the maximum density in the control strip shall be designated as the established rolling procedure and thereafter be used for compaction until a new procedure is established by another control strip.

A new control strip shall be constructed when:

- there is a new job mix formula;
- a change in equipment or roller pattern is proposed;
- a new lift of pavement is started;
- the **Engineer** determines that the target density being used is suspect.

SPECIFY DESIGN
OR CITY ENGINEER.

309.3.10C Modification of Compacting Requirements

On detours and in areas of restricted width or limited length where the City Engineer determines that it is impracticable to achieve compaction to a specified density, compaction shall be achieved in conformance with the following:

REQUIREMENTS FOR A STEEL-WHEELED ROLLER
IS ALREADY DEFINED IN SECTION 309.3.04A.

309.3.10C-1

Restricted Areas

Compacting of restricted width or limited length areas with sufficient width (normally 8 feet or more) shall be performed with a steel-wheeled roller **having a minimum gross static weight of 8 tons and a minimum static weight on the drive wheel of 250 pounds per inch width,** or with a pneumatic ~~tired~~ roller. The mixture shall be compacted with at least four coverages by the roller and such additional coverages as the City Engineer may elect.

309.3.10C-2

Irregular Areas

~~Along curbs and walls, on walks, irregular areas, and other areas not practicably accessible to specified rollers, the mixture shall be compacted with small self-propelled rollers, mechanical tampers, not hand tampers or heavy hand rollers. On depressed areas, a trench roller may be used or cleated compression strips may be used under the roller to transmit compression to the depressed area.~~

NOT REVIEWED

309.3.10C-3

Detours

On temporary detours, compaction shall be performed as set forth in **309.3.08B-1** above.

UPDATE REFERENCE

309.3.11 Quality Control/Quality Assurance

SPECIFY DESIGN
OR CITY ENGINEER.

The Contractor is responsible for process control and shall conduct sampling, testing, measurement and inspection as necessary. The **Engineer** will determine the suitability of the final product through final acceptance testing.

Results of these tests will be used to determine payment deductions, if any, to be assessed against the contract.

Compliance with the density requirements for pavement courses that have a nominal compacted thickness of 1-1/2 inches or greater will be determined by random testing of the compacted road surface with nuclear gauges, or laboratory analysis of pavement core samples by the City or its appointed representative.

NOT REVIEWED

The density of each section of pavement will be determined by random acceptance tests with the nuclear gauge operated in the backscatter or AC mode or laboratory analysis of pavement core samples. Acceptance tests will not be made within one foot from the edges of the panel or from areas where the nominal compacted thickness is less than 1-1/2 inches. Nuclear gauge density testing shall be performed after completion of the finish rolling the same day the section of pavement is placed. The **Engineer** shall have the right to test any areas that appear defective in compaction. If the areas are found deficient, the **Engineer** may require the contractor to bring the areas into conformance with the specifications.

SPECIFY DESIGN
OR CITY ENGINEER.

SPECIFY DESIGN
OR CITY ENGINEER.

309.3.11A Sampling

The samples shall be taken on a random basis at the rate of one sample per 500 tons of production or at least one sample per day of production but not from the first 25 tons of mix produced each day.

The samples shall be taken in accordance with AASHTO T 168. Samples shall be marked with the project name, class of mix, date and time of sampling, and the daily tonnage.

309.3.11B Testing

- 1) Testing to determine aggregate gradation and asphalt cement content shall be conducted for each sample of the mix. Testing shall be conducted in accordance with AASHTO T 308, "Determination of Asphalt Content of Hot Mix Asphalt Concrete Mixtures by the Ignition Method" (calibration in accordance with ODOT TM 323 with a 60 minute burn time).
- 2) Asphalt cement content shall be determined by the nuclear method in accordance with OSHD TM 319.
- 3) Testing to determine the theoretical maximum density of the mix shall be conducted on the initial sample of each day's production for work whose compaction is specified as

WHO TAKES SAMPLES?
WHO TESTS SAMPLES?
WHO PAYS?

a percentage of the theoretical maximum density. The theoretical maximum density test shall be conducted in accordance with AASHTO T 209.

309.3.11C

Test Results

Results of the testing through the last completed section of pavement will be made known to the Contractor as soon as possible, and indicated on the pavement, with a hard copy of the test furnished as soon as practical, if the Contractor so desires. It shall be the responsibility of the Contractor to obtain specified density at all times, and delay in advising the Contractor of test results shall not act as a waiver of this responsibility. When it is determined that specified density is not being obtained, all paving operations shall be discontinued and the work shall not be resumed until corrective measures have been taken.

309.3.11D

Corrective Actions

In areas with a density lower than 88.0%, remove and replace the deficient course. This work shall be completed within 10 working days following notification from the City Engineer that the pavement does not meet the specified density, unless otherwise directed by the City Engineer. Upon completion of the work, if the City Engineer finds it is still not satisfactory, the Contractor shall repeat the above.

AT CONTRACTOR'S EXPENSE.

309.3.12 Longitudinal Joints

309.3.12A Dropoffs

At the end of each working day, the Contractor shall construct a wedge of asphalt concrete at a slope of 10:1 or flatter along an exposed longitudinal joint. The wedge shall be removed and disposed of prior to continuing paving operations.

Where abrupt or sloped dropoffs occur within or at the edge of the paved surface, the Contractor shall provide suitable warning signs.

IT IS ASSUMED THAT THIS SECTION IS MEANT FOR VEHICULAR TRAVEL ON ASPHALT ROADS AND NOT PEDESTRIAN ROUTES ON ASPHALT PATHS. SLOPES FOR PEDESTRIAN PATHS OF TRAVEL THAT ARE OPEN TO THE PUBLIC SHALL MEET REQUIREMENTS IN PROWAG

309.3.12B Construction Joints

The mixture shall be laid in strips of such widths as to hold to a practical minimum the number of longitudinal joints required. Longitudinal joints in the wearing course shall not occur within the area or width of a traffic lane or auxiliary lane; and on median lanes and on shoulder areas such joints shall

workability and compaction requirements are attained. In no case shall the lay-down temperature of the mixture be less than 240°F.

For WMAC, the maximum temperature at the mixer shall be 275°F. The minimum temperature shall be 215°F.

NOT REVIEWED

309.3.15 Finishing and Details

Special care shall be taken at longitudinal joints to provide positive bond and to provide density and finish of the new mixture equal in all respects to the mixture against which it is placed.

Segregation of materials, non-uniform texture, fouled surfaces preventing full bond between successive spreads of mixture and other defects in material and workmanship, determined by the City Engineer as detrimental, shall be corrected by the Contractor as directed by the City Engineer. **AT THE CONTRACTOR'S EXPENSE.**

The plan of the work, order of paving and other details of performance shall meet with the approval of the City Engineer.

309.3.16 Pavement Smoothness

The Contractor shall furnish and operate a 12-foot straightedge or a 12-foot rolling straightedge and test parallel and perpendicular to the centerline. The City Engineer may observe this testing or may require additional testing to be done under his supervision. Areas not meeting surface tolerances shall be marked, and corrective action on the deficiencies, specified herein and approved by the City Engineer, shall be taken by the Contractor **AT THE CONTRACTOR'S EXPENSE.**

When tests show the pavement is not within the below tolerances, the Contractor shall take immediate action to correct equipment or procedures in his paving operation to eliminate further unacceptable pavement roughness **AT THE CONTRACTOR'S EXPENSE.**

309.3.16A Single Lift Construction

The pavement surface shall not vary by more than 0.02 feet.

309.3.16B Multiple Lift Construction

NOT REVIEWED

Where two or more lifts of pavement are being placed, the surface of the top lift of the asphalt concrete pavement shall not vary by more than 0.015 feet. The surface of base lifts shall not vary by more than 0.02 feet.

309.3.16C Utility Appurtenances

When utility appurtenances such as manhole covers are located in the traveled way and they cannot be adjusted during paving operation **NOT REVIEWED** required to be adjusted before paving, these tolerances will not apply.

These tolerances shall apply when water valve boxes and other utility appurtenances can be adjusted during paving operations.

309.3.16D Corrective Action

Corrective measures by the Contractor requiring one or more of the following actions approved by the City Engineer shall be performed on deficient areas: **AT THE CONTRACTOR'S EXPENSE.**

- (a) Remove and replace the surface course.
- (b) Grind the pavement surface up to a maximum depth of 0.3 inch and apply an emulsion fog seal coat as directed by the **Engineer**.
- (c) On coarse, open textured areas, apply "resurfacer" (produced by Special Asphalt Products, Inc., Portland, OR), or a like product, per the manufacturer's specifications.

**SPECIFY DESIGN
OR CITY ENGINEER.**

All corrective work shall be completed within 10 working days following notification from the City Engineer that the pavement does not meet the specified tolerances, unless otherwise directed by the City Engineer.

After completion of the corrective work, if the City Engineer finds it is still not satisfactory, the Contractor shall perform additional corrective work on areas still not meeting the above tolerances. **AT THE CONTRACTOR'S EXPENSE.**

309.3.17 Pavement Samples

The City Engineer shall be permitted to take samples from the truck or paver, cut samples or take cores from the separate layers and courses or full depth of compacted mixture, for testing purposes at such locations and at such frequency **NOT REVIEWED** the City Engineer determines as required for proper representation. Where samples have been taken and when directed by the City Engineer, the Contractor shall furnish new like material and fill the holes as directed with no compensation beyond the unit price for asphalt concrete in place.

309.3.17A Pavement Thickness

SPECIFY DESIGN
OR CITY ENGINEER.

The **Engineer** will select locations for non-destructive measurement or core samples to determine pavement thickness.

SPECIFY DESIGN
OR CITY ENGINEER.

If non-destructive measurement indicates a pavement section is less than the thickness shown on the Plans, or is otherwise out of specification, the Contractor may take cores at the same location to verify the **Engineer's** measurements. If the pavement section is found to comply with the specifications, the coring and restoration will be paid for as extra work. Pavement found to be out of specification shall be subject to replacement or to payment adjusted prices.

SPECIFY DESIGN
OR CITY ENGINEER.

In determining deficient or excessive thickness in asphalt concrete overlays, the **Engineer** shall adjust the cross section measurement sequence, average series of measurements, or take other appropriate steps to allow for the desirable leveling of low or high areas on the existing pavement.

SPECIFY DESIGN
OR CITY ENGINEER.

Where a deficiency is found and the **Engineer** determines the deficiency serious enough to impair the traffic service expected from the pavement, the area of such deficiency shall be removed by the Contractor and shall be replaced with pavement meeting the specifications. The cost of the deficient pavement and of the removal shall be borne by the Contractor.

309.3.18 Special Protection Under Traffic

In addition to other required provisions for traffic, the following shall apply to pavement construction:

- (a) No traffic or equipment shall come in contact with the compacted mixture until it has cooled and set sufficiently to prevent marking.
- (b) Edges shall be protected from being broken down; and edge dropoffs 1" or more in height shall be marked with adequate warning devices and night to the traveling public.

NOT REVIEWED

309.3.19 Joint Seal Coat

Immediately after the new paving is compacted, all joints between new and original asphalt pavement shall be painted with hot asphalt or asphalt emulsion and be covered with dry paving sand before the asphalt solidifies. Width of joint seal coat shall be no less than 4-inches and no more than 6-inches.

310 PORTLAND CEMENT CONCRETE PAVEMENT

310.1.00 General

310.1.01 Scope

This work shall consist of constructing Portland cement concrete (P.C.C.) pavement, with or without metal reinforcement, composed of Portland cement, water, fine aggregate, coarse aggregate, and special purpose additives when required or permitted. The P.C.C. pavement shall be constructed on a prepared base in accordance with these specifications and in conformity to the lines, grade thicknesses and cross sections shown on the plans or established by the City Engineer. P.C.C. paving construction shall be in accordance with these specifications, ACI 318 (Building Code Requirements for Structural Concrete) and ACI 325.9R (Guide for Construction of Concrete Pavements and Concrete Bases). All concrete, unless otherwise specified, shall be mixed and deposited in accordance with ASTM C 94 (Specifications for Ready-Mixed Concrete). Concrete placed during hot weather or cold weather shall be mixed, placed, cured, and tested in accordance with the recommendations of ACI 305R or ACI 306, respectively. When a conflict exists between various governing codes, the more stringent code requirement shall be followed.

NOT REVIEWED

310.1.02 Prepaving Conference

The Contractor and the Contractor's supervisory personnel, testing personnel, plus any subcontractors and their supervisory personnel who are to be involved in the P.C.C. paving work, including P.C.C. aggregate production, shall meet with the **Engineer** for a prepaving conference at a time mutually agreed upon. At this conference, the Contractor shall discuss his methods of accomplishing all phases of the paving work including placement methods, techniques, equipment, consolidation, fresh properties, finishing, curing, etc. The plan of the work, order of paving and other details of performance shall meet with the approval of the City Engineer.

SPECIFY DESIGN
OR CITY ENGINEER.

310.2.00 Materials

Materials shall meet the requirements of the applicable sections of the City of Tualatin Public Works Construction Code, applicable provisions of ASTM as well as modifications and/or additions given in this Specification and the Special Provisions, Section 201.0.00.

REVIEW WORDING FOR INTENT AND CONFIRM REFERENCES:
CONSTRUCTION CODE IS LISTED. "THIS SPECIFICATION" IS THE CONSTRUCTION CODE.
IS SECTION 201.0.00 SUPPOSED TO BE PART OF THE SPECIAL PROVISIONS OR IS THIS REFERRING TO CONSTRUCTION CODE SECTION 201.0.00?
CONSTRUCTION CODE SECTION 201 IS GENERAL PROVISIONS. DO YOU MEANT TO REFERENCE GENERAL PROVISIONS NOT SPECIAL PROVISIONS?

310.2.01 Portland Cement

The Portland cement shall be Type I, IA, II, IIA, III, or IIIA, conforming to the requirements of ASTM C 150 for low alkali cement (total equivalent alkali content not exceeding 0.6%, sodium and potassium oxide calculated as Na₂O + 0.658K₂O) and shall contain a maximum of 8% tricalcium aluminate (15% type III and IIIA). **NOT REVIEWED**

310.2.02 Aggregates

Aggregates shall conform to the requirements of Section 308.0-00 of the City of Tualatin Public Works Code, ASTM C 33 and the following:

CONSTRUCTION

310.2.02A Fine Aggregates

Must be graded coarse to fine within the following limits:

GRADING REQUIREMENTS

<u>Sieve Size</u>	<u>Passing</u>	<u>Percentages by Weight</u>
3/8"		100
# 4		95 - 100
# 8		80 - 100
# 16		50 - 85
# 30		25 - 60
# 50		10 - 30
# 100		2 - 10

NOT REVIEWED

Shall have a sand equivalent of not less than 68.

The fineness modulus as determined according to ASTM C136 shall not show a variation greater than 0.20 from the fineness modulus used in the Contractor's mix design, at the option of the City Engineer, who may accept a change in mix proportions, necessary by reason of such variation.

Equipment for dispensing water and admixtures shall provide a separate feed, accurate quantity measurement, and shall inject the water and admixture at the time in the mixing process to insure thorough and complete mixing throughout the batch of P.C.C.

Automatically controlled batchers shall have automatically interlocked mechanisms providing the following:

- 1) Positive weighing and discharge of cement, and of each separate size of aggregate.
- 2) Interlocking between weighing hoppers to prevent any part of the batch from being discharged until each separate hopper has been **NOT REVIEWED** correct proportion.
- 3) Simultaneous discharge of all hoppers.
- 4) A lockable compartment containing the time setting controls.

310.3.02 Mixers

Each mixer shall carry a clearly visible manufacturer's plate showing the capacity of the mixer and other pertinent operating rates and limits. Provision shall be made at the mixer for the controlled addition of air-entraining admixtures or other special components of the mix, when such items are required.

Central plant mixers shall be equipped with a timing device that will not permit the batch to be discharged until the specified mixing time has elapsed. **The means of storing, measuring and introducing water into the**

← COMPLETE SENTENCE

310.3.03 Handling, Measuring, and Batching of Materials

The plant site, layout, equipment, and provisions for transporting materials shall be adequate to assure a continuous supply of material to the work site.

The aggregate shall be stockpiled and removed from stockpiles in a manner that will hold segregation to a minimum. Aggregates from different sources and of different gradings shall not be stockpiled together.

NOT REVIEWED

Aggregates that become segregated or mixed with earth or foreign material shall not be used. Frozen aggregates or aggregates containing frozen lumps shall not be used.

The fine aggregate, each separated size of coarse aggregate, and cement shall be separately weighed into the hoppers in the respective amounts set by the mix design. A device to indicate positively that the full amount of cement was discharged

- 9) Time loaded or of first mixing of cement and aggregates
- 10) Water added by receiver
- 11) Type and brand, and amount of cement
- 12) Type and brand, and amount of admixtures
- 13) Information necessary to calculate the total mixing water added by the producer. Total mixing water includes free water on the aggregates, water, and ice batched at the plant, and water added by the truck operator from the mixer tank.
- 14) Maximum size of aggregate
- 15) Weights of fine and coarse aggregate

NOT REVIEWED

310.3.06 Hauling Equipment

P.C.C. may be transported in nonagitating equipment or truck mixers. Hauling equipment shall conform to the Truck Mixer Manufacturer's Bureau of the National Ready Mixed Concrete Association. If non-agitating hauling equipment is used, discharge should be completed within 45 minutes. If truck mixers are used, discharge should be completed within 90 minutes.

310.3.07 Paving Equipment

CHANGE TITLE - WHY IDENTIFY TWO SEPARATE MACHINES UNDER THE TITLE FOR ONE OF THESE MACHINES?

310.3.07A Slipform Paver

The P.C.C. shall be placed with two separate machines, one a spreader and one a slipform paver. The machines, when operating in tandem shall spread, consolidate, screed, and float-finish the freshly-placed P.C.C. in one pass with a minimum of hand finishing. Each machine shall be fully self-propelled and equipped with electronic controls to control line and grade from both sides.

The spreader shall be able to deliver the mix without segregation or displacing the reinforcing steel.

The slipform paver shall be able to vibrate the P.C.C. for the full width and depth of the P.C.C. being placed, and be equipped with vibrating tubes or arms to work in the P.C.C. The sliding forms shall be held together to prevent them from spreading. The form shall be long enough so that slumping of the P.C.C. will not exceed 1/4-inch, according to 310.3.14.

NOT REVIEWED

310.3.07B Bridge Deck Finisher/Paver

A bridge or similar finishing/paving machine may be used with the prior approval of the City Engineer, utilizing the previously constructed and cured

curb and gutter as side forms, and support for machine rails. Any damage or displacement to the curb or gutter shall be corrected by removal and replacement of the curb and gutter and/or P.C.C. pavement at the discretion of the City Engineer **AT THE CONTRACTOR'S EXPENSE.**

310.3.08 Concrete Saws

The Contractor shall provide power driven concrete saws for sawing joints, adequate in number of units and power to complete the sawing at the required rate. The saws and related equipment shall be of proven adequacy and design to perform efficiently and shall be subject to immediate replacement if the specified results are not obtained. A standby saw shall be available at the site.

IF YOU ARE GOING TO LIST CONCRETE SAWS, DO YOU NEED TO ADD A SECTION REQUIRING ALL FINISHING TOOLS?

310.3.09 Smoothness Testing Equipment

Two 12-foot straightedges for determining smoothness shall be supplied by the Contractor.

310.3.10 Weather Limitations

It will be the Contractor's responsibility to protect the pavement from weather damage, and placement of P.C.C. pavement shall not occur when a descending air temperature falls below 40°F, nor shall it resume until an ascending air temperature reaches 35°F. Air temperature shall be measured in the shade and away from artificial heat.

NOT REVIEWED

When P.C.C. is being placed during cold weather, or has been in place less than 7 days, and the air temperature is forecast to drop below 35°F, insulating materials shall be placed on the pavement deep enough to prevent freezing of the P.C.C. Any weather damaged P.C.C. shall be removed and replaced at the Contractor's expense. P.C.C. pavement shall not be placed on frozen bases.

Placing P.C.C. pavement during periods of rain will not be permitted. The Contractor shall protect the unhardened P.C.C. from precipitation with protective material.

During the hours of darkness, work areas shall be illuminated at the Contractor's expense to the satisfaction of the City Engineer.

310.3.11 Preparation of Base

SHOULD THIS BE A GENERAL REQUIREMENT FOR CONSTRUCTION WORK DURING THE HOURS OF DARKNESS AND NOT LIMITED TO CONCRETE PAVEMENT?

Before paving operations begin, the base on which the pavement is to be constructed shall be brought to the finished condition required by the ~~specifications.~~

PLANS AND STANDARD SPECIFICATIONS.

310.3.14 Placing Portland Cement Concrete

The P.C.C. shall be delivered from the hauling vehicles to the paving machine hopper. The Contractor's equipment hauling P.C.C. or reinforcement will not be permitted on the subgrade but will be allowed on the base, with turns or other maneuvering kept to a minimum. Any damage to the subgrade or base due to the Contractor's operations shall be corrected by the Contractor, at the Contractor's expense, to the satisfaction of the City Engineer.

The P.C.C. shall be placed in final position by the slipform or other approved method, uniformly in one layer, so that a minimum of finishing will be necessary to provide a dense, homogenous pavement conforming to true grade and cross section.

- 1) The spreader shall receive the P.C.C. mixture in its hopper and uniformly spread and strike it off at the proper thickness for the full width of the area being paved.
- 2) The paver shall vibrate, consolidate, and finish the slab to the proper grade and cross section.

NOT REVIEWED

The paver shall be operated with as nearly continuous forward movement as possible, and all operations of mixing, delivering, and spreading P.C.C. shall be coordinated to provide uniform progress. Stopping and starting the paver shall be held to an absolute minimum. If, for any reason, it is necessary to stop the forward motion of the paver, the vibratory and tamping elements shall also be stopped immediately. No external force shall be applied to the paver except with the approval of the City Engineer.

While placing P.C.C., provision shall be made for constructing joints, placing dowels, tie bars, and other devices as called for by the plans, as directed by the City Engineer, and as provided in 310.3.13.

P.C.C. shall be rejected if it:

- 3) Has exceeded the batch to discharge time requirements of ~~310.3.05~~, 310.3.06
- 4) Has begun to take an initial set prior to placement, or
- 5) Has been retempered with water.

CONFIRM REFERENCE TO SECTION ON HAULING EQUIPMENT.

Supports of the paver, and other equipment which ride on previously placed pavement which meets the requirements of 310.3.06, shall be equipped to prevent marring, edge breaking, or chipping of the previously placed pavement.

Hand spreading and distributing shall be with shovels, not rakes. The P.C.C. shall not be fouled with foreign matter. The Contractor shall furnish hand operated mechanical vibrators satisfactory to the City Engineer. These vibrators shall be used

NOT REVIEWED

EXPANSION JOINTS ARE NOT DEFINED OR MENTIONED ELSEWHERE IN THE CONSTRUCTION CODE. DEFINE EXPANSION JOINT IN SECTION 310.3.15.

to consolidate the P.C.C. pavement at least 6 feet each side of construction and expansion joints, or when using bridge finishing or other approved machines.

PER SECTION 310.3.15

310.3.15 Joints

Joints shall be the kinds called for by the plans and/or otherwise directed by the City Engineer. Joints in the P.C.C. pavement will be referred to as contraction or construction either of which may be transverse or longitudinal, as called for by the plans or as directed by the City Engineer. All joints and joint filler shall extend to pavement edges or to each other, as the case may be, and shall be constructed normal to the surface of the pavement. Joints shall not vary from specified or indicated line by more than 1/4-inch.

The Contractor shall submit to the City Engineer for approval, a jointing plan, 7-days prior to placement of any concrete street. The Contractor shall take into consideration the placement of joints in curb and gutter, at catch basins, and the position of manholes and other structures, as well as the other limitations herein mentioned.

Compensation for jointing and fillers shall be incidental to paving.

310.3.15A Contraction Joints

Contraction joints shall be of the sawed type with poured rubber-asphalt filler. Sawing shall be to a depth of 1/4 the thickness of the P.C.C. with a maximum width of 1/4-inch and a minimum width of 1/8-inch, in straight lines as shown or directed. Saw-cuts shall be performed as soon as the P.C.C. has set enough to permit sawing without tearing or raveling, before uncontrolled cracking results, and within 24-hours of placing the P.C.C. Saws may be single or tandem, as the Contractor may elect, and shall be controlled by guides to true line. The Contractor is wholly responsible for the timing of sawed concrete joints. The joints shall be thoroughly cleaned of all foreign matter before pouring the approved rubber-asphalt filler. The tops of joint filler shall be true to pavement cross section within 1/8-inch and shall be protected from damage by P.C.C. operations. Any area containing uncontrolled cracks shall be removed and replaced by the Contractor, at the Contractor's expense, at the direction of the City Engineer. Curing agents broken or damaged by the sawing operations shall be restored.

Longitudinal joints shall be spaced as shown on the plans at the interface between lanes, normally at intervals between 10 to 14-feet.

