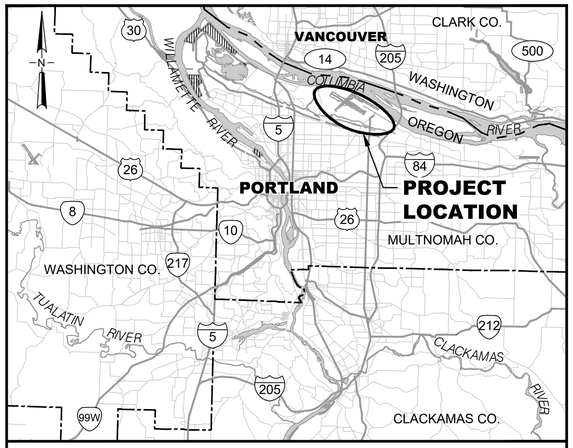
Port of Portland

PORTLAND INTERNATIONAL AIRPORT

TERMINAL UPPER ROADWAY JOINT REPLACEMENT



PROJECT LOCATION

SHEET INDEX

SHEET NUMBER	DESCRIPTION
1 - 9	GENERAL INFORMATION
10 - 13	CIVIL
14 - 54	STRUCTURAL

PORT OF PORTLAND COMMISSION

KATY COBA - PRESIDENT
RICHELLE LUTHER - VICE PRESIDENT
KETAN SAMPAT - SECRETARY
KATHERINE LAM - TREASURER
RUKAIYAH ADAMS
MIKE DEVAUGHN
MEG NIEMI
STUART STRADER
MICHAEL JORDAN

PORT OF PORTLAND

CURTIS ROBINHOLD - EXECUTIVE DIRECTOR
DAN GILKISON - ENGINEERING DIRECTOR

BID SET

OCTOBER 2026

ANDY JEFFREY / GRANT EVENHUS
PROJECT MANAGER

102970	2025D018	PDX 2026-514
PAN #	EAN #	DRAWING #

CAN YOU SEE THE AIRPLANES? THE ADJACENT SAMPLES SHOW THREE DIFFERENT LEVELS OF SHADING. SETTINGS FOR VIEWING AND PRINTING DRAWING CONTENT ARE OPTIMIZED WHEN ALL THREE PLANES ARE VISIBLE. THIS GUIDANCE IS PROVIDED FOR REFERENCE ONLY.

THE AREA BELOW IS TO BE LEFT BLANK - FOR USE BY CITY FOR PERMIT REVIEW STAMP ONLY

GENERAL INFORMATION

SHEET NO.	DISC. SHT. NO.	DESCRIPTION
1	GI1.01	SHEET INDEX
2	GI1.02	CITY INFORMATION AND DIRECTIVES
3	GI1.03	SITE PLAN AND VICINITY PLAN
4	GI1.04	SURVEY CONTROL PLAN
5	GI1.05	STAGING SITES AND HAUL ROUTES
6	GI1.06	LEGEND, SYMBOLS, AND ABBREVIATIONS
7	GI1.07	EXPANSION JOINT, GUTTER REHAB, AND REPLAY APPLICATION WORK AREA MATRIX AND GENERAL NOTES
8	GI1.08	EXPANSION JOINT AND GUTTER REHAB WORK AREA LIMITS AND CONDITIONS
9	GI1.09	REPLAY (BIO-BASED ASPHALT REJUVENATOR) WORK AREA LIMITS AND CONDITIONS

CIVIL

SHEET NO.	DISC. SHT. NO.	DESCRIPTION
10	C1.00	ROADWAY REPAIR PLAN
11	C2.00	GUTTER PLAN - NORTH
12	C2.01	GUTTER PLAN - SOUTH
13	C3.00	CIVIL DETAILS

STRUCTURAL

SHEET NO.	DISC. SHT. NO.	DESCRIPTION
14	S0.001	STRUCTURAL ABBREVIATIONS
15	S0.002	GENERAL STRUCTURAL NOTES - 1
16	S0.003	GENERAL STRUCTURAL NOTES - 2
17	S0.004	SPECIAL INSPECTIONS - 1
18	S0.005	SPECIAL INSPECTIONS - 2
19	S0.050	SEISMIC JOINT PLAN
20	S2.200	ENPLANING - OVERALL PLAN
21	S2.201	ENPLANING - FRAMING PLAN - SECTOR 01
22	S2.202	ENPLANING - FRAMING PLAN - SECTOR 02
23	S2.203	ENPLANING - FRAMING PLAN - SECTOR 03
24	S2.204	ENPLANING - FRAMING PLAN - SECTOR 04
25	S2.205	ENPLANING - FRAMING PLAN - SECTOR 05
26	S2.211	ENPLANING - FRAMING PLAN - SECTOR 11
27	S2.212	ENPLANING - FRAMING PLAN - SECTOR 12
28	S2.221	ENPLANING - FRAMING PLAN - SECTOR 21
29	S2.222	ENPLANING - FRAMING PLAN - SECTOR 22
30	S2.231	ENPLANING - FRAMING PLAN - SECTOR 31
31	S2.232	ENPLANING - FRAMING PLAN - SECTOR 32
32	S2.241	ENPLANING - FRAMING PLAN - SECTOR 41
33	S2.242	ENPLANING - FRAMING PLAN - SECTOR 42
34	S2.251	ENPLANING - FRAMING PLAN - SECTOR 51
35	S2.252	ENPLANING - FRAMING PLAN - SECTOR 52
36	S2.261	ENPLANING - FRAMING PLAN - SECTOR 61
37	S2.262	ENPLANING - FRAMING PLAN - SECTOR 62
38	S2.271	ENPLANING - FRAMING PLAN - SECTOR 71
39	S2.272	ENPLANING - FRAMING PLAN - SECTOR 72
40	S2.282	ENPLANING - FRAMING PLAN - SECTOR 82
41	S2.283	ENPLANING - FRAMING PLAN - SECTOR 83
42	S6.100	EXPANSION JOINT DETAILS - 1
43	S6.101	EXPANSION JOINT DETAILS - 2
44	S6.102	EXPANSION JOINT DETAILS - 3
45	S6.103	EXPANSION JOINT DETAILS - 4
46	S6.104	EXPANSION JOINT DETAILS - 5
47	S6.105	EXPANSION JOINT DETAILS - 6
48	S6.106	EXPANSION JOINT DETAILS - 7
49	S6.107	EXPANSION JOINT DETAILS - 8
50	S6.108	EXPANSION JOINT DETAILS - 9
51	S6.109	EXPANSION JOINT DETAILS - 10
52	S6.120	EXPANSION JOINT DETAILS - 11
53	S6.121	EXPANSION JOINT DETAILS - 12
54	S6.122	EXPANSION JOINT DETAILS - 13

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2025D018 DESIGN NUMBER

102970 PROJECT NUMBER

REGISTERED PROFESSIONAL ENGINEER
91718PE
OREGON
JAN. 10, 2017
JESSICA ZINK

EXPIRATION DATE: 6/30/2028

PORTLAND INTERNATIONAL AIRPORT

TERMINAL UPPER ROADWAY JOINT REPLACEMENT

SHEET INDEX

SUBMITTED BY	JAY OSTLUND
DESIGN BY	D. LISERRE
DRAWN BY	R. CADUA
CHECKED BY	J. ZINK
DATE	OCTOBER 2026
SHEET NO.	1 TYPE: CD
DRAWING NO.	PDX 2026-514
DISC. SHT. NO.	GI1.01

GRAPHIC SCALE - FOR REFERENCE ONLY
0 1/4" 1/2" 1"
2"

IF ELECTRONIC SIGNATURE IS BROKEN OR MISSING - THIS IS NOT A LEGAL DRAWING

DRAWING SCALE IS REDUCED 50% WHEN SHEET SIZE IS 11" x 17"

THE AREA BELOW IS TO BE LEFT BLANK - FOR USE BY CITY FOR PERMIT REVIEW STAMP ONLY-

light grey

dark grey

black

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OREGON
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JESSICA ZINK

EXPIRATION DATE: 6/30/2028

PORTLAND INTERNATIONAL AIRPORT

TERMINAL UPPER ROADWAY JOINT REPLACEMENT

CITY INFORMATION AND DIRECTIVES

SUBMITTED BY	JAY OSTLUND
DESIGN BY	D. LISERRE
DRAWN BY	R. CADUA
CHECKED BY	J. ZINK
DATE	OCTOBER 2026
SHEET NO.	2 TYPE: CD
DRAWING NO.	PDX 2026-514
DISC. SHT. NO.	GI1.02

PRINTED: 9/18/2026 12:32:54 PM DLISERRE n:\c\p\2025\10022500555-pdx-en-de-rd-rehab\cad\plot\city information and directives.dwg

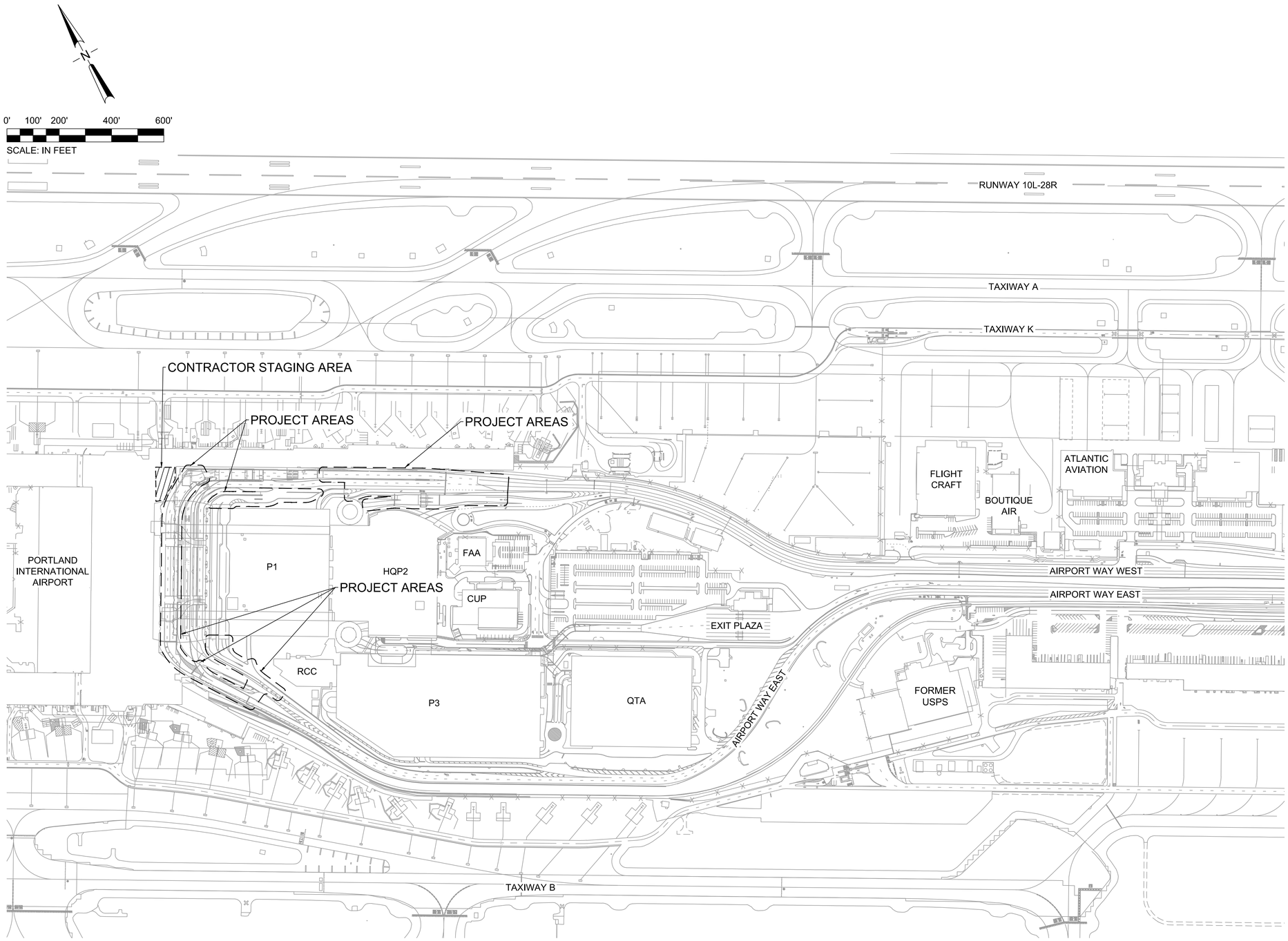
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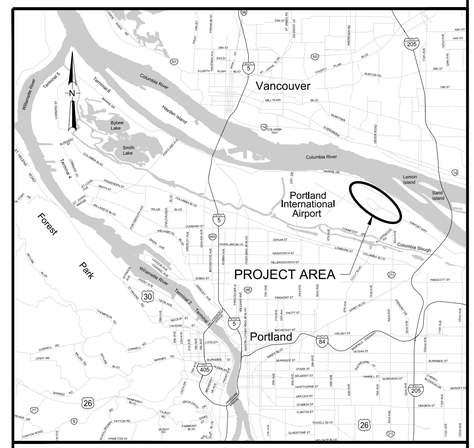
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light gray
dark gray
black



1 SITE PLAN AND VICINITY PLAN
SCALE: 1" = 200'



VICINITY MAP
SCALE: N.T.S.

GRAPHIC SCALE - FOR REFERENCE ONLY
0 1/4" 1/2" 1"

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PORTLAND INTERNATIONAL AIRPORT

TERMINAL UPPER ROADWAY JOINT REPLACEMENT

SITE PLAN AND VICINITY PLAN

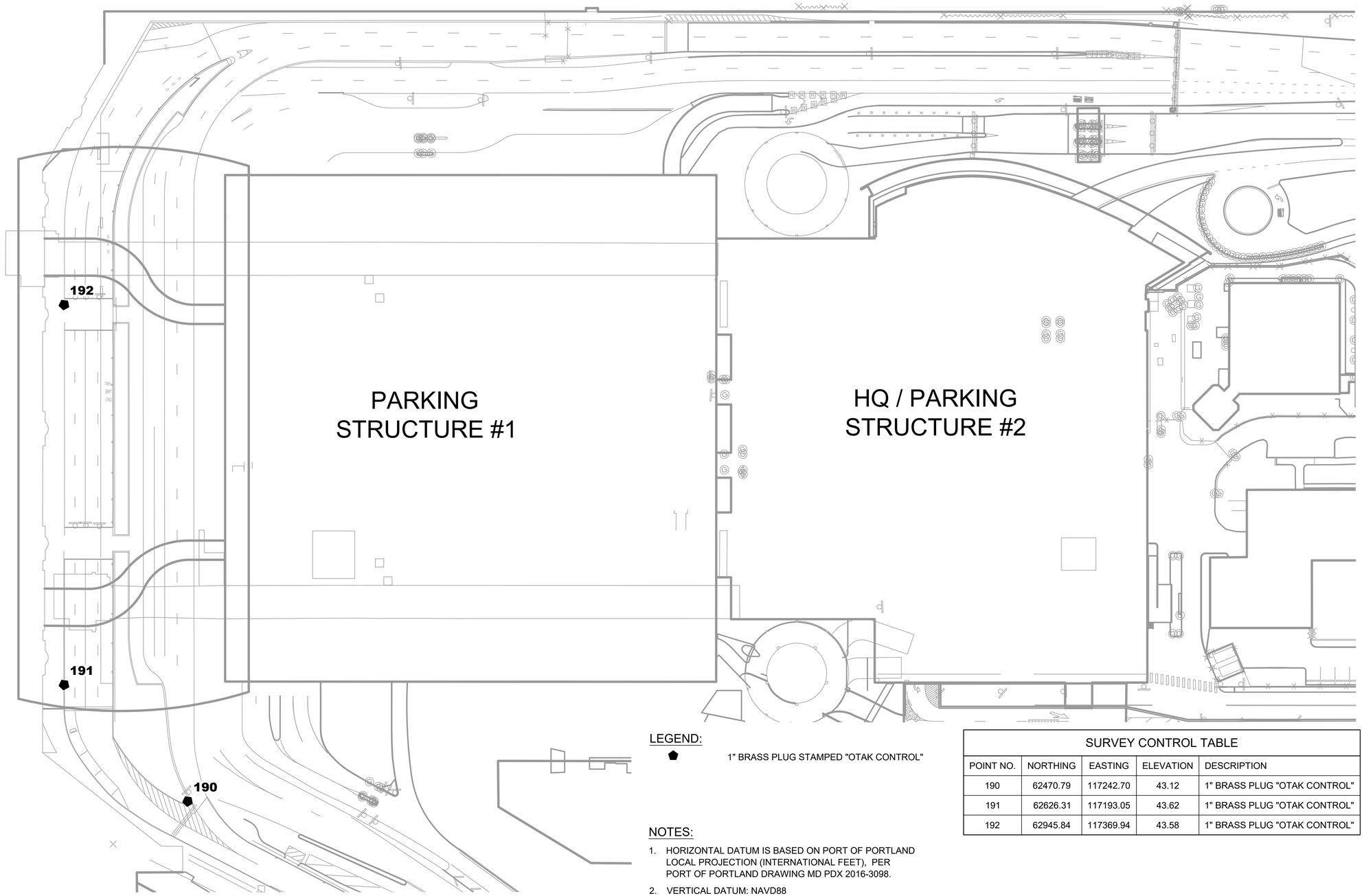
SUBMITTED BY	JAY OSTLUND	
DESIGN BY	D. LISERRE	
DRAWN BY	R. CADUA	
CHECKED BY	J. ZINK	
DATE	OCTOBER 2026	
SHEET NO.	3	TYPE: CD
DRAWING NO.	PDX 2026-514	DISC. SHT. NO. GI1.03

light grey
dark grey
black

CAN YOU SEE THE AIRPLANES? THE ADJACENT SAMPLES SHOW THREE DIFFERENT LEVELS OF SHADING. SETTINGS FOR VIEWING AND PRINTING DRAWING CONTENT ARE OPTIMIZED WHEN ALL THREE PLANES ARE VISIBLE. THIS GUIDANCE IS PROVIDED FOR REFERENCE ONLY.

0' 250' 500' 1000' 1500'

SCALE: IN FEET



1 SURVEY CONTROL PLAN
SCALE: 1" = 50'

LEGEND:

⬟ 1" BRASS PLUG STAMPED "OTAK CONTROL"

NOTES:

1. HORIZONTAL DATUM IS BASED ON PORT OF PORTLAND LOCAL PROJECTION (INTERNATIONAL FEET), PER PORT OF PORTLAND DRAWING MD PDX 2016-3098.
2. VERTICAL DATUM: NAVD88

SURVEY CONTROL TABLE

POINT NO.	NORTHING	EASTING	ELEVATION	DESCRIPTION
190	62470.79	117242.70	43.12	1" BRASS PLUG "OTAK CONTROL"
191	62626.31	117193.05	43.62	1" BRASS PLUG "OTAK CONTROL"
192	62945.84	117369.94	43.58	1" BRASS PLUG "OTAK CONTROL"

GRAPHIC SCALE - FOR REFERENCE ONLY
0 1/4" 1/2" 1" 2"

#	DATE	BY	REVISION	APP

#	DATE	BY	REVISION	APP

Port of Portland

2025D018 DESIGN NUMBER

102970 PROJECT NUMBER

REGISTERED PROFESSIONAL LAND SURVEYOR

OREGON
JULY 25, 1995
CHRISTOPHER M. VANDERWERF
2719

EXP: 6/30/2028

PORTLAND INTERNATIONAL AIRPORT

TERMINAL ROADWAY EXPANSION JOINT REPLACEMENT

SURVEY CONTROL PLAN

SUBMITTED BY	JAY OSTLUND
DESIGN BY	N/A
DRAWN BY	CHRIS VANDERWERF
CHECKED BY	IAN READ
DATE	OCTOBER 2026
SHEET NO.	4
TYPE:	CD
DRAWING NO.	PDX 2026-514
DISC. SHT. NO.	GI1.04

PRINTED: 9/17/2026 8:59:18 AM VANDEC r:\survey\pdx\2025_ean\2025d018 terminal upper roadway joint replacement\construction support\dwg\survey control plan.dwg

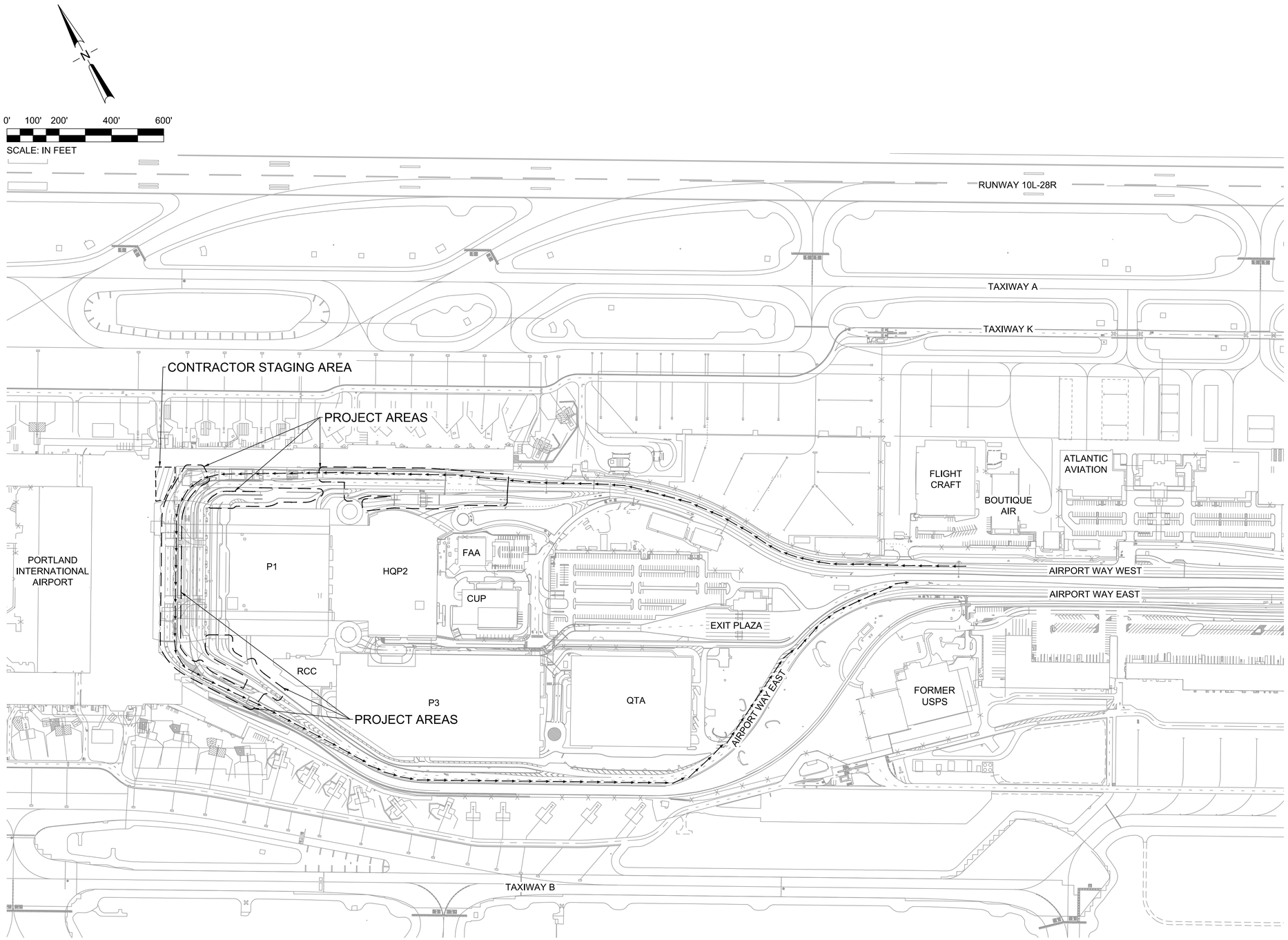
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light gray
dark gray
black



1 STAGING SITES AND HAUL ROUTES
SCALE: 1" = 200'

SHEET LEGEND:

←—←—← MAIN CONSTRUCTION ACCESS ROUTE (ONE WAY)

NOTES:

1. ALL DAMAGE ALONG THE CONTRACTOR ACCESS/HAUL ROUTES ON EXISTING ROADS DUE TO THE CONTRACTOR'S USE SHALL BE REPAIRED BY CONTRACTOR IMMEDIATELY. AT THE COMPLETION OF THE PROJECT, ALL PAVEMENTS AND SURFACE ALONG THE HAUL/ACCESS ROUTES THAT WERE EXISTING AT THE START OF THE PROJECT SHALL BE RESTORED TO THE ORIGINAL CONDITIONS OR BETTER, AT THE CONTRACTOR'S EXPENSE. THE CONTRACTOR SHALL COORDINATE AND MEET THE CLEANING AND REPAIR REQUIREMENTS SET BY THE PORT.
2. STORE EQUIPMENT AND MATERIALS WITHIN THE WORK AREA OR IN THE DESIGNATED STAGING AREA.
3. FIELD OFFICES FOR CONTRACTOR AND SUBCONTRACTORS WILL BE ALLOWED ONLY IN THE DESIGNATED LOCATION. FIELD OFFICES WILL NOT BE ALLOWED WITHIN SECURED AREA. DIRECT EMPLOYEES TO PARK IN THE IDENTIFIED EMPLOYEE PARKING AREA.
4. STOCKPILING OF MILLINGS, COMMON EXCAVATION, OR IMPORTED MATERIALS WILL NOT BE ALLOWED ON PORT PROPERTY. ALL EXCESS MATERIALS MUST BE HAULED OFF PORT PROPERTY.
5. SEE THE PROJECT SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS RELATED TO SAFETY, PHASING, AND STORAGE.

#	DATE	BY	REVISION	APP

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GRAPHIC SCALE - FOR REFERENCE ONLY
0 1/4" 1/2" 1" 2"

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2025D018 DESIGN NUMBER

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REGISTERED PROFESSIONAL ENGINEER
91718PE
OREGON
JAN. 10, 2017
JESSICA ZINK
EXPIRATION DATE: 6/30/2028

PORTLAND INTERNATIONAL AIRPORT

TERMINAL UPPER ROADWAY JOINT REPLACEMENT

STAGING SITES AND HAUL ROUTES

SUBMITTED BY	JAY OSTLUND		
DESIGN BY	D. LISERRE		
DRAWN BY	R. CADUA		
CHECKED BY	J. ZINK		
DATE	OCTOBER 2026		
SHEET NO.	5	TYPE:	CD
DRAWING NO.	PDX 2026-514	DISC. SHT. NO.	GI1.05

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LEGEND:

E	ELECTRICAL LINE
G	NATURAL GAS LINE
SS	SANITARY SEWER LINE
STS	STORM SEWER LINE
COM	COMMUNICATIONS LINE
FAA	FAA COMMUNICATIONS LINE
W	WATER LINE
ABAND.	ABANDONED UTILITY LINE
	DITCH CENTERLINE
20'	MAJOR CONTOUR
	MINOR CONTOUR
20'	EXISTING MAJOR CONTOUR
	EXISTING MINOR CONTOUR
X X	FENCE LINE
G	GUARD POST
	GUARD RAIL
R	SURFACE MOUNTED TUBULAR MARKER
	SIGN POST
	CATCH BASIN
CO	CLEANOUT
AV	AIR RELEASE VALVE
	MANHOLE
	STORM OR SANITARY FLOW ARROW
	FIRE HYDRANT
	IRRIGATION CONTROL BOX
G	GATE ARM
	ELECTRICAL OR COMMUNICATIONS VAULT 444 LA
	ELECTRICAL OR COMMUNICATIONS VAULT 644 LA
E	ELECTRICAL HANDHOLE
J	JUNCTION BOX
	STREET LIGHTING (SINGLE LUMINAIRE)
	STREET LIGHTING (DOUBLE LUMINAIRE)
MW	MONITORING WELL
	UTILITY LINE CONTINUATION
	UTILITY LINE CAP
	VALVE
V	VAULT LID
L	LIFT STATION
O/W	OIL / WATER SEPARATOR
M	METER
DR	ROOF DRAIN

ABBREVIATIONS:

AC	ASPHALT CONCRETE	NOM	NOMINAL
CB	CHORD BEARING	NORM.	NORMAL
CL	CHORD LENGTH	N.T.S.	NOT TO SCALE
℄	CENTERLINE	O.C.	ON CENTER
Δ	DELTA	PC	POINT OF CURVATURE
DIA	DIAMETER	PED	PEDESTRIAN
DIR.	DIRECTED	PT	POINT OF TANGENCY
DWG	DRAWING	PCC	PORTLAND CEMENT CONCRETE
E	EASTING	PCCP	PORTLAND CEMENT CONCRETE PAVEMENT
ELEV	ELEVATION	PRC	POINT OF REVERSE CURVATURE
ESPC	EROSION, SEDIMENT AND POLLUTION CONTROL	PVMT	PAVEMENT
EST	ESTIMATE	R	RADIUS
EXIST	EXISTING	REHAB	REHABILITATION
H	HORIZONTAL	RT	RIGHT
HMAC	HOT MIX ASPHALT CONCRETE	S	SOUTH
HP	HIGH POINT	SB	SOUTH BOUND
INST.	INSTALLATION	SHLDR	SHOULDER
L	LENGTH	SS	SANITARY SEWER
LL	LANE LINE	STA	STATION
LF	LINEAR FEET	STS	STORM SEWER
LIR	LOWER INNER ROADWAY	TEMP	TEMPORARY
LOR	LOWER OUTER ROADWAY	TSS	TEMPORARY SIGN SUPPORT
LP	LOW POINT	TYP	TYPICAL
LT	LEFT	U	UPPER
LTE	LOWER TAXI ENTRY/EXIT	UIR	UPPER INNER ROADWAY
MAX	MAXIMUM	UOR	UPPER OUTER ROADWAY
MIN	MINIMUM	W	WEST
MUTCD	MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES	WB	WEST BOUND
N	NORTHING	V	VERTICAL
NO	NUMBER	VAR	VARIABLE

#	DATE	BY	REVISION	APP

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2025D018 DESIGN NUMBER

102970 PROJECT NUMBER

REGISTERED PROFESSIONAL ENGINEER 91718PE OREGON JAN. 10, 2017 JESSICA ZINK

EXPIRATION DATE: 6/30/2028

PORTLAND INTERNATIONAL AIRPORT

TERMINAL UPPER ROADWAY JOINT REPLACEMENT

LEGENDS, SYMBOLS, AND ABBREVIATION

SUBMITTED BY	JAY OSTLUND
DESIGN BY	D. LISERRE
DRAWN BY	R. CADUA
CHECKED BY	J. ZINK
DATE	OCTOBER 2026
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TYPE:	CD
DRAWING NO.	PDX 2026-514
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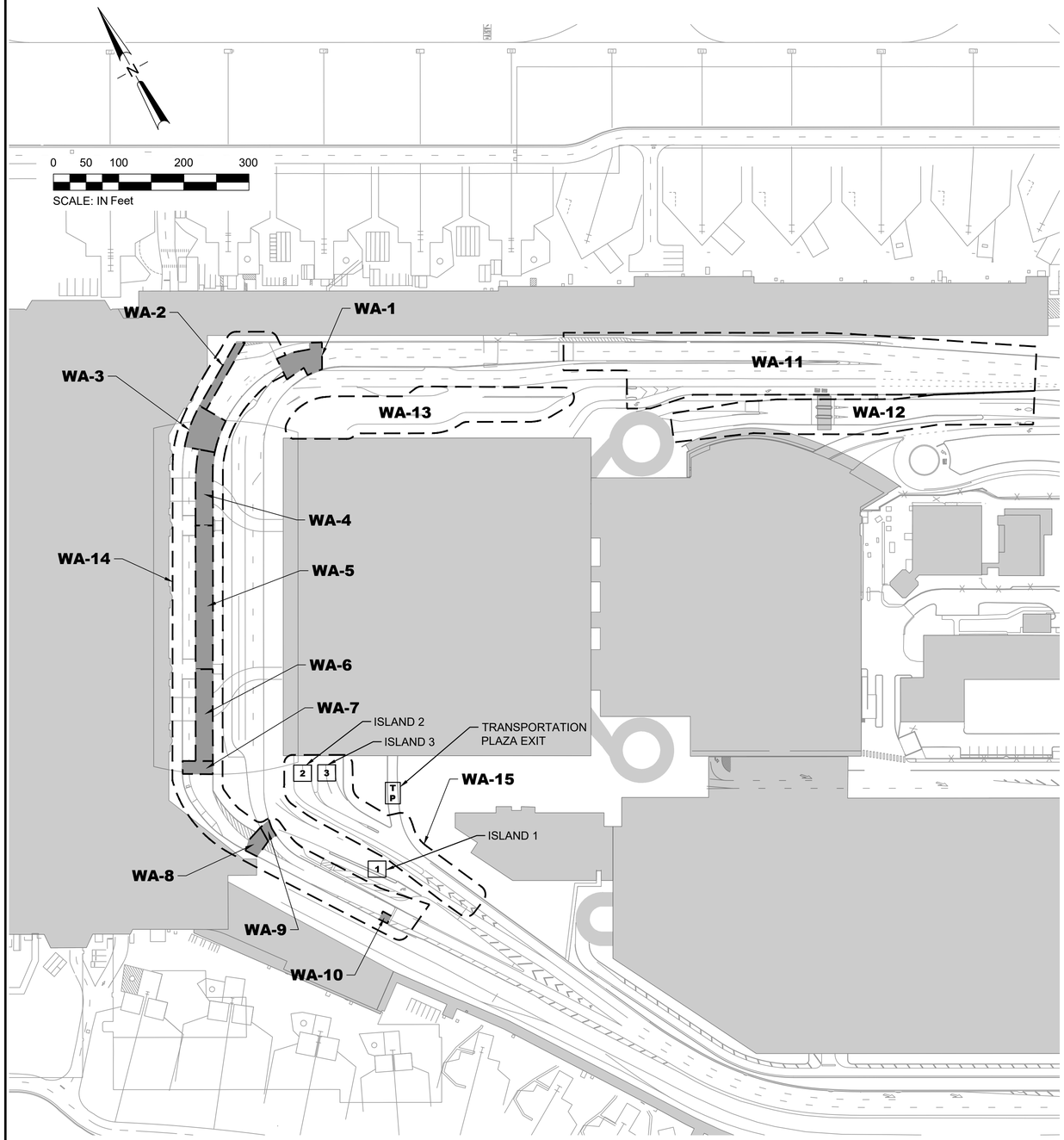
GRAPHIC SCALE - FOR REFERENCE ONLY

0 1/4" 1/2" 1" 2"

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light gray
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1 PLAN
SCALE: 1" = 100'

WORK AREA MATRIX

ALLOWANCE TO COMBINE WORK AREAS

	WA-1	WA-2	WA-3	WA-4	WA-5	WA-6	WA-7	WA-8	WA-9	WA-10	WA-11	WA-12	WA-13	WA-14	WA-15
WA-1		YES	NO	NO	NO	NO	NO	NO	NO	YES	NO	NO	NO	NO	NO
WA-2	YES		YES	YES	YES	YES	YES	YES	YES	YES	NO	NO	NO	NO	NO
WA-3	NO	YES		NO	NO	NO	YES	YES	YES	YES	NO	NO	NO	NO	NO
WA-4	NO	YES	NO		NO	YES	NO	YES	YES	YES	NO	NO	NO	NO	NO
WA-5	NO	YES	NO	NO		NO	NO	YES	YES	YES	NO	NO	NO	NO	NO
WA-6	NO	YES	NO	YES	NO		NO	YES	YES	YES	NO	NO	NO	NO	NO
WA-7	NO	YES	YES	NO	NO	NO		YES	YES	YES	NO	NO	NO	NO	NO
WA-8	NO	YES	YES	YES	YES	YES	YES		NO	YES	NO	NO	NO	NO	NO
WA-9	NO	YES	YES	YES	YES	YES	YES	NO		YES	NO	NO	NO	NO	NO
WA-10	YES	YES	YES	YES	YES	YES	YES	YES	YES		NO	NO	NO	NO	NO
WA-11	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO		YES	YES	YES	YES
WA-12	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	YES		YES	YES	YES
WA-13	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	YES	YES		YES	YES
WA-14	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	YES	YES	YES		YES
WA-15	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	YES	YES	YES	YES	

WORK AREA MATRIX LEGEND:

YES WORK AREAS CAN BE COMBINED.

NO WORK AREAS CANNOT BE COMBINED.

WORK AREA MATRIX NOTES:

1. ALL RESTRICTED HOUR WORK SHALL BE SCHEDULED AND COORDINATED THROUGH THE PORT INSPECTOR A MINIMUM OF 48 HOURS PRIOR TO START OF WORK UNLESS OTHERWISE NOTED.
2. INDIVIDUAL AND COMBINED WORK AREAS MAY HAVE SCHEDULE RESTRICTIONS. SEE WORK AREA DESCRIPTION NOTES ON EACH WORK AREA SHEET FOR FURTHER INFORMATION.
3. ALL TEMPORARY MARKINGS, BLACK OUT MARKINGS, AND BARRICADES WILL BE IN PLACE PRIOR TO ANY WORK.

GENERAL NOTES:

1. CONTRACTOR SHALL ADHERE TO LATEST VERSION OF THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) WHEN IMPLEMENTING TEMPORARY TRAFFIC CONTROL MEASURES.
2. CONTRACTOR SHALL CLEAR ALL TRAFFIC CONTROL DEVICES FROM ROADWAY AND COVER OPEN TRENCHES WITH STEEL PLATES DURING NON WORKING HOURS.
3. A MINIMUM OF ONE 12-FT LANE MUST BE MAINTAINED ON UPPER ROADWAY AND APPROACHES AT ALL TIMES. SEE WORK AREA PLANS FOR WORK DAY/TIME RESTRICTIONS.
4. CONTRACTOR TO COORDINATE WITH THE PORT INSPECTOR AND PORT LANDSIDE OPERATIONS, AND SUBMIT APPROVED TRAFFIC CONTROL PLAN TO PORT INSPECTOR AND PORT LANDSIDE OPERATIONS, AT LEAST 5 DAYS PRIOR TO ANY TRAFFIC IMPACTS TO UPPER ROADWAY AND NE AIRPORT WAY.
5. GUTTER REHAB WORK SHALL NOT IMPACT TRAFFIC ON LOWER ROADWAY.
6. ALL WORK ACTIVITIES THAT IMPACT UPPER ROADWAY OR NE AIRPORT WAY SHALL TAKE NO MORE THAN 5 CALENDAR DAYS.

GRAPHIC SCALE - FOR REFERENCE ONLY
0 1/4" 1/2" 1"

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Port of Portland

2025D018 EAN

102970 PAN

REGISTERED PROFESSIONAL ENGINEER 52,278 OREGON JANUARY 10, 2006 JACK R. OSTLUND JR.

EXP: 12/31/2026

PORTLAND INTERNATIONAL AIRPORT

TERMINAL UPPER ROADWAY JOINT REPLACEMENT

EXPANSION JOINT, GUTTER REHAB, AND REPLAY APPLICATION WORK AREA MATRIX AND GENERAL NOTES

SUBMITTED BY	A. JEFFREY
DESIGN BY	A. JEFFREY
DRAWN BY	P. EBERT
CHECKED BY	J. OSTLUND
DATE	OCT 2026
SHEET NO.	7
TYPE:	CD
DRAWING NO.	PDX 2026-514
DISC. SHT. NO.	GI1.07

PRINTED: 12/11/2024 7:34:13 AM EBERTP R:\Aviation\PDX\2026\0514 - Uppr Roadway Joint Replacement\Port of Portland drawings\Traffic Control plan.dwg

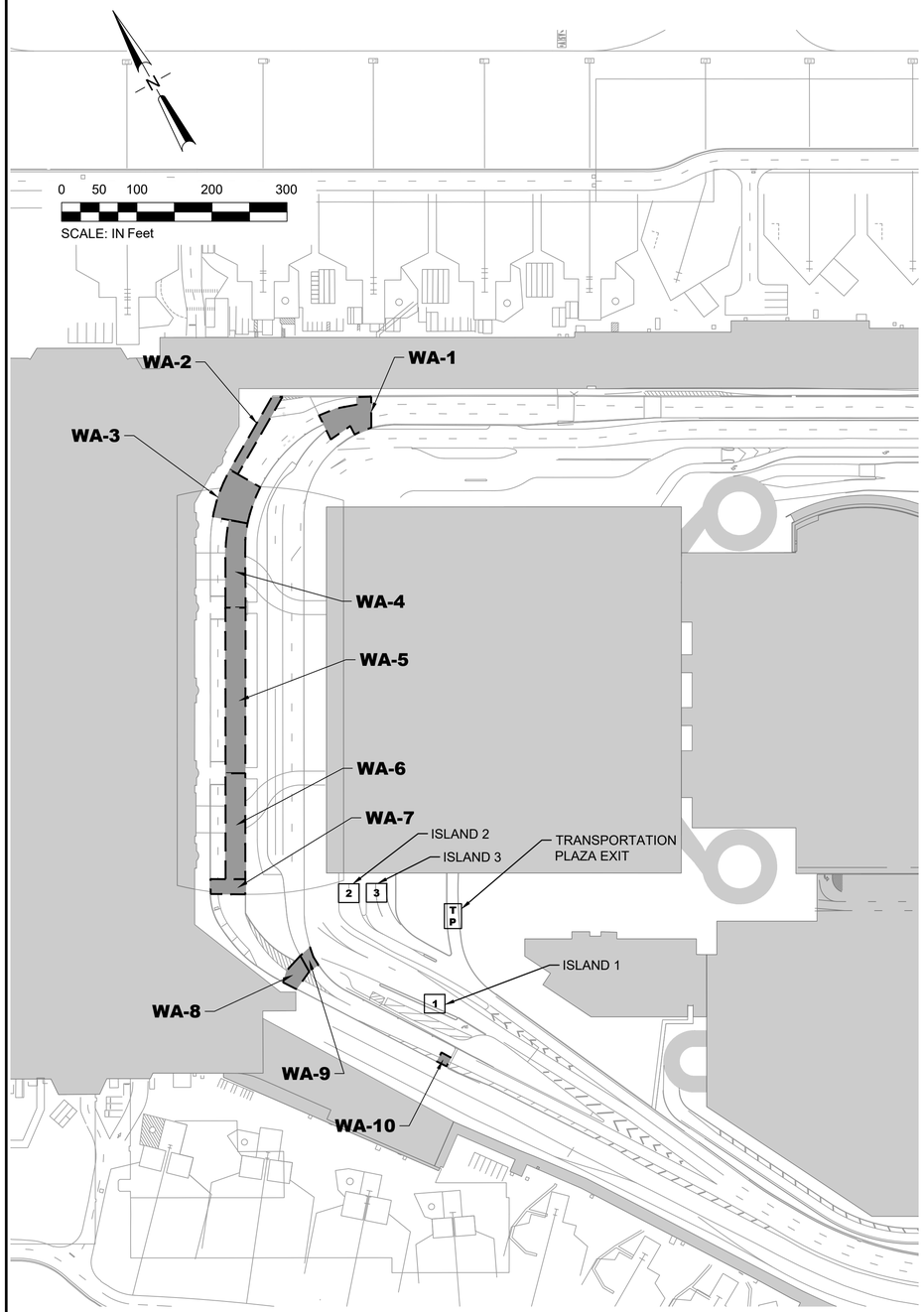
IF ELECTRONIC SIGNATURE IS BROKEN OR MISSING - THIS IS NOT A LEGAL DRAWING

DRAWING SCALE IS REDUCED 50% WHEN SHEET SIZE IS 11" x 17"

THE AREA BELOW IS TO BE LEFT BLANK - FOR USE BY CITY FOR PERMIT REVIEW STAMP ONLY

light gray
dark gray
black

CAN YOU SEE THE AIRPLANES? THE ADJACENT SAMPLES SHOW THREE DIFFERENT LEVELS OF SHADING. SETTINGS FOR VIEWING AND PRINTING DRAWING CONTENT ARE OPTIMIZED WHEN ALL THREE PLANES ARE VISIBLE. THIS GUIDANCE IS PROVIDED FOR REFERENCE ONLY.



1 PLAN
SCALE: 1" = 100'

WORK AREA 1 (WA-1) DAY/HOUR RESTRICTIONS:

- IF CONTRACTOR MAINTAINS ONE LANE OF TRAFFIC, THEN AVAILABLE WORK HOURS ARE 9 PM - 4 AM, MONDAY - FRIDAY.
- IF CONTRACTOR CLOSES UPPER INNER ROADWAY AND DIVERTS TRAFFIC TO UPPER OUTER ROADWAY, THEN AVAILABLE WORK HOURS ARE 10 PM - 3:30 AM, TUESDAY - WEDNESDAY.
- IF CONTRACTOR CLOSES UPPER OUTER ROADWAY AND DIVERTS TRAFFIC TO UPPER INNER ROADWAY, THEN AVAILABLE WORK HOURS ARE 10 PM - 3:30 AM, TUESDAY - WEDNESDAY.
- IF CONTRACTOR CLOSES UPPER ROADWAY AND DIVERTS TRAFFIC TO LOWER ROADWAY, THEN AVAILABLE WORK HOURS ARE 12 AM - 3:30 AM, TUESDAY - WEDNESDAY.

WORK AREA 1 DESCRIPTIONS:

- EXPANSION JOINT REPLACEMENT.
- ESTIMATED DURATION: TWO NIGHTS.

WORK AREA 2 (WA-2) DAY/HOUR RESTRICTIONS:

- CONTRACTOR SHALL MAINTAIN A MINIMUM TWO LANES OF TRAFFIC. AVAILABLE WORK HOURS ARE 9 PM - 4 AM, MONDAY - FRIDAY.

WORK AREA 2 DESCRIPTIONS:

- EXPANSION JOINT REPLACEMENT AND GUTTER REHAB.
- ESTIMATED DURATION: TWO NIGHTS.

WORK AREA 3 (WA-3) DAY/HOUR RESTRICTIONS:

- IF CONTRACTOR MAINTAINS THREE LANES OF TRAFFIC, THEN AVAILABLE WORK HOURS ARE 9 PM - 4 AM, MONDAY - FRIDAY.
- IF CONTRACTOR MAINTAINS TWO LANES OF TRAFFIC, THEN AVAILABLE WORK HOURS ARE 10 PM - 4 AM, MONDAY - FRIDAY.

WORK AREA 3 DESCRIPTIONS:

- EXPANSION JOINT REPLACEMENT AND GUTTER REHAB.
- ESTIMATED DURATION: TWO NIGHTS.

WORK AREAS 4, 5, & 6 (WA-4, WA-5, & WA-6) DAY/HOUR RESTRICTIONS:

- CONTRACTOR SHALL LEAVE A MINIMUM 5 FT. OF PEDESTRIAN CLEAR SPACE AT CROSSWALKS AT ALL TIMES.
- CONTRACTOR SHALL PROVIDE POSITIVE PROTECTION (I.E. BARRICADES) BETWEEN WORK AREA AND CROSSWALK.
- CONTRACTOR SHALL MAINTAIN A MINIMUM TWO LANES OF TRAFFIC. AVAILABLE WORK HOURS ARE 9 PM - 4 AM, MONDAY - FRIDAY.

WORK AREA 4, 5, & 6 DESCRIPTIONS:

- EXPANSION JOINT REPLACEMENT.
- ESTIMATED DURATION: THREE NIGHTS.

WORK AREA 7 (WA-7 DAY/HOUR RESTRICTIONS:

- IF CONTRACTOR MAINTAINS THREE LANES OF TRAFFIC, THEN AVAILABLE WORK HOURS ARE 9 PM - 4 AM, MONDAY - FRIDAY.
- IF CONTRACTOR MAINTAINS TWO LANES OF TRAFFIC, THEN AVAILABLE WORK HOURS ARE 10 PM - 4 AM, MONDAY - FRIDAY.

WORK AREA 7 DESCRIPTIONS:

- EXPANSION JOINT REPLACEMENT.
- ESTIMATED DURATION: TWO NIGHTS.

WORK AREA 8 (WA-8) DAY/HOUR RESTRICTIONS:

- CONTRACTOR SHALL MAINTAIN A MINIMUM 12 FT. LANE OF TRAFFIC AT ALL TIMES. WORK HOURS ARE 10 PM - 3:30 AM, MONDAY - FRIDAY.
- UPPER OUTER ROADWAY (WA-1 AND WA-9) SHALL REMAIN OPEN DURING WA-8 CONSTRUCTION.

WORK AREA 8 DESCRIPTIONS:

- EXPANSION JOINT REPLACEMENT AND GUTTER REHAB.
- ESTIMATED DURATION: ONE NIGHT.

WORK AREA 9 (WA-9) DAY/HOUR RESTRICTIONS:

- AVAILABLE WORK HOURS ARE 10 PM - 3:30 AM, MONDAY - FRIDAY.
- CONTRACTOR SHALL CLOSE UPPER OUTER ROADWAY AT NORTH END AND DIVERT TRAFFIC TO UPPER INNER ROADWAY.

WORK AREA 9 DESCRIPTIONS:

- EXPANSION JOINT REPLACEMENT.
- ESTIMATED DURATION: ONE NIGHT.

WORK AREA 10 (WA-10) DAY/HOUR RESTRICTIONS:

- CONRACTOR SHALL MAINTAIN A MINIMUM 11 FT LANE OF TRAFFIC AT ALL TIMES. AVAILABLE WORK HOURS ARE 9 PM - 4 AM, MONDAY - FRIDAY.

WORK AREA 10 DESCRIPTIONS:

- POTHOLE MAINTENANCE.
- ESTIMATED DURATION: ONE NIGHT.

