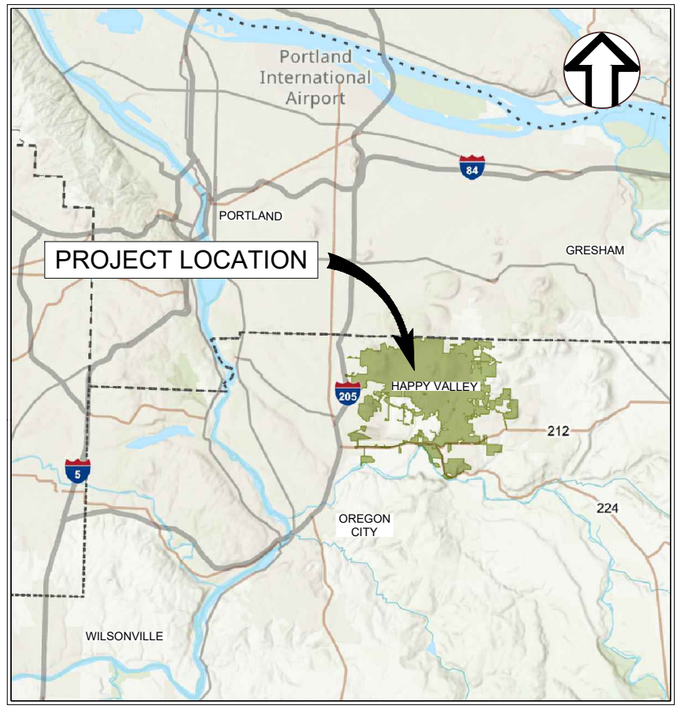
CITY OF HAPPY VALLEY

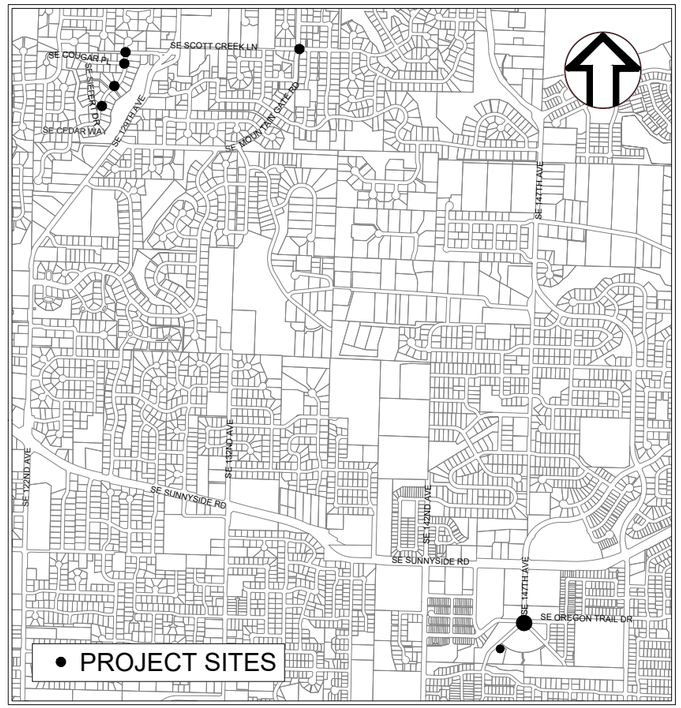
2026 ADA IMPROVEMENTS (CIP-05-26)

MAY 2026



LOCATION MAP

NOT TO SCALE



PROJECT SITE MAP

NOT TO SCALE

SHEET INDEX

Other Agencies:

Ziply Fiber
(503) 626-2386
Contact: John Bielec
John.bielec@ziply.com

Comcast Cable
(503) 348-5610
Contact: Rob Baley
Robert_Baley@comcast.com

Portland General Electric
Service.Coordinators@pgn.com

Centurylink/Lumen
relocations@lumen.com

NW Natural
(971) 979-6869
Contact: Brock Inman
Brock.Inman@nwnatural.com

Sunrise Water Authority
Contact: Tim Jannsen
tjannsen@sunrisewater.com

Clackamas County Surveyor's Office
(503) 742-4475
Contact: Pat Gaylord
surveyor@clackamas.us

Clackamas County DTD
(503) 742-4400

Know what's below. Call before you dig.

Civil Engineer: Wallis Engineering
215 W. 4th Ave., Suite 200
Vancouver, Washington 98660
(360) 695-7041
Contact: Ryan Voss, P.E.

Owner: City of Happy Valley
16000 SE Misty Drive
Happy Valley, Oregon 97086
(503) 886-8495
Contact: Bob Balgos, P.E.

REGISTERED PROFESSIONAL ENGINEER
92419PE
DIGITALLY SIGNED Ryan Voss
OREGON
JULY 13, 2021
RYAN VOSS
EXPIRES: 06/30/2026

NO.	REVISION	BY	DATE

DESIGNED BY: TB/JH
DRAWN BY: AH/TS
REV: RV/WW

ONE INCH
0 1"
ONE INCH AT FULL SCALE
IF NOT ONE INCH ADJUST
SCALE ACCORDINGLY

COVER

wallis engineering

PROJECT NO: 1592A
DATE: 05/2026

CITY OF HAPPY VALLEY
2026 ADA IMPROVEMENTS
(CIP-05-26)

HAPPY VALLEY, OR EST. 1965

DRAWING NO:

C1

GENERAL NOTES

1. ALL WORK AND MATERIAL SHALL CONFORM TO THESE PLANS AND THE APPLICABLE PROVISIONS OF THE CITY'S ENGINEERING DESIGN AND STANDARD DETAILS MANUAL (DESIGN MANUAL), LATEST EDITION, APWA/ODOT OREGON STANDARD SPECIFICATIONS FOR CONSTRUCTION, LATEST EDITION, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), LATEST EDITION.

2. THE CONTRACTOR SHALL HAVE A MINIMUM OF ONE (1) SET OF APPROVED CONSTRUCTION PLANS ON THE JOB SITE AT ALL TIMES DURING THE CONSTRUCTION PHASES.

3. AT THE PRE-CONSTRUCTION MEETING, THE CONTRACTOR SHALL PROVIDE THE FOLLOWING ITEMS:

   a. COPY OF THE CONTRACTOR'S CERTIFICATE OF INSURANCE
   b. EMERGENCY CONTACT NAME AND PHONE NUMBER
   c. TRAFFIC CONTROL PLAN
   d. LIST OF SUBCONTRACTORS

4. A COPY OF THE PERMIT WITH ALL ATTACHMENTS, A COPY OF THE APPROVED CONSTRUCTION PLANS, AND ALL AMENDMENTS SHALL BE AVAILABLE AT THE PROJECT SITE AT ALL TIMES. ALL WORK SHALL CONFORM TO THE PERMIT TERMS, CONDITIONS/PROVISIONS, APPROVED CONSTRUCTION PLANS, APPROVED PLAN AMENDMENTS, AND THESE GENERAL CONDITIONS. CHANGES TO ANY OF THE AFORESAID MUST BE APPROVED BY THE PROJECT ENGINEER AND CITY, IN ADVANCE OF WORK PERFORMANCE.

5. THE CONTRACTOR SHALL HAVE A CURRENT HAPPY VALLEY BUSINESS LICENSE BEFORE STARTING CONSTRUCTION.

6. ALL FENCING, ESC MEASURES, AND GRAVEL CONSTRUCTION ENTRANCES SHALL BE INSTALLED AND MAINTAINED BY THE DEVELOPER AND INSPECTED BY THE CITY OF HAPPY VALLEY PRIOR TO BEGINNING WORK ON THE SITE. EMAIL FOR INSPECTION 24 HOURS IN ADVANCE, INSPECTENGINEERING@HAPPYVALLEYOR.GOV.

7. MAINTENANCE OF THE WORK AREA AND APPROACH ROADS IS THE RESPONSIBILITY OF THE CONTRACTOR. THE WORK AREA AND APPROACH ROADS SHALL BE MAINTAINED IN A CLEAN AND SANITARY CONDITION, FREE FROM OBSTRUCTIONS, HAZARDS, DEBRIS, AND TRASH AT ALL TIMES. A COPY OF THE CONTRACTOR CERTIFICATE OF INSURANCE SHALL BE AVAILABLE AT THE WORK AREA.

8. THE SPREADING OF MUD OR DEBRIS OR STORAGE OF MATERIAL OR EQUIPMENT OF ANY KIND UPON ANY PUBLIC ROADWAY IS STRICTLY PROHIBITED AND VIOLATION SHALL BE CAUSE FOR IMMEDIATE SUSPENSION OF THE PERMIT. THE PROJECT ENGINEER AND/OR CITY MAY AT ANY TIME ORDER IMMEDIATE CLEAN UP AND STOPPAGE OF WORK TO ACCOMPLISH CLEAN-UP.

9. ALL CONSTRUCTION SITES SHALL BE MAINTAINED IN A CLEAN AND SANITARY CONDITION AT ALL TIMES. CONSTRUCTION DEBRIS, INCLUDING FOOD AND DRINK WASTE, SHALL BE RESTRICTED FROM LEAVING THE CONSTRUCTION SITE THROUGH THE USE OF PROPER DISPOSAL CONTAINERS OR CONSTRUCTION FENCING ENCLOSURES. FAILURE TO COMPLY WITH THIS CONDITION MAY RESULT IN A "STOP WORK" ORDER UNTIL DEFICIENCIES HAVE BEEN CORRECTED TO THE SATISFACTION OF THE CITY.

10. DUST SHALL BE CONTROLLED WITHIN THE PROJECT AREA DURING CONSTRUCTION AND SHALL NOT BE PERMITTED TO DRIFT ONTO ADJACENT PROPERTIES.

11. CONTRACTOR SHALL MONITOR THE HAULING OF DEBRIS TO ENSURE THAT ALL SPILLAGE FROM TRUCKS IS PROMPTLY AND COMPLETELY REMOVED AND CLEANED UP.

12. ALL CONSTRUCTION TRUCKS SHALL PERFORM TRANSFER OF TRAILERS ON-SITE. SURROUNDING PUBLIC STREETS SHALL NOT BE USED AS A STAGING AREA FOR DUMP TRUCKS WITH TRANSFER TRAILERS WITHOUT AN APPROVED RIGHT-OF-WAY PERMIT FROM THE CITY OF HAPPY VALLEY.

13. THE CONTRACTOR SHALL CONTROL TRAFFIC THROUGH THE PROJECT SITE IN CONFORMANCE WITH THE LATEST EDITION OF "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (MUTCD), "OREGON SUPPLEMENTS", AND CITY REQUIREMENTS. THE CONTRACTOR SHALL AT ALL TIMES MAINTAIN LOCAL ACCESS FOR OWNERS NEAR THE PROJECT SITE. THE CONTRACTOR SHALL PROVIDE A PROJECT-SPECIFIC TRAFFIC CONTROL PLAN, APPROVED BY THE CITY, AND AVAILABLE ON THE PROJECT SITE.

14. THE CONTRACTOR IS RESPONSIBLE FOR PROVISION OF TIMELY NOTIFICATION OF TRAFFIC FLOW DISRUPTIONS TO AREA-WIDE EMERGENCY SERVICES AND THE SCHOOL DISTRICT. THE CONTRACTOR SHALL MAINTAIN AND COORDINATE ACCESS TO ALL AFFECTED PROPERTIES.

15. TRAFFIC CONTROL DEVICES, FLAG PERSONS, ETC., SHALL BE IN PLACE PRIOR TO INITIATION OF CONSTRUCTION WORK AND SHALL BE EFFECTIVELY MAINTAINED. A TRAFFIC CONTROL PLAN SHALL BE SUBMITTED TO THE CITY FOR APPROVAL PRIOR TO ANY WORK WITHIN EXISTING RIGHT-OF-WAY.

16. PUBLIC ROADWAYS SHALL NOT BE CLOSED TO TRAFFIC, AT ANY TIME, WITHOUT HAVING FIRST OBTAINED A STREET CLOSURE PERMIT FROM THE CITY.

17. COMPACTION TESTING IS THE RESPONSIBILITY OF THE CONTRACTOR. PROVIDE THE CITY WITH COPIES OF THE TEST RESULTS ON BASE ROCK AND ASPHALT. SCHEDULE PROOF ROLLS WITH THE CITY AT LEAST 48 HOURS IN ADVANCE.

18. CONTRACTOR MUST VERIFY ALL EXISTING UTILITIES FOR BOTH VERTICAL ELEVATION AND HORIZONTAL LOCATION PRIOR TO START OF WORK (POTHOLE BEFORE DIGGING IF NECESSARY). CONTRACTOR SHALL COORDINATE THE WORK WITH APPLICABLE AGENCIES.

19. TRENCHES WITHIN RIGHTS-OF-WAY, PAVEMENT, OR CONCRETE AREAS SHALL BE BACKFILLED WITH APPROVED CRUSHED ROCK (DRAWING NO. 205) OR CDF (DRAWING NO. 210), AND AS SPECIFIED ON THESE PLANS. TRENCHES OUTSIDE OF THE PAVED OR CONCRETE AREAS MAY BE BACKFILLED WITH NATIVE CLASS A MATERIAL PER DRAWING NO. 205.

20. THE CONTRACTOR SHALL MAINTAIN BENCHMARKS, PROPERTY CORNERS, AND MONUMENTS. IF SUCH POINTS ARE DISTURBED OR DESTROYED BY CONSTRUCTION ACTIVITIES, THEY SHALL BE REPLACED IN ACCORDANCE WITH ORS 209 BY EMPLOYING A PROFESSIONAL LAND SURVEYOR TO RESET PROPERTY CORNERS AND OTHER SUCH MONUMENTS.

21. THE CONTRACTOR SHALL NOTIFY THE CITY TWENTY-FOUR (24) HOURS PRIOR TO ANY PROOF ROLL, CONCRETE FORM INSPECTION, AND PAVING.

22. PROPERTY DISTURBED BY CONSTRUCTION ACTIVITY SHALL BE REPAIRED. GRASS, SHRUBS, FLOWERS, BARK DUST, EXISTING SIGNS, PAVEMENT MARKINGS, MAILBOXES, ETC. DISTURBED BY CONSTRUCTION ACTIVITY SHALL BE RE-ESTABLISHED, REINSTALLED OR REPLACED, WITH LIKE KIND AND MATERIAL.

23. EFFECTIVE DRAINAGE CONTROL IS REQUIRED. DRAINAGE SHALL BE CONTROLLED WITHIN THE SITE AND SHALL BE ROUTED SO THAT ADJACENT PRIVATE PROPERTY, PUBLIC PROPERTY, AND THE RECEIVING SYSTEM ARE NOT ADVERSELY IMPACTED. THE PROJECT ENGINEER AND/OR CITY MAY AT ANY TIME ORDER CORRECTIVE ACTION AND STOPPAGE OF WORK TO ACCOMPLISH EFFECTIVE DRAINAGE CONTROL.

24. TRENCHES WILL NOT BE ALLOWED TO REMAIN OPEN OVERNIGHT. A TEMPORARY HARD-SURFACE PATCH (HOT MIX BASE PAVING) OR STEEL PLATES SECURED WITH PINS AND COLD MIX RAMPS SHALL BE PLACED ON TRENCHES WITHIN EXISTING ROADWAYS AT THE END OF EACH DAY'S WORK. NO TRENCH, ON-SITE OR OFF-SITE, SHALL BE LEFT AT ANY TIME IN AN UNSAFE CONDITION. THE CONTRACTOR IS RESPONSIBLE AND LIABLE FOR HAZARDS OR DAMAGE RESULTING FROM THE PROSECUTION OF THE WORK.

25. UNIDENTIFIED UTILITIES SHALL NOT BE DISRUPTED OR CUT UNTIL UTILITY COMPANY HAS APPROVED THE CUT OR DISRUPTION.

26. ALL FACILITIES SHALL BE MAINTAINED IN-PLACE BY THE CONTRACTOR UNLESS OTHERWISE SHOWN OR DIRECTED. CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO SUPPORT, MAINTAIN, OR OTHERWISE PROTECT EXISTING UTILITIES AND OTHER FACILITIES AT ALL TIMES DURING CONSTRUCTION. CONTRACTOR TO LEAVE EXISTING FACILITIES IN AN EQUAL OR BETTER-THAN-ORIGINAL CONDITION.

27. NOTIFY THE UTILITY COMPANY IMMEDIATELY OF ALL UTILITIES EXPOSED. UTILITIES OR INTERFERING PORTIONS OF UTILITIES THAT ARE ABANDONED IN PLACE SHALL BE REMOVED BY THE CONTRACTOR TO THE EXTENT NECESSARY TO ACCOMPLISH THE WORK.

28. THE CONTRACTOR SHALL REMOVE AND DISPOSE OF TREES, STUMPS, BRUSH, ROOTS, TOPSOIL, AND OTHER MATERIAL IN THE NEW PUBLIC RIGHT-OF-WAY, UNDER THE NEW ROADWAY AND WHERE INDICATED ON THE PLANS MATERIAL SHALL BE DISPOSED OF IN SUCH A MANNER AS TO MEET ALL APPLICABLE REGULATIONS.

29. IF GROUND WATER SPRINGS ARE ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL TAKE MEASURES TO ENSURE THAT THE WATER IS NOT CONVEYED THROUGH UTILITY TRENCHES, AND THE NATURAL FLOW PATH OF THE SPRING IS ALTERED AS LITTLE AS PRACTICABLE.

30. SAWCUT STRAIGHT MATCH LINES WHERE EXISTING PAVEMENT MEETS NEW PAVEMENT. SAND AND SEAL JOINT (TYPICAL).

31. CONTRACTOR SHALL FOLLOW OSHA REQUIREMENTS.

32. ALL TRENCHES SHALL BE PROPERLY SHORED AND BRACED TO PREVENT CAVING.

33. WHERE EXCAVATION REQUIRES REMOVAL OF PCC CURBS AND/OR SIDEWALKS, THE CURBS AND/OR SIDEWALKS SHALL BE SAWCUT AND REMOVED AT A TOOLED JOINT UNLESS OTHERWISE AUTHORIZED BY THE OWNER'S REPRESENTATIVE. THE SAWCUT LINES SHOWN ON THE DRAWINGS ARE SCHEMATIC AND NOT INTENDED TO SHOW THE EXACT ALIGNMENT OF SUCH CUTS.

34. THE CONTRACTOR SHALL PROVIDE ALL THE "MEANS AND METHODS" NECESSARY TO COMPLETE THE PROJECT IN ACCORDANCE WITH THE APPROVED DRAWINGS AND DOCUMENTS. THE CONTRACTOR IS RESPONSIBLE FOR ALL REPAIRS AND DAMAGE TO ALL ITEMS THAT ARE TO REMAIN. ALL REPAIRS SHALL USE NEW MATERIAL. REPAIRS SHALL RESTORE THE DAMAGED ITEM TO THE PRE-EXISTING CONDITION OR BETTER. SUCH REPAIRS SHALL BE PERFORMED AT THE CONTRACTOR'S SOLE EXPENSE.

35. CONTRACTOR IS RESPONSIBLE FOR SITE JOB SAFETY, WHICH SHALL INCLUDE BUT NOT BE LIMITED TO THE INSTALLATION AND MAINTENANCE OF BARRIERS, FENCING, AND OTHER APPROPRIATE SAFETY ITEMS NECESSARY TO PROTECT THE PUBLIC FROM AREAS OF CONSTRUCTION AND CONSTRUCTION ACTIVITY.

36. SETTLEMENT OR CRACKING OF FINISHED SURFACES WITHIN THE WARRANTY PERIOD SHALL BE CONSIDERED TO BE A FAILURE OF THE SUBGRADE, AND REPAIRED IN A MANNER ACCEPTABLE TO AND AT NO COST TO THE CITY OR DEVELOPER.

37. PRIOR TO FINAL PROJECT ACCEPTANCE, THE CONTRACTOR SHALL CLEAN THE WORK SITE AND ADJACENT AREAS OF ANY DEBRIS, DISCARDED ASPHALTIC CONCRETE MATERIAL, OR OTHER ITEMS DEPOSITED BY THE CONTRACTOR'S PERSONNEL DURING THE PERFORMANCE OF THIS CONTRACT.

BASIS OF BEARINGS:

HORIZONTAL DATUM:

THE HORIZONTAL DATUM IS NAD 83 (2011) EPOCH 2010.00 OREGON NORTH 3601, INTERNATIONAL FEET UTILIZING THE OREGON REAL TIME NETWORK (ORGN). GPS OBSERVATIONS WERE HELD AT PRIMARY CONTROL STATION NUMBER 31 AND 32. TERRESTRIAL GROUND OBSERVATIONS WERE OBSERVED BETWEEN ALL INTERVISIBLE CONTROL STATIONS AND SHOWN MONUMENTS. THE GPS OBSERVATIONS ALONG WITH TERRESTRIAL GROUND MEASUREMENTS WERE ADJUSTED USING TRIMBLE BUSINESS CENTER (TBC) SOFTWARE VERSION 2024.10.

VERTICAL DATUM:

NAVD 88 BASED ON GPS MEASUREMENTS UTILIZING THE OREGON REAL-TIME GPS NETWORK (ORGN) AND GEOID 2012A MODEL.

MONUMENT ID: CP 32

ELEVATION = 453.24 FEET

ALL DISTANCES SHOWN ARE GROUND DISTANCES AND THE COORDINATES AND ARE ON A "LOCAL DATUM PLANE" (LDP). UNLESS OTHERWISE NOTED.

THE LOCATION AND DESCRIPTION OF ALL SURVEY MARKERS SHOWN HEREON ARE BASED ON FIELD OBSERVATIONS TAKEN IN FEBRUARY,2026, UNLESS OTHERWISE INDICATED.

THIS SURVEY WAS PERFORMED WITHOUT THE BENEFIT OF A TITLE REPORT AND DOES NOT PURPORT TO SHOW ALL EASEMENTS.

THIS TOPOGRAPHIC SURVEY DRAWING ACCURATELY REPRESENTS SURFACE FEATURES LOCATED DURING THE COURSE OF THIS SURVEY. UNDERGROUND UTILITIES SHOWN HEREON ARE BASED SOLELY UPON INFORMATION PROVIDED BY OTHERS AND PACE ENGINEERS, INC. DOES NOT ACCEPT RESPONSIBILITY OR ASSUME LIABILITY FOR THEIR ACCURACY OR COMPLETENESS. CONTRACTOR/ENGINEERS SHALL VERIFY EXACT SIZE AND LOCATION PRIOR TO CONSTRUCTION.

CALL FOR LOCATE: UTILITY LOCATION SERVICE: 811

LEGEND

EXISTING

- CENTERLINE
- RIGHT OF WAY
- PROPERTY LINE
- EASEMENT
- CURB
- CONCRETE SIDEWALK
- EDGE OF CONCRETE
- STRIPING
- CONCRETE WALL
- ROCK WALL
- GUTTER
- SD — STORM, SIZE NOTED IF KNOWN
- SS — SANITARY, SIZE NOTED IF KNOWN
- W — WATER, SIZE NOTED IF KNOWN
- G — GAS
- UGP — UNDERGROUND POWER
- UGC — UNDERGROUND CABLE TV
- RD — ROOF DRAIN
- SD — STORM DRAIN MANHOLE
- CATCH BASIN
- AREA INLET
- SS — SANITARY SEWER MANHOLE
- WATER METER
- WATER VALVE
- FIRE HYDRANT
- IRRIGATION BOX
- SPRINKLER
- LIGHT POLE
- POWER JUNCTION BOX
- POWER JUNCTION BOX
- COMMUNICATION RISER
- SIGN
- MAILBOX
- CASED MONUMENT
- REBAR AND CAP
- TACK AND WASHER
- HEDGE
- TREE OR SHRUB
- STUMP

PROPOSED

- TCE — TEMPORARY CONSTRUCTION EASEMENT
- CURB
- GRIND AND INLAY
- SAWCUT
- STRIPING
- SIGN

REGISTERED PROFESSIONAL ENGINEER
92419PE
DIGITALLY SIGNED
Ryan Voss
OREGON
JULY 15, 2021
RYAN VOSS
EXPIRES: 06/30/2026

NO.	REVISION	BY	DATE

DESIGNED BY: TB/JH
DRAWN BY: AH/TS
REV: RV/WW

ONE INCH
0 1"
ONE INCH AT FULL SCALE.
IF NOT ONE INCH ADJUST SCALE ACCORDINGLY

GENERAL NOTES & LEGEND

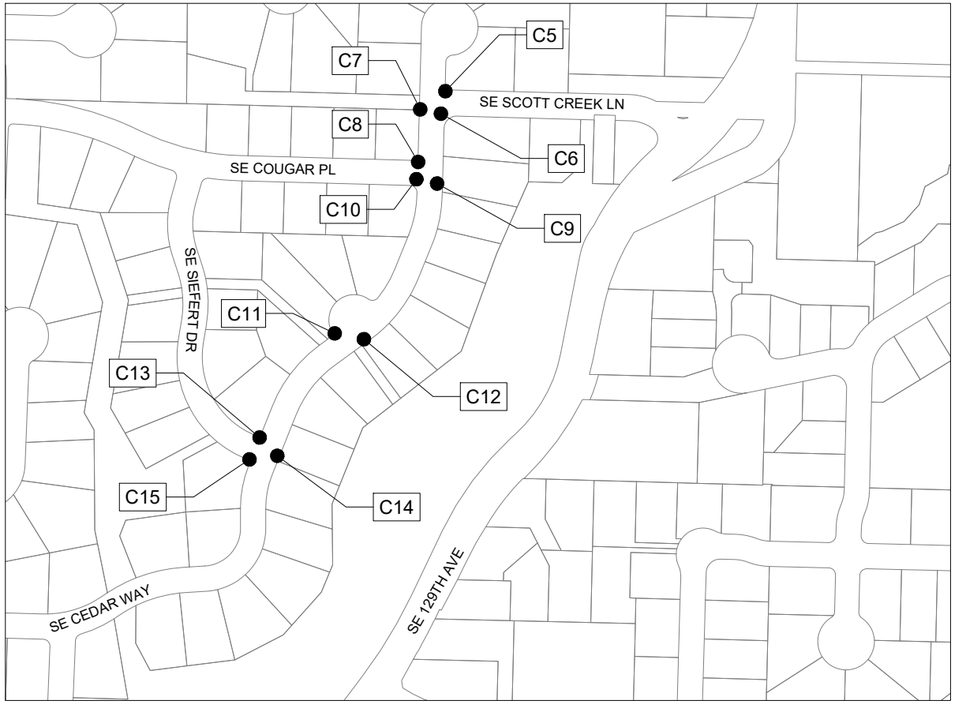
wallis engineering

PROJECT NO: 1592A
DATE: 05/26/2026

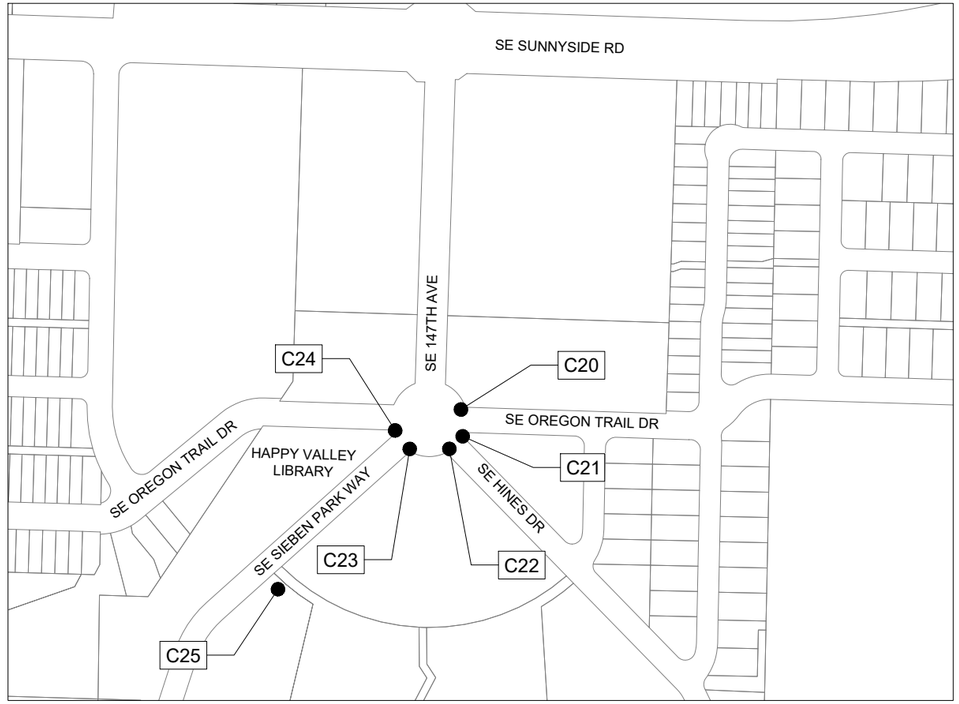
CITY OF HAPPY VALLEY
2026 ADA IMPROVEMENTS
(CIP-05-26)

HAPPY VALLEY, OR EST. 1965

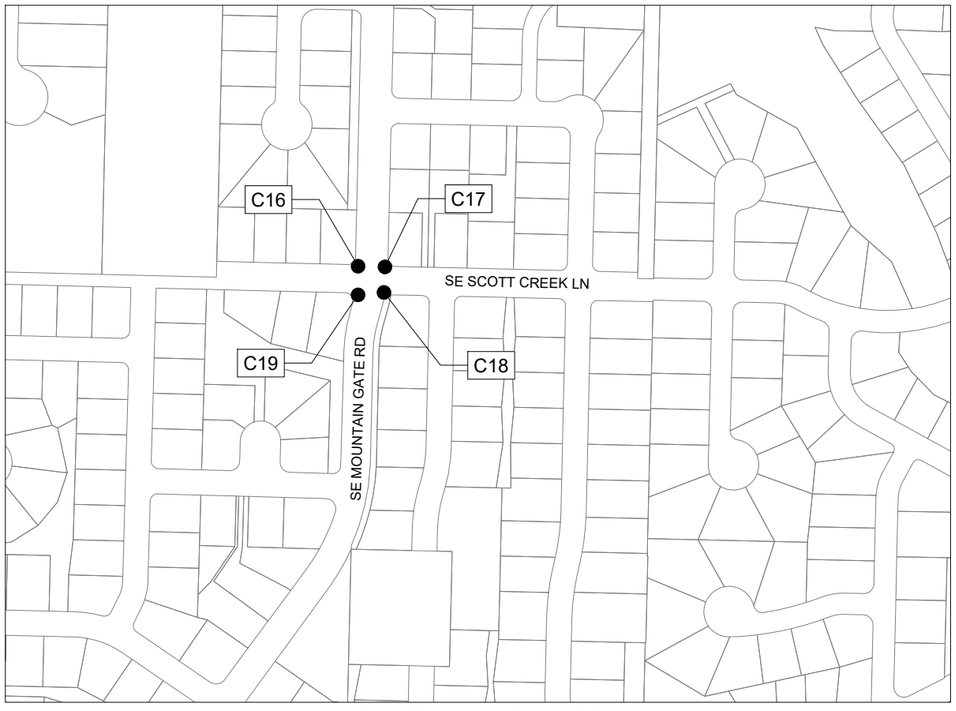
DRAWING NO:
C2



SE CEDAR CREEK WAY



SE OREGON TRAIL DR



SE MOUNTAIN GATE RD

NTS

REGISTERED PROFESSIONAL ENGINEER
92419PE
DIGITALLY SIGNED
Ryan Voss
OREGON
JULY 13, 2021
RYAN VOSS
EXPIRES: 06/30/2026

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RAMP LOCATION VICINITY MAP

wallis engineering

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CITY OF HAPPY VALLEY
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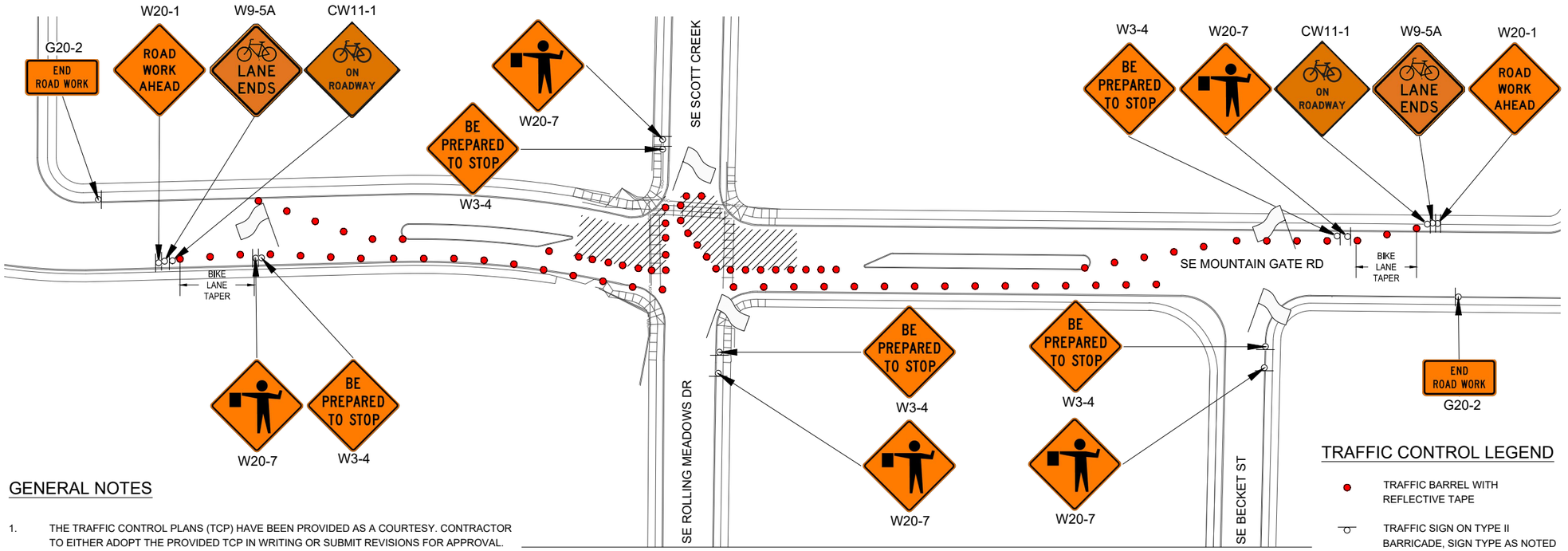
DRAWING NO:
C3



SE MOUNTAIN GATE RD TRAFFIC CONTROL PLAN: PHASE 1

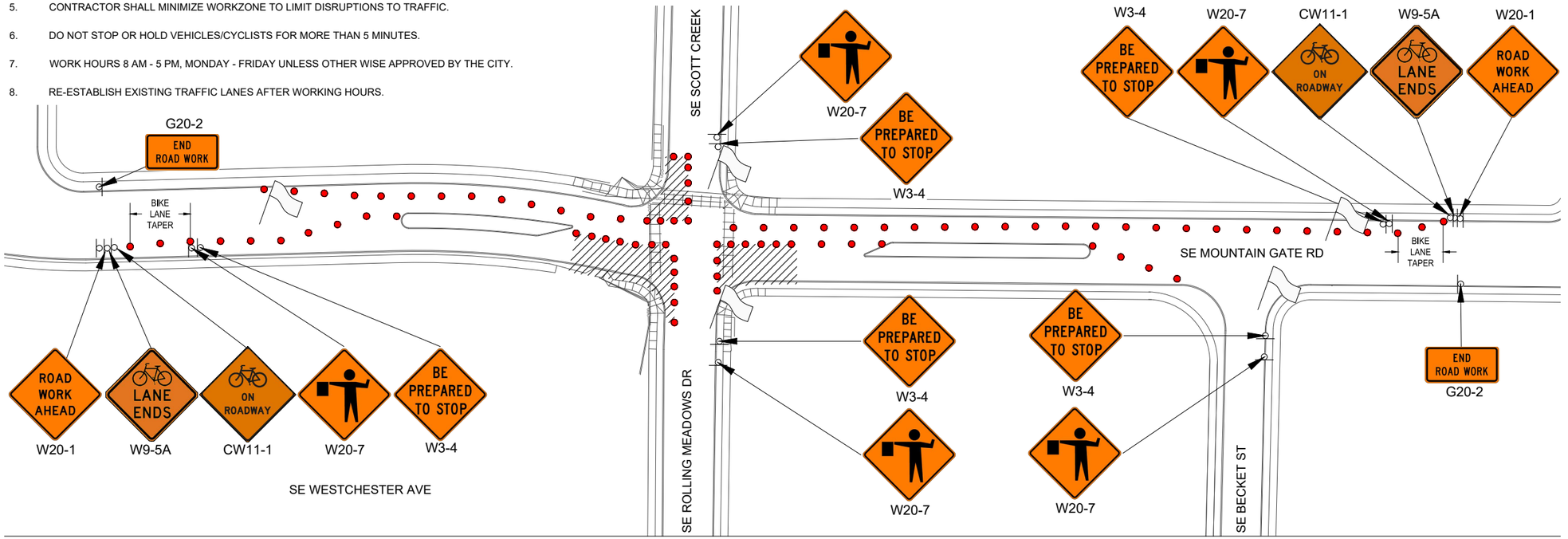
NTS

TRAFFIC CONTROL LEGEND

- TRAFFIC BARREL WITH REFLECTIVE TAPE
- TRAFFIC SIGN ON TYPE II BARRICADE, SIGN TYPE AS NOTED
- WORK ZONE
- FLAGGER

GENERAL NOTES

1. THE TRAFFIC CONTROL PLANS (TCP) HAVE BEEN PROVIDED AS A COURTESY. CONTRACTOR TO EITHER ADOPT THE PROVIDED TCP IN WRITING OR SUBMIT REVISIONS FOR APPROVAL.
2. SE MOUNTAIN GATE RD EXISTING SPEED = 30 MPH.
3. MAINTAIN 12' MINIMUM WIDTH FOR ALL TEMPORARY LANES.
4. SIGN AND TRAFFIC BARREL SPACING IS SHOWN SCHEMATICALLY. SEE MUTCD/ ODOT STANDARD PLANS FOR SPACING AND TAPER LENGTH REQUIREMENTS.
5. CONTRACTOR SHALL MINIMIZE WORKZONE TO LIMIT DISRUPTIONS TO TRAFFIC.
6. DO NOT STOP OR HOLD VEHICLES/CYCLISTS FOR MORE THAN 5 MINUTES.
7. WORK HOURS 8 AM - 5 PM, MONDAY - FRIDAY UNLESS OTHER WISE APPROVED BY THE CITY.
8. RE-ESTABLISH EXISTING TRAFFIC LANES AFTER WORKING HOURS.