Transverse joints shall be skewed (except at intersections) as shown on the plans or as approved by the City Engineer, with intervals of 12 to 15-feet. A transverse type joint shall also be placed radial to and at the 1/2-angle point of a curb return, extended to meet a transverse or longitudinal contraction joint.

NOT REVIEWED

SPECIFY DESIGN
OR CITY ENGINEER.

presence of the **Engineer**. The surface shall be free from laitance, soupy mortar, marks, or irregularities.

- 4) The surface shall be finished as set forth in ~~310.3.14~~. 310.3.16.

Any areas of minor honeycomb or other minor defect in composition of the P.C.C. along the exposed edges of P.C.C. shall be filled with a stiff mortar of cement and fine aggregate and applied to the moistened P.C.C. to the satisfaction of the **Engineer**. Areas showing serious defects in composition of the concrete shall be removed and replaced with pavement of specified quality for full width of strip between longitudinal joints or edges and for a length not less than between the nearest transverse joints **AT THE CONTRACTOR'S EXPENSE**.

SPECIFY DESIGN
OR CITY ENGINEER.

310.3.18 Curing of Portland Cement Concrete

Concrete (other than high-early-strength) shall be maintained above 50°F and in a moist condition for at least the first 7 days after placement. High-early-strength concrete shall be maintained above 50°F and in a moist condition for at least the first 3 days after placement.

DOES THIS CONFLICT WITH THE AIR TEMPERATURE REQUIREMENTS FOR POURING IN SECTION 310.3.10? OR IS THE CONTRACTOR REQUIRED TO PROVIDE EQUIPMENT/PROTECTION TO MAINTAIN THE TEMPERATURE OF THE CONCRETE ABOVE 50 DEGREES? WHO PAYS FOR THIS POTENTIAL EFFORT?

Immediately after the finishing operations have been completed and the water evaporated from the surface or as soon as marring of the concrete will not mar the entire surface of the newly placed concrete should be covered and cured for 72 hours in accordance with one of the following methods:

a) Membrane curing – Immediately after the water film has disappeared from the surface of the pavement, the surface should be uniformly coated with liquid membrane curing material conforming to ASTM C 309 (type 2 white pigmented curing compound) by a suitable means of an approved mechanical spray machine at the rate of not less than 1 gal. Per 150 ft² of surface (one L per 2 m²), or as recommended by the manufacturer. To insure uniform consistency and dispersion of the pigment in the curing material, it should be agitated in the supply container immediately before transfer to the distributor and kept thoroughly agitated during application.

NOT REVIEWED

Irregular areas or sections of pavement where the use of a mechanical spraying machine is impracticable may be sprayed with approved hand spraying equipment. The sides of the pavement slab should be coated within 60 minutes after the removal of forms. Any areas of the coating which are damaged within the specified curing period should be immediately repaired.

- b) Mono-molecular coatings – This type of membrane coating material may be desirable under adverse drying construction conditions to retard surface evaporation. This is not a substitute for curing.
- c) Cotton mats or burlap – The surface and edges of the pavement should

condition as long as they may be required. Leaving gaps in the pavement to facilitate movement of traffic will not be allowed unless prior written permission is obtained from the City Engineer.

NOT REVIEWED

All joints that have been constructed in the concrete surface shall be protected from impact and the infiltration of foreign matter before the installation of joint filler, in a manner satisfactory to the City Engineer.

The Contractor shall not operate construction equipment or allow traffic on newly placed P.C.C. until the following requirements are met:

- 1) The joints have been filled as per ~~310.3.13~~ 310.3.15.
- 2) The concrete shall have attained a compressive strength of at least 4,000 pounds per square inch (corrected f_c as per 310.2.07) ← CONFIRM SECTION
- 3) The concrete shall have been in place at least 14 days. ← SPECIFY DESIGN OR CITY ENGINEER.

If the Contractor desires to allow traffic on the P.C.C. before 14 days have elapsed, but no earlier than 7 days, the Contractor shall have requested the Engineer prior to pouring the pavement that the City designated test facility retrieve sufficient material for an extra five compressive strength tests for each 1,500 square yard increment in pavement, which extra cost shall be paid to the City by the Contractor.

4) The surface of the concrete shall be protected from scarring or abrasion and shall be free of stones, loose mortar and other matter apt to be deleterious to the concrete in the paths of equipment. All equipment shall be operated without damage to the new concrete.

Any part of the pavement damaged by traffic or damaged from any other cause, prior to its official acceptance, shall be repaired or replaced by the Contractor, at the Contractor's expense, to the satisfaction of the Engineer. ← SPECIFY DESIGN OR CITY ENGINEER.

310.4.00 Quality Assurance

← WHO TAKES SAMPLES?
← WHO TESTS SAMPLES?
← WHO PAYS?

Samples for flexural strength tests of each class of concrete placed each day shall be taken not less than once a day. Flexural strength tests shall consist of one set of four laboratory-cured specimens with one seven-day break, two twenty-eight day breaks and one sample to be retained as a hold specimen. Samples for flexural strength tests shall be taken in accordance with ASTM C 172. Beams shall be molded and cured in accordance with ASTM C 31 and tested in accordance with ASTM C 78. The strength level of an individual class of concrete shall be considered satisfactory if both the following requirements are met:

- (a) Every arithmetic average of any three consecutive flexural strength tests equals or exceeds the specified modulus of rupture;
- (b) No individual flexural strength test (average of two beams) falls below the specified modulus of rupture by 75 psi.

NOT REVIEWED

WHO TAKES SAMPLES?
WHO TESTS SAMPLES?
WHO PAYS?

In addition, samples for compressive strength tests of each class of concrete placed each day shall be taken not less than once a day, nor less than once for each 100 yd³ of concrete. Compressive strength tests shall consist of one set of four laboratory-cured specimens with one seven-day break, two twenty-eight day breaks and one sample to be retained as a hold specimen. Samples for compressive strength tests shall be taken in accordance with ASTM C 172. Cylinders for strength tests shall be molded and cured in accordance with ASTM C 31 and tested in accordance with ASTM C 39. The strength level of an individual class of concrete shall be considered satisfactory if both the following requirements are met:

- (a) Every arithmetic average of any three consecutive compressive strength tests equals or exceeds $f'c$;
- (b) No individual compressive strength test (average of two cylinders) falls below $f'c$ by more than 500 psi.

Slump (test method ASTM C 143), air content (test method ASTM C 138, C 1730, or C 231) and temperature tests shall be taken when strength specimens are made and at the option of the inspector as often as is necessary for control checks.

BY WHO?

AT THE CONTRACTOR'S
EXPENSE

Prior to concreting, compliance of the reinforcing steel placement with the contract documents shall be verified. The inspector shall be present continuously during concrete placement. The inspection agency shall promptly notify the contractor and the Engineer of observed irregularities or deficiencies of work or products.

SPECIFY DESIGN
OR CITY ENGINEER.

311 CONCRETE CURB AND GUTTER/STANDARD CURB

311.1.00 General

311.1.01 Scope

This section covers the work necessary for the construction of curb and gutter, and standard curb including, but not limited to: furnishing materials; forming, mixing, placing and curing all concrete; placing construction joints; finishing concrete as specified; backfill behind the curbs; and cleanup. References herein to curbs shall also be deemed to mean curb and gutter. Concrete construction shall be in accordance with these specifications and ACI 318 (Building Code Requirements for Structural Concrete). All concrete unless specified, shall be mixed and deposited in accordance with ASTM C 94 (Specifications for Ready-Mixed Concrete). When a conflict exists between various governing codes, the more stringent code requirement shall be followed.

311.2.00 Materials

311.2.01 Concrete

SPECIFY DESIGN
OR CITY ENGINEER.

Mix design shall be submitted to the Engineer a minimum of 7 calendar days prior to placement of concrete for approval. Concrete shall have a minimum compressive strength of 3300 psi, 28 days after placement. An air-entraining admixture shall be used. It shall be added to the mixer at the time of mixing in such a manner as to insure uniform distribution of the admixture throughout the batch. Entrained air (percent of volume) range shall be 4 percent to 7 percent (ASTM C 138, C 173 or C 231). The maximum water/cement ratio shall be 0.52 and the slump shall be a maximum of 5 inches. Concrete aggregates shall conform to ASTM C 33 requirements.

311.2.02 Forms

Prefabricated steel forms may be used. Lumber used in forms shall be of 2-inch material free from loose knots or other defects. Forms shall be thoroughly cleaned before being reused. Reuse of forms and form lumber will be permitted only when their condition is approved by the City Engineer.

311.2.03 Curing Compound

Liquid curing compound shall meet the requirements of ASTM C 309, Type 2, white pigmented.

311.2.04 Polyvinyl Chloride Pipe

Pipe shall conform to ASTM D 1785, Schedule 40.

NOT REVIEWED

311.3.00 Workmanship

311.3.01 Excavation

Excavation shall be done in conjunction with the excavation of the street. Any portion of the curb subgrade excavated below grade shall be corrected with compacted leveling ~~base~~ rock conforming to Section 308.0-0. **AT THE CONTRACTOR'S EXPENSE.**
COURSE

311.3.02 Extruded Curb

PROVIDE A STANDARD DRAWING FOR EXTRUDED CURB. STANDARD DRAWINGS 470 & 471 SHOW CURB & GUTTER AND CURB. WHERE IS EXTRUDED CURB TO BE USED?

The machine for extruding Portland cement concrete curb shall be of the self-propelled type equipped with a material hopper, distributing screw, and adjustable curb forming devices capable of placing and consolidating Portland cement concrete or asphalt concrete to the lines, grades and cross section as shown, in an even homogeneous manner. Portland cement concrete curb shall be free of honeycomb.

Set top of curb grade by an offset guide line. The forming tube portion of the extrusion machine shall be readily adjustable vertically during the forward motion of the machine to provide, when necessary, a variable height of curb conforming to the predetermined curb grade. A grade line gauge or pointer shall be attached to the machine in such a manner that a continual comparison can be made between the curb being placed and established curb grade as indicated by the offset guide line.

In lieu of the above method for maintaining the curb grade, the extrusion machine may be operated on approved rails or forms set at the proper relative grade.

Prior to placing the curb on Portland cement or asphaltic concrete, **NOT REVIEWED** the pavement shall be dry and cleaned of loose and deleterious material. Immediately after cleaning the pavement surface, an epoxy bonding agent meeting the requirements of ASTM C 881, shall be applied to the pavement which will bind the extruded curb to the pavement surface.

311.3.03 Forms

Forms shall conform to the shape, lines, grades, and dimensions shown on the Plans. Inside of forms shall be coated with a light, non-staining form oil. Forms shall be braced and supported to permit thorough tamping of the concrete.

311.3.04 Drainage Pipe

NOT REVIEWED

Polyvinyl Chloride (PVC) pipe, of 3-inch diameter shall be installed 1/2-inch above the invert of the gutter, at positions shown on the plans or determined by the City Engineer.

ADD A SECTION DEFINING CONSTRUCTION JOINTS IN COORDINATION WITH NOTE 3 ON STANDARD DRAWINGS 470 & 471 AND SECTION 311.3.06 BELOW.

311.3.05 Control Joints

AND AT POINTS OF TANGENCY.

Place control joints in curbs, at intervals not exceeding 15 feet. Control joints must be of the open joint type and must be provided by inserting a thin, oiled steel sheet vertically in the fresh concrete to force coarse aggregate away from the joint. The steel sheet must be inserted one-half the depth of the curb. After initial set has occurred in the concrete and prior to removing the front curb form, the steel sheet must be removed with a sawing motion.

311.3.06 Concrete Placement

Before depositing concrete, work crews and all equipment and tools shall be on the job site, all forms, string lines and base shall be in place and approved by the City Engineer, all debris shall be removed from the space to be occupied by the concrete, and the subgrade shall not be frozen. The base shall be thoroughly wetted, but no pools of water will be permitted.

Concrete shall be deposited in its proper place without delay in a continuous operation. An interval of more than 45 minutes between any two consecutive batches or loads, or a placing rate of less than 8 cubic yards of concrete per hour, shall constitute cause for a **construction joint** at the location and of the type directed by the City Engineer in the concrete already placed.

In hot weather, concrete in place shall be protected until final finishing can be completed. With a hot dry breeze, windbreaks may be erected, or fog nozzles may be used. Curing operation should begin as soon as concrete has set enough to avoid surface damage.

Placing concrete during periods of rain will not be permitted. If concrete has been placed and rain commences, it shall be protected by plastic sheeting positioned off the concrete surface, and maintained to prevent ponding.

NOT REVIEWED

Concrete shall be placed only when the outside air temperature is 35°F and rising, and is forecast to remain above 35°F.

At time of placement, the temperature of the concrete shall not be less than 50°F nor more than 90°F.

311.4.01 Quality Assurance

WHO TAKES SAMPLES?
WHO TESTS SAMPLES?
WHO PAYS?

Samples for compressive strength tests of each class of concrete placed each day shall be taken not less than once a day, nor less than once for each 100 yd³ of concrete. Compressive strength tests shall consist of one set of four laboratory-cured specimens with one seven-day break, two twenty-eight day breaks and one sample to be retained as a hold specimen. Samples for compressive strength tests shall be taken in accordance with ASTM C 172. Cylinders for strength tests shall be molded and cured in accordance with ASTM C 31 and tested in accordance with ASTM C 39. The strength level of an individual class of concrete shall be considered satisfactory if both the following requirements are met:

- (a) Every arithmetic average of any three consecutive compressive strength tests equals or exceeds f'c;
- (b) No individual compressive strength test (average of two cylinders) falls below f'c by more than 500 psi.

AT THE CONTRACTOR'S
EXPENSE

Slump (test method ASTM C 143), air content (test method ASTM C 138, C 1730, or C 231) and temperature tests shall be taken when strength specimens are made and at the option of the inspector as often as is necessary for control checks.

BY WHO?

Prior to concreting, compliance of the reinforcing steel placement with the contract documents **shall be verified**. The inspector shall be present continuously during concrete placement. The inspection agency shall promptly notify the contractor and the **Engineer** of observed irregularities or deficiencies of work or products.

SPECIFY DESIGN
OR CITY ENGINEER.

312 CONCRETE SIDEWALK, PATHWAYS, AND DRIVEWAY APPROACHES

312.1.00 General

312.1.01 Scope

STANDARD
This section covers the work necessary for installing and repaving concrete sidewalk, sidewalk ramps, and driveway approaches. Concrete construction shall be in accordance with these specifications and ACI 318 (Building Code Requirements for Structural Concrete). All concrete unless specified, shall be mixed and deposited in accordance with ASTM C 94 (Specifications for Ready-Mixed Concrete). When a conflict exists between various governing codes, the more stringent code requirement shall be followed.

312.2.00 Materials

312.2.01 Gravel Base

Gravel base shall conform to the 3/4-inch minus grading and compaction requirements of Section 308.0-00.

312.2.02 Concrete

SPECIFY DESIGN
OR CITY ENGINEER.

ENSURE

Engineer
Mix designs shall be submitted to the Engineer for approval a minimum of 7 calendar days prior to placement of concrete. The concrete shall have a minimum compressive strength of 3300 psi, 28 days after placement. An air-entraining admixture shall be used. It shall be added to the mixer at the time of mixing in such a manner as to ensure uniform distribution of the admixture throughout the batch. Entrained air (percent of volume) range shall be 4 percent to 7 percent (ASTM C 138, C 173 or C 231). The maximum water/cement ratio shall be 0.52 and the slump range shall be between 3- and 5-inches (ASTM C 143). Temperature of the concrete at time of placement shall range from 50°F to 90°F (ASTM C 1064). Concrete aggregates shall conform to ASTM C 33 requirements.

312.2.03 Forms

Lumber used in forms shall be S4S, free from loose knots or other defects. Form material shall be 2-inches by 6-inches for driveway approaches. Reuse of thoroughly cleaned form lumber must be approved by the City Engineer.

312.2.04 Curing Compound

Liquid curing compound shall meet the requirements ASTM C 309, Type 2, white pigmented.

NOT REVIEWED

312.2.05 Wire Reinforcing

Wire reinforcing shall conform to ASTM A 82, 10 gauge. **NOT REVIEWED**

312.2.06 Polyvinyl Chloride Pipe

PVC pipe shall conform to ASTM D 1785, Schedule 40.

312.3.00 Workmanship

312.3.01 Excavation, Fill, and Sidewalk Base

Excavation and fill for sidewalks shall be constructed in conformance with Section 304, Road Excavation and Embankment.

The sidewalk base shall be prepared to the thickness shown on the standard drawings and approved plans, and shall be constructed in conformance with Section 308, Base and Leveling Courses.

REMOVE REFERENCE TO SIDEWALK SINCE SECTION 312 COVERS SIDEWALKS, PATHWAYS AND DRIVEWAY APPROACHES.

312.3.02 Line and Grade

Concrete walks shall be constructed so that they do not deviate more than 1/4-inch laterally or 1/8-inch vertically from the required line and grade.

312.3.03 Forms

Forms shall conform to the shape, lines, grades, and dimension Plans, unless the City Engineer requires modifications to conform to existing site or driveway conditions. **NOT REVIEWED**

312.3.04 Drainage Pipe

Polyvinyl Chloride (PVC) pipe, of 3-inch diameter shall be installed from the concrete curb to the right-of-way line, graded to fall to the curb and 1/2-inch above the gutter invert, at positions shown on the plans or determined by the City Engineer.

312.3.05 Control Joints

SPECIFY MAXIMUM WIDTH OF CONTROL JOINT. PREFER 1/4" MAX WIDTH.

Scoring of sidewalk control joints must be ~~transverse~~ ^{TRANSVERSE} to the centerline of the sidewalk at a spacing of 5.0 foot on center. All control joints must be straight, 1/4-inch in depth, and finished with a 1/4-inch radius edge.

312.3.06 Concrete Placement

REVISE RADIUS TO 1/8" TO MINIMIZE WIDTH OF OPENING TO LESS THAN 1/2" PER PROWAG R302.7.3.

Before depositing concrete, work crews and all equipment and tools shall be on the job site, all debris shall be removed from the space to be occupied by the concrete,

the subgrade shall not be frozen, and all forms and base shall have been approved by the City Engineer. The base shall be thoroughly wetted, but no pools of water will be permitted.

Concrete shall be deposited in proper place without delay in a continuous operation. An interval of more than 45 minutes between any two consecutive batches or loads, or a placing rate of less than 8 cubic yards of concrete per hour, shall constitute cause for a construction joint at the location and of the type directed by the City Engineer. Concrete shall be spread uniformly between forms and thoroughly consolidated with approved methods.

In hot weather, concrete in place shall be protected until final finishing can be completed. With a hot dry breeze, windbreaks may be erected, or fog not used. Curing operation should begin as soon as concrete has set enough to avoid surface damage. **NOT REVIEWED**

Placing concrete during periods of rain will not be permitted. If concrete has been placed and rain commences, it shall be protected by plastic sheeting positioned off the concrete surface, and maintained to prevent ponding.

Concrete shall be placed only when the outside air temperature is 35°F and rising, and is forecast to remain above 35°F.

At time of placement, the temperature of the concrete shall not be less than 50°F nor more than 90°F.

312.3.07 Finish

Construct concrete walks so longitudinal slope, cross slope, surface, and other features do not exceed maximum allowable slope according to the Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG), **THE STANDARD DRAWINGS AND THE PLANS.**

After the concrete has been thoroughly consolidated and leveled, it must be floated with a wood or magnesium float and finished at the proper time with a steel float. Joints must be edged with **1/4-inch** radius edger. The surface must be light broomed in a transverse direction to the centerline of the sidewalk with a fiber hair brush approved by the City Engineer.

The finished surface must be free of humps, sags or other irregularities and must be constructed within **0.02 feet** of the specified line, grade, cross section, slope, and thickness.

REVISE RADIUS TO 1/8" TO MINIMIZE WIDTH OF OPENING TO LESS THAN 1/2" PER PROWAG R302.7.3.

312.3.08 Concrete Curing

Protection against loss of moisture shall be accomplished by keeping the surface continuously wet for seven days or by application of an approved curing compound. **0.02' ALLOWANCE CONFLICTS WITH MAXIMUM 1/8" VERTICAL DEVIATION IDENTIFIED IN SECTION 312.3.02.**

compound applied immediately after completion of the finishing. Concrete shall be maintained above 50°F for at least the first 7 days after placement.

312.3.09 Protection of Concrete

Until the concrete has set and cured, the Contractor shall erect and maintain suitable barriers to protect the concrete from vandalism, traffic, weather (including rain and freezing temperatures), or other detrimental trespass. The Contractor shall remove and replace those sections of concrete upon which vandalism, trespass, or weather damage occurs **AT THE CONTRACTOR'S EXPENSE**.

312.3.10 Backfill

After the concrete has set for at least one day, backfill voids left by edge forms and grade backfill.

NOT REVIEWED

Backfill in planter strip areas and behind the sidewalk shall be clean topsoil free of weeds, debris, rock, concrete, and other detrimental or toxic matter.

312.4.00 Quality Assurance/Quality Control

WHO TAKES SAMPLES?
WHO TESTS SAMPLES?
WHO PAYS?

Samples for compressive strength tests of each class of concrete placed each day shall be taken not less than once a day, nor less than once for each 100 yd³ of concrete. Compressive strength tests shall consist of one set of four laboratory-cured specimens with one seven-day break, two twenty-eight day breaks and one sample to be retained as a hold specimen. Samples for compressive strength tests shall be taken in accordance with ASTM C 172. Cylinders for strength tests shall be molded and cured in accordance with ASTM C 31 and tested in accordance with ASTM C 39. The strength level of an individual class of concrete shall be considered satisfactory if both the following requirements are met:

- (a) Every arithmetic average of any three consecutive compressive strength tests equals or exceeds $f'c$;
- (b) No individual compressive strength test (average of two cylinders) falls below $f'c$ by more than 500 psi.

AT THE CONTRACTOR'S EXPENSE

Slump (test method ASTM C 143), air content (test method ASTM C 138, C 1730, or C 231) and temperature tests shall be taken when strength specimens are made and at the option of the inspector as often as is necessary for control checks.

BY WHO?

Prior to concreting, compliance of the reinforcing steel placement with the contract documents **shall be verified**. The inspector shall be present continuously during concrete placement. The inspection agency shall promptly notify the contractor and the **Engineer** of observed irregularities or deficiencies of work or products.

SPECIFY DESIGN OR CITY ENGINEER.

312.5.0 Sidewalk Repair

When sidewalk, curb, and gutter require repair, the following requirements apply.

ADD REQUIREMENT FOR
SIDEWALK REPLACEMENT IF
VERTICAL SEPARATION IS
GREATER THAN 1"

312.5.01 Vertical Separation

General. Grind sidewalk joints and cracks with vertical discontinuities (offsets) between 1/4-inch and 1-inch to reduce trip hazards. The maximum taper of ground areas shall conform to the Americans with Disabilities Act (ADA) requirements. The minimum width of grind shall be 6”.

Height of vertical offset	Requirement
Less than 1/4-inch	No grinding is required
Between 1/4-inch and 1/2- inch	Bevel with a slope not steeper than 50 percent (1:1) (1:2)
Between 1/2-inch and 1-inch	Do not exceed 8.33 percent (1:12) in the direction of travel

Finish and Appearance. Grind vertical offsets to produce a smooth non-skid surface closely resembling the appearance and skid resistance of the adjacent concrete. Perform grinding so the sidewalk surface has essentially the same or slightly rougher texture as the surface adjacent to either side of the joint or crack. Provide a slip-resistant surface for all ground surfaces.

Perform grinding so the shape of grind is approximately rectangular with a straight back line and no stray grinding marks. Grind bevel uniformly across entire length of vertical offset. Smooth sharp edges left by the grinding operations. Do not grind adjacent concrete. Repair all scars or damage caused by the grinding operation.

Grind and fill holes and cracks as directed in accordance with Public Works Construction Code Section 312.5.02 – Horizontal Separations.

Hand Grinding. Grind areas that are inaccessible to the grinding machine with a hand held grinder to the same standards as required for **machine grinding**. DEFINE MACHINE GRINDING. MACHINE GRINDING IS NOT SPECIFIED ABOVE.

~~**Dust Control.** Control visible dust from grinding operations by equipping grinding machines with a vacuum dust control system to provide a dust free work area or by using small amounts of water as a dust control agent. Size vacuum dust collection system according to manufacturer's recommendations with minimum suction sufficient to eliminate visible dust and a 2-inch diameter hose. Apply water to work~~

NOT REVIEWED

area using an automatic water feed system designed for use with the grinding equipment or apply water to the work area by hand using a spray nozzle.

Control and Clean up. Throughout all phases of construction keep the work site clean and free from rubbish and debris. If water is used as a dust control agent, remove slurry using a wet-dry shop vacuum. Do not allow concrete dust or other debris to leave the work area and enter the drainage system including the curb and gutter, roadside ditches, or overland flow.

NOT REVIEWED

Ownership and Disposal of Grinding Residue. Before moving on to the next vertical offset, sweep work area clean and vacuum all slurry and dust produced during grinding. Grinding residue becomes the property of the Contractor. Dispose of the residual material in accordance with State and Federal laws.

