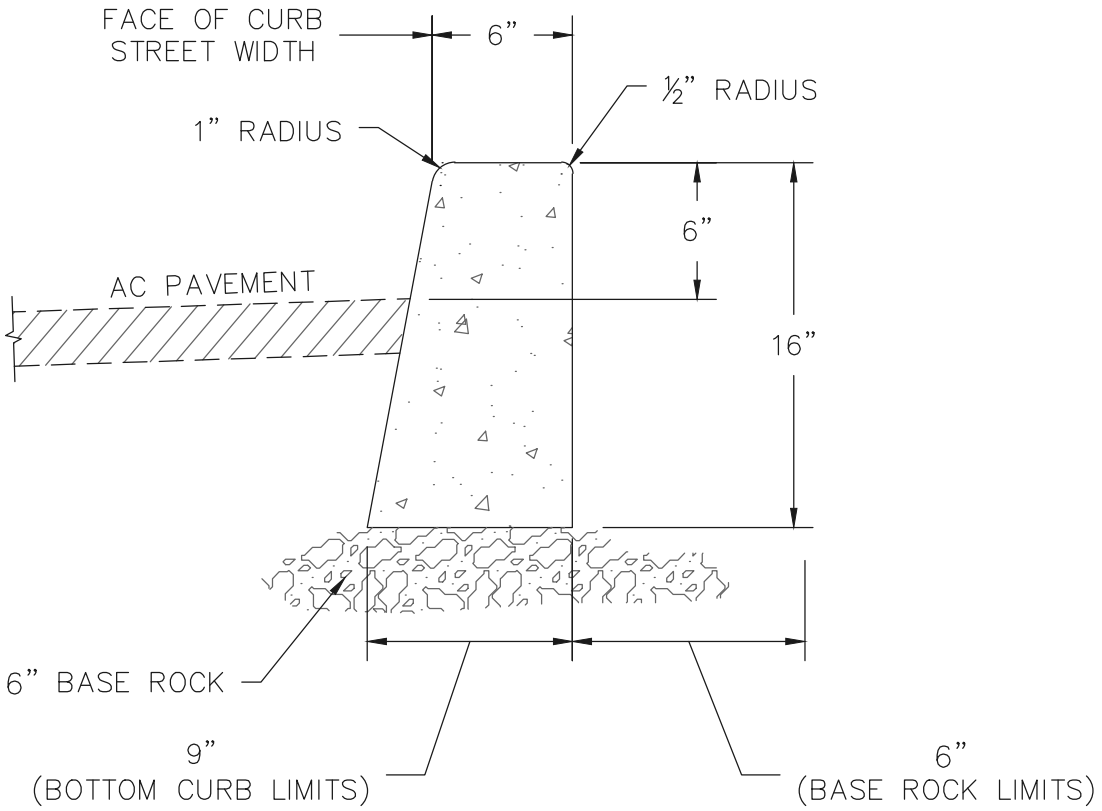
TABLE OF CONTENTS FOR DETAIL DRAWINGS

STREET DETAILS

STORM DETAILS

SEWER DETAILS



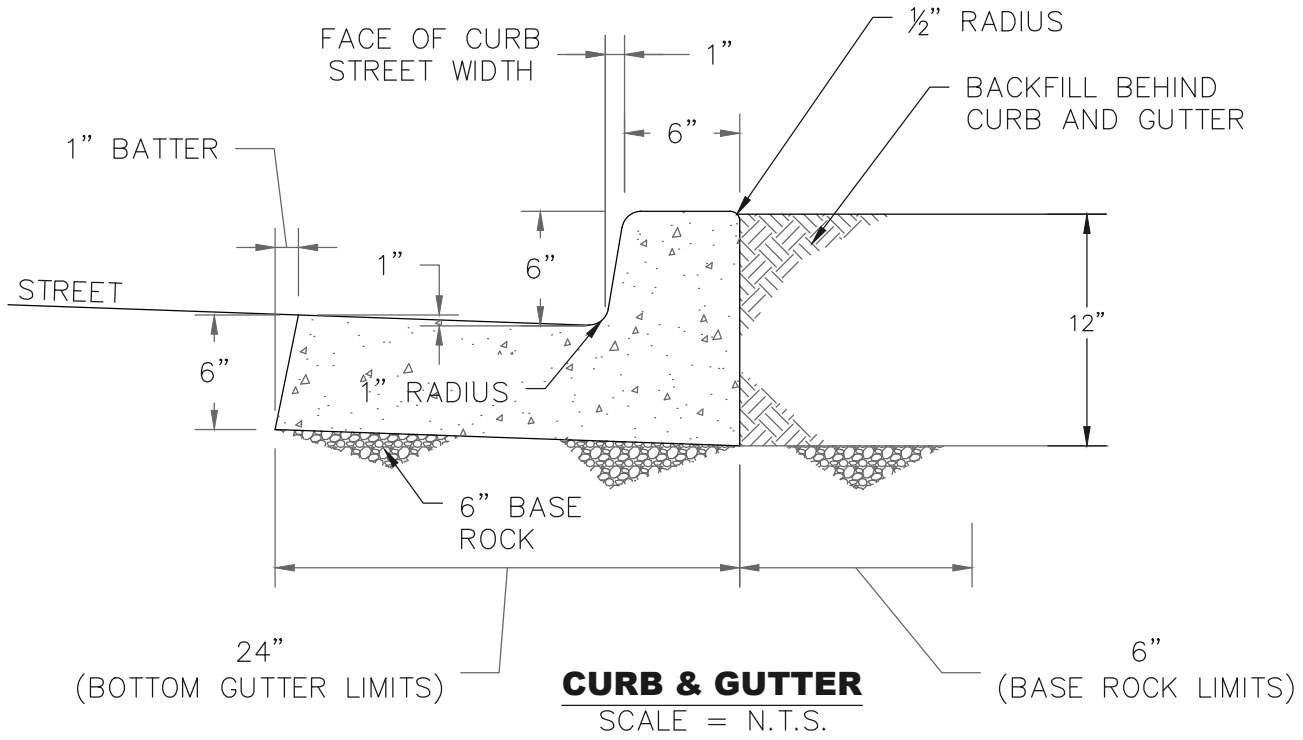
STANDARD VERTICAL CURB

SCALE = N.T.S.

NOTES:

1. VERTICAL CURB MAY BE USED AT MEDIANS AND MEDIAN PLANTING STRIPS, OR IN REPLACEMENT OF DAMAGED EXISTING VERTICAL CURBS..
2. CONCRETE SHALL BE COMMERCIAL MIX WITH A 28–DAY COMPRESSIVE STRENGTH OF 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.

CITY OF CANBY	VERTICAL CURB		
	BY: JT	DATE: 12–06–19	DWG NO: 100



CURB & GUTTER

SCALE = N.T.S.

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".

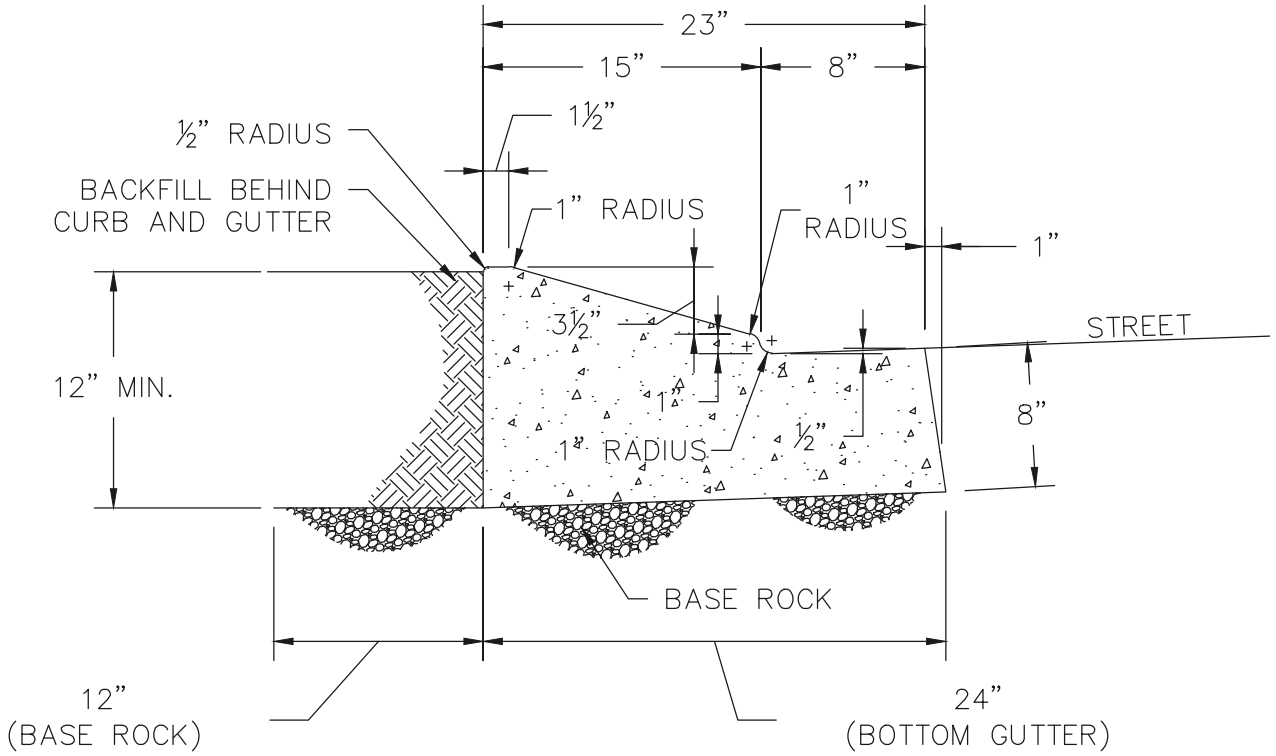
5. BASE ROCK SHALL BE ¾"–0", COMPACTED TO 95% OF MAXIMUM DENSITY PER AASHTO T–180. BASE ROCK SHALL BE TO SUBGRADE OF STREET STRUCTURES OR 4", WHICHEVER IS GREATER, AND SHALL EXTEND 12" BEHIND CURB.

6. FOR CURB AND GUTTER REQUIREMENTS ON SHED AND 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.

CITY OF CANBY	MONOLITHIC CURB AND GUTTER		
	BY: JT	DATE: 12–06–19	DWG NO: 101



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.

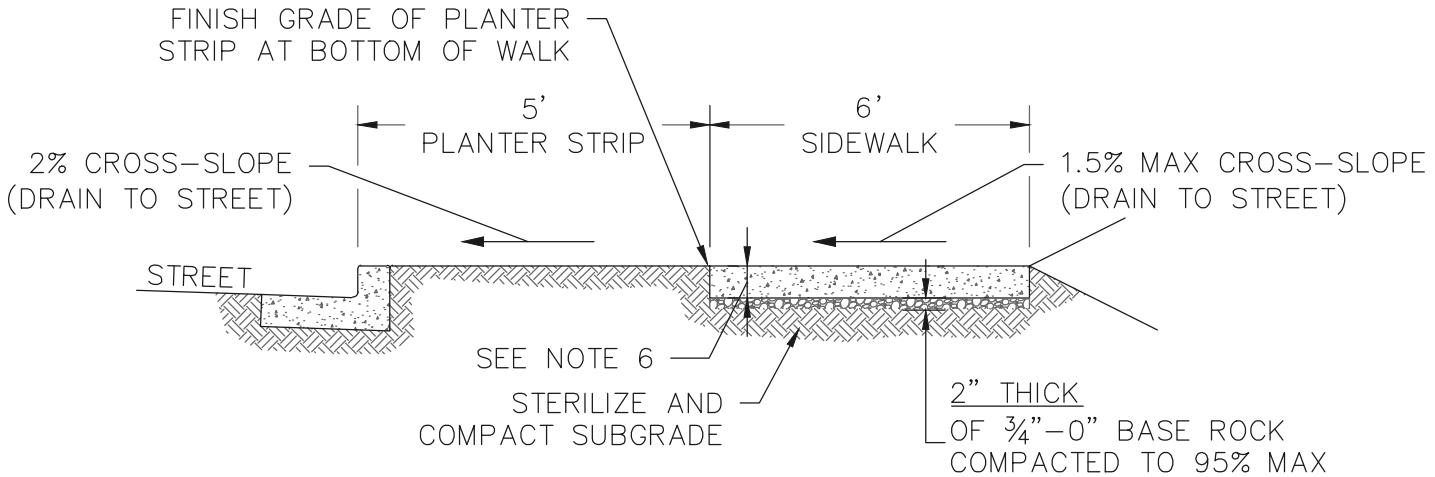
5. CONTRACTION JOINTS SHALL HAVE:
   A. SPACING OF NOT MORE THAN 15 FEET.
   B. DEPTH OF JOINT OF AT LEAST 1½".

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.

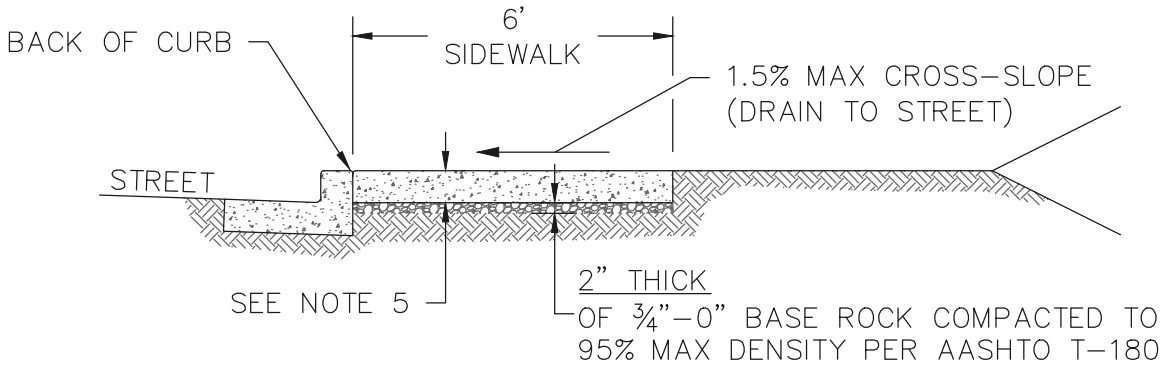
8. WEEP HOLES ARE NOT ALLOWED THROUGH THE CURB.

CITY OF CANBY	MOUNTABLE CURB AND GUTTER		
	BY: JT	DATE: 12-06-19	DWG NO: 102



SIDEWALK WITH PLANTER STRIP

SCALE = N.T.S.



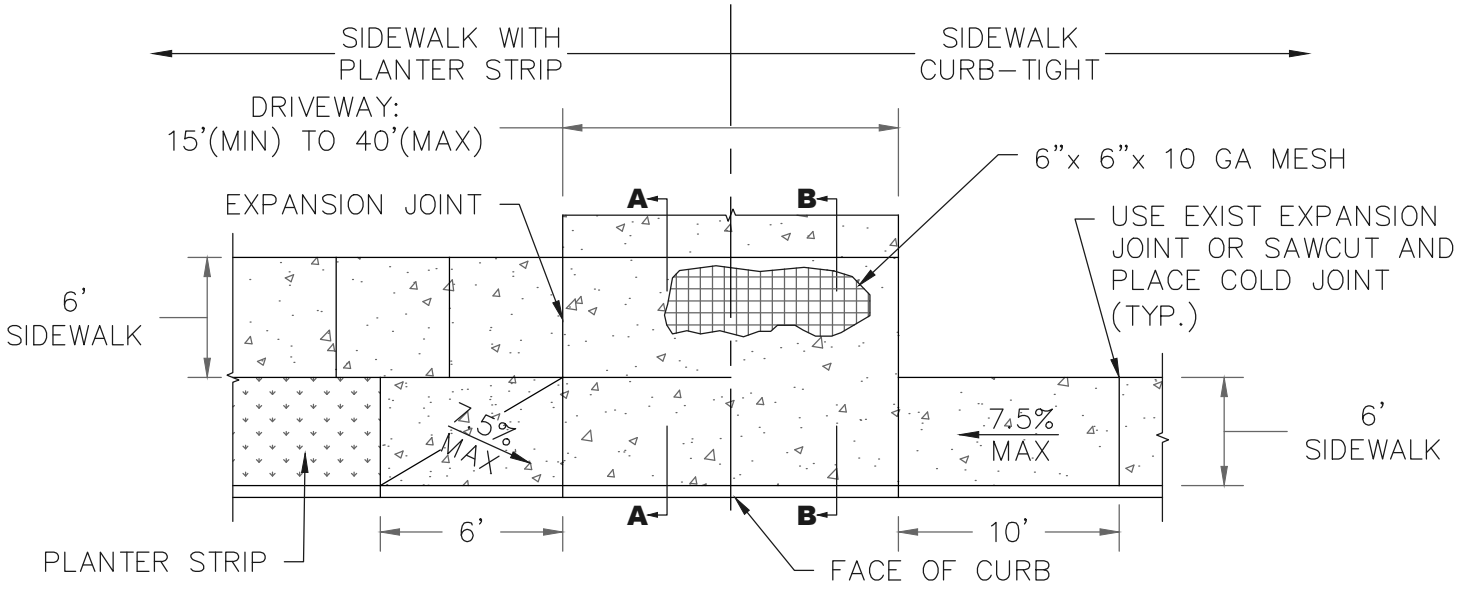
CURB-TIGHT SIDEWALK

SCALE = N.T.S.

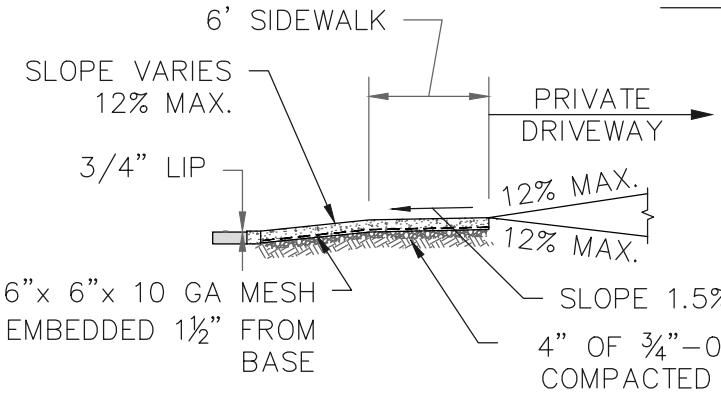
NOTES:

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 CURT-TIGHT SIDEWALK IS MEASURED FROM BACK OF CURB.

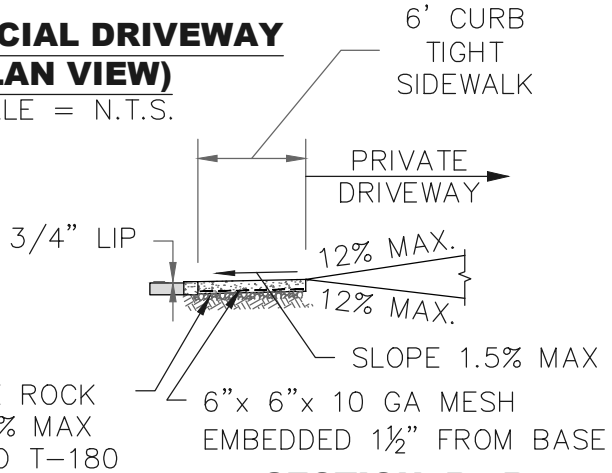
CITY OF CANBY	SIDEWALK		
	BY: JT	DATE: 12-06-19	DWG NO: 103



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



SECTION A - A



SECTION B - B

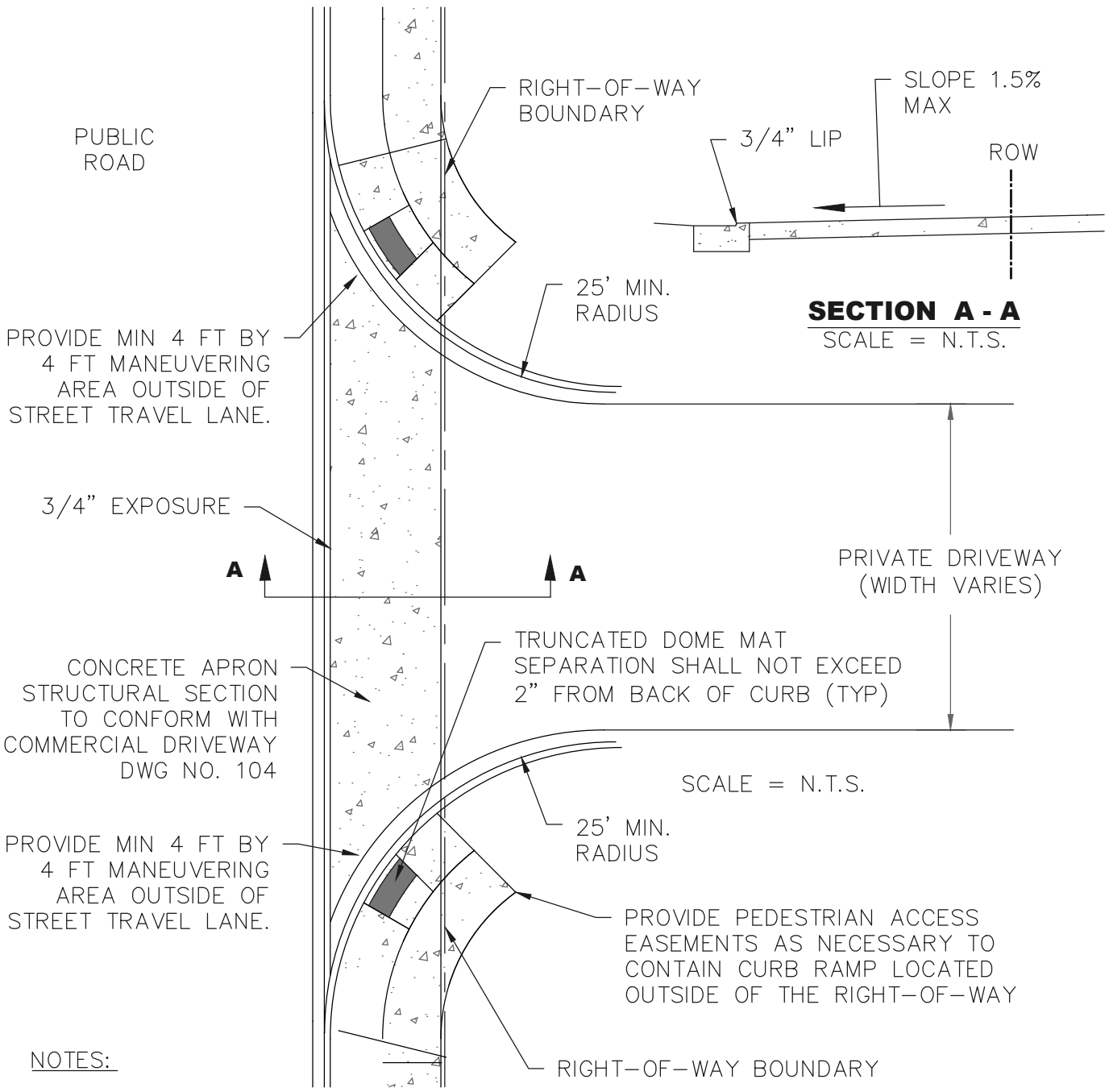
NOTES:

1. CURB JOINT SHALL BE A TROWELED JOINT WITH A MINIMUM ½" RADIUS ALONG BACK OF CURB.
2. EXPANSION JOINT MATERIAL SHALL BE PREFORMED FILLER NOT LESS THAN ½" WIDE AND SHALL MEET ALL REQUIREMENTS FROM ODOT SECTION 00759.
3. CONCRETE SHALL HAVE A BROOM FINISH AND EDGE ALL JOINTS.
4. IF DURING CURB REMOVAL THE GUTTER BECOMES SEPERATED FROM THE STREET SURFACE IN EXCESS OF 1/16", THEN THE GUTTER SHALL ALSO BE REMOVED AND REPLACED.
5. SLOPE OF THE DRIVEWAY MAY BE AWAY FROM THE CURB WHEN PRE–APPROVED BY THE CITY ENGINEER.
6. EDGE OF DRIVEWAY WINGS MUST BE A MINIMUM OF 10' FROM ANY FIRE HYDRANTS.
7. 6" COMMERCIAL CONCRETE MIX W/ 28–DAY COMPRESSIVE STRENGTH OF 3500 PSI. SHALL MEET REQUIREMENTS FROM ODOT SECTION 00440.
8. USE NOTE 4 FROM DETAIL 105.

CITY OF CANBY

COMMERCIAL DRIVEWAY

BY: JT	DATE: 12–06–19	DWG NO: 104



SECTION A - A
SCALE = N.T.S.

NOTES:

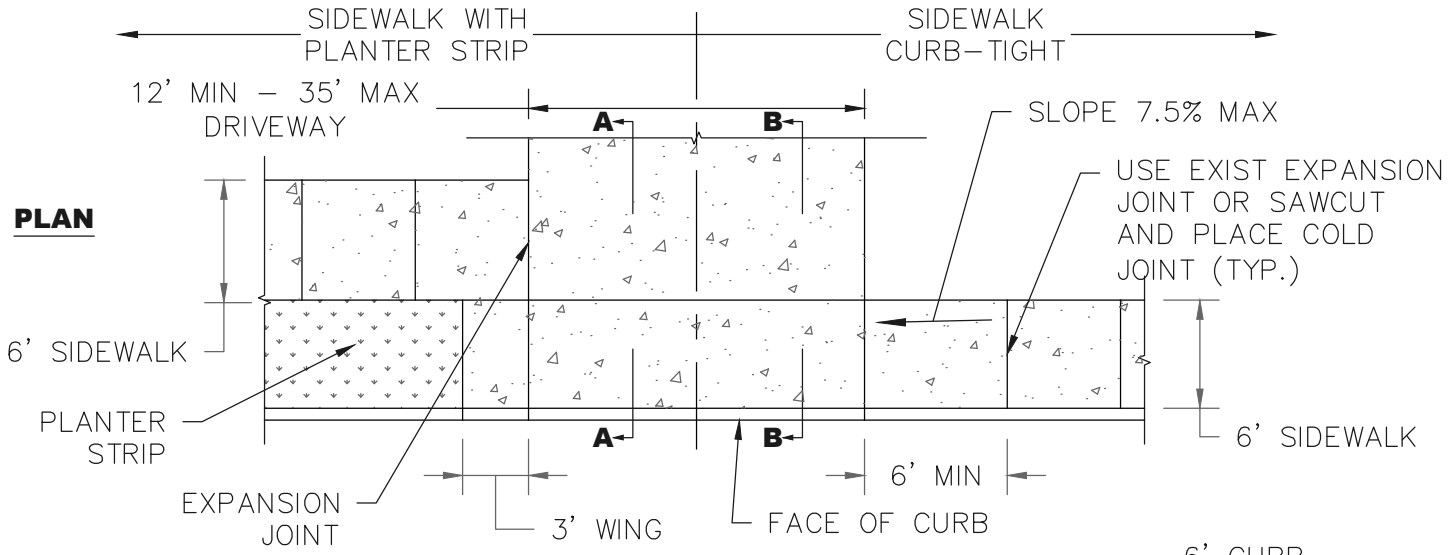
1. SIDEWALK RAMP SHALL MEET CURRENT ADA STANDARDS. CONSTRUCT ALL RAMPS PERPENDICULAR TO THE CURB. SEE DWG NO. 245.

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.

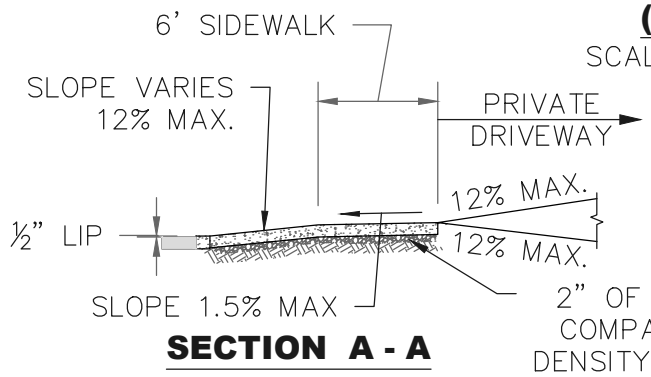
4. INDUSTRIAL DRIVEWAY SHALL HAVE 8" CONCRETE THICKNESS WITH 6"X6"X 10 GUAGE WELDED WIRE FABRIC OR REINFORCEMENTS.

CITY OF CANBY	COMMERCIAL DRIVEWAY W/ CURBS		
	BY: JT	DATE: 12-06-19	DWG NO: 105

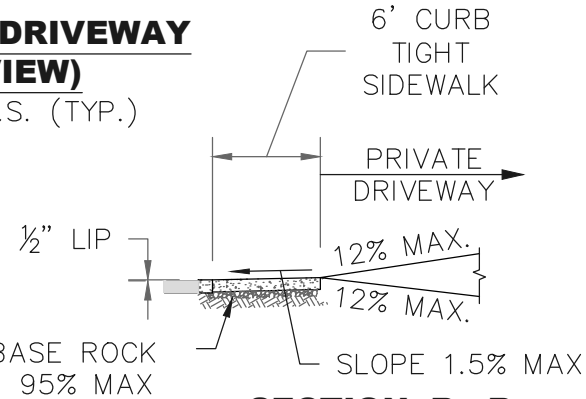


RESIDENTIAL DRIVEWAY (PLAN VIEW)

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



SECTION A - A



SECTION B - B

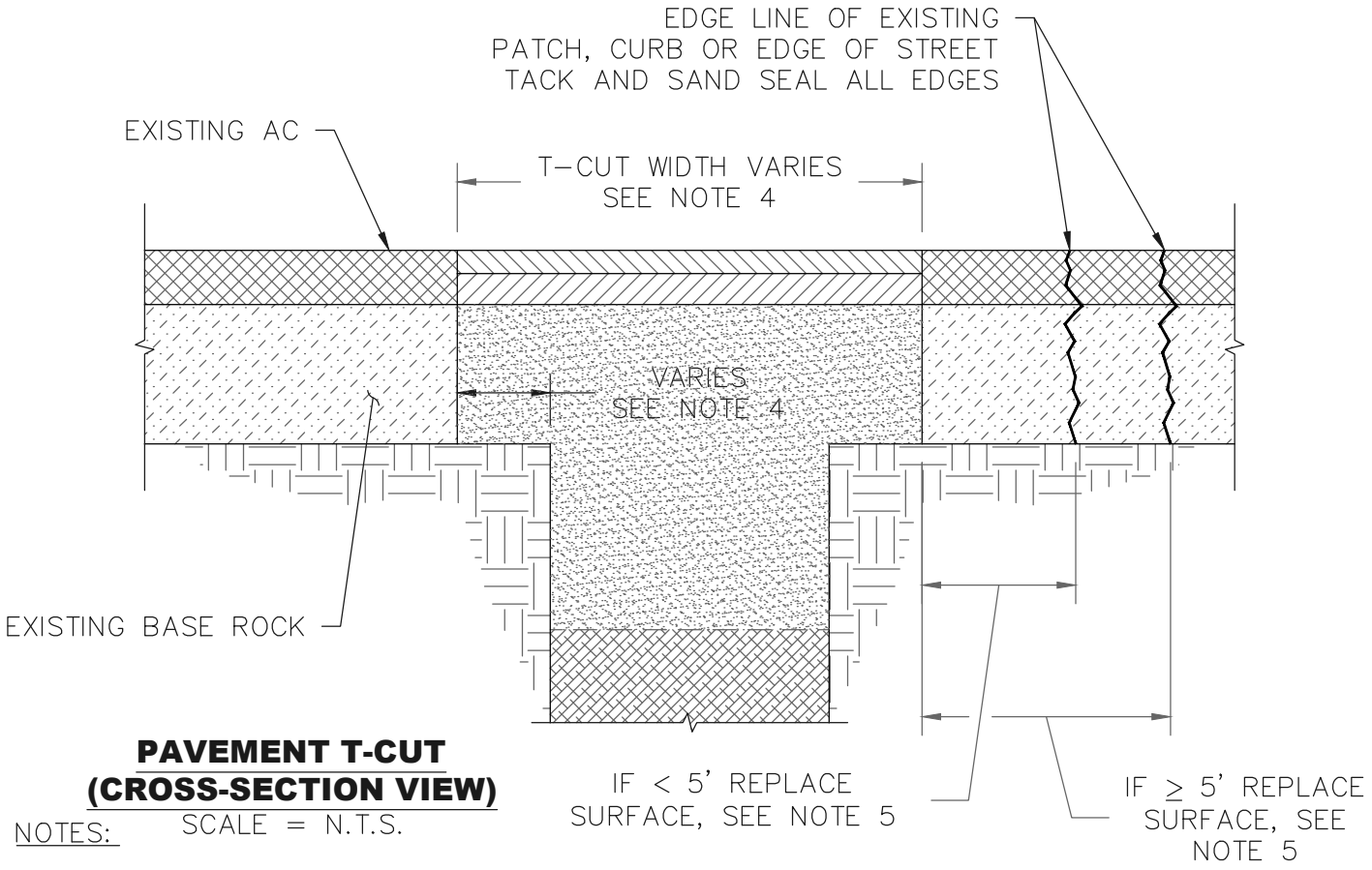
NOTES:

1. CURB JOINT SHALL BE A TROWELED JOINT WITH A MINIMUM ½" RADIUS ALONG BACK OF CURB.
2. EXPANSION JOINT MATERIAL SHALL BE PREFORMED FILLER NOT LESS THAN ½" WIDE AND SHALL MEET ALL REQUIREMENTS FROM ODOT SECTION 00759.
3. CONCRETE SHALL HAVE A BROOM FINISH AND EDGE ALL JOINTS.
4. IF DURING CURB REMOVAL THE GUTTER BECOMES SEPERATED FROM THE STREET SURFACE IN EXCESS OF 1/16", THEN THE GUTTER SHALL ALSO BE REMOVED AND REPLACED.
5. SLOPE OF THE DRIVEWAY MAY BE AWAY FROM THE CURB WHEN PRE–APPROVED BY THE CITY ENGINEER.
6. EDGE OF DRIVEWAY WINGS MUST BE A MINIMUM OF 10' FROM ANY FIRE HYDRANTS.
7. 6" COMMERCIAL CONCRETE MIX W/ 28 DAY COMPRESSIVE STRENGTH OF 3500 PSI SHALL MEET REQUIREMENTS FROM ODOT SECTION 00440

CITY OF CANBY

RESIDENTIAL DRIVEWAY

BY: JT	DATE: 12–06–19	DWG NO: 106



PAVEMENT T-CUT (CROSS-SECTION VIEW)

SCALE = N.T.S.

NOTES:

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

STREET FUNCTIONAL CLASSIFICATION	WIDTH OF T–CUT BEYOND EDGE OF TRENCH
LOCAL	12"
NEIGHBORHOOD	36"
COLLECTOR	
ARTERIAL	
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.

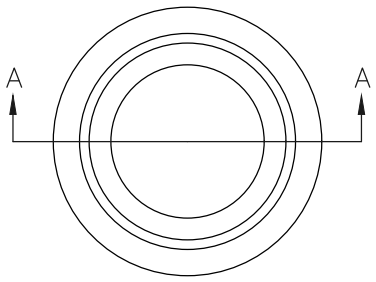
5. NEW EDGE OF PAVEMENT (EDGE LINE) SHALL NOT LIE IN A WHEEL PATH. WIDTH OF T–CUT SHALL BE WIDENED WHERE NECESSARY TO MOVE THE EDGE LINE OUT OF THE WHEEL PATH SO THAT BOTH CONDITIONS BELOW ARE SATISFIED;

(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.

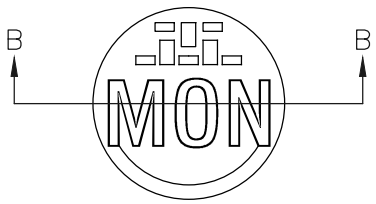
CITY OF CANBY

PAVEMENT T-CUT

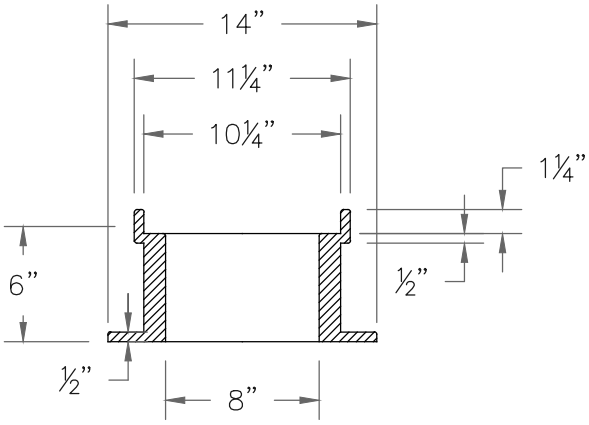
BY: JT	DATE: 12–06–19	DWG NO: 108



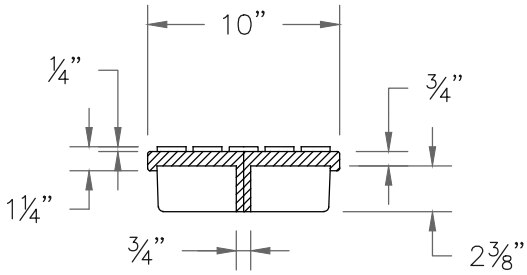
MONUMENT BOX
SCALE = N.T.S.



MONUMENT BOX LID
SCALE = N.T.S.



SECTION A - A
WEIGHT = 52 LBS
SCALE = N.T.S.



SECTION B - B
WEIGHT = 25 LBS
SCALE = N.T.S.

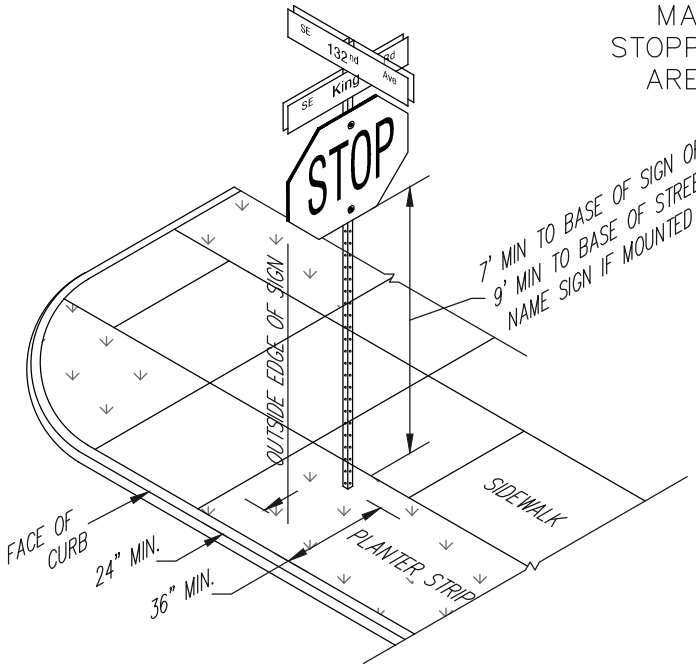
NOTES:

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.

CITY OF CANBY

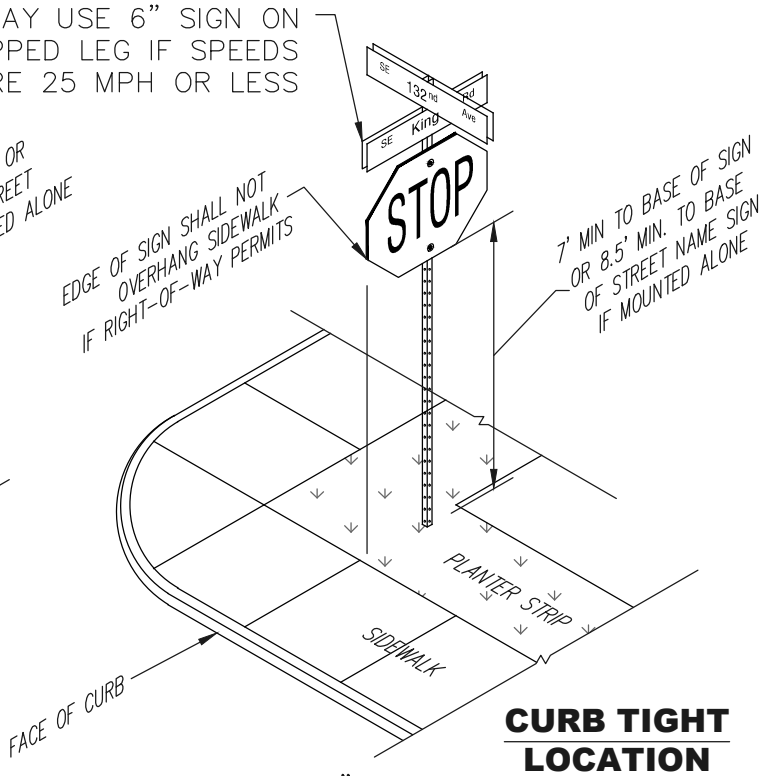
MONUMENT BOXES

BY: JT	DATE: 12-06-19	DWG NO: 109



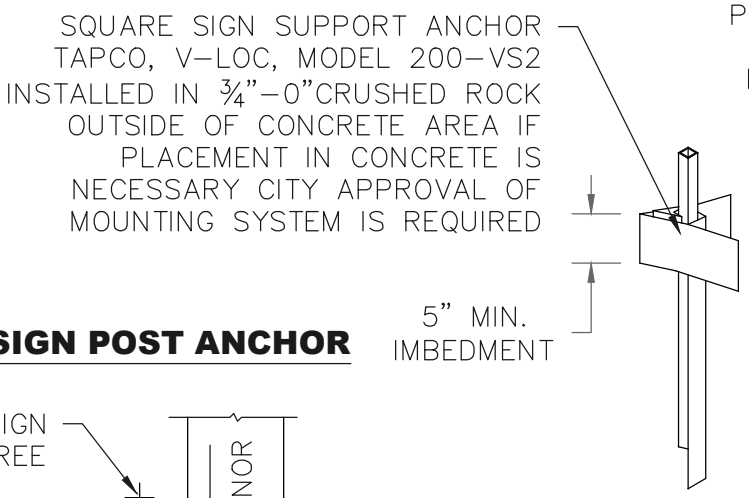
PLANTER STRIP LOCATION

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



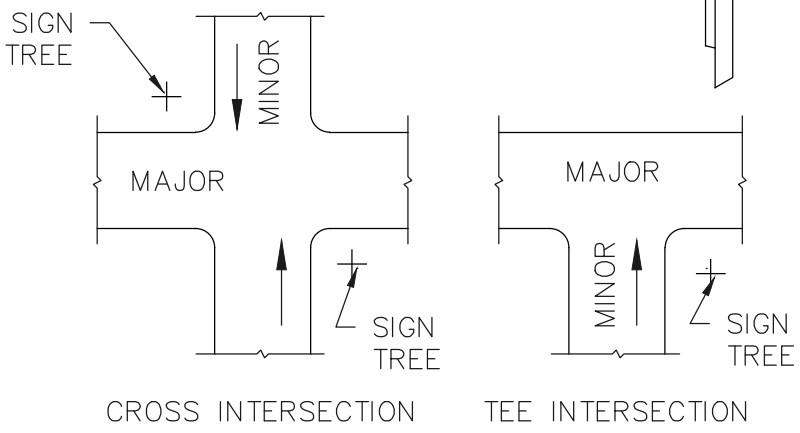
CURB TIGHT LOCATION

SCALE = N.T.S., TYP.



SIGN POST ANCHOR

TYPICAL SIGN ATTACHMENT



TYPICAL STREET SIGN LOCATIONS

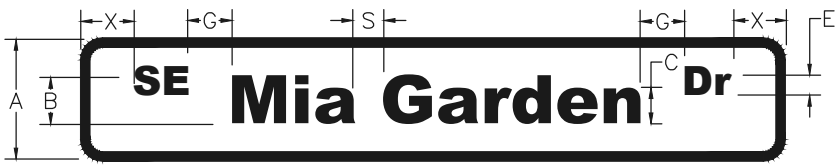
GENERAL NOTES:

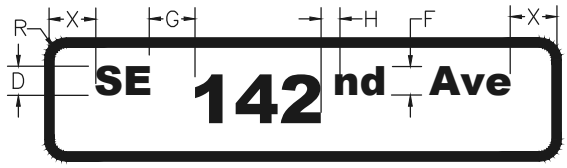
1. SIGNS SHALL BE AFFIXED TO SIGN POSTS USING STAINLESS STEEL BOLTS THAT LAY FLUSH WITH SIGN PANEL AFTER INSTALLATION.
2. NO PARKING SIGNS SHALL BE INSTALLED AT A 45 DEGREE ANGLE TO THE DIRECTION OF TRAFFIC.
3. A 2"X2" GA GALVANIZED "UNISTRUT TELESPAR" OR 12 GA PERFORATED POSTS OR APPROVED EQUIVALENT 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





POSTED SPEED (MPH)	PANEL HT.	PRIMARY LETTERING SIZE		SUPPLEMENTAL LETTERING SIZE		SUPER-SCRIPT HT. (rd,th,st)	SPACING BETWEEN CHARACTERS		BORDER RADIUS	SPACE
		UPPER	LOWER	UPPER	LOWER					
	A	B	C	D	E	F	G	H	R	S
< 25	6	4	3	2½	2	2	1½	½	1½	⅝ B
> 30	8 OR 9	6	4½	4	3	3	2½	¾	1 ½	⅝ B

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

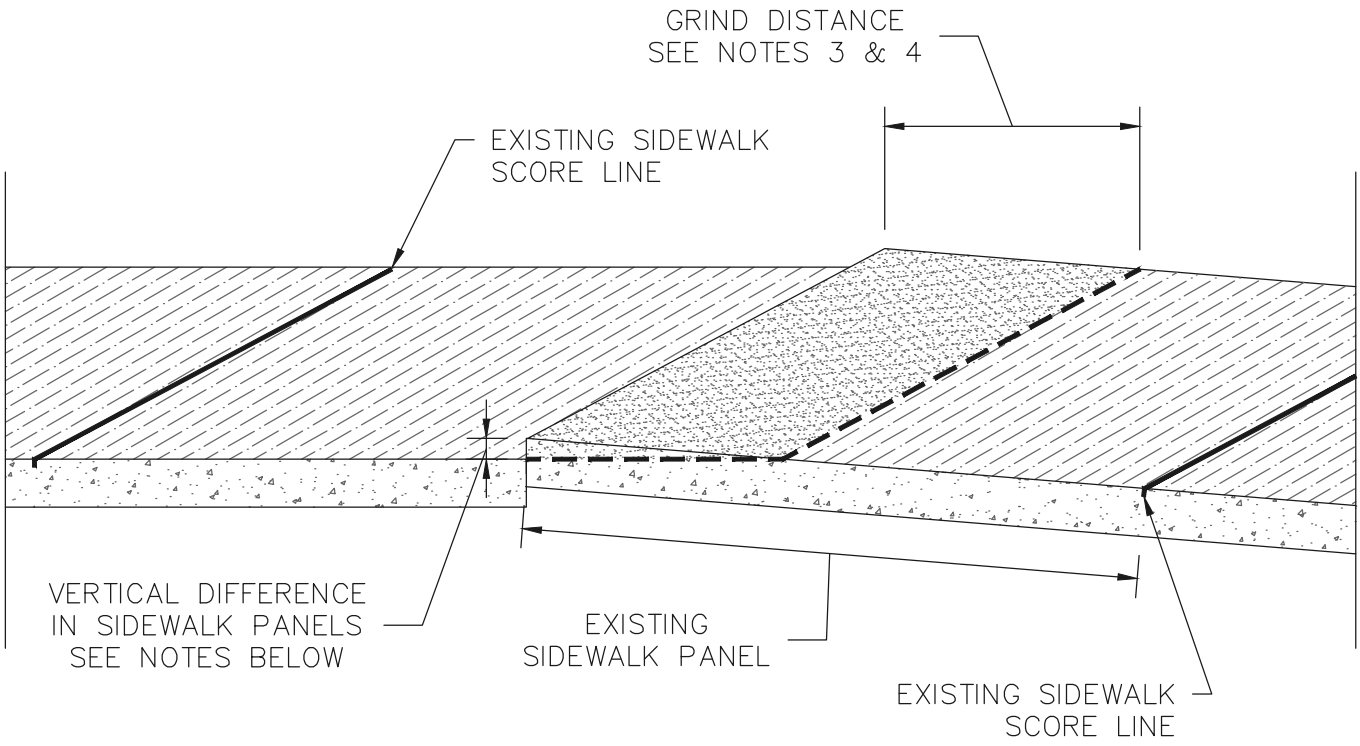
12. STREET NAME SIGN COLOR:
    - CITY AND PUBLIC ROAD SIGNS SHALL BE GREEN WITH WHITE LETTERS.
    - PRIVATE ROAD SIGNS SHALL BE BLUE WITH GOLD LETTERS.
    - COMMON PREFIX AND SUFFIX ABBREVIATIONS:

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 ½", GRIND BACK A MINIMUM OF SIX (6) INCHES.

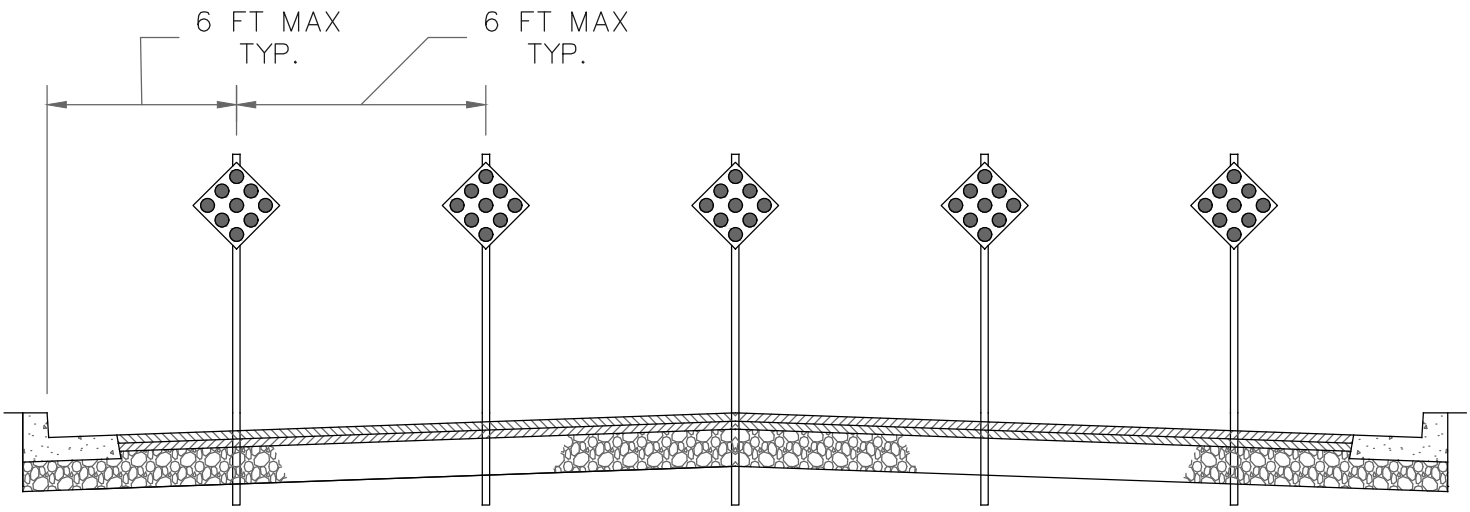
4. FOR A TRIP HAZARD OF BETWEEN ½" AND 1", GRIND BACK A MINIMUM OF TWELVE (12) INCHES.

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

CITY OF CANBY

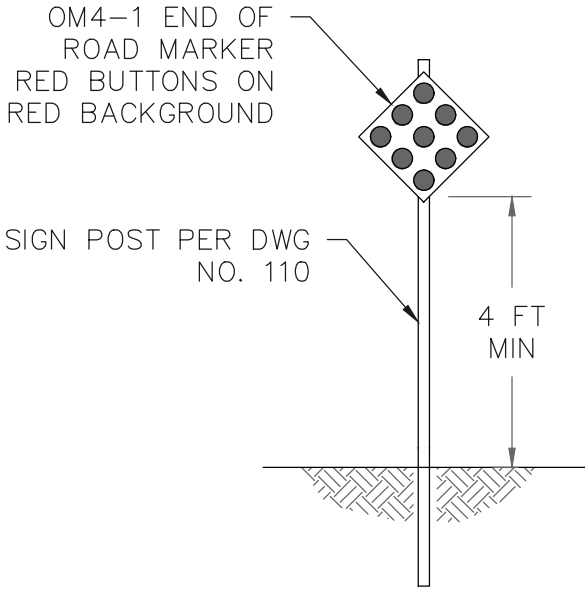
SIDEWALK TRIP HAZARD

BY: JT	DATE: 12-06-19	DWG NO: 112



END OF STREET MARKER

SCALE = N.T.S.



OM4-1 MARKER & POST

SCALE = N.T.S.

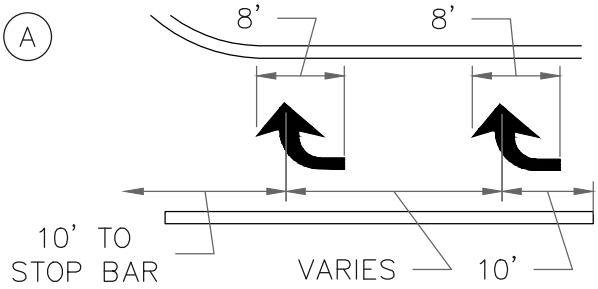
NOTES:

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).

CITY OF CANBY	END OF STREET MARKERS		
	BY: JT	DATE: 12-06-19	DWG NO: 113

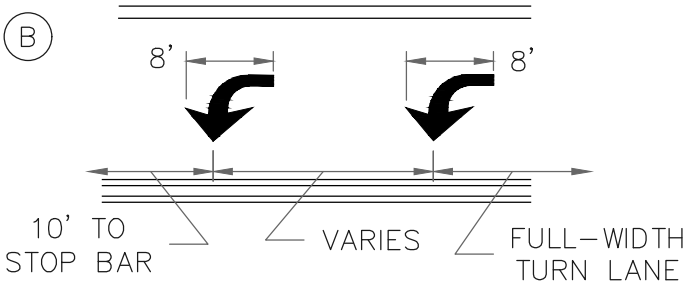
Ⓐ



CENTER ARROW IN TURN LANE.
SEE MUTCD FOR DETAILS.

RIGHT TURN LANE MARKINGS

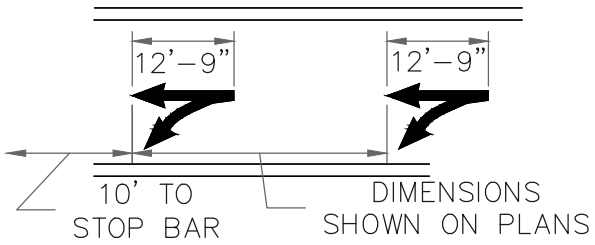
Ⓑ



CENTER ARROW IN TURN LANE.
SEE MUTCD FOR DETAILS.

LEFT TURN LANE MARKINGS

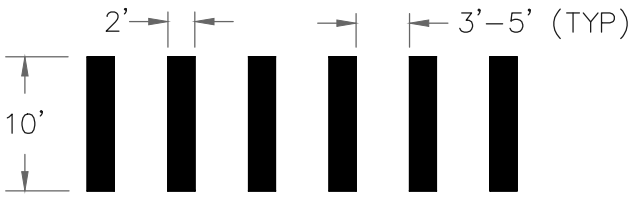
Ⓒ



CENTER ARROW IN TURN LANE.
SEE MUTCD FOR DETAILS.

THRU AND TURN LANE MARKINGS

Ⓓ



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

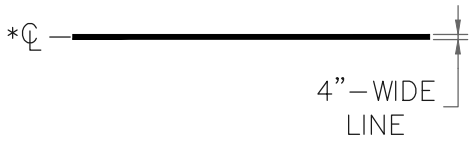
CROSSWALK

Ⓔ

LOCATE STOP BARS PER ODOT STANDARD DRAWING TM530.

12" STOP BAR

Ⓕ

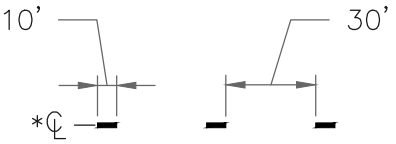


4" WHITE OR YELLOW LINE

Ⓖ

8" WHITE LINE

Ⓘ



4" YELLOW SKIP CENTER LINE

*℄ LANE MARKING DIMENSION LOCATION AT CENTERLINE OF STRIPING UNLESS OTHERWISE NOTED

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).

CITY OF CANBY

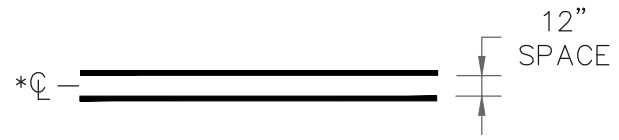
STRIPING DETAILS

BY: JT	DATE: 12–06–19	DWG NO: 114

(J)

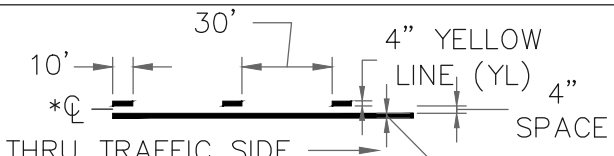
NARROW DOUBLE NO-PASS

(K)



DOUBLE NO-PASS (TWO 4" YELLOW LINES)

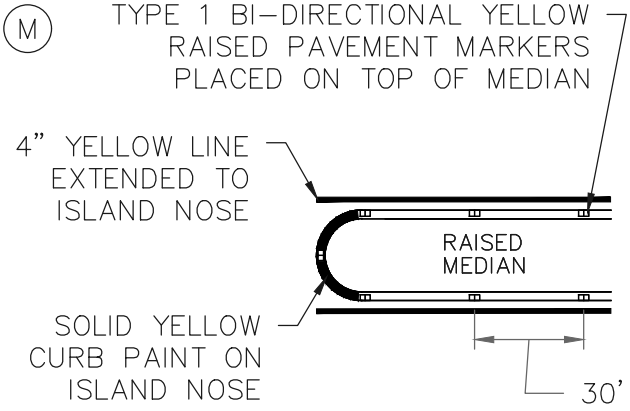
(L)



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

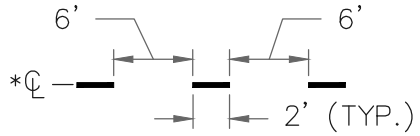
TWO WAY LEFT TURN STRIPE

(M)



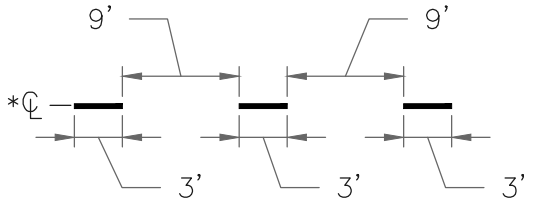
RAISED MEDIAN STRIPE

(N)



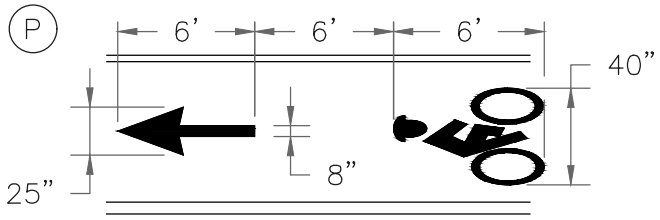
8" WHITE LANE EXTENSION LINE

(O)



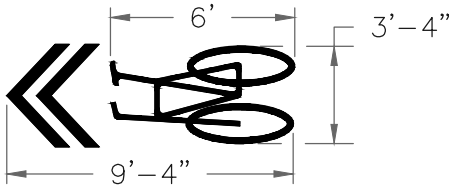
8" WHITE LANE DROP LINE

(P)



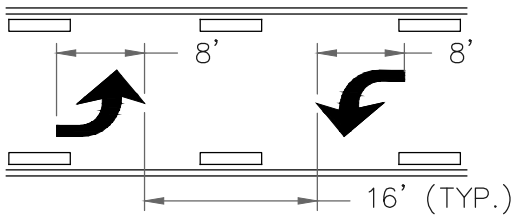
BICYCLE LANE MARKING (WHITE)

(Q)



SHARED LANE MARKING (WHITE)

(R)

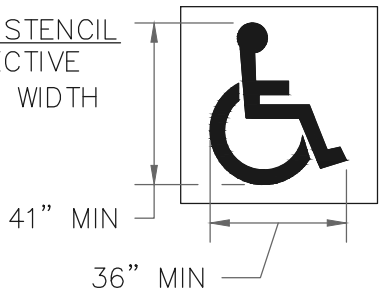


TWO WAY LEFT TURN ARROW MARKINGS

(S)

PAVEMENT MARKING STENCIL
WHITE, RETRO-REFLECTIVE PAINT, 2.5" MINIMUM WIDTH

PAVEMENT MARKING BACKGROUND:
BLUE, RETRO-REFLECTIVE PAINT



ACCESSIBLE PARKING AREA STENCIL

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)

*℄ LANE MARKING DIMENSION LOCATION AT CENTERLINE OF STRIPING UNLESS OTHERWISE NOTED.

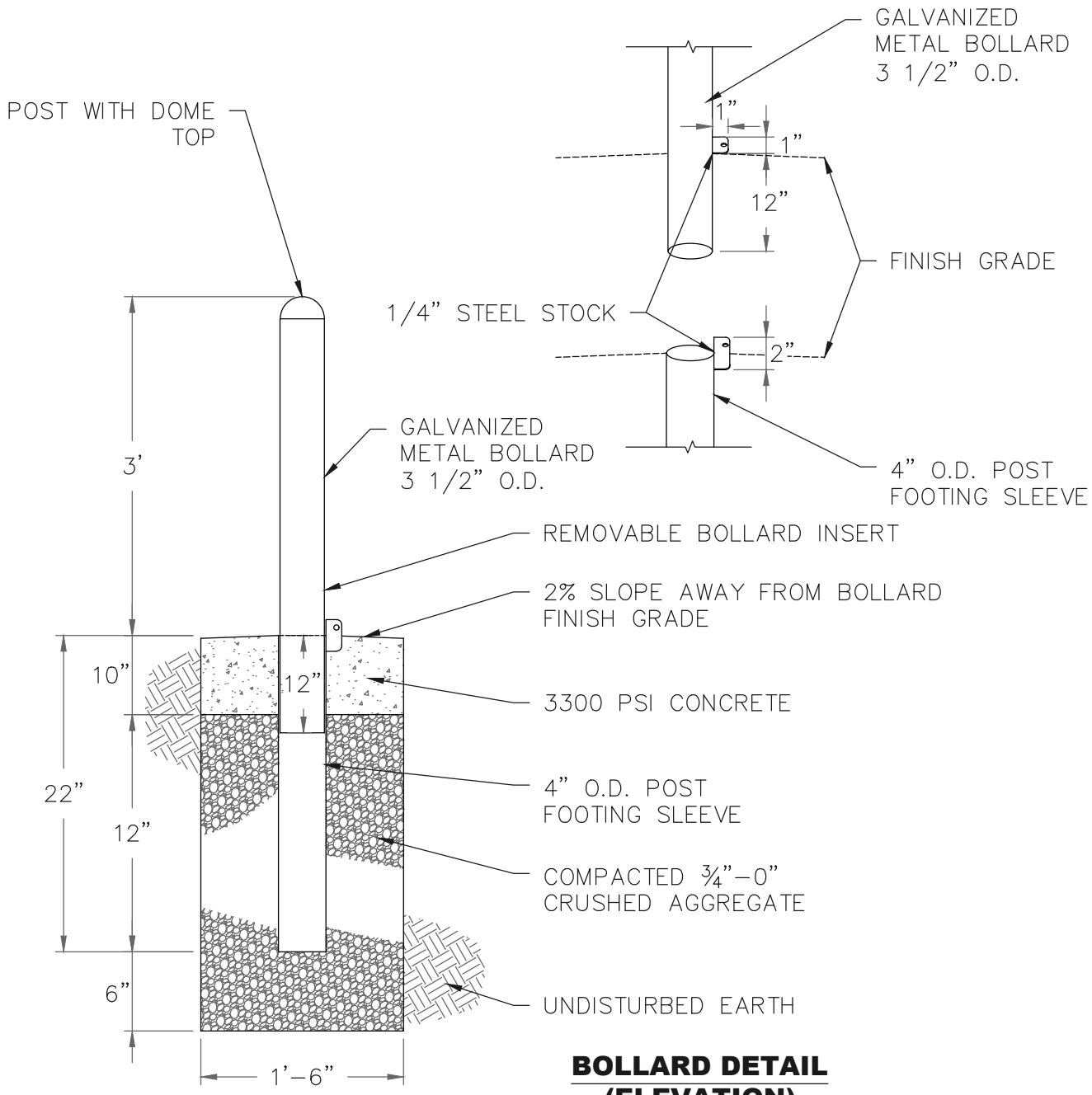
CITY OF CANBY

STRIPING 2

BY: JT	DATE: 12-06-19	DWG NO: 115

BOLLARD SLEEVE & POST DETAIL (CROSS-SECTION VIEW)

SCALE = N.T.S.



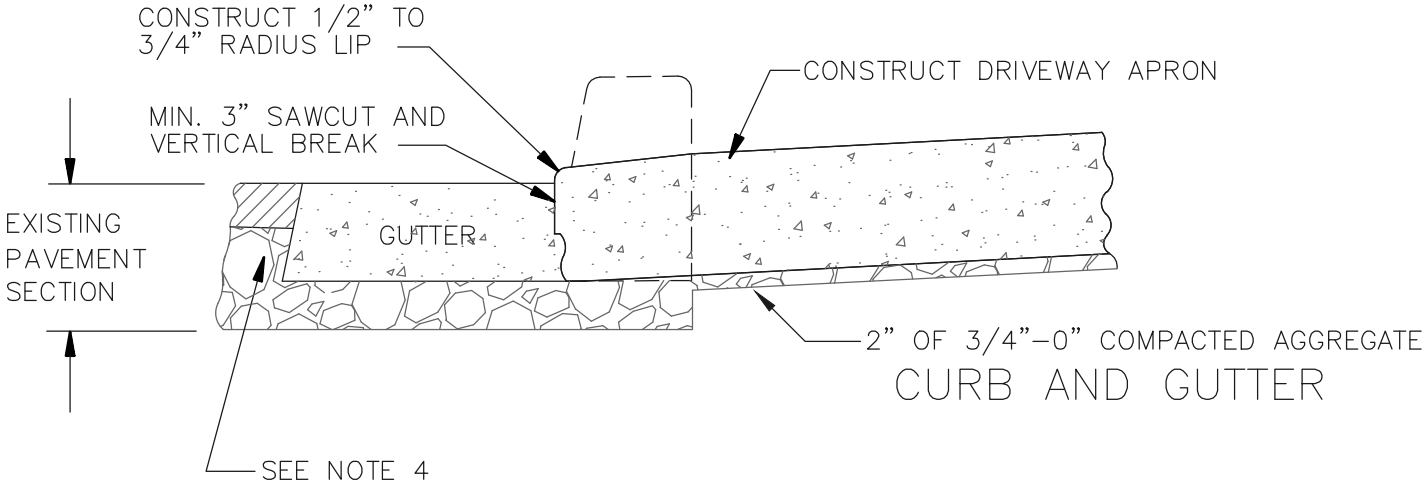
BOLLARD DETAIL (ELEVATION)

SCALE = N.T.S.

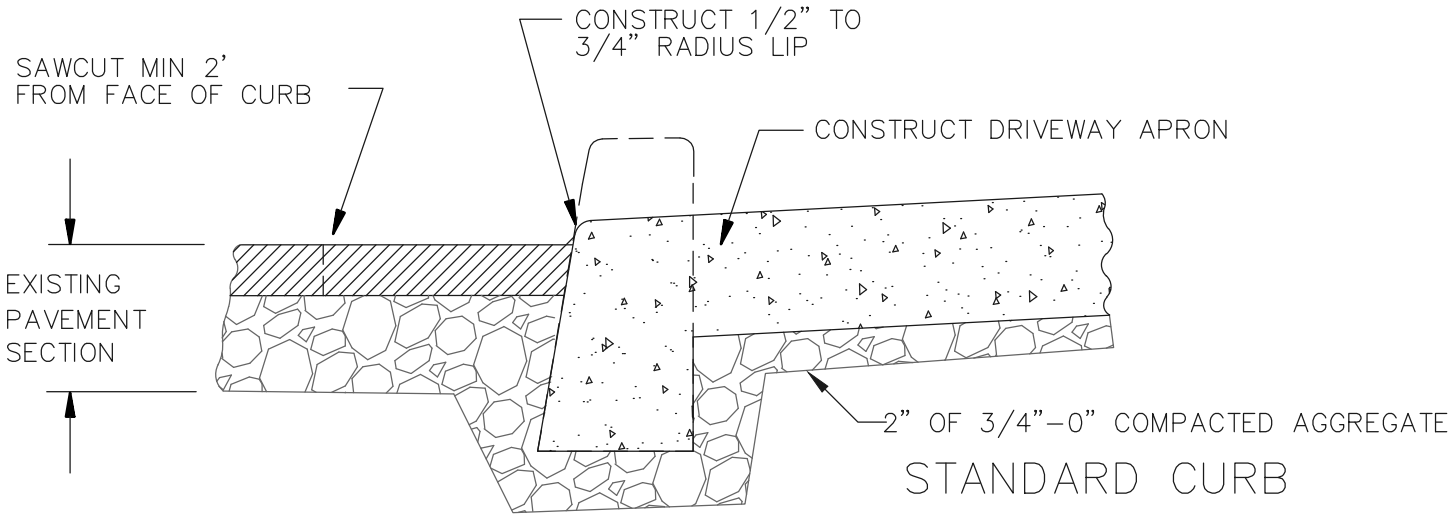
NOTES:

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

CITY OF CANBY	BOLLARDS		
	BY: JT	DATE: 12–06–19	DWG NO: 116



CURB AND GUTTER

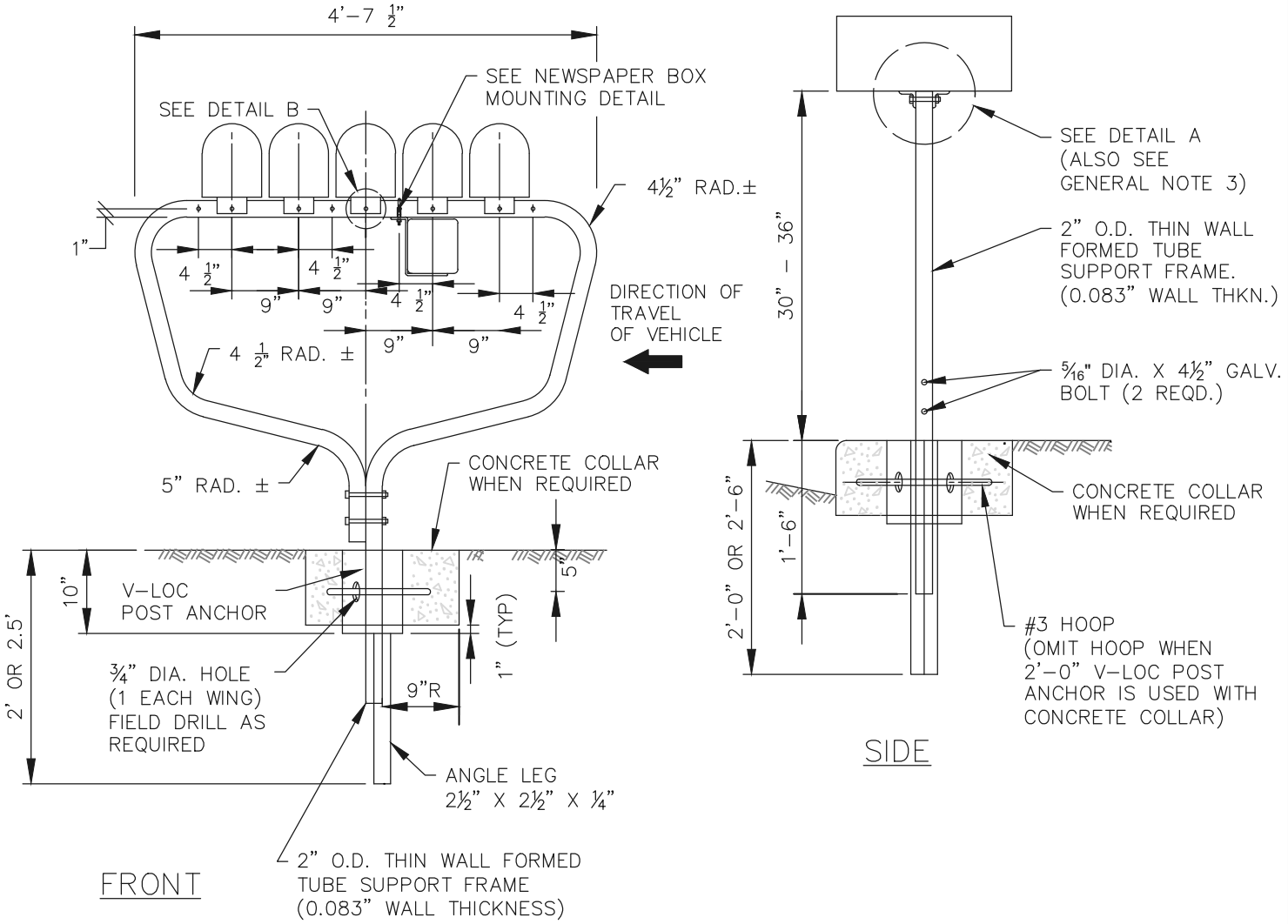


STANDARD CURB

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.

CITY OF CANBY	CURB KNOCKOUT FOR DRIVEWAY		
	BY: JT	DATE: 12-06-19	DWG NO: 117



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

MULTIPLE MAILBOX SUPPORT

SCALE: N.T.S.

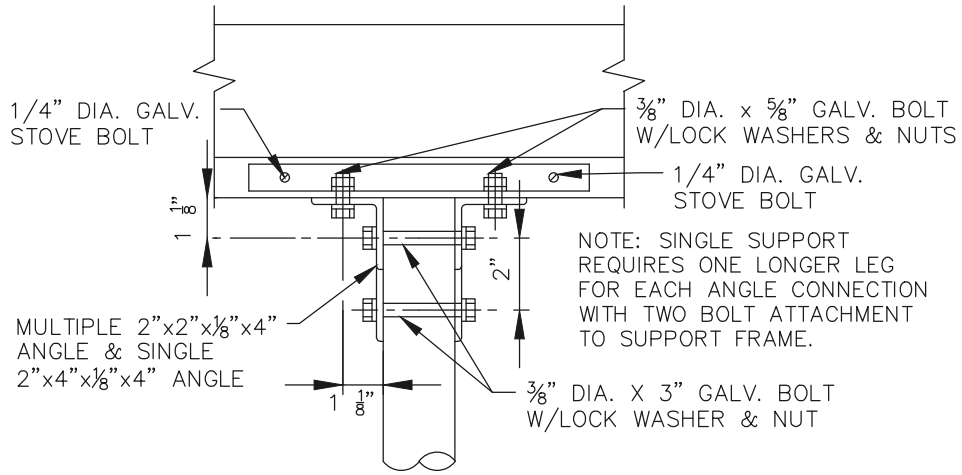
GENERAL NOTES FOR ALL DETAILS:

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

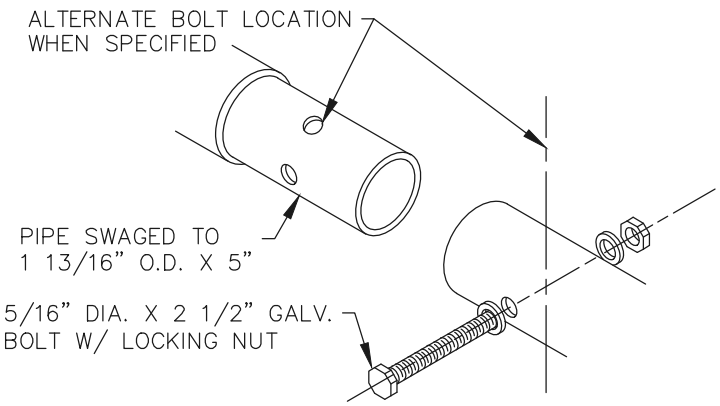
CITY OF CANBY

MULTIPLE MAILBOX LOCATION

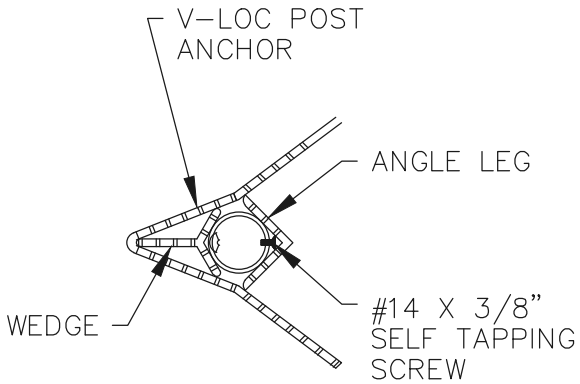
BY: JT	DATE: 12–06–19	DWG NO: 118–A



DETAIL A

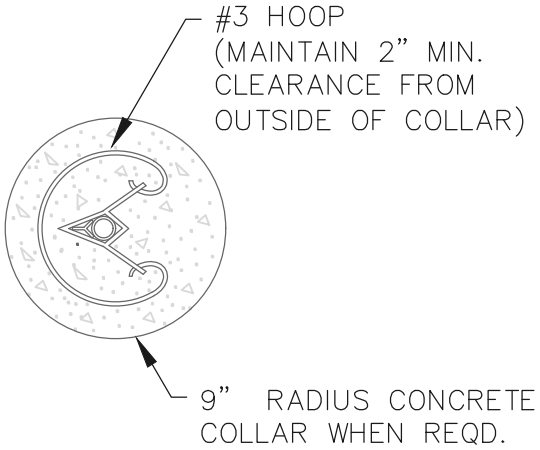


DETAIL B



PLAN

V-LOC POST ANCHOR USE CHART		
MAILBOX LOCATION	SINGLE SUPPORT (ft)	MULTIPLE SUPPORT (ft)
THROUGH NEW OR EXISTING A.C.	2'-0"	2'-0"
THROUGH WELL CONSOLIDATED MATERIAL	2'-0" *	2'-6"
THROUGH NEW ROCK SURFACING & SUBGRADE	2'-6"	2'-0" CONC. COLLAR
THROUGH NEW ROCK SURFACING & SUBGRADE, SUBJECT TO SATURATED SOIL OR FREEZE/THAW CONDITIONS.	2'-6" 2'-0"/ ** CONC. COLLAR	2'-6"/ CONC. COLLAR
* USE 2'-6" WITH SIZE 2 MAILBOX. ** USE IF CONDITIONS ARE SEVERE.		

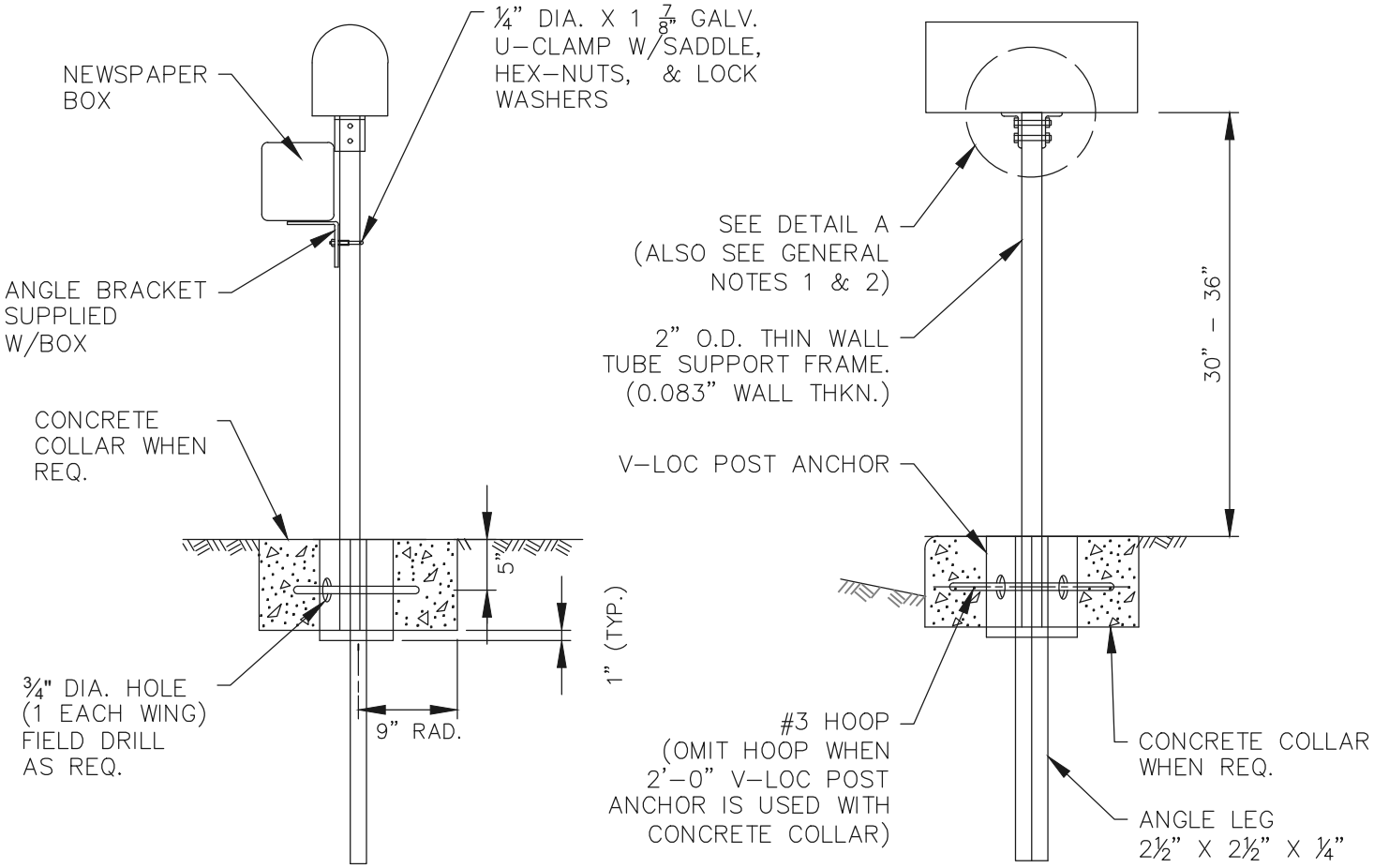


V-LOC DETAIL

CITY OF CANBY

MULTIPLE MAILBOX LOCATION

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



SINGLE MAILBOX SUPPORT

SCALE: N.T.S.

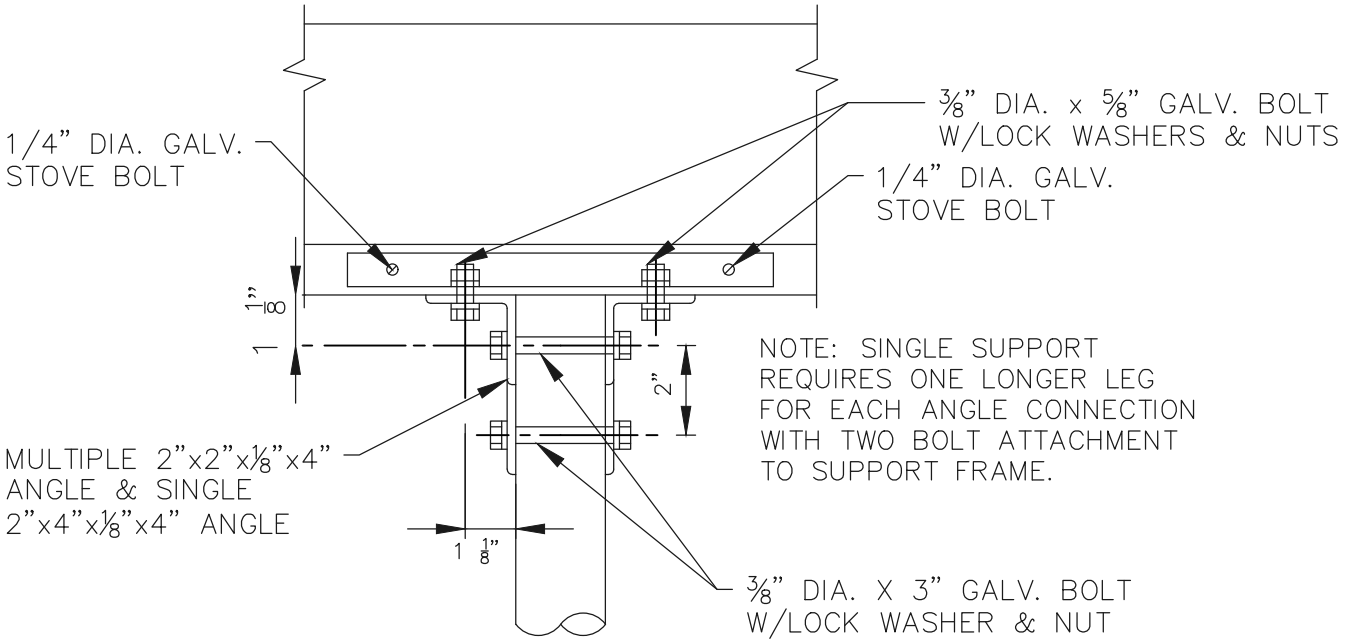
GENERAL NOTES FOR ALL DETAILS:

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

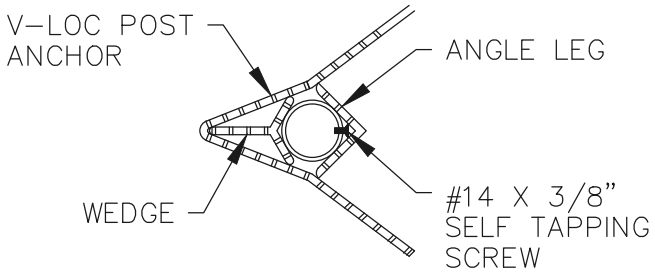
SINGLE MAILBOX LOCATION

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

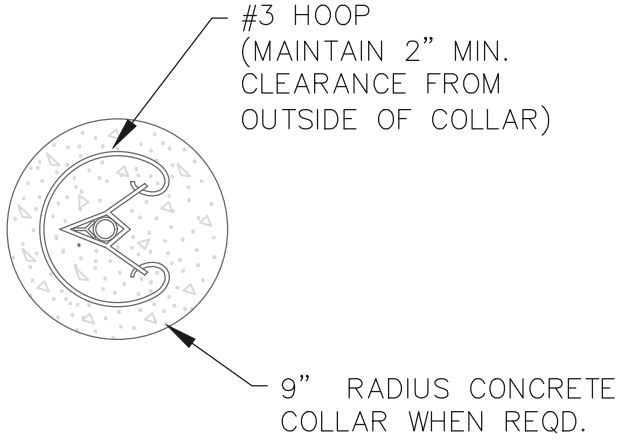


DETAIL A

V-LOC POST ANCHOR USE CHART		
MAILBOX LOCATION	SINGLE SUPPORT (ft)	MULTIPLE SUPPORT (ft)
THROUGH NEW OR EXISTING A.C.	2'-0"	2'-0"
THROUGH WELL CONSOLIDATED MATERIAL	2'-0" *	2'-6"
THROUGH NEW ROCK SURFACING & SUBGRADE	2'-6"	2'-0" CONC. COLLAR
THROUGH NEW ROCK SURFACING & SUBGRADE, SUBJECT TO SATURATED SOIL OR FREEZE/THAW CONDITIONS.	2'-6" 2'-0"/ ** CONC. COLLAR	2'-6"/ CONC. COLLAR
* USE 2'-6" WITH SIZE 2 MAILBOX. ** USE IF CONDITIONS ARE SEVERE.		



PLAN

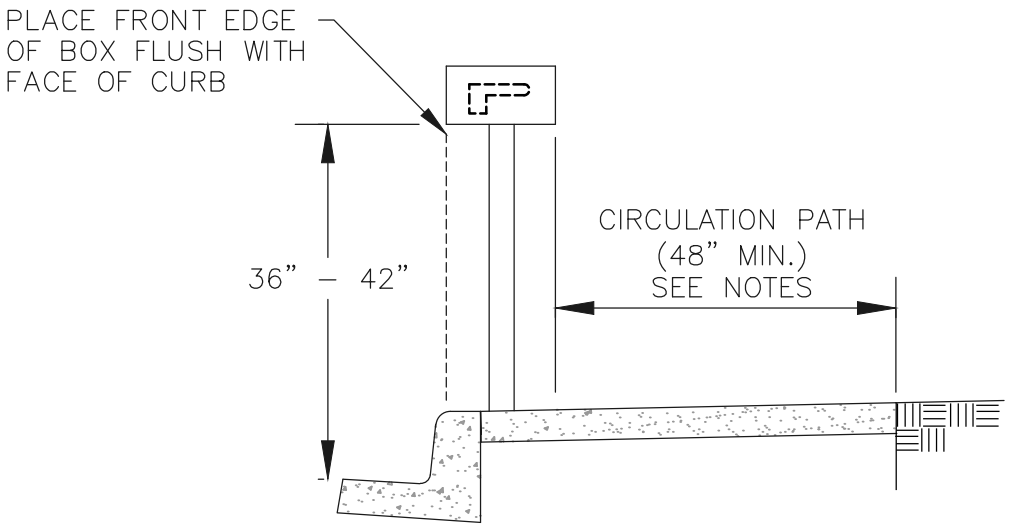


V-LOC DETAIL

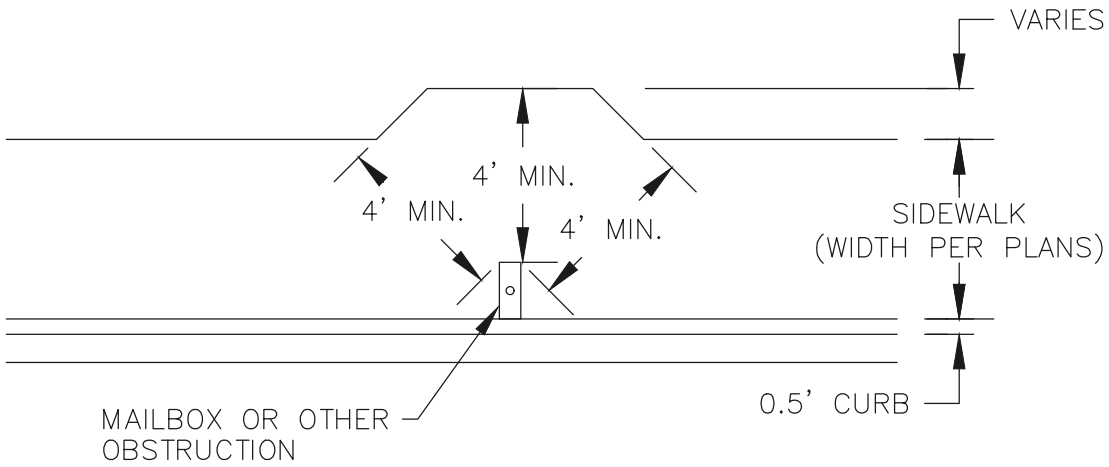
CITY OF CANBY

SINGLE MAILBOX LOCATION

BY: JT	DATE: 12-06-19	DWG NO: 119-B



PROFILE VIEW



PLAN VIEW

MAILBOX PLACEMENT DETAIL

SCALE: N.T.S.

NOTES:

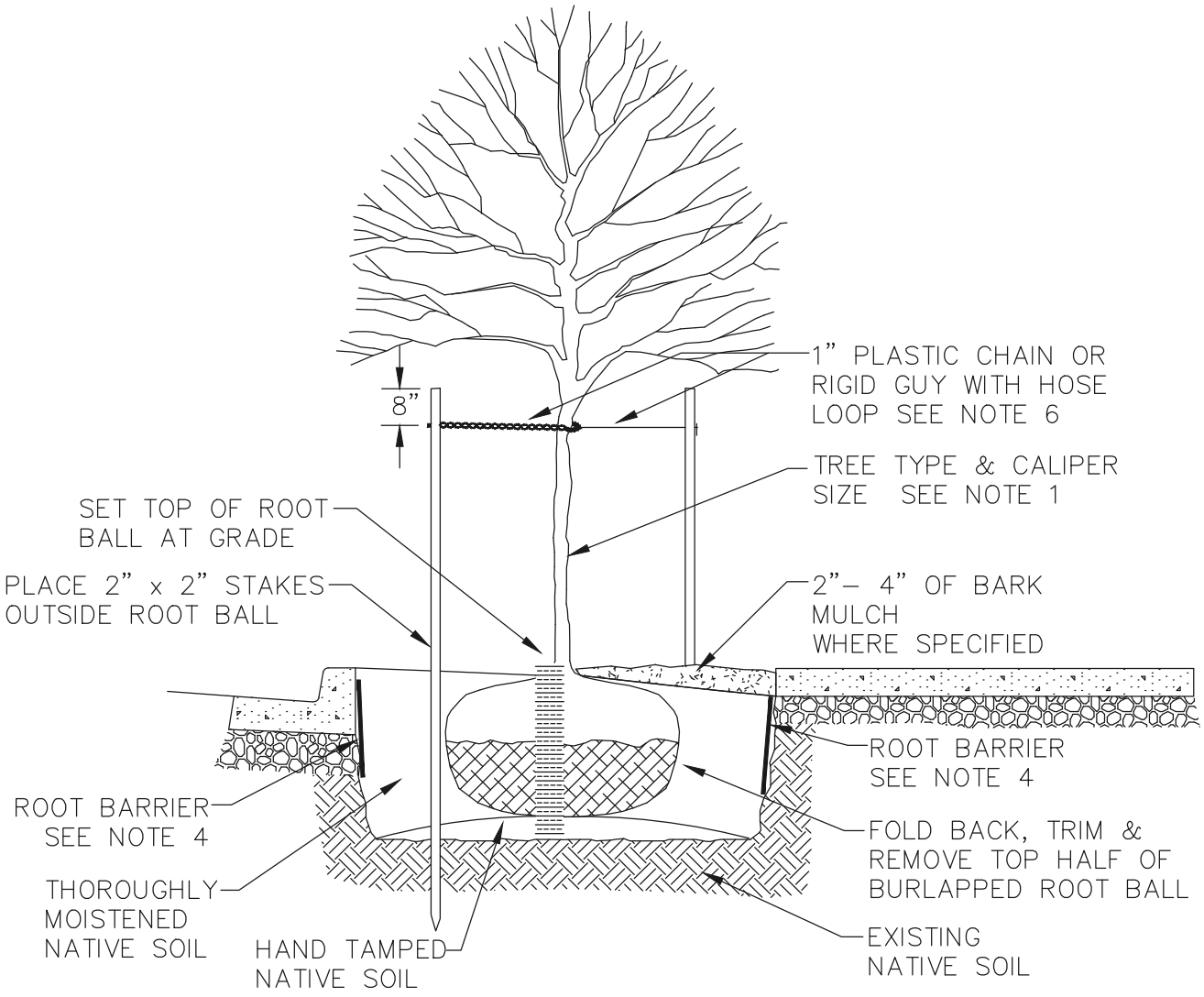
1. WHEN OBSTRUCTIONS ARE LOCATED WITHIN THE SIDEWALK THE CLEARANCE DIMENSION ARE APPLIED TO ALL DIRECTIONS.

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.

CITY OF CANBY	MAILBOX PLACEMENT		
	BY: JT	DATE: 12–06–19	DWG NO: 120



CROSS–SECTION

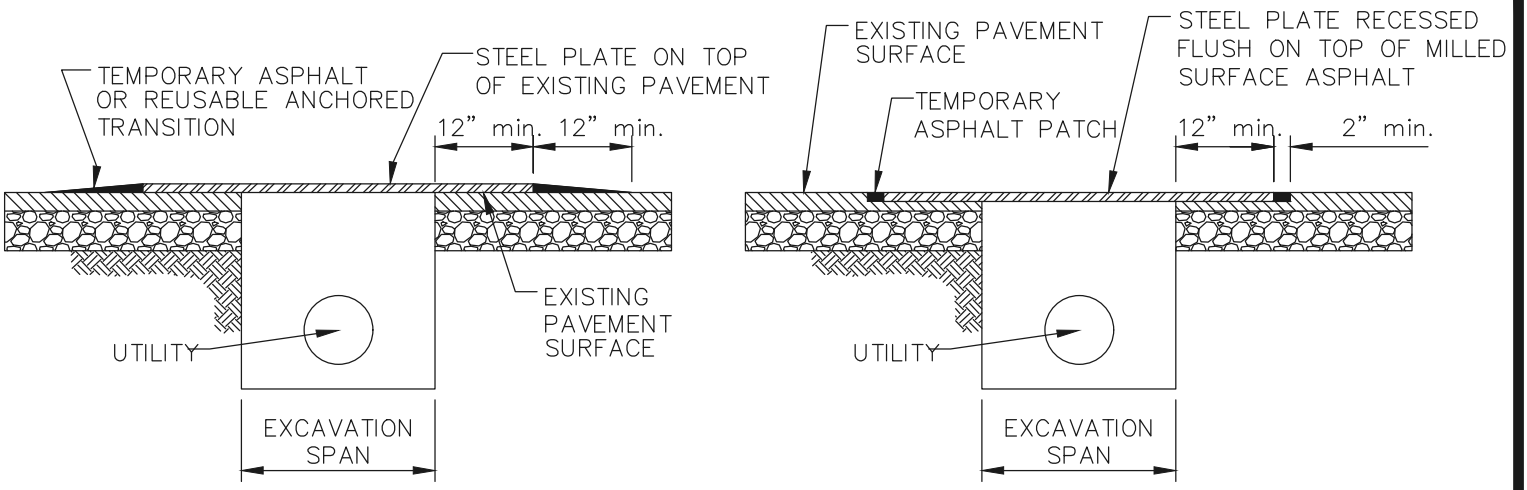
NOTES:

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.

CITY OF CANBY

STANDARD SIDEWALK TREEWELL

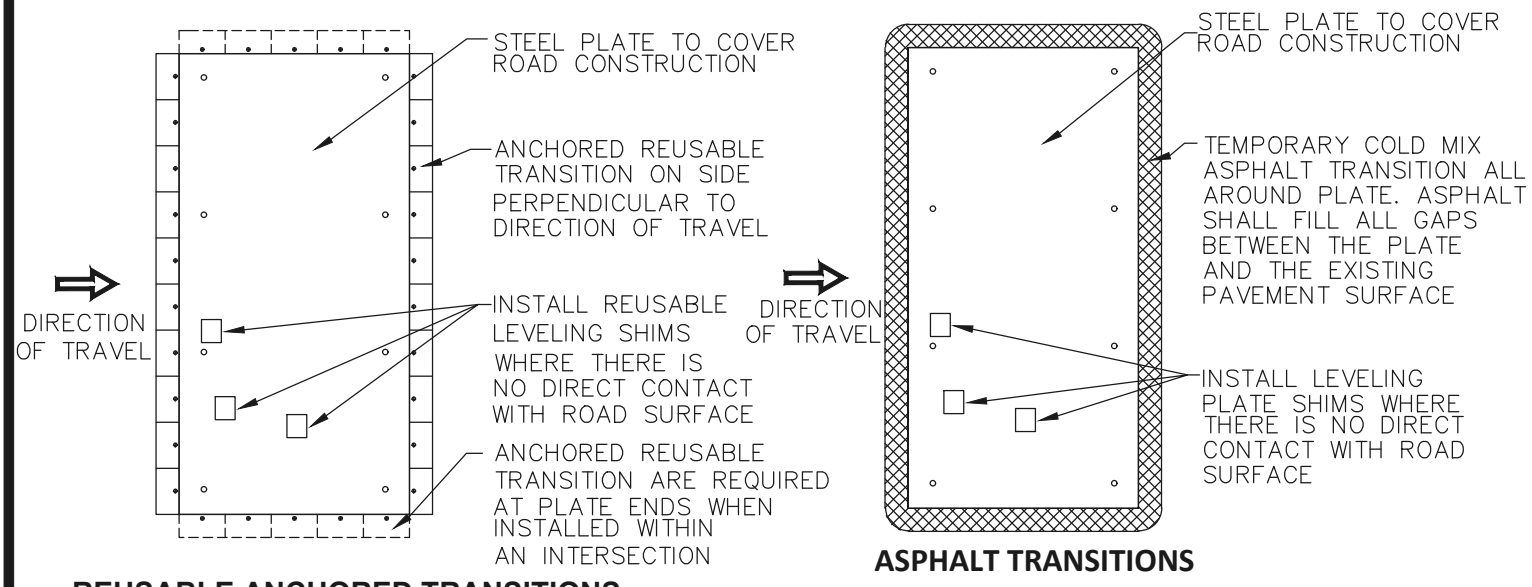
BY: JT	DATE: 12–06–19	DWG NO: 121



TYPE 1 **TYPE 2**

STEEL PLATE INSTALLATION

SCALE: NTS



REUSABLE ANCHORED TRANSITIONS **ASPHALT TRANSITIONS**

TRANSITIONS

SCALE: NTS

CITY OF CANBY	TEMPORARY STEEL PLATES		
	BY: JT	DATE: 12-06-19	DWG NO: 122

W8-24

STEEL PLATE INSTALLATION	ROAD CLASSIFICATION	POSTED SPEED	MIN. PLATE THICKNESS
TYPE 1	LOCAL ROAD & ALLEY	LESS THAN 35 MPH	1 INCH
TYPE 2	COLLECTOR & ARTERIAL	35 MPH and greater	1–1/4 INCH

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.

CITY OF CANBY

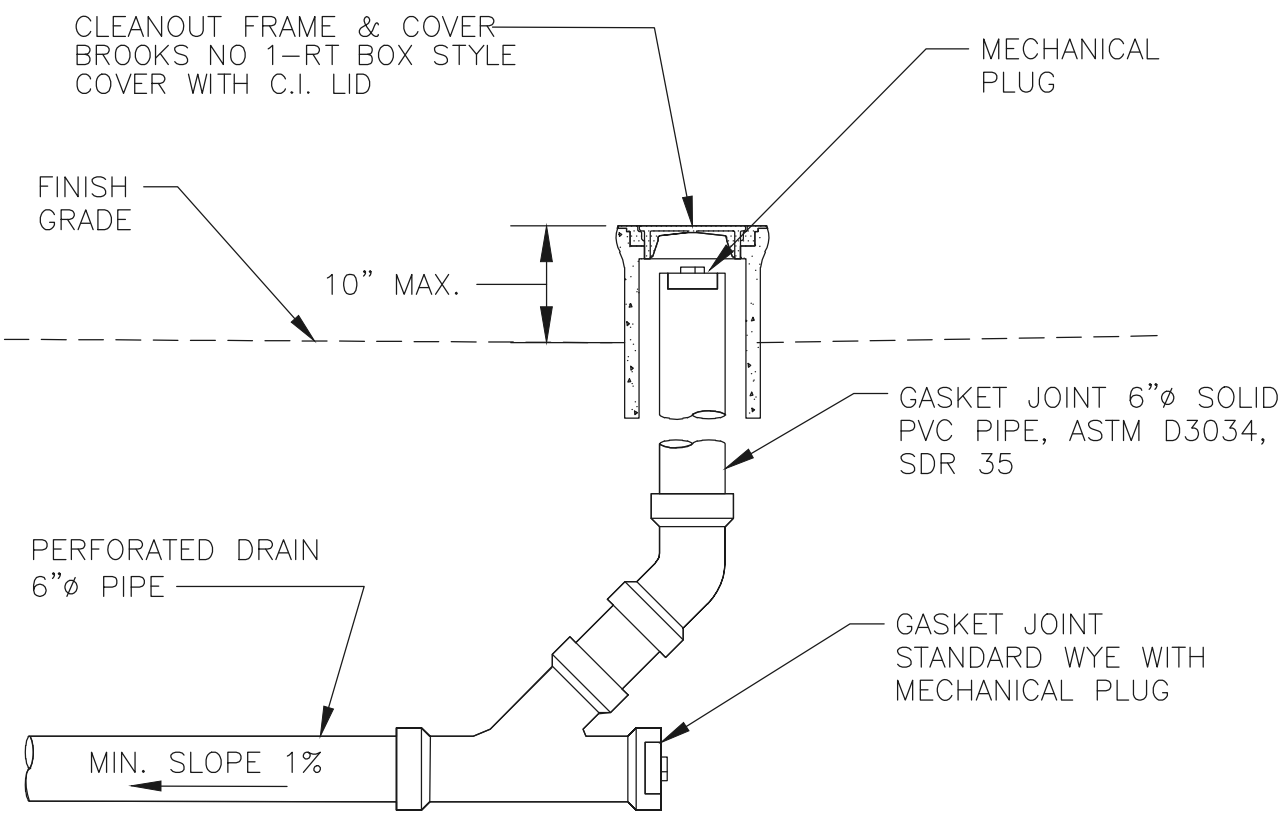
TEMPORARY STEEL PLATES

BY: JT	DATE: 12–06–19	DWG NO: 123

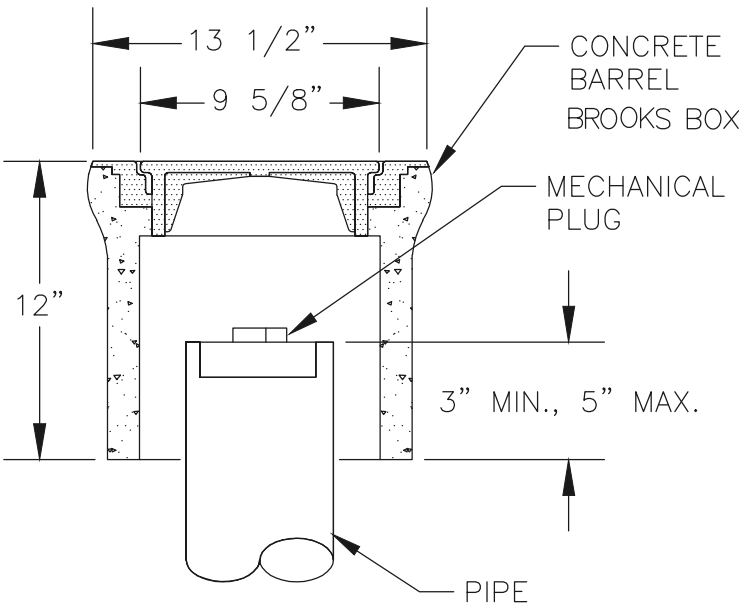
NO ADA RAMP DETAILS ARE PROVIDED.

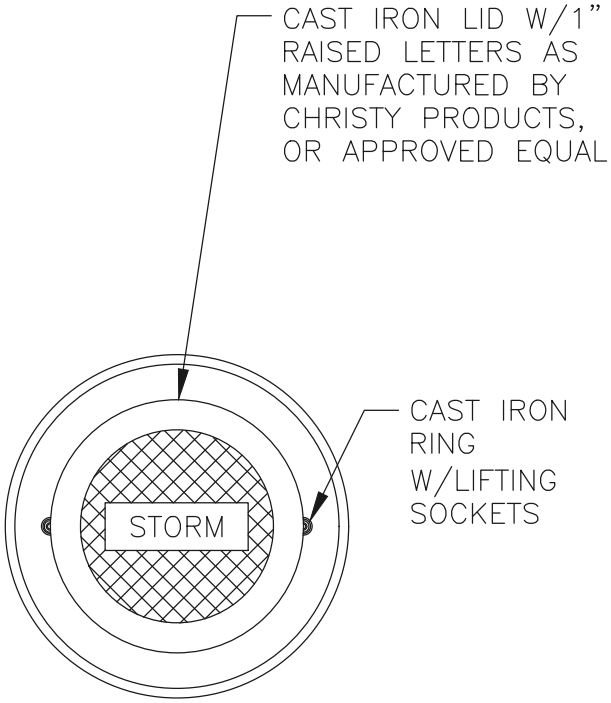
ALL ADA RAMPS SHALL BE CONSTRUCTED FROM THE MOST CURRENT ODOT STANDARD DRAWINGS.

CITY OF CANBY	ADA RAMP SPECIFICATIONS		
	BY: JT	DATE: 12-06-19	DWG NO: 124

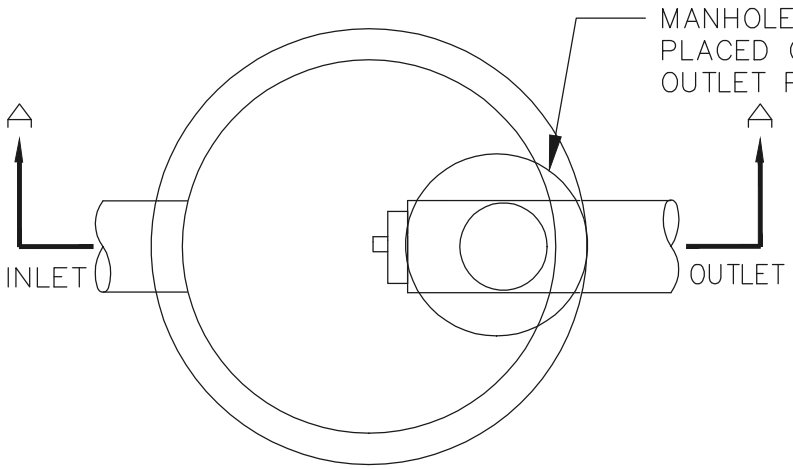


SECTION VIEW





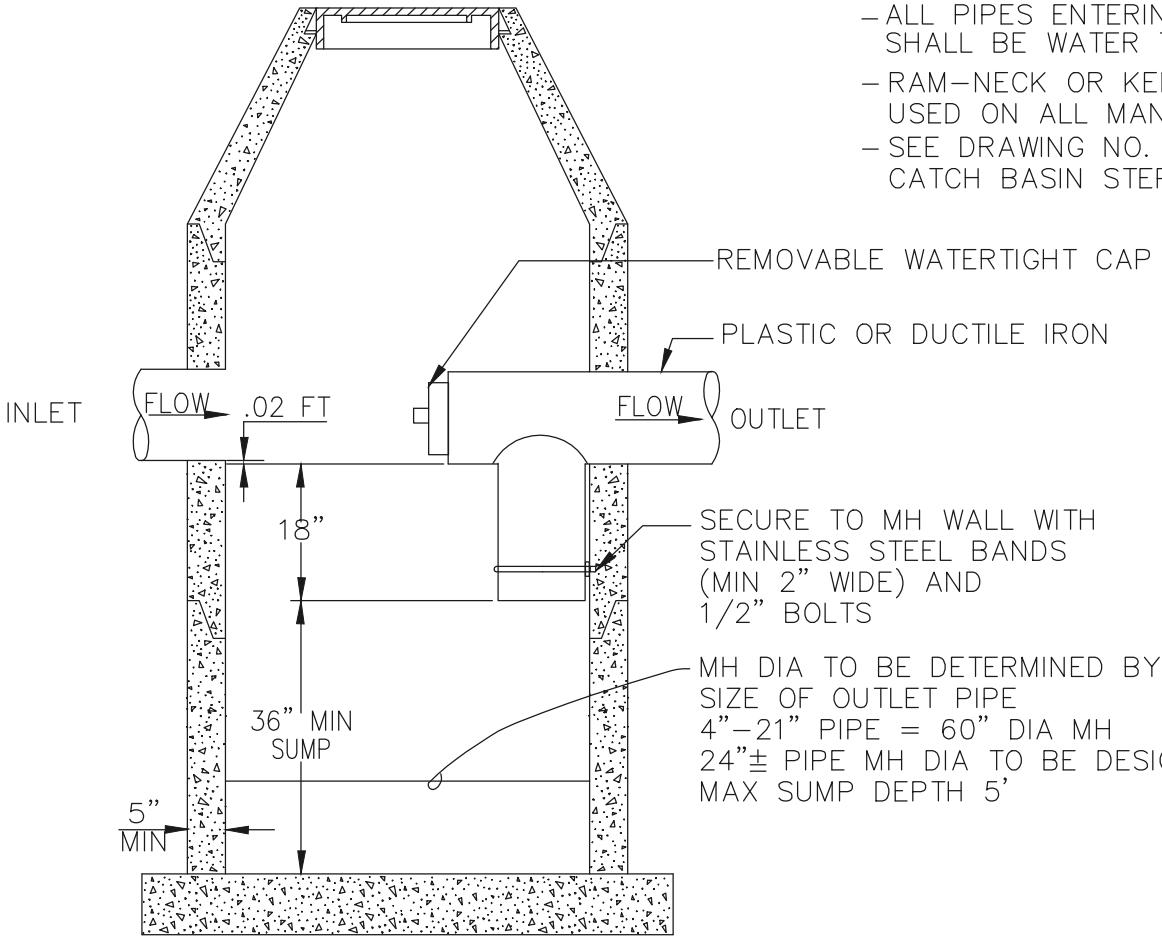
CITY OF CANBY	STORM CLEAN-OUT (PRIVATE OR PUBLIC)		
	BY: JT	DATE: 12–06–19	DWG NO: 200



PLAN

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

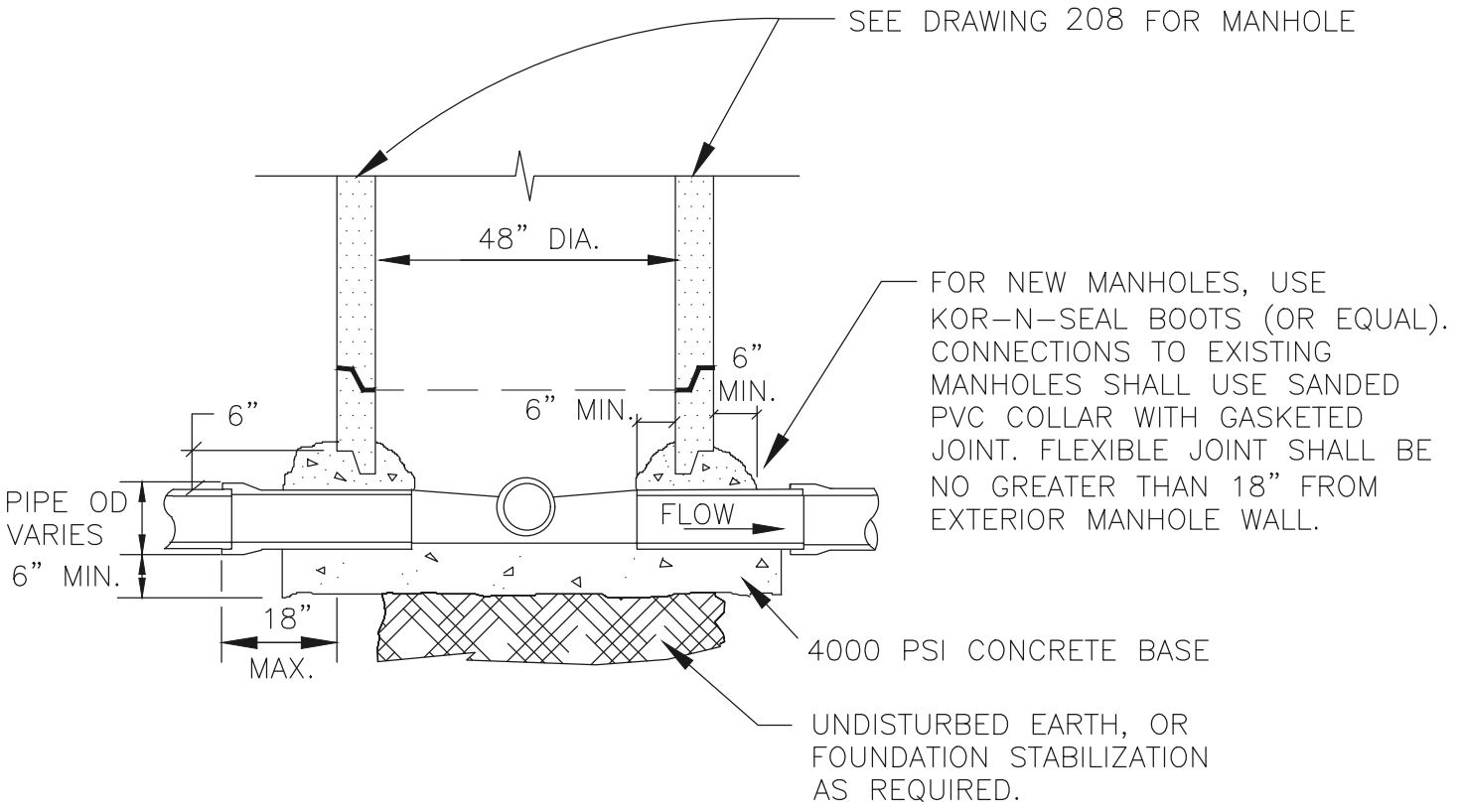
SUMP VOLUME REQUIREMENTS

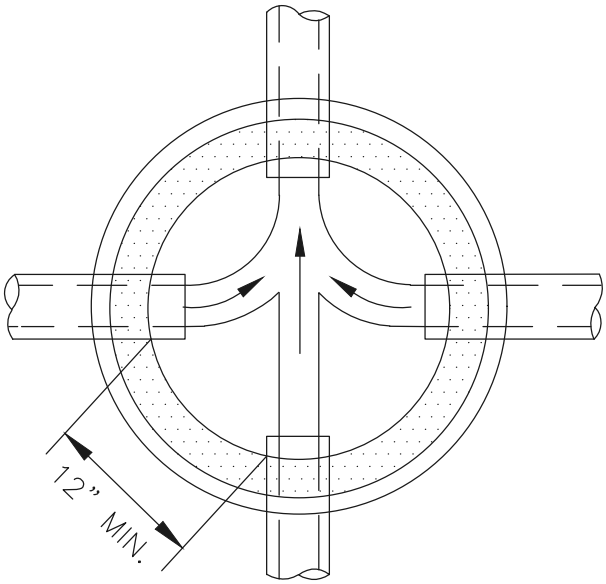
SINGLE FAMILY RESIDENTIAL	3.5 CF/ACRE
MULTI FAMILY RESIDENTIAL	22.0 CF/ACRE
COMMERCIAL/INDUSTRIAL	94.0 CF/ACRE

CITY OF CANBY

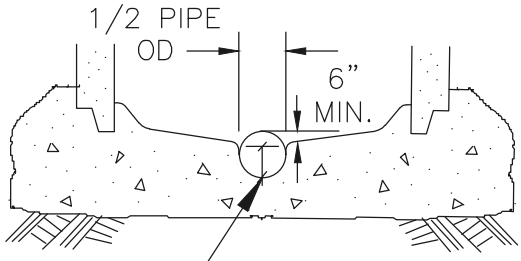
POLLUTION CONTROL MANHOLE

BY:	DATE:	DWG NO:
JT	12-06-19	201





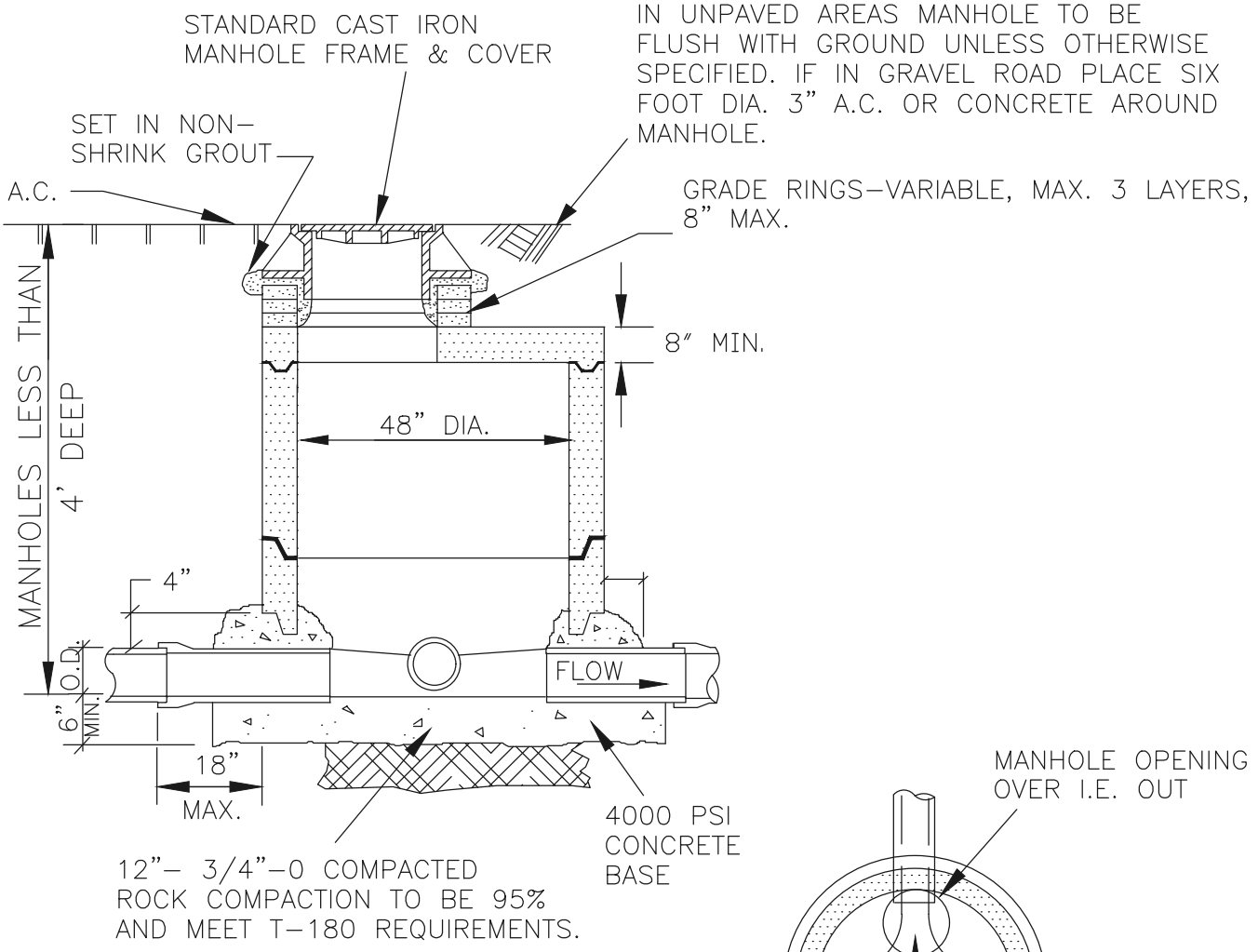
PLAN



MANHOLE BASE

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



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.

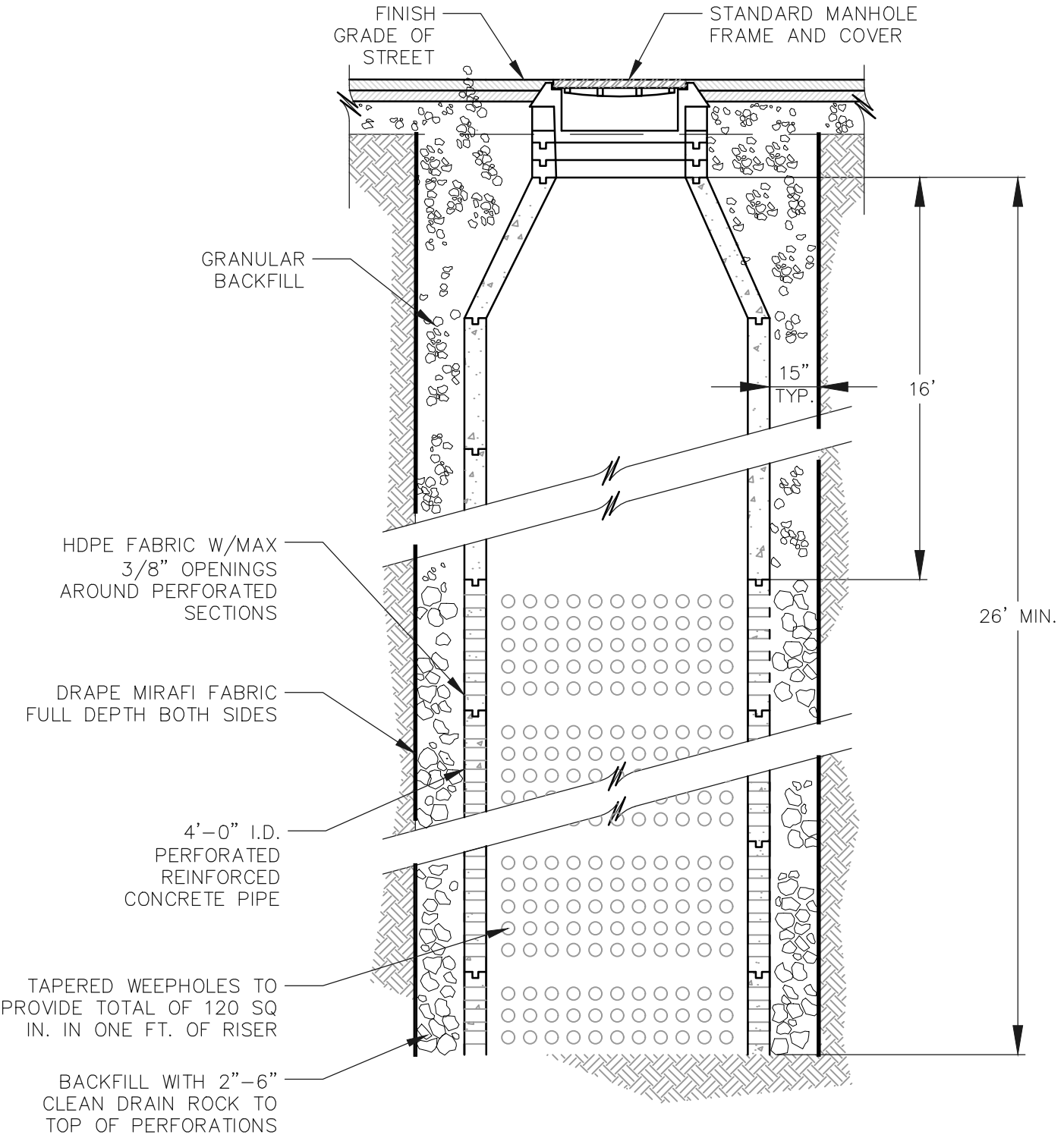
ALL MANHOLES SHALL HAVE A 12" MIN. 24" MAX. BOTTOM RISER, TO BE BEDDED AS THE CONCRETE IN THE BASE TAKES ITS INITIAL SET.

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



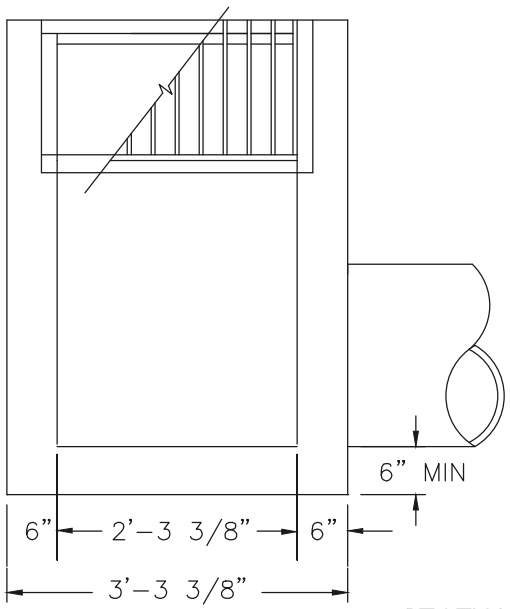
NOTE:

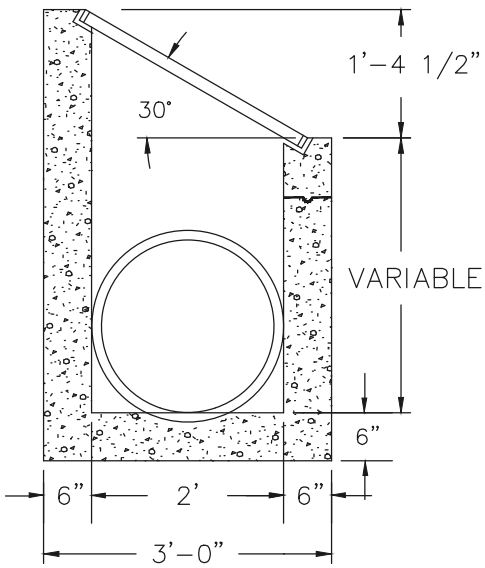
AFTER COMPLETION, CONTRACTOR SHALL POUR 3,000 GALLONS OF WATER INTO THE DRYWELL, AS WELL AS AN ADDITIONAL 3,000 GALLONS OUTSIDE OF THE WELL WITHIN 5 MINUTE INTERVAL. THIS SIMULATES A TYPICAL STORM.

CITY OF CANBY

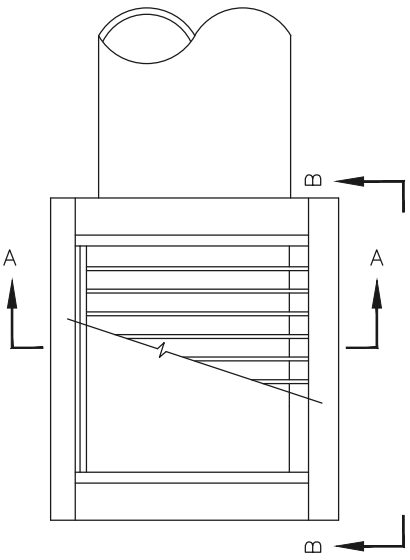
48" DIAMETER DRYWELL

BY: JT	DATE: 12-06-19	DWG NO: 204



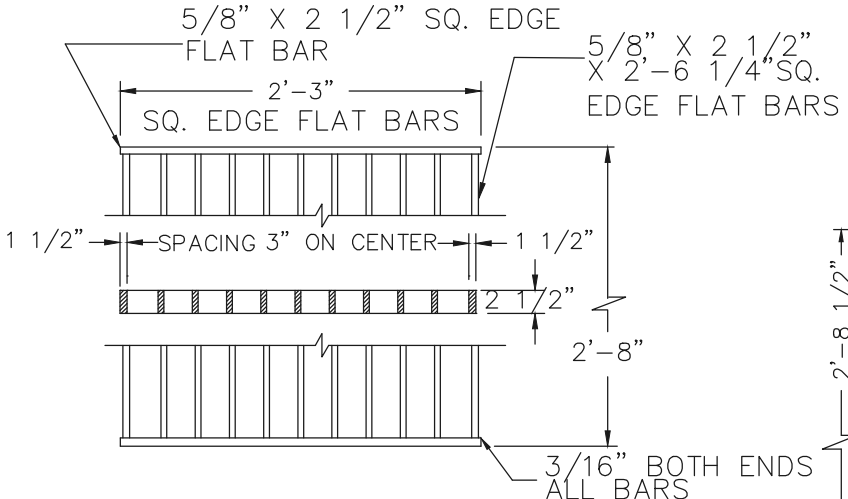


SECTION A - A

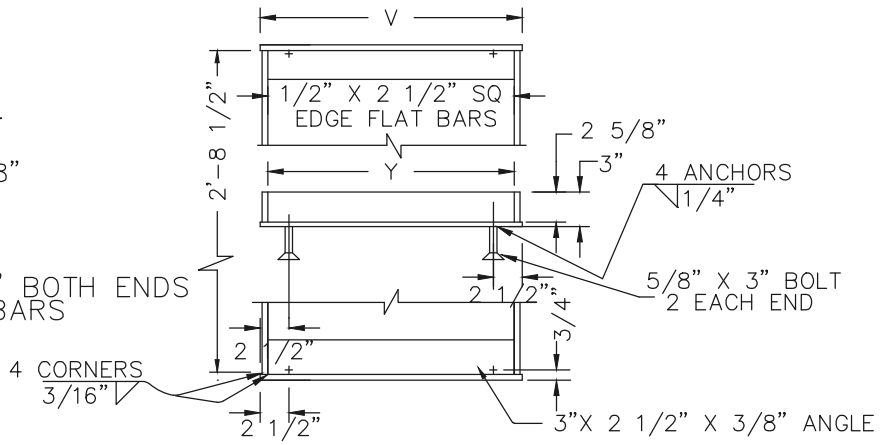


PLAN

SECTION B - B



DITCH INLET GRATE



NOTE:
3/8" CROSS BARS SHALL BE FLUSH WITH THE GRATE SURFACE AND MAY BE FILLET WELDED, RESISTANCE WELDED OR ELECTROFORGED TO BEARING BARS.

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."

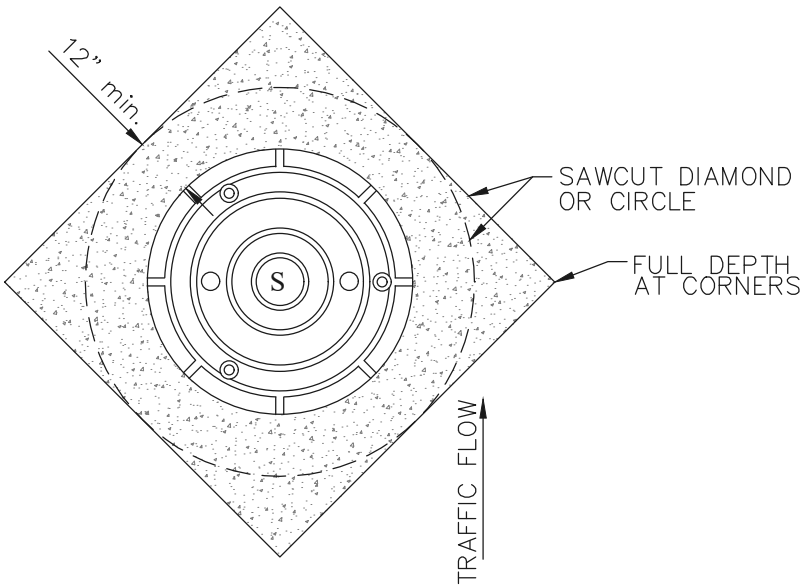
DITCH INLET FRAME

INLET TYPE	V	Y	Y_1	NO. OF BARS	TYPE
D	2'-4 3/4"	2'-3 3/8"	2'-3"	9	1

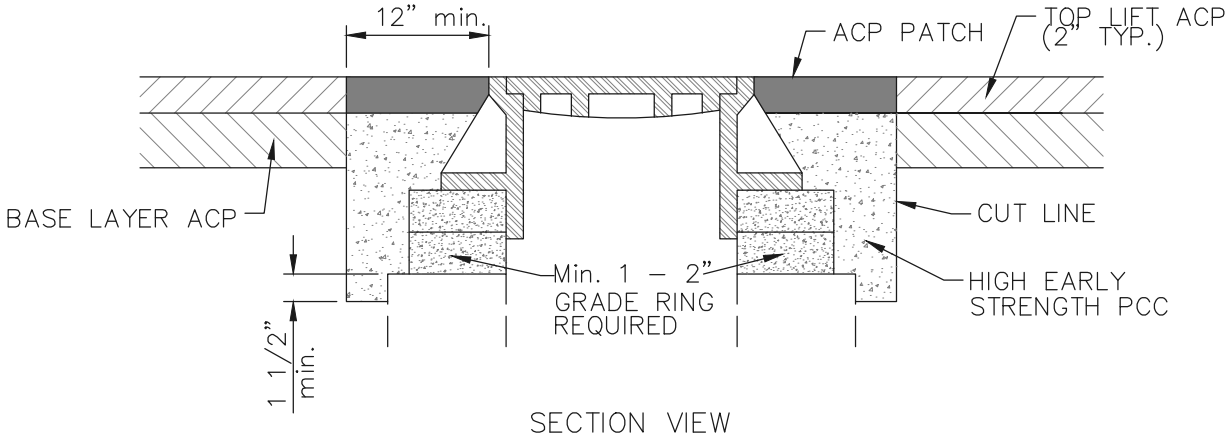
CITY OF CANBY

DITCH INLET

BY: JT	DATE: 12-06-19	DWG NO: 205



PLAN VIEW



SECTION VIEW

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

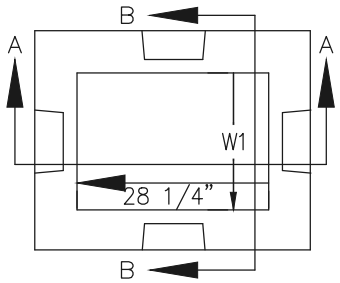
STEP 3: BACKFILL WITH HIGH EARLY STRENGTH PCC AND ACP TO DEPTHS AS DIRECTED

STEP 4: APPLY SAND SEAL ON SURFACE AND SURFACE JOINT.

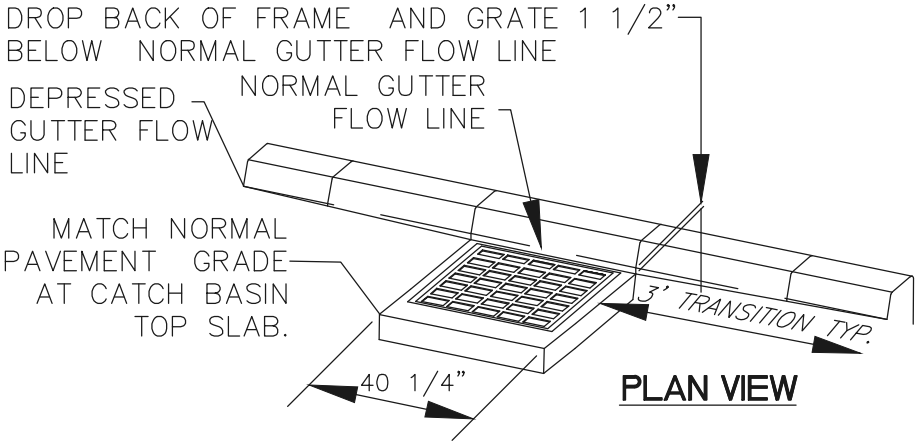
CITY OF CANBY

MANHOLE ADJUSTMENT IN ASPHALT ROADWAY

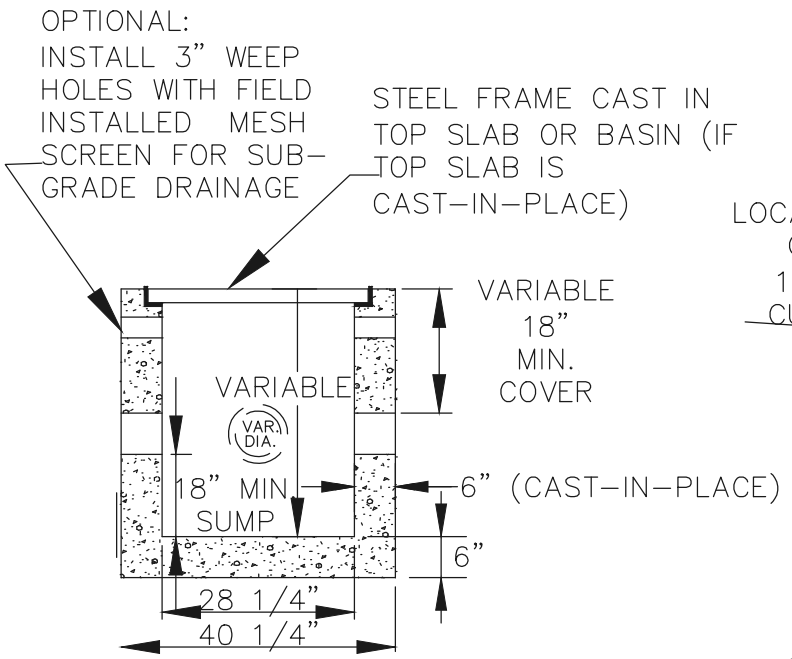
BY: JT	DATE: 12–06–19	DWG NO: 206



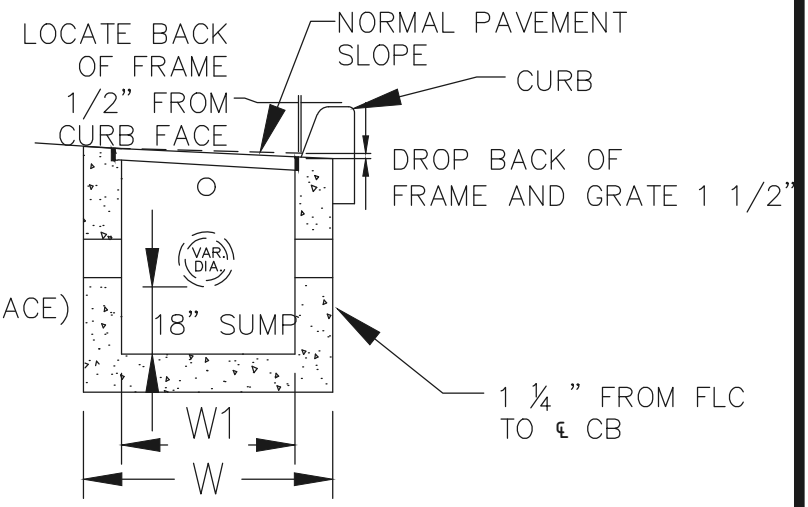
TOP VIEW



PLAN VIEW



SECTION A-A



SECTION B-B

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

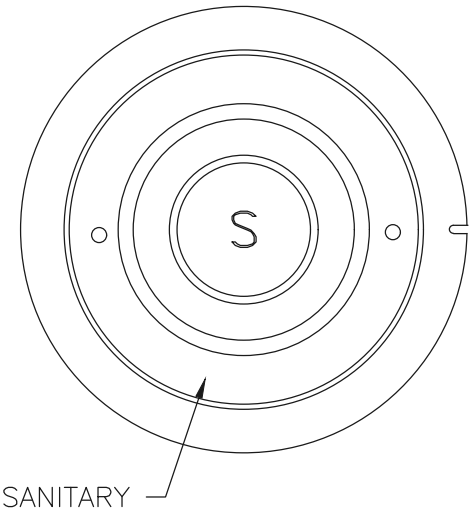
CATCH BASIN NOTES:

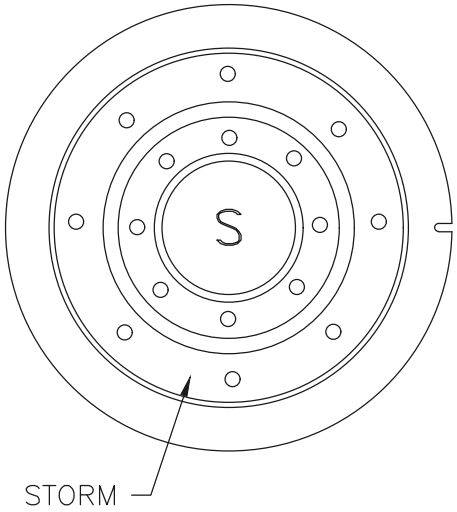
1. CONCRETE STRENGTH SHALL BE 3000 PSI.
2. PRECAST BASE WALLS SHALL BE A MINIMUM 4" THICK. CAST-IN-PLACE BASE WALLS SHALL BE 6" THICK.
3. THIS OPTION IS APPROVAL BASED BY THE CITY'S PUBLIC WORKS DEPARTMENT.

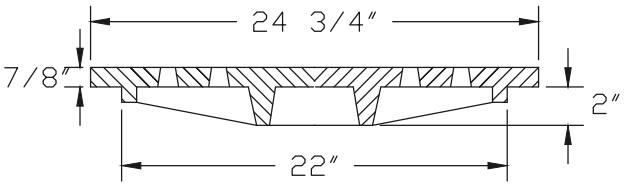
CITY OF CANBY

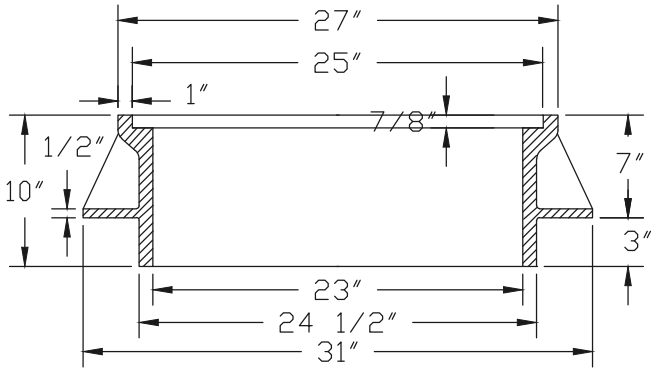
TYPE G-2 CATCH BASIN

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









CAST IRON STANDARD

APPROX. WT. – 387 LBS.

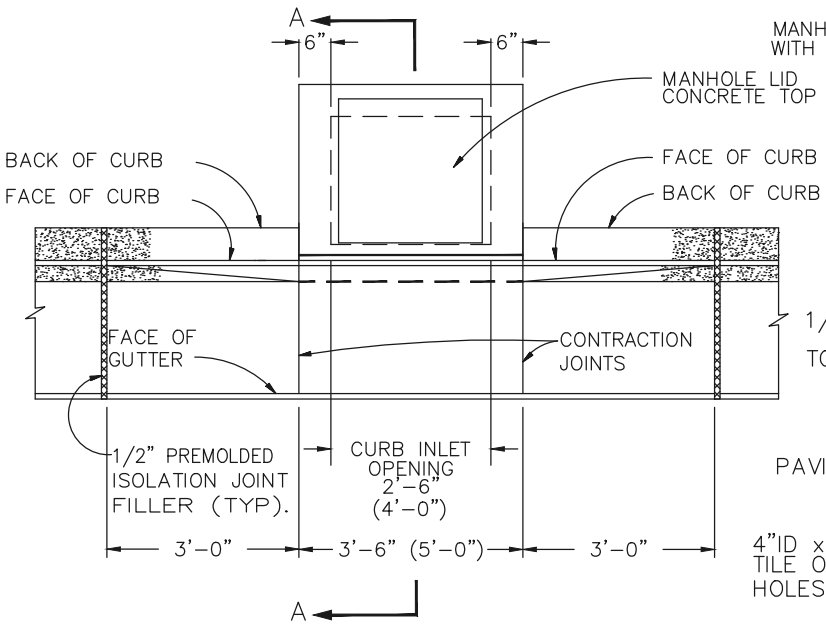
NOTES:

1. COVER AND FRAME TO BE MACHINED FOR TRUE BEARING.
2. MATERIAL SHALL BE GREY CAST IRON A.S.T.M. A–48 CLASS 30.
3. SUBURBAN FRAMES ARE ONLY AUTHORIZED TO BE USED IN NON–VEHICULAR AREAS.

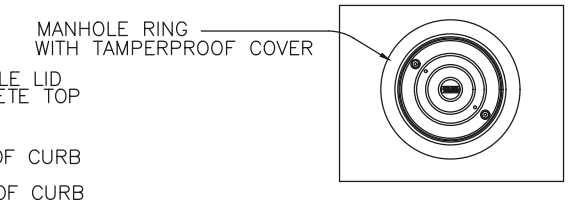
CITY OF CANBY

MANHOLE FRAMES & COVERS - STORM & SANITARY SEWER

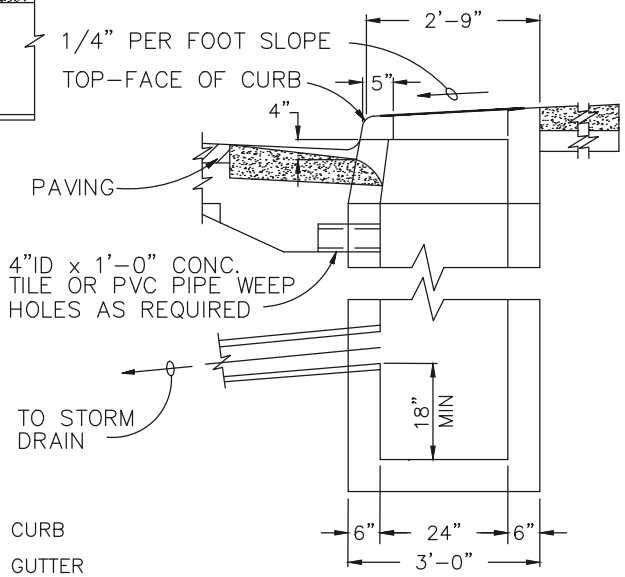
BY: JT	DATE: 12–06–19	DWG NO: 208



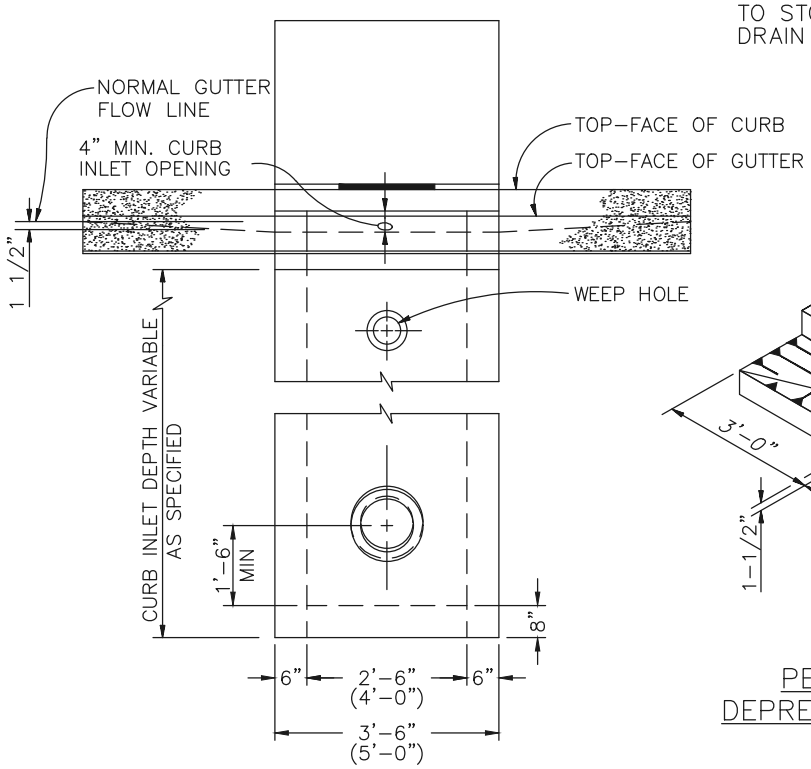
PLAN VIEW



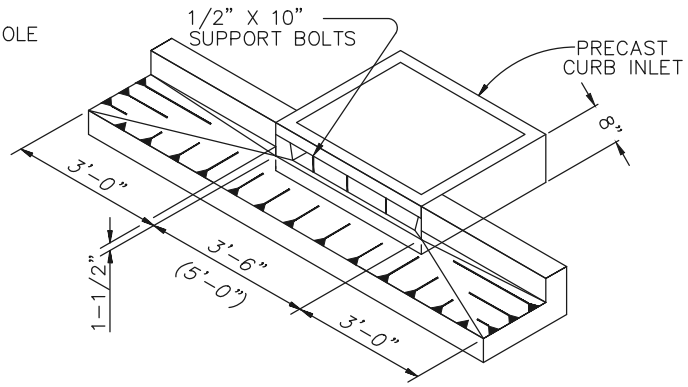
OPTIONAL COVER



SECTION A-A



FRONT VIEW



PERSPECTIVE VIEW SHOWING
DEPRESSED GUTTER AT CURB INLET

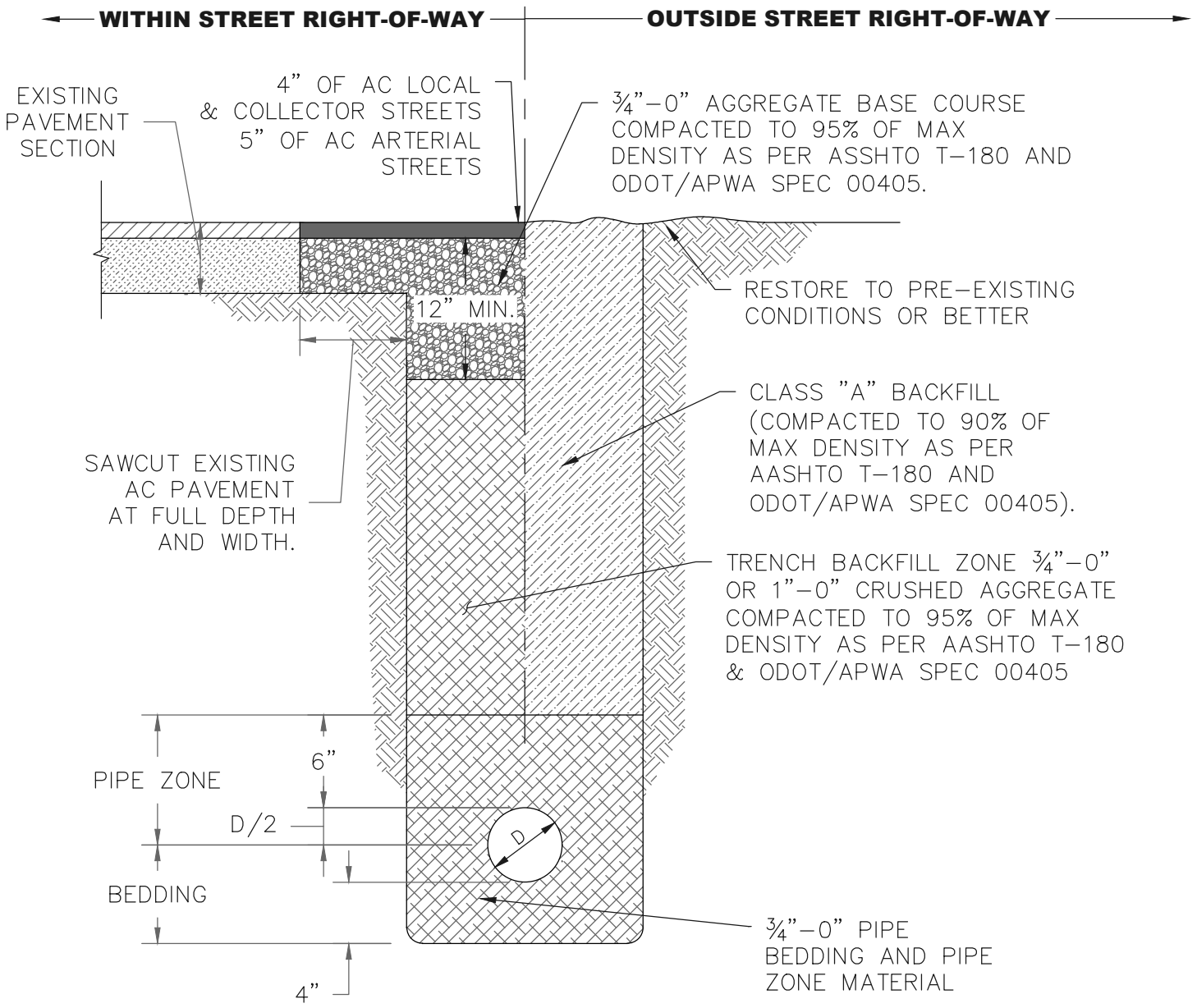
NOTES:

1. CURB INLET TOP AND BASE SHALL MEET H20 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

PRECAST CURB INLET

BY: JT	DATE: 12-06-19	DWG NO: 209



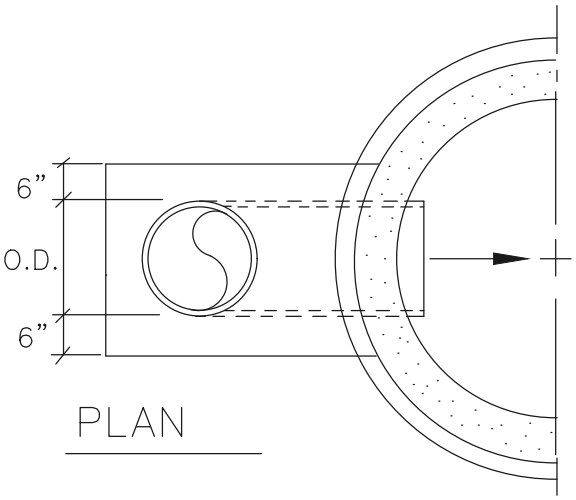
NOTES:

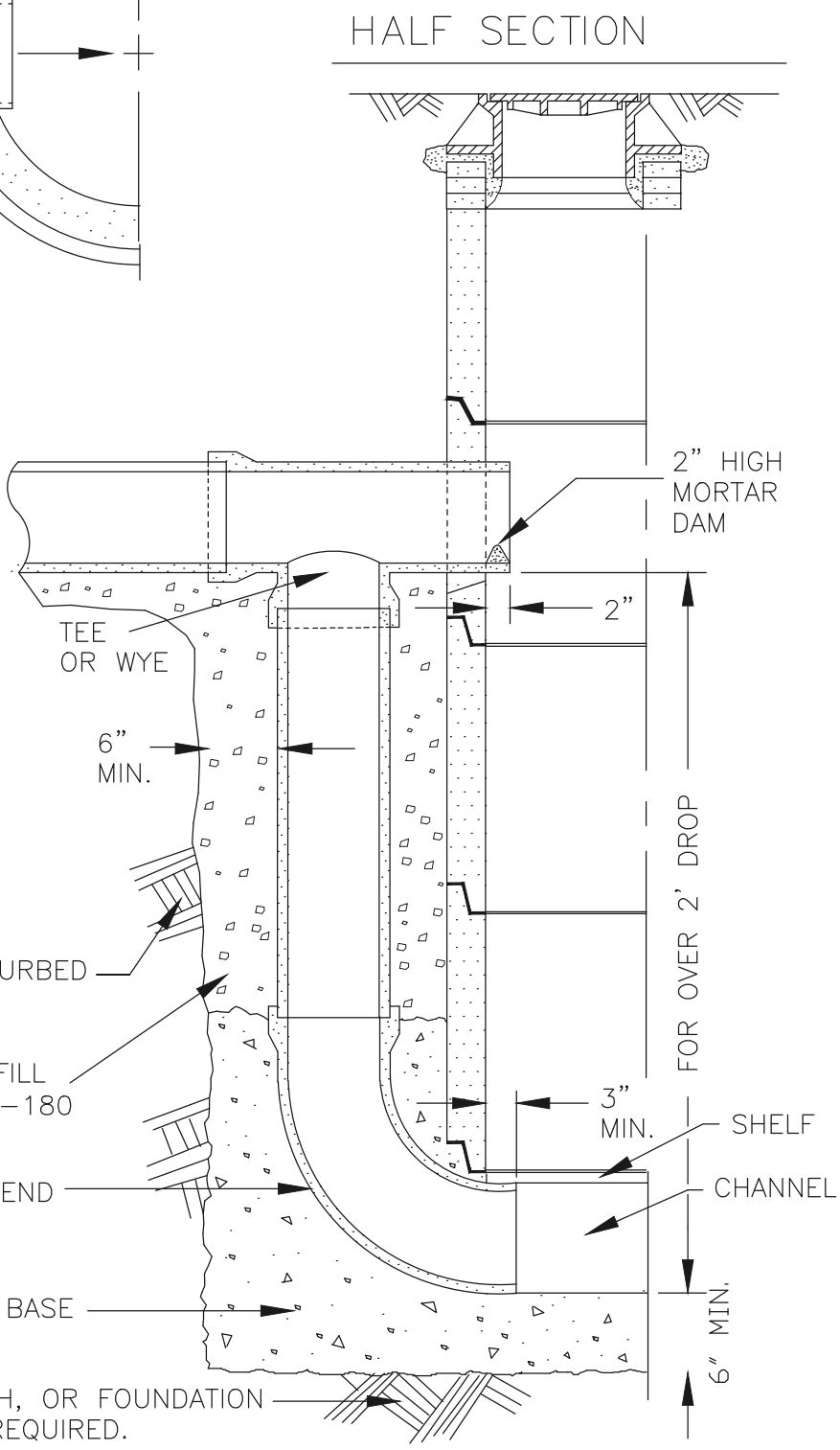
1. SAWCUT EDGES TO BE TACKED WITH EMULSIFIED ASPHALT.
2. ASPHALT JOINTS SHALL BE SAND SEALED WITH CRS–1 OR CRS–2 EMULSIFIED ASPHALT OR EQUIVALENT.

CITY OF CANBY

TRENCH DETAIL

BY: JT	DATE: 12–06–19	DWG NO: 210

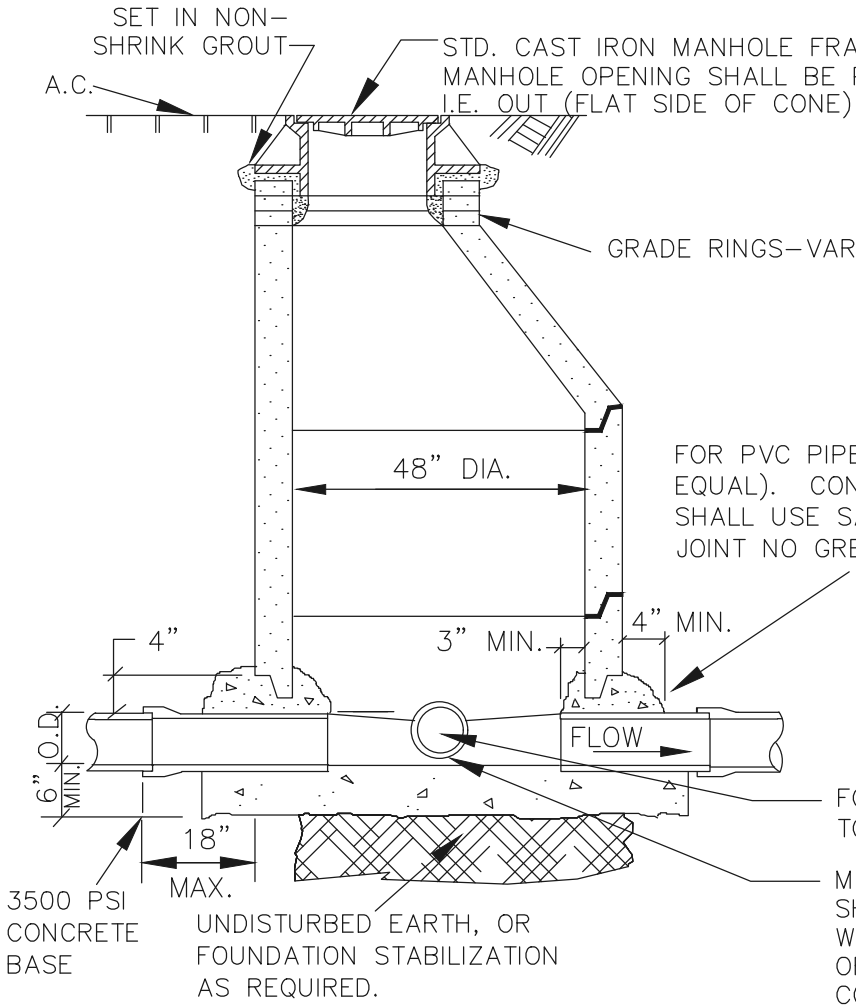




NOTES:

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

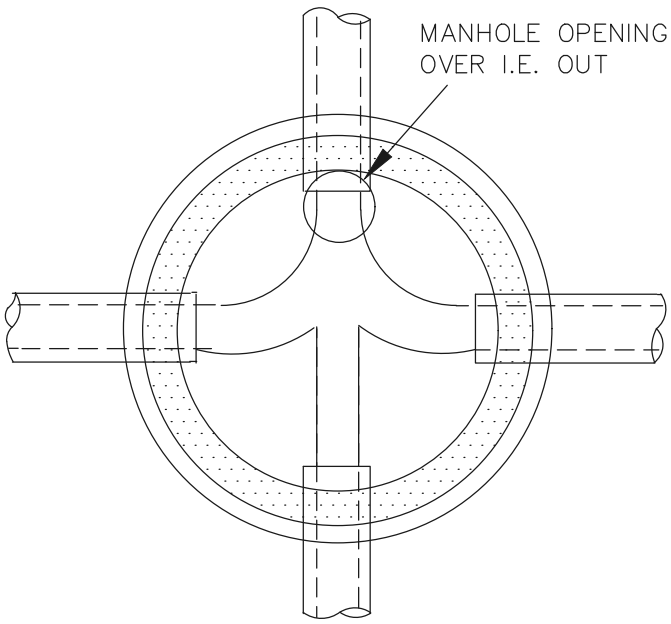


ALL MANHOLES SHALL HAVE A 12" MIN. 24" MAX. BOTTOM RISER, TO BE BEDDED IN THE CONCRETE AS THE BASE TAKES ITS INITIAL SET.

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



PLAN

CITY OF CANBY

MANHOLE - STORM & SANITARY SEWER

BY:	DATE:	DWG NO:
JT	12-06-19	300

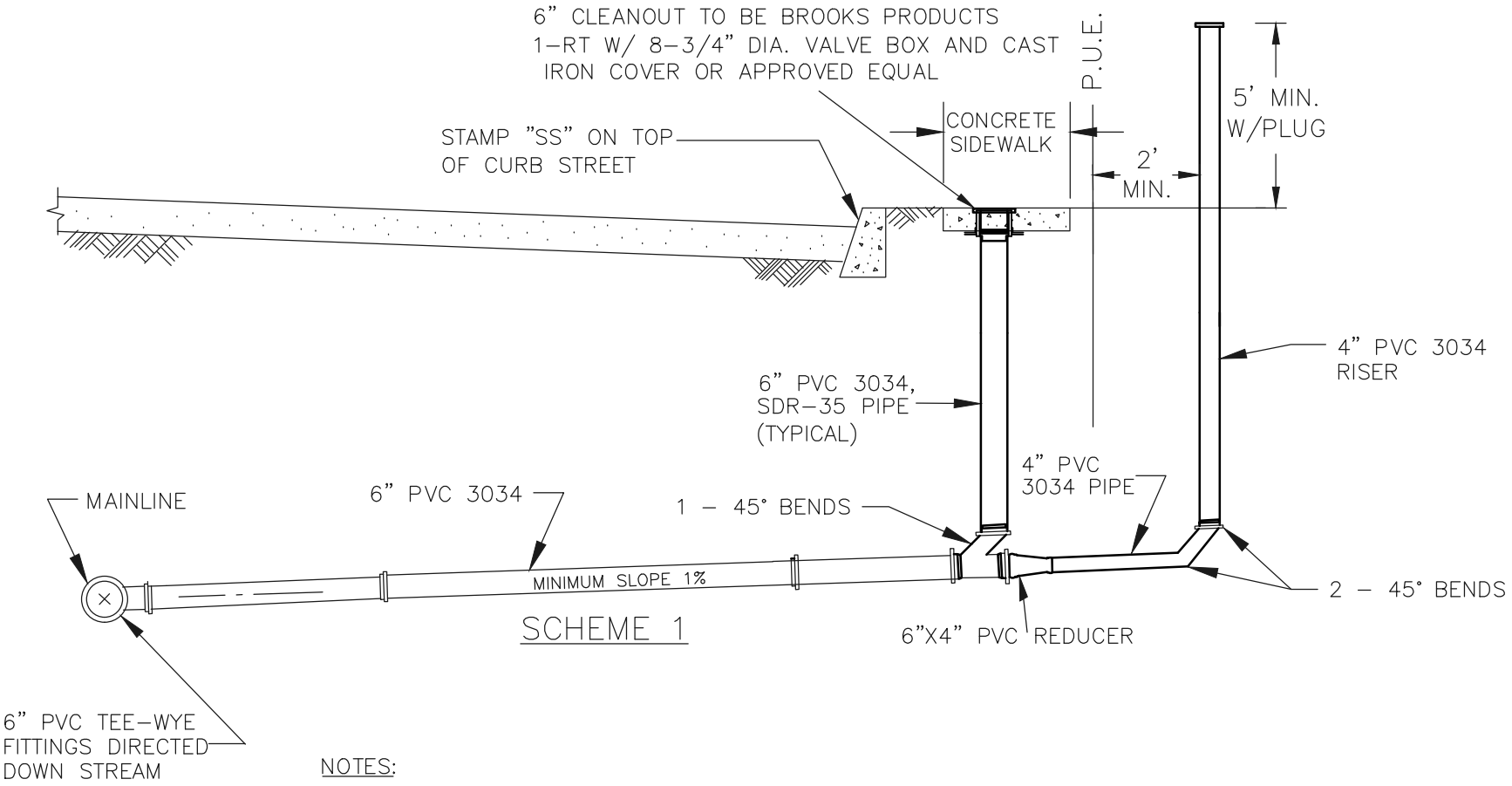
CITY OF CANBY

SANITARY SEWER LATERAL

BY: JT

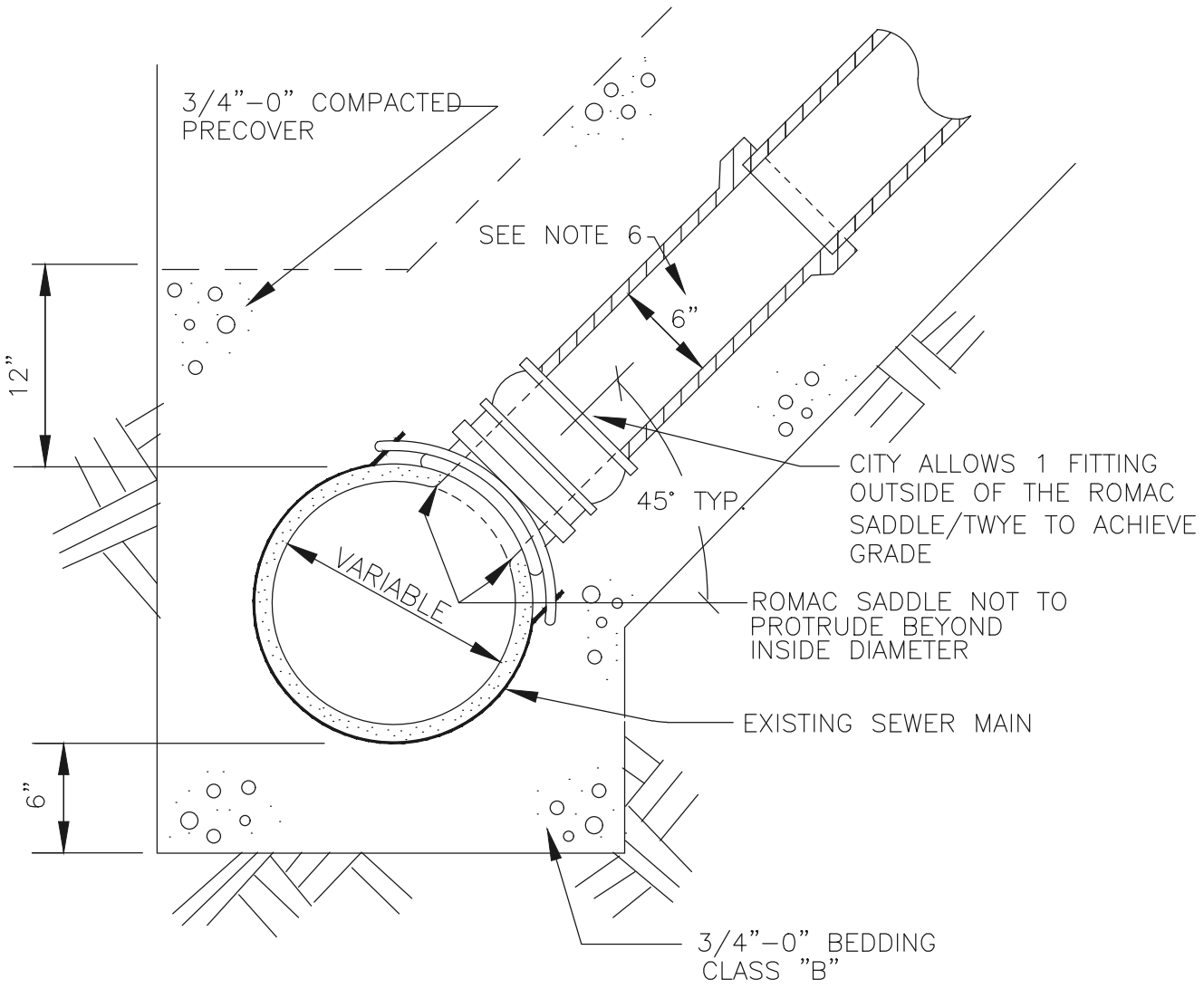
DATE: 12-06-19

DWG NO: 301



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.



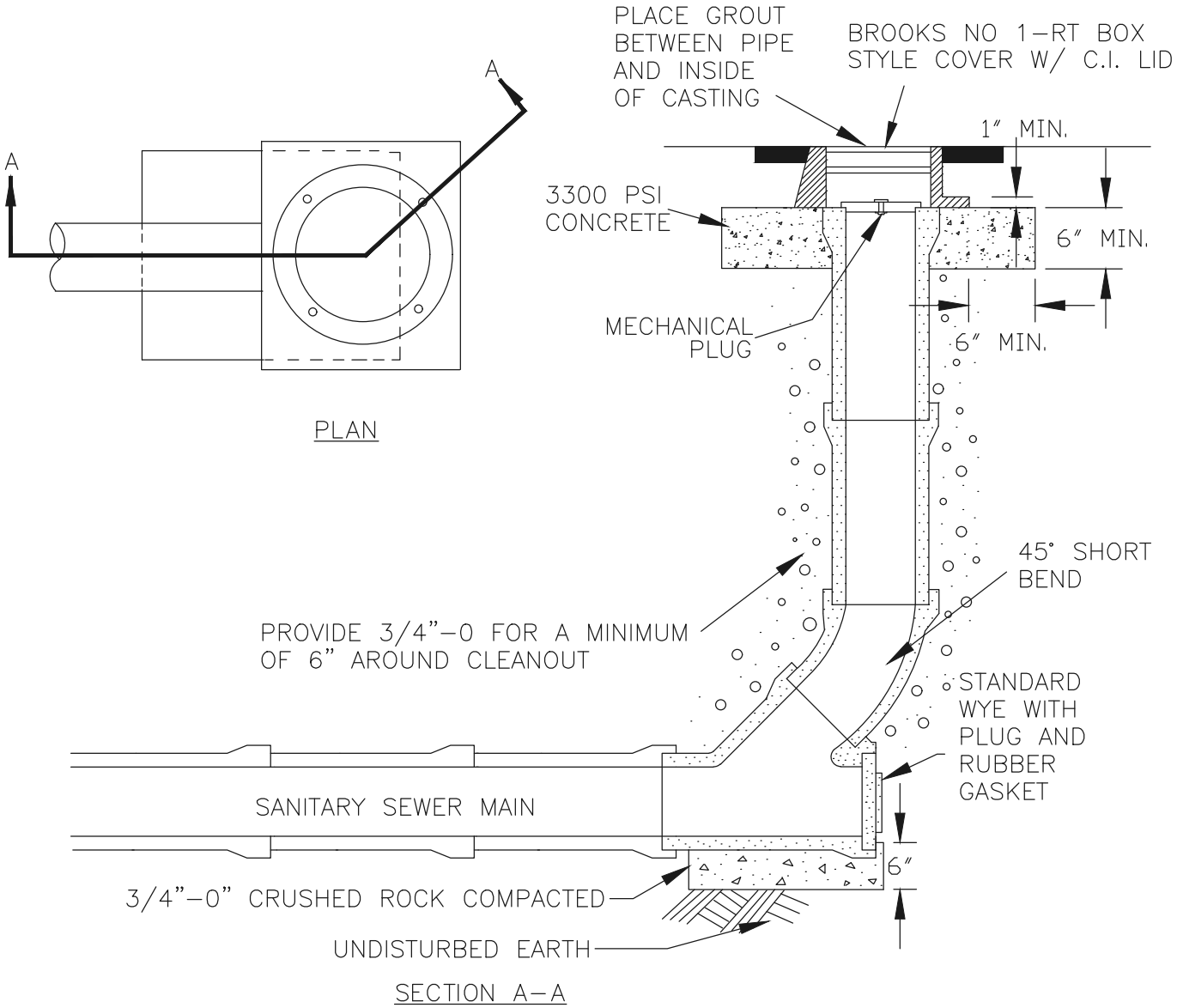
NOTES:

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.

CITY OF CANBY

SANITARY SEWER SERVICE TAP TO EXISTING SEWERS

BY: JT	DATE: 12–06–19	DWG NO: 302



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

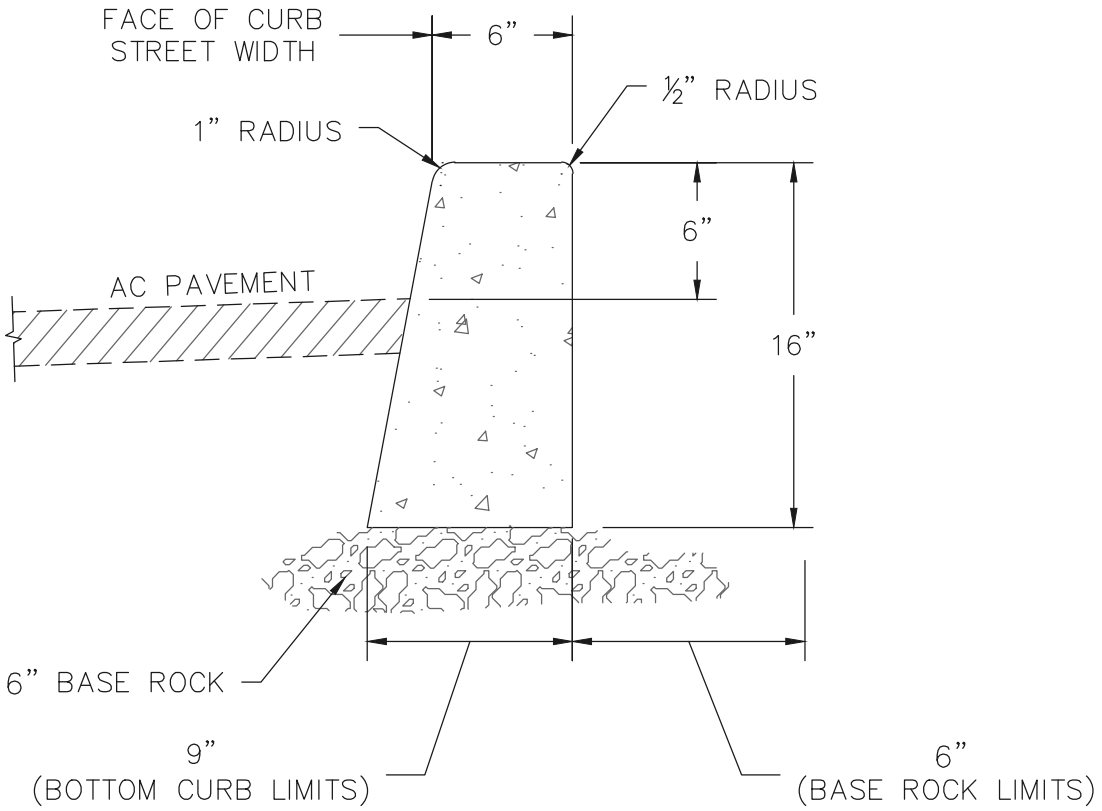
CITY OF CANBY	SANITARY SEWER CLEAN-OUT		
	BY: JT	DATE: 12–06–19	DWG NO: 303

TABLE OF CONTENTS FOR DETAIL DRAWINGS

STREET DETAILS

STORM DETAILS

SEWER DETAILS



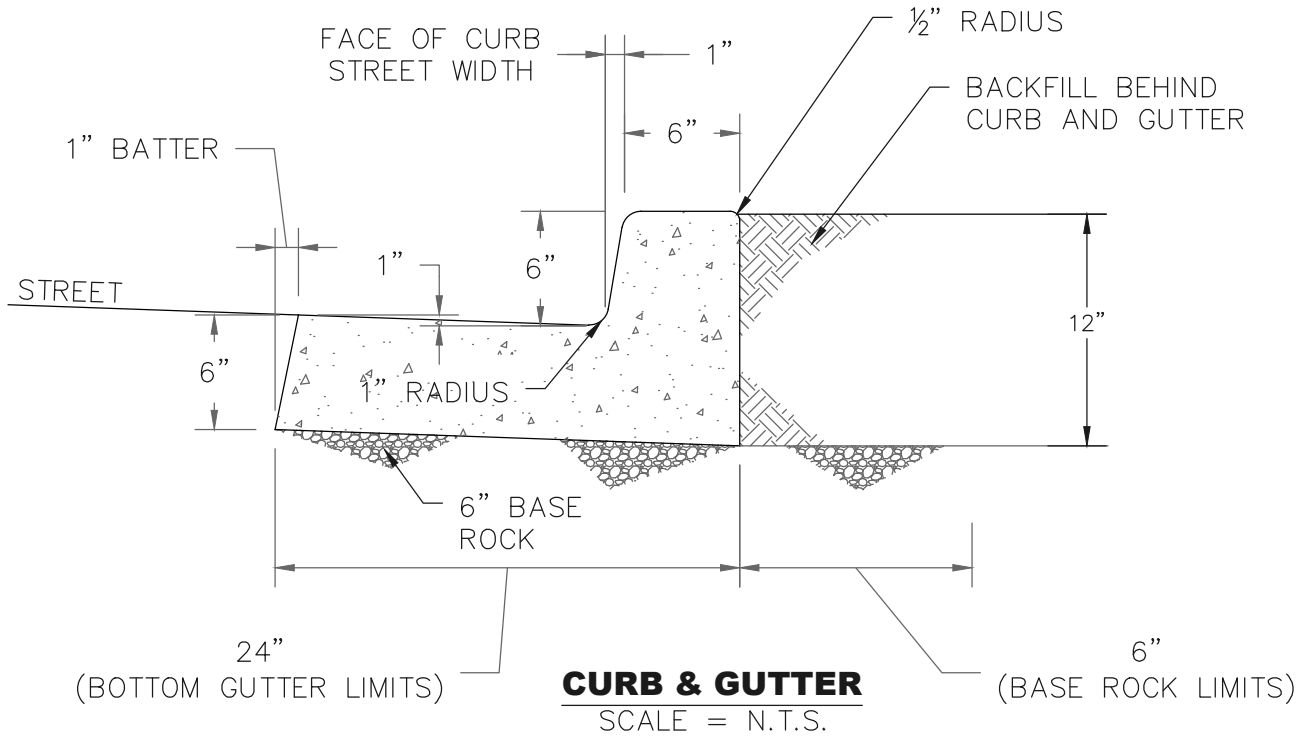
STANDARD VERTICAL CURB

SCALE = N.T.S.

NOTES:

1. VERTICAL CURB MAY BE USED AT MEDIANS AND MEDIAN PLANTING STRIPS, OR IN REPLACEMENT OF DAMAGED EXISTING VERTICAL CURBS..
2. CONCRETE SHALL BE COMMERCIAL MIX WITH A 28–DAY COMPRESSIVE STRENGTH OF 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.

CITY OF CANBY	VERTICAL CURB		
	BY: JT	DATE: 12–06–19	DWG NO: 100



CURB & GUTTER

SCALE = N.T.S.

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".

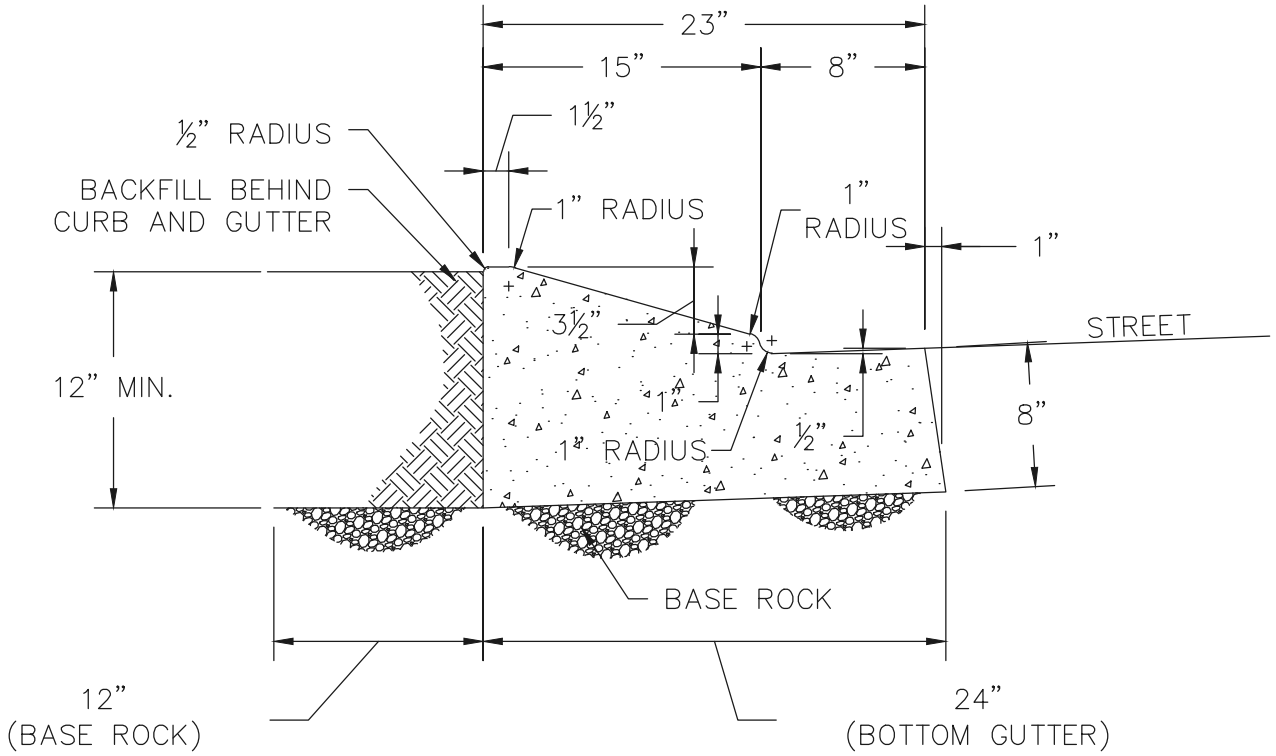
5. BASE ROCK SHALL BE ¾"–0", COMPACTED TO 95% OF MAXIMUM DENSITY PER AASHTO T–180. BASE ROCK SHALL BE TO SUBGRADE OF STREET STRUCTURES OR 4", WHICHEVER IS GREATER, AND SHALL EXTEND 12" BEHIND CURB.

6. FOR CURB AND GUTTER REQUIREMENTS ON SHED AND 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.

CITY OF CANBY	MONOLITHIC CURB AND GUTTER		
	BY: JT	DATE: 12–06–19	DWG NO: 101



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.

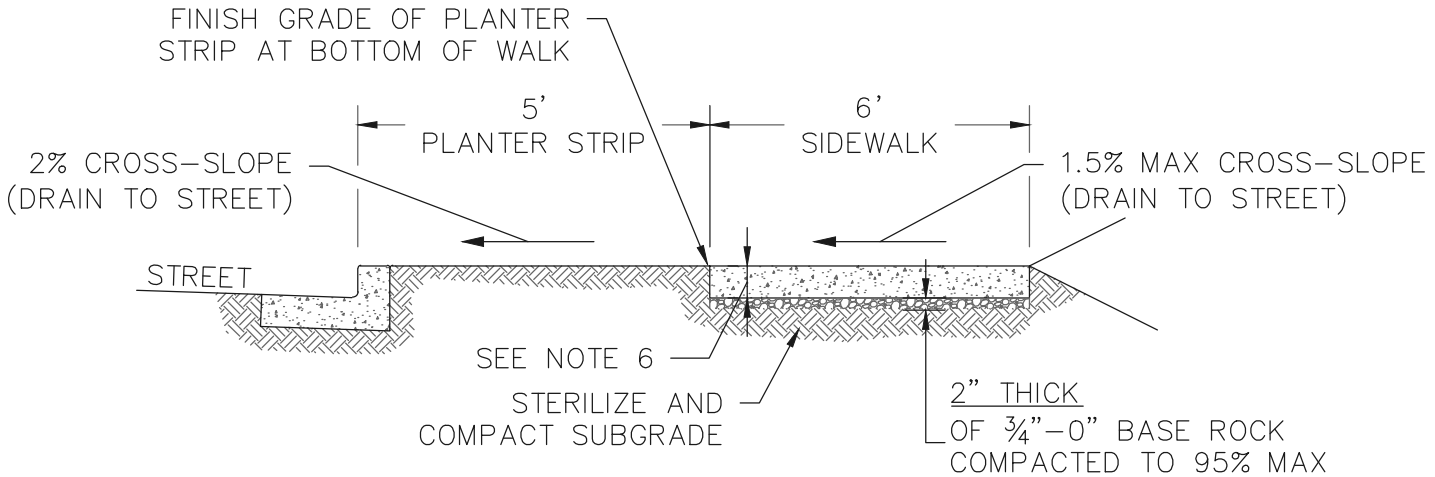
5. CONTRACTION JOINTS SHALL HAVE:
   A. SPACING OF NOT MORE THAN 15 FEET.
   B. DEPTH OF JOINT OF AT LEAST 1½".

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.

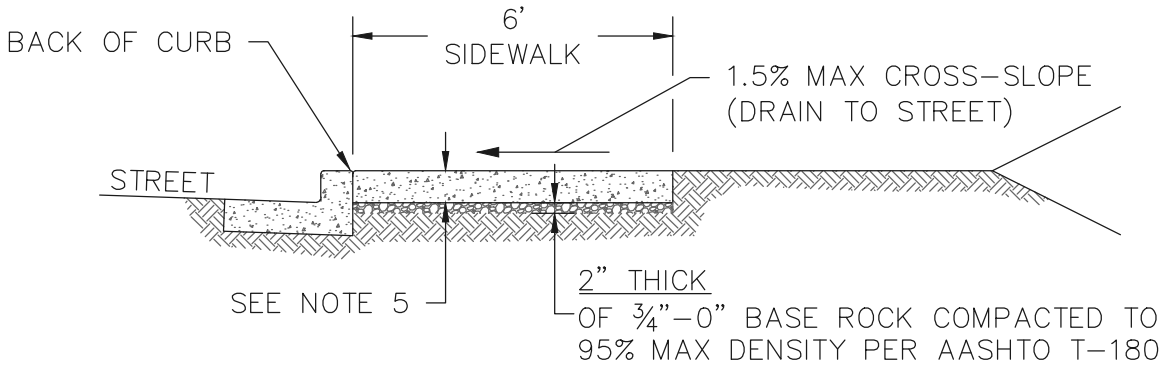
8. WEEP HOLES ARE NOT ALLOWED THROUGH THE CURB.

CITY OF CANBY	MOUNTABLE CURB AND GUTTER		
	BY: JT	DATE: 12-06-19	DWG NO: 102



SIDEWALK WITH PLANTER STRIP

SCALE = N.T.S.



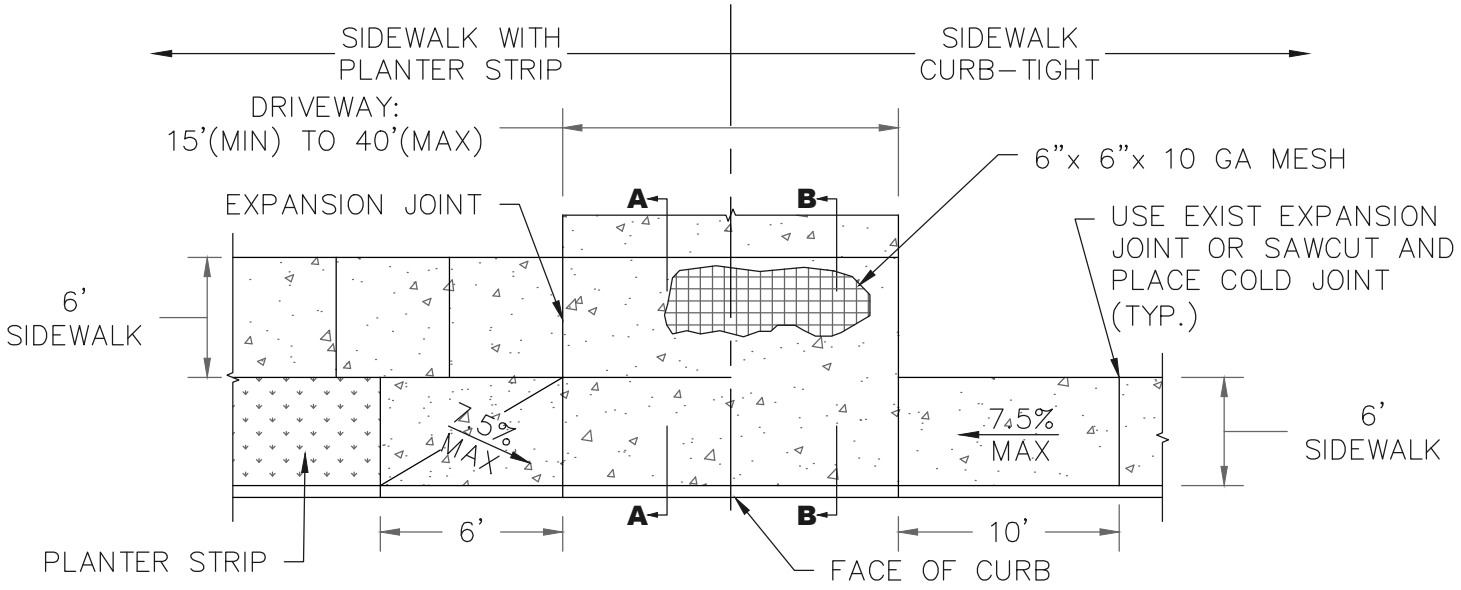
CURB-TIGHT SIDEWALK

SCALE = N.T.S.

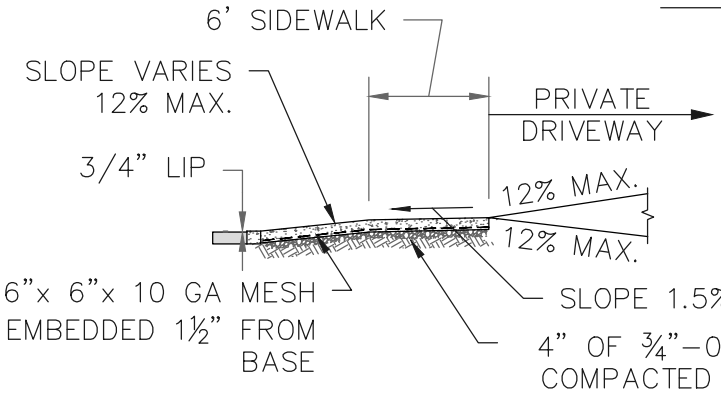
NOTES:

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 CURT-TIGHT SIDEWALK IS MEASURED FROM BACK OF CURB.

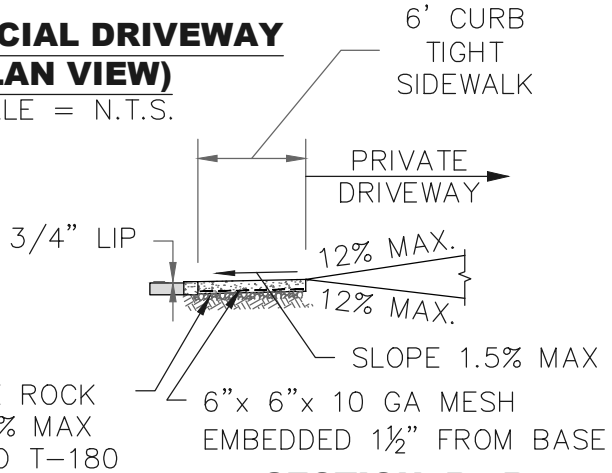
CITY OF CANBY	SIDEWALK		
	BY: JT	DATE: 12-06-19	DWG NO: 103



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



SECTION A - A



SECTION B - B

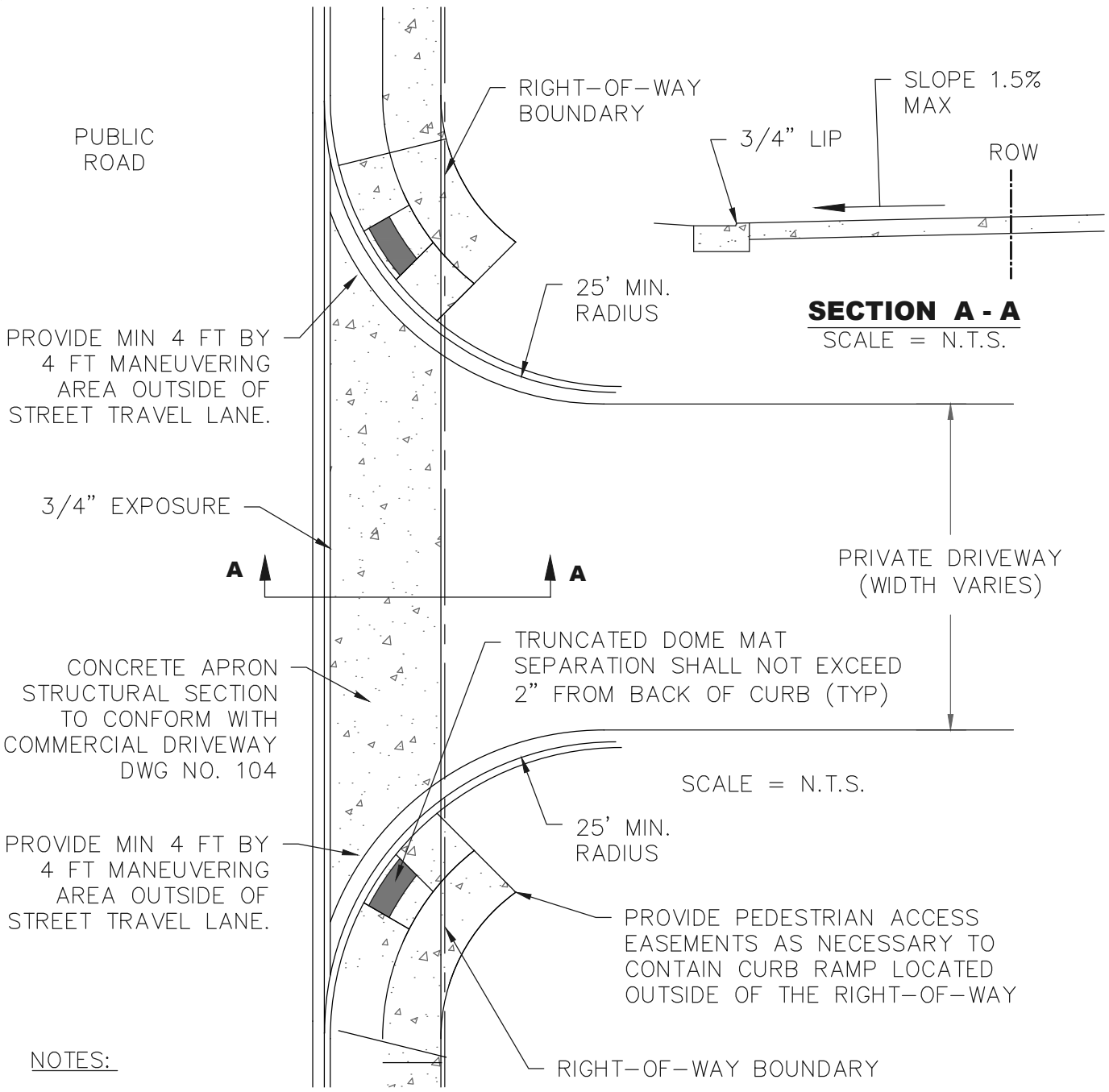
NOTES:

1. CURB JOINT SHALL BE A TROWELED JOINT WITH A MINIMUM ½" RADIUS ALONG BACK OF CURB.
2. EXPANSION JOINT MATERIAL SHALL BE PREFORMED FILLER NOT LESS THAN ½" WIDE AND SHALL MEET ALL REQUIREMENTS FROM ODOT SECTION 00759.
3. CONCRETE SHALL HAVE A BROOM FINISH AND EDGE ALL JOINTS.
4. IF DURING CURB REMOVAL THE GUTTER BECOMES SEPERATED FROM THE STREET SURFACE IN EXCESS OF 1/16", THEN THE GUTTER SHALL ALSO BE REMOVED AND REPLACED.
5. SLOPE OF THE DRIVEWAY MAY BE AWAY FROM THE CURB WHEN PRE–APPROVED BY THE CITY ENGINEER.
6. EDGE OF DRIVEWAY WINGS MUST BE A MINIMUM OF 10' FROM ANY FIRE HYDRANTS.
7. 6" COMMERCIAL CONCRETE MIX W/ 28–DAY COMPRESSIVE STRENGTH OF 3500 PSI. SHALL MEET REQUIREMENTS FROM ODOT SECTION 00440.
8. USE NOTE 4 FROM DETAIL 105.

CITY OF CANBY

COMMERCIAL DRIVEWAY

BY: JT	DATE: 12–06–19	DWG NO: 104



SECTION A - A
SCALE = N.T.S.

NOTES:

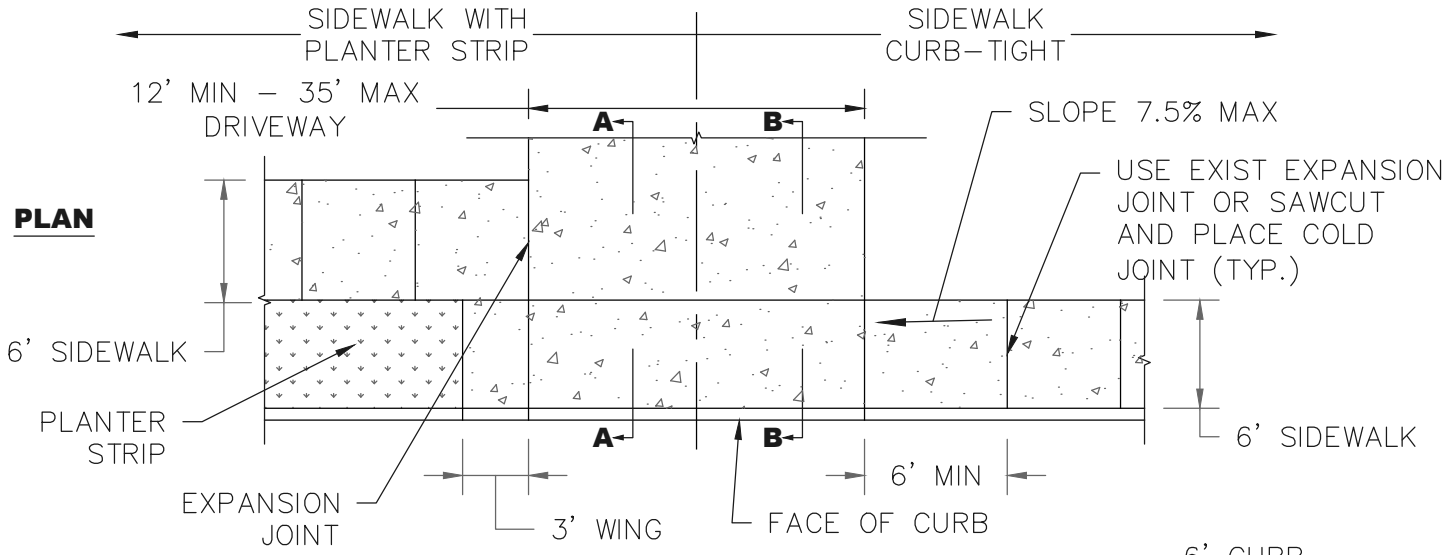
1. SIDEWALK RAMP SHALL MEET CURRENT ADA STANDARDS. CONSTRUCT ALL RAMPS PERPENDICULAR TO THE CURB. SEE DWG NO. 245.

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.

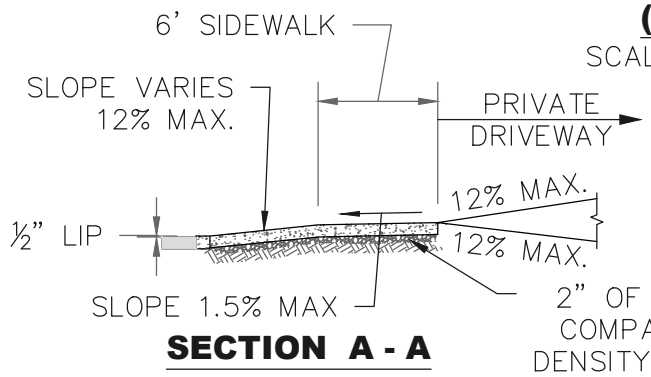
4. INDUSTRIAL DRIVEWAY SHALL HAVE 8" CONCRETE THICKNESS WITH 6"X6"X 10 GUAGE WELDED WIRE FABRIC OR REINFORCEMENTS.

CITY OF CANBY	COMMERCIAL DRIVEWAY W/ CURBS		
	BY: JT	DATE: 12-06-19	DWG NO: 105

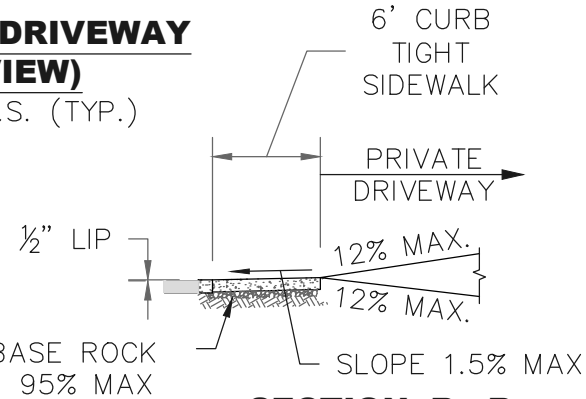


RESIDENTIAL DRIVEWAY (PLAN VIEW)

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



SECTION A - A



SECTION B - B

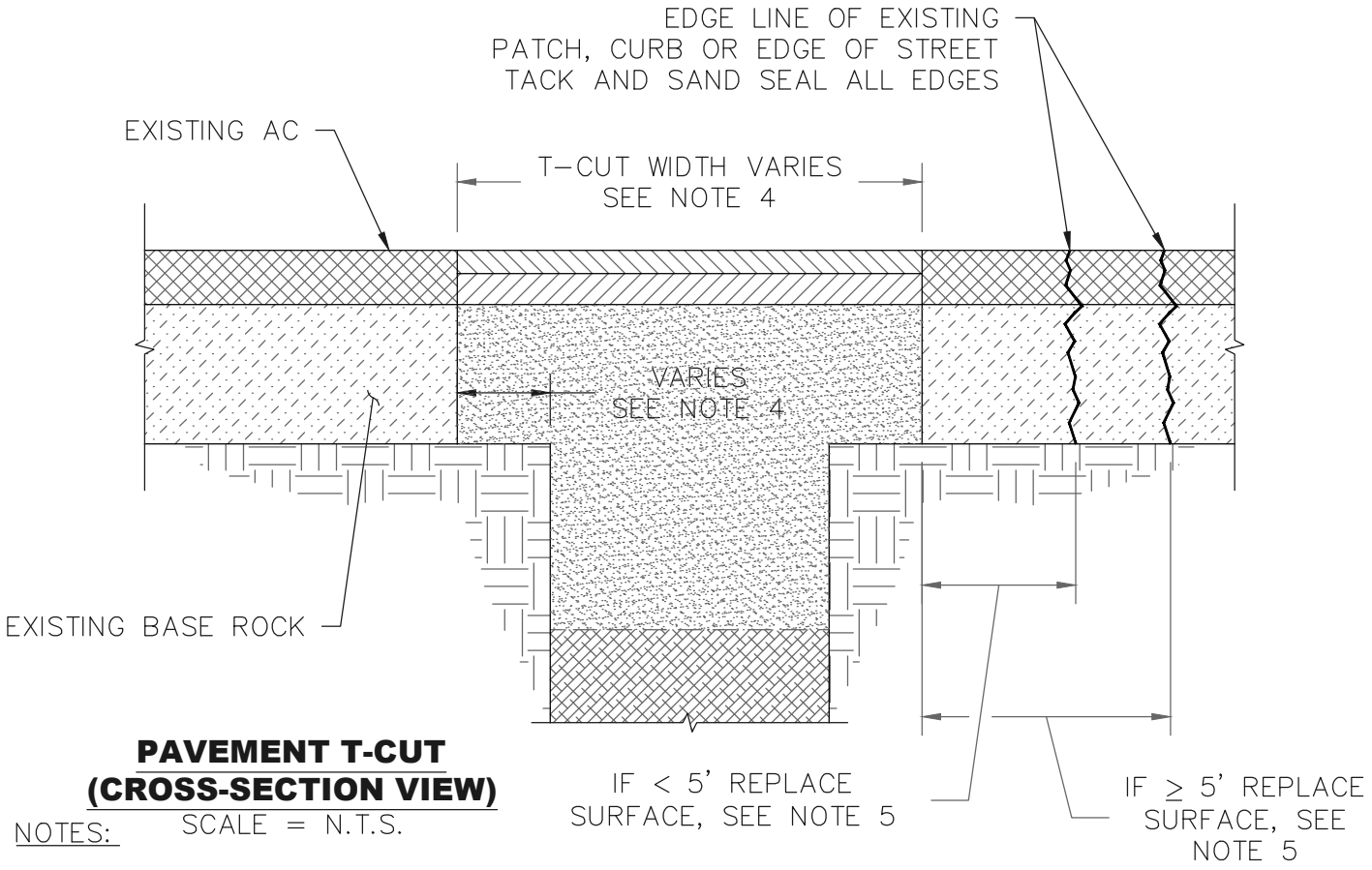
NOTES:

1. CURB JOINT SHALL BE A TROWELED JOINT WITH A MINIMUM ½" RADIUS ALONG BACK OF CURB.
2. EXPANSION JOINT MATERIAL SHALL BE PREFORMED FILLER NOT LESS THAN ½" WIDE AND SHALL MEET ALL REQUIREMENTS FROM ODOT SECTION 00759.
3. CONCRETE SHALL HAVE A BROOM FINISH AND EDGE ALL JOINTS.
4. IF DURING CURB REMOVAL THE GUTTER BECOMES SEPERATED FROM THE STREET SURFACE IN EXCESS OF 1/16", THEN THE GUTTER SHALL ALSO BE REMOVED AND REPLACED.
5. SLOPE OF THE DRIVEWAY MAY BE AWAY FROM THE CURB WHEN PRE–APPROVED BY THE CITY ENGINEER.
6. EDGE OF DRIVEWAY WINGS MUST BE A MINIMUM OF 10' FROM ANY FIRE HYDRANTS.
7. 6" COMMERCIAL CONCRETE MIX W/ 28 DAY COMPRESSIVE STRENGTH OF 3500 PSI SHALL MEET REQUIREMENTS FROM ODOT SECTION 00440

CITY OF CANBY

RESIDENTIAL DRIVEWAY

BY: JT	DATE: 12–06–19	DWG NO: 106



PAVEMENT T-CUT (CROSS-SECTION VIEW)

SCALE = N.T.S.

NOTES:

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

STREET FUNCTIONAL CLASSIFICATION	WIDTH OF T–CUT BEYOND EDGE OF TRENCH
LOCAL	12"
NEIGHBORHOOD	36"
COLLECTOR	
ARTERIAL	
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.

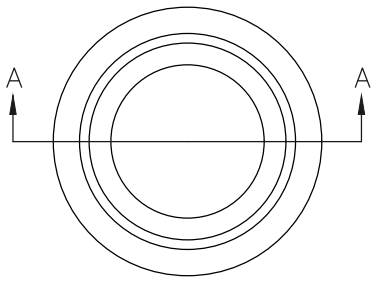
5. NEW EDGE OF PAVEMENT (EDGE LINE) SHALL NOT LIE IN A WHEEL PATH. WIDTH OF T–CUT SHALL BE WIDENED WHERE NECESSARY TO MOVE THE EDGE LINE OUT OF THE WHEEL PATH SO THAT BOTH CONDITIONS BELOW ARE SATISFIED;

(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.

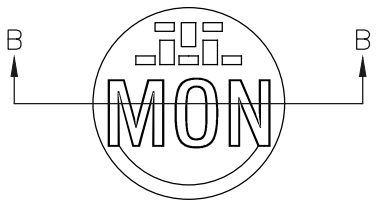
CITY OF CANBY

PAVEMENT T-CUT

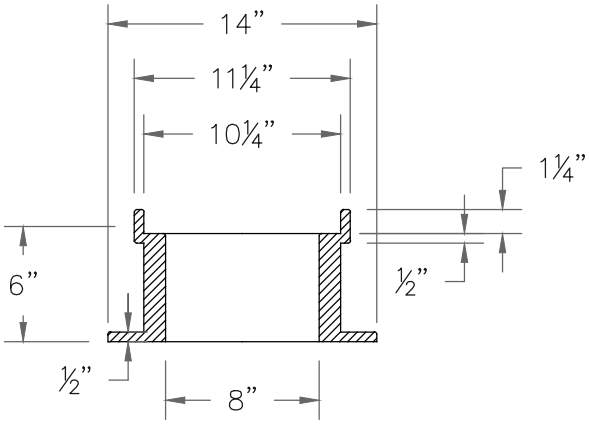
BY: JT	DATE: 12–06–19	DWG NO: 108



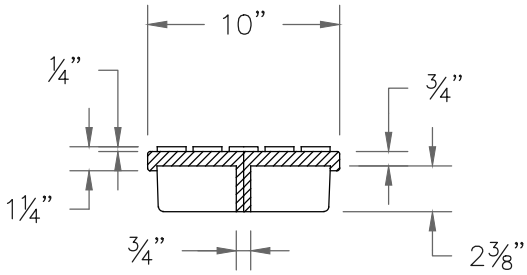
MONUMENT BOX
SCALE = N.T.S.



MONUMENT BOX LID
SCALE = N.T.S.



SECTION A - A
WEIGHT = 52 LBS
SCALE = N.T.S.



SECTION B - B
WEIGHT = 25 LBS
SCALE = N.T.S.

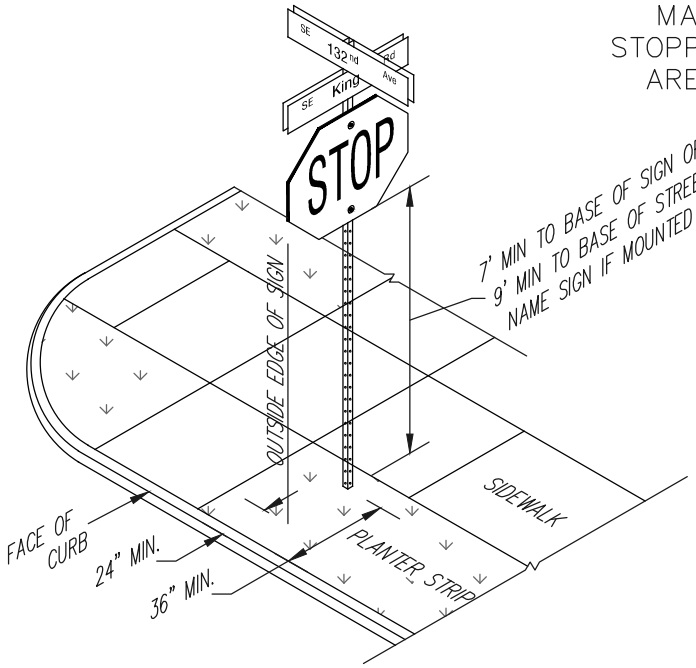
NOTES:

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.

CITY OF CANBY

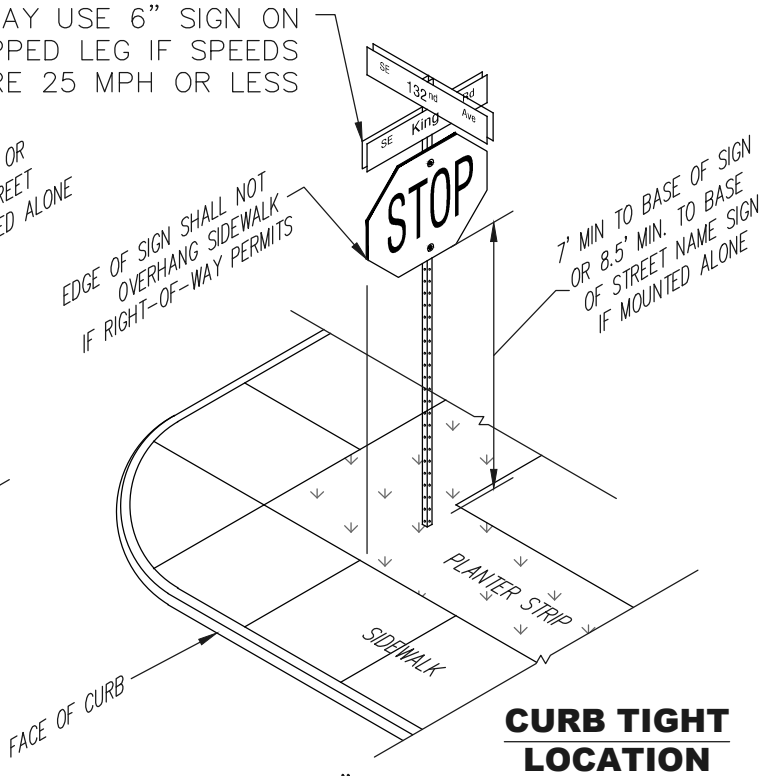
MONUMENT BOXES

BY: JT	DATE: 12-06-19	DWG NO: 109



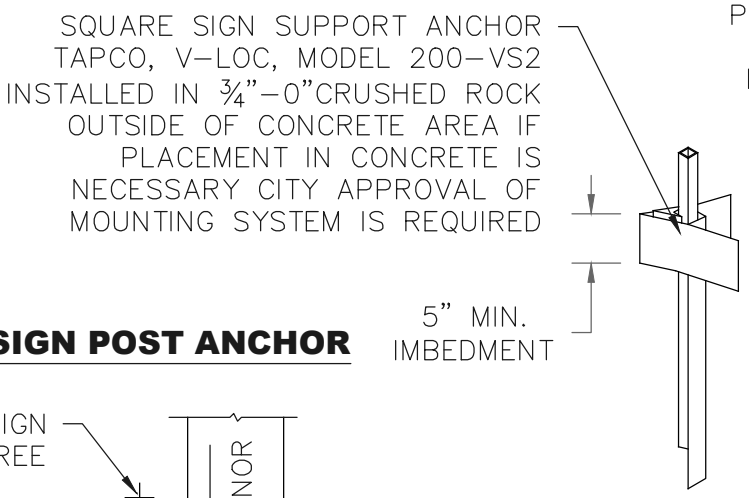
PLANTER STRIP LOCATION

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



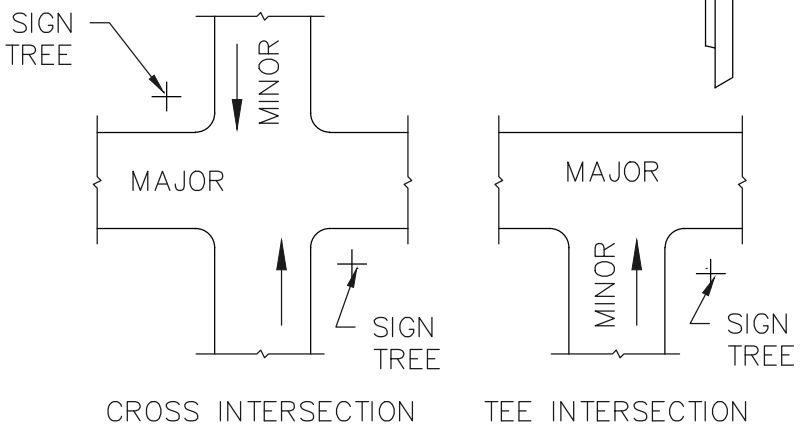
CURB TIGHT LOCATION

SCALE = N.T.S., TYP.



SIGN POST ANCHOR

TYPICAL SIGN ATTACHMENT



TYPICAL STREET SIGN LOCATIONS

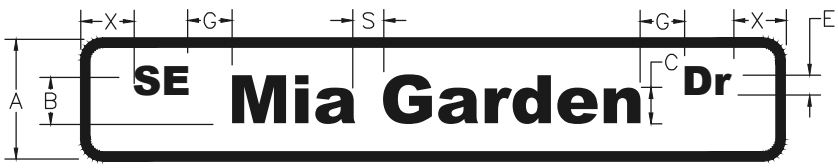
GENERAL NOTES:

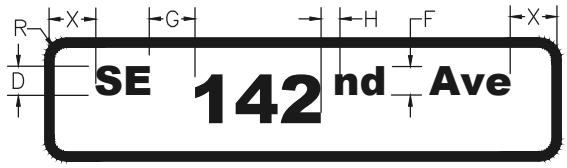
1. SIGNS SHALL BE AFFIXED TO SIGN POSTS USING STAINLESS STEEL BOLTS THAT LAY FLUSH WITH SIGN PANEL AFTER INSTALLATION.
2. NO PARKING SIGNS SHALL BE INSTALLED AT A 45 DEGREE ANGLE TO THE DIRECTION OF TRAFFIC.
3. A 2"X2" GA GALVANIZED "UNISTRUT TELESPAR" OR 12 GA PERFORATED POSTS OR APPROVED EQUIVALENT 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





POSTED SPEED (MPH)	PANEL HT.	PRIMARY LETTERING SIZE		SUPPLEMENTAL LETTERING SIZE		SUPER-SCRIPT HT. (rd,th,st)	SPACING BETWEEN CHARACTERS		BORDER RADIUS	SPACE
		UPPER	LOWER	UPPER	LOWER					
	A	B	C	D	E	F	G	H	R	S
< 25	6	4	3	2½	2	2	1½	½	1½	⅝ B
> 30	8 OR 9	6	4½	4	3	3	2½	¾	1 ½	⅝ B

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

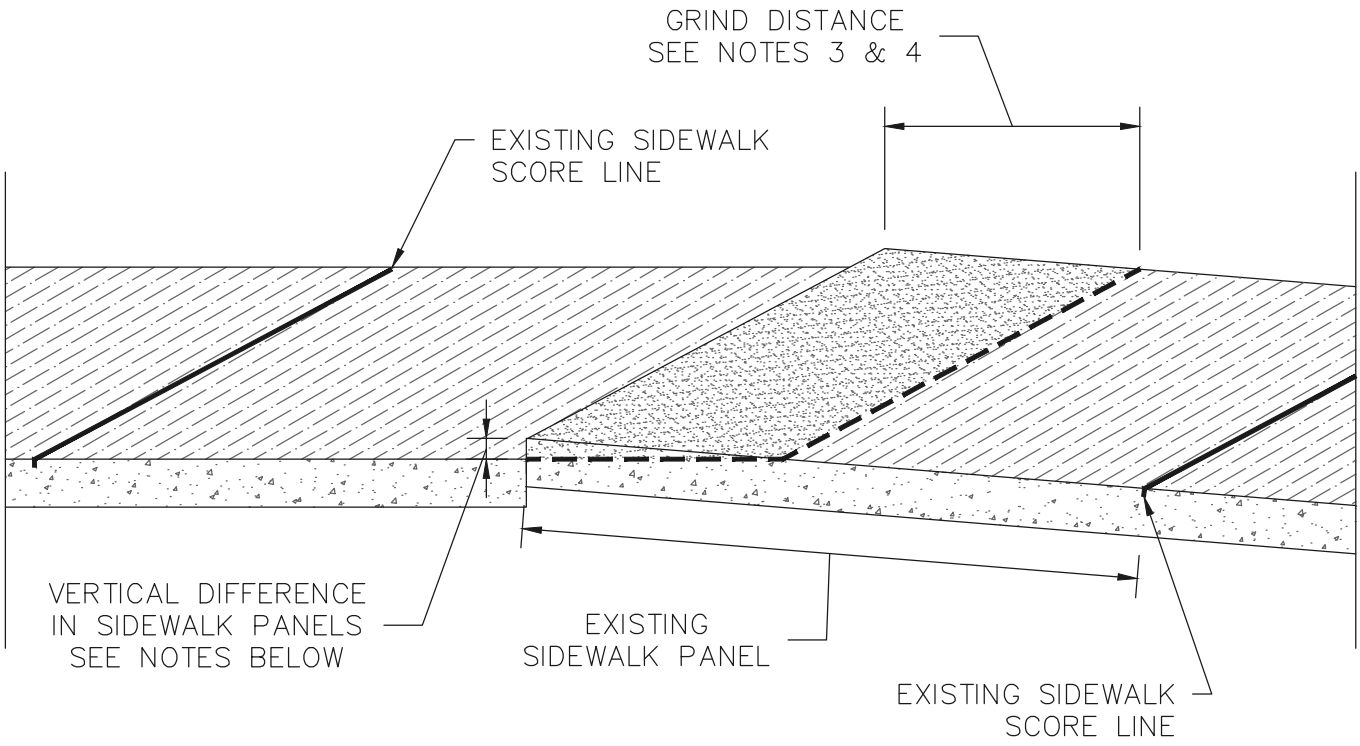
12. STREET NAME SIGN COLOR:
    - CITY AND PUBLIC ROAD SIGNS SHALL BE GREEN WITH WHITE LETTERS.
    - PRIVATE ROAD SIGNS SHALL BE BLUE WITH GOLD LETTERS.
    - COMMON PREFIX AND SUFFIX ABBREVIATIONS:

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 ½", GRIND BACK A MINIMUM OF SIX (6) INCHES.

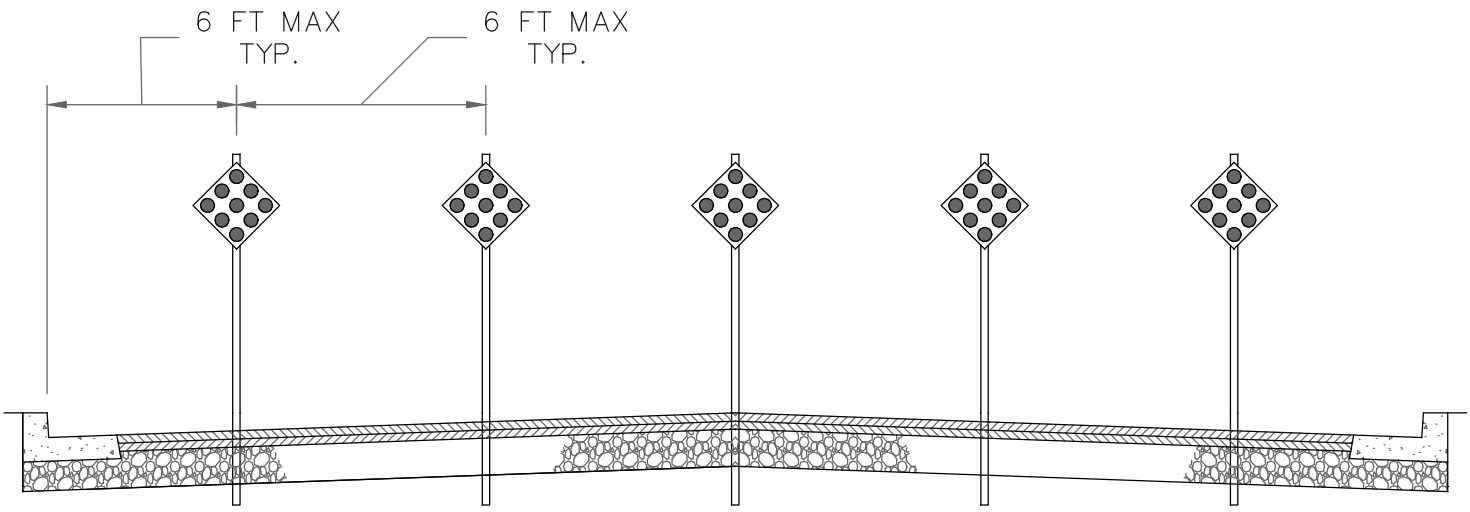
4. FOR A TRIP HAZARD OF BETWEEN ½" AND 1", GRIND BACK A MINIMUM OF TWELVE (12) INCHES.

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

CITY OF CANBY

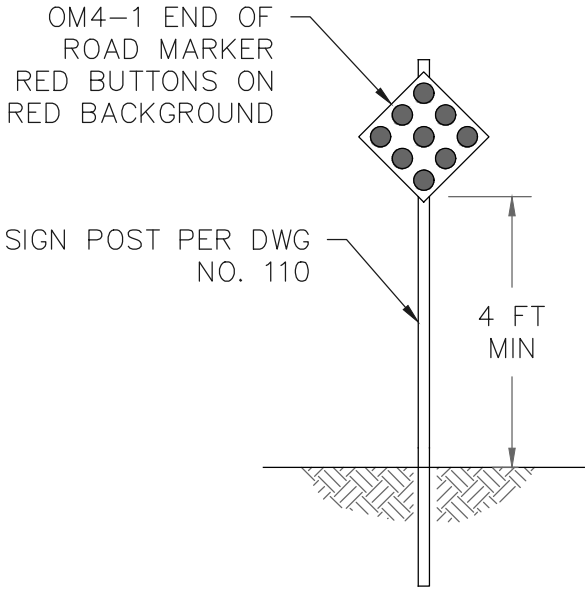
SIDEWALK TRIP HAZARD

BY: JT	DATE: 12-06-19	DWG NO: 112



END OF STREET MARKER

SCALE = N.T.S.



OM4-1 MARKER & POST

SCALE = N.T.S.

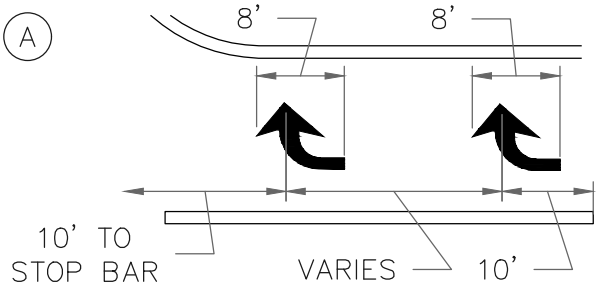
NOTES:

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).

CITY OF CANBY	END OF STREET MARKERS		
	BY: JT	DATE: 12-06-19	DWG NO: 113

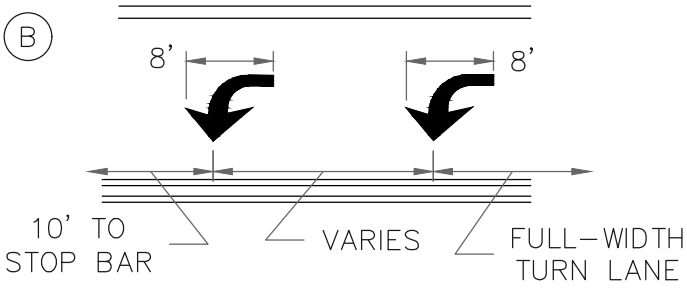
Ⓐ



CENTER ARROW IN TURN LANE.
SEE MUTCD FOR DETAILS.

RIGHT TURN LANE MARKINGS

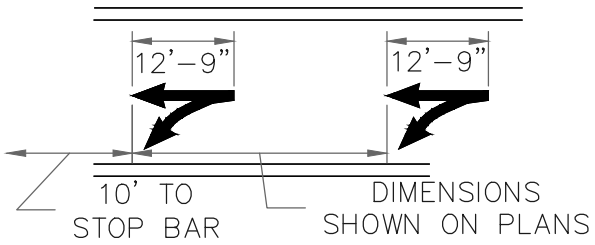
Ⓑ



CENTER ARROW IN TURN LANE.
SEE MUTCD FOR DETAILS.

LEFT TURN LANE MARKINGS

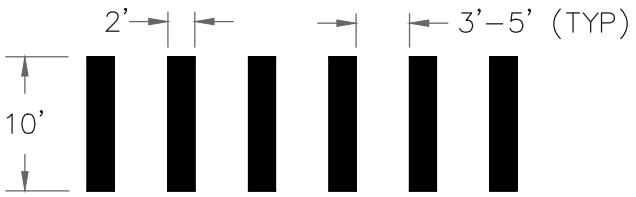
Ⓒ



CENTER ARROW IN TURN LANE.
SEE MUTCD FOR DETAILS.

THRU AND TURN LANE MARKINGS

Ⓓ



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

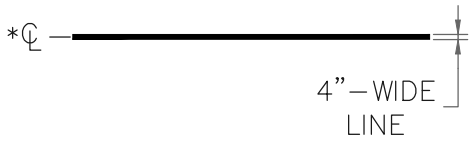
CROSSWALK

Ⓔ

LOCATE STOP BARS PER ODOT STANDARD DRAWING TM530.

12" STOP BAR

Ⓕ

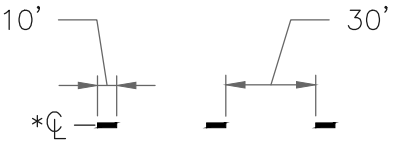


4" WHITE OR YELLOW LINE

Ⓖ

8" WHITE LINE

Ⓘ



4" YELLOW SKIP CENTER LINE

*℄ LANE MARKING DIMENSION LOCATION AT CENTERLINE OF STRIPING UNLESS OTHERWISE NOTED

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).

CITY OF CANBY

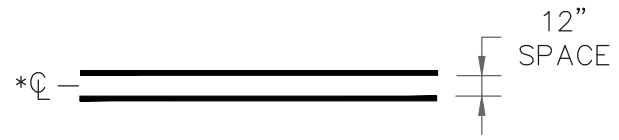
STRIPING DETAILS

BY: JT	DATE: 12–06–19	DWG NO: 114

(J)

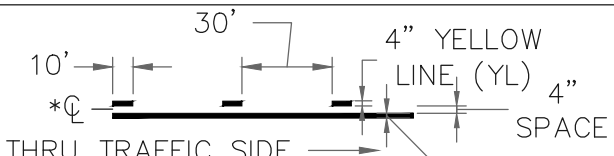
NARROW DOUBLE NO-PASS

(K)



DOUBLE NO-PASS (TWO 4" YELLOW LINES)

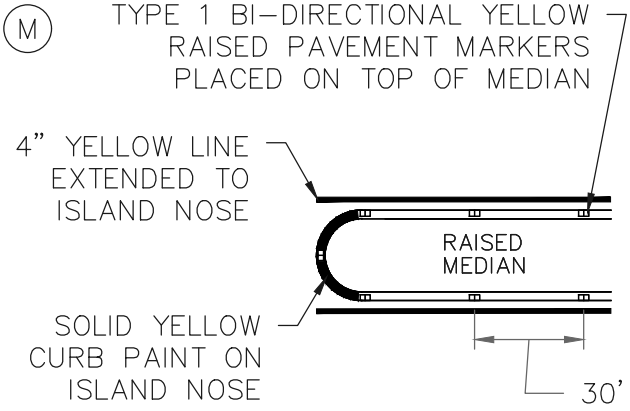
(L)



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

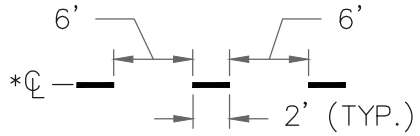
TWO WAY LEFT TURN STRIPE

(M)



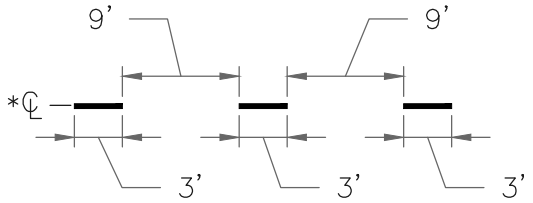
RAISED MEDIAN STRIPE

(N)



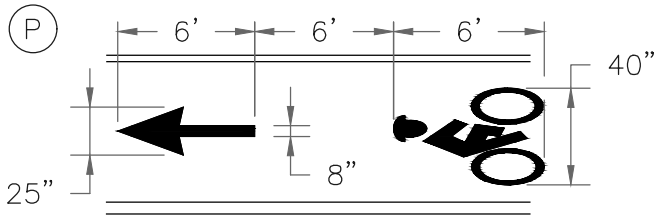
8" WHITE LANE EXTENSION LINE

(O)



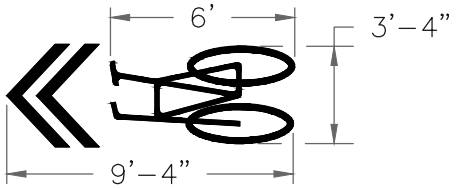
8" WHITE LANE DROP LINE

(P)



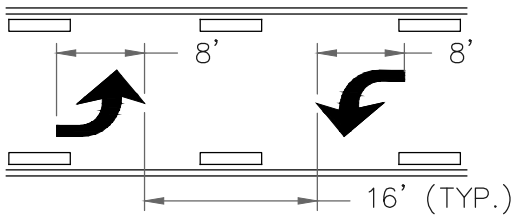
BICYCLE LANE MARKING (WHITE)

(Q)



SHARED LANE MARKING (WHITE)

(R)

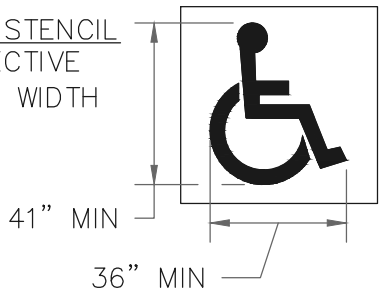


TWO WAY LEFT TURN ARROW MARKINGS

(S)

PAVEMENT MARKING STENCIL
WHITE, RETRO-REFLECTIVE PAINT, 2.5" MINIMUM WIDTH

PAVEMENT MARKING BACKGROUND:
BLUE, RETRO-REFLECTIVE PAINT



ACCESSIBLE PARKING AREA STENCIL

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)

*℄ LANE MARKING DIMENSION LOCATION AT CENTERLINE OF STRIPING UNLESS OTHERWISE NOTED.

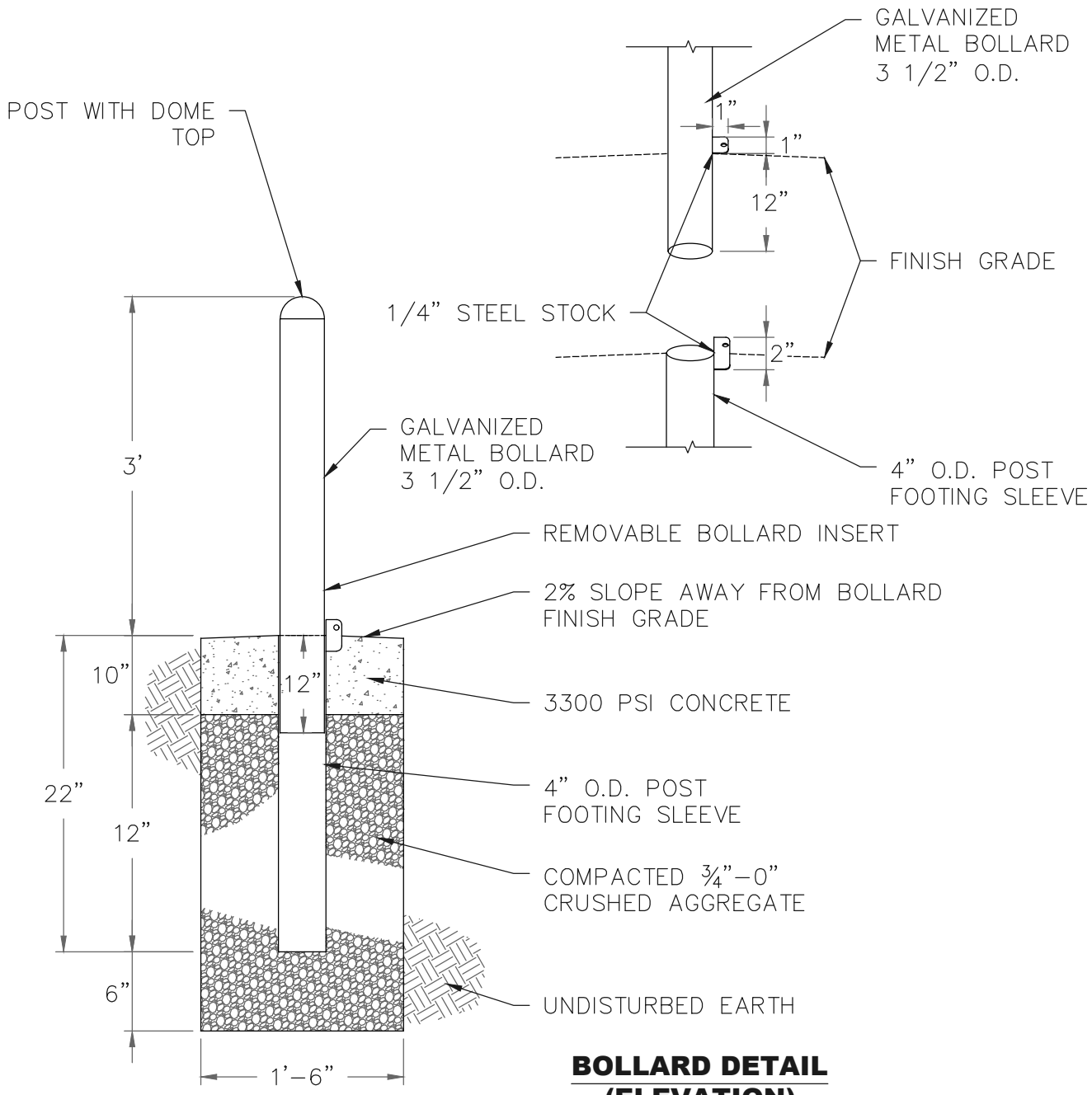
CITY OF CANBY

STRIPING 2

BY: JT	DATE: 12-06-19	DWG NO: 115

BOLLARD SLEEVE & POST DETAIL (CROSS-SECTION VIEW)

SCALE = N.T.S.



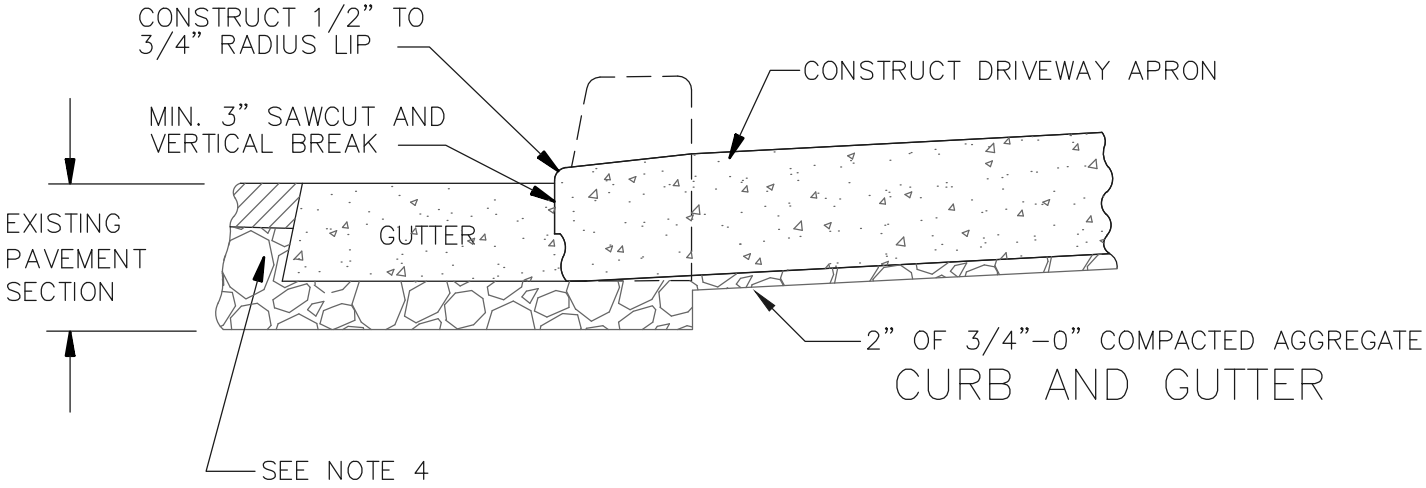
BOLLARD DETAIL (ELEVATION)

SCALE = N.T.S.

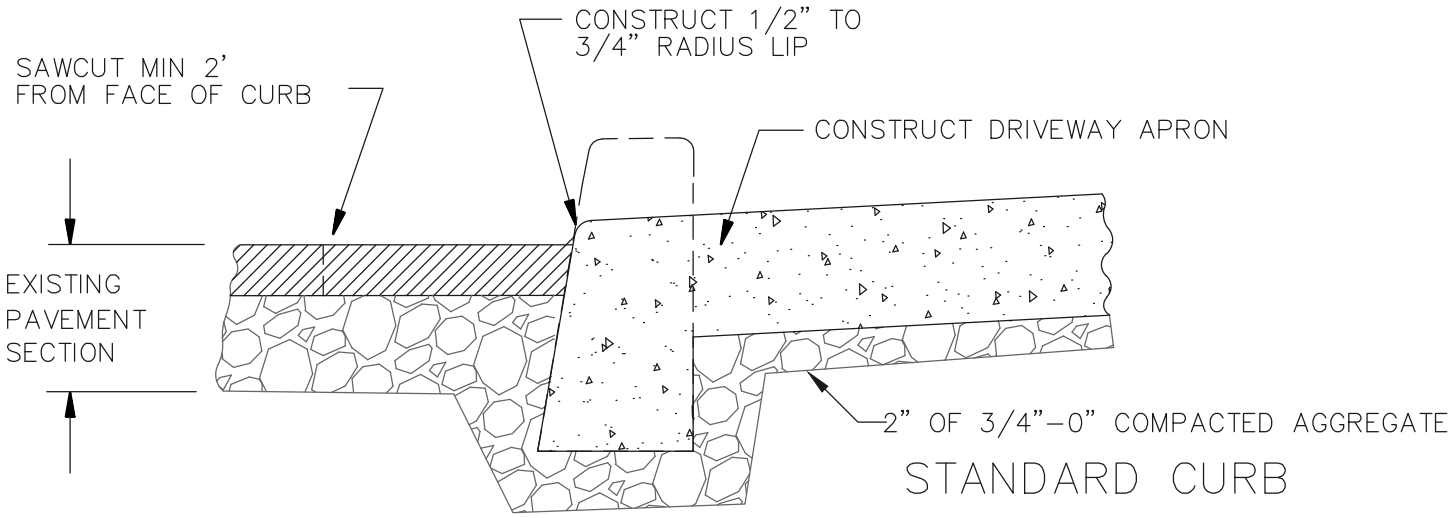
NOTES:

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

CITY OF CANBY	BOLLARDS		
	BY: JT	DATE: 12–06–19	DWG NO: 116



CURB AND GUTTER

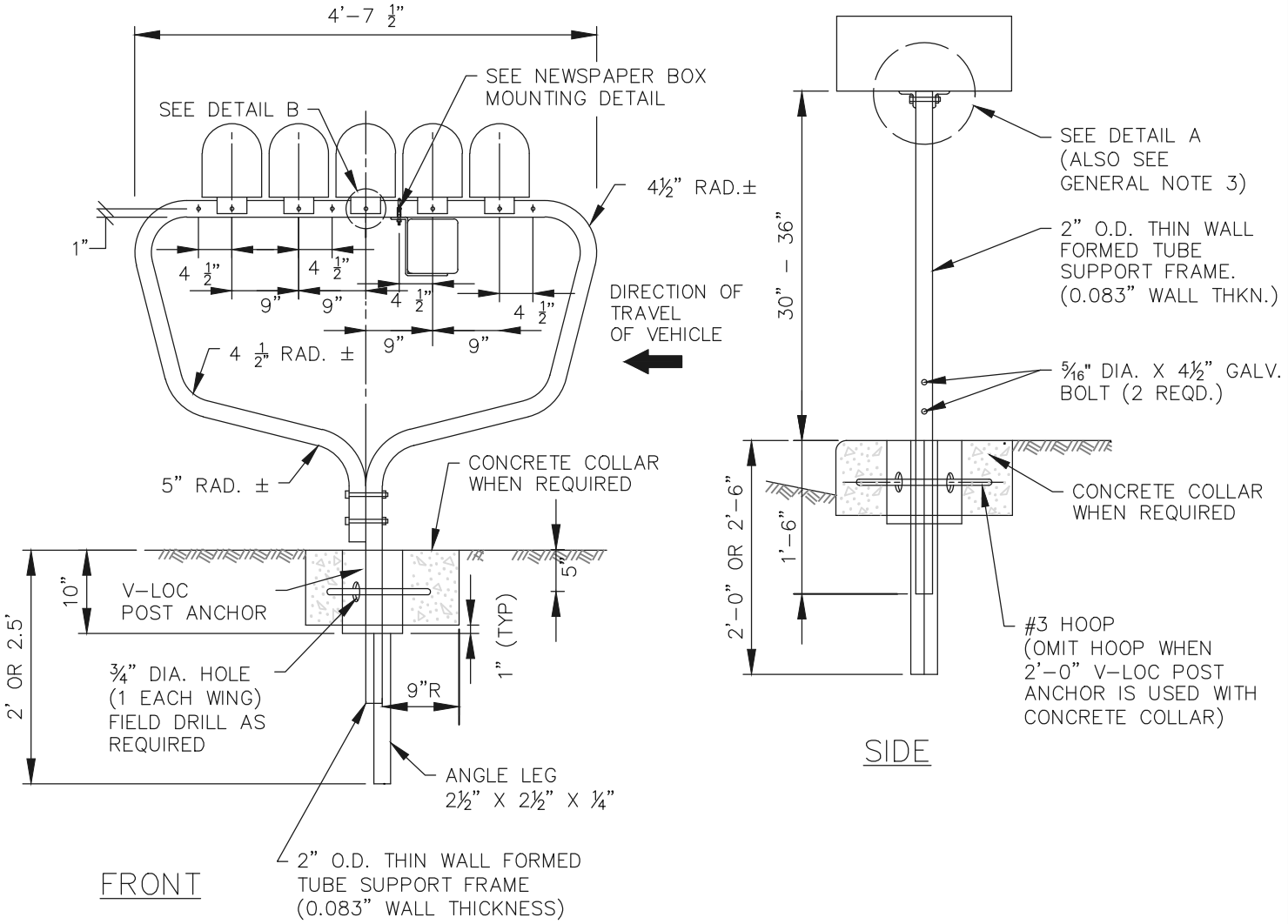


STANDARD CURB

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.

CITY OF CANBY	CURB KNOCKOUT FOR DRIVEWAY		
	BY: JT	DATE: 12-06-19	DWG NO: 117



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

MULTIPLE MAILBOX SUPPORT

SCALE: N.T.S.

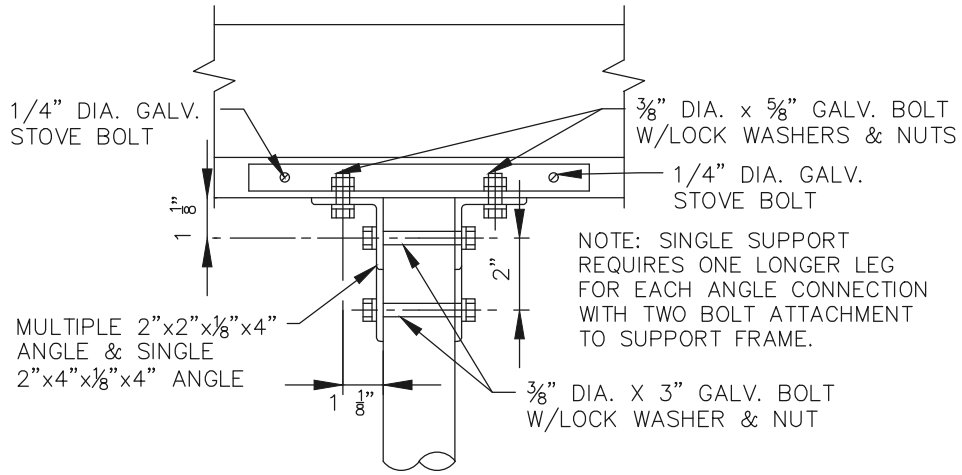
GENERAL NOTES FOR ALL DETAILS:

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

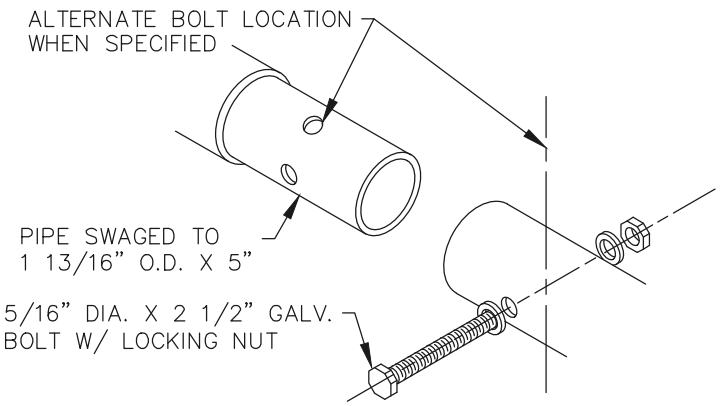
CITY OF CANBY

MULTIPLE MAILBOX LOCATION

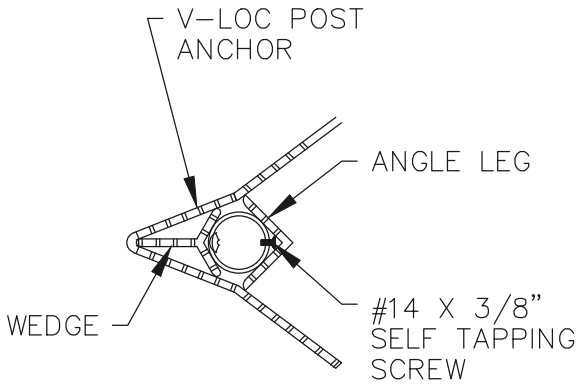
BY: JT	DATE: 12–06–19	DWG NO: 118–A



DETAIL A

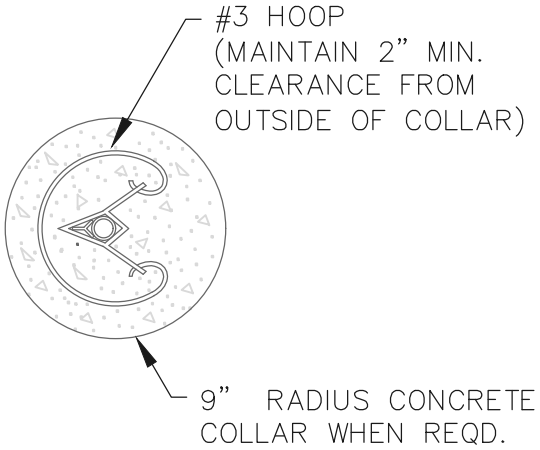


DETAIL B



PLAN

V-LOC POST ANCHOR USE CHART		
MAILBOX LOCATION	SINGLE SUPPORT (ft)	MULTIPLE SUPPORT (ft)
THROUGH NEW OR EXISTING A.C.	2'-0"	2'-0"
THROUGH WELL CONSOLIDATED MATERIAL	2'-0" *	2'-6"
THROUGH NEW ROCK SURFACING & SUBGRADE	2'-6"	2'-0" CONC. COLLAR
THROUGH NEW ROCK SURFACING & SUBGRADE, SUBJECT TO SATURATED SOIL OR FREEZE/THAW CONDITIONS.	2'-6" 2'-0"/ ** CONC. COLLAR	2'-6"/ CONC. COLLAR
* USE 2'-6" WITH SIZE 2 MAILBOX. ** USE IF CONDITIONS ARE SEVERE.		

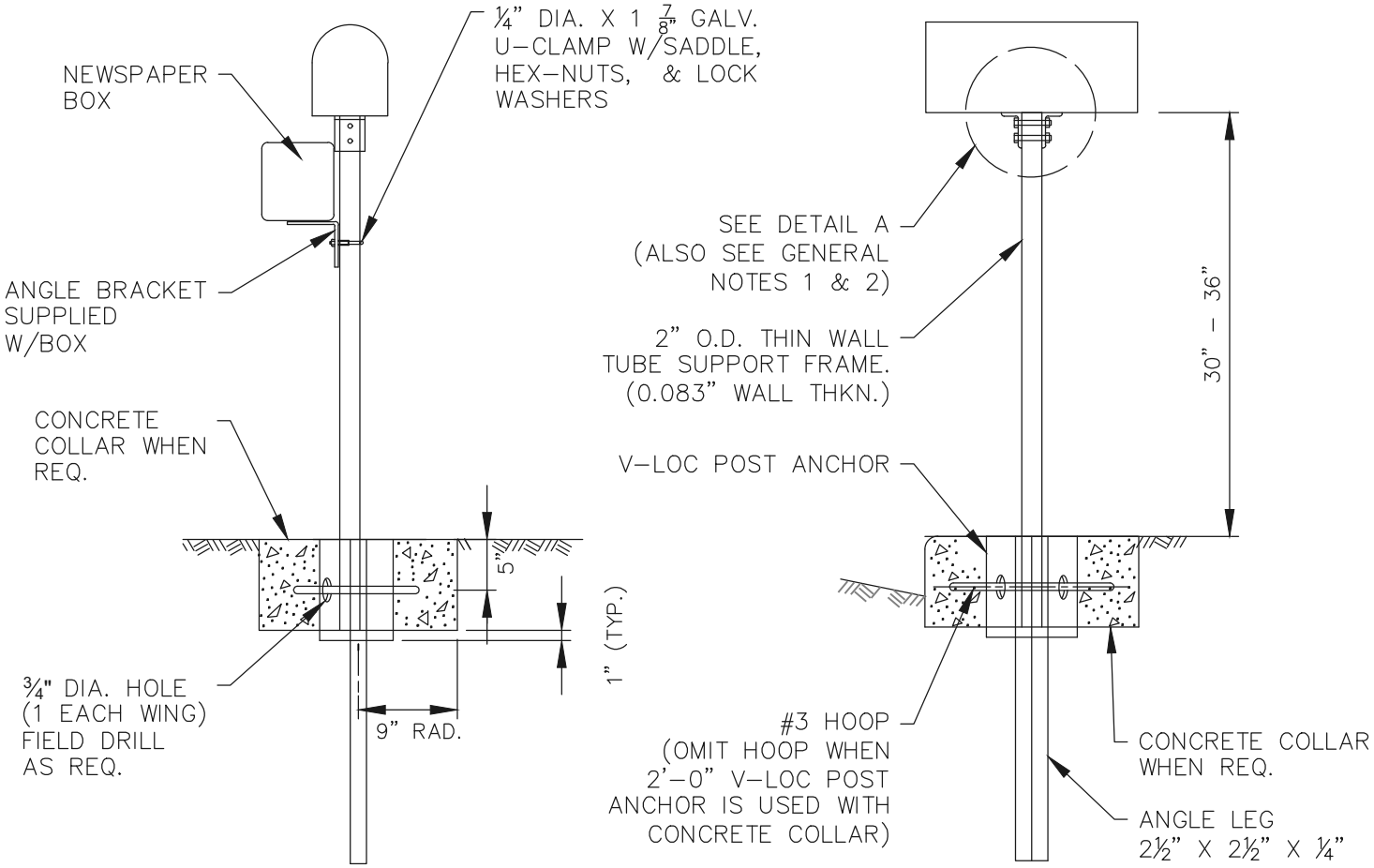


V-LOC DETAIL

CITY OF CANBY

MULTIPLE MAILBOX LOCATION

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



SINGLE MAILBOX SUPPORT

SCALE: N.T.S.

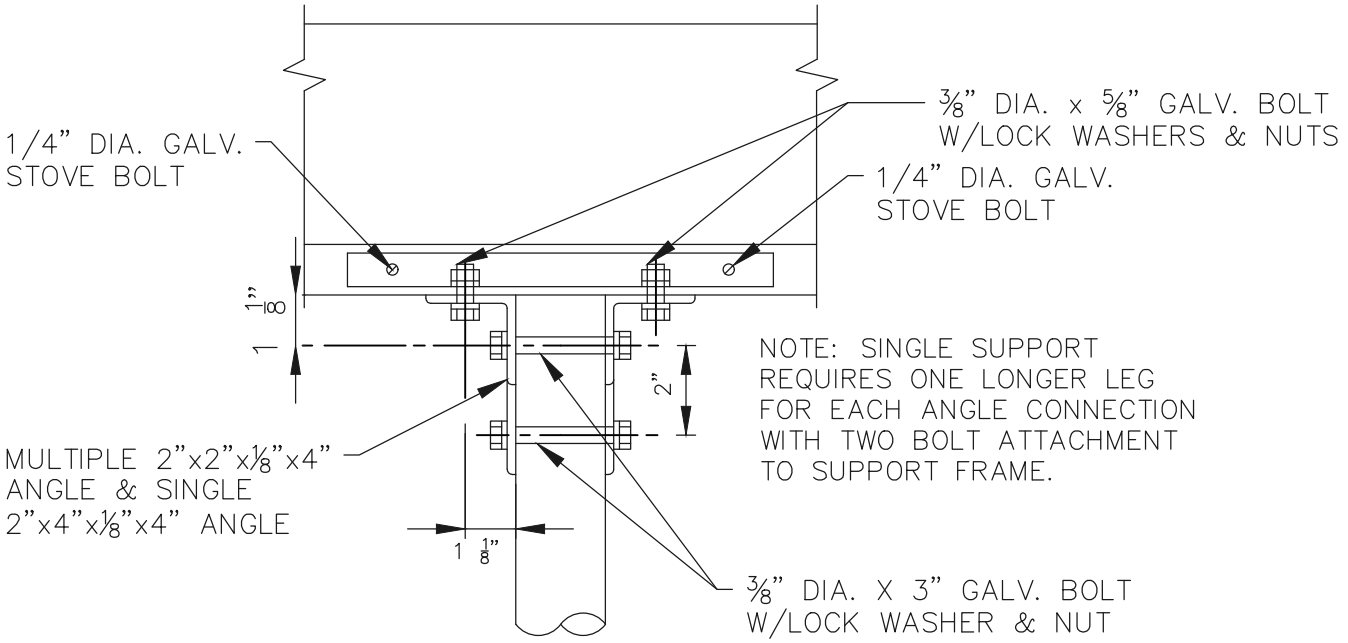
GENERAL NOTES FOR ALL DETAILS:

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

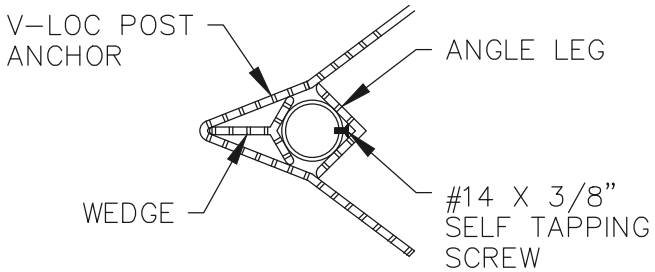
SINGLE MAILBOX LOCATION

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

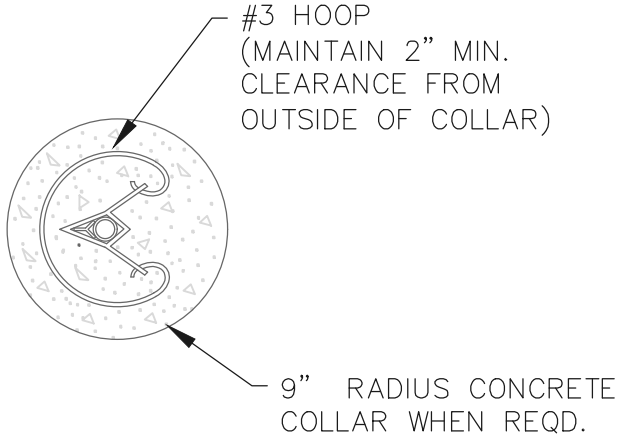


DETAIL A

V-LOC POST ANCHOR USE CHART		
MAILBOX LOCATION	SINGLE SUPPORT (ft)	MULTIPLE SUPPORT (ft)
THROUGH NEW OR EXISTING A.C.	2'-0"	2'-0"
THROUGH WELL CONSOLIDATED MATERIAL	2'-0" *	2'-6"
THROUGH NEW ROCK SURFACING & SUBGRADE	2'-6"	2'-0" CONC. COLLAR
THROUGH NEW ROCK SURFACING & SUBGRADE, SUBJECT TO SATURATED SOIL OR FREEZE/THAW CONDITIONS.	2'-6" 2'-0"/ ** CONC. COLLAR	2'-6"/ CONC. COLLAR
* USE 2'-6" WITH SIZE 2 MAILBOX. ** USE IF CONDITIONS ARE SEVERE.		



PLAN

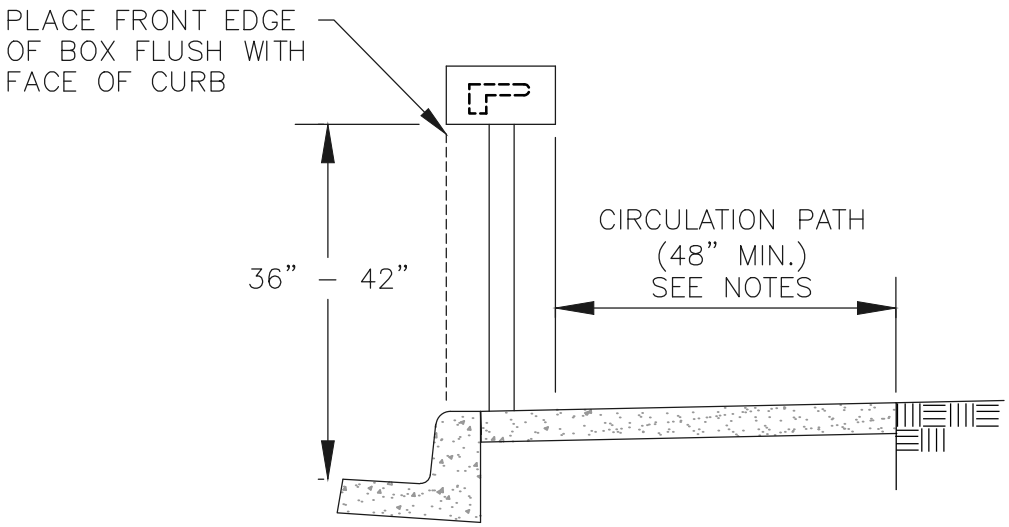


V-LOC DETAIL

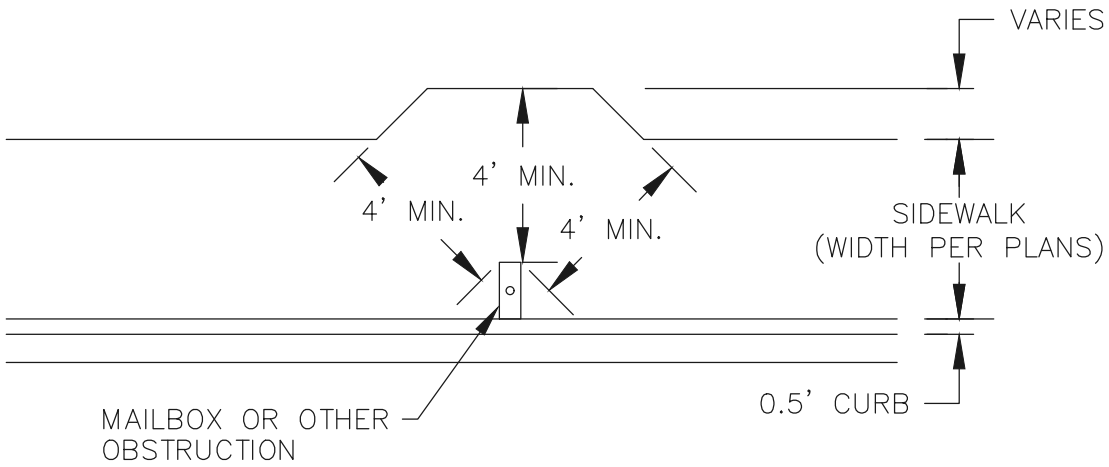
CITY OF CANBY

SINGLE MAILBOX LOCATION

BY: JT	DATE: 12-06-19	DWG NO: 119-B



PROFILE VIEW



PLAN VIEW

MAILBOX PLACEMENT DETAIL

SCALE: N.T.S.

NOTES:

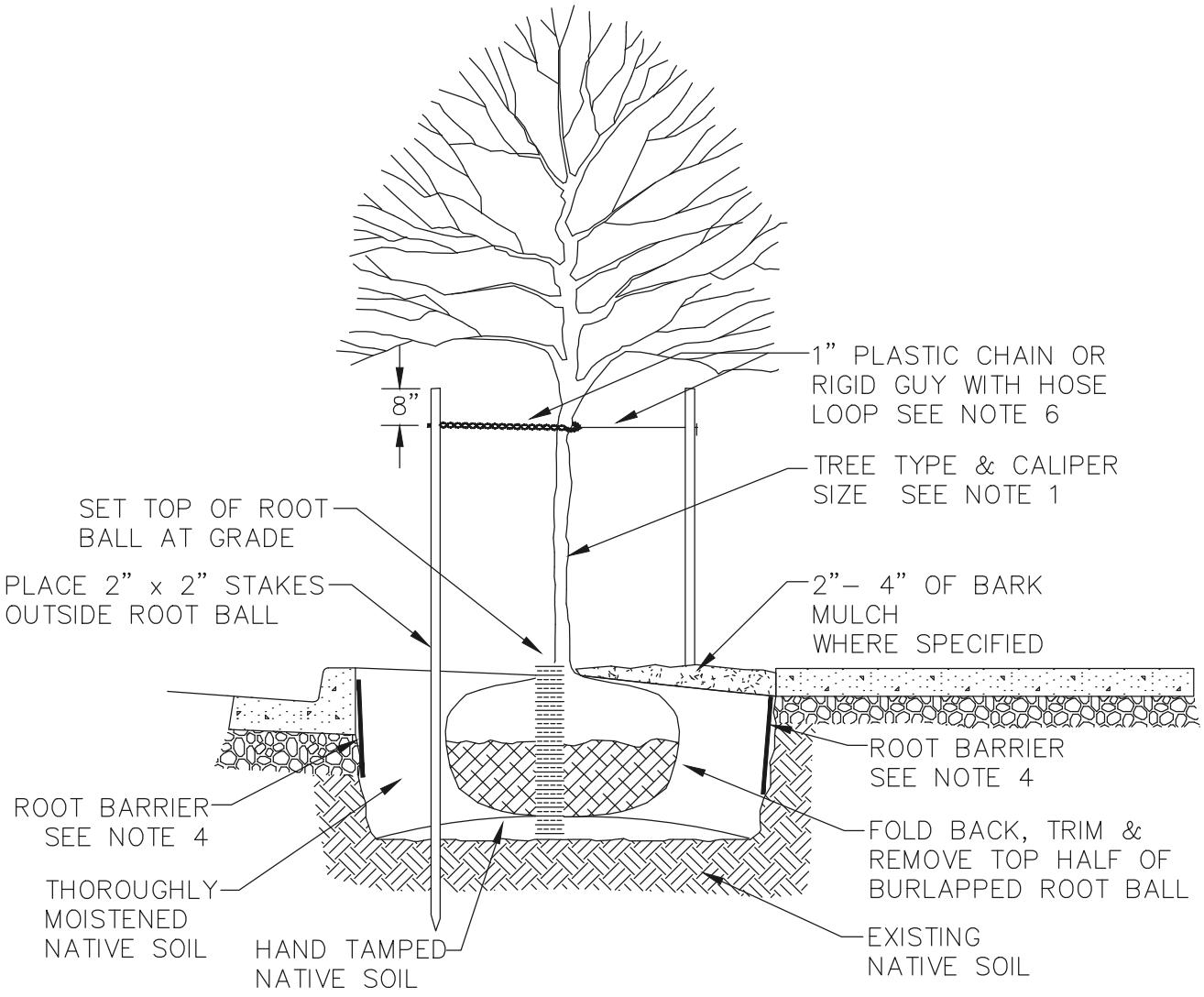
1. WHEN OBSTRUCTIONS ARE LOCATED WITHIN THE SIDEWALK THE CLEARANCE DIMENSION ARE APPLIED TO ALL DIRECTIONS.

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.

CITY OF CANBY	MAILBOX PLACEMENT		
	BY: JT	DATE: 12–06–19	DWG NO: 120



CROSS–SECTION

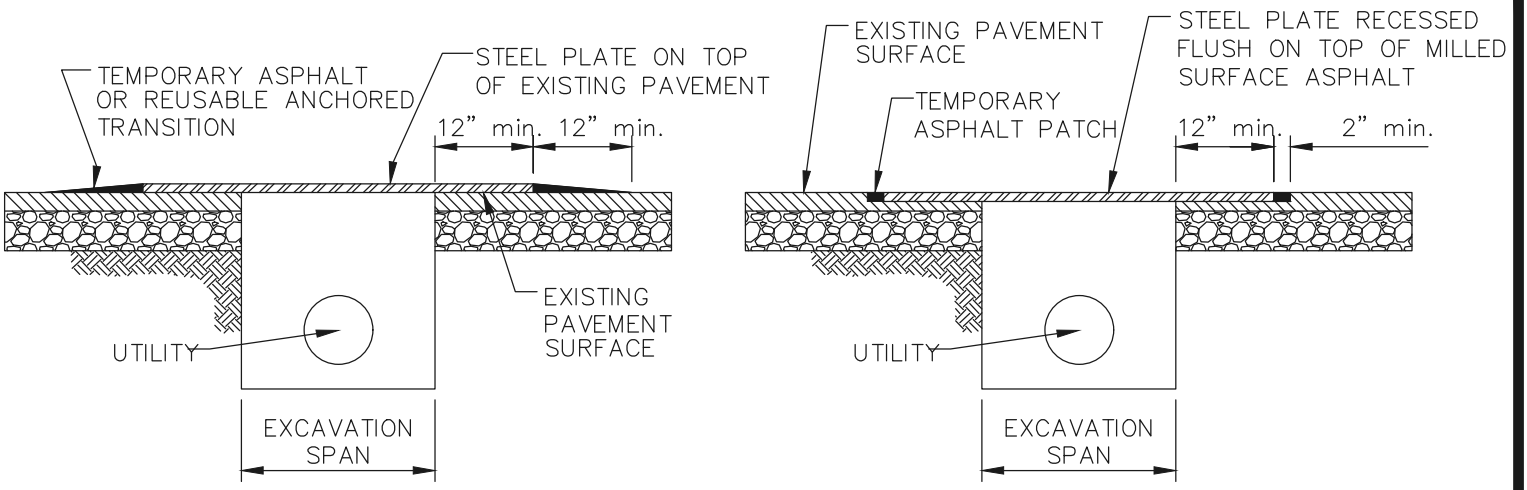
NOTES:

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.

CITY OF CANBY

STANDARD SIDEWALK TREEWELL

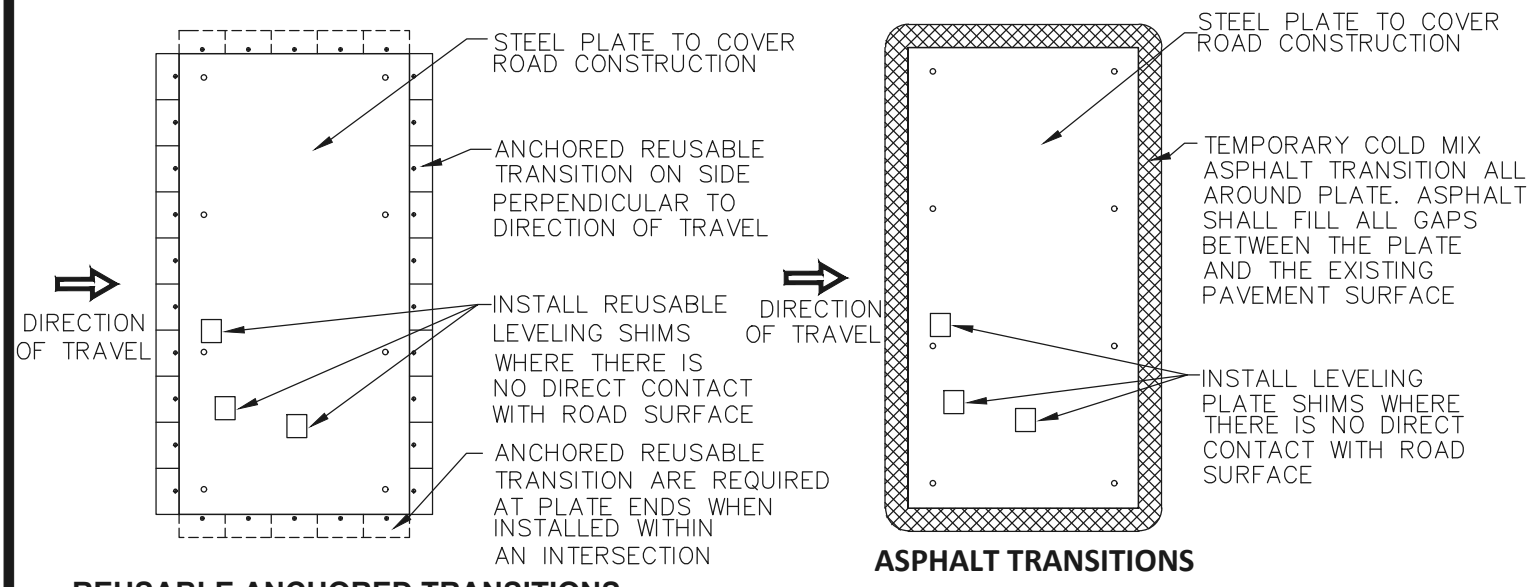
BY: JT	DATE: 12–06–19	DWG NO: 121



TYPE 1 **TYPE 2**

STEEL PLATE INSTALLATION

SCALE: NTS



REUSABLE ANCHORED TRANSITIONS **ASPHALT TRANSITIONS**

TRANSITIONS

SCALE: NTS

CITY OF CANBY	TEMPORARY STEEL PLATES		
	BY: JT	DATE: 12-06-19	DWG NO: 122

W8-24

STEEL PLATE INSTALLATION	ROAD CLASSIFICATION	POSTED SPEED	MIN. PLATE THICKNESS
TYPE 1	LOCAL ROAD & ALLEY	LESS THAN 35 MPH	1 INCH
TYPE 2	COLLECTOR & ARTERIAL	35 MPH and greater	1–1/4 INCH

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.

CITY OF CANBY

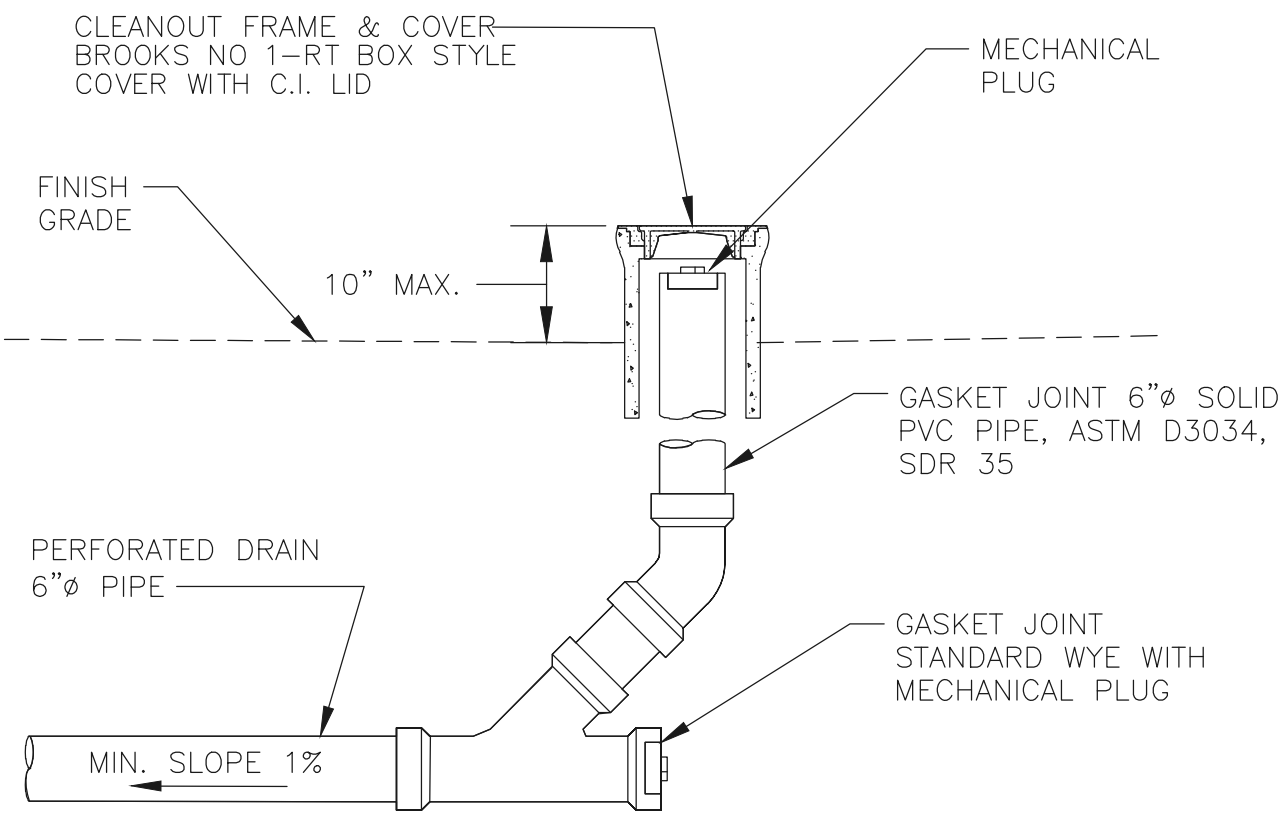
TEMPORARY STEEL PLATES

BY: JT	DATE: 12–06–19	DWG NO: 123

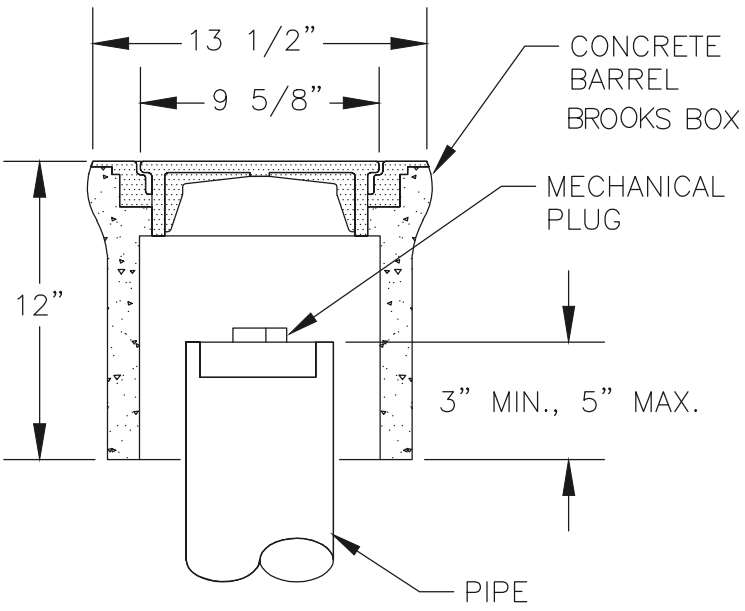
NO ADA RAMP DETAILS ARE PROVIDED.

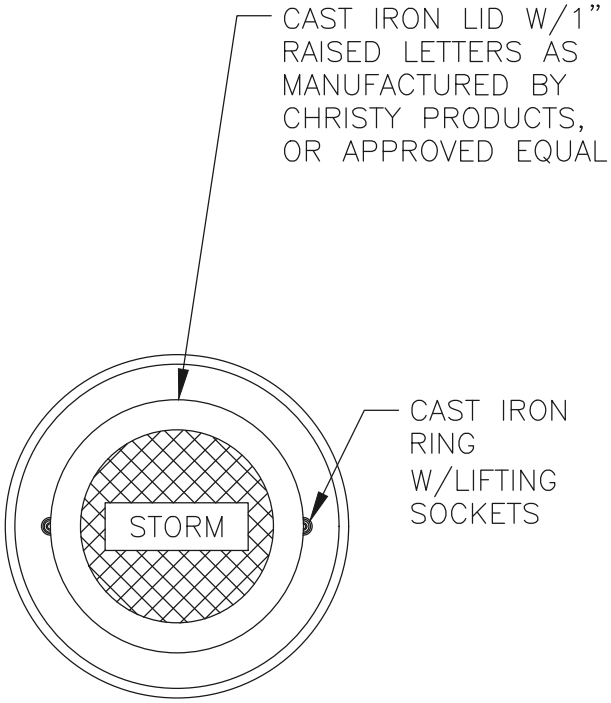
ALL ADA RAMPS SHALL BE CONSTRUCTED FROM THE MOST CURRENT ODOT STANDARD DRAWINGS.

CITY OF CANBY	ADA RAMP SPECIFICATIONS		
	BY: JT	DATE: 12-06-19	DWG NO: 124

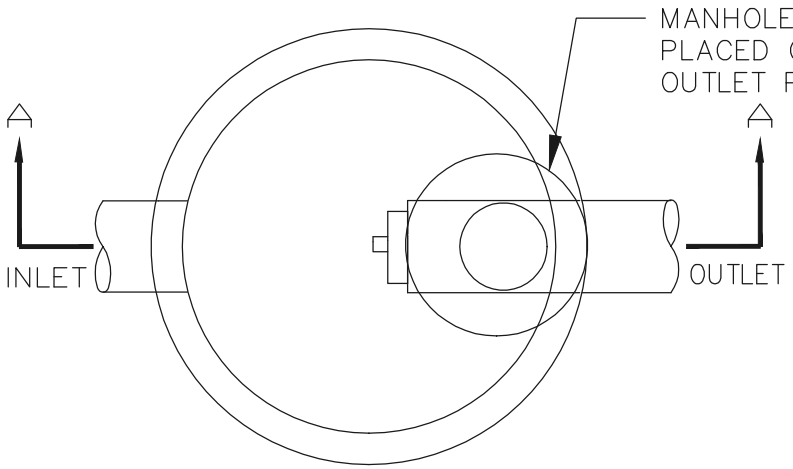


SECTION VIEW





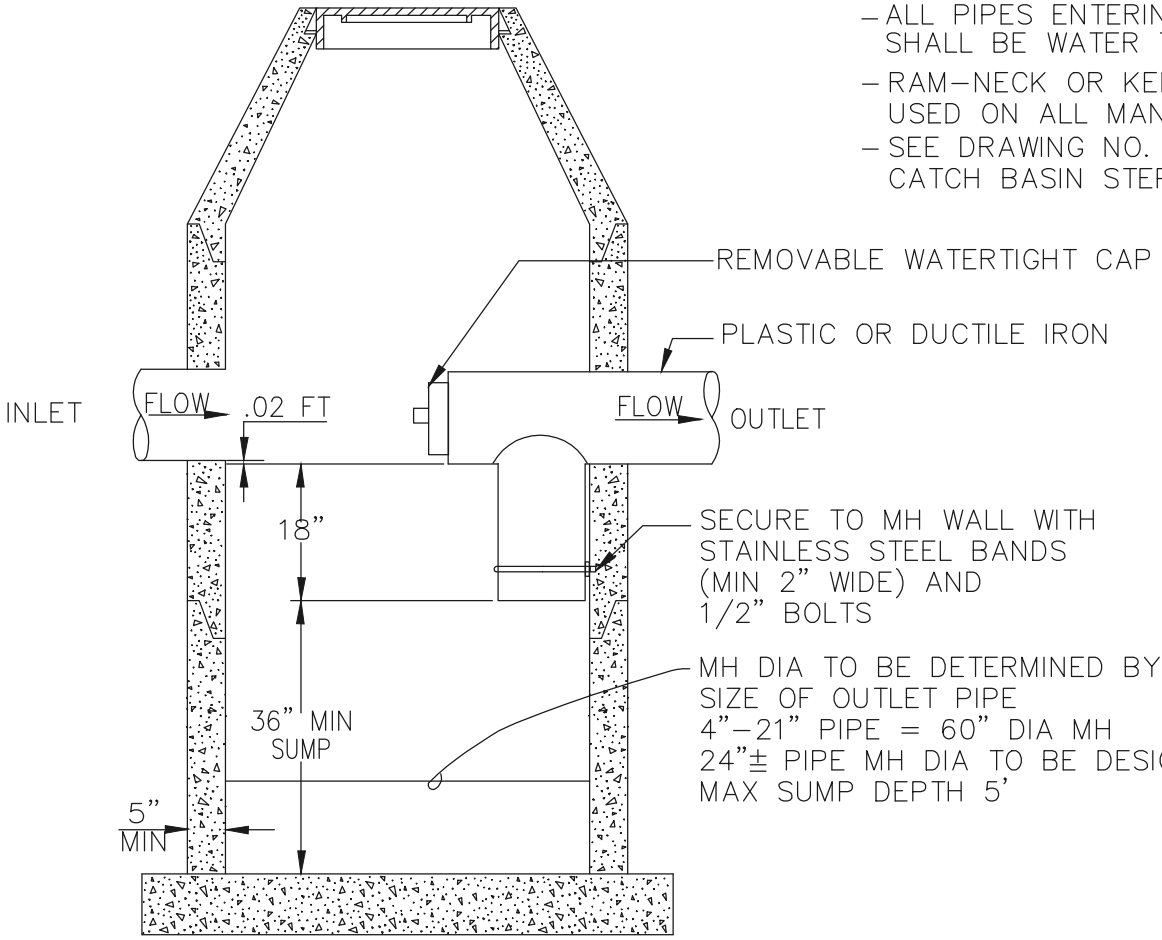
CITY OF CANBY	STORM CLEAN-OUT (PRIVATE OR PUBLIC)		
	BY: JT	DATE: 12–06–19	DWG NO: 200



PLAN

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

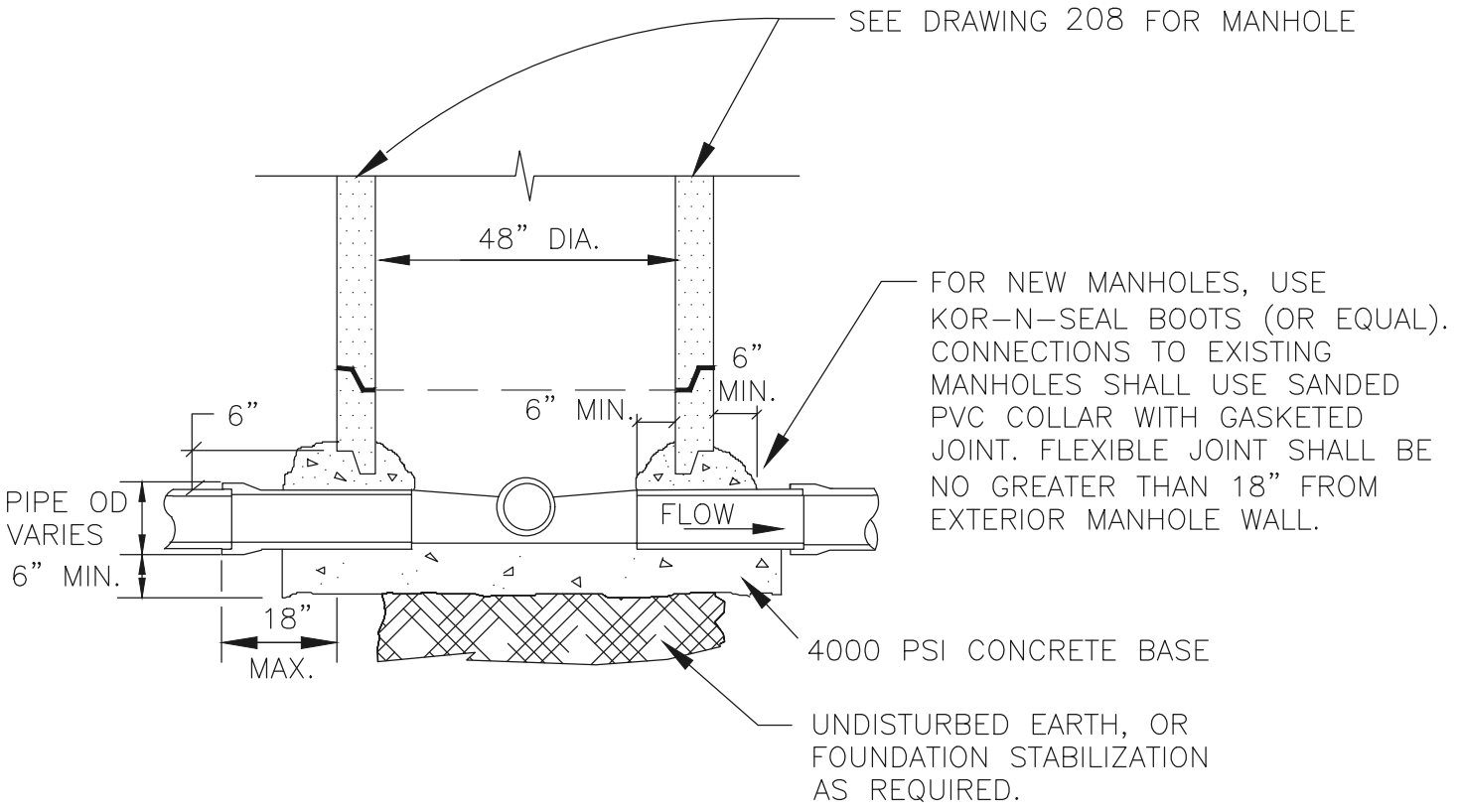
SUMP VOLUME REQUIREMENTS

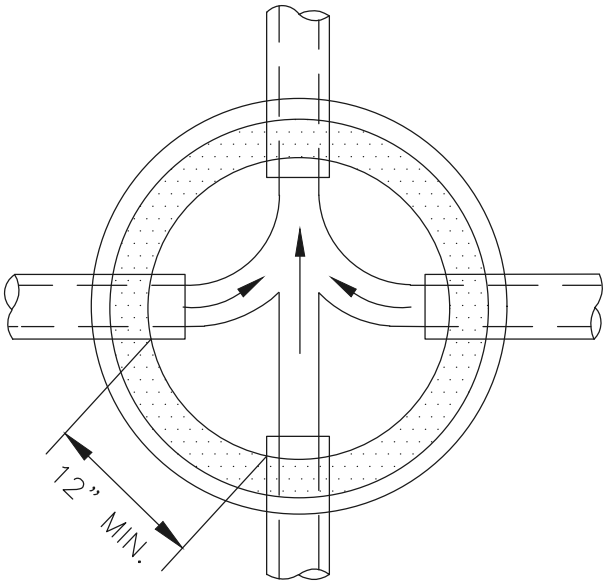
SINGLE FAMILY RESIDENTIAL	3.5 CF/ACRE
MULTI FAMILY RESIDENTIAL	22.0 CF/ACRE
COMMERCIAL/INDUSTRIAL	94.0 CF/ACRE

CITY OF CANBY

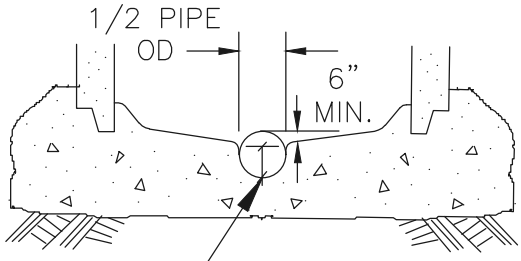
POLLUTION CONTROL MANHOLE

BY:	DATE:	DWG NO:
JT	12-06-19	201





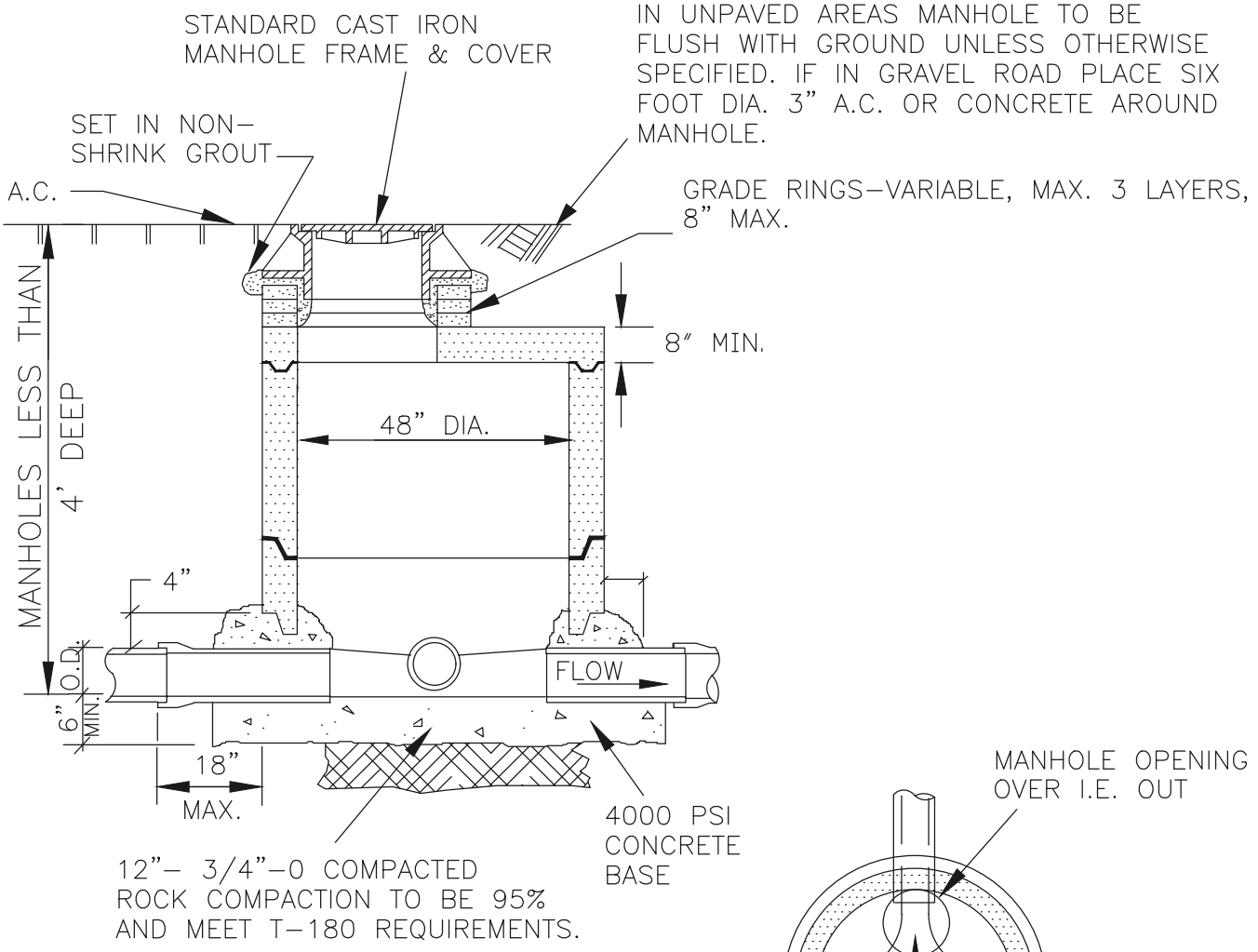
PLAN



MANHOLE BASE

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



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.

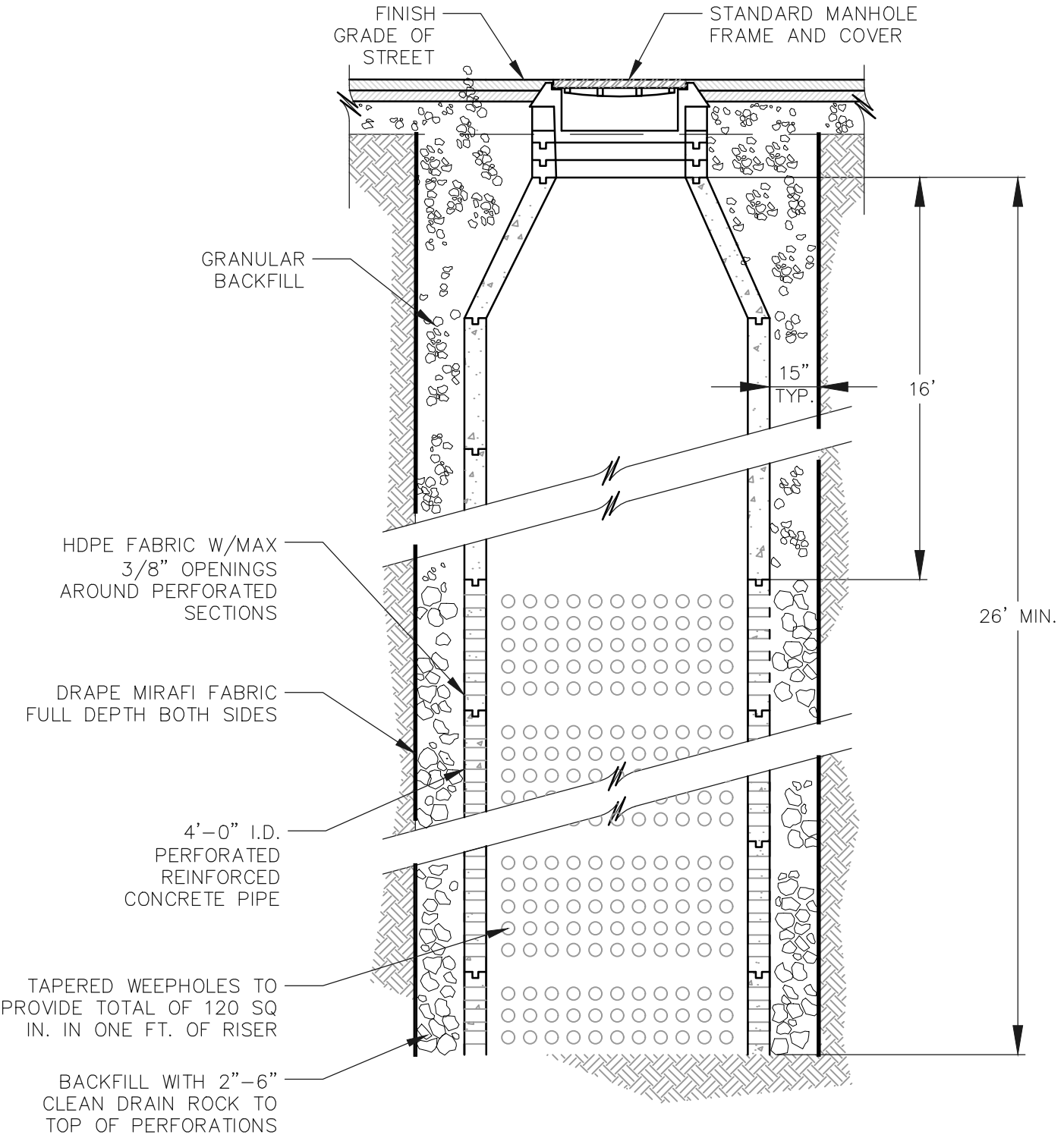
ALL MANHOLES SHALL HAVE A 12" MIN. 24" MAX. BOTTOM RISER, TO BE BEDDED AS THE CONCRETE IN THE BASE TAKES ITS INITIAL SET.

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



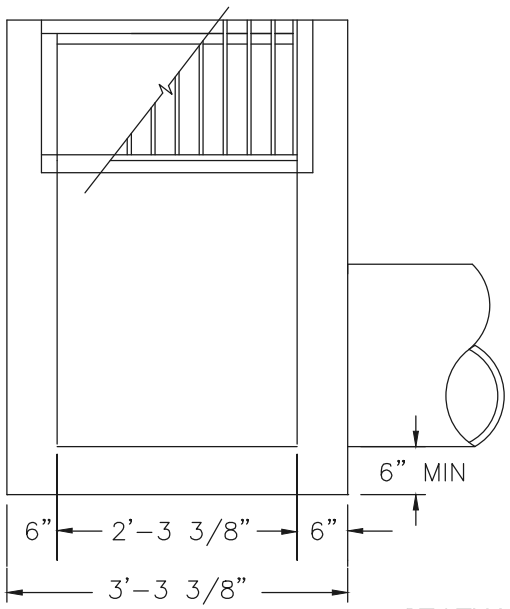
NOTE:

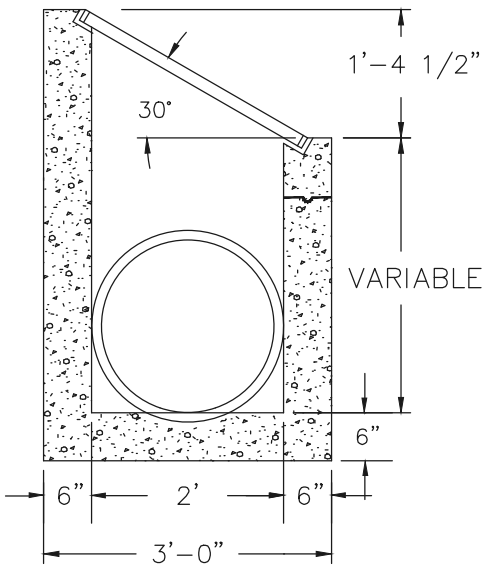
AFTER COMPLETION, CONTRACTOR SHALL POUR 3,000 GALLONS OF WATER INTO THE DRYWELL, AS WELL AS AN ADDITIONAL 3,000 GALLONS OUTSIDE OF THE WELL WITHIN 5 MINUTE INTERVAL. THIS SIMULATES A TYPICAL STORM.

CITY OF CANBY

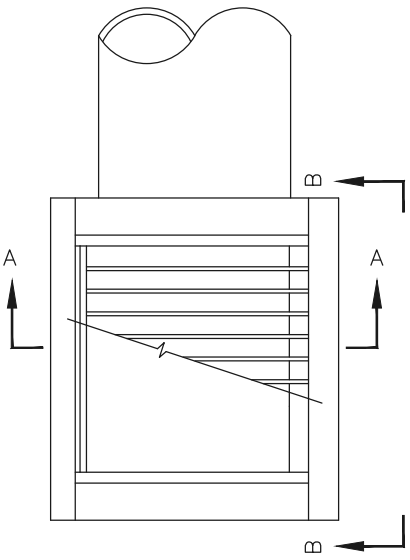
48" DIAMETER DRYWELL

BY: JT	DATE: 12-06-19	DWG NO: 204



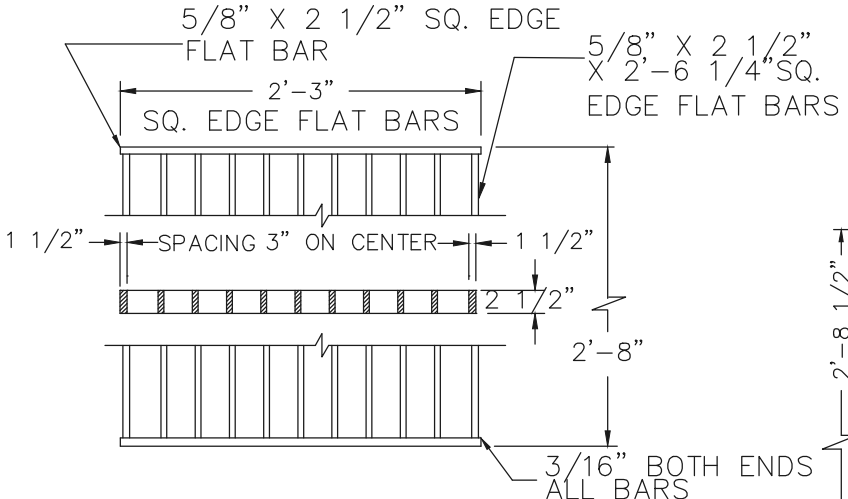


SECTION A - A

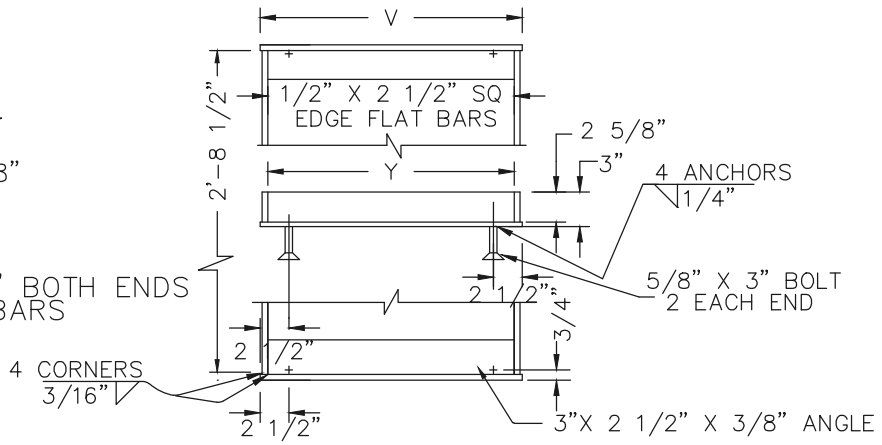


PLAN

SECTION B - B



DITCH INLET GRATE



NOTE:
3/8" CROSS BARS SHALL BE FLUSH WITH THE GRATE SURFACE AND MAY BE FILLET WELDED, RESISTANCE WELDED OR ELECTROFORGED TO BEARING BARS.

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."

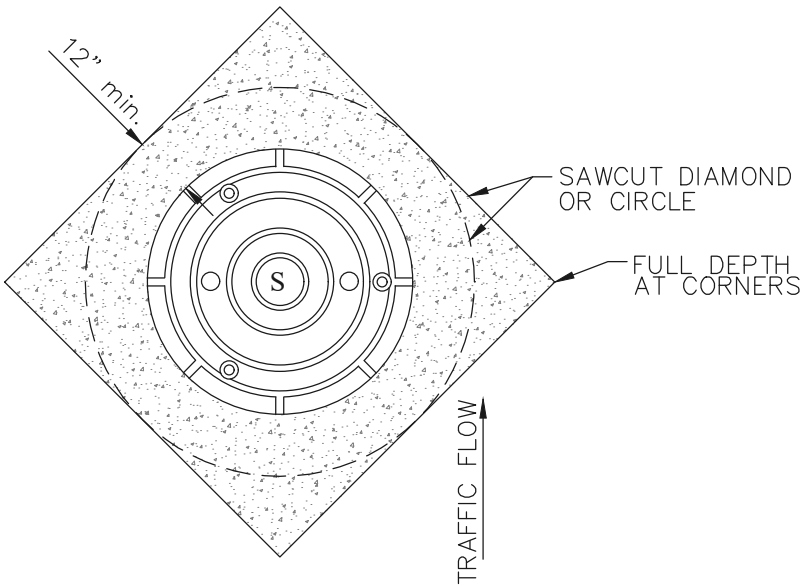
DITCH INLET FRAME

INLET TYPE	V	Y	Y_1	NO. OF BARS	TYPE
D	2'-4 3/4"	2'-3 3/8"	2'-3"	9	1

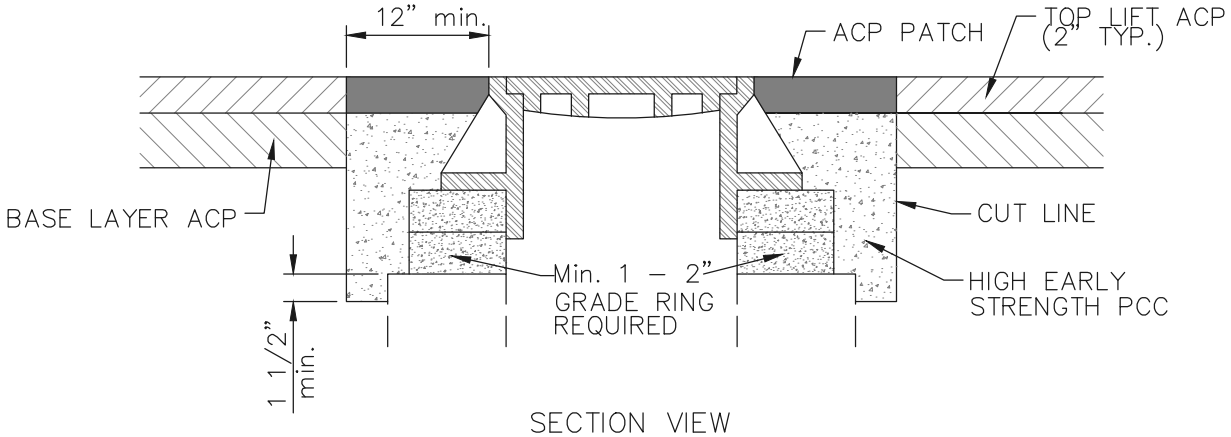
CITY OF CANBY

DITCH INLET

BY: JT	DATE: 12-06-19	DWG NO: 205



PLAN VIEW



SECTION VIEW

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

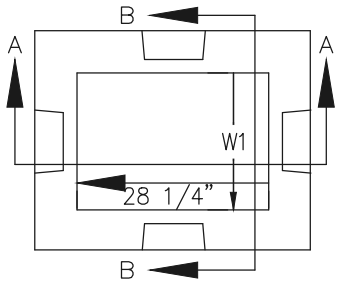
STEP 3: BACKFILL WITH HIGH EARLY STRENGTH PCC AND ACP TO DEPTHS AS DIRECTED

STEP 4: APPLY SAND SEAL ON SURFACE AND SURFACE JOINT.

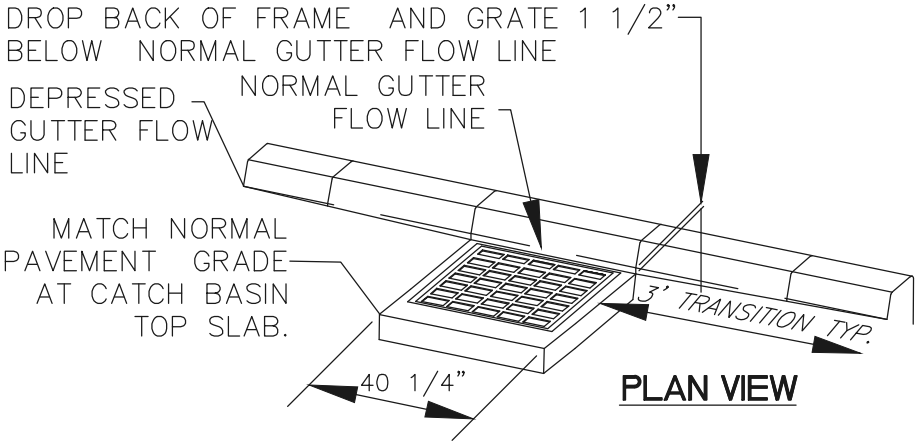
CITY OF CANBY

MANHOLE ADJUSTMENT IN ASPHALT ROADWAY

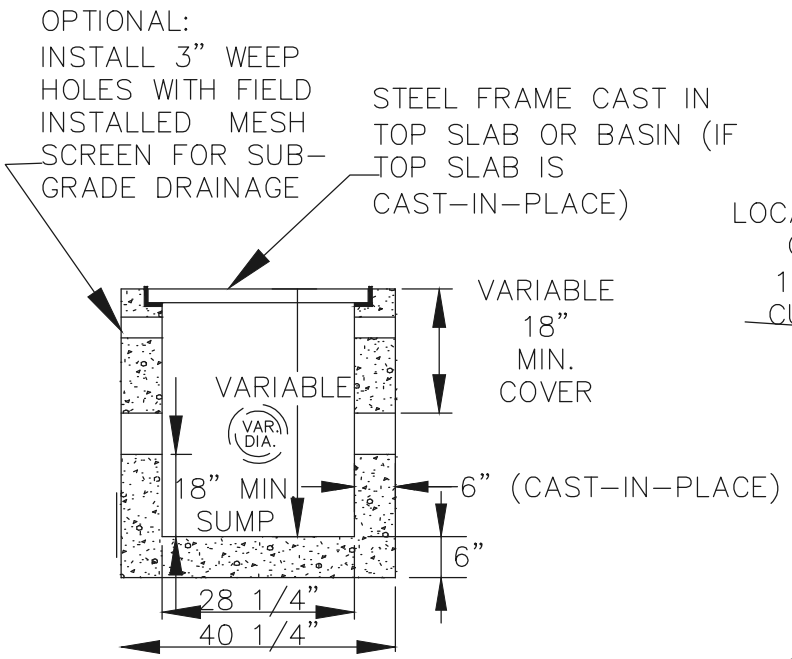
BY: JT	DATE: 12–06–19	DWG NO: 206



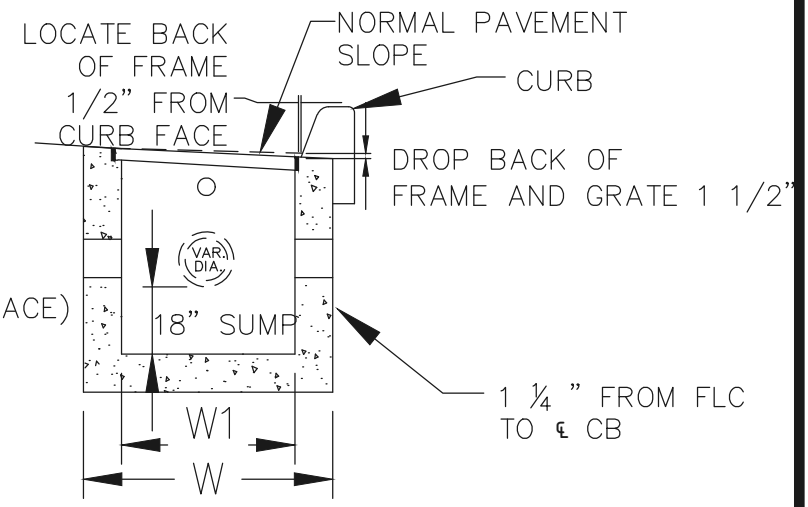
TOP VIEW



PLAN VIEW



SECTION A-A



SECTION B-B

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

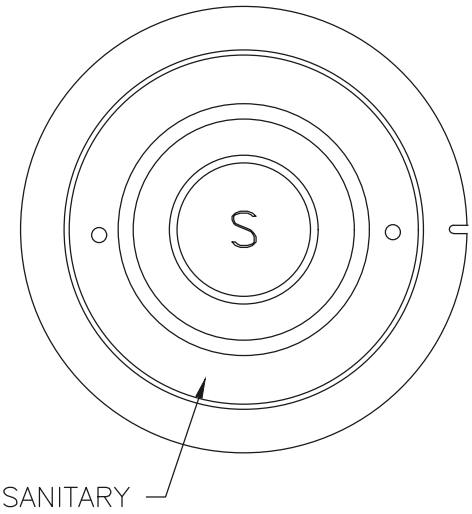
CATCH BASIN NOTES:

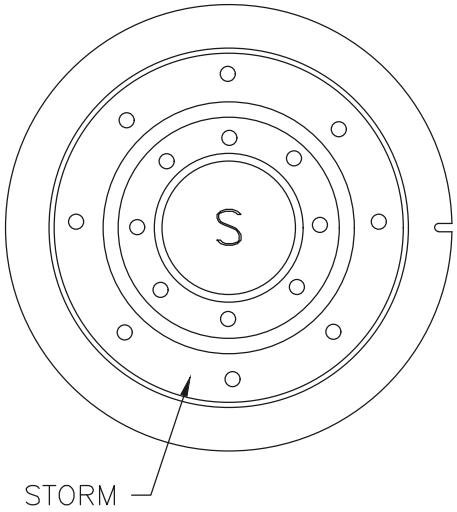
1. CONCRETE STRENGTH SHALL BE 3000 PSI.
2. PRECAST BASE WALLS SHALL BE A MINIMUM 4" THICK. CAST-IN-PLACE BASE WALLS SHALL BE 6" THICK.
3. THIS OPTION IS APPROVAL BASED BY THE CITY'S PUBLIC WORKS DEPARTMENT.

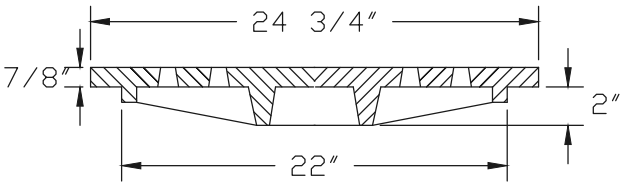
CITY OF CANBY

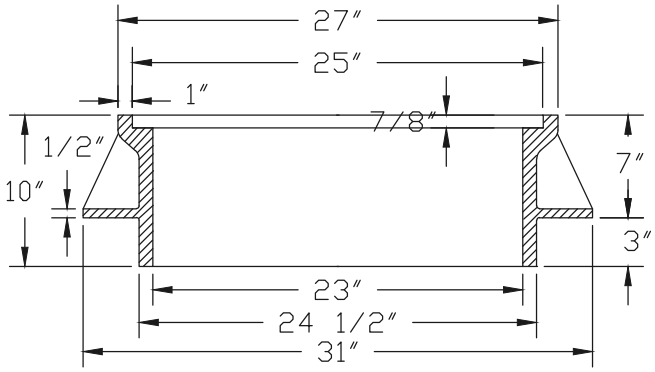
TYPE G-2 CATCH BASIN

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









CAST IRON STANDARD

APPROX. WT. – 387 LBS.

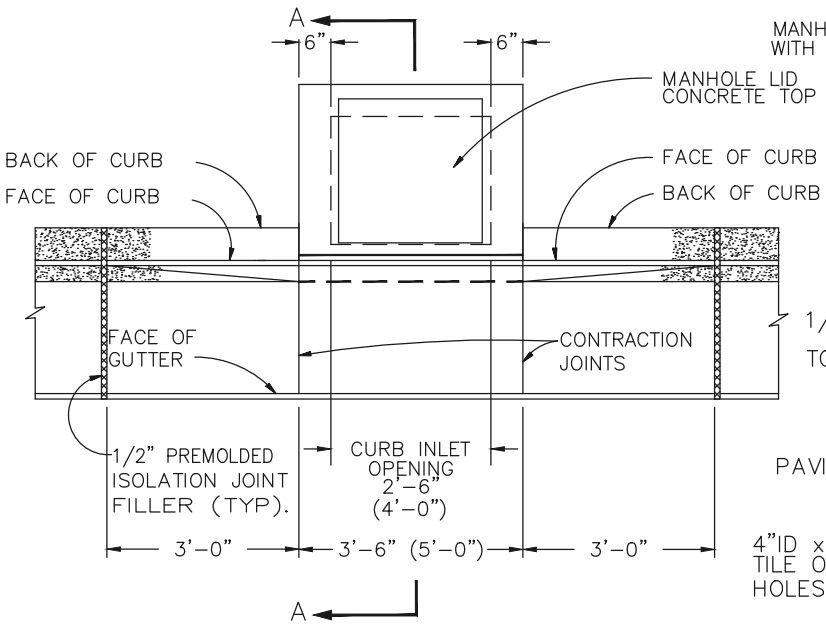
NOTES:

1. COVER AND FRAME TO BE MACHINED FOR TRUE BEARING.
2. MATERIAL SHALL BE GREY CAST IRON A.S.T.M. A–48 CLASS 30.
3. SUBURBAN FRAMES ARE ONLY AUTHORIZED TO BE USED IN NON–VEHICULAR AREAS.

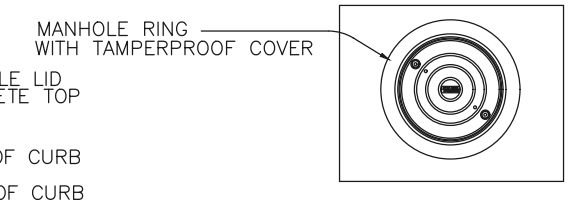
CITY OF CANBY

MANHOLE FRAMES & COVERS - STORM & SANITARY SEWER

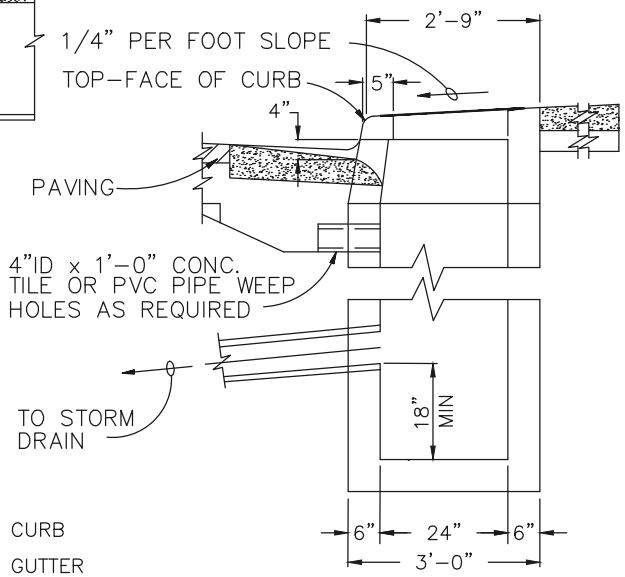
BY: JT	DATE: 12–06–19	DWG NO: 208



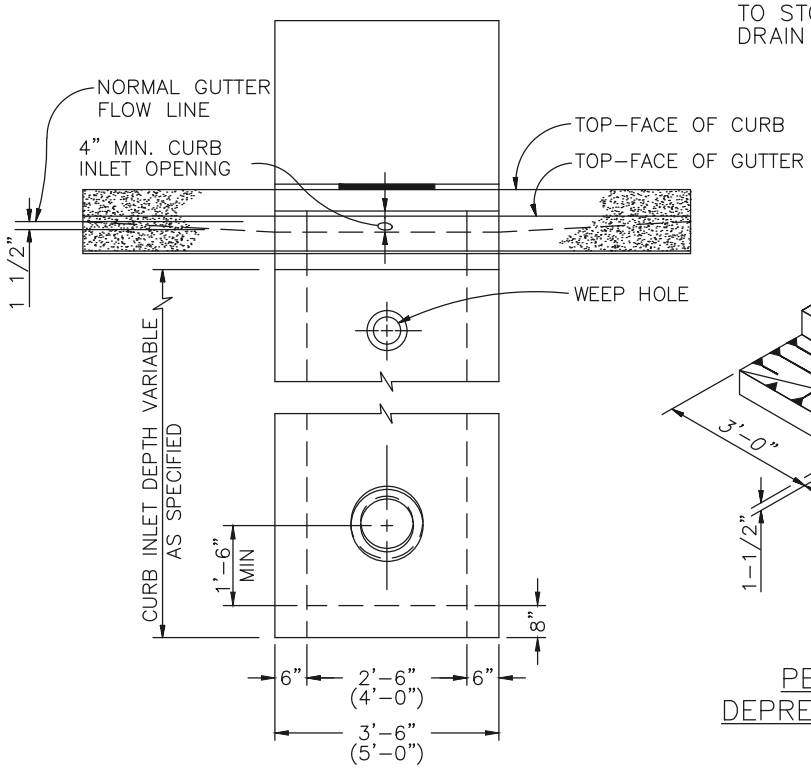
PLAN VIEW



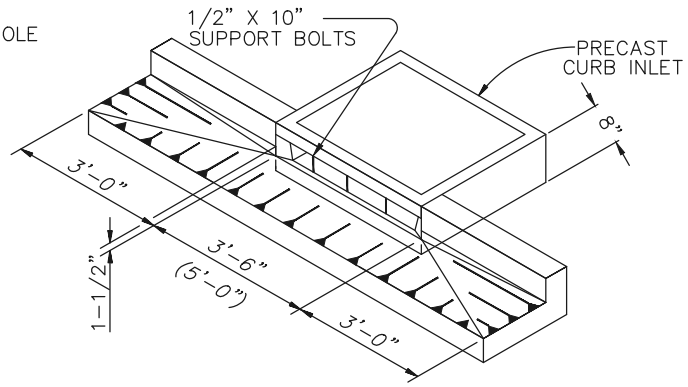
OPTIONAL COVER



SECTION A-A



FRONT VIEW



PERSPECTIVE VIEW SHOWING
DEPRESSED GUTTER AT CURB INLET

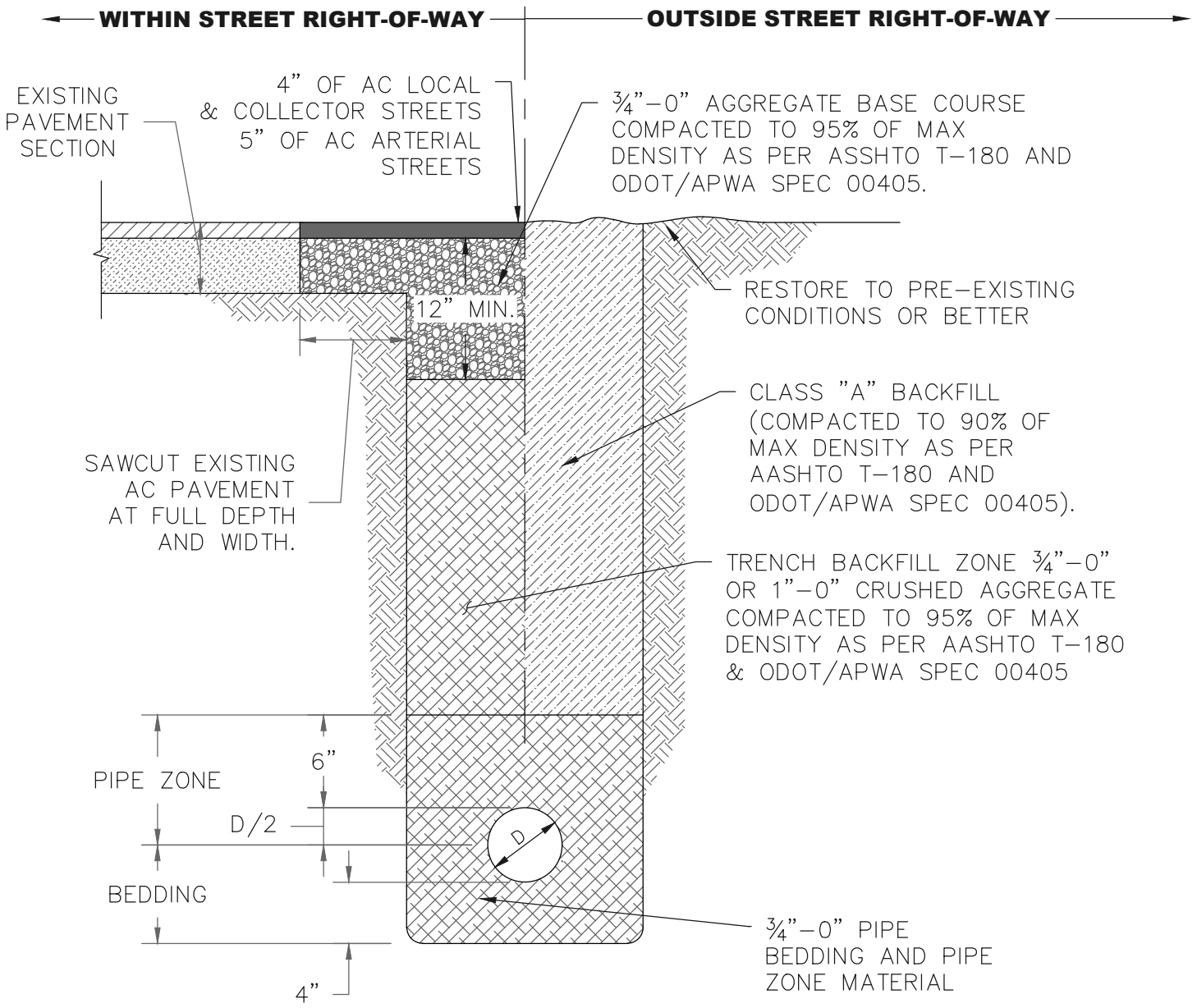
NOTES:

1. CURB INLET TOP AND BASE SHALL MEET H20 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

PRECAST CURB INLET

BY: JT	DATE: 12-06-19	DWG NO: 209



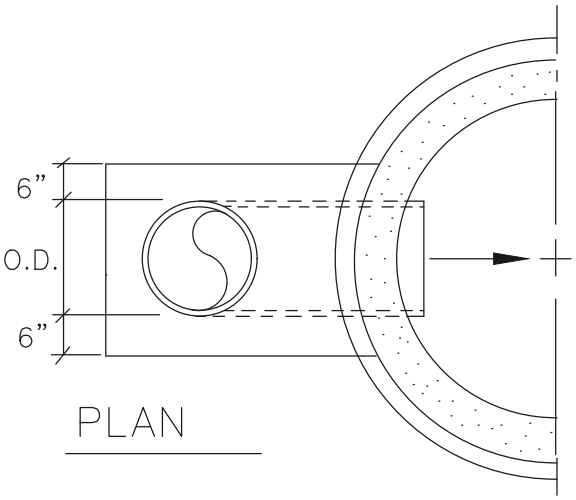
NOTES:

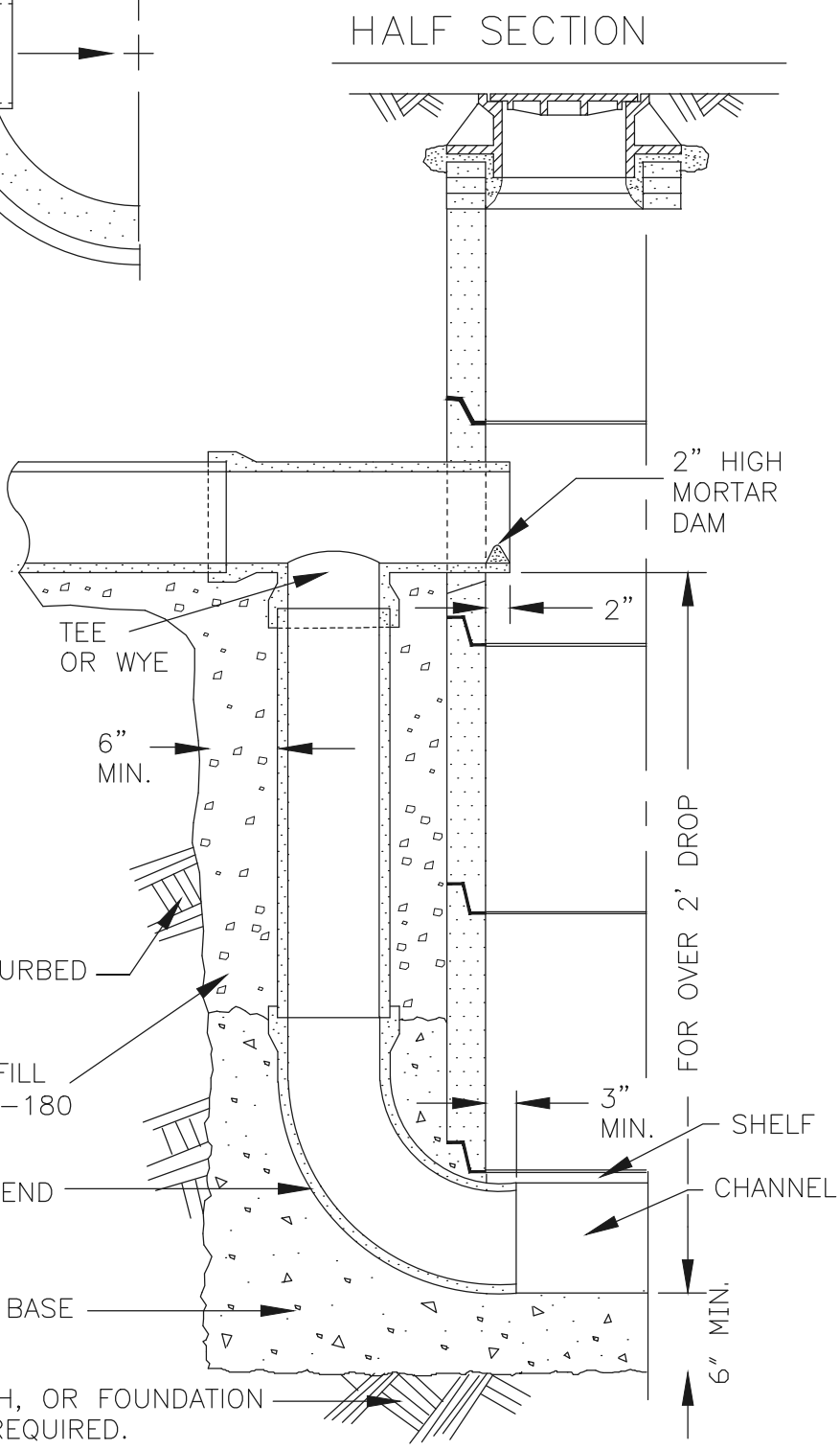
1. SAWCUT EDGES TO BE TACKED WITH EMULSIFIED ASPHALT.
2. ASPHALT JOINTS SHALL BE SAND SEALED WITH CRS–1 OR CRS–2 EMULSIFIED ASPHALT OR EQUIVALENT.

CITY OF CANBY

TRENCH DETAIL

BY: JT	DATE: 12–06–19	DWG NO: 210

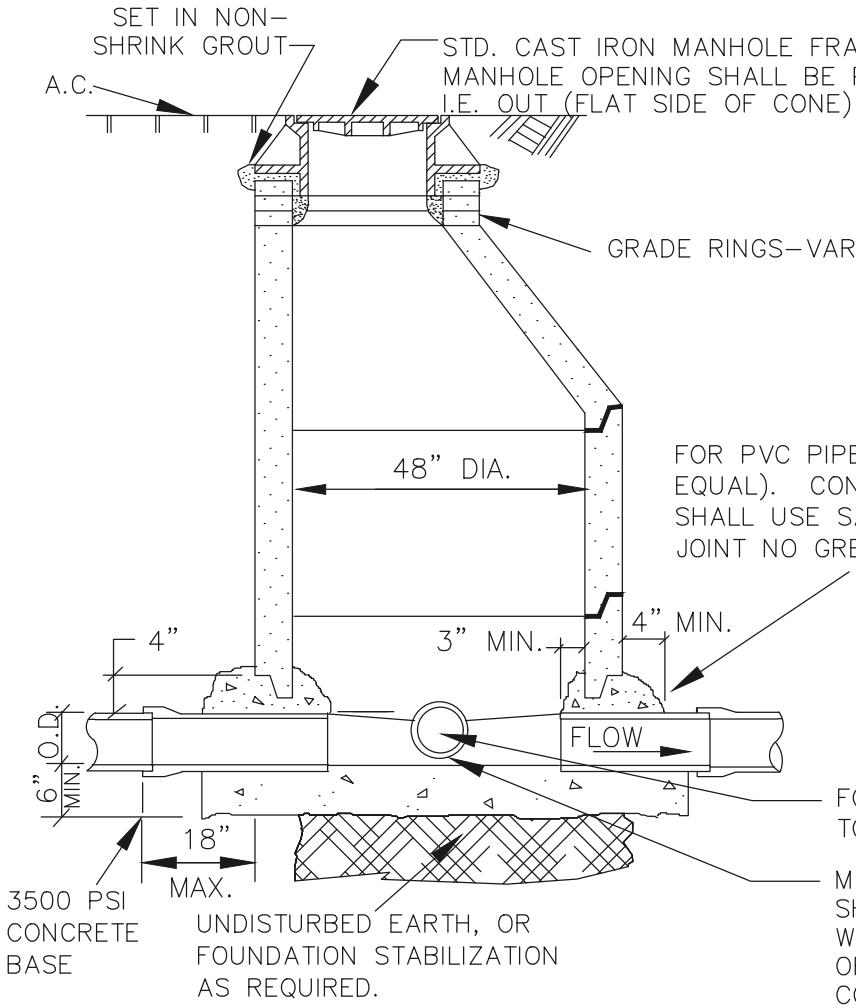




NOTES:

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

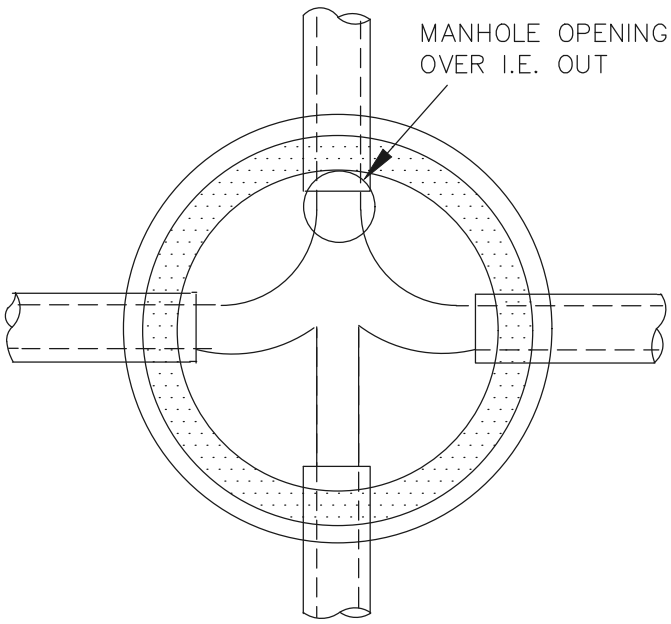


ALL MANHOLES SHALL HAVE A 12" MIN. 24" MAX. BOTTOM RISER, TO BE BEDDED IN THE CONCRETE AS THE BASE TAKES ITS INITIAL SET.

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



PLAN

CITY OF CANBY

MANHOLE - STORM & SANITARY SEWER

BY:	DATE:	DWG NO:
JT	12-06-19	300

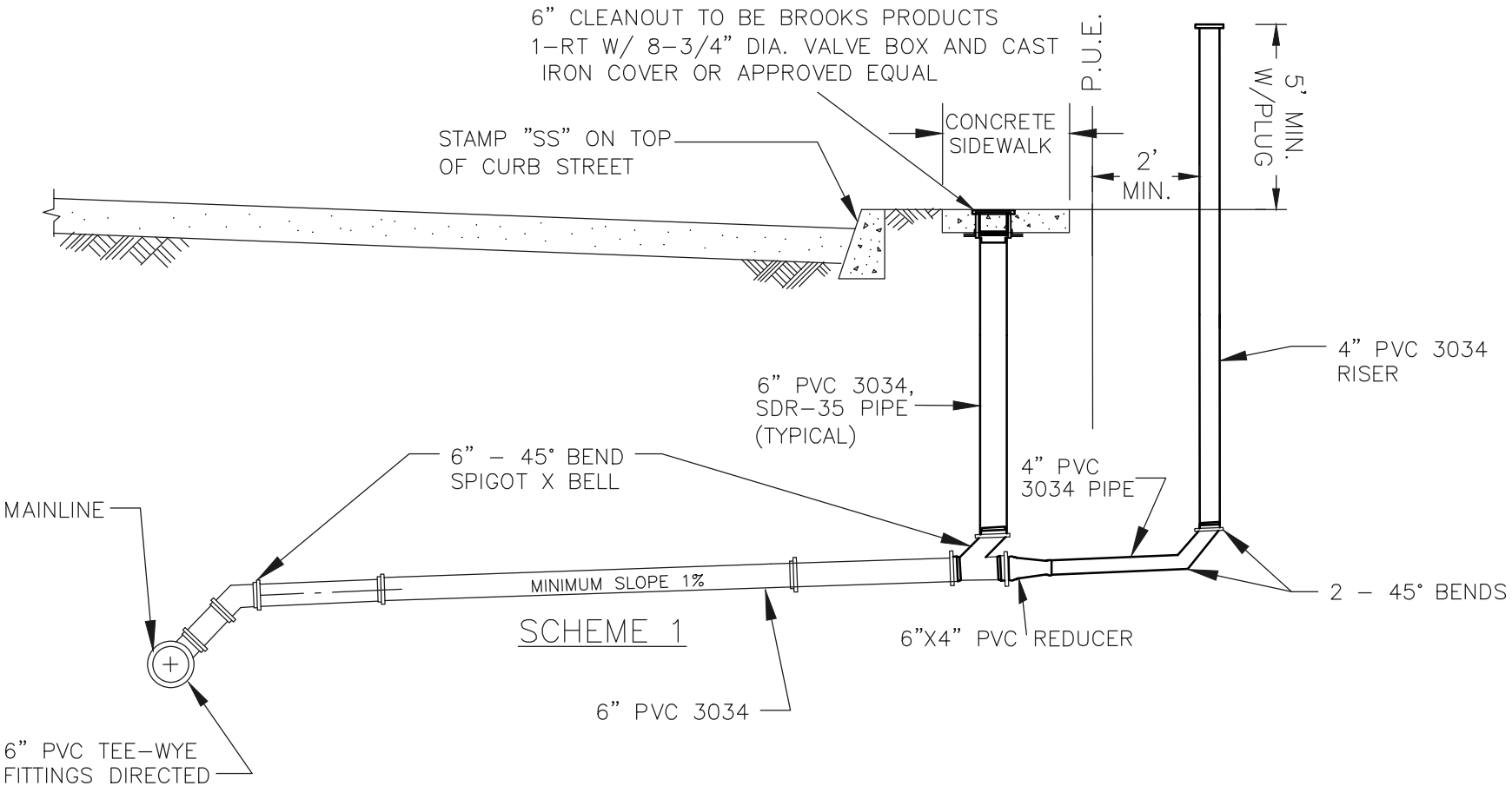
CITY OF CANBY

SANITARY SEWER LATERAL

BY: JT

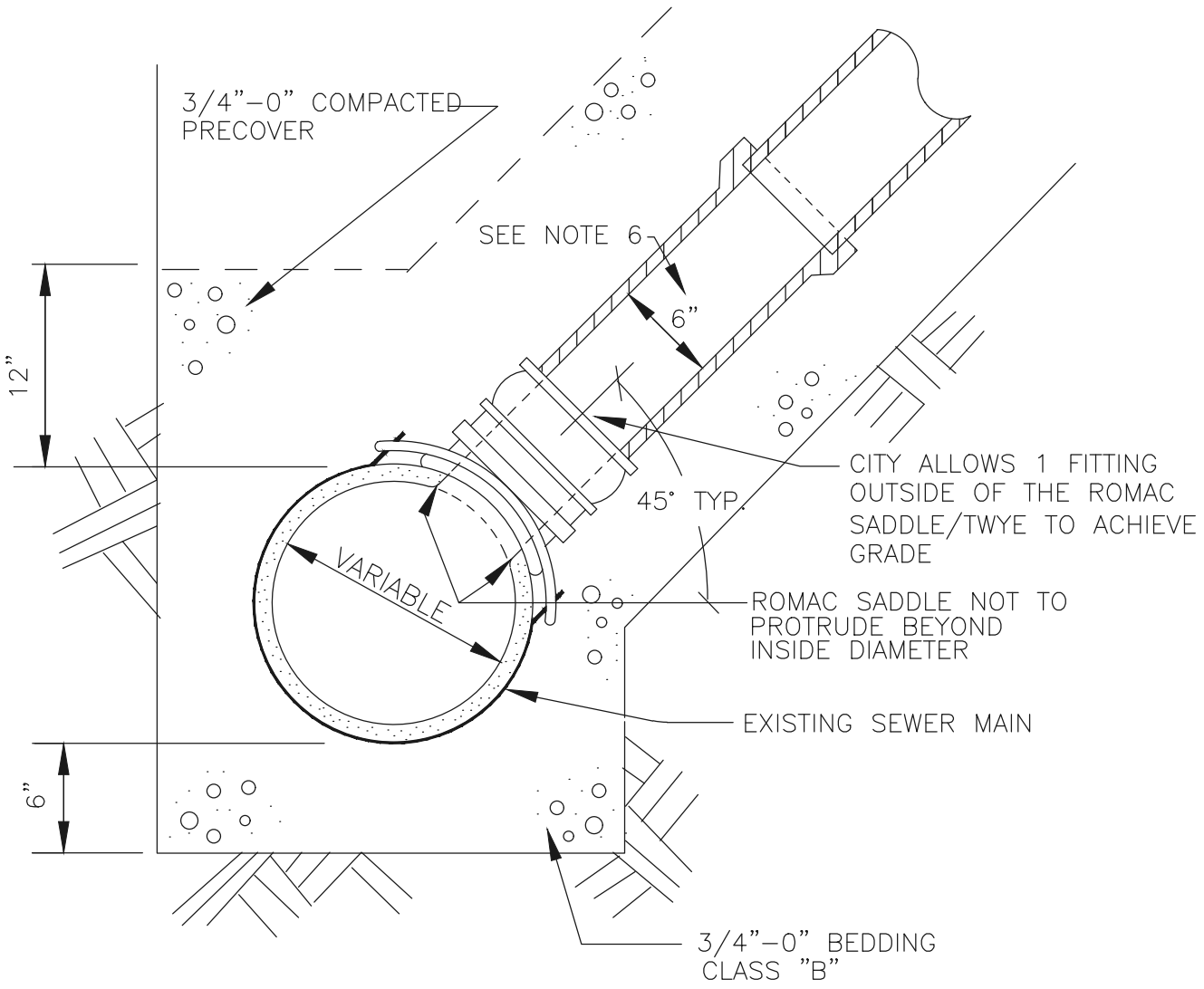
DATE: 4-02-21

DWG NO: 301



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.



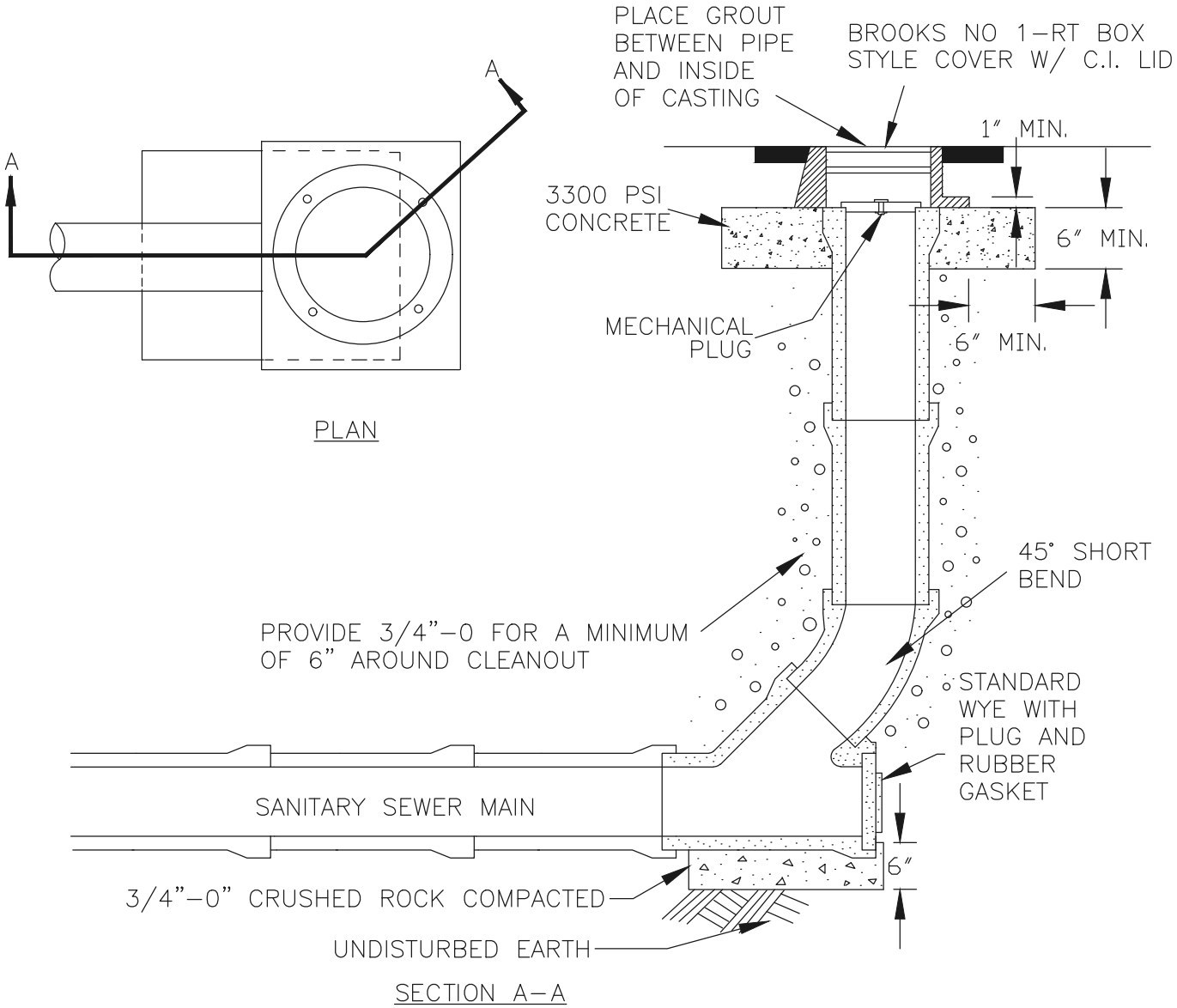
NOTES:

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.

CITY OF CANBY

SANITARY SEWER SERVICE TAP TO EXISTING SEWERS

BY: JT	DATE: 12–06–19	DWG NO: 302



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