GRAPHIC SCALE - FOR REFERENCE ONLY
0 1/2" 1" 2"

#	DATE	BY	REVISION	APP

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Port of Portland

2025D018 EAN

102970 PAN

REGISTERED PROFESSIONAL ENGINEER
52,278
OREGON
JANUARY 10, 2006
JACK R. OSTLUND JR.
EXP: 12/31/2026

PORTLAND INTERNATIONAL AIRPORT

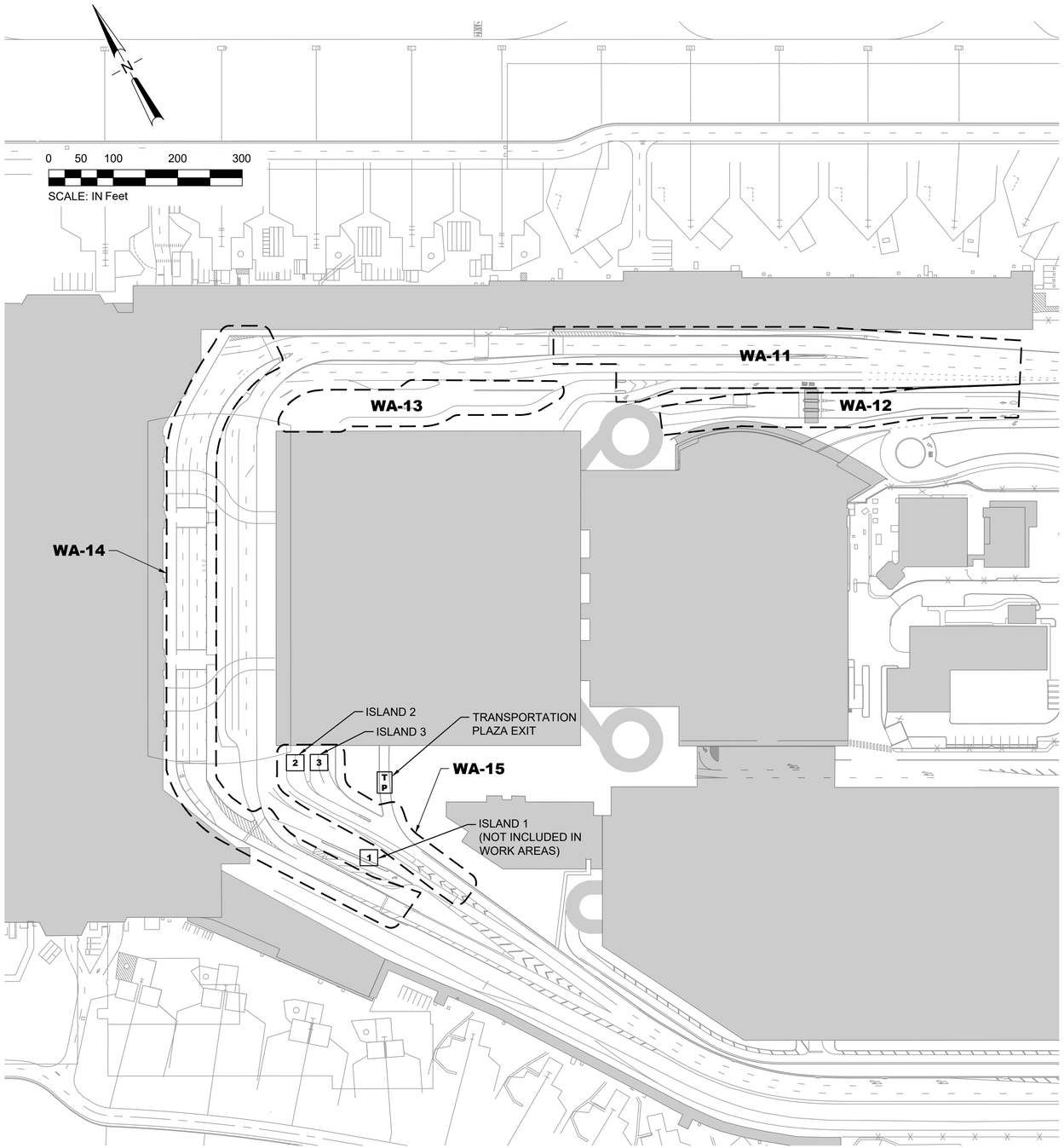
TERMINAL UPPER ROADWAY JOINT REPLACEMENT

EXPANSION JOINT AND GUTTER REHAB WORK AREA LIMITS AND CONDITIONS

SUBMITTED BY	A. JEFFREY
DESIGN BY	A. JEFFREY
DRAWN BY	P. EBERT
CHECKED BY	J. OSTLUND
DATE	OCT 2026
SHEET NO.	8
TYPE:	CD
DRAWING NO.	PDX 2026-514
DISC. SHT. NO.	GI1.08

CAN YOU SEE THE AIRPLANES? THE ADJACENT SAMPLES SHOW THREE DIFFERENT LEVELS OF SHADING. SETTINGS FOR VIEWING AND PRINTING DRAWING CONTENT ARE OPTIMIZED WHEN ALL THREE PLANES ARE VISIBLE. THIS GUIDANCE IS PROVIDED FOR REFERENCE ONLY.

THE AREA BELOW IS TO BE LEFT BLANK - FOR USE BY CITY FOR PERMIT REVIEW STAMP ONLY-



1 PLAN
SCALE: 1" = 100'

WORK AREA 11 (WA-11) DAY/HOUR RESTRICTIONS:

- CONTRACTOR SHALL ONLY CLOSE ONE LANE AT A TIME.
- AVAILABLE HOURS ARE 10 PM TO 4 AM, MONDAY - FRIDAY.

WORK AREA 11 DESCRIPTIONS:

- REPLAY (BIO-BASED ASPHALT REJUVENATOR) APPLICATION..
- ESTIMATED DURATION: ONE NIGHT.

WORK AREA 12 (WA-12) DAY/HOUR RESTRICTIONS:

- CONTRACTOR SHALL ONLY CLOSE ONE LANE AT A TIME.
- AVAILABLE HOURS ARE 10 PM TO 4 AM, MONDAY - FRIDAY.
- COORDINATE WITH PORT PARKING DEPARTMENT REGARDING ACCESS/CLOSING ANY ENTRY LANES INTO THE GARAGE.

WORK AREA 12 DESCRIPTIONS:

- REPLAY (BIO-BASED ASPHALT REJUVENATOR) APPLICATION.
- ESTIMATED DURATION: ONE NIGHT.

WORK AREA 13 (WA-13) DAY/HOUR RESTRICTIONS:

- CONTRACTOR SHALL ONLY CLOSE ONE LANE AT A TIME.
- AVAILABLE HOURS ARE 10 PM TO 4 AM, MONDAY - FRIDAY.

WORK AREA 13 DESCRIPTIONS:

- REPLAY (BIO-BASED ASPHALT REJUVENATOR) APPLICATION..
- ESTIMATED DURATION: ONE NIGHT.

WORK AREA 14 (WA-14) DAY/HOUR RESTRICTIONS:

- IF CONTRACTOR MAINTAINS THREE LANES OF TRAFFIC, THEN AVAILABLE WORK HOURS ARE 9 PM TO 4 AM, MONDAY - FRIDAY.
- IF CONTRACTOR MAINTAINS TWO LANES OF TRAFFIC, THEN AVAILABLE HOURS ARE 10 PM TO 4 AM, MONDAY - FRIDAY.
- IF CONTRACTOR CLOSES UPPER OUTER ROADWAY AND DIVERTS TRAFFIC TO UPPER INNER ROADWAY, THEN AVAILABLE WORK HOURS ARE 10 PM - 3:30 AM, TUESDAY - WEDNESDAY.
- IF CONTRACTOR CLOSES UPPER ROADWAY AND DIVERTS TRAFFIC TO LOWER ROADWAY, THEN AVAILABLE WORK HOURS ARE 12 AM - 3:30 AM, TUESDAY - WEDNESDAY.

WORK AREA 14 DESCRIPTIONS:

- REPLAY (BIO-BASED ASPHALT REJUVENATOR) APPLICATION..
- ESTIMATED DURATION: ONE NIGHT.

WORK AREA 15 (WA-15) DAY/HOUR RESTRICTIONS:

- CONTRACTOR SHALL COORDINATE ISLAND 2, ISLAND 3, AND TRANSPORTATION PLAZA EXIT CLOSURES WITH LANDSIDE OPERATIONS.
- CONTRACTOR SHALL NOT CLOSE ISLANDS 2 AND 3 AT THE SAME TIME.
- CONTRACTOR SHALL NOT CLOSE THE TRANSPORTATION PLAZA EXIT AT THE SAME TIME AS ISLANDS 2 OR 3.
- CONTRACTOR MAY CLOSE ISLANDS 2 OR 3 AND DIVERT TRAFFIC TO ISLAND 1. AVAILABLE WORK HOURS ARE 12 AM TO 3:30 AM, MONDAY - FRIDAY.
- CONTRACTOR SHALL COORDINATE WITH LANDSIDE OPERATIONS PRIOR TO CLOSING TRANSPORTATION PLAZA EXIT. CLOSURE MAY BE LIMITED TO ONE HOUR BASED ON LANDSIDE OPERATIONS DIRECTIVE.

WORK AREA 15 DESCRIPTIONS:

- REPLAY (BIO-BASED ASPHALT REJUVENATOR) APPLICATION.
- ESTIMATED DURATION: ONE NIGHT.

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Port of Portland

2025D018 EAN

102970 PAN

REGISTERED PROFESSIONAL ENGINEER 52,278 OREGON JANUARY 10, 2006 JACK R. OSTLUND JR

EXP: 12/31/2026

PORTLAND INTERNATIONAL AIRPORT

TERMINAL UPPER ROADWAY JOINT REPLACEMENT

REPLAY (BIO-BASED ASPHALT REJUVENATOR)
WORK AREA LIMITS AND CONDITIONS

SUBMITTED BY	A. JEFFREY		
DESIGN BY	A. JEFFREY		
DRAWN BY	P. EBERT		
CHECKED BY	J. OSTLUND		
DATE	OCT 2026		
SHEET NO.	9	TYPE:	CD
DRAWING NO.	PDX 2026-514	DISC. SHT. NO.	GI1.09

GRAPHIC SCALE - FOR REFERENCE ONLY
0 1/4" 1/2" 1" 2"

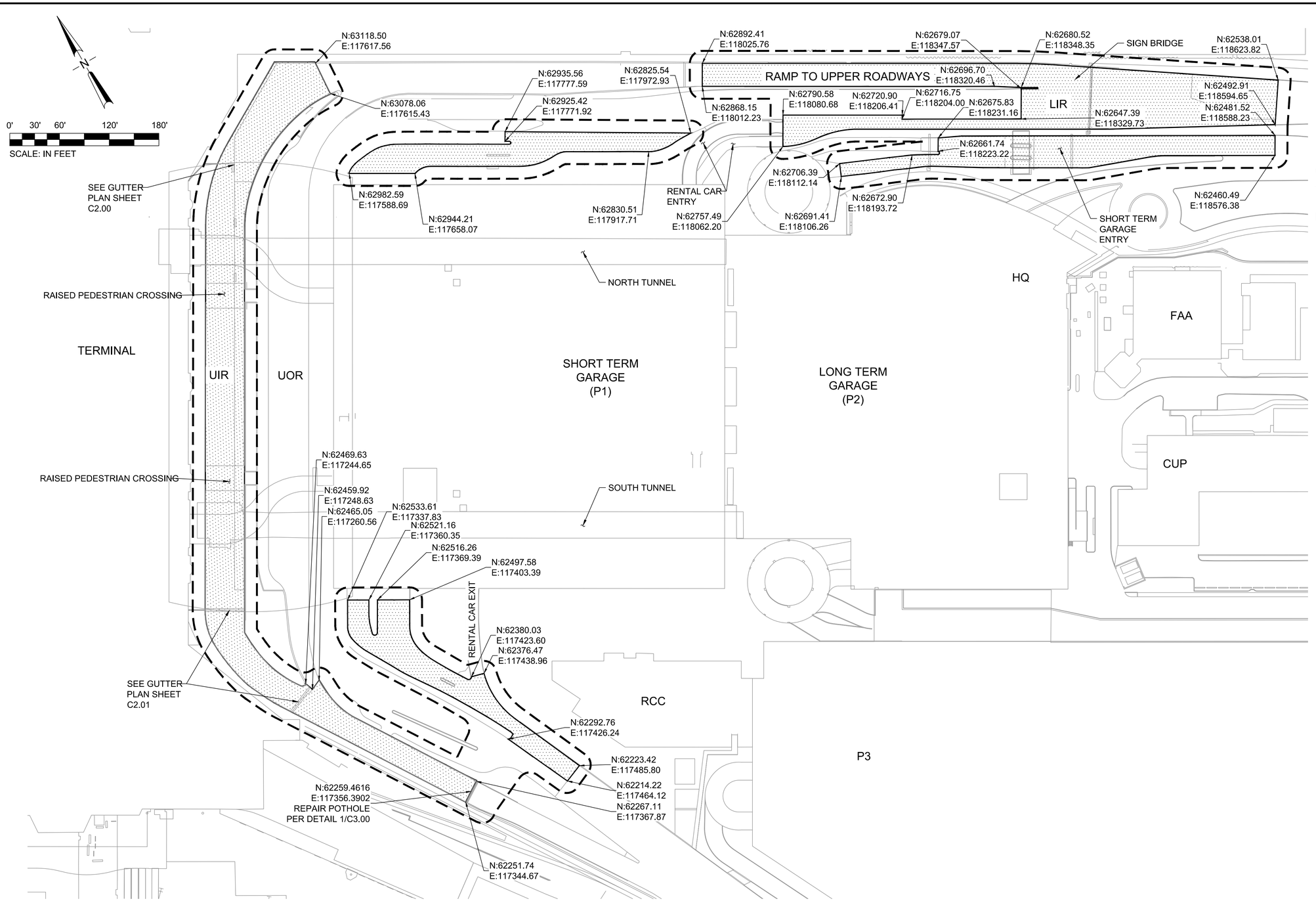
PRINTED: 12/11/2024 7:34:56 AM EBERTP R:\Aviation\PDX\2026\0514 - Uppr Roadway Joint Replacement\Port of Portland drawings\Traffic Control plan.dwg

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1 ROADWAY REPAIR PLAN
SCALE: 1" = 60'

GENERAL NOTES:

1. CONTRACTOR TO FIELD VERIFY DIMENSIONS.

LEGEND:

APPLY REPLAY BY BIOSPAN BIO-BASED ASPHALT REJUVENATOR PER SPECIFICATION SECTION 320113

WORK LIMITS

GRAPHIC SCALE - FOR REFERENCE ONLY
0 1/4" 1/2" 1" 2"

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2025D018 DESIGN NUMBER

102970 PROJECT NUMBER

REGISTERED PROFESSIONAL ENGINEER
91718PE
OREGON
JAN. 10, 2014
JESSICA ZINK
EXPIRATION DATE: 6/30/2028

PORTLAND INTERNATIONAL AIRPORT

TERMINAL UPPER ROADWAY JOINT REPLACEMENT

ROADWAY REPAIR PLAN

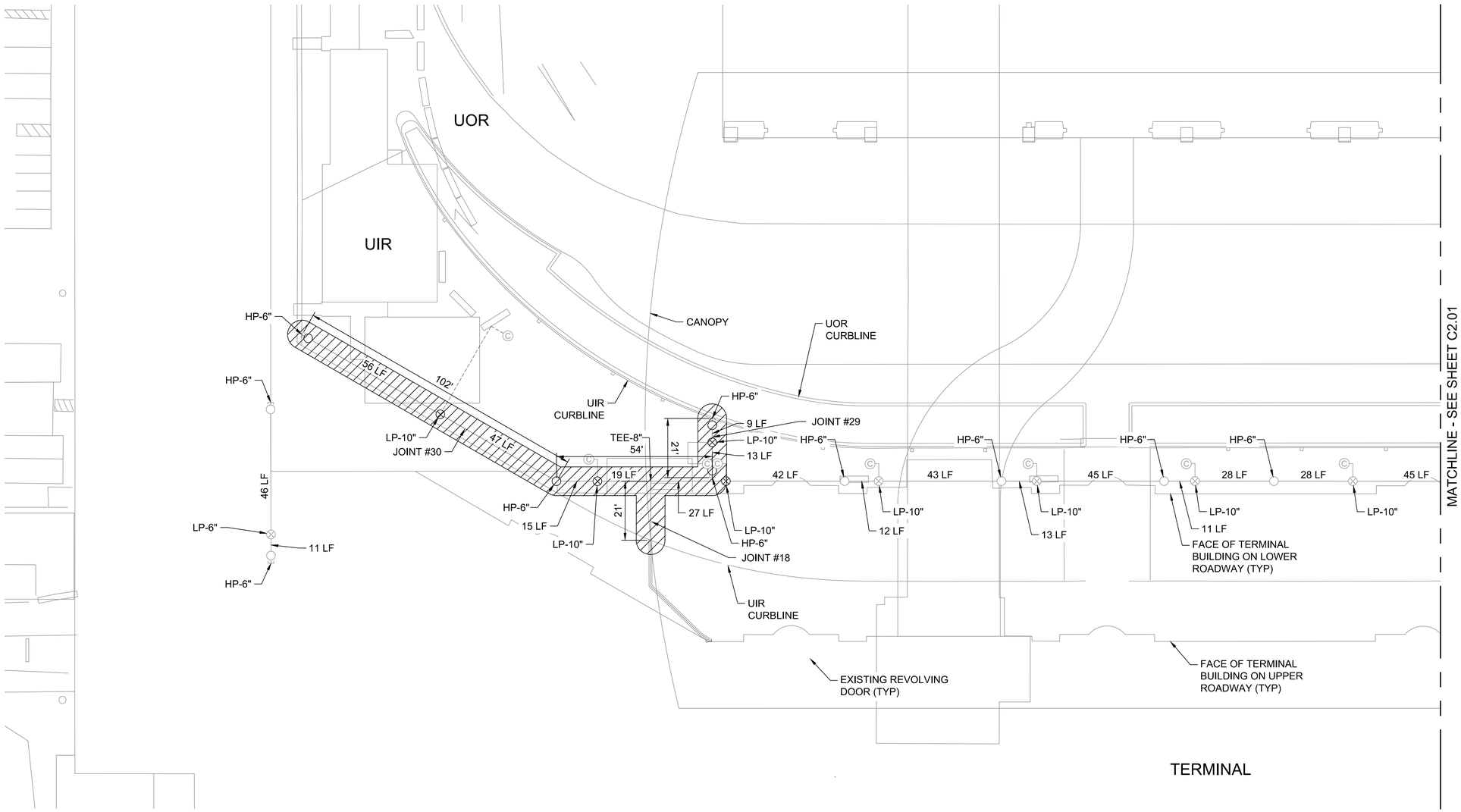
SUBMITTED BY	JAY OSTLUND		
DESIGN BY	D. LISERRE		
DRAWN BY	R. CADUA		
CHECKED BY	J. ZINK		
DATE	OCTOBER 2026		
SHEET NO.	10	TYPE:	CD
DRAWING NO.	PDX 2026-514	DISC. SHT. NO.	C1.00

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light gray
dark gray
black

0' 10' 20' 40' 60'
SCALE: IN FEET

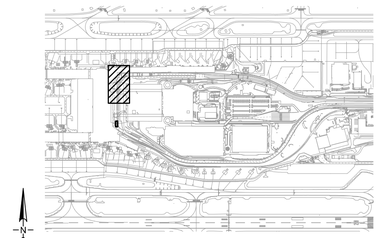


GENERAL NOTES:

1. ALL GUTTERS AND GUTTER DOWNSPOUTS IN GUTTER MAINTENANCE AREA SHALL BE CLEANED AND FLUSHED. GUTTERS SHALL BE WATER TESTED TO CHECK FOR LEAKS. ANY LEAKS SHALL BE SEALED. SEE SPECIFICATION SECTION 075323.
2. COORDINATE WITH THE PORT TO GAIN ACCESS TO THE EXISTING GUTTER.
3. IF GUTTERS DO NOT DRAIN ADEQUATELY IN THE DESIRED DIRECTION ADJUST GUTTER INVERT ELEVATIONS AS NEEDED TO PROVIDE 0.5% MINIMUM SLOPE. OBTAIN APPROVAL FROM THE PORT FOR NECESSARY FIELD CHANGES PRIOR TO INSTALLATION.
4. DIMENSIONS MAY VARY. CONTRACTOR TO FIELD VERIFY LENGTHS AND ELEVATIONS

LEGEND:

TYPE-XX LF	EX. FLEXIBLE GUTTER SYSTEM
Ⓒ	EX. COLUMN
⊏	END OF GUTTER
○ HP-X"	GUTTER HIGH POINT - DEPTH
⊗ LP-X"	GUTTER LOW POINT - DEPTH
TEE-X"	GUTTER TEE - DEPTH
	EX. DRAIN PIPE
	GUTTER MAINTENANCE AREA



1 GUTTER PLAN - NORTH
SCALE: 1" = 20'

GRAPHIC SCALE - FOR REFERENCE ONLY
0 1/4" 1/2" 1" 2"

#	DATE	BY	REVISION	APP

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OREGON
JAN. 10, 2017
JESSICA ZINK
EXPIRATION DATE: 6/30/2028

PORTLAND INTERNATIONAL AIRPORT

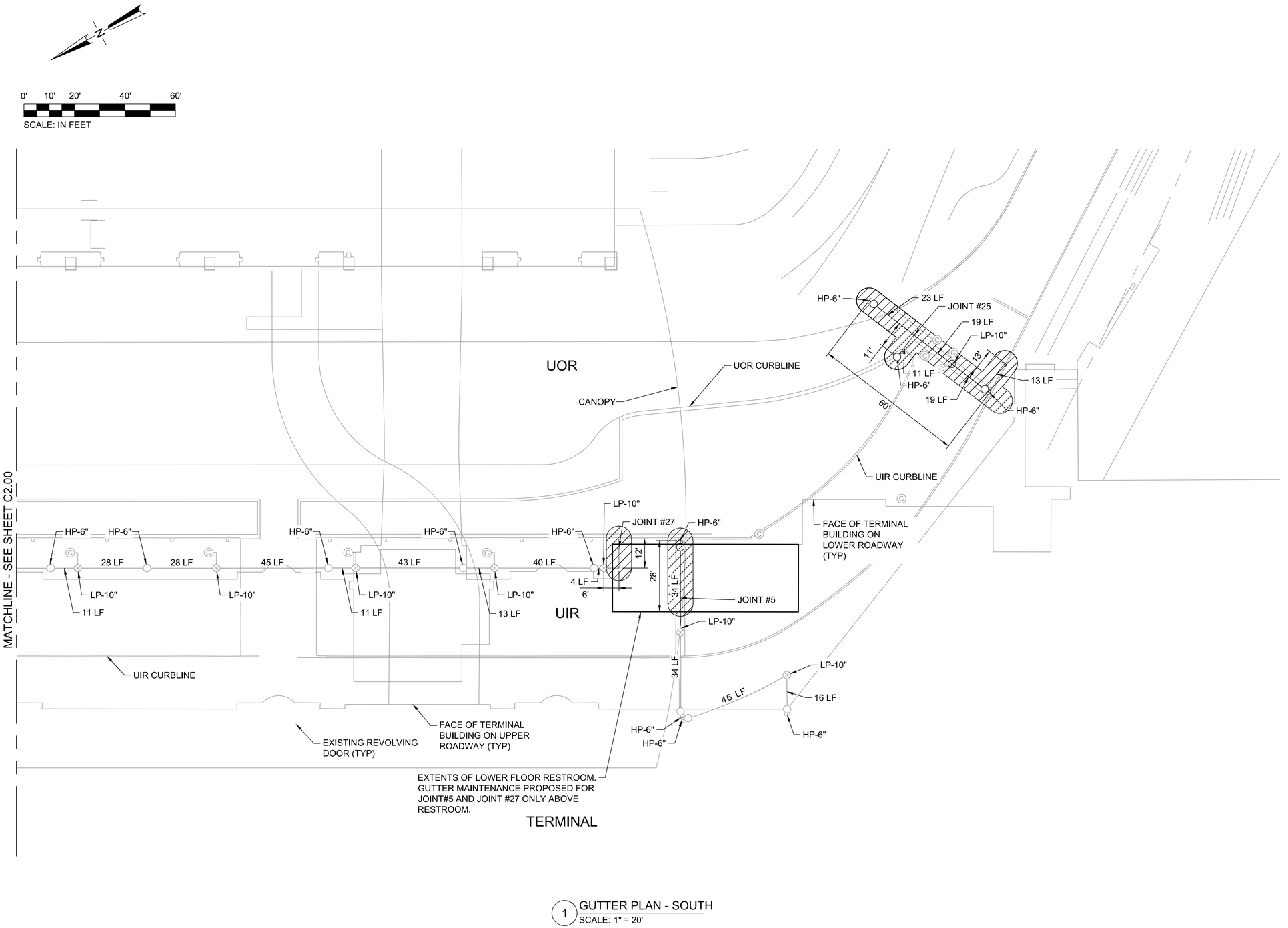
TERMINAL UPPER ROADWAY JOINT REPLACEMENT

GUTTER PLAN - NORTH

SUBMITTED BY	JAY OSTLUND	
DESIGN BY	D. LISERRE	
DRAWN BY	R. CADUA	
CHECKED BY	J. ZINK	
DATE	OCTOBER 2026	
SHEET NO.	11	TYPE: CD
DRAWING NO.	PDX 2026-514	DISC. SHT. NO. C2.00

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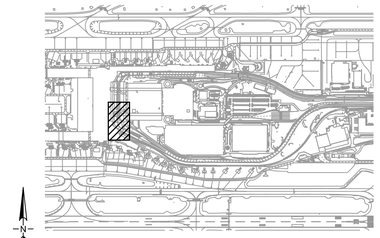


GENERAL NOTES:

1. ALL GUTTERS AND GUTTER DOWNSPOUTS IN GUTTER MAINTENANCE AREA SHALL BE CLEANED AND FLUSHED. GUTTERS SHALL BE WATER TESTED TO CHECK FOR LEAKS. ANY LEAKS SHALL BE SEALED. SEE SPECIFICATION SECTION 075323.
2. COORDINATE WITH THE PORT TO GAIN ACCESS TO THE EXISTING GUTTER.
3. IF GUTTERS DO NOT DRAIN ADEQUATELY IN THE DESIRED DIRECTION ADJUST GUTTER INVERT ELEVATIONS AS NEEDED TO PROVIDE 0.5% MINIMUM SLOPE. OBTAIN APPROVAL FROM THE PORT FOR NECESSARY FIELD CHANGES PRIOR TO INSTALLATION.
4. DIMENSIONS MAY VARY. CONTRACTOR TO FIELD VERIFY LENGTHS AND ELEVATIONS

LEGEND:

TYPE-XX LF	EX. FLEXIBLE GUTTER SYSTEM
Ⓒ	EX. COLUMN
⊏	END OF GUTTER
○ HP-X"	GUTTER HIGH POINT - DEPTH
⊗ LP-X"	GUTTER LOW POINT - DEPTH
TEE-X"	GUTTER TEE - DEPTH
	EX. DRAIN PIPE
	GUTTER MAINTENANCE AREA



1 GUTTER PLAN - SOUTH
SCALE: 1" = 20'

GRAPHIC SCALE - FOR REFERENCE ONLY
0 1/4" 1/2" 1"

#	DATE	BY	REVISION	APP

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2025D018 DESIGN NUMBER

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REGISTERED PROFESSIONAL ENGINEER 91718PE OREGON JAN. 10, 2017 JESSICA ZINK
EXPIRATION DATE: 6/30/2028

PORTLAND INTERNATIONAL AIRPORT

TERMINAL UPPER ROADWAY JOINT REPLACEMENT

GUTTER PLAN - SOUTH

SUBMITTED BY	JAY OSTLUND	
DESIGN BY	D. LISERRE	
DRAWN BY	R. CADUA	
CHECKED BY	J. ZINK	
DATE	OCTOBER 2026	
SHEET NO.	12	TYPE: CD
DRAWING NO.	PDX 2026-514	DISC. SHT. NO. C2.01

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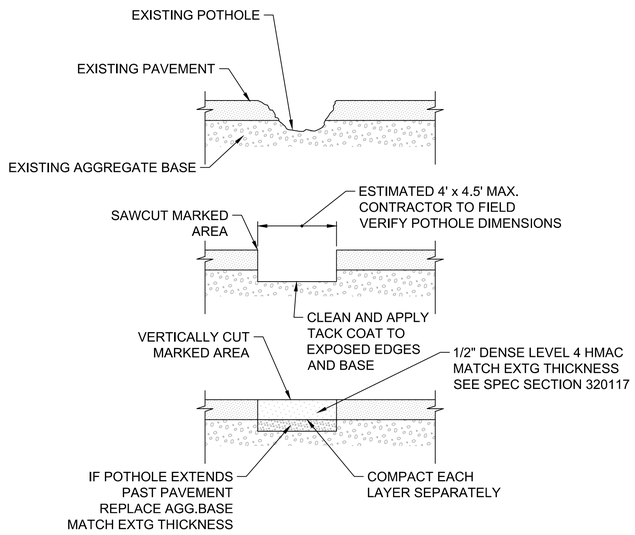




IMAGE OF POTHOLE TO BE REPAIRED

1 POTHOLE REPAIR DETAIL
SCALE: N.T.S.

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TERMINAL UPPER ROADWAY JOINT REPLACEMENT

CIVIL DETAILS

SUBMITTED BY	JAY OSTLUND		
DESIGN BY	D. LISERRE		
DRAWN BY	R. CADUA		
CHECKED BY	J. ZINK		
DATE	OCTOBER 2026		
SHEET NO.	13	TYPE:	CD
DRAWING NO.	PDX 2026-514	DISC. SHT. NO.	C3.00

GRAPHIC SCALE - FOR REFERENCE ONLY
0 1/4" 1/2" 1" 2"

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light gray
dark gray
black

LIST OF ABBREVIATIONS

(A)	ABOVE
A.B.	ANCHOR BOLT
ACI	AMERICAN CONCRETE INSTITUTE
ADD'L.	ADDITIONAL
AESS	ARCHITECTURAL EXPOSED STRUCTURAL STEEL
AISC	AMERICAN INSTITUTE OF STEEL CONSTRUCTION INCORPORATED
ALT.	ALTERNATE
ALUM.	ALUMINUM
ARCH.	ARCHITECT
ASCE	AMERICAN SOCIETY OF CIVIL ENGINEERS
ASTM	AMERICAN SOCIETY FOR TESTING AND MATERIALS
AWS	AMERICAN WELDING SOCIETY
(B)	BELOW
BLDG.	BUILDING
B.O.C.	BOTTOM OF CONCRETE
BOT.	BOTTOM
C.G.	CENTER OF GRAVITY
C.I.P.	CAST IN PLACE
C.J.	CONTROL JOINT
C.J.P.	COMPLETE JOINT PENETRATION
CL	CENTERLINE
CLR.	CLEAR
CMU	CONCRETE MASONRY UNIT
COL.	COLUMN
CONC.	CONCRETE
CONN.	CONNECTION
CONST.	CONSTRUCTION
CONT.	CONTINUOUS
CS	COUNTERSUNK
db	BAR DIAMETER
DBA	DEFORMED BAR ANCHOR
DET.	DETAIL
DIA.	DIAMETER
DIAG.	DIAGONAL
D.L.	DEAD LOAD
DWG.	DRAWING
D.T.I.	DIRECT TENSION INDICATING WASHER
(E)	EXISTING
EA	EACH
ELEC.	ELECTRICAL
EL.	ELEVATION
EQ.	EQUAL
EQUIP.	EQUIPMENT
EXIST., (E)	EXISTING
EXP.	EXPANSION
EXT.	EXTERIOR
(F)	FUTURE
FDN.	FOUNDATION
FIN.	FINISH
FLR.	FLOOR
FT.	FOOT
FTG.	FOOTING
GA.	GAUGE
GALV.	GALVANIZED
GR.	GRADE
GSN	GENERAL STRUCTURAL NOTES
HD	HOLDOWN
HORIZ.	HORIZONTAL
HSS	HOLLOW STRUCTURAL STEEL
IBC	INTERNATIONAL BUILDING CODE
ICBO	INTERNATIONAL CONFERENCE OF BUILDING OFFICIALS
I.D.	INSIDE DIAMETER
IN.	INCH
INT.	INTERIOR
K	KIPS
KSF	KIPS PER SQUARE FOOT
KSI	KIPS PER SQUARE INCH
LB.	POUND
L.L.	LIVE LOAD
LLH	LONG LEG HORIZONTAL
LLV	LONG LEG VERTICAL
LOC.	LOCATION
LONG.	LONGITUDINAL
LSH	LONG SIDE HORIZONTAL
LSV	LONG SIDE VERTICAL
LVF	LOW VELOCITY FASTENER
MAX.	MAXIMUM
MBMA	METAL BUILDING MANUFACTURERS ASSOCIATION
MECH.	MECHANICAL
MFR.	MANUFACTURER
MIN.	MINIMUM
MISC.	MISCELLANEOUS
MT	MAGNETIC PARTICLE TESTING
N.I.C.	NOT IN CONTRACT
NOM.	NOMINAL
NO.	NUMBER
N.T.S.	NOT TO SCALE
O.C.	ON CENTER
O.D.	OUTSIDE DIAMETER
OPP.	OPPOSITE
OWJ	OPEN WEB JOIST
PAF	POWDER ACTUATED FASTENER
PCF	POUNDS PER CUBIC FOOT
PERIM.	PERIMETER
PL	PLATE
P.J.P.	PARTIAL JOINT PENETRATION
PSF	POUNDS PER SQUARE FOOT
PSI	POUNDS PER SQUARE INCH
P/T	POST-TENSIONED
PVC	POLYVINYL CHLORIDE
R, RAD.	RADIUS
RCSC	RESEARCH COUNCIL ON STRUCTURAL CONNECTIONS
RET.	RETURN
REINF.	REINFORCING
REQ'D.	REQUIRED
REQ'MTS.	REQUIREMENTS
RO	ROUGH OPENING
SCHED.	SCHEDULE
S.C.	SLIP CRITICAL
SEOR	STRUCTURAL ENGINEER OF RECORD
SIM.	SIMILAR
SFRS	SEISMIC FORCE RESISTING SYSTEM
S.O.G.	SLAB ON GRADE
SOMD	SLAB ON METAL DECK
SPEC.	SPECIFICATION
SQ.	SQUARE
SS	STAINLESS STEEL
SSMA	STEEL STUD MANUFACTURERS ASSOCIATION
STD.	STANDARD
STIFF.	STIFFENER
STRUCT.	STRUCTURAL
SYM.	SYMMETRICAL
TRANS.	TRANSVERSE
TS	LIGHT GAUGE TUBE STEEL
TYP.	TYPICAL
U.N.O.	UNLESS NOTED OTHERWISE
U.T.	ULTRASONIC TESTING
VERT.	VERTICAL
V.I.F.	VERIFY IN FIELD
W/	WITH
WF	WIDE FLANGE
W/O	WITHOUT
W.P.	WORK POINT
WPS	WELDING PROCEDURE SPECIFICATION
WT	WEIGHT
WWF	WELDED WIRE FABRIC

DRAWING SCALE IS REDUCED 50% WHEN SHEET SIZE IS 11" x 17".
GRAPHIC SCALE-FOR REFERENCE ONLY
0 1/4" 1/2" 1" 2"

NO.	DATE	BY	REVISIONS	APP

NO.	DATE	BY	REVISIONS	APP

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2025D018
DESIGN NUMBER

102970
PROJECT NUMBER

STRUCTURAL
REGISTERED PROFESSIONAL ENGINEER
19608
DIGITALLY SIGNED
OREGON
NOV. 14, 2006
CRAIG J. TOTTEN
EXPIRES 06-30-26

PORTLAND INTERNATIONAL AIRPORT

TERMINAL UPPER ROADWAY JOINT REPLACEMENT

STRUCTURAL ABBREVIATIONS

SUBMITTED BY	JAY OSTLUND
DESIGN BY	S. THOMAS
DRAWN BY	J. DE BOER
CHECKED BY	C. TOTTEN
DATE	OCTOBER 2026
SHEET NO.	14 TYPE: CD
DRAWING NO.	PDX 2026-514
DISC. SHT. NO.	S0.001

light gray
dark gray
black

CAN YOU SEE THE AIRPLANES? THE ADJACENT SAMPLES SHOW THREE DIFFERENT LEVELS OF SHADING. SETTINGS FOR VIEWING AND PRINTING DRAWING CONTENT ARE OPTIMIZED WHEN ALL THREE PLANES ARE VISIBLE. THIS GUIDANCE IS PROVIDED FOR REFERENCE ONLY.

GENERAL

STRUCTURAL DRAWINGS ARE A PART OF THE CONTRACT DOCUMENTS AND ARE COMPLEMENTARY TO THE ARCHITECTURAL, MECHANICAL, ELECTRICAL, PLUMBING DRAWINGS, THE SPECIFICATIONS AND OTHER CONTRACT DOCUMENTS. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING THE REQUIREMENTS FROM THE CONTRACT DOCUMENTS INTO THEIR SHOP DRAWINGS AND WORK. AS REQUIRED BY THE GENERAL CONDITIONS, THE CONTRACTOR SHALL PROMPTLY REPORT TO THE ARCHITECT ANY ERRORS, INCONSISTENCIES, OR OMISSIONS IN THE CONTRACT DOCUMENTS DISCOVERED BY OR MADE KNOWN TO THE CONTRACTOR.

THE GENERAL STRUCTURAL NOTES SUPPLEMENT THE PROJECT SPECIFICATIONS. REFER TO THE PROJECT SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS. NOTES AND DETAILS ON THE STRUCTURAL DRAWINGS SHALL TAKE PRECEDENCE OVER THE GENERAL STRUCTURAL NOTES AND TYPICAL DETAILS. WHERE NO DETAILS ARE GIVEN, CONSTRUCTION SHALL BE AS SHOWN FOR SIMILAR WORK. WHERE CONFLICT EXISTS, THE MORE STRINGENT OR RESTRICTIVE REQUIREMENT SHALL GOVERN UNTIL CLARIFICATION IS REQUESTED.

CODE REQUIREMENTS:
CONFORM TO THE 2025 OREGON STRUCTURAL SPECIALTY CODE (OSSC), BASED ON THE 2024 INTERNATIONAL BUILDING CODE (IBC).

TEMPORARY CONDITIONS:
THE STRUCTURE IS DESIGNED TO FUNCTION AS A UNIT UPON COMPLETION. THE CONTRACTOR IS RESPONSIBLE FOR FURNISHING ALL TEMPORARY BRACING AND/OR SUPPORT THAT MAY BE REQUIRED AS THE RESULT OF THE CONTRACTOR'S CONSTRUCTION METHODS AND/OR SEQUENCES UNTIL COMPLETION.

CONTRACTOR'S CONSTRUCTION AND/OR ERECTION SEQUENCES SHALL RECOGNIZE AND CONSIDER THE EFFECTS OF THERMAL MOVEMENTS OF STRUCTURAL ELEMENTS DURING THE CONSTRUCTION PERIOD.

EXCAVATIONS SHALL NOT REDUCE THE VERTICAL OR LATERAL SUPPORT FOR ANY FOUNDATION OF THIS PROJECT OR ANY ADJACENT STRUCTURE WITHOUT FIRST UNDERPINNING OR PROTECTING THE FOUNDATION AGAINST DETRIMENTAL LATERAL AND/OR VERTICAL MOVEMENT. REF. SUBMITTALS SECTION FOR CONTRACTOR'S DELEGATED DESIGN RESPONSIBILITY WHERE SUCH SUPPORT IS REQUIRED.

EXISTING CONDITIONS:
ALL EXISTING CONDITIONS, DIMENSIONS AND ELEVATIONS SHALL BE FIELD VERIFIED. THE CONTRACTOR SHALL NOTIFY THE ARCHITECT OF ANY SIGNIFICANT DISCREPANCIES FROM CONDITIONS SHOWN ON THE DRAWINGS.

CONTRACTOR TO VERIFY EXISTING DIMENSIONS AS THEY MAY VARY IN THE FIELD FROM WHAT IS SHOWN IN THE DRAWINGS.

DESIGN CRITERIA

DESIGN WAS BASED ON THE STRENGTH AND DEFLECTION CRITERIA OF THE OSSC. IN ADDITION TO THE DEAD LOADS, THE FOLLOWING LOADS AND ALLOWABLES WERE USED FOR DESIGN, WITH LIVE LOADS (L.L.) REDUCED PER OSSC:

GRAVITY SYSTEM CRITERIA		
OCCUPANCY OR USE	**UNIFORM LOAD**	**CONCENTRATED LOAD**
PARKING	40 PSF L.L.	3,000 LBS.
INTERIOR ASSEMBLY AREAS	100 PSF L.L.	-
ROADWAY - SIDEWALKS	250 PSF L.L.	8,000 LBS.
ROADWAY & ROADWAY EXPANSION JOINTS	250 PSF L.L.	16,000LBS (10"x20" CONTACT AREA)
GRAVITY LOADING NOTES:	1. LIVE LOADS REDUCED PER OSSC. 2. MEMBERS DESIGNED FOR MORE CRITICAL OF UNIFORM OR CONCENTRATED LOAD. 3. LOADING IS BASED ON EXISTING DRAWINGS. NO VERIFICATION OF (E) ROADWAY CAPACITY DONE AS A PART OF THIS PROJECT	
SNOW CRITERIA		
GROUND SNOW LOAD	Pg= 48 PSF	
FLAT ROOF SNOW LOAD	Pf = 40 PSF	
SNOW EXPOSURE FACTOR	Ce = 1.0	
THERMAL FACTOR	Ct = 1.2	
WIND CRITERIA		
RISK CATEGORY	III	
BASIC WIND SPEED	VULT = 103 MPH (3-SECOND GUST)	VASD = 80 MPH (3-SECOND GUST)
EXPOSURE CATEGORY	C	
GUST / INTERNAL PRESSURE	GCpi = +/- 0.18	
SEISMIC CRITERIA		
RISK CATEGORY	III	
SEISMIC DESIGN CATEGORY	D	
SITE CLASS	F	
SEISMIC IMPORTANCE FACTOR	IE = 1.25	

SEISMIC CRITERIA FOR BIDDER DESIGNED ELEMENTS	
RISK CATEGORY	SEE ABOVE
SEISMIC DESIGN CATEGORY	SEE ABOVE
SITE CLASS	SEE ABOVE
COMPONENT IMPORTANCE FACTOR (Ip)	1.0 OR 1.5 PER ASCE 7 SECTION 13.1.3
DESIGN SPECTRAL ACCELERATION	SDS = 0.80g
NFPA SEISMIC COEFFICIENT	Cp = 0.56

STRUCTURAL OBSERVATIONS

THE STRUCTURAL ENGINEER OF RECORD (SEOR) WILL PERFORM STRUCTURAL OBSERVATIONS BASED ON THE REQUIREMENTS OF THE OSSC AT THE STAGES OF CONSTRUCTION LISTED BELOW. CONTRACTOR SHALL PROVIDE SUFFICIENT ADVANCED NOTICE AND ACCESS FOR THE SEOR TO PERFORM THESE OBSERVATIONS.

ITEM	COMMENTS
DURING SELECT DEMO	
PRIOR TO CONCRETE POURS	AFTER REBAR PLACEMENT
AS REQUIRED TO ADDRESS STRUCTURAL ISSUES	

A FIELD REPORT WILL BE SUBMITTED TO THE BUILDING DEPARTMENT FOLLOWING EACH SITE VISIT.

STRUCTURAL OBSERVATION IS FOR THE GENERAL CONFORMANCE OF THE STRUCTURAL DRAWINGS AND DOES NOT ALLEVIATE ANY SPECIAL INSPECTION REQUIREMENTS.

SPECIAL INSPECTIONS AND TESTING

SPECIAL INSPECTION WILL BE PROVIDED BY THE OWNER BASED ON THE REQUIREMENTS OF THE OSSC AS SUMMARIZED IN THE SPECIAL INSPECTION AND TESTING PROGRAM ON SHEETS S004-S005. CONTRACTOR SHALL PROVIDE SUFFICIENT NOTICE AND ACCESS FOR THE SPECIAL INSPECTOR TO PERFORM THESE INSPECTIONS.

SUBMITTALS

SUBMIT SHOP DRAWINGS AND OTHER SUBMITTALS TO THE ARCHITECT AND ENGINEER PRIOR TO FABRICATION AND CONSTRUCTION OF STRUCTURAL ITEMS. IF THE SUBMITTALS DIFFER FROM OR ADD TO THE STRUCTURAL CONTRACT DOCUMENTS, THEY SHALL BEAR THE SEAL AND SIGNATURE OF A STRUCTURAL ENGINEER REGISTERED IN THE STATE OF OREGON. ANY CHANGES TO THE STRUCTURAL DRAWINGS SHALL BE SUBMITTED TO THE ARCHITECT AND ARE SUBJECT TO REVIEW AND ACCEPTANCE BY THE SEOR.

FIELD ENGINEERED DETAILS DEVELOPED BY THE CONTRACTOR THAT DIFFER FROM OR ADD TO THE STRUCTURAL DRAWINGS SHALL BEAR THE SEAL AND SIGNATURE OF A PROFESSIONAL ENGINEER REGISTERED IN THE STATE OF OREGON AND SHALL BE SUBMITTED TO THE ARCHITECT PRIOR TO CONSTRUCTION.

THE USE OF REPRODUCTIONS OR PHOTOCOPIES OF THE CONTRACT DRAWINGS SHALL NOT BE PERMITTED. WHEN CAD OR REVIT FILES ARE PROVIDED TO THE CONTRACTOR OR SUBCONTRACTORS, IT IS THE RESPONSIBILITY OF THE CONTRACTOR/SUBCONTRACTOR TO REMOVE ALL INFORMATION NOT DIRECTLY RELEVANT TO THE SCOPE OF THE SUBMITTAL AS WELL AS ALL REFERENCES TO OUTSIDE SOURCE FILES.

DELEGATED DESIGN SUBMITTALS SHALL INCLUDE DESIGN DRAWINGS AND CALCULATIONS FOR ITEMS THAT ARE DESIGNED BY OTHERS. DELEGATED DESIGN SUBMITTALS SHALL BEAR THE SEAL AND SIGNATURE OF A PROFESSIONAL ENGINEER REGISTERED IN THE STATE OF OREGON ON EVERY DRAWING SHEET AND ON THE CALCULATION COVER SHEET, AND SHALL BE SUBMITTED TO THE ARCHITECT AND ENGINEER PRIOR TO FABRICATION. CALCULATIONS AND DETAILS SHALL BE INCLUDED FOR ALL CONNECTIONS TO THE STRUCTURE, CONSIDERING LOCALIZED EFFECTS ON STRUCTURAL ELEMENTS. DESIGN SHALL BE BASED ON THE REQUIREMENTS OF THE OSSC AND AS NOTED UNDER "DESIGN CRITERIA".

SUBMITTALS AND DELEGATED DESIGN SUBMITTALS SHALL INCLUDE THE FOLLOWING:

ITEM	SUBMITTAL	DELEGATED DESIGN SUBMITTAL	COMMENTS
MEPF SYSTEMS ANCHORAGE AND BRACING		X	REF. TABLE NOTE 1
CONCRETE MIX DESIGNS	X		
CONCRETE REINFORCEMENT	X		
CONCRETE ANCHORAGES	X		
EMBEDDED STEEL ITEMS	X		
STRUCTURAL STEEL	X		
STEEL WELDING PROCEDURES	X		
PENETRATIONS OF SLABS/DECKS, WALLS, ETC.	X		REF. TABLE NOTE 3
GUTTER PRODUCTS AND SYSTEMS	X		
EXPANSION JOINTS	X	X	SEE NOTE 4

TABLE NOTES:

1. AT MEPT DEFERRED SUPPORT AND ANCHORAGE SUBMITTALS, THE CONTRACTOR SHALL COORDINATE SEISMIC RESTRAINTS, ALONG WITH GRAVITY AND OTHER LOADING AS REQ'D. FOR THE DELEGATED DESIGN SYSTEM, OF MECHANICAL, PLUMBING, AND ELECTRICAL EQUIPMENT, MACHINERY, AND ASSOCIATED PIPING WITH THE STRUCTURE. SYSTEM FRAMING AND THEIR CONNECTIONS TO STRUCTURE SHALL CONFORM TO ASCE 7-22 CHAPTER 13, BE DESIGNED BY AN ENGINEER REGISTERED IN THE STATE OF OREGON, AND SHALL BE SUBMITTED TO THE PORT PRIOR TO FABRICATION. FOR RISK CATEGORY III AND IV BUILDINGS, THE SYSTEMS ENGINEER SHALL SPECIFY THE REQUIREMENTS FOR EQUIPMENT SEISMIC CERTIFICATION IN THE DEFERRED SUBMITTAL IN ACCORDANCE WITH OSSC SECTION 1705.12.6 AND ASCE 7-22 SECTION 13.2.
2. BIDDER DESIGNED ELEMENTS SHALL ACCOMMODATE DIFFERENTIAL SETTLEMENT AND INTERSTORY DRIFT PROVIDED IN THE SEISMIC CRITERIA WHERE APPLICABLE .
3. CONTRACTOR SHALL COORDINATE AND SHOW ALL REQUIRED PENETRATIONS, WITH DIMENSIONS FOR MECHANICAL, ELECTRICAL, PLUMBING, FIRE PROTECTION, TECHNOLOGY AND OTHER SERVICES ON A SINGLE DRAWING FOR REVIEW AT EACH SLAB/DECK, STRUCTURAL WALL AND/OR BEAM.
4. EXPANSION JOINT PRODUCTS SHALL BE ABLE TO ACCOMMODATE THE REQUIRED MOVEMENT SHOWN IN THE SEISMIC JOINT PLAN ON S0.050 COVER PLATE SHALL BE TO SUPPORT LOADS DESCRIBED IN LOADING CRITERIA.