Public convenience and safety. Meet requirements of Public Works Construction Code Section 302.0-00. When the work requires a section of sidewalk to be closed and pedestrian traffic prohibited, place **Type 1** barricades with "sidewalk closed" signs on the sidewalk facing the direction of travel and **cone off** the work area as need to maintain a safe environment.

Payment. Payment for each "Grind" and "Grind and Fill" shall be made at the unit bid price per each, regardless of the height or horizontal extents of the "Grind" and regardless of the height, horizontal extents, or depth of the "Grind and Fill".

Payment for each item will include full compensation for furnishing all labor, materials, tools, equipment and backup equipment; mobilization; traffic control, transportation and technical competence for performing all work necessary to complete each item as directed and as specified in these Contract Documents, including but not limited to obtaining all applicable certifications necessary for specialty personnel and equipment and all applicable permits; equipment and materials to be used on the job, disposal of waste materials, and restoration of each work area site.

NOT REVIEWED

312.5.02 Horizontal Separation

Sidewalk shall be repaired when the horizontal separation is 1/2-inch or greater by filling the void with **grout**.

DEFINE GROUT IN MATERIALS SECTION. GROUT IS NOT A DEFINED MATERIAL.

ADD FINISH AND APPEARANCE PARAGRAPH, CONTROL AND CLEANUP PARAGRAPH, PUBLIC CONVENIENCE AND SAFETY PARAGRAPH, PAYMENT PARAGRAPH, ETC. TO HORIZONTAL SEPARATION SECTION.

A TYPE 1 BARRICADE PER ODOT STANDARD DRAWING TM820 IS NOT DETECTABLE TO LOW VISION USERS. LOWEST RAIL ON BARRICADE SHALL BE 2.25' MAX PER PROWAG R402.3.

CONES PLACED ON SIDEWALK TO BLOCK PEDESTRIAN TRAFFIC ARE ALSO NOT DETECTABLE.

REROUTE PEDESTRIAN TRAFFIC AS REQUIRED PER MUTCD.

313 SURFACE RESTORATION

313.1.00 General

313.1.01 Scope

This section covers the work necessary for replacement of surface structures including the work necessary for the installation of driveways, extruded curb, trench repaving and the adjustment of miscellaneous structures to grade.

313.1.02 Surfacing Depths

The depths in inches, of base and leveling course rock, and asphalt cement concrete shall conform to Section ~~203.2.18~~ 203.2.19.

312.2.00 Materials

312.2.01 Base and Leveling Course Rock

Shall meet the requirements of ~~308.0.00~~ SECTION 308.0.00, Base and Leveling Courses ~~Rock~~.

313.2.02 Asphalt Concrete

313.2.02A Surface Course

Asphalt concrete for the surface course shall be Class C mix as specified in Section 309, Asphalt ~~Concrete~~ CEMENT CONCRETE PAVEMENT.

313.2.02B Base Course

When more than 3 inches of asphalt concrete is required, the asphalt concrete shall be placed in two courses. The base course shall be Class B or C mix as specified in Section 309, Asphalt ~~Concrete~~ CEMENT CONCRETE PAVEMENT.

313.2.02C Tack Coat

Tack coat shall be as specified in Section 309, ASPHALT ~~CONCRETE~~ CEMENT CONCRETE PAVEMENT.

313.2.02D Cold-Mix Asphalt

← WHERE IS THIS TO BE USED?

Asphalt shall be SC-800 meeting the requirements of **specification series No. 2 of the Asphalt Institute**. Maximum aggregate size shall be 3/4-inch. Final mixture shall contain from 4 to 6 percent liquid asphalt by weight of total mix.

↓ CONFIRM REFERENCE.

313.2.03 Concrete

Concrete shall conform to ASTM C 94, Alternate 3, and shall have a design mix proportioned for 3,300 pounds per square inch compressive strength at 28 days. Concrete mix shall contain no less than 5-1/2 sacks of cement per cubic yard.

313.3.00 Workmanship

313.3.01 Driveway

313.3.01A Subgrade Preparation and Compaction

Driveway subgrade shall be brought to the required elevation and shaped, with suitable equipment to provide a smooth transition from the back of the driveway approach to the grade of the existing driveway. After the subgrade has been graded as hereinbefore specified, it shall be thoroughly compacted by means of equipment which will achieve the desired density specified. The material in the upper one foot of the subgrade shall have a density of not less than 91 percent of maximum dry density when tested according to AASHTO T180 .

NOT REVIEWED

313.3.01B Crushed Rock

Spread base and/or leveling course material on the compacted subgrade to the thickness indicated hereinbefore. The base and/or leveling course shall be bladed and thoroughly compacted to provide a firm base on which to place the asphalt or Portland cement concrete.

313.3.01C Asphalt Concrete

CEMENT
CONCRETE
PAVEMENT.

Asphalt concrete shall be placed as specified in Section 309, Asphalt Concrete. In lieu of using a self-propelled type paver, the Contractor may use a towed-type paver meeting the approval of the City Engineer.

313.3.01D Portland Concrete

Before depositing concrete, work crews and all equipment and tools shall be on the job site, all debris shall be removed from the space to be occupied by the concrete, the subgrade shall not be frozen and all forms shall have been approved by the City Engineer. The base shall be thoroughly wetted, but no pools of water will be permitted.

Concrete shall be deposited in its proper place without delay in a continuous operation. An interval of more than 45 minutes between any two consecutive batches or loads, or a placing rate of less than 8 cubic yards of concrete per hour, shall constitute cause for a construction joint at the location and of the type directed by the City Engineer in the concrete already placed.

In hot weather, concrete in place shall be protected until final finishing can be completed. With a hot dry breeze, windbreaks may be erected, or fog nozzles may be used. Curing operation should begin as soon as concrete has set enough to avoid surface damage.

Placing concrete during periods of rain shall not be permitted. In wet weather, the concrete shall be protected by plastic sheeting positioned off the concrete surface, and maintained to prevent ponding.

Concrete shall be placed only when the outside air temperature is 35⁰F and rising, and is forecast to remain above 35⁰F.

AT TIME OF PLACEMENT, THE TEMPERATURE OF THE CONCRETE SHALL NOT BE LESS THAN 50⁰F NOR MORE THAN 90⁰F.

313.3.02 Extruded Curb

← WHERE IS THIS TO BE INSTALLED?

Extruded curb shall be placed per Section 311.3.02, Extruded Curb.

313.3.03 Trench Repaving

313.3.03A Trench Preparation and Backfill

Bring the trench to a smooth, even grade at the correct distance below the top of the existing pavement surface, allowing for base rock, leveling rock and asphalt concrete. Sawcut existing pavement to a straight line to remove

NOT REVIEWED

any pavement which has been damaged or which is broken and unsound and to provide a smooth, vertical edge for joining the new pavement.

Compact the pavement subgrade to 91 percent relative density, as determined by AASHTO T 180. Accomplish supplementary compaction where required with approved mechanical vibrating or power tampers.

NOT REVIEWED

313.3.03B Base Course and Leveling Course

SPECIFY DESIGN OR CITY ENGINEER.

Obtain approval of the subgrade by the **Engineer** prior to placing any base course material on the subgrade. Workmanship in manufacturing, placing, compacting, and maintaining base, or leveling course shall be as specified in Section 308, BASE AND LEVELING COURSES.

313.3.03C Tack Coat

Prior to paving, apply an asphalt tack coat, at 0.25 to 0.45 square yard to the edges of the existing pavement and manhole frames.

NOT REVIEWED

313.3.03D Asphalt Concrete

Asphalt concrete pavement shall be placed as specified in Section 309, Asphalt Concrete. **CEMENT CONCRETE PAVEMENT.**

313.3.03E Joint Seal Coat

Immediately after the new paving is compacted, all joints between new and original asphalt pavement shall be painted with hot asphalt or asphalt emulsion and be covered with dry paving sand before the asphalt solidifies. Width of joint seal coat shall be no less than 4-inches and no more than 6-inches.

313.3.03F Contractor's Responsibility

NOT REVIEWED

All trenches, within a roadway surface, shall be paved in accordance with these specifications, cold patched, or covered with steel plating acceptable to the City Engineer, prior to the end of each work day. At no time shall trenches be left such that traffic is required to traverse a crushed rock or unpaved surface.

Maintain and repair all settlement of pavement over trenches, so that traffic can traverse the roadway in a safe manner.

The Contractor shall restore all striping, traffic signal loops, and/or other facilities impacted by the trench work.

313.3.04 Manhole Frame Adjustment

PLACE MANHOLE LID OUTSIDE OF CROSS-WALKS AND/OR OTHER PEDESTRIAN PATHS OF TRAVEL.

The height and position of manhole frames (including cone position) of existing manholes shall be adjusted to conform to new grades and cross sections, and to avoid conflict with any new curb and gutter that may be shown on the Plans.

~~The Contractor shall remove the material around the manhole without disturbing a greater area than necessary, rotate the cone or adjust riser, and raise or lower the manhole frame until the top surface is at the correct elevation and position. If the cone is rotated, new steps shall be provided in the lower section of the manhole, aligned with the existing steps in the cone. The manhole frame, grade rings, steps and shall be mortared or gasketed to provide a watertight seal. The excavation shall be backfilled with approved material in 6-inch layers, and each layer shall be thoroughly compacted with a mechanical tamper before the next layer is placed, until the backfill is up to the subgrade elevation.~~

NOT REVIEWED

314 HYDROSEEDING AND MULCHING

314.1.00 General

314.1.01 Scope

NOT REVIEWED

This work shall consist of surface preparation, and the supply and application by hydraulic means, of fertilizer, seed and/or mulch, to develop plant growth for erosion control. The work and type of seeding shall be performed as indicated by the plans, and specifications or as directed by the City Engineer.

314.1.02 Construction Season

Unless otherwise specified or approved, this work is to be performed during either the spring season, between February 1st and May 15th, or the fall season, between August 1st and November 15th. Areas may be seeded between November 1st and March 31st, with the approval of the **Engineer**, but must be protected by clear polyethylene sheet of a minimum thickness of 6 mil., which is to remain in position until the vegetation is firmly established.

SPECIFY DESIGN
OR CITY ENGINEER.

The work shall be performed in the presence of the City Engineer, only at times when local weather and the soil surface are in a condition favorable for the germination of seed and the growth of grass, otherwise the surface shall be maintained in a manner acceptable to the City Engineer until the following construction season.

314.2.00 Materials

314.2.01 Fertilizer

Fertilizer shall be of standard commercial manufacture and grade, furnished in standard, unopened, moisture proof containers in a dry condition. The fertilizer shall be inorganic 22-16-8, which shall analyze at 22% nitrogen, 16% available phosphoric acid and 8% soluble potash, and include a minimum 2% sulfur. The fertilizer shall contain not less than 30% available water insoluble nitrogen derived by incorporating one of the following:

NOT REVIEWED

- 1) A minimum 800 lbs., of urea formaldehyde per ton of fertilizer which has a minimum Activity Index (AI) of 40. The AI shall be determined by the Association of Official Agricultural Chemists method.

316 MAILBOX INSTALLATIONS

316.1.00 General

316.1.01 Scope

This section covers the work necessary for relocating existing mailboxes and the installation of new mailboxes.

NOT REVIEWED

316.2.00 Materials

316.2.01 Mailboxes

Contractor shall utilize existing mailboxes for relocated installations. Damaged mailboxes shall be replaced with materials equal to or better than original.

New installations shall incorporate mailboxes conforming to the requirements of the United States Postal Service.

316.2.02 Posts

Posts shall be of adequate strength and size to support the proposed installation **PER STANDARD DRAWING**.

316.3.00 Workmanship

316.3.01 Location and Position

Mailbox locations shall be as directed by the Post Master and the City Engineer, and shall be located outside the vision clearance areas specified in the TDC.

All mailbox installations shall be vertically plumb and at right angles to the street. Bury depth and spacing in relation to the curb shall be as specified on the Standard Drawing, and mounting height shall be as directed by the mail carrier and City Engineer **AND PER STANDARD DRAWING**.

317 PAVEMENT MARKING

317.1.00 General

This section covers the work necessary for the installation or removal of pavement markers, markings, and paint.

Striping paint shall be allowed for line striping only. All other pavement markings, including arrows, stop bars, railroad crossing legends, and word legends, shall be preformed thermoplastic material.

ARE CROSS-WALKS INCLUDED IN THE LIST FOR THERMOPLASTIC MATERIAL?

The Design Engineer shall layout the configuration of all striping, markers, and pavement markings for review and approval by the City Engineer prior to any installation.

317.2.00 Materials

317.2.01 Permanent Pavement Markers

REVISE TO ODOT AND UPDATE SECTION REFERENCE.

Pavement markers shall conform to OSHD specification 02840.60

~~317.2.01A Type I Reflectorized~~

~~Reflectorized markers shall have one or two reflective faces as required to reflect incident light in the specified directions. Reflective pavement markers shall be of the following types:~~

~~(a-1) **Type Ia** - Prismatic reflector lens (approximately 3 sq.in.) set in a 4" x 4" base.~~

NOT REVIEWED

~~(a-2) **Type Ib** - Acrylic rod lens reflector (approximately 0.55 sq.in.) set in a 4-inch diameter base or 4" x 4-3/4" oval base for bidirectional reflectors.~~

~~(a-3) **Type Ic** - Prismatic reflector lens (approximately 2 sq.in.) set in a base approximately 2" x 4".~~

317.2.01B Type II Nonreflectorized

Nonreflectorized markers shall be polyester binder 4-inch diameter.

317.2.01C Adhesive

The adhesive shall be a two-component epoxy conforming to the requirements of AASHTO M 237, Class II, except that the viscosity of the individual components at 77±1°F shall be 1000 to 5000 poises. **NOT REVIEWED**
average viscosity requirement. Type I, or II shall be used.

317.2.02 Temporary Pavement Markers

Temporary flexible raised pavement markers shall be made from 0.060-inch thick amber polyurethane with a minimum tensile strength of 4600 psi (ASTM D412), 4-inches wide, 2-inches upstanding with 4-inch long by 0.25-inch wide metalized polycarbonate microprism retroreflective tape on both sides, 1-inch base with factory applied solid butyl rubber adhesive protected by release paper.

317.2.03 Striping Paint

Striping paint and glass beads shall conform to the requirements of the ~~OSHD~~ ODOT standard specifications.

317.2.04 Preformed Thermoplastic Pavement Markings

Preformed thermoplastic pavement markings shall be "Premark" markings, or approved equal.

317.3.00 Workmanship

317.3.01 Permanent Pavement Markers

NOT REVIEWED

Pavement markers shall be installed as shown on the plans by means of an epoxy adhesive. Reflectorized markers shall be placed so that future painting, if required, will not cover the marker.

The portion of the roadway surface to which the marker is affixed shall be free of dirt, curing compound, paint, grease, oil, moisture, loose or unsound layers and any other material which would adversely affect the bond of the adhesive.

318 PERMANENT TRAFFIC CONTROL

318.1.00 General

NOT REVIEWED

318.1.01 Traffic Signals

This section covers the removal and installation of traffic signals.

318.1.02 Signs and Traffic Control Devices

This section covers all work necessary to remove and reinstall existing traffic signs or install new traffic control signs as required on a construction project. Traffic control provisions are contained in Section 104.13.00 and Section 106.9.00 of the General Specifications.

TEMPORARY

318.2.00 Materials

318.2.01 Traffic Signals

DELETE DATE

Materials shall meet all requirements of the English-unit equivalent of the 1996 Oregon Department of Transportation Standard Specifications for Highway Construction.

318.2.02 Signs and Traffic Control Devices

318.2.02A Uniform Traffic Control Devices

NOT REVIEWED

Provide signs and traffic control devices built in conformance with the Manual of Uniform Traffic Control Devices (current edition), and the Oregon Supplements to the Manual published by the Oregon Department of Transportation.

318.2.02B Signs

SIGN THICKNESS CONFLICTS WITH STANDARD DRAWING 517

Use aluminum only for traffic control signs. The aluminum sheet must meet ASTM B 209 requirements and be fabricated from aluminum alloy 6061-T6, 5154-H38, or approved equal. The minimum sign thickness shall be 0.063 when the sign is to be mounted more than 6-feet above the ground. If the sign is to be mounted 6-feet or less above the ground, the minimum sign thickness

shall be 0.125". Sign height is measured from the ground to the lowest portion of the sign.

IF MOUNTING HEIGHT IS 7' MINIMUM TO BOTTOM OF SIGN PER MUTCD, SIGNS ARE APPROXIMATELY 2' TALL MINIMUM AND POST ANCHOR IS 30" PER SECTION BELOW, DOES THIS MINIMUM POST LENGTH NEED TO BE INCREASED TO 12'?

318.2.02C Sign Posts

A minimum of 2" x 2" x 10' galvanized quick-punch post, or approved equivalent shall be used. When the sign, or combination of signs, is more than 36" in height, a 2" x 2" x 12' galvanized quick-punch post shall be used. Wood or round metal posts will not be permitted.

318.2.02D Post Base

The base shall consist of one galvanized quick-punch piece of square tubing, with dimensions of 2-1/4" x 2-1/4" x 30".

NOT REVIEWED

318.2.02E Fastening

The sign shall be fastened onto the post with drive rivets. To prevent vandalism, no nuts or bolts will be permitted to fasten any sign to the posts.

318.2.02F Reflective Material

Signs shall be diamond sheet reflectorized as per ODOT ~~OSH~~ specification 02910.20.

UPDATE SPECIFICATION SECTION REFERENCE.

318.2.02G Date

All traffic control signs shall have the date of installation stamped, in a permanent manner, on the back of the sign.

318.2.02H Certification

NOT REVIEWED

Furnish certification that signs, posts, brackets, and hardware delivered to the project site are as specified.

318.3.00 Workmanship

DELETE
DATE

318.3.01 Traffic Signals

The removal and installation of traffic signals shall meet all requirements of the ~~1994~~ Oregon Department of Transportation Standard Specifications for Highway Construction.

318.3.02 Signs and Traffic Control Devices

318.3.02A Existing Signing

Remove existing traffic signing as required on the plans. Signs that are to be reused on the project will be stored by the Contractor until needed. The Contractor will be responsible for the replacement of any signs that are damaged while being stored. Signs, posts, and hardware not to be reused on the project will be removed from the project by the Contractor. When reinstalling traffic signing, use materials specified in Section 318.2.02 Signs and Traffic Control Devices (above). **NOT REVIEWED**

Relocate existing signs to the position shown on the plans. Improperly relocated signs shall be relocated **AT THE CONTRACTOR'S EXPENSE**.

DOES THE CITY INSTALL ANY ANGLED NO PARKING SIGNS WITH AN ARROW INSTEAD OF LISTING THE DIRECTION? IF YES, UPDATE PARAGRAPH.

Reset all signs plumb with, or at right angles to the street.

318.3.02B New Signing and Traffic Devices

Provide and install all new signing as required. New new manufacture. **NOT REVIEWED**

318.3.02C Street Name Signs

EXISTING Street name signs will be handled in the same manner as traffic control signs as provided in Section 318.3.02A, Existing Signing.

319.0.00 TREE PRESERVATION AND PROTECTION

319.1.00 General

319.1.01 Scope

319.1.01A General Requirements

Preservation and protection of existing trees indicated on the plans to remain.

319.1.02 Project Conditions

319.1.02A Protect and preserve all trees on-site indicated to remain.

STANDARD SPECIFICATIONS?

319.1.02B Comply with the requirements of the plans and **specifications** for protection and preservation of existing trees to remain.

319.1.02C Provide temporary construction fencing, minimum 4' high on steel fence posts (no more than 10 foot center to center spacing), as directed by the City Engineer, to protect and preserve trees which are to remain. Erect prior to commencement of clearing and demolition work and remove only after all work potentially injurious to trees is complete, or at the direction of the City Engineer.

319.1.02D Protect all trees from stockpiling, material storage, vehicle parking and driving within the drip line.

319.1.02E Protect the root systems of all trees from:

- 1) Dumping of refuse
- 2) Chemically injurious materials and liquids.
- 3) Noxious materials in solution caused by runoff and spillage during mixing and placement of construction materials, and drainage from stored materials.
- 4) Continual puddling of water.

319.1.02F Restrict vehicular and foot traffic to prevent compaction of soil within the root zone.

NOT REVIEWED

NOT REVIEWED

319.2.00 **Workmanship**

319.2.01 **General**

319.2.01A Protect root systems of all trees to remain from damage due to noxious materials in solution caused by runoff and spillage during mixing and placement of construction materials and drainage from stored materials.

NOT REVIEWED

319.2.01B Protect all trees to remain from flooding, erosion, excessive wetting and drying resulting from dewatering and other operations.

319.2.01C Protect all trees to remain against cutting, breaking and skinning of roots and branches, skinning and bruising of bark.

319.2.01D Do not allow fires to be placed under or adjacent to trees to remain.

ADD A REQUIREMENT FOR AN ARBORIST TO PRUNE TREES TO PROVIDE MINIMUM REQUIRED CLEARANCE OVER VEHICULAR AND PEDESTRIAN PATHS OF TRAVEL.

319.2.01E Removal of branches from trees which are to remain, if required for construction, tree root pruning and relocation work is to be performed under the direction of the City Engineer.

319.2.01F Cut branches and roots with sharp pruning instruments and do not break, chop, and/or mutilate.

319.2.01G Water trees which are to remain as necessary to maintain their health during the course of the project. Maintain a water schedule and documentation.

NOT REVIEWED

319.3.02 **Excavation Around Trees**

319.3.02A Excavate within the drip line of trees to remain only where indicated on the plans and as construction staked.

320 TRENCH EXCAVATION AND BACKFILL

320.1.00 General

NOT REVIEWED

320.1.01 Scope

This section covers the work necessary for trench excavation and backfill, complete except for pipe base and pipe zone backfill which are included under other sections.

320.1.03 Excavation

, STANDARD DRAWING 240

Excavation covers, but is not limited to, work necessary to remove and dispose of all material encountered in the trench excavation to the depths and widths as shown on the Plans and as specified herein. Excavation shall include the removal of material for the installation of all valves, fittings, manholes, and other appurtenances along its length. Shoring, bracing, dewatering, drainage and all other appurtenances are incidental to this item.

320.2.00 Materials

320.2.01 Trench Excavation

Trench excavation is unclassified. Excavate all materials regardless of formation encountered. Contractor shall make his own estimate of the kind and extent of the various materials that may be encountered.

320.2.02 Foundation Stabilization

NOT REVIEWED

Use approved gravel or crushed aggregate ranging in size from 4-inch minus to 1-1/2 inch minus, well graded from coarse to fine, free of clay or organic material.

320.2.03 Gravel for Trench Backfill

Granular material conforming to the 1-1/2 inch-minus or 3/4 inch-minus requirements of Section 308 Base and Leveling Courses.

320.3.00 Workmanship

320.3.01 Clearing

Where clearing is necessary, complete prior to the start of trenching. Cut trees and brush as near to the surface of the ground as practicable. Stumps within 4 feet of the trench centerline shall be removed. Prior to trenching all trees, brush, and other flammable debris from the clearing shall be disposed of off the construction site in an approved location.

Do not remove existing trees or tree limbs over 2 inches in diameter on public property unless they are within 4 feet of the trench centerline, without permission from the City Engineer. Protect from damage, unless otherwise marked by the City Engineer, all trees, shrubs, or plants within the limits of the easement on private property.

320.3.02 Pavement Removal

NOT REVIEWED

Saw cut existing permanent pavement along trench sides prior to excavating. Width of pavement cut shall be 12 inches wider than the width of trench excavation. Cuts shall be continuous and for full depth of pavement. Pavement removal shall be of sufficient width to insure that excavating equipment can function without disturbing remaining pavement. Under no circumstances shall the remaining pavement be subject to a lifting force, either by direct contact with the excavating equipment or by inadequate pavement precutting. Any pavement beyond the trench line that is lifted shall be removed and replaced. If asphalt is removed by means of a mechanical chipper, the saw cut may be waived by the City Engineer if a clean edge can be produced.

All strips of pavement 3 feet wide or less, which are outside the limits of the pavement removal for trench excavation, shall be removed and repaved in accordance with Section 313, Surface Restoration.

320.3.03 Trench Width

Minimum width of the trench in the pipe zone shall be 18 inches greater than the inside diameter of the pipe, except by permission of the City Engineer.

Maximum width of the trench below the top of pipe shall be 1.5 times the nominal pipe diameter plus 18 inches. Trenches wider than maximum width may cause a greater backfill load than normally allowed, for the class of pipe shown on the plans. If maximum trench width is exceeded without authorization from the City Engineer, the Contractor may be required to provide pipe of higher strength classification **AT THE CONTRACTOR'S EXPENSE.**

ADD A NOTE ADDRESSING THAT ADDITIONAL BACKFILL REQUIRED TO FILL THE UNAUTHORIZED WIDER TRENCH SHALL BE AT THE CONTRACTOR'S EXPENSE.