SE MOUNTAIN GATE RD TRAFFIC CONTROL PLAN: PHASE 2

NTS

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92419PE
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OREGON
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SE MOUNTAIN GATE RD GRIND & INLAY VEHICLE TRAFFIC CONTROL PLAN

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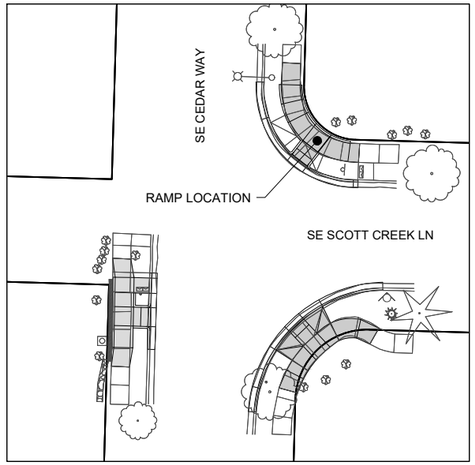
DRAWING NO:
C4



LOCATION MAP
NTS

ABBREVIATIONS

EG - EXISTING GRADE
FG - FINISH GRADE
FL - FLOWLINE
PC - POINT OF CURVATURE
PCC - POINT OF COMPOUND CURVATURE
TC - TOP OF CURB

GENERAL NOTES

1. RESTORE ALL LANDSCAPING ADJACENT TO RAMPS TO MATCH EXISTING ADJACENT SURFACING UNLESS OTHERWISE NOTED. REPAIR AND RELOCATE ANY IRRIGATION LINES, VALVES, OR SPRINKLERS ENCOUNTERED. IRRIGATION LINES TO BE RELOCATED OUTSIDE OF ADA RAMP OR SIDEWALK LIMITS. COORDINATE WITH PROPERTY OWNER PRIOR TO RELOCATION OF IRRIGATION LINES, VALVES, OR SPRINKLERS.
2. SIDEWALK REMOVAL AND CURB REMOVAL SHALL BE TO NEAREST SCORE JOINT IN RELATIONSHIP TO THE DIMENSIONS SHOWN.
3. CONTRACTOR TO PROTECT ALL EXISTING UTILITIES, UNLESS OTHERWISE SHOWN.
4. INSTALL INLET PROTECTION ON ALL DOWNSTREAM CATCH BASINS, SEE DETAIL, SHEET D4.
5. SCORE JOINTS SHOWN ARE FOR GRADE BREAKS. SCORE CONTINUOUS PANELS EVERY 5 FEET.

CONSTRUCTION NOTES

(101) CONSTRUCT STANDARD CURB AND GUTTER PER CITY OF HAPPY VALLEY STANDARD DRAWING 230, SHEET D1.

(102) CONSTRUCT GRADE CORRECTION CURB PER DETAIL, SHEET D1.

(103) RESTORE AC ROADWAY PER CITY OF HAPPY VALLEY STANDARD DRAWING 160, SHEET D1, SIGNAGE AND STRIPING ON SHEETS C26 - C27.

(104) CONSTRUCT CURB RAMP PER CITY OF HAPPY VALLEY AND ODOT STANDARD DRAWINGS, SHEETS D1-D4

(107) REMOVE EXISTING CONCRETE WING AND REPLACE WITH LANDSCAPING TO FINISH GRADE. MATCH TO ADJACENT LANDSCAPING.

(111) PROTECT EXISTING SIGN.

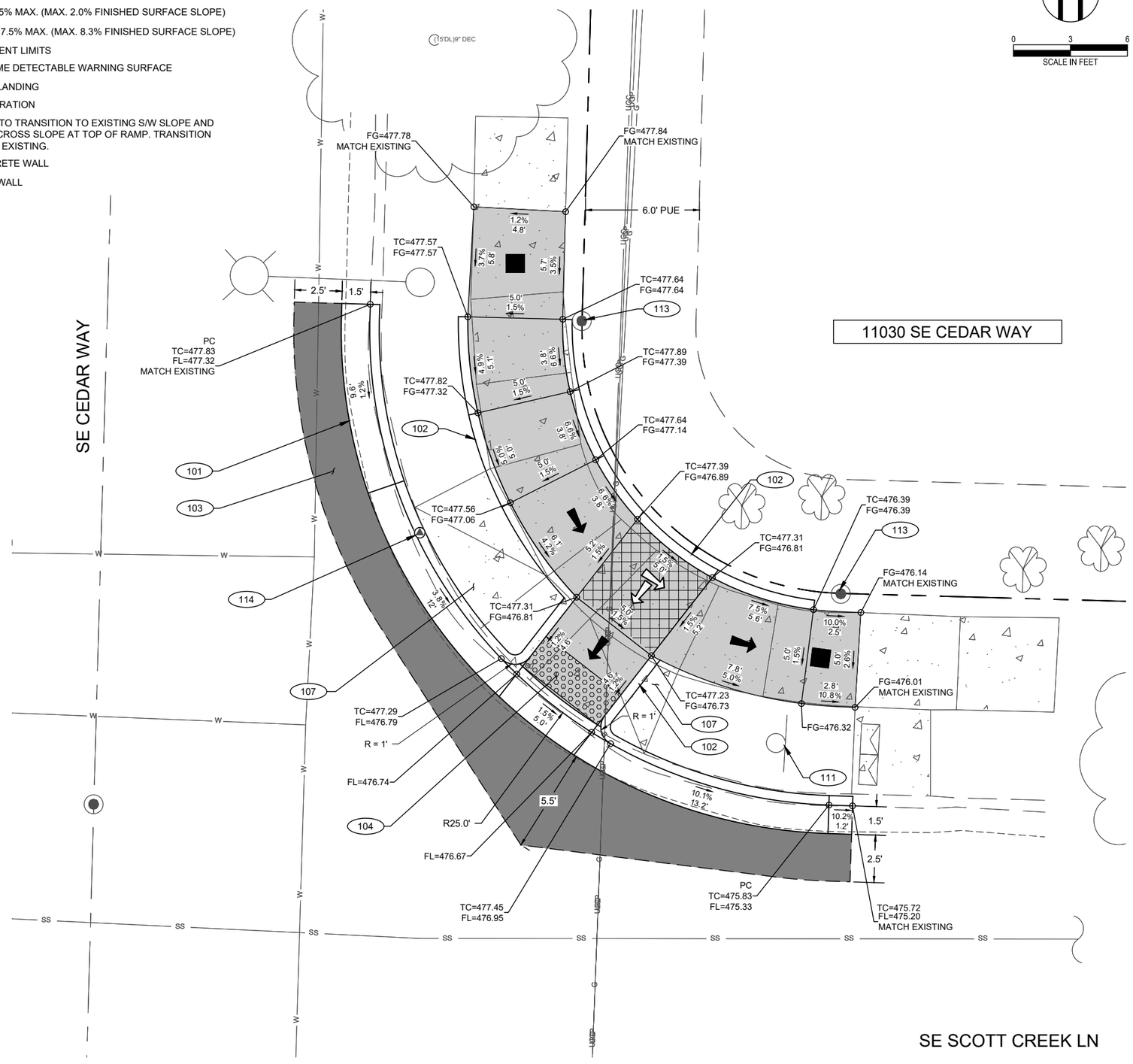
(113) PROTECT EXISTING MONUMENT

(114) REMOVE AND REINSTATE EXISTING MONUMENT

(115) REMOVE AND REINSTALL EXISTING MAILBOX CLUSTER. PROVIDE MINIMUM 48" CLEAR WIDTH. COORDINATE WITH POSTMASTER PRIOR TO REMOVAL. PEDESTAL TO BE MOUNTED ON NEW FOUNDATION AS SHOWN IN USPS DETAIL, SHEET D5.

LEGEND

- SLOPE IS GREATER THAN 8.3% & LENGTH MAXIMIZED AT 15' AS MEASURED ALONG THE BACK OF WALK RADIUS
- CROSS SLOPE 1.5% MAX. (MAX. 2.0% FINISHED SURFACE SLOPE)
- RUNNING SLOPE 7.5% MAX. (MAX. 8.3% FINISHED SURFACE SLOPE)
- SIDEWALK PAYMENT LIMITS
- TRUNCATED DOME DETECTABLE WARNING SURFACE
- 2% MAX. SLOPE LANDING
- ASPHALT RESTORATION
- NEW S/W PANEL TO TRANSITION TO EXISTING S/W SLOPE AND WIDTH, MAX 2% CROSS SLOPE AT TOP OF RAMP. TRANSITION CURB TO MATCH EXISTING.
- EXISTING CONCRETE WALL
- EXISTING ROCK WALL



PLAN
1" = 3'

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SE SCOTT CREEK LN RAMP
PLAN - NE

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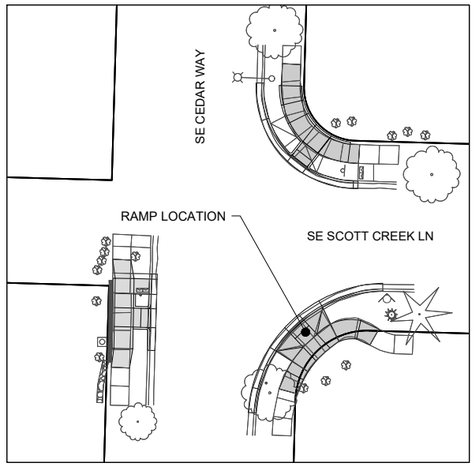
5 OF 32



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GENERAL NOTES

1. RESTORE ALL LANDSCAPING ADJACENT TO RAMPS TO MATCH EXISTING ADJACENT SURFACING UNLESS OTHERWISE NOTED. REPAIR AND RELOCATE ANY IRRIGATION LINES, VALVES, OR SPRINKLERS ENCOUNTERED. IRRIGATION LINES TO BE RELOCATED OUTSIDE OF ADA RAMP OR SIDEWALK LIMITS. COORDINATE WITH PROPERTY OWNER PRIOR TO RELOCATION OF IRRIGATION LINES, VALVES, OR SPRINKLERS.
2. SIDEWALK REMOVAL AND CURB REMOVAL SHALL BE TO NEAREST SCORE JOINT IN RELATIONSHIP TO THE DIMENSIONS SHOWN.
3. CONTRACTOR TO PROTECT ALL EXISTING UTILITIES, UNLESS OTHERWISE SHOWN.
4. INSTALL INLET PROTECTION ON ALL DOWNSTREAM CATCH BASINS, SEE DETAIL, SHEET D4.
5. SCORE JOINTS SHOWN ARE FOR GRADE BREAKS. SCORE CONTINUOUS PANELS EVERY 5 FEET.

CONSTRUCTION NOTES

(101) CONSTRUCT STANDARD CURB AND GUTTER PER CITY OF HAPPY VALLEY STANDARD DRAWING 230, SHEET D1.

(103) RESTORE AC ROADWAY PER CITY OF HAPPY VALLEY STANDARD DRAWING 160, SHEET D1, SIGNAGE AND STRIPING ON SHEETS C26 - C27.

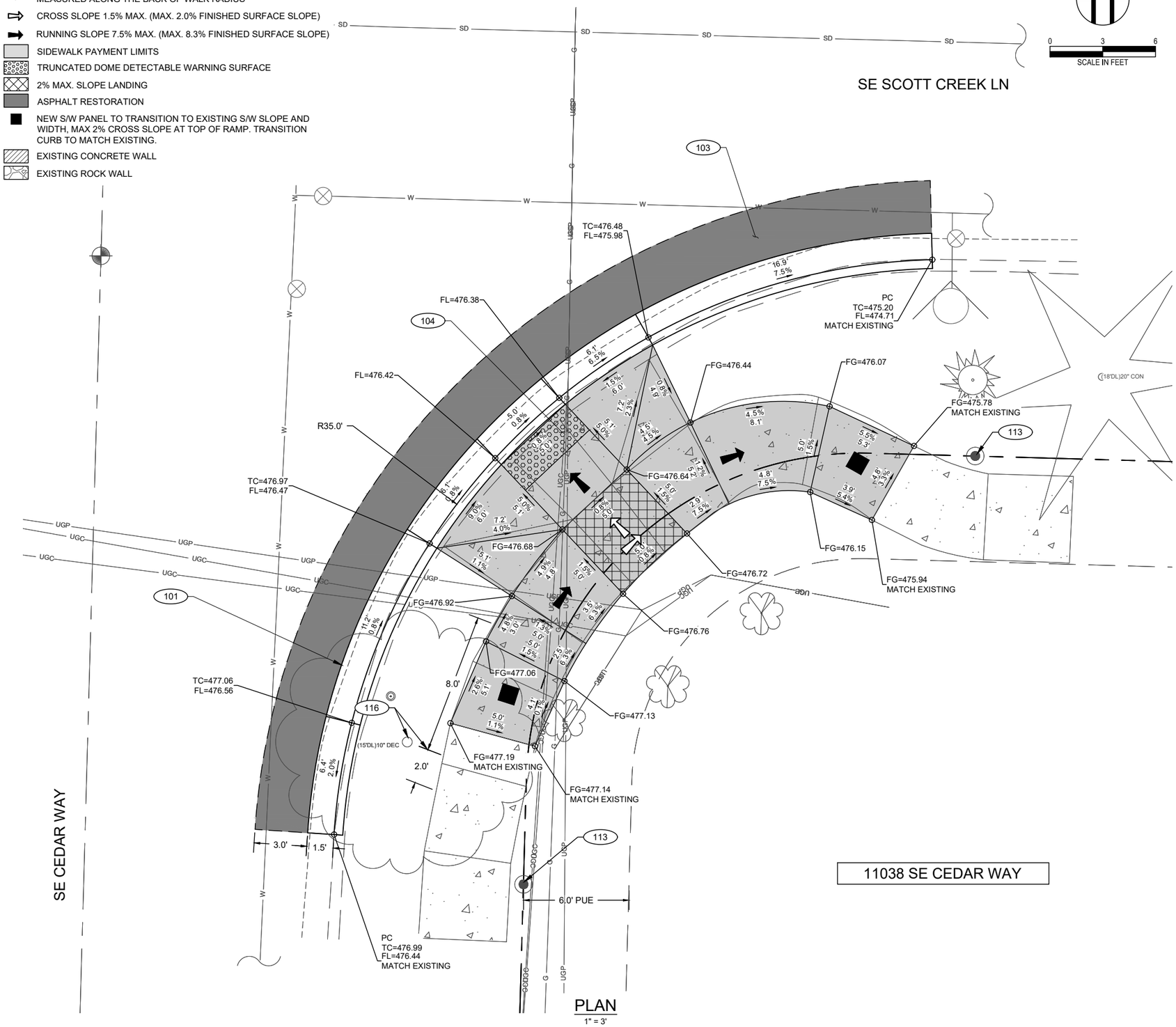
(104) CONSTRUCT CURB RAMP PER CITY OF HAPPY VALLEY AND ODOT STANDARD DRAWINGS, SHEETS D1-D4

(113) PROTECT EXISTING MONUMENT

(116) VERIFY WITH CITY ARBORIST DURING CONSTRUCTION IF TREE REMOVAL IS REQUIRED. IF REMOVAL REQUIRED, REMOVE AND REPLACE TREE IN KIND. INSTALL INTERLOCKING POLYETHYLENE ROOT BARRIER PANELS FLUSH TO BACK OF SIDEWALK FOR LENGTH SHOWN. SET ROOT BARRIER SUCH THAT TOP OF PANEL IS NO DEEPER THAN ONE INCH BELOW TOP OF SIDEWALK

LEGEND

- SLOPE IS GREATER THAN 8.3% & LENGTH MAXIMIZED AT 15' AS MEASURED ALONG THE BACK OF WALK RADIUS
- CROSS SLOPE 1.5% MAX. (MAX. 2.0% FINISHED SURFACE SLOPE)
- RUNNING SLOPE 7.5% MAX. (MAX. 8.3% FINISHED SURFACE SLOPE)
- SIDEWALK PAYMENT LIMITS
- TRUNCATED DOME DETECTABLE WARNING SURFACE
- 2% MAX. SLOPE LANDING
- ASPHALT RESTORATION
- NEW S/W PANEL TO TRANSITION TO EXISTING S/W SLOPE AND WIDTH, MAX 2% CROSS SLOPE AT TOP OF RAMP. TRANSITION CURB TO MATCH EXISTING.
- EXISTING CONCRETE WALL
- EXISTING ROCK WALL



NO.	REVISION	BY	DATE

DESIGNED BY: TB/JH
DRAWN BY: AH/TS
REV: RV/WW

ONE INCH
0 1"
ONE INCH AT FULL SCALE
IF NOT ONE INCH ADJUST
SCALE ACCORDINGLY

SE SCOTT CREEK LN RAMP
PLAN - SE

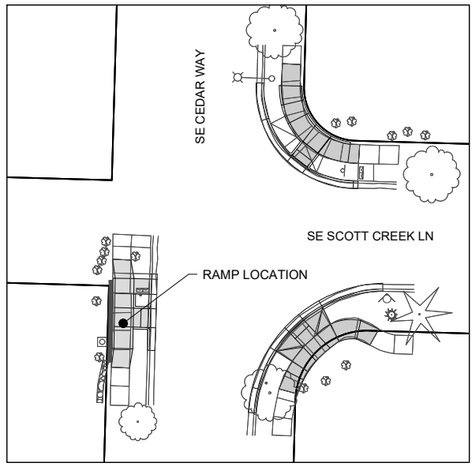
wallis engineering

PROJECT NO: 1592A
DATE: 05/2026

CITY OF HAPPY VALLEY
2026 ADA IMPROVEMENTS
(CIP-05-26)

HAPPY VALLEY, OR EST. 1965

DRAWING NO:
C6



LOCATION MAP

NTS

ABBREVIATIONS

EG - EXISTING GRADE
FG - FINISH GRADE
FL - FLOWLINE
PC - POINT OF CURVATURE
PCC - POINT OF COMPOUND CURVATURE
TC - TOP OF CURB

GENERAL NOTES

1. RESTORE ALL LANDSCAPING ADJACENT TO RAMPS TO MATCH EXISTING ADJACENT SURFACING UNLESS OTHERWISE NOTED. REPAIR AND RELOCATE ANY IRRIGATION LINES, VALVES, OR SPRINKLERS ENCOUNTERED. IRRIGATION LINES TO BE RELOCATED OUTSIDE OF ADA RAMP OR SIDEWALK LIMITS. COORDINATE WITH PROPERTY OWNER PRIOR TO RELOCATION OF IRRIGATION LINES, VALVES, OR SPRINKLERS.
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5. SCORE JOINTS SHOWN ARE FOR GRADE BREAKS. SCORE CONTINUOUS PANELS EVERY 5 FEET.

CONSTRUCTION NOTES

(101) CONSTRUCT STANDARD CURB AND GUTTER PER CITY OF HAPPY VALLEY STANDARD DRAWING 230, SHEET D1.

(102) CONSTRUCT GRADE CORRECTION CURB PER DETAIL, SHEET D1.

(103) RESTORE AC ROADWAY PER CITY OF HAPPY VALLEY STANDARD DRAWING 160, SHEET D1, SIGNAGE AND STRIPING ON SHEETS C26 - C27.

(104) CONSTRUCT CURB RAMP PER CITY OF HAPPY VALLEY AND ODOT STANDARD DRAWINGS, SHEETS D1-D4

(108) REMOVE AND RELOCATE EXISTING IRRIGATION.

(109) PROTECT EXISTING WALL

(113) PROTECT EXISTING MONUMENT

(115) REMOVE AND REINSTALL EXISTING MAILBOX CLUSTER. PROVIDE MINIMUM 48" CLEAR WIDTH. COORDINATE WITH POSTMASTER PRIOR TO REMOVAL. PEDESTAL TO BE MOUNTED ON NEW FOUNDATION AS SHOWN IN USPS DETAIL, SHEET D5.

LEGEND

- SLOPE IS GREATER THAN 8.3% & LENGTH MAXIMIZED AT 15' AS MEASURED ALONG THE BACK OF WALK RADIUS
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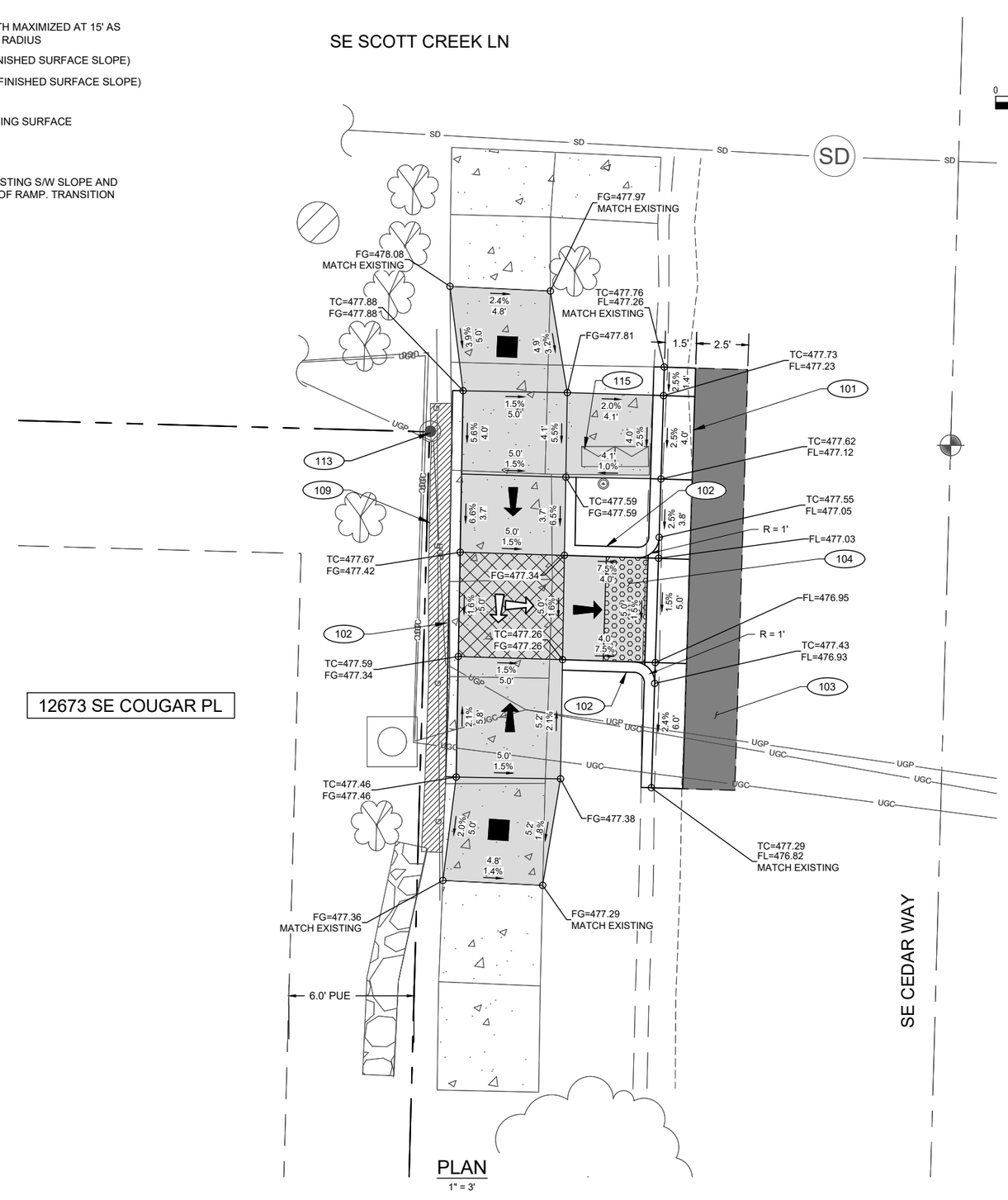
- ASPHALT RESTORATION
- NEW S/W PANEL TO TRANSITION TO EXISTING S/W SLOPE AND WIDTH, MAX 2% CROSS SLOPE AT TOP OF RAMP. TRANSITION CURB TO MATCH EXISTING.
- EXISTING CONCRETE WALL
- EXISTING ROCK WALL

12673 SE COUGAR PL



PLAN
1" = 3'

REGISTERED PROFESSIONAL ENGINEER
92419PE
DIGITALLY SIGNED
Ryan Voss
OREGON
JULY 13, 2021
RYAN VOSS
EXPIRES: 06/30/2026

NO.	REVISION	BY	DATE

DESIGNED BY: TB/JH
DRAWN BY: AH/TS
REV: RV/WW

ONE INCH
0 1"
ONE INCH AT FULL SCALE.
IF NOT ONE INCH ADJUST
SCALE ACCORDINGLY

SE SCOTT CREEK LN RAMP
PLAN - SW

wallis engineering

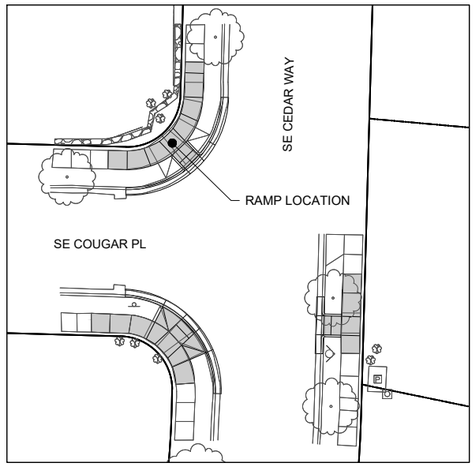
PROJECT NO: 1592A
DATE: 05/2026

CITY OF HAPPY VALLEY
2026 ADA IMPROVEMENTS
(CIP-05-26)

HAPPY VALLEY, OR EST. 1965

DRAWING NO:
C7

7 OF 32



LOCATION MAP
NTS

ABBREVIATIONS
EG - EXISTING GRADE
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FL - FLOWLINE
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GENERAL NOTES
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4. INSTALL INLET PROTECTION ON ALL DOWNSTREAM CATCH BASINS, SEE DETAIL, SHEET D4.
5. SCORE JOINTS SHOWN ARE FOR GRADE BREAKS. SCORE CONTINUOUS PANELS EVERY 5 FEET.

CONSTRUCTION NOTES
(101) CONSTRUCT STANDARD CURB AND GUTTER PER CITY OF HAPPY VALLEY STANDARD DRAWING 230, SHEET D1.

(102) CONSTRUCT GRADE CORRECTION CURB PER DETAIL, SHEET D1.

(103) RESTORE AC ROADWAY PER CITY OF HAPPY VALLEY STANDARD DRAWING 160, SHEET D1, SIGNAGE AND STRIPING ON SHEETS C26 - C27.

(104) CONSTRUCT CURB RAMP PER CITY OF HAPPY VALLEY AND ODOT STANDARD DRAWINGS, SHEETS D1-D4

(107) REMOVE EXISTING CONCRETE WING AND REPLACE WITH LANDSCAPING TO FINISH GRADE. MATCH TO ADJACENT LANDSCAPING.

(109) PROTECT EXISTING WALL

(113) PROTECT EXISTING MONUMENT

LEGEND
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- TRUNCATED DOME DETECTABLE WARNING SURFACE
- 2% MAX. SLOPE LANDING
- ASPHALT RESTORATION
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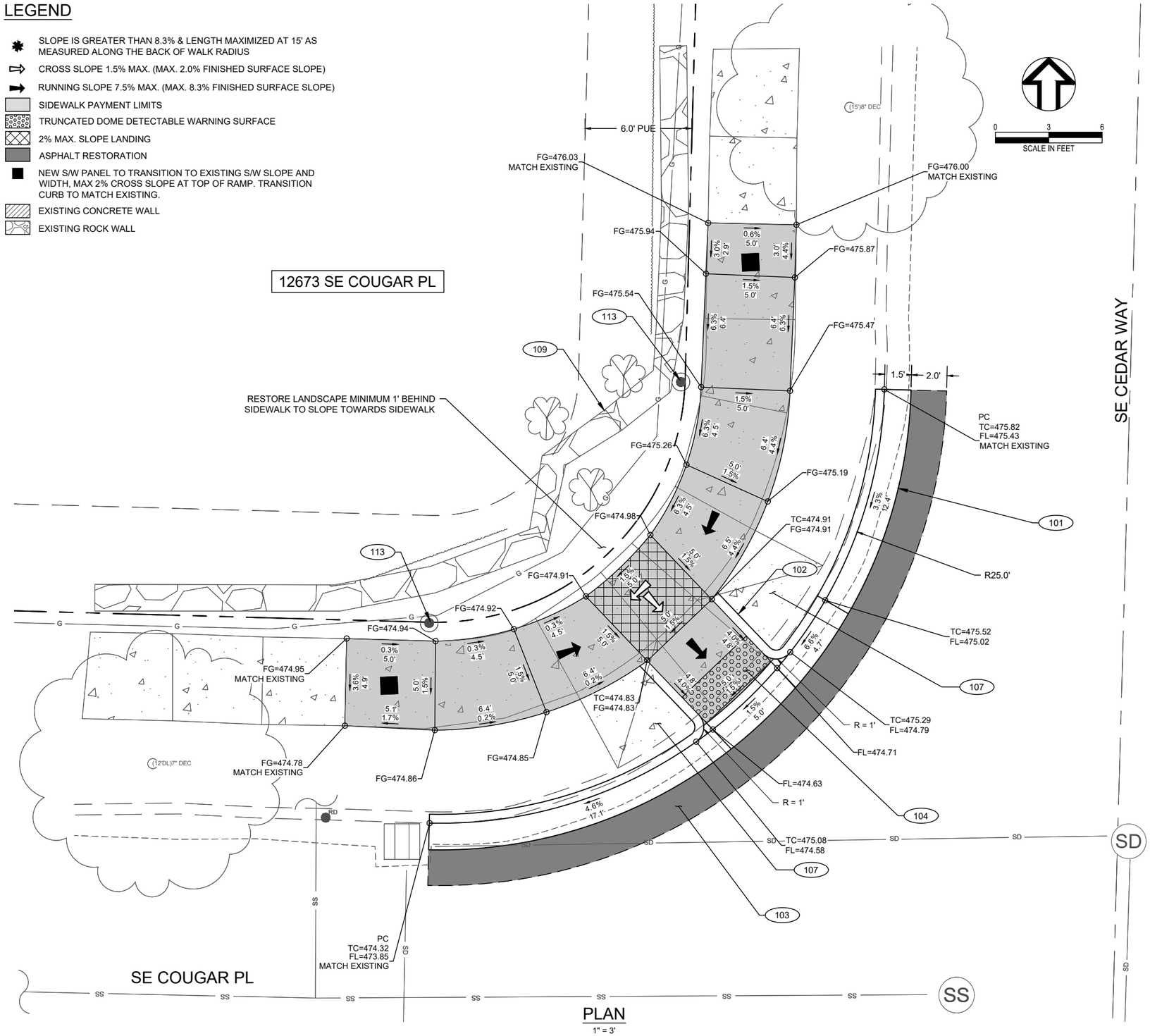
- EXISTING CONCRETE WALL
- EXISTING ROCK WALL

12673 SE COUGAR PL



PLAN
1" = 3'

REGISTERED PROFESSIONAL ENGINEER
92419PE
DIGITALLY SIGNED Ryan Voss
OREGON
JULY 13, 2021
RYAN VOSS
EXPIRES: 06/30/2026

NO.	REVISION	BY	DATE

DESIGNED BY: TB/JH
DRAWN BY: AH/TS
REV: RV/WW

ONE INCH
0 1"
ONE INCH AT FULL SCALE. IF NOT ONE INCH ADJUST SCALE ACCORDINGLY

SE CEDAR WAY & SE COUGAR PL RAMP PLAN - NW

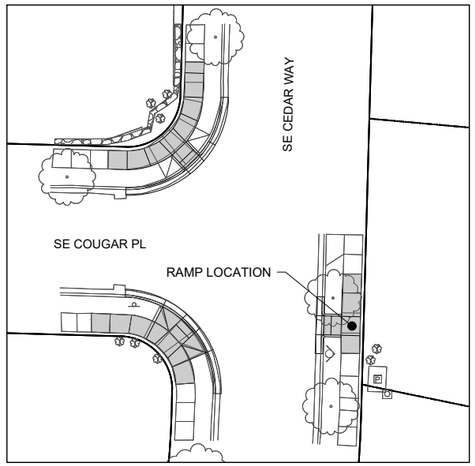
wallis engineering

PROJECT NO: 1592A
DATE: 05/2026

CITY OF HAPPY VALLEY
2026 ADA IMPROVEMENTS
(CIP-05-26)

HAPPY VALLEY, OR EST. 1965

DRAWING NO:
C8



LOCATION MAP
NTS

ABBREVIATIONS

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CONSTRUCTION NOTES

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(102) CONSTRUCT GRADE CORRECTION CURB PER DETAIL, SHEET D1.

