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NOTES:

1. VERTICAL CURB MAY BE USED AT MEDIANS AND MEDIAN PLANTING STRIPS, OR IN REPLACEMENT OF DAMAGED EXISTING VERTICAL CURBS.

2. CONCRETE SHALL BE COMMERCIAL MIX WITH A 28-DAY COMpressive STRENGTH OF 3500 PSI AND SHALL MEET ALL REQUIREMENTS FROM ODOT SECTION 00440.

3. CONSTRUCT EXPANSION JOINTS AT 200’ MAXIMUM SPACING, AND AT POINTS OF TANGENCY, AND AT ENDS OF EACH DRIVEWAY.

4. EXPANSION JOINT MATERIAL SHALL BE PREFORMED FILLER NOT LESS THAN 1/2” WIDE AND SHALL MEET ALL REQUIREMENTS FROM ODOT SECTION 00759.

5. CONTRACTION JOINTS SHALL HAVE:
   A. SPACING OF NOT MORE THAN 15 FEET.
   B. DEPTH OF JOINT OF AT LEAST 1-1/2”.

6. BASE ROCK SHALL BE 3/4”-0”, COMPACTED TO 95% OF MAXIMUM DENSITY PER AASHTO T-180. BASE ROCK SHALL BE TO SUBGRADE OF STREET STRUCTURES OR 4”, WHICHEVER IS GREATER, AND SHALL EXTEND 12” BEHIND CURB.

7. WEEP HOLES ARE NOT ALLOWED THROUGH THE CURB UNLESS APPROVED BY THE CITY.

8. THIS OPTION IS TO BE USED ONLY WITH APPROVAL BY CITY’S PUBLIC WORKS DEPARTMENT.
1. CONCRETE SHALL BE COMMERCIAL MIX WITH A 28-DAY COMPRESSIVE STRENGTH OF 3500 PSI AND SHALL MEET ALL REQUIREMENTS FROM ODOT SECTION 00440.

2. CONSTRUCT EXPANSION JOINTS AT 200’ MAXIMUM SPACING, AND AT POINTS OF TANGENCY, AND AT ENDS OF EACH DRIVEWAY.

3. EXPANSION JOINT MATERIAL SHALL BE PREFORMED FILLER NOT LESS THAN \( \frac{\sqrt{2}}{2} \)” WIDE AND SHALL MEET ALL REQUIREMENTS FROM ODOT SECTION 00759.

4. CONTRACTION JOINTS SHALL HAVE:
   A. SPACING OF NOT MORE THAN 15 FEET.
   B. DEPTH OF JOINT OF AT LEAST 1\( \frac{\sqrt{2}}{2} \)”.

5. BASE ROCK SHALL BE \( \frac{\sqrt{2}}{2}” - 0” \), COMPACTED TO 95% OF MAXIMUM DENSITY PER AASHTO T-180. BASE ROCK SHALL BE TO SUBGRADE OF STREET STRUCTURES OR 4”, WHICHEVER IS GREATER, AND SHALL EXTEND 12” BEHIND CURB.

6. FOR CURB AND GUTTER REQUIREMENTS ON SHED AND SUPERELEVATED ROAD SECTIONS, REVERSE THE GUTTER PAN SLOPE SO THAT THERE IS A 1” DROP FROM FACE OF CURB TO THE EDGE OF THE GUTTER PAN.

7. AT CATCH BASIN INLETS TRANSITION GUTTER LINE TO MATCH CATCH BASIN OVER A 3’ DISTANCE.

8. WEEP HOLES ARE NOT ALLOWED THROUGH THE CURB UNLESS APPROVED BY THE CITY.
MOUNTABLE CURB & GUTTER

Scale = N.T.S.

Notes:

1. MOUNTABLE CURB MAY BE USED IN CUL-DE-SACS, OR IN REPLACEMENT OF DAMAGED EXISTING MOUNTABLE CURBS.

2. CONCRETE SHALL BE COMMERCIAL MIX WITH A 28-DAY COMpressive STRENGTH OF 3500 PSI AND SHALL MEET ALL REQUIREMENTS FROM ODOT SECTION 00440.

3. CONSTRUCT EXPANSION JOINTS AT 200' MAXIMUM SPACING, AND AT POINTS OF TANGENCY, AND AT ENDS OF EACH DRIVEWAY.

4. EXPANSION JOINT MATERIAL SHALL BE PREFORMED FILLER NOT LESS THAN ½" WIDE AND SHALL MEET ALL REQUIREMENTS FROM ODOT SECTION 00759.

5. CONTRACTION JOINTS SHALL HAVE:
   A. SPACING OF NOT MORE THAN 15 FEET.
   B. DEPTH OF JOINT OF AT LEAST 1½”.

6. BASE ROCK SHALL BE ¾”-0”, COMPACTED TO 95% OF MAXIMUM DENSITY PER AASHTO T-180. BASE ROCK SHALL BE TO SUBGRADE OF STREET STRUCTURES OR 4”, WHICHEVER IS GREATER, AND SHALL EXTEND 12” BEHIND CURB.

7. AT CATCH BASIN INLETS TRANSITION GUTTER LINE TO MATCH CATCH BASIN OVER A 3’ DISTANCE.

8. WEEP HOLES ARE NOT ALLOWED THROUGH THE CURB.
SIDEWALK WITH PLANTER STRIP

SCALE = N.T.S.

2% CROSS-SLOPE (DRAIN TO STREET)

5’ PLANTER STRIP

6’ SIDEWALK

1.5% MAX CROSS-SLOPE (DRAIN TO STREET)

SEE NOTE 6
STERILIZE AND COMPACT SUBGRADE

2” THICK OF ¾”-0” BASE ROCK COMPACTED TO 95% MAX DENSITY PER AASHTO T-180

BACK OF CURB

6’ SIDEWALK

1.5% MAX CROSS-SLOPE (DRAIN TO STREET)

SEE NOTE 5

2” THICK OF ¾”-0” BASE ROCK COMPACTED TO 95% MAX DENSITY PER AASHTO T-180

CURB-TIGHT SIDEWALK

SCALE = N.T.S.

NOTES:

1. CONCRETE SHALL BE A COMMERCIAL MIX WITH A 28 DAY COMPRESSIVE STRENGTH OF 3500 PSI AND SHALL MEET ALL REQUIREMENTS FROM ODOT SECTION 00440.

2. SIDEWALK PANELS TO BE SQUARE (6’ LONG x 6’ WIDE TYP.).

3. EXPANSION JOINT MATERIAL SHALL BE PREFORMED FILLER NOT LESS THAN ½” WIDE AND SHALL MEET ALL REQUIREMENTS FROM ODOT SECTION 00759.

4. FOR SIDEWALKS ADJACENT TO THE CURB AND POURED AT THE SAME TIME AS THE CURB, THE JOINT BETWEEN THEM SHALL BE A TROWELED JOINT WITH A MINIMUM ½” RADIUS.

5. SIDEWALKS SHALL HAVE A MINIMUM THICKNESS OF 6” IF MOUNTABLE CURB IS USED, OR IF SIDEWALK IS INTENDED AS A PORTION OF A DRIVEWAY. OTHERWISE SIDEWALK SHALL HAVE A MINIMUM THICKNESS OF 4”.

6. CONCRETE SHALL HAVE A BROOM FINISH, ALL JOINTS SHALL BE EDGED AND SHINED.

7. WIDTH OF PLANTER STRIP IS MEASURED FROM FACE OF CURB. WIDTH OF A CURB-TIGHT SIDEWALK IS MEASURED FROM BACK OF CURB.
1. CURB JOINT SHALL BE A TROWELED JOINT WITH A MINIMUM ½” RADIUS ALONG BACK OF CURB.

2. EXPANSION JOINT MATERIAL SHALL BE PREFORMED FILLER NOT LESS THAN ½” WIDE AND SHALL MEET ALL REQUIREMENTS FROM ODOT SECTION 00759.

3. CONCRETE SHALL HAVE A BROOM FINISH AND EDGE ALL JOINTS.

4. IF DURING CURB REMOVAL THE GUTTER BECOMES SEPERATED FROM THE STREET SURFACE IN EXCESS OF ½”, THEN THE GUTTER SHALL ALSO BE REMOVED AND REPLACED.

5. SLOPE OF THE DRIVEWAY MAY BE AWAY FROM THE CURB WHEN PRE-APPROVED BY THE CITY ENGINEER.

6. EDGE OF DRIVEWAY WINGS MUST BE A MINIMUM OF 10’ FROM ANY FIRE HYDRANTS.

7. 6” COMMERCIAL CONCRETE MIX W/ 28-DAY COMPRRESSIVE STRENGTH OF 3500 PSI. SHALL MEET REQUIREMENTS FROM ODOT SECTION 00440.

8. USE NOTE 4 FROM DETAIL 105.
SECTION A - A

1. SIDEWALK RAMP SHALL MEET CURRENT ADA STANDARDS. CONSTRUCT ALL RAMPS PERPENDICULAR TO THE CURB. SEE DWG NO. 245.

2. DETECTABLE WARNING SHALL BE TRUNCATED DOME TYPE, 24" LONG IN DIRECTION OF TRAVEL AND FULL WIDTH OF RAMP, WITH DOMES ALIGNED ON A SQUARE GRID WITH ITS GRIDLINES PARALLEL AND PERPENDICULAR TO THE CENTERLINE OF THE RAMP. COLOR OF DETECTABLE WARNING SURFACE SHALL BE YELLOW AND CONTRAST FROM ADJACENT SURFACE.

3. CURB INLET OR CATCH BASIN SHALL NOT BE ALLOWED IN FRONT OF RAMP.

4. INDUSTRIAL DRIVEWAY SHALL HAVE 8" CONCRETE THICKNESS WITH 6"X6"X 10 GUAGE WELDED WIRE FABRIC OR REINFORCEMENTS.
NOTES:
1. CURB JOINT SHALL BE A TROWELED JOINT WITH A MINIMUM ½” RADIUS ALONG BACK OF CURB.
2. EXPANSION JOINT MATERIAL SHALL BE PREFORMED FILLER NOT LESS THAN ½” WIDE AND SHALL MEET ALL REQUIREMENTS FROM ODOT SECTION 00759.
3. CONCRETE SHALL HAVE A BROOM FINISH AND EDGE ALL JOINTS.
4. IF DURING CURB REMOVAL THE GUTTER BECOMES SEPERATED FROM THE STREET SURFACE IN EXCESS OF ¼”, THEN THE GUTTER SHALL ALSO BE REMOVED AND REPLACED.
5. SLOPE OF THE DRIVEWAY MAY BE AWAY FROM THE CURB WHEN PRE-APPROVED BY THE CITY ENGINEER.
6. EDGE OF DRIVEWAY WINGS MUST BE A MINIMUM OF 10’ FROM ANY FIRE HYDRANTS.
7. 6” COMMERCIAL CONCRETE MIX W/ 28 DAY COMPRESSIVE STRENGTH OF 3500 PSI SHALL MEET REQUIREMENTS FROM ODOT SECTION 00440.
PAVEMENT T-CUT
(CROSS-SECTION VIEW)

NOTES: SCALE = N.I.S.

1. THIS DRAWING APPLIES TO TRENCH CUTS AND OTHER KINDS OF STREET CUTS.

<table>
<thead>
<tr>
<th>STREET FUNCTIONAL CLASSIFICATION</th>
<th>WIDTH OF T-CUT BEYOND EDGE OF TRENCH</th>
</tr>
</thead>
<tbody>
<tr>
<td>LOCAL</td>
<td>12&quot;</td>
</tr>
<tr>
<td>NEIGHBORHOOD</td>
<td>36&quot;</td>
</tr>
</tbody>
</table>

T-CUT MUST HAVE SUFFICIENT WIDTH TO ALLOW USE OF A PLATE COMPACTOR

TABLE 200-1

1. THIS DRAWING APPLIES TO TRENCH CUTS AND OTHER KINDS OF STREET CUTS.

2. SEE DETAIL 160 FOR TYPICAL STREET PAVEMENT SECTION AC, THICKNESS TO MATCH PAVING SURROUNDING TRENCH. SEE DWG NO. 205 AND 210 FOR TRENCH RESTORATION INFORMATION.

3. THERE IS A 5 YEAR MORATORIUM FOR STREET CUTS ON NEWLY PAVED STREETS.

4. IF NEW EDGE OF PAVEMENT IS LESS THAN 5 FT FROM ANOTHER PATCH, CURB OR EDGE OF STREET, REPLACE THE PAVEMENT IN BETWEEN. REMOVE AND REPLACE ANY PRE-EXISTING PATCHES THAT ARE LOCATED ENTIRELY WITHIN THE 5 FT.