320.3.04 Grade and Pipe Zone

Excavate the bottom of the trench to the trench subgrade. Trench subgrade shall be at least 4 inches below the outside bottom of the pipe barrel. If the trench is excavated below the required grade, correct with pipe base material, as directed. Place the material over the full width of the trench in compacted layers not exceeding six (6) inches deep to the established trench subgrade. Pipe zone material placed along the sides and above pipes shall also be compacted in layers not exceeding six (6) inches in thickness utilizing hand operated mechanical tampers.

NOT REVIEWED

320.3.05 Shoring

Whenever necessary to prevent caving during excavation, or to protect adjacent structures, property, workmen, or the public, adequately shore the trench. All sheeting, shoring, and bracing of trenches shall conform to the safety requirements of the Federal, State or local public agency having jurisdiction.

REFER TO TEMPORARY TRAFFIC CONTROL ALREADY SUBMITTED AND APPROVED AS REQUIRED IN CHAPTER 100.

320.3.06 Excavated Materials

During trench excavation, the Contractor shall locate the excavated material so it will not completely obstruct a traveled roadway or street, and, **unless otherwise approved by the City Engineer, all streets and roadways shall be kept open to at least one-way traffic.** The Contractor shall place excavated material away from the trench to minimize risk of side wall failure.

OR SIDEWALK

When excavating trenches inside a public utility easement and/or construction easement, take care to ensure all excavated materials and construction activity are contained within the easement limits.

320.3.07 Dewatering

Excavations and trenches shall be kept free of water by dewatering equipment furnished and operated by the Contractor. Water shall be disposed of so as not to cause injury to public or private property or to cause a nuisance or menace to the public. Sufficient pumping equipment and machinery in good working condition for ordinary emergencies, including power outage, and competent workmen for the operation of the pumping equipment, shall be available at all times. Dewatering equipment shall operate at all times unless written authorization is received from the City Engineer.

NOT REVIEWED

At all times, provide and maintain ample means and devices to promptly remove and dispose of all water entering the trench excavation during the time the pipe is being prepared for the pipe laying, during the laying of the pipe, and until the backfill at the pipe zone has been completed. Surface runoff shall be controlled to prevent entry or collection of water in excavations.

320.3.08 Foundation Stabilization

When, in the opinion of the City Engineer, the existing material in the bottom of the trench is unsuitable for supporting the pipe, excavate below the subgrade of the pipe base, as directed by the City Engineer, and backfill the trench to subgrade of pipe base with foundation stabilization material specified hereinbefore. Foundation stabilization material shall be compacted by mechanical means in lifts not exceeding twelve (12) inches in thickness.

NOT REVIEWED

320.3.09 Trench Backfill Above Pipe Zone

Push the backfill material first onto the slope of the backfill previously placed and allow to roll down into the trench. Do not push the backfill material into the trench in such a way as to permit free fall of the material into the open trench until at least 2 feet of cover is provided over the pipe. Under no circumstances allow sharp, heavy pieces of material to drop directly onto the pipe or the tramped material around the pipe. Do not use backfill material of consolidated masses larger than 1 cubic foot. Flooding or jetting shall not be allowed.

The following types of backfill shall be used as shown on the Plans or as directed by the City Engineer:

STANDARD
DRAWING 240

320.3.09A Class "C"

Following backfilling the pipe zone, the excavated material shall be pushed back into the trench. After the backfill has been completed, the entire working area, including the trench, shall be graded. The Contractor shall make his own estimate of the amount of settlement that will occur and shall windrow enough material over the trench to compensate for settlement. During the warranty period, if in the opinion of the City Engineer, excessive settlement occurs placing the windrowed material below normal grade, the Contractor shall correct the problem, to the City Engineer's satisfaction.

NOT REVIEWED

320.3.09B Class "D"

Backfill the trench above the pipe zone with gravel for trench backfill in lifts not exceeding 8 inch loose depth, and compact each lift to a minimum of 91 percent relative compaction. Backfill materials shall be moisture conditioned to near optimum moisture content prior to placement in the trench. Use mechanical vibrating or impact tampers. Maximum density of the backfill material shall be determined by AASHTO T 180.

Maintain the surface of the backfilled trench level with the existing grade

with crushed rock backfill material until pavement replacement is completed.

Any subsequent settlement of the finished surfacing during the warranty period shall be considered to be a result of improper or insufficient compaction and shall be promptly repaired by the Contractor **AT THE CONTRACTOR'S EXPENSE.**

320.3.10 Maintenance of Trench Backfill

Maintain the backfilled trench surfacing until pipe section has been tested and accepted, utilities have been restored, surface restoration has been completed and all work required along the pipe section has been accomplished.

This maintenance shall include, but not be limited to, the addition of surfacing rock and a minimum of 2 inches of cold-mix asphalt to keep the surface of the backfilled trenches reasonably smooth and suitable for normal traffic flow. Temporary pavement replacement of cold-mix asphalt shall be installed on the same day as backfilling, above all trenches that cross paved streets. Trenches that run approximately parallel with streets or roads shall be maintained with cold mix asphalt.

NOT REVIEWED

320.4.10 Excess Excavated Material

The Contractor shall dispose of all excess excavated materials at approved disposal sites.

321 STORM DRAIN PIPE

321.1.00 General

321.1.01 Scope

This section and CWS's Design and Construction Standards ~~June 2007~~, Chapter 8 covers the work necessary for the installation of storm drain pipe and fittings of the sizes and classes indicated, including, but not limited to, furnishing materials; laying and jointing the pipe, and connections to existing drainage structures. The standards that are more restrictive shall govern.

DELETED DATE

321.1.02 Pipe Base

For pipes 27 inches in diameter and less, the area of pipe base extends for the full width of the trench, with a minimum depth from the outside of the pipe barrel to the bottom of the trench of 4 inches. For pipes larger than 27 inches in diameter, the depth is a minimum of 6 inches.

321.1.03 Pipe Zone

The area of the pipe zone extends for the full width of the trench, from the bottom of the pipe barrel to 12 inches above the outside top of the pipe barrel.

321.2.00 Materials

321.2.01 Pipe

NOT REVIEWED

Unless a specific material is designated, pipe material shall be one of the following:

321.2.01A Concrete Pipe

Pipe 18 inches in diameter and larger shall be Class 3 reinforced concrete pipe conforming to ASTM C 76, and pipe 15 inches in diameter and smaller shall be Class 2 nonreinforced concrete pipe conforming to ASTM C 14.

Pipe ends shall normally be bell and spigot, or tongue and groove.

321.2.01B Ductile Iron Pipe

322 SANITARY SEWER GRAVITY PIPE

322.1.00 General

322.1.01 Scope

This section and CWS's Design and Construction Standards ~~June 2007~~, Chapter 8 cover all work necessary for the installation of gravity sewer pipe. The standards that are more restrictive shall govern.

DELETED DATE

322.1.02 Pipe Base

For pipes 27 inches in diameter and less, the area of pipe base extends for the full width of the trench, with a minimum depth from the outside bottom of the pipe barrel to the trench invert of 4 inches. For pipes larger than 27 inches in diameter the depth is a minimum of 6 inches.

322.1.03 Pipe Zone

The area of the pipe zone extends for the full width of the trench, from the bottom of the pipe barrel to 12 inches above the outside top of the pipe barrel.

322.2.00 Materials

322.2.01 Pipe

NOT REVIEWED

Unless a specified material is designated, pipe material shall be any one of the following:

322.2.01A Ductile Iron Pipe

Pipe shall be push-on joint ductile iron pipe, centrifugally cast of 60-42-10 iron and shall conform to AWWA C151, thickness Class 50. The pipe shall be cement-mortar lined in accordance with AWWA C104. Rubber gaskets and lubricant conforming to AWWA C111, are to be supplied by the pipe manufacturer, suitable for the specified pipe size, and in sufficient quantity for installing the pipe.

SPECIFY DESIGN
OR CITY ENGINEER.

322.3.10B Air and Infiltration Test

The **Engineer** may, at any time, require a calibration check of the instrumentation used. Use a pressure gauge having minimum divisions of 0.10 psi and an accuracy of 0.05 psi. All air used shall pass through a single control panel.

All plugs used to close the sewer for the test must be capable of resisting the internal pressures and must be securely braced. Place all air testing equipment above ground and allow no person to enter a manhole or trench where a plugged sewer is under pressure. Release all pressure before the plugs are removed. The testing equipment must include a pressure relief device designed to reduce pressure in the sewer under test to 9 psi and must allow continuous monitoring of the pressure in order to avoid excessive pressure. Use only qualified personnel to conduct the test.

The presence of ground water will affect the results of the test, therefore determine the average height of ground water over the sewer, by an approved method; immediately before starting the test.

Use the Time-Pressure Drop Method for all air testing. The test procedures are as follows:

- 1) Plug all upstream openings.
- 2) Plug the downstream opening, when infiltration flow from upstream sections of the sewer has ceased. Brace all plugs securely.
- 3) Check the average height of the ground water over the sewer. The test pressure required below shall be increased 0.433 psi for each foot of average water depth over the sewer. **NOT REVIEWED**
- 4) Add air slowly to the section of sewer being tested until the internal air pressure is raised to 4.00 psig greater than the calculated pressure of the ground water above the sewer.
- 5) After the internal test pressure is reached, allow at least 2 minutes for the air temperature to stabilize, adding or releasing only the air required to maintain pressure.
- 6) After the temperature stabilization period, disconnect the air supply.
- 7) Determine and record the time in seconds that is required for the internal air pressure to drop from 3.5 psig to 3.00 psig; greater than the calculated ground water pressure.
- 8) Compare the time recorded in step 7 with the test time determined as hereinafter.
- 9) Upon the successful completion of the air test and release of pressure, remove the downstream plug only. If there is any accumulation of water upstream of the plug, measure the subsequent rate of infiltration, which shall not exceed 0.05 fluid ounces per inch pipe diameter per foot per hour.

When the flow exceeds the allowable, reduce the infiltration to at least this rate and air test this section again. If a flexible pipe has to be

323.5.0 Timing

The facility shall be substantially complete prior to paving.

NOT REVIEWED

1. The water quality swale treatment area plantings can be deemed “substantially complete” once active green growth has occurred to an average growth of 3” and plant density is an average of approximately 6 plants (minimum 1-inch plugs or equivalent) per square foot.
2. The facility shall be deemed acceptable to begin the maintenance period when plant growth and density matches the ~~engineer's~~ design as shown on the approved plans and all other requirements have been met. The **engineer** must certify the facility to be functional, in accordance with the approved plan design to begin the two-year maintenance period.

SPECIFY DESIGN
OR CITY ENGINEER.

324 MANHOLES

324.1.00 General

324.1.01 Scope

This section and CWS's Design and Construction Standards ~~June 2007~~, Chapter 8 cover the work necessary for construction of manholes. The standards that are most restrictive shall govern.

DELETED DATE

324.2.00 Materials

324.2.01 Base Rock

Base rock shall conform to the 3/4 inch-minus requirements of Section 308 Base and Leveling Courses.

324.2.02 Precast Section

Conform to ASTM C 478. Minimum 48 inches in diameter with and steps cast in section by manufacturer.

NOT REVIEWED

324.2.03 Manhole Steps

Manhole steps shall be plastic conforming to the following requirements:

#4 (1/2-inch diameter) steel reinforcing bar conforming with ASTM A 615 Grade 60, encapsulated with injection molded copolymer polypropylene with serrated top surfaces.

324.2.04 Frame and Cover

LOCATE OUTSIDE OF PEDESTRIAN PATH OF TRAVEL.

Frame and cover shall conform to the standard drawings and be manufactured of gray cast iron conforming to ASTM A 48, Class 30. Bearing surfaces shall be planed or ground to provide flat and true surfaces.

Cover shall have the letter "S" cast into the center and shall have **two holes of 3/4 inch diameter** cast through the top plate in a symmetrical pattern for sanitary sewer or **16 holes of 3/4-inch** diameter cast through the top plate in a symmetrical pattern for storm sewer **PER STANDARD DRAWING 030.**

LOCATE MANHOLE COVERS OUTSIDE PEDESTRIAN PATH OF TRAVEL. 3/4" DIAMETER HOLES ARE GREATER THAN THE 1/2" MAXIMUM OPENING ALLOWED IN THE PEDESTRIAN PATH OF TRAVEL PER PROWAG R302.7.3.

326.3.10 Anchorage

326.3.10A Location

Securely anchor all tees, plugs, caps, bends, and other locations where unbalanced forces exist, by suitable mechanical joint restraint, bearing thrust or gravity blocks as shown on the plans or hereinafter specified. Flange connect all adjacent fittings and valves, unless otherwise directed by the City Engineer.

326.3.10B Reaction Blocking

Place bearing or gravity thrust blocks as shown on Standard Drawing No. 620 and No. 621 respectively. Place bearing thrust blocking between undisturbed ground and the fitting to be anchored and arrange all concrete placement so that the fitting joints and bolts will be accessible for repairs.

326.10C Mechanical Joint Restraint

NOT REVIEWED

The City Engineer shall check restraint length, with trench backfill and soil type information submitted by the Contractor before laying into the restrained joint area. Use pipe with approved restraining gaskets to meet the minimum restrained pipe length requirement. Approved mechanical joint restraint shall be installed in full accordance with the manufacturers instructions. If reassembly is required, tighten wedges or joint follower with a torque wrench, or as otherwise recommended by the manufacturer.

326.3.11 Hydrostatic Test

Make pressurized leakage tests on all newly laid pipe and valved sections of pipe. The maximum length of pipe to be tested at one time shall be the length of pipe between main line valves. Furnish all necessary equipment and material, make all taps, and furnish all closure pieces in the pipe as required. The City Engineer shall monitor the test.

Furnish the following equipment and materials for the tests, unless otherwise directed by the **Engineer**:

- (2) Approved graduated containers,
- (2) Pressure gauges,
- (1) Hydraulic force pump as approved by the **Engineer**

**SPECIFY DESIGN
OR CITY ENGINEER.**

Suitable hose and suction pipe as required.

Conduct tests after the trench has been backfilled and compacted, and all

327.2.06D Surge Check Valve

The surge check valve shall allow unrestricted air flow but shall close to a throttling position when high velocity water enters the check valve, which shall return to an open position when the air and vacuum valve has closed.

327.2.07 Blowoff Valve Assembly

Shall conform to the details shown on Standard Drawings 605 **NOT REVIEWED** relevant sections of this specification.

327.2.08 Joints

Mechanical and push-on joints shall conform in all respects to AWWA C111. All fittings shall be flanged connected to adjacent valves and fittings, with all dimensions and drilling to ANSI B16.1, class 125 cast-iron flanges. Bolts and gaskets shall conform to AWWA C207.

327.2.09 Valve Boxes

SEE COMMENTS ON STANDARD PLANS

Valve boxes shall be heavy duty, by Olympic Foundry Inc., East Jordan Iron Works, or approved equal, 18-inch top section, slip type with top flange, and recessed handle cover (solid handle) manufactured of cast iron conforming to ASTM A48-76 (tensile strength 30,000 psi) and coated with a G.P.D. asphalt varnish. "W" or the word "WATER" shall be cast into the top of the lid. Valve box extensions shall be fabricated from 6-inch polyvinyl chloride sewer pipe conforming to ASTM D 3034, SDR 35. Valve stem extensions, when required, shall be fiberglass by Pipeline Products or approved equal, and shall include a lower operating nut, extension, and upper operating nut with ring.

327.2.10 Concrete

Concrete shall conform to ASTM C 94, Alternate 2, with a 28 day strength of 3300 psi. There shall be a minimum of 6-1/2 sacks of cement per cubic yard of concrete. **NOT REVIEWED**

327.3.00 Workmanship

327.3.01 Gate & Butterfly Valves

Before installation, the valve shall be thoroughly cleaned of all foreign material, and shall be inspected for proper operation, both opening and closing, and to verify that the valves are set properly.

328.2.06 Gate Valve and Valve Box

Gate valves for fire hydrant assemblies shall be 6-inch size as shown on the Plans. Valve and valve box shall conform to Section 327, Water Valves and Related Equipment.

328.2.07 Main Tee

Main tee shall be ductile iron as specified in Section 215, Water Pipe and Fittings. Side outlet of main tee shall be 6 inch flanged.

NOT REVIEWED

328.2.08 Tapping Tee and Valve

Shall be as specified in Section 327, Water Valves and Related Equipment. Side outlet of tapping tee shall be 6-inch flanged.

328.3.00 Workmanship

328.3.01 General

Hydrants shall be set-up as shown on Standard Drawing 610, and installation shall conform to Sections 3.7 and 3.8 of AWWA C600, except as otherwise specified.

328.3.02 Location and Position

← SEE COMMENTS ON STANDARD PLANS

Locate as shown or directed so as to provide complete accessibility and minimize possibility of damage from vehicles or injury to pedestrians. Improperly located hydrants shall be disconnected and relocated.

Set hydrant plumb and steamer nozzle at right angles and facing the street. Set hydrants so that the mid point of the safety flange is 3 inches above finished grade.

328.3.03 Excavation

NOT REVIEWED

Over-excavated areas shall be filled with gravel, and hand tamped to provide firm foundation. Backfill around hydrant shall be similar to adjacent pipeline as specified in Section 320, Trench Excavation and Backfill.

329.2.05 Meters ← SEE COMMENTS ON STANDARD PLANS

The City Operations Department will install meters up to 2" in size. Meters larger than 2" shall be installed by the Permittee, and shall be as shown on the appropriate standard drawings.

329.3.00 Workmanship

329.3.01 Preparation of Trench

Grade the bottom of the trench by hand to the line and grade to which the pipe is to be laid. The trench bottom shall form a continuous and uniform bearing support for the pipe. Provide and maintain ample means to remove water entering the trench during the laying operation to the extent required to properly grade the bottom of the trench and allow for proper compaction of the backfill above the pipe zone. Do not lay pipe in water. Trench excavation and backfill shall conform to applicable portions of Section 320, Trench Excavation and Backfill.

NOT REVIEWED

329.3.02 Copper Tubing

The copper tubing shall be cut with square ends, reamed, cleaned, and made up tightly. Care shall be taken to prevent the tube from kinking or buckling on short radius bends. Kinked or buckled section of copper tube shall be cut out and the tube spliced with the proper brass fittings at the Contractor's expense.

329.3.03 Installation of Meter Boxes

Meters and meter boxes or vaults shall be installed in a workmanlike manner. Finish grade of completed meter enclosure shall be flush with the top of curb and/or back of sidewalk. Meter boxes or vaults shall be set or constructed plumb, with the top set to conform to the slope of the finish grade. Lightly compacted pipe zone material shall be placed inside of the meter boxes, from the pipe zone above the pipe to the base of the meter. Prior to connection of the meter, the angle meter key valve shall be opened and the service line flushed clean of all foreign materials.

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City of Tualatin

Self-Evaluation and Transition Plan:
Appendix D: Core Area Parking District
Evaluation

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CITY OF TUALATIN

Core Area Parking District

ADA Transition Plan



3/3/2017

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Core Area Public Parking ADA Transition Plan

In 2010, the United States Department of Justice (DOJ) issued a final rule in order to adopt enforceable accessibility standards under the Americans with Disabilities Act (ADA). These standards assure that state and local government services do not discriminate against individuals on the basis of disabilities. Acting on these final standards, the City of Tualatin Core Area Board and City of Tualatin created a transition plan, outlining methodology for achieving and maintaining compliance with these rules and regulations.

Self Evaluation

First step was hiring Otak, a Portland based multi-disciplinary international firm of architects and engineers to evaluate core area lots specifically handicap parking and access. Problem areas were identified and a budget number projected based on their proposed design remedies.

Criteria - Setting Priorities

Understanding it is not feasible to fix or upgrade all deficiencies at once, due to budget or other reasons, below are criteria used in setting priorities.

1. **Not Accessible:** Significant barriers, discontinuity such as steps, no ramps, more than 100 feet of unpaved walkways, vertical heaving displacement, slopes and other types of severe stress.
 - None identified in Core Area Parking District at this time.
2. **Complaint Based:**
 - Each complaint evaluated to determine safety, solutions and followed up with remedy proposal.
3. **Partially Accessible:** Not designed to current standards, problems with slopes-geometry of sidewalks, ramps and landings, no detectable warnings, handrails, signage etc.
 - Safety, does slope create a hazard, difficulty – what is the level of accessibility.
 - What is usage, does sidewalk serve as a handicap access and serve a facility at this time.
 - Location of handicap access, does it meet 2010 guidelines.
4. **Accessible:** Meets most criteria, may need additional improvements, for example;
 - ‘Truncated domes’ are not installed.
 - Sidewalk slope slightly out of compliance without creating a hazard.
5. **Fully Accessible:** Meets all ADA criteria and is on inspection schedule.

Planning and Scheduling Improvements

Upon review of Otak’s ADA summary report identifying non compliance issues, using the priority setting criteria above, each of the core area lots are to be further evaluated for alternatives, considering timing with future improvement projects in each area such as overlay or maintenance repairs, as funding becomes available, attention will be given to the areas in the highest demand with the worst deficiencies.

The City of Tualatin uses 5-10 year Capital Improvement Plan that is updated annually each fall and includes the Core Area Parking District. This document is used for financial planning and scheduling. It is the basis for each year’s budgets that are approved each May. ADA larger projects will be listed in Core Area Budget each year unless it falls under routine maintenance. Its projected improvements will start in 2017-2018 budget year or earlier beginning with the White Lot as it has the highest impact and ADA use.

Inspections and Maintenance

Periodic routine maintenance inspections are currently scheduled to be completed every 6 months and must be completed once a year at a minimum.

Any repairs such as broken or heaved areas in sidewalks, ramps, or landings are to be brought into compliance when permanent repairs are made.



Technical Memorandum



To: Dominique Huffman City of Tualatin

From: Adrian Esteban, PE

Copies: File

Date: September 14, 2016

Subject: Core Area Parking ADA Assessment
Proposed Repairs and Cost Estimate

Project No.: 17919

Overall Assumptions

For the basis of providing the cost estimates, we included cross sections to show intent and confirm that our proposed improvements will meet ADA requirements. Due to the absence of survey data, the cross sections assumed a base elevation of 10.0' that was used for calculation purposes only. All of the elevations shown are derived from the base elevation and by existing or proposed grades and measured distances.

Based on our assessment there appears to be overlay rehabilitation in most of the parking lots so the majority of the recommended improvements assume that the pavement section will allow for a grind and inlay depending on location. In a couple of locations we are proposing an overlay to flatten grades with a transition to existing pavement.

Basis of Estimate

Blue Lot

We propose relocating the ADA stalls to the east side of the raised median as existing grades facilitate the use of this area and minimize overall impacts. Our improvements include grinding 2-inches of pavement on the south end of the parking area that would result in a 7-inch curb

exposure. This allows for installation of three (3) ADA stalls with required aisles and transition across three (3) proposed compact stalls back to existing grade at the parking island in the north-south direction (see section A-A). For the east-west direction the transition to existing grades would occur over 15-20 feet based on our measured existing grades (see section B-B). The pedestrian access from the median to the existing sidewalk improvements will require grinding existing at grade crossing to provide an ADA accessible route (see section C-C). Based on the limited information we were able to determine that maintaining the existing ADA stall on the SW corner of the lot would require extensive reconstruction of the parking lot due to existing constraints. The parking lot is in a flood zone so raising the existing stalls would require lowering other areas of the parking lot to meet the No Rise condition. Additionally the existing retaining wall adjacent to the ADA parking stall would need to be re-constructed. The information needed to provide a solution and cost estimate is beyond the scope of this assessment.

Red Lot

Proposed improvements include overlaying existing pavement between the north curb and drive aisle to allow for the existing two (2) ADA stalls to meet ADA grades of 2% or less (see section A-A). For the east-west direction the transition to existing grades would occur between the non-ADA stall to the east and the existing curb. The pedestrian ramp and adjacent sidewalk will require improvements to provide an ADA accessible

Green Lot

Proposed improvements include grinding and overlaying existing pavement between the north and south curbs to allow for the existing three (3) ADA stalls to meet ADA grades of 2% or less and include non-ADA stalls with a maximum cross grade of 3% (see section A-A). For the east-west direction the transition to existing grades would occur within the ADA stalls as existing grades are less than 0.8%. The pedestrian ramp and adjacent sidewalk will require improvements to provide an ADA accessible. Based on the limited information we were able to determine that relocating the ADA stalls adjacent to the existing sidewalk would not be feasible due to the grade difference between the existing sidewalk and existing pavement. Additional information would be needed to assess existing conditions and determine if relocation to the south side of the parking lot is a viable solution.

Yellow Lot

Proposed improvements include grinding existing pavement the north and south curbs to eliminate the existing grade breaks and allow for the existing two (2) ADA stalls to meet ADA grades of 2% or less (see section A-A). For the east-west direction the transition to existing grades would occur over the two existing stalls and drive aisle to the east of the existing ADA stalls (see section B-B).

The pedestrian ramp and adjacent sidewalk will require improvements to provide an ADA accessible route.

White Lot

We propose relocating the two existing ADA stalls along the west side of the parking lot to SW Seneca Street (see exhibit sheet 2) to provide more centrally located access to businesses.