CONCRETE MIX DESIGNS

CONCRETE WORK SHALL CONFORM TO CHAPTER 19 OF THE OSSC. CONCRETE STRENGTHS SHALL BE VERIFIED BY STANDARD CYLINDER TESTS PER ASTM C39. CONCRETE MIX TO BE DESIGNED AND PROPORTIONED BY THE CONTRACTOR IN ACCORDANCE WITH ACI 318-19 CHAPTER 26, ACI 301-16 SECTION 4 AND THE FOLLOWING INFORMATION:

MIX TYPE	USE	f'c (PSI)	TEST AGE (DAYS)	MAX. W/CM RATIO	MAX. AGG. SIZE	EXPOSURE CLASS			
A	MISC. INTERIOR CURBS, PADS, ETC.	3,000	28	N/A	1"	F0	S0	W0	C0
B	SLAB ON METAL DECK - EXPOSED TO WEATHER	5,000	28	0.55	1/2"	F1	S0	W0	C0

TABLE NOTES:

1. REF. ACI 318-19 TABLE 19.3.2.1 FOR ADDITIONAL MIX REQUIREMENTS SPECIFIC TO EXPOSURE CLASS.
2. ALL CONCRETE MIXES TO BE NORMAL WEIGHT CONCRETE, U.N.O.
3. EXPOSURE CATEGORY "F" APPLIES TO LEVEL OF FREEZE THAW EXPOSURE.
4. EXPOSURE CATEGORY "S" APPLIES TO LEVEL OF SULFATE EXPOSURE.
5. EXPOSURE CATEGORY "W" APPLIES TO REQUIRED LEVEL OF PERMEABILITY.
6. EXPOSURE CATEGORY "C" APPLIES TO CORROSIVE LOCATIONS - INCLUDING SURROUNDING ENVIRONMENT (SUCH AS MARINE ENVIRONMENT) AND CORROSIVE SOILS.
7. ESTABLISH WATER-CEMENTITIOUS MATERIAL RATIO PER ACI 301-16 SECTION 4.
8. VERIFY WATER-CEMENTITIOUS MATERIAL RATIO WITH FLOOR COVERING MANUFACTURER FOR CONCRETE FLOORS WITH MOISTURE SENSITIVE FLOOR COVERINGS.
9. REFERENCE SLABS EXPOSED TO VIEW GENERAL NOTES FOR ADDITIONAL MIX REQUIREMENTS.
10. POST-TENSIONED OR PRESTRESSED CONCRETE SHALL NOT CONTAIN MORE THAN 0.06% CHLORIDE IONS BY WEIGHT OF CEMENT.

PORTLAND CEMENT CONTENT MAY BE REPLACED WITH FLY ASH CONFORMING TO ASTM C618 (INCLUDING TABLE 2A) TYPE F OR TYPE C, SLAG CEMENT CONFORMING TO ASTM C989, AND SILICA FUME CONFORMING TO ASTM C1240 PROVIDED THAT THE MIX STRENGTH IS SUBSTANTIATED BY TEST DATA.

FOR MIX DESIGNS WITH f'c = 5,000 PSI OR LESS, SLAG CEMENT MAY BE SUBSTITUTED FOR FLY ASH AT A 1:1 RATIO WITHOUT TEST DATA. WHEN SLAG CEMENT IS SUBSTITUTED IN HIGHER STRENGTH MIXES OR AT A DIFFERENT RATIO, THE MIX STRENGTH MUST BE SUBSTANTIATED BY TEST DATA.

ALL CONCRETE SUBJECT TO EXPOSURE CLASSES F1, F2 OR F3 SHALL BE AIR ENTRAINED. AIR-ENTRAINING AGENTS SHALL CONFORM TO ASTM C260. THE AMOUNT OF ENTRAINED AIR SHALL BE ACCORDING TO ACI 318-19 TABLE 19.3.3.1 AS INDICATED BELOW WITH A FIELD TOLERANCE OF ± 1.5 PERCENT BY VOLUME. THE AMOUNT OF ENTRAINED AIR SHALL BE MEASURED IN THE FIELD AT THE DISCHARGE FROM THE TRUCK.

CONCRETE MIX AIR CONTENT		
MAX. AGGREGATE SIZE	**CONCRETE SUBJECT TO FREEZE/THAW (EXPOSURE CLASS F1)**	**CONCRETE SUBJECT TO CONT. MOISTURE AND/OR DEICING CHEMICALS (EXPOSURE CLASS F2 AND F3)**
3/8"	6.0%	7.5%
1/2"	5.5%	7.0%
3/4"	5.0%	6.0%
1"	4.5%	6.0%
1-1/2"	4.5%	5.5%
ANY WET-MIX SHOTCRETE	5.0%	6.0%

A WATER-REDUCING ADMIXTURE CONFORMING TO ASTM C494 USED IN STRICT ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS SHALL BE INCORPORATED IN CONCRETE MIX DESIGNS. A HIGH-RANGE WATER-REDUCING (HRWR) ADMIXTURE CONFORMING TO ASTM C494 TYPE F OR G MAY BE USED IN CONCRETE MIXES PROVIDING THAT THE SLUMP DOES NOT EXCEED 10".

THE CONTRACTOR SHALL SUBMIT CONCRETE MIX DESIGNS ALONG WITH ENVIRONMENTAL PRODUCT DECLARATIONS (EPD), GLOBAL WARMING POTENTIAL REDUCTION CALCULATIONS, AND TEST DATA COMPLIANT WITH ACI 301-16 AND ACI 318-19 A MINIMUM OF TWO WEEKS PRIOR TO PLACING CONCRETE. NO WATER MAY BE ADDED TO CONCRETE IN THE FIELD UNLESS SPECIFICALLY APPROVED IN WRITING BY THE CONCRETE SUPPLIER AND SEOR IN CONJUNCTION WITH THE CONCRETE MIX DESIGN.

NO.	DATE	BY	REVISIONS	APP

NO.	DATE	BY	REVISIONS	APP

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2025D018 DESIGN NUMBER

102970 PROJECT NUMBER

STRUCTURAL REGISTERED PROFESSIONAL ENGINEER 19608 DIGITALLY SIGNED OREGON NOV. 14, 2009 CRAIG J. TOTTEN
EXPIRES 06-30-26

PORTLAND INTERNATIONAL AIRPORT

TERMINAL UPPER ROADWAY JOINT REPLACEMENT

GENERAL STRUCTURAL NOTES - 1

SUBMITTED BY	JAY OSTLUND
DESIGN BY	S. THOMAS
DRAWN BY	J. DE BOER
CHECKED BY	C. TOTTEN
DATE	OCTOBER 2026
SHEET NO.	15
TYPE:	CD
DRAWING NO.	PDX 2026-514
DISC. SHT. NO.	S0.002

DRAWING SCALE IS REDUCED 95% WHEN SHEET SIZE IS 11" x 17".
0 1/4" 1/2" 1" 2"
GRAPHIC SCALE-FOR REFERENCE ONLY

CAN YOU SEE THE AIRPLANES? THE ADJACENT SAMPLES SHOW THREE DIFFERENT LEVELS OF SHADING. SETTINGS FOR VIEWING AND PRINTING DRAWING CONTENT ARE OPTIMIZED WHEN ALL THREE PLANES ARE VISIBLE. THIS GUIDANCE IS PROVIDED FOR REFERENCE ONLY.

light gray
dark gray
black

CONCRETE REINFORCING STEEL

CONCRETE REINFORCEMENT SHALL BE AS LISTED BELOW. ASTM A615 REINFORCEMENT MAY BE SUBSTITUTED FOR ASTM A706 REINFORCEMENT PROVIDED THAT THE ACTUAL YIELD STRENGTH BASED ON MILL TESTS DOES NOT EXCEED F_Y BY MORE THAN 18,000 PSI AND THE RATIO OF ACTUAL TENSILE STRENGTH TO ACTUAL YIELD STRENGTH IS NOT LESS THAN 1.25 AND THE ELONGATION REQUIREMENTS OF ASTM A706 ARE MET PER ACI 318-19 SECTION 20.2.2.5. MILL TESTS CERTIFICATIONS FOR SUBSTITUTED BARS SHALL BE SUBMITTED TO THE SPECIAL INSPECTOR AND SEOR PRIOR TO PLACEMENT. ASTM A706 REINFORCEMENT MAY BE SUBSTITUTED FOR ASTM A615 REINFORCEMENT.

REINFORCING LOCATION	MATERIAL GRADE
ALL OTHER USES U.N.O.	ASTM A615 GRADE 60
SMOOTH WELDED WIRE FABRIC (WWF)	ASTM A1064

ALL REINFORCING STEEL SHALL BE SECURELY TIED IN PLACE WITH #16 ANNEALED IRON WIRE. BARS IN BEAMS AND SLABS SHALL BE SUPPORTED ON WELL-CURED CONCRETE BLOCKS OR APPROVED METAL OR PLASTIC CHAIRS, AS SPECIFIED BY THE CRSI MANUAL OF STANDARD PRACTICE, MSP-1. REINFORCING STEEL SHALL BE DETAILED IN ACCORDANCE WITH ACI MNL-66 "ACI DETAILING MANUAL". SHOP DRAWINGS SHALL INCLUDE ELEVATIONS OF ALL BEAMS, WALLS AND COLUMNS SHOWING BAR LOCATIONS.

REINFORCING BARS SHALL NOT BE BENT OR STRAIGHTENED IN THE FIELD WITHOUT APPROVAL OF THE SEOR. PREHEATING METHODS SHALL BE SUBMITTED TO THE SEOR FOR APPROVAL PRIOR TO BENDING OF BARS #6 OR LARGER.

LAP ALL REINFORCING BARS PER THE TYPICAL LAP SPLICE LENGTH SCHEDULES, EXCEPT AS NOTED ON DRAWINGS. USE LAP LENGTH FOR SMALLER BAR WHEN SPLICING DIFFERENT BAR SIZES. BARS SPLICED WITH NONCONTACT LAPS SHALL BE SPACED NO FARTHER THAN 1/5TH THE LAP LENGTH OR 6 INCHES. MECHANICAL SPLICES NOTED ON THE PLANS SHALL BE DAYTON SUPERIOR BAR-LOCK OR TAPER-LOCK COUPLERS (UES ER-319) OR APPROVED EQUAL WITH A CURRENT EVALUATION REPORT. FOR CONCRETE STRENGTHS BETWEEN TABULATED VALUES, USE LAP SPLICE LENGTHS FOR NEAREST LOWER CONCRETE STRENGTH INDICATED.

TYP. LAP SPLICE LENGTH SCHEDULE (IN.) - 60 KSI

	3,000 PSI	4,000 PSI	5,000 PSI
#3	24	20	18
#4	38	34	30
#5	48	42	36
#6	56	50	44

TABLE NOTES:
1. SPLICE LENGTHS ARE FOR MEMBERS THAT ARE NOT PART OF THE SFRS. REFERENCE PLANS AND ELEVATIONS FOR LAP SPLICES LENGTHS AT SFRS ELEMENTS.
2. SPLICE LENGTHS APPLY TO ASTM A615 OR ASTM A706 GRADE 60 DEFORMED REINFORCING BARS ONLY.
3. SPLICE LENGTHS ARE BASED ON THE CLEAR COVER AND MINIMUM BAR CLEAR SPACING INDICATED BELOW.
4. SPLICE LENGTHS APPLY TO NORMAL WEIGHT CONCRETE ONLY. MULTIPLY TABLE VALUES BY 1.3 FOR LIGHT-WEIGHT CONCRETE.
5. SPLICE LENGTHS APPLY TO UNCOATED BARS ONLY. MULTIPLY TABLE VALUES BY 1.5 FOR EPOXY-COATED BARS.
6. COMBINATIONS OF EFFECTS DUE TO CONCRETE STRENGTH, CONCRETE WEIGHT, AND EPOXY COATING ARE CUMULATIVE.
7. SLAB, FOUNDATION AND MAT TOP BARS ARE BARS CAST ABOVE MORE THAN 12" OF FRESH CONCRETE. ALL OTHER SLAB BARS MAY BE CONSIDERED BOTTOM BARS.

REINFORCING STEEL SHALL HAVE PROTECTION AND SPACING AS FOLLOWS:

CONCRETE COVER

USE	CLEAR COVER	MIN. CLEAR SPACING
CONCRETE EXPOSED TO TRAFFIC	1 1/2" (TOP) 1" (BOTTOM)	2db OR 1"
CONCRETE EXPOSED TO EARTH OR WEATHER	1-1/2" (#5 AND SMALLER) 2" (#6 AND LARGER)	2db OR 1"
CONCRETE CAST AGAINST AND EXPOSED TO EARTH	3"	3db OR 1"

CONCRETE EMBEDMENTS

HEADED SHEAR STUDS SHALL BE NELSON HEADED ANCHORS WITH FLUXED ENDS (ICC ESR-2856) OR APPROVED ALTERNATE. DEFORMED BAR ANCHORS (DBA) UP TO #6 BAR SHALL BE NELSON D6L A706 STUD WELDABLE REBAR, OR APPROVED ALTERNATE. STUDS AND DBA SHALL BE AUTOMATICALLY END-WELDED WITH THE MANUFACTURER'S STANDARD EQUIPMENT IN ACCORDANCE WITH THEIR RECOMMENDATIONS. REINFORCING STEEL SHALL BE WELDED TO STEEL PLATE OR SECTIONS WITH A CJP WELD OR ALL AROUND FILLET WELD AS INDICATED BELOW:

TYP. REINFORCING STEEL WELDING SCHEDULE

BAR SIZE	FILLET WELD SIZE (IN.)	MIN. PLATE THICKNESS (IN.)
#3	1/4	1/4
#4	5/16	1/4
#5	3/8	1/4
#6	7/16	5/16

TABLE NOTES:
1. ALL WELDED REBAR TO BE ASTM A706 GRADE 60.
2. ALL AROUND FILLET WELD USING E70 ELECTRODE OR PROVIDE CJP AT CONTRACTOR'S OPTION.
3. BARS TO BE ORIENTATED PERPENDICULAR TO PLATE.
4. PLATE TO BE GRADE 36 MINIMUM.

CAST-IN-PLACE ANCHOR BOLTS SHALL FABRICATED FROM ALL-THREAD ROD CONFORMING TO ASTM F1554 GRADE 55, MEETING SUPPLEMENTAL REQUIREMENT S1 (WELDABLE) U.N.O.

NO LOADS OR WELDS SHALL BE PLACED ON EMBEDDED PLATES OR ANGLES FOR MINIMUM OF 7 DAYS AFTER CASTING.

SLEEVES, OPENINGS, CONDUIT, AND OTHER EMBEDDED ITEMS NOT SHOWN ON THE STRUCTURAL DRAWINGS SHALL BE APPROVED BY THE STRUCTURAL ENGINEER BEFORE PLACING CONCRETE. CONDUITS EMBEDDED IN SLABS SHALL NOT BE LARGER IN OUTSIDE DIMENSION THAN ONE THIRD OF THE THICKNESS OF THE SLAB AND SHALL NOT BE SPACED CLOSER THAN THREE DIAMETERS ON CENTER.

VERIFY ALL BLOCK OUTS WITH ARCHITECTURAL, MECHANICAL, ELECTRICAL, AND PLUMBING REQUIREMENTS.

POST-INSTALLED CONCRETE ANCHORS

POST-INSTALLED CONCRETE ANCHORS SHALL BE THE FOLLOWING PRODUCTS, U.N.O.:

TYPE	APPROVED ANCHOR
EXPANSION	HILTI KWIK BOLT TZ2 (ICC ESR-4266) SIMPSON STRONG-BOLT 2 (ICC ESR-3037) DEWALT POWER-STUD+ SD2 (ICC ESR-2502)
CONCRETE SCREW	HILTI KH-EZ (ICC ESR-3027) SIMPSON TITEN HD (ICC ESR-2713) DEWALT SCREW-BOLT+ (ICC ESR-3889)
ADHESIVE	HILTI HIT-RE 500 V3 (ICC ESR-3814) SIMPSON SET-3G (ICC ESR-4057) DEWALT PURE110+ (ICC ESR-3298)

ANCHORS SHALL BE INSTALLED IN STRICT CONFORMANCE WITH THE MANUFACTURER'S PRINTED INSTALLATION INSTRUCTIONS AND PRODUCT EVALUATION REPORTS. EMBEDMENTS SPECIFIED ON DRAWINGS ARE ACTUAL EMBEDMENT DEPTHS. DO NOT CUT REINFORCING IN NEW OR EXISTING CONCRETE DURING INSTALLATION. ANCHORS SHALL NOT BE INSTALLED IN POST TENSIONED CONCRETE WITHOUT WRITTEN APPROVAL FROM THE SEOR.

REQUESTS FOR ANCHOR SUBSTITUTIONS SHALL BE SUBMITTED TO THE SEOR IN WRITING ALONG WITH EVIDENCE OF EQUAL OR GREATER CAPACITY UNDER THE SPECIFIC PROJECT CONDITIONS.

INSTALLATION OF ADHESIVE ANCHORS HORIZONTALLY OR UPWARDLY INCLINED SHALL BE PERFORMED BY A CERTIFIED ADHESIVE ANCHOR INSTALLER AS CERTIFIED THROUGH ACI/CRSI AND IN ACCORDANCE WITH ACI 318-19 SECTION 26.7.2 AND ACI CPP 680.1-17. PROOF OF CURRENT CERTIFICATION SHALL BE SUBMITTED TO THE SEOR PRIOR TO INSTALLATION.

ALL-THREAD ROD FOR ADHESIVE ANCHORS SHALL CONFORM TO ASTM F1554 GRADE 55, U.N.O. ANCHORS EXPOSED TO EARTH OR WEATHER SHALL BE PROTECTED FROM CORROSION BY HOT-DIP GALVANIZING OR USE OF STAINLESS STEEL. PERMANENTLY EXPOSED EMBEDDED PLATES AND ANGLES SHALL BE HOT-DIPPED GALVANIZED AFTER FABRICATION, U.N.O.

ADHESIVE ANCHORS SHALL NOT BE INSTALLED FOR A MINIMUM OF 21 DAYS AFTER CASTING CONCRETE IN ACCORDANCE WITH ACI 318-19 SECTION 17.2.2. LOADS SHALL NOT BE PLACED ON ADHESIVE ANCHORS UNTIL ADHESIVE IS FULLY CURED. CONCRETE SUBSTRATE SHALL BE DRY, WITHIN THE ALLOWABLE TEMPERATURE RANGE, HOLES SHALL BE MADE WITH A HAMMER DRILL USING A CARBIDE TIPPED DRILL BIT, AND CLEANED IN ACCORDANCE WITH THE MANUFACTURER'S PRINTED INSTALLATION INSTRUCTIONS.

EXPANSION AND SCREW ANCHORS SHALL NOT BE REMOVED AND RESET. SCREW ANCHORS SHALL NOT BE INSTALLED IN HOLES PREVIOUSLY THREADED BY A PRIOR SCREW ANCHOR.

STRUCTURAL STEEL

STRUCTURAL STEEL SHALL BE OF THE MATERIAL AND TYPE LISTED BELOW, U.N.O.:

STRUCTURAL STEEL

SHAPE	MATERIAL GRADE
WIDE FLANGE SHAPES	ASTM A992, GRADE 50
PLATES WHERE NOTED	ASTM A572, GRADE 50
CHANNELS, PLATES AND ANGLES, U.N.O.	ASTM A36
HOLLOW STRUCTURAL SECTIONS (RECTANGULAR)	ASTM A500, GRADE C (Fy=50KSI)
HOLLOW STRUCTURAL SECTIONS (ROUND)	ASTM A500, GRADE C (Fy=46KSI)
PIPES	ASTM A53, GRADE B (Fy=35 KSI)

DESIGN, DETAILING, FABRICATION, AND ERECTION SHALL BE IN ACCORDANCE WITH THE AISC 360, "SPECIFICATION FOR STRUCTURAL STEEL BUILDINGS" WITH "COMMENTARY" AND THE "CODE OF STANDARD PRACTICE FOR STEEL BUILDINGS AND BRIDGES", WITH THE FOLLOWING CLARIFICATIONS AND ADDITIONS:

1. CLARIFY SECTIONS 7.5.1 AND 7.5.3 AS FOLLOWS:
   EMBEDMENT LOCATION DRAWINGS SHALL BE SUBMITTED TO THE STRUCTURAL ENGINEER OF RECORD FOR INFORMATION ONLY. THE SEOR IS NOT RESPONSIBLE FOR THE APPROVAL OF EMBEDMENT LOCATION DRAWINGS.
2. ADD THE FOLLOWING PARAGRAPH TO SECTION 7.10.3:
   "THE ERECTOR SHALL HAVE THE SOLE RESPONSIBILITY FOR DETERMINING THE MEANS AND METHODS USED TO PROPERLY AND ADEQUATELY BRACE THE FRAMING DURING ERECTION."

BOLTS SHALL CONFORM TO THE ASTM AND RCSC SPECIFICATIONS FOR JOINTS USING HIGH STRENGTH BOLTS. BOLTS SHALL BE ASTM F3125 GRADE A325 AND GRADE A490 WHERE NOTED, AND SNUG-TIGHT UNLESS NOTED OTHERWISE.

WELDING SHALL CONFORM TO THE AWS CODES FOR ARC AND GAS WELDING IN BUILDING CONSTRUCTION. WELDING SHALL BE PERFORMED IN ACCORDANCE WITH A WELDING PROCEDURE SPECIFICATION (WPS) AS REQUIRED IN AWS D1.1 AND APPROVED BY THE STRUCTURAL ENGINEER. THE WPS VARIABLES SHALL BE WITHIN THE PARAMETERS ESTABLISHED BY THE FILLER-METAL MANUFACTURER.

WELDS SHALL BE MADE USING E70XX ELECTRODES AND SHALL BE 3/16" MINIMUM, UNLESS OTHERWISE NOTED. WELDING SHALL BE BY AWS CERTIFIED WELDERS.

PROVIDE WEEP HOLES AT EXTERIOR CLOSED SECTIONS WHERE MOISTURE MAY ACCUMULATE. LOCATE WEEP HOLES AT BOTTOM OF HORIZONTAL MEMBERS AT MIDSPAN UNLESS OTHER NOTED. LOCATE WEEP HOLES AT BOTTOM OF VERTICAL MEMBERS EXCEPT AT ROOF ASSEMBLIES. ALL WEEP HOLES TO BE APPROVED PRIOR TO FABRICATION.

NON-SHRINK GROUT USED UNDER BEARING AND BASE PLATES SHALL BE ASTM C 1107, FACTORY-PACKAGED, NONMETALLIC AGGREGATE GROUT, NONCORROSIVE, NONSTAINING, MIXED WITH WATER TO CONSISTENCY SUITABLE FOR APPLICATION AND A 30-MINUTE WORKING TIME. GROUT STRENGTH SHALL BE 8,000 PSI MINIMUM AT 28 DAYS.

DISSIMILAR METALS SHALL BE SEPARATED AS REQUIRED TO PREVENT GALVANIC CORROSION BY COMPLETELY COVERING CONTACT AREAS WITH HESKINS 3453 CORROSION PROTECTION TAPE OR APPROVED EQUAL MATERIAL.

GALVANIZING AND DUPLEX COATING

ALL STEEL EXPOSED TO WEATHER OR LOCATED OUTSIDE THE BUILDING ENVELOPE SHALL BE HOT-DIP GALVANIZED UNLESS NOTED OTHERWISE IN PROJECT SPECIFICATIONS OR DRAWINGS. WHERE THESE ELEMENTS ARE ALSO EXPOSED TO VIEW THEY SHALL ADDITIONALLY BE PAINTED OR POWDER COATED PER SPECIFICATIONS AND ARCHITECTURAL DRAWINGS.

CONTRACTOR TO COMMUNICATE WITH GALVANIZER FOR THE PROJECT EARLY ON TO INFORM THE GALVANIZER THAT THE STEEL IS TO RECEIVE A DUPLEX COATING. HOT DIPPED GALVANIZED STEEL THAT IS TO BE PAINTED SHALL BE PREPARED PER ASTM D6386. HOT DIPPED GALVANIZED STEEL THAT IS TO BE POWDER COATED SHALL BE PREPARED PER ASTM D7803.

ALL GALVANIZED STEEL IS TO BE DETAILED TO BE SHOP WELDED AND FIELD BOLTED. WHERE FIELD WELDING IS REQUIRED DUE TO FIELD CONDITIONS, REPAIR DAMAGED GALVANIZED COATING WITH ZINC RICH PAINT PER ASTM A780 WITH EFFECTIVE THICKNESS EQUAL TO HOT-DIP GALVANIZED COATING.

STRUCTURAL STAINLESS-STEEL FRAMING (SS)

STAINLESS STEEL MATERIAL SHALL BE:

SHAPE	MATERIAL GRADE
WIDE FLANGES, HOLLOW STRUCTURAL SECTIONS, ANGLES, CHANNELS, WT, PLATES AND BARS.	AISI 316 (UNS S31600/S31603) GRADE 30
WIDE FLANGES, HOLLOW STRUCTURAL SECTIONS, ANGLES, CHANNELS, WT, PLATES AND BARS. WHERE NOTED	AISI 2205 (UNS S32205) DUPLEX GRADE 65

STAINLESS STEEL FABRICATION AND ERECTION SHALL BE IN ACCORDANCE WITH "AISC SPECIFICATION FOR THE DESIGN, FABRICATION, AND ERECTION OF STRUCTURAL STEEL FOR BUILDINGS" WITH "COMMENTARY" AND THE "CODE OF STANDARD PRACTICE", WITH THE EXCEPTIONS NOTED IN SPECIFICATIONS.

BOLTS SHALL CONFORM TO THE ASTM AND RCSC SPECIFICATION FOR JOINTS. BOLTS SHALL BE SNUG-TIGHT UNLESS NOTED OTHERWISE. BOLTS/NUTS/WASHERS FOR AISI S304 AND AISI S316 ELEMENTS: ASTM F593 FOR STAINLESS STEEL STRUCTURAL BOLTS, ASTM F594 HEAVY HEX STAINLESS STEEL NUTS; AISI 304/316 STAINLESS STEEL PLAIN WASHERS. PROVIDE ASTM A1082/A1082M BOLTS FOR AISI 2205 DUPLEX ELEMENTS, NUTS/WASHERS SHALL HAVE EQUIVALENT CORROSION RESISTANCE.

WELDING SHALL CONFORM TO AWS D1.6/D1.6M FOR STAINLESS STEEL AND AWS D10.18/D10.18M REQUIREMENTS FOR DUPLEX STAINLESS STEEL. FILLER METAL FOR DUPLEX STEEL SHALL HAVE EQUIVALENT CORROSION RESISTANCE.

NO.	DATE	BY	REVISIONS	APP
NO.	DATE	BY	REVISIONS	APP

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2025D018 DESIGN NUMBER

102970 PROJECT NUMBER

STRUCTURAL REGISTERED PROFESSIONAL ENGINEER 19608 DIGITALLY SIGNED OREGON JULY 14, 2006 CRAIG J. TOTTEN

EXPIRES 06-30-26

PORTLAND INTERNATIONAL AIRPORT

TERMINAL UPPER ROADWAY JOINT REPLACEMENT

GENERAL STRUCTURAL NOTES - 2

SUBMITTED BY	JAY OSTLUND		
DESIGN BY	S. THOMAS		
DRAWN BY	J. DE BOER		
CHECKED BY	C. TOTTEN		
DATE	OCTOBER 2026		
SHEET NO.	16	TYPE:	CD
DRAWING NO.	PDX 2026-514	DISC. SHT. NO.	S0.003

DRAWING SCALE IS REDUCED 50% WHEN SHEET SIZE IS 11" x 17". GRAPHIC SCALE FOR REFERENCE ONLY 0 1/4" 1/2" 1" 2"

CAN YOU SEE THE AIRPLANES? THE ADJACENT SAMPLES SHOW THREE DIFFERENT LEVELS OF SHADING. SETTINGS FOR VIEWING AND PRINTING DRAWING CONTENT ARE OPTIMIZED WHEN ALL THREE PLANES ARE VISIBLE. THIS GUIDANCE IS PROVIDED FOR REFERENCE ONLY.

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dark gray
black

STATEMENT OF SPECIAL INSPECTION NOTES:

1. SPECIAL INSPECTIONS SHALL CONFORM TO SECTION 1705 OF THE 2022 OSSC, CONTRACT DOCUMENTS AND APPROVED SUBMITTALS. REFER TO SPECIAL INSPECTION AND TESTING TABLES FOR PROJECT REQUIREMENTS.

2. SPECIAL INSPECTIONS AND ASSOCIATED TESTING SHALL BE PERFORMED BY AN APPROVED ACCREDITED INDEPENDENT AGENCY MEETING THE REQUIREMENTS OF ASTM E329 (MATERIALS). THE INSPECTION AND TESTING AGENCY SHALL FURNISH TO THE STRUCTURAL ENGINEER ARCHITECT A COPY OF THEIR SCOPE OF ACCREDITATION. SPECIAL INSPECTORS SHALL BE APPROVED BY THE BUILDING OFFICIAL. WELDING INSPECTORS SHALL BE QUALIFIED PER SECTION 6.1.4.1(1) OF AWS D1.1.

3. THE SPECIAL INSPECTOR SHALL OBSERVE THE INDICATED WORK FOR COMPLIANCE WITH THE APPROVED CONSTRUCTION DOCUMENTS. ALL DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE CONTRACTOR FOR CORRECTION AND NOTED IN THE INSPECTION REPORTS.

4. THE SPECIAL INSPECTOR SHALL FURNISH INSPECTION REPORTS FOR EACH INSPECTION TO THE BUILDING OFFICIAL, STRUCTURAL ENGINEER, ARCHITECT, CONTRACTOR, AND OWNER. THE SPECIAL INSPECTION AGENCY SHALL SUBMIT A FINAL REPORT STATING THAT THE WORK REQUIRING SPECIAL INSPECTION WAS INSPECTED AND IS IN CONFORMANCE WITH THE APPROVED CONSTRUCTION DOCUMENTS AND THAT ALL DISCREPANCIES NOTED IN THE INSPECTION REPORTS HAVE BEEN CORRECTED.

5 QUALITY ASSURANCE (QA) IS REQUIRED FOR STRUCTURAL STEEL ITEMS PER AISC 360 AND 341 UNLESS SPECIFICALLY NOTED OTHERWISE. QUALITY CONTROL (QC) TO BE PROVIDED BY THE FABRICATOR, ERECTOR OR OTHER RESPONSIBLE CONTRACTOR AS APPLICABLE. CONTRACTOR AND SPECIAL INSPECTOR TO DOCUMENT QUALITY CONTROL AS REQUIRED IN AISC 360 SECTION N3 AND AISC 341 SECTION J2.

6 **INSPECTION TYPES:**

CONTINUOUS : THE FULL-TIME OBSERVATION OF WORK REQUIRING SPECIAL INSPECTION BY AN APPROVED SPECIAL INSPECTOR WHO IS PRESENT IN THE AREA WHERE THE WORK IS BEING PERFORMED.

PERIODIC : THE PART-TIME OR INTERMITTENT OBSERVATION OF WORK REQUIRING SPECIAL INSPECTION BY AN APPROVED SPECIAL INSPECTOR WHO IS PRESENT IN THE AREA WHERE THE WORK HAS BEEN OR IS BEING PERFORMED AND AT THE COMPLETION OF THE WORK.

OBSERVE : OBSERVE THESE FUNCTIONS ON A RANDOM, DAILY BASIS. OPERATIONS NEED NOT BE DELAYED PENDING OBSERVATIONS.

PERFORM : INSPECTIONS SHALL BE PERFORMED PRIOR TO THE FINAL ACCEPTANCE OF THE ITEM.

7 PERFORM INSPECTION PRIOR TO FINAL ACCEPTANCE OF THE ITEM FOR TEN WELDS TO BE MADE BY A GIVEN WELDER, WITH THE WELDER DEMONSTRATING UNDERSTANDING OF REQUIREMENTS AND POSSESSION OF SKILLS AND TOOLS TO VERIFY THESE ITEMS, THE PERFORM DESIGNATION OF THIS TASK SHALL BE REDUCED TO OBSERVE, AND THE WELDER SHALL PERFORM THIS TASK. SHOULD THE INSPECTOR DETERMINE THAT THE WELDER HAS DISCONTINUED PERFORMANCE OF THIS TASK, THE TASK SHALL BE RETURNED TO PERFORM UNTIL SUCH TIME AS THE INSPECTOR HAS RE-ESTABLISHED ADEQUATE ASSURANCE THAT THE WELDER WILL PERFORM THE INSPECTION TASKS LISTED.

8 SPECIAL INSPECTION OF MECHANICAL POST INSTALLED ANCHORS SHALL BE IN STRICT CONFORMANCE WITH THE ICC REPORT AND MANUFACTURER'S INSTALLATION REQUIREMENTS. ANCHOR INSTALLERS SHALL BE QUALIFIED AS REQUIRED BY JURISDICTION REQUIREMENTS.

- INSPECTION REPORTS SHALL IDENTIFY NAMES OF INSTALLERS.
- SPECIAL INSPECTOR SHALL PROVIDE DOCUMENTATION AT THE END OF ANCHOR INSTALLATIONS STATING THAT THE ANCHORS WERE INSPECTED PER APPROVED ANCHOR EVALUATION REPORT.

9 **TESTING ABBREVIATIONS:**

NDT - NON-DESTRUCTIVE TESTING

C.J.P. - COMPLETE JOINT PENETRATION

MT - MAGNETIC PARTICLE TESTING

RBS - REDUCED BEAM SECTION

10 DOCUMENT (D): INDICATES CONTRACTOR AND SPECIAL INSPECTOR TO PROVIDE DOCUMENTATION IN ACCORDANCE WITH AISC 341.

GENERAL - SPECIAL INSPECTIONS

SYSTEM OR MATERIAL	OSSC CODE REFERENCE	CODE OR STANDARD REFERENCE	FREQUENCY (NOTE 6)		REMARKS
			CONTINUOUS	PERIODIC	
FABRICATORS	1705.11 1704.2.5				SPECIAL INSPECTION IS REQUIRED FOR STRUCTURAL LOAD-BEARING MEMBERS AND ASSEMBLIES FABRICATED ON THE PREMISES OF A FABRICATOR'S SHOP, SPECIAL INSPECTIONS SHALL BE PERFORMED DURING FABRICATION. PERFORMING SPECIAL INSPECTIONS IS NOT REQUIRED, WHERE FABRICATOR HAS BEEN APPROVED AS AN APPROVED FABRICATOR, PER SECTION 1704.2.5.1.
DEFERRED SUBMITTALS				X	SPECIAL INSPECTION REQUIREMENTS FOR DEFERRED SUBMITTAL ITEMS, INCLUDING REQUIREMENTS FOR DESIGNATED SEISMIC SYSTEMS IN ACCORDANCE WITH OSSC SECTION 1705.13.4 IF APPLICABLE, TO BE SPECIFIED BY THE SYSTEM ENGINEER AND INCLUDED WITH DEFERRED SUBMITTAL DOCUMENTS.
SUBMITTALS TO THE BUILDING OFFICIAL	1704.5			X	CERTIFICATES OF COMPLIANCE, REPORTS OF PRE-CONSTRUCTION TESTS, OR REPORTS OF MATERIAL PROPERTIES SHALL BE SUBMITTED TO THE BUILDING OFFICIAL.
SPECIAL CASES / PRE-ENGINEERED STRUCTURES	1705.1.1	MBMA	X	X	REFER TO DEFERRED SUBMITTALS AND FABRICATORS REQUIREMENTS
POST INSTALLED ADHESIVE ANCHORS WITH SUSTAINED TENSION LOADS INSTALLED HORIZONTALLY OR AT AN UPWARD INCLINE IN HARDENED CONCRETE		ACI 318: 17.2.5	X		NOTE 8
POST INSTALLED MECHANICAL ANCHORS AND ADHESIVE ANCHORS (EXCLUDING CONDITIONS NOTED ABOVE) IN HARDENED CONCRETE				X	
INSTILLATION OF EXPANSION JOINTS INCLUDING ANCHORAGE	1705.1			X	VERIFY PROPER INSTILLATION OF EXPANSION JOINTS PER MANUFACTURERS INSTRUCTIONS. ANCHORAGE TO BE INSPECTED AS REQUIRED PER ANCHOR REQUIREMENTS

CONCRETE - SPECIAL INSPECTIONS

SYSTEM OR MATERIAL	OSSC CODE REFERENCE	CODE OR STANDARD REFERENCE	FREQUENCY (NOTE 6)		REMARKS
			CONTINUOUS	PERIODIC	
GENERAL	1705.3 1901.6	ACI 318: 26.13			SPECIAL INSPECTIONS OF CONCRETE SHALL CONFORM TO THE REQUIREMENTS OF SECTION 1705.3 OF THE IBC AND SECTION 26.13 OF ACI 318.
REINFORCING STEEL PLACEMENT	1901.5	ACI 318: CH. 20, 25.2, 25.3, 26.6.1-26.6.3, 26.13.3.3		X	REINFORCING TO COMPLY WITH ALL CODE PROTECTION, SPACING AND TOLERANCE LIMITS.
INSPECT ANCHORS/BOLTS CAST IN CONCRETE	-	ACI 318: 26.13.3.3(g)	X	X	ALL CAST-IN-PLACE ANCHORS/BOLTS SHALL BE VISUALLY INSPECTED. REFERENCE STEEL INSPECTIONS FOR ADDITIONAL INSTALLATION, MATERIAL AND WELDING INSPECTIONS OF STEEL ITEMS EMBEDDED IN CONCRETE (HEADED STUDS, DBA's, ETC.)
VERIFYING USE OF REQUIRED MIX DESIGN(S)	1904.1 1904.2 1908	ACI 318: CH. 19, 26.4.3, 26.4.4		X	
CONCRETE SPECIMENS FOR TESTING		ASTM C172 ASTM C31 ACI 318: 26.5, 26.12	X		PRIOR TO CONCRETE PLACEMENT, FABRICATE CONCRETE SPECIMENS FOR TESTING. SEE THE CONCRETE TESTING TABLE FOR ADDITIONAL INFORMATION.
CONCRETE PLACEMENT, NON-SHRINK GROUT	1908	ACI 318: 26.5, 26.13.3.2(a)	X		
CONCRETE CURING	1908.1	ACI 318: 26.5.3 - 26.5.5, 26.13.3.3		X	VERIFY MAINTENANCE OF SPECIFIED CURING TEMPERATURES AND TECHNIQUES
VERIFICATION OF FORMWORK		ACI 318: 26.11.1.2(b), 26.13.3.3		X	SPECIAL INSPECTIONS APPLY TO SHAPE, LOCATION AND DIMENSIONS OF THE CONCRETE MEMBER BEING FORMED
EMBEDDED ITEMS IN CONCRETE				X	ALL NON-STRUCTURAL EMBEDDED ITEMS, SUCH AS CONDUITS, PIPES AND SLEEVES, SHALL BE REVIEWED FOR CONFORMANCE WITH STRUCTURAL DOCUMENTS FOR SIZE, SPACING, LOCATION, EDGE DISTANCE AND TRIM REINFORCING.
REINFORCING STEEL MECHANICAL COUPLERS, TERMINATORS AND FORMSAVERS		ICC EVALUATION REPORTS		X	

DRAWING SCALE IS REDUCED 50% WHEN SHEET SIZE IS 11" x 17".
0 1/4" 1/2" 1" 2"
GRAPHIC SCALE-FOR REFERENCE ONLY

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2025D018 DESIGN NUMBER

102970 PROJECT NUMBER

STRUCTURAL REGISTERED PROFESSIONAL ENGINEER 19608
DIGITALLY SIGNED
OREGON NOV. 14, 2006
CRAIG J. TOTTEN
EXPIRES 06-30-26

PORTLAND INTERNATIONAL AIRPORT

TERMINAL UPPER ROADWAY JOINT REPLACEMENT

SPECIAL INSPECTIONS - 1

SUBMITTED BY	JAY OSTLUND
DESIGN BY	S. THOMAS
DRAWN BY	J. DE BOER
CHECKED BY	C. TOTTEN
DATE	OCTOBER 2026
SHEET NO.	17
TYPE:	CD
DRAWING NO.	PDX 2026-514
DISC. SHT. NO.	S0.004

CAN YOU SEE THE AIRPLANES? THE ADJACENT SAMPLES SHOW THREE DIFFERENT LEVELS OF SHADING. SETTINGS FOR VIEWING AND PRINTING DRAWING CONTENT ARE OPTIMIZED WHEN ALL THREE PLANES ARE VISIBLE. THIS GUIDANCE IS PROVIDED FOR REFERENCE ONLY.

light gray
dark gray
black

STEEL - SPECIAL INSPECTIONS

SYSTEM OR MATERIAL	OSSC CODE REFERENCE	CODE OR STANDARD REFERENCE	INSPECTION (NOTES 5 AND 6)		REMARKS
			CONTINUOUS/ PERFORM	PERIODIC/ OBSERVE	
CONTRACTOR QUALITY CONTROL REQUIREMENTS		AISC 360 CHAPTER N	X	X	CONTRACTOR TO PROVIDE QUALITY CONTROL FOR ALL ITEMS INDICATED TO BE OBSERVED AND/OR PERFORMED IN TABLE BELOW
STEEL FABRICATION					
FABRICATION OF STRUCTURAL ELEMENTS	1704.2.5.1	AISC 360		X	REFER TO INSPECTION OF FABRICATOR REQUIREMENTS
MATERIAL VERIFICATION OF STRUCTURAL STEEL COMPONENTS	1705.2.1 TABLE 1705.2-3	ASTM A6 ASTM STANDARDS SPECIFIED IN CONSTRUCTIO N DOCUMENTS AISC 360 A3.1 AISC 360 N2.1 AISC 360 N3.2		X	CERTIFIED MILL TEST REPORTS IDENTIFICATION MARKINGS TO CONFORM TO AISC 360 AND ASTM STANDARDS SPECIFIED IN THE APPROVED CONSTRUCTION DOCUMENTS
MATERIAL VERIFICATION OF HIGH STRENGTH BOLTS, NUTS, AND WASHERS	1705.2.1.1 1705.2.1.2 AISC 360 N5 TABLE 1705.2-1 TABLE 1705.2-2	AISC 360 A3.3 AISC 360 N3.2 ASTM STANDARDS SPECIFIED IN CONSTRUCTIO N DOCUMENTS RCSC 2.1		X	MANUFACTURER'S CERTIFIED TEST REPORTS IDENTIFICATION MARKINGS TO CONFORM TO ASTM STANDARDS AND SPECIFIED IN THE APPROVED CONSTRUCTION DOCUMENTS MANUFACTURER'S CERTIFICATE OF COMPLIANCE
MATERIAL VERIFICATION OF ANCHOR BOLTS AND THREADED RODS		AISC 360 A3.4 AISC 360 N3.2 ASTM STANDARDS SPECIFIED IN CONSTRUCTIO N DOCUMENTS		X	MANUFACTURER'S CERTIFIED TEST REPORTS
MATERIAL VERIFICATION OF WELD FILLER METALS	1705.2.1.1 TABLE 1705.2-5	AISC 360 A3.5 AISC 360 N3.2 APPLICABLE AWS A5 DOCUMENTS		X	MANUFACTURER'S CERTIFICATE OF COMPLIANCE IDENTIFICATION MARKINGS TO CONFORM TO AWS SPECIFICATION IN THE APPROVED CONSTRUCTION DOCUMENTS
STRUCTURAL STEEL WELDING					
VERIFYING USE OF PROPER WPS'S	1705.2.1 AWS D1.1	AISC 360 N3.2			RETAIN A RECORD OF WELDING PROCEDURE SPECIFICATIONS
VERIFYING WELDER QUALIFICATIONS		AWS D1.1		X	RETAIN A RECORD OF QUALIFICATION CARDS
COMPLETE AND PARTIAL JOINT PENETRATION GROOVE WELDS	TABLE 1705.2-6	AWS D1.1 CLAUSE 8	X		ALL WELDS VISUALLY INSPECTED PER AWS D1.1 6.10.1
MULTIPASS FILLET WELDS			X		
SINGLE PASS FILLET WELDS GREATER THAN 5/16"			X		
PLUG AND SLOT WELDS			X		
SINGLE PASS FILLET WELDS LESS THAN OR EQUAL TO 5/16"				X	

CONCRETE - TESTING

SYSTEM OR MATERIAL	OSSC CODE REFERENCE	CODE OR STANDARD REFERENCE	FREQUENCY (NOTE 6)	REMARKS
CONCRETE STRENGTH	1705.3 ASTM C172 ASTM C 31 ACI 318 26.12 ACI 318 26.5	ASTM C39	EACH 150 CY NOR LESS THAN EACH 5000 SF OF SLAB OR WALL PLACED EACH SHIFT	FABRICATE SPECIMENS AT TIME FRESH CONCRETE IS PLACED
CONCRETE SLUMP		ASTM C143		
CONCRETE AIR CONTENT		ASTM C231		
CONCRETE TEMPERATURE		ASTM C1064		

DRAWING SCALE IS REDUCED 50% WHEN SHEET SIZE IS 11" x 17".
GRAPHIC SCALE-FOR REFERENCE ONLY
0 1/4" 1/2" 1" 2"

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DESIGN NUMBER

PROJECT NUMBER

STRUCTURAL REGISTERED PROFESSIONAL ENGINEER 19608 DIGITALLY SIGNED OREGON NOV. 14, 2006 CRAIG J. TOTTEN

EXPIRES 06-30-26

PORTLAND INTERNATIONAL AIRPORT

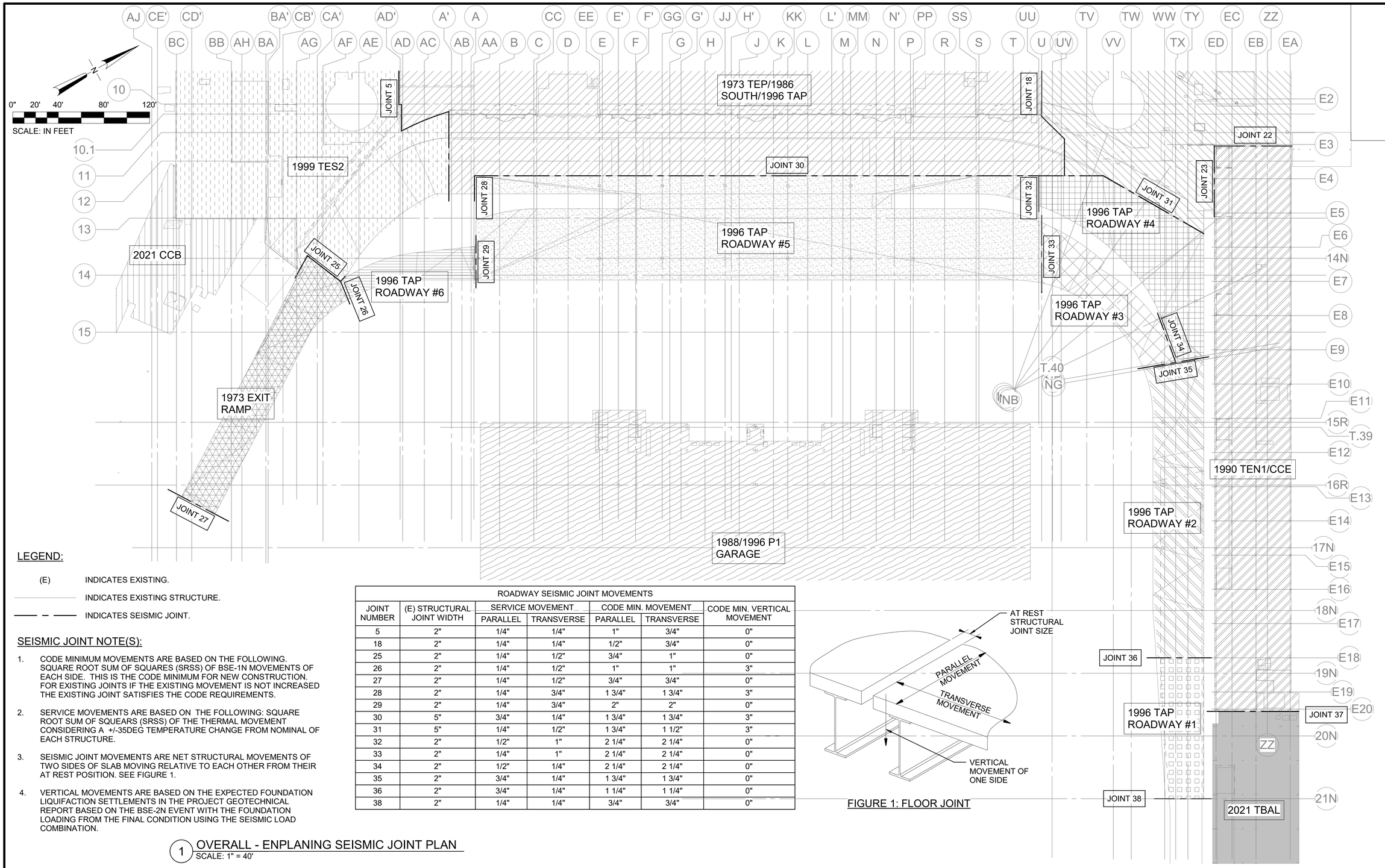
TERMINAL UPPER ROADWAY JOINT REPLACEMENT

SPECIAL INSPECTIONS - 2

SUBMITTED BY	JAY OSTLUND		
DESIGN BY	S. THOMAS		
DRAWN BY	J. DE BOER		
CHECKED BY	C. TOTTEN		
DATE	OCTOBER 2026		
SHEET NO.	18	TYPE:	
DRAWING NO.	PDX 2026-514	DISC. SHT. NO.	S0.005

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LEGEND:

(E) INDICATES EXISTING.

INDICATES EXISTING STRUCTURE.

INDICATES SEISMIC JOINT.