(103) RESTORE AC ROADWAY PER CITY OF HAPPY VALLEY STANDARD DRAWING 160, SHEET D1, SIGNAGE AND STRIPING ON SHEETS C26 - C27.

(104) CONSTRUCT CURB RAMP PER CITY OF HAPPY VALLEY AND ODOT STANDARD DRAWINGS, SHEETS D1-D4

(110) ADJUST VALVE TO FINISH GRADE.

(113) PROTECT EXISTING MONUMENT

(116) VERIFY WITH CITY ARBORIST DURING CONSTRUCTION IF TREE REMOVAL IS REQUIRED. IF REMOVAL REQUIRED, REMOVE AND REPLACE TREE IN KIND. INSTALL INTERLOCKING POLYETHYLENE ROOT BARRIER PANELS FLUSH TO BACK OF SIDEWALK FOR LENGTH SHOWN. SET ROOT BARRIER SUCH THAT TOP OF PANEL IS NO DEEPER THAN ONE INCH BELOW TOP OF SIDEWALK

LEGEND

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- EXISTING CONCRETE WALL
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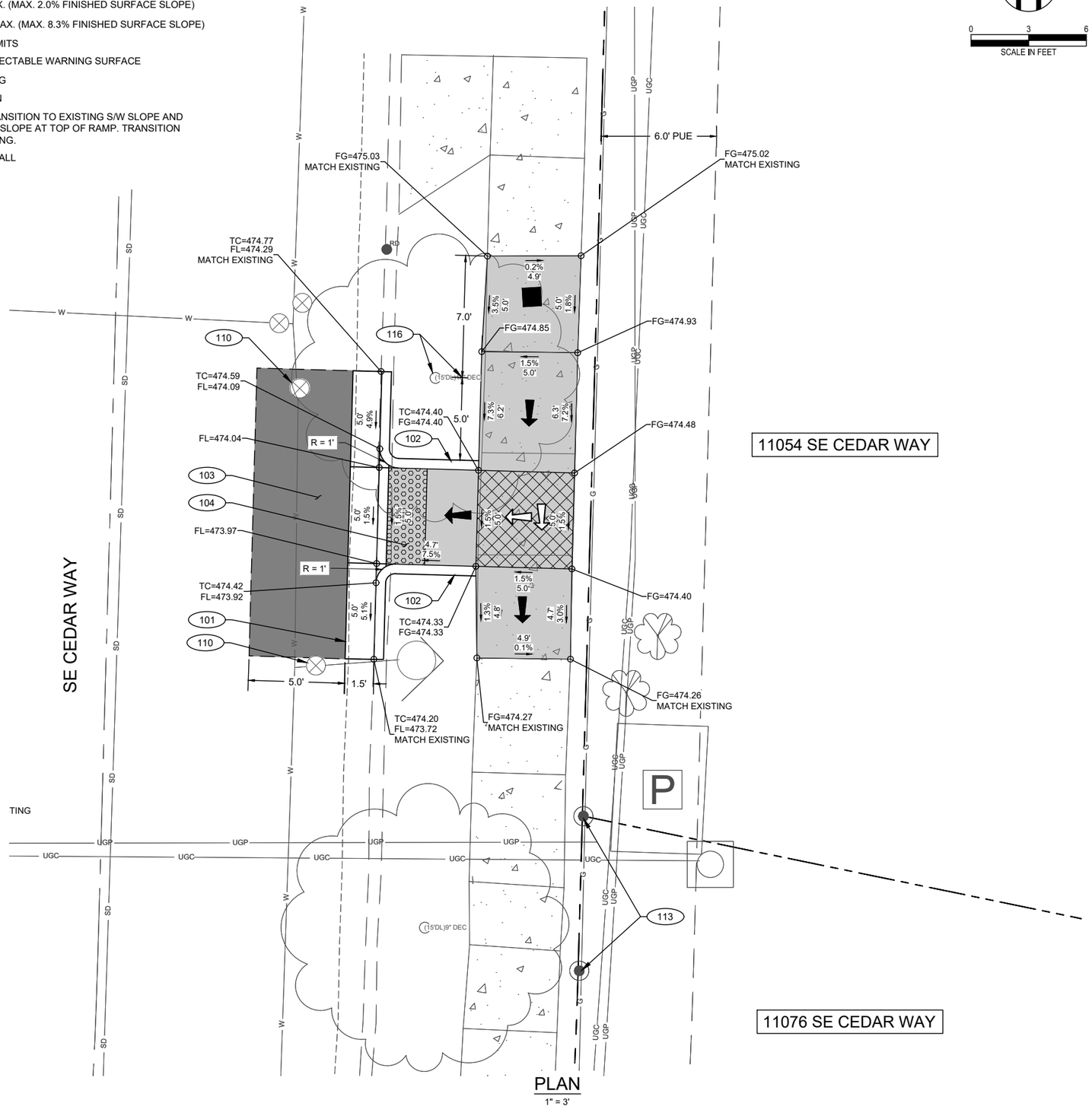


REGISTERED PROFESSIONAL ENGINEER
92419PE
DIGITALLY SIGNED Ryan Voss
OREGON
JULY 13, 2021
RYAN VOSS
EXPIRES: 06/30/2026

NO.	REVISION	BY	DATE

DESIGNED BY: TB/JH
DRAWN BY: AH/TS
REV: RV/WW

ONE INCH
0 1"
ONE INCH AT FULL SCALE
IF NOT ONE INCH ADJUST SCALE ACCORDINGLY

SE CEDAR WAY & SE COUGAR PL RAMP PLAN - E

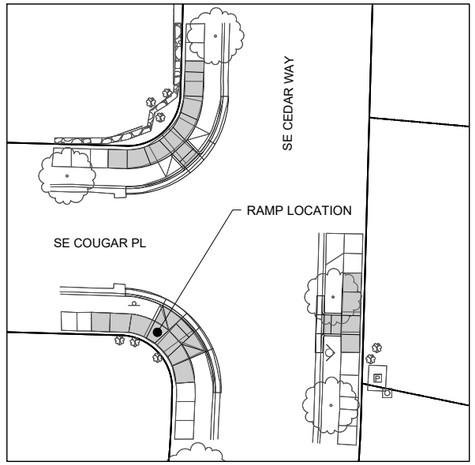
wallis engineering

PROJECT NO: 1592A
DATE: 05/2026

CITY OF HAPPY VALLEY
2026 ADA IMPROVEMENTS
(CIP-05-26)

HAPPY VALLEY, OR EST. 1965

DRAWING NO:
C9



LOCATION MAP

NTS

ABBREVIATIONS

EG - EXISTING GRADE
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GENERAL NOTES

1. RESTORE ALL LANDSCAPING ADJACENT TO RAMPS TO MATCH EXISTING ADJACENT SURFACING UNLESS OTHERWISE NOTED. REPAIR AND RELOCATE ANY IRRIGATION LINES, VALVES, OR SPRINKLERS ENCOUNTERED. IRRIGATION LINES TO BE RELOCATED OUTSIDE OF ADA RAMP OR SIDEWALK LIMITS. COORDINATE WITH PROPERTY OWNER PRIOR TO RELOCATION OF IRRIGATION LINES, VALVES, OR SPRINKLERS.
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CONSTRUCTION NOTES

(101) CONSTRUCT STANDARD CURB AND GUTTER PER CITY OF HAPPY VALLEY STANDARD DRAWING 230, SHEET D1.

(103) RESTORE AC ROADWAY PER CITY OF HAPPY VALLEY STANDARD DRAWING 160, SHEET D1, SIGNAGE AND STRIPING ON SHEETS C26 - C27.

(104) CONSTRUCT CURB RAMP PER CITY OF HAPPY VALLEY AND ODOT STANDARD DRAWINGS, SHEETS D1-D4

(111) PROTECT EXISTING SIGN.

(113) PROTECT EXISTING MONUMENT

LEGEND

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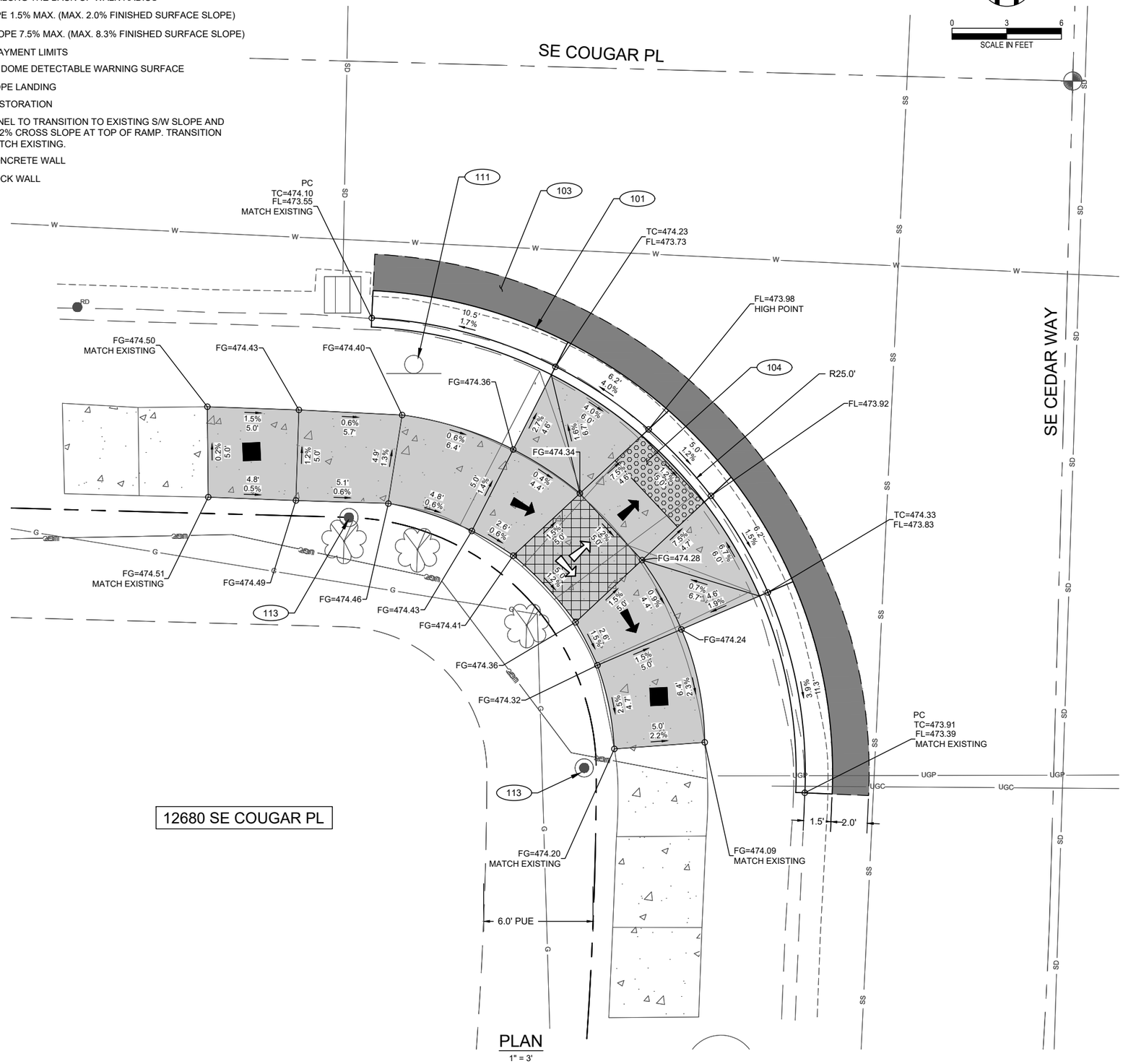


12680 SE COUGAR PL

PLAN
1" = 3'

REGISTERED PROFESSIONAL ENGINEER
92419PE
DIGITALLY SIGNED
Ryan Voss
OREGON
JULY 13, 2021
RYAN VOSS
EXPIRES: 06/30/2026

NO.	REVISION	BY	DATE

DESIGNED BY: TB/JH
DRAWN BY: AH/TS
REV: RV/WW

ONE INCH
0 1"
ONE INCH AT FULL SCALE.
IF NOT ONE INCH ADJUST SCALE ACCORDINGLY

SE CEDAR WAY & SE COUGAR PL RAMP PLAN - SW

wallis engineering

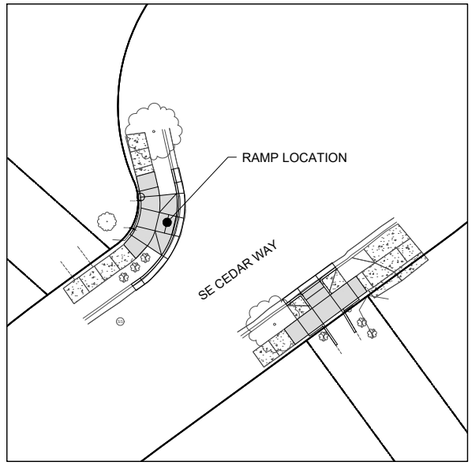
PROJECT NO: 1592A
DATE: 05/2026

CITY OF HAPPY VALLEY
2026 ADA IMPROVEMENTS
(CIP-05-26)

HAPPY VALLEY, OR EST. 1965

DRAWING NO:
C10

10 OF 32



LOCATION MAP

NTS

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(104) CONSTRUCT CURB RAMP PER CITY OF HAPPY VALLEY AND ODOT STANDARD DRAWINGS, SHEETS D1-D4

(113) PROTECT EXISTING MONUMENT

LEGEND

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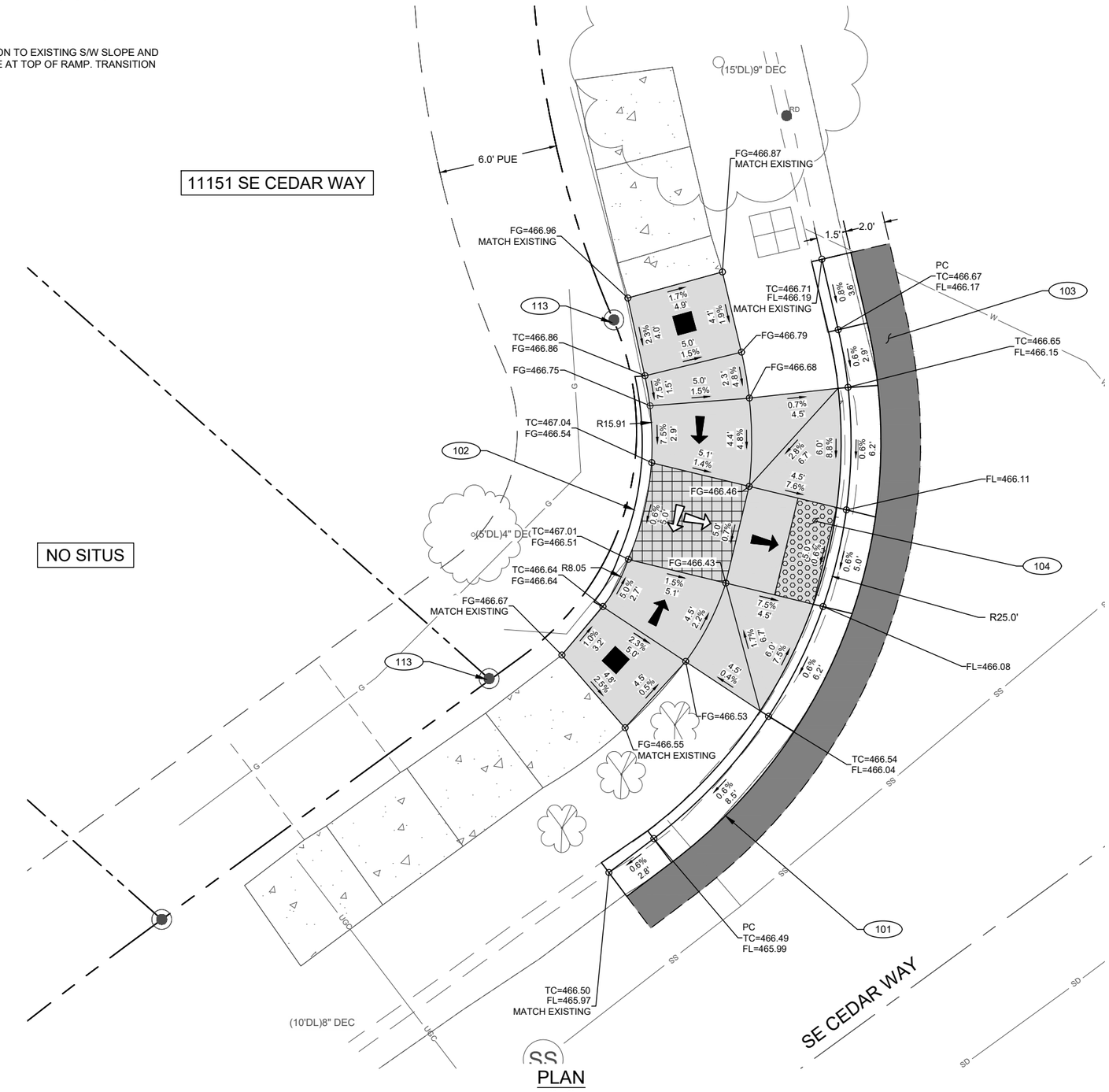
11151 SE CEDAR WAY

NO SITUS



PLAN
1" = 3'

NO.	REVISION	BY	DATE

DESIGNED BY: TB/JH
DRAWN BY: AH/TS
REV: RV/WW

ONE INCH
0 1"
ONE INCH AT FULL SCALE
IF NOT ONE INCH ADJUST
SCALE ACCORDINGLY

SE CEDAR WAY
RAMP PLAN - W

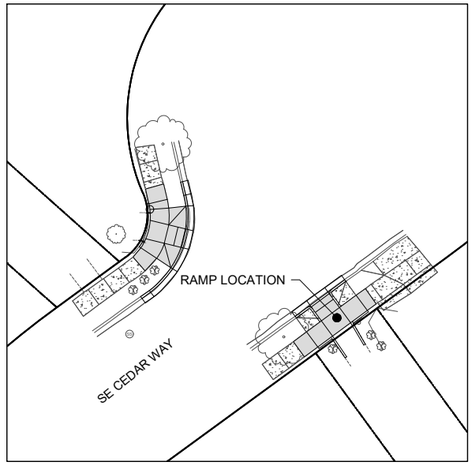
wallis engineering

PROJECT NO: 1592A
DATE: 05/2026

CITY OF HAPPY VALLEY
2026 ADA IMPROVEMENTS
(CIP-05-26)

HAPPY VALLEY, OR EST. 1965

DRAWING NO:
C11
11 OF 32



LOCATION MAP
NTS

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(104) CONSTRUCT CURB RAMP PER CITY OF HAPPY VALLEY AND ODOT STANDARD DRAWINGS, SHEETS D1-D4

(107) REMOVE EXISTING CONCRETE WING AND REPLACE WITH LANDSCAPING TO FINISH GRADE. MATCH TO ADJACENT LANDSCAPING.

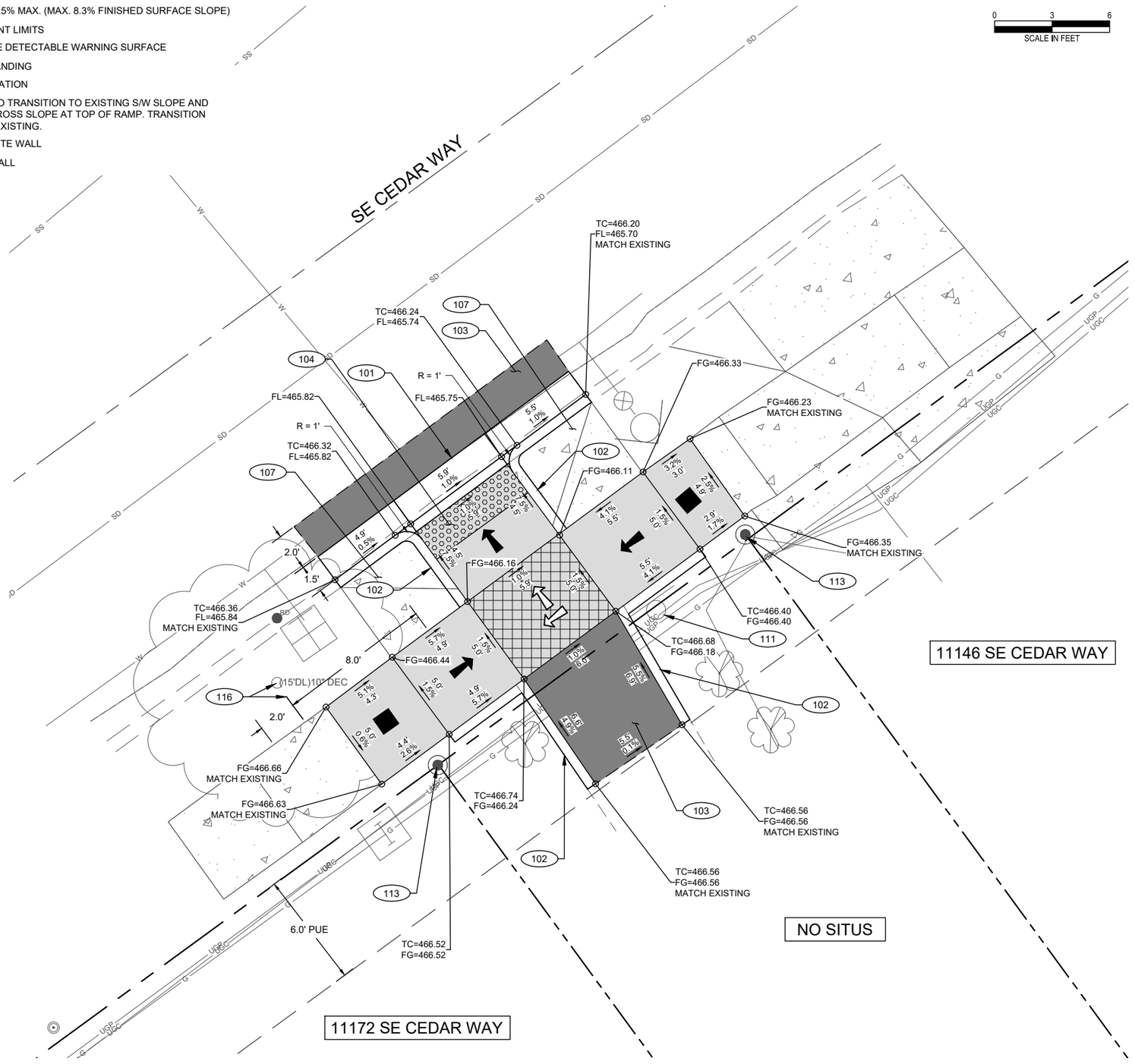
(111) PROTECT EXISTING SIGN.

(113) PROTECT EXISTING MONUMENT

(116) VERIFY WITH CITY ARBORIST DURING CONSTRUCTION IF TREE REMOVAL IS REQUIRED. IF REMOVAL REQUIRED, REMOVE AND REPLACE TREE IN KIND. INSTALL INTERLOCKING POLYETHYLENE ROOT BARRIER PANELS FLUSH TO BACK OF SIDEWALK FOR LENGTH SHOWN. SET ROOT BARRIER SUCH THAT TOP OF PANEL IS NO DEEPER THAN ONE INCH BELOW TOP OF SIDEWALK

LEGEND

- SLOPE IS GREATER THAN 8.3% & LENGTH MAXIMIZED AT 15' AS MEASURED ALONG THE BACK OF WALK RADIUS
- CROSS SLOPE 1.5% MAX. (MAX. 2.0% FINISHED SURFACE SLOPE)
- RUNNING SLOPE 7.5% MAX. (MAX. 8.3% FINISHED SURFACE SLOPE)
- SIDEWALK PAYMENT LIMITS
- TRUNCATED DOME DETECTABLE WARNING SURFACE
- 2% MAX. SLOPE LANDING
- ASPHALT RESTORATION
- NEW S/W PANEL TO TRANSITION TO EXISTING S/W SLOPE AND WIDTH, MAX 2% CROSS SLOPE AT TOP OF RAMP. TRANSITION CURB TO MATCH EXISTING.
- EXISTING CONCRETE WALL
- EXISTING ROCK WALL



PLAN
1" = 3'

NO.	REVISION	BY	DATE

DESIGNED BY: TB/JH
DRAWN BY: AH/TS
REV: RV/WW

ONE INCH
0 1"
ONE INCH AT FULL SCALE
IF NOT ONE INCH ADJUST SCALE ACCORDINGLY

SE CEDAR WAY
RAMP PLAN - E

wallis engineering

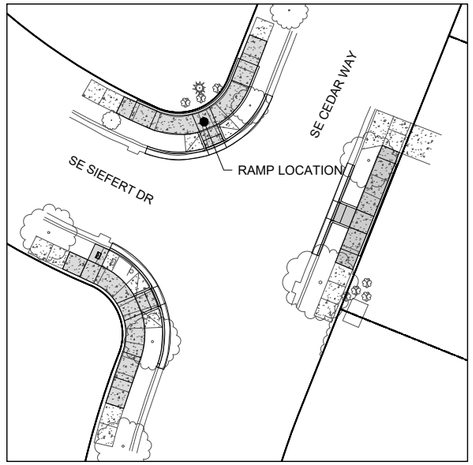
PROJECT NO: 1592A
DATE: 05/2026

CITY OF HAPPY VALLEY
2026 ADA IMPROVEMENTS
(CIP-05-26)

HAPPY VALLEY, OR EST. 1965

DRAWING NO:
C12

12 OF 32



LOCATION MAP
NTS

ABBREVIATIONS

EG - EXISTING GRADE
FG - FINISH GRADE
FL - FLOWLINE
PC - POINT OF CURVATURE
PCC - POINT OF COMPOUND CURVATURE
TC - TOP OF CURB

GENERAL NOTES

1. RESTORE ALL LANDSCAPING ADJACENT TO RAMPS TO MATCH EXISTING ADJACENT SURFACING UNLESS OTHERWISE NOTED. REPAIR AND RELOCATE ANY IRRIGATION LINES, VALVES, OR SPRINKLERS ENCOUNTERED. IRRIGATION LINES TO BE RELOCATED OUTSIDE OF ADA RAMP OR SIDEWALK LIMITS. COORDINATE WITH PROPERTY OWNER PRIOR TO RELOCATION OF IRRIGATION LINES, VALVES, OR SPRINKLERS.
2. SIDEWALK REMOVAL AND CURB REMOVAL SHALL BE TO NEAREST SCORE JOINT IN RELATIONSHIP TO THE DIMENSIONS SHOWN.
3. CONTRACTOR TO PROTECT ALL EXISTING UTILITIES, UNLESS OTHERWISE SHOWN.
4. INSTALL INLET PROTECTION ON ALL DOWNSTREAM CATCH BASINS, SEE DETAIL, SHEET D4.
5. SCORE JOINTS SHOWN ARE FOR GRADE BREAKS. SCORE CONTINUOUS PANELS EVERY 5 FEET.

CONSTRUCTION NOTES

(101) CONSTRUCT STANDARD CURB AND GUTTER PER CITY OF HAPPY VALLEY STANDARD DRAWING 230, SHEET D1.

(102) CONSTRUCT GRADE CORRECTION CURB PER DETAIL, SHEET D1.

(103) RESTORE AC ROADWAY PER CITY OF HAPPY VALLEY STANDARD DRAWING 160, SHEET D1, SIGNAGE AND STRIPING ON SHEETS C26 - C27.

(104) CONSTRUCT CURB RAMP PER CITY OF HAPPY VALLEY AND ODOT STANDARD DRAWINGS, SHEETS D1-D4

(107) REMOVE EXISTING CONCRETE WING AND REPLACE WITH LANDSCAPING TO FINISH GRADE. MATCH TO ADJACENT LANDSCAPING.

(108) REMOVE AND RELOCATE EXISTING IRRIGATION.

(113) PROTECT EXISTING MONUMENT

(125) REMOVE EXISTING VEGETATION.