Additionally we propose to relocate the existing ADA stall on SW Seneca across to the north of the existing median to make use of existing pavement that is ADA compliant and to minimize necessary improvements for pedestrian access (see exhibit sheet 1). Our proposed improvements for relocating ADA stalls to SW Seneca Street include grinding 1-inch of pavement on the north end of the parking area that would result in a maximum of 6.5-inch curb exposure. This allows for installation of three (3) ADA stalls with required aisles and maintains improvements within the curb and existing valley gutter at the back of the parking stalls (see section A-A). Other improvements in the white lot require grind and inlay of access aisle, pedestrian ramps and walkways to meet ADA grades of less than 2%. These locations will require minimal improvements as existing grades were 2.1% or less.

The existing grades for the ADA parking stall on the southwest corner of the lot make it difficult to develop an approach for improving the ADA stall without additional topo for the site. It would entail raising a significant portion, if not all, of the parking area on the west side of the lot. As we discussed at our last meeting the site is in a floodplain with a no-rise condition so raising the lot would require mitigation to meet no-rise conditions.

Please review the attached exhibits and cost estimates and let me know if you have any additional questions or comments.

Tualatin ADA Parking Improvements - Preliminary Construction Cost Estimate Overall Summary

Otak Project #17919

ITEM / DESCRIPTION	UNIT	UNIT COST	QUANTITY	COST
Removal of Structures and Obstructions	LS	\$2,000	5	\$10,000
Mobilization	LS	\$5,000	5	\$25,000
Erosion Control	LS	\$2,000	5	\$10,000
Asphalt roadway (4")	SY	\$25	825	\$20,625
Cold Plane Pavement Removal (3")	SY	\$10	520	\$5,200
Asphalt Sawcutting	LF	\$3	502	\$1,506
Concrete Sidewalk	SF	\$10	4,670	\$46,700
Concrete Curbs	LF	\$25	275	\$6,875
ADA Ramps	EA	\$2,500	12	\$30,000
Striping	LF	\$5	1,070	\$5,350
Disable Parking Legend	EA	\$250	5	\$1,250
Legend Removal	EA	\$50	16	\$800
Striping Removal	LF	\$1	110	\$110
			Subtotal	\$163,416
Construction Contingency	LS	30%	1	\$49,025
Soft Costs (enrg, survey, construction admin)	LS	25%	1	\$53,110

Construction Cost Total \$267,000

This preliminary estimate was prepared using the following assumptions:

1. Quantities and costs are preliminary and subject to change upon completion of detailed construction plans and geotechnical report.
2. Preliminary cost estimate based on grinding existing pavement and inlaying/overlaying new pavement
3. Pavement grinding is assumed to be 3"(avg).
4. Pavement inlay/overlay is assumed to be 4" for most areas.
5. Unit Costs based on ODOT Weighted Average Bid Item Price Report 2015

Tualatin ADA Parking Improvements - Preliminary Construction Cost Estimate Blue Lot

Otak Project #17919

ITEM / DESCRIPTION	UNIT	UNIT COST	QUANTITY	COST
Clearing & Grubbing	LS	\$2,000	1	\$2,000
Mobilization	LS	\$5,000	1	\$5,000
Erosion Control	LS	\$2,000	1	\$2,000
Asphalt roadway (4")	SY	\$25	375	\$9,375
Cold Plane Pavement Removal (3")	SY	\$10	150	\$1,500
Asphalt Sawcutting	LF	\$3	170	\$510
Concrete Sidewalk	SF	\$10	1,090	\$10,900
Concrete Curbs	LF	\$25	120	\$3,000
ADA Ramps	EA	\$2,500	2	\$5,000
Striping	LF	\$5	310	\$1,550
Disable Parking Legend	EA	\$250	3	\$750
Legend Removal	EA	\$50	2	\$100
Striping Removal	LF	\$1	50	\$50
			Subtotal	\$41,735
Construction Contingency	LS	30%	1	\$12,521
Soft Costs (engr, survey, construction admin)	LS	25%	1	\$13,564

Construction Cost Total \$68,000

This preliminary estimate was prepared using the following assumptions:

1. Quantities and costs are preliminary and subject to change upon completion of detailed construction plans and geotechnical report.
2. Preliminary cost estimate based on grinding existing pavement and inlaying/overlaying new pavement
3. Pavement grinding is assumed to be 3"(avg).
4. Pavement inlay/overlay is assumed to be 4" for most areas.
5. Unit Costs based on ODOT Weighted Average Bid Item Price Report 2015

Tualatin ADA Parking Improvements - Preliminary Construction Cost Estimate Red Lot

Otak Project #17919

<u>ITEM / DESCRIPTION</u>	<u>UNIT</u>	<u>UNIT COST</u>	<u>QUANTITY</u>	<u>COST</u>
Clearing & Grubbing	LS	\$2,000	1	\$2,000
Mobilization	LS	\$5,000	1	\$5,000
Erosion Control	LS	\$2,000	1	\$2,000
Asphalt roadway (4")	SY	\$25	80	\$2,000
Cold Plane Pavement Removal (3")	SY	\$10	70	\$700
Asphalt Sawcutting	LF	\$3	80	\$240
Concrete Sidewalk	SF	\$10	190	\$1,900
Concrete Curbs	LF	\$25	30	\$750
ADA Ramps	EA	\$2,500	1	\$2,500
Striping	LF	\$5	130	\$650
Disable Parking Legend	EA	\$250	0	\$0
Legend Removal	EA	\$50	2	\$100
Striping Removal	LF	\$1	0	\$0
			Subtotal	\$17,840
Construction Contingency	LS	30%	1	\$5,352
Soft Costs (engr, survey, construction admin)	LS	25%	1	\$5,798

Construction Cost Total \$29,000

This preliminary estimate was prepared using the following assumptions:

1. Quantities and costs are preliminary and subject to change upon completion of detailed construction plans and geotechnical report.
2. Preliminary cost estimate based on grinding existing pavement and inlaying/overlaying new pavement
3. Pavement grinding is assumed to be 3"(avg).
4. Pavement inlay/overlay is assumed to be 4" for most areas.
5. Unit Costs based on ODOT Weighted Average Bid Item Price Report 2015

Tualatin ADA Parking Improvements - Preliminary Construction Cost Estimate Green Lot

Otak Project #17919

<u>ITEM / DESCRIPTION</u>	<u>UNIT</u>	<u>UNIT COST</u>	<u>QUANTITY</u>	<u>COST</u>
Clearing & Grubbing	LS	\$2,000	1	\$2,000
Mobilization	LS	\$5,000	1	\$5,000
Erosion Control	LS	\$2,000	1	\$2,000
Asphalt roadway (4")	SY	\$25	130	\$3,250
Cold Plane Pavement Removal (3")	SY	\$10	100	\$1,000
Asphalt Sawcutting	LF	\$3	90	\$270
Concrete Sidewalk	SF	\$10	900	\$9,000
Concrete Curbs	LF	\$25	60	\$1,500
ADA Ramps	EA	\$2,500	2	\$5,000
Striping	LF	\$5	190	\$950
Disable Parking Legend	EA	\$250	0	\$0
Legend Removal	EA	\$50	3	\$150
Striping Removal	LF	\$1	0	\$0
			Subtotal	\$30,120
Construction Contingency	LS	30%	1	\$9,036
Soft Costs (enrg, survey, construction admin)	LS	25%	1	\$9,789

Construction Cost Total \$49,000

This preliminary estimate was prepared using the following assumptions:

1. Quantities and costs are preliminary and subject to change upon completion of detailed construction plans and geotechnical report.
2. Preliminary cost estimate based on grinding existing pavement and inlaying/overlaying new pavement
3. Pavement grinding is assumed to be 3" (avg).
4. Pavement inlay/overlay is assumed to be 4" for most areas.
5. Unit Costs based on ODOT Weighted Average Bid Item Price Report 2015

Tualatin ADA Parking Improvements - Preliminary Construction Cost Estimate Yellow Lot

Otak Project #17919

<u>ITEM / DESCRIPTION</u>	<u>UNIT</u>	<u>UNIT COST</u>	<u>QUANTITY</u>	<u>COST</u>
Clearing & Grubbing	LS	\$2,000	1	\$2,000
Mobilization	LS	\$5,000	1	\$5,000
Erosion Control	LS	\$2,000	1	\$2,000
Asphalt roadway (4")	SY	\$25	140	\$3,500
Cold Plane Pavement Removal (3")	SY	\$10	140	\$1,400
Asphalt Sawcutting	LF	\$3	62	\$186
Concrete Sidewalk	SF	\$10	450	\$4,500
Concrete Curbs	LF	\$25	20	\$500
ADA Ramps	EA	\$2,500	2	\$5,000
Striping	LF	\$5	220	\$1,100
Disable Parking Legend	EA	\$250	0	\$0
Legend Removal	EA	\$50	3	\$150
Striping Removal	LF	\$1	0	\$0
			Subtotal	\$25,336
Construction Contingency	LS	30%	1	\$7,601
Soft Costs (enrg, survey, construction admin)	LS	25%	1	\$8,234

Construction Cost Total \$42,000

This preliminary estimate was prepared using the following assumptions:

1. Quantities and costs are preliminary and subject to change upon completion of detailed construction plans and geotechnical report.
2. Preliminary cost estimate based on grinding existing pavement and inlaying/overlaying new pavement
3. Pavement grinding is assumed to be 3" (avg).
4. Pavement inlay/overlay is assumed to be 4" for most areas.
5. Unit Costs based on ODOT Weighted Average Bid Item Price Report 2015

Tualatin ADA Parking Improvements - Preliminary Construction Cost Estimate White Lot

Otak Project #17919

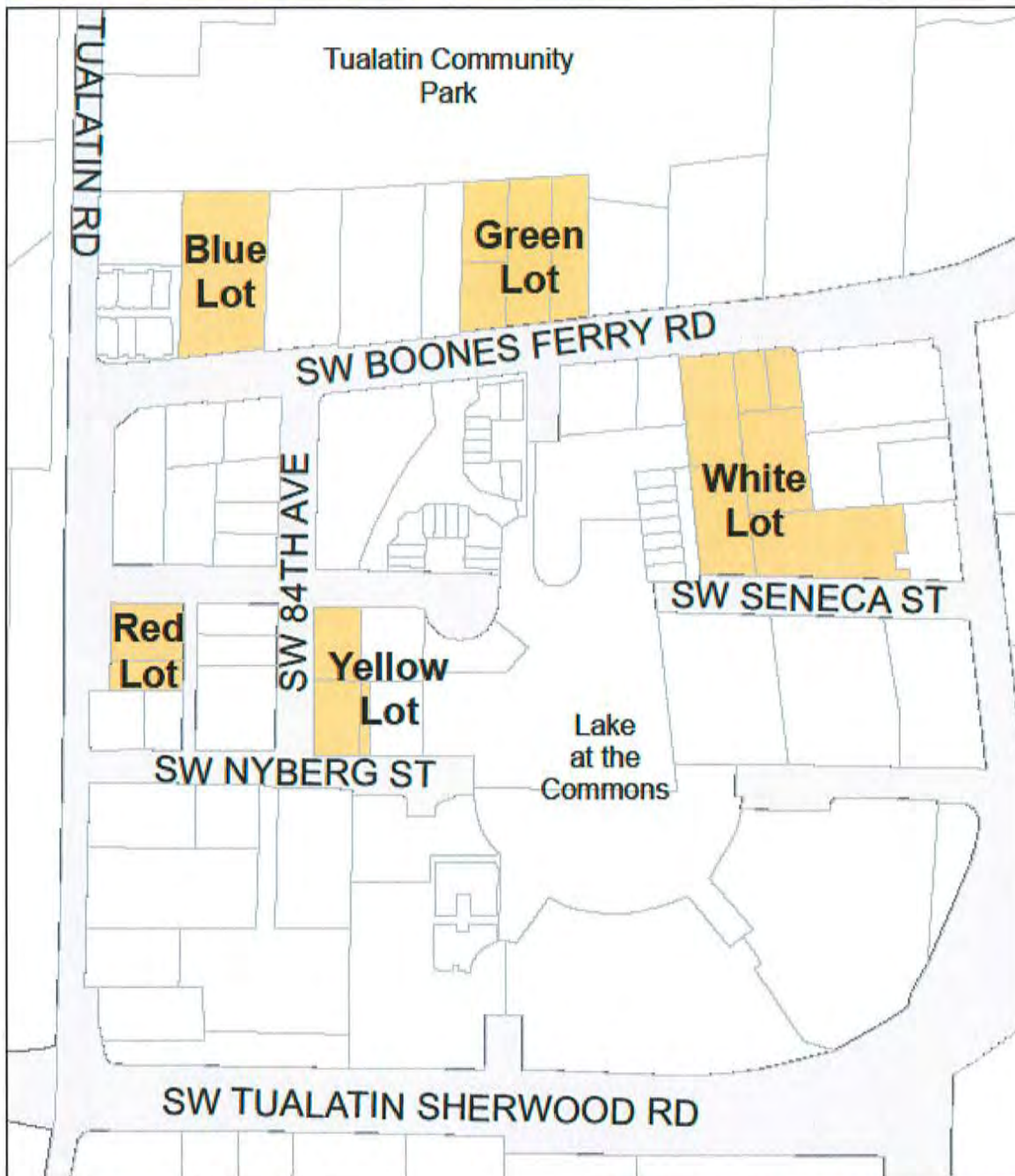
<u>ITEM / DESCRIPTION</u>	<u>UNIT</u>	<u>UNIT COST</u>	<u>QUANTITY</u>	<u>COST</u>
Clearing & Grubbing	LS	\$2,000	1	\$2,000
Mobilization	LS	\$5,000	1	\$5,000
Erosion Control	LS	\$2,000	1	\$2,000
Asphalt roadway (4")	SY	\$25	100	\$2,500
Cold Plane Pavement Removal (3")	SY	\$10	60	\$600
Asphalt Sawcutting	LF	\$3	100	\$300
Concrete Sidewalk	SF	\$10	2,040	\$20,400
Concrete Curbs	LF	\$25	45	\$1,125
ADA Ramps	EA	\$2,500	5	\$12,500
Striping	LF	\$5	220	\$1,100
Disable Parking Legend	EA	\$250	2	\$500
Legend Removal	EA	\$50	6	\$300
Striping Removal	LF	\$1	60	\$60
			Subtotal	\$48,385
Construction Contingency	LS	30%	1	\$14,516
Soft Costs (enrg, survey, construction admin)	LS	25%	1	\$15,725

Construction Cost Total \$79,000

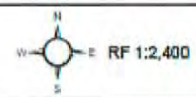
This preliminary estimate was prepared using the following assumptions:

1. Quantities and costs are preliminary and subject to change upon completion of detailed construction plans and geotechnical report.
2. Preliminary cost estimate based on grinding existing pavement and inlaying/overlaying new pavement
3. Pavement grinding is assumed to be 3"(avg).
4. Pavement inlay/overlay is assumed to be 4" for most areas.
5. Unit Costs based on ODOT Weighted Average Bid Item Price Report 2015

Public Parking Downtown



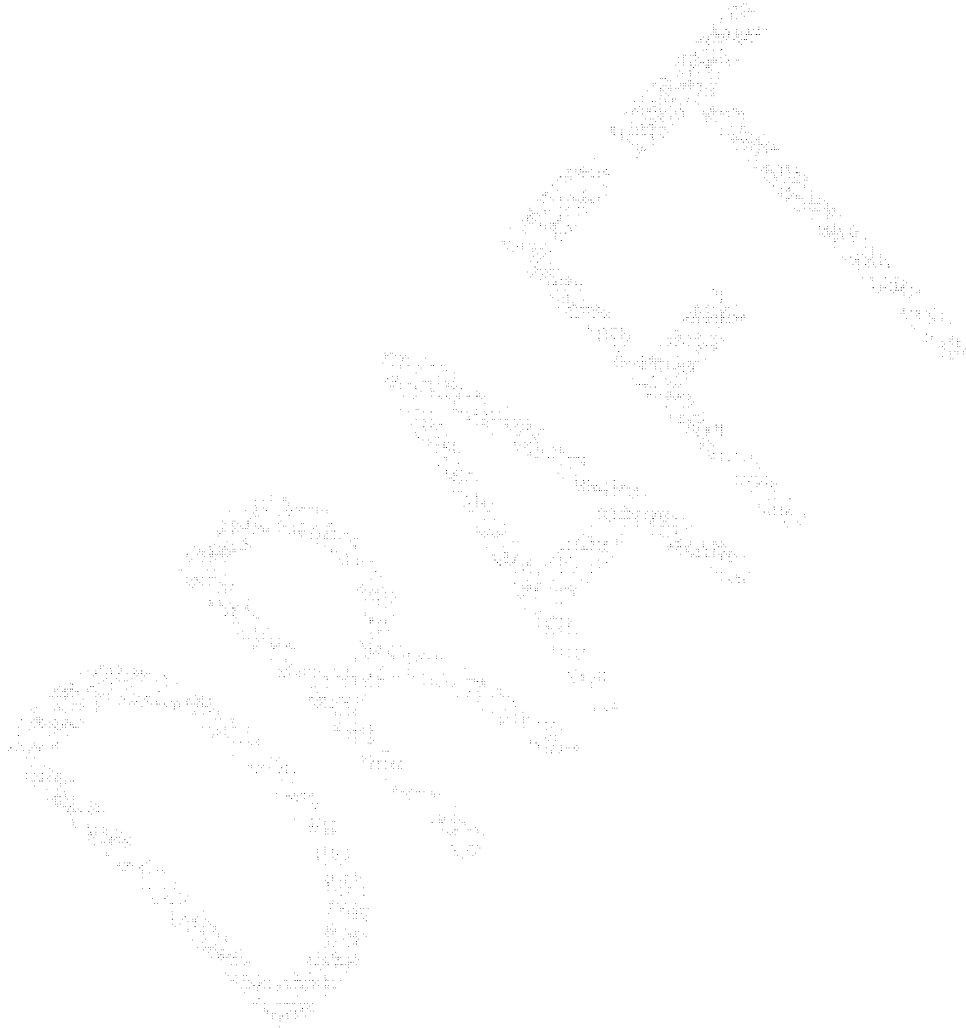
 Public Parking Lots

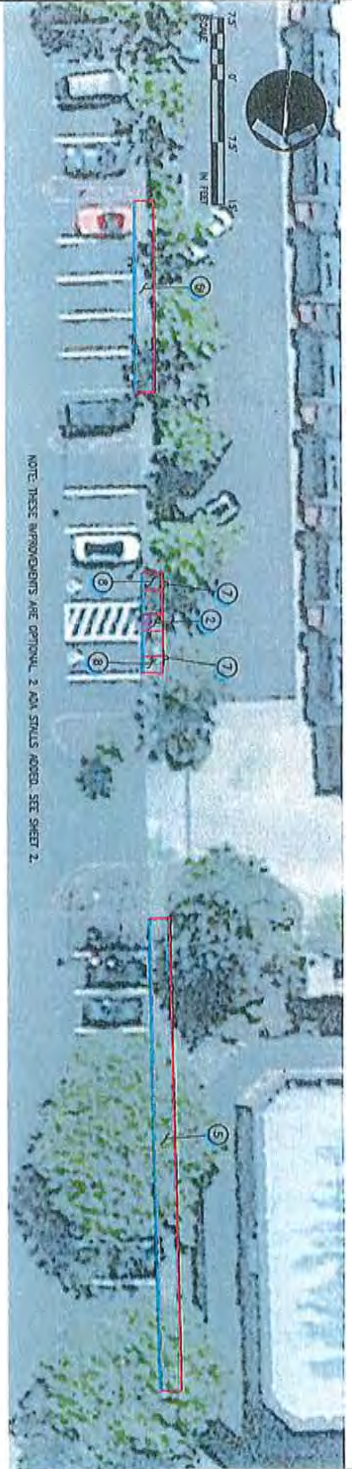


This map is derived from various digital database sources. While an attempt has been made to provide an accurate map, the City of Tualatin, OR assumes no responsibility or liability for any errors or omissions in the information. This map is provided "as is". Engineering and Building Dept. Posted 3/12/2008

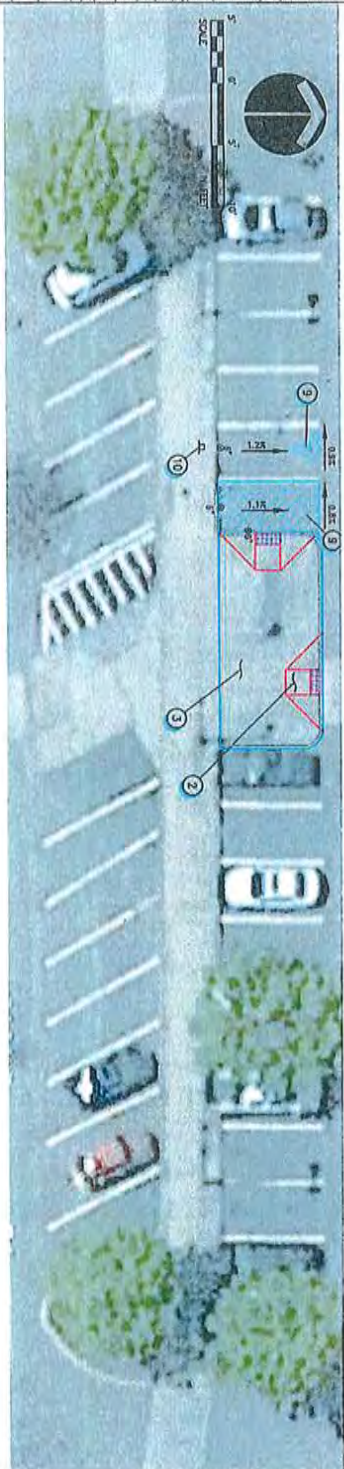
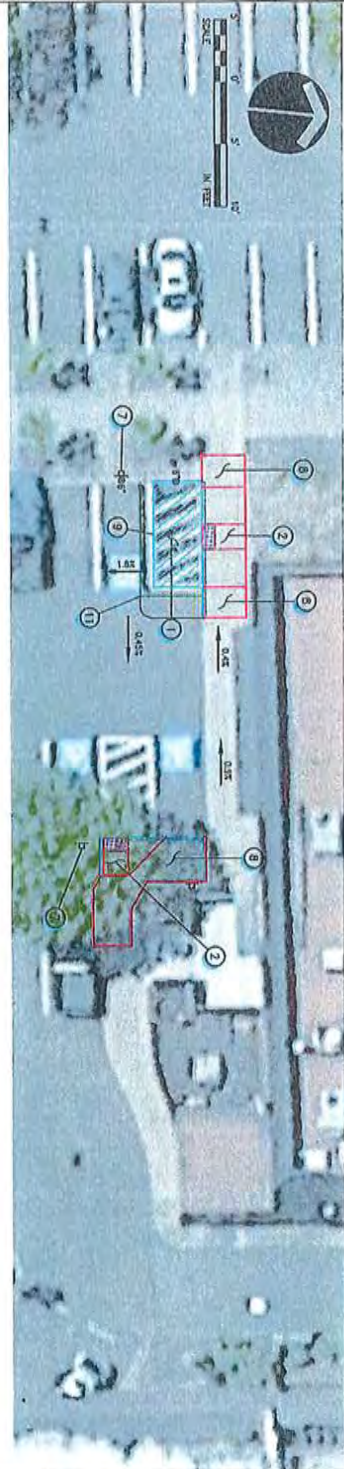
Appendix: Otak Drawings of Lots and Fixes (6 attachments)

White Lot: ADA Plan (1 attachment)





NOTE: THESE IMPROVEMENTS ARE OPTIONAL. 2 FOR STALLS AROUND SEE SHEET 2.



IMPROVEMENT NOTES:

- 1 Close end inlet stalls to 25' or less.
- 2 Initial ADA compliant ramp.
- 3 Reconstruct sidewalk to ADA specifications.
- 4 Transition to existing sidewalk.
- 5 Reconstruct 115' of sidewalk to ADA specifications.
- 6 Reconstruct 45' of sidewalk to ADA specifications.
- 7 Adjust signs.
- 8 Transition to existing sidewalk.
- 9 Re-tilt ADA stalls.
- 10 Reconstruct existing sign.
- 11 Transition to existing pavement.

LEGEND

SYMBOL	DESCRIPTION
⊙	CURB AND HEIGHT
→	EXISTING CATCH & DIRECTION
→	PROPOSED CATCH & DIRECTION
⊥	ADA SIGN

NOT FOR CONSTRUCTION

TUALATIN PARKING
TUALATIN, OREGON
WHITE LOT IMPROVEMENTS

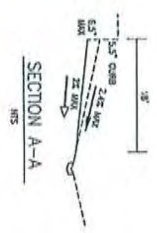


NO.	DATE	BY	REVISION COMMENTS

OTAK
 17219 S. WILSON AVENUE
 SUITE 200
 TUALATIN, OREGON 97148
 TEL: 503-261-2200
 FAX: 503-261-2201
 WWW.OTAK.COM

Project No: **2015-001**
 Sheet No: **012**

Date: **NOV 08**



IMPROVEMENT NOTES:

- 1) Child and baby stroller to 22" or less.
- 2) Install ADA compliant ramp.
- 3) Reconstruct sidewalk to ADA specifications.
- 4) Transition to existing sidewalk.
- 5) Reconstruct 45' of sidewalk to ADA specifications.
- 6) Reconstruct 115' of sidewalk to ADA specifications.
- 7) Install ADA signage.
- 8) Transition to existing sidewalk.
- 9) Re-align ADA stroller.
- 10) Relocate existing sign.
- 11) Transition to existing pavement.
- 12) Remove existing sidewalk and extend parking stall to minimum length of 15'.