SEISMIC JOINT NOTE(S):

1. CODE MINIMUM MOVEMENTS ARE BASED ON THE FOLLOWING. SQUARE ROOT SUM OF SQUARES (SRSS) OF BSE-1N MOVEMENTS OF EACH SIDE. THIS IS THE CODE MINIMUM FOR NEW CONSTRUCTION. FOR EXISTING JOINTS IF THE EXISTING MOVEMENT IS NOT INCREASED THE EXISTING JOINT SATISFIES THE CODE REQUIREMENTS.
2. SERVICE MOVEMENTS ARE BASED ON THE FOLLOWING: SQUARE ROOT SUM OF SQUEARS (SRSS) OF THE THERMAL MOVEMENT CONSIDERING A +/-35DEG TEMPERATURE CHANGE FROM NOMINAL OF EACH STRUCTURE.
3. SEISMIC JOINT MOVEMENTS ARE NET STRUCTURAL MOVEMENTS OF TWO SIDES OF SLAB MOVING RELATIVE TO EACH OTHER FROM THEIR AT REST POSITION. SEE FIGURE 1.
4. VERTICAL MOVEMENTS ARE BASED ON THE EXPECTED FOUNDATION LIQUIFACTION SETTLEMENTS IN THE PROJECT GEOTECHNICAL REPORT BASED ON THE BSE-2N EVENT WITH THE FOUNDATION LOADING FROM THE FINAL CONDITION USING THE SEISMIC LOAD COMBINATION.

ROADWAY SEISMIC JOINT MOVEMENTS

JOINT NUMBER	(E) STRUCTURAL JOINT WIDTH	SERVICE MOVEMENT		CODE MIN. MOVEMENT		CODE MIN. VERTICAL MOVEMENT
		PARALLEL	TRANSVERSE	PARALLEL	TRANSVERSE	
5	2"	1/4"	1/4"	1"	3/4"	0"
18	2"	1/4"	1/4"	1/2"	3/4"	0"
25	2"	1/4"	1/2"	3/4"	1"	0"
26	2"	1/4"	1/2"	1"	1"	3"
27	2"	1/4"	1/2"	3/4"	3/4"	0"
28	2"	1/4"	3/4"	1 3/4"	1 3/4"	3"
29	2"	1/4"	3/4"	2"	2"	0"
30	5"	3/4"	1/4"	1 3/4"	1 3/4"	3"
31	5"	1/4"	1/2"	1 3/4"	1 1/2"	3"
32	2"	1/2"	1"	2 1/4"	2 1/4"	0"
33	2"	1/4"	1"	2 1/4"	2 1/4"	0"
34	2"	1/2"	1/4"	2 1/4"	2 1/4"	0"
35	2"	3/4"	1/4"	1 3/4"	1 3/4"	0"
36	2"	3/4"	1/4"	1 1/4"	1 1/4"	0"
38	2"	1/4"	1/4"	3/4"	3/4"	0"

FIGURE 1: FLOOR JOINT

1 OVERALL - ENPLANING SEISMIC JOINT PLAN
SCALE: 1" = 40'

NO.	DATE	BY	REVISIONS	APP

NO.	DATE	BY	REVISIONS	APP

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2025D018 DESIGN NUMBER

102970 PROJECT NUMBER

STRUCTURAL REGISTERED PROFESSIONAL ENGINEER 19608 DIGITALLY SIGNED OREGON NOV. 14, 2008 CRAIG J. TOTTEN

EXPIRES 06-30-26

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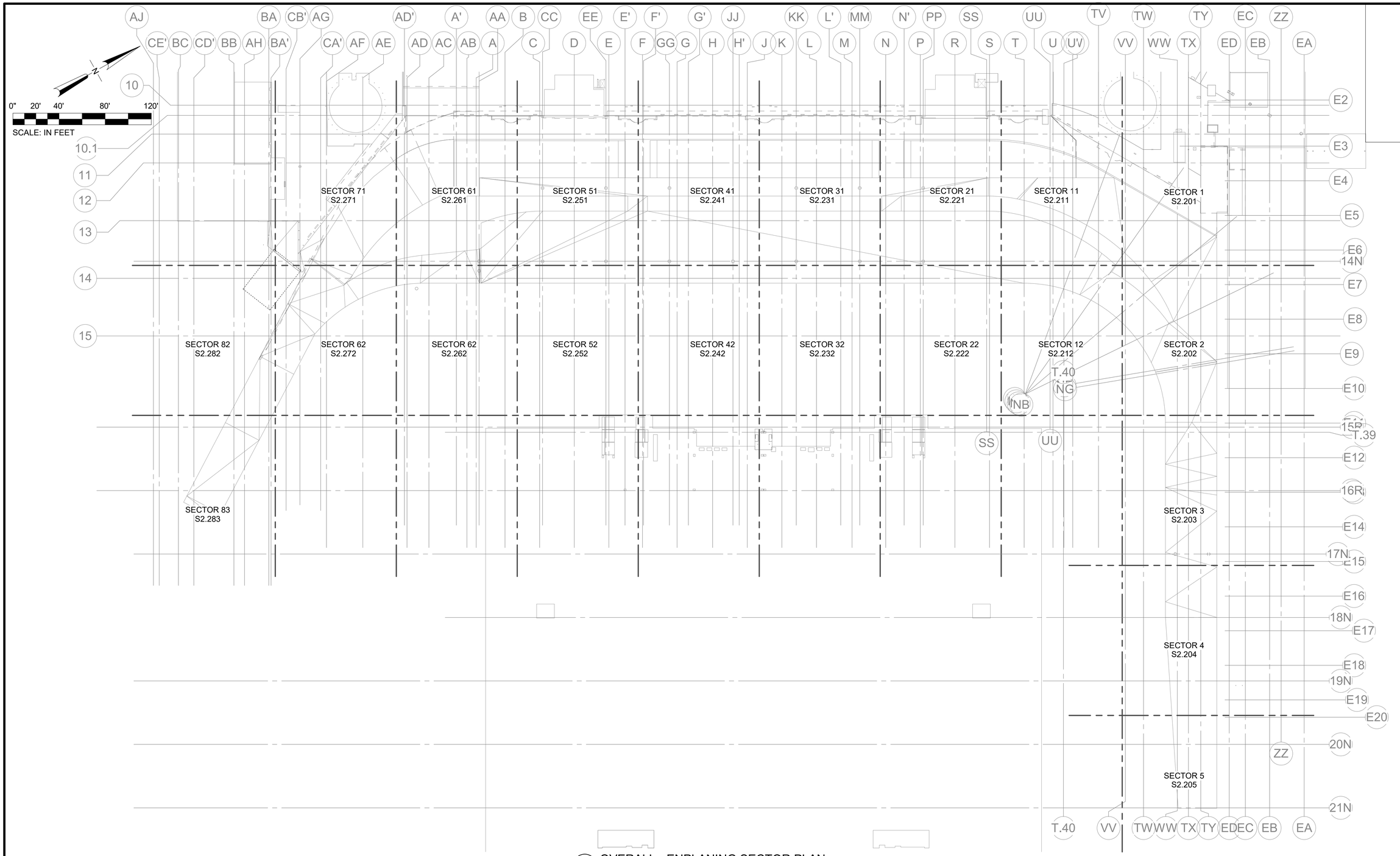
TERMINAL UPPER ROADWAY JOINT REPLACEMENT

SEISMIC JOINT PLAN

SUBMITTED BY	JAY OSTLUND	
DESIGN BY	S. THOMAS	
DRAWN BY	J. DE BOER	
CHECKED BY	C. TOTTEN	
DATE	OCTOBER 2026	
SHEET NO.	19	TYPE: CD
DRAWING NO.	PDX 2026-514	DISC. SHT. NO. S0.050

DRAWING SCALE IS REDUCED 50% WHEN SHEET SIZE IS 11" x 17". 0 1" 2" 1/4" 1/2" GRAPHIC SCALE-FOR REFERENCE ONLY

CAN YOU SEE THE AIRPLANES? THE ADJACENT SAMPLES SHOW THREE DIFFERENT LEVELS OF SHADING. SETTINGS FOR VIEWING AND PRINTING DRAWING CONTENT ARE OPTIMIZED WHEN ALL THREE PLANES ARE VISIBLE. THIS GUIDANCE IS PROVIDED FOR REFERENCE ONLY.



1 OVERALL - ENPLANING SECTOR PLAN
SCALE: 1" = 40'

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NO.	DATE	BY	REVISIONS	APP

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2025D018 DESIGN NUMBER

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EXPIRES 06-30-26

PORTLAND INTERNATIONAL AIRPORT

TERMINAL UPPER ROADWAY JOINT REPLACEMENT

ENPLANING - OVERALL PLAN

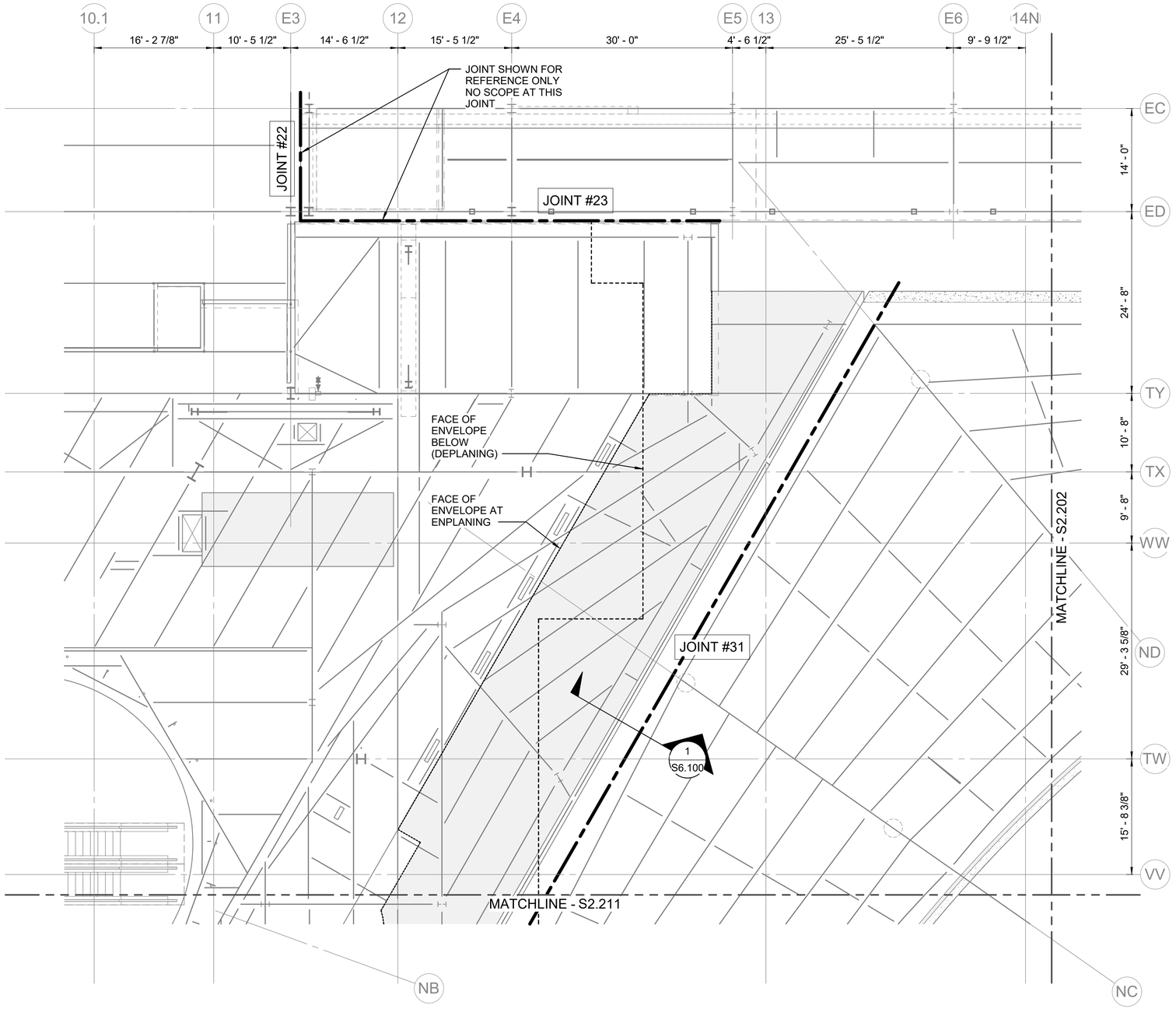
SUBMITTED BY	JAY OSTLUND		
DESIGN BY	S. THOMAS		
DRAWN BY	J. DE BOER		
CHECKED BY	C. TOTTEN		
DATE	OCTOBER 2026		
SHEET NO.	20	TYPE:	CD
DRAWING NO.	PDX 2026-514	DISC. SHT. NO.	S2.200

DRAWING SCALE IS REDUCED 50% WHEN SHEET SIZE IS 11" x 17". GRAPHIC SCALE FOR REFERENCE ONLY

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0' 4' 8' 16' 24'

SCALE: IN FEET



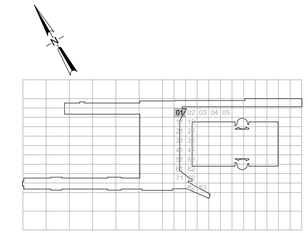
1 ENPLANING - FRAMING PLAN - SECTOR 01
SCALE: 1/8" = 1'-0"

NOTE(S):

1. CONTRACTOR TO VERIFY ALL EXISTING CONDITIONS, DIMENSIONS, AND ELEVATIONS PRIOR TO FABRICATION AND ERECTION. NOTIFY ARCHITECT AND PORT OF ANY SIGNIFICANT DISCREPANCIES FROM THOSE SHOWN ON THE DRAWINGS.
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4. CLEAN AND REPAIR EXISTING ROADWAY GUTTERS (WHERE OCCURS) SEE DETAILS AND SPECIFICATIONS.

LEGEND:

(E)	INDICATES EXISTING.
	INDICATES EXISTING STRUCTURE.
EL. XXX'-XX"	INDICATES TOP OF SLAB ELEVATION.
	INDICATES AREA OF OVERFRAMED SIDEWALK.
	INDICATES LOCATION OF CONC. CURB / CRASH WALL.
	INDICATES SEISMIC JOIST.
	INDICATES FACE OF ENVELOPE BELOW (DEPLANING).
	FACE OF ENVELOPE AT ENPLANING.



KEY PLAN
SCALE: N.T.S.

NO.	DATE	BY	REVISIONS	APP

NO.	DATE	BY	REVISIONS	APP

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2025D018 DESIGN NUMBER

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STRUCTURAL REGISTERED PROFESSIONAL ENGINEER 19608 DIGITALLY SIGNED OREGON NOV. 14, 2006 CRAIG J. TOTTEN
EXPIRES 06-30-26

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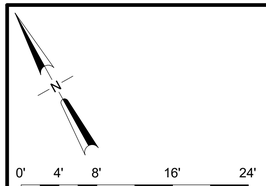
TERMINAL UPPER ROADWAY JOINT REPLACEMENT

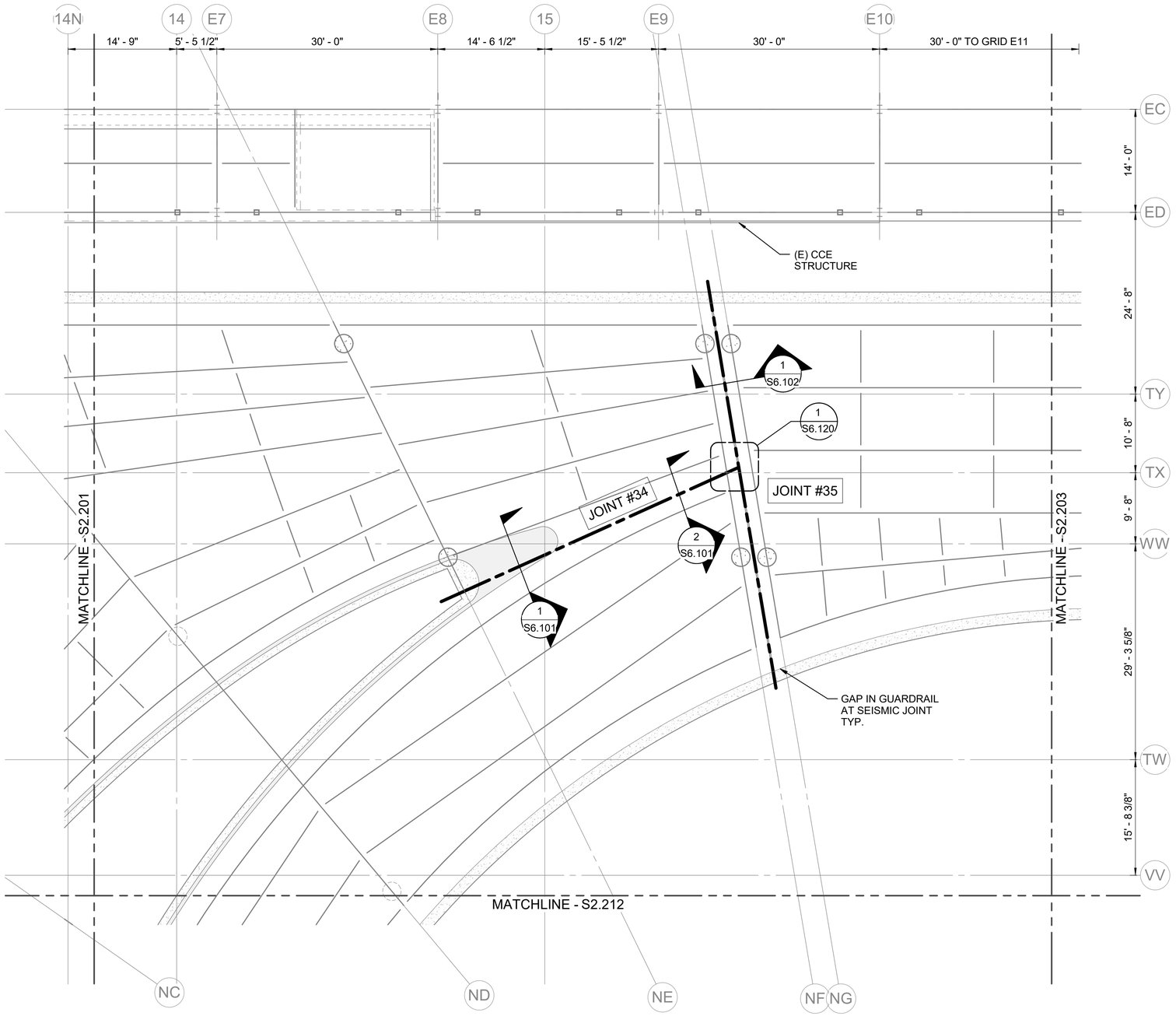
ENPLANING - FRAMING PLAN - SECTOR 01

SUBMITTED BY	JAY OSTLUND	
DESIGN BY	S. THOMAS	
DRAWN BY	J. DE BOER	
CHECKED BY	C. TOTTEN	
DATE	OCTOBER 2026	
SHEET NO.	21	TYPE: CD
DRAWING NO.	PDX 2026-514	DISC. SHT. NO. S2.201

DRAWING SCALE IS REDUCED 50% WHEN SHEET SIZE IS 11" x 17". 0 1/4" 1/2" 1" 2" GRAPHIC SCALE-FOR REFERENCE ONLY

CAN YOU SEE THE AIRPLANES? THE ADJACENT SAMPLES SHOW THREE DIFFERENT LEVELS OF SHADING. SETTINGS FOR VIEWING AND PRINTING DRAWING CONTENT ARE OPTIMIZED WHEN ALL THREE PLANES ARE VISIBLE. THIS GUIDANCE IS PROVIDED FOR REFERENCE ONLY.





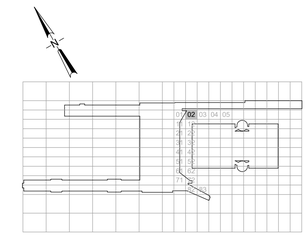
1 ENPLANING - FRAMING PLAN - SECTION 02
SCALE: 1/8" = 1'-0"

NOTE(S):

1. CONTRACTOR TO VERIFY ALL EXISTING CONDITIONS, DIMENSIONS, AND ELEVATIONS PRIOR TO FABRICATION AND ERECTION. NOTIFY ARCHITECT AND PORT OF ANY SIGNIFICANT DISCREPANCIES FROM THOSE SHOWN ON THE DRAWINGS.
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LEGEND:

(E)	INDICATES EXISTING.
	INDICATES EXISTING STRUCTURE.
EL. XXX'-XX"	INDICATES TOP OF SLAB ELEVATION.
	INDICATES AREA OF OVERFRAMED SIDEWALK.
	INDICATES LOCATION OF CONC. CURB / CRASH WALL.
	INDICATES SEISMIC JOIST.
	INDICATES FACE OF ENVELOPE BELOW (DEPLANING).
	FACE OF ENVELOPE AT ENPLANING.



KEY PLAN
SCALE: N.T.S.

NO.	DATE	BY	REVISIONS	APP

NO.	DATE	BY	REVISIONS	APP

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EXPIRES 06-30-26

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TERMINAL UPPER ROADWAY JOINT REPLACEMENT

ENPLANING - FRAMING PLAN - SECTOR 02

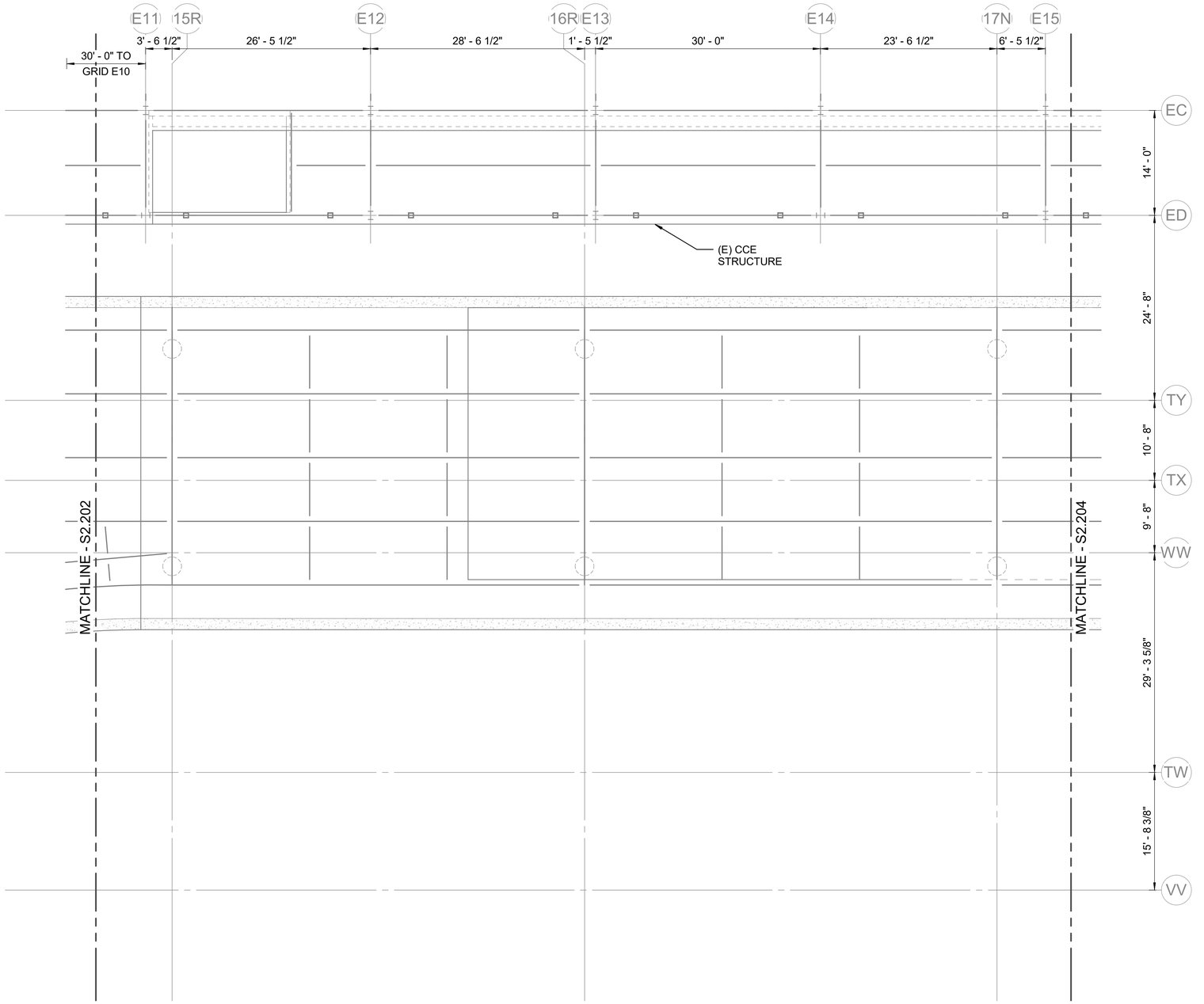
SUBMITTED BY	JAY OSTLUND
DESIGN BY	S. THOMAS
DRAWN BY	J. DE BOER
CHECKED BY	C. TOTTEN
DATE	OCTOBER 2026
SHEET NO.	22
TYPE:	CD
DRAWING NO.	PDX 2026-514
DISC. SHT. NO.	S2.202

DRAWING SCALE IS REDUCED 50% WHEN SHEET SIZE IS 11" x 17". GRAPHIC SCALE-FOR REFERENCE ONLY

CAN YOU SEE THE AIRPLANES? THE ADJACENT SAMPLES SHOW THREE DIFFERENT LEVELS OF SHADING. SETTINGS FOR VIEWING AND PRINTING DRAWING CONTENT ARE OPTIMIZED WHEN ALL THREE PLANES ARE VISIBLE. THIS GUIDANCE IS PROVIDED FOR REFERENCE ONLY.

light gray
dark gray
black

0' 4' 8' 16' 24'
SCALE: IN FEET



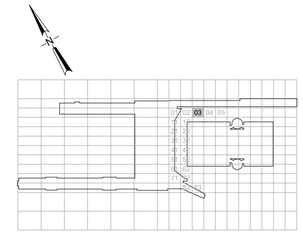
1 ENPLANING - FRAMING PLAN - SECTOR 03
SCALE: 1/8" = 1'-0"

NOTE(S):

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LEGEND:

(E)	INDICATES EXISTING.
	INDICATES EXISTING STRUCTURE.
EL. XXX'-XX"	INDICATES TOP OF SLAB ELEVATION.
	INDICATES AREA OF OVERFRAMED SIDEWALK.
	INDICATES LOCATION OF CONC. CURB / CRASH WALL.
	INDICATES SEISMIC JOIST.
	INDICATES FACE OF ENVELOPE BELOW (DEPLANING).
	FACE OF ENVELOPE AT ENPLANING.



KEY PLAN
SCALE: N.T.S.

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NO.	DATE	BY	REVISIONS	APP

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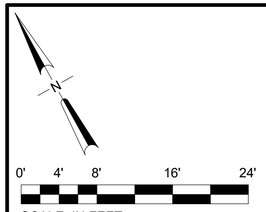
STRUCTURAL REGISTERED PROFESSIONAL ENGINEER 19608 DIGITALLY SIGNED OREGON NOV. 14, 2006 CRAIG J. TOTTEN
EXPIRES 06-30-26

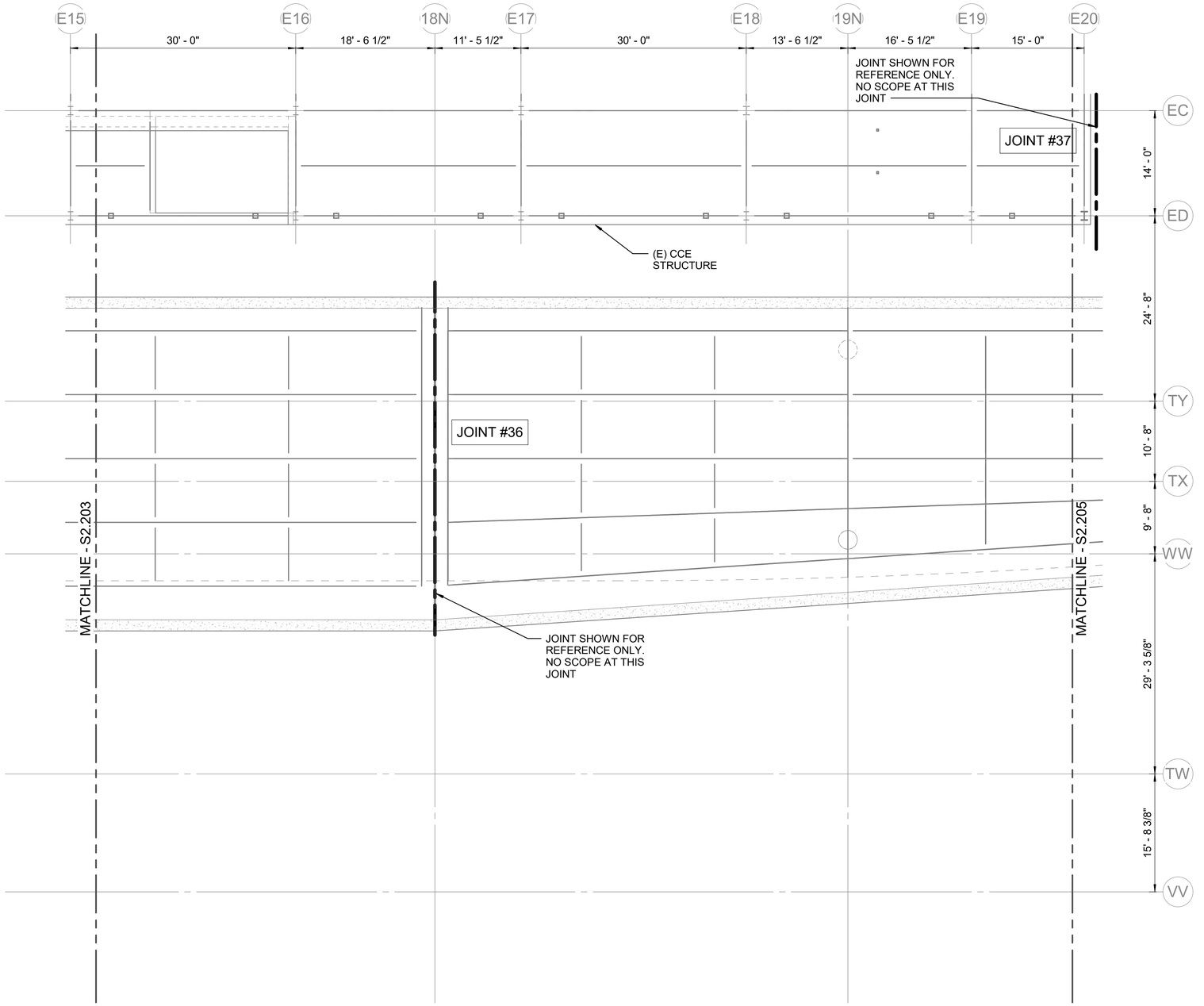
PORTLAND INTERNATIONAL AIRPORT
TERMINAL UPPER ROADWAY JOINT REPLACEMENT
ENPLANING - FRAMING PLAN - SECTOR 03

SUBMITTED BY	JAY OSTLUND	
DESIGN BY	S. THOMAS	
DRAWN BY	J. DE BOER	
CHECKED BY	C. TOTTEN	
DATE	OCTOBER 2026	
SHEET NO.	23	TYPE: CD
DRAWING NO.	PDX 2026-514	DISC. SHT. NO. S2.203

DRAWING SCALE IS REDUCED 50% WHEN SHEET SIZE IS 11" x 17".
0 1/4" 1/2" 1" 2"
GRAPHIC SCALE FOR REFERENCE ONLY

CAN YOU SEE THE AIRPLANES? THE ADJACENT SAMPLES SHOW THREE DIFFERENT LEVELS OF SHADING. SETTINGS FOR VIEWING AND PRINTING DRAWING CONTENT ARE OPTIMIZED WHEN ALL THREE PLANES ARE VISIBLE. THIS GUIDANCE IS PROVIDED FOR REFERENCE ONLY.



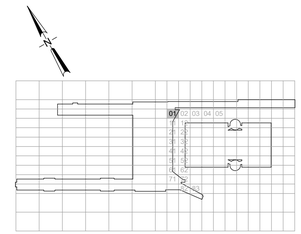


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	INDICATES SEISMIC JOIST.
	INDICATES FACE OF ENVELOPE BELOW (DEPLANING).
	FACE OF ENVELOPE AT ENPLANING.



KEY PLAN
SCALE: N.T.S.

1 ENPLANING - FRAMING PLAN - SECTOR 04
SCALE: 1/8" = 1'-0"

DRAWING SCALE IS REDUCED 50% WHEN SHEET SIZE IS 11" x 17".
GRAPHIC SCALE-FOR REFERENCE ONLY
0 1/4" 1/2" 1" 2"

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NO.	DATE	BY	REVISIONS	APP

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EXPIRES 06-30-26

PORTLAND INTERNATIONAL AIRPORT

TERMINAL UPPER ROADWAY JOINT REPLACEMENT

ENPLANING - FRAMING PLAN - SECTOR 04

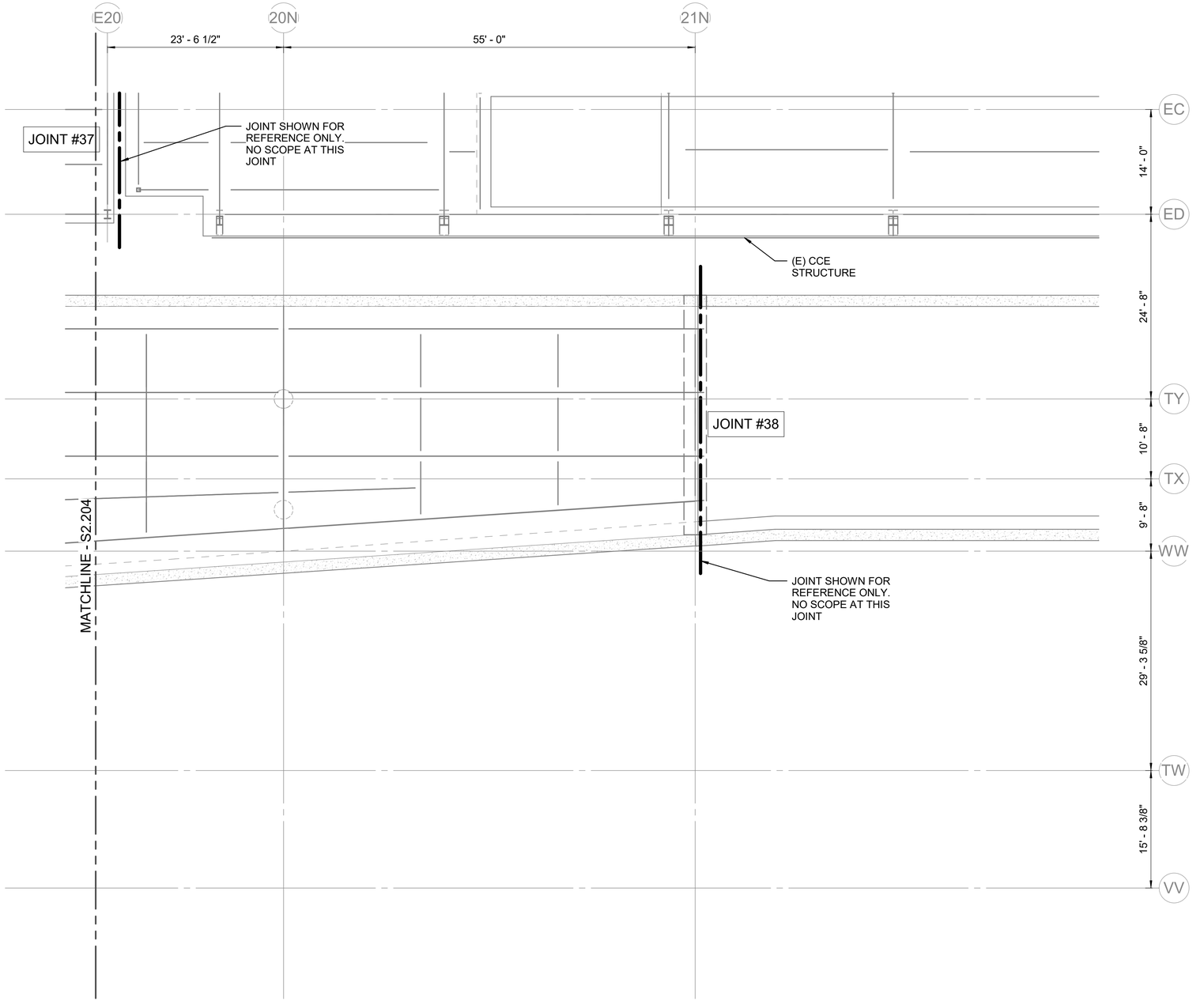
SUBMITTED BY	JAY OSTLUND	
DESIGN BY	S. THOMAS	
DRAWN BY	J. DE BOER	
CHECKED BY	C. TOTTEN	
DATE	OCTOBER 2026	
SHEET NO.	24	TYPE: CD
DRAWING NO.	PDX 2026-514	DISC. SHT. NO. S2.204

IF ELECTRONIC SIGNATURE IS BROKEN OR MISSING - THIS IS NOT A LEGAL DRAWING

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0' 4' 8' 16' 24'

SCALE: IN FEET



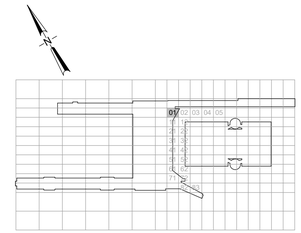
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LEGEND:

(E)	INDICATES EXISTING.
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	INDICATES LOCATION OF CONC. CURB / CRASH WALL.
	INDICATES SEISMIC JOIST.
	INDICATES FACE OF ENVELOPE BELOW (DEPLANING).
	FACE OF ENVELOPE AT ENPLANING.

1 ENPLANING - FRAMING PLAN - SECTOR 05
SCALE: 1/8" = 1'-0"



KEY PLAN
SCALE: N.T.S.

DRAWING SCALE IS REDUCED 50% WHEN SHEET SIZE IS 11" x 17".
0 1/4" 1/2" 1" 2"
GRAPHIC SCALE FOR REFERENCE ONLY

NO.	DATE	BY	REVISIONS	APP

NO.	DATE	BY	REVISIONS	APP

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2025D018 DESIGN NUMBER

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PORTLAND INTERNATIONAL AIRPORT

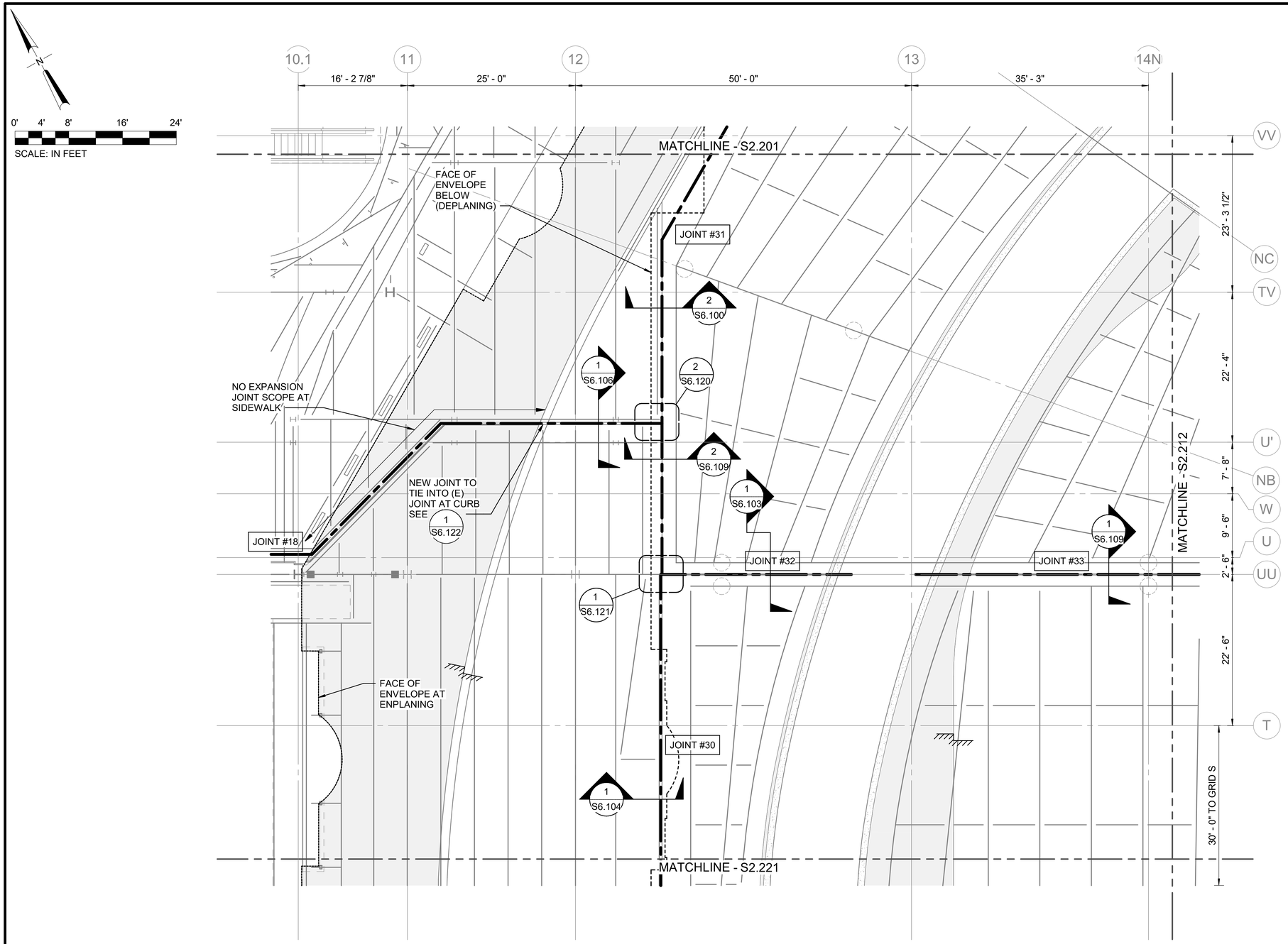
TERMINAL UPPER ROADWAY JOINT REPLACEMENT

ENPLANING - FRAMING PLAN - SECTOR 05

SUBMITTED BY	JAY OSTLUND	
DESIGN BY	S. THOMAS	
DRAWN BY	J. DE BOER	
CHECKED BY	C. TOTTEN	
DATE	OCTOBER 2026	
SHEET NO.	25	TYPE: CD
DRAWING NO.	PDX 2026-514	DISC. SHT. NO. S2.205

CAN YOU SEE THE AIRPLANES? THE ADJACENT SAMPLES SHOW THREE DIFFERENT LEVELS OF SHADING. SETTINGS FOR VIEWING AND PRINTING DRAWING CONTENT ARE OPTIMIZED WHEN ALL THREE PLANES ARE VISIBLE. THIS GUIDANCE IS PROVIDED FOR REFERENCE ONLY.

light gray
dark gray
black



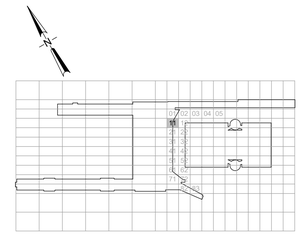
NOTE(S):

1. CONTRACTOR TO VERIFY ALL EXISTING CONDITIONS, DIMENSIONS, AND ELEVATIONS PRIOR TO FABRICATION AND ERECTION. NOTIFY ARCHITECT AND PORT OF ANY SIGNIFICANT DISCREPANCIES FROM THOSE SHOWN ON THE DRAWINGS.
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LEGEND:

(E)	INDICATES EXISTING.
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	INDICATES SEISMIC JOIST.
	INDICATES FACE OF ENVELOPE BELOW (DEPLANING).
	FACE OF ENVELOPE AT ENPLANING.

1 ENPLANING - FRAMING PLAN - SECTOR 11
SCALE: 1/8" = 1'-0"



KEY PLAN
SCALE: N.T.S.

DRAWING SCALE IS REDUCED 50% WHEN SHEET SIZE IS 11" x 17".
0 1/4" 1/2" 1" 2"
GRAPHIC SCALE-FOR REFERENCE ONLY

NO.	DATE	BY	REVISIONS	APP

NO.	DATE	BY	REVISIONS	APP

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2025D018 DESIGN NUMBER
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STRUCTURAL REGISTERED PROFESSIONAL ENGINEER 19608 DIGITALLY SIGNED OREGON NOV. 14, 2006 CRAIG J. TOTTEN
EXPIRES 06-30-26

PORTLAND INTERNATIONAL AIRPORT

TERMINAL UPPER ROADWAY JOINT REPLACEMENT

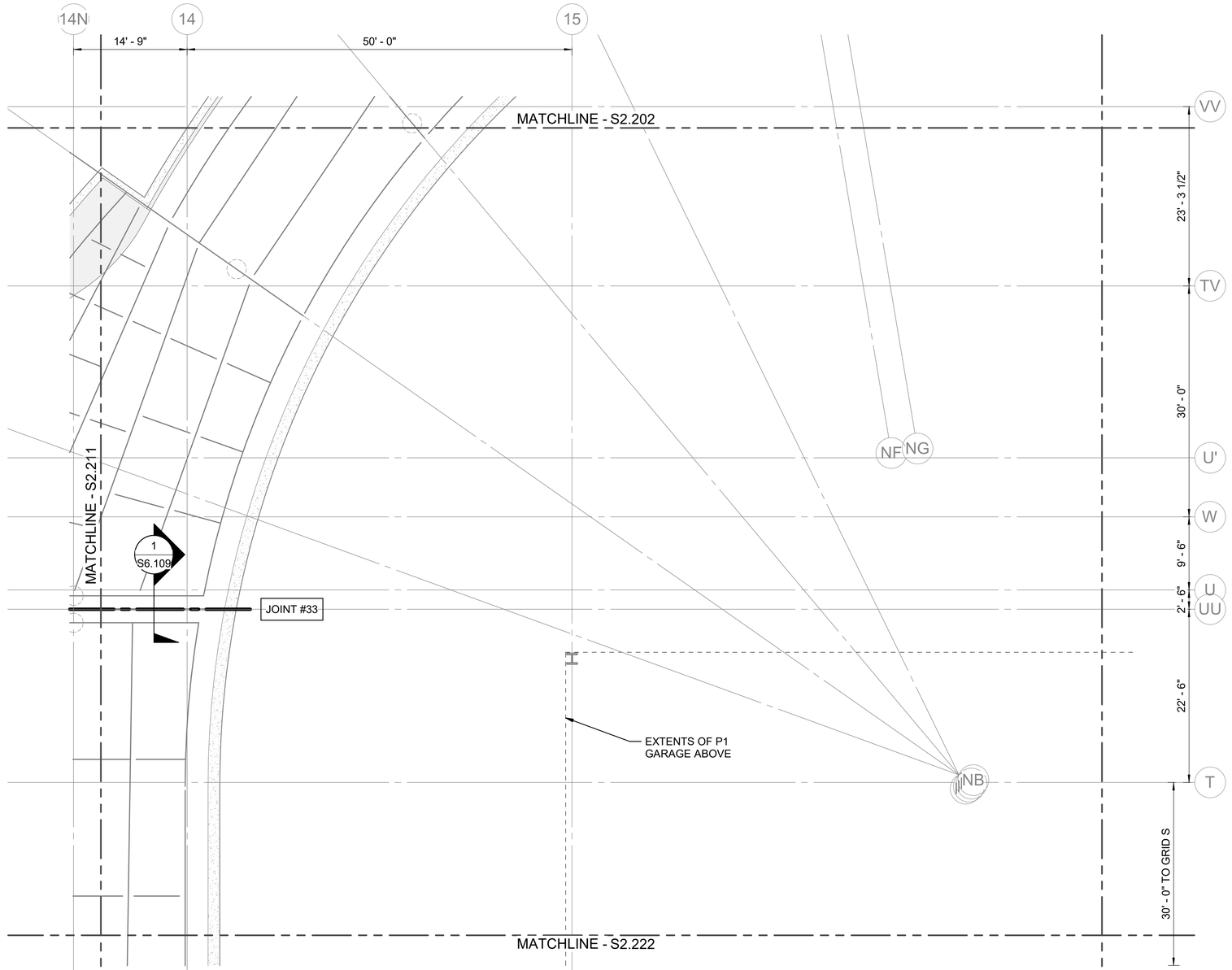
ENPLANING - FRAMING PLAN - SECTOR 11

SUBMITTED BY	JAY OSTLUND
DESIGN BY	S. THOMAS
DRAWN BY	J. DE BOER
CHECKED BY	C. TOTTEN
DATE	OCTOBER 2026
SHEET NO.	26
TYPE:	CD
DRAWING NO.	PDX 2026-514
DISC. SHT. NO.	S2.211

CAN YOU SEE THE AIRPLANES? THE ADJACENT SAMPLES SHOW THREE DIFFERENT LEVELS OF SHADING. SETTINGS FOR VIEWING AND PRINTING DRAWING CONTENT ARE OPTIMIZED WHEN ALL THREE PLANES ARE VISIBLE. THIS GUIDANCE IS PROVIDED FOR REFERENCE ONLY.