5. NEW EDGE OF PAVEMENT (EDGE LINE) SHALL NOT LIE IN A WHEEL PATH. WIDTH OF T-CUT SHALL BE WIDENED WHERE NECESSARY TO MOVE THE EDGE LINE OUT OF THE WHEEL PATH SO THAT BOTH CONDITIONS BELOW ARE SATISFIED;

(A) NEW EDGE OF PAVEMENT IS AT LEAST 12" FROM THE WHEEL PATH AND
(B) NEW EDGE OF PAVEMENT COMPLIES WITH NOTES 4 AND TABLE 200-1.
NOTES:

1. MONUMENT BOXES ARE REQUIRED FOR ALL PUBLIC LAND CORNER MONUMENTS THAT FALL WITHIN PAVED AREAS AS WELL AS FOR CENTERLINE MONUMENTS.

2. 8” BOXES ARE ACCEPTABLE FOR STREETS WITH SPEEDS LESS THAN 35 MPH.

3. 12” BOXES ARE REQUIRED FOR STREETS WITH SPEEDS GREATER THAN 35 MPH.

4. IF BOXES ARE INSTALLED AFTER THE PAVEMENT IS PLACED, USE A CIRCULAR CUT. FILL THE VOID WITH CONCRETE OR APPROVED EQUAL.

5. THE TOP OF THE LID SHALL BE FLUSH WITH THE CASTING FLANGE AND SURROUNDING SURFACE.
MAY USE 6” SIGN ON STOPPED LEG IF SPEEDS ARE 25 MPH OR LESS

7 MIN TO BASE OF SIGN OR 9 MIN TO BASE OF STREET NAME SIGN IF MOUNTED ALONE

EDGE OF SIGN SHALL NOT OVERHANG SIDEWALK IF RIGHT-OF-WAY PERMITS

PLANter STRIP LOCATION

SCALE = N.T.S. (TYP.)

SQUARE SIGN SUPPORT ANCHOR TAPCO, V-LOC, MODEL 200-VS2 INSTALLED IN ¾”-0”CRUSHED ROCK OUTSIDE OF CONCRETE AREA IF PLACEMENT IN CONCRETE IS NECESSARY CITY APPROVAL OF MOUNTING SYSTEM IS REQUIRED

SIGN POST ANCHOR

5” MIN. IMBEDMENT

CROSS INTERSECTION TEE INTERSECTION

CURB TIGHT LOCATION

SCALE = N.T.S., TYP.

SE Misty Dr

PREDRILLING ON 1” CENTERS FOR BOLTING TO POST

TYPICAL SIGN ATTACHMENT

GENERAL NOTES:

1. SIGNS SHALL BE AFFIXED TO SIGN POSTS USING STAINLESS STEEL BOLTS THAT LAY FLUSH WITH SIGN PANEL AFTER INSTALLATION.

2. NO PARKING SIGNS SHALL BE INSTALLED AT A 45 DEGREE ANGLE TO THE DIRECTION OF TRAFFIC.

3. A 2”X2” GA GALVANIZED “UNISTRUT TELESPAR” OR 12 GA PERFORATED POSTS OR APPROVED EQUIVALENT SHALL BE USED. SIGN COMBINATION AND MINIMUM SIGN MOUNTING HEIGHT SHALL DETERMINE POST LENGTH.

CITY OF CANBY

STREET SIGNAGE

BY: JT DATE: 12-06-19 DWG NO: 110
Mia Garden

SE 142nd Ave

---

**POSTED SPEED (MPH)**
- **< 25**
- **> 30**

**PANEL HT.**
- **A**
- **B**
- **C**
- **D**

**PRIMARY LETTERING SIZE**
- **UPPER**
- **LOWER**
- **E**
- **F**

**SUPPLEMENTAL LETTERING SIZE**
- **UPPER**
- **LOWER**
- **G**
- **H**

**SUPER-SCRIPT HT.**
- **(rd,th,st)**
- **I**
- **J**

**SPACING BETWEEN CHARACTERS**
- **K**
- **L**

**BORDER RADIUS**
- **M**
- **N**

**SPACE**
- **O**
- **P**

---

**TABLE NOTES:**
- ALL UNITS IN INCHES UNLESS SHOWN OTHERWISE.
- **X, Y = ½ OF REMAINING SPACE. SHOULD BE APPROXIMATELY EQUAL TO LETTER HT (B) AND NO LESS THAN ½ B.**

---

**GENERAL NOTES:**
1. CITY SHALL SUPPLY SIGNS AND INVOICE CONTRACTOR TO INSTALL ALL SIGNS, AND SHALL BE RESPONSIBLE FOR STAKING SIGN LOCATIONS AND OBTAINING UTILITY LOCATES FOR STAKED SIGN LOCATIONS. SIGNS SHALL BE LOCATED PER TYPICAL SIGN LOCATION AS SHOWN ON PLANS.
2. IT IS THE CONTRACTORS RESPONSIBILITY TO VERIFY THE FINAL STREET NAMES WITH THE CITY BEFORE ORDERING AND INSTALLING STREET NAME SIGNS.
3. SIGNING TO COMPLY TO THE MANUAL OF TRAFFIC CONTROL DEVICES (MUTCD, LATEST ED.)

---

**SIGN PANELS**
4. ALL SIGNS SHALL BE ALUMINUM WITH 0.08 MIN THICKNESS.
5. SIGN PANELS SHALL BE AFFIXED TO SIGN POSTS USING STAINLESS STEEL BOLTS THAT LAY FLUSH WITH SIGN FACE AFTER INSTALLATION.
6. SIGNING IS TO BE RETROREFLECTIVE AND ASTM TYPE III OR TYPE I

---

**LETTERING**
7. LETTERING SHALL BE FHWA SERIES C AT 100% WIDTH UNLESS SPECIFIED OTHERWISE.
8. THE PREFIX SHALL BE ABBREVIATED UPPER-CASE LETTERS.
9. THE STREET NAME SHALL CONSIST OF LOWER-CASE LETTERS WITH AN INITIAL UPPER-CASE LETTER.
10. THE SUFFIX SHALL BE ABBREVIATED AND CONSIST OF AN INITIAL UPPER-CASE LETTER FOLLOWED BY LOWER-CASE LETTER(S). (“HANGING TAILS”)
11. THE DESCENDERS OF LOWER CASE LETTERS SHALL NOT BE USED IN THE VERTICAL SPACING OF THE LETTERING. INCREASE THE SIGN PANEL HEIGHT BY 1” IF “HANGING TAILS” ARE USED.

---

**STREET NAME SIGN SPECIFICATIONS**
12. STREET NAME SIGN COLOR:
- CITY AND PUBLIC ROAD SIGNS SHALL BE GREEN WITH WHITE LETTERS.
- PRIVATE ROAD SIGNS SHALL BE BLUE WITH GOLD LETTERS.
- COMMON PREFIX AND SUFFIX ABBREVIATIONS:

<table>
<thead>
<tr>
<th>AVE</th>
<th>DR</th>
<th>PKWY</th>
<th>ST</th>
</tr>
</thead>
<tbody>
<tr>
<td>AVENUE</td>
<td>DRIVE</td>
<td>PARKWAY</td>
<td>STREET</td>
</tr>
<tr>
<td>BLVD</td>
<td>BOULEVARD</td>
<td>LN</td>
<td>PL</td>
</tr>
<tr>
<td>CT</td>
<td>CIRCLE</td>
<td>LP</td>
<td>LOOP</td>
</tr>
<tr>
<td>CT</td>
<td>COURT</td>
<td>RD</td>
<td>ROAD</td>
</tr>
</tbody>
</table>

---

**STREET SIGNING NOTES**

BY: JT
DATE: 12-06-19
DWG NO: 111
NOTES:

1. A SIDEWALK TRIP HAZARD EXISTS IF THERE IS A VERTICAL HEIGHT DIFFERENCE BETWEEN ADJACENT SIDEWALK PANEL SECTIONS.

2. IF THE SIDEWALK IS RAISED NOT MORE THAN ONE (1) INCH AND THE CONCRETE EDGES ARE SOLID, THE CONCRETE MAY BE GROUND TO REMOVE THE TRIP HAZARD.

3. FOR A TRIP HAZARD OF ½", GRIND BACK A MINIMUM OF SIX (6) INCHES.

4. FOR A TRIP HAZARD OF BETWEEN ½" AND 1", GRIND BACK A MINIMUM OF TWELVE (12) INCHES.

5. FOR A TRIP HAZARD OF MORE THAN 1", REMOVE AND REPLACE ENTIRE PANEL IN ACCORDANCE WITH DWG NO. 250.
NOTES:

1. END OF STREET MARKERS SHALL BE USED TO WARN ROAD USERS OF THE END OF A STREET WHERE NO DROP OFF HAZARD EXISTS (SLOPES GREATER THAN 3:1).

2. SEE SECTION 2C.66 OBJECT MARKERS FOR ENDS OF ROADWAYS FROM THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS (MUTCD, LATEST EDITION).
### RIGHT TURN LANE MARKINGS

- **10' TO STOP BAR**
- **VARIES**
- **10'**

**CENTER ARROW IN TURN LANE. SEE MUTCD FOR DETAILS.**

### LEFT TURN LANE MARKINGS

- **10' TO STOP BAR**
- **VARIES**
- **FULL-WIDTH TURN LANE**

**CENTER ARROW IN TURN LANE. SEE MUTCD FOR DETAILS.**

### THRU AND TURN LANE MARKINGS

- **10' TO STOP BAR**
- **DIMENSIONS SHOWN ON PLANS**

**CENTER ARROW IN TURN LANE. SEE MUTCD FOR DETAILS.**

### CROSSWALK

- **LOCATE CROSSWALKS PER ODOT STANDARD DRAWING TM530. ADJUST SPACING TO AVOID WHEEL PATHS.**

### 12" STOP BAR

- **LOCATE STOP BARS PER ODOT STANDARD DRAWING TM530.**

### 4" WHITE OR YELLOW LINE

- **4"-WIDE LINE**

### 8" WHITE LINE

- **8"-WIDE LINE**

### 4" YELLOW SKIP CENTER LINE

- **4"-WIDE LINE**

---

**NOTES:**

1. ALL LONGITUDINAL PAVEMENT MARKINGS SHALL BE THERMOPLASTIC, INSTALLED PER ODOT STANDARD SPECIFICATION SECTION 00865 (LATEST EDITION).
2. ALL LEGENDS AND BARS SHALL BE THERMOPLASTIC, INSTALLED PER ODOT STANDARD SPECIFICATION SECTION 00867 (LATEST EDITION).
NARROW DOUBLE NO-PASS

DOUBLE NO-PASS (TWO 4" YELLOW LINES)

THRU TRAFFIC SIDE

OUTSIDE LINE IS SOLID. INSIDE LINE IS AT 10'/30' PATTERN AS SHOWN.

TWO WAY LEFT TURN STRIPE

RAISED MEDIAN STRIPE

8" WHITE LANE EXTENSION LINE

SOLID YELLOW CURB PAINT ON ISLAND NOSE

BICYCLE LANE MARKING (WHITE)

SHARED LANE MARKING (WHITE)

TWO WAY LEFT TURN ARROW MARKINGS

NOTES:
1. ALL LONGITUDINAL PAVEMENT MARKINGS SHALL BE THERMOPLASTIC, INSTALLED PER ODOT SPECIFICATION SECTION 00865. (LATEST EDITION, LE)
2. ALL LEGENDS AND BARS SHALL BE THERMOPLASTIC, INSTALLED PER ODOT STANDARD SPECIFICATION SECTION 00867. (LE)

ACCESSIBLE PARKING AREA STENCIL

LANE MARKING DIMENSION LOCATION AT CENTERLINE OF STRIPING UNLESS OTHERWISE NOTED.
BOLLARD DETAIL
(CROSS-SECTION VIEW)

POST WITH DOME TOP

3'
10''
12''
22''
12''
6''

GALVANIZED METAL BOLLARD
3 1/2'' O.D.

1/4'' STEEL STOCK

FINISH GRADE

REMovable BOLLARD INSERT

2% SLOPE AWAY FROM BOLLARD
FINISH GRADE

3300 PSI CONCRETE

4'' O.D. POST FOOTING SLEEVE

COMPACTED 3/4''-0'' CRUSHED AGGREGATE

UNDISTURBED EARTH

1' - 6''

BOLLARD DETAIL
(ELEVATION)

SCALE = N.T.S.
NOTES:

1. SAWCUT THROUGH GUTTER PLATE SHALL BE MADE AS CLOSE TO CURB FACE AS POSSIBLE.

2. COMPLETE CURB AND GUTTER SHALL NOT BE REMOVED UNLESS DIRECTED BY THE ENGINEER.

3. WHEN STRAIGHT CURBS ARE REMOVED, A MINIMUM OF 2 FEET OF PAVEMENT FROM THE FACE OF CURB SHOULD BE REMOVED AND REPLACED.

4. WHEN ENTIRE GUTTER PLATE IS REMOVED, THE EXISTING PAVEMENT SHALL BE CUT BACK AND A 6" MONOLITHIC CONCRETE BENCH SHALL BE CONSTRUCTED WITH THE NEW GUTTER TO PROVIDE SUPPORT UNDER PAVEMENT.

5. AFTER CONCRETE HAS CURED, SEAL JOINT.
MULTIPLE MAILBOX SUPPORT

(SUPPORTS 5 STANDARD (SIZES 1 & 1½") MAILBOXES OR 4 LARGE (SIZE 2) MAILBOXES)

GENERAL NOTES FOR ALL DETAILS:

1. ANGLE CONNECTIONS TO BE PARALLEL TO TRAFFIC FLOW FOR SIZE

2. MAILBOX MOUNTED ON SINGLE POST.

3. ALL HOLES IN THE TUBE SUPPORT FRAME ARE TO BE PREDRILLED BY THE MANUFACTURER.

4. SIZE 2 MAILBOX MOUNTED ON A MULTIPLE SUPPORT REQUIRES 2 EACH 3/8" DIA. X 5/8" GALV. BOLTS WITH LOCK WASHERS AND NUTS

5. TO ATTACH THE ADAPTOR PLATE TO THE MOUNTING BRACKET, THE UNIT WILL THEN REQUIRE 4 ANGLE CONNECTIONS TO ATTACH TO THE FORMED TUBE SUPPORT FRAME. SEE DETAIL A

6. CONCRETE COLLAR, WHEN REQUIRED, TO BE POURED IN PLACE AFTER V-LOC POST ANCHOR HAS BEEN INSTALLED, LEVEL AND PLUMB. DO NOT EXCAVATE BELOW BOTTOM OF V-LOC POST ANCHOR. CARE SHALL BE TAKEN THAT NO CONCRETE IS PLACED WITHIN ANCHOR.

7. OTHER PROPRIETARY PRODUCTS AVAILABLE AS LISTED IN ODOT'S QPL

8. MOUNTING HEIGHT (H) SHALL BE 42" NOMINAL, MEASURED FROM VEHICLE DRIVING SURFACE

9. DEFLECT SIDEWALK AROUND AREA OF OBSTRUCTION

10. ALL V-LOC BASES TO BE PROVIDED BY THE CONTRACTOR

CITY OF CANBY

MULTIPLE MAILBOX LOCATION

BY: JT       DATE: 12-06-19       DWG NO: 118-A
SINGLE MAILBOX SUPPORT

GENERAL NOTES FOR ALL DETAILS:

1. ANGLE CONNECTIONS TO BE PARALLEL TO TRAFFIC FLOW FOR SIZE

2. MAILBOX MOUNTED ON SINGLE POST.

3. ALL HOLES IN THE TUBE SUPPORT FRAME ARE TO BE PREDRILLED BY THE MANUFACTURER.

4. SIZE 2 MAILBOX MOUNTED ON A MULTIPLE SUPPORT REQUIRES 2 EACH 3/8" DIA. X 5/8" GALV. BOLTS WITH LOCK WASHERS AND NUTS

5. TO ATTACH THE ADAPTOR PLATE TO THE MOUNTING BRACKET, THE UNIT WILL THEN REQUIRE 4 ANGLE CONNECTIONS TO ATTACH TO THE FORMED TUBE SUPPORT FRAME. SEE DETAIL A.

6. CONCRETE COLLAR, WHEN REQUIRED, TO BE POURED IN PLACE AFTER V-LOC POST ANCHOR HAS BEEN INSTALLED, LEVEL AND PLUMB. DO NOT EXCAVATE BELOW BOTTOM OF V-LOC POST ANCHOR. CARE SHALL BE TAKEN THAT NO CONCRETE IS PLACED WITHIN ANCHOR.

7. OTHER PROPRIETARY PRODUCTS AVAILABLE AS LISTED IN ODOT'S QPL.

8. MOUNTING HEIGHT (H) SHALL BE 42" NOMINAL, MEASURED FROM VEHICLE DRIVING SURFACE.

9. DEFLECT SIDEWALK AROUND AREA OF OBSTRUCTION

10. ALL V-LOC BASES TO BE PROVIDED BY THE CONTRACTOR

CITY OF CANBY

SINGLE MAILBOX LOCATION

BY: JT
DATE: 12-06-19
DWG NO: 119-A
MULTIPLE 2"x2"x\(\frac{1}{8}\)"x4" ANGLE & SINGLE 2"x4"x\(\frac{1}{8}\)"x4" ANGLE

3/8" DIA. x 3/8" GALV. BOLT W/LOCK WASHER & NUT

NOTE: SINGLE SUPPORT REQUIRES ONE LONGER LEG FOR EACH ANGLE CONNECTION WITH TWO BOLT ATTACHMENT TO SUPPORT FRAME.

V-LOC POST ANCHOR

#3 HOOP (MAINTAIN 2" MIN. CLEARANCE FROM OUTSIDE OF COLLAR)

9" RADIUS CONCRETE COLLAR WHEN REQD.

V-LOC DETAIL

V-LOC POST ANCHOR USE CHART

<table>
<thead>
<tr>
<th>MAILBOX LOCATION</th>
<th>SINGLE SUPPORT (ft)</th>
<th>MULTIPLE SUPPORT (ft)</th>
</tr>
</thead>
<tbody>
<tr>
<td>THROUGH NEW OR EXISTING A.C.</td>
<td>2'-0&quot;</td>
<td>2'-0&quot;</td>
</tr>
<tr>
<td>THROUGH WELL CONSOLIDATED MATERIAL</td>
<td>2'-0&quot;</td>
<td>2'-6&quot;</td>
</tr>
<tr>
<td>THROUGH NEW ROCK SURFACING &amp; SUBGRADE</td>
<td>2'-6&quot;</td>
<td>2'-0&quot; CONC. COLLAR</td>
</tr>
<tr>
<td>THROUGH NEW ROCK SURFACING &amp; SUBGRADE, SUBJECT TO SATURATED SOIL OR FREEZE/THAW CONDITIONS.</td>
<td>2'-6&quot;</td>
<td>2'-0&quot; CONC. COLLAR</td>
</tr>
</tbody>
</table>

* USE 2'-6" WITH SIZE 2 MAILBOX.
** USE IF CONDITIONS ARE SEVERE.

CITY OF CANBY

SINGLE MAILBOX LOCATION

BY: JT  DATE: 12-06-19  DWG NO: 119-B
PLACE FRONT EDGE OF BOX FLUSH WITH FACE OF CURB

CIRCULATION PATH
(48" MIN.)
SEE NOTES

PROFILE VIEW

4" MIN.  4" MIN.

SIDEWALK
(WIDTH PER PLANS)

MAILBOX OR OTHER OBSTRUCTION

PLAN VIEW

0.5" CURB

MAILBOX PLACEMENT DETAIL
SCALE: N.T.S.

NOTES:

1. WHEN OBSTRUCTIONS ARE LOCATED WITHIN THE SIDEWALK THE CLEARANCE DIMENSION ARE APPLIED TO ALL DIRECTIONS.

2. EXCEPTIONS TO THE REQUIREMENTS IN THIS DRAWING MUST BE APPROVED BY THE ENGINEER AND MUST COMPLY WITH AMERICANS WITH DISABILITY ACT.

3. DEFLECT SIDEWALK AROUND AREA OF OBSTRUCTION TO PROVIDE A MINIMUM OF 48" CLEAR PATH.

4. AN EASEMENT OF RIGHT-OF-WAY DEDICATION MAY BE REQUIRED IF APRON EXTENDS ONTO PRIVATE PROPERTY.
NOTES:

1. TREE SPECIES AND CALIPER SIZE ARE TO BE APPROVED BY THE CITY ARBORIST.
2. ADJUST PLANTING LOCATIONS SO THAT TREE CROWN OR ROOT BALL DOES NOT CONFLICT WITH ABOVE OR BELOW GROUND UTILITIES.
3. DO NOT UNDERMINE CURB OR SIDEWALK WHEN EXCAVATING.
4. A 24 INCHES DEEP, ROOT BARRIER SHALL BE ADDED WHERE REQUIRED BY THE CITY ARBORIST. BARRIER ON SIDEWALK AND STREET SIDE OF TREE.
5. PROVIDE A LOOP IN CHAIN LOCK OR GUY HOSE LARGE ENOUGH TO ALLOW FOR TRUNK GROWTH.
6. TREE STAKES ARE TO BE REMOVED FOLLOWING THE REQUIRED ESTABLISHMENT PERIOD.
STEEL PLATE AHEAD

W8-24

<table>
<thead>
<tr>
<th>STEEL PLATE INSTALLATION</th>
<th>ROAD CLASSIFICATION</th>
<th>POSTED SPEED</th>
<th>MIN. PLATE THICKNESS</th>
</tr>
</thead>
<tbody>
<tr>
<td>TYPE 1</td>
<td>LOCAL ROAD &amp; ALLEY</td>
<td>LESS THAN 35 MPH</td>
<td>1 INCH</td>
</tr>
<tr>
<td>TYPE 2</td>
<td>COLLECTOR &amp; ARTERIAL</td>
<td>35 MPH and greater</td>
<td>1-1/4 INCH</td>
</tr>
</tbody>
</table>

NOTES:

1. STEEL PLATES MUST BE ABLE TO WITHSTAND H-20 TRAFFIC LOADING WITHOUT ANY MOVEMENT.
2. STEEL PLATES SHALL BE FABRICATED TO MEET ASTM A36 STEEL REQUIREMENTS.
3. WHEN TWO OR MORE PLATES ARE USED, THE PLATES SHALL BE TACK WELDED TOGETHER AT EACH CORNER TO REDUCE OR ELIMINATE VERTICAL MOVEMENT.
4. STEEL PLATES SHALL BE INSTALLED TO RESIST BENDING, VIBRATIONS, ETC., UNDER TRAFFIC LOADS AND SHALL BE ANCHORED SECURELY TO PREVENT MOVEMENT.
5. ALL STEEL PLATES SHALL BE WITHOUT DEFORMATION. THE PLATES SURFACE SHALL NOT DEVIATE MORE THAN 1/4 INCH WHEN MEASURED WITH A 10-FOOT STRAIGHT EDGE ALONG THE LENGTH OF THE PLATE.
6. BEFORE STEEL PLATES ARE INSTALLED, THE EXCAVATION SHALL BE ADEQUATELY SHORED TO SUPPORT THE BRIDGING AND TRAFFIC LOADS.
7. ANCHORED REUSABLE TRANSITIONS TO BE "PLATE LOCKS ROAD PLATE SECURING SYSTEM" OR EQUIVALENT.
8. REUSABLE LEVELING SHIMS TO BE "PLATE SHIMS" OR EQUIVALENT.
9. REUSABLE LEVELING SHIMS AND TRANSITIONS TO BE ANCHORED USING THD 3/4" X 4" ANCHOR AND WASHER OR EQUIVALENT.
10. PLACE W8-24 "STEEL PLATE AHEAD" WARNING SIGN 100 FEET IN ADVANCE OF THE STEEL PLATE LOCATION.
11. LOCAL ROADS WITH AN ADT GREATER THAN 5,000 SHALL USE TYPE 2 INSTALLATION.
12. ON ALL CONCRETE ROADS, TYPE 1 INSTALLATION SHALL BE USED WITH 1-1/4" MIN. THICK PLATE.
NO ADA RAMP DETAILS ARE PROVIDED.
ALL ADA RAMPS SHALL BE CONSTRUCTED FROM THE MOST CURRENT ODOT STANDARD DRAWINGS.
MANHOLE OPENING PLACED OVER OUTLET PIPE

NOTES:
- MANHOLE DESIGN TO CONFORM WITH ASTM C-476 AND DRAWING NO. 301.
- MANHOLE PIPE CONNECTION TO BE A LOK TYPE OR EQUAL PER ASTM C-923 OR NON-SHRINKING GROUT.
- MANHOLE FRAME AND COVER AS SPECIFIED SEE DRAWING 305.
- ALL PIPES ENTERING OR EXITING SHALL BE WATER TIGHT.
- RAM-NECK OR KENT- SEAL TO BE USED ON ALL MANHOLE SECTIONS.
- SEE DRAWING NO. 307 MANHOLE/CATCH BASIN STEP.

REMOVABLE WATERTIGHT CAP
PLASTIC OR DUCTILE IRON

SECURE TO MH WALL WITH STAINLESS STEEL BANDS (MIN. 2" WIDE) AND 1/2" BOLTS.

MH DIA TO BE DETERMINED BY SIZE OF OUTLET PIPE:
4" - 7" PIPE = 60" DIA MH
21" PIPE MH DIA TO BE DESIGNED MAX SUMP DEPTH 5'

SUMP VOLUME REQUIREMENTS:
- SINGLE FAMILY RESIDENTIAL 3.5 CF/ACRE
- MULTI FAMILY RESIDENTIAL 22.0 CF/ACRE
- COMMERCIAL/INDUSTRIAL 94.0 CF/ACRE

SECTION A-A
FOR NEW MANHOLES, USE KOR-N-SEAL BOOTS (OR EQUAL). CONNECTIONS TO EXISTING MANHOLES SHALL USE SANDED PVC COLLAR WITH GASKETED JOINT. FLEXIBLE JOINT SHALL BE NO GREATER THAN 18" FROM EXTERIOR MANHOLE WALL.

4000 PSI CONCRETE BASE

UNDISTURBED EARTH, OR FOUNDATION STABILIZATION AS REQUIRED.

NOTE:
ALL CONCRETE TO BE MINIMUM 4000 PSI COMpressive STRENGTH

PLAN

MANHOLE BASE

POURED IN-PLACE MANHOLE BASE - STORM & SANITARY SEWER

BY: JT  DATE: 12-06-19  DWG NO: 202
STANDARD CAST IRON MANHOLE FRAME & COVER

SET IN NON-SHRINK CROUT

A.C.

IN UNPAVED AREAS MANHOLE TO BE FLUSH WITH GROUND UNLESS OTHERWISE SPECIFIED. IF IN GRAVEL ROAD PLACE SIX FOOT DIA. 3" A.C. OR CONCRETE AROUND MANHOLE.

GRADE RINGS—VARIABLE, MAX. 3 LAYERS, 4" MAX.

MANHOLE OPENING OVER I.E. OUT

MANHOLE OPENING OVER I.E. OUT

PLAN

ALL JOINTS SHALL BE SEALED WITH PREFORMED PLASTIC OR RUBBER RING TO FORM A WATERTIGHT SEAL. GROUTED JOINTS MAY BE USED FOR STORM DRAIN SYSTEMS.

ALL PRECAST SECTIONS AND Poured CONCRETE BASES SHALL CONFORM TO CITY STANDARD SPECIFICATIONS.

ALL MANHOLES SHALL HAVE A 12" MIN. 24" MAX. BOTTOM RISER, TO BE BEDDED AS THE CONCRETE IN THE BASE TAKES ITS INITIAL SET.

USE PRECAST BASE IN TRAVELED STREETS. UNLESS OVER EXISTING LINE, USE STANDARD MANHOLE FOR DEPTHS GREATER THAN 5 FT.

12" - 3/4" - 0 COMPACTED ROCK COMPACTION TO BE 95% AND MEET T-180 REQUIREMENTS.

48" DIA.

8" MIN.

18" MAX.

4000 PSI CONCRETE BASE
NOTE:

AFTER COMPLETION, CONTRACTOR SHALL POUR 3,000 GALLONS OF WATER INTO THE DRYWELL, AS WELL AS AN ADDITIONAL 3,000 GALLONS OUTSIDE OF THE WELL WITHIN 5 MINUTE INTERVAL. THIS SIMULATES A TYPICAL STORM.
NOTES:
1. CONCRETE STRENGTH SHALL BE 3000 PSI
2. G-2 GRATES MAY BE USED IF APPROVED
   BY THE ENGINEER.
3. CATCH BASIN, FRAME, AND GRATES SHALL
   MEET H2O LOADING.
4. INSIDE FRAME DIMENSIONS: 2'-3 3/8";
   2'-8 1/2".

DITCH INLET FRAME

<table>
<thead>
<tr>
<th>INLET TYPE</th>
<th>V</th>
<th>Y</th>
<th>Y1</th>
<th>NO. OF BARS</th>
<th>TYPE</th>
</tr>
</thead>
<tbody>
<tr>
<td>D</td>
<td>2'-4 3/4&quot;</td>
<td>2'-3 3/8&quot;</td>
<td>2'-3</td>
<td>9</td>
<td>1</td>
</tr>
</tbody>
</table>

NOTE:
3/8" CROSS BARS SHALL BE FLUSH WITH THE GRATE SURFACE AND MAY BE FILLET WELDED, RESISTANCE WELDED OR ELECTROFORGED TO BEARING BARS.
STEP 1: SAWCUT AND REMOVE PAVEMENT AROUND MANHOLE 12" MINIMUM FROM MANHOLE

STEP 2: RAISE MANHOLE FRAME AND COVER USING CONCRETE RINGS AND APPROVED MECHANICAL ADJUSTMENT DEVICES TO FINISH GRADE MATCHING PROFILE AND CROSS SLOPE

STEP 3: BACKFILL WITH HIGH EARLY STRENGTH PCC AND ACP TO DEPTHS AS DIRECTED

STEP 4: APPLY SAND SEAL ON SURFACE AND SURFACE JOINT.
CITY OF CANBY

TYPE G-2 CATCH BASIN

BY: JT  DATE: 12-06-19  DWG NO: 207

CATCH BASIN NOTES:

1. CONCRETE STRENGTH SHALL BE 3000 PSI.

2. PRECAST BASE WALLS SHALL BE A MINIMUM 4” THICK.
   CAST-IN-PLACE BASE WALLS SHALL BE 6” THICK.

3. THIS OPTION IS APPROVAL BASED BY THE CITY'S PUBLIC WORKS DEPARTMENT.

<table>
<thead>
<tr>
<th>INLET TYPE</th>
<th>W</th>
<th>W</th>
<th>X</th>
</tr>
</thead>
<tbody>
<tr>
<td>G-2</td>
<td>3'-3 3/8&quot;</td>
<td>2' 3 3/8&quot;</td>
<td>16 9/16&quot;</td>
</tr>
</tbody>
</table>
NOTES:
1. COVER AND FRAME TO BE MACHINED FOR TRUE BEARING.
3. SUBURBAN FRAMES ARE ONLY AUTHORIZED TO BE USED IN NON-VEHICULAR AREAS.

CAST IRON STANDARD
APPROX. WT. = 387 LBS.
NOTES:

1. CURB INLET TOP AND BASE SHALL MEET H2O LOADING.
2. CONCRETE STRENGTH SHALL BE 3000 PSI.
3. ALL FABRICATED METAL PARTS SHALL BE HOT-DIPPED GALVANIZED AFTER FABRICATION.
4. FOR STEEP GRADES USE STD. PRECAST INLET WITH 4'-0" OPENING OR TWO 2'-6" OPENING INLETS.
5. OPENING OR TWO 2'-6" OPENING INLETS.
6.DIMENSIONS SHOWN ABOVE IN PARENTHESES ARE FOR 4A INLETS. A 1 1/2 A INLET SHALL HAVE A CURB INLET OPENING WIDTH OF 1'-6" AND AN OUTSIDE WIDTH OF 2'-6"; ALL OTHER DIMENSIONS AND DETAILS SHALL BE AS SHOWN.
7. THIS IS OUR PRIMARY STANDARD FOR ALL CATCH BASINS AND NEW CONSTRUCTION.

CITY OF CANBY

BY: JT
DATE: 12-06-19
DWG NO: 209
OUTSIDE STREET RIGHT-OF-WAY

EXISTING PAVEMENT SECTION

SAWCUT EXISTING AC PAVEMENT AT FULL DEPTH AND WIDTH.

PIPE ZONE

BEDDING

1/2" PIPE BEDDING AND PIPE ZONE MATERIAL

WITHIN STREET RIGHT-OF-WAY

4" OF AC LOCAL & COLLECTOR STREETS
5" OF AC ARTERIAL STREETS

3/4"-0" AGGREGATE BASE COURSE COMPACTED TO 95% OF MAX DENSITY AS PER AASHTO T-180 AND ODOT/APWA SPEC 00405.

TRENCH DETAIL

RESTORE TO PRE-EXISTING CONDITIONS OR BETTER

CLASS "A" BACKFILL (COMPACTED TO 90% OF MAX DENSITY AS PER AASHTO T-180 AND ODOT/APWA SPEC 00405).

TRENCH BACKFILL ZONE 3/4"-0" OR 1"-0" CRUSHED AGGREGATE COMPACTED TO 95% OF MAX DENSITY AS PER AASHTO T-180 & ODOT/APWA SPEC 00405

NOTES:

1. SAWCUT EDGES TO BE TACKED WITH EMULSIFIED ASPHALT.

2. ASPHALT JOINTS SHALL BE SAND SEALED WITH CRS-1 OR CRS-2 EMULSIFIED ASPHALT OR EQUIVALENT.
NOTES:
1. PIPE MATERIAL SHALL BE PVC ASTM D-3034, SDR 35.
2. ALL PIPE FITTINGS SHALL BE SAME SIZE AS SEWER MAIN.
3. MAXIMUM SEWER MAIN SIZE SHALL BE 12 INCHES.
SET IN NON-SHRINK GROUT

STD. CAST IRON MANHOLE FRAME AND COVER
MANHOLE OPENING SHALL BE PLACED OVER I.E. OUT (FLAT SIDE OF CONE)

GRADE RINGS—VARIABLE, MAX. 3 LAYERS, 8" MAX.

FOR PVC PIPE USE KOR-N-SEAL ROOTS (OR EQUAL). CONNECTIONS TO EXISTING MANHOLES SHALL USE SANDED PVC COLLAR WITH GASKETED JOINT NO GREATER THAN 18" FROM MANHOLE WALL.

FORM CHANNEL HEIGHT TO 1/2 PIPE OD

MANHOLE SECTIONS AND REINFORCEMENT SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE MOST CURRENT EDITION OF OREGON STANDARD SPECIFICATIONS FOR CONSTRUCTION, OR APPROVED EQUAL.

ALL MANHOLES SHALL HAVE A 12" MIN. 24" MAX. BOTTOM RISER, TO BE BEDDED IN THE CONCRETE AS THE BASE TAKES ITS INITIAL SET.

ALL PRECAST SECTIONS AND Poured CONCRETE BASES SHALL CONFORM TO CITY STANDARD SPECIFICATIONS.

ALL JOINTS SHALL BE SEALED WITH PREFORMED PLASTIC OR RUBBER RING TO FORM A WATERTIGHT SEAL. GROUTED JOINTS MAY BE USED FOR STORM MANHOLES.

USE PRECAST BASE IN TRAVELED STREETS UNLESS OVER EXISTING LINE. USE SHALLOW MANHOLE DETAIL FOR LESS THAN 5 FT. DEPTH.
NOTES:

1. PIPE AND FITTINGS SHALL BE COMPATIBLE. ONLY MANUFACTURED FITTINGS SHALL BE USED.
2. DEPTH TO MATCH EXISTING AND ENSURE POSITIVE FLOW
3. PIPE SHALL BE 3034 PVC OR APPROVED EQUAL.
4. ALL EXCAVATED AREAS WITHIN PUBLIC RIGHT-OF-WAY MUST BE BACKFILLED WITH 3/4"-0" CRUSHED GRAVEL OR APPROVED EQUAL & SHALL BE COMPACTED TO 95% OF ASTM D1557/AASHTO T-180. BUT OUTSIDE ROADWAY BACKFILL SHALL BE COMPACTED TO MINIMUM 90% OF ASTM D1557/AASHTO T-180.
5. BACKFILL SHALL BE BROUGHT UP AND COMPACTED IN HORIZONTAL LAYERS 12"-18"
6. INSTALL 1-WAY CLEANOUT IN THE MIDDLE OF SIDEWALK
7. SERVICE SHALL NOT BE BACKFILLED PRIOR TO INSPECTION.
8. CONTRACTOR TO VIDEO INSPECT FROM THE 4" TO THE MAIN.
1. TAP SHALL BE MADE IN PRESENCE OF THE CITY INSPECTOR; NO CUTTING OR CONNECTING EXISTING SEWER PIPE WITHOUT CITY INSPECTOR APPROVAL.
2. ROMAC SADDLE OR APPROVED EQUAL SHALL BE USED FOR 4" OR 6" MAX TAP TO PVC PIPE. SEE NOTE 5 FOR OTHER TYPE PIPE MATERIAL.
3. HOLE IN MAIN SHALL BE CORED.
4. CENTERLINE OF SERVICE TAP OUTLET SHALL BE ABOVE SPRINGLINE.
5. FOR CONCRETE, CLAY OR NON-PVC EXISTING SEWER MAIN PIPE MAY REQUIRE CUT-IN 6" HOUSE BRANCH ON 8" MAIN) WITH APPROVED COUPLERS.
6. 6" DIAMETER SERVICE LATERAL SHALL BE USED FOR SINGLE FAMILY LOTS.
7. TO ENSURE PROPER INSTALLATION, VIDEO INSPECTION OF MAINLINE AT ROMAC SADDLE CONNECTION IS REQUIRED WITHIN 3 BUSINESS DAYS OF INSTALLATION.
PLACE GROUT BETWEEN PIPE AND INSIDE OF CASTING

BROOKS NO. 1-RT BOX STYLE COVER W/ C.I. LID

1" MIN.

3300 PSI CONCRETE

6" MIN.

MECHANICAL PLUG

45° SHORT BEND

STANDARD WYE WITH PLUG AND RUBBER GASKET

SANITARY SEWER MAIN

3/4"-0" CRUSHED ROCK COMPACTED

UNDISTURBED EARTH

SECTION A-A

NOTES:

1. UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER, CLEANOUTS ARE TO BE USED AS A TEMPORARY TERMINUS.

2. CLEANOUT SIZE AND MATERIAL SHALL BE SAME AS SEWER MAIN PIPE.

3. ALL CONCRETE TO BE MINIMUM 3000 PSI COMPRESSIVE STRENGTH

4. BROOKS BOX WITH "S", "SEWER" OR "CLEANOUT" STAMPED ON LID
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NOTES:

1. VERTICAL CURB MAY BE USED AT MEDIANS AND MEDIAN PLANTING STRIPS, OR IN REPLACEMENT OF DAMAGED EXISTING VERTICAL CURBS.

2. CONCRETE SHALL BE COMMERCIAL MIX WITH A 28-DAY COMPRESSIVE STRENGTH OF 3500 PSI AND SHALL MEET ALL REQUIREMENTS FROM ODOT SECTION 00440.

3. CONSTRUCT EXPANSION JOINTS AT 200' MAXIMUM SPACING, AND AT POINTS OF TANGENCY, AND AT ENDS OF EACH DRIVEWAY.

4. EXPANSION JOINT MATERIAL SHALL BE PREFORMED FILLER NOT LESS THAN 1/2" WIDE AND SHALL MEET ALL REQUIREMENTS FROM ODOT SECTION 00759.

5. CONTRACTION JOINTS SHALL HAVE:
   A. SPACING OF NOT MORE THAN 15 FEET.
   B. DEPTH OF JOINT OF AT LEAST 1-1/2".

6. BASE ROCK SHALL BE 3/4"-0", COMPACTED TO 95% OF MAXIMUM DENSITY PER AASHTO T-180. BASE ROCK SHALL BE TO SUBGRADE OF STREET STRUCTURES OR 4", WHICHEVER IS GREATER, AND SHALL EXTEND 12" BEHIND CURB.

7. WEEP HOLES ARE NOT ALLOWED THROUGH THE CURB UNLESS APPROVED BY THE CITY.

8. THIS OPTION IS TO BE USED ONLY WITH APPROVAL BY CITY'S PUBLIC WORKS DEPARTMENT.
NOTES:

1. CONCRETE SHALL BE COMMERCIAL MIX WITH A 28-DAY COMpressive STRENGTH OF 3500 PSI AND SHALL MEET ALL REQUIREMENTS FROM ODOT SECTION 00440.

2. CONSTRUCT EXPANSION JOINTS AT 200’ MAXIMUM SPACING, AND AT POINTS OF TANGENCY, AND AT ENDS OF EACH DRIVEWAY.

3. EXPANSION JOINT MATERIAL SHALL BE PREFORMED FILLER NOT LESS THAN ½” wide AND SHALL MEET ALL REQUIREMENTS FROM ODOT SECTION 00759.

4. CONTRACTION JOINTS SHALL HAVE:
   A. SPACING OF NOT MORE THAN 15 FEET.
   B. DEPTH OF JOINT OF AT LEAST 1½”.

5. BASE ROCK SHALL BE ¾”-0”, COMPACTED TO 95% OF MAXIMUM DENSITY PER AASHTO T-180. BASE ROCK SHALL BE TO SUBGRADE OF STREET STRUCTURES OR 4”, WHICHEVER IS GREATER, AND SHALL EXTEND 12” BEHIND CURB.

6. FOR CURB AND GUTTER REQUIREMENTS ON SHED AND SUPERELLEVATED ROAD SECTIONS, REVERSE THE GUTTER PAN SLOPE SO THAT THERE IS A 1” DROP FROM FACE OF CURB TO THE EDGE OF THE GUTTER PAN.

7. AT CATCH BASIN INLETS TRANSITION GUTTER LINE TO MATCH CATCH BASIN OVER A 3’ DISTANCE.

8. WEEP HOLES ARE NOT ALLOWED THROUGH THE CURB UNLESS APPROVED BY THE CITY.
MOUNTABLE CURB & GUTTER

Scale = N.T.S.

Notes:

1. MOUNTABLE CURB MAY BE USED IN CUL-DE-SACS, OR IN REPLACEMENT OF DAMAGED EXISTING MOUNTABLE CURBS.

2. CONCRETE SHALL BE COMMERCIAL MIX WITH A 28-DAY COMpressive STRENGTH OF 3500 PSI AND SHALL MEET ALL REQUIREMENTS FROM ODOT SECTION 00440.

3. CONSTRUCT EXPANSION JOINTS AT 200' MAXIMUM SPACING, AND AT POINTS OF TANGENCY, AND AT ENDS OF EACH DRIVEWAY.

4. EXPANSION JOINT MATERIAL SHALL BE PREFORMED FILLER NOT LESS THAN ½" WIDE AND SHALL MEET ALL REQUIREMENTS FROM ODOT SECTION 00759.

5. CONTRACTION JOINTS SHALL HAVE:
   A. SPACING OF NOT MORE THAN 15 FEET.
   B. DEPTH OF JOINT OF AT LEAST 1½".

6. BASE ROCK SHALL BE ¾”−0”, COMPACTED TO 95% OF MAXIMUM DENSITY PER AASHTO T-180. BASE ROCK SHALL BE TO SUBGRADE OF STREET STRUCTURES OR 4”, WHICHEVER IS GREATER, AND SHALL EXTEND 12” BEHIND CURB.

7. AT CATCH BASIN INLETS TRANSITION GUTTER LINE TO MATCH CATCH BASIN OVER A 3’ DISTANCE.

8. WEEP HOLES ARE NOT ALLOWED THROUGH THE CURB.
FINISH GRADE OF PLANTER STRIP AT BOTTOM OF WALK

5’ PLANTER STRIP

6’ SIDEWALK

1.5% MAX CROSS-SLOPE (DRAIN TO STREET)

SEE NOTE 6

STERILIZE AND COMPACT SUBGRADE

2” THICK

OF ¾”-0” BASE ROCK COMPACTED TO 95% MAX DENSITY PER AASHTO T-180

SIDEWALK WITH PLANTER STRIP

SCALE = N.T.S.

BACK OF CURB

6’ SIDEWALK

1.5% MAX CROSS-SLOPE (DRAIN TO STREET)

SEE NOTE 5

2” THICK

OF ¾”-0” BASE ROCK COMPACTED TO 95% MAX DENSITY PER AASHTO T-180

CURB-TIGHT SIDEWALK

SCALE = N.T.S.

NOTES:

1. CONCRETE SHALL BE A COMMERCIAL MIX WITH A 28 DAY COMpressive STRENGTH OF 3500 PSI AND SHALL MEET ALL REQUIREMENTS FROM ODOT SECTION 00440.

2. SIDEWALK PANELS TO BE SQUARE (6’ LONG x 6’ WIDE TYP.).

3. EXPANSION JOINT MATERIAL SHALL BE PREFORMED FILLER NOT LESS THAN ½” WIDE AND SHALL MEET ALL REQUIREMENTS FROM ODOT SECTION 00759.

4. FOR SIDEWALKS ADJACENT TO THE CURB AND POURED AT THE SAME TIME AS THE CURB, THE JOINT BETWEEN THEM SHALL BE A TROWELED JOINT WITH A MINIMUM ½” RADIUS.

5. SIDEWALKS SHALL HAVE A MINIMUM THICKNESS OF 6” IF MOUNTABLE CURB IS USED, OR IF SIDEWALK IS INTENDED AS A PORTION OF A DRIVEWAY. OTHERWISE SIDEWALK SHALL HAVE A MINIMUM THICKNESS OF 4”.

6. CONCRETE SHALL HAVE A BROOM FINISH, ALL JOINTS SHALL BE EDGED AND SHINED.

7. WIDTH OF PLANTER STRIP IS MEASURED FROM FACE OF CURB. WIDTH OF A CURB-TIGHT SIDEWALK IS MEASURED FROM BACK OF CURB.
NOTES:

1. CURB JOINT SHALL BE A TROWELED JOINT WITH A MINIMUM ½" RADIUS ALONG BACK OF CURB.

2. EXPANSION JOINT MATERIAL SHALL BE PREFORMED FILLER NOT LESS THAN ½" WIDE AND SHALL MEET ALL REQUIREMENTS FROM ODOT SECTION 00759.

3. CONCRETE SHALL HAVE A BROOM FINISH AND EDGE ALL JOINTS.

4. IF DURING CURB REMOVAL THE GUTTER BECOMES SEPERATED FROM THE STREET SURFACE IN EXCESS OF ½", THEN THE GUTTER SHALL ALSO BE REMOVED AND REPLACED.

5. SLOPE OF THE DRIVEWAY MAY BE AWAY FROM THE CURB WHEN PRE-APPROVED BY THE CITY ENGINEER.

6. EDGE OF DRIVEWAY WINGS MUST BE A MINIMUM OF 10' FROM ANY FIRE HYDRANTS.

7. 6" COMMERCIAL CONCRETE MIX W/ 28-DAY COMRESSIVE STRENGTH OF 3500 PSI. SHALL MEET REQUIREMENTS FROM ODOT SECTION 00440.

8. USE NOTE 4 FROM DETAIL 105.
SECTION A - A

COMMERCIAL DRIVEWAY W/ CURBS

NOTE:

1. SIDEWALK RAMP SHALL MEET CURRENT ADA STANDARDS. CONSTRUCT ALL RAMPS PERPENDICULAR TO THE CURB. SEE DWG NO. 245.

2. DETECTABLE WARNING SHALL BE TRUNCATED DOME TYPE, 24” LONG IN DIRECTION OF TRAVEL AND FULL WIDTH OF RAMP, WITH DOMES ALIGNED ON A SQUARE GRID WITH ITS GRIDLINES PARALLEL AND PERPENDICULAR TO THE CENTERLINE OF THE RAMP. COLOR OF DETECTABLE WARNING SURFACE SHALL BE YELLOW AND CONTRAST FROM ADJACENT SURFACE.

3. CURB INLET OR CATCH BASIN SHALL NOT BE ALLOWED IN FRONT OF RAMP.

4. INDUSTRIAL DRIVEWAY SHALL HAVE 8” CONCRETE THICKNESS WITH 6”X6”X 10 GAUGE WELDED WIRE FABRIC OR REINFORCEMENTS.
1. CURB JOINT SHALL BE A TROWELED JOINT WITH A MINIMUM ½" RADIUS ALONG BACK OF CURB.

2. EXPANSION JOINT MATERIAL SHALL BE PREFORMED FILLER NOT LESS THAN ½" WIDE AND SHALL MEET ALL REQUIREMENTS FROM ODOT SECTION 00759.

3. CONCRETE SHALL HAVE A BROOM FINISH AND EDGE ALL JOINTS.

4. IF DURING CURB REMOVAL THE GUTTER BECOMES SEPERATED FROM THE STREET SURFACE IN EXCESS OF ⅛", THEN THE GUTTER SHALL ALSO BE REMOVED AND REPLACED.

5. SLOPE OF THE DRIVEWAY MAY BE AWAY FROM THE CURB WHEN PRE-APPROVED BY THE CITY ENGINEER.

6. EDGE OF DRIVEWAY WINGS MUST BE A MINIMUM OF 10' FROM ANY FIRE HYDRANTS.

7. 6" COMMERCIAL CONCRETE MIX W/ 28 DAY COMPRESSIVE STRENGTH OF 3500 PSI SHALL MEET REQUIREMENTS FROM ODOT SECTION 00440.
PAVEMENT T-CUT
(CROSS-SECTION VIEW)

NOTES: SCALE = N. T. S.

1. THIS DRAWING APPLIES TO TRENCH CUTS AND OTHER KINDS OF STREET CUTS.

<table>
<thead>
<tr>
<th>STREET FUNCTIONAL CLASSIFICATION</th>
<th>WIDTH OF T-CUT BEYOND EDGE OF TRENCH</th>
</tr>
</thead>
<tbody>
<tr>
<td>LOCAL</td>
<td>12”</td>
</tr>
<tr>
<td>NEIGHBORHOOD</td>
<td></td>
</tr>
<tr>
<td>COLLECTOR</td>
<td>36”</td>
</tr>
<tr>
<td>ARTERIAL</td>
<td></td>
</tr>
</tbody>
</table>

T-CUT MUST HAVE SUFFICIENT WIDTH TO ALLOW USE OF A PLATE COMPACTOR

TABLE 200-1

2. SEE DETAIL 160 FOR TYPICAL STREET PAVEMENT SECTION AC, THICKNESS TO MATCH PAVING SURROUNDING TRENCH. SEE DWG NO. 205 AND 210 FOR TRENCH RESTORATION INFORMATION.

3. THERE IS A 5 YEAR MORATORIUM FOR STREET CUTS ON NEWLY PAVED STREETS.

4. IF NEW EDGE OF PAVEMENT IS LESS THAN 5 FT FROM ANOTHER PATCH, CURB OR EDGE OF STREET, REPLACE THE PAVEMENT IN BETWEEN. REMOVE AND REPLACE ANY PRE-EXISTING PATCHES THAT ARE LOCATED ENTIRELY WITHIN THE 5 FT.

5. NEW EDGE OF PAVEMENT (EDGE LINE) SHALL NOT BE IN A WHEEL PATH. WIDTH OF T-CUT SHALL BE WIDENED WHERE NECESSARY TO MOVE THE EDGE LINE OUT OF THE WHEEL PATH SO THAT BOTH CONDITIONS BELOW ARE SATISFIED;
   (A) NEW EDGE OF PAVEMENT IS AT LEAST 12" FROM THE WHEEL PATH AND
   (B) NEW EDGE OF PAVEMENT COMPLIES WITH NOTES 4 AND TABLE 200-1.
NOTES:

1. MONUMENT BOXES ARE REQUIRED FOR ALL PUBLIC LAND CORNER MONUMENTS THAT FALL WITHIN PAVED AREAS AS WELL AS FOR CENTERLINE MONUMENTS.

2. 8" BOXES ARE ACCEPTABLE FOR STREETS WITH SPEEDS LESS THAN 35 MPH.

3. 12" BOXES ARE REQUIRED FOR STREETS WITH SPEEDS GREATER THAN 35 MPH.

4. IF BOXES ARE INSTALLED AFTER THE PAVEMENT IS PLACED, USE A CIRCULAR CUT. FILL THE VOID WITH CONCRETE OR APPROVED EQUAL.

5. THE TOP OF THE LID SHALL BE FLUSH WITH THE CASTING FLANGE AND SURROUNDING SURFACE.
TYPICAL SIGN ATTACHMENT

1. SIGNS SHALL BE AFFIXED TO SIGN POSTS USING STAINLESS STEEL BOLTS THAT LAY FLUSH WITH SIGN PANEL AFTER INSTALLATION.
2. NO PARKING SIGNS SHALL BE INSTALLED AT A 45 DEGREE ANGLE TO THE DIRECTION OF TRAFFIC.
3. A 2”X2” GA GALVANIZED “UNISTRUT TELESAR” OR 12 GA PERFORATED POSTS OR APPROVED EQUIVALENT SHALL BE USED. SIGN COMBINATION AND MINIMUM SIGN MOUNTING HEIGHT SHALL DETERMINE POST LENGTH.

CITY OF CANBY

STREET SIGNAGE

BY: JT
DATE: 12-06-19
DWG NO: 110
TABLE NOTES:
- ALL UNITS IN INCHES UNLESS SHOWN OTHERWISE.
- X, Y = 1/2 of remaining space. Should be approximately equal to letter HT (B) and no less than 1/2 B.

GENERAL NOTES:
1. CITY SHALL SUPPLY SIGNS AND INVOICE CONTRACTOR TO INSTALL ALL SIGNS, AND SHALL BE RESPONSIBLE FOR STAKING SIGN LOCATIONS AND OBTAINING UTILITY LOCATES FOR STAKED SIGN LOCATIONS. SIGNS SHALL BE LOCATED PER TYPICAL SIGN LOCATION AS SHOWN ON PLANS.
2. IT IS THE CONTRACTORS RESPONSIBILITY TO VERIFY THE FINAL STREET NAMES WITH THE CITY BEFORE ORDERING AND INSTALLING STREET NAME SIGNS.
3. SIGNING TO COMPLY TO THE MANUAL OF TRAFFIC CONTROL DEVICES (MUTCD, LATEST ED.)

SIGN PANELS
4. ALL SIGNS SHALL BE ALUMINUM WITH 0.08 MIN THICKNESS.
5. SIGN PANELS SHALL BE AFFIXED TO SIGN POSTS USING STAINLESS STEEL BOLTS THAT LAY FLUSH WITH SIGN FACE AFTER INSTALLATION.
6. SIGNING IS TO BE RETROREFLECTIVE AND ASTM TYPE III OR TYPE I

LETTERING
7. LETTERING SHALL BE FHWA SERIES C AT 100% WIDTH UNLESS SPECIFIED OTHERWISE.
8. THE PREFIX SHALL BE ABBREVIATED UPPER-CASE LETTERS.
9. THE STREET NAME SHALL CONSIST OF LOWER-CASE LETTERS WITH AN INITIAL UPPER-CASE LETTER.
10. THE SUFFIX SHALL BE ABBREVIATED AND CONSIST OF AN INITIAL UPPER-CASE LETTER FOLLOWED BY LOWER-CASE LETTER(S). ("HANGING TAILS")
11. THE DESCENDERS OF LOWER CASE LETTERS SHALL NOT BE USED IN THE VERTICAL SPACING OF THE LETTERING. INCREASE THE SIGN PANEL HEIGHT BY 1" IF "HANGING TAILS" ARE USED.

STREET NAME SIGN SPECIFICATIONS
12. STREET NAME SIGN COLOR:
   • CITY AND PUBLIC ROAD SIGNS SHALL BE GREEN WITH WHITE LETTERS.
   • PRIVATE ROAD SIGNS SHALL BE BLUE WITH GOLD LETTERS.
   • COMMON PREFIX AND SUFFIX ABBREVIATIONS:
     
     AVE = AVENUE  DR = DRIVE  PKWY= PARKWAY  ST = STREET
     BLVD= BOULEVARD  LN = LANE  PL = PLACE  TER = TERRACE
     CIR = CIRCLE  LP = LOOP  RD = ROAD  WAY = WAY
     CT = COURT

CITY OF CANBY  STREET SIGNING NOTES
BY: JT  DATE: 12-06-19  DWG NO: 111
NOTES:

1. A SIDEWALK TRIP HAZARD EXISTS IF THERE IS A VERTICAL HEIGHT DIFFERENCE BETWEEN ADJACENT SIDEWALK PANEL SECTIONS.

2. IF THE SIDEWALK IS RAISED NOT MORE THAN ONE (1) INCH AND THE CONCRETE EDGES ARE SOLID, THE CONCRETE MAY BE GROUND TO REMOVE THE TRIP HAZARD.

3. FOR A TRIP HAZARD OF \(\frac{1}{2}\)", GRIND BACK A MINIMUM OF SIX (6) INCHES.

4. FOR A TRIP HAZARD OF BETWEEN \(\frac{1}{2}\)" AND 1", GRIND BACK A MINIMUM OF TWELVE (12) INCHES.

5. FOR A TRIP HAZARD OF MORE THAN 1", REMOVE AND REPLACE ENTIRE PANEL IN ACCORDANCE WITH DWG NO. 250.
NOTES:

1. END OF STREET MARKERS SHALL BE USED TO WARN ROAD USERS OF THE END OF A STREET WHERE NO DROP OFF HAZARD EXISTS (SLOPES GREATER THAN 3:1).

2. SEE SECTION 2C.66 OBJECT MARKERS FOR ENDS OF ROADWAYS FROM THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS (MUTCD, LATEST EDITION).
RIGHT TURN LANE MARKINGS
CENTER ARROW IN TURN LANE. SEE MUTCD FOR DETAILS.

LEFT TURN LANE MARKINGS
CENTER ARROW IN TURN LANE. SEE MUTCD FOR DETAILS.

THRU AND TURN LANE MARKINGS
CENTER ARROW IN TURN LANE. SEE MUTCD FOR DETAILS.

CROSSWALK
LOCATE CROSSWALKS PER ODOT STANDARD DRAWING TM530. ADJUST SPACING TO AVOID WHEEL PATHS.

12" STOP BAR
LOCATE STOP BARS PER ODOT STANDARD DRAWING TM530.

4" WHITE OR YELLOW LINE

8" WHITE LINE

4" YELLOW SKIP CENTER LINE

NOTES:
1. ALL LONGITUDINAL PAVEMENT MARKINGS SHALL BE THERMOPLASTIC, INSTALLED PER ODOT STANDARD SPECIFICATION SECTION 00865 (LATEST EDITION).
2. ALL LEGENDS AND BARS SHALL BE THERMOPLASTIC, INSTALLED PER ODOT STANDARD SPECIFICATION SECTION 00867 (LATEST EDITION).
NARROW DOUBLE NO-PASS

DOUBLE NO-PASS (TWO 4” YELLOW LINES)

TWO WAY LEFT TURN STRIPE

8” WHITE LANE EXTENSION LINE

RAISED MEDIAN STRIPE

8” WHITE LANE DROP LINE

BICYCLE LANE MARKING (WHITE)

SHARED LANE MARKING (WHITE)

TWO WAY LEFT TURN ARROW MARKINGS

NOTES:
1. ALL LONGITUDINAL PAVEMENT MARKINGS SHALL BE THERMOPLASTIC, INSTALLED PER ODOT SPECIFICATION SECTION 00865. (LATEST EDITION, LE)
2. ALL LEGENDS AND BARS SHALL BE THERMOPLASTIC, INSTALLED PER ODOT STANDARD SPECIFICATION SECTION 00867. (LE)

*QLANE MARKING DIMENSION LOCATION AT CENTERLINE OF STRIPING UNLESS OTHERWISE NOTED.
BOLLARD DETAIL

(CROSS-SECTION VIEW)

SCALE = N.T.S.

POST WITH DOME TOP

GALVANIZED METAL BOLLARD 3 1/2" O.D.

1/4" STEEL STOCK

FINISH GRADE

REMovable BOLLARD INSERT

2% SLOPE AWAY FROM BOLLARD

FINISH GRADE

3300 PSI CONCRETE

4" O.D. POST FOOTING SLEEVE

COMPACTED 3/4"-0" CRUSHED AGGREGATE

UNDISTURBED EARTH

1'-6"

NOTES:

1. DECORATIVE STANDARD BOLLARD MAY BE USED IF PRE-APPROVED BY CITY.

2. BOLLARD TO BE POWDER COATED BLACK OR DARK GREEN.

BOLLARDS

CITY OF CANBY

BY: JT

DATE: 12-06-19

DWG NO: 116
NOTES:

1. SAWCUT THROUGH GUTTER PLATE SHALL BE MADE AS CLOSE TO CURB FACE AS POSSIBLE.

2. COMPLETE CURB AND GUTTER SHALL NOT BE REMOVED UNLESS DIRECTED BY THE ENGINEER.

3. WHEN STRAIGHT CURBS ARE REMOVED, A MINIMUM OF 2 FEET OF PAVEMENT FROM THE FACE OF CURB SHOULD BE REMOVED AND REPLACED.

4. WHEN ENTIRE GUTTER PLATE IS REMOVED, THE EXISTING PAVEMENT SHALL BE CUT BACK AND A 6" MONOLITHIC CONCRETE BENCH SHALL BE CONSTRUCTED WITH THE NEW GUTTER TO PROVIDE SUPPORT UNDER PAVEMENT.

5. AFTER CONCRETE HAS CURED, SEAL JOINT.
MULTIPLE MAILBOX SUPPORT

General Notes for All Details:

1. Angle connections to be parallel to traffic flow for size.
2. Mailbox mounted on single post.
3. All holes in the tube support frame are to be predrilled by the manufacturer.
4. Size 2 mailbox mounted on a multiple support requires 2 each 3/8" dia. x 5/8" galv. bolts with lock washers and nuts.
5. To attach the adaptor plate to the mounting bracket, the unit will then require 4 angle connections to attach to the formed tube support frame. See Detail A.

6. Concrete collar, when required, to be poured in place after V-loc post anchor has been installed, level and plumb. Do not excavate below bottom of V-loc post anchor. Care shall be taken that no concrete is placed within anchor.
7. Other proprietary products available as listed in ODOT's QPL.
8. Mounting height (h) shall be 42" nominal, measured from vehicle driving surface.
9. Deflect sidewalk around area of obstruction.
10. All V-loc bases to be provided by the contractor.

Supports 5 standard (sizes 1 & 1/2") mailboxes or 4 large (size 2) mailboxes.

CITY OF CANBY

MULTIPLE MAILBOX LOCATION

By: JT  Date: 12-06-19  DWG No: 118-A
MULTIPLE MAILBOX LOCATION

V-LOC POST ANCHOR USE CHART

<table>
<thead>
<tr>
<th>MAILBOX LOCATION</th>
<th>SINGLE SUPPORT (ft)</th>
<th>MULTIPLE SUPPORT (ft)</th>
</tr>
</thead>
<tbody>
<tr>
<td>THROUGH NEW OR EXISTING A.C.</td>
<td>2'-0&quot;</td>
<td>2'-0&quot;</td>
</tr>
<tr>
<td>THROUGH WELL CONSOLIDATED MATERIAL</td>
<td>2'-6&quot;</td>
<td>2'-6&quot;</td>
</tr>
<tr>
<td>THROUGH NEW ROCK SURFACING &amp; SUBGRADE</td>
<td>2'-6&quot;</td>
<td>2'-0&quot;/ 2'-6&quot;</td>
</tr>
<tr>
<td>THROUGH NEW ROCK SURFACING &amp; SUBGRADE, SUBJECT TO SATURATED SOIL OR FREEZE/THAW CONDITIONS.</td>
<td>2'-6&quot;</td>
<td>2'-0&quot;/ 2'-6&quot;/ CONC. COLLAR</td>
</tr>
</tbody>
</table>

* USE 2'-6" WITH SIZE 2 MAILBOX.  ** USE IF CONDITIONS ARE SEVERE.

#3 HOOP (MAINTAIN 2" MIN. CLEARANCE FROM OUTSIDE OF COLLAR)

9" RADIUS CONCRETE COLLAR WHEN REQD.

V-LOC DETAIL

CITY OF CANBY

MULTIPLE MAILBOX LOCATION

BY: JT  DATE: 12-06-19  DWG NO: 118-B
SINGLE MAILBOX SUPPORT

GENERAL NOTES FOR ALL DETAILS:

1. ANGLE CONNECTIONS TO BE PARALLEL TO TRAFFIC FLOW FOR SIZE
2. MAILBOX MOUNTED ON SINGLE POST.
3. ALL HOLES IN THE TUBE SUPPORT FRAME ARE TO BE PREDRILLED BY THE MANUFACTURER.
4. SIZE 2 MAILBOX MOUNTED ON A MULTIPLE SUPPORT REQUIRES 2 EACH 3/8" DIA. X 5/8" GALV. BOLTS WITH LOCK WASHERS AND NUTS
5. TO ATTACH THE ADAPTOR PLATE TO THE MOUNTING BRACKET, THE UNIT WILL THEN REQUIRE 4 ANGLE CONNECTIONS TO ATTACH TO THE FORMED TUBE SUPPORT FRAME. SEE DETAIL A.

6. CONCRETE COLLAR, WHEN REQUIRED, TO BE POURED IN PLACE AFTER V-LOC POST ANCHOR HAS BEEN INSTALLED, LEVEL AND PLUMB. DO NOT EXCAVATE BELOW BOTTOM OF V-LOC POST ANCHOR. CARE SHALL BE TAKEN THAT NO CONCRETE IS PLACED WITHIN ANCHOR.
7. OTHER PROPRIETARY PRODUCTS AVAILABLE AS LISTED IN ODOT’S QPL.
8. MOUNTING HEIGHT (H) SHALL BE 42" NOMINAL, MEASURED FROM VEHICLE DRIVING SURFACE.
9. DEFLECT SIDEWALK AROUND AREA OF OBSTRUCTION
10. ALL V-LOC BASES TO BE PROVIDED BY THE CONTRACTOR.

CITY OF CANBY

SINGLE MAILBOX LOCATION

BY: JT    DATE: 12-06-19    DWG NO: 119-A
**DETAIL A**

**V-LOC POST ANCHOR USE CHART**

<table>
<thead>
<tr>
<th>MAILBOX LOCATION</th>
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<td>THROUGH NEW ROCK SURFACING &amp; SUBGRADE, SUBJECT TO SATURATED SOIL OR FREEZE/THAW CONDITIONS.</td>
<td>2'-6&quot;</td>
<td>2'-0&quot;/ ** CONC. COLLAR</td>
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</tbody>
</table>

* USE 2'-6" WITH SIZE 2 MAILBOX.
** USE IF CONDITIONS ARE SEVERE.

**#3 HOOP** (MAINTAIN 2" MIN. CLEARANCE FROM OUTSIDE OF COLLAR)

9" RADIUS CONCRETE COLLAR WHEN REQD.

**V-LOC DETAIL**
PLACE FRONT EDGE OF BOX FLUSH WITH FACE OF CURB

36" - 42"

CIRCULATION PATH
(48" MIN.)
SEE NOTES

PROFILE VIEW

MAILBOX OR OTHER OBSTRUCTION

0.5" CURB

PLAN VIEW

MAILBOX PLACEMENT DETAIL

SCALE: N.T.S.

NOTES:

1. WHEN OBSTRUCTIONS ARE LOCATED WITHIN THE SIDEWALK THE CLEARANCE DIMENSION ARE APPLIED TO ALL DIRECTIONS.

2. EXCEPTIONS TO THE REQUIREMENTS IN THIS DRAWING MUST BE APPROVED BY THE ENGINEER AND MUST COMPLY WITH AMERICANS WITH DISABILITY ACT.

3. DEFLECT SIDEWALK AROUND AREA OF OBSTRUCTION TO PROVIDE A MINIMUM OF 48" CLEAR PATH.

4. AN EASEMENT OF RIGHT-OF-WAY DEDICATION MAY BE REQUIRED IF APRON EXTENDS ONTO PRIVATE PROPERTY.
STANDARD SIDEWALK TREEWELL

1. TREE SPECIES AND CALIPER SIZE ARE TO BE APPROVED BY THE CITY ARBORIST.
2. ADJUST PLANTING LOCATIONS SO THAT TREE CROWN OR ROOT BALL DOES NOT CONFLICT WITH ABOVE OR BELOW - GROUND UTILITIES.
3. DO NOT UNDERMINE CURB OR SIDEWALK WHEN EXCAVATING.
4. A 24 INCHES DEEP, ROOT BARRIER SHALL BE ADDED WHERE REQUIRED BY THE CITY ARBORIST. BARRIER ON SIDEWALK AND STREET SIDE OF TREE.
5. PROVIDE A LOOP IN CHAIN LOCK OR GUY HOSE LARGE ENOUGH TO ALLOW FOR TRUNK GROWTH.
6. TREE STAKES ARE TO BE REMOVED FOLLOWING THE REQUIRED ESTABLISHMENT PERIOD.
Steel Plate Installation

**Type 1**

- Temporary asphalt or reusable anchored transition
- Steel plate on top of existing pavement
- Existing pavement surface
- Utility
- Excavation span

**Type 2**

- Steel plate recessed flush on top of milled surface asphalt
- Temporary asphalt patch
- Existing pavement surface
- Utility
- Excavation span

**Transitions**

City of Canby

Temporary Steel Plates

By: JT  Date: 12-06-19  Dwg No: 122
NOTES:

1. STEEL PLATES MUST BE ABLE TO WITHSTAND H-20 TRAFFIC LOADING WITHOUT ANY MOVEMENT.
2. STEEL PLATES SHALL BE FABRICATED TO MEET ASTM A36 STEEL REQUIREMENTS.
3. WHEN TWO OR MORE PLATES ARE USED, THE PLATES SHALL BE TACK WELDED TOGETHER AT EACH CORNER TO REDUCE OR ELIMINATE VERTICAL MOVEMENT.
4. STEEL PLATES SHALL BE INSTALLED TO RESIST BENDING, VIBRATIONS, ETC., UNDER TRAFFIC LOADS AND SHALL BE ANCHORED SECURELY TO PREVENT MOVEMENT.
5. ALL STEEL PLATES SHALL BE WITHOUT DEFORMATION. THE PLATES SURFACE SHALL NOT DEVIATE MORE THAN 1/4 INCH WHEN MEASURED WITH A 10-FOOT STRAIGHT EDGE ALONG THE LENGTH OF THE PLATE.
6. BEFORE STEEL PLATES ARE INSTALLED, THE EXCAVATION SHALL BE ADEQUATELY SHORED TO SUPPORT THE BRIDGING AND TRAFFIC LOADS.
7. ANCHORED REUSABLE TRANSITIONS TO BE "PLATE LOCKS ROAD PLATE SECURING SYSTEM" OR EQUIVALENT.
8. REUSABLE LEVELING SHIMS TO BE "PLATE SHIMS" OR EQUIVALENT.
9. REUSABLE LEVELING SHIMS AND TRANSITIONS TO BE ANCHORED USING THD 3/4” X 4” ANCHOR AND WASHER OR EQUIVALENT.
10. PLACE W8-24 “STEEL PLATE AHEAD” WARNING SIGN 100 FEET IN ADVANCE OF THE STEEL PLATE LOCATION.
11. LOCAL ROADS WITH AN ADT GREATER THAN 5,000 SHALL USE TYPE 2 INSTALLATION.
12. ON ALL CONCRETE ROADS, TYPE 1 INSTALLATION SHALL BE USED WITH 1–1/4” MIN. THICK PLATE.
NO ADA RAMP DETAILS ARE PROVIDED.
ALL ADA RAMPS SHALL BE CONSTRUCTED FROM THE MOST CURRENT ODOT STANDARD DRAWINGS.
MANHOLE OPENING PLACED OVER OUTLET PIPE

NOTES:
- MANHOLE DESIGN TO CONFORM WITH ASTM C-478 AND DRAWING NO. 301.
- MANHOLE PIPE CONNECTION TO BE A LOK TYPE OR EQUAL PER ASTM C-923 OR NON-SHRINKING GROUT.
- MANHOLE FRAME AND COVER AS SPECIFIED SEE DRAWING 305.
- ALL PIPES ENTERING OR EXITING SHALL BE WATER TIGHT.
- RAM-NECK OR KENT-SEAL TO BE USED ON ALL MANHOLE SECTIONS.
- SEE DRAWING NO. 307 MANHOLE/CATCH BASIN STEP.

SECTION A-A

FLOW 0.02 FT
FLOW

SECURE TO MH WALL WITH STAINLESS STEEL BANDS (MIN. 2" WIDE) AND 1/2" BOLTS.
MH DIA TO BE DETERMINED BY SIZE OF OUTLET PIPE.
4"-21" PIPE = 60" DIA MH
24" PIPE MH DIA TO BE DESIGNED
MAX SUMP DEPTH 5

SUMP VOLUME REQUIREMENTS:
- SINGLE FAMILY RESIDENTIAL 3.5 CF/ACRE
- MULTI FAMILY RESIDENTIAL 22.0 CF/ACRE
- COMMERCIAL/INDUSTRIAL 94.0 CF/ACRE

POLLUTION CONTROL MANHOLE

CITY OF CANBY

BY: JT DATE: 12-06-19 DWG NO: 201
POURED IN-PLACE MANHOLE BASE - STORM & SANITARY SEWER

FOR NEW MANHOLES, USE KOR-N-SEAL BOOTS (OR EQUAL). CONNECTIONS TO EXISTING MANHOLES SHALL USE SANDED PVC COLLAR WITH GASKETED JOINT. FLEXIBLE JOINT SHALL BE NO GREATER THAN 18” FROM EXTERIOR MANHOLE WALL.

PLAN

4000 PSI CONCRETE BASE

UNDISTURBED EARTH, OR FOUNDATION STABILIZATION AS REQUIRED.

FORM CHANNEL HEIGHT TO 3/4 PIPE OD

NOTE:
ALL CONCRETE TO BE MINIMUM 4000 PSI COMPRESSIVE STRENGTH

CITY OF CANBY

POURED IN-PLACE MANHOLE BASE - STORM & SANITARY SEWER

BY: JT DATE: 12-06-19 DWG NO: 202
SHALLOW MANHOLE - STORM AND SANITARY SEWER

MANHOLE OPENING OVER I.E. OUT

MANHOLES LESS THAN 4’ DEEP

4’ DEEP

12”- 3/4”-0 COMPACTED ROCK COMPACTION TO BE 95% AND MEET T-180 REQUIREMENTS.

4000 PSI CONCRETE BASE

A.C.

STANDARD CAST IRON MANHOLE FRAME & COVER

SET IN NON-SHRINK CROUT

IN UNPAVED AREAS MANHOLE TO BE FLUSH WITH GROUND UNLESS OTHERWISE SPECIFIED. IF IN GRAVEL ROAD PLACE SIX FOOT DIA. 3” A.C. OR CONCRETE AROUND MANHOLE.

GRADE RINGS - VARIABLE, MAX. 3 LAYERS, 8” MAX.

ALL JOINTS SHALL BE SEALED WITH PREFORMED PLASTIC OR RUBBER RING TO FORM A WATERTIGHT SEAL. GROUTED JOINTS MAY BE USED FOR STORM DRAIN SYSTEMS.

ALL PRECAST SECTIONS AND Poured CONCRETE BASES SHALL CONFORM TO CITY STANDARD SPECIFICATIONS.

ALL MANHOLES SHALL HAVE A 12” MIN 24” MAX. BOTTOM RISER, TO BE BEDDED AS THE CONCRETE IN THE BASE TAKES ITS INITIAL SET.

USE PRECAST BASE IN TRAVELED STREETS, UNLESS OVER EXISTING LINE, USE STANDARD MANHOLE FOR DEPTHS GREATER THAN 5 FT.

CITY OF CANBY

SHALLOW MANHOLE - STORM AND SANITARY SEWER

BY: JT DATE: 12-06-19 DWG NO: 203
NOTE:

AFTER COMPLETION, CONTRACTOR SHALL POUR 3,000 GALLONS OF WATER INTO THE DRYWELL, AS WELL AS AN ADDITIONAL 3,000 GALLONS OUTSIDE OF THE WELL WITHIN 5 MINUTE INTERVAL. THIS SIMULATES A TYPICAL STORM.
NOTES:
1. CONCRETE STRENGTH SHALL BE 3000 PSI
2. G-2 GRATES MAY BE USED IF APPROVED BY THE ENGINEER.
3. CATCH BASIN, FRAME, AND GRATES SHALL MEET H20 LOADING
4. INSIDE FRAME DIMENSIONS: 2'-3 3/8", 2'-8 1/2.

DITCH INLET FRAME

<table>
<thead>
<tr>
<th>TYPE</th>
<th>V</th>
<th>Y</th>
<th>YH</th>
<th>NO. OF BARS</th>
<th>TYPE</th>
</tr>
</thead>
<tbody>
<tr>
<td>D</td>
<td>2'-4 3/4&quot;</td>
<td>2'-3 3/8&quot;</td>
<td>2'-3</td>
<td>9</td>
<td>1</td>
</tr>
</tbody>
</table>

NOTE:
3/8" CROSS BARS SHALL BE FLUSH WITH THE GRATE SURFACE AND MAY BE FILLET WELDED, RESISTANCE WELDED OR ELECTROFORGED TO BEARING BARS.
STEP 1: SAWCUT AND REMOVE PAVEMENT AROUND MANHOLE 12” MINIMUM FROM MANHOLE

STEP 2: RAISE MANHOLE FRAME AND COVER USING CONCRETE RINGS AND APPROVED MECHANICAL ADJUSTMENT DEVICES TO FINISH GRADE MATCHING PROFILE AND CROSS SLOPE

STEP 3: BACKFILL WITH HIGH EARLY STRENGTH PCC AND ACP TO DEPTHS AS DIRECTED

STEP 4: APPLY SAND SEAL ON SURFACE AND SURFACE JOINT.
DROP BACK OF FRAME AND GRATE 1 1/2" BELOW NORMAL GUTTER FLOW LINE

DEPRESSED GUTTER FLOW LINE

MATCH NORMAL PAVEMENT GRADE AT CATCH BASIN TOP SLAB.

3' TRANSITION TYP

40 1/4"

OPTIONAL: INSTALL 3" WEEP HOLES WITH FIELD INSTALLED MESH SCREEN FOR SUBGRADE DRAINAGE

STEEL FRAME CAST IN TOP SLAB OR BASIN (IF TOP SLAB IS CAST-IN-PLACE)

LOCATE BACK OF FRAME 1/2" FROM CURB FACE

NORMAL PAVEMENT SLOPE

CURB

DROP BACK OF FRAME AND GRATE 1 1/2"

1 1/4" FROM FLC TO CB

SECTION A-A

INLET TYPE | W  | W  | X
|----------|----|----|---
| G-2      | 3' | 3/8" | 2' 3 3/8" 16 9/16"

CATCH BASIN NOTES:

1. CONCRETE STRENGTH SHALL BE 3000 PSI.

2. PRECAST BASE WALLS SHALL BE A MINIMUM 4" THICK. CAST-IN-PLACE BASE WALLS SHALL BE 6" THICK.

3. THIS OPTION IS APPROVAL BASED BY THE CITY’S PUBLIC WORKS DEPARTMENT.
NOTES:
1. COVER AND FRAME TO BE MACHINED FOR TRUE BEARING.
3. SUBURBAN FRAMES ARE ONLY AUTHORIZED TO BE USED IN NON-VEHICULAR AREAS.
PRECAST CURB INLET
CITY OF CANBY

1. CURB INLET TOP AND BASE SHALL MEET H2O LOADING.
2. CONCRETE STRENGTH SHALL BE 3000 PSI.
3. ALL FABRICATED METAL PARTS SHALL BE HOT-DIPPED GALVANIZED AFTER FABRICATION.
4. FOR STEEP GRADES USE STD. PRECAST INLET WITH 4'-0" OPENING OR TWO 2'-6" OPENING INLETS.
5. OPENING OR TWO 2'-6" OPENING INLETS.
6. DIMENSIONS SHOWN ABOVE IN PARENTHESES ARE FOR 4A INLETS. A 1 1/2" A INLET SHALL HAVE A CURB INLET OPENING WIDTH OF 1'-6" AND AN OUTSIDE WIDTH OF 2'-6"; ALL OTHER DIMENSIONS AND DETAILS SHALL BE AS SHOWN.
7. THIS IS OUR PRIMARY STANDARD FOR ALL CATCH BASINS AND NEW CONSTRUCTION.

NOTES:

CITY OF CANBY

PRECAST CURB INLET

BY: JT
DATE: 12-06-19
DWG NO: 209
OUTSIDE STREET RIGHT-OF-WAY

WITHIN STREET RIGHT-OF-WAY

EXISTING PAVEMENT SECTION

SAWCUT EXISTING AC PAVEMENT AT FULL DEPTH AND WIDTH.

4" OF AC LOCAL & COLLECTOR STREETS
5" OF AC ARTERIAL STREETS

1/4"-0" AGGREGATE BASE COURSE
COMPACTED TO 95% OF MAX DENSITY AS PER ASSHTO T-180 AND ODOT/APWA SPEC 00405.

RESTORE TO PRE-EXISTING CONDITIONS OR BETTER

CLASS "A" BACKFILL
(COMPACTED TO 90% OF MAX DENSITY AS PER ASSHTO T-180 AND ODOT/APWA SPEC 00405).

TRENCH BACKFILL ZONE 1/4"-0"
OR 1"-0" CRUSHED AGGREGATE
COMPACTED TO 95% OF MAX DENSITY AS PER ASSHTO T-180 & ODOT/APWA SPEC 00405

12" MIN

PIPE ZONE

D/2

BEDDING

1/4"-0" PIPE BEDDING AND PIPE ZONE MATERIAL

NOTES:

1. SAWCUT EDGES TO BE TACKED WITH EMULSIFIED ASPHALT.

2. ASPHALT JOINTS SHALL BE SAND SEALED WITH CRS-1 OR CRS-2 EMULSIFIED ASPHALT OR EQUIVALENT.
NOTES:
1. PIPE MATERIAL SHALL BE PVC ASTM D-3034, SDR 35.
2. ALL PIPE FITTINGS SHALL BE SAME SIZE AS SEWER MAIN.
3. MAXIMUM SEWER MAIN SIZE SHALL BE 12 INCHES.

CITY OF CANBY

OUTSIDE DROP MANHOLE CONNECTION

BY: JT DATE: 12-06-19 DWG NO: 211
**MANHOLE -**

- **STORM & SANITARY SEWER**
- **DWG NO:**
- **DATE:**
- **BY:**
- **CITY OF CANBY**

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STD. CAST IRON MANHOLE FRAME AND COVER
MANHOLE OPENING SHALL BE PLACED OVER I.E. OUT (FLAT SIDE OF CONE)

GRADE RINGS—VARIABLE, MAX. 3 LAYERS, 8” MAX.

FOR PVC PIPE USE KOR-N-SEAL BOOTS (OR EQUAL). CONNECTIONS TO EXISTING MANHOLES SHALL USE SANDED PVC COLLAR WITH GASKETED JOINT NO GREATER THAN 18” FROM MANHOLE WALL.

48” DIA.

FLOW

FORM CHANNEL HEIGHT TO 1/2 PIPE OD

MANHOLE SECTIONS AND REINFORCEMENT SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE MOST CURRENT EDITION OF OREGON STANDARD SPECIFICATIONS FOR CONSTRUCTION, OR APPROVED EQUAL.

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ALL MANHOLES SHALL HAVE A 12” MIN. 24” MAX. BOTTOM RISER, TO BE BEDDED IN THE CONCRETE AS THE BASE TAKES ITS INITIAL SET.

ALL PRECAST SECTIONS AND Poured CONCRETE BASES SHALL CONFORM TO CITY STANDARD SPECIFICATIONS.

ALL JOINTS SHALL BE SEALED WITH PREFORMED PLASTIC OR RUBBER RING TO FORM A WATERTIGHT SEAL. GRouted JOINTS MAY BE USED FOR STORM MANHOLES.

USE PRECAST BASE IN TRAVELED STREETS UNLESS OVER EXISTING LINE. USE SHALLOW MANHOLE DETAIL FOR LESS THAN 5 FT. DEPTH

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**CITY OF CANBY**

**MANHOLE -**

**STORM & SANITARY SEWER**

**BY:** JT  
**DATE:** 12-06-19  
**DWG NO:** 300
6" PVC 3034
SDR=35 PIPE
(TYPICAL)

6" PVC 3034
RISER

6" PVC 3034
REDUCER

NOTES:
1. PIPE AND FITTINGS SHALL BE COMPATIBLE. ONLY MANUFACTURED FITTINGS SHALL BE USED.
2. DEPTH TO MATCH EXISTING AND ENSURE POSITIVE FLOW
3. PIPE SHALL BE 3034 PVC OR APPROVED EQUAL
4. ALL EXCAVATED AREAS WITHIN PUBLIC RIGHT-OF-WAY MUST BE BACKFILLED WITH 3/4"-0"
   CRUSHED GRAVEL OR APPROVED EQUAL & SHALL BE COMPACTED TO 95% OF ASTM
   D1557/AASHTO T-180. BUT OUTSIDE ROADWAY BACKFILL SHALL BE COMPACTED TO MINIMUM
   90% OF ASTM D1557/AASHTO T-180.
5. BACKFILL SHALL BE BROUGHT UP AND COMPACTED IN HORIZONTAL LAYERS 12"-18"
6. INSTALL 1-WAY CLEANOUT IN THE MIDDLE OF SIDEWALK
7. SERVICE SHALL NOT BE BACKFILLED PRIOR TO INSPECTION.
8. CONTRACTOR TO VIDEO INSPECT FROM THE 4" TO THE MAIN.
NOTES:
1. TAP SHALL BE MADE IN PRESENCE OF THE CITY INSPECTOR; NO CUTTING OR CONNECTING EXISTING SEWER PIPE WITHOUT CITY INSPECTOR APPROVAL.
2. ROMAC SADDLE OR APPROVED EQUAL SHALL BE USED FOR 4" OR 6" MAX TAP TO PVC PIPE. SEE NOTE 5 FOR OTHER TYPE PIPE MATERIAL.
3. HOLE IN MAIN SHALL BE CORED.
4. CENTERLINE OF SERVICE TAP OUTLET SHALL BE ABOVE SPRINGLINE.
5. FOR CONCRETE, CLAY OR NON-PVC EXISTING SEWER MAIN PIPE MAY REQUIRE CUT-IN 6" HOUSE BRANCH ON 8" MAIN) WITH APPROVED COUPLERS.
6. 6" DIAMETER SERVICE LATERAL SHALL BE USED FOR SINGLE FAMILY LOTS.
7. TO ENSURE PROPER INSTALLATION, VIDEO INSPECTION OF MAINLINE AT ROMAC SADDLE CONNECTION IS REQUIRED WITHIN 3 BUSINESS DAYS OF INSTALLATION.
PLACE GROUT BETWEEN PIPE AND INSIDE OF CASTING

BROOKS NO. 1—RT BOX STYLE COVER W/ C.I. LID

1" MIN.

3300 PSI CONCRETE

MECHANICAL PLUG

6" MIN.

45° SHORT BEND

STANDARD WYE WITH PLUG AND RUBBER Gasket

SANITARY SEWER MAIN

3/4"-O" CRUSHED ROCK COMPACTED

UNDISTURBED EARTH

SECTION A-A

NOTES:

1. UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER, CLEANOUTS ARE TO BE USED AS A TEMPORARY TERMINUS.

2. CLEANOUT SIZE AND MATERIAL SHALL BE SAME AS SEWER MAIN PIPE.

3. ALL CONCRETE TO BE MINIMUM 3000 PSI COMPRESSIVE STRENGTH

4. BROOKS BOX WITH "S", "SEWER" OR "CLEANOUT" STAMPED ON LID

CITY OF CANBY

SANITARY SEWER CLEAN-OUT

BY: JT       DATE: 12-06-19       DWG NO: 303