LEGEND



SYMBOL	DESCRIPTION
⊙	CURB AND HEIGHT
→	EXISTING GRADE % AND DIRECTION
→	PROPOSED GRADE %
⊥	ADA SIGN

NOT FOR CONSTRUCTION

TUALATIN PARKING
TUALATIN, OREGON
WHITE LOT IMPROVEMENTS



NO.	DATE	BY	REVISION COMMENTS

 PARKING SPACE NUMBERS REFLECT PROPOSED CHANGES 

White Lot

174 Spaces

- One Hour - 30 Spaces
- Two Hours - 22 Spaces
- Three Hours - 45 Spaces
- Four Hours - 6 Spaces
- Long Term - 65 Spaces
- Disabled - 6 Spaces





STAFF REPORT

CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos, City Manager

FROM: Garet Prior, Management Analyst II
Aquilla Hurd-Ravich, Community Development Director

DATE: 09/10/2018

SUBJECT: Consideration of **Resolution No. 5398-18** Supporting the Southwest Corridor Steering Committee's Preferred Alternative Report

ISSUE BEFORE THE COUNCIL:

Consideration of Resolution No. 5398-18 Supporting the Southwest Corridor Steering Committee's Preferred Alternative Report.

RECOMMENDATION:

Staff recommends Council adopt Resolution No. 5398-18.

EXECUTIVE SUMMARY:

Per the Metro press release, the Southwest Corridor Steering Committee's recommendation of a Locally Preferred Alternative (LPA) is described as follows:

“On Monday, August 13, the Southwest Corridor Plan Steering committee recommended the route for the Southwest Corridor light rail line, the 12-mile passage from downtown Portland to Bridgeport Village in Tualatin. Over the past seven years, the project identified more than 60 routes as ways to bring high capacity transit to the area.

The steering committee unanimously voted for the option that sends the train on Southwest Barbur Boulevard instead of Naito Parkway. The plan calls for continuous bike lanes and sidewalks on Barbur until the Barbur Transit Center, even in the Barbur Woods area.

Under this plan, the Portland Bureau of Transportation and the Oregon Department of Transportation would replace the Newberry and Vermont viaducts, which are not up to current street codes.

The train would run through the middle of Barbur Boulevard instead of alongside Interstate 5. This decision would not reduce the number of lanes on the road.

In Tigard, the proposed train would travel on 70th Avenue until Elmhurst Street, cross over

RESOLUTION NO. 5398-18

A RESOLUTION SUPPORTING THE SOUTHWEST CORRIDOR STEERING COMMITTEE PREFERRED ALTERNATIVE REPORT.

WHEREAS, in June 2010, the Metro Council adopted Ordinance No. 10-1241B, amending the 2004 Regional Transportation Plan (RTP) to comply with federal and state law, which amendments included adoption of the Regional High Capacity Transit (HCT) System Plan;

WHEREAS, the Regional HCT System Plan identified a new HCT corridor in the vicinity of the Southwest Corridor as the region's top priority for consideration for a high capacity transit investment;

WHEREAS, the Southwest Corridor includes portions of the cities of Portland in Multnomah County, Tigard, Tualatin, King City, Durham, and Sherwood in Washington County, and includes a broad north/south travel corridor generally along Interstate 5 (I-5) and Pacific Highway (OR-99W)/SW Barbur Boulevard;

WHEREAS, the Southwest Corridor has 11 percent of the region's population and 26 percent of the region's employment, and 23,800 people commute between Portland and Tigard/Tualatin for work;

WHEREAS, the Portland region is projected to grow by 500,000 people and 365,000 jobs by 2035;

WHEREAS, the corridor is projected to grow by 70,000 people and 65,000 jobs by 2035, and transit demand is projected to grow by over 70 percent;

WHEREAS, high levels of congestion exist in the corridor today, and 13 to 17 hours of congestion per day are expected on I-5 between Portland and Tigard in 2035.

WHEREAS, Southwest Corridor light rail will provide fast, reliable high capacity transit service, such as a 30 minute trip between Portland State University and Bridgeport Station, regardless of congestion;

WHEREAS, light rail is projected to carry 43,000 daily weekday riders in 2035,

WHEREAS, light rail is projected to carry about 20 percent of PM peak southbound commuters from downtown Portland, the equivalent of one freeway lane's worth of drivers, in 2035;

WHEREAS, in December 2011, the Southwest Corridor Plan Steering Committee, including representatives of the cities and counties in the corridor, as well as Metro, TriMet, and ODOT, adopted a charter agreeing to use a collaborative and publicly inclusive approach to developing the Southwest Corridor Plan;

WHEREAS, in fall 2013, each of the Southwest Corridor Plan project partner jurisdictions and agencies expressed formal support for the Southwest Corridor Shared Investment Strategy, a document that brings together local land use, transportation and community-building projects already advanced in project partners' plans that support development consistent with the future land use vision for the corridor, and the partners each expressed their intention to cooperatively advance key elements of the Southwest Corridor Shared Investment Strategy;

WHEREAS, the communities in which the Southwest Corridor light rail would operate developed land use plans to identify their local visions for high capacity transit in order to inform the Southwest Corridor planning process, including Portland's Barbur Concept Plan, Tigard's High Capacity Transit Land Use Plan, and the Linking Tualatin plan;

WHEREAS in October 2013, the Metro Council endorsed the Southwest Corridor Shared Investment Strategy (Metro Council Resolution No. 13-4468A) and directed staff to coordinate and collaborate with project partners on refinement and analysis of high capacity transit alternatives and local connections in the Southwest Corridor, along with associated roadway, active transportation, and parks/natural resource projects that support the land use vision for the corridor;

WHEREAS, in June 2014, the Steering Committee unanimously adopted the *Southwest Corridor Transit Design Options*, identified specific questions to be answered during a focused refinement period prior to initiating the NEPA process, and recommended that the transportation alternatives set forth in the *Southwest Corridor Transit Design Options* and the results of the focused refinement study be further analyzed in a federal environmental impact statement;

WHEREAS, in June 2014, the Metro Council adopted the *Southwest Corridor Transit Design Options*, directed staff to complete a focused refinement period of the *Southwest Corridor Transit Design Options*, and, pending Steering Committee direction on the results of the focused refinement analysis and timing of the draft Environmental Impact Statement (EIS), directed staff to study the *Southwest Corridor Transit Design Options* under the National Environmental Policy Act in collaboration with the Southwest Corridor Plan project partners and with the involvement of stakeholders and public;

WHEREAS, in December 2014, the Steering Committee directed staff to implement an 18-month workplan for the focused refinement of the *Southwest Corridor Transit Design Options* using a place-based approach to narrow alignment options and select a preferred transit mode and terminus;

WHEREAS, in June 2016, the Steering Committee endorsed a *Southwest Corridor High Capacity Transit Proposed Range of Alternatives for Environmental Review* that describes the high capacity transit mode, preferred terminus, and transit alignments, as well as associated roadway, bicycle and pedestrian projects narrowed from the *Southwest Corridor Transit Design Options* and to be considered under NEPA;

WHEREAS, in June 2016, the Steering Committee adopted an updated project “Purpose & Need” statement, reflecting refinements made to the high capacity transit project since the Steering Committee adopted the original Purpose & Need January 2014;

WHEREAS, in August and September 2016, staff held a public scoping process for the federal environmental impact study to solicit public and agency comments on the *Proposed Range of Alternatives for Environmental Review* and on the revised Purpose & Need, prior to commencing work on the Draft EIS;

WHEREAS, in July 2016, the Metro Council endorsed *the Southwest Corridor High Capacity Transit Proposed Range of Alternatives for Environmental Review* (Metro Council Resolution No. 16-4713);

WHEREAS, the Southwest Corridor Equitable Development Strategy was initiated to ensure that housing, jobs, and learning opportunities are available to a diverse range of people and incomes as investments occur in the corridor;

WHEREAS, the Southwest Corridor project, with input from the public and government partners, has garnered regional support, leading to a narrowing of design options and transit alternatives set forth in the *Southwest Corridor High Capacity Transit Proposed Range of Alternatives for Environmental Review* and publication of the *Southwest Corridor Light Rail Project Draft Environmental Impact Statement* (EIS) in June 2018 in accordance to the National Environmental Policy Act (NEPA) environmental review process;

WHEREAS, a public involvement process was a component of each phase of the Southwest Corridor planning, including a 45-day public comment period following publication of the Draft EIS;

WHEREAS, approximately 1,015 comments were submitted during the public comment period via web comments, emails, and letters, or at one of 33 hearings, open houses, information sessions, and other meetings held;

WHEREAS, the Southwest Corridor Community Advisory Committee representing businesses, community groups, and institutions in Portland, Tigard, Tualatin, and Washington County, which met monthly since February 2017, provided a consensus recommendation for a light rail alignment on July 30, 2018; and

WHEREAS, Southwest Corridor Light Rail Project Steering Committee met numerous times, heard public input and testimony, and made recommendations for a Preferred Alternative (PA) on August 13, 2018, including the mode of transportation, alignment, and station locations.

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF TUALATIN, OREGON, that:

Section 1. The Council hereby declares its support for the Southwest Corridor

Steering Committee Preferred Alternative Report, which is attached as Exhibit A, and incorporated by reference.

Section 2. This resolution is effective upon adoption.

Adopted by the City Council this 10th day of September, 2018.

CITY OF TUALATIN, OREGON

BY _____
Mayor

APPROVED AS TO FORM:

ATTEST:

BY _____
City Attorney

BY _____
City Recorder



Southwest Corridor Light Rail Project

Steering Committee Preferred Alternative Report

1. RECOMMENDATION

This report presents the Southwest Corridor Steering Committee’s recommended Preferred Alternative for the proposed Southwest Corridor light rail project. The Preferred Alternative must include the transit mode (light rail), route, stations and termini.

Summary of alignment chosen

This recommendation represents a commitment to identifying a cost-effective transit project that extends from downtown Portland to Bridgeport Village and meets the adopted project Purpose & Need. It is based on the project staff recommendation, analysis documented in the *Southwest Corridor Light Rail Project Draft Environmental Impact Statement* (EIS), input from the public and agencies, and also takes into consideration the Federal Transit Administration’s (FTA) rating criteria for large transit projects.

The recommended Preferred Alternative is shown on Figure 1 and includes the following alternatives and refinements described in the Draft EIS:

- Alternative A1, Barbur
- Alternative B2, I-5 Barbur Transit Center to 60th
 - Refinement 2, Taylors Ferry I-5 Overcrossing, which modifies Alternative B2*
 - Refinement 4, Barbur Undercrossing, which modifies Alternative B2
- Alternative C2, Ash to Railroad
 - Refinement 5, Elmhurst, which modifies Alternative C2
 - Refinement 6, Tigard Transit Center Station East of Hall, which modifies Alternative C2

*The committee recommends a preference for Refinement 2, but with Alternative B2 as studied in the Draft EIS, or a modification of either, remaining in consideration.

In addition, the committee directs staff to continue to work together to evolve and finalize the work plan for further design and environmental review, keeping members of this or a subsequent steering committee informed on its progress and contents. If the design and environmental review finds a “fatal flaw” with any project component, staff will present the issue to TriMet’s future project steering committee for guidance.

Exhibit A to Reso. No. 5398-18

This Preferred Alternative would provide a number of benefits to the SW Corridor and the Portland region. These include:

- Providing a reliable, fast travel option between Bridgeport, Tigard, SW Portland and downtown Portland that will maintain its travel time even as the population grows by 70,000 in the corridor by 2035.
- Serving a projected 43,000 average weekday riders in 2035.
- Carrying 1 in 5 southbound commuters leaving downtown Portland in the PM peak in 2035.
- Connecting existing and future jobs and homes, along with Portland State University (PSU), Oregon Health & Science University (OHSU), National University of Natural Medicine (NUNM) and Portland Community College-Sylvania (PCC).
- Providing a new transit “backbone” for the local bus system in southeastern Washington County, including new transit centers and park and rides to enable people to easily switch between travel modes.
- Creating a new pedestrian connection to the jobs, medical services and educational opportunities on Marquam Hill at OHSU, the Veterans Administration and Shriners hospitals.
- Creating an improved bike and pedestrian link to PCC Sylvania campus and a quick shuttle connection between the campus and MAX.
- Building a shared transitway in South Portland to allow buses from Hillsdale to bypass congestion to more quickly reach downtown Portland, and vice versa.
- Building continuous sidewalks and bike lanes where light rail would be located within an existing roadway, such as on SW Barbur Boulevard and SW 70th Avenue.
- Creating the required transportation infrastructure to support local and regional plans such as the Tigard Triangle Strategic Plan, Barbur Concept Plan and 2040 Growth Concept. These plans aim to accommodate continued population and job growth without a proportionate increase in traffic congestion by supporting transit-oriented development.

Implications

The Preferred Alternative will be evaluated in the Final EIS, which will document the significant beneficial and adverse effects of the project, commit to mitigation strategies and document their effects, and respond to comments submitted on the Draft EIS. Appropriate review and analysis of the Preferred Alternative will also be undertaken under Sections 106, 4(f), 6(f) and 7, which address historic resources, parks and endangered species.

This recommendation would end further analysis of Alternatives A2-BH (Naito with Bridgehead Reconfiguration), A2-LA (Naito with Limited Access), Design Refinement 1, B1 (Barbur), B3 (I-5 26th to 60th), B4 (I-5 Custer to 60th), C1 (Ash to I-5), C3 (Clinton to I-5), C4 (Clinton to Railroad), C5 (Ash and I-5 Branched) and C6 (Wall and I-5 Branched), as well as Refinement 3 (I-5 Undercrossing). This recommendation would also end further work on aspects of Alternative B2: a new light rail bridge near the Portland/Tigard city boundary crossing over I-5 and Pacific Highway to enter the Tigard Triangle, and

Exhibit A to Reso. No. 5398-18

traveling adjacent to SW Atlanta Street to connect to SW 70th Avenue; and of Alternative C2: the east-west alignments along SW Beveland Street and SW Ash Avenue.

Further action recommended

In preparation for the Final EIS, the Steering Committee directs staff to continue work to identify ways to avoid, minimize, or mitigate the adverse effects documented in the Draft EIS, including:

- The relocation of households and businesses along the alignment. TriMet will update designs to avoid or minimize property effects but when that is not possible then property owners, tenants and businesses will receive fair market financial compensation and relocation assistance.
- Increased traffic congestion and queuing at several locations throughout the corridor. Additional traffic analysis will be performed where necessary, including at highway ramp terminals, park and ride accesses, and at-grade light rail crossings of streets. Specific locations may include:
 - South Portland in the vicinity of the Bridgehead Reconfiguration
 - The Barbur/Bertha/I-5 off-ramp
 - The Crossroads area in the vicinity of Refinement 2
 - Downtown Tigard in the vicinity of Refinement 6
 - The SW Upper Boones Ferry at-grade crossing area, with consideration of a grade-separate crossing
 - The greater Bridgeport area
- Routing over wetlands and floodplains in Tigard, and the generation of additional storm water runoff. These effects must be mitigated to levels that meet federal and local requirements.
- Various effects on historic resources and public parks, largely in South Portland. These properties receive special federal protection and extra public engagement and analysis will be undertaken on these impacts.
- Tree removal along the route, particularly in Segment A.

Design work on the Preferred Alternative should also address detailed questions relating to station locations and designs, park and rides, station connections and other issues.

The Southwest Corridor Equitable Development Strategy should continue to explore policy options and investments to address the potential for existing and future displacement, including its current funding of pilot programs to promote housing and workforce development options in SW Corridor.

Exhibit A to Reso. No. 5398-18

**Figure 1
Preferred Alternative: Steering
Committee Recommendation**

Alignment Alternatives

- Alternative A1: Barbur
- Alternative B2: I-5 Barbur TC to 60th
- Alternative C2: Ash to Railroad

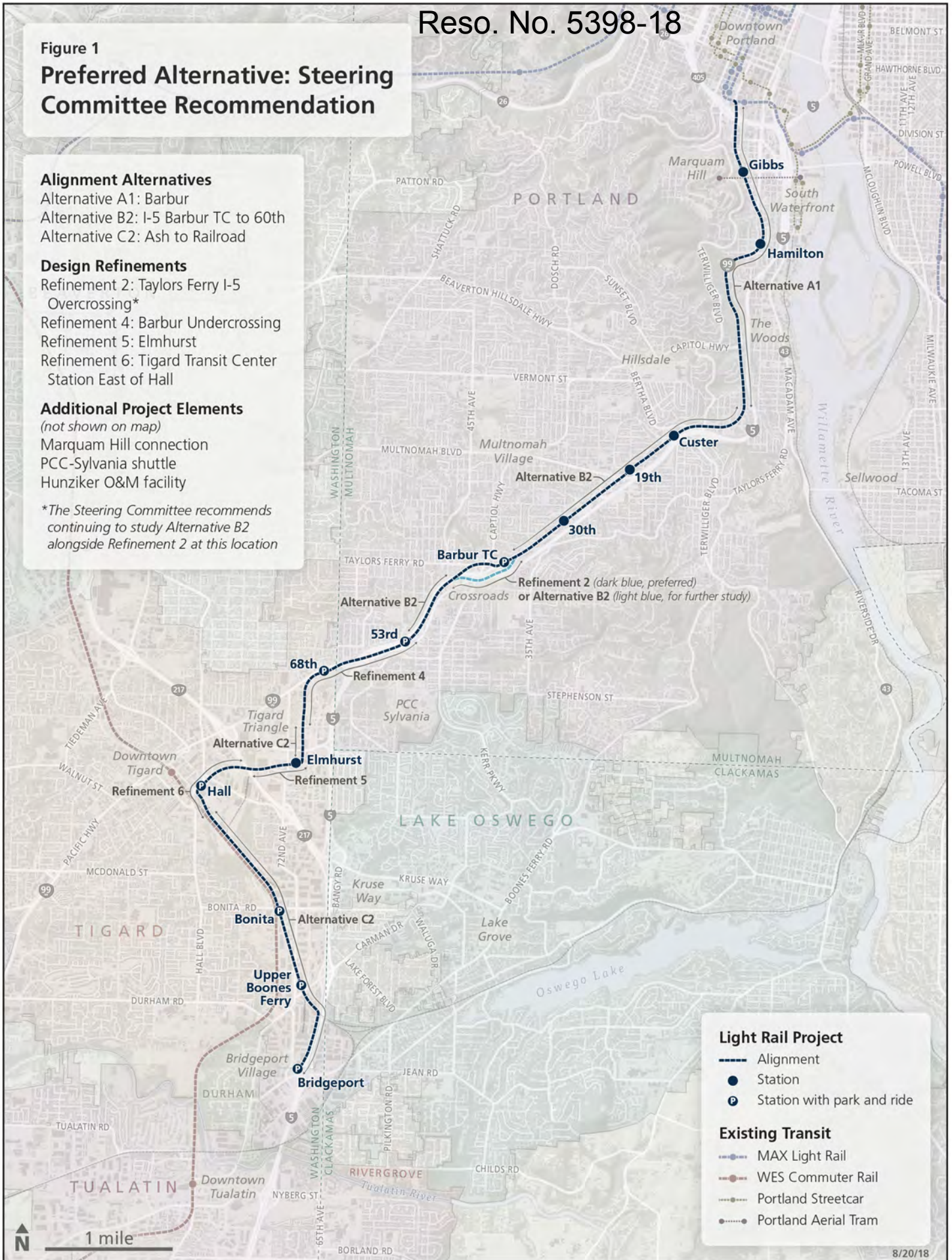
Design Refinements

- Refinement 2: Taylors Ferry I-5 Overcrossing*
- Refinement 4: Barbur Undercrossing
- Refinement 5: Elmhurst
- Refinement 6: Tigard Transit Center Station East of Hall

Additional Project Elements

- (not shown on map)
- Marquam Hill connection
- PCC-Sylvania shuttle
- Hunziker O&M facility

*The Steering Committee recommends continuing to study Alternative B2 alongside Refinement 2 at this location



Light Rail Project

- Alignment
- Station
- Station with park and ride

Existing Transit

- MAX Light Rail
- WES Commuter Rail
- Portland Streetcar
- Portland Aerial Tram

1 mile

Exhibit A to Reso. No. 5398-18

2. PREFERRED ALTERNATIVE DESCRIPTION AND RATIONALE

For each of the three segments studied in the Draft EIS, this document describes the recommended Preferred Alternative route, stations and additional project elements; recaps the options removed from further consideration; and explains the rationale for its recommendation.

Segment A: Inner Portland

Description

In Segment A (Inner Portland), which extends from the southern end of the Portland Transit Mall to just north of the intersection of SW Barbur Boulevard and SW Brier Place, the recommended Preferred Alternative includes:

- Alternative A1, Barbur

The Preferred Alternative in Segment A is shown in Figure 2.

Green Line light rail trains would continue from Clackamas County, through downtown Portland and into the Southwest Corridor, with tracks diverging from existing MAX tracks just west of the current Lincoln Station, at SW Fourth Avenue and SW Lincoln Street. It would cross Interstate 405 (I-405) on a new structure east of and parallel to SW Fourth Avenue. The alignment would run along the east side of SW Barbur Boulevard for several blocks, then transition into the center of SW Barbur Boulevard at SW Hooker Street. The alignment would continue running in the center of SW Barbur Boulevard into the Woods area. In this section, the existing Newbury and Vermont viaducts would be replaced by two new bridges that would carry four auto lanes, light rail, and improved bike and pedestrian facilities.

Between this point and through the southern end of Segment A and into Segment B, light rail would continue to travel in the center of SW Barbur Boulevard.

Continuous bicycle and pedestrian facilities would be constructed along the light rail alignment through Segment A and into Segment B, between downtown Portland and the Barbur Transit Center.

Stations

The Preferred Alternative includes the following stations in Segment A:

- Gibbs Station
- Hamilton Station

No park and rides are proposed in Segment A.

Additional Project Elements

The committee recommends the continued consideration of these components of the proposed project:

- Marquam Hill connection to provide access between the Gibbs light rail station to the medical complex on Marquam Hill. This connector will allow pedestrians to reach the South Waterfront district via the Darlene Hooley pedestrian bridge. Multiple options for this connection are

Exhibit A to Reso. No. 5398-18

included in the Draft EIS; the committee recommends a public process later in 2018 for the selection of the preferred option to be studied in the Final EIS.

- A shared transitway extending over one mile from downtown Portland on SW Barbur Boulevard, with a stop at SW Gibbs, to improve the speed and reliability of buses traveling between downtown Portland and Hillsdale.

The Steering Committee also recommends the following additional action beyond the proposed light rail project:

- Development of a Ross Island Bridgehead Reconfiguration that includes changes to SW Naito Parkway in coordination with the light rail project, based on the roadway designs in Alternative A2-BH. This separate project would redirect regional traffic away from local neighborhood streets in the South Portland neighborhood, convert SW Naito Parkway to a surface boulevard with at-grade intersections, improve safety for pedestrians and bicyclists, and make nearly three acres of land available for development. It would provide benefits to the region and to a neighborhood that has been historically negatively impacted by transportation investments, and could potentially mitigate some traffic impacts caused by the light rail project.
- Study of the proposed Bridgehead Reconfiguration in the Final EIS for the light rail project.
- Identification of funding sources for non-project-related mitigation portions of the Bridgehead Reconfiguration independent of the light rail project. Cost estimates must be developed.

Options considered and removed from consideration

The following alternatives were considered for Segment A:

- Alternative A2-BH, Naito with Bridgehead Reconfiguration
- Alternative A2-LA, Naito with Limited Access

Both of these alternatives would have routed light rail on SW Naito Parkway instead of on SW Barbur Boulevard south of downtown Portland.

- Refinement 1, East side running in the Woods, which would have constructed a separate light rail structure to avoid the Vermont and Newbury viaducts

Additional alternatives were considered and narrowed by the Steering Committee in project phases completed prior to the initiation of the Draft EIS.

