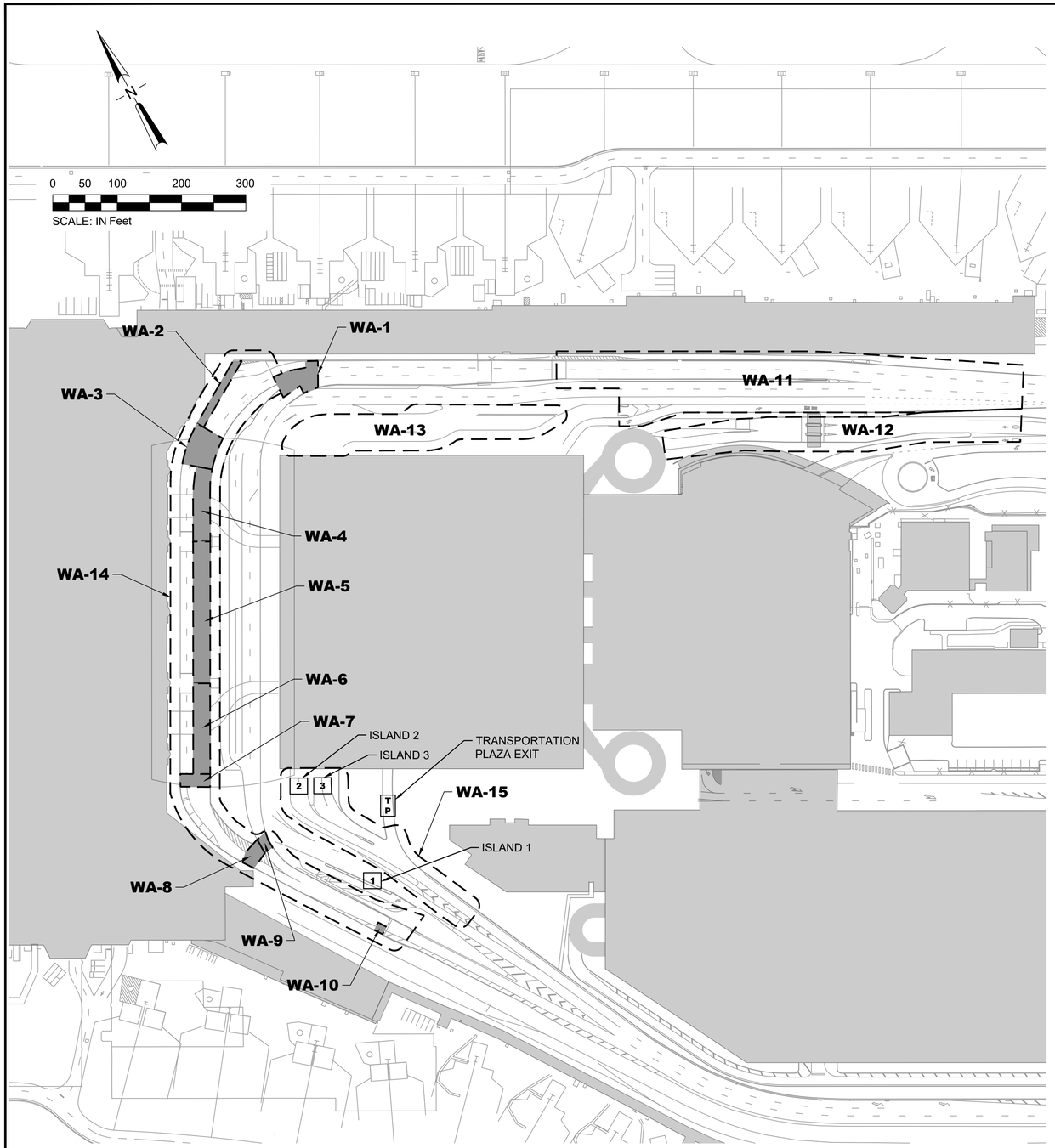
THE AREA BELOW IS TO BE LEFT BLANK - FOR USE BY CITY FOR PERMIT REVIEW STAMP ONLY-

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 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"

#	DATE	BY	REVISION	APP

#	DATE	BY	REVISION	APP

Port of Portland

2025D018 EAN

102970 PAN

REGISTERED PROFESSIONAL ENGINEER 52,278 DIGITALLY SIGNED 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