0' 4' 8' 16' 24'

SCALE: IN FEET



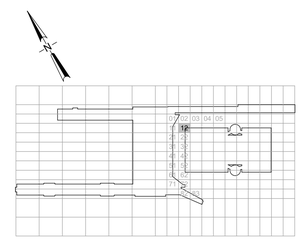
1 ENPLANING - FRAMING PLAN - SECTOR 12
SCALE: 1/8" = 1'-0"

NOTE(S):

1. CONTRACTOR TO VERIFY ALL EXISTING CONDITIONS, DIMENSIONS, AND ELEVATIONS PRIOR TO FABRICATION AND ERECTION. NOTIFY ARCHITECT AND PORT OF ANY SIGNIFICANT DISCREPANCIES FROM THOSE SHOWN ON THE DRAWINGS.
2. CONTRACTOR TO SHORE ALL EXISTING FRAMING AS REQUIRED FOR DEMOLITION AND RE-FRAMING WORK.
3. ALL EXPOSED FRAMING SHALL BE INSPECTED FOR CRACKS AND DAMAGE BY THE CONTRACTOR AND FINDINGS REPORTED TO THE ARCHITECT AND PORT.
4. CLEAN AND REPAIR EXISTING ROADWAY GUTTERS (WHERE OCCURS) SEE DETAILS AND SPECIFICATIONS.

LEGEND:

(E)	INDICATES EXISTING.
	INDICATES EXISTING STRUCTURE.
EL. XXX'-XX"	INDICATES TOP OF SLAB ELEVATION.
	INDICATES AREA OF OVERFRAMED SIDEWALK.
	INDICATES LOCATION OF CONC. CURB / CRASH WALL.
	INDICATES SEISMIC JOIST.
	INDICATES FACE OF ENVELOPE BELOW (DEPLANING).
	FACE OF ENVELOPE AT ENPLANING.



KEY PLAN
SCALE: N.T.S.

DRAWING SCALE IS REDUCED 50% WHEN SHEET SIZE IS 11" x 17".
GRAPHIC SCALE FOR REFERENCE ONLY
0 1" 2"

NO.	DATE	BY	REVISIONS	APP

NO.	DATE	BY	REVISIONS	APP

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2025D018 DESIGN NUMBER

102970 PROJECT NUMBER

STRUCTURAL REGISTERED PROFESSIONAL ENGINEER 19608 DIGITALLY SIGNED OREGON NOV. 14, 2006 CRAIG J. TOTTEN
EXPIRES 06-30-26

PORTLAND INTERNATIONAL AIRPORT

TERMINAL UPPER ROADWAY JOINT REPLACEMENT

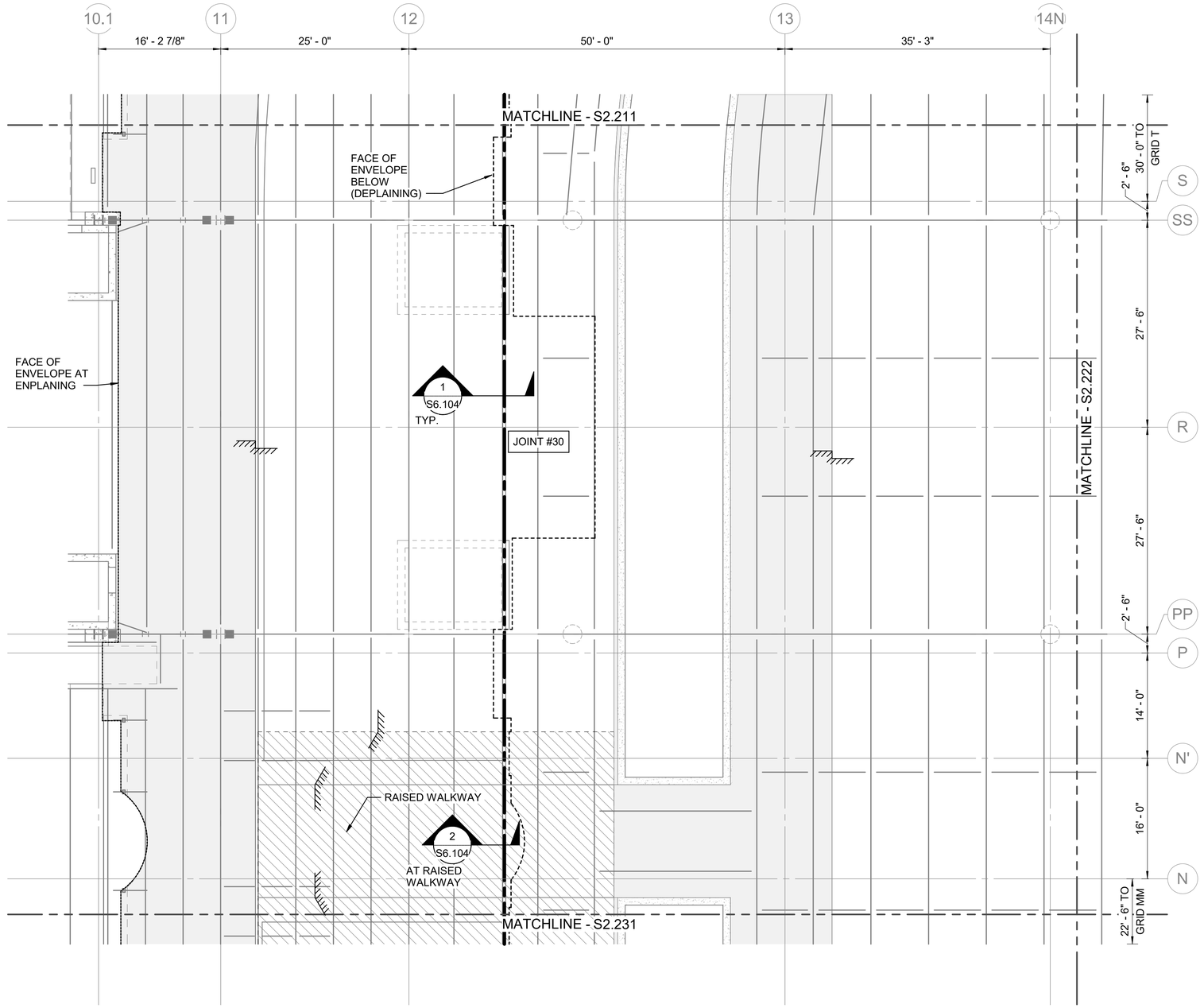
ENPLANING - FRAMING PLAN - SECTOR 12

SUBMITTED BY	JAY OSTLUND	
DESIGN BY	S. THOMAS	
DRAWN BY	J. DE BOER	
CHECKED BY	C. TOTTEN	
DATE	OCTOBER 2026	
SHEET NO.	27	TYPE: CD
DRAWING NO.	PDX 2026-514	DISC. SHT. NO. S2.212

CAN YOU SEE THE AIRPLANES? THE ADJACENT SAMPLES SHOW THREE DIFFERENT LEVELS OF SHADING. SETTINGS FOR VIEWING AND PRINTING DRAWING CONTENT ARE OPTIMIZED WHEN ALL THREE PLANES ARE VISIBLE. THIS GUIDANCE IS PROVIDED FOR REFERENCE ONLY.

light grey
dark grey
black

0' 4' 8' 16' 24'
SCALE: IN FEET



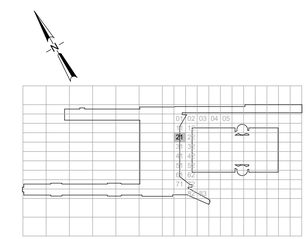
1 ENPLANING - FRAMING PLAN - SECTOR 21
SCALE: 1/8" = 1'-0"

NOTE(S):

1. CONTRACTOR TO VERIFY ALL EXISTING CONDITIONS, DIMENSIONS, AND ELEVATIONS PRIOR TO FABRICATION AND ERECTION. NOTIFY ARCHITECT AND PORT OF ANY SIGNIFICANT DISCREPANCIES FROM THOSE SHOWN ON THE DRAWINGS.
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LEGEND:

(E)	INDICATES EXISTING.
	INDICATES EXISTING STRUCTURE.
EL. XXX'-XX"	INDICATES TOP OF SLAB ELEVATION.
	INDICATES AREA OF OVERFRAMED SIDEWALK.
	INDICATES LOCATION OF CONC. CURB / CRASH WALL.
	INDICATES SEISMIC JOIST.
	INDICATES FACE OF ENVELOPE BELOW (DEPLANING).
	FACE OF ENVELOPE AT ENPLANING.



KEY PLAN
SCALE: N.T.S.

DRAWING SCALE IS REDUCED 50% WHEN SHEET SIZE IS 11" x 17".
0 1" 2"
1/4" 1/2"
GRAPHIC SCALE-FOR REFERENCE ONLY

NO.	DATE	BY	REVISIONS	APP
NO.	DATE	BY	REVISIONS	APP

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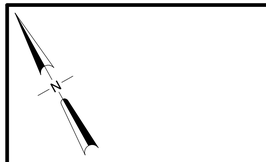
2025D018 DESIGN NUMBER
102970 PROJECT NUMBER

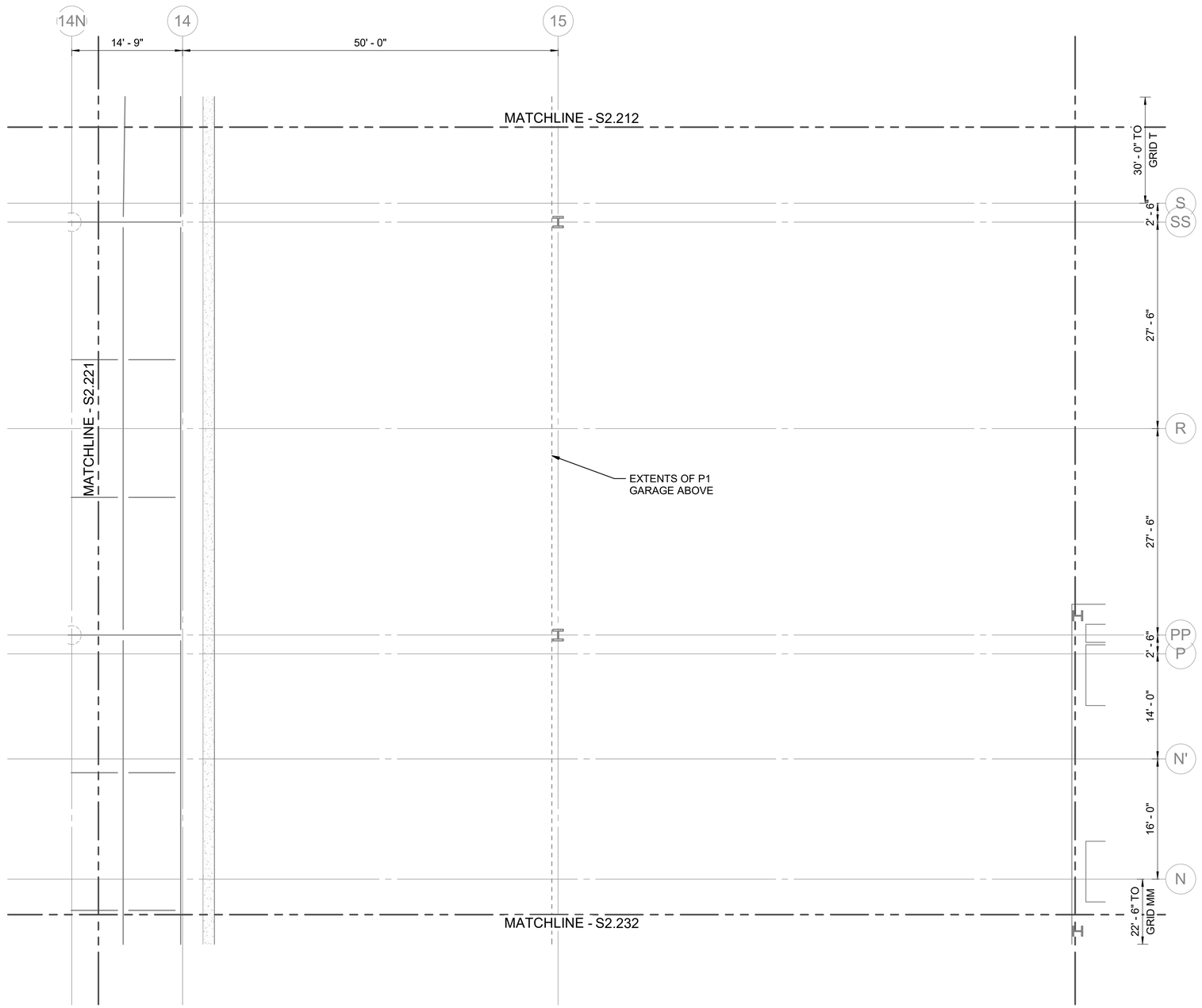
STRUCTURAL REGISTERED PROFESSIONAL ENGINEER 19608 DIGITALLY SIGNED OREGON NOV. 14, 2006 CRAIG J. TOTTEN
EXPIRES 06-30-26

PORTLAND INTERNATIONAL AIRPORT
TERMINAL UPPER ROADWAY JOINT REPLACEMENT
ENPLANING - FRAMING PLAN - SECTOR 21

SUBMITTED BY	JAY OSTLUND	
DESIGN BY	S. THOMAS	
DRAWN BY	J. DE BOER	
CHECKED BY	C. TOTTEN	
DATE	OCTOBER 2026	
SHEET NO.	28	TYPE: CD
DRAWING NO.	PDX 2026-514	DISC. SHT. NO. S2.221

CAN YOU SEE THE AIRPLANES? THE ADJACENT SAMPLES SHOW THREE DIFFERENT LEVELS OF SHADING. SETTINGS FOR VIEWING AND PRINTING DRAWING CONTENT ARE OPTIMIZED WHEN ALL THREE PLANES ARE VISIBLE. THIS GUIDANCE IS PROVIDED FOR REFERENCE ONLY.



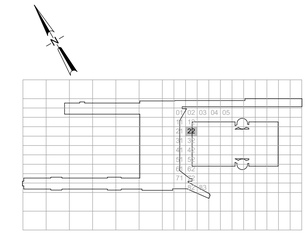


NOTE(S):

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LEGEND:

(E)	INDICATES EXISTING.
	INDICATES EXISTING STRUCTURE.
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	INDICATES AREA OF OVERFRAMED SIDEWALK.
	INDICATES LOCATION OF CONC. CURB / CRASH WALL.
	INDICATES SEISMIC JOIST.
	INDICATES FACE OF ENVELOPE BELOW (DEPLANING).
	FACE OF ENVELOPE AT ENPLANING.



KEY PLAN
SCALE: N.T.S.

1 ENPLANING - FRAMING PLAN - SECTOR 22
SCALE: 1/8" = 1'-0"

NO.	DATE	BY	REVISIONS	APP

NO.	DATE	BY	REVISIONS	APP

DRAWING SCALE IS REDUCED 50% WHEN SHEET SIZE IS 11" x 17".
GRAPHIC SCALE FOR REFERENCE ONLY
0 1/4" 1/2" 1" 2"

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2025D018 DESIGN NUMBER

102970 PROJECT NUMBER

STRUCTURAL REGISTERED PROFESSIONAL ENGINEER 19608
DIGITALLY SIGNED
OREGON
NOV. 14, 2006
CRAIG J. TOTTEN
EXPIRES 06-30-26

PORTLAND INTERNATIONAL AIRPORT

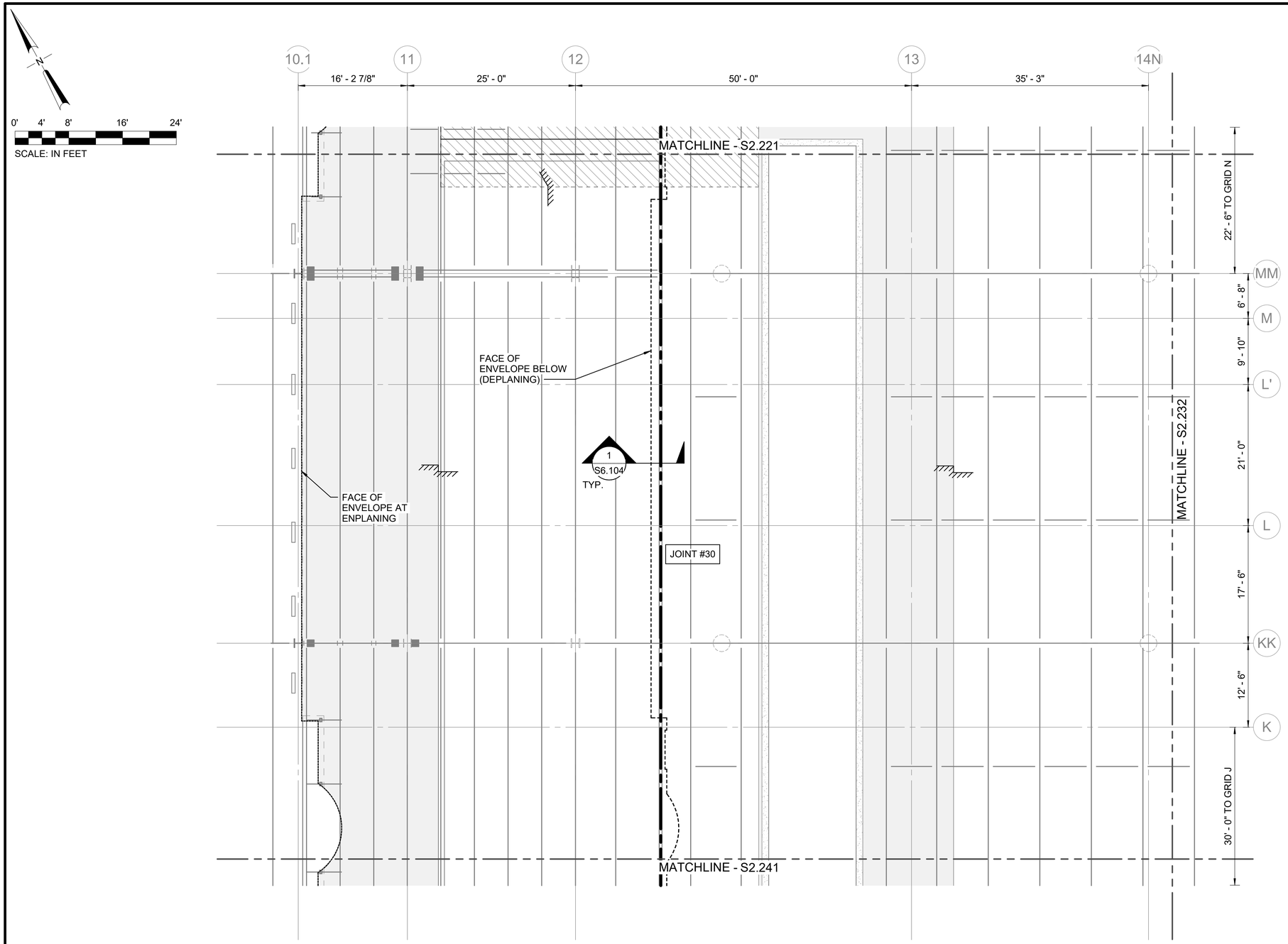
TERMINAL UPPER ROADWAY JOINT REPLACEMENT

ENPLANING - FRAMING PLAN - SECTOR 22

SUBMITTED BY	JAY OSTLUND	
DESIGN BY	S. THOMAS	
DRAWN BY	J. DE BOER	
CHECKED BY	C. TOTTEN	
DATE	OCTOBER 2026	
SHEET NO.	29	TYPE: CD
DRAWING NO.	PDX 2026-514	DISC. SHT. NO. S2.222

CAN YOU SEE THE AIRPLANES? THE ADJACENT SAMPLES SHOW THREE DIFFERENT LEVELS OF SHADING. SETTINGS FOR VIEWING AND PRINTING DRAWING CONTENT ARE OPTIMIZED WHEN ALL THREE PLANES ARE VISIBLE. THIS GUIDANCE IS PROVIDED FOR REFERENCE ONLY.

light gray
dark gray
black



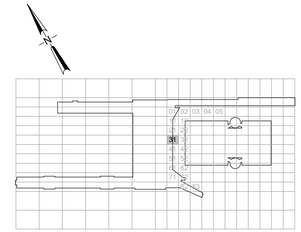
1 ENPLANING - FRAMING PLAN - SECTOR 31
SCALE: 1/8" = 1'-0"

NOTE(S):

1. CONTRACTOR TO VERIFY ALL EXISTING CONDITIONS, DIMENSIONS, AND ELEVATIONS PRIOR TO FABRICATION AND ERECTION. NOTIFY ARCHITECT AND PORT OF ANY SIGNIFICANT DISCREPANCIES FROM THOSE SHOWN ON THE DRAWINGS.
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LEGEND:

(E)	INDICATES EXISTING.
	INDICATES EXISTING STRUCTURE.
EL. XXX'-XX"	INDICATES TOP OF SLAB ELEVATION.
	INDICATES AREA OF OVERFRAMED SIDEWALK.
	INDICATES LOCATION OF CONC. CURB / CRASH WALL.
	INDICATES SEISMIC JOIST.
	INDICATES FACE OF ENVELOPE BELOW (DEPLANING).
	FACE OF ENVELOPE AT ENPLANING.



KEY PLAN
SCALE: N.T.S.

NO.	DATE	BY	REVISIONS	APP

NO.	DATE	BY	REVISIONS	APP

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2025D018 — DESIGN NUMBER
102970 — PROJECT NUMBER

STRUCTURAL REGISTERED PROFESSIONAL ENGINEER 19608 DIGITALLY SIGNED OREGON NOV. 14, 2006 CRAIG J. TOTTEN
EXPIRES 06-30-26

PORTLAND INTERNATIONAL AIRPORT

TERMINAL UPPER ROADWAY JOINT REPLACEMENT

ENPLANING - FRAMING PLAN - SECTOR 31

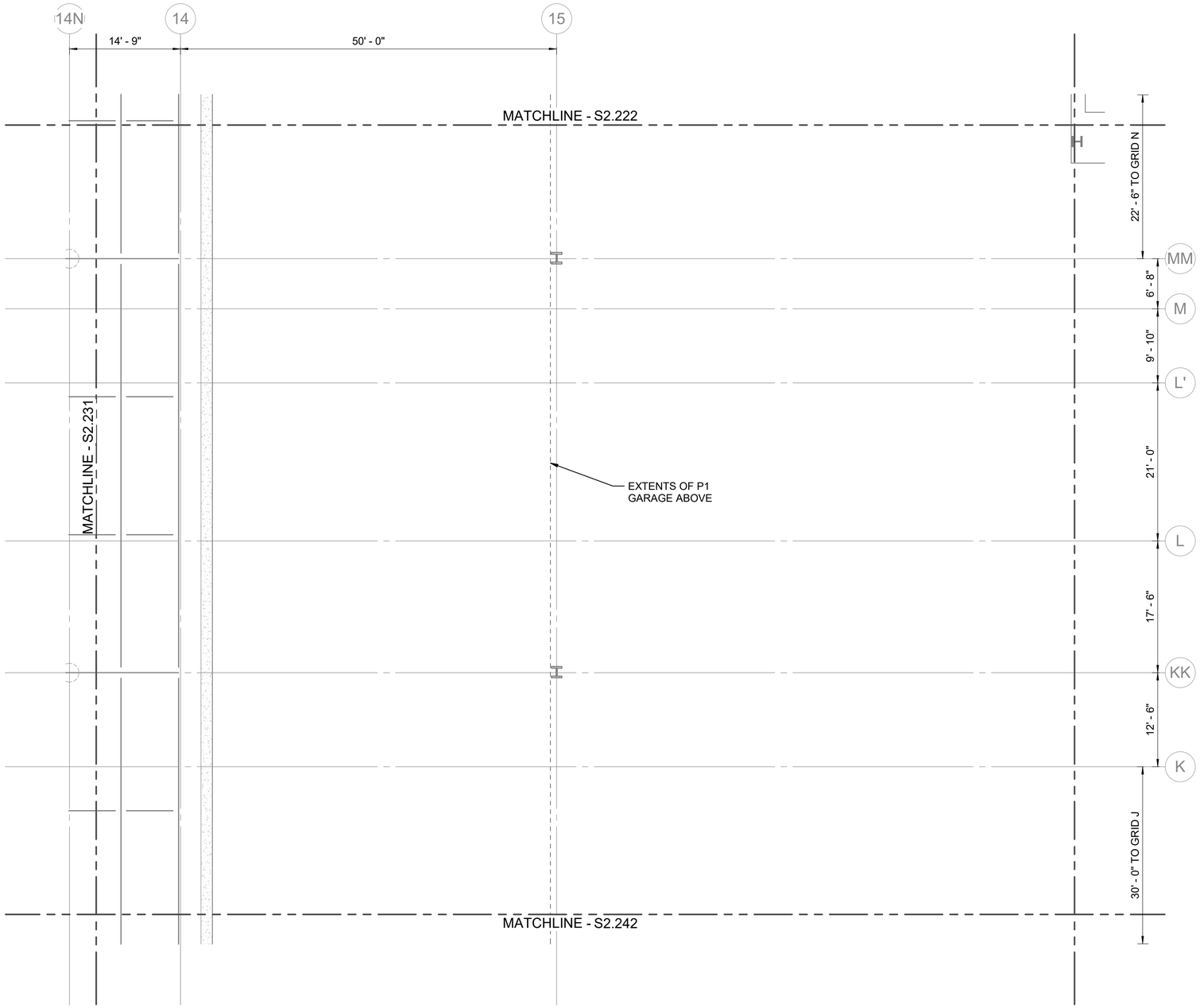
SUBMITTED BY	JAY OSTLUND	
DESIGN BY	S. THOMAS	
DRAWN BY	J. DE BOER	
CHECKED BY	C. TOTTEN	
DATE	OCTOBER 2026	
SHEET NO.	30	TYPE: CD
DRAWING NO.	PDX 2026-514	DISC. SHT. NO. S2.231

DRAWING SCALE IS REDUCED 50% WHEN SHEET SIZE IS 11" x 17".
0 1/4" 1/2" 1" 2"
GRAPHIC SCALE-FOR REFERENCE ONLY

CAN YOU SEE THE AIRPLANES? THE ADJACENT SAMPLES SHOW THREE DIFFERENT LEVELS OF SHADING. SETTINGS FOR VIEWING AND PRINTING DRAWING CONTENT ARE OPTIMIZED WHEN ALL THREE PLANES ARE VISIBLE. THIS GUIDANCE IS PROVIDED FOR REFERENCE ONLY.

0' 4' 8' 16' 24'

SCALE: IN FEET



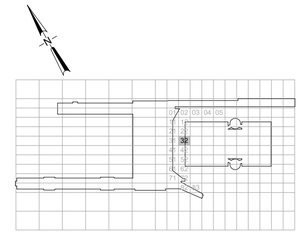
1 ENPLANING - FRAMING PLAN - SECTOR 32
SCALE: 1/8" = 1'-0"

NOTE(S):

1. CONTRACTOR TO VERIFY ALL EXISTING CONDITIONS, DIMENSIONS, AND ELEVATIONS PRIOR TO FABRICATION AND ERECTION. NOTIFY ARCHITECT AND PORT OF ANY SIGNIFICANT DISCREPANCIES FROM THOSE SHOWN ON THE DRAWINGS.
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LEGEND:

(E)	INDICATES EXISTING.
	INDICATES EXISTING STRUCTURE.
EL. XXX'-XX"	INDICATES TOP OF SLAB ELEVATION.
	INDICATES AREA OF OVERFRAMED SIDEWALK.
	INDICATES LOCATION OF CONC. CURB / CRASH WALL.
	INDICATES SEISMIC JOIST.
	INDICATES FACE OF ENVELOPE BELOW (DEPLANING).
	FACE OF ENVELOPE AT ENPLANING.



KEY PLAN
SCALE: N.T.S.

NO.	DATE	BY	REVISIONS	APP

NO.	DATE	BY	REVISIONS	APP

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2025D018 DESIGN NUMBER

102970 PROJECT NUMBER

STRUCTURAL REGISTERED PROFESSIONAL ENGINEER 19608 DIGITALLY SIGNED OREGON JULY 14, 2006 CRAIG J. TOTTEN
EXPIRES 06-30-26

PORTLAND INTERNATIONAL AIRPORT

TERMINAL UPPER ROADWAY JOINT REPLACEMENT

ENPLANING - FRAMING PLAN - SECTOR 32

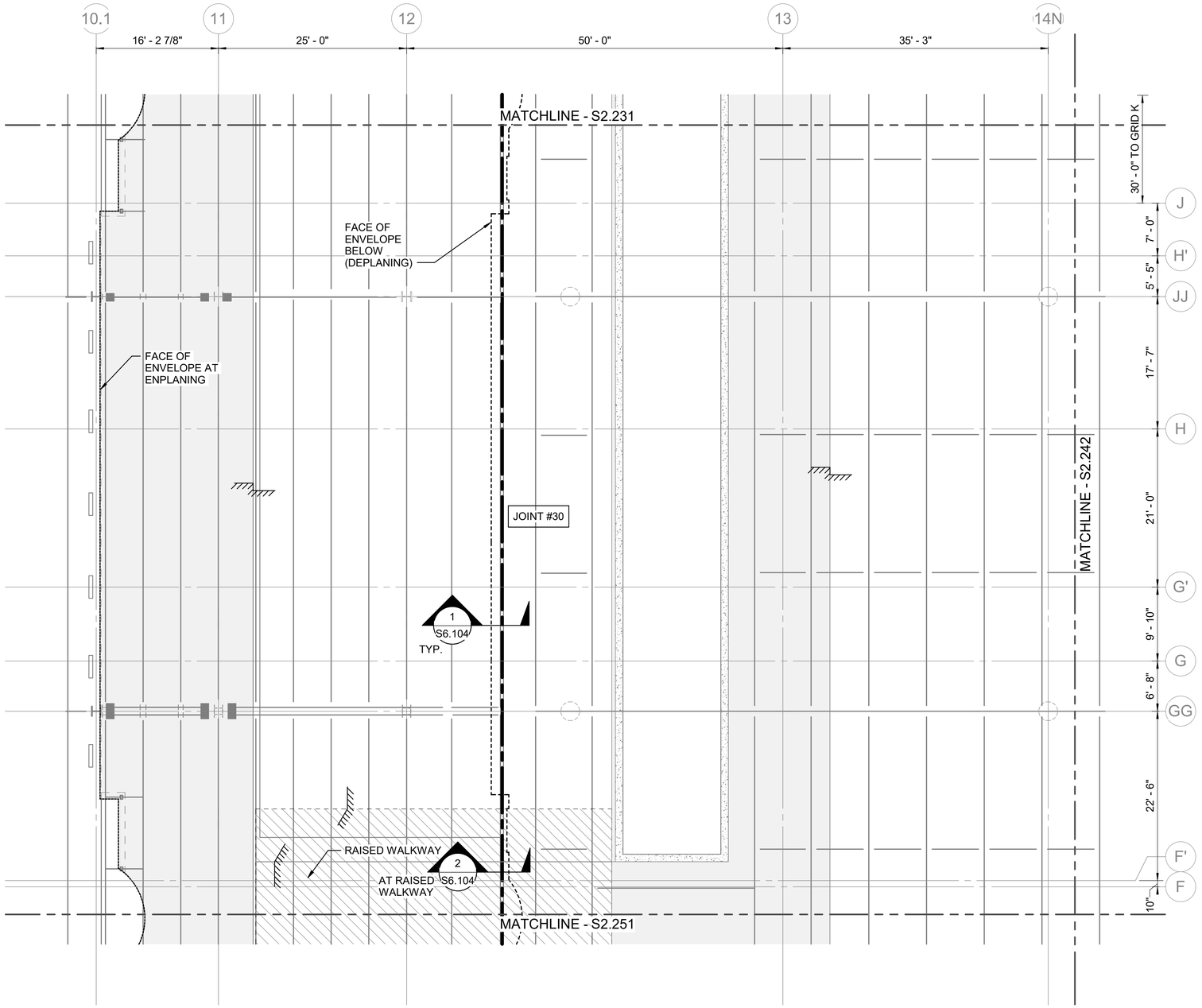
SUBMITTED BY	JAY OSTLUND	
DESIGN BY	S. THOMAS	
DRAWN BY	J. DE BOER	
CHECKED BY	C. TOTTEN	
DATE	OCTOBER 2026	
SHEET NO.	31	TYPE: CD
DRAWING NO.	PDX 2026-514	DISC. SHT. NO. S2.232

DRAWING SCALE IS REDUCED 50% WHEN SHEET SIZE IS 11" x 17".
GRAPHIC SCALE FOR REFERENCE ONLY

CAN YOU SEE THE AIRPLANES? THE ADJACENT SAMPLES SHOW THREE DIFFERENT LEVELS OF SHADING. SETTINGS FOR VIEWING AND PRINTING DRAWING CONTENT ARE OPTIMIZED WHEN ALL THREE PLANES ARE VISIBLE. THIS GUIDANCE IS PROVIDED FOR REFERENCE ONLY.

light gray
dark gray
black

0' 4' 8' 16' 24'
SCALE: IN FEET

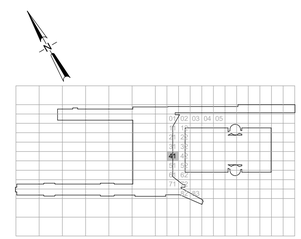


NOTE(S):

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LEGEND:

(E)	INDICATES EXISTING.
	INDICATES EXISTING STRUCTURE.
EL. XXX'-XX"	INDICATES TOP OF SLAB ELEVATION.
	INDICATES AREA OF OVERFRAMED SIDEWALK.
	INDICATES LOCATION OF CONC. CURB / CRASH WALL.
	INDICATES SEISMIC JOIST.
	INDICATES FACE OF ENVELOPE BELOW (DEPLANING).
	FACE OF ENVELOPE AT ENPLANING.



KEY PLAN
SCALE: N.T.S.

1 ENPLANING - FRAMING PLAN - SECTOR 41
SCALE: 1/8" = 1'-0"

DRAWING SCALE IS REDUCED 50% WHEN SHEET SIZE IS 11" x 17".
0 1" 2"
1/4" 1/2"
GRAPHIC SCALE-FOR REFERENCE ONLY

NO.	DATE	BY	REVISIONS	APP	NO.	DATE	BY	REVISIONS	APP

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2025D018 DESIGN NUMBER
102970 PROJECT NUMBER

STRUCTURAL REGISTERED PROFESSIONAL ENGINEER 19608 DIGITALLY SIGNED OREGON NOV. 14, 2006 CRAIG J. TOTTEN
EXPIRES 06-30-26

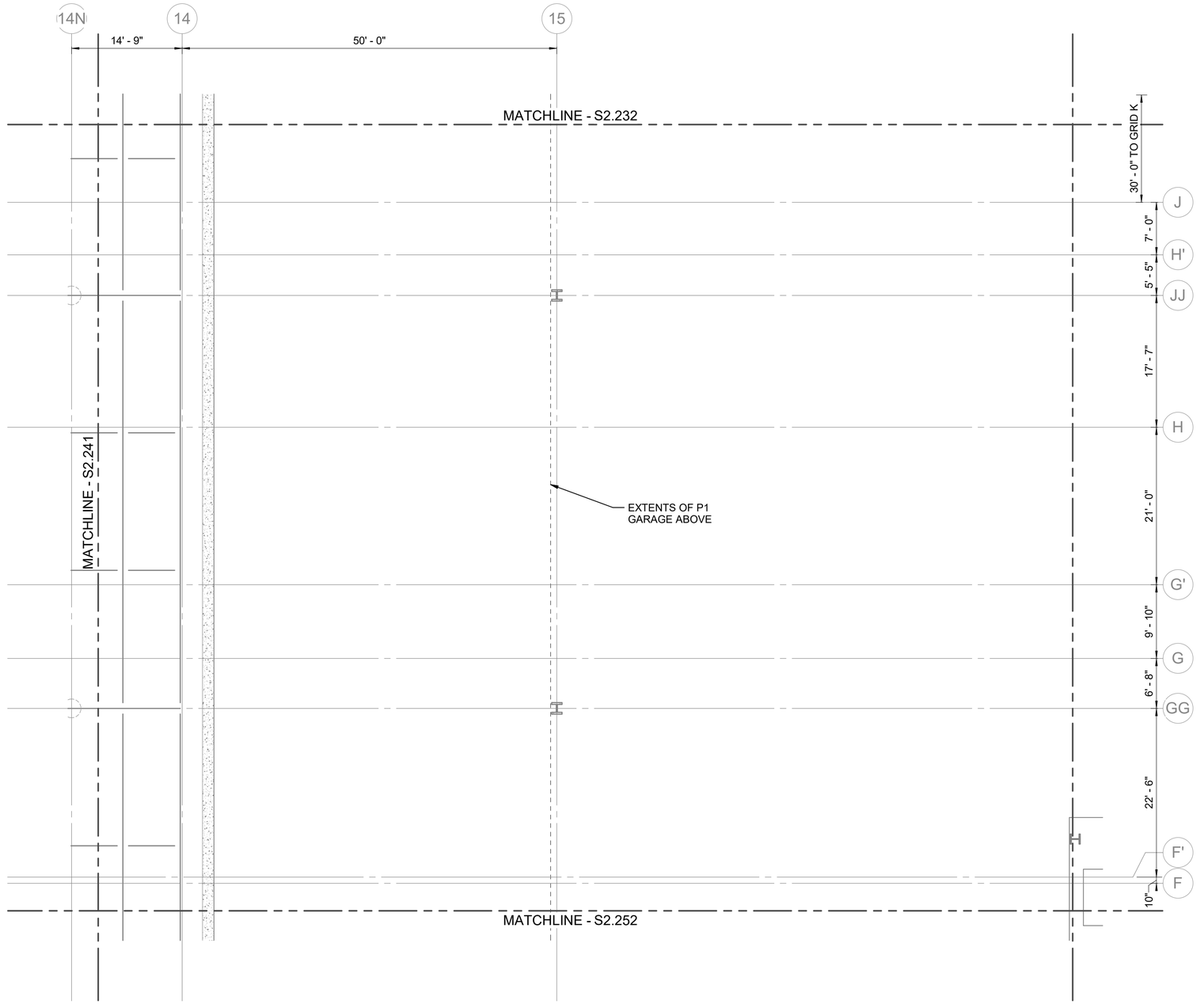
PORTLAND INTERNATIONAL AIRPORT
TERMINAL UPPER ROADWAY JOINT REPLACEMENT
ENPLANING - FRAMING PLAN - SECTOR 41

SUBMITTED BY	JAY OSTLUND	
DESIGN BY	S. THOMAS	
DRAWN BY	J. DE BOER	
CHECKED BY	C. TOTTEN	
DATE	OCTOBER 2026	
SHEET NO.	32	TYPE: CD
DRAWING NO.	PDX 2026-514	DISC. SHT. NO. S2.241

CAN YOU SEE THE AIRPLANES? THE ADJACENT SAMPLES SHOW THREE DIFFERENT LEVELS OF SHADING. SETTINGS FOR VIEWING AND PRINTING DRAWING CONTENT ARE OPTIMIZED WHEN ALL THREE PLANES ARE VISIBLE. THIS GUIDANCE IS PROVIDED FOR REFERENCE ONLY.

0' 4' 8' 16' 24'

SCALE: IN FEET



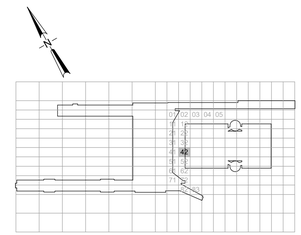
1 ENPLANING - FRAMING PLAN - SECTION 42
SCALE: 1/8" = 1'-0"

NOTE(S):

1. CONTRACTOR TO VERIFY ALL EXISTING CONDITIONS, DIMENSIONS, AND ELEVATIONS PRIOR TO FABRICATION AND ERECTION. NOTIFY ARCHITECT AND PORT OF ANY SIGNIFICANT DISCREPANCIES FROM THOSE SHOWN ON THE DRAWINGS.
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	INDICATES SEISMIC JOIST.
	INDICATES FACE OF ENVELOPE BELOW (DEPLANING).
	FACE OF ENVELOPE AT ENPLANING.



KEY PLAN
SCALE: N.T.S.

NO.	DATE	BY	REVISIONS	APP

NO.	DATE	BY	REVISIONS	APP

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2025D018 DESIGN NUMBER

102970 PROJECT NUMBER

STRUCTURAL REGISTERED PROFESSIONAL ENGINEER 19608 DIGITALLY SIGNED OREGON NOV. 14, 2006 CRAIG J. TOTTEN
EXPIRES 06-30-26

PORTLAND INTERNATIONAL AIRPORT

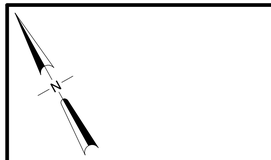
TERMINAL UPPER ROADWAY JOINT REPLACEMENT

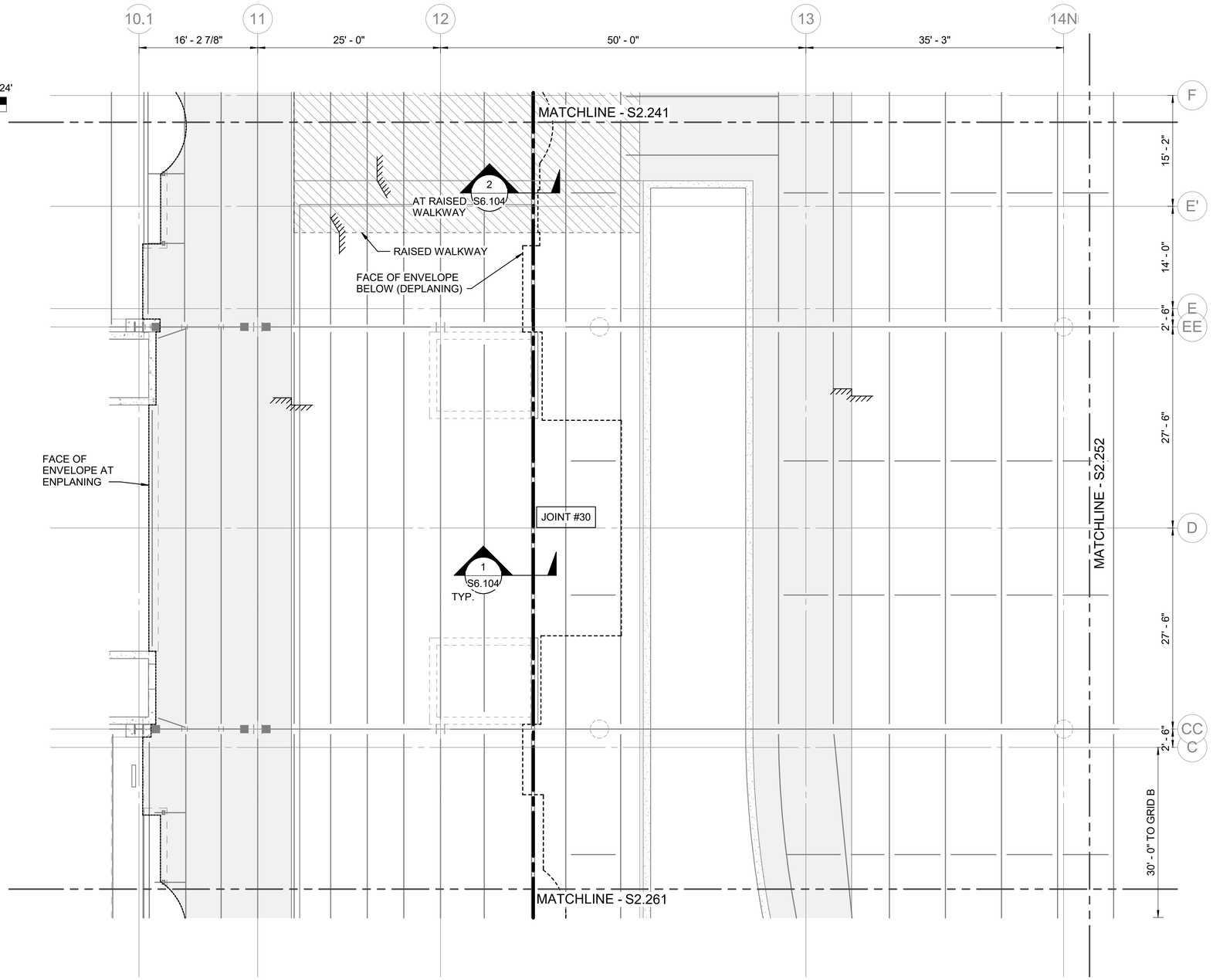
ENPLANING - FRAMING PLAN - SECTOR 42

SUBMITTED BY	JAY OSTLUND		
DESIGN BY	S. THOMAS		
DRAWN BY	J. DE BOER		
CHECKED BY	C. TOTTEN		
DATE	OCTOBER 2026		
SHEET NO.	33	TYPE:	CD
DRAWING NO.	PDX 2026-514	DISC. SHT. NO.	S2.242

DRAWING SCALE IS REDUCED 50% WHEN SHEET SIZE IS 11" x 17". GRAPHIC SCALE FOR REFERENCE ONLY
0 1/4" 1/2" 1" 2"

CAN YOU SEE THE AIRPLANES? THE ADJACENT SAMPLES SHOW THREE DIFFERENT LEVELS OF SHADING. SETTINGS FOR VIEWING AND PRINTING DRAWING CONTENT ARE OPTIMIZED WHEN ALL THREE PLANES ARE VISIBLE. THIS GUIDANCE IS PROVIDED FOR REFERENCE ONLY.



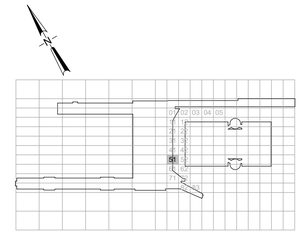


NOTE(S):

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3. ALL EXPOSED FRAMING SHALL BE INSPECTED FOR CRACKS AND DAMAGE BY THE CONTRACTOR AND FINDINGS REPORTED TO THE ARCHITECT AND PORT.
4. CLEAN AND REPAIR EXISTING ROADWAY GUTTERS (WHERE OCCURS) SEE DETAILS AND SPECIFICATIONS.

LEGEND:

(E)	INDICATES EXISTING.
	INDICATES EXISTING STRUCTURE.
EL. XXX'-XX"	INDICATES TOP OF SLAB ELEVATION.
	INDICATES AREA OF OVERFRAMED SIDEWALK.
	INDICATES LOCATION OF CONC. CURB / CRASH WALL.
	INDICATES SEISMIC JOIST.
	INDICATES FACE OF ENVELOPE BELOW (DEPLANING).
	FACE OF ENVELOPE AT ENPLANING.



KEY PLAN
SCALE: N.T.S.

1 ENPLANING - FRAMING PLAN - SECTOR 51
SCALE: 1/8" = 1'-0"

DRAWING SCALE IS REDUCED 50% WHEN SHEET SIZE IS 11" x 17".
0 1" 2"
GRAPHIC SCALE-FOR REFERENCE ONLY

NO.	DATE	BY	REVISIONS	APP

NO.	DATE	BY	REVISIONS	APP

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2025D018 DESIGN NUMBER

102970 PROJECT NUMBER

STRUCTURAL REGISTERED PROFESSIONAL ENGINEER 19608 DIGITALLY SIGNED OREGON NOV. 14, 2005 CRAIG J. TOTTEN
EXPIRES 06-30-26

PORTLAND INTERNATIONAL AIRPORT

TERMINAL UPPER ROADWAY JOINT REPLACEMENT

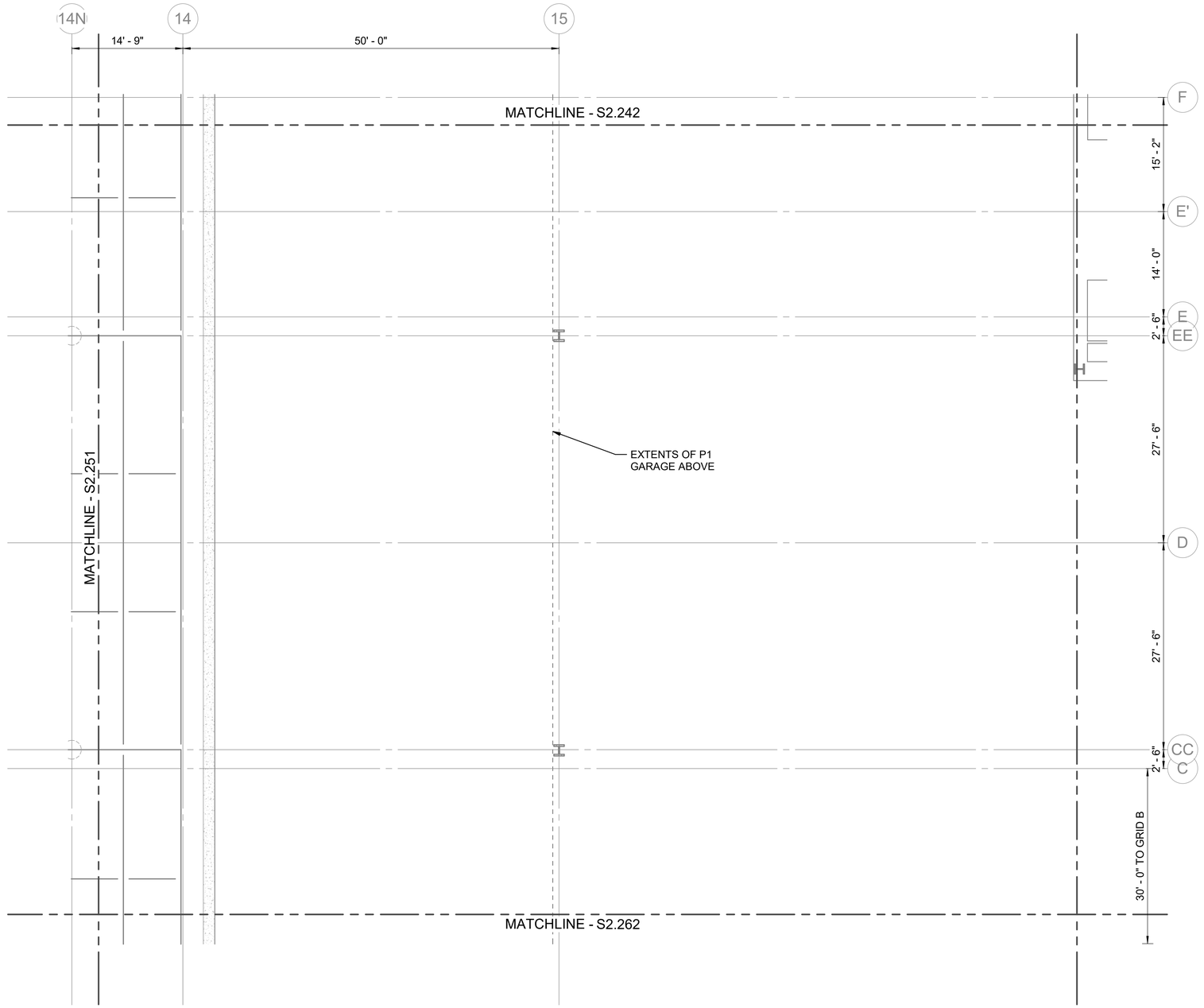
ENPLANING - FRAMING PLAN - SECTOR 51

SUBMITTED BY	JAY OSTLUND	
DESIGN BY	S. THOMAS	
DRAWN BY	J. DE BOER	
CHECKED BY	C. TOTTEN	
DATE	OCTOBER 2026	
SHEET NO.	34	TYPE: CD
DRAWING NO.	PDX 2026-514	DISC. SHT. NO. S2.251

CAN YOU SEE THE AIRPLANES? THE ADJACENT SAMPLES SHOW THREE DIFFERENT LEVELS OF SHADING. SETTINGS FOR VIEWING AND PRINTING DRAWING CONTENT ARE OPTIMIZED WHEN ALL THREE PLANES ARE VISIBLE. THIS GUIDANCE IS PROVIDED FOR REFERENCE ONLY.

light gray
dark gray
black

0' 4' 8' 16' 24'
SCALE: IN FEET

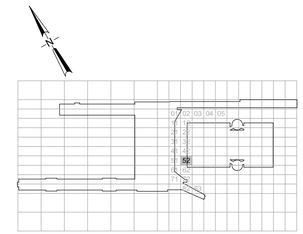


NOTE(S):

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4. CLEAN AND REPAIR EXISTING ROADWAY GUTTERS (WHERE OCCURS) SEE DETAILS AND SPECIFICATIONS.