LEGEND

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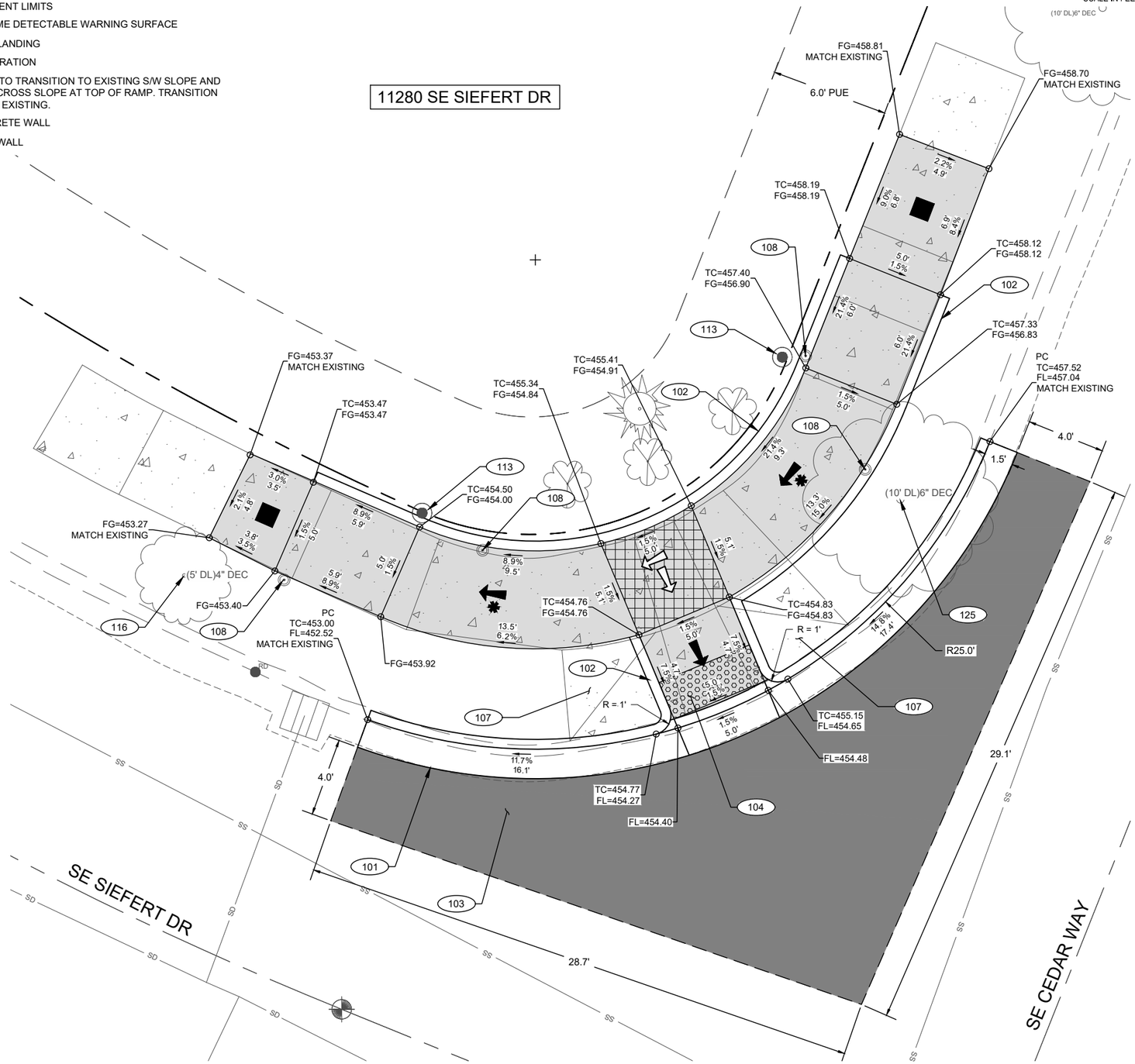
- EXISTING CONCRETE WALL
- EXISTING ROCK WALL

11280 SE SIEFERT DR



PLAN
1" = 3'

NO.	REVISION	BY	DATE

DESIGNED BY: TB/JH
DRAWN BY: AH/TS
REV: RV/WW

ONE INCH
0 1"
ONE INCH AT FULL SCALE.
IF NOT ONE INCH ADJUST
SCALE ACCORDINGLY

SE CEDAR WAY & SE
SIEFERT DR RAMP PLAN - N

wallis engineering

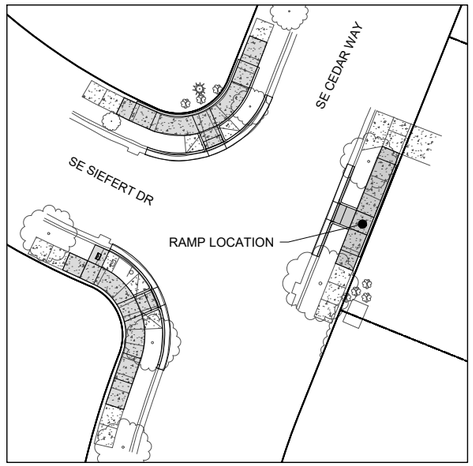
PROJECT NO: 1592A
DATE: 05/2026

CITY OF HAPPY VALLEY
2026 ADA IMPROVEMENTS
(CIP-05-26)

HAPPY VALLEY, OR
EST. 1965

DRAWING NO:
C13

13 OF 32



LOCATION MAP

NTS

ABBREVIATIONS

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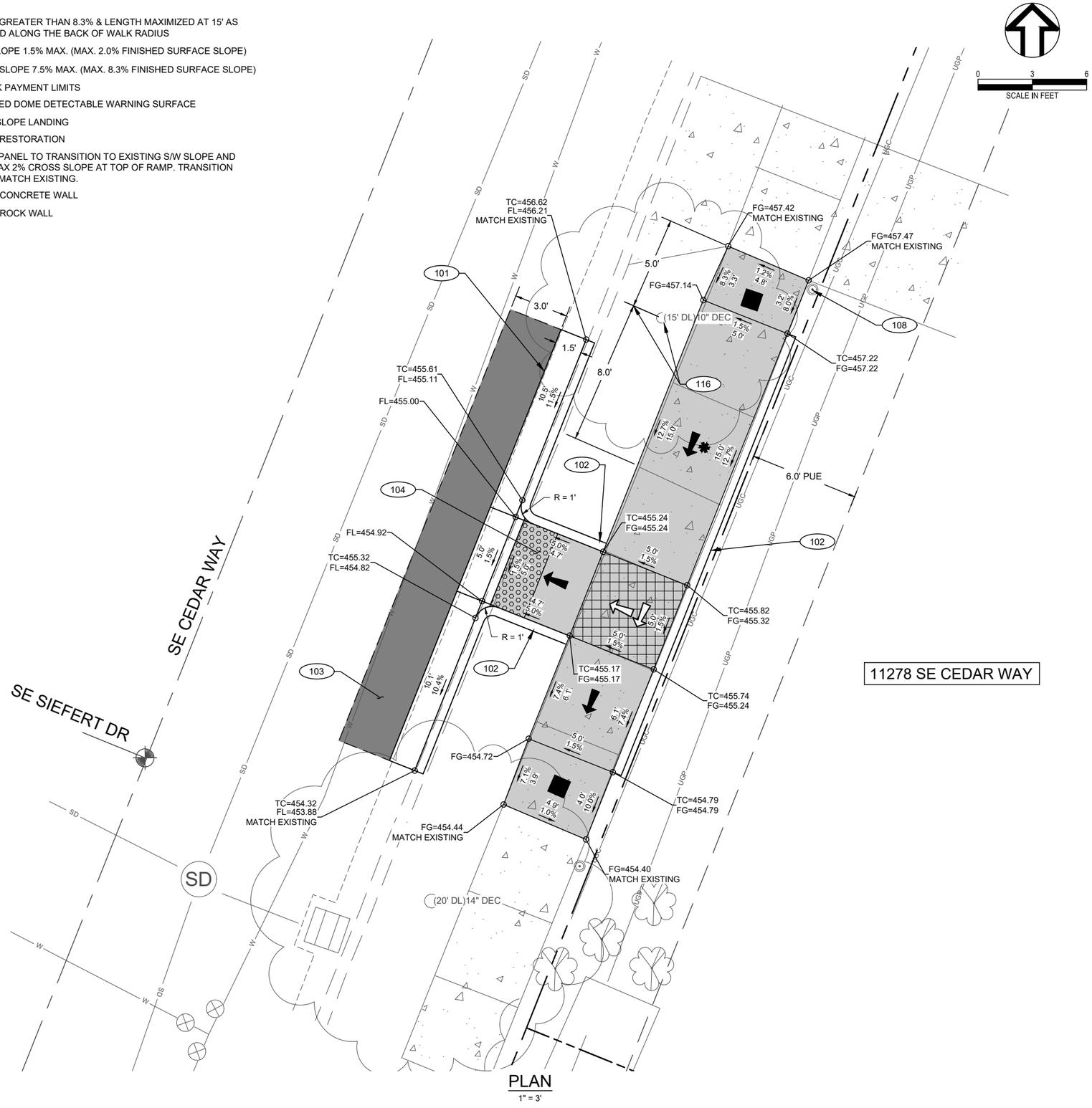
- EXISTING ROCK WALL



11278 SE CEDAR WAY

PLAN
1" = 3'

REGISTERED PROFESSIONAL ENGINEER
92419PE
DIGITALLY SIGNED Ryan Voss
OREGON
JULY 13, 2021
RYAN VOSS
EXPIRES: 06/30/2026

NO.	REVISION	BY	DATE

DESIGNED BY: TB/JH
DRAWN BY: AH/TS
REV: RV/WW

ONE INCH
0 1"
ONE INCH AT FULL SCALE.
IF NOT ONE INCH ADJUST SCALE ACCORDINGLY

SE CEDAR WAY & SE SIEFERT DR RAMP PLAN - E

wallis engineering

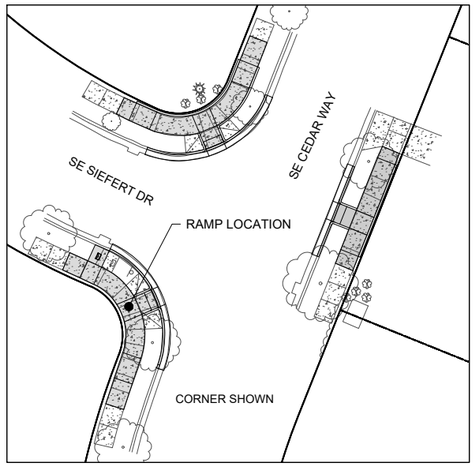
PROJECT NO: 1592A
DATE: 05/2026

CITY OF HAPPY VALLEY
2026 ADA IMPROVEMENTS
(CIP-05-26)

HAPPY VALLEY, OR EST. 1965

DRAWING NO:
C14

14 OF 32



LOCATION MAP
NTS

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(101) CONSTRUCT STANDARD CURB AND GUTTER PER CITY OF HAPPY VALLEY STANDARD DRAWING 230, SHEET D1.

(102) CONSTRUCT GRADE CORRECTION CURB PER DETAIL, SHEET D1.

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(104) CONSTRUCT CURB RAMP PER CITY OF HAPPY VALLEY AND ODOT STANDARD DRAWINGS, SHEETS D1-D4

(107) REMOVE EXISTING CONCRETE WING AND REPLACE WITH LANDSCAPING TO FINISH GRADE. MATCH TO ADJACENT LANDSCAPING.

(108) REMOVE AND RELOCATE EXISTING IRRIGATION.

(111) PROTECT EXISTING SIGN.

(113) PROTECT EXISTING MONUMENT

(115) REMOVE AND REINSTALL EXISTING MAILBOX CLUSTER. PROVIDE MINIMUM 48" CLEAR WIDTH. COORDINATE WITH POSTMASTER PRIOR TO REMOVAL. PEDESTAL TO BE MOUNTED ON NEW FOUNDATION AS SHOWN IN USPS DETAIL, SHEET D5.

(116) VERIFY WITH CITY ARBORIST DURING CONSTRUCTION IF TREE REMOVAL IS REQUIRED. IF REMOVAL REQUIRED, REMOVE AND REPLACE TREE IN KIND. INSTALL INTERLOCKING POLYETHYLENE ROOT BARRIER PANELS FLUSH TO BACK OF SIDEWALK FOR LENGTH SHOWN. SET ROOT BARRIER SUCH THAT TOP OF PANEL IS NO DEEPER THAN ONE INCH BELOW TOP OF SIDEWALK

(125) REMOVE EXISTING VEGETATION.

ABBREVIATIONS

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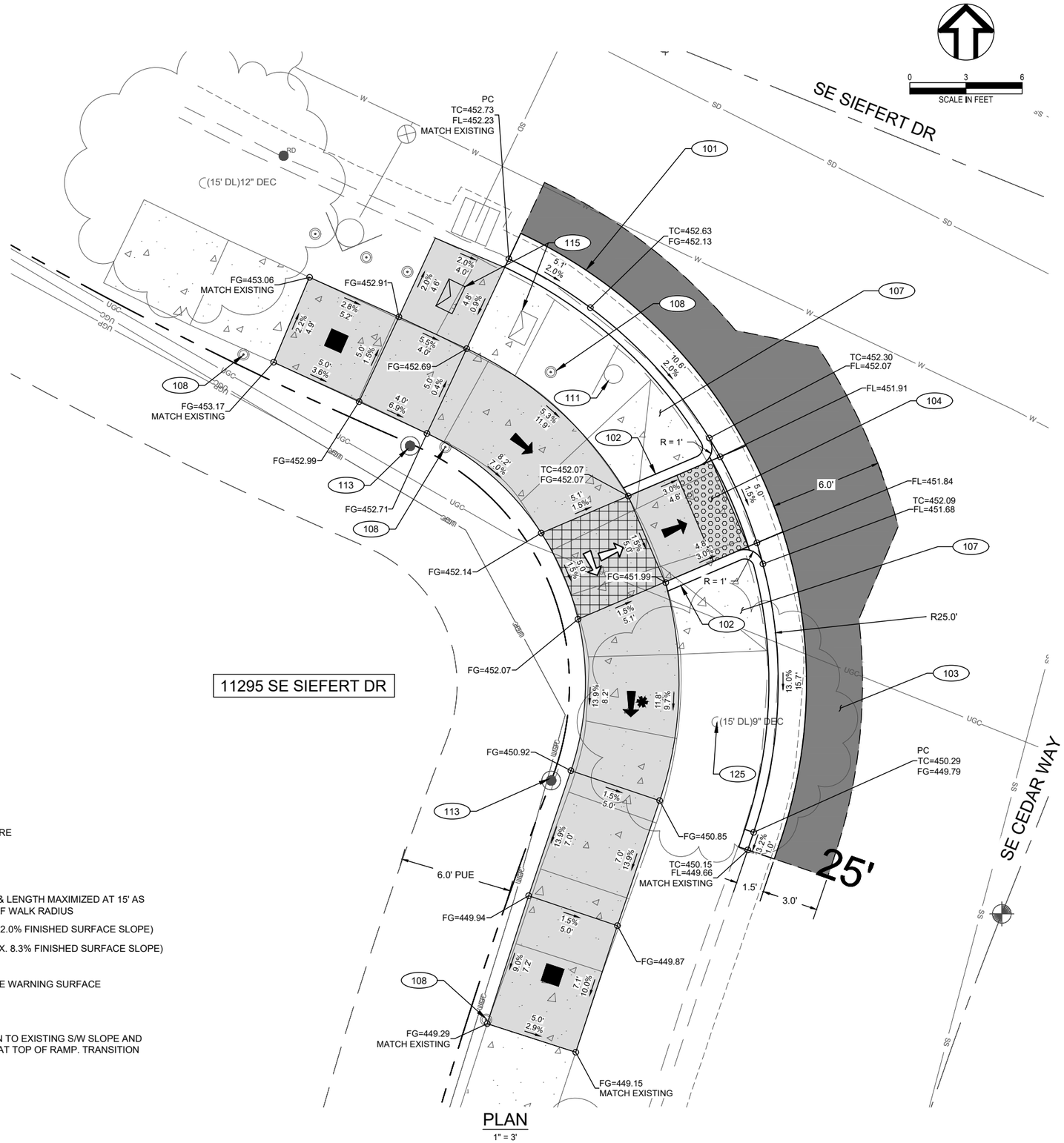
- EXISTING CONCRETE WALL
- EXISTING ROCK WALL

11295 SE SIEFERT DR



PLAN
1" = 3'

0 3 6
SCALE IN FEET

REGISTERED PROFESSIONAL ENGINEER
92419PE
DIGITALLY SIGNED Ryan Voss
OREGON
JULY 13, 2021
RYAN VOSS
EXPIRES: 06/30/2026

NO.	REVISION	BY	DATE

DESIGNED BY: TB/JH
DRAWN BY: AH/TS
REV: RV/WW

ONE INCH
0 1"
ONE INCH AT FULL SCALE.
IF NOT ONE INCH ADJUST SCALE ACCORDINGLY

SE CEDAR WAY & SE SIEFERT DR RAMP PLAN - SW

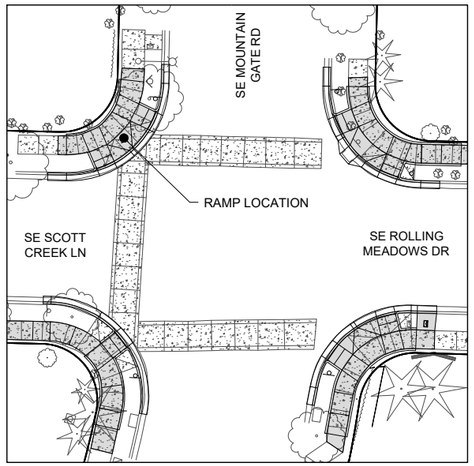
wallis engineering

DATE: 05/2026
PROJECT NO: 1592A

CITY OF HAPPY VALLEY
2026 ADA IMPROVEMENTS
(CIP-05-26)

HAPPY VALLEY, OR EST. 1965

DRAWING NO:
C15



LOCATION MAP
NTS

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CONSTRUCTION NOTES

(101) CONSTRUCT STANDARD CURB AND GUTTER PER CITY OF HAPPY VALLEY STANDARD DRAWING 230, SHEET D1.

(102) CONSTRUCT GRADE CORRECTION CURB PER DETAIL, SHEET D1.

(103) RESTORE AC ROADWAY PER CITY OF HAPPY VALLEY STANDARD DRAWING 160, SHEET D1, SIGNAGE AND STRIPING ON SHEETS C26 - C27.

(104) CONSTRUCT CURB RAMP PER CITY OF HAPPY VALLEY AND ODOT STANDARD DRAWINGS, SHEETS D1-D4

(107) REMOVE EXISTING CONCRETE WING AND REPLACE WITH LANDSCAPING TO FINISH GRADE. MATCH TO ADJACENT LANDSCAPING.

(108) REMOVE AND RELOCATE EXISTING IRRIGATION.

(110) ADJUST VALVE TO FINISH GRADE.

(113) PROTECT EXISTING MONUMENT

(114) REMOVE AND REINSTATE EXISTING MONUMENT

(125) REMOVE EXISTING VEGETATION.

(126) GRIND AND INLAY EXISTING CONCRETE CROSSWALK PER DETAIL, SHEET D1.

LEGEND

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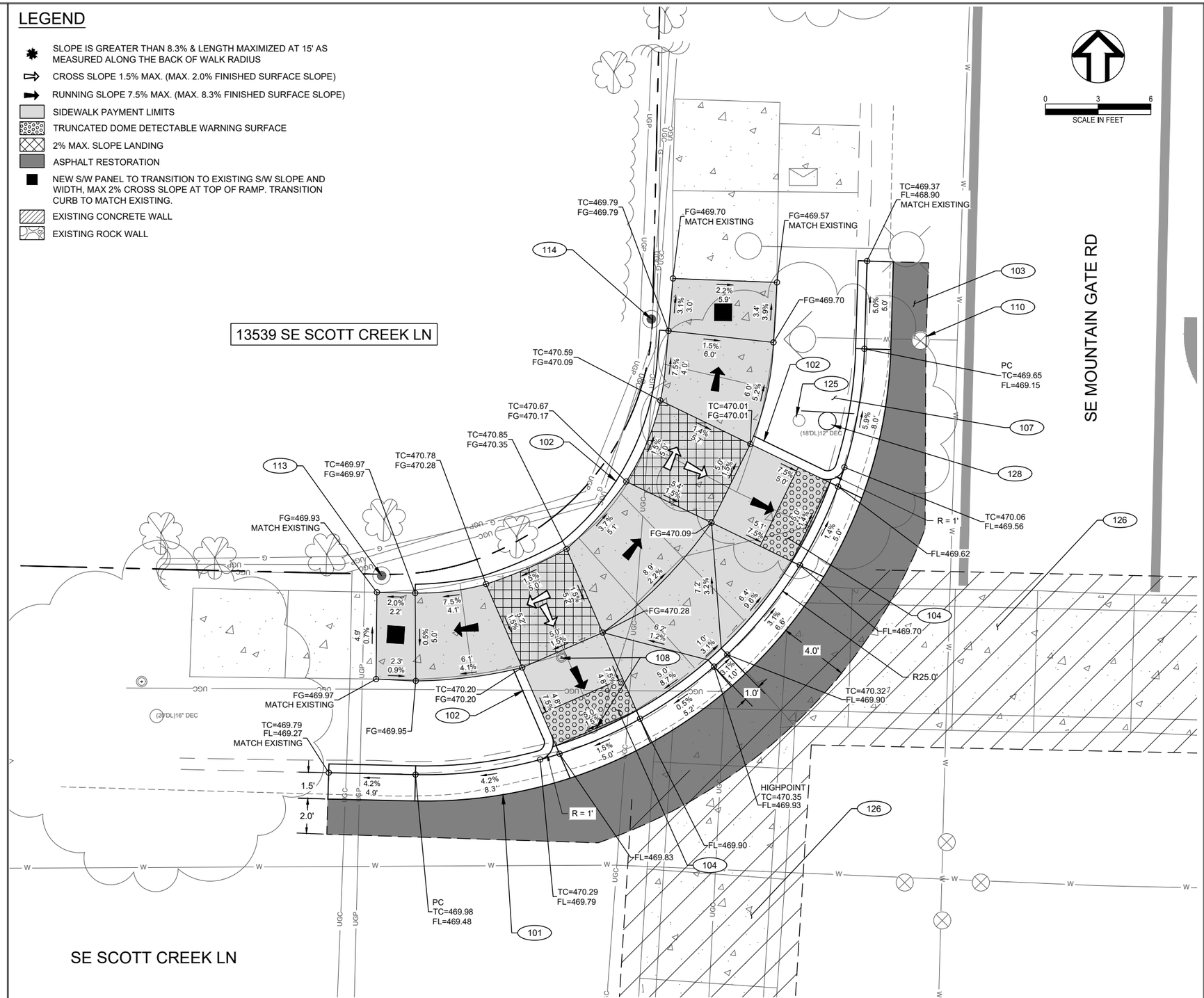
13539 SE SCOTT CREEK LN

SE MOUNTAIN GATE RD

SE SCOTT CREEK LN



PLAN
1" = 3'

NO.	REVISION	BY	DATE

DESIGNED BY: TB/JH
DRAWN BY: AH/TS
REV: RV/WW

ONE INCH 0 1"
ONE INCH AT FULL SCALE.
IF NOT ONE INCH ADJUST SCALE ACCORDINGLY

SE SCOTT CREEK LN & SE MOUNTAIN GATE RD RAMP PLAN - NW

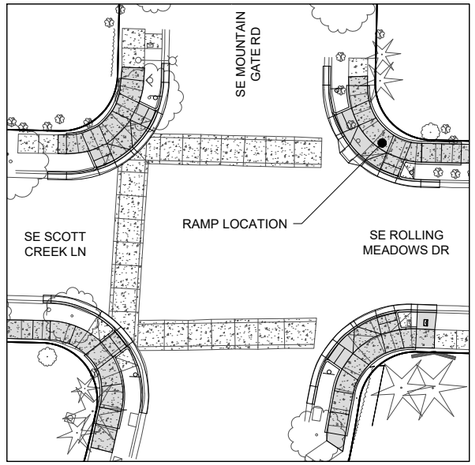
wallis engineering

PROJECT NO: 1592A
DATE: 05/2026

CITY OF HAPPY VALLEY
2026 ADA IMPROVEMENTS
(CIP-05-26)

HAPPY VALLEY, OR EST. 1965

DRAWING NO:
C16
16 OF 32



LOCATION MAP

NTS

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(104) CONSTRUCT CURB RAMP PER CITY OF HAPPY VALLEY AND ODOT STANDARD DRAWINGS, SHEETS D1-D4

(106) INSTALL GUTTER TRANSITION AT INLET PER CB CURB AND GUTTER DETAIL, SHEET D5.

(107) REMOVE EXISTING CONCRETE WING AND REPLACE WITH LANDSCAPING TO FINISH GRADE. MATCH TO ADJACENT LANDSCAPING.

(112) RELOCATE EXISTING SIGN AND POST, INSTALL ON NEW V-LOCK ANCHOR OR APPROVED EQUAL. COORDINATE SIGN LOCATION WITH CITY PRIOR TO INSTALLATION. SEE SIGNAGE AND STRIPING ON SHEETS C26 - C27.

(113) PROTECT EXISTING MONUMENT

(114) REMOVE AND REINSTATE EXISTING MONUMENT

(125) REMOVE EXISTING VEGETATION.

(126) GRIND AND INLAY EXISTING CONCRETE CROSSWALK PER DETAIL, SHEET D1.

(128) INSTALL NEW SIGN PER CITY OF HAPPY VALLEY STANDARD DRAWING 300, SHEET D2. SEE SIGNING AND STRIPING PLANS, SHEET C26 - C27.

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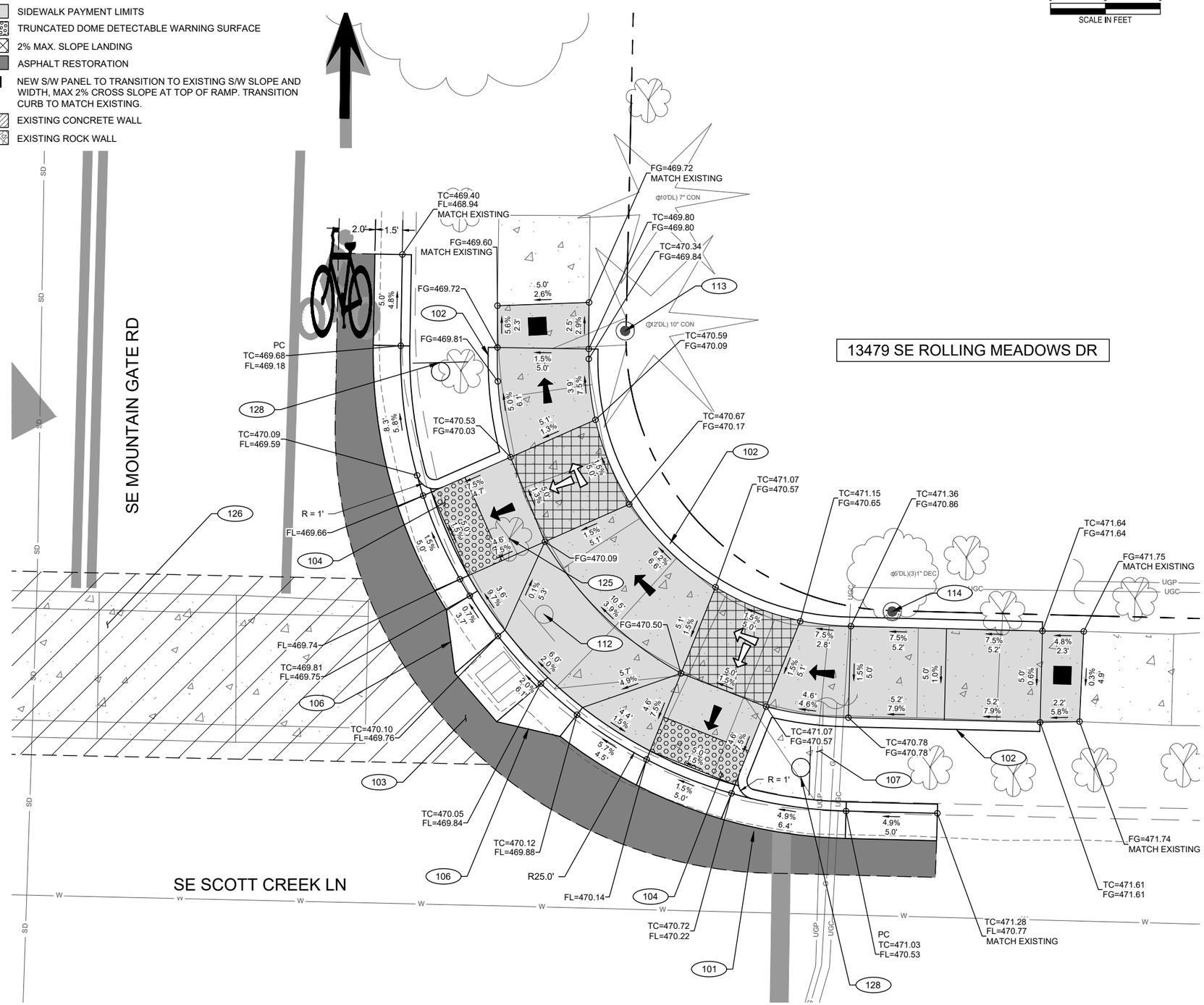

PLAN

1" = 3'

0 3 6
SCALE IN FEET

13479 SE ROLLING MEADOWS DR

REGISTERED PROFESSIONAL ENGINEER
92419PE
DIGITALLY SIGNED
OREGON
JULY 13, 2021
RYAN VOSS
EXPIRES: 06/30/2026

NO.	REVISION	BY	DATE

DESIGNED BY: TB/JH
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REV: RV/WW

ONE INCH
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SE SCOTT CREEK LN & SE MOUNTAIN GATE RD RAMP PLAN - NE

CITY OF HAPPY VALLEY
2026 ADA IMPROVEMENTS
(CIP-05-26)

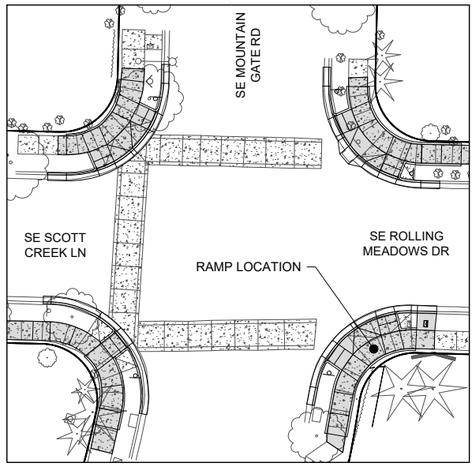
HAPPY VALLEY, OR EST. 1965

wallis engineering

PROJECT NO: 1592A
DATE: 05/2026

DRAWING NO:
C17
17 OF 32

P:\15\1592A Happy Valley ADA Ramp Imp\500 DWG\501 Plan Sheets\1592A - RAMP PLANS.dwg, 5/7/2026 10:54:52 AM, TomalynnS\kva



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(101) CONSTRUCT STANDARD CURB AND GUTTER PER CITY OF HAPPY VALLEY STANDARD DRAWING 230, SHEET D1.

(102) CONSTRUCT GRADE CORRECTION CURB PER DETAIL, SHEET D1.

(103) RESTORE AC ROADWAY PER CITY OF HAPPY VALLEY STANDARD DRAWING 160, SHEET D1, SIGNAGE AND STRIPING ON SHEETS C26 - C27.

(104) CONSTRUCT CURB RAMP PER CITY OF HAPPY VALLEY AND ODOT STANDARD DRAWINGS, SHEETS D1-D4

(109) PROTECT EXISTING WALL

(114) REMOVE AND REINSTATE EXISTING MONUMENT

(115) REMOVE AND REINSTALL EXISTING MAILBOX CLUSTER. PROVIDE MINIMUM 48" CLEAR WIDTH. COORDINATE WITH POSTMASTER PRIOR TO REMOVAL. PEDESTAL TO BE MOUNTED ON NEW FOUNDATION AS SHOWN IN USPS DETAIL, SHEET D5.

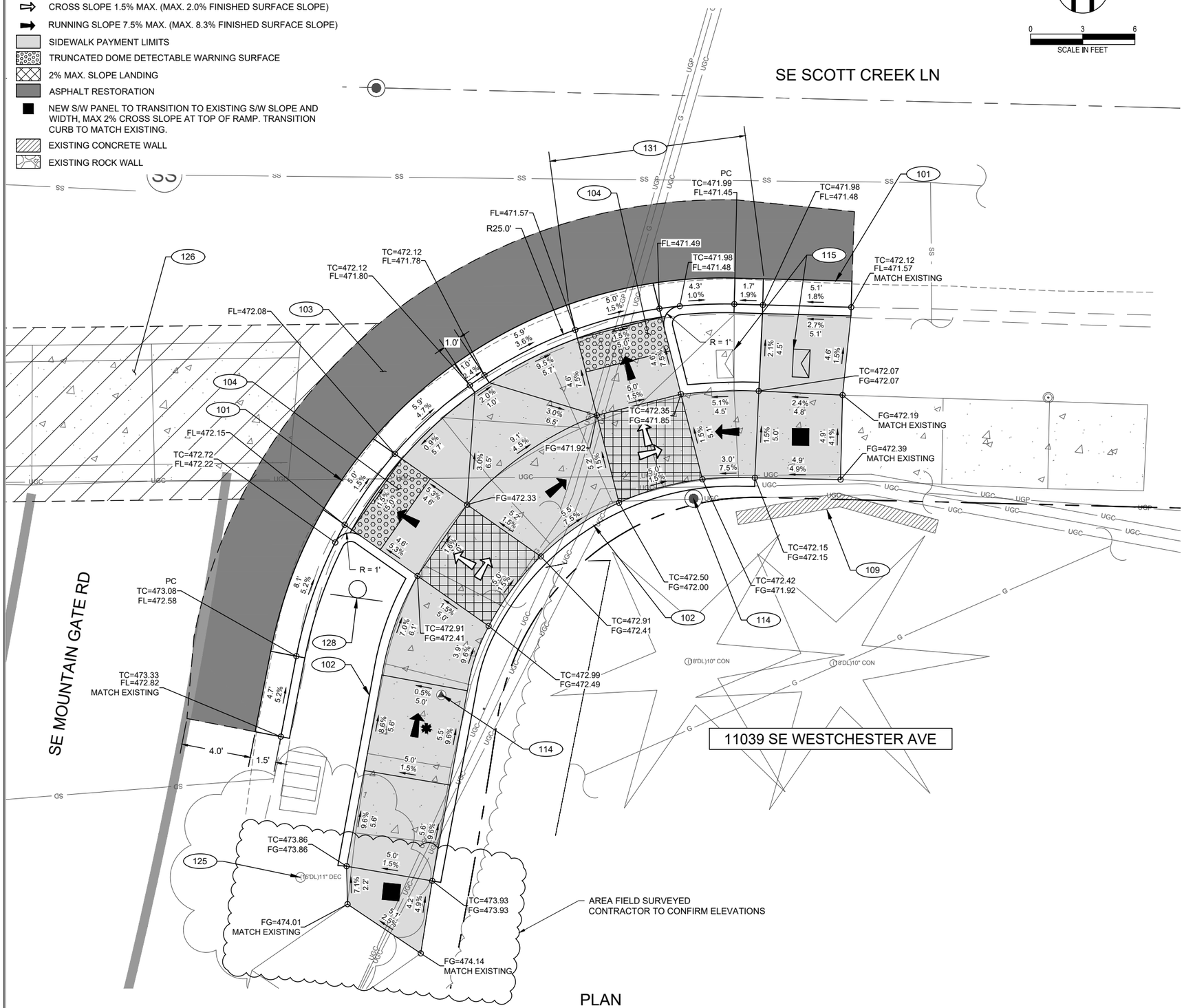
(125) REMOVE EXISTING VEGETATION.

(126) GRIND AND INLAY EXISTING CONCRETE CROSSWALK PER DETAIL, SHEET D1.

(131) CONSTRUCT REVERSE GUTTER PER DETAIL, SHEET D1.

LEGEND

- SLOPE IS GREATER THAN 8.3% & LENGTH MAXIMIZED AT 15' AS MEASURED ALONG THE BACK OF WALK RADIUS
- CROSS SLOPE 1.5% MAX. (MAX. 2.0% FINISHED SURFACE SLOPE)
- RUNNING SLOPE 7.5% MAX. (MAX. 8.3% FINISHED SURFACE SLOPE)
- SIDEWALK PAYMENT LIMITS
- TRUNCATED DOME DETECTABLE WARNING SURFACE
- 2% MAX. SLOPE LANDING
- ASPHALT RESTORATION
- NEW S/W PANEL TO TRANSITION TO EXISTING S/W SLOPE AND WIDTH, MAX 2% CROSS SLOPE AT TOP OF RAMP. TRANSITION CURB TO MATCH EXISTING.
- EXISTING CONCRETE WALL
- EXISTING ROCK WALL



PLAN
1" = 3'

REGISTERED PROFESSIONAL ENGINEER
92419PE
DIGITALLY SIGNED Ryan Voss
OREGON
JULY 13, 2021
RYAN VOSS
EXPIRES: 06/30/2026

NO.	REVISION	BY	DATE

DESIGNED BY: TB/JH
DRAWN BY: AH/TS
REV: RV/WW

ONE INCH AT FULL SCALE
IF NOT ONE INCH ADJUST SCALE ACCORDINGLY

SE SCOTT CREEK LN & SE MOUNTAIN GATE RD RAMP PLAN - SE

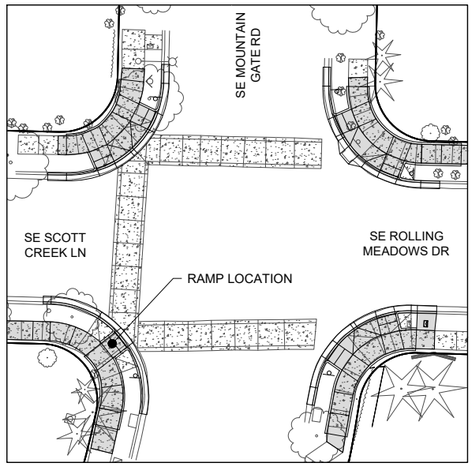
wallis engineering

PROJECT NO: 1592A
DATE: 05/2026

CITY OF HAPPY VALLEY
2026 ADA IMPROVEMENTS
(CIP-05-26)

HAPPY VALLEY, OR EST. 1965

DRAWING NO:
C18
18 OF 32



LOCATION MAP
NTS

ABBREVIATIONS

EG - EXISTING GRADE
FG - FINISH GRADE
FL - FLOWLINE
PC - POINT OF CURVATURE
PCC - POINT OF COMPOUND CURVATURE
TC - TOP OF CURB

GENERAL NOTES

1. RESTORE ALL LANDSCAPING ADJACENT TO RAMPS TO MATCH EXISTING ADJACENT SURFACING UNLESS OTHERWISE NOTED. REPAIR AND RELOCATE ANY IRRIGATION LINES, VALVES, OR SPRINKLERS ENCOUNTERED. IRRIGATION LINES TO BE RELOCATED OUTSIDE OF ADA RAMP OR SIDEWALK LIMITS. COORDINATE WITH PROPERTY OWNER PRIOR TO RELOCATION OF IRRIGATION LINES, VALVES, OR SPRINKLERS.
2. SIDEWALK REMOVAL AND CURB REMOVAL SHALL BE TO NEAREST SCORE JOINT IN RELATIONSHIP TO THE DIMENSIONS SHOWN.
3. CONTRACTOR TO PROTECT ALL EXISTING UTILITIES, UNLESS OTHERWISE SHOWN.
4. INSTALL INLET PROTECTION ON ALL DOWNSTREAM CATCH BASINS, SEE DETAIL, SHEET D4.
5. SCORE JOINTS SHOWN ARE FOR GRADE BREAKS. SCORE CONTINUOUS PANELS EVERY 5 FEET.