Rationale for selection

Compared to Alternatives A2-BH and A2-LA, Alternative A1 would:

- Provide faster light rail travel times
- Provide a shorter connection to Marquam Hill
- Result in fewer displacements of residents, businesses and employees and fewer impacts on potentially protected historic resources

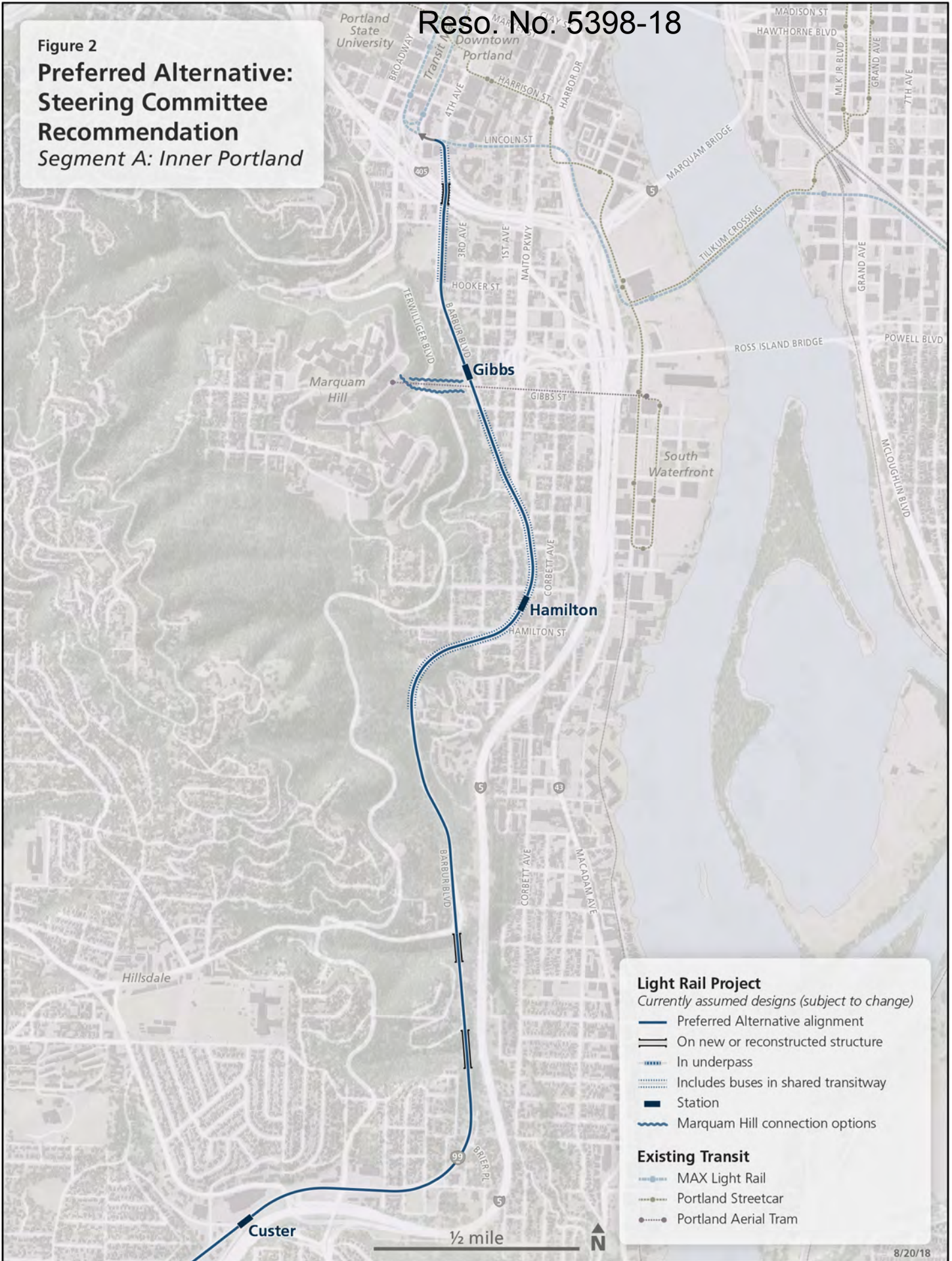
Exhibit A to Reso. No. 5398-18

Compared to Refinement 1, Alternative A1 would:

- Replace the Vermont and Newbury viaducts, wood structures built in 1934, that compromise the safety of bicyclists and pedestrians due to their narrow widths
- Provide a continuous route for light rail, bicyclists, and pedestrians that would not require an at-grade crossing of northbound SW Barbur Boulevard auto lanes
- Be the result of an agreement between ODOT and City of Portland in which ODOT would contribute funding toward the replacement of the viaducts. This funding could be considered separate from project costs

Exhibit A to Reso. No. 5398-18

Figure 2
Preferred Alternative:
Steering Committee
Recommendation
Segment A: Inner Portland



Light Rail Project
Currently assumed designs (subject to change)

- Preferred Alternative alignment
- = On new or reconstructed structure
- - - In underpass
- · · · · Includes buses in shared transitway
- Station
- ~ ~ ~ Marquam Hill connection options

Existing Transit

- · · · · MAX Light Rail
- · · · · Portland Streetcar
- · · · · Portland Aerial Tram

1/2 mile N

Exhibit A to Reso. No. 5398-18

Segment B: Outer Portland

Description

In Segment B, Outer Portland, which extends from SW Barbur Boulevard at SW Brier Place to the intersection of SW 68th Avenue and SW Atlanta Street, just west of the Portland/Tigard city boundary, the recommended Preferred Alternative includes:

- Alternative B2, I-5 Barbur Transit Center to 60th
- Refinement 2, Taylors Ferry I-5 Overcrossing
- Refinement 4, Barbur Undercrossing

The Preferred Alternative in Segment B is shown in Figure 3.

Light rail would operate in the center of SW Barbur Boulevard from the northern end of Segment B until just north of the Barbur Transit Center. At this location, with Refinement 2, light rail would cross the southbound lane of SW Barbur Boulevard at a gated crossing to run north of and parallel to SW Taylors Ferry Road. It would cross SW Capitol Highway at grade before turning south on structure to cross over SW Taylors Ferry Road and I-5 to land between I-5 and SW Barbur Boulevard. If pending analysis of the benefits and impacts of Refinement 2 indicates it would not represent an improvement over Alternative B2, this or the subsequent Steering Committee may recommend replacing Refinement 2 in the Preferred Alternative with Alternative B2 without the refinement, or some other design resulting from continued analysis. Without Refinement 2, light rail would cross the northbound lane of SW Barbur Boulevard at a gated crossing to run between Barbur Transit Center and I-5. It would cross over a new light rail structure crossing I-5, SW Capitol Highway, and SW Barbur Boulevard to land between SW Barbur Boulevard and I-5.

Where SW Barbur Boulevard crosses I-5 (the northern point of the Tigard Triangle), light rail would cross over I-5 on a new parallel structure that would then descend into the space between the I-5 off-ramp and southbound SW Barbur Boulevard/Pacific Highway. The alignment would then cross under Pacific Highway to transition to the southeast side of the roadway just west of SW 65th Avenue. The alignment would accommodate Highway 99W and I-5 planning envelopes and sight distance standards set by ODOT.

Continuous bicycle and pedestrian facilities would be constructed along Barbur Boulevard from Segment A to the Barbur Transit Center.

The Steering Committee recommends further environmental analysis of Refinement 2, with TriMet's future steering committee to determine whether the Final EIS studies Refinement 2, unrefined Alternative B2 or a design variation of either.

Stations and park and rides

The Preferred Alternative includes the following stations and park and rides in Segment B:

- Custer Station
- 19th Station

Exhibit A to Reso. No. 5398-18

- 30th Station
- Barbur TC Station and park and ride with up to 825 spaces
- 53rd Station and park and ride with up to 950 spaces
- 68th Station and park and ride with up to 900 spaces (located in overlap of Segments B and C)

Additional Project Elements

The committee recommends the continued consideration of these components of the proposed project:

- 53rd Avenue pedestrian and bicycling improvements between the station and the PCC Sylvania campus
- PCC Sylvania bus shuttle, either between campus and the SW 53rd Avenue Station, or between Barbur Transit Center, PCC Sylvania, and the SW 68th Avenue Station

Options considered and removed from consideration

The following alternatives were considered for Segment B:

- Alternative B1, Barbur, in which the light rail alignment would remain on SW Barbur Boulevard throughout Segment B
- Alternative B3, I-5 26th to 60th, in which light rail would transition from SW Barbur Boulevard to adjacent to I-5 near SW 26th Avenue
- Alternative B4, I-5 Custer to 60th, in which light rail would transition from SW Barbur Boulevard to adjacent to I-5 near SW Custer Street
- Refinement 3, I-5 Undercrossing, in which light rail would cross SW Barbur Boulevard south of the 53rd Station and continue adjacent and east of I-5, until tunneling under I-5 to reach the Tigard Triangle parallel to SW Atlanta Street and connecting to SW 70th Avenue.

Additional alternatives were considered and narrowed by the committee in project phases completed prior to the initiation of the Draft EIS.

Rationale for selection

Compared to Alternatives B3 and B4, Alternative B2 would:

- Offer more accessible and visible station locations
- Include more streetscape and safety improvements to SW Barbur Boulevard
- Result in fewer residential displacements
- Better support the Barbur Concept Plan

Compared to Alternative B1, Alternative B2 would avoid the complex reconstruction of the existing bridge over I-5 at Crossroads. The committee believes Alternative B1 to be largely infeasible and undesirable for reasons not described in the Draft EIS, namely that the Barbur/Capitol bridge over I-5

Exhibit A to Reso. No. 5398-18

would need to be reconstructed as the existing structure is not strong enough for light rail trains. The reconstructed bridge would likely:

- Be rebuilt to be higher to meet current clearance standards and thus create challenges with adjacent property accesses as the elevation of streets immediately adjacent to the structure would also need to be raised. Bike and pedestrian connectivity and safety issues would not be resolved and may be exacerbated.
- Result in a multiple year closure of SW Capitol Highway (Highway 10) and SW Barbur Boulevard
- Require supports (the current structure is a free span), necessitating the widening of I-5 for a length in each direction, which could result in reconstruction of existing on and off ramps, and may trigger a federal requirement for a full interchange at current standards. These resultant effects would significantly increase the financial cost and adverse effects of the project.

Refinement 2 would, in comparison to Alternative B2 as designed:

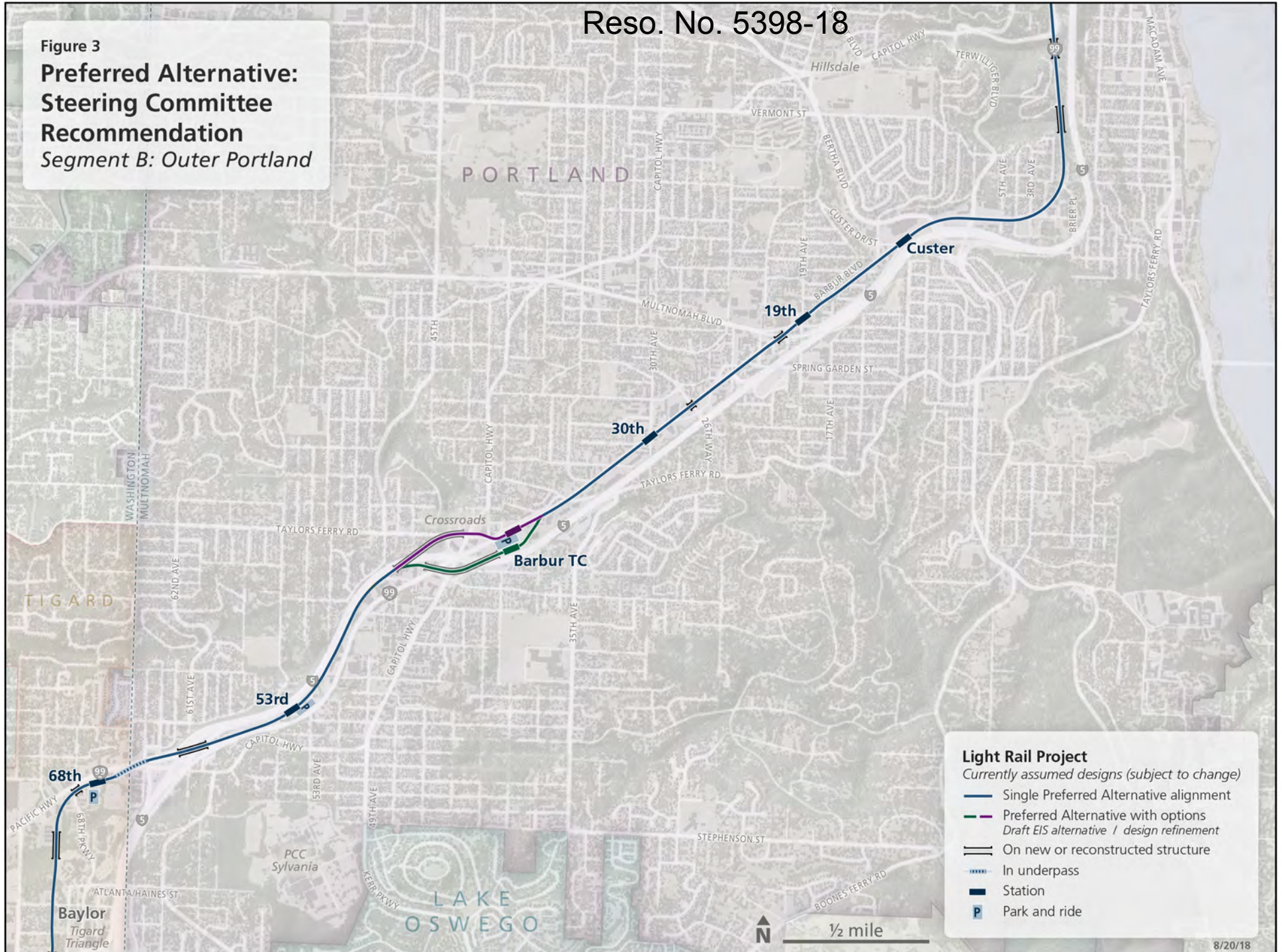
- Reduce construction impacts on I-5 by providing a shorter light rail bridge
- Reduce visual impacts because the bridge over I-5 would be lower as it would not cross over SW Barbur Boulevard or SW Capitol Highway
- Reduce costs

Refinement 4 would, in comparison to both Alternative B2 as designed and Refinement 3:

- Result in a faster travel time for transit passengers
- Lower capital costs
- Reduce visual impacts by providing a shorter light rail bridge
- Reduce construction-period traffic impacts on I-5
- Shift the Baylor Station and park and ride to SW 68th Avenue near OR-99W, improving station spacing and park and ride access, and increasing ridership

Exhibit A to Reso. No. 5398-18

Figure 3
Preferred Alternative:
Steering Committee
Recommendation
Segment B: Outer Portland



Light Rail Project
Currently assumed designs (subject to change)

- Single Preferred Alternative alignment
- - - Preferred Alternative with options
Draft EIS alternative / design refinement
- On new or reconstructed structure
- In underpass
- Station
- P Park and ride

Exhibit A to Reso. No. 5398-18

Segment C: Tigard and Tualatin

Description

In Segment C, which extends from the intersection of SW 68th Place and Pacific Highway to Bridgeport Village in Tualatin, the recommended Preferred Alternative includes:

- Alternative C2, Ash to Railroad
- Refinement 5, Elmhurst
- Refinement 6, Tigard Transit Center Station East of Hall

The Preferred Alignment in Segment C is shown in Figure 4.

This combination of Alternative C2 and refinements represents a Through-Routed alignment direct to Bridgeport Village, and ends consideration of a Branched alignment with separate branches to downtown Tigard and to Bridgeport Village. For more details, see Chapter 2 of the Draft EIS.

From the southeast side of SW Barbur Boulevard near SW 68th Avenue, a new curved light rail bridge would connect to the Tigard Triangle, via a light rail-only bridge over 68th Avenue, with a north-south alignment bridge over Red Rock Creek connecting to SW 70th Avenue at SW Atlanta Street. Between SW Atlanta Street and SW Elmhurst Street, light rail would operate along the SW 70th Avenue right-of-way, which would include bicycle and pedestrian facilities, and cross over SW Dartmouth Street on structure.

The alignment would turn west from SW 70th Avenue onto SW Elmhurst Street, with a station between SW 70th Avenue and SW 72nd Avenue. The alignment would continue west to cross SW 72nd Avenue at grade, before elevating to cross over Highway 217 on a light rail-only bridge toward downtown Tigard. Upon reaching the ground west of Highway 217, the alignment would turn southwest and cross SW Hunziker Street at grade in the vicinity of SW Knoll Drive and travel along the east side of SW Hall Boulevard to reach a station, which would include a bus transfer area and new park and ride.

From this new transit center east of Hall, light rail would turn to the southeast and travel adjacent to the freight rail and WES Commuter Rail tracks. Light rail would be on a structure between just south of SW Tech Center Drive and just south of SW Bonita Road to avoid a freight rail spur track and SW Bonita Road, resulting in an elevated station at SW Bonita Road. The alignment would continue adjacent to the railroad at grade and cross SW 72nd Avenue and SW Upper Boones Ferry Road with at-grade gated intersections. The route would approach I-5 about 0.25 mile south of SW Upper Boones Ferry Road before turning south to pass over the railroad on structure toward the terminus at SW Lower Boones Ferry Road near Bridgeport Village.

Continuous bicycle and pedestrian facilities would be constructed along the light rail alignment where it is on SW 70th Avenue south of Red Rock Creek, and potentially in other locations as well.

The alignment would accommodate Highway 99W and I-5 planning envelopes and sight distance standards set by ODOT.

Exhibit A to Reso. No. 5398-18

Stations and park and rides

The Preferred Alternative includes the following stations and park and rides in Segment C:

- 68th Station and park and ride with up to 900 spaces (located in overlap of Segments B and C)
- Elmhurst Station
- Hall Station and park and ride with up to 300 spaces
- Bonita Station and park and ride with up to 100 spaces
- Upper Boones Ferry Station and park and ride with up to 50 spaces
- Bridgeport Station and park and ride with up to 950 spaces

Additional Project Elements

- An operations and maintenance facility to the southeast of the Hall station, between SW Hunziker Street and the WES/freight tracks

Options considered and removed from consideration

The following alternatives were considered for Segment C:

- Alternative C1, Ash to I-5, in which light rail would diverge from the railroad right of way near SW Landmark Lane south of downtown Tigard to reach I-5 and operate adjacent to I-5 to Bridgeport Village
- Alternative C3, Clinton to I-5, in which light rail would utilize a bridge extending from SW Clinton Street in the Tigard Triangle to downtown Tigard
- Alternative C4, Clinton to Railroad, in which light rail would be routed as Alternative C1 south of downtown Tigard and as Alternative C3 between the Tigard Triangle and downtown Tigard
- Alternative C5, Ash and I-5 Branched, in which light rail service would branch in the southern Tigard Triangle, with some trains using SW Ash Avenue to terminate in downtown Tigard, and some trains continuing along an adjacent to I-5 alignment to terminate at Bridgeport
- Alternative C6, Wall and I-5 Branched, in which light rail service would branch in the southern Tigard Triangle, with some trains using SW Wall Street to terminate in downtown Tigard, and some trains continuing along an adjacent to I-5 alignment to terminate at Bridgeport

Additional alternatives were considered and narrowed in project phases completed prior to the initiation of the Draft EIS.

Rationale for selection

Compared to Alternatives C5 and C6, which would branch service in the Tigard Triangle and have one terminus in downtown Tigard and one terminus in Bridgeport Village, C2 would:

- Provide better Tigard-Tualatin connectivity and better transit service in Downtown Tigard
- Have lower operating costs, resulting in more cost-effective light rail operations and allowing more local bus service in the corridor

Exhibit A to Reso. No. 5398-18

Compared to C3 and C4, which would use an alignment on SW Clinton Street, C2 would:

- Provide an additional light rail station in the Tigard Triangle
- Result in higher ridership
- Better support the Tigard Strategic Plan
- Avoid a critical traffic impact at SW Hall Boulevard near Highway 99W

Compared to C1 and C3, which would operate a through route along I-5, C2 would:

- Provide faster service with faster travel times
- Result in fewer impacts to businesses and employees

Refinement 5 would:

- Avoid impacts to businesses on SW Beveland Street
- Result in faster travel times and increased ridership

Refinement 6 would:

- Avoid residential displacements along SW Hall Boulevard and SW Ash Avenue
- Reduce traffic impacts by avoiding two at-grade auto crossings of SW Hall Boulevard

Exhibit A to Reso. No. 5398-18

Figure 4
Preferred Alternative:
Steering Committee
Recommendation
Segment C: Tigard and
Tualatin



Light Rail Project
Currently assumed designs (subject to change)

- Preferred Alternative alignment
- - - On new or reconstructed structure
- · - · - In underpass
- Station
- Operations and maintenance facility

Existing Transit

- - - WES Commuter Rail

Exhibit A to Reso. No. 5398-18

3. PREFERRED ALTERNATIVE SELECTION PROCESS

The anticipated process for adoption of the Preferred Alternative into the Regional Transportation Plan is shown in Figure 5.

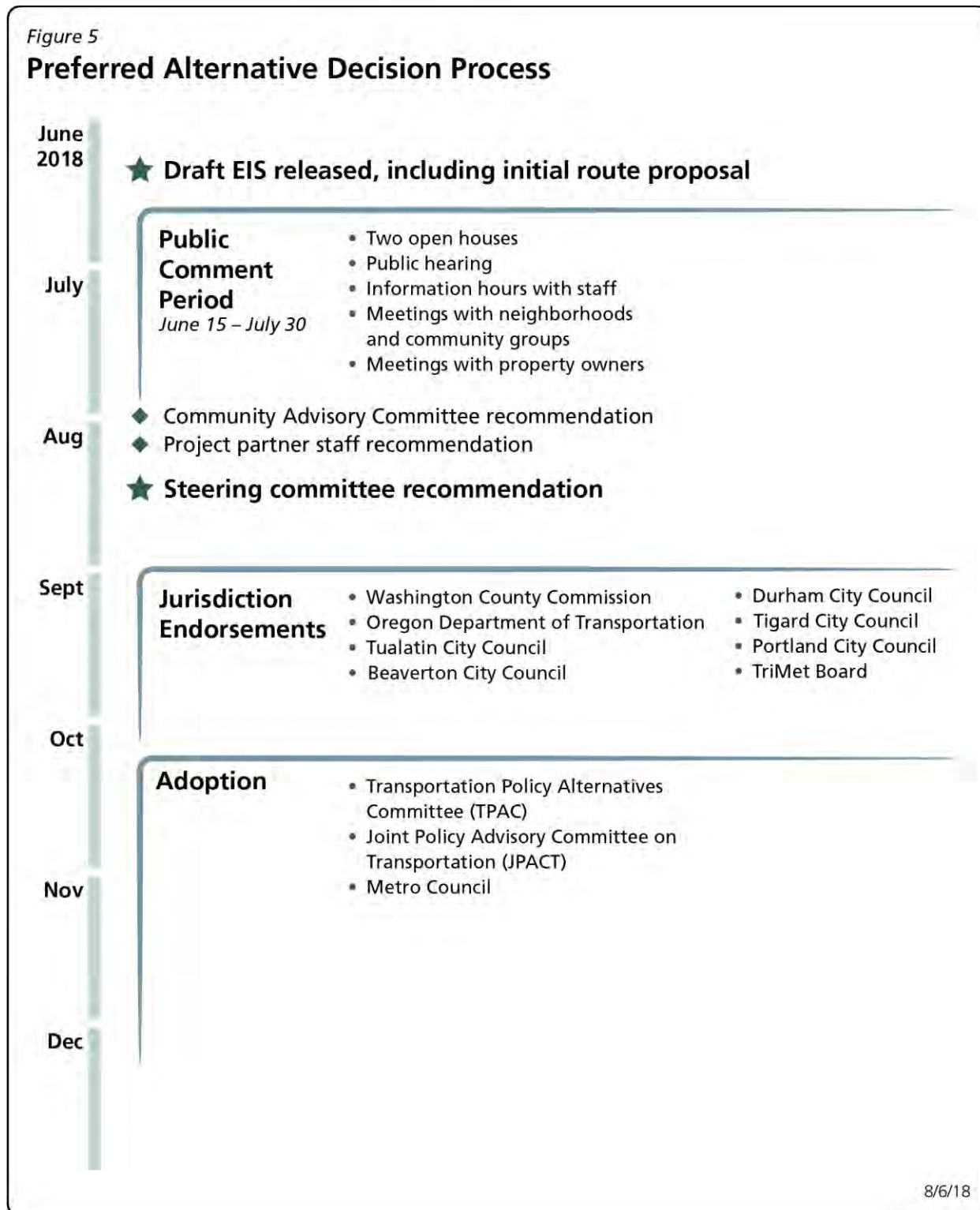


Exhibit A to Reso. No. 5398-18

Appendix A – Preliminary Work Plan Development

The following text is an initial set of interests that does not yet represent a finalized, consensus agreement. Factors from public comments and federal environmental permitting needs must also be taken into account before the workplan is finalized.

Segment A – Issues to be addressed

The committee recommends the following design and planning efforts as the project proceeds:

- Work with FTA to determine which portions of the viaducts replacement are eligible for federal funding recognizing that some elements may become betterments to the transit project
- Develop construction sequencing that minimizes traffic impacts related to replacement of the viaducts and associated SW Capitol Highway (Highway 10) overpass
- Define bicycle and pedestrian improvements at the tie-in of light rail to existing infrastructure at SW 4th Avenue and SW Lincoln Street.
- Optimize designs for the light rail alignment tie-in to existing light rail tracks at SW 4th Avenue and SW Lincoln Street to ensure reliable light rail operations.
- Maximize speeds of buses and trains operating together on the shared transitway in South Portland.
- Initiate a planning process to select and refine a Marquam Hill connection design.
- Continue traffic analysis with focus on, but not limited to, the South Portland area.