LEGEND:

(E)	INDICATES EXISTING.
	INDICATES EXISTING STRUCTURE.
EL. XXX'-XX"	INDICATES TOP OF SLAB ELEVATION.
	INDICATES AREA OF OVERFRAMED SIDEWALK.
	INDICATES LOCATION OF CONC. CURB / CRASH WALL.
	INDICATES SEISMIC JOIST.
	INDICATES FACE OF ENVELOPE BELOW (DEPLANING).
	FACE OF ENVELOPE AT ENPLANING.



KEY PLAN
SCALE: N.T.S.

1 ENPLANING - FRAMING PLAN - SECTOR 52
SCALE: 1/8" = 1'-0"

NO.	DATE	BY	REVISIONS	APP

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2025D018 DESIGN NUMBER
102970 PROJECT NUMBER

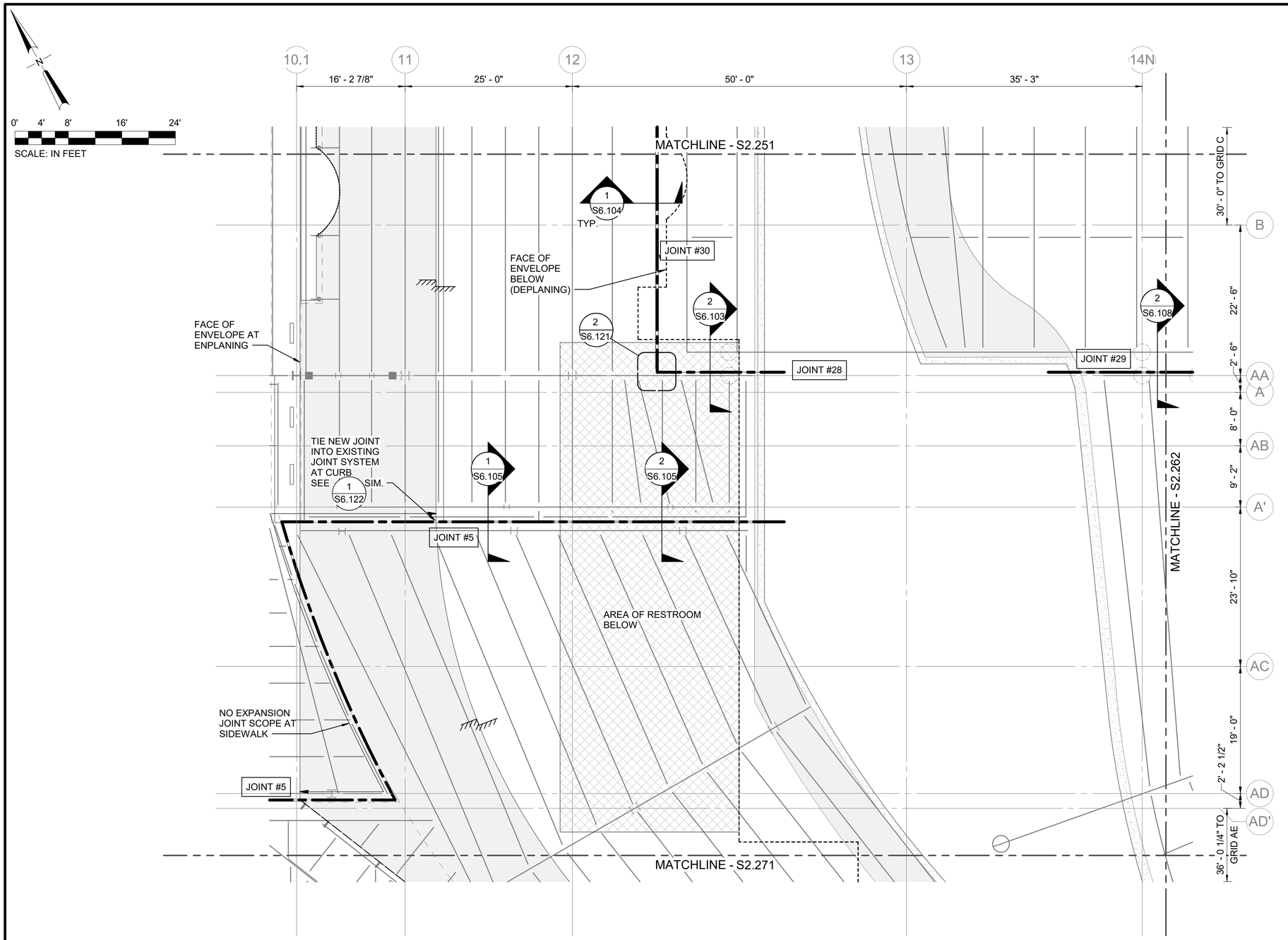
STRUCTURAL REGISTERED PROFESSIONAL ENGINEER 19608 DIGITALLY SIGNED OREGON NOV. 14, 2006 CRAIG J. TOTTEN
EXPIRES 06-30-26

PORTLAND INTERNATIONAL AIRPORT
TERMINAL UPPER ROADWAY JOINT REPLACEMENT
ENPLANING - FRAMING PLAN - SECTOR 52

SUBMITTED BY	JAY OSTLUND	
DESIGN BY	S. THOMAS	
DRAWN BY	J. DE BOER	
CHECKED BY	C. TOTTEN	
DATE	OCTOBER 2026	
SHEET NO.	35	TYPE: CD
DRAWING NO.	PDX 2026-514	DISC. SHT. NO. S2.252

DRAWING SCALE IS REDUCED 50% WHEN SHEET SIZE IS 11" x 17".
0 1/2" 1" 2"
GRAPHIC SCALE-FOR REFERENCE ONLY

CAN YOU SEE THE AIRPLANES? THE ADJACENT SAMPLES SHOW THREE DIFFERENT LEVELS OF SHADING. SETTINGS FOR VIEWING AND PRINTING DRAWING CONTENT ARE OPTIMIZED WHEN ALL THREE PLANES ARE VISIBLE. THIS GUIDANCE IS PROVIDED FOR REFERENCE ONLY.

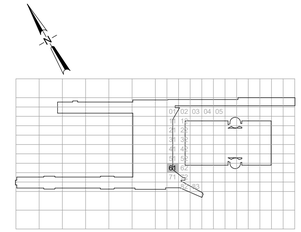


NOTE(S):

1. CONTRACTOR TO VERIFY ALL EXISTING CONDITIONS, DIMENSIONS, AND ELEVATIONS PRIOR TO FABRICATION AND ERECTION. NOTIFY ARCHITECT AND PORT OF ANY SIGNIFICANT DISCREPANCIES FROM THOSE SHOWN ON THE DRAWINGS.
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3. ALL EXPOSED FRAMING SHALL BE INSPECTED FOR CRACKS AND DAMAGE BY THE CONTRACTOR AND FINDINGS REPORTED TO THE ARCHITECT AND PORT.
4. CLEAN AND REPAIR EXISTING ROADWAY GUTTERS (WHERE OCCURS) SEE DETAILS AND SPECIFICATIONS.

LEGEND:

(E)	INDICATES EXISTING.
	INDICATES EXISTING STRUCTURE.
EL. XXX'-XX"	INDICATES TOP OF SLAB ELEVATION.
	INDICATES AREA OF OVERFRAMED SIDEWALK.
	INDICATES LOCATION OF CONC. CURB / CRASH WALL.
	INDICATES SEISMIC JOIST.
	INDICATES FACE OF ENVELOPE BELOW (DEPLANING).
	FACE OF ENVELOPE AT ENPLANING.



KEY PLAN
SCALE: N.T.S.

1 ENPLANING - FRAMING PLAN - SECTOR 61
SCALE: 1/8" = 1'-0"

NO.	DATE	BY	REVISIONS	APP

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2025D018 DESIGN NUMBER

102970 PROJECT NUMBER

STRUCTURAL REGISTERED PROFESSIONAL ENGINEER 19608 DIGITALLY SIGNED OREGON NOV. 14, 2008 CRAIG J. TOTTEN
EXPIRES 06-30-26

PORTLAND INTERNATIONAL AIRPORT

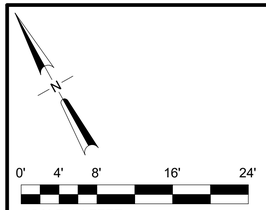
TERMINAL UPPER ROADWAY JOINT REPLACEMENT

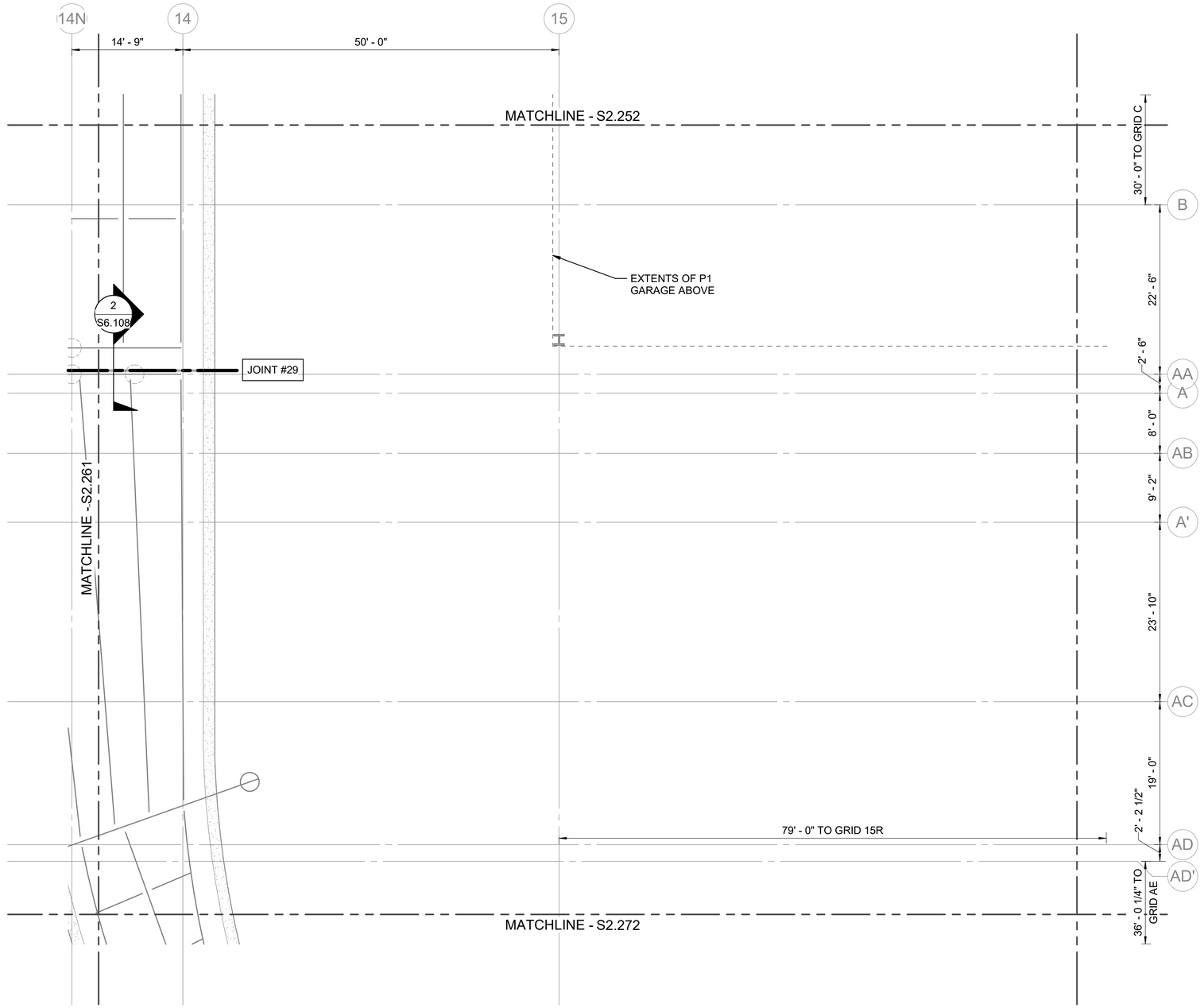
ENPLANING - FRAMING PLAN - SECTOR 61

SUBMITTED BY	JAY OSTLUND
DESIGN BY	S. THOMAS
DRAWN BY	J. DE BOER
CHECKED BY	C. TOTTEN
DATE	OCTOBER 2026
SHEET NO.	36
TYPE:	CD
DRAWING NO.	PDX 2026-514
DISC. SHT. NO.	S2.261

DRAWING SCALE IS REDUCED 50% WHEN SHEET SIZE IS 11" x 17".
GRAPHIC SCALE-FOR REFERENCE ONLY
0 1/4" 1/2" 1" 2"

CAN YOU SEE THE AIRPLANES? THE ADJACENT SAMPLES SHOW THREE DIFFERENT LEVELS OF SHADING. SETTINGS FOR VIEWING AND PRINTING DRAWING CONTENT ARE OPTIMIZED WHEN ALL THREE PLANES ARE VISIBLE. THIS GUIDANCE IS PROVIDED FOR REFERENCE ONLY.



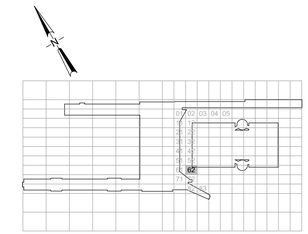


NOTE(S):

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LEGEND:

(E)	INDICATES EXISTING.
	INDICATES EXISTING STRUCTURE.
EL. XXX'-XX"	INDICATES TOP OF SLAB ELEVATION.
	INDICATES AREA OF OVERFRAMED SIDEWALK.
	INDICATES LOCATION OF CONC. CURB / CRASH WALL.
	INDICATES SEISMIC JOIST.
	INDICATES FACE OF ENVELOPE BELOW (DEPLANING).
	FACE OF ENVELOPE AT ENPLANING.



KEY PLAN
SCALE: N.T.S.

1 ENPLANING - FRAMING PLAN - SECTOR 62
SCALE: 1/8" = 1'-0"

NO.	DATE	BY	REVISIONS	APP

NO.	DATE	BY	REVISIONS	APP

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2025D018 DESIGN NUMBER

102970 PROJECT NUMBER

STRUCTURAL REGISTERED PROFESSIONAL ENGINEER 19608 DIGITALLY SIGNED OREGON NOV. 14, 2006 CRAIG J. TOTTEN
EXPIRES 06-30-26

PORTLAND INTERNATIONAL AIRPORT

TERMINAL UPPER ROADWAY JOINT REPLACEMENT

ENPLANING - FRAMING PLAN - SECTOR 62

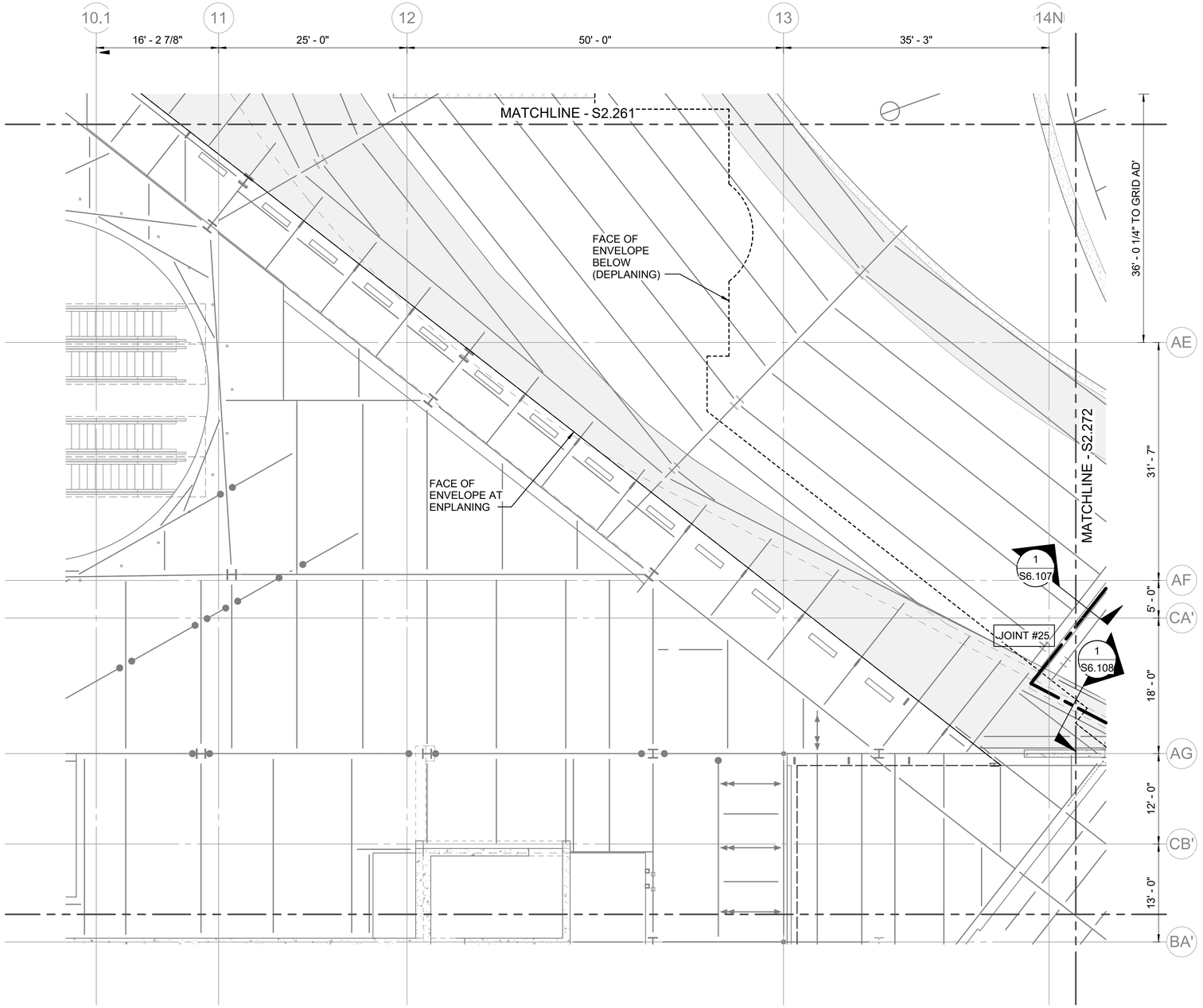
SUBMITTED BY	JAY OSTLUND	
DESIGN BY	S. THOMAS	
DRAWN BY	J. DE BOER	
CHECKED BY	C. TOTTEN	
DATE	OCTOBER 2026	
SHEET NO.	37	TYPE: CD
DRAWING NO.	PDX 2026-514	DISC. SHT. NO. S2.262

DRAWING SCALE IS REDUCED 50% WHEN SHEET SIZE IS 11" x 17".
0 1/4" 1/2" 1" 2"
GRAPHIC SCALE FOR REFERENCE ONLY

CAN YOU SEE THE AIRPLANES? THE ADJACENT SAMPLES SHOW THREE DIFFERENT LEVELS OF SHADING. SETTINGS FOR VIEWING AND PRINTING DRAWING CONTENT ARE OPTIMIZED WHEN ALL THREE PLANES ARE VISIBLE. THIS GUIDANCE IS PROVIDED FOR REFERENCE ONLY.

light gray
dark gray
black

0' 4' 8' 16' 24'
SCALE: IN FEET



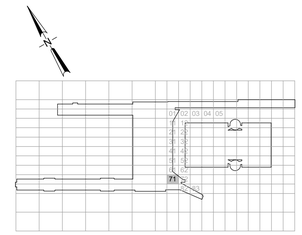
NOTE(S):

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LEGEND:

(E)	INDICATES EXISTING.
	INDICATES EXISTING STRUCTURE.
EL. XXX'-XX"	INDICATES TOP OF SLAB ELEVATION.
	INDICATES AREA OF OVERFRAMED SIDEWALK.
	INDICATES LOCATION OF CONC. CURB / CRASH WALL.
	INDICATES SEISMIC JOIST.
	INDICATES FACE OF ENVELOPE BELOW (DEPLANING).
	FACE OF ENVELOPE AT ENPLANING.

1 ENPLANING - FRAMING PLAN - SECTOR 71
SCALE: 1/8" = 1'-0"



KEY PLAN
SCALE: N.T.S.

DRAWING SCALE IS REDUCED 50% WHEN SHEET SIZE IS 11" x 17".
0 1/4" 1/2" 1" 2"
GRAPHIC SCALE-FOR REFERENCE ONLY

NO.	DATE	BY	REVISIONS	APP

NO.	DATE	BY	REVISIONS	APP

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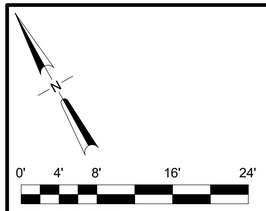
2025D018 DESIGN NUMBER
102970 PROJECT NUMBER

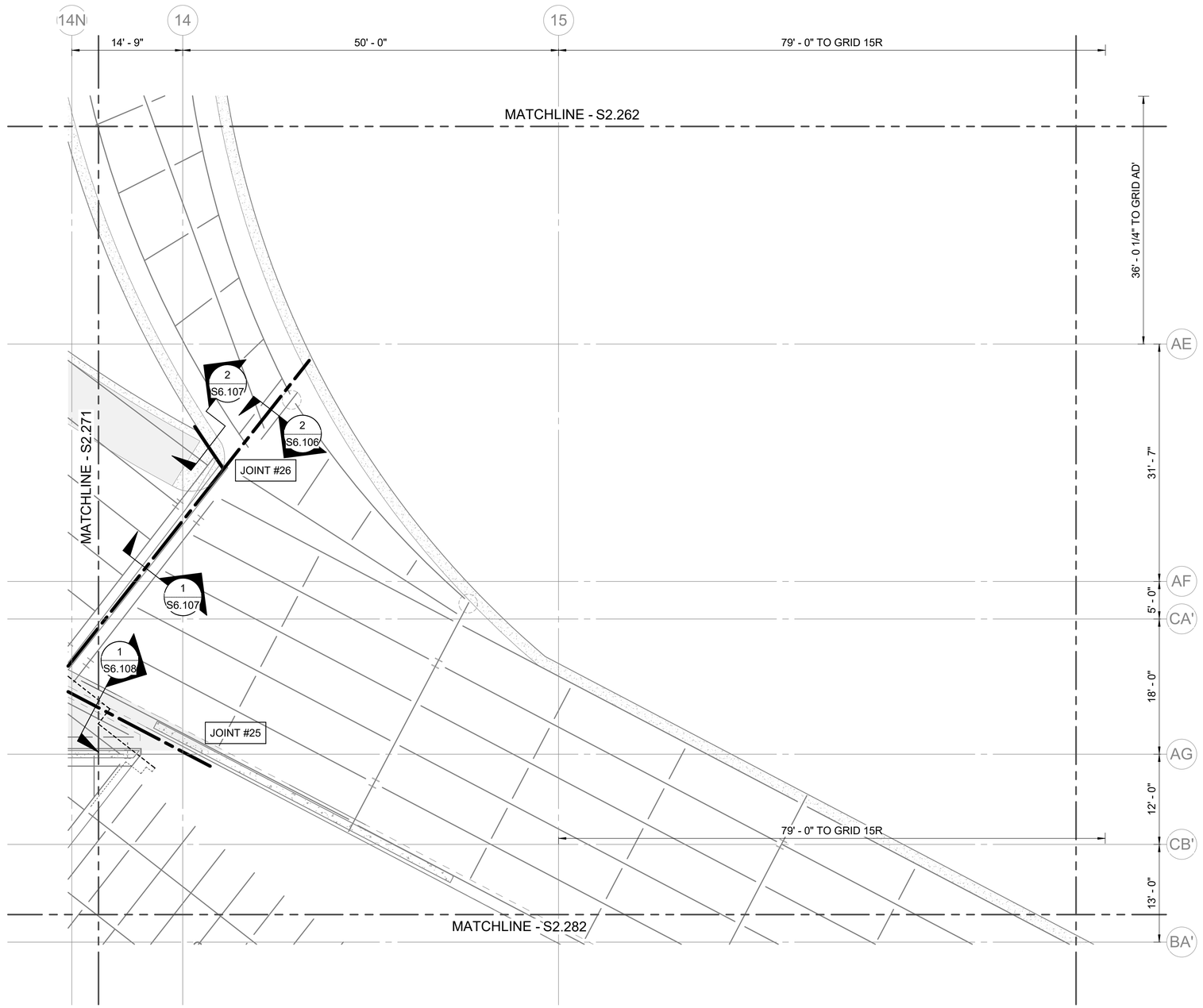
STRUCTURAL REGISTERED PROFESSIONAL ENGINEER 19608
DIGITALLY SIGNED
OREGON
NOV. 14, 2006
CRAIG J. TOTTEN
EXPIRES 06-30-26

PORTLAND INTERNATIONAL AIRPORT
TERMINAL UPPER ROADWAY JOINT REPLACEMENT
ENPLANING - FRAMING PLAN - SECTOR 71

SUBMITTED BY	JAY OSTLUND	
DESIGN BY	S. THOMAS	
DRAWN BY	J. DE BOER	
CHECKED BY	C. TOTTEN	
DATE	OCTOBER 2026	
SHEET NO.	38	TYPE: CD
DRAWING NO.	PDX 2026-514	DISC. SHT. NO. S2.271

CAN YOU SEE THE AIRPLANES? THE ADJACENT SAMPLES SHOW THREE DIFFERENT LEVELS OF SHADING. SETTINGS FOR VIEWING AND PRINTING DRAWING CONTENT ARE OPTIMIZED WHEN ALL THREE PLANES ARE VISIBLE. THIS GUIDANCE IS PROVIDED FOR REFERENCE ONLY.



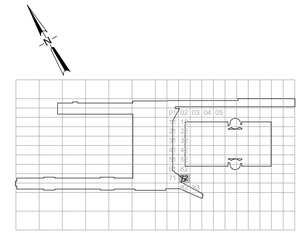


NOTE(S):

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LEGEND:

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	INDICATES EXISTING STRUCTURE.
EL. XXX'-XX"	INDICATES TOP OF SLAB ELEVATION.
	INDICATES AREA OF OVERFRAMED SIDEWALK.
	INDICATES LOCATION OF CONC. CURB / CRASH WALL.
	INDICATES SEISMIC JOIST.
	INDICATES FACE OF ENVELOPE BELOW (DEPLANING).
	FACE OF ENVELOPE AT ENPLANING.



KEY PLAN
SCALE: N.T.S.

1 ENPLANING - FRAMING PLAN - SECTOR 72
SCALE: 1/8" = 1'-0"

NO.	DATE	BY	REVISIONS	APP
NO.	DATE	BY	REVISIONS	APP

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2025D018 — DESIGN NUMBER
102970 — PROJECT NUMBER

STRUCTURAL REGISTERED PROFESSIONAL ENGINEER 19608 — DIGITALLY SIGNED OREGON JULY 14, 2006 CRAIG J. TOTTEN — EXPIRES 06-30-26

PORTLAND INTERNATIONAL AIRPORT

TERMINAL UPPER ROADWAY JOINT REPLACEMENT

ENPLANING - FRAMING PLAN - SECTOR 72

SUBMITTED BY	JAY OSTLUND	
DESIGN BY	S. THOMAS	
DRAWN BY	J. DE BOER	
CHECKED BY	C. TOTTEN	
DATE	OCTOBER 2026	
SHEET NO.	39	TYPE: CD
DRAWING NO.	PDX 2026-514	DISC. SHT. NO. S2.272

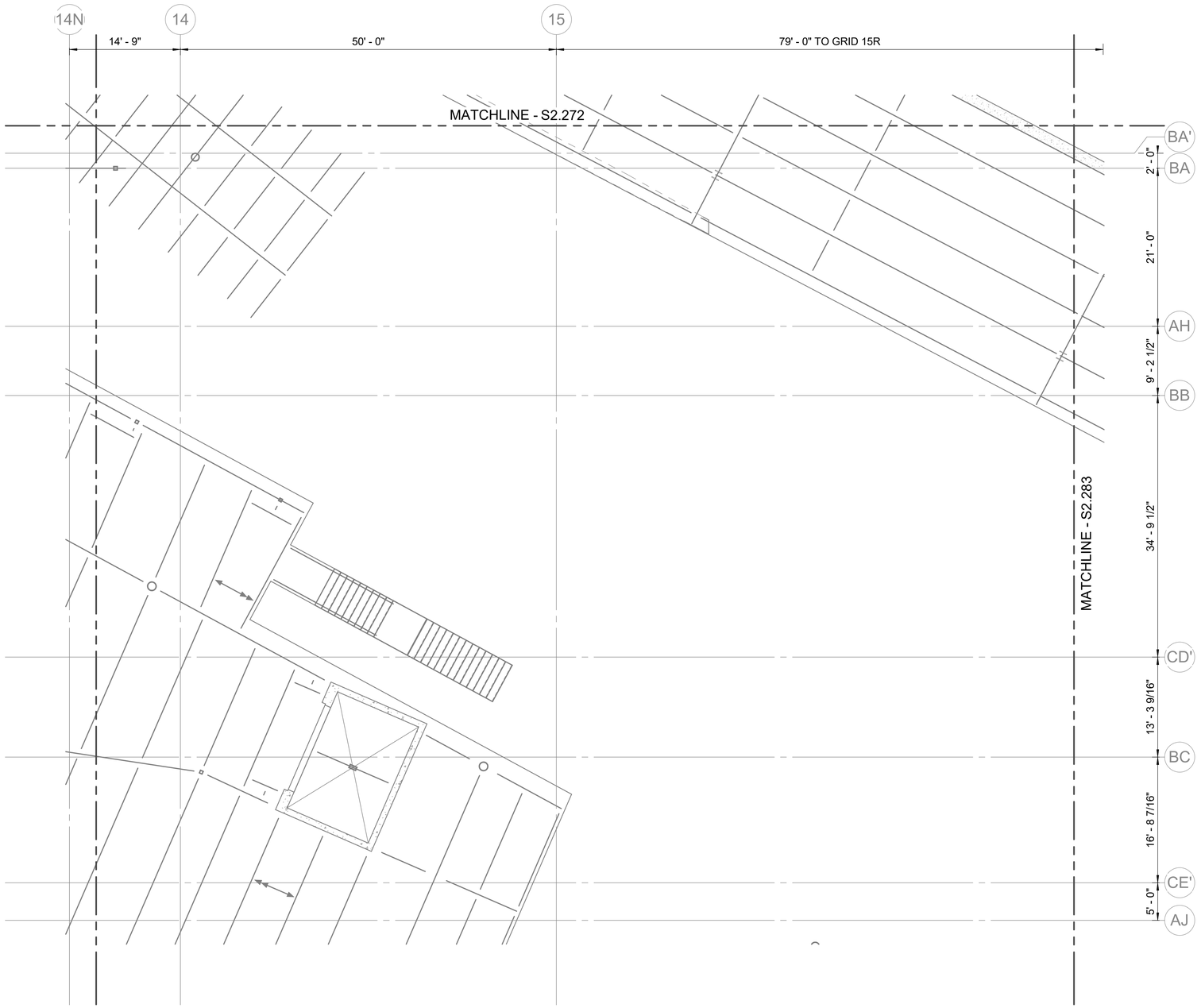
DRAWING SCALE IS REDUCED 50% WHEN SHEET SIZE IS 11"x 17". GRAPHIC SCALE FOR REFERENCE ONLY
0 1/4" 1/2" 1" 2"

CAN YOU SEE THE AIRPLANES? THE ADJACENT SAMPLES SHOW THREE DIFFERENT LEVELS OF SHADING. SETTINGS FOR VIEWING AND PRINTING DRAWING CONTENT ARE OPTIMIZED WHEN ALL THREE PLANES ARE VISIBLE. THIS GUIDANCE IS PROVIDED FOR REFERENCE ONLY.

light gray
dark gray
black

0' 4' 8' 16' 24'

SCALE: IN FEET

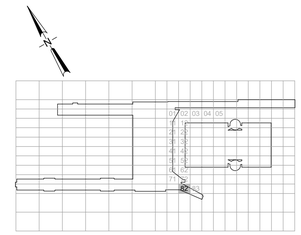


NOTE(S):

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LEGEND:

(E)	INDICATES EXISTING.
	INDICATES EXISTING STRUCTURE.
EL. XXX'-XX"	INDICATES TOP OF SLAB ELEVATION.
	INDICATES AREA OF OVERFRAMED SIDEWALK.
	INDICATES LOCATION OF CONC. CURB / CRASH WALL.
	INDICATES SEISMIC JOIST.
	INDICATES FACE OF ENVELOPE BELOW (DEPLANING).
	FACE OF ENVELOPE AT ENPLANING.



KEY PLAN

SCALE: N.T.S.

1 ENPLANING - FRAMING PLAN - SECTOR 82

SCALE: 1/8" = 1'-0"

NO.	DATE	BY	REVISIONS	APP

NO.	DATE	BY	REVISIONS	APP

DRAWING SCALE IS REDUCED 50% WHEN SHEET SIZE IS 11" x 17".
0 1/4" 1/2" 1" 2"
GRAPHIC SCALE-FOR REFERENCE ONLY

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Portland, OR 97204
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2025D018 DESIGN NUMBER

102970 PROJECT NUMBER

STRUCTURAL REGISTERED PROFESSIONAL ENGINEER 19608 DIGITALLY SIGNED OREGON NOV. 14, 2006 CRAIG J. TOTTEN

EXPIRES 06-30-26

PORTLAND INTERNATIONAL AIRPORT

TERMINAL UPPER ROADWAY JOINT REPLACEMENT

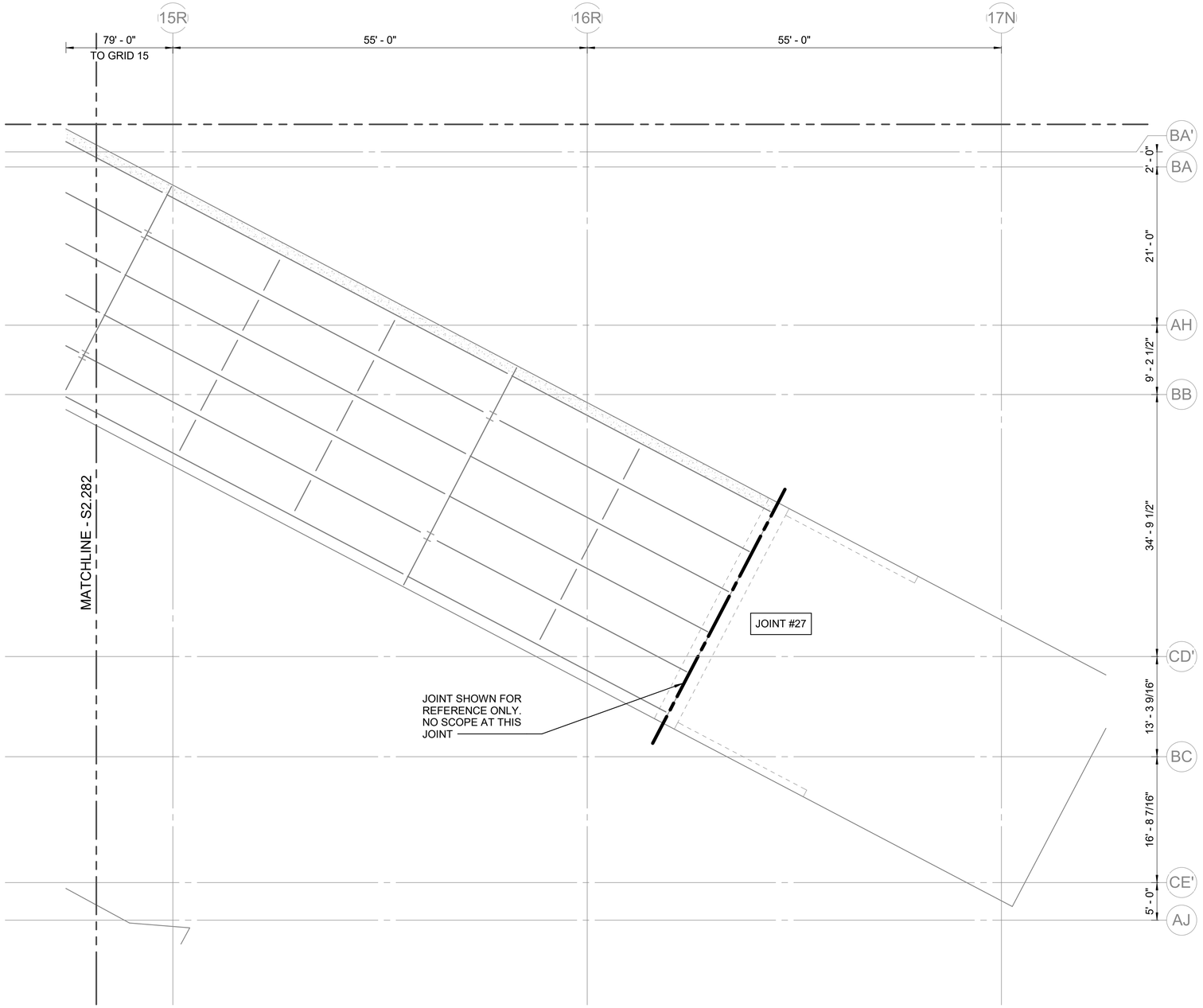
ENPLANING - FRAMING PLAN - SECTOR 82

SUBMITTED BY	JAY OSTLUND	
DESIGN BY	S. THOMAS	
DRAWN BY	J. DE BOER	
CHECKED BY	C. TOTTEN	
DATE	OCTOBER 2026	
SHEET NO.	40	TYPE: CD
DRAWING NO.	PDX 2026-514	DISC. SHT. NO. S2.282

CAN YOU SEE THE AIRPLANES? THE ADJACENT SAMPLES SHOW THREE DIFFERENT LEVELS OF SHADING. SETTINGS FOR VIEWING AND PRINTING DRAWING CONTENT ARE OPTIMIZED WHEN ALL THREE PLANES ARE VISIBLE. THIS GUIDANCE IS PROVIDED FOR REFERENCE ONLY.

light gray
dark gray
black

0' 4' 8' 16' 24'
SCALE: IN FEET



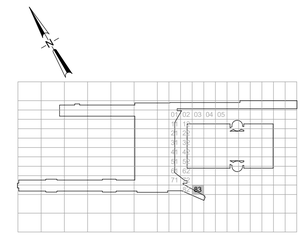
1 ENPLANING - FRAMING PLAN - SECTOR 83
SCALE: 1/8" = 1'-0"

NOTE(S):

1. CONTRACTOR TO VERIFY ALL EXISTING CONDITIONS, DIMENSIONS, AND ELEVATIONS PRIOR TO FABRICATION AND ERECTION. NOTIFY ARCHITECT AND PORT OF ANY SIGNIFICANT DISCREPANCIES FROM THOSE SHOWN ON THE DRAWINGS.
2. CONTRACTOR TO SHORE ALL EXISTING FRAMING AS REQUIRED FOR DEMOLITION AND RE-FRAMING WORK.
3. ALL EXPOSED FRAMING SHALL BE INSPECTED FOR CRACKS AND DAMAGE BY THE CONTRACTOR AND FINDINGS REPORTED TO THE ARCHITECT AND PORT.
4. CLEAN AND REPAIR EXISTING ROADWAY GUTTERS (WHERE OCCURS) SEE DETAILS AND SPECIFICATIONS.

LEGEND:

(E)	INDICATES EXISTING.
	INDICATES EXISTING STRUCTURE.
EL. XXX'-XX"	INDICATES TOP OF SLAB ELEVATION.
	INDICATES AREA OF OVERFRAMED SIDEWALK.
	INDICATES LOCATION OF CONC. CURB / CRASH WALL.
	INDICATES SEISMIC JOIST.
	INDICATES FACE OF ENVELOPE BELOW (DEPLANING).
	FACE OF ENVELOPE AT ENPLANING.



KEY PLAN
SCALE: N.T.S.

NO.	DATE	BY	REVISIONS	APP

NO.	DATE	BY	REVISIONS	APP

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2025D018 DESIGN NUMBER
102970 PROJECT NUMBER

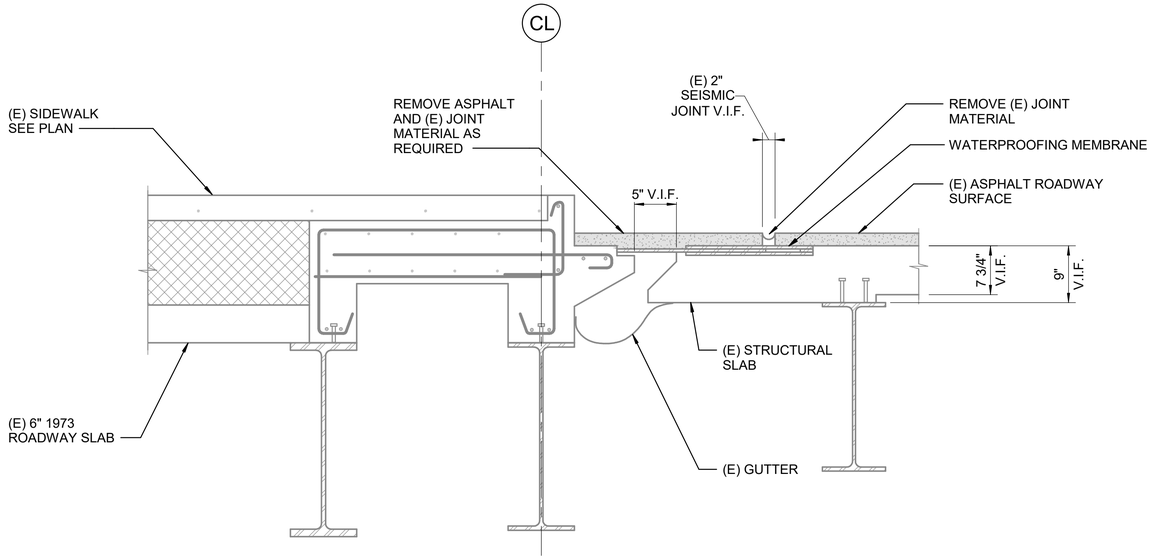
STRUCTURAL REGISTERED PROFESSIONAL ENGINEER 19608 DIGITALLY SIGNED OREGON NOV. 14, 2006 CRAIG J. TOTTEN
EXPIRES 06-30-26

PORTLAND INTERNATIONAL AIRPORT
TERMINAL UPPER ROADWAY JOINT REPLACEMENT
ENPLANING - FRAMING PLAN - SECTOR 83

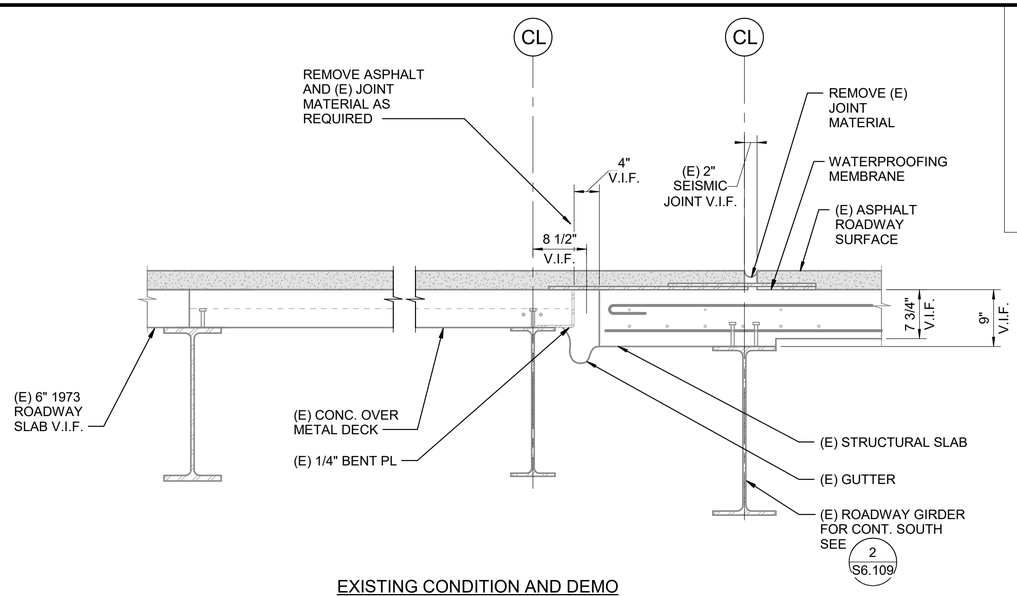
SUBMITTED BY	JAY OSTLUND		
DESIGN BY	S. THOMAS		
DRAWN BY	J. DE BOER		
CHECKED BY	C. TOTTEN		
DATE	OCTOBER 2026		
SHEET NO.	41	TYPE:	CD
DRAWING NO.	PDX 2026-514	DISC. SHT. NO.	S2.283

DRAWING SCALE IS REDUCED 50% WHEN SHEET SIZE IS 11" x 17".
0 1/4" 1/2" 1" 2"
GRAPHIC SCALE FOR REFERENCE ONLY

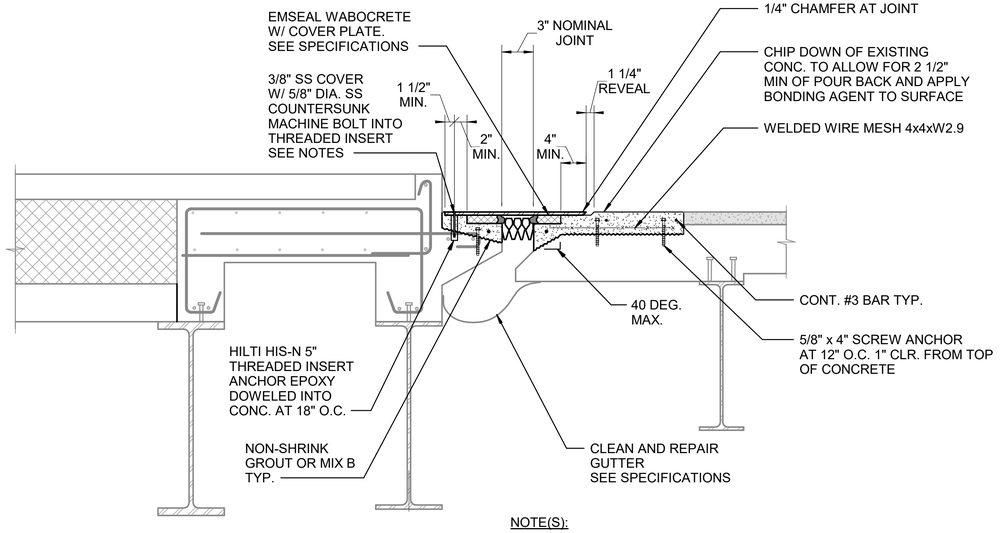
CAN YOU SEE THE AIRPLANES? THE ADJACENT SAMPLES SHOW THREE DIFFERENT LEVELS OF SHADING. SETTINGS FOR VIEWING AND PRINTING DRAWING CONTENT ARE OPTIMIZED WHEN ALL THREE PLANES ARE VISIBLE. THIS GUIDANCE IS PROVIDED FOR REFERENCE ONLY.



EXISTING CONDITION AND DEMO



EXISTING CONDITION AND DEMO

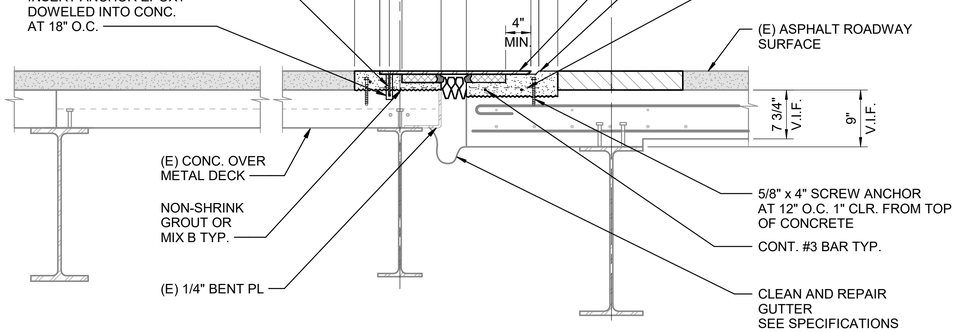


JOINT REPAIR

NOTE(S):

1. SCAN (E) SLAB PRIOR TO DRILLING AND CUTTING.
2. LOCATE ANCHORS TO AVOID (E) REINFORCING.
3. DO NOT CUT OR DAMAGE BAR IN (E) STRUCTURAL SLAB.
4. COVER PLATE TO BE FABRICATED IN LENGTHS OF 4'-0" MIN., 6'-0" MAX. PLATES SHOULD BE EQUAL LENGTH.

1 SEISMIC JOINT - NORTH SIDEWALK (JOINT 31)
SCALE: N.T.S.



JOINT REPAIR

NOTE(S):

1. SCAN (E) SLAB PRIOR TO DRILLING AND CUTTING.
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2 SEISMIC JOINT - NORTH SIDEWALK - N/S SECTION (JOINT 31)
SCALE: N.T.S.

NO.	DATE	BY	REVISIONS	APP

NO.	DATE	BY	REVISIONS	APP

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2025D018 DESIGN NUMBER

102970 PROJECT NUMBER

STRUCTURAL REGISTERED PROFESSIONAL ENGINEER 19608 DIGITALLY SIGNED OREGON NOV. 14, 2009 CRAIG J. TOTTEN EXPIRES 06-30-26

PORTLAND INTERNATIONAL AIRPORT

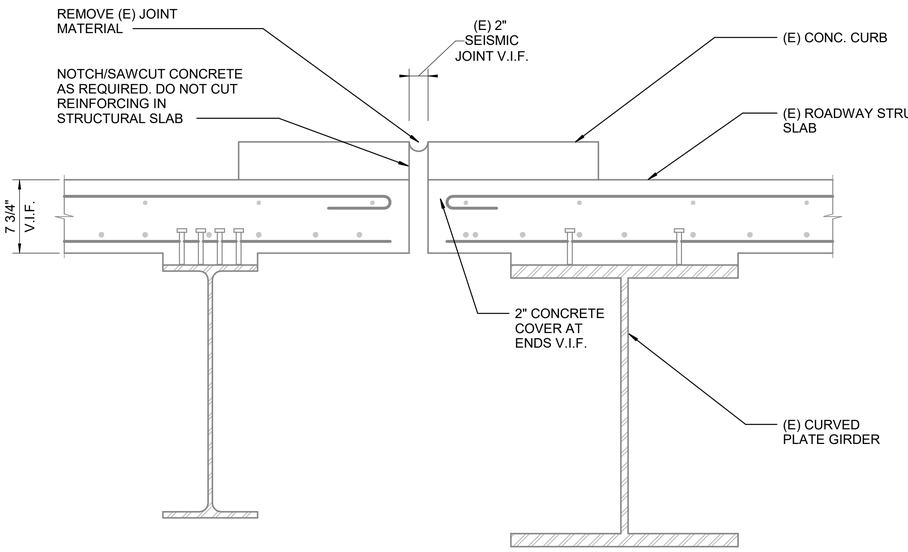
TERMINAL UPPER ROADWAY JOINT REPLACEMENT

EXPANSION JOINT DETAILS - 1

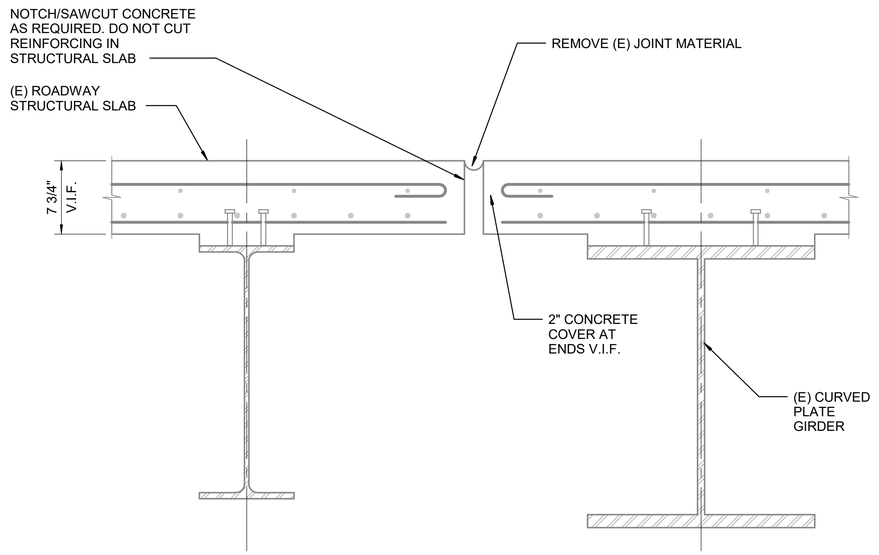
SUBMITTED BY	JAY OSTLUND	
DESIGN BY	S. THOMAS	
DRAWN BY	J. DE BOER	
CHECKED BY	C. TOTTEN	
DATE	OCTOBER 2026	
SHEET NO.	42	TYPE: CD
DRAWING NO.	PDX 2026-514	DISC. SHT. NO. S6.100

DRAWING SCALE IS REDUCED 50% WHEN SHEET SIZE IS 11" x 17". GRAPHIC SCALE FOR REFERENCE ONLY

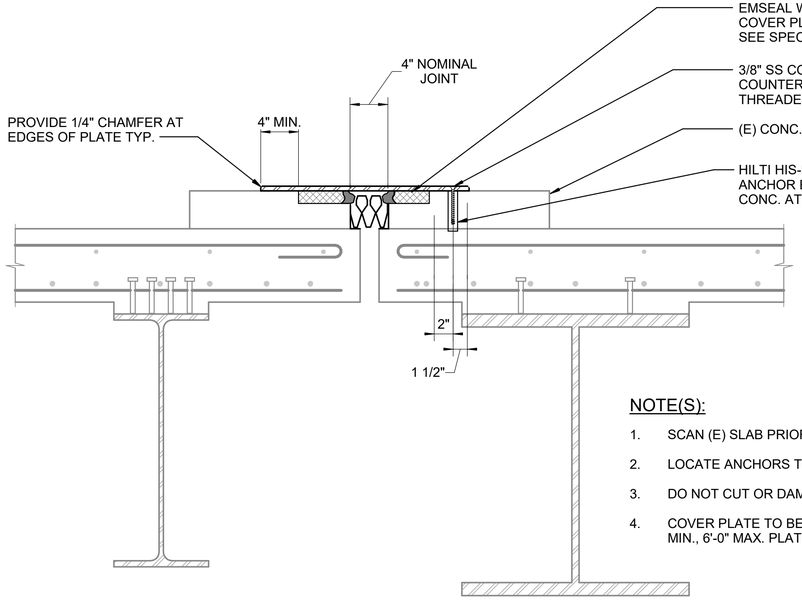
CAN YOU SEE THE AIRPLANES? THE ADJACENT SAMPLES SHOW THREE DIFFERENT LEVELS OF SHADING. SETTINGS FOR VIEWING AND PRINTING DRAWING CONTENT ARE OPTIMIZED WHEN ALL THREE PLANES ARE VISIBLE. THIS GUIDANCE IS PROVIDED FOR REFERENCE ONLY.



EXISTING CONDITION AND DEMO



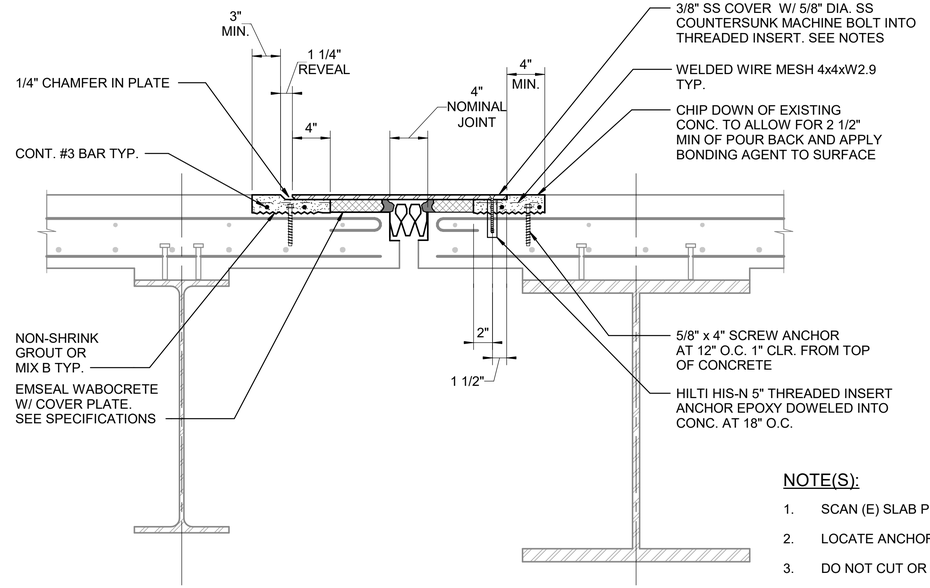
EXISTING CONDITION AND DEMO



NOTE(S):

1. SCAN (E) SLAB PRIOR TO DRILLING AND CUTTING
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4. COVER PLATE TO BE FABRICATED IN LENGTHS OF 4'-0" MIN., 6'-0" MAX. PLATES SHOULD BE EQUAL LENGTH.

JOINT REPAIR



NOTE(S):

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JOINT REPAIR

1 SEISMIC JOINT AT APPROACH RAMP - CURB (JOINT 34)
SCALE: N.T.S.

2 SEISMIC JOINT AT APPROACH RAMP (JOINT 34)
SCALE: N.T.S.

NO.	DATE	BY	REVISIONS	APP

NO.	DATE	BY	REVISIONS	APP

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2025D018
DESIGN NUMBER

102970
PROJECT NUMBER

STRUCTURAL REGISTERED PROFESSIONAL ENGINEER 19608 DIGITALLY SIGNED OREGON NOV. 14, 2006 CRAIG J. TOTTEN
EXPIRES 06-30-26

PORTLAND INTERNATIONAL AIRPORT

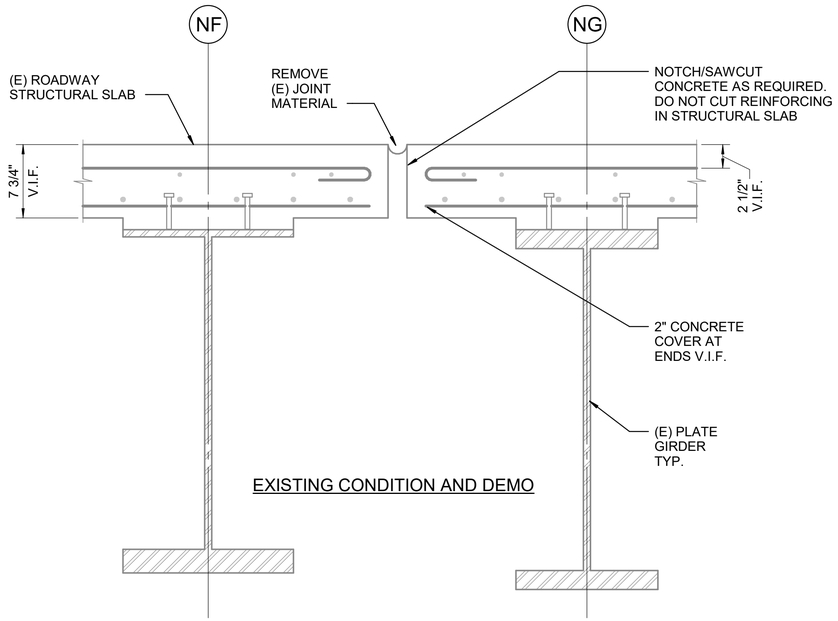
TERMINAL UPPER ROADWAY JOINT REPLACEMENT

EXPANSION JOINT DETAILS - 2

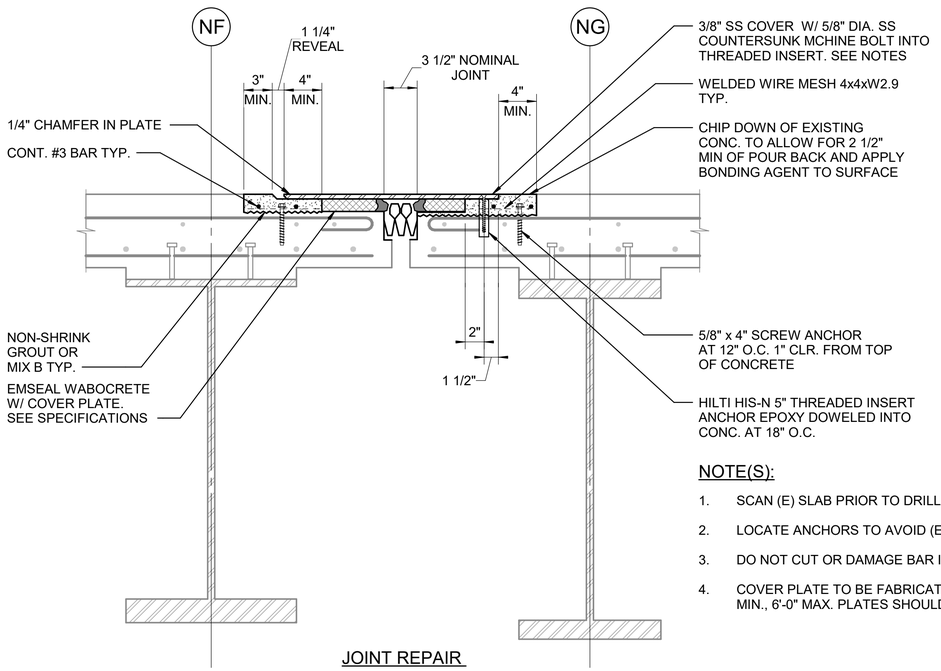
SUBMITTED BY	JAY OSTLUND	
DESIGN BY	S. THOMAS	
DRAWN BY	J. DE BOER	
CHECKED BY	C. TOTTEN	
DATE	OCTOBER 2026	
SHEET NO.	43	TYPE: CD
DRAWING NO.	PDX 2026-514	DISC. SHT. NO. S6.101

DRAWING SCALE IS REDUCED 50% WHEN SHEET SIZE IS 11" x 17".
GRAPHIC SCALE-FOR REFERENCE ONLY
0 1/4" 1/2" 1" 2"

CAN YOU SEE THE AIRPLANES? THE ADJACENT SAMPLES SHOW THREE DIFFERENT LEVELS OF SHADING. SETTINGS FOR VIEWING AND PRINTING DRAWING CONTENT ARE OPTIMIZED WHEN ALL THREE PLANES ARE VISIBLE. THIS GUIDANCE IS PROVIDED FOR REFERENCE ONLY.



EXISTING CONDITION AND DEMO



JOINT REPAIR

NOTE(S):

1. SCAN (E) SLAB PRIOR TO DRILLING AND CUTTING
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4. COVER PLATE TO BE FABRICATED IN LENGTHS OF 4'-0" MIN., 6'-0" MAX. PLATES SHOULD BE EQUAL LENGTH.

1 SEISMIC JOINT AT APPROACH RAMP (JOINT 35)
SCALE: N.T.S.

NO.	DATE	BY	REVISIONS	APP

NO.	DATE	BY	REVISIONS	APP

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2025D018 DESIGN NUMBER

102970 PROJECT NUMBER

STRUCTURAL REGISTERED PROFESSIONAL ENGINEER 19608 DIGITALLY SIGNED OREGON NOV. 14, 2025 CRAIG J. TOTTEN

EXPIRES 06-30-26

PORTLAND INTERNATIONAL AIRPORT

TERMINAL UPPER ROADWAY JOINT REPLACEMENT

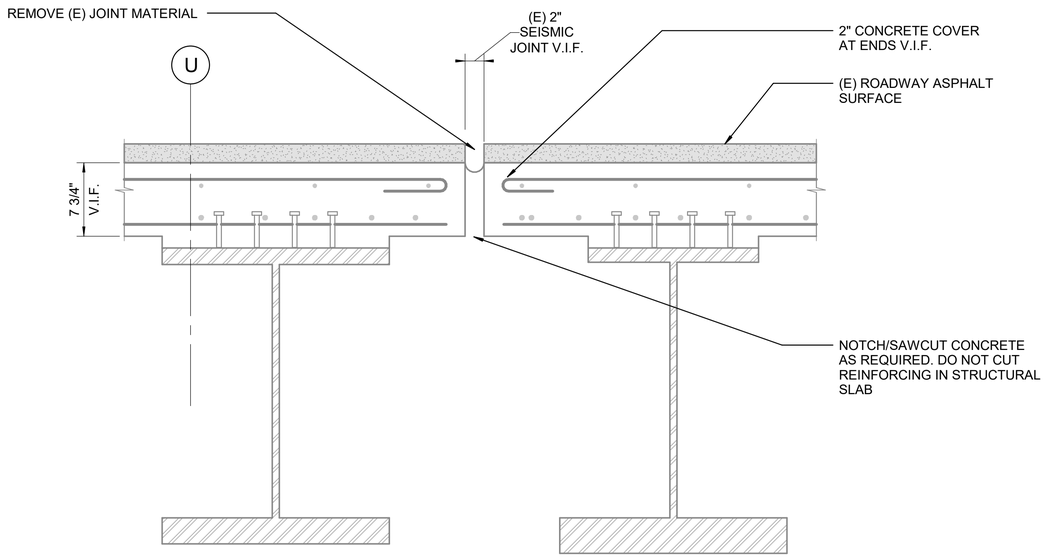
EXPANSION JOINT DETAILS - 3

SUBMITTED BY	JAY OSTLUND		
DESIGN BY	S. THOMAS		
DRAWN BY	J. DE BOER		
CHECKED BY	C. TOTTEN		
DATE	OCTOBER 2026		
SHEET NO.	44	TYPE:	CD
DRAWING NO.	PDX 2026-514	DISC. SHT. NO.	S6.102

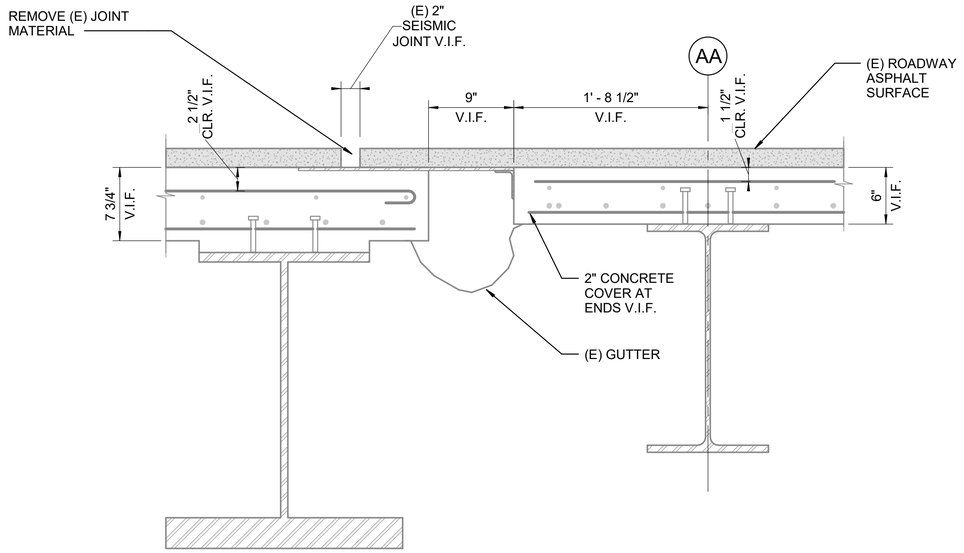
DRAWING SCALE IS REDUCED 50% WHEN SHEET SIZE IS 11" x 17". GRAPHIC SCALE-FOR REFERENCE ONLY

0 1/4" 1/2" 1" 2"

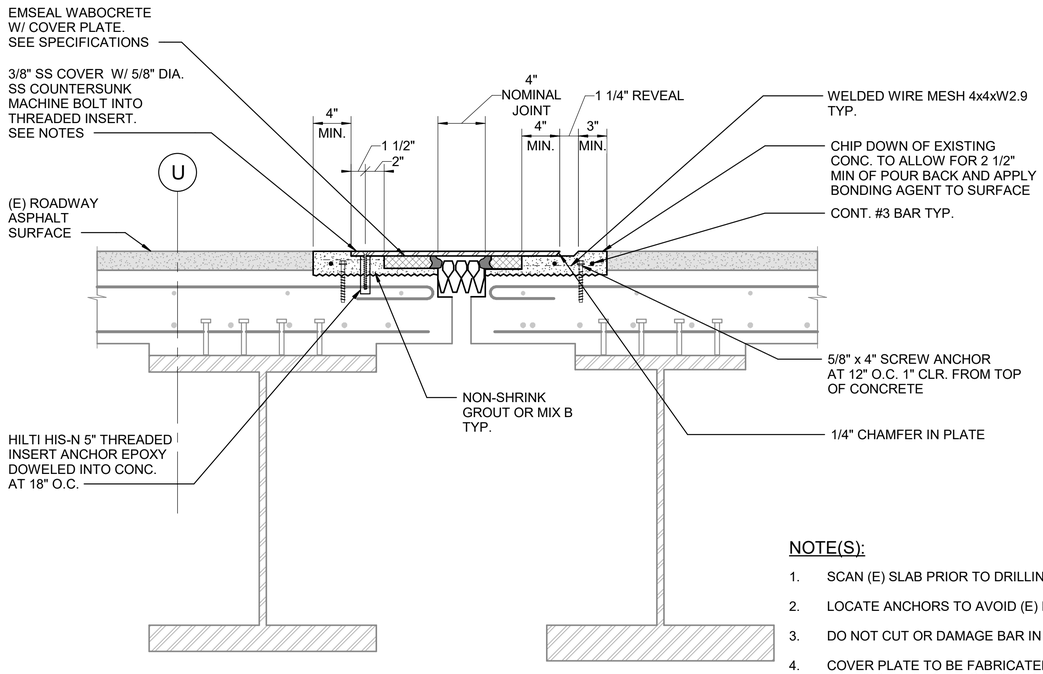
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EXISTING CONDITION AND DEMO



EXISTING CONDITION AND DEMO

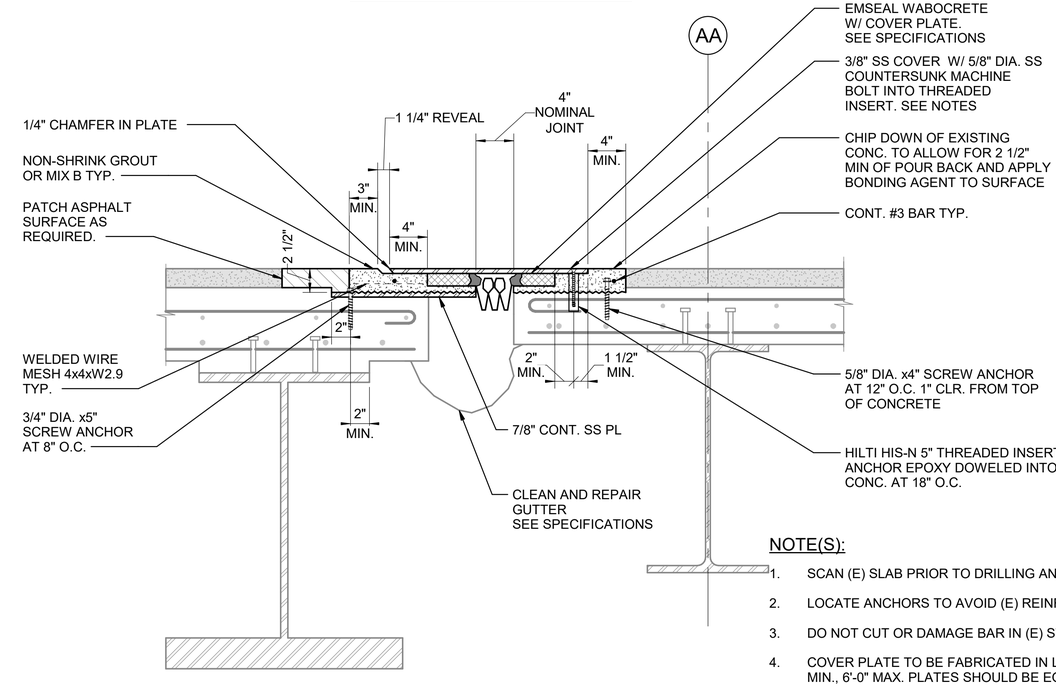


NOTE(S):

1. SCAN (E) SLAB PRIOR TO DRILLING AND CUTTING
2. LOCATE ANCHORS TO AVOID (E) REINFORCING.
3. DO NOT CUT OR DAMAGE BAR IN (E) STRUCTURAL SLAB.
4. COVER PLATE TO BE FABRICATED IN LENGTHS OF 4'-0" MIN., 6'-0" MAX. PLATES SHOULD BE EQUAL LENGTH.

JOINT REPAIR

1 SEISMIC JOINT - DROPOFF ROADWAY - NORTH TRANSVERSE JOINT (JOINT 32)
SCALE: N.T.S.



NOTE(S):

1. SCAN (E) SLAB PRIOR TO DRILLING AND CUTTING
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JOINT REPAIR

2 SEISMIC JOINT - DROPOFF ROADWAY - SOUTH TRANSVERSE JOINT (JOINT 28)
SCALE: N.T.S.

NO.	DATE	BY	REVISIONS	APP

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2025D018 DESIGN NUMBER

102970 PROJECT NUMBER

STRUCTURAL REGISTERED PROFESSIONAL ENGINEER 19608 DIGITALLY SIGNED OREGON NOV. 14, 2006 CRAIG J. TOTTEN

EXPIRES 06-30-26

PORTLAND INTERNATIONAL AIRPORT

TERMINAL UPPER ROADWAY JOINT REPLACEMENT

EXPANSION JOINT DETAILS - 4

SUBMITTED BY	JAY OSTLUND	
DESIGN BY	S. THOMAS	
DRAWN BY	J. DE BOER	
CHECKED BY	C. TOTTEN	
DATE	OCTOBER 2026	
SHEET NO.	45	TYPE: CD
DRAWING NO.	PDX 2026-514	DISC. SHT. NO. S6.103

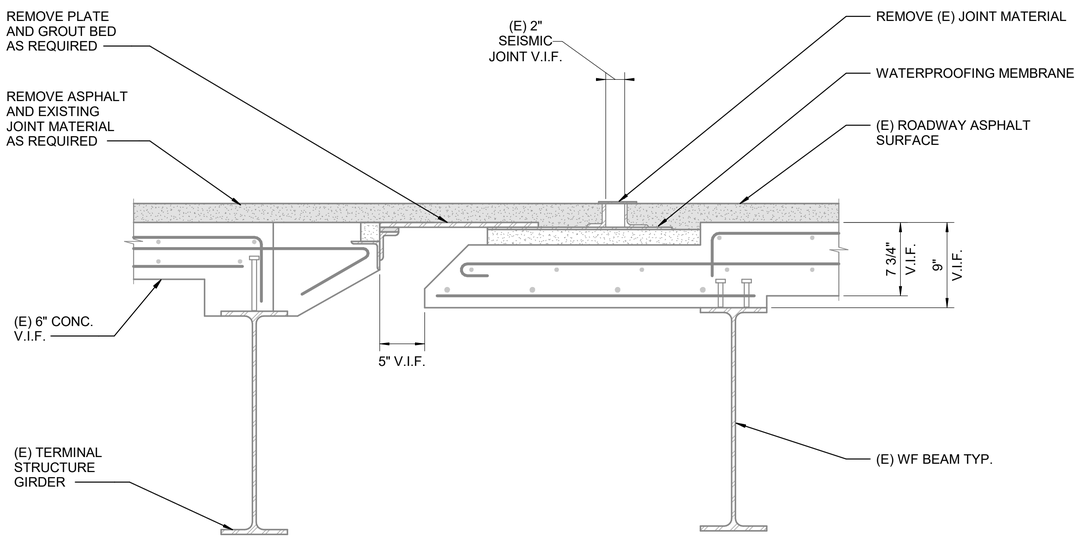
DRAWING SCALE IS REDUCED 50% WHEN SHEET SIZE IS 11" x 17". GRAPHIC SCALE-FOR REFERENCE ONLY

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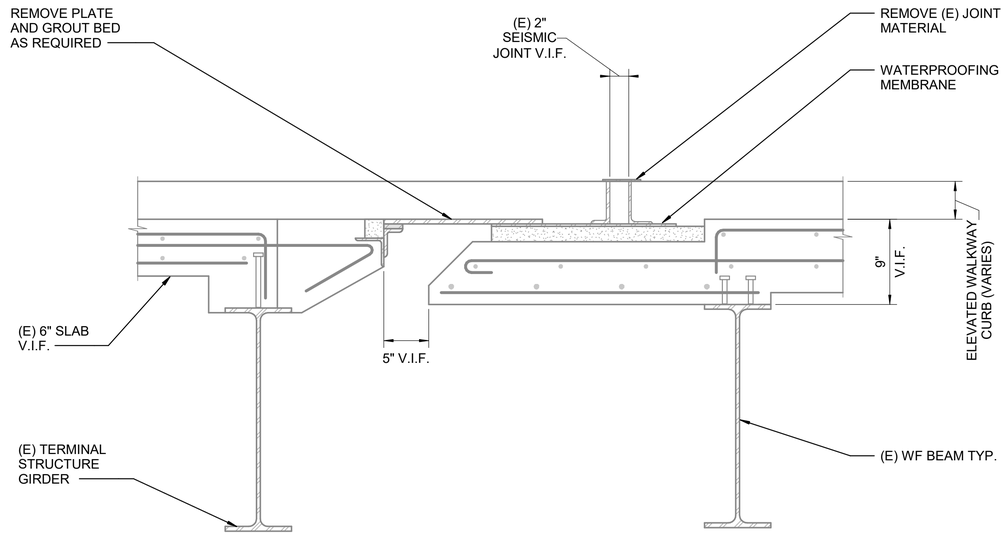
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DRAWING SCALE IS REDUCED 50% WHEN SHEET SIZE IS 11" x 17".

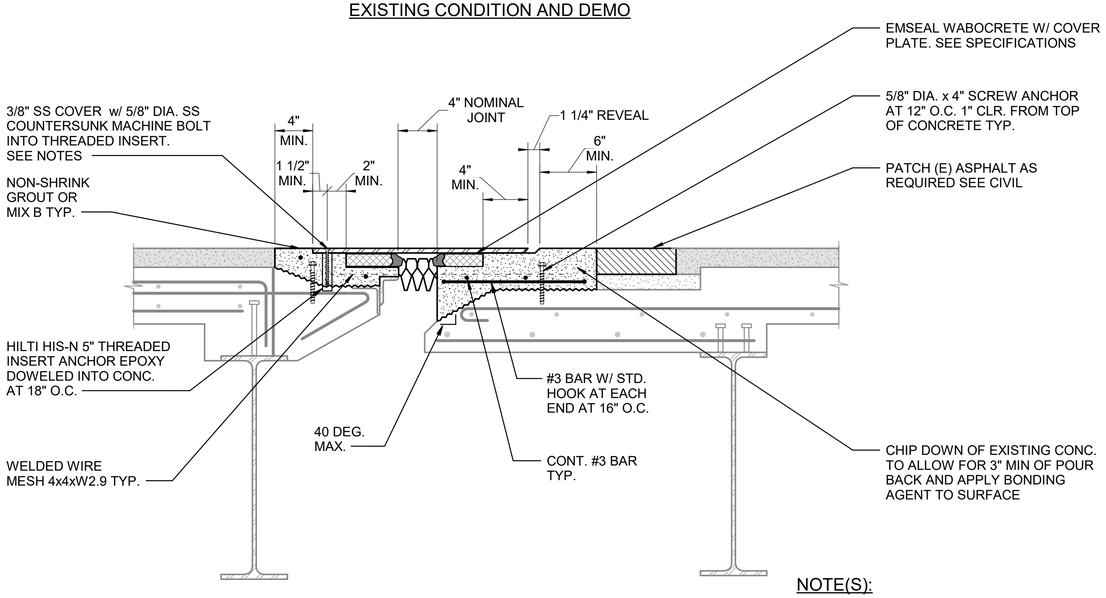
CAN YOU SEE THE AIRPLANES? THE ADJACENT SAMPLES SHOW THREE DIFFERENT LEVELS OF SHADING. SETTINGS FOR VIEWING AND PRINTING DRAWING CONTENT ARE OPTIMIZED WHEN ALL THREE PLANES ARE VISIBLE. THIS GUIDANCE IS PROVIDED FOR REFERENCE ONLY.



EXISTING CONDITION AND DEMO



EXISTING CONDITION AND DEMO

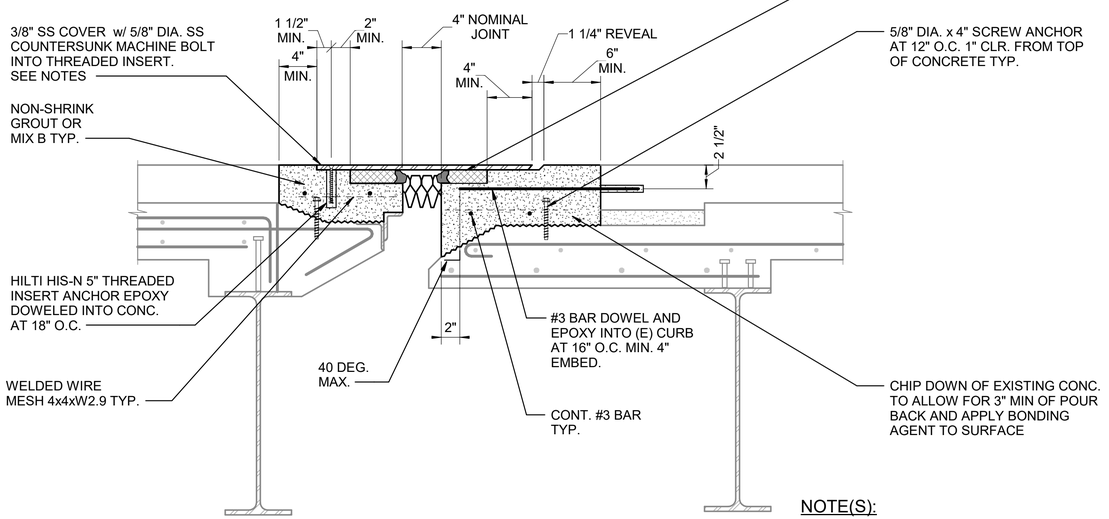


JOINT REPAIR

NOTE(S):

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2. LOCATE ANCHORS TO AVOID (E) REINFORCING.
3. DO NOT CUT OR DAMAGE BAR IN (E) STRUCTURAL SLAB.
4. COVER PLATE TO BE FABRICATED IN LENGTHS OF 4'-0" MIN., 6'-0" MAX. PLATES SHOULD BE EQUAL LENGTH.

1 SEISMIC JOINT - DROPOFF ROADWAY - LONG. JOINT (JOINT 30)
SCALE: N.T.S.



JOINT REPAIR

NOTE(S):

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3. DO NOT CUT OR DAMAGE BAR IN (E) STRUCTURAL SLAB.
4. COVER PLATE TO BE FABRICATED IN LENGTHS OF 4'-0" MIN., 6'-0" MAX. PLATES SHOULD BE EQUAL LENGTH.

2 SEISMIC JOINT - DROPOFF ROADWAY AT WALKWAY - LONG. JOINT (JOINT 30)
SCALE: N.T.S.

NO.	DATE	BY	REVISIONS	APP

NO.	DATE	BY	REVISIONS	APP

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2025D018 DESIGN NUMBER

102970 PROJECT NUMBER

STRUCTURAL REGISTERED PROFESSIONAL ENGINEER 19608 DIGITALLY SIGNED OREGON NOV. 14, 2003 CRAIG J. TOTTEN
EXPIRES 06-30-26

PORTLAND INTERNATIONAL AIRPORT

TERMINAL UPPER ROADWAY JOINT REPLACEMENT

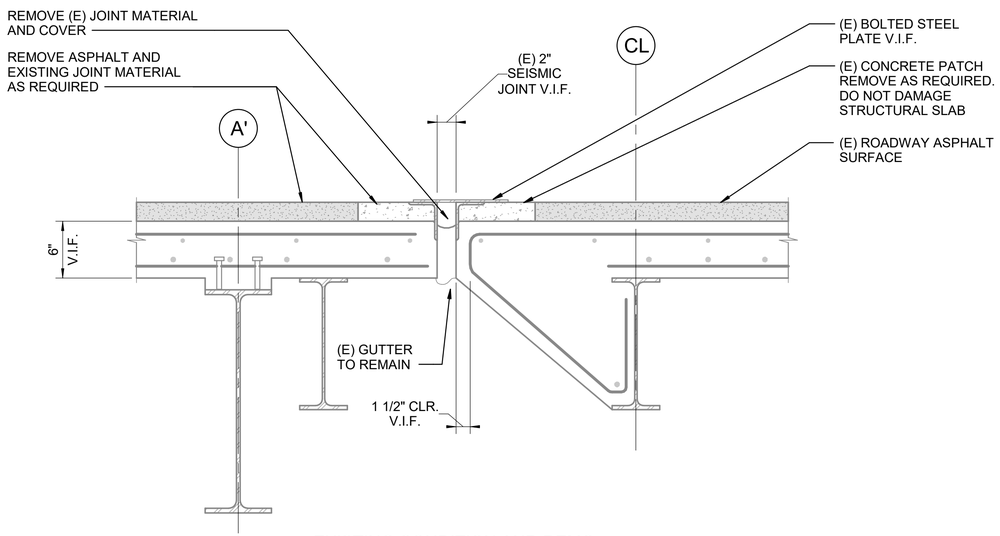
EXPANSION JOINT DETAILS - 5

SUBMITTED BY	JAY OSTLUND		
DESIGN BY	S. THOMAS		
DRAWN BY	J. DE BOER		
CHECKED BY	C. TOTTEN		
DATE	OCTOBER 2026		
SHEET NO.	46	TYPE:	CD
DRAWING NO.	PDX 2026-514	DISC. SHT. NO.	S6.104

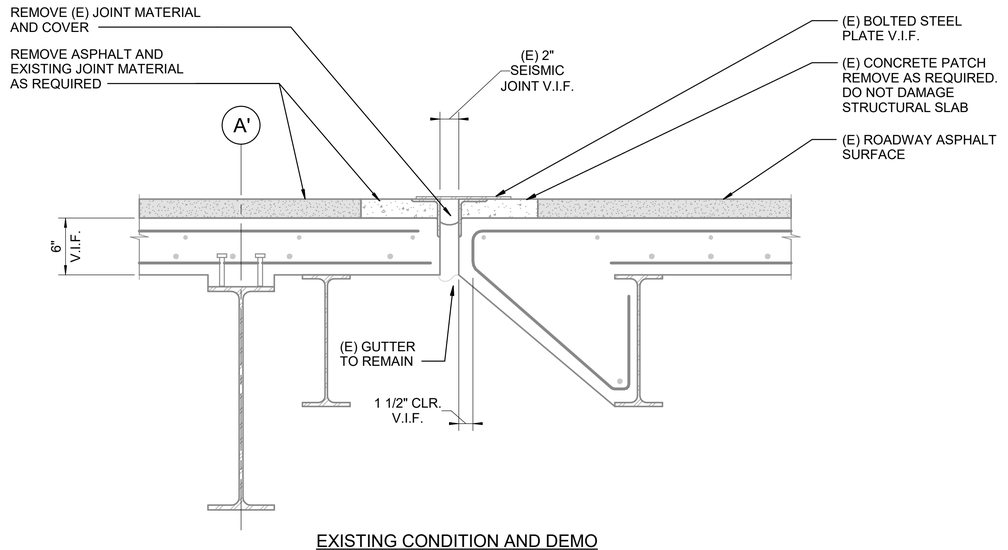
DRAWING SCALE IS REDUCED 50% WHEN SHEET SIZE IS 11" x 17".
GRAPHIC SCALE FOR REFERENCE ONLY
0 1/4" 1/2" 1" 2"

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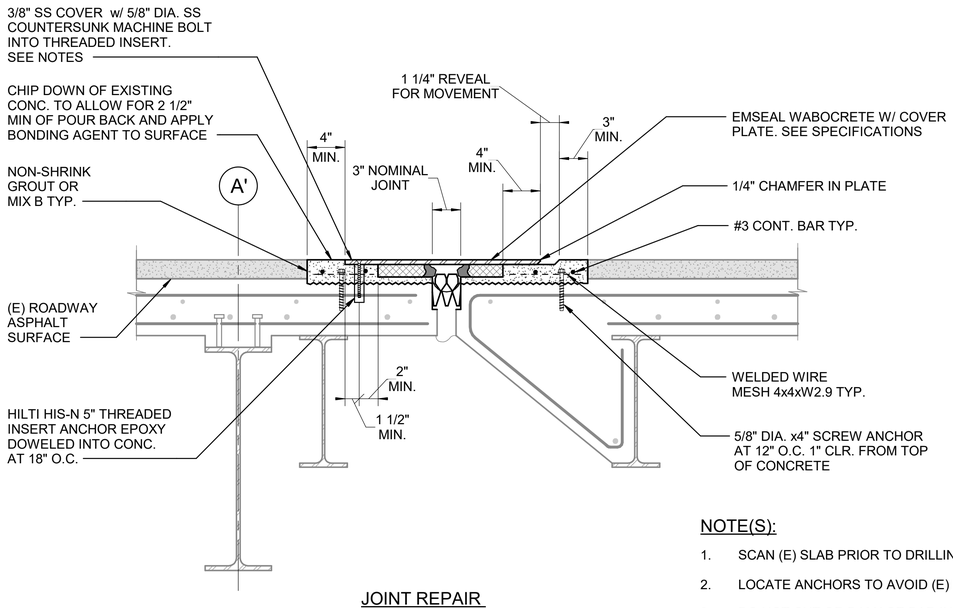
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EXISTING CONDITION AND DEMO



EXISTING CONDITION AND DEMO

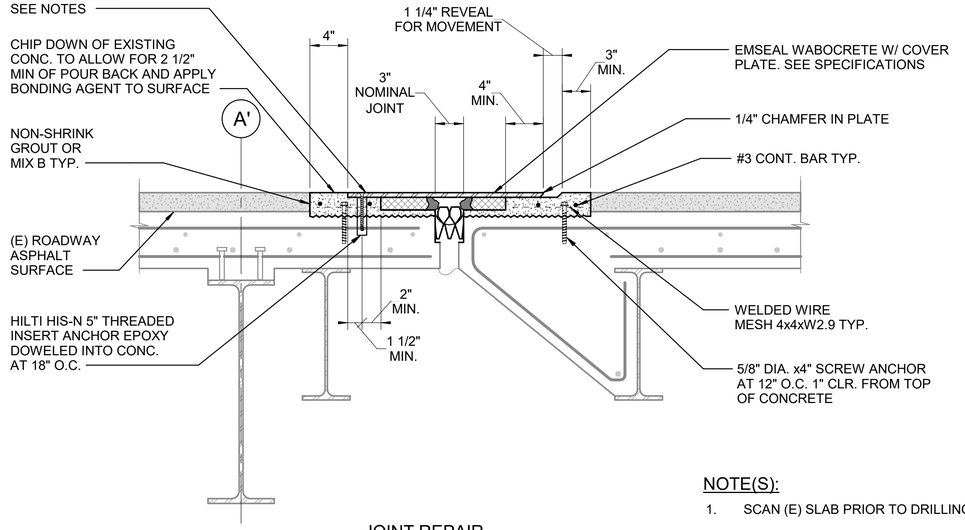


JOINT REPAIR

NOTE(S):

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1 SEISMIC JOINT - DROPOFF ROADWAY SOUTH TRANSVERSE JOINT (JOINT 5)
SCALE: N.T.S.



JOINT REPAIR

NOTE(S):

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3. DO NOT CUT OR DAMAGE BAR IN (E) STRUCTURAL SLAB.
4. COVER PLATE TO BE FABRICATED IN LENGTHS OF 4'-0" MIN., 6'-0" MAX. PLATES SHOULD BE EQUAL LENGTH.

2 SEISMIC JOINT - DROPOFF ROADWAY - SOUTH TRANSVERSE JOINT (JOINT 5)
SCALE: N.T.S.

NO.	DATE	BY	REVISIONS	APP

NO.	DATE	BY	REVISIONS	APP

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2025D018 DESIGN NUMBER

102970 PROJECT NUMBER

STRUCTURAL REGISTERED PROFESSIONAL ENGINEER 19608 DIGITALLY SIGNED OREGON NOV. 14, 2008 CRAIG J. TOTTEN EXPIRES 06-30-26

PORTLAND INTERNATIONAL AIRPORT

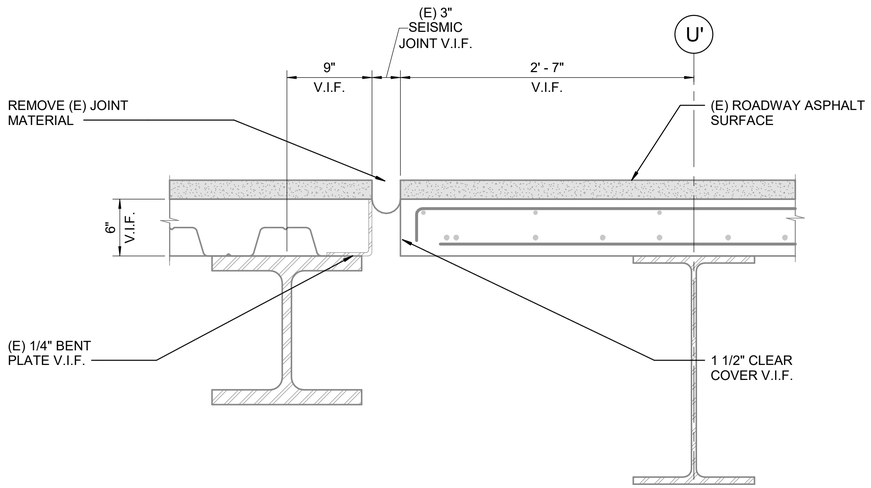
TERMINAL UPPER ROADWAY JOINT REPLACEMENT

EXPANSION JOINT DETAILS - 6

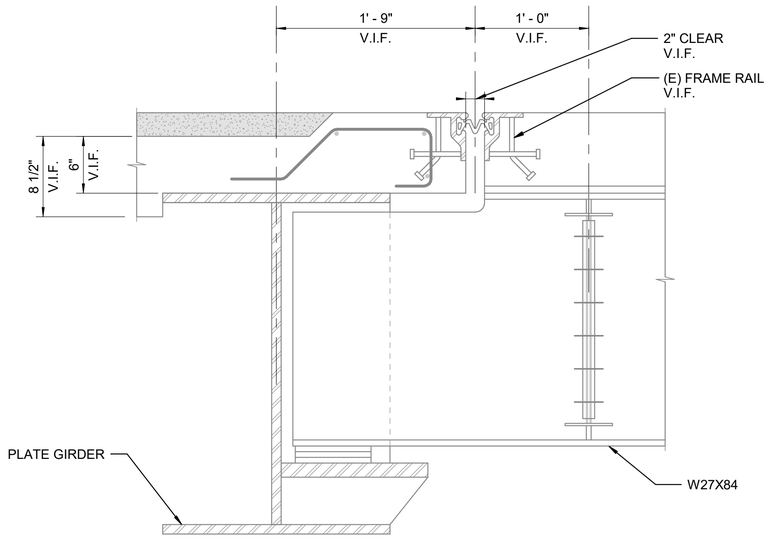
SUBMITTED BY	JAY OSTLUND		
DESIGN BY	S. THOMAS		
DRAWN BY	J. DE BOER		
CHECKED BY	C. TOTTEN		
DATE	OCTOBER 2026		
SHEET NO.	47	TYPE:	CD
DRAWING NO.	PDX 2026-514	DISC. SHT. NO.	S6.105

DRAWING SCALE IS REDUCED 50% WHEN SHEET SIZE BE 11" x 17". GRAPHIC SCALE-FOR REFERENCE ONLY
0 1/4" 1/2" 1" 2"

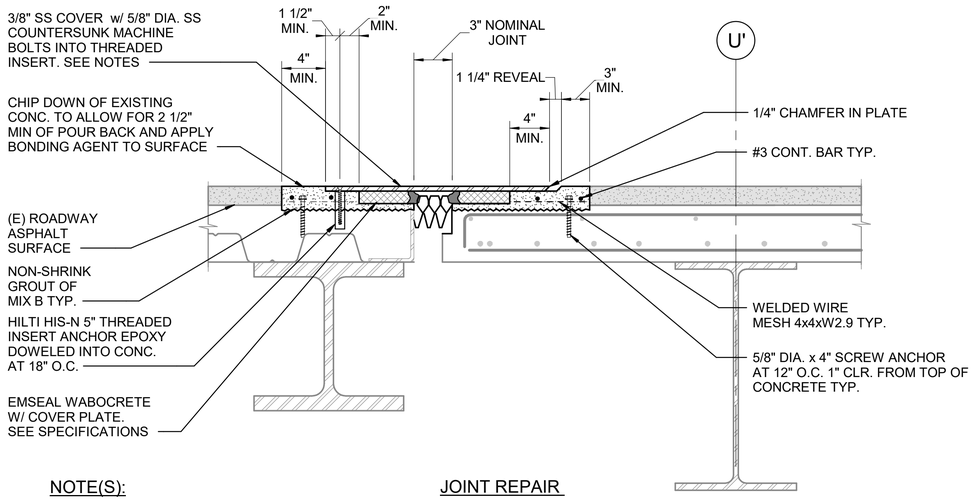
CAN YOU SEE THE AIRPLANES? THE ADJACENT SAMPLES SHOW THREE DIFFERENT LEVELS OF SHADING. SETTINGS FOR VIEWING AND PRINTING DRAWING CONTENT ARE OPTIMIZED WHEN ALL THREE PLANES ARE VISIBLE. THIS GUIDANCE IS PROVIDED FOR REFERENCE ONLY.



EXISTING CONDITION AND DEMO



EXISTING CONDITION AND DEMO

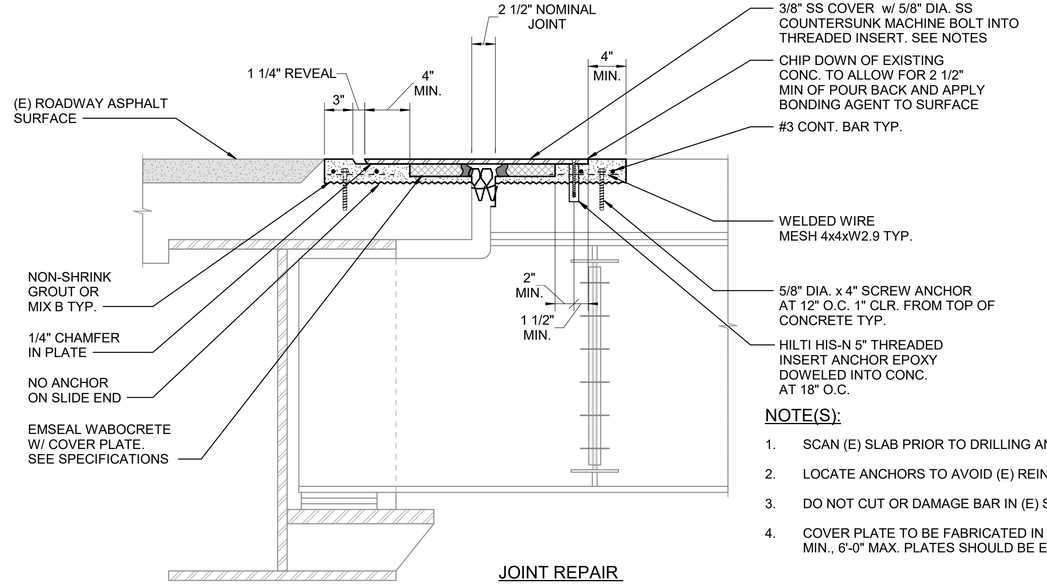


NOTE(S):

1. SCAN (E) SLAB PRIOR TO DRILLING AND CUTTING
2. LOCATE ANCHORS TO AVOID (E) REINFORCING.
3. DO NOT CUT OR DAMAGE BAR IN (E) STRUCTURAL SLAB.
4. COVER PLATE TO BE FABRICATED IN LENGTHS OF 4'-0" MIN., 6'-0" MAX. PLATES SHOULD BE EQUAL LENGTH.

JOINT REPAIR

1 SEISMIC JOINT - DROPOFF ROADWAY - NORTH TRANSVERSE JOINT (JOINT 5)
SCALE: N.T.S.



NOTE(S):

1. SCAN (E) SLAB PRIOR TO DRILLING AND CUTTING
2. LOCATE ANCHORS TO AVOID (E) REINFORCING.
3. DO NOT CUT OR DAMAGE BAR IN (E) STRUCTURAL SLAB.
4. COVER PLATE TO BE FABRICATED IN LENGTHS OF 4'-0" MIN., 6'-0" MAX. PLATES SHOULD BE EQUAL LENGTH.

JOINT REPAIR

2 SEISMIC JOINT AT SOUTH EXIT RAMP (JOINT 26)
SCALE: N.T.S.

NO.	DATE	BY	REVISIONS	APP
NO.	DATE	BY	REVISIONS	APP

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2025D018 DESIGN NUMBER

102970 PROJECT NUMBER

STRUCTURAL REGISTERED PROFESSIONAL ENGINEER 19608 DIGITALLY SIGNED OREGON NOV. 14, 2009 CRAIG J. TOTTEN

EXPIRES 06-30-26

PORTLAND INTERNATIONAL AIRPORT

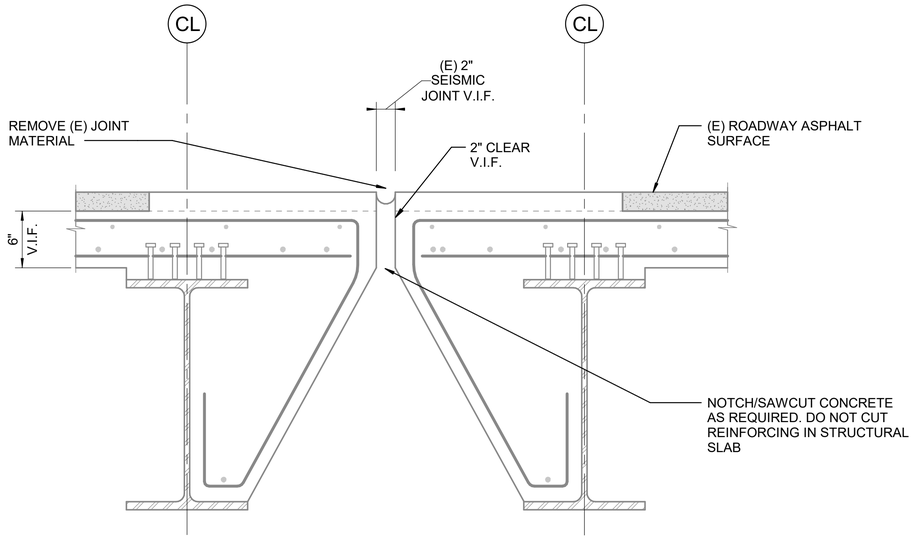
TERMINAL UPPER ROADWAY JOINT REPLACEMENT

EXPANSION JOINT DETAILS - 7

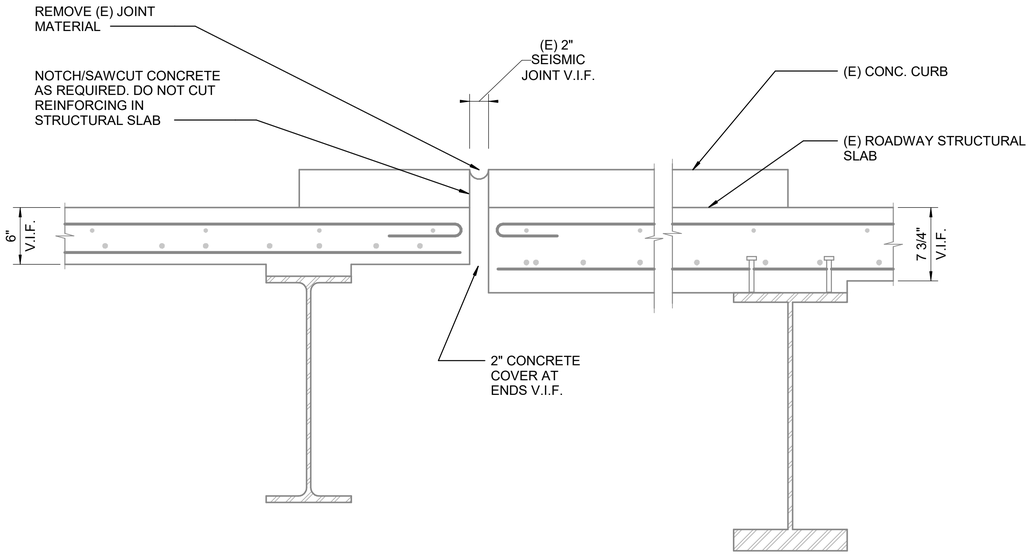
SUBMITTED BY	JAY OSTLUND		
DESIGN BY	S. THOMAS		
DRAWN BY	J. DE BOER		
CHECKED BY	C. TOTTEN		
DATE	OCTOBER 2026		
SHEET NO.	48	TYPE:	CD
DRAWING NO.	PDX 2026-514	DISC. SHT. NO.	S6.106

DRAWING SCALE IS REDUCED 50% WHEN SHEET SIZE IS 11" x 17". GRAPHIC SCALE FOR REFERENCE ONLY

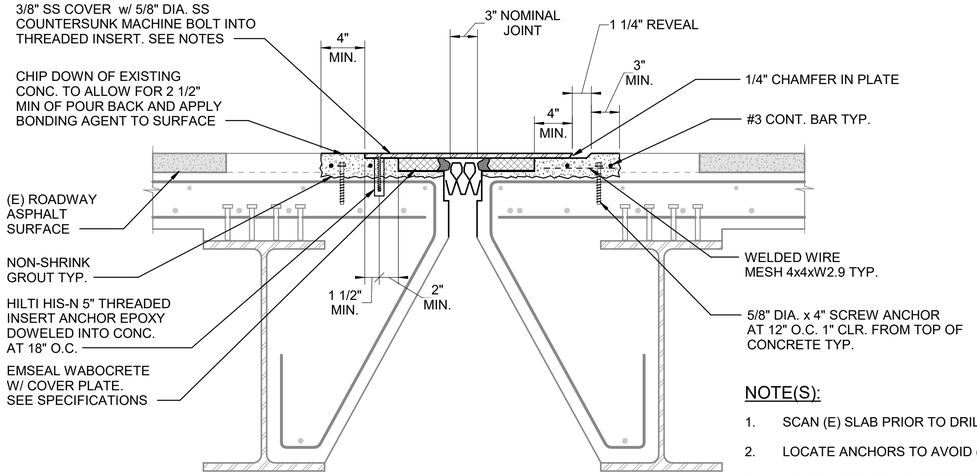
CAN YOU SEE THE AIRPLANES? THE ADJACENT SAMPLES SHOW THREE DIFFERENT LEVELS OF SHADING. SETTINGS FOR VIEWING AND PRINTING DRAWING CONTENT ARE OPTIMIZED WHEN ALL THREE PLANES ARE VISIBLE. THIS GUIDANCE IS PROVIDED FOR REFERENCE ONLY.



EXISTING CONDITION AND DEMO



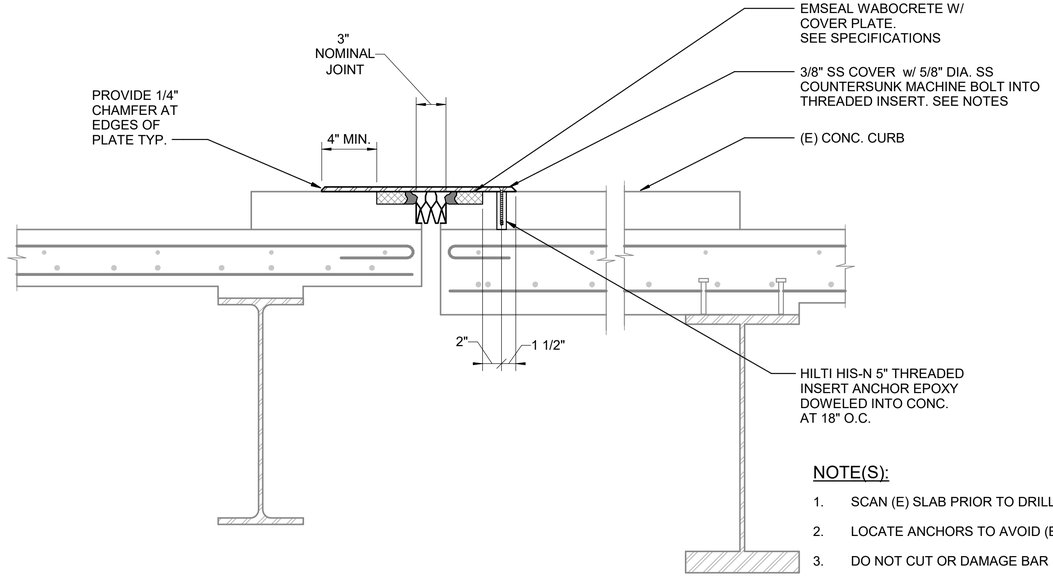
EXISTING CONDITION AND DEMO



NOTE(S):

1. SCAN (E) SLAB PRIOR TO DRILLING AND CUTTING
2. LOCATE ANCHORS TO AVOID (E) REINFORCING.
3. DO NOT CUT OR DAMAGE BAR IN (E) STRUCTURAL SLAB.
4. COVER PLATE TO BE FABRICATED IN LENGTHS OF 4'-0" MIN., 6'-0" MAX. PLATES SHOULD BE EQUAL LENGTH.

JOINT REPAIR



NOTE(S):

1. SCAN (E) SLAB PRIOR TO DRILLING AND CUTTING
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3. DO NOT CUT OR DAMAGE BAR IN (E) STRUCTURAL SLAB.
4. COVER PLATE TO BE FABRICATED IN LENGTHS OF 4'-0" MIN., 6'-0" MAX. PLATES SHOULD BE EQUAL LENGTH.

JOINT REPAIR

1 SEISMIC JOINT AT SOUTH EXIT RAMP (JOINT 25)
SCALE: N.T.S.

2 SEISMIC JOINT AT SOUTH EXIT RAMP - CURB (JOINT 25/26)
SCALE: N.T.S.

NO.	DATE	BY	REVISIONS	APP

NO.	DATE	BY	REVISIONS	APP

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2025D018 DESIGN NUMBER

102970 PROJECT NUMBER

STRUCTURAL REGISTERED PROFESSIONAL ENGINEER 19608 DIGITALLY SIGNED OREGON NOV. 14, 2006 CRAIG J. TOTTEN EXPIRES 06-30-26

PORTLAND INTERNATIONAL AIRPORT

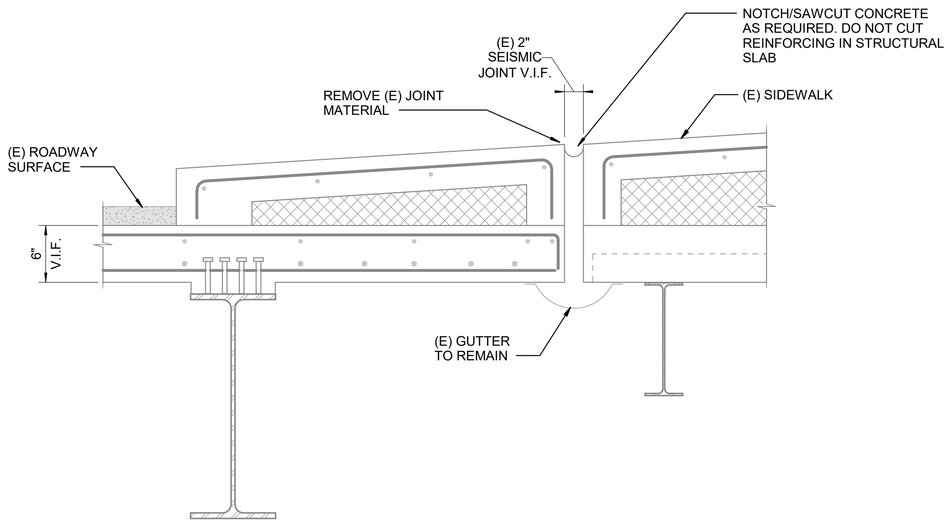
TERMINAL UPPER ROADWAY JOINT REPLACEMENT

EXPANSION JOINT DETAILS - 8

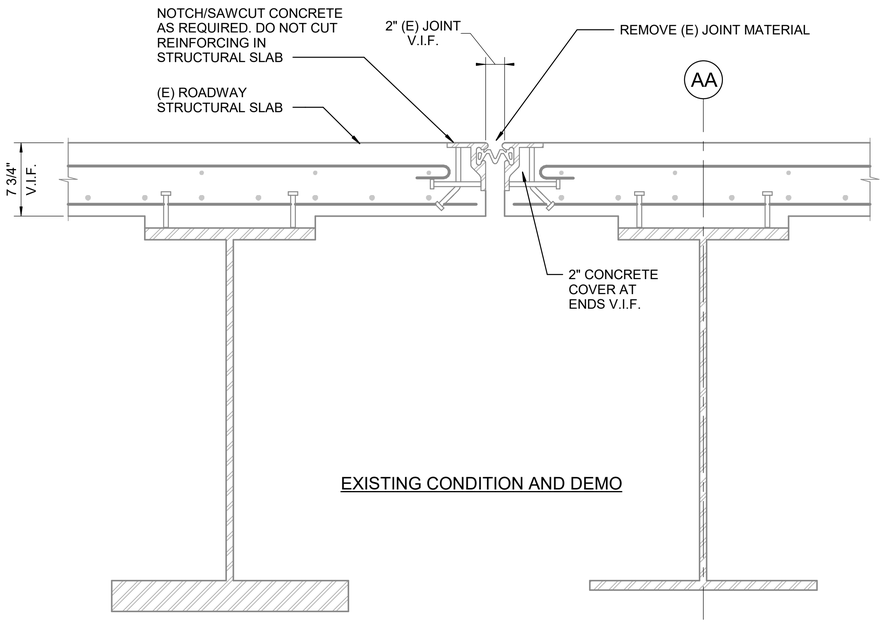
SUBMITTED BY	JAY OSTLUND		
DESIGN BY	S. THOMAS		
DRAWN BY	J. DE BOER		
CHECKED BY	C. TOTTEN		
DATE	OCTOBER 2026		
SHEET NO.	49	TYPE:	CD
DRAWING NO.	PDX 2026-514	DISC. SHT. NO.	S6.107

DRAWING SCALE IS REDUCED 50% WHEN SHEET SIZE IS 11" x 17".
0 1/4" 1/2" 1" 2"
GRAPHIC SCALE-FOR REFERENCE ONLY

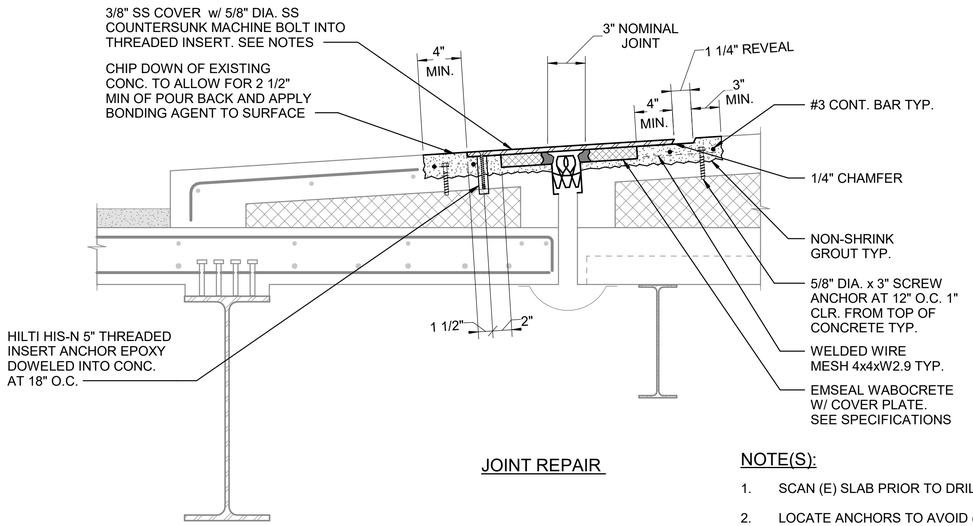
CAN YOU SEE THE AIRPLANES? THE ADJACENT SAMPLES SHOW THREE DIFFERENT LEVELS OF SHADING. SETTINGS FOR VIEWING AND PRINTING DRAWING CONTENT ARE OPTIMIZED WHEN ALL THREE PLANES ARE VISIBLE. THIS GUIDANCE IS PROVIDED FOR REFERENCE ONLY.



EXISTING CONDITION AND DEMO



EXISTING CONDITION AND DEMO

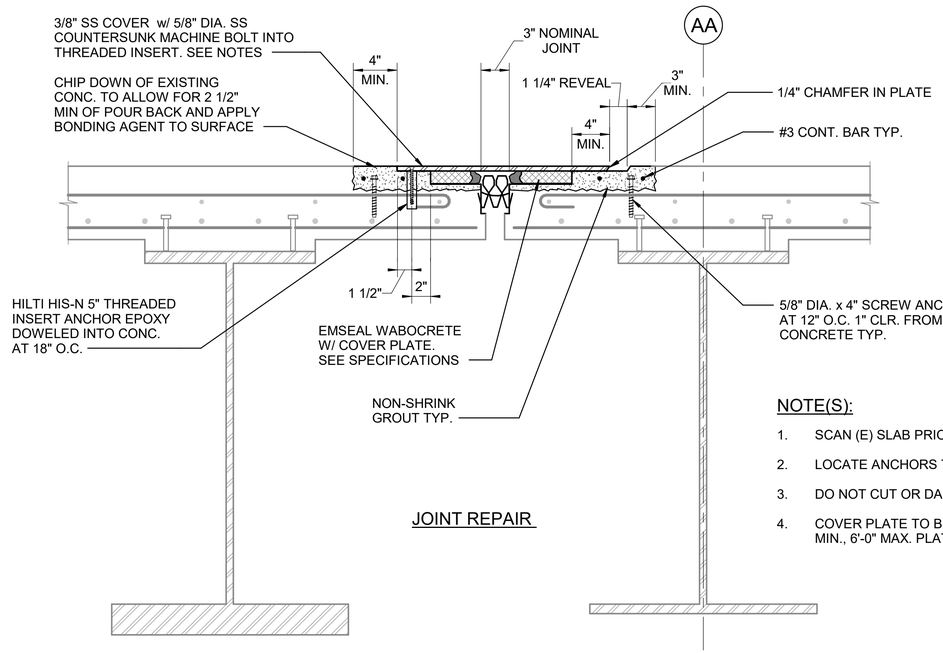


JOINT REPAIR

NOTE(S):

1. SCAN (E) SLAB PRIOR TO DRILLING AND CUTTING
2. LOCATE ANCHORS TO AVOID (E) REINFORCING.
3. DO NOT CUT OR DAMAGE BAR IN (E) STRUCTURAL SLAB.
4. COVER PLATE TO BE FABRICATED IN LENGTHS OF 4'-0" MIN., 6'-0" MAX. PLATES SHOULD BE EQUAL LENGTH.

1 SEISMIC JOINT AT SOUTH EXIT RAMP AT SIDEWALK (JOINT 26)
SCALE: N.T.S.



JOINT REPAIR

NOTE(S):

1. SCAN (E) SLAB PRIOR TO DRILLING AND CUTTING
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4. COVER PLATE TO BE FABRICATED IN LENGTHS OF 4'-0" MIN., 6'-0" MAX. PLATES SHOULD BE EQUAL LENGTH.

2 SEISMIC JOINT - INSIDE ROADWAY - SOUTH TRANSVERSE JOINT (JOINT 29)
SCALE: N.T.S.

NO.	DATE	BY	REVISIONS	APP

NO.	DATE	BY	REVISIONS	APP

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2025D018 DESIGN NUMBER

102970 PROJECT NUMBER

STRUCTURAL REGISTERED PROFESSIONAL ENGINEER 19608 DIGITALLY SIGNED OREGON JULY 14, 2006 CRAIG J. TOTTEN
EXPIRES 06-30-26

PORTLAND INTERNATIONAL AIRPORT

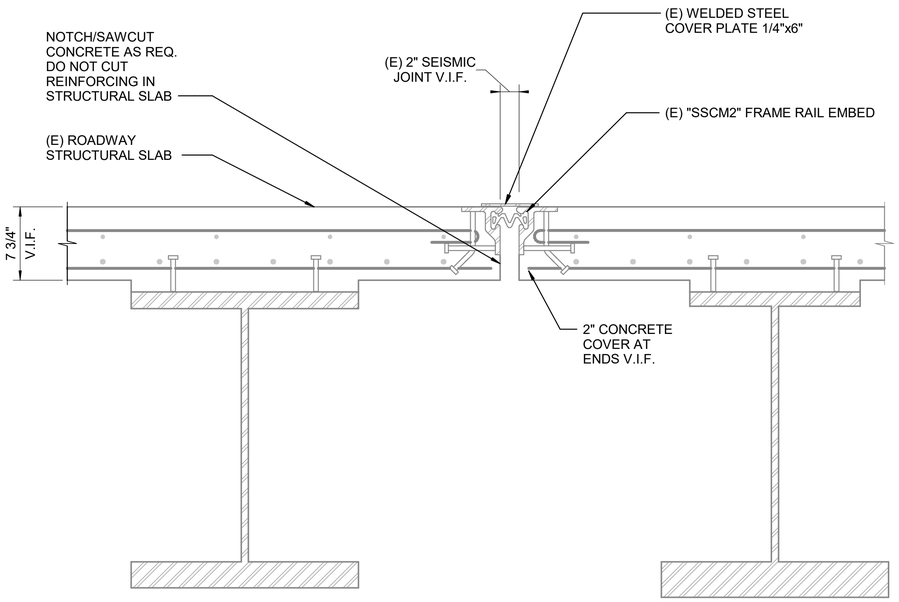
TERMINAL UPPER ROADWAY JOINT REPLACEMENT

EXPANSION JOINT DETAILS - 9

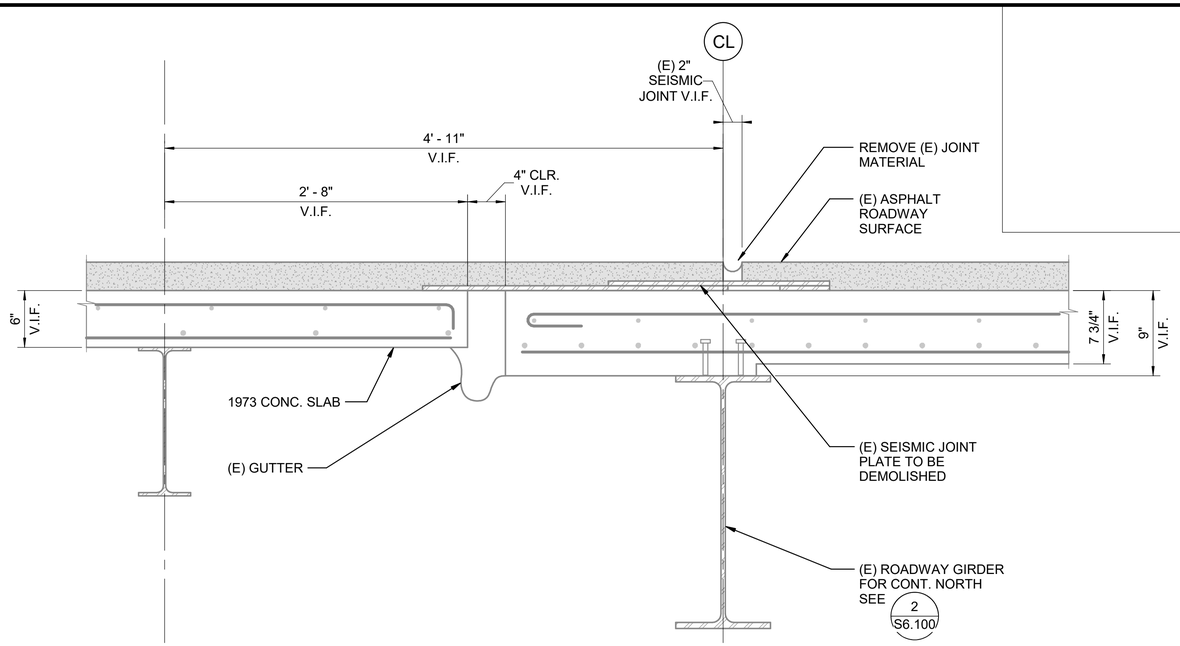
SUBMITTED BY	JAY OSTLUND		
DESIGN BY	S. THOMAS		
DRAWN BY	J. DE BOER		
CHECKED BY	C. TOTTEN		
DATE	OCTOBER 2026		
SHEET NO.	50	TYPE:	CD
DRAWING NO.	PDX 2026-514	DISC. SHT. NO.	S6.108

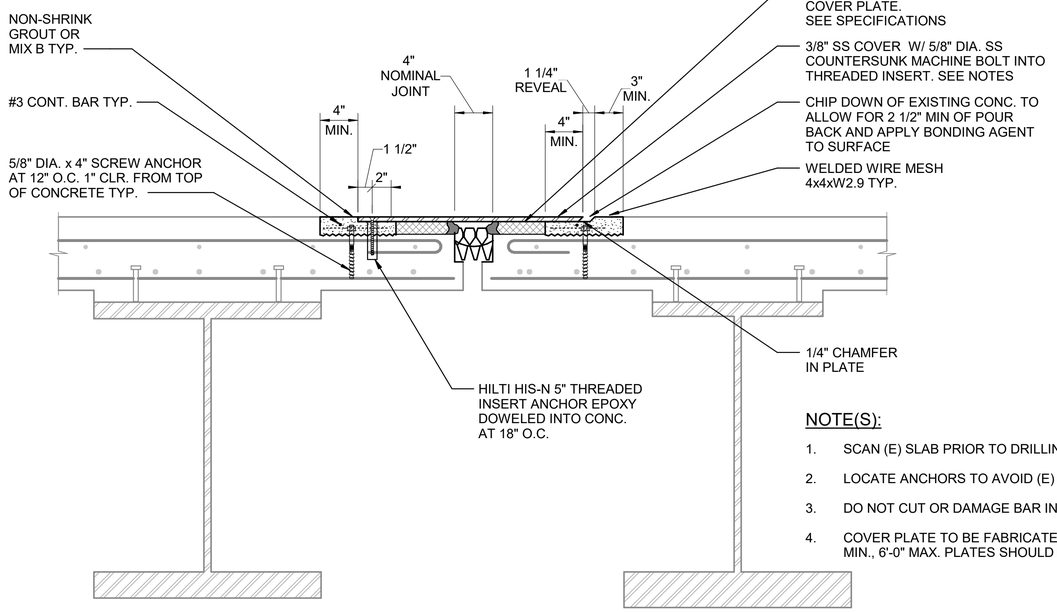
DRAWING SCALE IS REDUCED 50% WHEN SHEET SIZE IS 11" x 17". 1" 1/2" 0 2" GRAPHIC SCALE FOR REFERENCE ONLY

CAN YOU SEE THE AIRPLANES? THE ADJACENT SAMPLES SHOW THREE DIFFERENT LEVELS OF SHADING. SETTINGS FOR VIEWING AND PRINTING DRAWING CONTENT ARE OPTIMIZED WHEN ALL THREE PLANES ARE VISIBLE. THIS GUIDANCE IS PROVIDED FOR REFERENCE ONLY.



EXISTING CONDITION AND DEMO





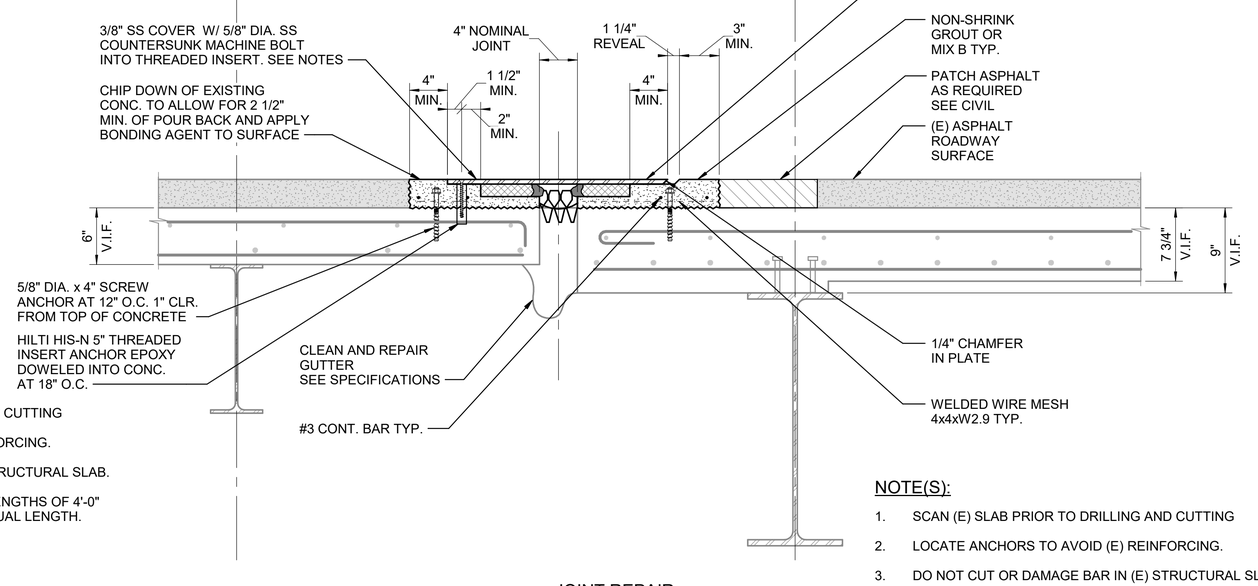
JOINT REPAIR

NOTE(S):

1. SCAN (E) SLAB PRIOR TO DRILLING AND CUTTING
2. LOCATE ANCHORS TO AVOID (E) REINFORCING.
3. DO NOT CUT OR DAMAGE BAR IN (E) STRUCTURAL SLAB.
4. COVER PLATE TO BE FABRICATED IN LENGTHS OF 4'-0" MIN., 6'-0" MAX. PLATES SHOULD BE EQUAL LENGTH.

1 SEISMIC JOINT - INSIDE ROADWAY - NORTH TRANSVERSE JOINT (JOINT 29)
SCALE: N.T.S.

EXISTING CONDITION AND DEMO



JOINT REPAIR

NOTE(S):

1. SCAN (E) SLAB PRIOR TO DRILLING AND CUTTING
2. LOCATE ANCHORS TO AVOID (E) REINFORCING.
3. DO NOT CUT OR DAMAGE BAR IN (E) STRUCTURAL SLAB.
4. COVER PLATE TO BE FABRICATED IN LENGTHS OF 4'-0" MIN., 6'-0" MAX. PLATES SHOULD BE EQUAL LENGTH.

2 SEISMIC JOINT - NORTH SIDEWALK - N/S SECTION (JOINT 31)
SCALE: N.T.S.

NO.	DATE	BY	REVISIONS	APP

NO.	DATE	BY	REVISIONS	APP

Port of Portland

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2025D018 DESIGN NUMBER

102970 PROJECT NUMBER

STRUCTURAL REGISTERED PROFESSIONAL ENGINEER 19608 DIGITALLY SIGNED OREGON NOV. 14, 2006 CRAIG J. TOTTEN
EXPIRES 06-30-26

PORTLAND INTERNATIONAL AIRPORT

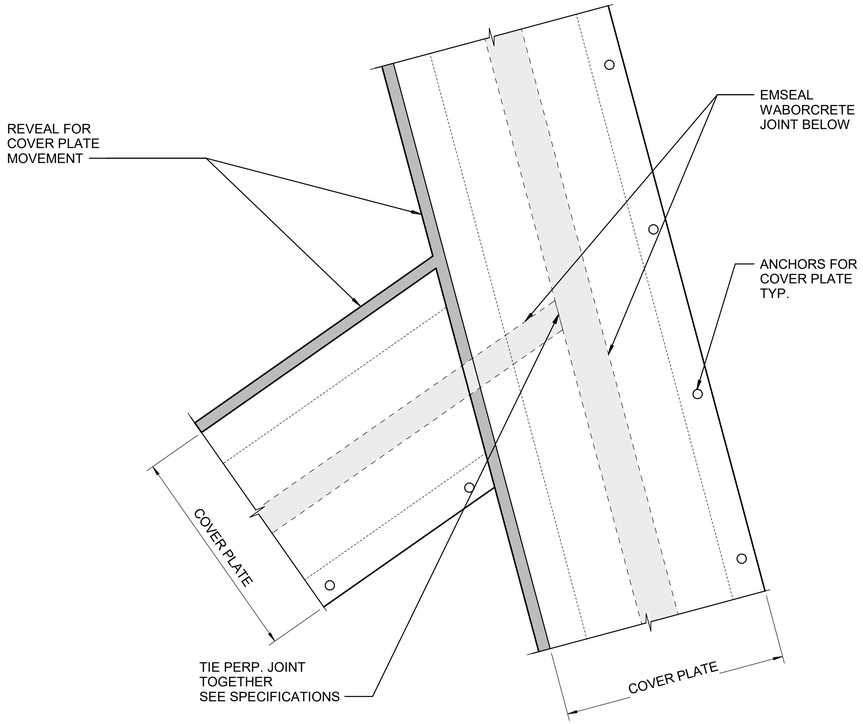
TERMINAL UPPER ROADWAY JOINT REPLACEMENT

EXPANSION JOINT DETAILS - 10

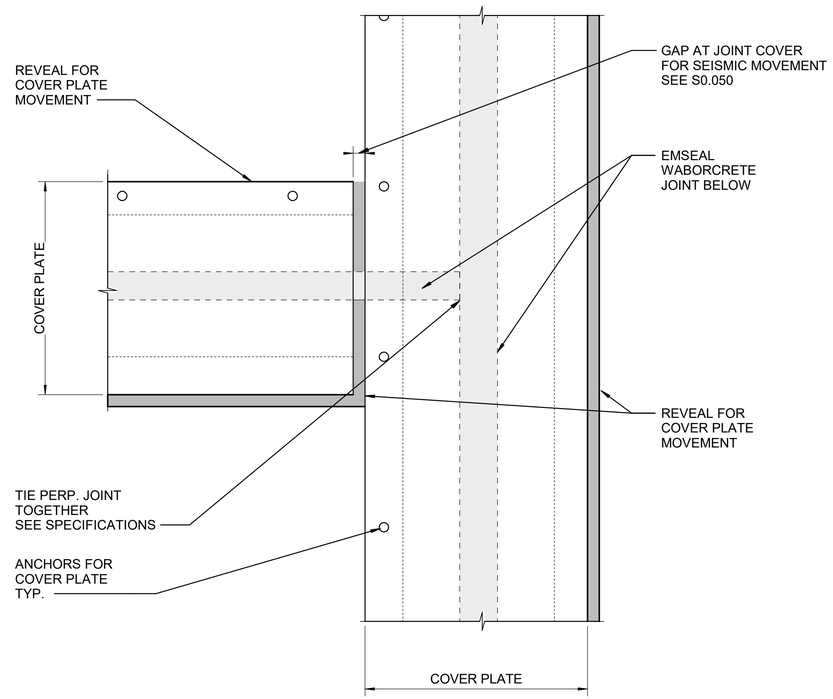
SUBMITTED BY	JAY OSTLUND	
DESIGN BY	S. THOMAS	
DRAWN BY	J. DE BOER	
CHECKED BY	C. TOTTEN	
DATE	OCTOBER 2026	
SHEET NO.	51	TYPE: CD
DRAWING NO.	PDX 2026-514	DISC. SHT. NO. S6.109

DRAWING SCALE IS REDUCED 50% WHEN SHEET SIZE IS 11" x 17". GRAPHIC SCALE FOR REFERENCE ONLY

CAN YOU SEE THE AIRPLANES? THE ADJACENT SAMPLES SHOW THREE DIFFERENT LEVELS OF SHADING. SETTINGS FOR VIEWING AND PRINTING DRAWING CONTENT ARE OPTIMIZED WHEN ALL THREE PLANES ARE VISIBLE. THIS GUIDANCE IS PROVIDED FOR REFERENCE ONLY.



1 SEISMIC JOINT - "T" INTERSECTION (JOINT 34/35)
SCALE: 1 1/2" = 1'-0"



2 SEISMIC JOINT - "T" INTERSECTION (JOINT 30/31/18)
SCALE: 1 1/2" = 1'-0"

DRAWING SCALE IS REDUCED 50% WHEN SHEET SIZE IS 11" x 17".
GRAPHIC SCALE-FOR REFERENCE ONLY
0 1/4" 1/2" 1" 2"

NO.	DATE	BY	REVISIONS	APP	NO.	DATE	BY	REVISIONS	APP

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2025D018 DESIGN NUMBER

102970 PROJECT NUMBER

STRUCTURAL
REGISTERED PROFESSIONAL ENGINEER
19608
DIGITALLY SIGNED
OREGON
NOV. 14, 2006
CRAIG J. TOTTEN
EXPIRES 06-30-26

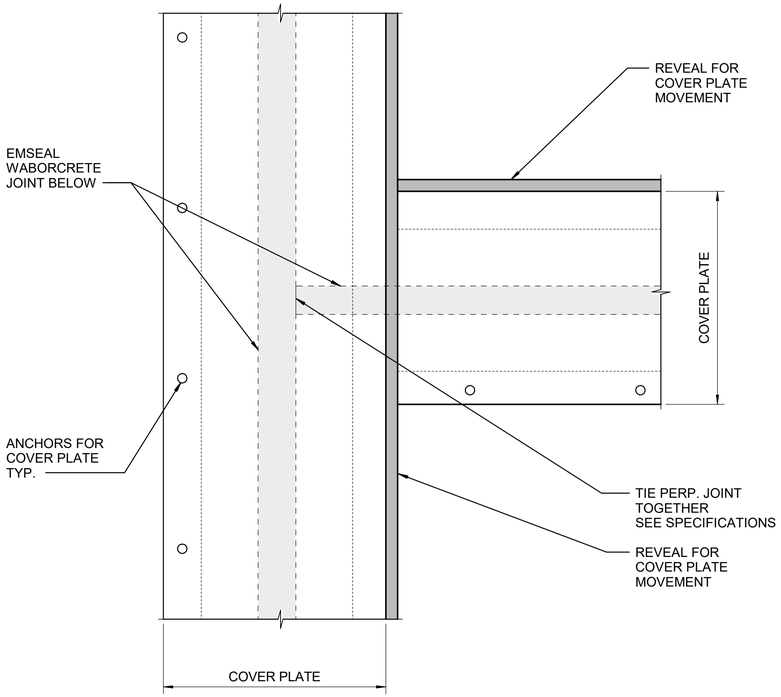
PORTLAND INTERNATIONAL AIRPORT

TERMINAL UPPER ROADWAY JOINT REPLACEMENT

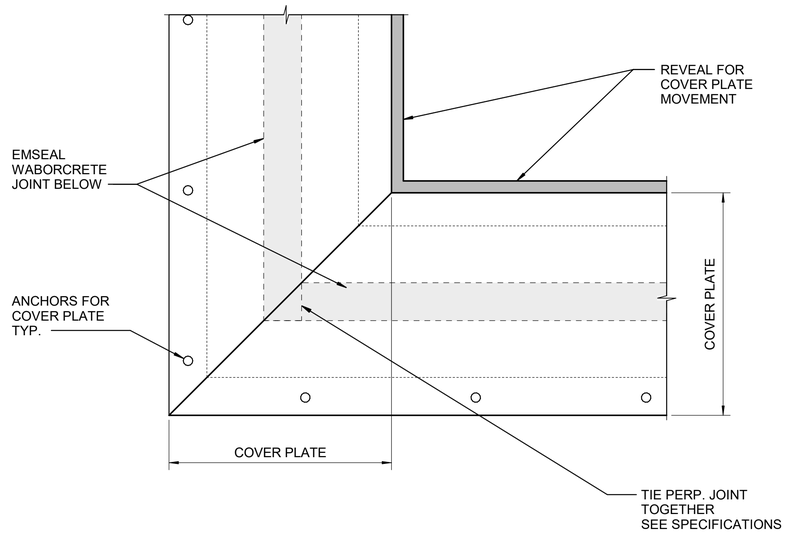
EXPANSION JOINT DETAILS - 11

SUBMITTED BY	JAY OSTLUND		
DESIGN BY	S. THOMAS		
DRAWN BY	J. DE BOER		
CHECKED BY	C. TOTTEN		
DATE	OCTOBER 2026		
SHEET NO.	52	TYPE:	CD
DRAWING NO.	PDX 2026-514	DISC. SHT. NO.	S6.120

CAN YOU SEE THE AIRPLANES? THE ADJACENT SAMPLES SHOW THREE DIFFERENT LEVELS OF SHADING. SETTINGS FOR VIEWING AND PRINTING DRAWING CONTENT ARE OPTIMIZED WHEN ALL THREE PLANES ARE VISIBLE. THIS GUIDANCE IS PROVIDED FOR REFERENCE ONLY.



1 SEISMIC JOINT - "T" INTERSECTION (JOINT 30/31/32)
SCALE: 1 1/2" = 1'-0"



2 SEISMIC JOINT - "L" INTERSECTION (JOINT 29/30)
SCALE: 1 1/2" = 1'-0"

NO.	DATE	BY	REVISIONS	APP	NO.	DATE	BY	REVISIONS	APP

DRAWING SCALE IS REDUCED 50% WHEN SHEET SIZE IS 11" x 17".
GRAPHIC SCALE-FOR REFERENCE ONLY
0 1/4" 1/2" 1" 2"

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2025D018
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19608
DIGITALLY SIGNED
OREGON
NOV. 14, 2006
CRAIG J. TOTTEN
EXPIRES 06-30-26

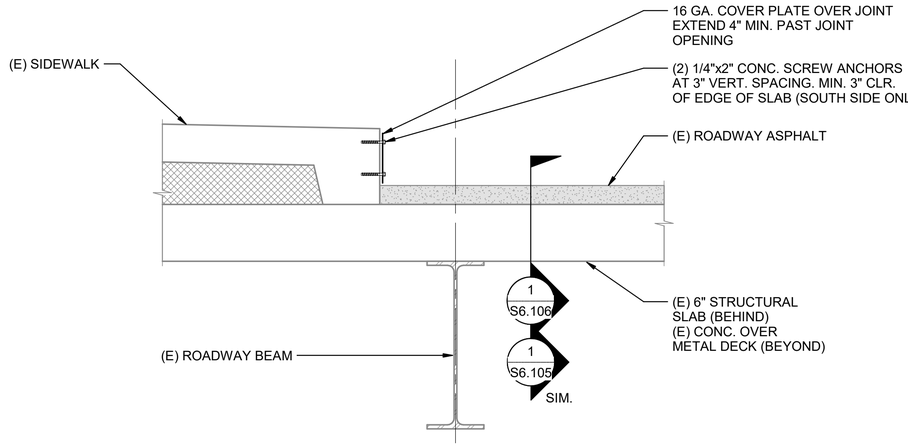
PORTLAND INTERNATIONAL AIRPORT

TERMINAL UPPER ROADWAY JOINT REPLACEMENT

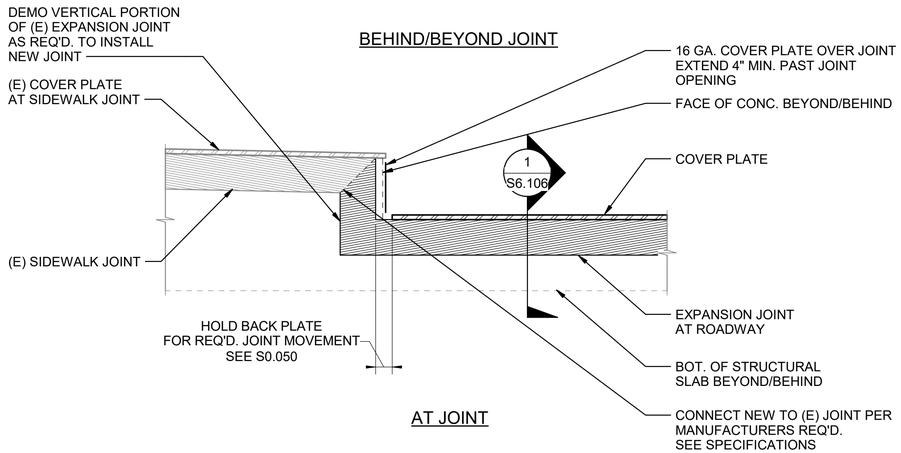
EXPANSION JOINT DETAILS - 12

SUBMITTED BY	JAY OSTLUND	
DESIGN BY	S. THOMAS	
DRAWN BY	J. DE BOER	
CHECKED BY	C. TOTTEN	
DATE	OCTOBER 2026	
SHEET NO.	53	TYPE: CD
DRAWING NO.	PDX 2026-514	DISC. SHT. NO. S6.121

CAN YOU SEE THE AIRPLANES? THE ADJACENT SAMPLES SHOW THREE DIFFERENT LEVELS OF SHADING. SETTINGS FOR VIEWING AND PRINTING DRAWING CONTENT ARE OPTIMIZED WHEN ALL THREE PLANES ARE VISIBLE. THIS GUIDANCE IS PROVIDED FOR REFERENCE ONLY.



BEHIND/BEYOND JOINT



AT JOINT

1 JOINT TIE IN AT CURB
SCALE: 1 1/2" = 1'-0"

NO.	DATE	BY	REVISIONS	APP

NO.	DATE	BY	REVISIONS	APP

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2025D018 DESIGN NUMBER

102970 PROJECT NUMBER

STRUCTURAL REGISTERED PROFESSIONAL ENGINEER 19608
DIGITALLY SIGNED
OREGON
NOV. 14, 2008
CRAIG J. TOTTEN
EXPIRES 06-30-26

PORTLAND INTERNATIONAL AIRPORT

TERMINAL UPPER ROADWAY JOINT REPLACEMENT

EXPANSION JOINT DETAILS - 12

SUBMITTED BY	JAY OSTLUND
DESIGN BY	S. THOMAS
DRAWN BY	J. DE BOER
CHECKED BY	C. TOTTEN
DATE	OCTOBER 2026
SHEET NO.	54
TYPE:	CD
DRAWING NO.	PDX 2026-514
DISC. SHT. NO.	S6.122

DRAWING SCALE IS REDUCED 50% WHEN SHEET SIZE IS 11" x 17". GRAPHIC SCALE-FOR REFERENCE ONLY
0 1" 2"
1/4" 1/2"