CONSTRUCTION NOTES

(101) CONSTRUCT STANDARD CURB AND GUTTER PER CITY OF HAPPY VALLEY STANDARD DRAWING 230, SHEET D1.

(102) CONSTRUCT GRADE CORRECTION CURB PER DETAIL, SHEET D1.

(103) RESTORE AC ROADWAY PER CITY OF HAPPY VALLEY STANDARD DRAWING 160, SHEET D1, SIGNAGE AND STRIPING ON SHEETS C26 - C27.

(104) CONSTRUCT CURB RAMP PER CITY OF HAPPY VALLEY AND ODOT STANDARD DRAWINGS, SHEETS D1-D4

(107) REMOVE EXISTING CONCRETE WING AND REPLACE WITH LANDSCAPING TO FINISH GRADE. MATCH TO ADJACENT LANDSCAPING.

(111) PROTECT EXISTING SIGN.

(113) PROTECT EXISTING MONUMENT

(125) REMOVE EXISTING VEGETATION.

(126) GRIND AND INLAY EXISTING CONCRETE CROSSWALK PER DETAIL, SHEET D1.

(128) INSTALL NEW SIGN PER CITY OF HAPPY VALLEY STANDARD DRAWING 300, SHEET D2. SEE SIGNING AND STRIPING PLANS, SHEET C26 - C27.

LEGEND

- SLOPE IS GREATER THAN 8.3% & LENGTH MAXIMIZED AT 15' AS MEASURED ALONG THE BACK OF WALK RADIUS
- CROSS SLOPE 1.5% MAX. (MAX. 2.0% FINISHED SURFACE SLOPE)
- RUNNING SLOPE 7.5% MAX. (MAX. 8.3% FINISHED SURFACE SLOPE)
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- ASPHALT RESTORATION
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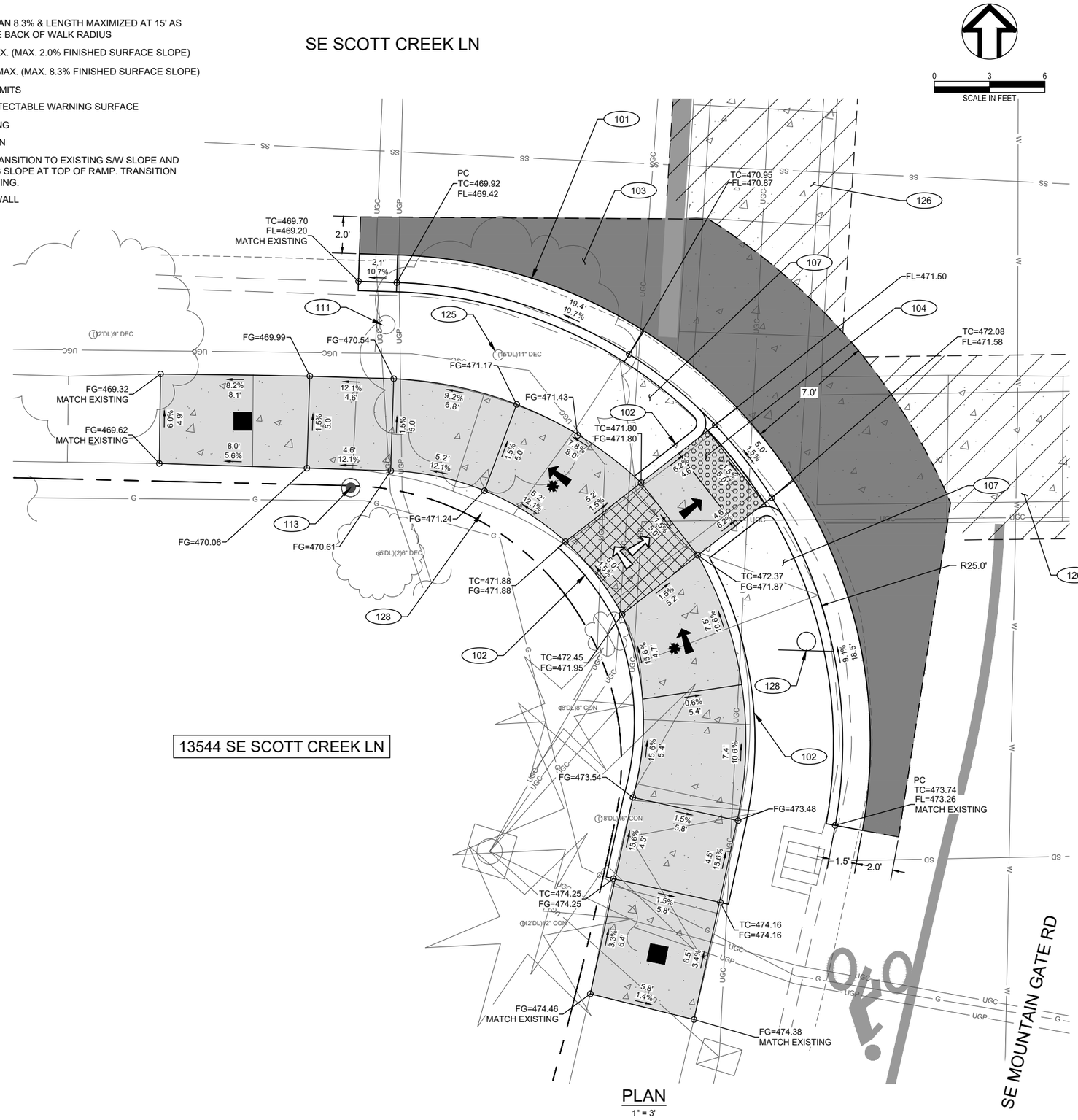
- EXISTING CONCRETE WALL
- EXISTING ROCK WALL



13544 SE SCOTT CREEK LN

PLAN
1" = 3'

REGISTERED PROFESSIONAL ENGINEER
92419PE
DIGITALLY SIGNED
OREGON
JULY 13, 2021
RYAN VOSS
EXPIRES: 06/30/2026

NO.	REVISION	BY	DATE

DESIGNED BY: TB/JH
DRAWN BY: AH/TS
REV: RV/WW

ONE INCH
0 1"
ONE INCH AT FULL SCALE.
IF NOT ONE INCH ADJUST SCALE ACCORDINGLY

SE SCOTT CREEK LN & SE MOUNTAIN GATE RD RAMP PLAN - SW

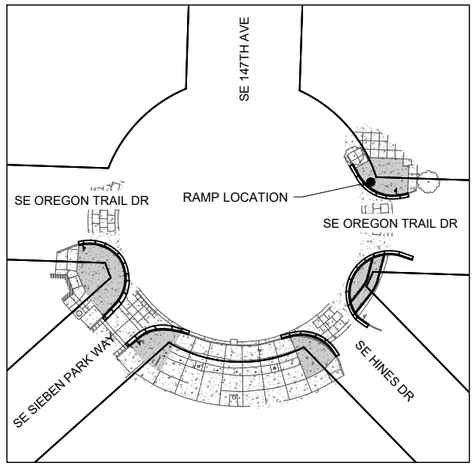
wallis engineering

PROJECT NO: 1592A
DATE: 05/26/2026

CITY OF HAPPY VALLEY
2026 ADA IMPROVEMENTS
(CIP-05-26)

HAPPY VALLEY, OR EST. 1965

DRAWING NO:
C19



LOCATION MAP

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GENERAL NOTES

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3. CONTRACTOR TO PROTECT ALL EXISTING UTILITIES, UNLESS OTHERWISE SHOWN.
4. INSTALL INLET PROTECTION ON ALL DOWNSTREAM CATCH BASINS, SEE DETAIL, SHEET D4.
5. SCORE JOINTS SHOWN ARE FOR GRADE BREAKS. SCORE CONTINUOUS PANELS EVERY 5 FEET.

CONSTRUCTION NOTES

(101) CONSTRUCT STANDARD CURB AND GUTTER PER CITY OF HAPPY VALLEY STANDARD DRAWING 230, SHEET D1.

(103) RESTORE AC ROADWAY PER CITY OF HAPPY VALLEY STANDARD DRAWING 160, SHEET D1, SIGNAGE AND STRIPING ON SHEETS C26 - C27.

(104) CONSTRUCT CURB RAMP PER CITY OF HAPPY VALLEY AND ODOT STANDARD DRAWINGS, SHEETS D1-D4

(112) RELOCATE EXISTING SIGN AND POST, INSTALL ON NEW V-LOCK ANCHOR OR APPROVED EQUAL. COORDINATE SIGN LOCATION WITH CITY PRIOR TO INSTALLATION. SEE SIGNAGE AND STRIPING ON SHEETS C26 - C27.

(126) GRIND AND INLAY EXISTING CONCRETE CROSSWALK PER DETAIL, SHEET D1.

LEGEND

- SLOPE IS GREATER THAN 8.3% & LENGTH MAXIMIZED AT 15' AS MEASURED ALONG THE BACK OF WALK RADIUS
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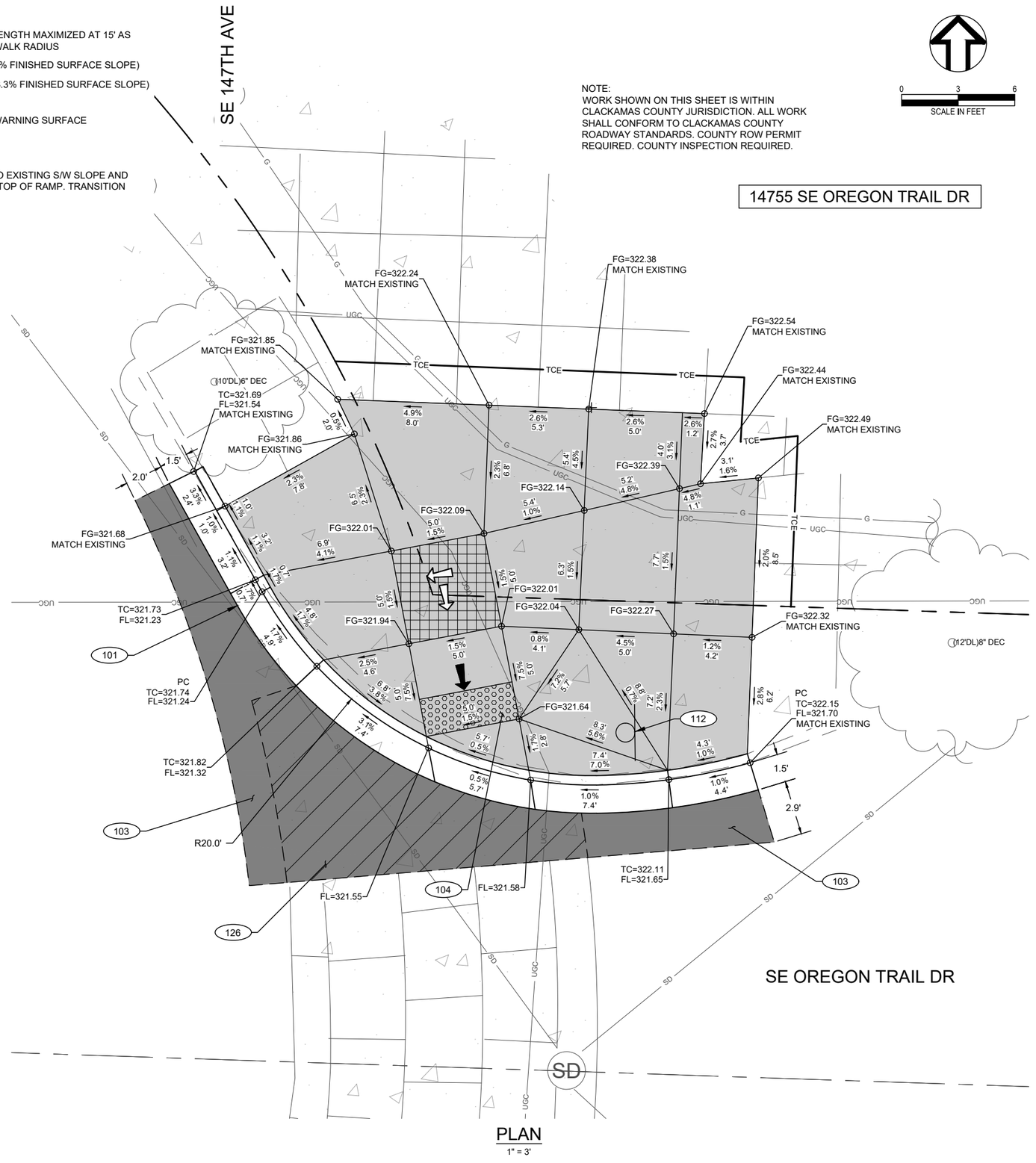
- TRUNCATED DOME DETECTABLE WARNING SURFACE
- 2% MAX. SLOPE LANDING
- ASPHALT RESTORATION
- NEW S/W PANEL TO TRANSITION TO EXISTING S/W SLOPE AND WIDTH, MAX 2% CROSS SLOPE AT TOP OF RAMP. TRANSITION CURB TO MATCH EXISTING.
- EXISTING CONCRETE WALL
- EXISTING ROCK WALL

NOTE:
WORK SHOWN ON THIS SHEET IS WITHIN CLACKAMAS COUNTY JURISDICTION. ALL WORK SHALL CONFORM TO CLACKAMAS COUNTY ROADWAY STANDARDS. COUNTY ROW PERMIT REQUIRED. COUNTY INSPECTION REQUIRED.

14755 SE OREGON TRAIL DR



PLAN
1" = 3'

0 3 6
SCALE IN FEET

REGISTERED PROFESSIONAL ENGINEER
92419PE
DIGITALLY SIGNED Ryan Voss
OREGON
JULY 13, 2021
RYAN VOSS
EXPIRES: 06/30/2026

NO.	REVISION	BY	DATE

DESIGNED BY: TB/JH
DRAWN BY: AH/TS
REV: RV/WW

ONE INCH
0 1"
ONE INCH AT FULL SCALE
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SE OREGON TRAIL DR
ROUNDABOUT - NE

wallis engineering

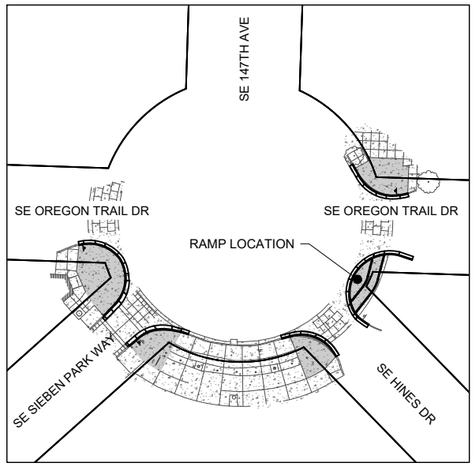
DATE: 05/2026
PROJECT NO: 1592A

CITY OF HAPPY VALLEY
2026 ADA IMPROVEMENTS
(CIP-05-26)

HAPPY VALLEY, OR EST. 1965

DRAWING NO:
C20

20 OF 32



LOCATION MAP

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CONSTRUCTION NOTES

(101) CONSTRUCT STANDARD CURB AND GUTTER PER CITY OF HAPPY VALLEY STANDARD DRAWING 230, SHEET D1.

(102) CONSTRUCT GRADE CORRECTION CURB PER DETAIL, SHEET D1.

(103) RESTORE AC ROADWAY PER CITY OF HAPPY VALLEY STANDARD DRAWING 160, SHEET D1, SIGNAGE AND STRIPING ON SHEETS C26 - C27.

(104) CONSTRUCT CURB RAMP PER CITY OF HAPPY VALLEY AND ODOT STANDARD DRAWINGS, SHEETS D1-D4

(111) PROTECT EXISTING SIGN.

(119) ADJUST MANHOLE RIM TO FINISH GRADE

(126) GRIND AND INLAY EXISTING CONCRETE CROSSWALK PER DETAIL, SHEET D1.

LEGEND

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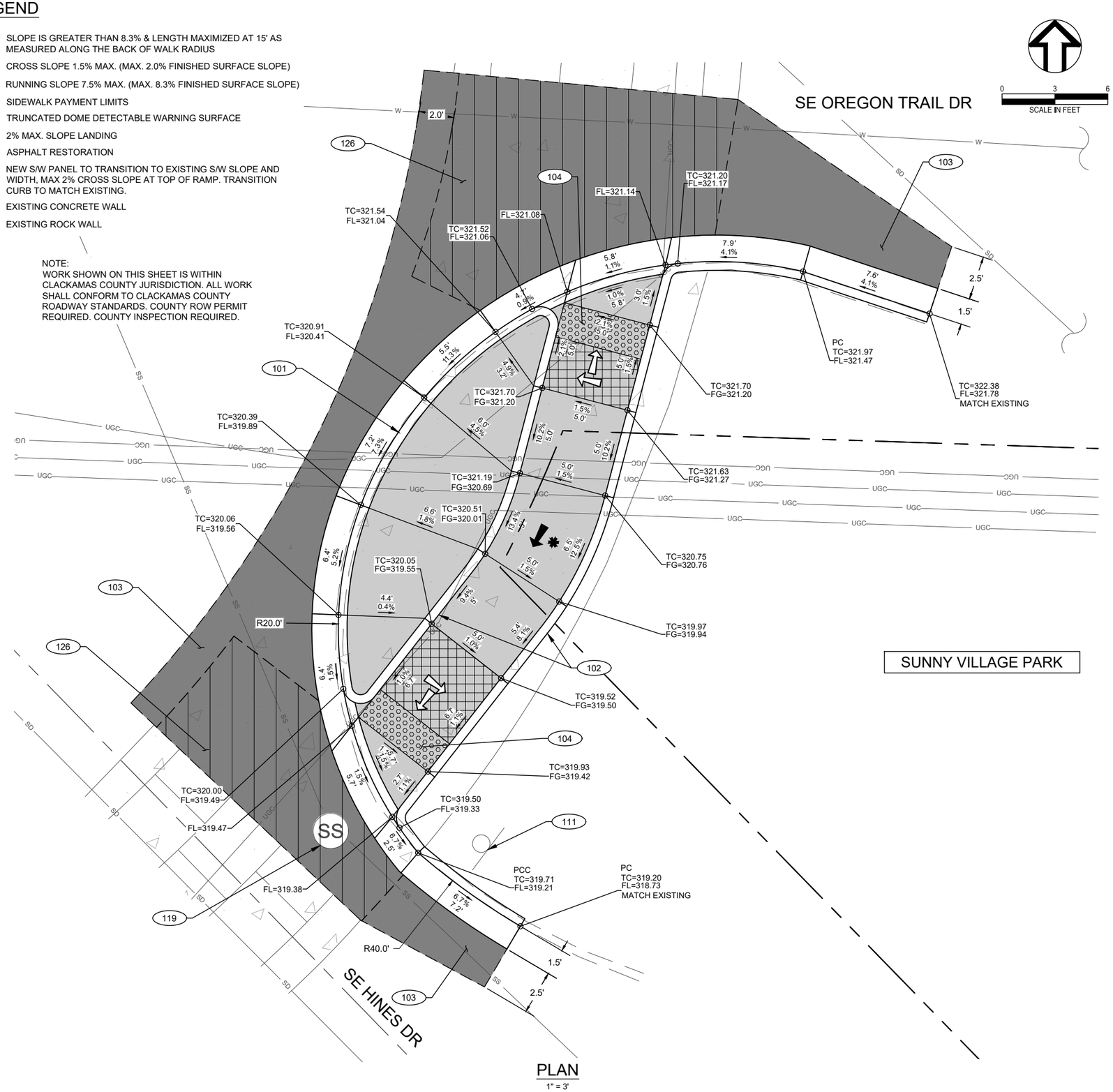

REGISTERED PROFESSIONAL ENGINEER
92419PE
DIGITALLY SIGNED Ryan Voss
OREGON
JULY 13, 2021
RYAN VOSS
EXPIRES: 06/30/2026

NO.	REVISION	BY	DATE

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REV: RV/WW

ONE INCH
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SE OREGON TRAIL DR
ROUNDABOUT - E

wallis engineering

PROJECT NO: 1592A
DATE: 05/2026

CITY OF HAPPY VALLEY
2026 ADA IMPROVEMENTS
(CIP-05-26)

HAPPY VALLEY, OR
EST. 1965

DRAWING NO:
C21
21 OF 32

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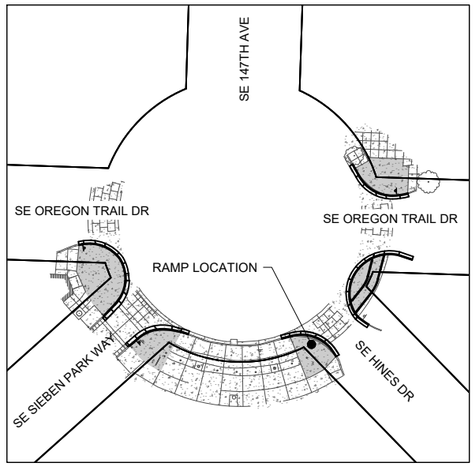

LOCATION MAP
NTS

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GENERAL NOTES

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4. INSTALL INLET PROTECTION ON ALL DOWNSTREAM CATCH BASINS, SEE DETAIL, SHEET D4.
5. SCORE JOINTS SHOWN ARE FOR GRADE BREAKS. SCORE CONTINUOUS PANELS EVERY 5 FEET.

CONSTRUCTION NOTES

(101) CONSTRUCT STANDARD CURB AND GUTTER PER CITY OF HAPPY VALLEY STANDARD DRAWING 230, SHEET D1.

(103) RESTORE AC ROADWAY PER CITY OF HAPPY VALLEY STANDARD DRAWING 160, SHEET D1, SIGNAGE AND STRIPING ON SHEETS C26 - C27.

(104) CONSTRUCT CURB RAMP PER CITY OF HAPPY VALLEY AND ODOT STANDARD DRAWINGS, SHEETS D1-D4

(120) REMOVE AND REPLACE (RP) OR RELOCATE (RL) EXISTING BOLLARD AS NOTED. COORDINATE WITH ENGINEER PRIOR TO RELOCATIONS. SEE DETAIL, SHEET D2.

(126) GRIND AND INLAY EXISTING CONCRETE CROSSWALK PER DETAIL, SHEET D1.

LEGEND

- SLOPE IS GREATER THAN 8.3% & LENGTH MAXIMIZED AT 15' AS MEASURED ALONG THE BACK OF WALK RADIUS
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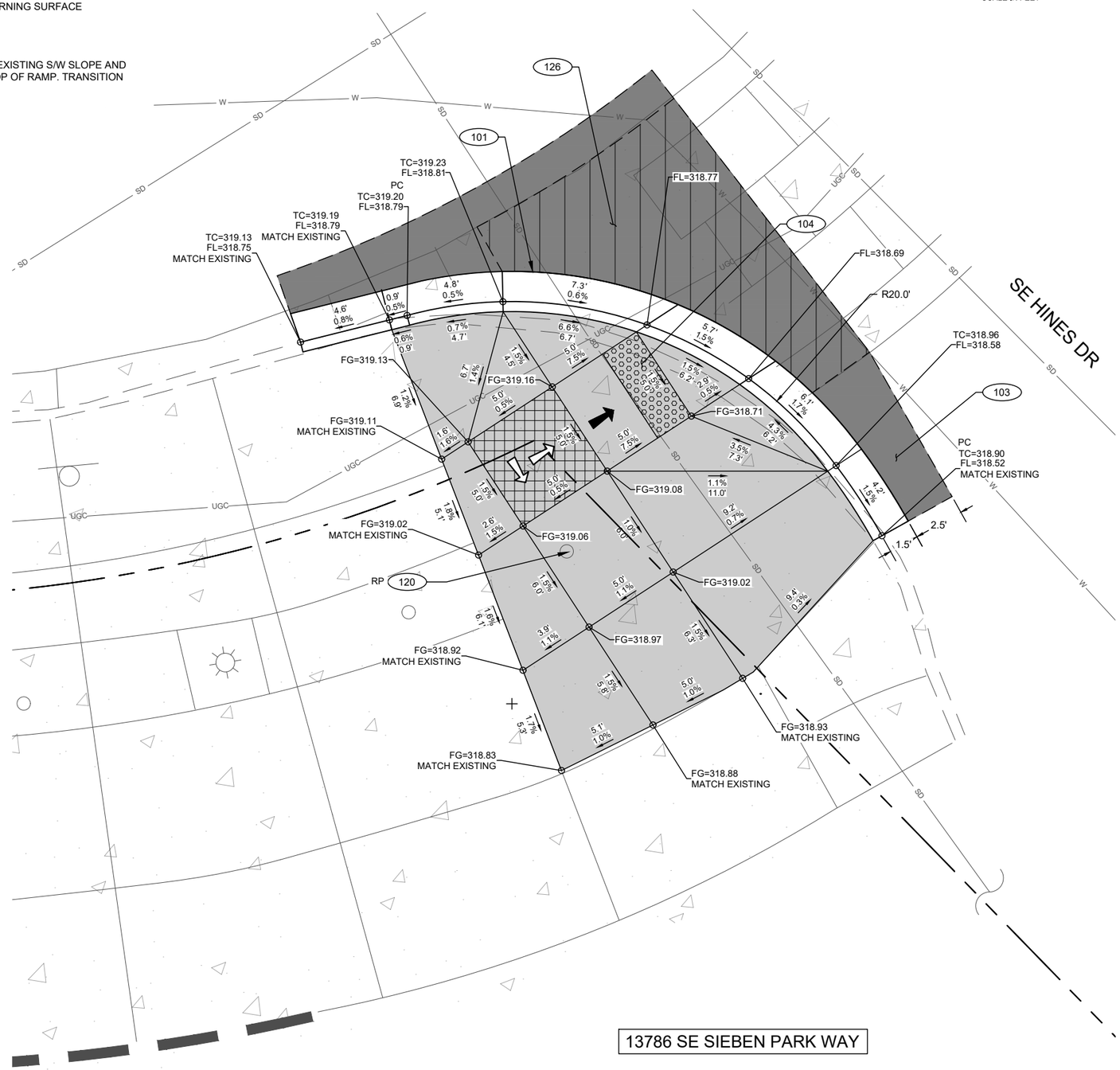

PLAN
1" = 3'

REGISTERED PROFESSIONAL ENGINEER
92419PE
DIGITALLY SIGNED
Ryan Voss
OREGON
JULY 13, 2021
RYAN VOSS
EXPIRES: 06/30/2026

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ONE INCH
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SE OREGON TRAIL DR
ROUNDABOUT - SE

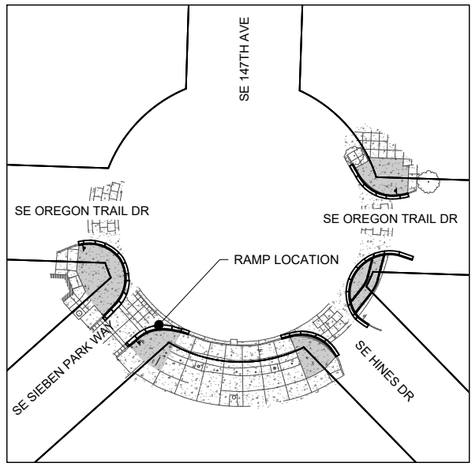
wallis engineering

PROJECT NO: 1592A
DATE: 05/2026

CITY OF HAPPY VALLEY
2026 ADA IMPROVEMENTS
(CIP-05-26)

HAPPY VALLEY, OR EST. 1965

DRAWING NO:
C22



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CONSTRUCTION NOTES

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(126) GRIND AND INLAY EXISTING CONCRETE CROSSWALK PER DETAIL, SHEET D1.

(129) REMOVE AND REINSTALL EXISTING BIKE RACK.

(132) ADJUST LID TO FINISH GRADE.

LEGEND

- SLOPE IS GREATER THAN 8.3% & LENGTH MAXIMIZED AT 15' AS MEASURED ALONG THE BACK OF WALK RADIUS
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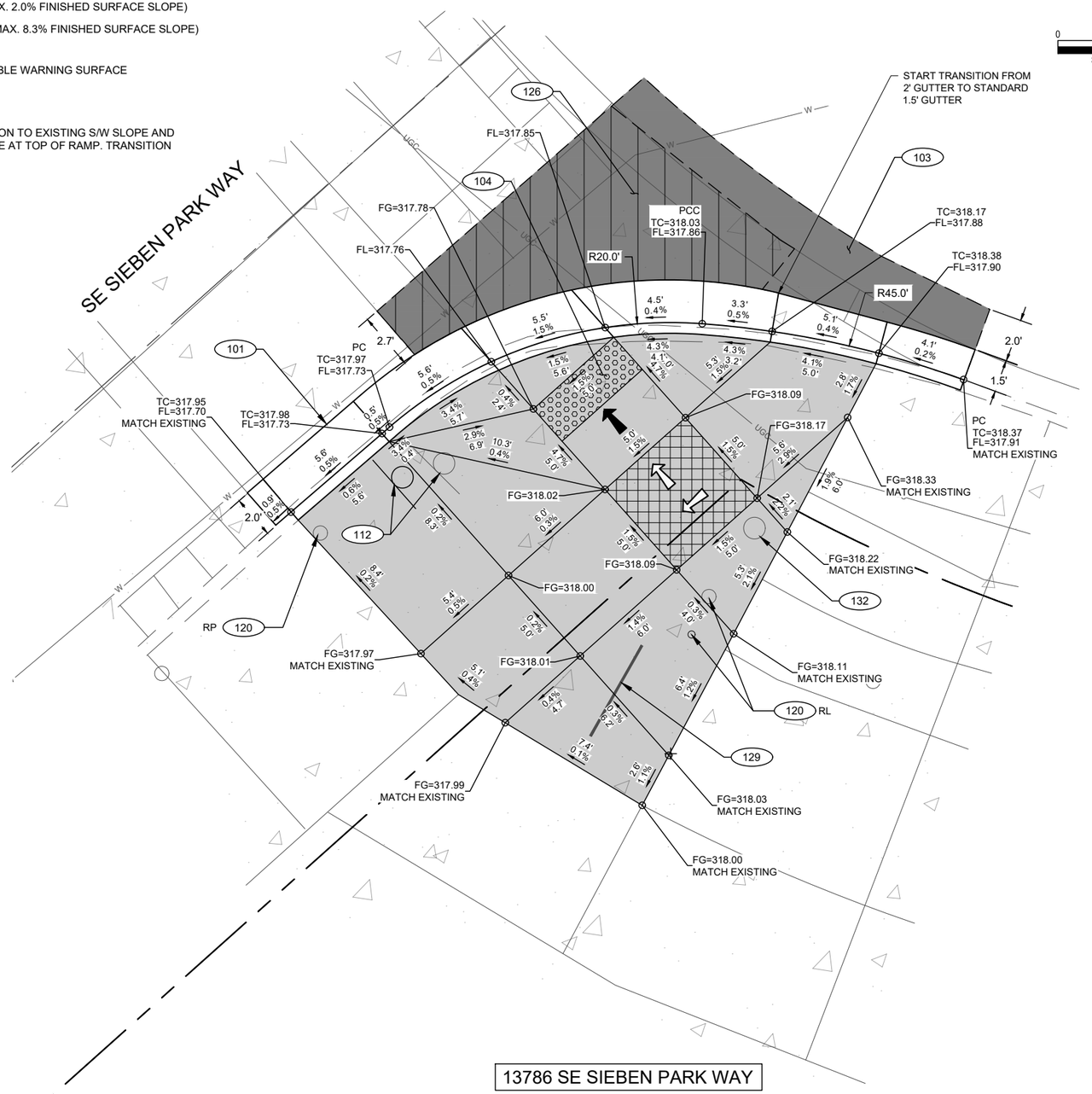

PLAN
1" = 3'

0 3 6
SCALE IN FEET

REGISTERED PROFESSIONAL ENGINEER
92419PE
DIGITALLY SIGNED Ryan Voss
OREGON
JULY 13, 2021
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SE OREGON TRAIL DR
ROUNDABOUT - SW

wallis engineering

PROJECT NO: 1592A
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CITY OF HAPPY VALLEY
2026 ADA IMPROVEMENTS
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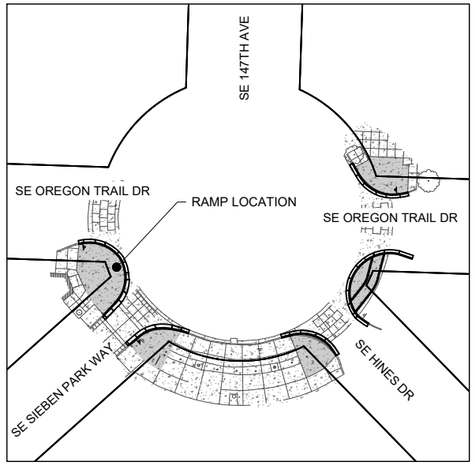
HAPPY VALLEY, OR EST. 1965

DRAWING NO:
C23
23 OF 32

P:\15\1592A Happy Valley ADA Ramp Imp\500 DWG\501 Plan Sheets\1592A - RAMP PLANS.dwg, 5/7/2026 10:55:59 AM, Tomalynn Silva



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5. SCORE JOINTS SHOWN ARE FOR GRADE BREAKS. SCORE CONTINUOUS PANELS EVERY 5 FEET.

CONSTRUCTION NOTES

(101) CONSTRUCT STANDARD CURB AND GUTTER PER CITY OF HAPPY VALLEY STANDARD DRAWING 230, SHEET D1.

(103) RESTORE AC ROADWAY PER CITY OF HAPPY VALLEY STANDARD DRAWING 160, SHEET D1, SIGNAGE AND STRIPING ON SHEETS C26 - C27.

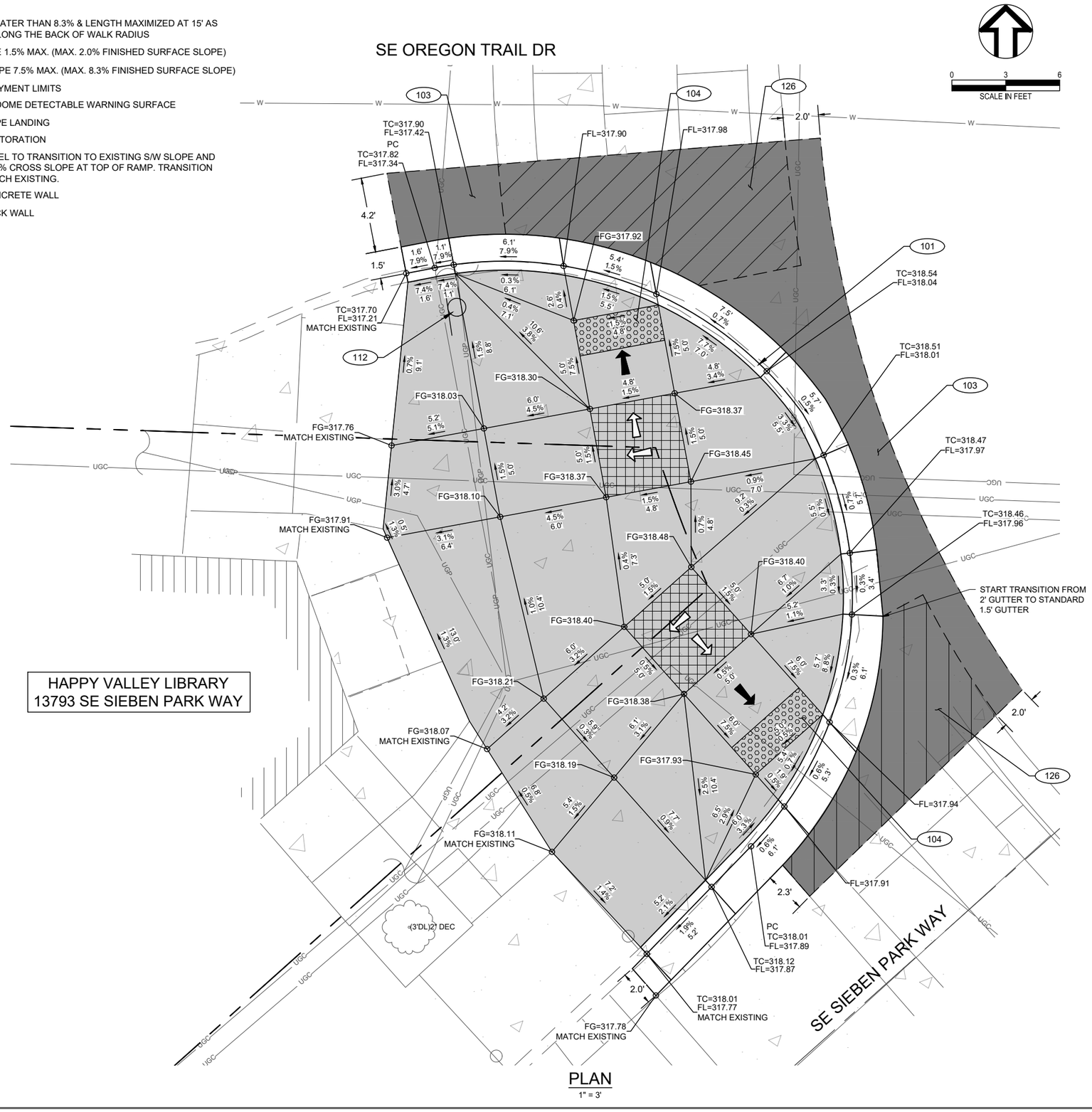
(104) CONSTRUCT CURB RAMP PER CITY OF HAPPY VALLEY AND ODOT STANDARD DRAWINGS, SHEETS D1-D4

(112) RELOCATE EXISTING SIGN AND POST, INSTALL ON NEW V-LOCK ANCHOR OR APPROVED EQUAL. COORDINATE SIGN LOCATION WITH CITY PRIOR TO INSTALLATION. SEE SIGNAGE AND STRIPING ON SHEETS C26 - C27.

(126) GRIND AND INLAY EXISTING CONCRETE CROSSWALK PER DETAIL, SHEET D1.

LEGEND

- SLOPE IS GREATER THAN 8.3% & LENGTH MAXIMIZED AT 15' AS MEASURED ALONG THE BACK OF WALK RADIUS
- CROSS SLOPE 1.5% MAX. (MAX. 2.0% FINISHED SURFACE SLOPE)
- RUNNING SLOPE 7.5% MAX. (MAX. 8.3% FINISHED SURFACE SLOPE)
- SIDEWALK PAYMENT LIMITS
- TRUNCATED DOME DETECTABLE WARNING SURFACE
- 2% MAX. SLOPE LANDING
- ASPHALT RESTORATION
- NEW S/W PANEL TO TRANSITION TO EXISTING S/W SLOPE AND WIDTH, MAX 2% CROSS SLOPE AT TOP OF RAMP. TRANSITION CURB TO MATCH EXISTING.
- EXISTING CONCRETE WALL
- EXISTING ROCK WALL



PLAN
1" = 3'

REGISTERED PROFESSIONAL ENGINEER
92419PE
DIGITALLY SIGNED
Ryan Voss
OREGON
JULY 13, 2021
RYAN VOSS
EXPIRES: 06/30/2026

NO.	REVISION	BY	DATE
1	RV/WW	AH/TS	

DESIGNED BY: TB/JH
DRAWN BY:

ONE INCH AT FULL SCALE
IF NOT ONE INCH ADJUST SCALE ACCORDINGLY

SE OREGON TRAIL DR
ROUNDABOUT - W

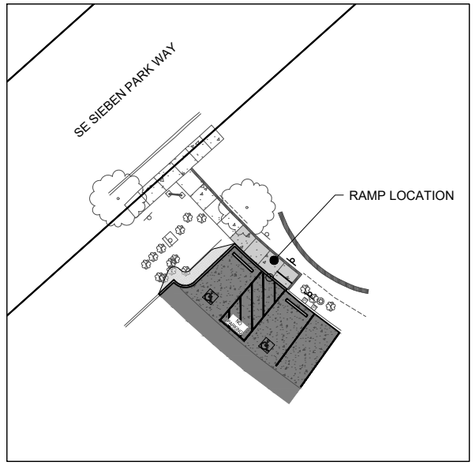
wallis engineering

PROJECT NO: 1592A
DATE: 05/2026

CITY OF HAPPY VALLEY
2026 ADA IMPROVEMENTS
(CIP-05-26)

HAPPY VALLEY, OR EST. 1965

DRAWING NO:
C24



LOCATION MAP
NTS

ABBREVIATIONS

EG - EXISTING GRADE
FG - FINISH GRADE
FL - FLOWLINE
PC - POINT OF CURVATURE
PCC - POINT OF COMPOUND CURVATURE
TC - TOP OF CURB

GENERAL NOTES

1. RESTORE ALL LANDSCAPING ADJACENT TO RAMPS TO MATCH EXISTING ADJACENT SURFACING UNLESS OTHERWISE NOTED. REPAIR AND RELOCATE ANY IRRIGATION LINES, VALVES, OR SPRINKLERS ENCOUNTERED. IRRIGATION LINES TO BE RELOCATED OUTSIDE OF ADA RAMP OR SIDEWALK LIMITS. COORDINATE WITH PROPERTY OWNER PRIOR TO RELOCATION OF IRRIGATION LINES, VALVES, OR SPRINKLERS.
2. SIDEWALK REMOVAL AND CURB REMOVAL SHALL BE TO NEAREST SCORE JOINT IN RELATIONSHIP TO THE DIMENSIONS SHOWN.
3. CONTRACTOR TO PROTECT ALL EXISTING UTILITIES, UNLESS OTHERWISE SHOWN.
4. INSTALL INLET PROTECTION ON ALL DOWNSTREAM CATCH BASINS, SEE DETAIL, SHEET D4.
5. SCORE JOINTS SHOWN ARE FOR GRADE BREAKS. SCORE CONTINUOUS PANELS EVERY 5 FEET.

CONSTRUCTION NOTES

(100) CONSTRUCT STANDARD VERTICAL CURB PER CITY OF HAPPY VALLEY STANDARD DRAWING 235, SHEET D1. CURB TO BE PAINTED YELLOW. COORDINATE EXTENTS OF PAINTED CURB WITH INSPECTOR.

(103) RESTORE AC ROADWAY PER CITY OF HAPPY VALLEY STANDARD DRAWING 160, SHEET D1, SIGNAGE AND STRIPING ON SHEETS C26 - C27.

(104) CONSTRUCT CURB RAMP PER CITY OF HAPPY VALLEY AND ODOT STANDARD DRAWINGS, SHEETS D1-D4

(107) REMOVE EXISTING CONCRETE WING AND REPLACE WITH LANDSCAPING TO FINISH GRADE. MATCH TO ADJACENT LANDSCAPING.

(109) PROTECT EXISTING WALL

(111) PROTECT EXISTING SIGN.

(121) INSTALL NEW PRECAST PARKING CURB STOP PER DETAIL, SHEET D1.

(122) PROTECT EXISTING CONCRETE PAVERS.

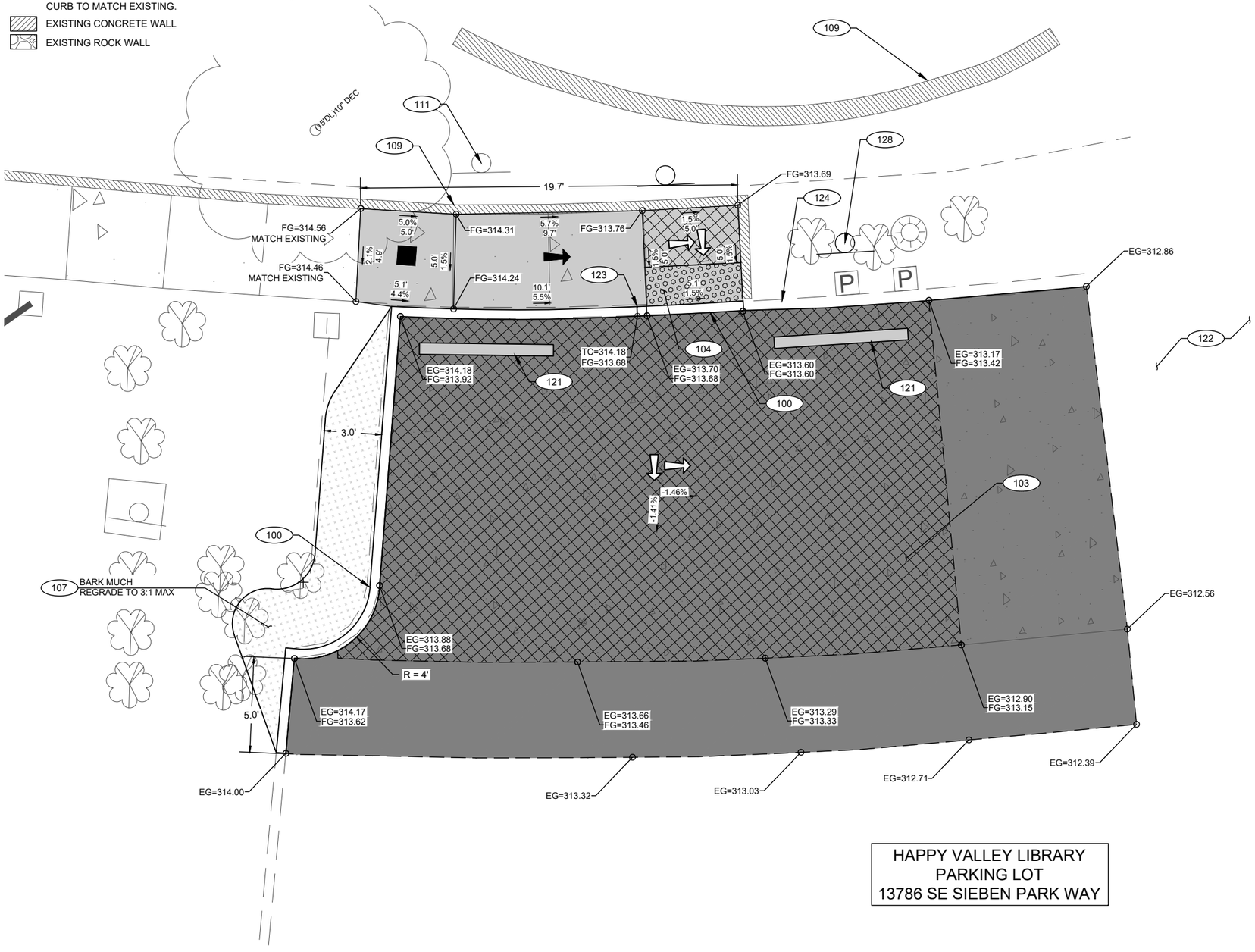
(123) CONSTRUCT CURB DOVETAIL PER DETAIL, SEE SHEET D1.

(124) PROTECT EXISTING CURB.

(128) INSTALL NEW SIGN PER CITY OF HAPPY VALLEY STANDARD DRAWING 300, SHEET D2. SEE SIGNING AND STRIPING PLANS, SHEET C26 - C27.

LEGEND

- SLOPE IS GREATER THAN 8.3% & LENGTH MAXIMIZED AT 15' AS MEASURED ALONG THE BACK OF WALK RADIUS
- CROSS SLOPE 1.5% MAX. (MAX. 2.0% FINISHED SURFACE SLOPE)
- RUNNING SLOPE 7.5% MAX. (MAX. 8.3% FINISHED SURFACE SLOPE)
- SIDEWALK PAYMENT LIMITS
- TRUNCATED DOME DETECTABLE WARNING SURFACE
- 2% MAX. SLOPE LANDING
- ASPHALT RESTORATION
- NEW S/W PANEL TO TRANSITION TO EXISTING S/W SLOPE AND WIDTH, MAX 2% CROSS SLOPE AT TOP OF RAMP. TRANSITION CURB TO MATCH EXISTING.
- EXISTING CONCRETE WALL
- EXISTING ROCK WALL



HAPPY VALLEY LIBRARY
PARKING LOT
13786 SE SIEBEN PARK WAY

PLAN
1" = 3'

REGISTERED PROFESSIONAL ENGINEER
92419PE
DIGITALLY SIGNED
OREGON
JULY 13, 2021
RYAN VOSS
EXPIRES: 06/30/2026

NO.	REVISION	BY	DATE

DESIGNED BY: TB/JH
DRAWN BY: AH/TS
REV: RV/WW

ONE INCH
0 1"
ONE INCH AT FULL SCALE
IF NOT ONE INCH ADJUST
SCALE ACCORDINGLY

LIBRARY PARKING LOT
RAMP

wallis engineering

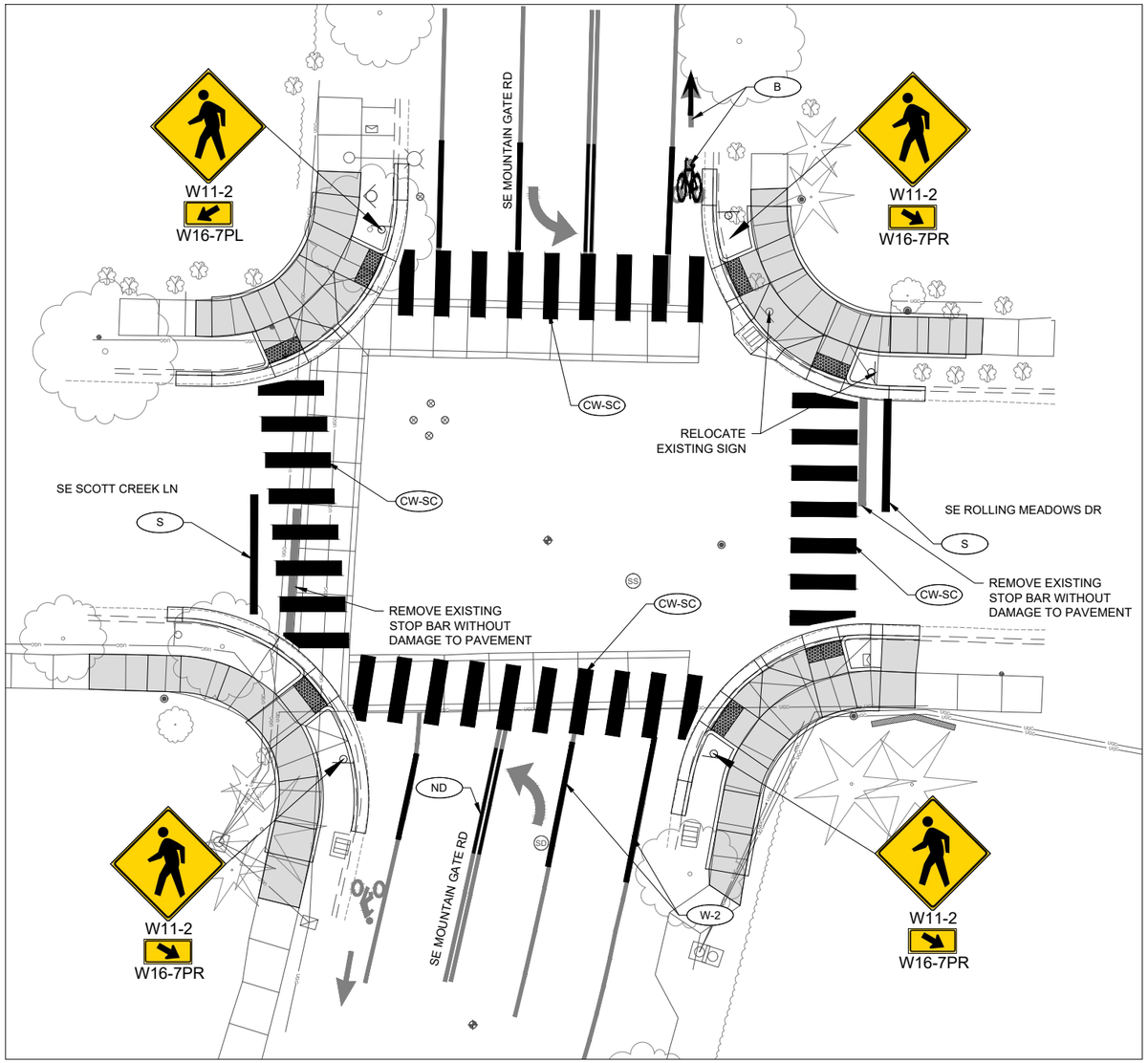
PROJECT NO: 1592A
DATE: 05/2026

CITY OF HAPPY VALLEY
2026 ADA IMPROVEMENTS
(CIP-05-26)

HAPPY VALLEY, OR EST. 1965

DRAWING NO:
C25
25 OF 32

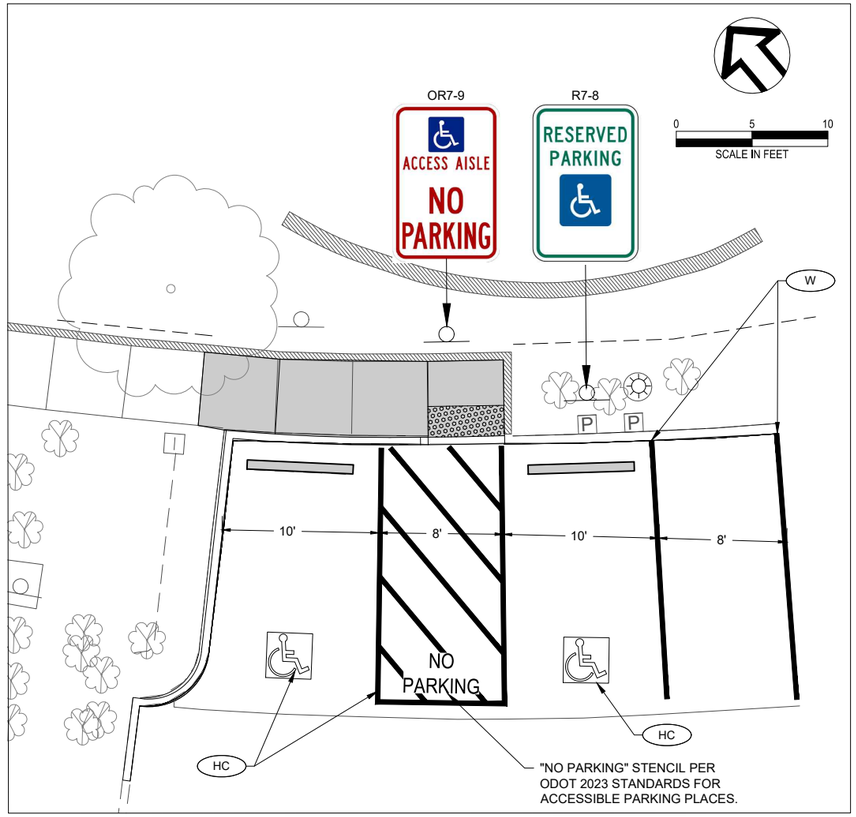
P:\15\1592A Happy Valley ADA Ramp Imp\500 DWG\501 Plan Sheets\1592A - RAMP PLANS.dwg, 5/7/2026 10:56:22 AM, TomalynnS\kva



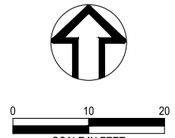
SE MOUNTAIN GATE RD

STRIPING NOTES

1. REPLACE EXISTING STRIPING WITH PERMANENT PAVEMENT MARKINGS AS CALLED OUT WITH (X), WHERE X REFERS TO PAVEMENT MARKINGS SHOWN ON ODOT STANDARD DRAWINGS ON SHEET D5.
2. COORDINATE STRIPING LAYOUT WITH ENGINEER PRIOR TO PLACEMENT. MATCH EXISTING LAYOUT AT PAVEMENT RECONSTRUCTION LIMITS. COORDINATE TRANSITIONS TO EXISTING STRIPING WITH ENGINEER.
3. WHERE REPLACING EXISTING STRIPING IS SHOWN, REMOVE EXISTING STRIPING WITH NO DAMAGE TO PAVEMENT.



LIBRARY PARKING LOT RAMP



EXPIRES: 06/30/2026

NO.	REVISION	BY	DATE

DESIGNED BY: TB/JH
DRAWN BY: AH/TS
REV: RV/WW

ONE INCH
0 1"
ONE INCH AT FULL SCALE.
IF NOT ONE INCH ADJUST
SCALE ACCORDINGLY

STRIPING AND SIGNAGE PLAN I

wallis engineering

PROJECT NO: 1592A
DATE: 05/2026

CITY OF HAPPY VALLEY
2026 ADA IMPROVEMENTS
(CIP-05-26)

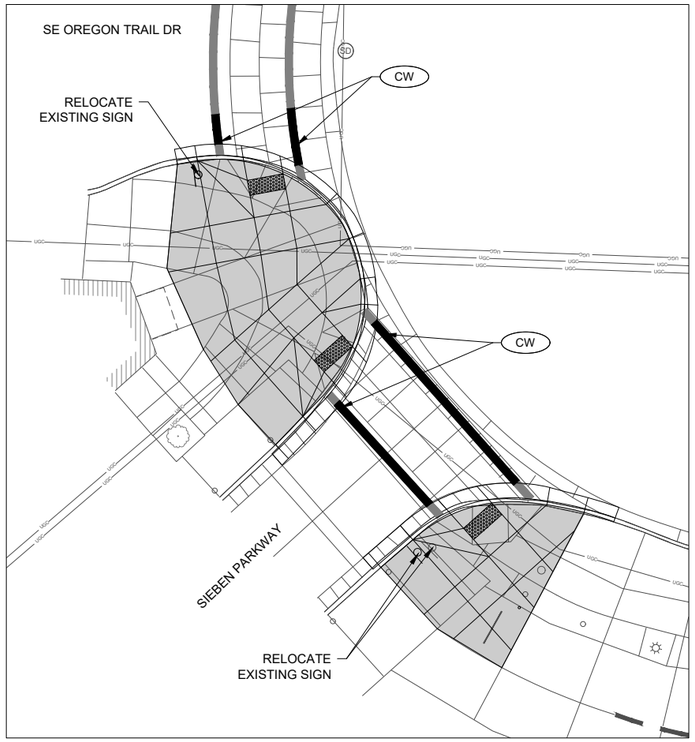
HAPPY VALLEY, OR EST. 1965

DRAWING NO:
C26

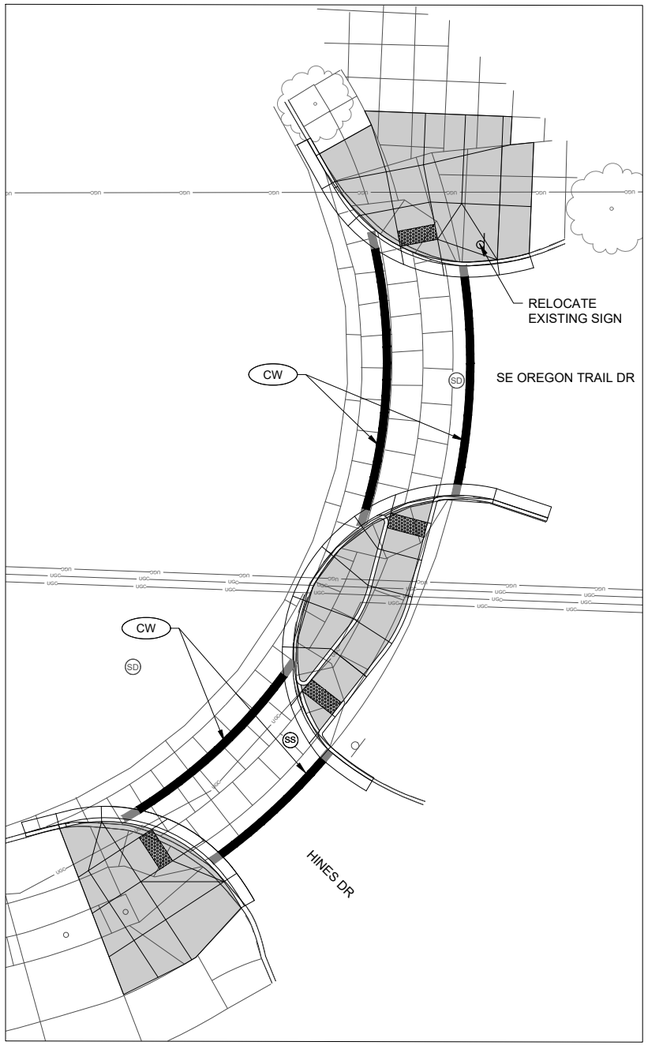
STRIPING NOTES

1. RESTORE EXISTING STRIPING WITH TEMPORARY PAVEMENT MARKINGS AS CALLED OUT WITH (X), WHERE X REFERS TO PAVEMENT MARKINGS SHOWN ON ODOT STANDARD DRAWINGS ON SHEET D5.

2. COORDINATE STRIPING LAYOUT WITH ENGINEER PRIOR TO PLACEMENT. MATCH EXISTING LAYOUT AT PAVEMENT RECONSTRUCTION LIMITS. COORDINATE TRANSITIONS TO EXISTING STRIPING WITH ENGINEER.



SE OREGON TRAIL DR - WEST



SE OREGON TRAIL DR - EAST

REGISTERED PROFESSIONAL ENGINEER
92419PE
DIGITALLY SIGNED
Ryan Voss
OREGON
JULY 13, 2021
RYAN VOSS
EXPIRES: 06/30/2026

NO.	REVISION	BY	DATE

DESIGNED BY: TB/JH
DRAWN BY: AH/TS
REV: RV/WW

ONE INCH
0 1"
ONE INCH AT FULL SCALE.
IF NOT ONE INCH ADJUST
SCALE ACCORDINGLY

STRIPING AND SIGNAGE PLAN II

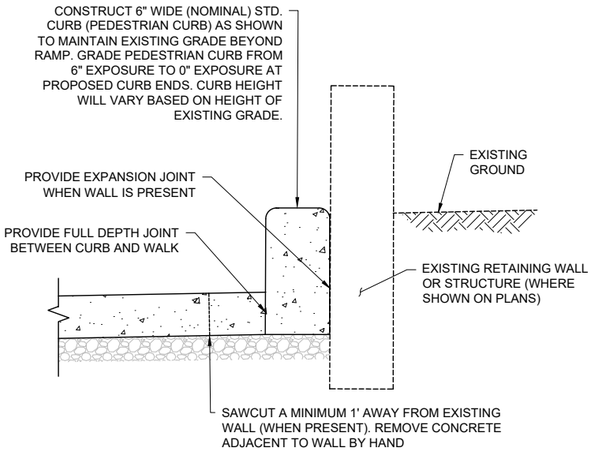
wallis engineering

PROJECT NO: 1592A
DATE: 05/2026

CITY OF HAPPY VALLEY
2026 ADA IMPROVEMENTS
(CIP-05-26)

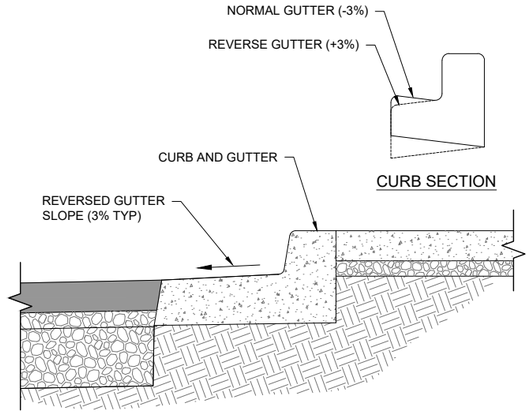
HAPPY VALLEY, OR EST. 1965

DRAWING NO:
C27



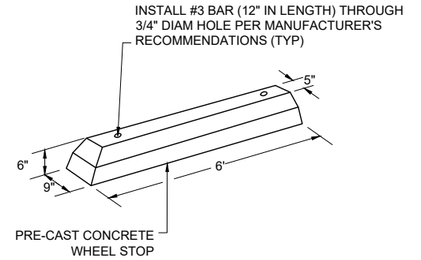
GRADE CORRECTION CURB DETAIL

NTS



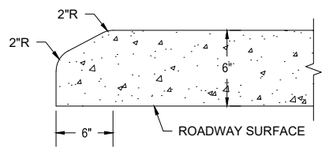
REVERSED GUTTER SLOPE DETAIL

NTS



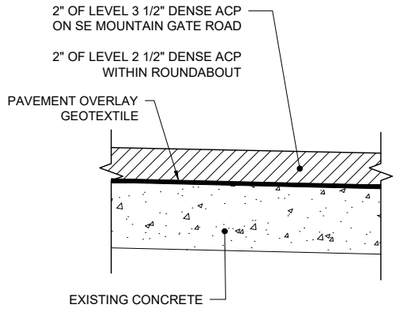
PRE-CAST CONCRETE WHEEL STOP DETAIL

NTS



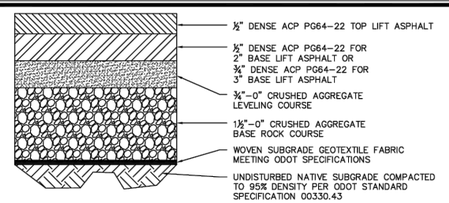
CURB DOVETAIL DETAIL

NTS



GRIND AND INLAY TYPICAL SECTION

NTS



PAVEMENT SECTION CHART
COMPONENT THICKNESS (INCHES)

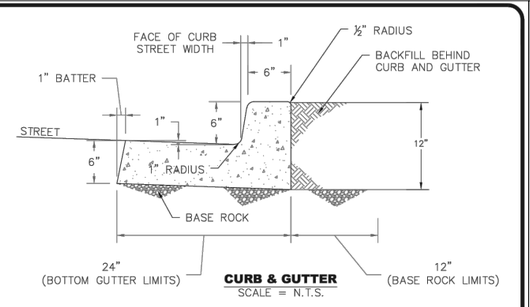
STREET FUNCTIONAL CLASSIFICATION	LEVEL HMAC	TOP LIFT HMAC THICKNESS	BASE LIFT HMAC THICKNESS	LEVELING COURSE THICKNESS	BASE ROCK COURSE THICKNESS
LOCAL	2	2"	ONE LIFT 2"	2"	10"
LOCAL COMMERCIAL/ INDUSTRIAL	3	2-1/2"	ONE LIFT 2-1/2"	3"	12"
NEIGHBORHOOD	2	2"	ONE LIFT 2"	2"	10"
COLLECTOR	3	2-1/2"	ONE LIFT 2-1/2	3"	12"
ARTERIAL	3	2-1/2"	TWO LIFTS 2-1/2"	3"	12"
PRIVATE	2	3"	NA	2"	8"

NOTES:

1. MATERIALS AND PLACEMENT OF THE ASPHALTIC CONCRETE PAVEMENT (ACP) SHALL CONFORM TO THE REQUIREMENTS DELINEATED IN SECTION 00744.40 OF THE ODOT/APWA, OREGON STANDARD SPECIFICATIONS FOR CONSTRUCTION, EXCEPT AS MODIFIED BY THE CITY AND/OR APPROVED BY CITY ENGINEER.
2. ACP SHALL BE COMPACTED TO A MINIMUM OF 91% MAMD FOR BASE LIFT AND 92% MAMD FOR TOP LIFT.
3. THE TOP LIFT OF ACP SHALL BE PLACED PRIOR TO CITY FINAL ACCEPTANCE OF PUBLIC INFRASTRUCTURE IMPROVEMENTS.
4. THE FINAL LIFT OF ACP SHALL NOT BE PLACED UNTIL ALL UTILITIES WITHIN THE ROADWAY HAVE BEEN INSTALLED AND ACCEPTED.
5. CRUSHED AGGREGATE USED FOR BASE ROCK AND LEVELING COURSE SHALL CONFORM TO THE REQUIREMENTS DELINEATED IN SECTION 02630 – BASE AGGREGATE, OF THE ODOT/APWA, OREGON STANDARD SPECIFICATIONS FOR CONSTRUCTION. MAXIMUM MOISTURE DENSITY BY AASHTO T-180 ASTM D-1557 AS SPECIFIED.
6. ½" DENSE ACP MAY BE USED IN-LIEU-OF ¾" DENSE ACP FOR THE BASE LIFT OF ASPHALT.
7. PAVEMENT DESIGN SHALL BE BASED ON SITE SPECIFIC CONDITIONS. THE ABOVE PAVEMENT SECTIONS REPRESENT THE MINIMUM THICKNESS AFTER COMPACTION.
8. THE ENGINEER OF RECORD IS RESPONSIBLE FOR DESIGNING AND CONSTRUCTING AN ADEQUATE STRUCTURAL SECTION.
9. DEVELOPER/CONTRACTOR IS TO PROVIDE AC TESTING FOR BOTH LIFTS OF AC PER ODOT SPECIFICATION 00744. COMPACTION TESTING SHALL BE DONE EVERY 100 TO 200 LINEAL FEET OF PAVEMENT.
10. FOR IMPROVEMENTS TO EXISTING STREETS, FINAL SAWCUT LINES AND RESTORATION LIMITS SHALL BE DETERMINED BY CITY ENGINEERING PRIOR TO COMMENCEMENT OF WORK.

CITY OF HAPPY VALLEY ENGINEERING DIVISION
16000 SE MISTY DRIVE
HAPPY VALLEY, OR 97086

DWG NO: 160	PAVEMENT SECTIONS	
CITY ENGINEER SALLY CURRAN, P.E.	DATE: 04/22/2024	REVISED BY: KMA



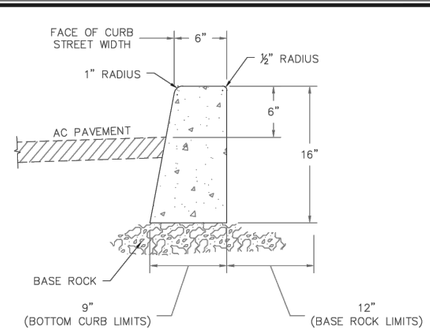
CURB & GUTTER
SCALE = N.T.S.

NOTES:

1. CONCRETE SHALL BE COMMERCIAL MIX WITH A 28-DAY COMPRESSIVE STRENGTH OF 3300 PSI AND SHALL MEET ALL REQUIREMENTS FROM ODOT SECTION 00440.
2. CONSTRUCT EXPANSION JOINTS AT 200' MAXIMUM SPACING, AND AT POINTS OF TANGENCY, AND AT ENDS OF EACH DRIVEWAY.
3. EXPANSION JOINT MATERIAL SHALL BE PREFORMED FILLER NOT LESS THAN ½" WIDE AND SHALL MEET ALL REQUIREMENTS FROM ODOT SECTION 00759.
4. CONTRACTION JOINTS SHALL HAVE:
   A. SPACING OF NOT MORE THAN 15 FEET.
   B. DEPTH OF JOINT OF AT LEAST 1½".
5. BASE ROCK SHALL BE ¾"-0", COMPACTED TO 95% OF MAXIMUM DENSITY PER AASHTO T-180. BASE ROCK SHALL BE TO SUBGRADE OF STREET STRUCTURES OR 4", WHICHEVER IS GREATER, AND SHALL EXTEND 12" BEHIND CURB.
6. FOR CURB AND GUTTER REQUIREMENTS ON SHED AND SUPERELEVATED ROAD SECTIONS, REVERSE THE GUTTER PAN SLOPE SO THAT THERE IS A 1" DROP FROM FACE OF CURB TO THE EDGE OF THE GUTTER PAN.
7. AT CATCH BASIN INLETS TRANSITION GUTTER LINE TO MATCH CATCH BASIN OVER A 3' DISTANCE.
8. WEEP HOLES ARE NOT ALLOWED THROUGH THE CURB.

CITY OF HAPPY VALLEY ENGINEERING DIVISION
16000 SE MISTY DRIVE
HAPPY VALLEY, OR 97086

DWG NO: 230	MONOLITHIC CURB AND GUTTER	
CITY ENGINEER CAROL EARLE, P.E.	DATE: 4/1/2019	REVISED BY: PCB/JHH



STANDARD VERTICAL CURB
SCALE = N.T.S.

NOTES:

1. VERTICAL CURB MAY BE USED AT MEDIANS AND MEDIAN PLANTING STRIPS, OR IN REPLACEMENT OF DAMAGED EXISTING VERTICAL CURBS.
2. CONCRETE SHALL BE COMMERCIAL MIX WITH A 28-DAY COMPRESSIVE STRENGTH OF 3300 PSI AND SHALL MEET ALL REQUIREMENTS FROM ODOT SECTION 00440.
3. CONSTRUCT EXPANSION JOINTS AT 200' MAXIMUM SPACING, AND AT POINTS OF TANGENCY, AND AT ENDS OF EACH DRIVEWAY.
4. EXPANSION JOINT MATERIAL SHALL BE PREFORMED FILLER NOT LESS THAN ½" WIDE AND SHALL MEET ALL REQUIREMENTS FROM ODOT SECTION 00759.
5. CONTRACTION JOINTS SHALL HAVE:
   A. SPACING OF NOT MORE THAN 15 FEET.
   B. DEPTH OF JOINT OF AT LEAST 1½".
6. BASE ROCK SHALL BE ¾"-0", COMPACTED TO 95% OF MAXIMUM DENSITY PER AASHTO T-180. BASE ROCK SHALL BE TO SUBGRADE OF STREET STRUCTURES OR 4", WHICHEVER IS GREATER, AND SHALL EXTEND 12" BEHIND CURB.
7. WEEP HOLES ARE NOT ALLOWED THROUGH THE CURB.

CITY OF HAPPY VALLEY ENGINEERING DIVISION
16000 SE MISTY DRIVE
HAPPY VALLEY, OR 97086

DWG NO: 235	VERTICAL CURB	
CITY ENGINEER CAROL EARLE, P.E.	DATE: 4/1/2019	REVISED BY: PCB/JHH

REGISTERED PROFESSIONAL ENGINEER
92419PE
DIGITALLY SIGNED
Ryan Voss
OREGON
JULY 13, 2021
RYAN VOSS
EXPIRES: 06/30/2026

NO.	REVISION	BY	DATE

DESIGNED BY: TB/JH
DRAWN BY: AH/TS
REV: RV/WW

ONE INCH
0 1"
ONE INCH AT FULL SCALE. IF NOT ONE INCH ADJUST SCALE ACCORDINGLY

STANDARD DETAILS I

wallis engineering
PROJECT NO: 1592A
DATE: 05/2026

CITY OF HAPPY VALLEY
2026 ADA IMPROVEMENTS
(CIP-05-26)

HAPPY VALLEY, OR EST. 1965

DRAWING NO:
D1
28 OF 32

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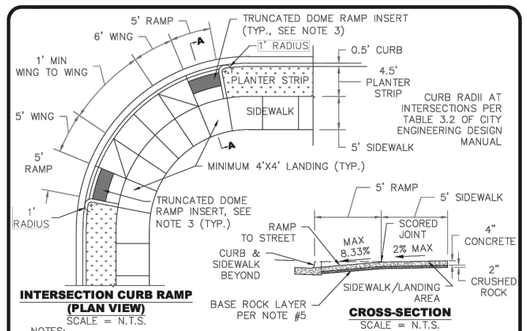


INTERSECTION CURB RAMP (PLAN VIEW)
SCALE = N.T.S.

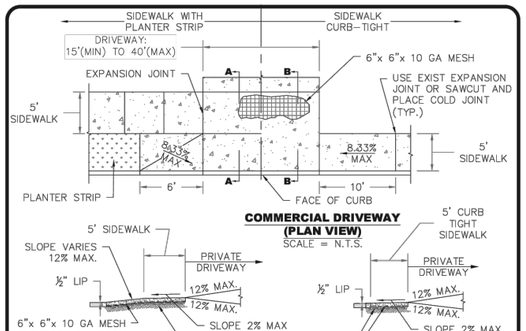
CROSS-SECTION
SCALE = N.T.S.

NOTES:

1. PROJECT ENGINEER SHALL USE THIS DRAWING AS A GUIDE FOR DESIGNING RAMPS AND SHALL PREPARE A SITE SPECIFIC DRAWING FOR EACH RAMP.
2. SIDEWALK RAMP SHALL MEET CURRENT ADA STANDARDS. CONSTRUCT ALL RAMPS PERPENDICULAR TO THE CURB. CITY TO INSPECT FORMS PRIOR TO POUR.
3. DETECTABLE WARNING SHALL BE TRUNCATED DOME TYPE, 24" LONG IN DIRECTION OF TRAVEL AND FULL WIDTH OF RAMP, WITH DOMES ALIGNED ON A SQUARE GRID WITH ITS GRIDLINES PARALLEL AND PERPENDICULAR TO THE CENTERLINE OF THE RAMP. COLOR OF DETECTABLE WARNING SURFACE SHALL BE YELLOW AND CONTRAST FROM ADJACENT SURFACE.
4. CURB INLET OR CATCH BASIN SHALL NOT BE ALLOWED IN FRONT OF RAMP.
5. CONCRETE SHALL BE 4" THICK LAYER OF COMMERCIAL MIX WITH A 28 DAY COMPRESSIVE STRENGTH OF 3300 PSI AND SHALL MEET ALL REQUIREMENTS FROM ODOT SECTION 00440, OVER 2" LAYER OF 3/4"–0" BASE ROCK COMPACTED TO 95% MAX. DENSITY PER AASHTO T–180.
6. SCORE CONCRETE AT GRADE CHANGES, SURFACE TEXTURE CHANGES AND AT ALL OTHER POINTS SHOWN.
7. CONCRETE SURFACE SHALL HAVE BROOM FINISH, AND EDGE ALL JOINTS.

CITY OF HAPPY VALLEY ENGINEERING DIVISION
16000 SE MISTY DRIVE
HAPPY VALLEY, OR 97086

DWG NO: 245	CURB RAMPS	
CITY ENGINEER CAROL EARLE, P.E.	DATE: 4/1/2019	REVISED BY: PCB/JHH



COMMERCIAL DRIVEWAY (PLAN VIEW)
SCALE = N.T.S.

SECTION A - A

SECTION B - B

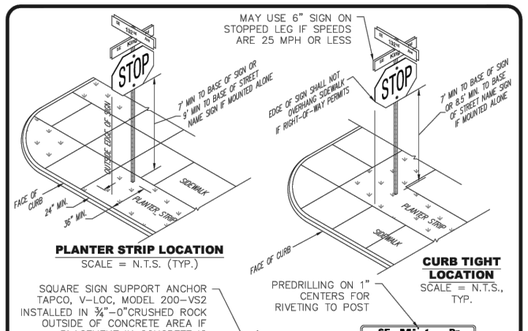
NOTES:

1. CURB JOINT SHALL BE A TROWELED JOINT WITH A MINIMUM ½" RADIUS ALONG BACK OF CURB.
2. EXPANSION JOINT MATERIAL SHALL BE PREFORMED FILLER NOT LESS THAN ½" WIDE AND SHALL MEET ALL REQUIREMENTS FROM ODOT SECTION 00759.
3. CONCRETE SHALL HAVE A BROOM FINISH AND EDGE ALL JOINTS.
4. IF DURING CURB REMOVAL THE GUTTER BECOMES SEPERATED FROM THE STREET SURFACE IN EXCESS OF 1/16", THEN THE GUTTER SHALL ALSO BE REMOVED AND REPLACED.
5. SLOPE OF THE DRIVEWAY MAY BE AWAY FROM THE CURB WHEN PRE–APPROVED BY THE CITY ENGINEER.
6. EDGE OF DRIVEWAY WINGS MUST BE A MINIMUM OF 10' FROM ANY FIRE HYDRANTS.

DRIVEWAY WIDTH	CONCRETE THICKNESS	CONCRETE TYPE
< 24'	6"	COMMERCIAL MIX W/A 28–DAY COMPRESSIVE STRENGTH OF 3300psi. SHALL MEET ALL REQUIREMENTS FROM ODOT SECTION 00440.
≥ 24'	7"	

CITY OF HAPPY VALLEY ENGINEERING DIVISION
16000 SE MISTY DRIVE
HAPPY VALLEY, OR 97086

DWG NO: 275	COMMERCIAL DRIVEWAY	
CITY ENGINEER CAROL EARLE, P.E.	DATE: 4/1/2019	REVISED BY: PCB/JHH



PLANTER STRIP LOCATION
SCALE = N.T.S. (TYP.)

CURB TIGHT LOCATION
SCALE = N.T.S., TYP.

SIGN POST ANCHOR

TYPICAL SIGN ATTACHMENT

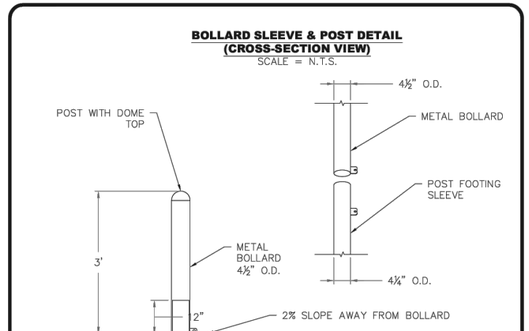
TYPICAL STREET SIGN LOCATIONS

GENERAL NOTES:

1. SIGNS SHALL BE AFFIXED TO SIGN POSTS USING ALUMINUM DRIVE RIVETS THAT LAY FLUSH WITH SIGN PANEL AFTER INSTALLATION.
2. NO PARKING SIGNS SHALL BE INSTALLED AT A 45 DEGREE ANGLE TO THE DIRECTION OF TRAFFIC.
3. A 2"X2" GA GALVANIZED "UNISTRUT TELESPAR" OR 12 GA PERFORATED POSTS OR APPROVED EQUIVALENT SHALL BE USED. SIGN COMBINATION AND MINIMUM SIGN MOUNTING HEIGHT SHALL DETERMINE POST LENGTH.
4. SEE ADDITIONAL SIGNAGE NOTES AND REQUIREMENTS ON DWG NO. 305.

CITY OF HAPPY VALLEY ENGINEERING DIVISION
16000 SE MISTY DRIVE
HAPPY VALLEY, OR 97086

DWG NO: 300	STREET SIGNING	
CITY ENGINEER CAROL EARLE, P.E.	DATE: 4/1/2019	REVISED BY: PCB/JHH



BOLLARD SLEEVE & POST DETAIL (CROSS-SECTION VIEW)
SCALE = N.T.S.

BOLLARD DETAIL (ELEVATION)
SCALE = N.T.S.

NOTES:

1. DECORATIVE STANDARD BOLLARD MAY BE USED IF PRE–APPROVED BY CITY.
2. BOLLARD TO BE POWDER COATED BLACK OR DARK GREEN.

CITY OF HAPPY VALLEY ENGINEERING DIVISION
16000 SE MISTY DRIVE
HAPPY VALLEY, OR 97086

DWG NO: 410	BOLLARDS	
CITY ENGINEER CAROL EARLE, P.E.	DATE: 4/1/2019	REVISED BY: PCB/JHH

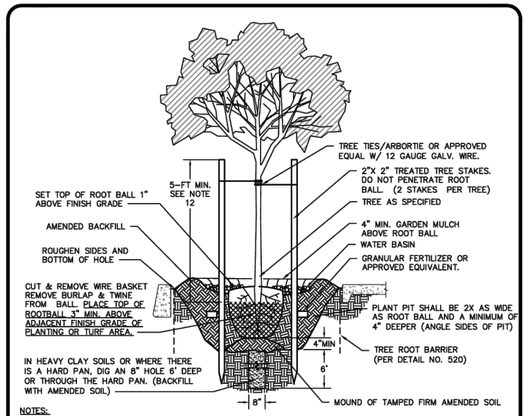
REGISTERED PROFESSIONAL ENGINEER
92419PE
DIGITALLY SIGNED
OREGON
JULY 13, 2021
RYAN VOSS
EXPIRES: 06/30/2026

NO.	REVISION	BY	DATE

DESIGNED BY: TB/JH
DRAWN BY: AH/TS
REV: RV/WW

ONE INCH 0 1"
ONE INCH AT FULL SCALE. IF NOT ONE INCH ADJUST SCALE ACCORDINGLY

STANDARD DETAILS II



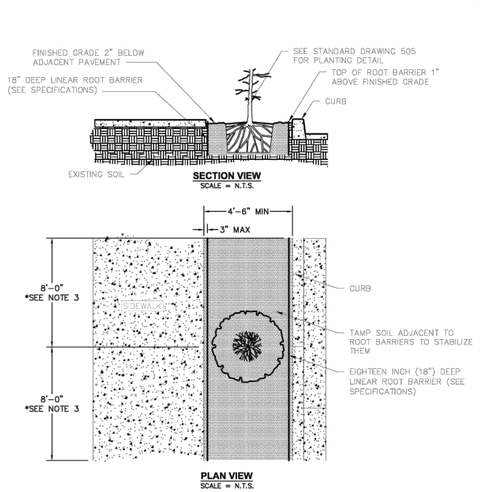
NOTES:

1. B&B STOCK MAY BE SUBSTITUTED WITH CONTAINER STOCK OF EQUAL GRADE.
2. CONTAINER STOCK MAY BE SUBSTITUTED WITH B&B STOCK OF EQUAL GRADE.
3. PLANT MATERIAL SHALL CONFORM WITH AMERICAN STANDARD FOR NURSERY STOCK, ANSI Z60.1, 2014 EDITION.
4. ALL TREES SHALL BE BRANCHED.
5. IN THE EVENT OF A DISCREPANCY BETWEEN THE PLANT LISTING AND THE DRAWINGS, THE PLANT LISTING SHALL GOVERN THE PLANT SPECIES AND QUANTITIES REQUIRED.
6. IN THE EVENT OF QUESTION OR LACK OF CLARITY ON DRAWINGS, LANDSCAPE CONTRACTOR IS TO CALL PROJECT MANAGER BEFORE PROCEEDING.
7. LANDSCAPE CONTRACTOR TO VERIFY PLANT MATERIAL SPECIES AND QUANTITIES WITH PROJECT MANAGER PRIOR TO PLANTING.
8. REFER TO PLANS AND CITY OF HAPPY VALLEY DEVELOPMENT STANDARDS FOR LANDSCAPING REQUIREMENTS INCLUDING TREE PLACEMENT, TOPSOIL AND PLANTING SPECIFICATIONS.
9. WATER TREE IN AT PLANTING AND DURING THE MAINTENANCE PERIOD IS REQUIRED.
10. TREE STAKES ARE TO BE REMOVED ONCE THE TREE HAS BEEN STABILIZED AND PRIOR TO FINAL WARRANTY INSPECTION/PROJECT ACCEPTANCE.
11. TREE STAKES ARE REQUIRED TO BE A MINIMUM OF 6–FEET FOR OAK TREES.

CITY OF HAPPY VALLEY ENGINEERING DIVISION
16000 SE MISTY DRIVE
HAPPY VALLEY, OR 97086

DWG NO: 505	STREET TREE PLANTING	
CITY ENGINEER SALLY CURRAN, P.E.	DATE: 6/10/2022	REVISED BY: KMA

505 STREET TREE PLANTING.DWG PRINTED JUNE 2022



SECTION VIEW
SCALE = N.T.S.

PLAN VIEW
SCALE = N.T.S.

NOTES:

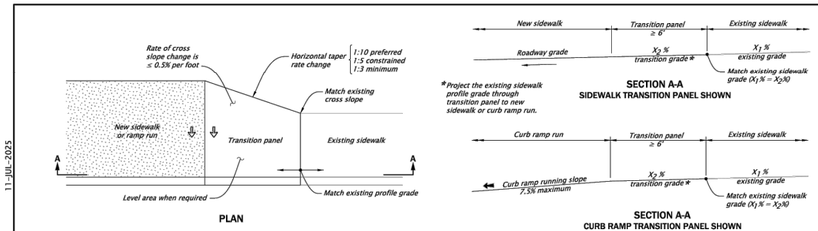
1. ROOT BARRIERS SHALL BE INSTALLED PER MANUFACTURER'S SPECIFICATIONS AND RECOMMENDATIONS.
2. ROOT BARRIERS SHALL BE INSTALLED WHEN ROOT BALL IS LOCATED WITHIN 8' OF PAVEMENT.
3. FOR RETROFIT LOCATIONS ROOT BARRIER LENGTH MAY BE REDUCED TO A MINIMUM OF TWO (2) FEET ON EITHER SIDE OF TREE TRUNK WHEN PRIOR APPROVAL IS GIVEN BY THE CITY ENGINEER.

CITY OF HAPPY VALLEY ENGINEERING DIVISION
16000 SE MISTY DRIVE
HAPPY VALLEY, OR 97086

DWG NO: 520	ROOT BARRIER	
CITY ENGINEER SALLY CURRAN, P.E.	DATE: 4/4/24	REVISED BY: KMA

520 ROOT BARRIER (PRIMARY PLANTING).DWG PRINTED April 4, 2024

11–JUL–2025
RD722.dgn



PLAN

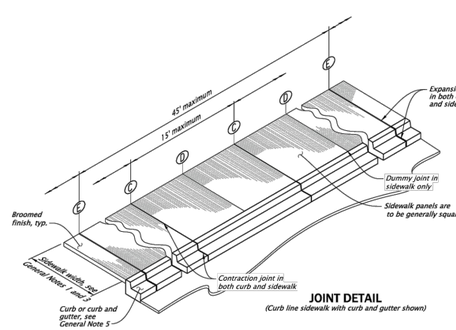
SECTION A-A
SIDEWALK TRANSITION PANEL SHOWN

SECTION A-A
CURB RAMP TRANSITION PANEL SHOWN

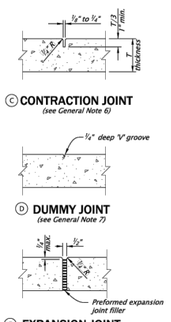
SIDEWALK AND CURB RAMP TRANSITION PANELS

GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:

1. *See drawings RD720 and RD721 for concrete sidewalk details. See project plans for sidewalk width, placement and design specified.*
2. *Provide expansion joints around poles, boxes, at ends of each driveway and other fixtures which protrude through or against the structures. For sidewalk, monolithic curb and sidewalk, provide construction expansion joints at 45 feet maximum spacing.*
3. *On sidewalks 8 feet and wider, provide a longitudinal joint at the midpoint of sidewalk panel.*
4. *See drawings RD700, RD701 and RD702 for concrete curb details. See project plans for the curb design specified.*
5. *Do not place expansion joints between separate concrete pours for curb ramp system components construction. Place expansion joints outside of curb ramp runs when required. Install expansion joints flush with surface for structures protruding through the curb ramp system. See drawing RD900.*
6. *Construct contraction joints at 15 feet maximum spacing, and at each curb ramp, driveway, sidewalk and curb.*
7. *Construct decorative sidewalk scoring patterns per project plan with dummy joint.*



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



LEGEND:

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

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

All materials shall be in accordance with the current Oregon Standard Specifications.

OREGON STANDARD DRAWINGS

SIDEWALK JOINTS AND TRANSITION PANELS

2024

DATE	REVISION DESCRIPTION
07–2023	REVISED NOTES
02–2025	UPDATED CAD STANDARDS.
07–2025	UPDATED CAD STANDARDS, REVISED DETAILS

CALC BOOK NO. _ _ _ N/A _ _ _ | SDR DATE: 11–JUL–2025 | RD722

Effective Date: December 1, 2025 – May 31, 2026

wallis engineering
DATE: 05/2026
PROJECT NO: 1592A

CITY OF HAPPY VALLEY
2026 ADA IMPROVEMENTS
(CIP-05-26)

HAPPY VALLEY, OR EST. 1965

DRAWING NO:
D2

P:\15\1592A Happy Valley ADA Ramp Imp\500 DWG\501 Plan Sheets\1592A - DETAILS.dwg, 4/10/2026 1:24:38 PM, Tomalynn Silva

10-JAN-2025

RD900.dgn

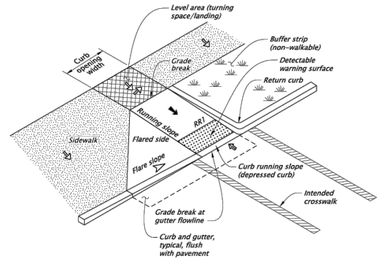
CURB RAMP INDEX	
STANDARD DRAWING NUMBER	STANDARD DRAWING TITLE
RD900	Curb Ramp Components and Legend
RD901	Curb Ramp Legend and Corner Identification
RD902	Detectable Warning Surface Details
RD904	Detectable Warning Surface Placement For Curb Ramps
RD905	Detectable Warning Surface Placement For Directional Curbs
RD906	Detectable Warning Surface Placement For Accesible Route Island
RD908	Detectable Warning Surface Placement For Rail
RD909	Detectable Cuide Strip Placement at Bike Ramps
RD910	Perpendicular Curb Ramp
RD912	Perpendicular Curb Ramp
RD913	Perpendicular Curb Ramp With Closure
RD916	Perpendicular Curb Ramp Single Ramp
RD920	Parallel Curb Ramp
RD922	Parallel Curb Ramp Single Ramp
RD930	Combination Curb Ramp
RD932	Combination Curb Ramp
RD936	Combination Curb Ramp
RD938	Combination Curb Ramp Single Ramp
RD940	Blended Transition Curb Ramp Single Ramp
RD950	End of Walk Curb Ramp
RD952	End of Walk Curb Ramp
RD960	Unique Curb Ramp

LEGEND:

- Marked or intended crossing location
- Sidewalk or other traversable surface
- Detectable warning surface (DWS)
- Level area (Turning space/landing)
- Cross slope 1.5% maximum (Maximum 2.0% finished surface slope) (Normal sidewalk cross slope)
- Running slope 4.0% maximum (Maximum 4.9% finished surface slope)
- Running slope 7.5% maximum (Maximum 8.3% finished surface slope)
- Counter slope 4.0% maximum ascending or descending (Maximum 5.0% finished surface slope) Slope as required for drainage
- Flare slope (Maximum 10.0% finished surface slope)
- 4'x4' clear space
- RR1 Ramp Run position 1

INTERSECTION CONDITION TYPES

- MB = Midblock, less than or equal to roadway grade finished gutter flow slope
- SU = Signalized or uncontrolled, maximum 5.0% finished gutter flow slope
- SY = Stop or Yield, maximum 2.0% finished gutter flow slope



TYPICAL CURB RAMP SYSTEM COMPONENTS
(PERPENDICULAR TYPE SHOWN)

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

All materials shall be in accordance with the current Oregon Standard Specifications.

OREGON STANDARD DRAWINGS

CURB RAMP COMPONENTS AND LEGEND

2024

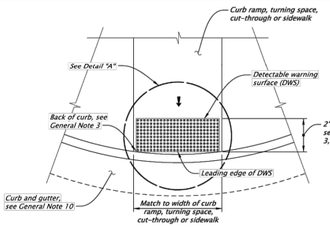
DATE	REVISION DESCRIPTION
11-2023	REVISED LEGEND
01-2025	UPDATED CAD STANDARDS

CALC BOOK NO. _ _ _ N/A _ _ _ | SDR DATE 10-JAN-2025 | **RD900**

Effective Date: December 1, 2025 – May 31, 2026

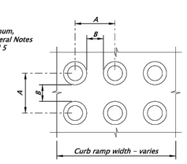
10-JAN-2025

RD902.dgn

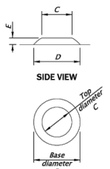


DETECTABLE WARNING SURFACE DETAIL

TRUNCATED DOME SIZE/SPACING DIMENSIONS					
	A	B	C	D	E
MINIMUM (IN.)	1.60	0.65	0.45	0.90	0.20
MAXIMUM (IN.)	2.40	--	0.91	1.40	0.20

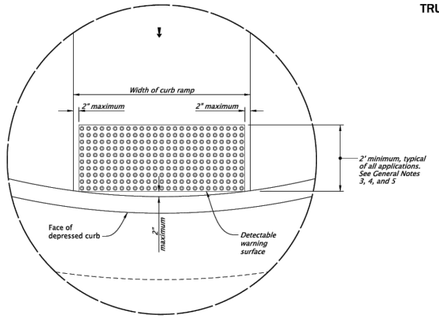


TRUNCATED DOME SPACING



TRUNCATED DOME

TRUNCATED DOME DETAILS



DETAIL "A"

GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:

1. Detectable warning surface details and locations are based on applicable ODOT Standards.
2. See project plans for details not shown. See drawings RD700 and RD701 for curbs.
3. The detectable warning surface shall extend the full width of the curb ramp opening, shared use path, blended transition, turning space, or other roadway entrance as applicable. A gap of up to 2 inches on each side of the detectable warning surface is permitted (measured at the leading edge of the detectable warning surface panel as shown in Detail "A").
4. Detectable warning surface shall be placed at the back of curb for a minimum depth of 2 feet in the direction of pedestrian travel at curb ramps that are adjacent to traffic. Detectable warning surface may be radial or rectangular, but must comply with the truncated dome size and spacing standards. Detectable warning surface may be cut to meet necessary shape as shown in plans. Detectable warning surface across a grade break is prohibited. Place abutting panels within1/4-inch of each other and install anchors, as specified by manufacturers, along cut edge.
5. Color to be safety yellow, if no color specified in construction note. Alternative colors require a design exception on or along state highways.
6. Detectable warning surface shall be used in the following locations:
   a) Curb ramps at street crossings
   b) Crossing islands (Accessible Route Islands)
   c) Rail crossings
7. Where public transportation stations (rail, bus, etc.) use platform boarding, detectable warning surface shall be placed along the full edge length of the station, when not protected by platform screens or guards. See drawing RD908.
8. Detectable warning surface shall not be used on the following locations:
   a) End of sidewalk transitions that are not at a crosswalk. See drawings RD950, RD952 and RD960.
   b) Driveways, unless constructed with curb return or are signalized.
   c) Parking lots, access aisles and passenger loading zones where curb ramp does not lead to vehicular way.
9. Where no curb is present, the detectable warning surface shall be placed at the edge of the roadway.
10. On or along state highways, curb and gutter is required at curb ramps.

LEGEND:

- Detectable warning surface
- Cross slope 1.5% maximum (Maximum 2.0% finished surface slope) (Normal sidewalk cross slope)
- Running slope 7.5% maximum (Maximum 8.3% finished surface slope)

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

All materials shall be in accordance with the current Oregon Standard Specifications.

OREGON STANDARD DRAWINGS

DETECTABLE WARNING SURFACE DETAILS

2024

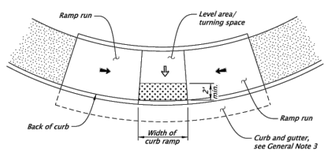
DATE	REVISION DESCRIPTION
01-2025	UPDATED CAD STANDARDS

CALC BOOK NO. _ _ _ N/A _ _ _ | SDR DATE 10-JAN-2025 | **RD902**

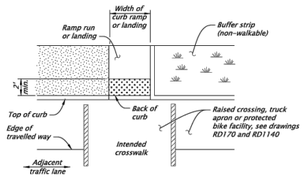
Effective Date: December 1, 2025 – May 31, 2026

10-JAN-2025

RD904.dgn



PARALLEL CURB RAMP



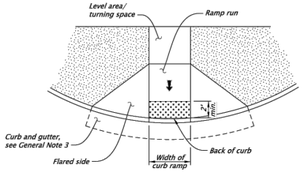
RAISED CROSSING, TRUCK APRON OR PROTECTED BIKE FACILITY

GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:

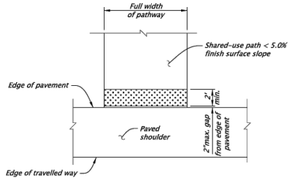
1. Detectable warning surface details and locations are based on applicable ODOT Standards.
2. See project plans for details not shown. See drawings RD700 and RD701 for curbs. See drawing RD902 for detectable warning surface installation details.
3. On or along state highways, curb and gutter is required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

LEGEND:

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



PERPENDICULAR CURB RAMP
GRADE BREAK IN FRONT OF CURB



SHARED-USE PATH CONNECTION OR CURBLESS WALKWAY

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

All materials shall be in accordance with the current Oregon Standard Specifications.

OREGON STANDARD DRAWINGS

DETECTABLE WARNING SURFACE PLACEMENT FOR CURB RAMPS

2024

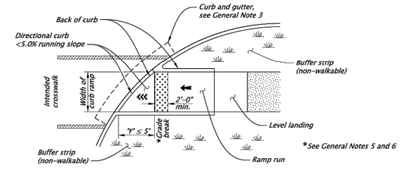
DATE	REVISION DESCRIPTION
01-2025	UPDATED CAD STANDARDS

CALC BOOK NO. _ _ _ N/A _ _ _ | SDR DATE 10-JAN-2025 | **RD904**

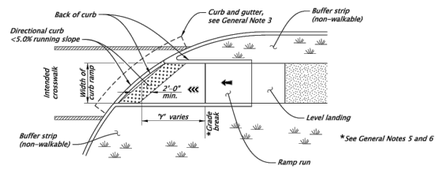
Effective Date: December 1, 2025 – May 31, 2026

10-JAN-2025

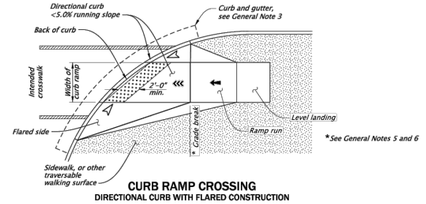
RD905.dgn



CURB RAMP CROSSING
GRADE BREAK ≤ 5 FEET FROM BACK OF CURB



CURB RAMP CROSSING
GRADE BREAK > 5 FEET FROM BACK OF CURB



CURB RAMP CROSSING
DIRECTIONAL CURB WITH FLARED CONSTRUCTION

GENERAL NOTES FOR ALL DETAILS THIS SHEET:

1. Detectable warning surface details and locations are based on applicable ODOT Standards.
2. See project plans for details not shown. See drawings RD700 and RD701 for curbs. See drawing RD902 for detectable warning surface installation details.
3. On or along state highways, curb and gutter is required at curb ramps.
4. Detectable warning surface placement for perpendicular ramps vary as shown.
5. Detectable warning surface placement across the grade break is prohibited.
6. Where the "Y" distance is greater than 5 feet anywhere in front of ramp run grade break, the detectable warning surface placement shall be placed at the back of curb line.

LEGEND:

- Marked or intended crossing location
- Sidewalk
- Detectable warning surface
- Running slope 7.5% maximum (Maximum 8.3% finished surface slope)
- Flare slope (Maximum 10.0% finished surface slope)
- Running slope 4.0% maximum (Maximum 4.9% finished surface slope)

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

All materials shall be in accordance with the current Oregon Standard Specifications.

OREGON STANDARD DRAWINGS

DETECTABLE WARNING SURFACE PLACEMENT FOR DIRECTIONAL CURBS

2024

DATE	REVISION DESCRIPTION
01-2025	UPDATED CAD STANDARDS

CALC BOOK NO. _ _ _ N/A _ _ _ | SDR DATE 10-JAN-2025 | **RD905**

Effective Date: December 1, 2025 – May 31, 2026

REGISTERED PROFESSIONAL ENGINEER
92419PE
DIGITALLY SIGNED
Ryan Voss
OREGON
JULY 15, 2021
RYAN VOSS
EXPIRES: 06/30/2026

NO.	REVISION	BY	DATE

DESIGNED BY: TB/JH
DRAWN BY: AH/TS
REV: RV/WW

ONE INCH 0 1"
ONE INCH AT FULL SCALE. IF NOT ONE INCH ADJUST SCALE ACCORDINGLY

STANDARD DETAILS III

wallis engineering
PROJECT NO: 1592A
DATE: 05/2026

CITY OF HAPPY VALLEY
2026 ADA IMPROVEMENTS
(CIP-05-26)

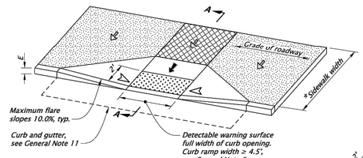
HAPPY VALLEY, OR EST. 1965

DRAWING NO:
D3

P:\15\1592A Happy Valley ADA Ramp Imp\500 DWG\501 Plan Sheets\1592A - DETAILS.dwg, 4/1/2026 1:24:38 PM, TomaLynn Silva

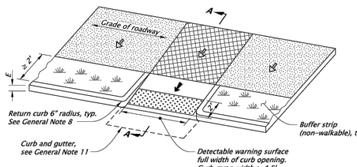
10-JAN-2025

RD910.dgn

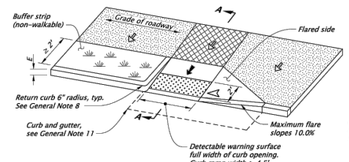


PERPENDICULAR CURB RAMP DETAIL

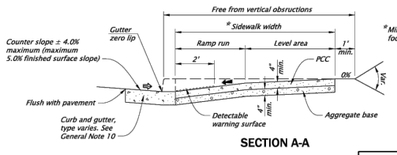
(Use "Parallel Curb Ramp Detail" or "Combination Curb Ramp Detail" when required turning space cannot be obtained)



PERPENDICULAR CURB RAMP THROUGH BUFFER STRIP



PERPENDICULAR CURB RAMP WITH SINGLE FLARE



SECTION A-A

*Minimum width of 14.25 foot sidewalk for E=7'.

LEGEND:

- *Sidewalk*
- *Detectable warning surface (DWS)*
- *Level area (Turning space/landing) Unobstructed 4.5' x 4.5'*

With obstruction 4.5' x 5.5' (longer dimension in direction of pedestrian street crossing).

For the purposes of this application, a maximum 2.0% finished surface slope (for drainage) measured perpendicular in two directions is considered level.

- *Cross slope 1.5% maximum (Maximum 2.0% finished surface slope) (Normal sidewalk cross slope)*
- *Running slope 7.5% maximum (Maximum 8.3% finished surface slope)*
- *Counter slope 4.0% maximum ascending or descending (Maximum 5.0% finished surface slope) Slope as required for drainage*
- *Flare slope (Maximum 10.0% finished surface slope)*

GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:

1. *Curb ramp details are based on applicable ODOT standards.*
2. *See project plans for details not shown. See drawings RD700 and RD701 for curbs. See drawings RD720 and RD721 for sidewalks. See drawings RD902 through RD908 for detectable warning surface installation details. See drawings RD912 through RD916 for curb ramp placement options.*
3. *Site conditions normally require a project specific design. See project plans for details not shown.*
4. *Tooled dummy joints are required at all curb ramp slope break lines. See drawing RD722.*
5. *Curb ramp slopes shown are relative to the true level horizon (zero bubble).*
6. *Place detectable warning surface at the back of curb for a minimum depth of 2 feet in the direction of pedestrian travel full width of curb ramp opening that is adjacent to traffic.*
7. *Grade breaks at the top and bottom of curb ramp runs shall be perpendicular to the direction of the ramp run. Grade breaks shall not be permitted on the surface of ramp runs and turning spaces. Surface slopes that meet at grade breaks shall be flush.*
8. *Return curb may be provided in lieu of flared slope only if protected from traverse travel by softscape, see drawing RD721. Return curb shall not reduce width of approaching sidewalk.*
9. *Curb ramps for shared use paths intersecting a roadway shall be full width of path, excluding flares. When a curb ramp is used to provide bicycle access from a roadway to a sidewalk, the curb ramp opening will be greater than or equal to 8 feet wide. See drawings RD904 and RD909 for additional details.*
10. *Place an inlet at upstream side of curb ramp or perform other approved design mitigation. Check the gutter flow depth at curb ramp locations to assure that the design flood does not overtop the back of sidewalk.*
11. *On or along state highways, curb and gutter is required at curb ramps. Curb and gutter shall be flush with the adjacent pavement.*

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

All materials shall be in accordance with the current Oregon Standard Specifications.

OREGON STANDARD DRAWINGS

PERPENDICULAR CURB RAMP

2024

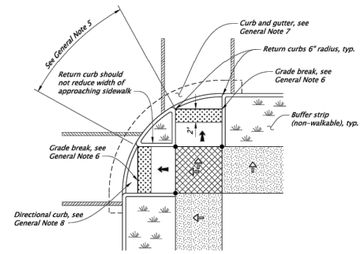
DATE	REVISION DESCRIPTION
01-2025	UPDATED CAD STANDARDS

CALC BOOK NO. _ _ N/A _ _ | SDR DATE 10-JAN-2025 | **RD910**

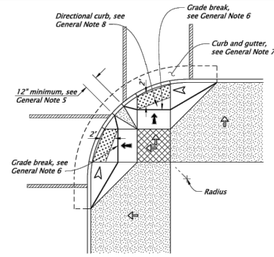
Effective Date: December 1, 2025 – May 31, 2026

10-JAN-2025

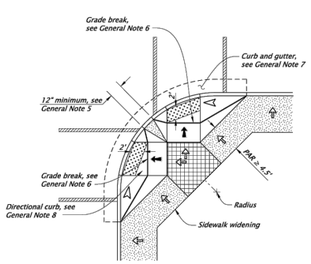
RD912.dgn



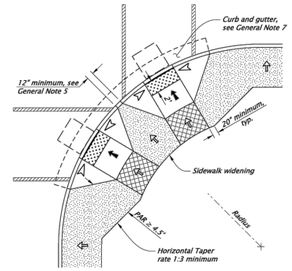
WITH LANDSCAPED BUFFER STRIP OPTION "PR-1"



FOR WIDE SIDEWALKS OPTION "PR-2"



FOR NARROW SIDEWALKS OPTION "PR-3"



FOR NARROW SIDEWALKS OPTION "PR-4"

GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:

1. *Curb ramp details are based on applicable ODOT standards.*
2. *See project plans for details not shown. See drawings RD700 and RD 701 for curbs. See drawings RD720 and RD721 for sidewalks. See drawing RD910 for perpendicular curb ramp details. See drawings RD902 through RD908 for detectable warning surface installation details.*
3. *Tooled dummy joints are required at all curb ramp slope break lines. See drawing RD722.*
4. *Curb ramp slopes shown are relative to the true level horizon (zero bubble).*
5. *When two curb ramps are immediately adjacent, the curb exposure (E) between the adjacent side flare may range between 3-inch and full design exposure.*
6. *Grade breaks at the top and bottom of curb ramp runs shall be perpendicular to the direction of the ramp run. Grade breaks shall not be permitted on the surface of ramp runs and turning spaces. Surface slopes that meet at grade breaks shall be flush.*
7. *On or along state highways, curb and gutter is required at curb ramps. Curb and gutter shall be flush with the adjacent pavement.*
8. *Directional Curb and depressed curb with running slope less than 5.0% finished surface slope in the direction of pedestrian travel. See drawing RD905.*

LEGEND:

- *Marked or intended crossing location*
- *Sidewalk*
- *Detectable warning surface (DWS)*
- *Level area (Turning space/landing) Unobstructed 4.5' x 4.5'*

With obstruction 4.5' x 5.5' (longer dimension in direction of pedestrian street crossing).

For the purposes of this application, a maximum 2.0% finished surface slope (for drainage) measured perpendicular in two directions is considered level.

- *Cross slope 1.5% maximum (Maximum 2.0% finished surface slope) (Normal sidewalk cross slope)*
- *Running slope 4.0% maximum (Maximum 4.9% finished surface slope)*
- *Running slope 7.5% maximum (Maximum 8.3% finished surface slope)*
- *Flare slope (Maximum 10.0% finished surface slope)*
- *4'x4' clear space*
- PAR *Pedestrian Access Route*
- *Zero curb exposure*

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

All materials shall be in accordance with the current Oregon Standard Specifications.

OREGON STANDARD DRAWINGS

PERPENDICULAR CURB RAMP

2024

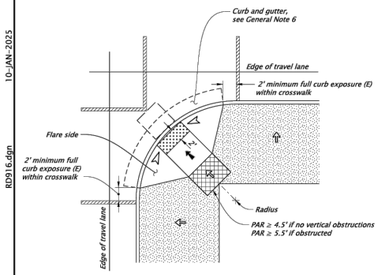
DATE	REVISION DESCRIPTION
01-2025	UPDATED CAD STANDARDS

CALC BOOK NO. _ _ N/A _ _ | SDR DATE 10-JAN-2025 | **RD912**

Effective Date: December 1, 2025 – May 31, 2026

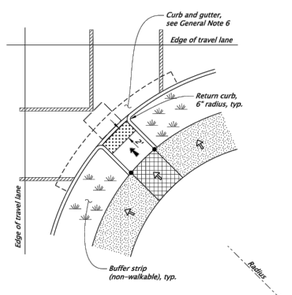
10-JAN-2025

RD916.dgn



DIAGONAL CURB RAMP FOR WIDE SIDEWALKS OPTION "PR-9"

(Use only when site constraints prohibit installing two curb ramps and both crosswalks are open)



DIAGONAL CURB RAMP WITH LANDSCAPED BUFFER STRIPS OPTION "PR-10"

(Use only when site constraints prohibit installing two curb ramps and both crosswalks are open)

LEGEND:

- *Marked or intended crossing location*
- *Sidewalk*
- *Detectable warning surface (DWS)*
- *Level area (Turning space/landing) Unobstructed 4.5' x 4.5'*

With obstruction 4.5' x 5.5' (longer dimension in direction of pedestrian street crossing).

For the purposes of this application, a maximum 2.0% finished surface slope (for drainage) measured perpendicular in two directions is considered level.

- *Cross slope 1.5% maximum (Maximum 2.0% finished surface slope) (Normal sidewalk cross slope)*
- *Running slope 7.5% maximum (Maximum 8.3% finished surface slope)*
- *Flare slope (Maximum 10.0% finished surface slope)*
- *4'x4' clear space*
- PAR *Pedestrian Access Route*
- *Zero curb exposure*

GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:

1. *Curb ramp details are based on applicable ODOT standards.*
2. *See project plans for details not shown. See drawings RD700 and RD701 for curbs. See drawings RD720 and RD721 for sidewalks. See drawings RD902 through RD908 for detectable warning surface installation details. See drawings RD912 through RD916 for curb ramp placement options.*
3. *Tooled dummy joints are required at all curb ramp slope break lines. See drawing RD722.*
4. *Curb ramp slopes shown are relative to the true level horizon (zero bubble).*
5. *Only use curb ramp options allowed by jurisdiction. Single ramps require design exception on or along state highways.*
6. *On or along state highways, curb and gutter is required at curb ramps. Curb and gutter shall be flush with the adjacent pavement.*

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

All materials shall be in accordance with the current Oregon Standard Specifications.

OREGON STANDARD DRAWINGS

PERPENDICULAR CURB RAMP SINGLE RAMP

2024

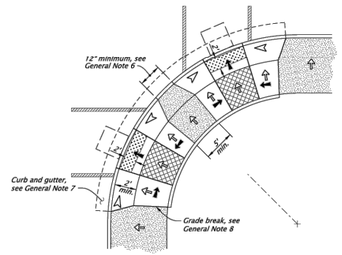
DATE	REVISION DESCRIPTION
01-2025	UPDATED CAD STANDARDS

CALC BOOK NO. _ _ N/A _ _ | SDR DATE 10-JAN-2025 | **RD916**

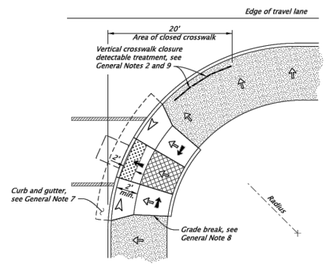
Effective Date: December 1, 2025 – May 31, 2026

10-JAN-2025

RD932.dgn



COMBINATION CURB RAMP OPTION "CC-1"



COMBINATION CURB RAMP WITH CROSSWALK CLOSURE OPTION "CC-2"

GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:

1. *Curb ramp details are based on applicable ODOT Standards.*
2. *See project plans for details not shown. See drawings RD700 and RD701 for curbs. See drawings RD720 and RD721 for sidewalks. See drawings RD902 through RD908 for detectable warning surface installation details. See drawing RD930 for combination curb ramp details. See drawing TM240 for crosswalk closure detail.*
3. *Site conditions normally require a project specific design. See project plans for details not shown.*
4. *Tooled dummy joints are required at all curb ramp slope break lines. See drawing RD722.*
5. *Curb ramp slopes shown are relative to the true level horizon (zero bubble).*
6. *When two curb ramps are immediately adjacent, the curb exposure (E) between the adjacent side flares may range between 3 inches and full design exposure.*
7. *On or along state highways, curb and gutter is required at curb ramps. Curb and gutter shall be flush with the adjacent pavement.*
8. *Grade breaks at the top and bottom of curb ramp runs shall be perpendicular to the direction of the ramp run. Grade breaks shall not be permitted on the surface of ramp runs and turning spaces. Surface slopes that meet at grade breaks shall be flush.*
9. *Install crashworthy vertical crosswalk closure detectable treatment approved by road authority.*

LEGEND:

- *Marked or intended crossing location*
- *Sidewalk*
- *Detectable warning surface*
- *Level area (Turning space/landing) Unobstructed 4.5' x 4.5'*

With obstruction 4.5' x 5.5' (longer dimension in direction of pedestrian street crossing).

For the purposes of this application, a maximum 2.0% finished surface slope (for drainage) measured perpendicular in two directions is considered level.

- *Cross slope 1.5% maximum (Maximum 2.0% finished surface slope) (Normal sidewalk cross slope)*
- *Running slope 7.5% max. (Maximum 8.3% finished surface slope)*
- *Flare slope (Maximum 10% finished surface slope)*
- *4'x4' clear space*

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

All materials shall be in accordance with the current Oregon Standard Specifications.

OREGON STANDARD DRAWINGS

COMBINATION CURB RAMP

2024

DATE	REVISION DESCRIPTION
01-2025	UPDATED CAD STANDARDS

CALC BOOK NO. _ _ N/A _ _ | SDR DATE 10-JAN-2025 | **RD932**

Effective Date: December 1, 2025 – May 31, 2026

REGISTERED PROFESSIONAL ENGINEER
92419PE
DIGITALLY SIGNED
OREGON
JULY 15, 2021
RYAN VOSS
EXPIRES: 06/30/2026

NO.	REVISION	BY	DATE

DESIGNED BY: TB/JH
DRAWN BY: AH/TS
REV: RV/WW

ONE INCH 0 1"
ONE INCH AT FULL SCALE. IF NOT ONE INCH ADJUST SCALE ACCORDINGLY

STANDARD DETAILS IV

wallis engineering

PROJECT NO: 1592A
DATE: 05/2026

CITY OF HAPPY VALLEY
2026 ADA IMPROVEMENTS
(CIP-05-26)

HAPPY VALLEY, OR EST. 1965

DRAWING NO:

D4

31 OF 32

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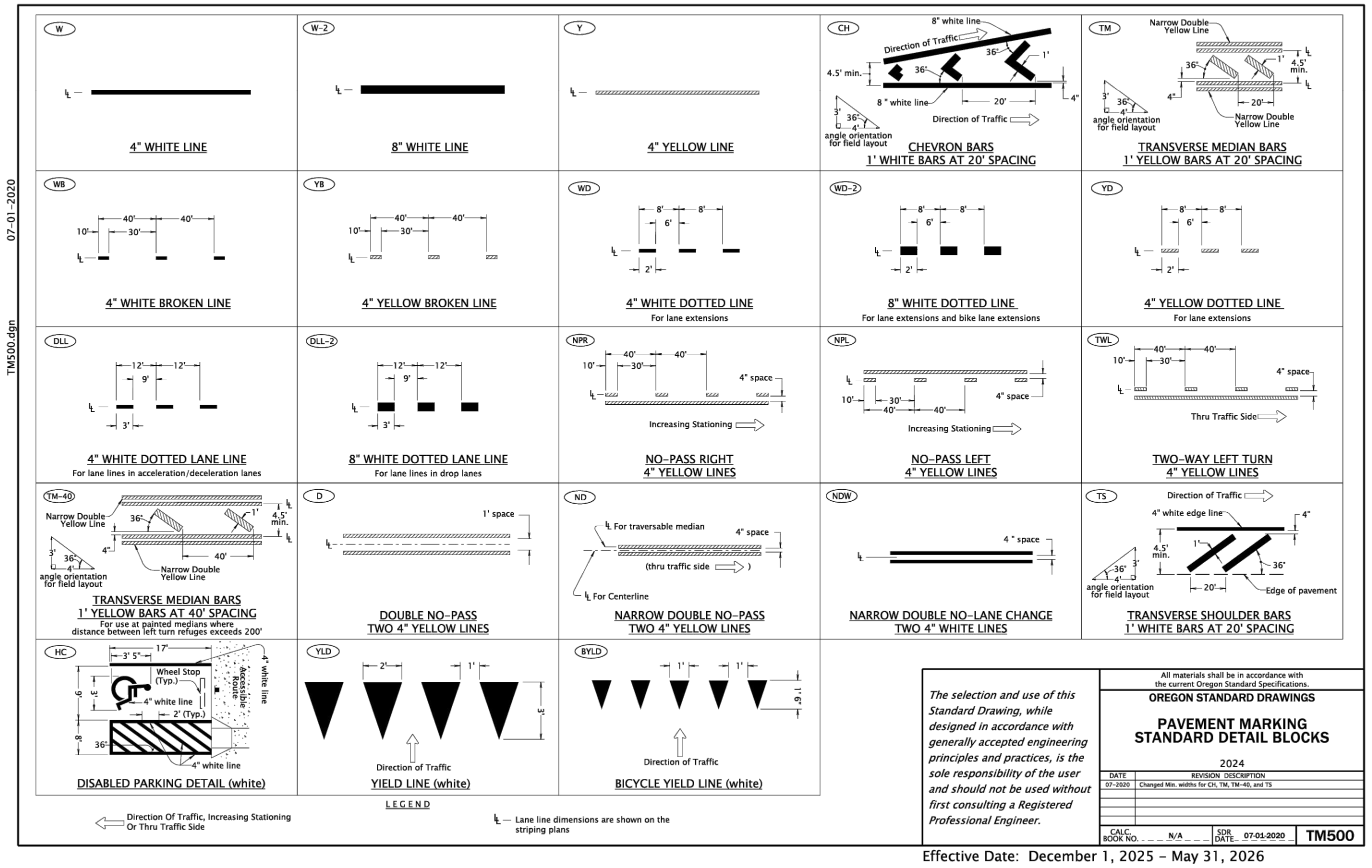
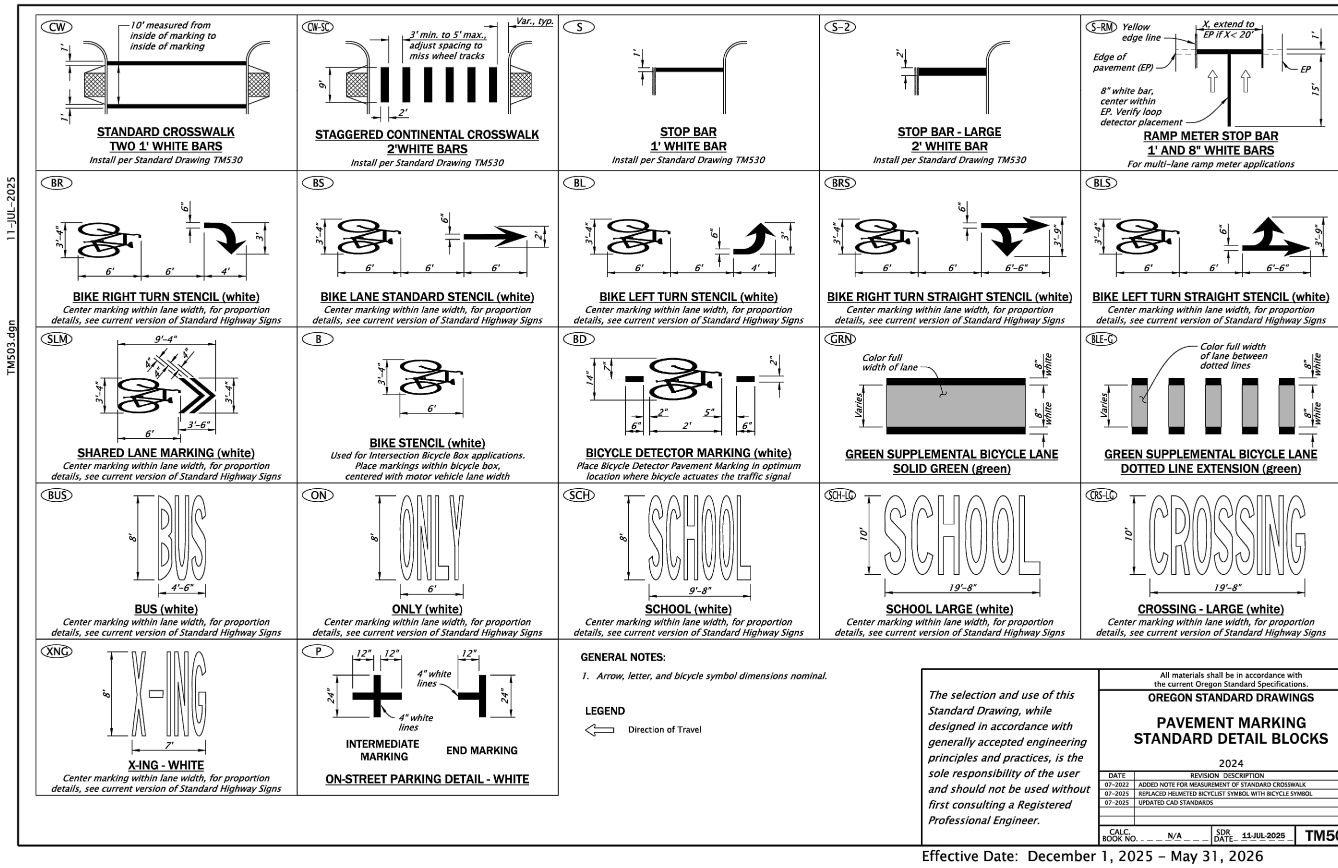
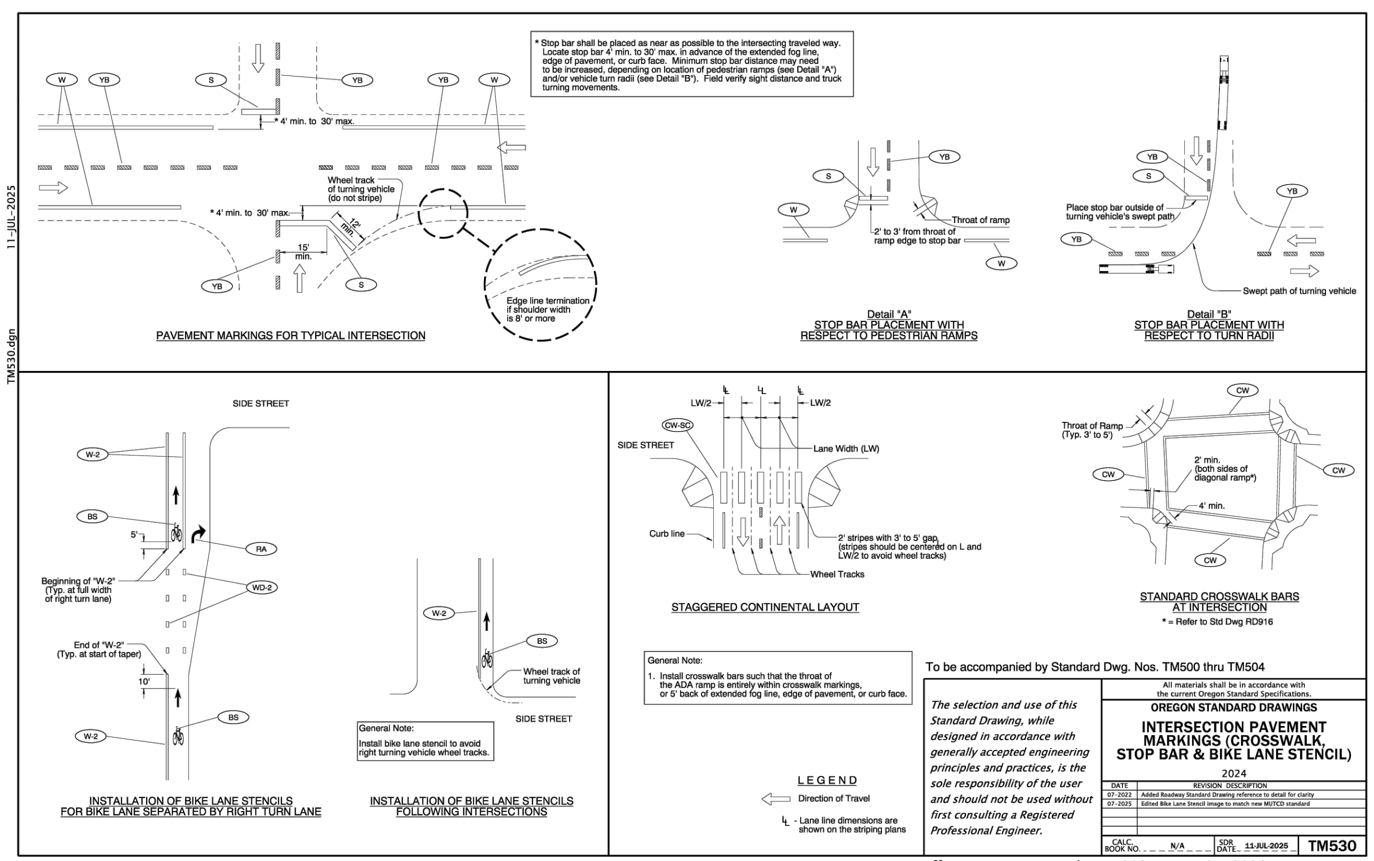


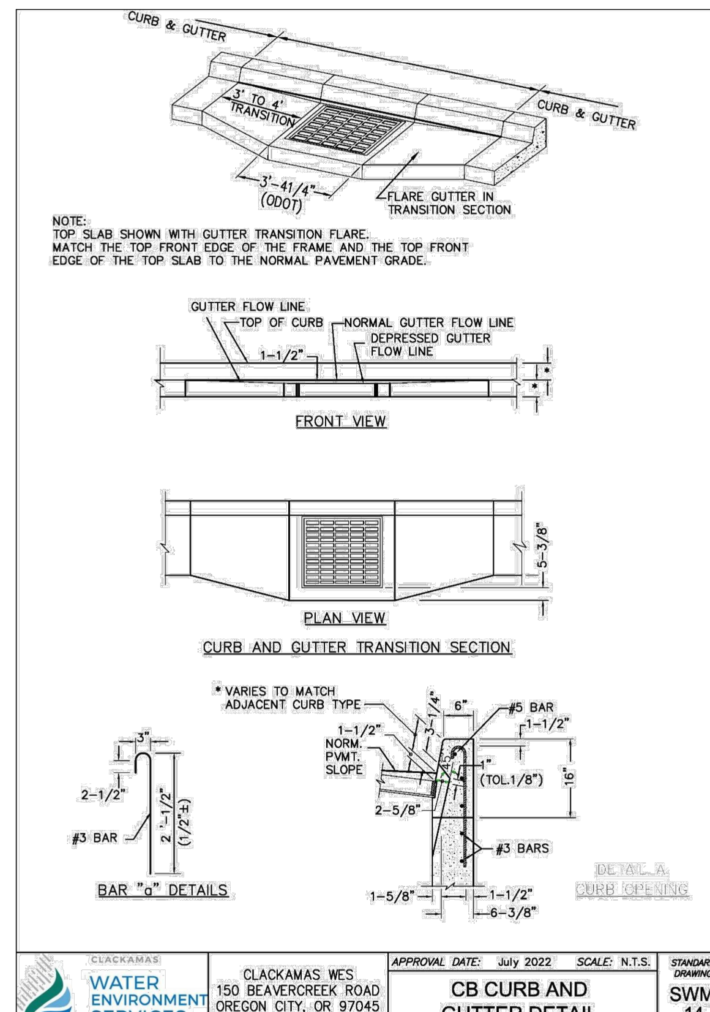
Effective Date: December 1, 2025 - May 31, 2026

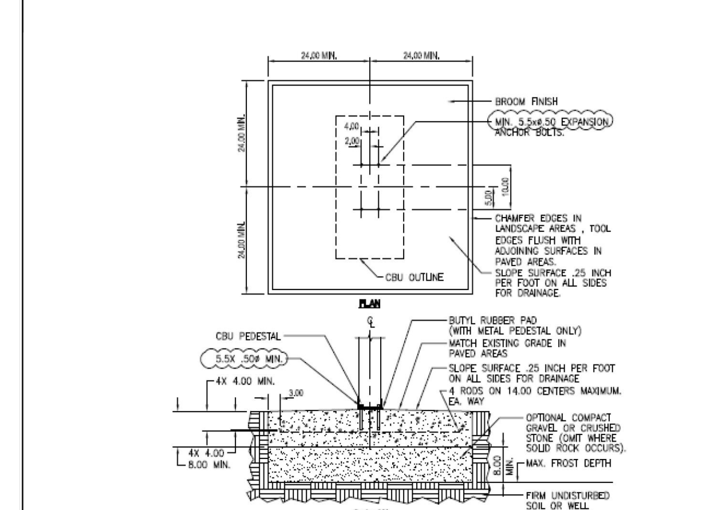


Effective Date: December 1, 2025 - May 31, 2026



Effective Date: December 1, 2025 - May 31, 2026





NOTES:

1. CONCRETE SHALL HAVE A COMPRESSIVE STRENGTH OF 3,000 PSI @ 28 DAYS, CONTAIN 4% MIN. – 6% MAX. AIR ENTRAINMENT AND BE PLACED WITH A 3.50–4.50 SLUMP IN ACCORDANCE WITH ACI 301
2. REINFORCING STEEL RODS SHALL CONFORM TO ASTM A615, GRADE 60.
3. EXPANSION BOLTS SHALL BE EQUIVALENT TO THE FOLLOWING PROVIDERS:
   a. HILTI KWIK BOLT (www.us.hilti.com) II–1/2" DIAMETER x 5–1/2" OVERALL LENGTH
      GALVANIZED, CATALOG #: 000–453–696
      KB II 12–512, STAINLESS STEEL; CATALOG #: 000–454–744
      ENSURE THAT THE MIN. EMBEDMENT IN CONCRETE IS AT LEAST 3–1/2".
   b. ITW RAMSET REDHEAD TRUBOLT (www.ramset–redhead.com) GALVANIZED, 1/2" DIAMETER x 7" OVERALL LENGTH; CATALOG NUMBER: WS–1270G
      ENSURE THAT THE MIN. EMBEDMENT IN CONCRETE IS AT LEAST 4–1/8".
   c. RAWL STUD (www.rawl.com) GALVANIZED, 1/2" DIAMETER x 5–1/2" OVERALL LENGTH; CATALOG NUMBER: 7724
      ENSURE THAT THE MIN. EMBEDMENT IN CONCRETE IS AT LEAST 4".

Detail: CLUSTER BOX UNIT (CBU) INSTALLATION – SINGLE UNIT

Fac.	Ch.	Sect.	Para.	Detail
G1 - 2 - 0 e				

CAD File: ./usps/library/details/G1-2-0e — Scale: 1/2" = 1'-0" — USPS SDL Issued: 10/1/2016, Last Revised: 10/27/2016

REGISTERED PROFESSIONAL ENGINEER 92419PE OREGON JULY 13, 2021 RYAN VOSS — DIGITALLY SIGNED — Digitally signed by Ryan Voss Date: 2026.05.07 14:40:14-07'00'

EXPIRES: 06/30/2026

NO.	REVISION	BY	DATE

DESIGNED BY: TB/JH
DRAWN BY: AH/TS
REV: RV/WW

ONE INCH AT FULL SCALE. IF NOT ONE INCH ADJUST SCALE ACCORDINGLY

STANDARD DETAILS V

wallis engineering

PROJECT NO: 1592A
DATE: 05/2026

CITY OF HAPPY VALLEY
2026 ADA IMPROVEMENTS
(CIP-05-26)

HAPPY VALLEY OR EST. 1965

DRAWING NO:
D5

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