Segment B – Issues to be addressed

- Initiate a planning process to select and refine the bus shuttle route connecting light rail to the PCC Sylvania campus.
- Initiate discussion among project partners about the best locations and sizes of park and rides.
- Continue traffic analysis with focus on, but not limited to, the Crossroads area in the vicinity of Refinement 2.

Segment C – Issues to be addressed

- Continue cooperative design work between TriMet and the City of Tigard on the layouts and configurations of the Hall station and its related elements (bus stops, pedestrian connections, park and ride).
- Work to define MOS options that support Tigard's downtown vision, are cost effective, extendable to Tualatin and are operationally efficient.
- TriMet and City of Tigard will work on an agreement regarding the design, development opportunities, benefits and adverse effects of the downtown station.
- Initiate discussion among project partners about the best locations and sizes of park and rides.
- Explore ways to avoid or minimize impacts to businesses at the Bridgeport station and park and ride location.

Exhibit A to Reso. No. 5398-18

- Continue traffic analysis with focus on, but not limited to areas near freeway ramps, at-grade rail crossings of roadways, and the Bridgeport terminus.
- Prioritize and identify funding for sidewalk and bike facilities or a multi-use path on the light rail bridge over Highway 217.

General planning and design

- Maintain the goal of creating a fast, cost effective project that reaches Bridgeport Village and includes a robust public engagement process to incorporate community values
- Continue to strive to minimize property impacts
- Continue collaboration of TriMet, Metro, Cities of Portland, Tigard and Tualatin and Washington County to pursue opportunities for regulated affordable housing in conjunction with the light rail project.
- Optimize the supporting transit network to ensure connectivity and broad transfer access to light rail
- Continue collaboration of project partners with FTA and other local and federal agencies participating in the environmental review process to define the work program of the Final EIS, particularly on issues such as traffic, ecosystems, water resources and indirect effects.

Design – bicycle and pedestrian

Prioritize and identify funding for sidewalks, bicycle facilities, or multi-use paths adjacent to the alignment or connecting to stations and consider including as betterments, including:

- The station access improvements included in the Draft EIS
- Over I-5 in the Crossroads area if not incorporated in light rail bridge design
- Over Red Rock Creek
- Over Highway 217

Design – stations and park and rides

Initiate a station and park and ride planning process to optimize the number of stations, park and rides, and their locations, and to optimize park and ride capacities and accesses. Further refine station access improvement projects based on the station locations.

- All park and rides: Evaluate sizing to balance transit performance with safety, traffic impacts, costs, and property impacts.
- All stations and park and rides: Identify opportunities to integrate new technologies for shared vehicles, autonomous vehicles, traffic signal coordination and more into station access and design.
- Barbur Transit Center: Optimize layout for transit operations and redevelopment potential
- Tigard Transit Center (Hall Station): Ensure designs create safe pedestrian and bicycling access between the station and downtown Tigard and to the WES Commuter Rail station, and foster

Exhibit A to Reso. No. 5398-18

the station area's redevelopment as a mixed use area supporting housing and jobs. Design the operating and maintenance facility east of the Hall station in a manner that facilitates redevelopment in the vicinity.

- Bridgeport station: Emphasize the station's importance as the terminus in connecting to areas beyond the light rail line. With this potential as a mobility hub, ensure that all connecting modes—autos, buses, bicycles and pedestrians—have convenient access. Explore ways to avoid or minimize impacts to the Village Inn.

Traffic analysis

Consider expanding the scope of traffic analysis, while maintaining current methodologies. Staff needs to assess the following suggested analyses to distinguish those that may impact major alignment decisions and should be initiated in the short term to inform the Final EIS, versus those that will inform elements of the final design and can be performed later. The suggested analyses are:

- Assess traffic diversion and traffic circulation changes in the South Portland area, including SW Naito Parkway, SW Barbur Boulevard, I-405, US-26, local streets, and Ross Island Bridge ramps to identify required mitigations if the Ross Island Bridgehead Reconfiguration is not constructed in coordination with the light rail project, and to identify impacts and mitigations if it is.
- Assess traffic queuing resulting from light rail crossing of SW Upper Boones Ferry road crossing, and whether queuing would spill back to the I-5 ramps at SW Carmen Drive, and to the SW Durham Road crossing of WES Commuter Rail tracks. Identify mitigations, including consideration of grade separation.
- Study traffic and safety impacts in the greater Bridgeport area, including Nyberg Road, Tualatin-Sherwood Road, and Lower Boones Ferry Road resulting from access to the proposed park and ride terminus.
- Perform additional analysis where necessary at other highway ramp terminals, park and ride accesses, and at-grade light rail crossings of streets.

Figure 1.15





Southwest Corridor Land Use Final Order Boundary Map

Recommendation of the LUFO Steering Committee

Boundaries

-  Light Rail Route
-  Light Rail Station
-  Park-and-Ride Lot

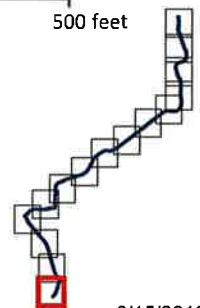
Potential Light Rail Alignment and Stations

-  Alignment
-  Station Platform

Existing Transit

-  WES Commuter Rail

0 250 500 feet





Resolution 5398-18: Supporting the Southwest Corridor Steering Committee's Preferred Alternative Recommendation

Tualatin City Council
September 10, 2018



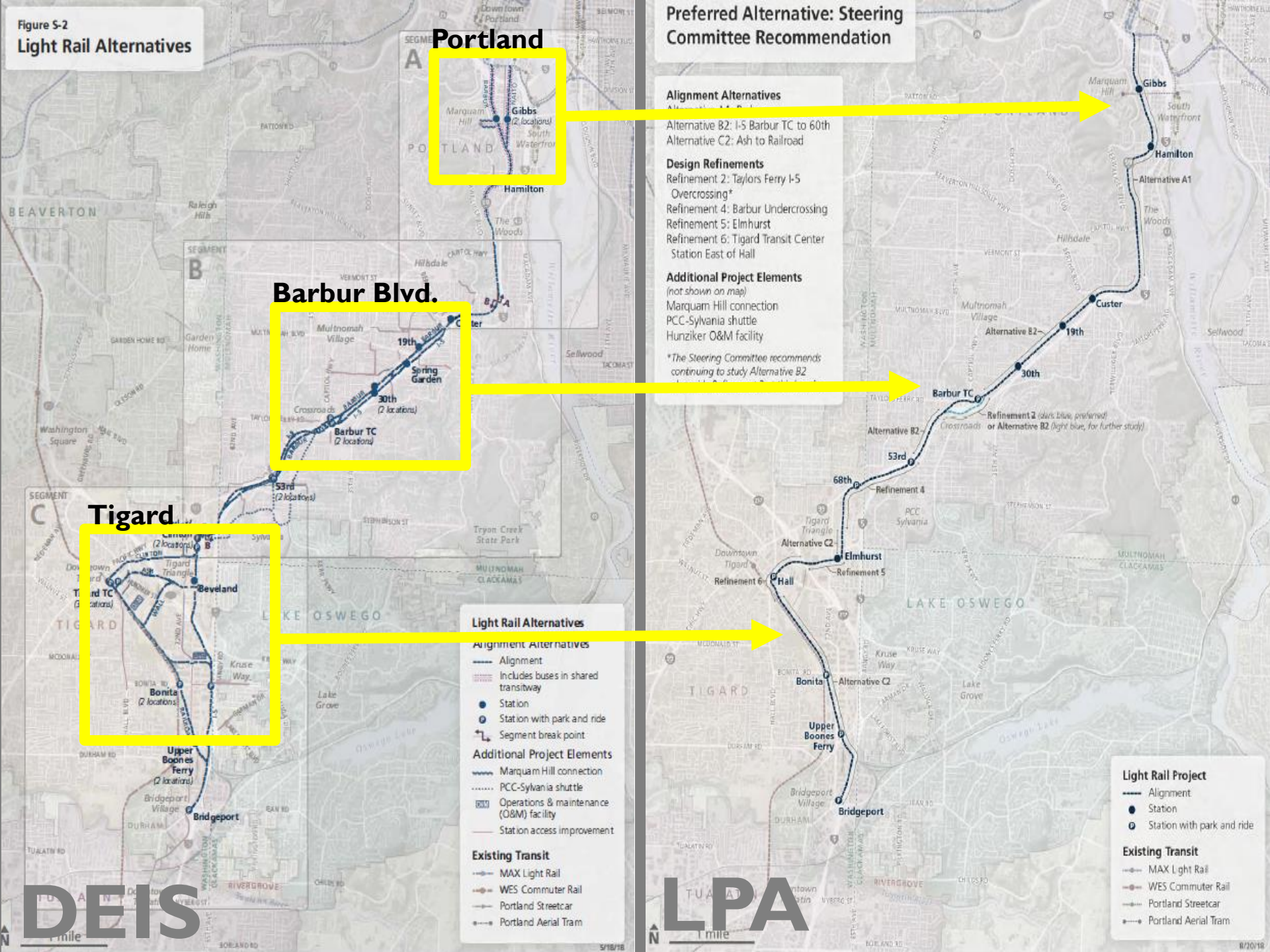
Resolution Overview

1. Details history of SW Corridor Plan, Draft Environmental Impact Statement (DEIS), Community Advisory Committee, and Steering Committee
2. Declares Council's support for the SW Corridor Steering Committee's Preferred Alternative Recommendation

SW Corridor Steering Committee

- August 13th, unanimously voted (12-0) to support a Locally Preferred Alternative (LPA) route from the Draft Environment Impact Statement (DEIS) options

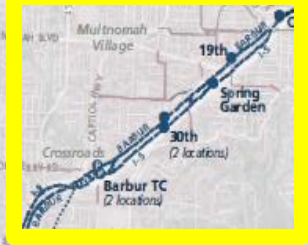
Figure S-2
Light Rail Alternatives



Portland



Barbur Blvd.



Tigard



Preferred Alternative: Steering Committee Recommendation

Alignment Alternatives
 Alternative B2: I-5 Barbur TC to 60th
 Alternative C2: Ash to Railroad

Design Refinements
 Refinement 2: Taylors Ferry I-5 Overcrossing*
 Refinement 4: Barbur Undercrossing
 Refinement 5: Elmhurst
 Refinement 6: Tigard Transit Center Station East of Hall

Additional Project Elements
 (not shown on map)
 Marquam Hill connection
 PCC-Sylvania shuttle
 Hunziker O&M facility

*The Steering Committee recommends continuing to study Alternative B2

Light Rail Alternatives

- Alignment Alternatives**
- Alignment
 - Includes buses in shared transitway
 - Station
 - Station with park and ride
 - Segment break point
- Additional Project Elements**
- Marquam Hill connection
 - PCC-Sylvania shuttle
 - Operations & maintenance (O&M) facility
 - Station access improvement

- Existing Transit**
- MAX Light Rail
 - WES Commuter Rail
 - Portland Streetcar
 - Portland Aerial Tram

Light Rail Project

- Alignment
- Station
- Station with park and ride

Existing Transit

- MAX Light Rail
- WES Commuter Rail
- Portland Streetcar
- Portland Aerial Tram

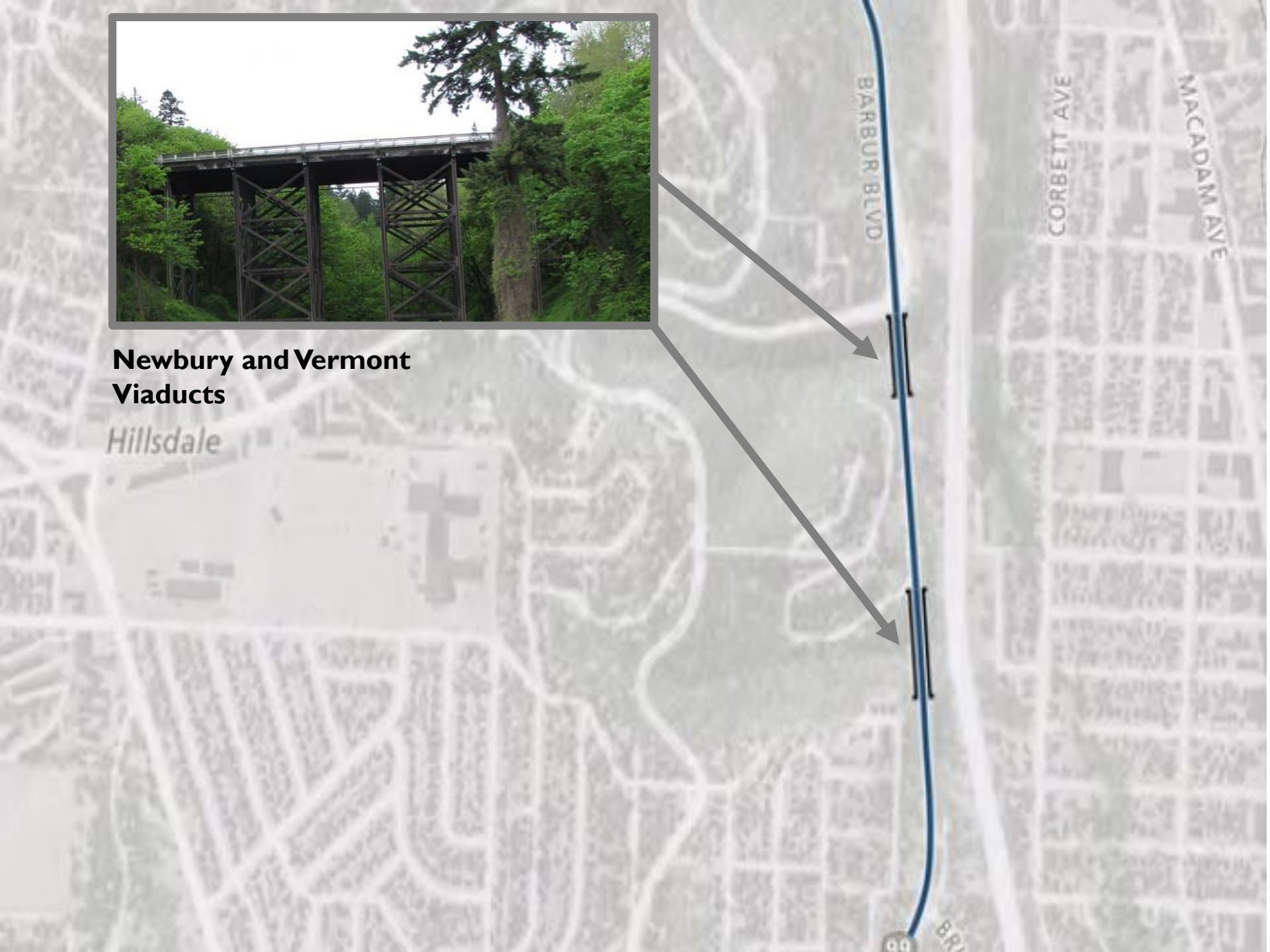
DEIS

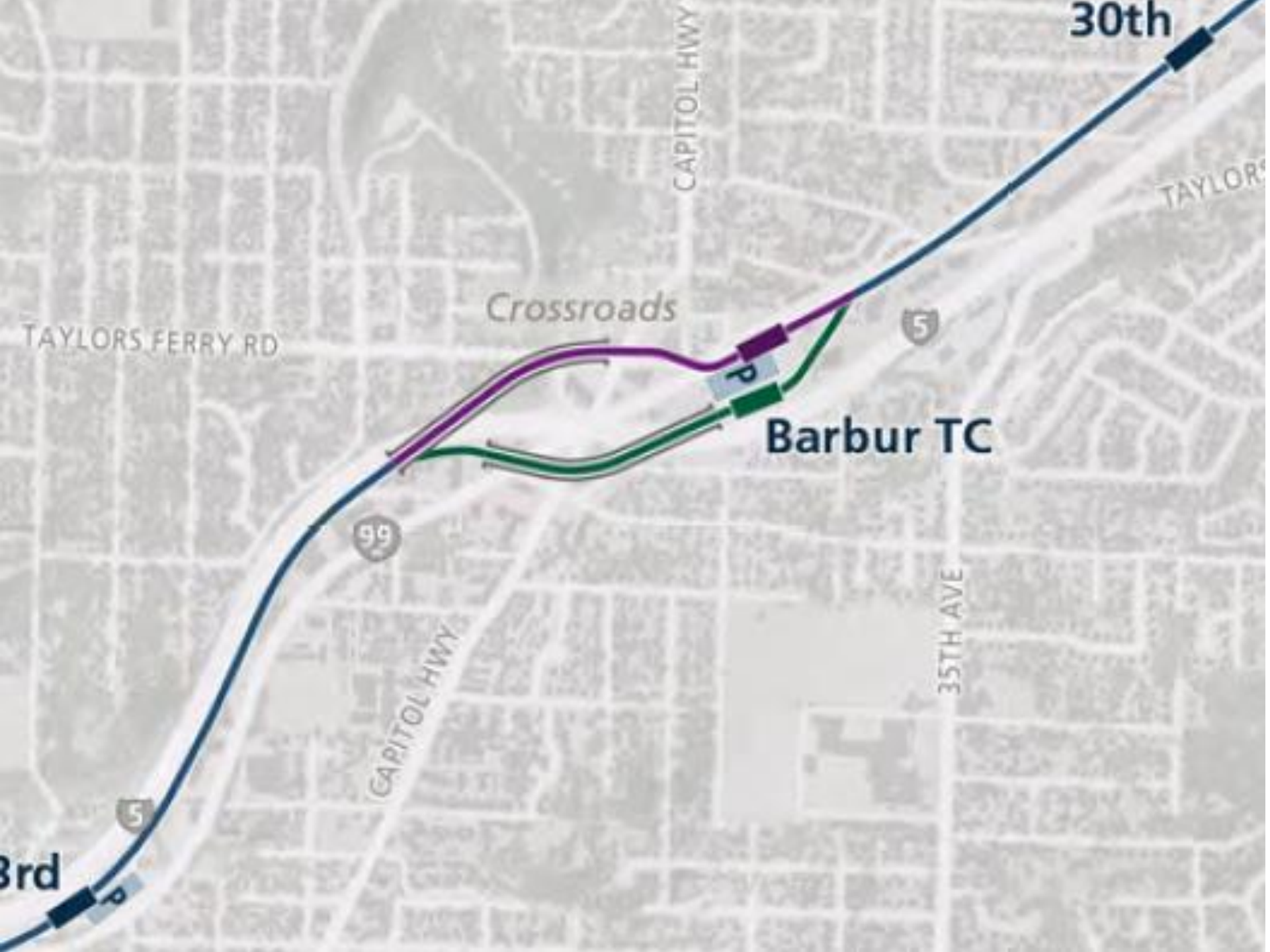
LPA



**Newbury and Vermont
Viaducts**

Hillsdale





30th

CAPITOL HWY

TAYLOR

Crossroads

TAYLORS FERRY RD



Barbur TC



CAPITOL HWY

35TH AVE

3rd

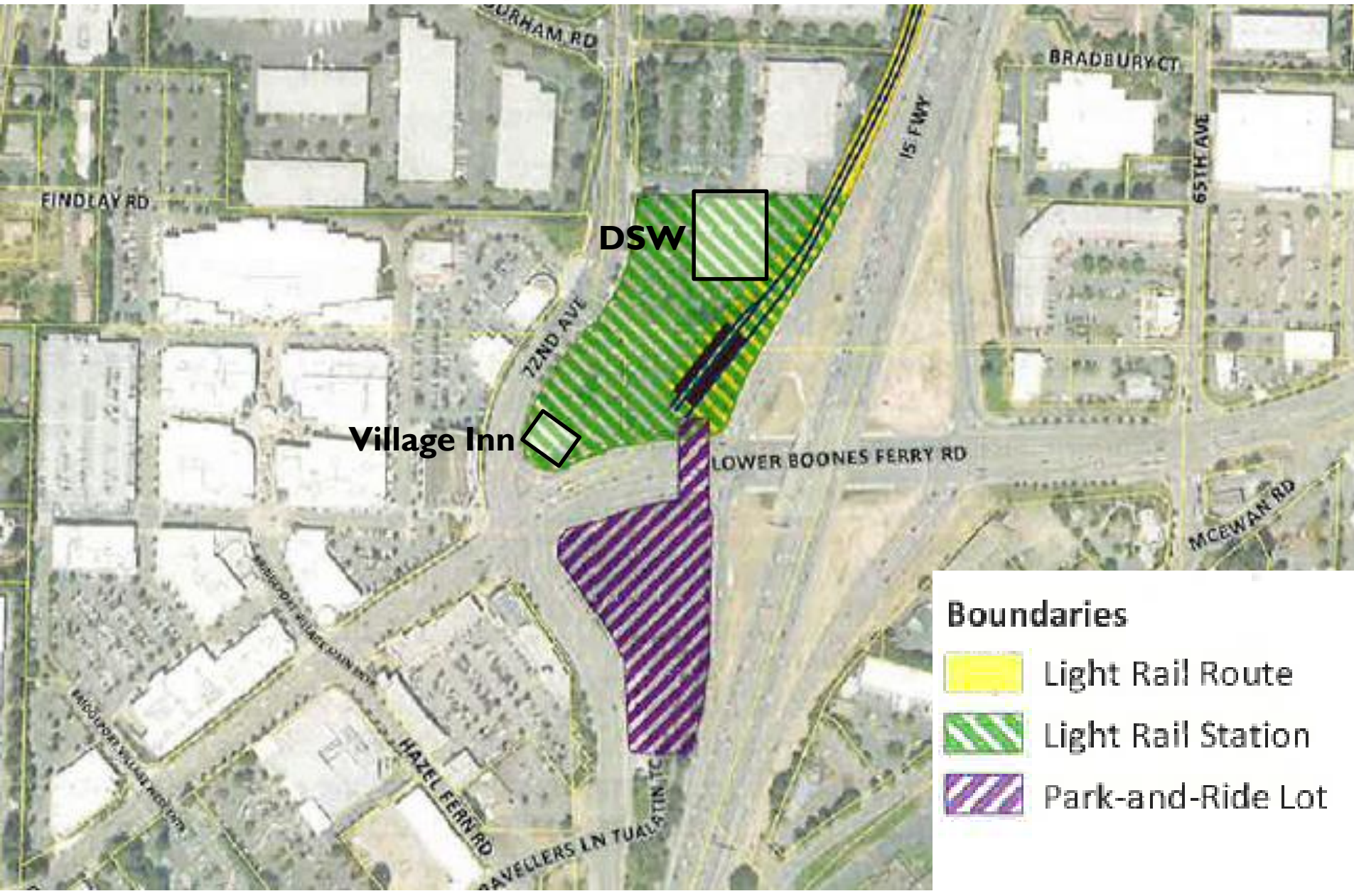


Land Use Final Order (LUFO)

- Land Conservation and Development Commission (LCDC) required action
- Recommends boundaries for the route, stations, lots, maintenance facilities, and highway improvements
- Committee unanimously voted to support the Steering Committee's recommendation (Mayor Ogden, Tualatin representative)

Southwest Corridor Land Use Final Order Boundary Map

Proposed Recommendation of the LUFO Steering Committee



Next Steps

- Transportation Policy Alternatives Committee (TPAC), Joint Policy Advisory Committee on Transportation (JPACT), and Metro adoption
- Final Draft Environmental Impact Statement (FEIS)
 - Bridgeport station design
 - Traffic analysis
 - Minimum Operable Segment (MOS)
 - Work Plan (Appendix A)



Recommendation

Adoption of Resolution No. 5398-18



STAFF REPORT

CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos, City Manager

FROM: Nicole Morris, Deputy City Recorder

DATE: 09/10/2018

SUBJECT: Consideration of Recommendations from the Council Committee on Advisory Appointments

ISSUE BEFORE THE COUNCIL:

Consideration of appointments to the Tualatin Library Advisory Committee and Architectural Review Board.

RECOMMENDATION:

Staff recommends the City Council approve the recommendations from the Council Committee on Advisory Appointments (CCAA).

EXECUTIVE SUMMARY:

The CCAA met and interviewed citizens interested in participating on City advisory committees. The Committee recommends appointing the following individuals:

Individuals	Board	Term
David Jaimes	Tualatin Library Advisory Committee	New Appointment Term Expiring 10/31/19
Marcus Young	Tualatin Library Advisory Committee	Re-appointment Term Expiring 10/31/21
Nicholas Schiller	Tualatin Library Advisory Committee	Re-appointment Term Expiring 10/31/21
Jack Milne	Tualatin Library Advisory Committee	New Appointment Student Term Expiring 10/31/19
Lisa Quichocho	Architectural Review Board	New Appointment Term Expiring 6/30/19
Nichole George	Architectural Review Board	New Appointment Term Expiring 6/30/19

Attachments: