

CITY OF MILLERSBURG, OREGON

for the construction of the
TRANSITION PARKWAY AND LINEAR PARK

VOLUME 3
STANDARD DETAILS

Project No. 2022-006

Bid Documents

JACOBS

Corvallis, Oregon

May 2024

This project was funded in part with a financial award from the Special Public Works Fund, funded by the Oregon State Lottery and administered by the Oregon Infrastructure Finance Authority.

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SEALS PAGE

DETAILS
SERIES 2600



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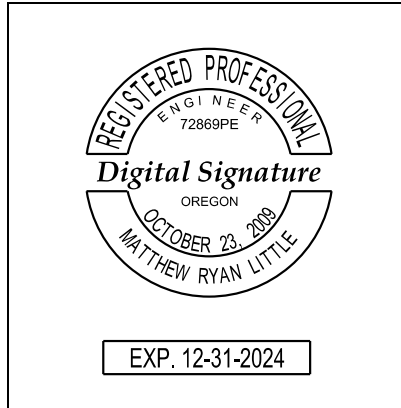
May 23, 2024

Donald Wagner

CITY OF MILLERSBURG
TRANSITION PARKWAY AND LINEAR PARK

DETAILS

SERIES 3100, 3300

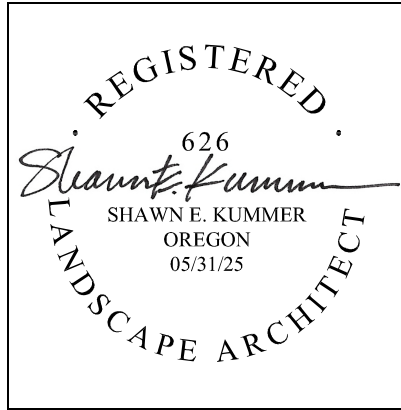


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May 23, 2024

Matthew Little

DETAILS
SERIES 3200



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May 23, 2024
Shawn Kummer

**TRANSITION PARKWAY AND LINEAR PARK
INDEX TO STANDARD DETAILS
VOLUME 3**

THIS PROJECT WAS FUNDED IN PART WITH A FINANCIAL AWARD FROM THE SPECIAL PUBLIC WORKS FUND,
FUNDED BY THE OREGON STATE LOTTERY AND ADMINISTERED BY THE OREGON INFRASTRUCTURE FINANCE
AUTHORITY.

DETAIL NUMBER	DETAIL DESCRIPTION
SERIES 2600	
2605-008B	DEVICE MOUNTING SIDE MOUNTED PEDESTAL - ALUMINUM
2605-202	GROUND TEST WELL
2605-309	FLUSH CONDUIT STUB
2605-423B	TRENCH AND CONDUIT PLACEMENT
2605-445	CONDUIT HANDHOLE/MANHOLE ENTRANCE
2642-842	FLANGED JOINT BOND
2642-846	MECHANICAL JOINT BOND
2642-930	INSULATED FLANGES
2642-932	INSULATED BOLTS AT TAPPED VALVE FLANGES
2642-933	EXISTING DUCTILE IRON PIPE CONNECTION
SERIES 3100	
3123-120	TRENCH PIPE CROSSING
3125-130	GRAVEL CONSTRUCTION ENTRANCE
3125-135A	CONCRETE WASHOUT
3125-135B	CONCRETE WASHOUT
3125-140	TEMPORARY STOCKPILE COVERING
3125-150	EROSION CONTROL BLANKET ON SLOPE
3125-151	EROSION CONTROL BLANKET IN DITCH
3125-165	SILT FENCE
3125-170	BIOFILTER BAGS IN DITCHES
3125-186	BIOFILTER BAG INLET BARRIER
SERIES 3200	
3215-260	GRAVEL SURFACING
3231-411	42" CHAIN LINK FENCE
3284-510	IRRIGATION TRENCHING
3284-515	PIPE SLEEVE
3284-520	REMOTE CONTROL VALVE AND BOX
3284-521	REMOTE CONTROL AND PRESSURE REDUCING VALVES
3284-530	AUTOMATIC CONTROLLER - INSTALLATION IN ELECTRICAL CABINET
3284-541	ROTARY POP-UP SPRINKLER
3284-542	POP-UP SPRAY HEAD
3284-543	SPRAY HEAD
3284-544	BUBBLER HEAD
3284-610	LARGE TREE PLANTING
3284-611	MEDIUM TREE PLANTING
3284-612	SMALL TREE PLANTING
3284-613	CONTAINER TREE PLANTING
3284-614	TREE PLANTING ON SLOPE
3284-620	EVERGREEN TREE PLANTING
3284-621	EVERGREEN TREE PLANTING ON SLOPE
3284-630	SHRUB PLANTING FROM CONTAINER
3284-635	GROUND COVER PLANTING
3284-640	PLANT SPACING
SERIES 3300	
3305-740	CLEANOUT
3305-954	PERMANENT BOLLARD

3305-960	PIPE MARKER POST
3344-780	CATCH BASIN
3344-782	CATCH BASIN FRAME AND GRATE

CITY OF ALBANY STANDARD DETAILS

NO. 204	PIPE ZONE AND BEDDING DETAILS FOR STANDARD UTILITY TRENCH
NO. 205	STANDARD UTILITY TRENCH BACKFILL DETAIL
NO. 206A	TEE CUT PAVEMENT RESTORATION
NO. 208	TYPICAL SIGN INSTALLATION
NO. 209	TYPICAL STREET NAME SIGN
NO. 304	DETAILS FOR TYPICAL CURB AND GUTTER CONFIGURATIONS
NO. 308	RESIDENTIAL AND COMMERCIAL DRIVEWAYS WITH SETBACK SIDEWALK
NO. 315	GENERAL CURB RAMP DETAILS
NO. 316	PERPENDICULAR CURB RAMP
NO. 317	PERPENDICULAR CURB RAMP WITH RETURN CURBS
NO. 318	PARALLEL CURB RAMP
NO. 319	DETECTABLE WARNING SURFACE DETAIL
NO. 401	STANDARD PRECAST MANHOLE
NO. 402	SHALLOW PRECAST MANHOLE DETAIL
NO. 407	STANDARD MANHOLE FRAME & COVER
NO. 409	POST-CONSTRUCTION MANHOLE FRAME AND COVER ADJUSTMENT
NO. 412	STANDARD PRECAST CONCRETE CURB INLET
NO. 413	STANDARD CURB INLET BASE
NO. 502	STANDARD VALVE BOX DETAIL
NO. 503	VALVE OPERATOR EXTENSION
NO. 504	STANDARD FIRE HYDRANT ASSEMBLY
NO. 506	STANDARD DEAD-END MAIN WITH BLOWOFF
NO. 508	1 1/2" AND 2" WATER SERVICES
NO. 510	WATER METER VAULTS
NO. 612	TYPICAL STREETSIDE CURB NOTCH PAVER SPLASH PAD

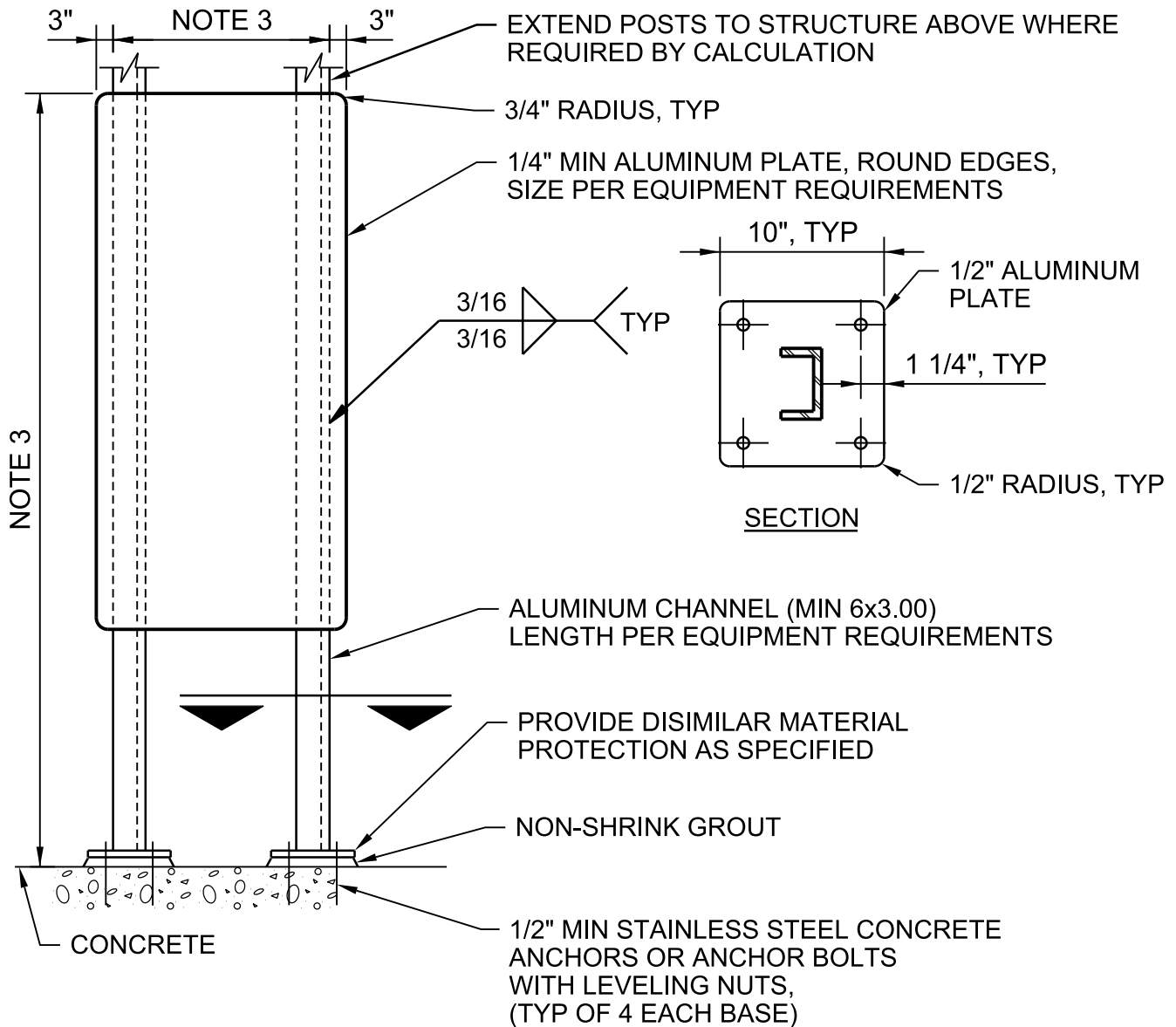
CLEAN WATER SERVICES STANDARD DETAILS

NO. 725	NON-STRUCTURAL INFILTRATION PLANTER/ RAIN GARDEN
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OREGON DEPARTMENT OF TRANSPORTATION DETAILS

RD150	SLOPE ROUNDING
RD370	DITCH INLET TYPE D
RD602	SHARED USE PATH PAVEMENT DETAILS
RD610	ASPHALT CONCRETE PAVEMENT (ACP) DETAILS
RD615	SURFACE EDGE DETAILS
RD1032	SEDIMENT BARRIER TYPE 8
TM206	SIGN BRACING DETAILS
TM500	PAVEMENT MARKING STANDARD DETAIL BLOCKS
TM501	PAVEMENT MARKING STANDARD DETAIL BLOCKS
TM503	PAVEMENT MARKING STANDARD DETAIL BLOCKS
TM820	TEMPORARY BARRICADES

JACOBS
STANDARD DETAILS



NOTES:

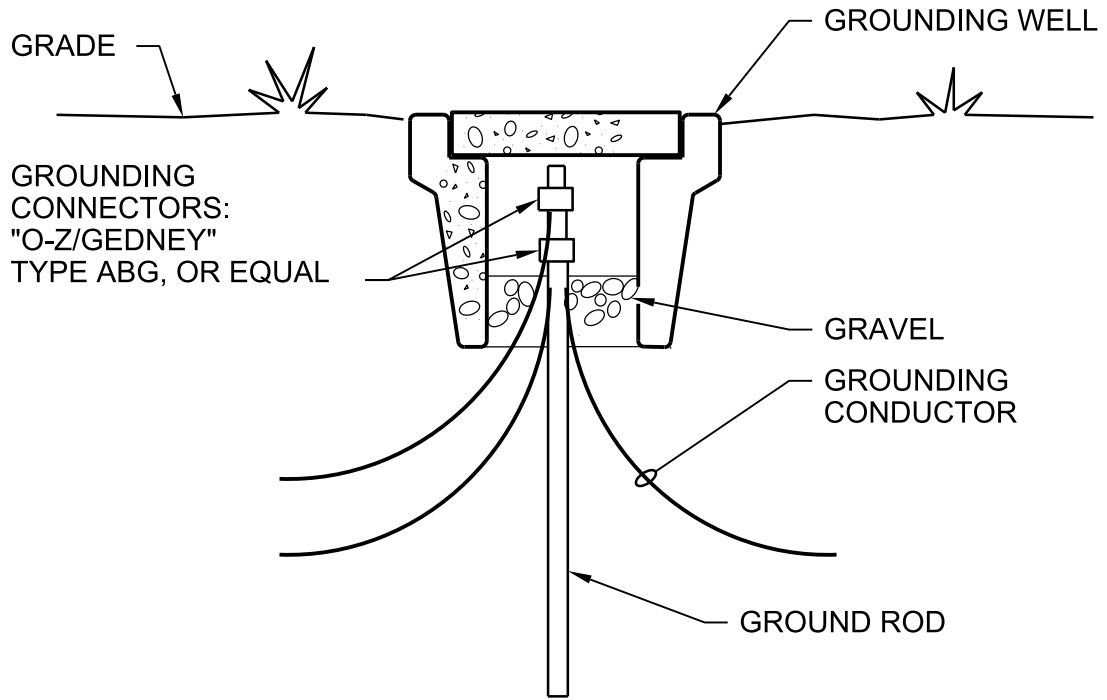
1. USE STAINLESS STEEL MOUNTING HARDWARE. USE WASHER AND SPLIT LOCK WASHER UNDER ALL NUTS.
2. MINIMUM COMPONENT AND CONNECTION SIZES SHOWN. FURNISH LARGER SIZES AS REQUIRED BY CALCULATIONS.
3. SUBMIT FINAL DESIGN AND CALCULATIONS FOR SUPPORT AND ANCHORAGE AS SPECIFIED.

DEVICE MOUNTING SIDE MOUNTED PEDESTAL - ALUMINUM

NTS

CITY OF MILLERSBURG
 TRANSITION PARKWAY
 AND LINEAR PARK

2605-008B

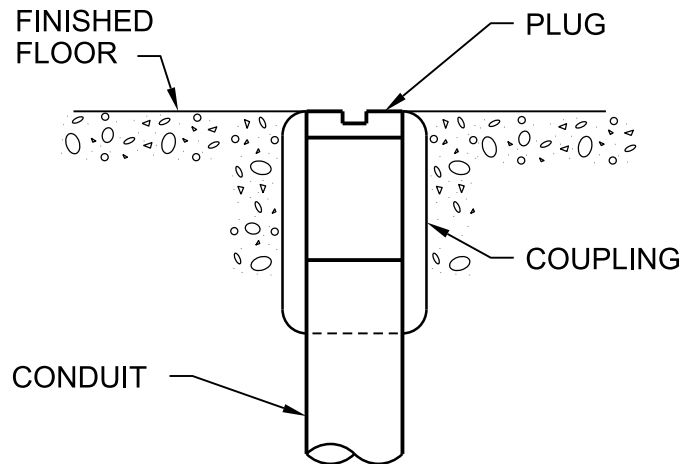


GROUND TEST WELL

NTS

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TRANSITION PARKWAY
AND LINEAR PARK

2605-202



NOTES:

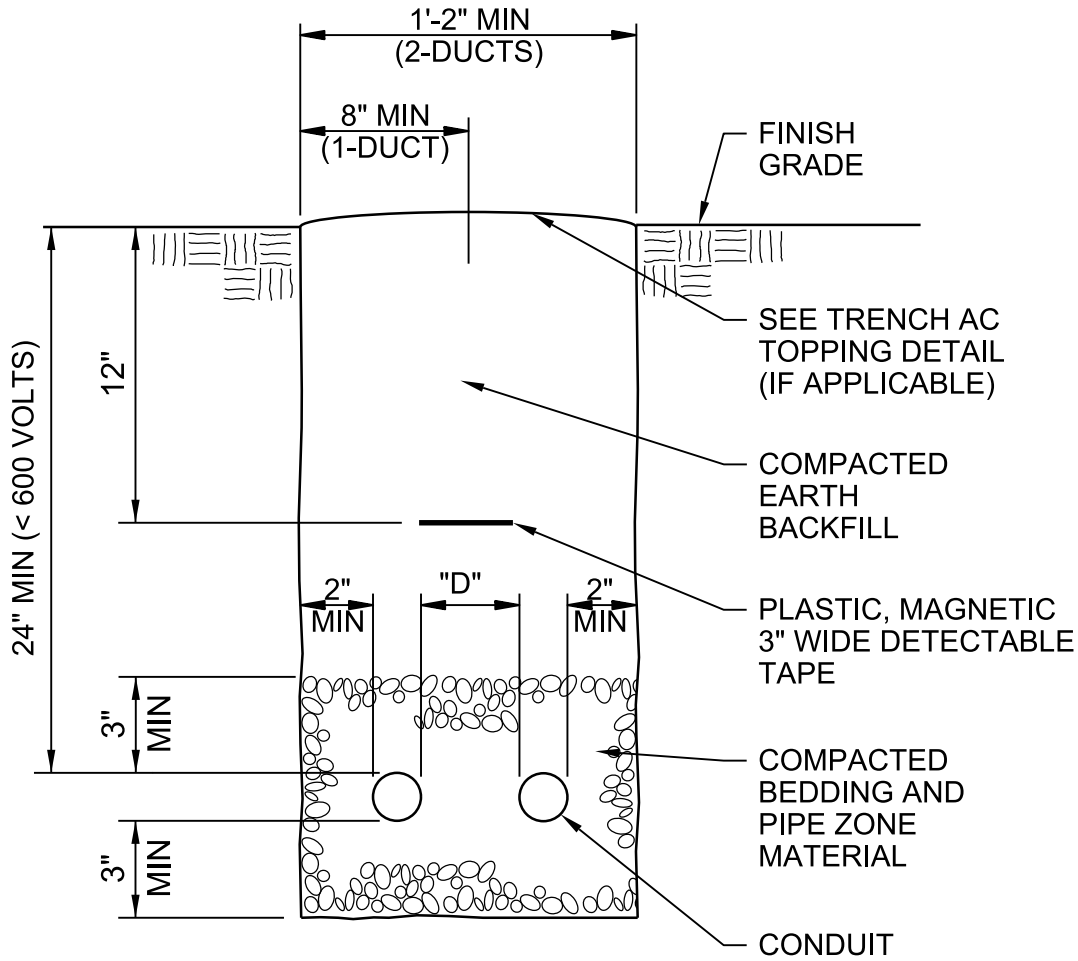
1. CONDUITS WHICH ARE STUBBED UP IN A CONCRETE SLAB FOR FUTURE EXTENSION SHALL BE INSTALLED IN ACCORDANCE WITH THIS DETAIL.

FLUSH CONDUIT STUB

NTS

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TRANSITION PARKWAY
AND LINEAR PARK

2605-309



D = 3" MIN FOR 2" AND LARGER CONDUIT

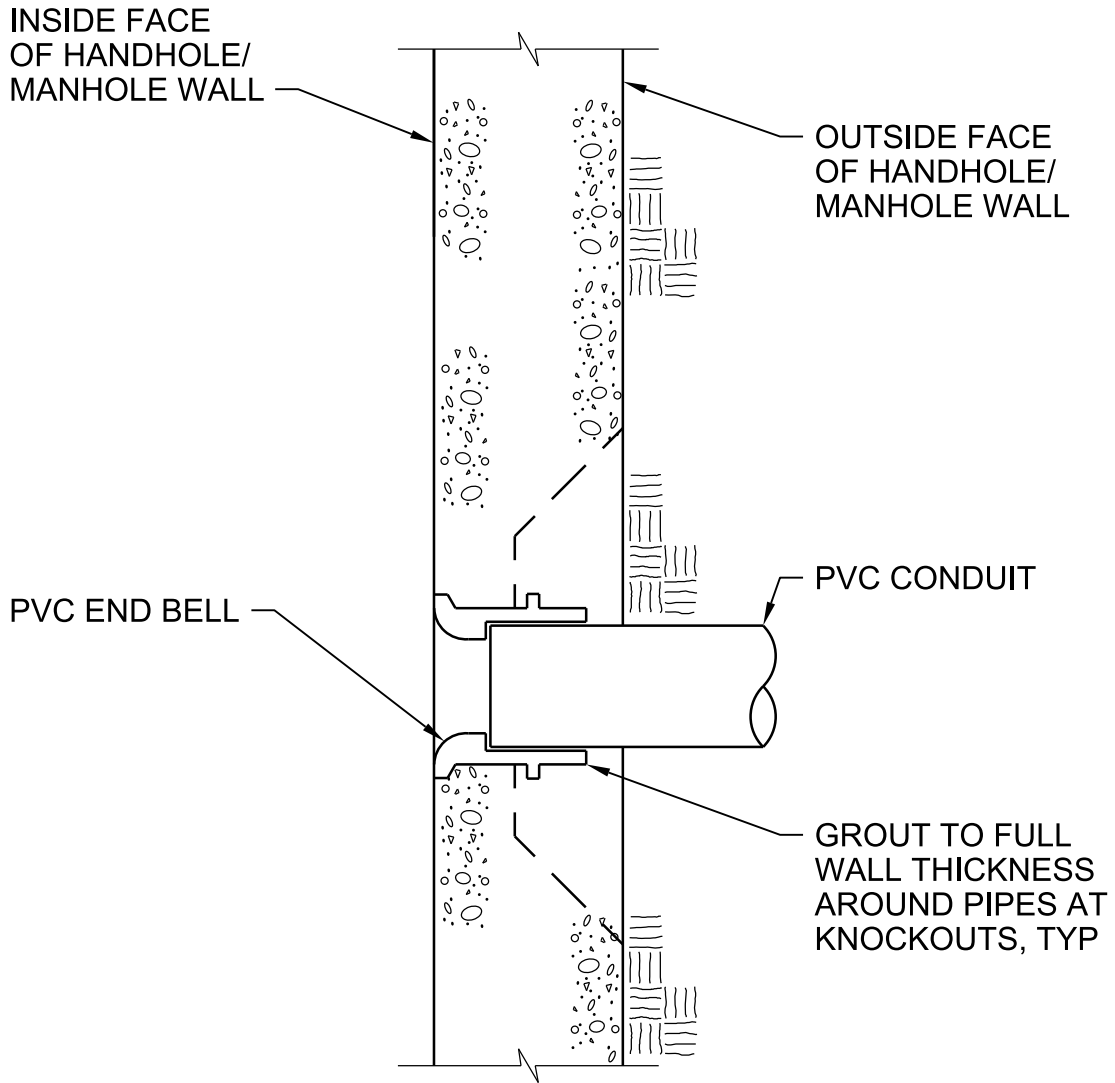
D = 2" MIN FOR 1 1/2" AND SMALLER CONDUIT

TRENCH AND CONDUIT PLACEMENT

NTS

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TRANSITION PARKWAY
AND LINEAR PARK

2605-423B

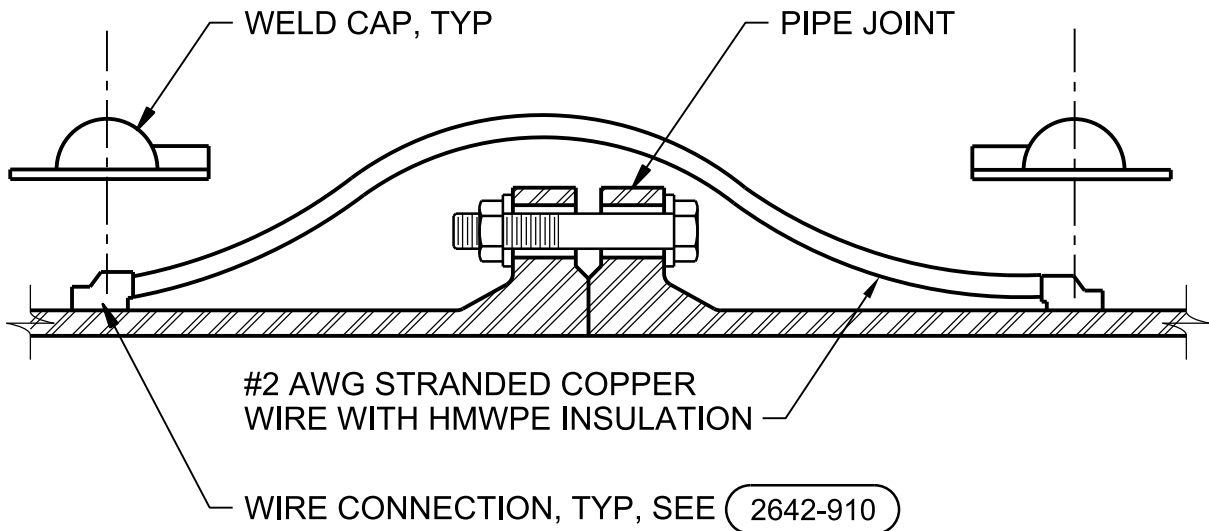


CONDUIT HANDHOLE/MANHOLE ENTRANCE

NTS

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TRANSITION PARKWAY
AND LINEAR PARK

2605-445

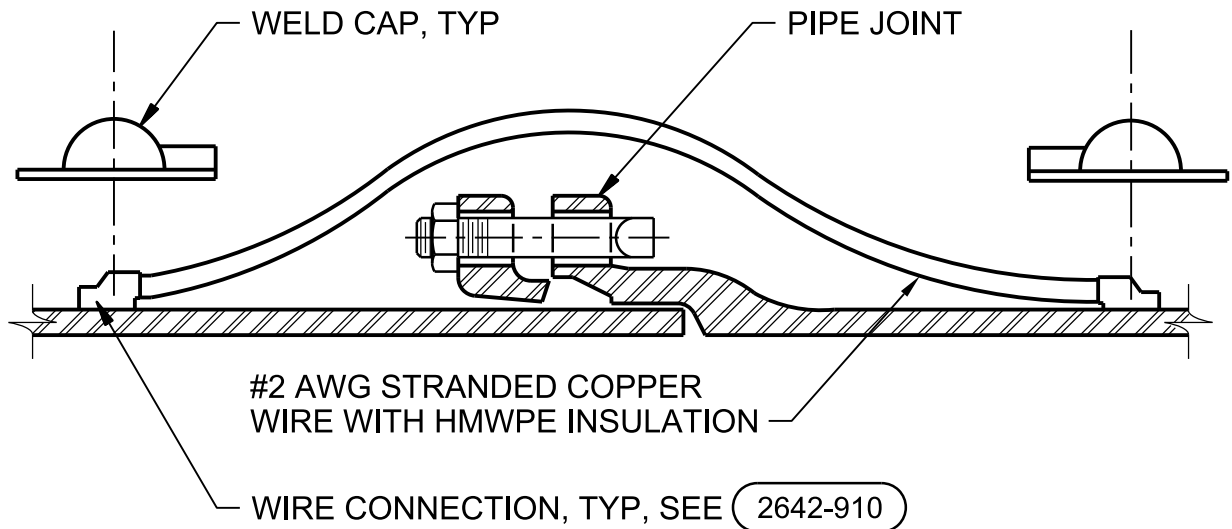


FLANGED JOINT BOND

NTS

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TRANSITION PARKWAY
AND LINEAR PARK

2642-842

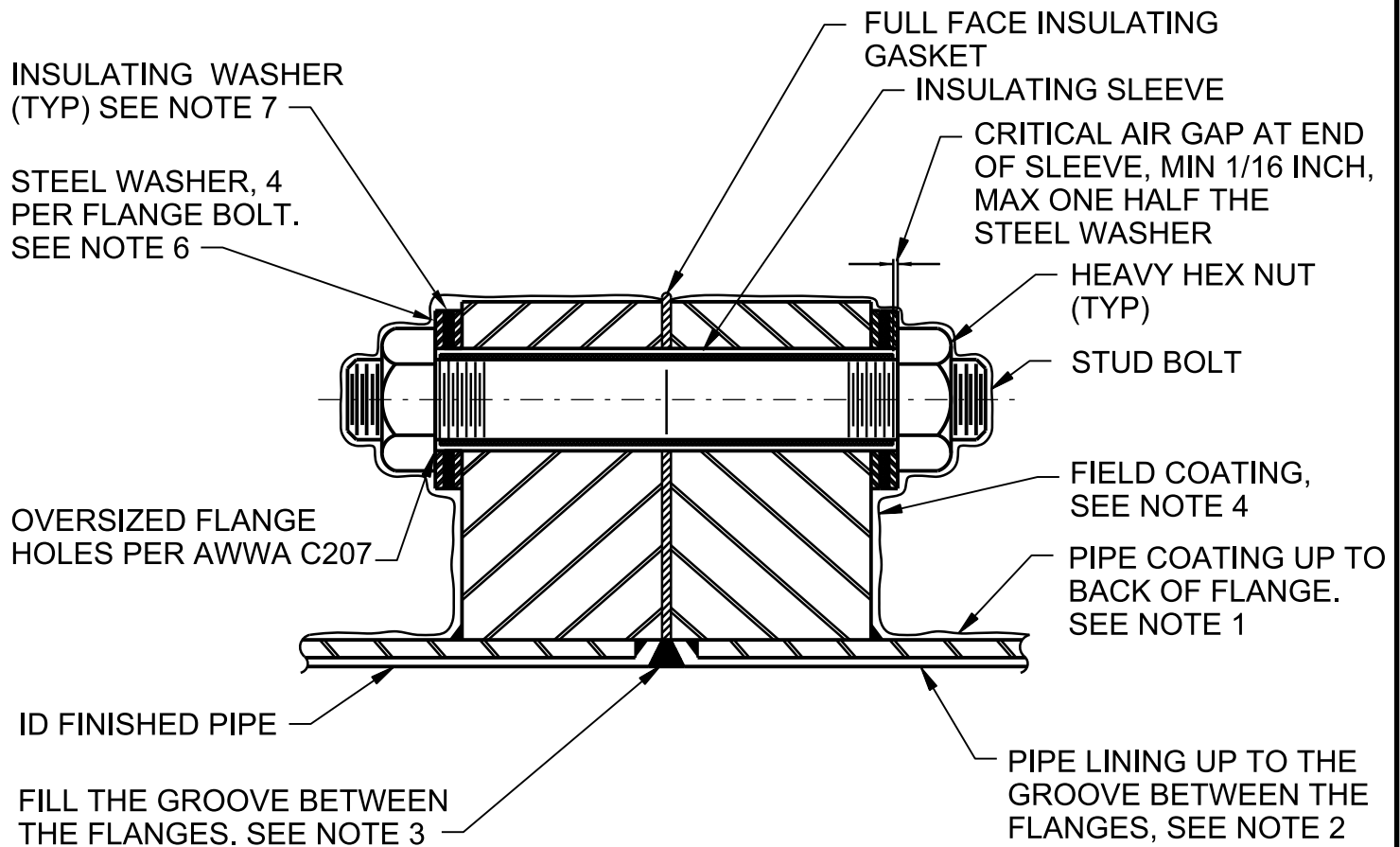


MECHANICAL JOINT BOND

NTS

CITY OF MILLERSBURG
TRANSITION PARKWAY
AND LINEAR PARK

2642-846



NOTES:

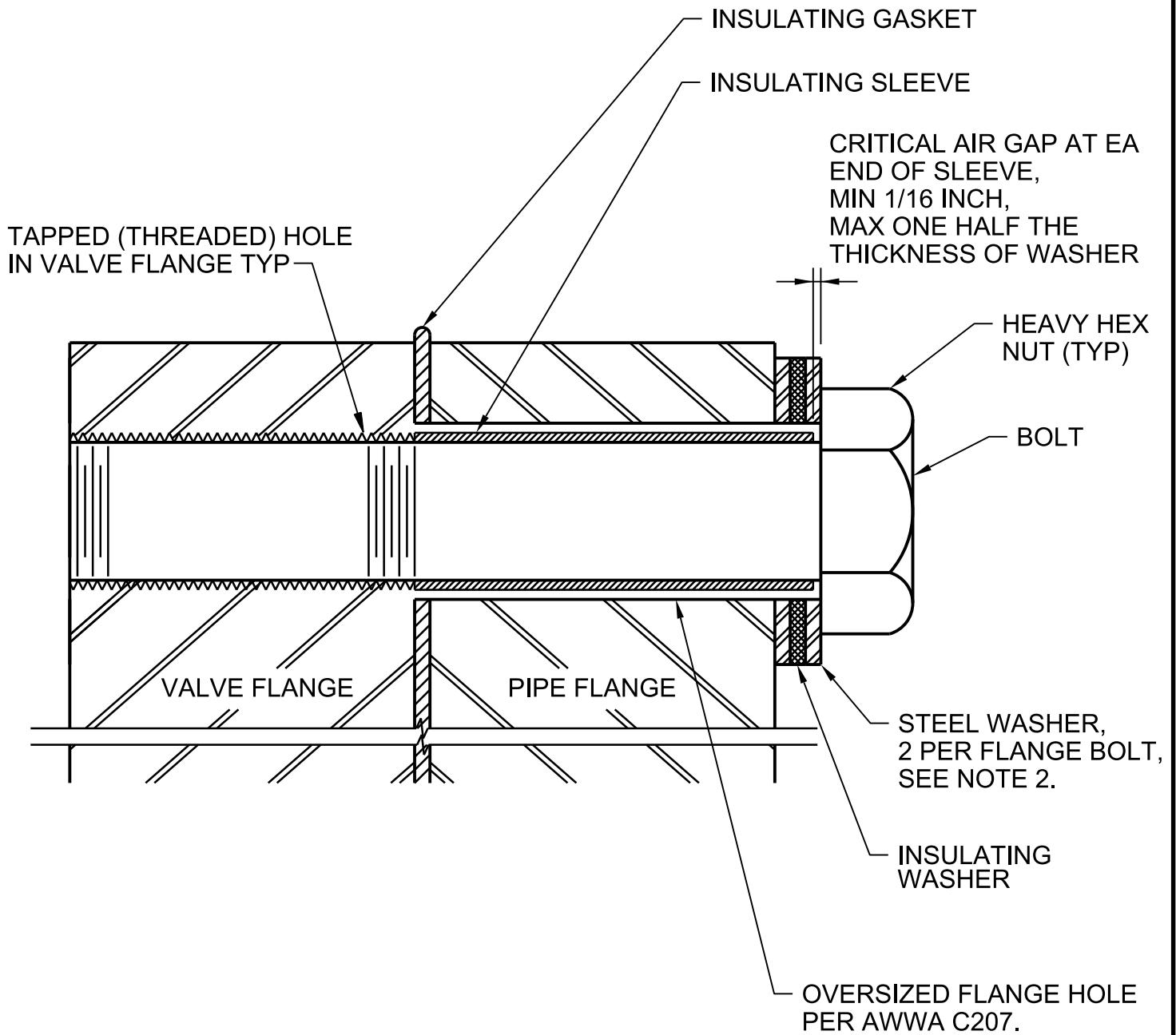
1. THE PIPE COATING ON EACH SIDE OF THE INSULATED FLANGE SHALL BE THE SAME IN TYPE, THICKNESS, AND QUALITY UP TO THE BACK SIDE OF THE RESPECTIVE FLANGE.
2. THE LINING ON THE PIPE SHALL BE THE SAME IN TYPE, THICKNESS, AND QUALITY UP TO THE INSULATED FLANGE JOINT.
3. FOR PIPE LARGER THAN 24 INCH DIAMETER , FILL THE INSULATED FLANGE'S INTERNAL GAP WITH A MATERIAL COMPATIBLE WITH THE PIPE LINING.
4. COAT JOINTS AS SPECIFIED AFTER INSTALLATION.
5. SEE (2642-932) FOR INSULATED BOLTS AT TAPPED VALVE FLANGES.
6. FOR PIPE SMALLER THAN 36 INCH DIAMETER DELETE INNER STEEL WASHERS.
7. FOR BURIED OR SUBMERGED INSULATING FLANGE, DO NOT INSTALL INSULATING WASHER ON PROTECTED SIDE OF FLANGE.

INSULATED FLANGES

NTS

CITY OF MILLERSBURG
TRANSITION PARKWAY
AND LINEAR PARK

2642-930



NOTES:

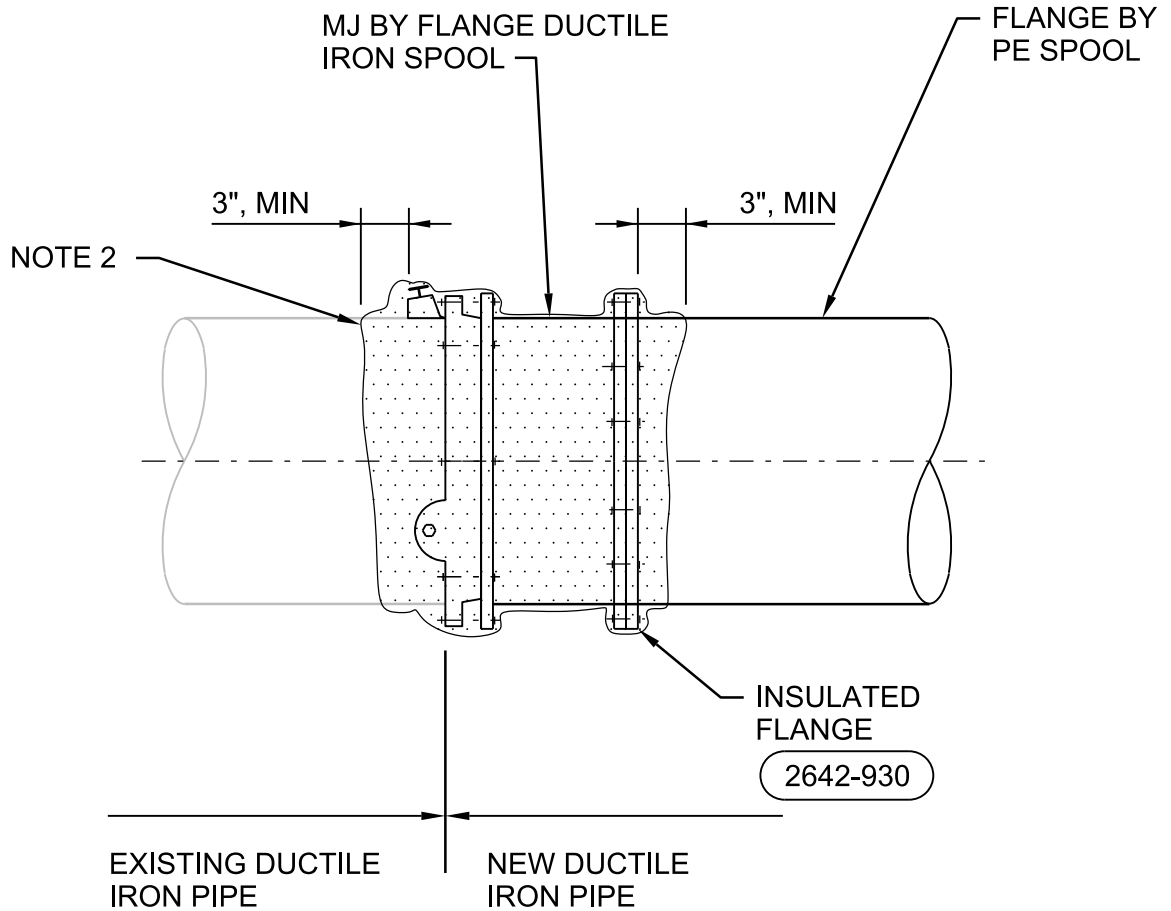
1. COAT COMPLETED JOINT AS SPECIFIED AFTER INSULATION.
2. FOR PIPE SMALLER THAN 36 INCH DIAMETER, DELETE INNER STEEL WASHER.

INSULATED BOLTS AT TAPPED VALVE FLANGES

NTS

CITY OF MILLERSBURG
 TRANSITION PARKWAY
 AND LINEAR PARK

2642-932



NOTES:

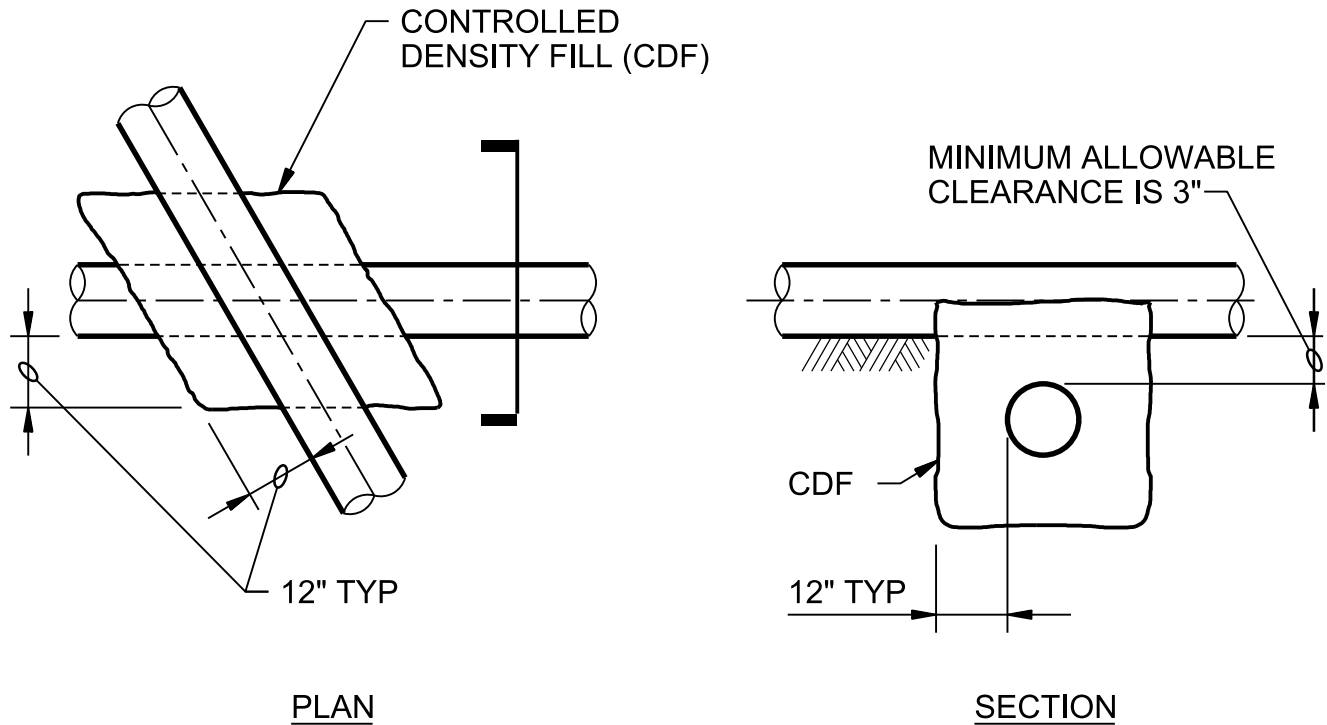
1. APPLY EPOXY COATING ONTO EXISTING PIPE'S CEMENT LINING FOR A DISTANCE OF 4 PIPE DIAMETERS PER SECTION 09 90 00, SYSTEM NO. 1.
2. COAT EXTERIOR OF METAL SURFACES IN ACCORDANCE WITH SECTION 09 90 00, SYSTEM NO. 8.

EXISTING DUCTILE IRON PIPE CONNECTION

NTS

CITY OF MILLERSBURG
 TRANSITION PARKWAY
 AND LINEAR PARK

2642-933

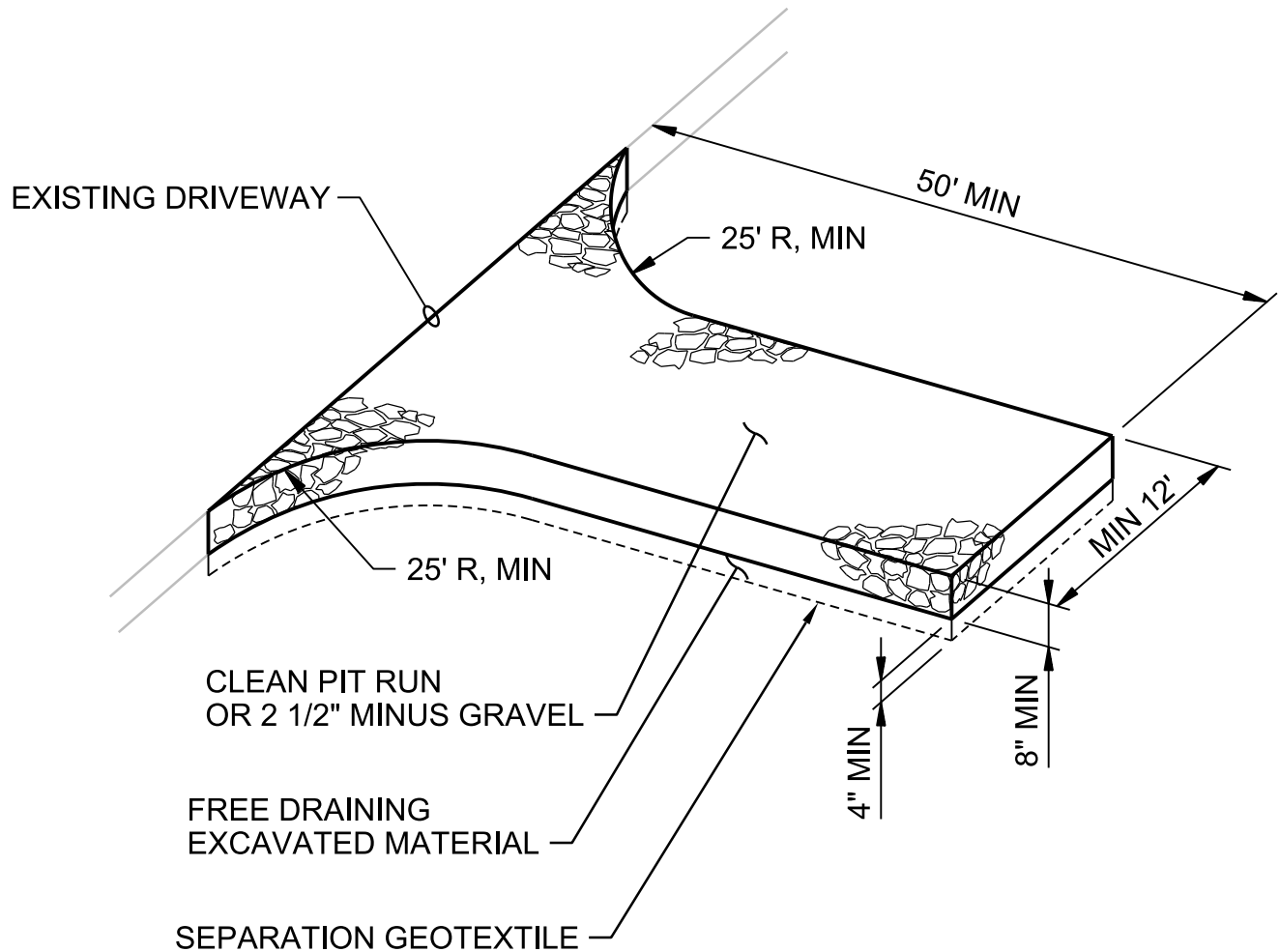
**NOTES:****CDF SUPPORT IS REQUIRED:**

1. WHEN BOTH PIPELINES ARE NEW AND CLEARANCE BETWEEN THEM IS LESS THAN 12".
2. WHEN A NEW PIPELINE IS CROSSING OVER AN EXISTING PIPELINE AND THE CLEARANCE BETWEEN THEM IS LESS THAN 12".
3. AT ALL PIPE CROSSINGS WHERE A NEW PIPELINE IS CROSSING UNDER AN EXISTING PIPELINE.
4. REFER TO SPECIFICATION SECTION CITY OF ALBANY DIVISION 205.03.02C FOR CDF REQUIREMENTS.

TRENCH PIPE CROSSING**NTS**

CITY OF MILLERSBURG
 TRANSITION PARKWAY
 AND LINEAR PARK

3123-120



NOTES:

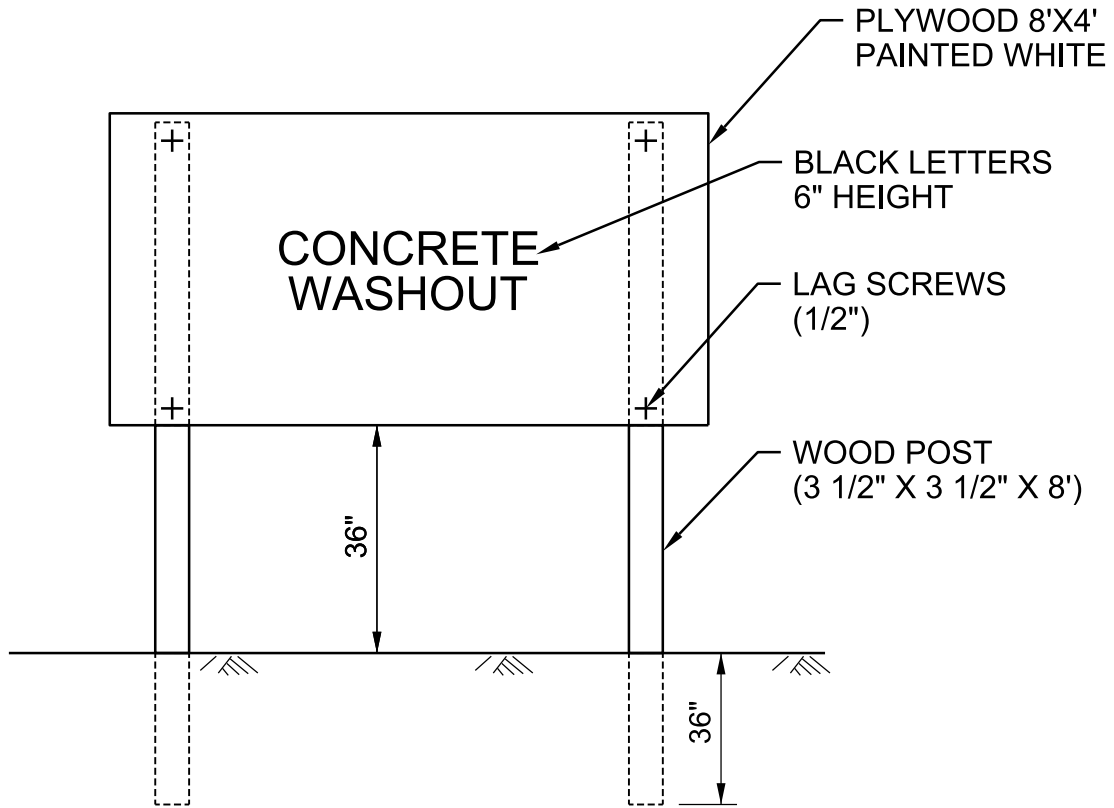
1. ADDITIONAL GRAVEL MAY HAVE TO BE ADDED PERIODICALLY TO MAINTAIN PROPER FUNCTION OF THE PAD.
2. REMOVE GRAVEL ENTRANCE AND REPLACE WITH NEW BASE COURSE PRIOR TO COMPLETION OF ACCESS ROAD.

GRAVEL CONSTRUCTION ENTRANCE

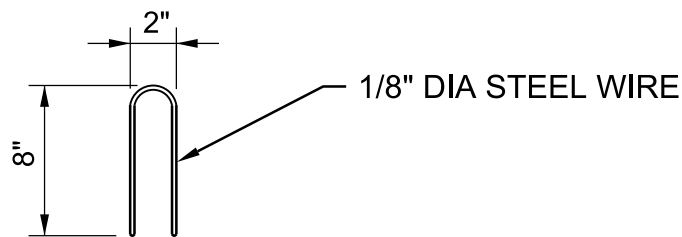
NTS

CITY OF MILLERSBURG
TRANSITION PARKWAY
AND LINEAR PARK

3125-130



CONCRETE WASHOUT
SIGN DETAIL



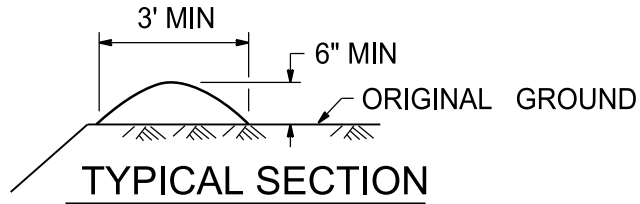
STAPLE DETAIL

CONCRETE WASHOUT

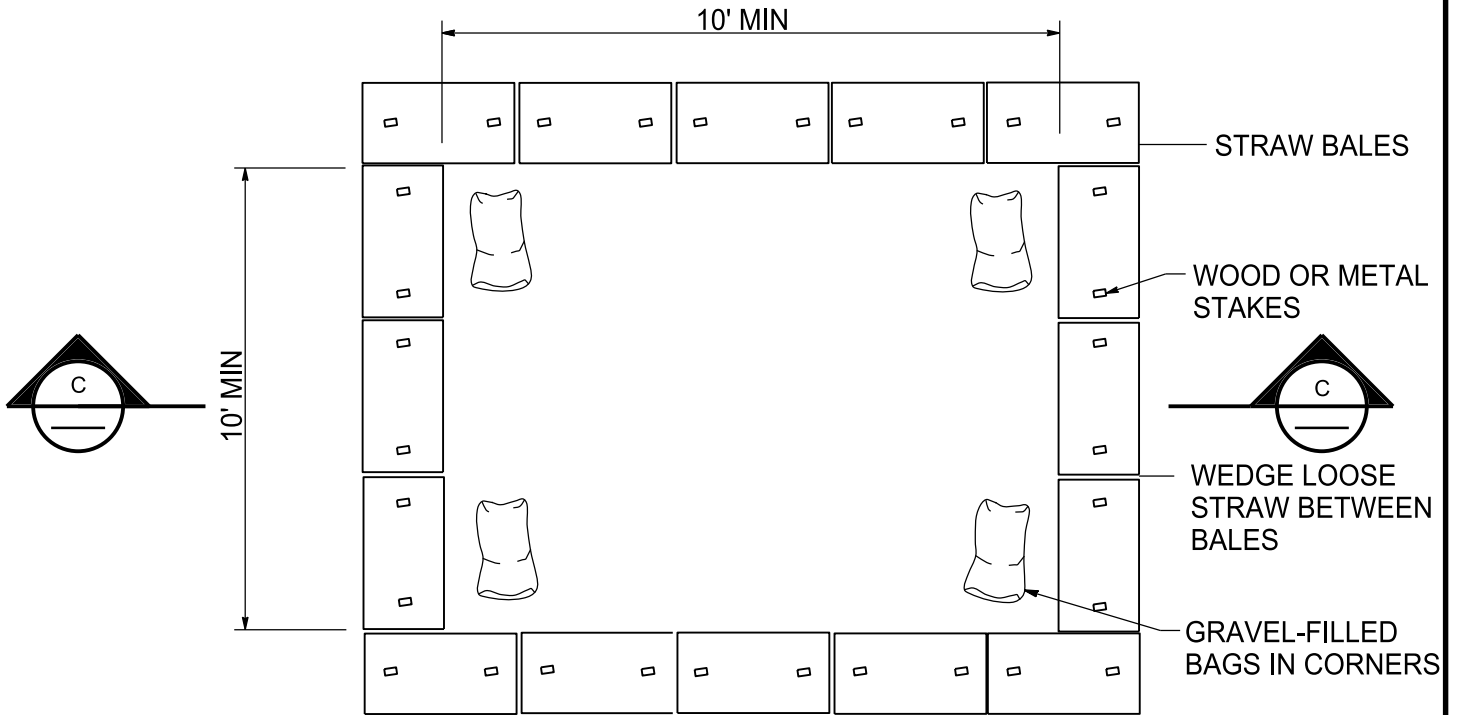
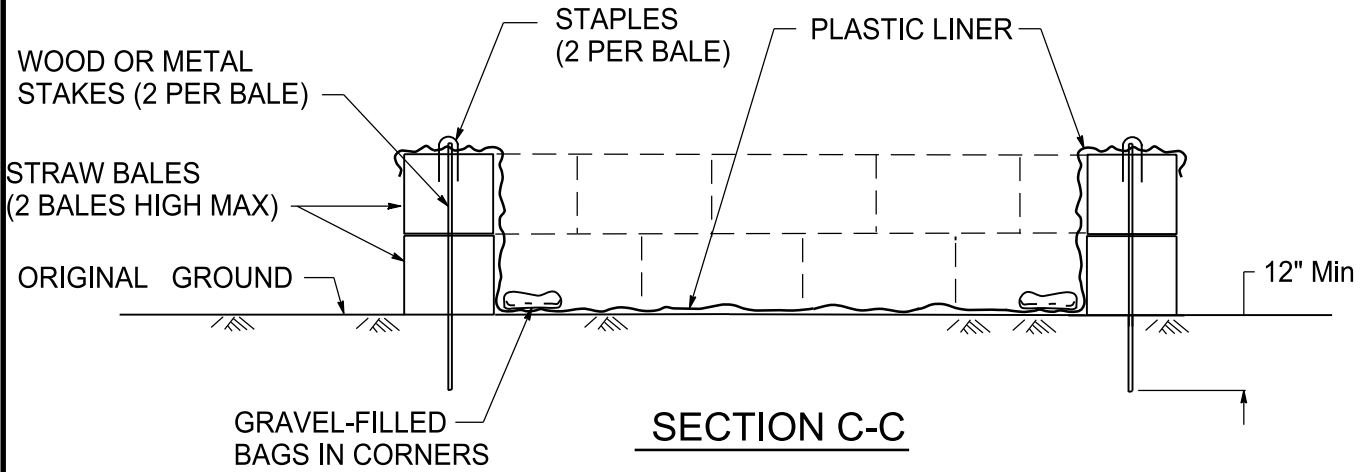
NTS

CITY OF MILLERSBURG
TRANSITION PARKWAY
AND LINEAR PARK

3125-135A



EARTHEN BERM

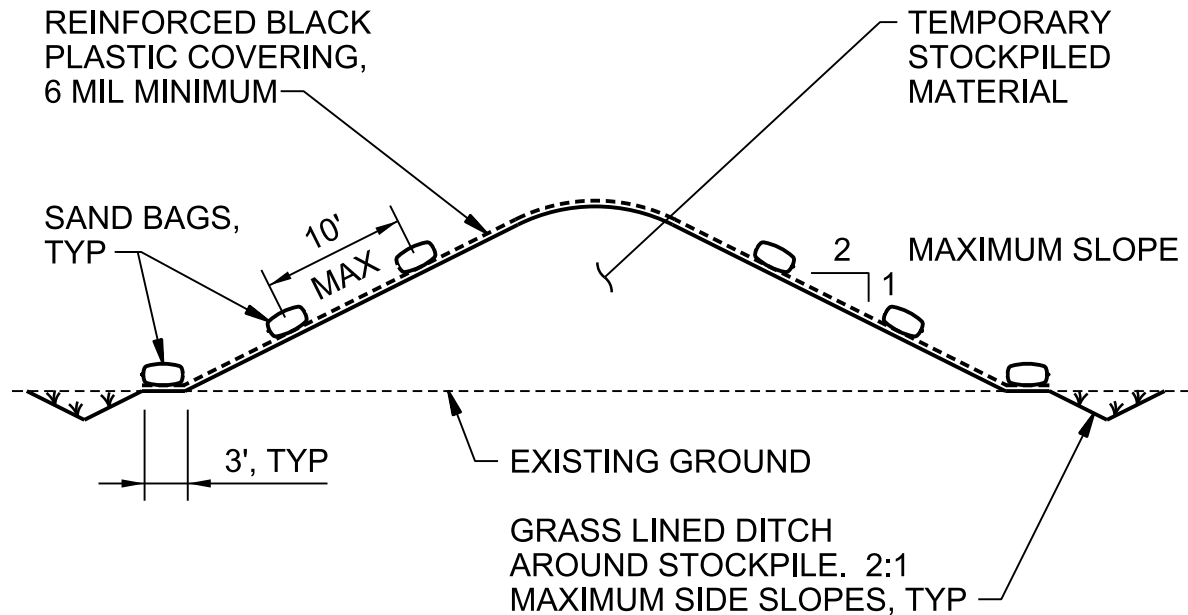


CONCRETE WASHOUT

NTS

CITY OF MILLERSBURG
TRANSITION PARKWAY
AND LINEAR PARK

3125-135B



NOTES:

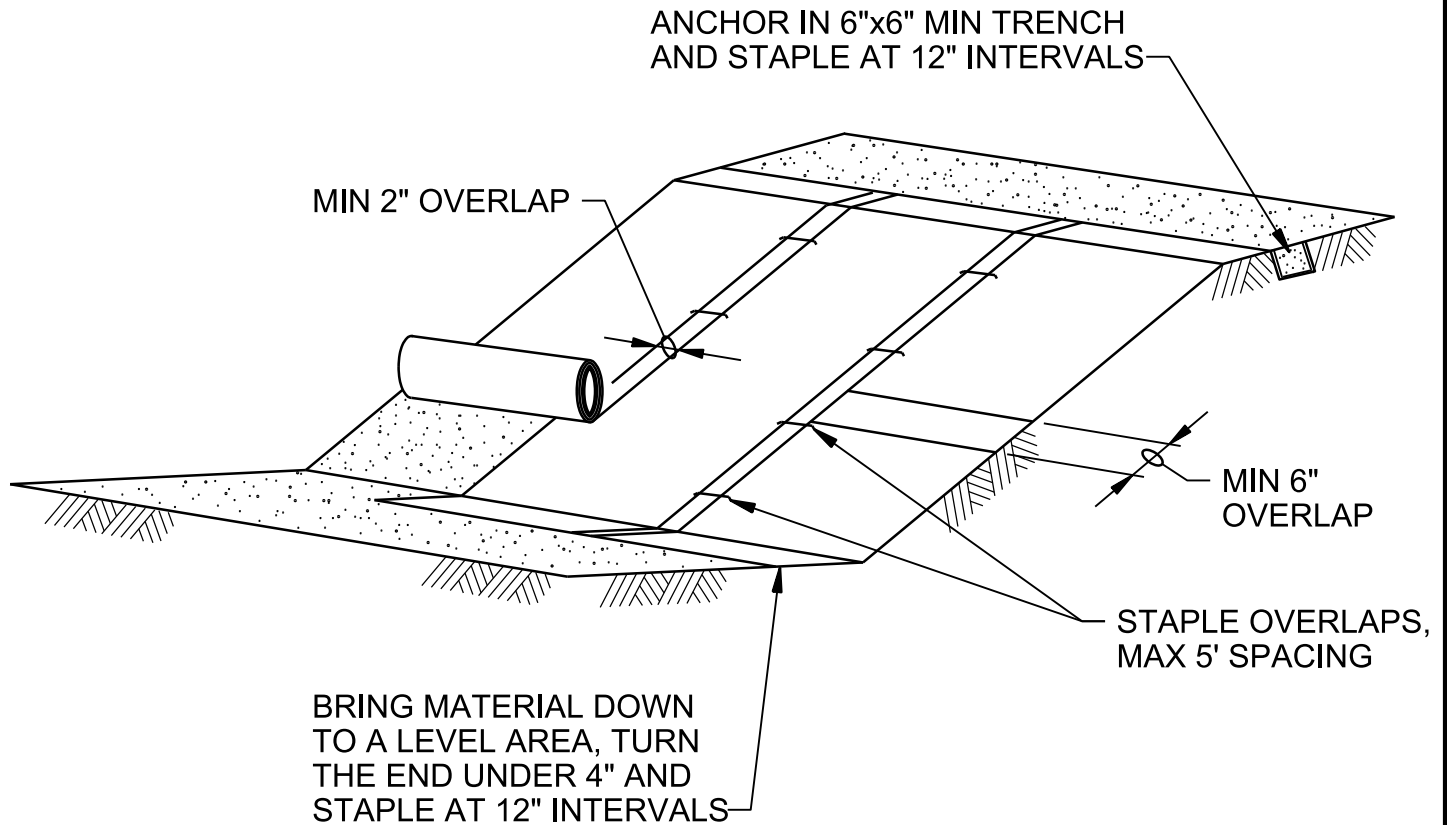
1. ALL SEAMS SHALL BE TAPED OR WEIGHTED DOWN FULL LENGTH. ALL SEAMS SHALL HAVE A MINIMUM 12" OVERLAP.
2. SEAMS PARALLEL TO THE SLOPE CONTOUR SHALL HAVE THE UPHILL SHEET OVERLAP THE DOWN HILL SHEET.
3. NO SURFACE RUN-OFF SHALL BE ALLOWED TO RUN UNDER THE PLASTIC COVERING.
4. DRAINAGE FROM AREAS COVERED BY REINFORCED PLASTIC SHEETING SHALL BE CONTROLLED SUCH THAT NO DISCHARGE OCCURS DIRECTLY ONTO UNCONTROLLED DISTURBED AREAS OF THE CONSTRUCTION SITE.
5. ALL SAND BAGS SHALL BE MAINTAINED IN PLACE WITH ROPE.

TEMPORARY STOCKPILE COVERING

NTS

CITY OF MILLERSBURG
TRANSITION PARKWAY
AND LINEAR PARK

3125-140



NOTES:

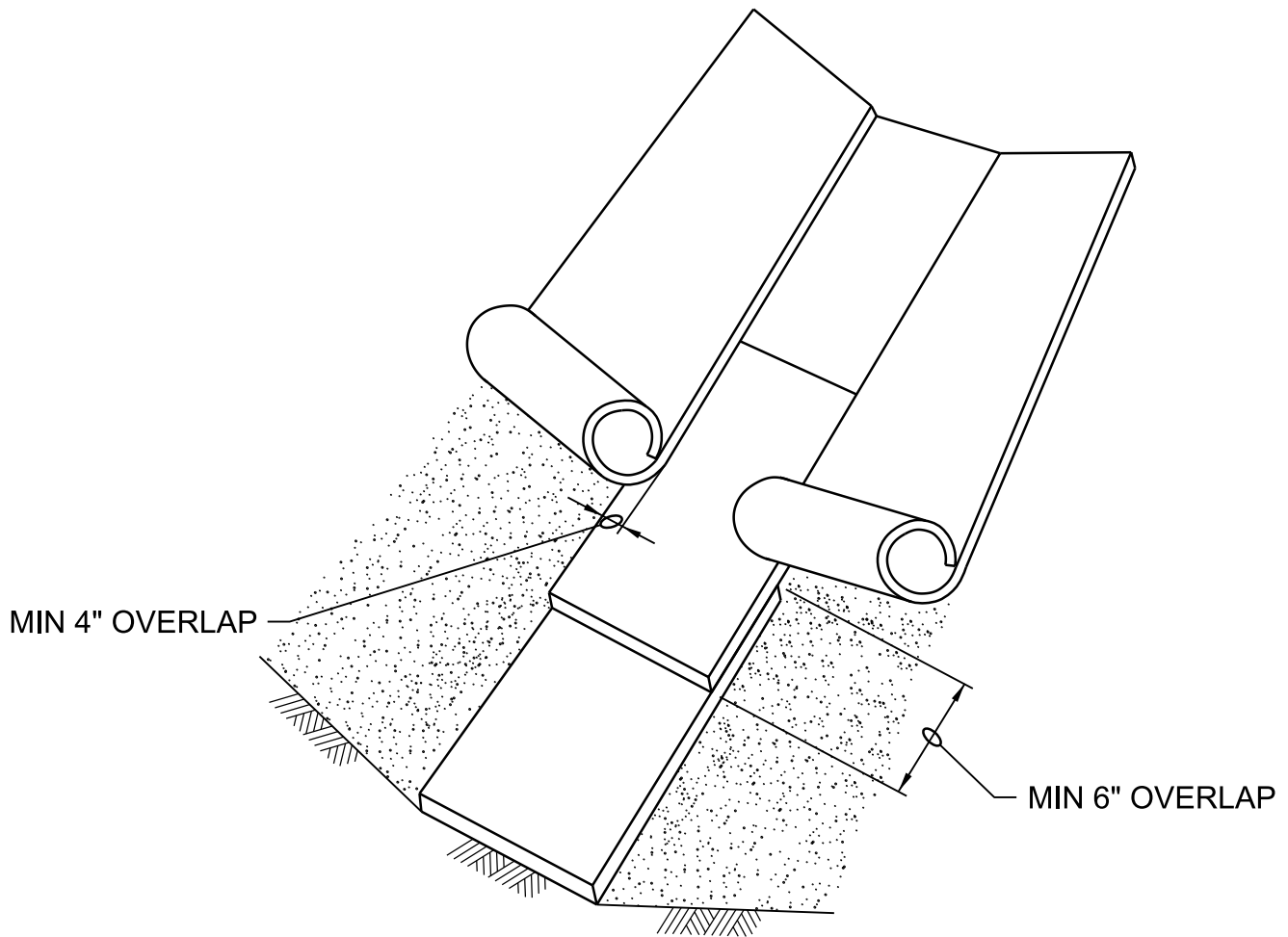
1. IF THERE IS A BERM AT THE TOP OF SLOPE, ANCHOR UPSLOPE OF THE BERM.
2. SLOPE SURFACE SHALL BE SMOOTH BEFORE PLACEMENT FOR PROPER SOIL CONTACT
3. DO NOT STRETCH BLANKETS/MATTINGS TIGHT, ALLOW THE ROLLS TO MOLD TO ANY IRREGULARITIES.
4. STAPLING PATTERN AS PER MANUFACTURER'S RECOMMENDATIONS.
5. FOR SLOPES LESS THAN 3:1, ROLLS MAY BE PLACED IN HORIZONTAL STRIPS.
6. LIME, FERTILIZE AND SEED BEFORE INSTALLATION. PLANTING OF SHRUBS, TREES, ETC SHOULD OCCUR AFTER INSTALLATION.

EROSION CONTROL BLANKET ON SLOPE

NTS

CITY OF MILLERSBURG
TRANSITION PARKWAY
AND LINEAR PARK

3125-150



NOTES:

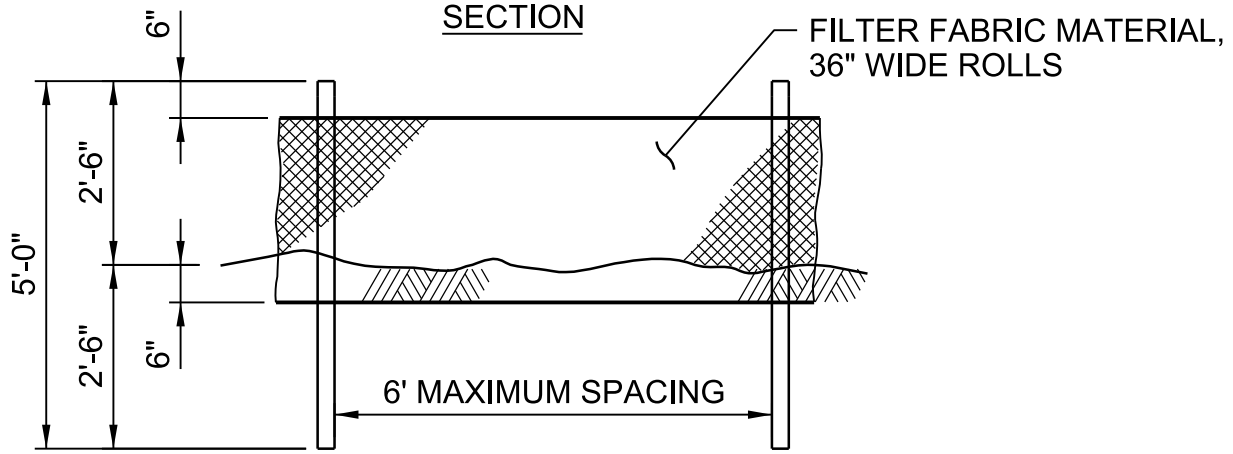
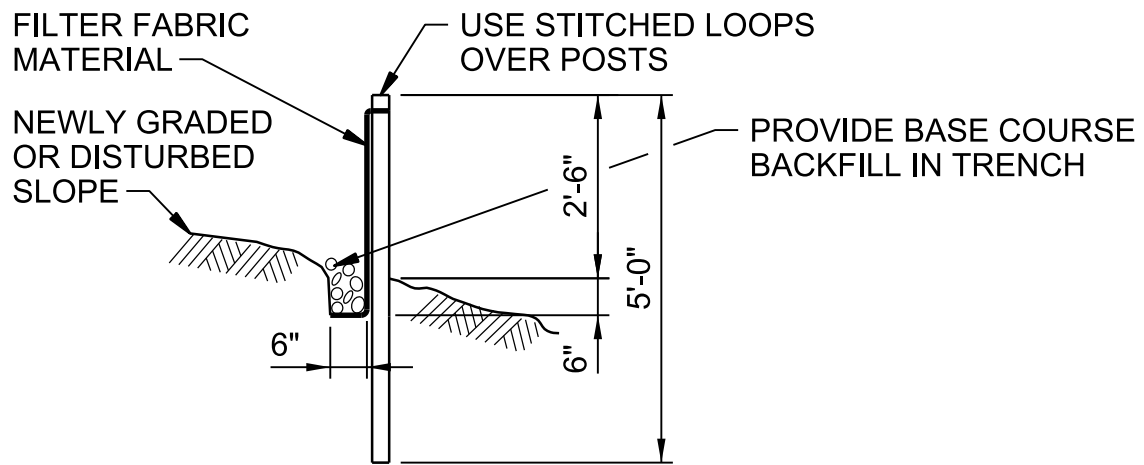
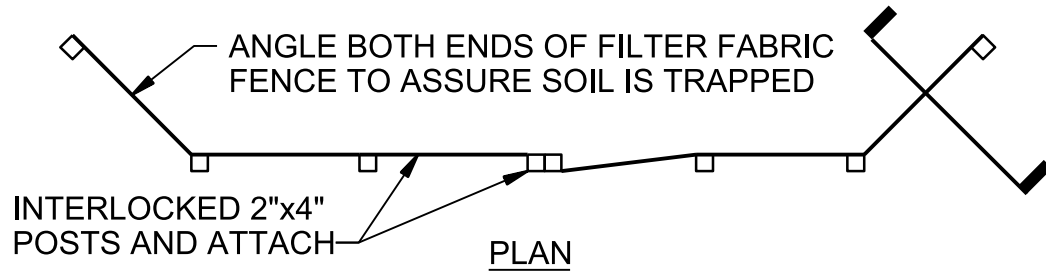
1. SLOPE SURFACE SHALL BE SMOOTH BEFORE PLACEMENT FOR PROPER SOIL CONTACT.
2. DO NOT STRETCH BLANKETS/MATTINGS TIGHT, ALLOW THE ROLLS TO MOLD TO ANY IRREGULARITIES.
3. ANCHOR, STAPLE, AND INSTALL CHECK SLOTS AS PER MANUFACTURER'S RECOMMENDATIONS.
4. AVOID JOINING MATERIAL IN THE CENTER OF THE DITCH.
5. LIME, FERTILIZE AND SEED BEFORE INSTALLATION.

EROSION CONTROL BLANKET IN DITCH

NTS

CITY OF MILLERSBURG
TRANSITION PARKWAY
AND LINEAR PARK

3125-151



NOTES:

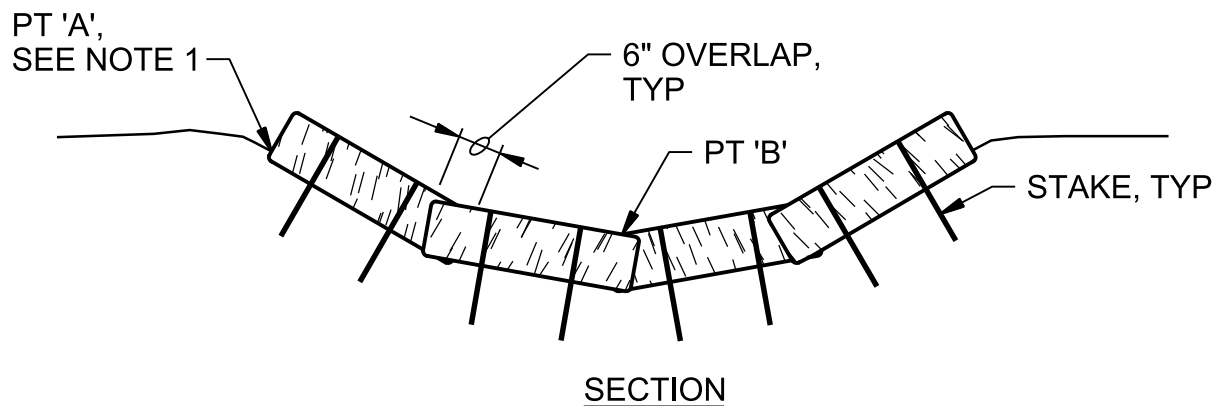
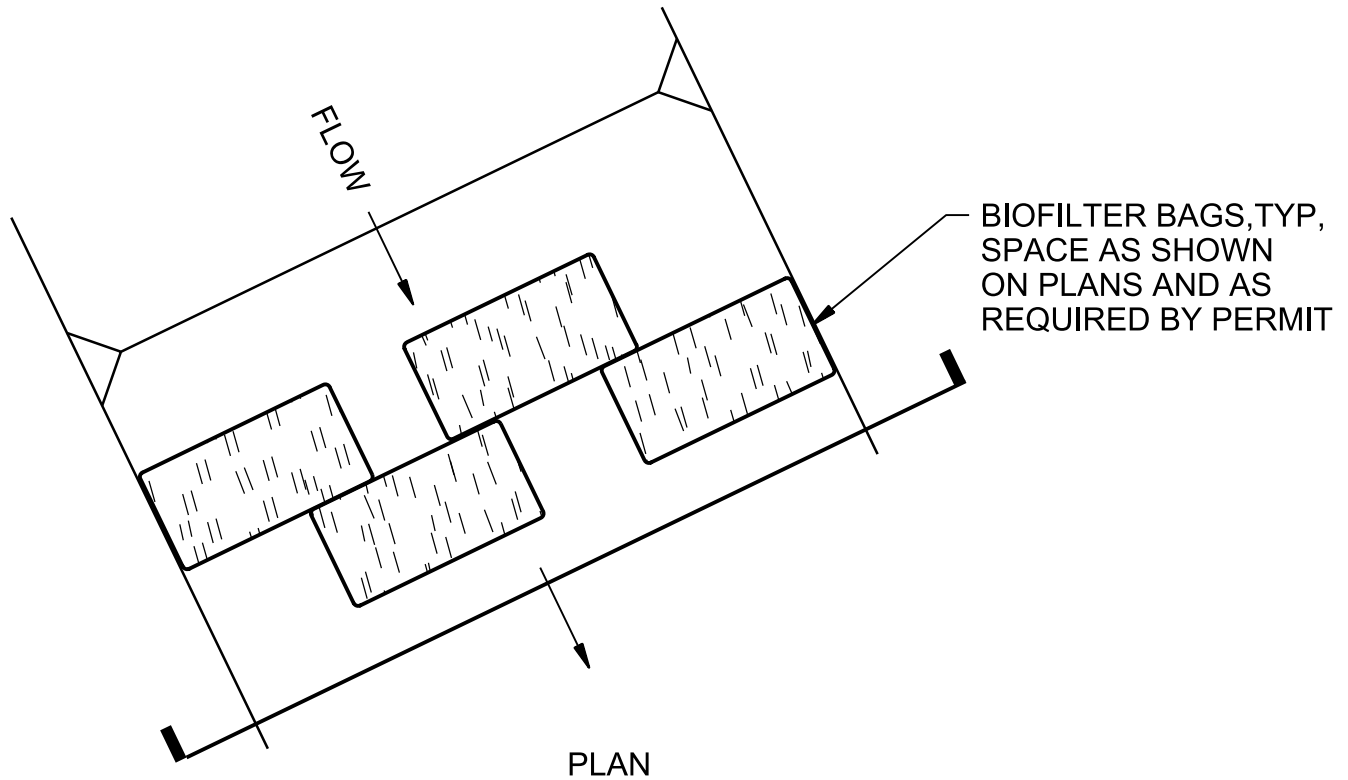
1. BURY BOTTOM OF FILTER FABRIC 6" VERTICALLY BELOW FINISHED GRADE.
2. DOUGLAS FIR OR STEEL FENCE POSTS AS SPECIFIED.
3. STITCHED LOOPS TO BE INSTALLED DOWNHILL SIDE OF SLOPE.
4. COMPACT ALL AREAS OF FILTER FABRIC TRENCH.

SILT FENCE

NTS

CITY OF MILLERSBURG
TRANSITION PARKWAY
AND LINEAR PARK

3125-165

NOTES:

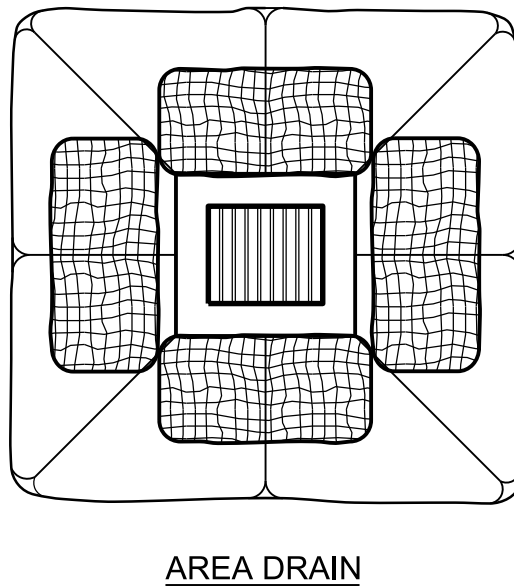
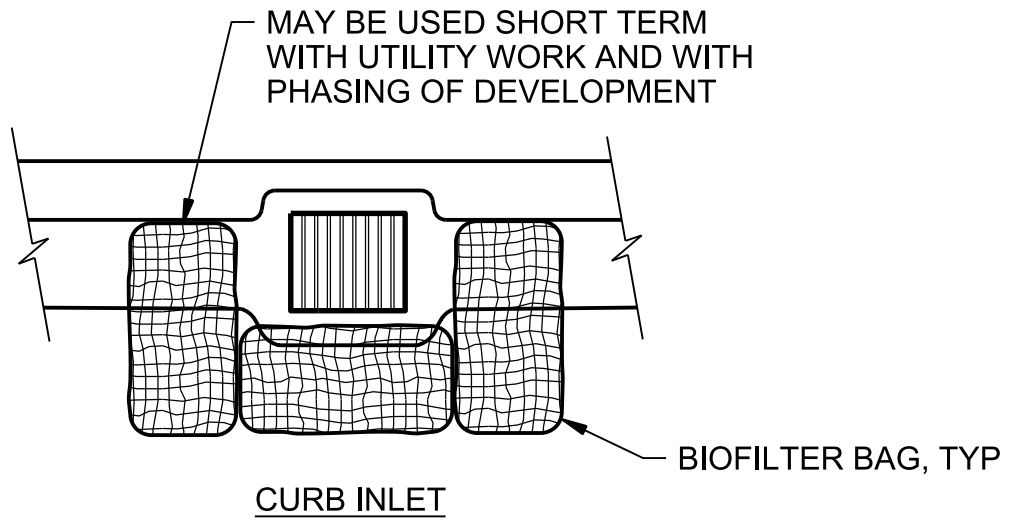
1. POINT 'A' MUST BE 6" MINIMUM HIGHER THAN PT 'B'.
2. STAKING OF BAGS IS REQUIRED USING (2)2"x2"x3' LONG WOOD STAKES OR APPROVED EQUAL PER BAGS.
3. DRIVE STAKES MINIMUM 12" INTO GROUND AND FLUSH WITH TOP OF BAGS.
4. EMBED BAGS MINIMUM OF 2" INTO GROUND SURFACE.

BIOFILTER BAGS IN DITCHES

NTS

CITY OF MILLERSBURG
TRANSITION PARKWAY
AND LINEAR PARK

3125-170

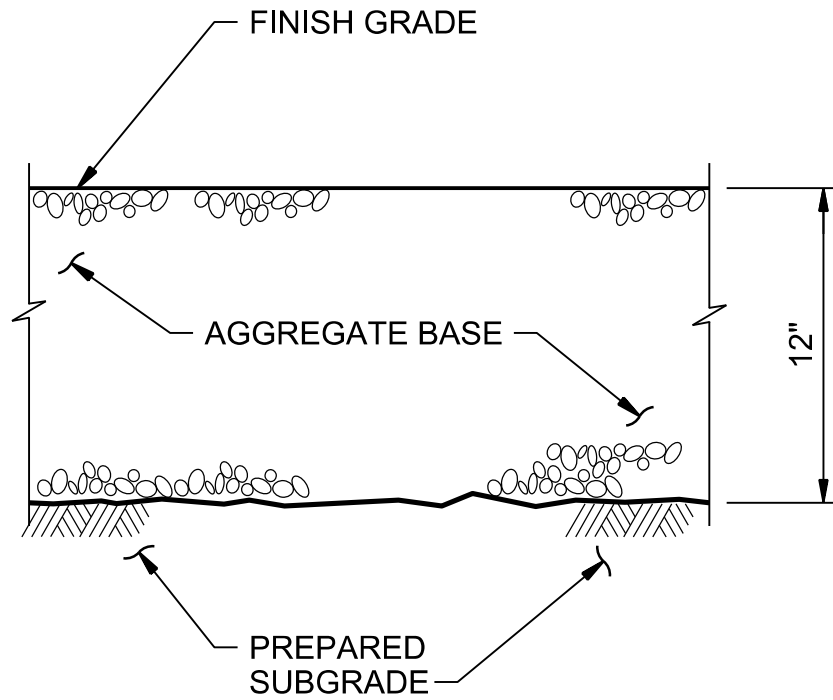


BIOFILTER BAG INLET BARRIER

NTS

CITY OF MILLERSBURG
TRANSITION PARKWAY
AND LINEAR PARK

3125-186

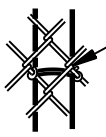


GRAVEL SURFACING

NTS

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TRANSITION PARKWAY
AND LINEAR PARK

3215-260



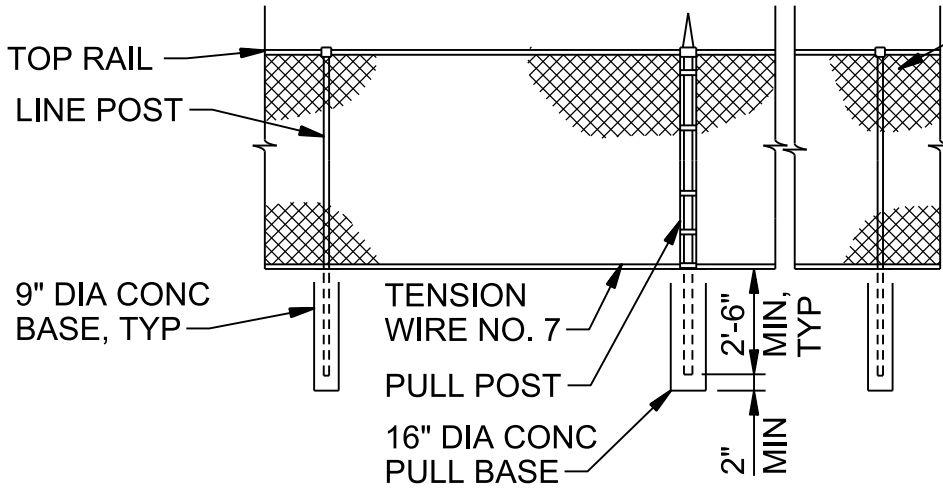
NO. 9 GALV WIRE CLIP
SPACE 12" MAX BOTTOM
TIE TO BE 10" MAX
ABOVE GROUND

LINE POST CONNECTION



NO. 9 GALV
WIRE CLIP
SPACE 24" MAX

TOP RAIL CONNECTION

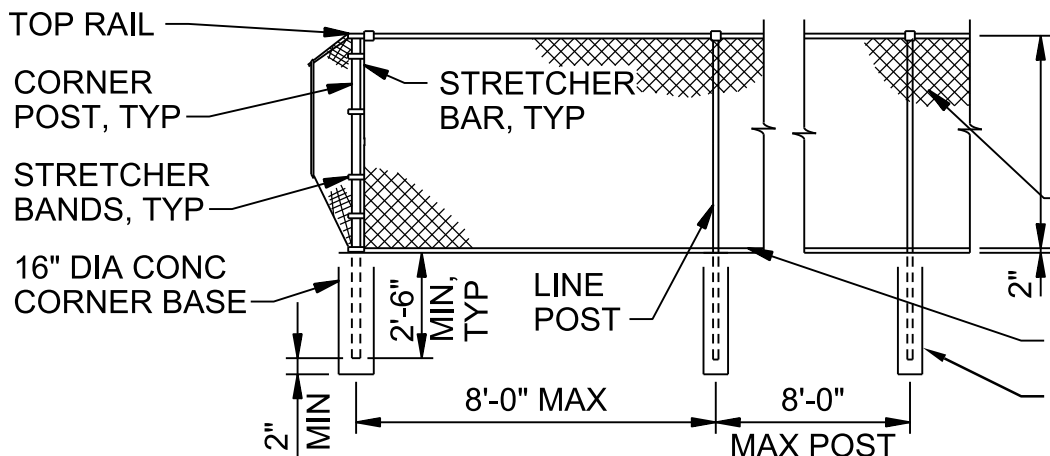


TYPICAL PULL POST

2" CHAIN LINK FABRIC,
SEE NOTE 2

NOTES:

1. BRACE AND TRUSS ROD REQUIRED AT GATES AND SIDE OF ALL CORNER POSTS.
2. FABRIC ATTACHED TO OUTSIDE OF POSTS.



TYPICAL CORNER POST

2" CHAIN LINK FABRIC,
SEE NOTE 2

TENSION WIRE
16" DIA CONC
BASE, TYP

NOTES:

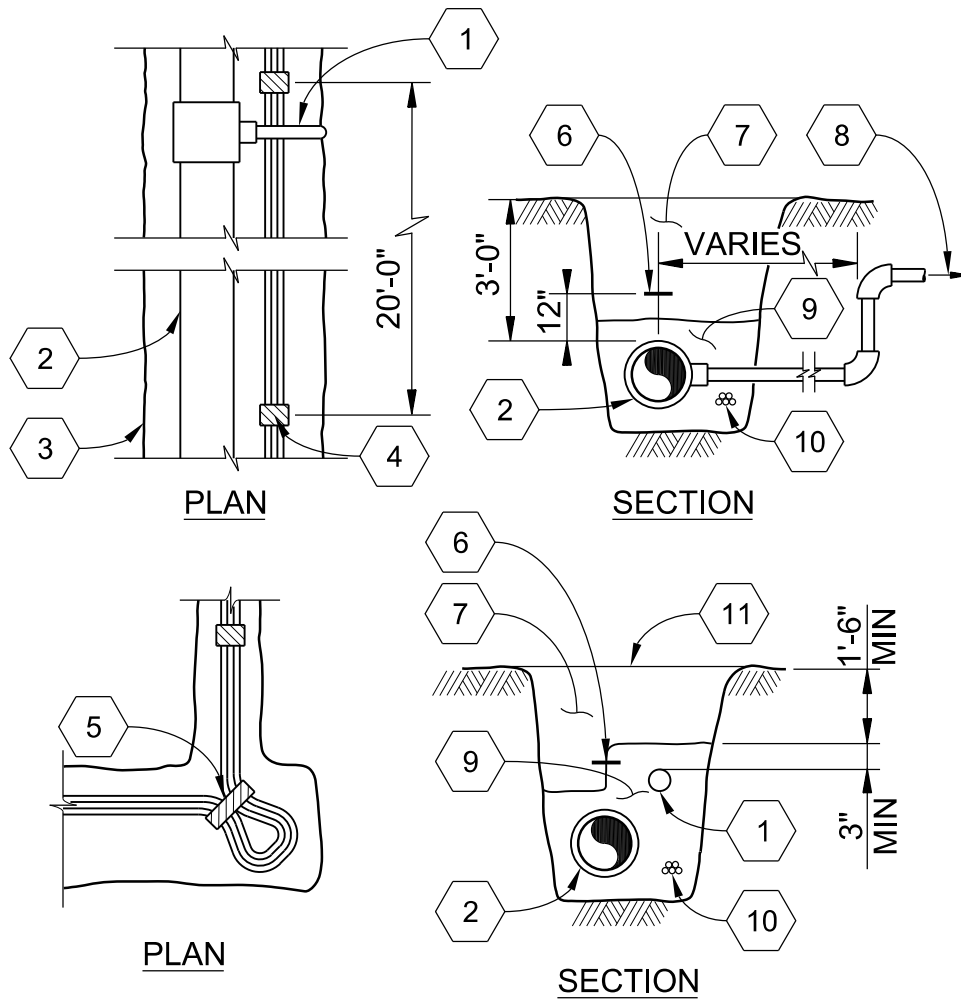
1. FOR 42" FENCE POST ANCHORS IN BLOCK WALLS, SEE DRAWING 06-L-3301. CONCRETE BASES SHOWN HERE APPLY TO FENCE SUPPORTED ON GROUND.
2. CHAIN LINK FABRIC SHALL BE CORE WIRE GAUGE NO. 9 AND GALVANIZED IN ACCORDANCE WITH ASTM A392, TYPE II, CLASS 1, 1.2 OUNCES PER SQ FT. PROVIDE PVC-COATING OR POLYMER COATING OVER GALVANIZED FABRIC CONFORMING TO ASTM F668, CLASS 1 OR CLASS 2A OVER METALLIC-COATED STEEL WIRE. COLOR SHALL BE BLACK COMPLYING WITH ASTM F934.

42" CHAIN LINK FENCE

NTS

CITY OF MILLERSBURG
TRANSITION PARKWAY
AND LINEAR PARK

3231-411



1. LATERAL
2. MAIN LINE
3. EDGE OF TRENCH
4. TAPE AND BUNDLE WIRING AT 20'-0" INTERVALS
5. TIE A LOOSE 20" LOOP IN ALL WIRING AT CHANGES OF DIRECTION GREATER THAN 30° UNTIE ALL LOOPS AFTER ALL CONNECTIONS HAVE BEEN MADE
6. MARKING TAPE, AS SPECIFIED, OVER MAIN LINE
7. NATIVE TRENCH BACKFILL MATERIAL
8. TO IRRIGATION VALVE BOX
9. PIPE ZONE MATERIAL, TYP
10. CONTROL WIRING
11. FINISHED GRADE

NOTE:

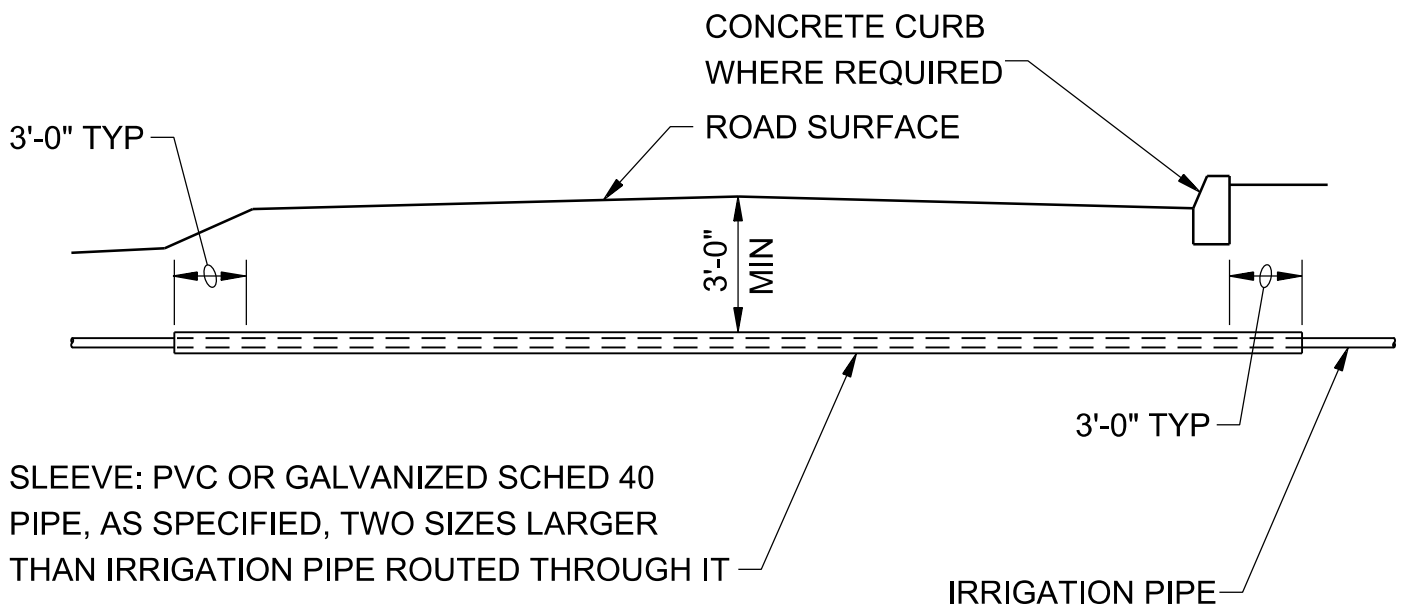
LATERALS TO HAVE 3 INCHES MINIMUM OF PIPE ZONE MATERIAL ALL AROUND.

IRRIGATION TRENCHING

NTS

CITY OF MILLERSBURG
 TRANSITION PARKWAY
 AND LINEAR PARK

3284-510

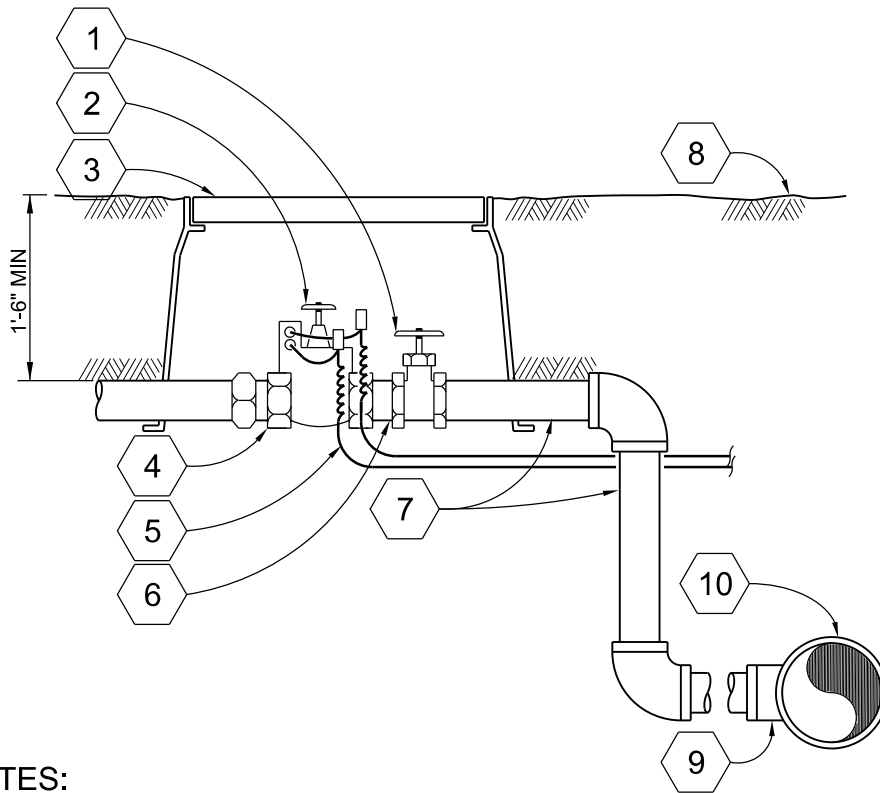


PIPE SLEEVE

NTS

CITY OF MILLERSBURG
TRANSITION PARKWAY
AND LINEAR PARK

3284-515



1. BALL VALVE
2. SOLENOID PILOT OPERATED VALVE
3. SIZE OF VALVE BOX AS REQUIRED TO CONTAIN ALL VALVES
4. UNION
5. CONTROL WIRING
6. PVC SCHED 80 THREADED NIPPLES, TYP
7. PVC CLASS 200 NIPPLE, LENGTH AS REQUIRED, DIAMETER THE SAME AS FIRST SECTION OF SPRINKLER LINE
8. FINISH GRADE
9. MAIN LINE FITTING
10. MAIN SUPPLY LINE

NOTES:

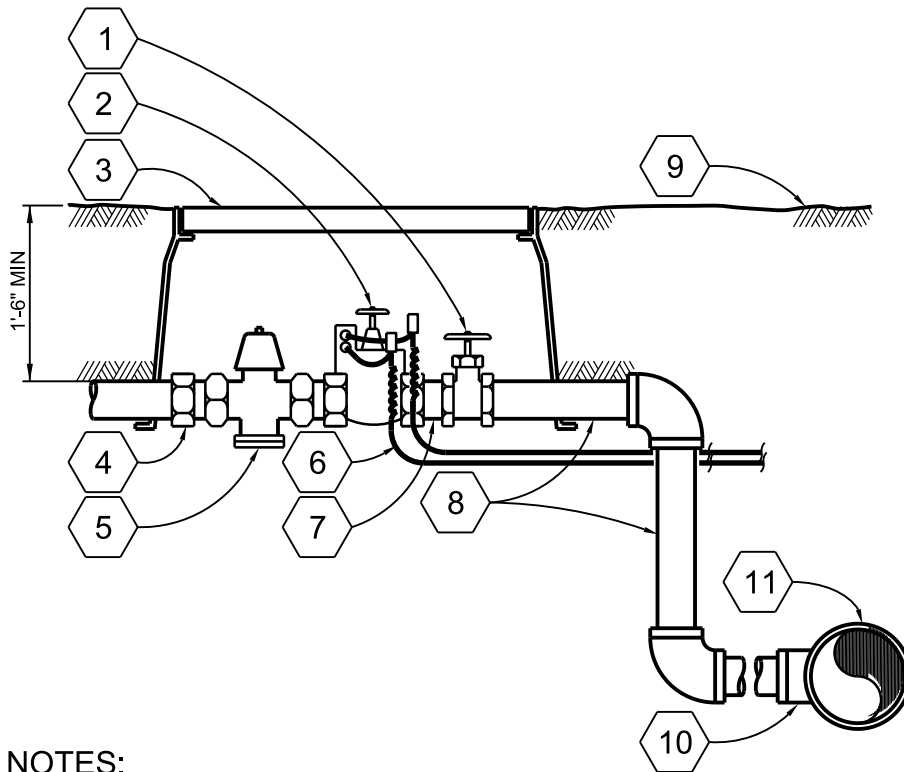
- A. ALL PVC FITTINGS-SCHED 40, UNLESS OTHERWISE NOTED.
- B. ALL WIRE TO BE INSTALLED AS PER LOCAL CODE.
- C. TAPE AND BUNDLE WIRE EVERY TWENTY FEET.
- D. PROVIDE EXPANSION COILS AT EACH WIRE CONNECTION IN VALVE BOX.
- E. COMPACT SOIL AROUND VALVE BOX TO SAME DENSITY AS UNDISTURBED ADJACENT SOIL.
- F. USE TEFLON TAPE ON ALL THREADED CONNECTIONS.

REMOTE CONTROL VALVE AND BOX

NTS

CITY OF MILLERSBURG
TRANSITION PARKWAY
AND LINEAR PARK

3284-520



1. BALL VALVE
2. SOLENOID PILOT OPERATED VALVE
3. SIZE OF VALVE BOX AS REQUIRED TO CONTAIN ALL VALVES
4. UNION
5. PRESSURE REDUCING VALVE, SET AT X PSI
6. CONTROL WIRING
7. PVC SCHED 80 THREADED NIPPLES, TYP
8. PVC CLASS 200 NIPPLE, LENGTH AS REQUIRED, DIAMETER THE SAME AS FIRST SECTION OF SPRINKLER LINE
9. FINISH GRADE
10. MAIN LINE FITTING
11. MAIN SUPPLY LINE

NOTES:

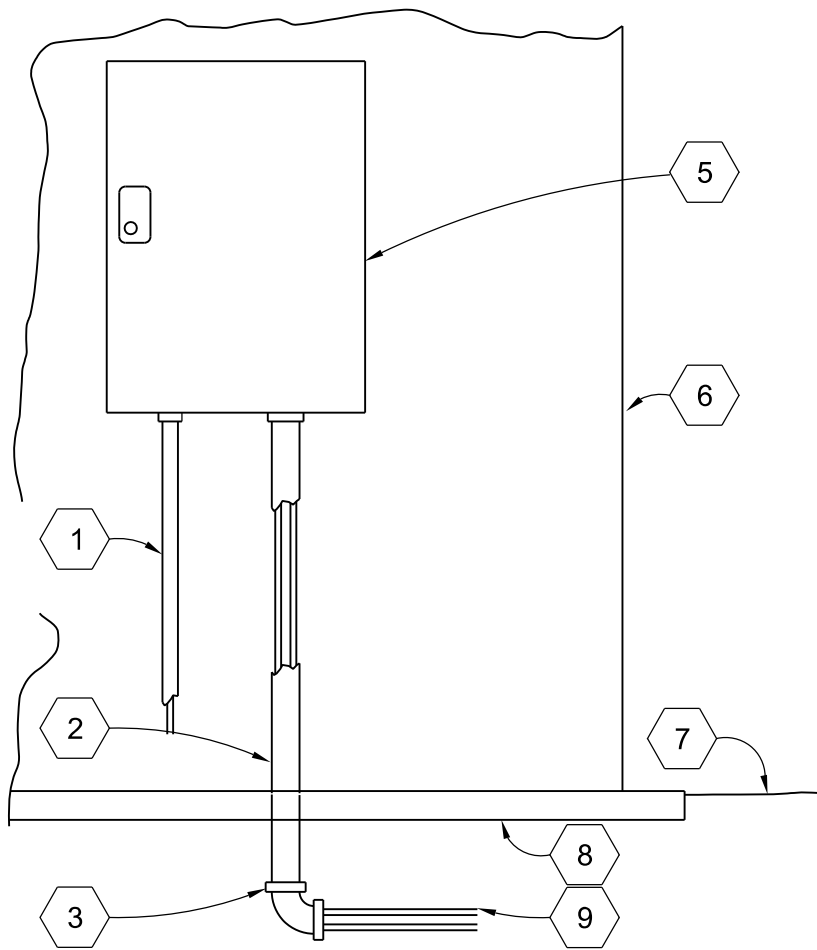
- A. ALL PVC FITTINGS-SCHED 40, UNLESS OTHERWISE NOTED.
- B. ALL WIRE TO BE INSTALLED AS PER LOCAL CODE.
- C. TAPE AND BUNDLE WIRE EVERY TWENTY FEET.
- D. PROVIDE EXPANSION COILS AT EACH WIRE CONNECTION IN VALVE BOX.
- E. COMPACT SOIL AROUND VALVE BOX TO SAME DENSITY AS UNDISTURBED ADJACENT SOIL.
- F. USE TEFLON TAPE ON ALL THREADED CONNECTIONS.

REMOTE CONTROL AND PRESSURE REDUCING VALVES

NTS

CITY OF MILLERSBURG
TRANSITION PARKWAY
AND LINEAR PARK

3284-521



1. POWER SUPPLY 120V WIRE IN CONDUIT, SPECIFIED UNDER SECTION "ELECTRICAL"
2. CONDUIT
3. BUSHING
4. NOT USED
5. CONTROLLER
6. ELECTRIC CABINET INTERIOR
7. FINISH GRADE
8. POURED CONCRETE BASE, PER DRAWINGS
9. TYPE UF DIRECT BURIAL WIRES (TO REMOTE CONTROL VALVES)

NOTES:

- A. THE AUTOMATIC CONTROLLER SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURERS RECOMMENDATIONS.
- B. ALL WIRING TO BE INSTALLED AS PER LOCAL CODE.

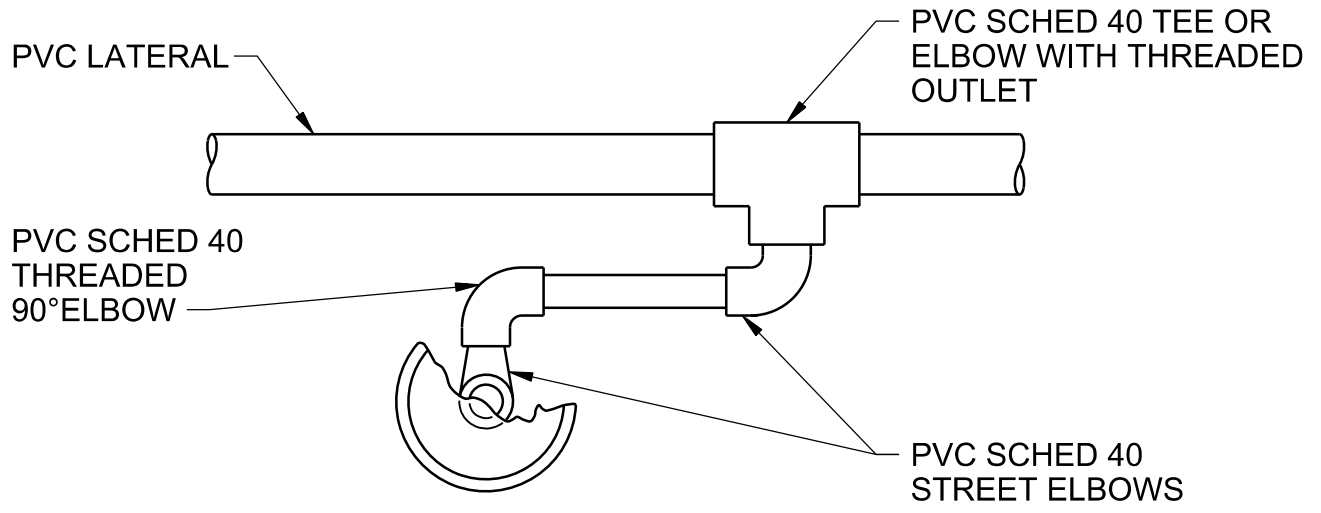
AUTOMATIC CONTROLLER

INSTALLATION IN ELECTRIC CABINET

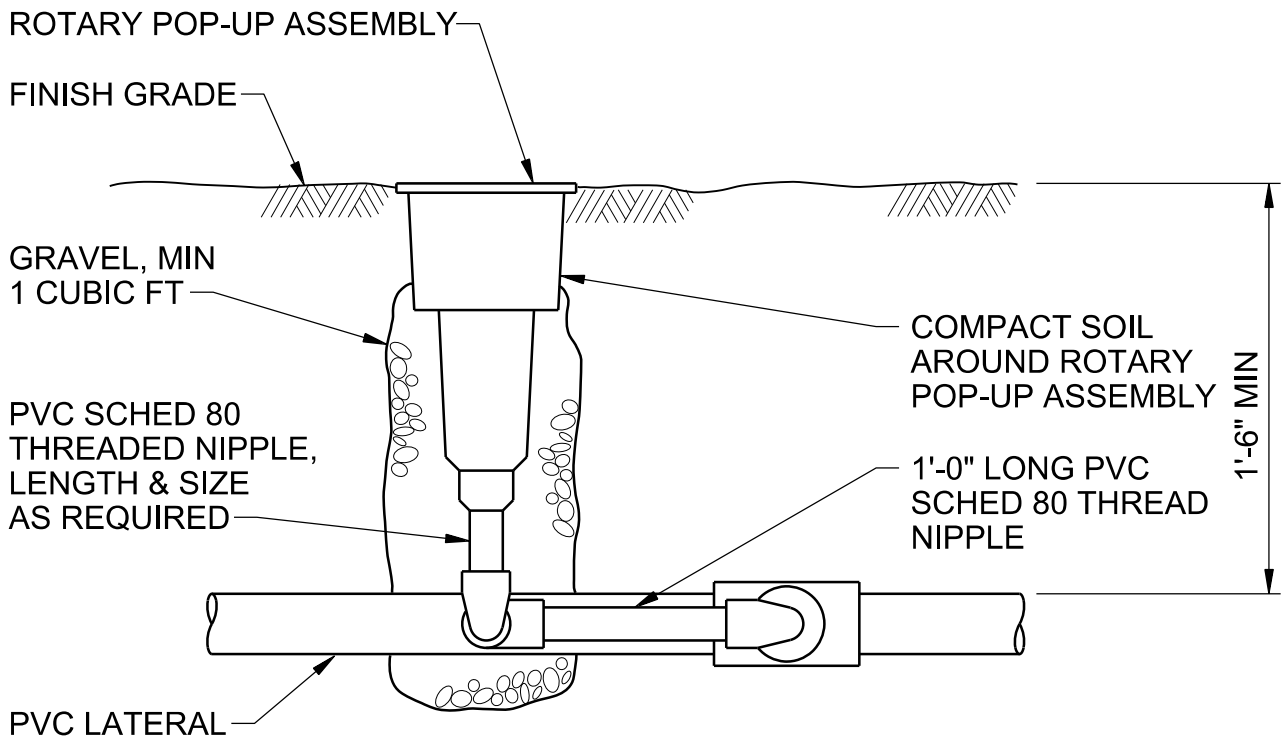
NTS

CITY OF MILLERSBURG
TRANSITION PARKWAY
AND LINEAR PARK

3284-530



PLAN



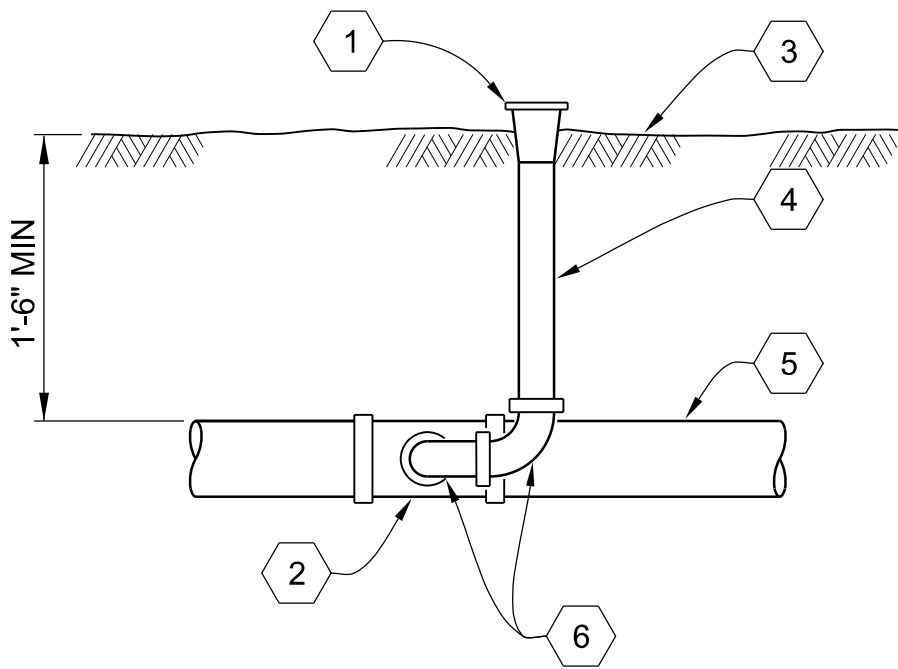
SECTION

ROTARY POP-UP SPRINKLER

NTS

CITY OF MILLERSBURG
TRANSITION PARKWAY
AND LINEAR PARK

3284-541



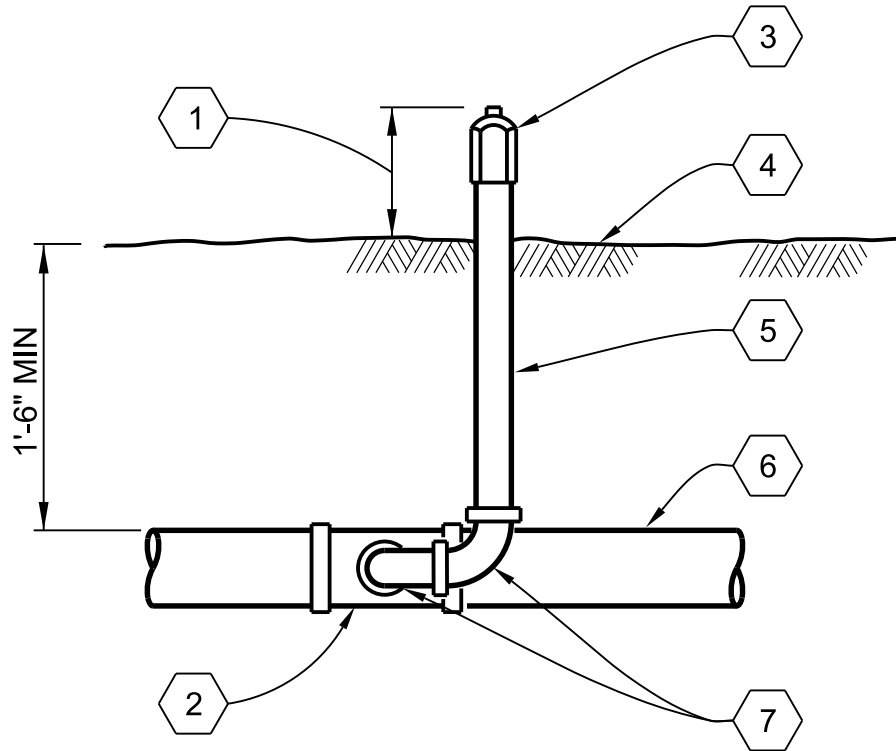
- 1. POP-UP SPRAY HEAD SET
1/2" ABOVE FINISH GRADE
- 2. PVC TEE OR ELBOW
- 3. FINISH GRADE
- 4. 1/2" THREADED PVC
RISER, SCHED 80,
LENGTH AS REQUIRED
- 5. PVC LATERAL
- 6. PVC SCHED 80 THREADED
STREET ELBOWS,
INSTALLED WITH
TEFLONTAPE

POP-UP SPRAY HEAD

NTS

CITY OF MILLERSBURG
TRANSITION PARKWAY
AND LINEAR PARK

3284-542



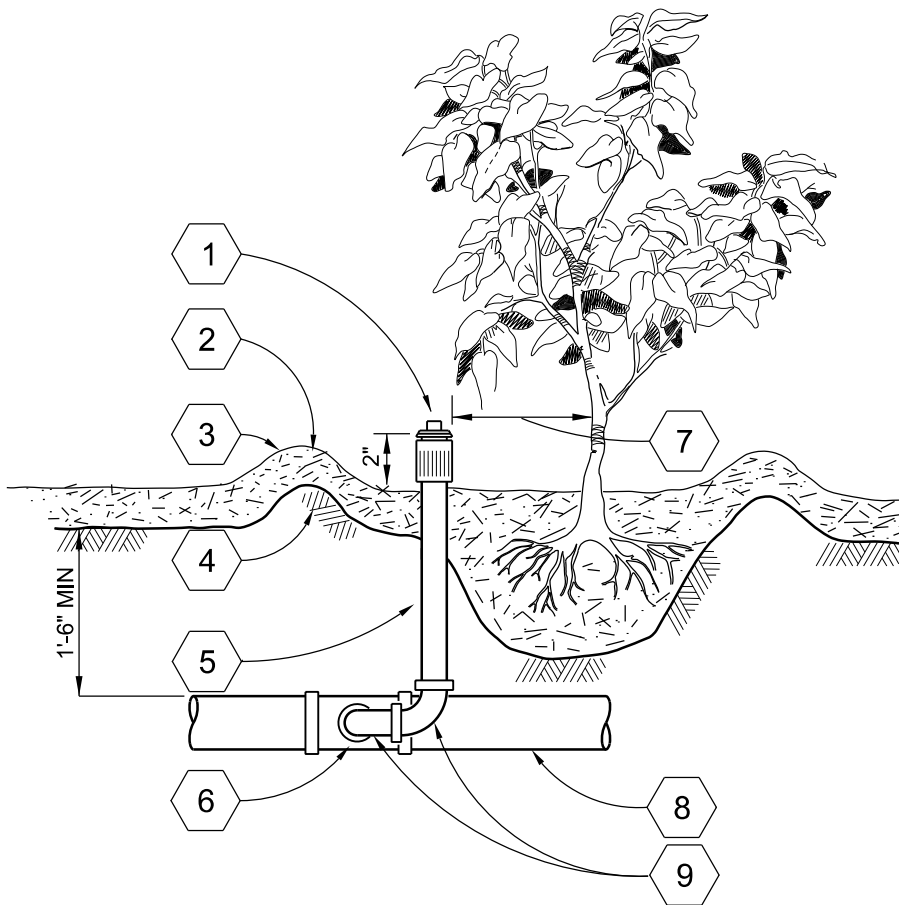
- 1. 8" UNLESS OTHERWISE NOTED
- 2. PVC TEE OR ELBOW
- 3. SPRAY HEAD
- 4. FINISH GRADE
- 5. 1/2" PVC SCHED 80, LENGTH AS REQUIRED
- 6. PVC LATERAL
- 7. PVC SCHED 40 THREADED STREET ELBOWS, INSTALLED WITH TEFLON TAPE

SPRAY HEAD

NTS

CITY OF MILLERSBURG
TRANSITION PARKWAY
AND LINEAR PARK

3284-543



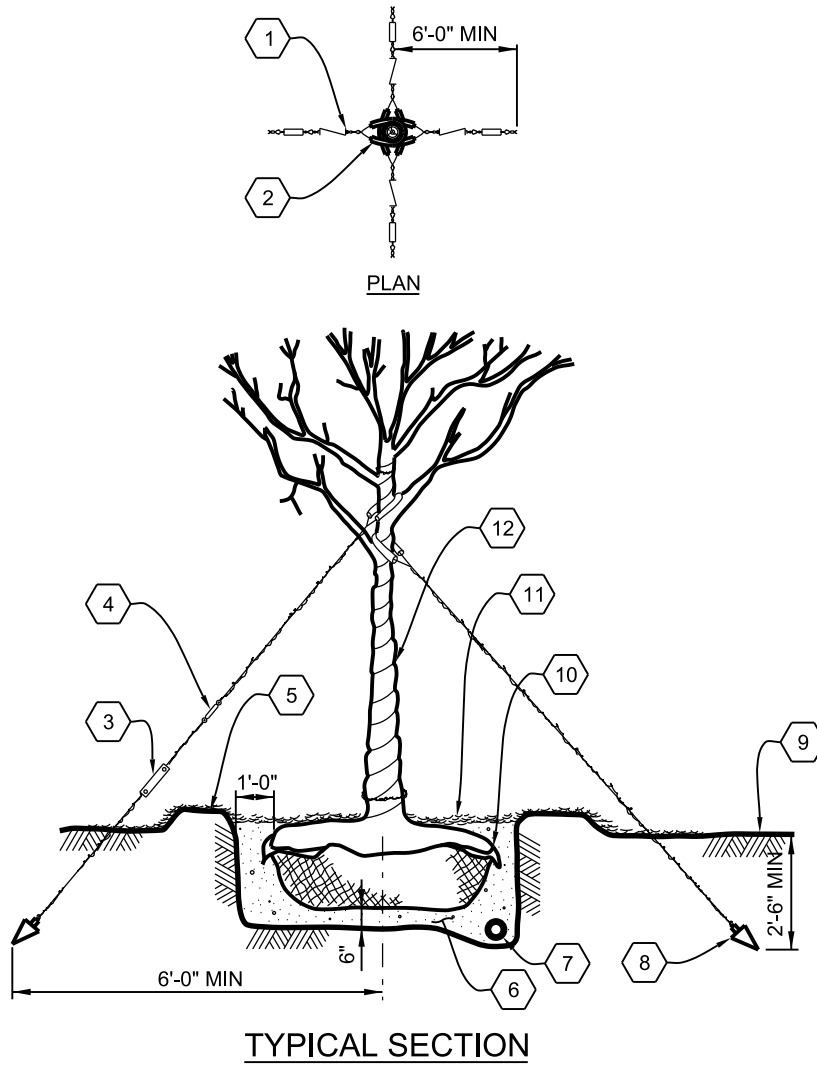
1. BUBBLER HEAD
2. MULCH AS SHOWN OR SPECIFIED
3. FINISH GRADE
4. BERM AROUND PLANT
5. 1/2" THREADED PVC SCHED 80 RISER, LENGTH AS REQD
6. PVC TEE OR ELBOW
7. 8"-10" TYP
8. PVC LATERAL
9. SCHED 40, PVC THREADED STREET ELBOWS, INSTALLED WITH TEFLON TAPE

BUBBLER HEAD

NTS

CITY OF MILLERSBURG
TRANSITION PARKWAY
AND LINEAR PARK

3284-544



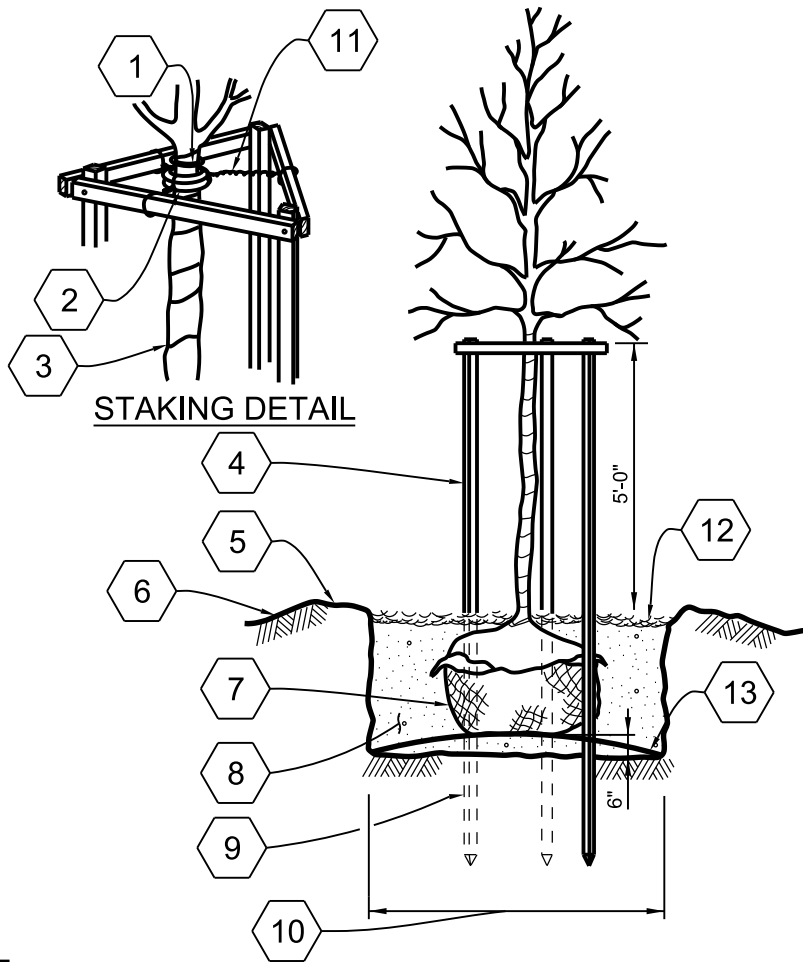
1. TWISTED GALVANIZED WIRE 12 GA
2. RUBBER 2 PLY REINFORCED GARDEN HOSE, MIN 1/2" DIA
3. GALVANIZED 6 1/2" TURNBUCKLE
4. 1/2"x3"x12" WOOD OR STEEL FLAG PAINTED WHITE
5. SAUCER
6. PLANTING SOIL
7. INSTALL 4" DRAIN TILE
8. GROUND ANCHOR
9. FINISH GRADE
10. REMOVE BURLAP FROM TOP 1/3 OF BALL
11. MULCH
12. TREE WRAPPING FASTENED NEAR TOP AND BOTTOM WITH CORD

LARGE TREE PLANTING

NTS

CITY OF MILLERSBURG
TRANSITION PARKWAY
AND LINEAR PARK

3293-610



1. CORD TO SECURE WRAPPING MATERIAL
2. TWO LOOPS OF RUBBER GARDEN HOSE
3. WRAPPING 6" TO 10" WIDE
4. (3) 2"x2" WOOD STAKES
5. SAUCER
6. FINISH GRADE
7. CUT AND REMOVE BURLAP FROM TOP 1/3 OF BALL
8. PLANTING SOIL
9. STAKES 1'-6" DEEPER THAN BOTTOM OF PIT
10. MIN 2 x ROOT BALL DIA
11. NO. 18 TIE WIRE
12. MULCH
13. LIGHTLY COMPACTED MOUND

NOTE:

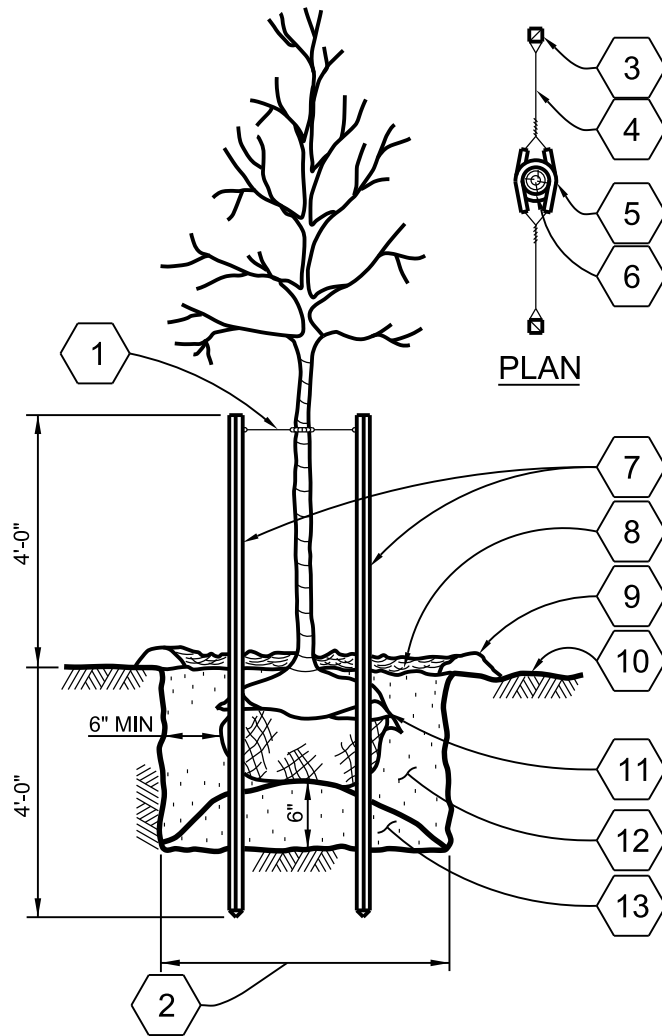
TREE SHALL BEAR SAME RELATION TO FINISH GRADE AS IT BORE TO PREVIOUS GRADE.

MEDIUM TREE PLANTING

NTS

CITY OF MILLERSBURG
TRANSITION PARKWAY
AND LINEAR PARK

3293-611



- 1. RUBBER TIES, TYP
- 2. MIN 2 x ROOT BALL DIA
- 3. STAKE
- 4. #12 GA GUY WIRE
- 5. HOSE
- 6. TREE TRUNK
- 7. (2) 2"x2"x8'-0" TREE STAKES
- 8. MULCH
- 9. 4" SAUCER
- 10. FINISH GRADE
- 11. CUT AND REMOVE BURLAP FROM TOP 1/3 OF ROOT BALL
- 12. PLANTING SOIL
- 13. LIGHTLY COMPACTED PLANTING SOIL MOUND

NOTE:

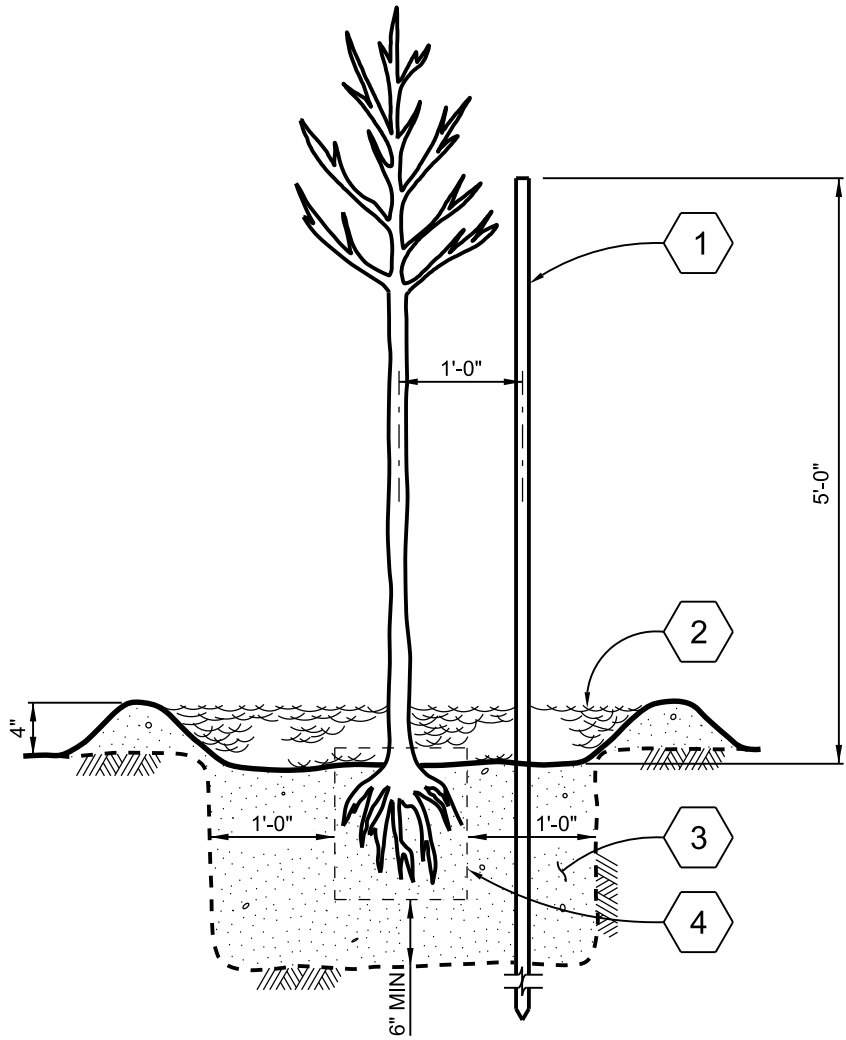
A. TREE SHALL BEAR SAME RELATION TO FINISH GRADE AS IT BORE TO PREVIOUS GRADE.

SMALL TREE PLANTING

NTS

CITY OF MILLERSBURG
TRANSITION PARKWAY
AND LINEAR PARK

3293-612



1. FOR STAKING, SEE TYPICAL DETAILS (NO STAKES REQD FOR SHRUBS)
2. MULCH BED
3. PLANTING SOIL, SEE SPECS
4. REMOVE CAN BEFORE PLANTING

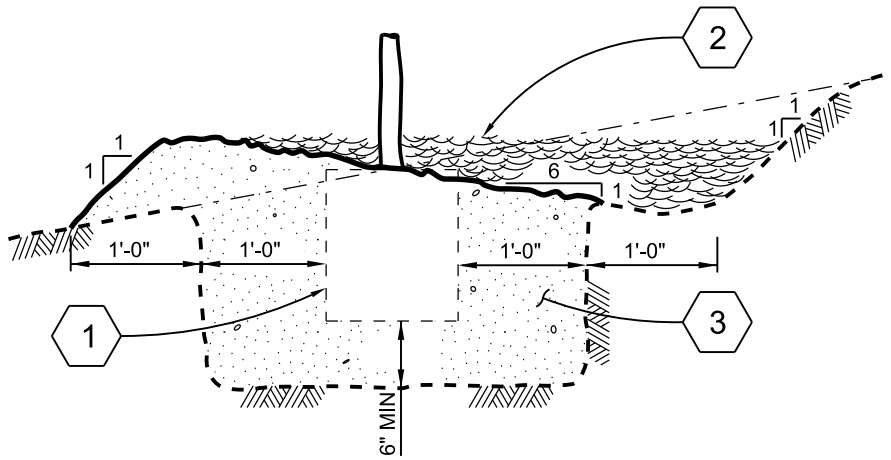
CONTAINER TREE PLANTING

NTS

CITY OF MILLERSBURG
TRANSITION PARKWAY
AND LINEAR PARK

3293-613

- 1. REMOVE CAN BEFORE PLANTING
- 2. MULCH
- 3. PLANTING SOIL, SEE SPECS

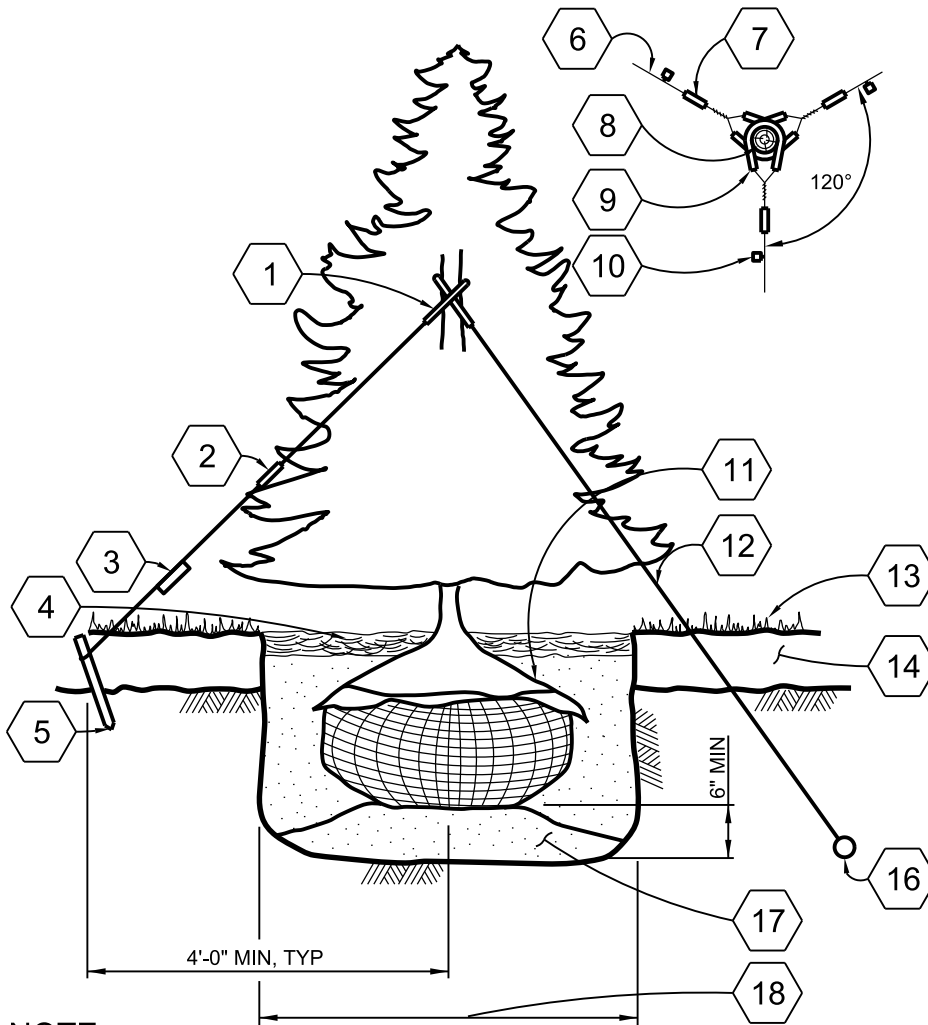


TREE PLANTING ON SLOPE

NTS

CITY OF MILLERSBURG
TRANSITION PARKWAY
AND LINEAR PARK

3293-614



1. RUBBER HOSE
2. TURNBUCKLE
3. FLAG
4. MULCH
5. SEE NOTE
6. WIRE
7. TURNBUCKLE
8. TREE TRUNK
9. HOSE
10. FLAG, TYP
11. REMOVE BURLAP FROM TOP 1/3 OF ROOT BALL
12. #12 GA GUY WIRE
13. FINISH GRADE
14. TOPSOIL
15. DEADMAN, 8" DIA x 4'-0" LONG FOR TREE OVER 10'
16. PLANTING SOIL
17. MIN 2 x ROOT BALL DIA

NOTE:

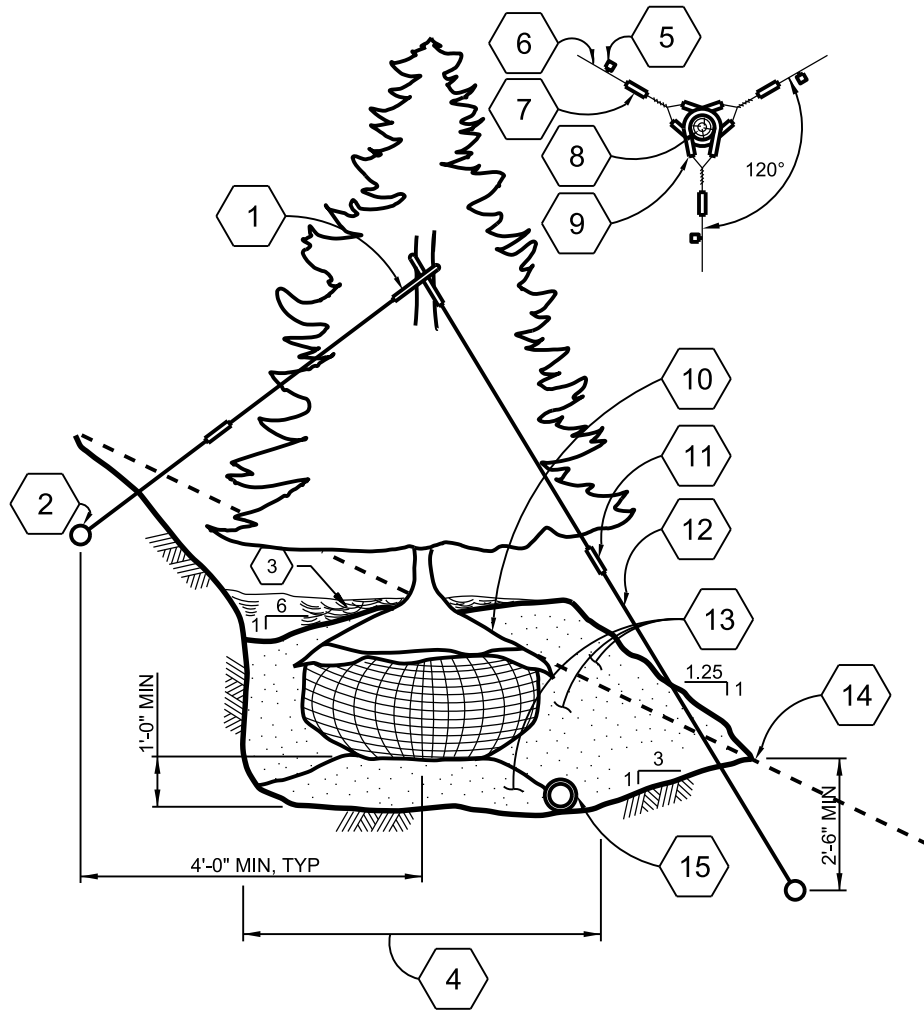
A. 3'-0" LONG 2"x2" WOOD STAKE FOR TREES UNDER 10'.

EVERGREEN TREE PLANTING

NTS

CITY OF MILLERSBURG
TRANSITION PARKWAY
AND LINEAR PARK

3293-620



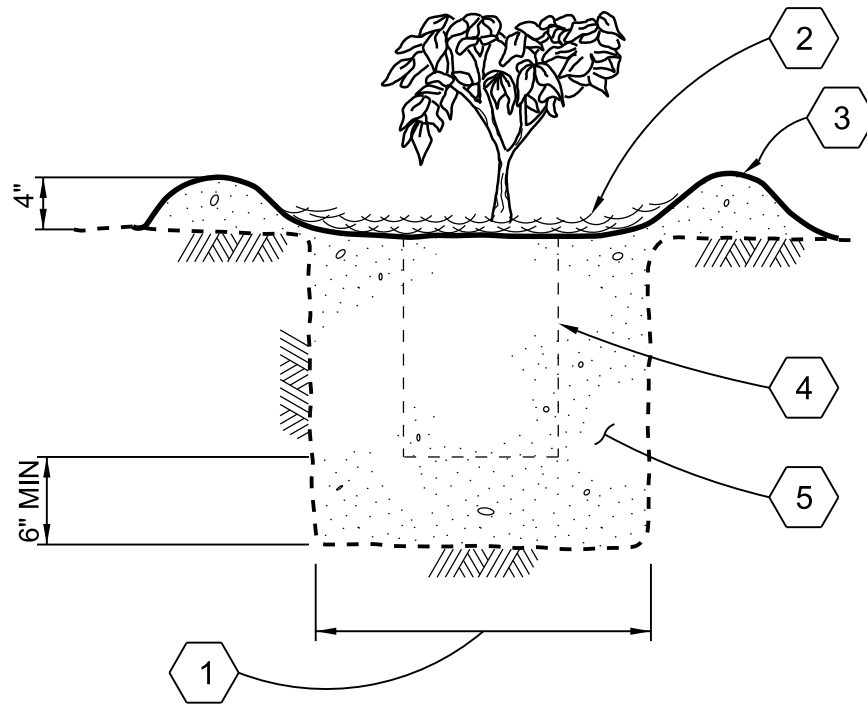
1. RUBBER HOSE
2. DEADMAN 8" DIA 4' LONG
3. MULCH
4. MIN 2 x ROOT BALL DIA
5. FLAG
6. WIRE
7. TURNBUCKLE
8. TREE TRUNK
9. HOSE
10. REMOVE BURLAP FROM TOP 1/3 OF ROOT BALL
11. TURNBUCKLE
12. #12 GA GUY WIRE
13. PLANTING SOIL
14. FINISH GRADE
15. 4" PERFORATED PVC DRAINLINE WRAPPED W/ FILTER FABRIC, DAYLIGHT ON SLOPE OR CONNECT TO STORM DRAIN, 1% MIN SLOPE

EVERGREEN TREE PLANTING ON SLOPE

NTS

CITY OF MILLERSBURG
 TRANSITION PARKWAY
 AND LINEAR PARK

3293-621



- 1. MIN 2 x ROOT BALL DIA
- 2. MULCH
- 3. SAUCER
- 4. REMOVE CAN BEFORE PLANTING
- 5. PLANTING SOIL, SEE SPECS

SHRUB PLANTING FROM CONTAINER

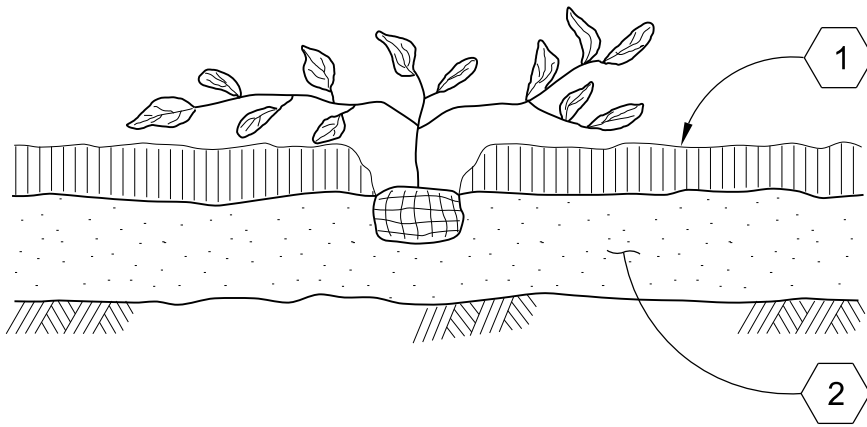
NTS

CITY OF MILLERSBURG
TRANSITION PARKWAY
AND LINEAR PARK

3293-630

1. MULCH

2. 7" TO 9" PLANTING SOIL



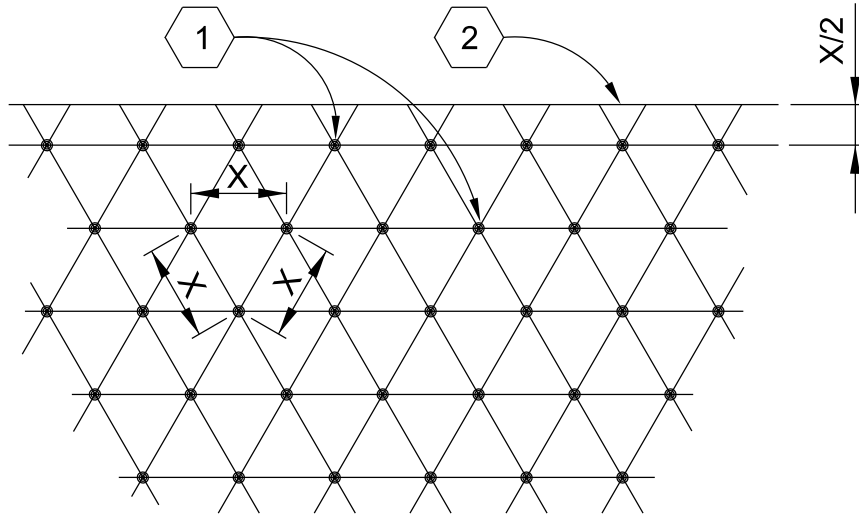
GROUND COVER PLANTING

NTS

CITY OF MILLERSBURG
TRANSITION PARKWAY
AND LINEAR PARK

3293-635

- 1. PLANT AT INTERSECTIONS
- 2. EDGE OF BED



NOTES:

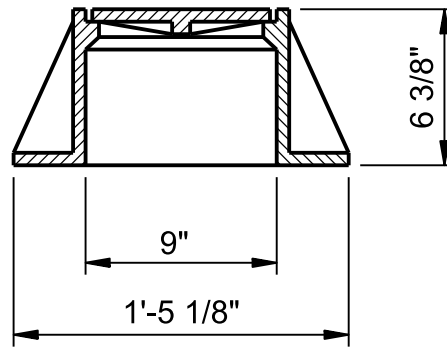
- A. X=SPACING AS DESIGNATED OC (ON CENTER) ON DRAWINGS.
- B. MULCH ENTIRE BED AFTER PLANTING.

PLANT SPACING

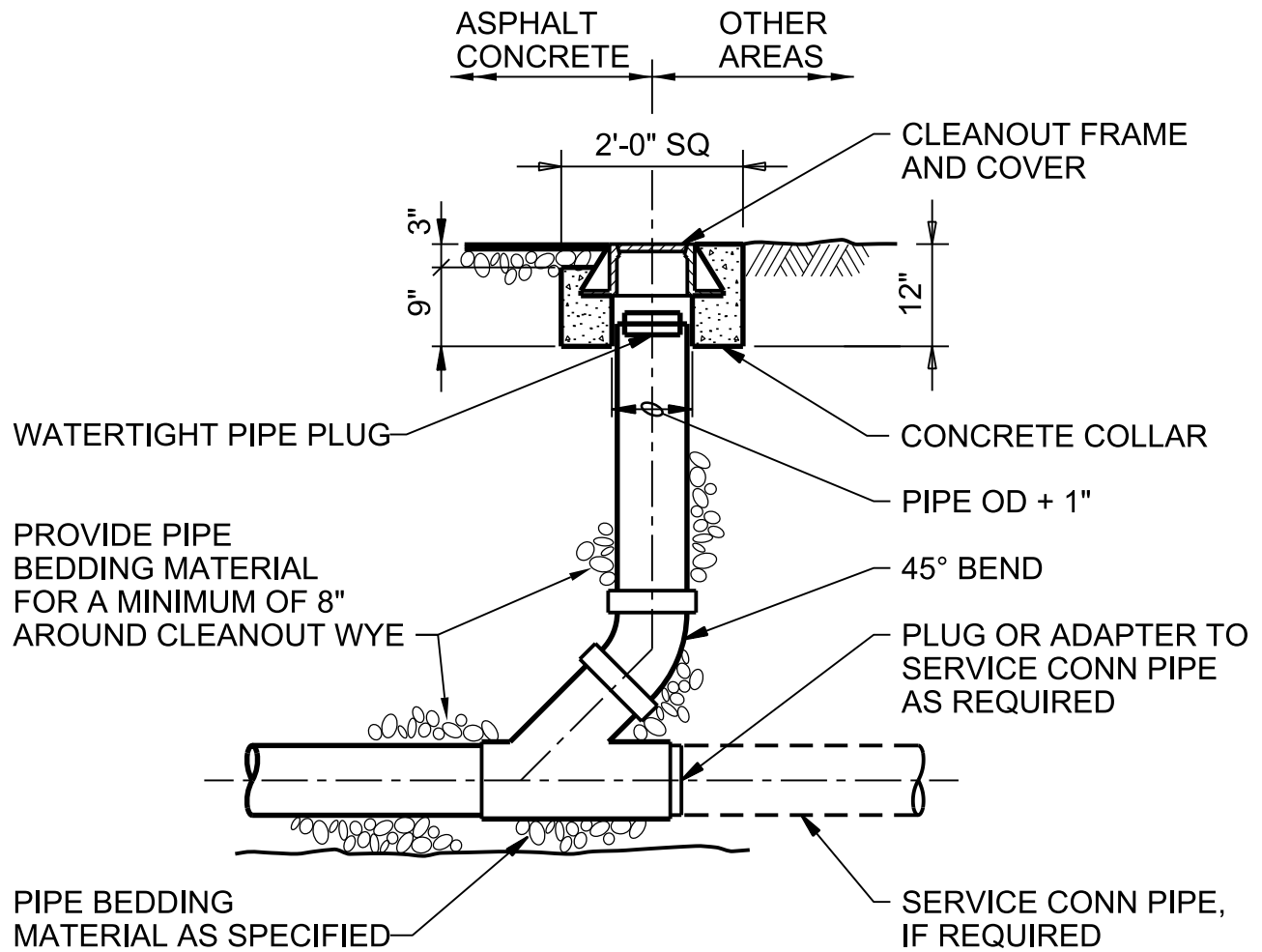
NTS

CITY OF MILLERSBURG
TRANSITION PARKWAY
AND LINEAR PARK

3293-640



CLEANOUT FRAME AND COVER



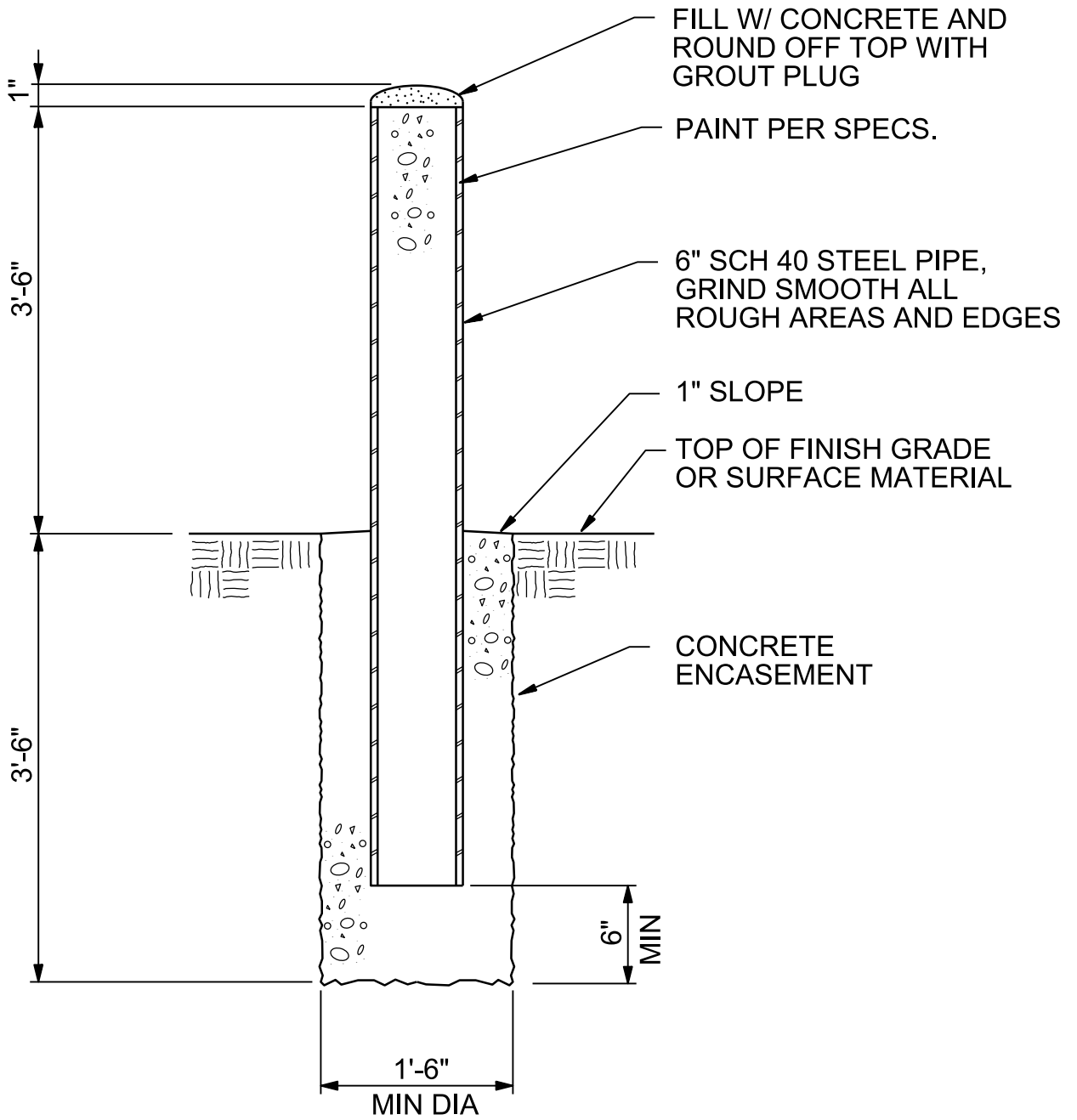
CLEANOUT

CLEANOUT

NTS

CITY OF MILLERSBURG
TRANSITION PARKWAY
AND LINEAR PARK

3305-740

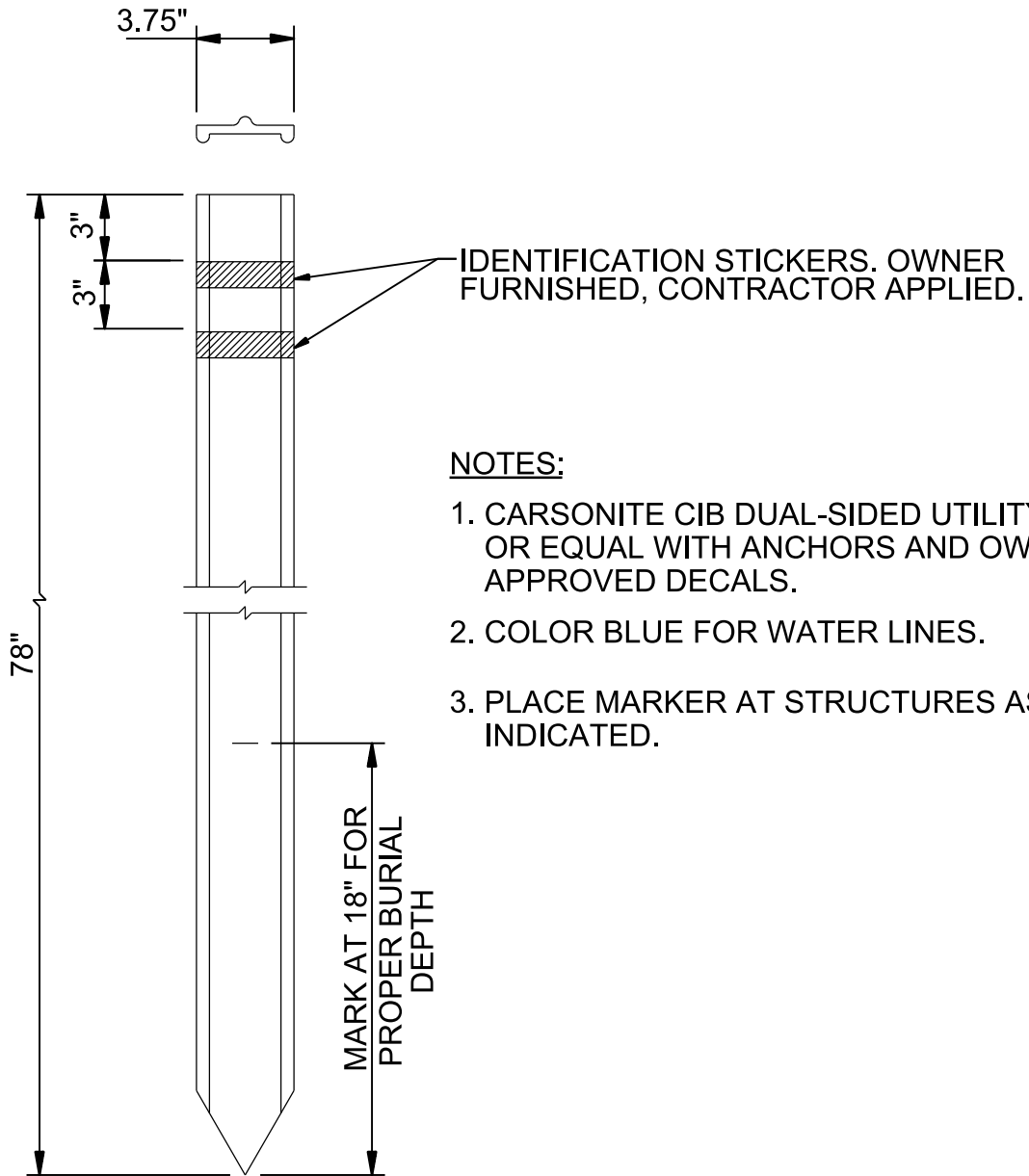


PERMANENT BOLLARD

NTS

CITY OF MILLERSBURG
 TRANSITION PARKWAY
 AND LINEAR PARK

3305-954



NOTES:

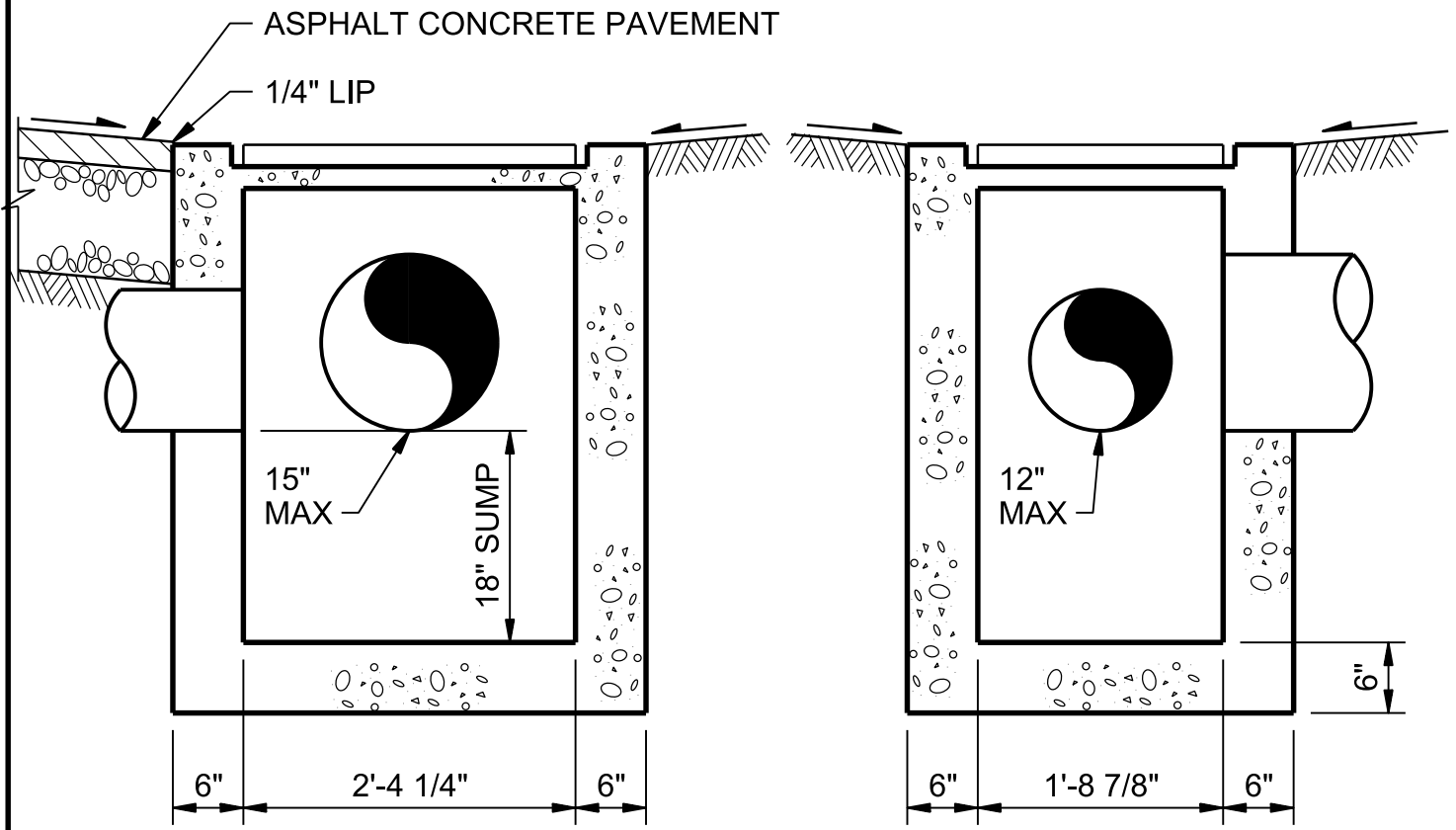
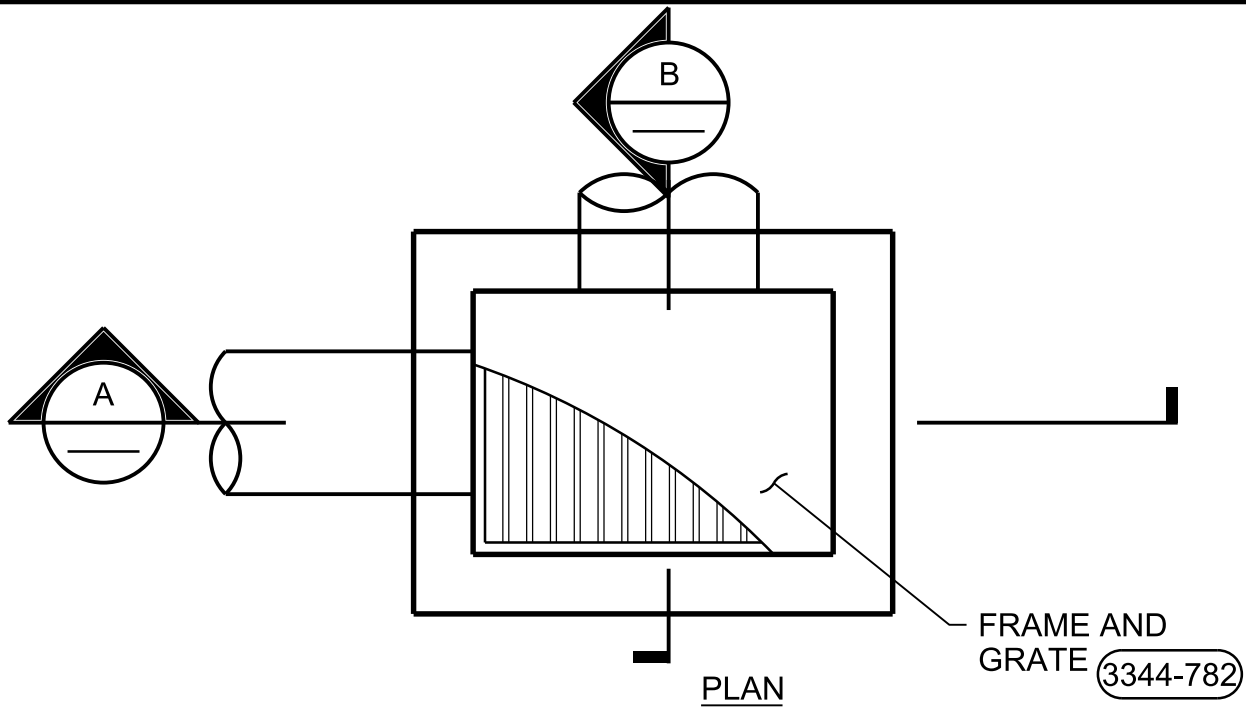
- 1. CARSONITE CIB DUAL-SIDED UTILITY MARKER POST OR EQUAL WITH ANCHORS AND OWNER APPROVED DECALS.
- 2. COLOR BLUE FOR WATER LINES.
- 3. PLACE MARKER AT STRUCTURES AS INDICATED.

PIPE MARKER POST

NTS

CITY OF MILLERSBURG
TRANSITION PARKWAY
AND LINEAR PARK

3305-960



(A) SECTION NTS

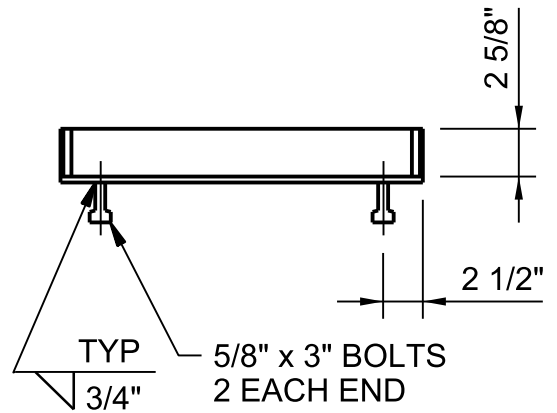
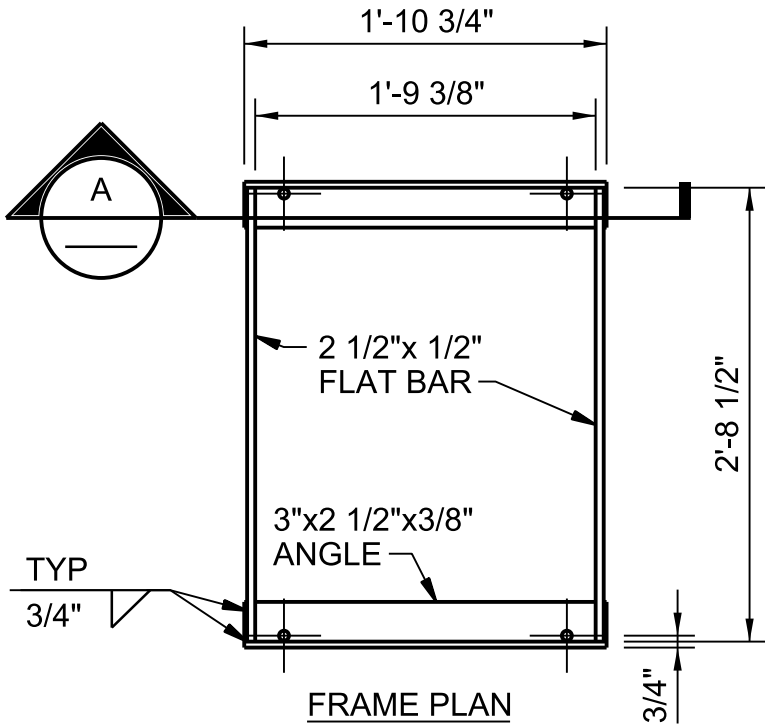
(B) SECTION NTS

CATCH BASIN

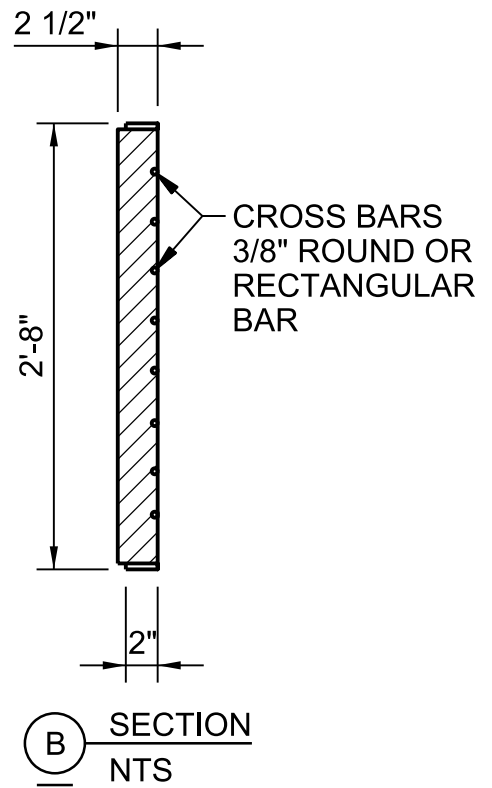
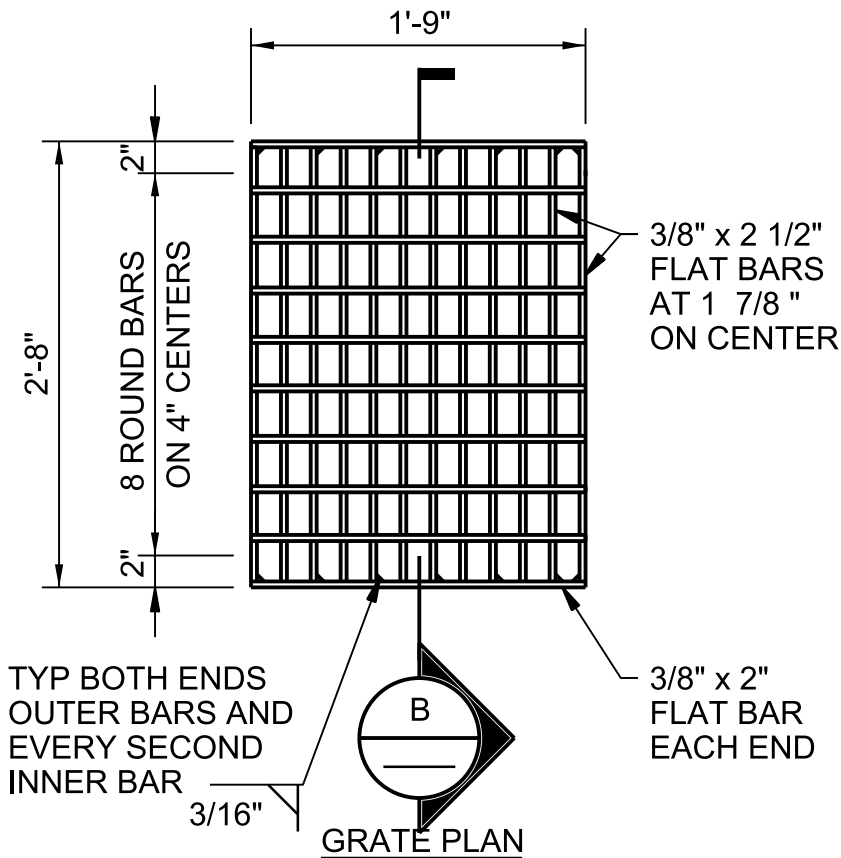
NTS

CITY OF MILLERSBURG
TRANSITION PARKWAY
AND LINEAR PARK

3344-780



(A) SECTION NTS



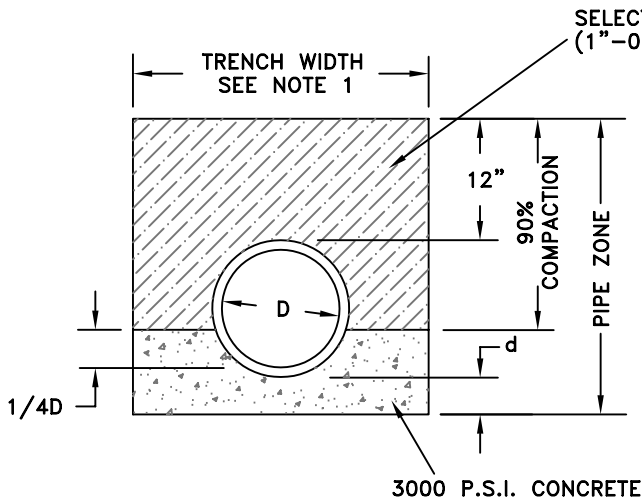
CATCH BASIN FRAME AND GRATE

NTS

CITY OF MILLERSBURG
TRANSITION PARKWAY
AND LINEAR PARK

3344-782

**CITY OF ALBANY
STANDARD DETAILS**



CONCRETE CRADLE

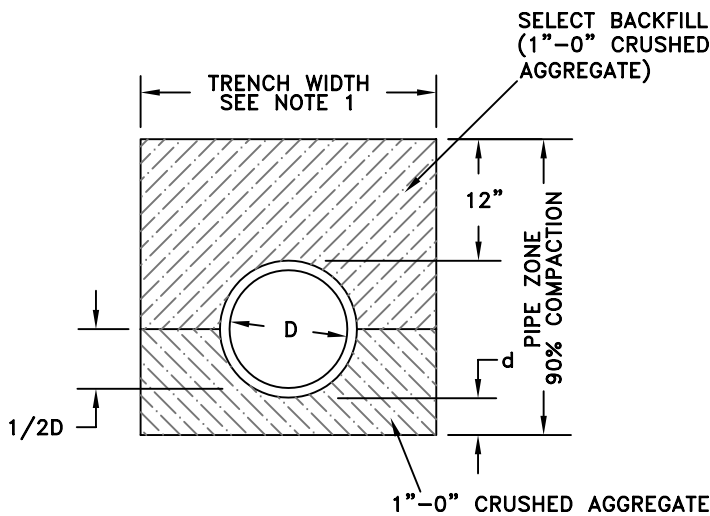
LEGEND

D = INSIDE DIAMETER
 d = DEPTH OF BEDDING MATERIAL BELOW PIPE BELL.

D	d (min.)
27" & SMALLER	4"
30" TO 60"	6"
66" & LARGER	8"

NOTES:

1. THE MAXIMUM CLEAR WIDTH OF THE TRENCH AT THE TOP OF THE PIPE SHALL NOT EXCEED THE PIPE OD + 2'. MINIMUM TRENCH WIDTH SHALL BE PIPE OD + 1'.
2. WHERE DIRECTED BY THE ENGINEER, GRANULAR TRENCH STABILIZATION SHALL BE PLACED PRIOR TO PLACEMENT OF THE BEDDING. SIZE AND DEPTH ARE DEPENDENT ON SOIL CONDITIONS.
3. FOR ROCK OR OTHER INCOMPRESSIBLE MATERIALS, THE TRENCH SHALL BE OVEREXCAVATED A MINIMUM OF 6" AND REFILLED WITH GRANULAR MATERIAL AS DIRECTED BY THE ENGINEER.
4. BEDDING AND BACKFILL MATERIALS IN THE PIPE ZONE SHALL BE COMPACTED AS SPECIFIED PRIOR TO BACKFILLING THE REMAINDER OF THE TRENCH.
5. ALL COMPACTION REQUIREMENTS SHALL BE PER MODIFIED PROCTER TEST METHOD ASTM D1557.
6. SEE DETAIL DWG. NO. 205 FOR DETAILS RELATING TO TRENCH BACKFILL ABOVE THE PIPE ZONE.



GRANULAR FOUNDATION

CITY OF ALBANY, OREGON
 PUBLIC WORKS DEPARTMENT

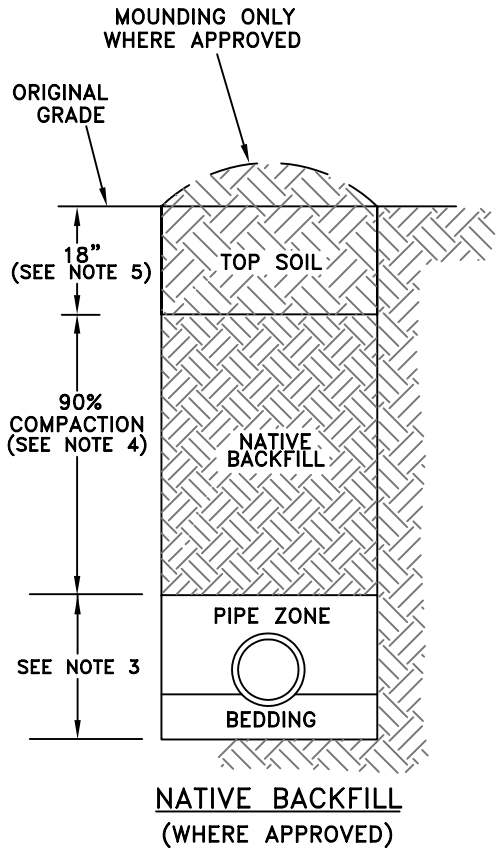
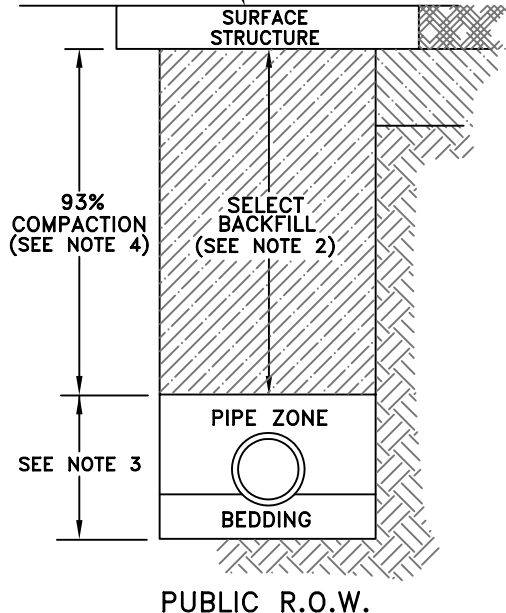
PIPE ZONE AND BEDDING DETAILS
 FOR
 STANDARD UTILITY TRENCH

NO SCALE

MAY 1998

NO. 204

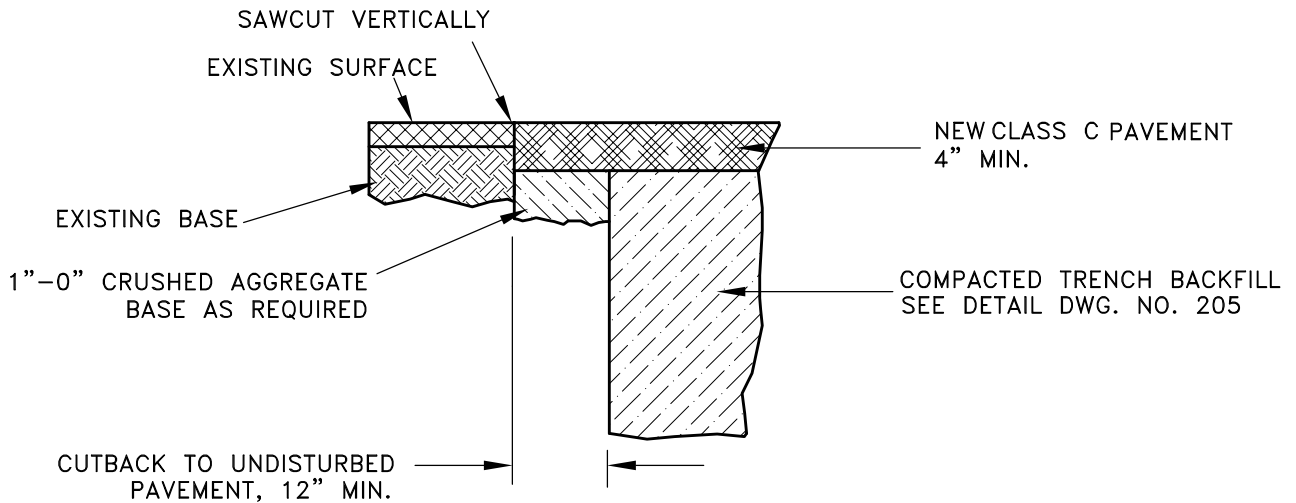
FOR SURFACE STRUCTURE SEE
DETAIL DWG. NOS. 206 AND 207



NOTES:

1. FULL PANEL REPLACEMENT IS REQUIRED ON CONCRETE SURFACES. SEE DETAIL DWG. NO. 207.
2. SELECT BACKFILL IN THE TOP 8' OF TRENCH SHALL BE 1"-0" CRUSHED AGGREGATE.
3. FOR BEDDING AND PIPE ZONE REQUIREMENTS, SEE DETAIL DWG. NO. 204.
4. ALL COMPACTION REQUIREMENTS SHALL BE PER MODIFIED PROCTOR TEST METHOD ASTM D1557.
5. APPROVED TOP SOIL SHALL BE LIGHTLY COMPACTED TO RESIST SETTLEMENT. EXISTING TOP SOIL MAY BE SALVAGED WITH APPROVAL OF ENGINEER.

CITY OF ALBANY, OREGON PUBLIC WORKS DEPARTMENT		
STANDARD UTILITY TRENCH BACKFILL DETAIL		
NO SCALE	MAY 1998	NO. 205



NOTES:

1. PAVEMENT SHALL BE SAWCUT NO LESS THAN TWICE. THE FIRST SAWCUT SHALL PROVIDE FOR REMOVAL OF THE PAVEMENT AS NEEDED TO ACCOMMODATE THE WORK BEING PERFORMED. SUBSEQUENT TO THE COMPLETION OF THE WORK, AND IN PREPARATION FOR PAVEMENT REPAIR, THE PAVEMENT SHALL BE SAWCUT A SECOND TIME TO REMOVE A MINIMUM OF AN ADDITIONAL 12 INCHES OF PAVEMENT. UNDERMINED AND/OR DAMAGED PAVEMENT SHALL BE REMOVED.
2. SAWCUTTING TOOLS SHALL NOT "OVERCUT" BEYOND THE EXTENTS OF THE PAVEMENT TO BE REMOVED.
3. WHEN THE DISTANCE BETWEEN THE FINAL SAWCUT PAVEMENT EDGE AND A CURB, GUTTER, PAVEMENT EDGE, CONSTRUCTION JOINT, OR OTHER CONCRETE STRUCTURE OR IMPROVEMENT WILL BE LESS THAN 24 INCHES, THE CONTRACTOR SHALL REMOVE ALL OF THE INTERVENING PAVEMENT AND INCLUDE THAT AREA IN THE PAVEMENT RESTORATION.
4. WHEN REMOVING CUT-BACK ASPHALT, MINIMIZE DISTURBANCE TO EXISTING BASE COURSE. PROVIDE AND COMPACT ADDITIONAL 1"-0 CRUSHED AGGREGATE IN CUT-BACK AREA AS REQUIRED TO MATCH REMAINDER OF TRENCH.
5. PAVE THE TRENCH AS SHOWN AND AS SPECIFIED. FINAL ASPHALT THICKNESS SHALL BE A MINIMUM OF 4", OR AS REQUIRED TO MATCH EXISTING THICKNESS, WHICHEVER IS GREATER. PLACE ASPHALT IN A MINIMUM OF TWO LIFTS. MAXIMUM DEPTH OF EACH LIFT SHALL BE 3 INCHES FOR CLASS B MIX AND 2 INCHES FOR CLASS C MIX. THE WEARING COURSE SHALL BE CLASS C MIX.
6. IMMEDIATELY FOLLOWING PAVING, JOINTS SHALL BE SAND-SEALED WITH MATERIAL CONFORMING TO THE REQUIREMENTS OF SECTION 205.02.01C. JOINTS SHALL BE COMPLETELY FILLED AND SEALED WITH NO VOIDS OR DEFECTS.
7. IF THE TRENCH IS NOT RESURFACED THE SAME DAY, PROVIDE A TEMPORARY SURFACE OF ASPHALT, EITHER HOT, WARM, OR COLD MIX.
8. A FULL WIDTH STREET OVERLAY OR GRIND/INLAY MAY BE REQUIRED DEPENDING UPON THE EXTENT OF NEW AND EXISTING PAVEMENT CUTS.

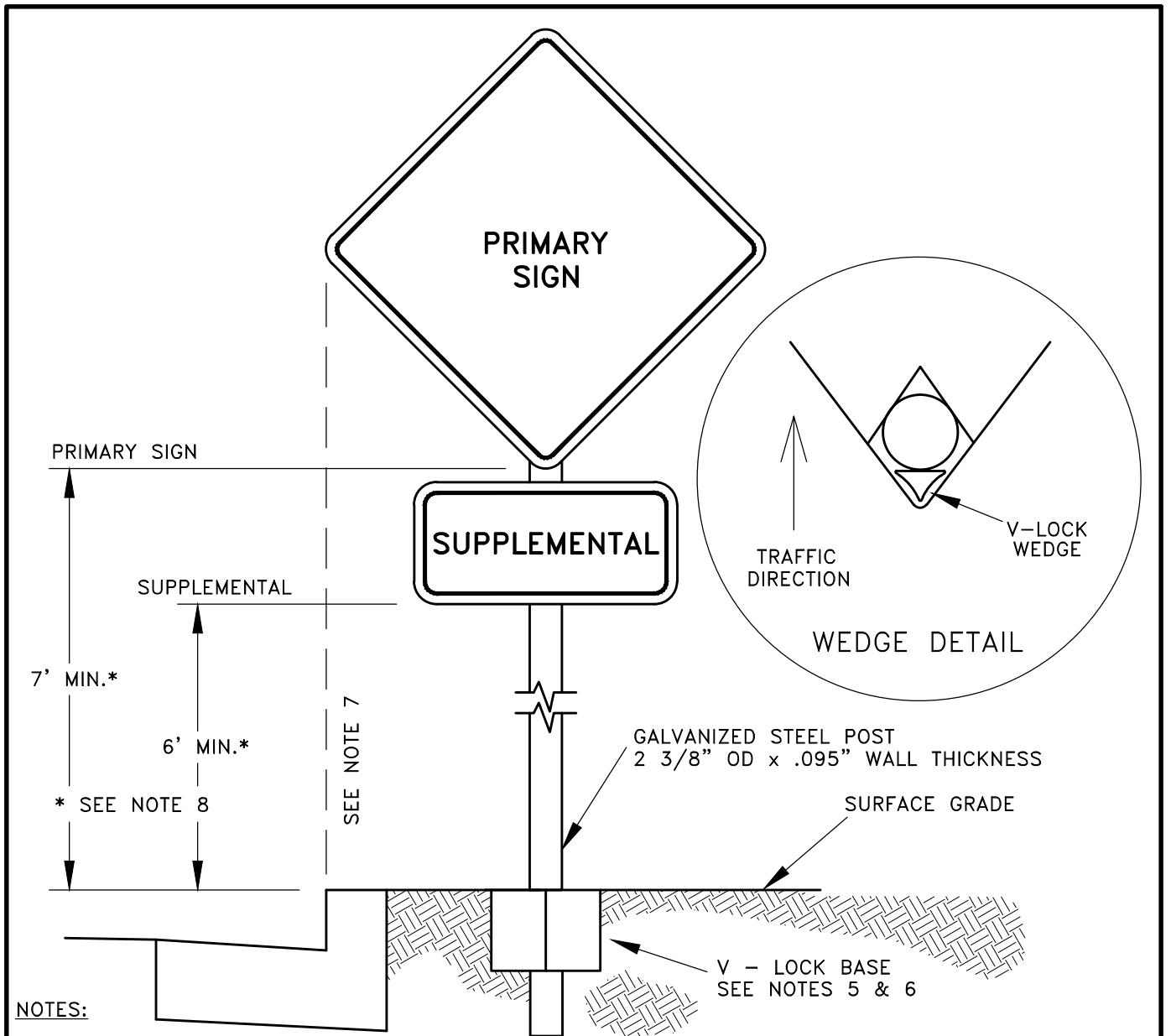
CITY OF ALBANY, OREGON
PUBLIC WORKS DEPARTMENT

TEE CUT
PAVEMENT RESTORATION

NO SCALE

OCTOBER 2013

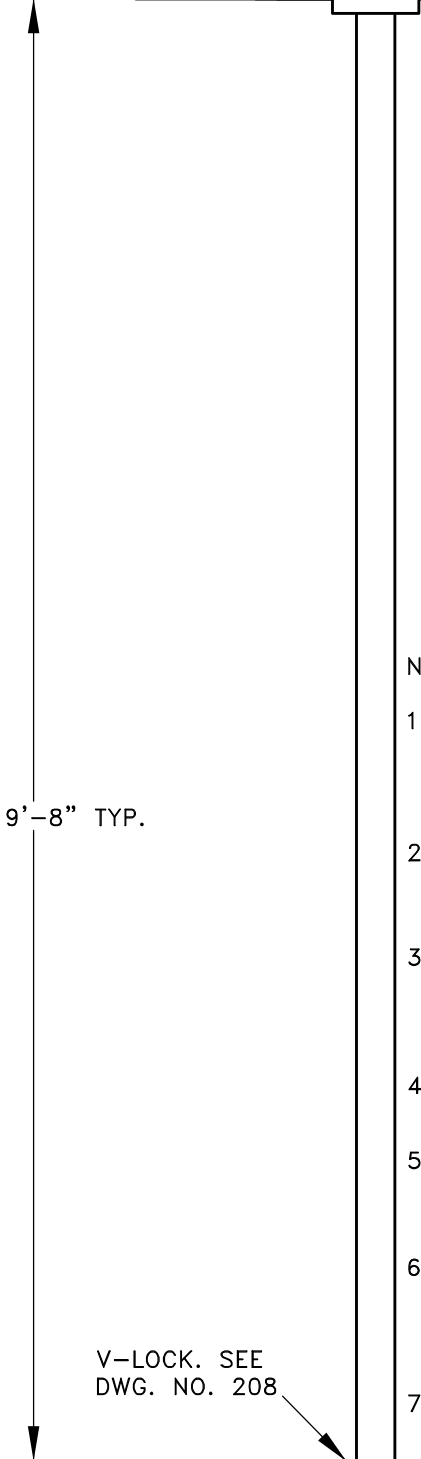
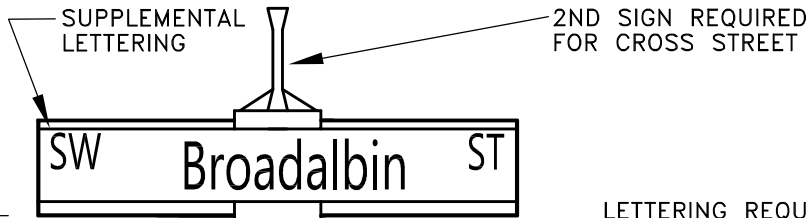
NO. 206A



NOTES:

1. SIGNS SHALL CONFORM TO THE MINIMUM REQUIREMENTS OF THE CURRENT VERSION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND THE OREGON SUPPLEMENT TO THE MUTCD.
2. SIGNS SHALL BE CONSTRUCTED WITH A HIGH-INTENSITY PRISMATIC OR DIAMOND GRADE SURFACE.
3. SIGNS SHALL BE CONSTRUCTED OF 0.080 INCH THICK ANODIZED ALUMINUM. REGULATORY AND WARNING SIGNS SHALL BE A MINIMUM SIZE OF 30 INCHES.
4. SIGNS SHALL BE MOUNTED ON THE POST WITH HAWKINS, SINGLE CLAMP-ON, U-BRACKETS, WITH HEX-HEAD SCREWS. GALVANIZED PRESS-ON PIPE CAPS SHALL BE INSTALLED ON THE TOP OF THE SIGN POST WHEN NO STREET SIGNS ARE PRESENT.
5. POLE BASE SHALL BE V-LOCK MODEL 23 - VR3 (SOIL APPLICATION) OR 23-VR1 (CONCRETE APPLICATION) AS MANUFACTURED BY FORESIGHT PRODUCTS, INC., OR APPROVED EQUAL. V-LOCK FRAMES SHALL BE INSTALLED FLUSH TO THE FINISHED GRADE. WHEN THE POLE IS PLACED IN CONCRETE, CONCRETE SHALL NOT COVER THE V-LOCK WEDGE.
6. WHERE V-LOCK MODEL 23-VR3 (SOIL APPLICATION) IS USED, BACKFILL MATERIAL SHALL BE AMENDED WITH A MIXTURE OF CONCRETE, AND COMPACTED TO PROVIDE RIGIDITY AND STABILITY TO THE INSTALLATION.
7. SIGN LOCATIONS SHALL BE DESIGNATED AND APPROVED BY THE CITY. SIGNS SHALL NOT EXTEND BEYOND FACE OF CURB OR EDGE OF ROAD WHERE NO CURB EXISTS.
8. MINIMUM CLEARANCE FOR ANY SIGN WITHIN OR OVERHANGING A PEDESTRIAN CIRCULATION AREA SHALL BE 7 FEET.

CITY OF ALBANY, OREGON PUBLIC WORKS DEPARTMENT		
TYPICAL SIGN INSTALLATION		
NO SCALE	OCTOBER 2013	NO. 208



LETTERING REQUIREMENTS

STREET CHARACTERISTICS		TEXT SIZE	
STREET TYPE	SPEED LIMIT	UPPER-CASE	LOWER-CASE
MULTI-LANE	MORE THAN 40 MPH	8-INCH	6-INCH
MULTI-LANE	40 MPH OR LESS	6-INCH	4.5-INCH
2-LANE, LOCAL	25 MPH OR LESS	4-INCH	3-INCH
2-LANE, LOCAL	25 MPH OR MORE	6-INCH	4.5-INCH
OVERHEAD MOUNTED SIGNS		12-INCH	9-INCH
SUPPLEMENTAL LETTERS, 6" SIGNS		3-INCH	-
SUPPLEMENTAL LETTERS, SIGNS OVER 6"		4-INCH	-

TEXT SIZE UPPER-CASE	SIZE OF STREET NAME SIGN
8-INCH	10" X 48"
6-INCH	9" X 42"
4-INCH	6" X 30", 6" X 36" OR 6" X 42"

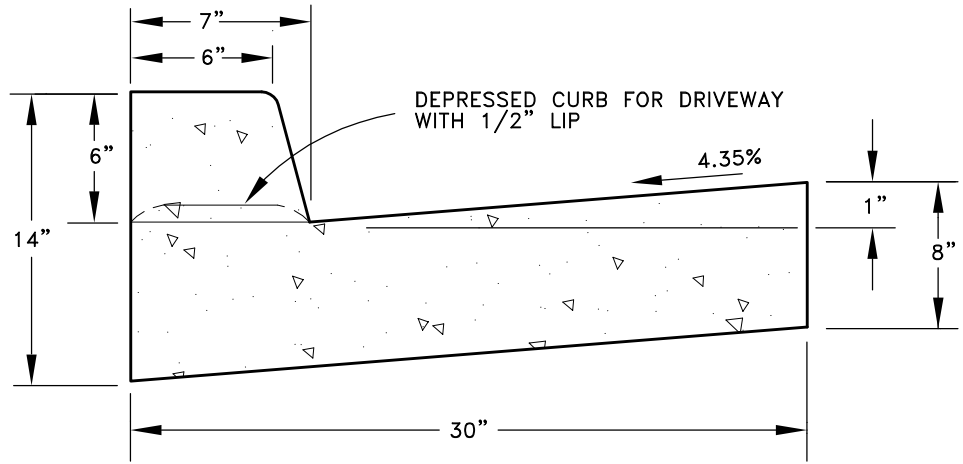
NOTES:

- EXCEPT AS OTHERWISE INDICATED HERE, SIGNS SHALL CONFORM TO THE REQUIREMENTS OF THE CURRENT VERSION OF THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND THE OREGON SUPPLEMENT TO THE MUTCD.
- STREET NAME LETTERS SHALL BE COMPOSED OF A COMBINATION OF LOWER-CASE LETTERS WITH INITIAL UPPER-CASE LETTERS. STREET NAME SIGN LETTERS SHALL BE HIGHWAY 'C' FONT.
- STREET NAME SIGNS SHALL BE EXTRUDED ALUMINUM, DOUBLE-FACED WITH HIGH INTENSITY PRISMATIC OR DIAMOND GRADE WHITE ON GREEN REFLECTIVE SHEETING. PROVIDE EACH POLE WITH A SECOND SIGN FOR A CROSSING STREET.
- SIGN LOCATIONS SHALL BE DESIGNATED AND APPROVED BY THE CITY ENGINEER.
- POSTS SHALL BE INSTALLED AND ADDITIONAL SIGNS (STOP, YIELD, ETC.) SHALL BE MOUNTED PER STANDARD DRAWING NO. 208, TYPICAL SIGN INSTALLATION.
- SUPPLEMENTAL LETTERING SHALL BE LOCATED ON THE UPPER CORNERS OF THE SIGN. LETTERS SHALL BE NO CLOSER THAN 1/4" AND NOT FURTHER THAN 1" FROM TOP AND SIDE EDGES OF SIGN AND NO CLOSURE THAN 1" FROM STREET NAME.
- STREET TYPE ABBREVIATIONS SHALL CONFORM TO MUTCD ABBREVIATIONS EXCEPT AVENUE SHALL BE "AVE".

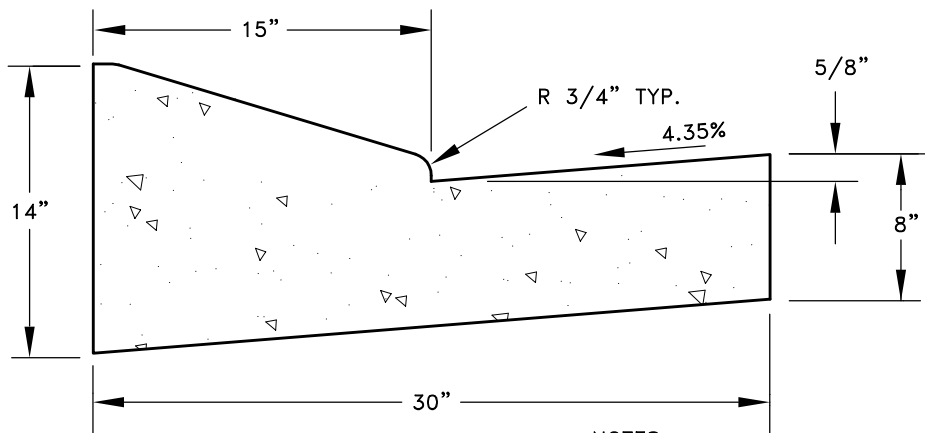
V-LOCK. SEE DWG. NO. 208

SURFACE GRADE

CITY OF ALBANY, OREGON PUBLIC WORKS DEPARTMENT		
TYPICAL STREET NAME SIGN		
NO SCALE	JULY 2019	NO. 209



TYPICAL CURB AND GUTTER

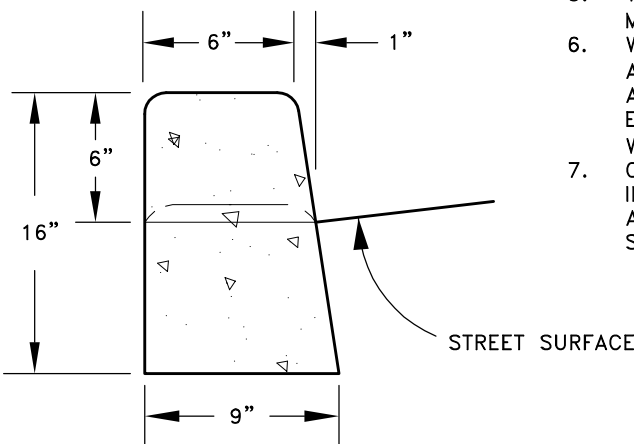


THE TRANSITION ZONE FROM TYPICAL CURB AND GUTTER TO ROLLED CURB AND GUTTER SHALL BE 12" TO 36".

NOTES

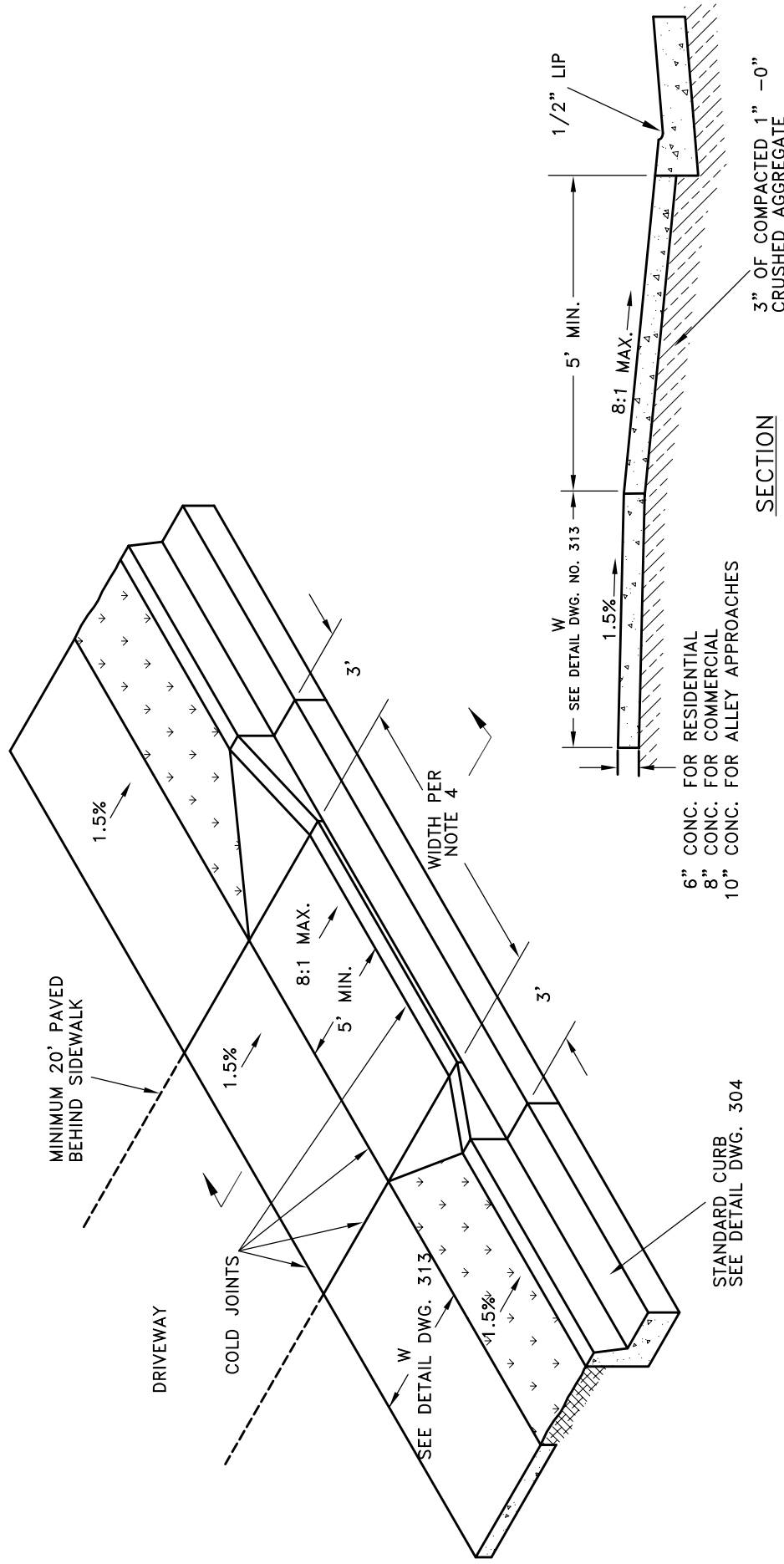
**ROLLED CURB AND GUTTER
(REQUIRES APPROVAL BY THE CITY ENGINEER)**

1. STRAIGHT CURB AND ROLLED CURB SHALL NOT BE CONSTRUCTED WITHOUT THE APPROVAL OF THE CITY ENGINEER. THE EXCEPTION BEING ROLLED CURB SHALL BE USED FOR CUL-DE-SACS. REFER TO DETAIL 303.
2. CONTRACTION JOINTS SHALL BE PLACED AT 10' INTERVALS AND SHALL EXTEND AT LEAST 50% THROUGH THE CURB AND GUTTER. JOINTS SHALL MATCH SIDEWALK JOINTS FOR CURBSIDE SIDEWALK.
3. CONCRETE SHALL HAVE A MINIMUM 4,000 PSI 28-DAY COMPRESSIVE STRENGTH.
4. ALL RADII SHALL BE 3/4" UNLESS OTHERWISE NOTED.
5. THE STREET STRUCTURAL SECTION SHALL EXTEND TO A MINIMUM 6" BEHIND CURB.
6. WHEN CONSTRUCTING CURB ON EXISTING ASPHALT STREETS, A MINIMUM 24" WIDTH OF PAVEMENT SHALL BE SAWCUT AND REMOVED ALONG THE ENTIRE LENGTH OF NEW CURB. EXISTING ASPHALT SHALL BE REPLACED IN ACCORDANCE WITH DETAIL DWG. NO. 206 (A OR B AS APPLICABLE).
7. CURB AND GUTTER SHALL BE CONSTRUCTED INDEPENDENTLY, AND SEPARATED BY A COLD JOINT FROM ALL ADJACENT CONCRETE CONSTRUCTION; INCLUDING SIDEWALKS, DRIVEWAY RAMPS, CURB RAMPS, AND ETC.



**STRAIGHT CURB
(REQUIRES APPROVAL BY THE CITY ENGINEER)**

CITY OF ALBANY, OREGON PUBLIC WORKS DEPARTMENT		
DETAILS FOR TYPICAL CURB AND GUTTER CONFIGURATIONS		
NO SCALE	JANUARY 2018	NO. 304



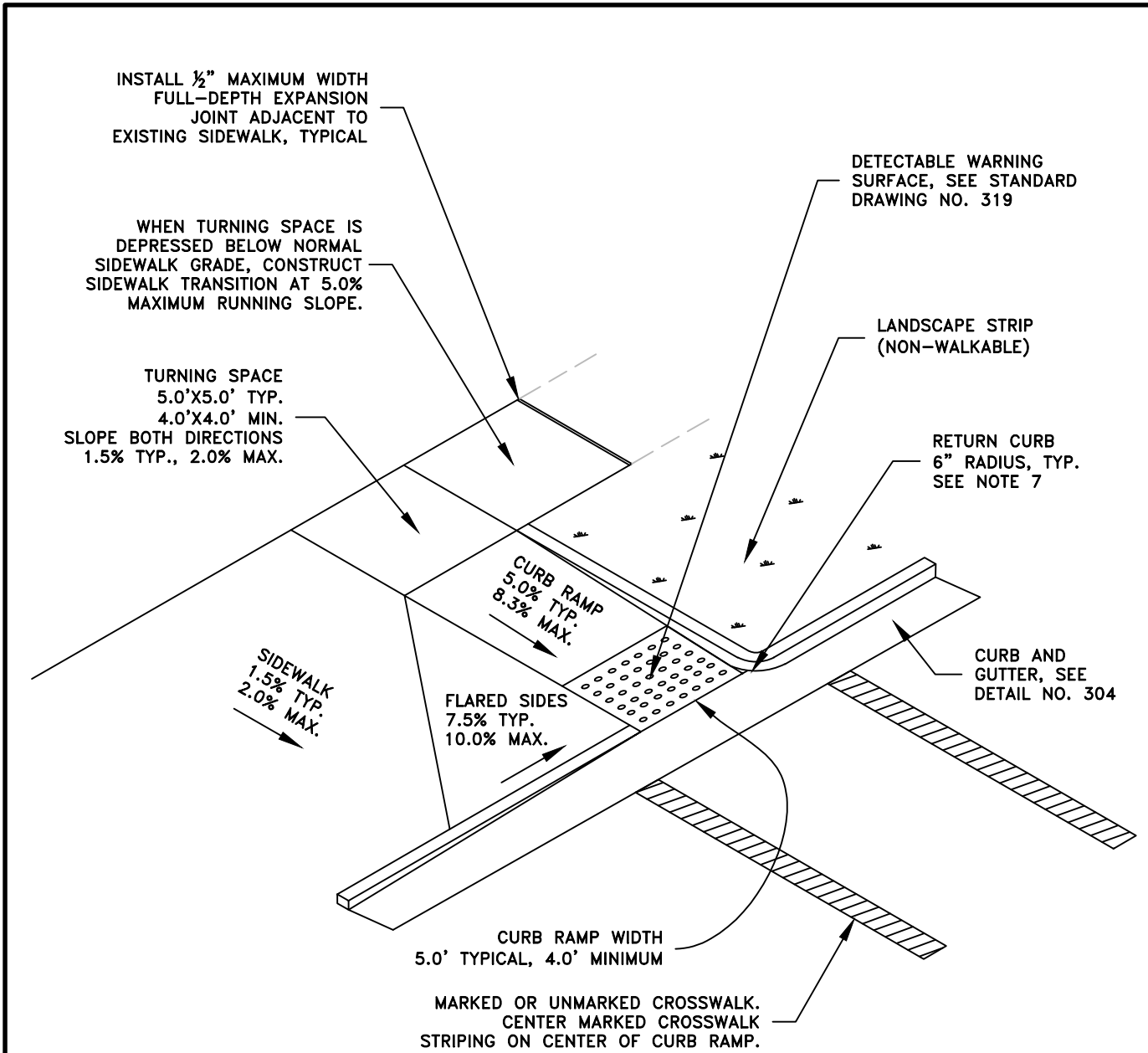
NOTES:

1. CONCRETE SHALL HAVE A MINIMUM 28-DAY COMPRESSIVE STRENGTH OF 4000 PSI.
2. CURB AND GUTTER SHALL BE CONSTRUCTED INDEPENDENTLY, AND SEPARATED BY A COLD JOINT, FROM ALL ADJACENT CONCRETE CONSTRUCTION; INCLUDING SIDEWALKS AND DRIVEWAY RAMPS.
3. PROVIDE CONTRACTION JOINT AT MIDPOINT OF DRIVEWAY IF DRIVEWAY IS 16' WIDE OR GREATER.
4. RESIDENTIAL DRIVEWAY WIDTH 10' - 24'. COMMERCIAL DRIVEWAY WIDTH PER DEVELOPMENT CODE, ARTICLE 12, CHAPTER 12.100
5. NEW DRIVEWAY ACCESS CONSTRUCTION IN AN EXISTING CURB SHALL BE CONSTRUCTED WITH THE USE OF HORIZONTAL CONCRETE SAWCUTTING EQUIPMENT. SEE 306.02.07B.

CITY OF ALBANY, OREGON
PUBLIC WORKS DEPARTMENT

RESIDENTIAL AND COMMERCIAL
DRIVEWAYS WITH
SETBACK SIDEWALK

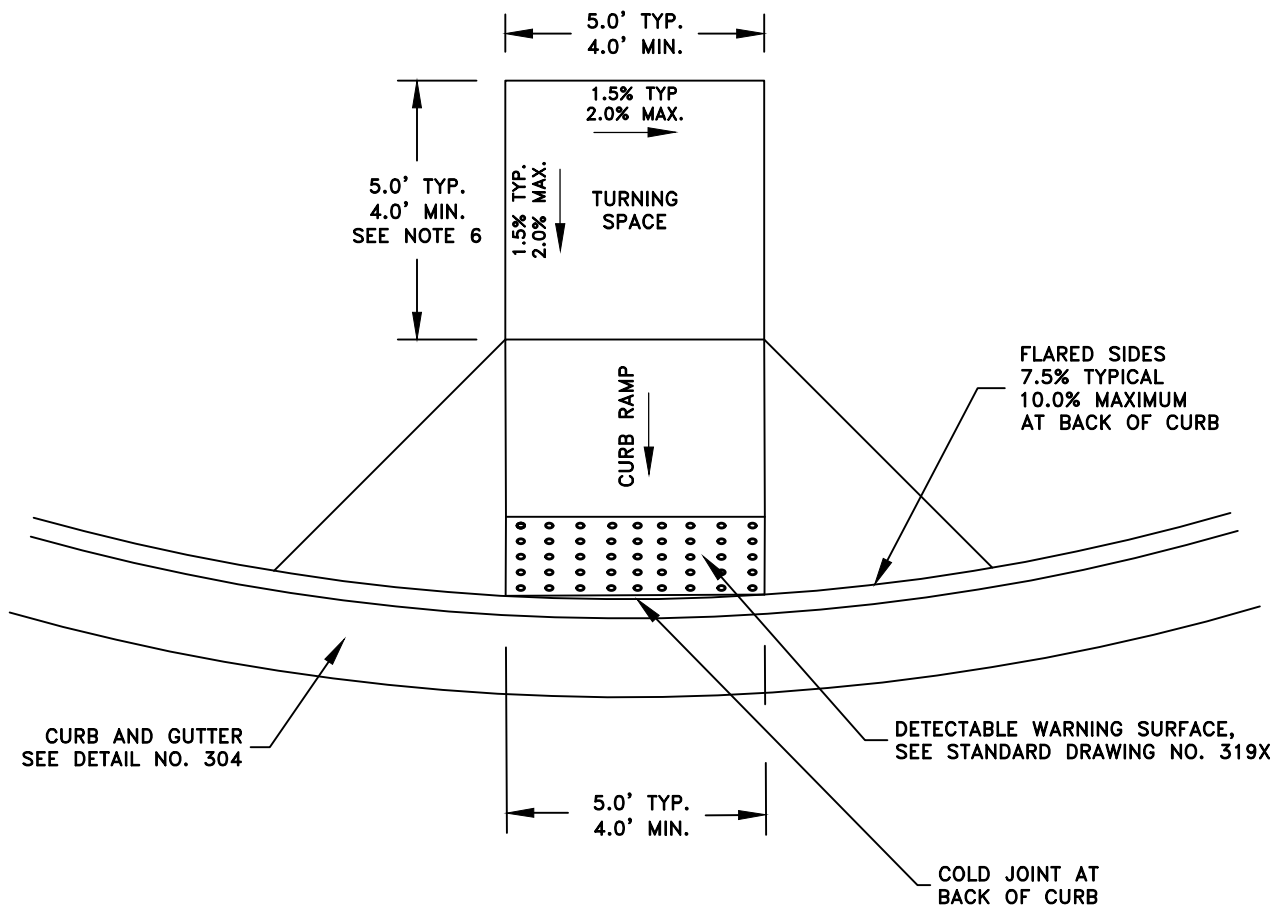
NO SCALE	JANUARY 2011	NO. 308
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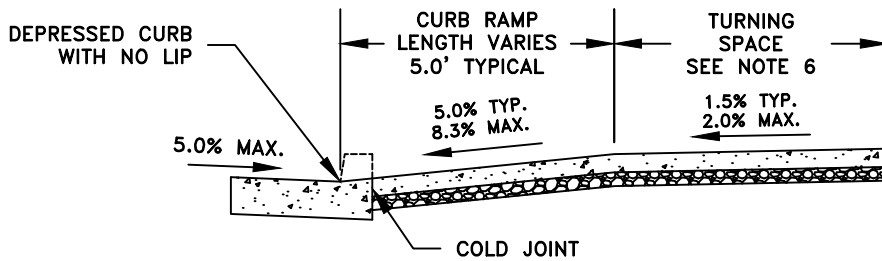
NOTES:

1. THE LOCATION AND GEOMETRY OF CURB RAMPS SHALL BE DESIGNED BY THE PROJECT ENGINEER IN ACCORDANCE WITH THE AMERICANS WITH DISABILITIES ACT, THE ALBANY DEVELOPMENT CODE, AND THE ALBANY ENGINEERING STANDARDS.
2. ALL CURB RAMPS SHALL COMPLY WITH THE CURRENT ACCESSIBILITY GUIDELINES FOR PEDESTRIAN FACILITIES IN THE PUBLIC RIGHT-OF-WAY (PROWAG) PUBLISHED BY THE U.S. ACCESS BOARD.
3. EACH CURB RAMP SHALL SERVE ONE END OF ONE CROSSWALK. TWO CROSSWALKS SHALL NOT SHARE ONE CURB RAMP.
4. RAMPS SHALL CONFIRM TO THE REQUIREMENTS OF STANDARD DRAWING NO. 313 FOR PCC AND BASE.
5. THE COUNTER SLOPE OF THE GUTTER OR STREET AT THE FOOT OF CURB RAMP RUN SHALL BE 5% MAX.
6. NO LIP ALLOWED AT BOTTOM OF RAMP
7. RETURN CURB MAY BE PROVIDED IN LIEU OF FLARED SLOPE ONLY IF PROTECTED FROM TRAVERSE TRAVEL BY LANDSCAPING, HANDRAIL OR OTHER OBSTRUCTION. RETURN CURB SHALL NOT REDUCE WIDTH OF APPROACHING SIDEWALK.
8. MAXIMUM REQUIRED CURB RAMP LENGTH SHALL BE 15.0' REGARDLESS OF CURB RAMP SLOPE.
9. THE CITY ENGINEER MAY AUTHORIZE DESIGN EXCEPTIONS FOR ALTERATIONS OF EXISTING FACILITIES WHEN EXISTING PHYSICAL CONSTRAINTS PREVENT FULL COMPLIANCE.

<p>CITY OF ALBANY, OREGON PUBLIC WORKS DEPARTMENT</p>		
<p>GENERAL CURB RAMP DETAILS</p>		
NO SCALE	JUNE 2023	NO. 315



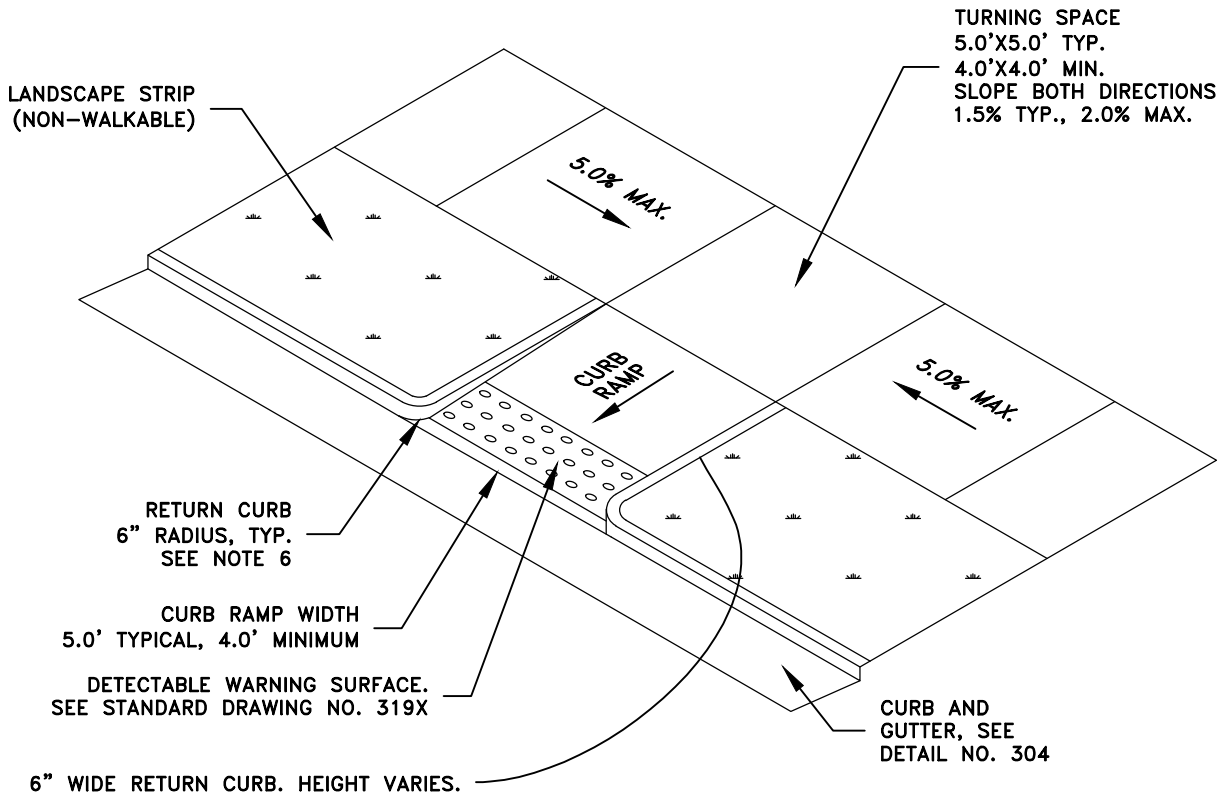
CURB RAMP CROSS SECTION



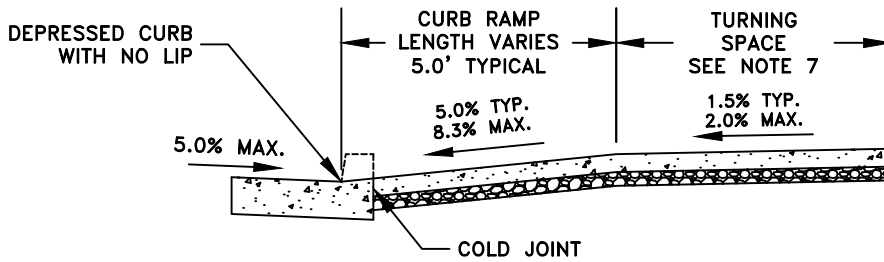
NOTES:

1. THE LOCATION AND GEOMETRY OF CURB RAMPS SHALL BE DESIGNED BY THE PROJECT ENGINEER IN ACCORDANCE WITH THE AMERICANS WITH DISABILITIES ACT, THE ALBANY DEVELOPMENT CODE, AND THE ALBANY ENGINEERS STANDARDS.
2. ALL CURB RAMPS SHALL COMPLY WITH THE CURRENT ACCESSIBILITY GUIDELINES FOR PEDESTRIAN FACILITIES IN THE PUBLIC RIGHT-OF-WAY (PROWAG) PUBLISHED BY THE US ACCESS BOARD.
3. RAMPS SHALL CONFIRM TO THE REQUIREMENTS OF STANDARD DRAWING NO. 313 FOR PCC AND BASE.
4. THE COUNTER SLOPE OF THE GUTTER OR STREET AT THE FOOT OF CURB RAMP RUN SHALL BE 5% MAX.
5. CONSTRUCT FLARED SIDES WITH SLOPE OF 10% MAX, MEASURED PARALLEL TO THE CURB LINE,
6. WHERE THE TURNING SPACE IS CONSTRAINED AT THE BACK OF SIDEWALK, THE TURNING SPACE SHALL BE A MINIMUM OF 5.0' IN THE DIRECTION OF THE CURB RAMP.

CITY OF ALBANY, OREGON PUBLIC WORKS DEPARTMENT		
PERPENDICULAR CURB RAMP		
NO SCALE	JUNE 2023	NO. 316



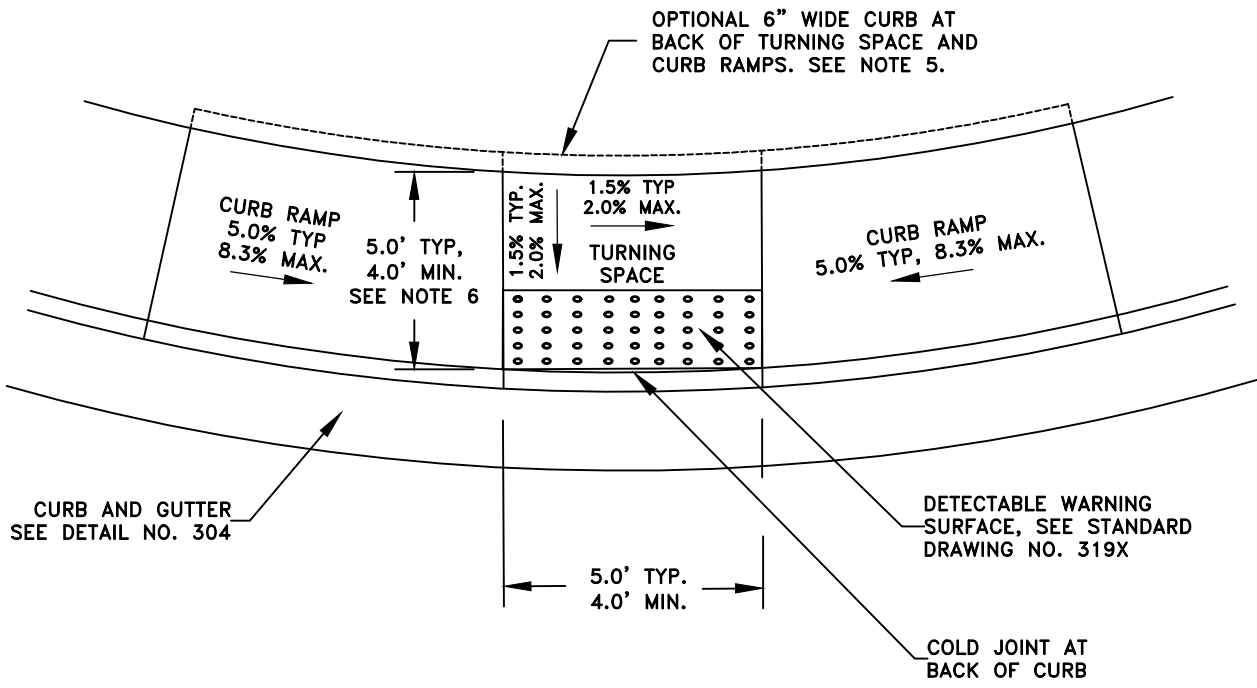
CURB RAMP CROSS SECTION



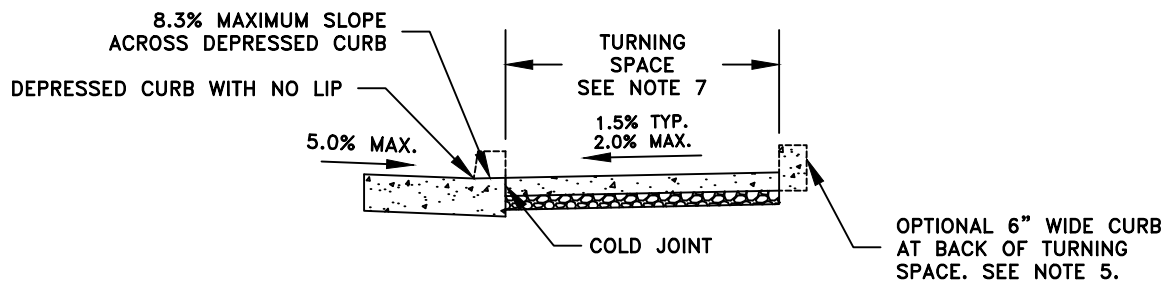
NOTES:

1. ONLY ONE RAMP SHOWN FOR CLARITY. TYPICAL CURB RETURN WILL HAVE TWO RAMPS.
2. THE LOCATION AND GEOMETRY OF CURB RAMPS SHALL BE DESIGNED BY THE PROJECT ENGINEER IN ACCORDANCE WITH THE AMERICANS WITH DISABILITIES ACT, THE ALBANY DEVELOPMENT CODE, AND THE ALBANY ENGINEERS STANDARDS.
3. ALL CURB RAMPS SHALL COMPLY WITH THE CURRENT ACCESSIBILITY GUIDELINES FOR PEDESTRIAN FACILITIES IN THE PUBLIC RIGHT-OF-WAY (PROWAG) PUBLISHED BY THE US ACCESS BOARD.
4. RAMPS SHALL CONFIRM TO THE REQUIREMENTS OF STANDARD DRAWING NO. 313 FOR PCC AND BASE.
5. THE COUNTER SLOPE OF THE GUTTER OR STREET AT THE FOOT OF CURB RAMP RUN SHALL BE 5% MAX.
6. RETURN CURBS MAY BE PROVIDED IN LIEU OF FLARED SIDES ONLY IF PROTECTED FROM TRAVERSE TRAVEL BY LANDSCAPING, HANDRAIL OR OTHER OBSTRUCTION. RETURN CURB SHALL NOT REDUCE WIDTH OF APPROACHING SIDEWALK.
7. WHERE THE TURNING SPACE IS CONSTRAINED AT THE BACK OF SIDEWALK, THE TURNING SPACE SHALL BE A MINIMUM OF 5.0' IN THE DIRECTION OF THE CURB RAMP.

CITY OF ALBANY, OREGON PUBLIC WORKS DEPARTMENT		
PERPENDICULAR CURB RAMP WITH RETURN CURBS		
NO SCALE	JUNE 2023	NO. 317



TURNING SPACE CROSS SECTION

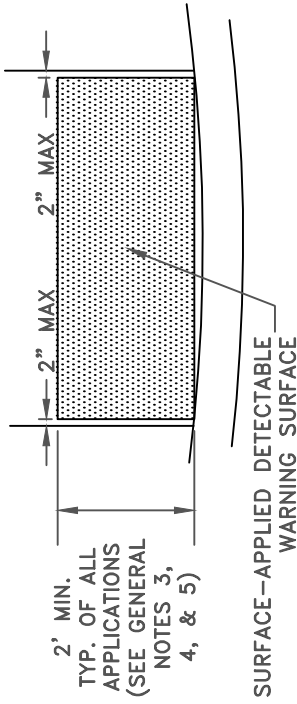


NOTES:

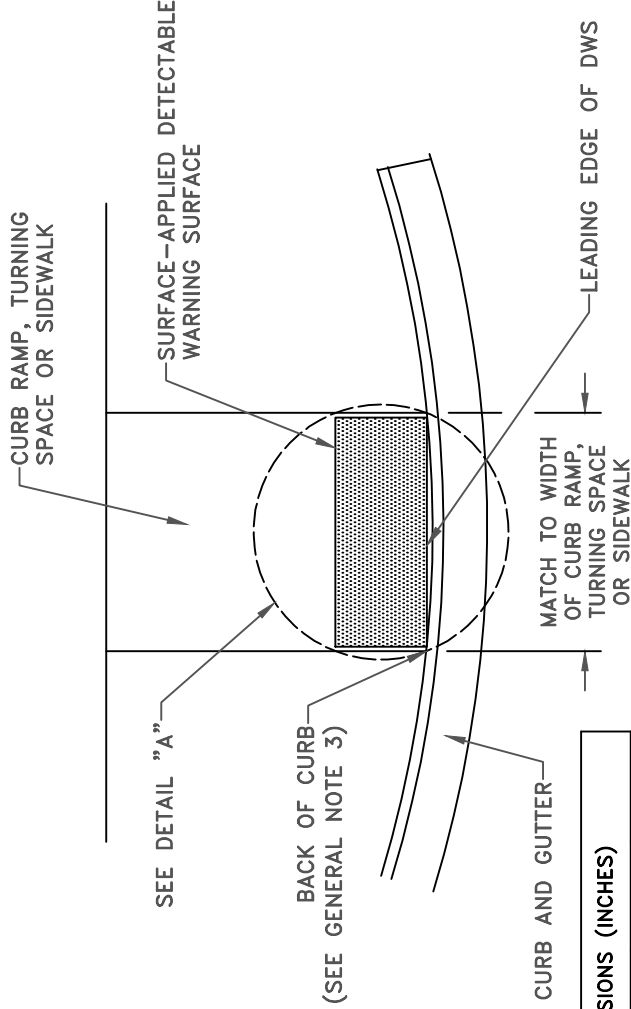
1. THE LOCATION AND GEOMETRY OF CURB RAMPS SHALL BE DESIGNED BY THE PROJECT ENGINEER IN ACCORDANCE WITH THE AMERICANS WITH DISABILITIES ACT, THE ALBANY DEVELOPMENT CODE, AND THE ALBANY ENGINEERS STANDARDS.
2. ALL CURB RAMPS SHALL COMPLY WITH THE CURRENT ACCESSIBILITY GUIDELINES FOR PEDESTRIAN FACILITIES IN THE PUBLIC RIGHT-OF-WAY (PROWAG) PUBLISHED BY THE US ACCESS BOARD.
3. RAMPS SHALL CONFIRM TO THE REQUIREMENTS OF STANDARD DRAWING NO. 313 FOR PCC AND BASE.
4. THE COUNTER SLOPE OF THE GUTTER OR STREET AT THE FOOT OF CURB RAMP RUN SHALL BE 5% MAX.
5. WHERE THE TURNING SPACE IS CONSTRAINED ON TWO OR MORE SIDES, THE TURNING SPACE SHALL BE A MINIMUM OF 5.0' IN THE DIRECTION OF THE PEDESTRIAN STREET CROSSING.

CITY OF ALBANY, OREGON PUBLIC WORKS DEPARTMENT		
PARALLEL CURB RAMP		
NO SCALE	JUNE 2023	NO. 318

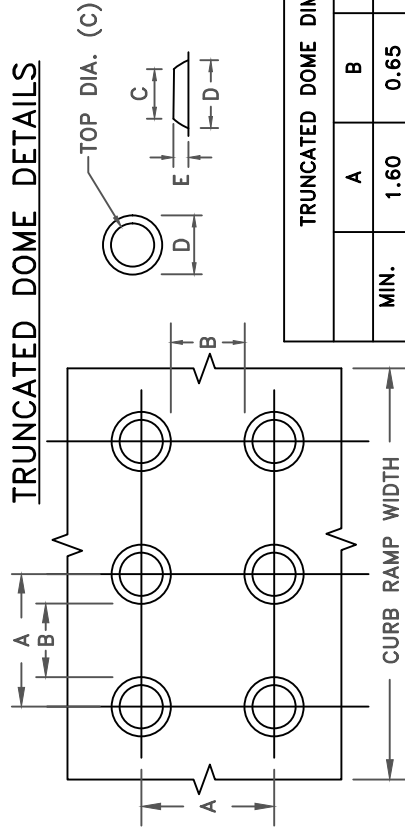
DETAIL "A"



DETECTABLE WARNING SURFACE DETAIL



TRUNCATED DOME DETAILS

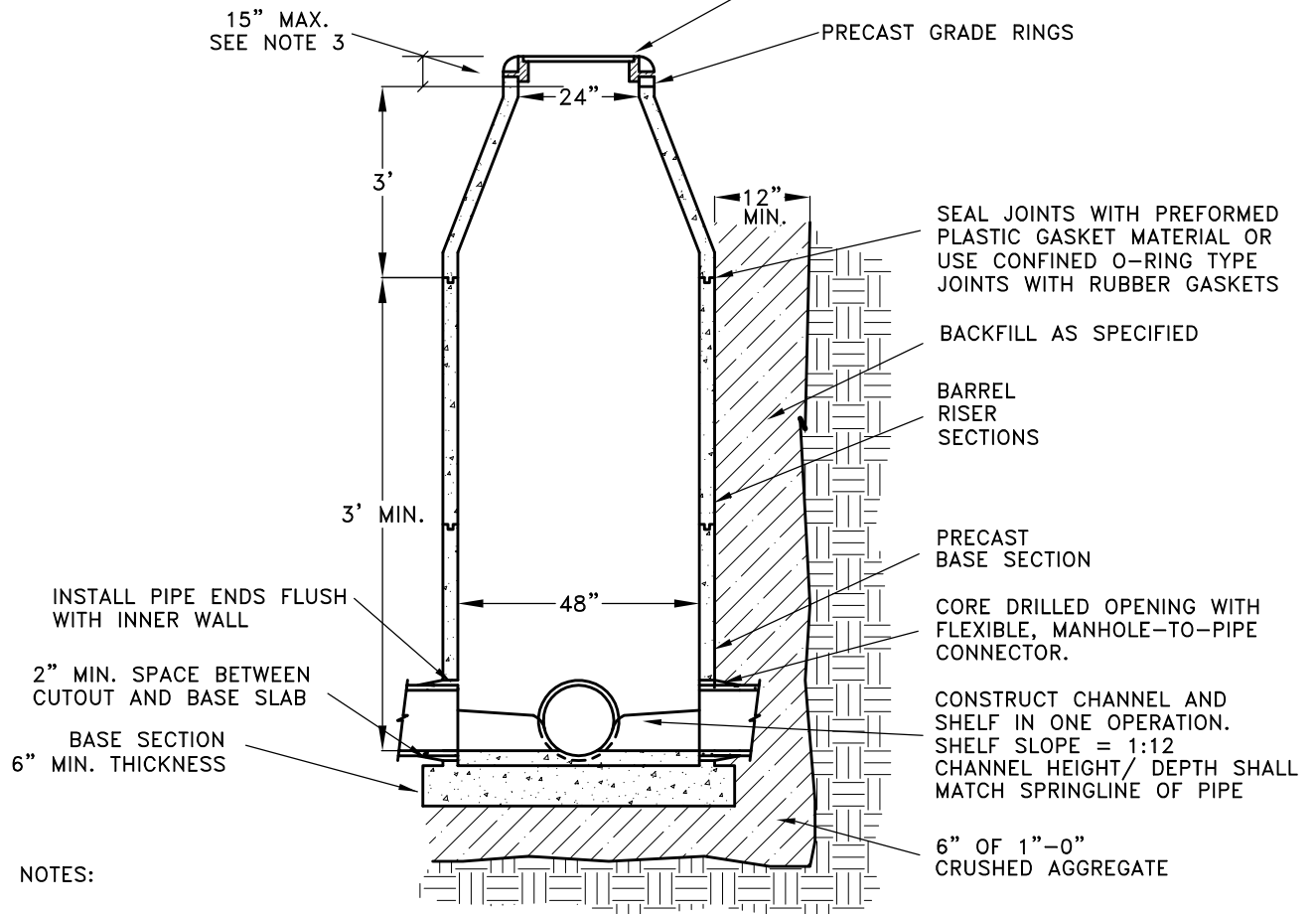
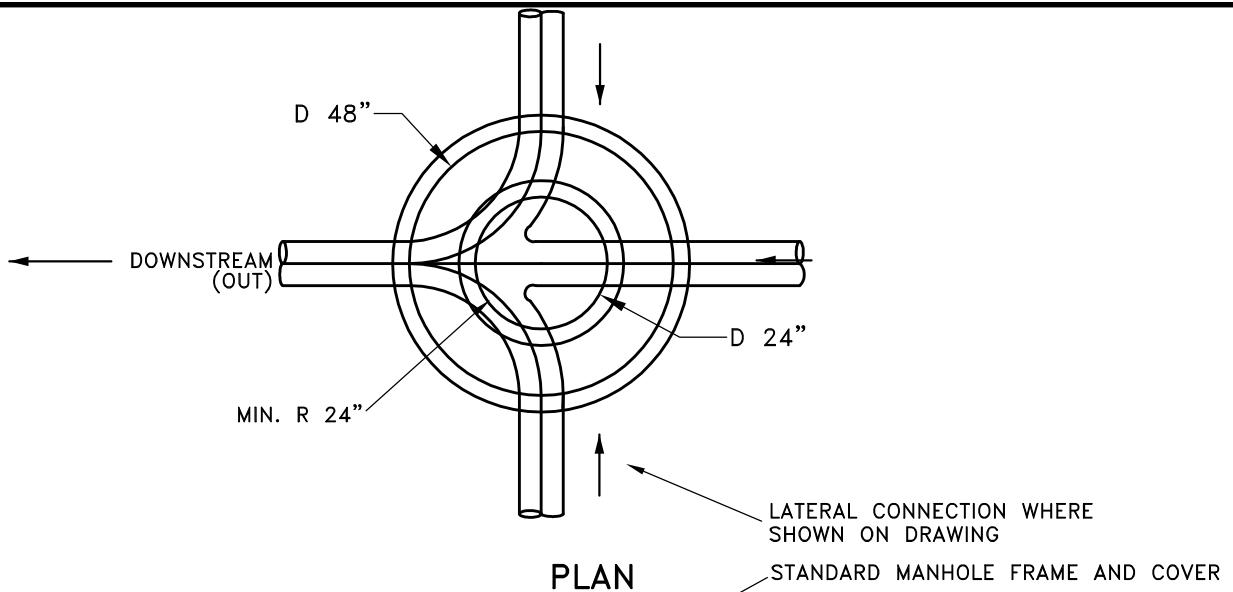


TRUNCATED DOME DIMENSIONS (INCHES)					
	A	B	C	D	E
MIN.	1.60	0.65	50% D	0.90	0.20
MAX.	2.40	-	65% D	1.40	0.20

NOTES:

1. THE DETECTABLE WARNING SURFACE SHALL EXTEND THE FULL WIDTH OF THE CURB RAMP OPENING, SHARED PATH, BLENDED TRANSITION, TURNING SPACE, OR OTHER ROADWAY ENTRANCE AS APPLICABLE. A GAP OF UP TO 2 INCHES ON EACH SIDE OF THE DETECTABLE WARNING SURFACE IS PERMITTED
2. DETECTABLE WARNING SURFACE SHALL BE PLACED AT THE BACK OF CURB FOR A MINIMUM DEPTH OF 2 FT. IN THE DIRECTION OF PEDESTRIAN TRAVEL AT CURB RAMPS THAT ARE ADJACENT TO TRAFFIC. DETECTABLE WARNING SURFACE MAY BE RADIAL OR RECTANGULAR, BUT MUST COMPLY WITH THE TRUNCATED DOME SIZE AND SPACING STANDARDS. DETECTABLE WARNING SURFACE MAY BE CUT TO MEET NECESSARY SHAPE AS SHOWN ON THE CONSTRUCTION DRAWINGS. THE DETECTABLE WARNING SURFACE SHALL NOT BE PLACED ACROSS A GRADE BREAK.
3. DETECTABLE WARNING SURFACE SHALL BE USED IN THE FOLLOWING LOCATIONS:
 - A). CURB RAMPS AT STREET CROSSINGS
 - B). PEDESTRIAN ISLANDS (ACCESSIBLE ROUTE ISLANDS)
 - C). RAILROAD CROSSINGS
4. WHERE NO CURB IS PRESENT, THE DETECTABLE WARNING SURFACE SHALL BE PLACED AT THE EDGE OF PAVEMENT.
5. DETECTABLE WARNING COLOR SHALL BE SAFETY YELLOW, EXCEPT IN DOWNTOWN ALBANY WHERE IT SHALL BE BLACK IN COLOR. ALTERNATIVE COLORS REQUIRE PRIOR APPROVAL OF THE CITY ENGINEER.

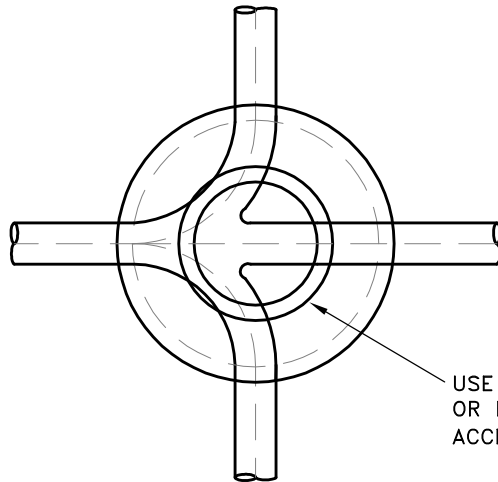
CITY OF ALBANY, OREGON	
PUBLIC WORKS DEPARTMENT	
DETECTABLE WARNING SURFACE DETAIL	
NO SCALE	JUNE 2023
	NO. 319



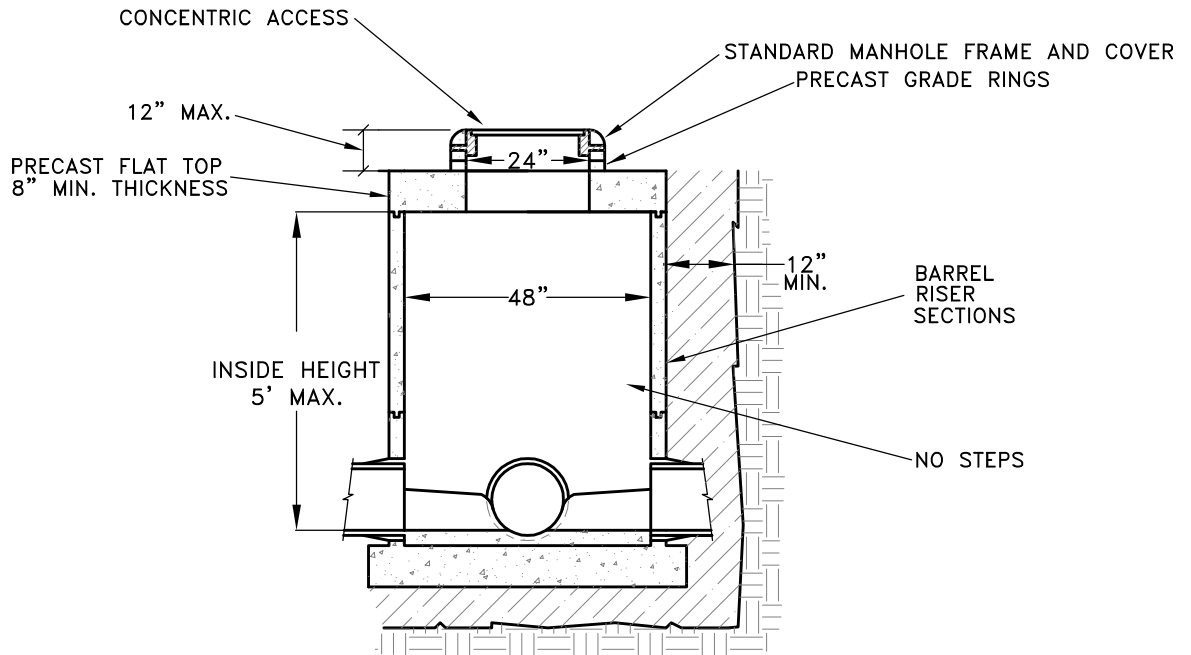
NOTES:

1. MANHOLE BASES, BARREL SECTIONS, CONCENTRIC CONES, AND GRADE RINGS SHALL BE CONSTRUCTED OF PRECAST REINFORCED CONCRETE, CONFORMING TO ASTM C478.
2. 48" MANHOLE DETAILS ARE FOR PIPES 24" OR SMALLER. CONFIGURATION DETAILS FOR MANHOLES WITH LARGER PIPES WILL BE DETERMINED BY THE CITY ENGINEER.
3. MAXIMUM DISTANCE BETWEEN THE TOP OF THE CONE SECTION AND FINAL SURFACE GRADE SHALL NOT EXCEED 15".
4. PROVIDE FOR A PIPE JOINT WITHIN 24" OF THE MANHOLE WHEN INSTALLING RIGID PIPE.
5. NO INTERIOR GROUTING IS ALLOWED.

CITY OF ALBANY, OREGON PUBLIC WORKS DEPARTMENT		
STANDARD PRECAST MANHOLE		
NO SCALE	JULY 2019	NO. 401



USE PRECAST CONCRETE SHORT CONE OR FLAT-TOP WITH CONCENTRIC ACCESS



NOTES:

1. SEE DETAIL DWG. NO. 401 FOR ADDITIONAL REQUIREMENTS RELATIVE TO CONSTRUCTION OF PRECAST STANDARD AND FLAT-TOP MANHOLES.
2. FLAT-TOP MANHOLES SHALL BE CONSTRUCTED WHERE INSIDE HEIGHT IS LESS THAN 5'.
3. PRECAST CONCRETE SHORT CONES AND FLAT-TOPS SHALL BE PROVIDED WITH CONCENTRIC ACCESS WHERE INSIDE HEIGHT OF MANHOLE IS LESS THAN 5'.
4. NO INTERIOR GROUTING IS ALLOWED.

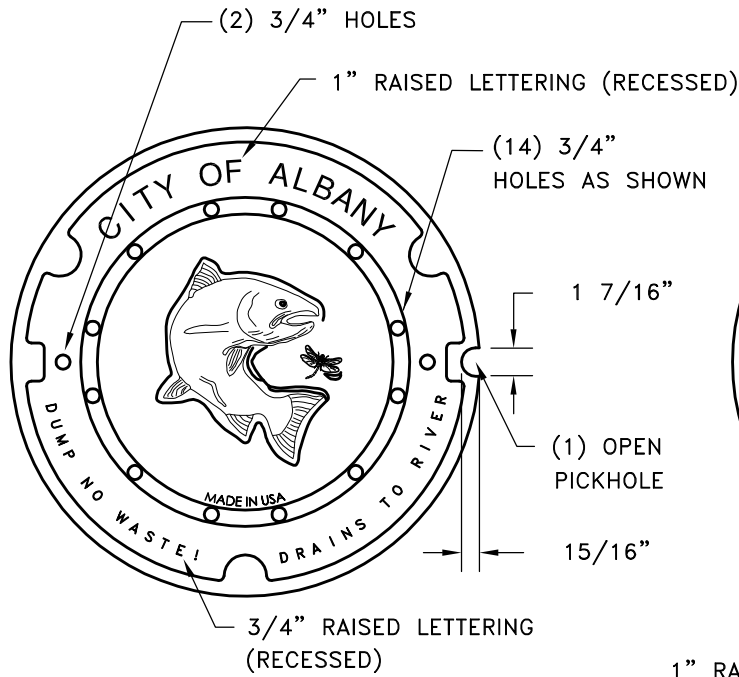
CITY OF ALBANY, OREGON
PUBLIC WORKS DEPARTMENT

SHALLOW PRECAST
MANHOLE DETAIL

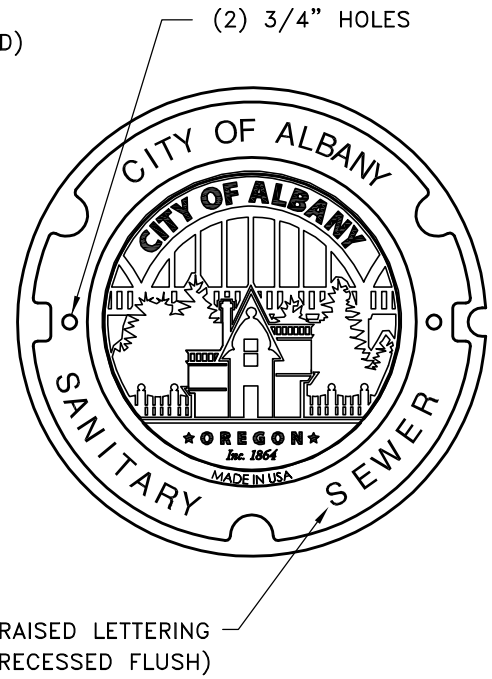
NO SCALE

JULY 2019

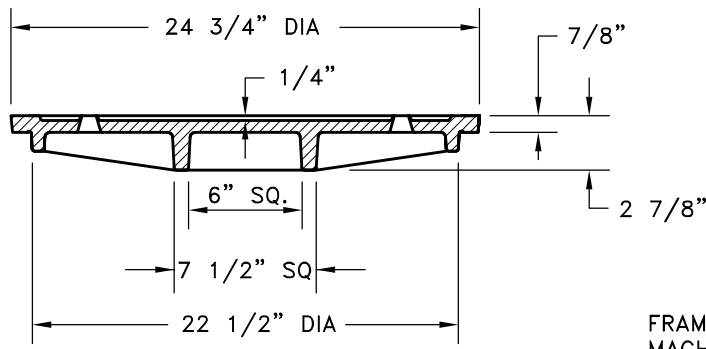
NO. 402



STORM SEWER

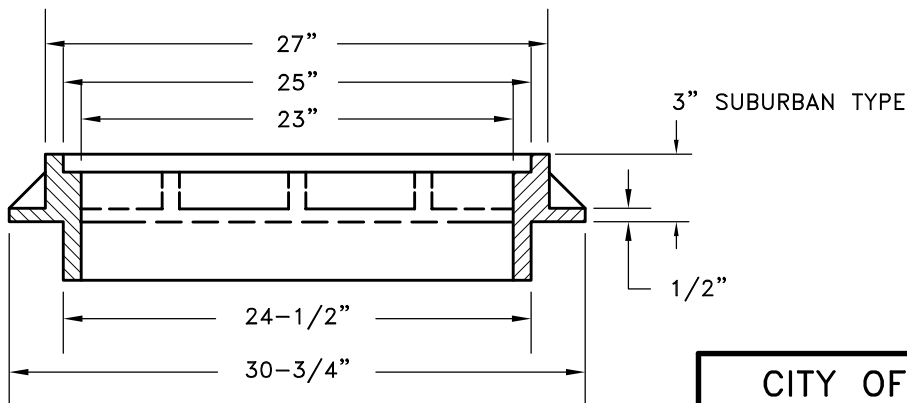


SANITARY SEWER



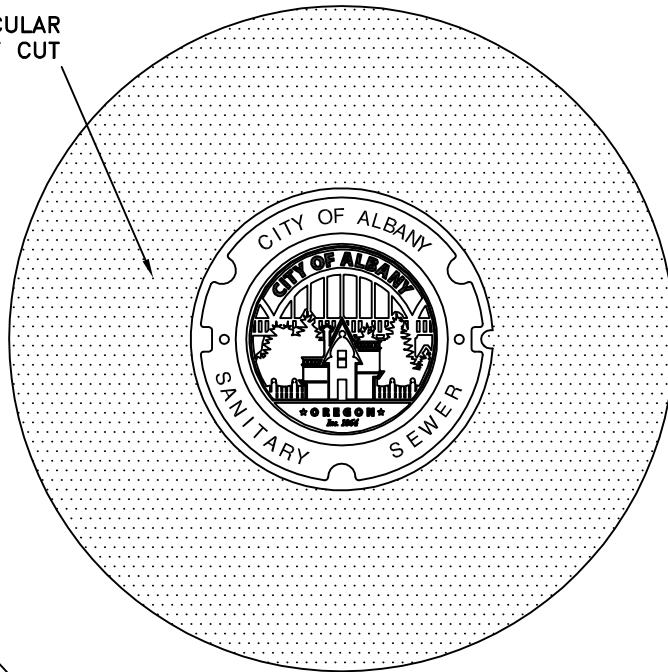
SECTION

FRAME AND COVER ASSEMBLY SHALL BE MACHINED AS NECESSARY TO PREVENT MOVEMENT OF THE COVER WITHIN THE FRAME UNDER TRAFFIC LOADS.



CITY OF ALBANY, OREGON PUBLIC WORKS DEPARTMENT		
STANDARD MANHOLE FRAME & COVER		
NO SCALE	JULY 2019	NO. 407

4' DIAMETER CIRCULAR PAVEMENT CUT

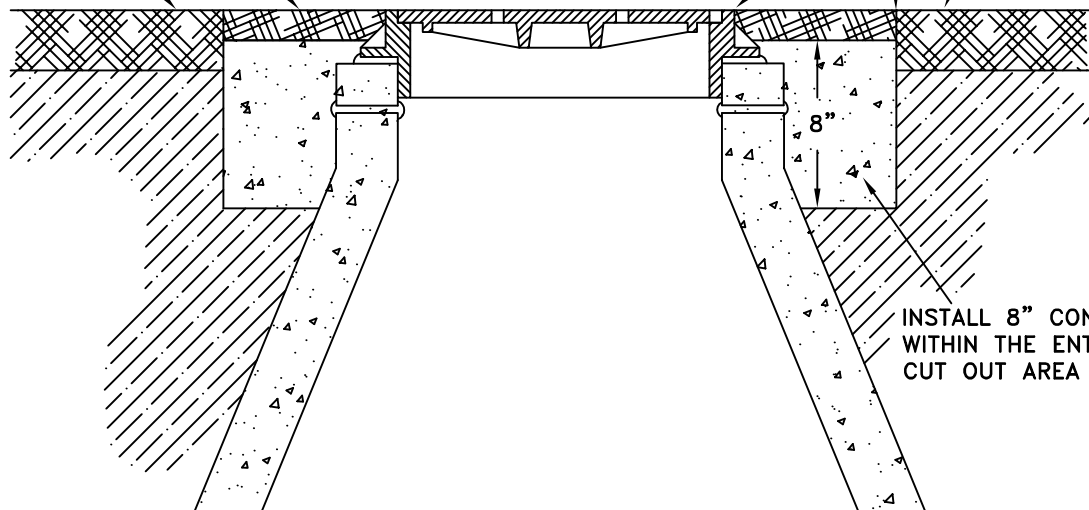


2" OF 1/2" DENSE GRADED ASPHALT

EXISTING PAVEMENT

ELEVATION OF FRAME TO BE WITHIN .01 FT. OF EXISTING PAVEMENT

EXISTING PAVEMENT



INSTALL 8" CONCRETE WITHIN THE ENTIRE CUT OUT AREA

NOTES:

1. POST-CONSTRUCTION MANHOLE FRAME AND COVER ADJUSTMENT WILL ONLY BE ALLOWED WHEN APPROVED BY THE CITY ENGINEER.
2. FINISH ELEVATION OF MANHOLE FRAME AND COVER ASSEMBLIES SHALL BE WITHIN .01 FT. OF THE ADJACENT STREET FINISH GRADE. IF THE DIFFERENCE IN ELEVATION EXCEEDS .01 FT., THE MANHOLE FRAME AND COVER ASSEMBLY SHALL BE ADJUSTED AS SPECIFIED HEREIN.
3. A 4' DIAMETER CIRCLE OF ASPHALT SHALL BE REMOVED AND THE ENTIRE AREA EXCAVATED TO A DEPTH OF 10" BELOW FINISH GRADE OF THE STREET. CONCRETE SHALL BE PLACED TO A DEPTH OF 8" WITHIN THE ENTIRE CUT OUT AREA. THE CONCRETE SHALL BE COVERED WITH 1/2" DENSE ASPHALT WITH A MINIMUM DEPTH OF 2 INCHES.
4. MAXIMUM DISTANCE BETWEEN THE TOP OF THE CONE SECTION AND FINAL SURFACE GRADE SHALL NOT EXCEED 15".
5. NO INTERIOR GROUTING IS ALLOWED.

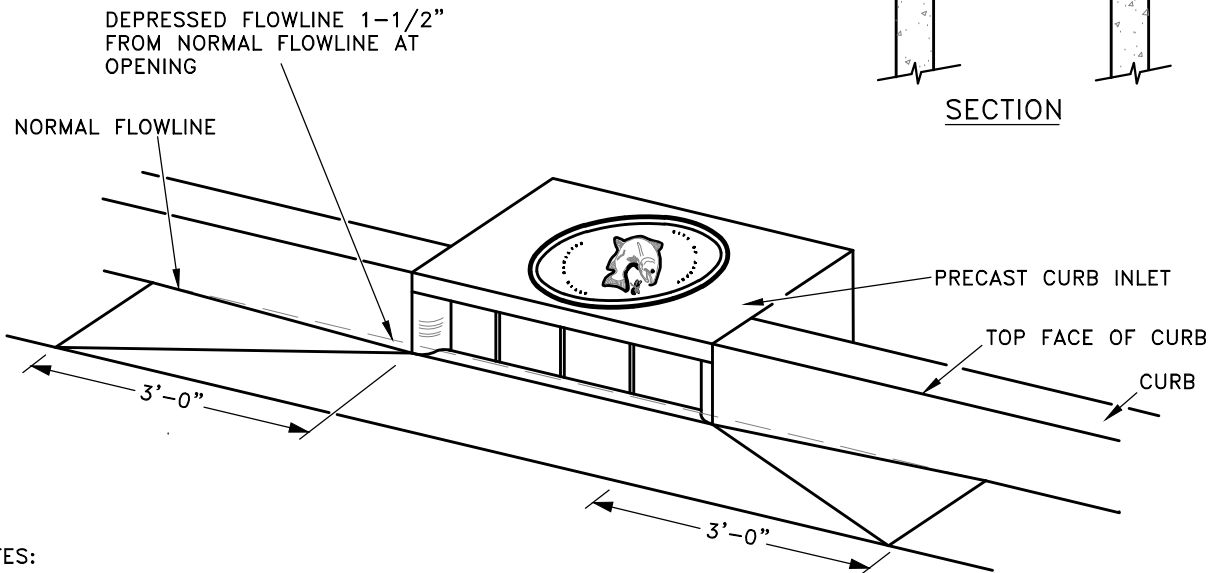
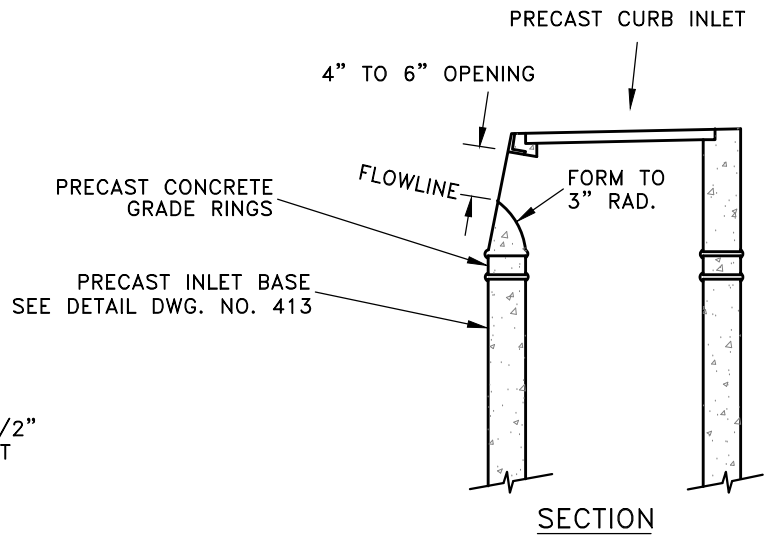
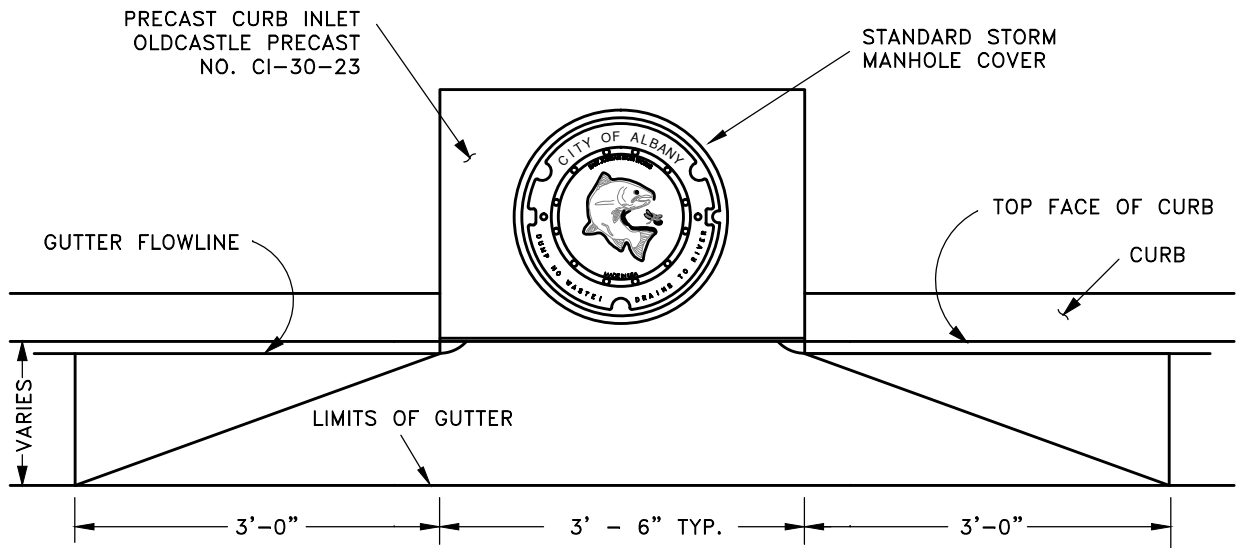
CITY OF ALBANY, OREGON
PUBLIC WORKS DEPARTMENT

POST-CONSTRUCTION
MANHOLE FRAME AND COVER
ADJUSTMENT

NO SCALE

JULY 2019

NO. 409



NOTES:

1. PRECAST CONCRETE INLET STRUCTURES SHALL CONFORM TO SECTION 402.01.05 OF THE STANDARD CONSTRUCTION SPECIFICATIONS.
2. MASONRY, CINDER BLOCKS, OR SIMILAR MATERIALS MAY BE USED TO ADJUST THE CURB INLET TO GRADE PRIOR TO GROUTING. WOOD OR OTHER NON-DURABLE MATERIALS SHALL NOT BE USED FOR THIS PURPOSE.
3. GROUTING SHALL BE SMOOTH AND FREE OF DEFECTS, AND SHALL BE SUFFICIENT TO PREVENT LEAKS BETWEEN THE PRECAST COMPONENTS OF THE COMPLETED STRUCTURE.

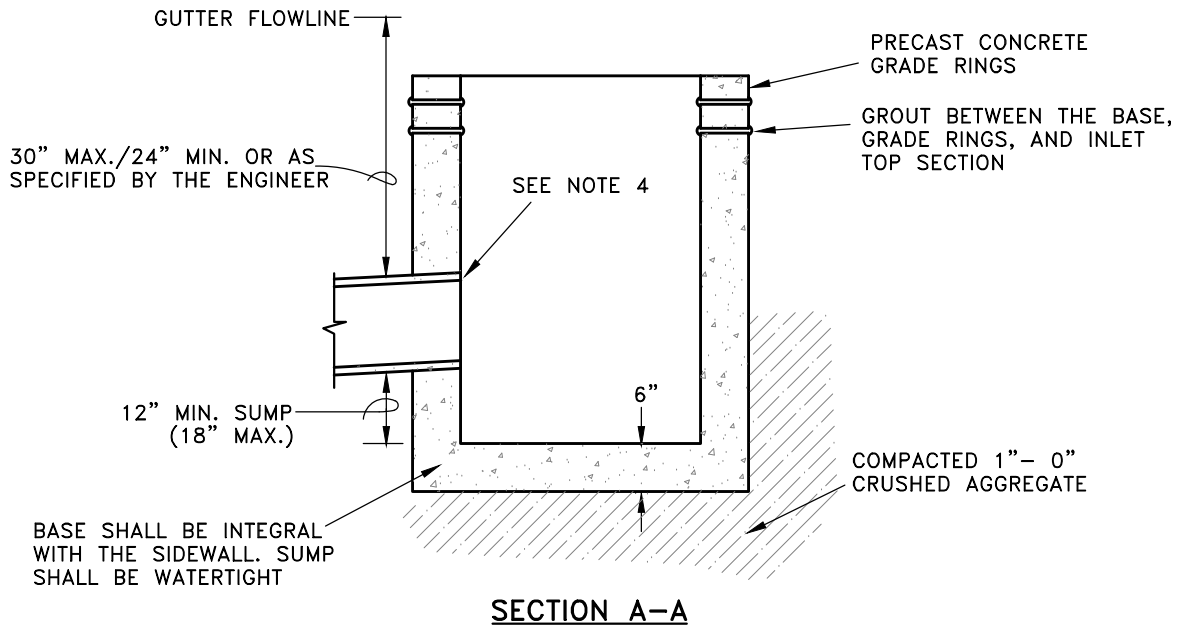
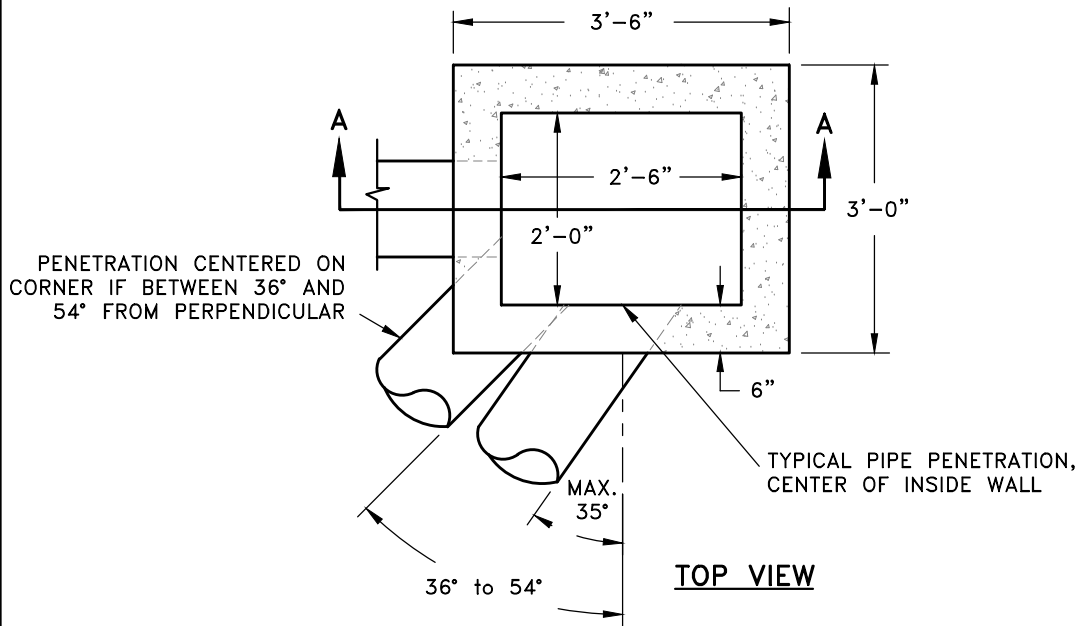
CITY OF ALBANY, OREGON
PUBLIC WORKS DEPARTMENT

STANDARD
PRECAST CONCRETE
CURB INLET

NO SCALE

OCTOBER 2013

NO. 412



NOTES:

1. STANDARD CURB INLET BASES SHALL BE PRECAST OR CAST-IN-PLACE CONFORMING TO THE REQUIREMENTS OF SECTION 402.01.05 "STORM DRAIN INLETS AND CATCH BASINS" AND SECTION 402.02.03 "CONSTRUCTION OF INLETS AND CATCH BASINS" OF THE CITY OF ALBANY STANDARD CONSTRUCTION SPECIFICATIONS.
2. WHERE CAST-IN-PLACE BASES ARE USED, CONCRETE SHALL EXTEND FROM THE FORM TO THE EXTENTS OF THE EXCAVATION, SUCH THAT NO BACKFILL OF ANY OTHER MATERIAL MAY BE USED. WALL THICKNESSES FOR BASES SHALL BE 6" THICK AT A MINIMUM. THE SIDES AND BOTTOM OF THE STRUCTURE SHALL BE FORMED IN A SINGLE, CONTINUOUS OPERATION.
3. WHERE PRECAST BASES ARE USED, EXCAVATION SHALL EXTEND A MINIMUM OF ONE FOOT BEYOND THE EXTERIOR DIMENSIONS OF THE BASE TO ALLOW COMPACTION OF BACKFILL MATERIALS. ALL BACKFILL SHALL BE 1"-0" CRUSHED AGGREGATE COMPACTIONED TO 93% BY MODIFIED PROCTOR TEST METHOD ASTM D1557.
4. MINIMUM PIPE DIAMETER SHALL BE 10".
5. PIPE ENDS SHALL BE FLUSH WITH THE INNER WALL.
6. PIPE OPENINGS IN PRECAST BASE SECTIONS SHALL BE CORE DRILLED. IN CAST-IN-PLACE STRUCTURES, INCLUDING SLIP-FORMED, THE PIPE SHALL BE SET IN THE CORRECT POSITION PRIOR TO PLACING CONCRETE.
7. STANDARD INLET BASES SHALL NOT BE CONSTRUCTED OVER STORM DRAIN MAIN LINES.

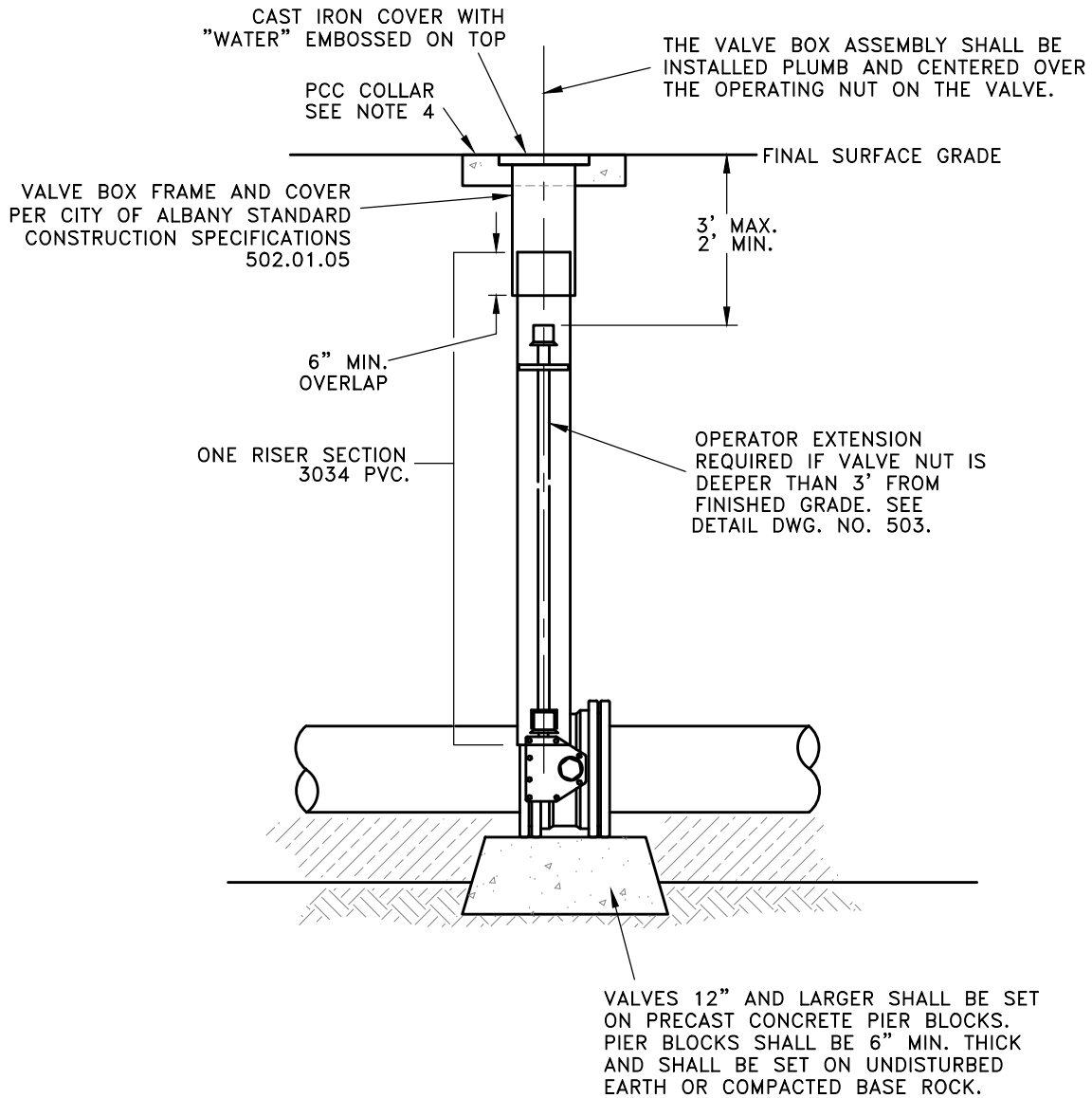
**CITY OF ALBANY, OREGON
PUBLIC WORKS DEPARTMENT**

**STANDARD
CURB INLET BASE**

NO SCALE

OCTOBER 2013

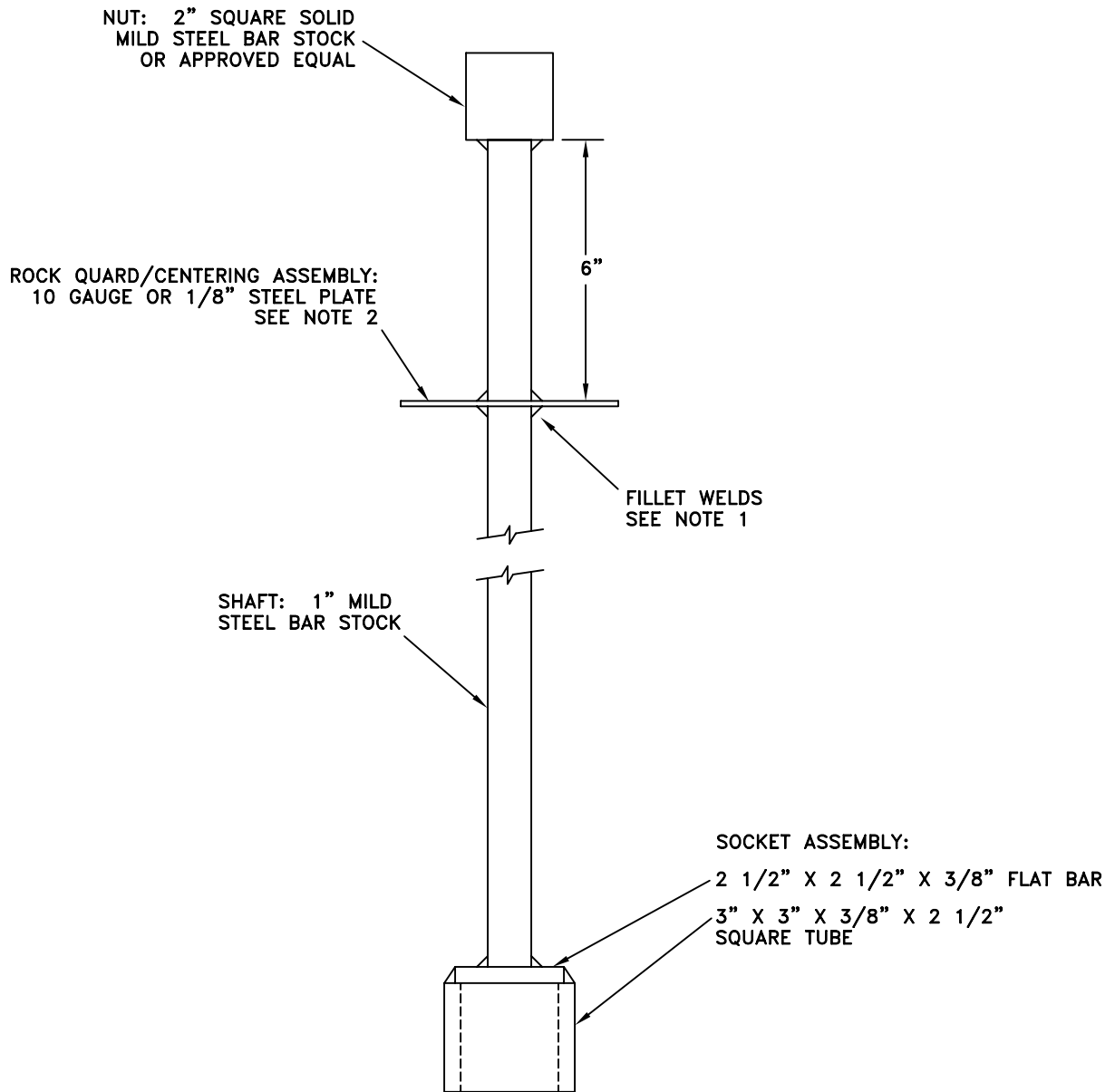
NO. 413



NOTES:

1. THE VALVE BOX ASSEMBLY SHALL CONSIST OF A MAXIMUM OF 3 COMPONENTS: THE ADJUSTABLE CAST IRON VALVE BOX FRAME AND COVER, AND A 6" DIAMETER SPOOL OF PVC 3034 PIPE IN ONE PIECE FROM THE VALVE TO 6" INSIDE THE VALVE BOX.
2. ADJUSTABLE VALVE BOXES SHALL BE SUPPLIED WITHOUT BOTTOM FLANGES.
3. THE VALVE BOX ASSEMBLY SHALL BE INSTALLED PLUMB AND CENTERED OVER THE OPERATING NUT ON THE VALVE.
4. WHERE VALVE BOXES ARE LOCATED ADJACENT TO PCC OR AC SURFACES, THOSE SURFACES SHALL BE EXTENDED TO CONSTRUCT A COLLAR AROUND THE VALVE BOX. WHERE VALVE BOXES ARE LOCATED OUTSIDE OF PCC OR AC SURFACES A PCC COLLAR SHALL BE CONSTRUCTED AROUND THE VALVE BOXES, MEASURING NO LESS THAN 18" X 18" X 4".

CITY OF ALBANY, OREGON		
PUBLIC WORKS DEPARTMENT		
STANDARD VALVE BOX DETAIL		
NO SCALE	OCTOBER 2013	NO. 502



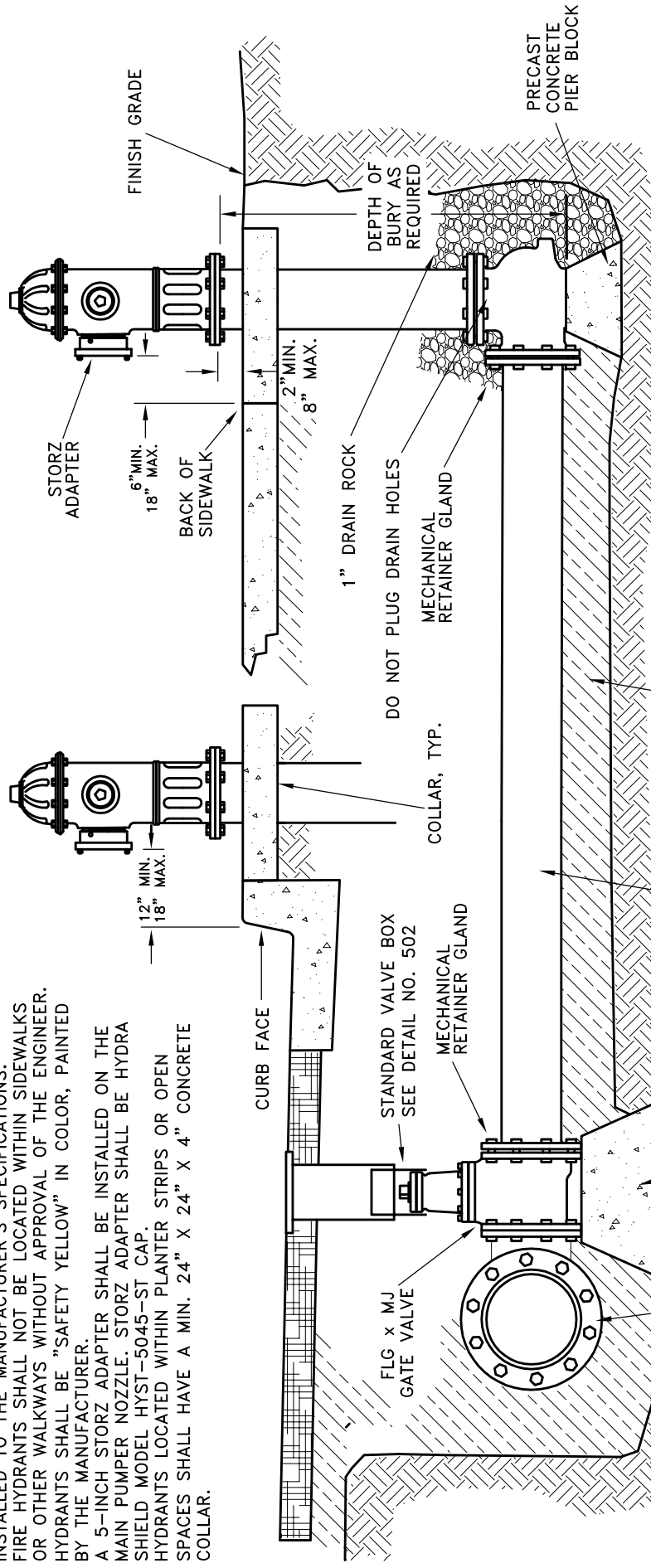
NOTES:

1. ALL WELDS SHALL BE 1/4" FILLET WELDS FOR FULL LENGTH OF CONTACT BETWEEN COMPONENTS.
2. DIAMETER OF CENTERING PLATE ASSEMBLY SHALL BE 1/4" LESS THAN THE INSIDE DIAMETER OF THE VALVE BOX RISER SECTION.
2. MINIMUM OVERALL LENGTH IS 12".

CITY OF ALBANY, OREGON PUBLIC WORKS DEPARTMENT		
VALVE OPERATOR EXTENSION		
NO SCALE	JULY 2005	NO. 503

NOTES:

1. WHEN PLACED ADJACENT TO THE CURB, THE HYDRANT PORT SHALL BE 12" - 18" FROM THE FACE OF THE CURB.
2. THE FACE OF CURB SHALL BE PAINTED YELLOW PER 503.02.02 FOR A DISTANCE OF 10 FEET FROM THE HYDRANT IN EITHER DIRECTION, OR TO THE NEAREST CURB RETURN, WHICHEVER IS CLOSER.
3. EXTENSIONS REQUIRED FOR HYDRANTS SET TOO LOW SHALL BE SUPPLIED BY THE CONTRACTOR. EXTENSIONS SHALL BE INSTALLED TO THE MANUFACTURER'S SPECIFICATIONS.
4. FIRE HYDRANTS SHALL NOT BE LOCATED WITHIN SIDEWALKS OR OTHER WALKWAYS WITHOUT APPROVAL OF THE ENGINEER.
5. HYDRANTS SHALL BE "SAFETY YELLOW" IN COLOR, PAINTED BY THE MANUFACTURER.
6. A 5-INCH STORZ ADAPTER SHALL BE INSTALLED ON THE MAIN PUMPER NOZZLE. STORZ ADAPTER SHALL BE HYDRA SHIELD MODEL HYST-5045-ST CAP.
7. HYDRANTS LOCATED WITHIN PLANTER STRIPS OR OPEN SPACES SHALL HAVE A MIN. 24" X 24" X 4" CONCRETE COLLAR.



CITY OF ALBANY, OREGON
PUBLIC WORKS DEPARTMENT

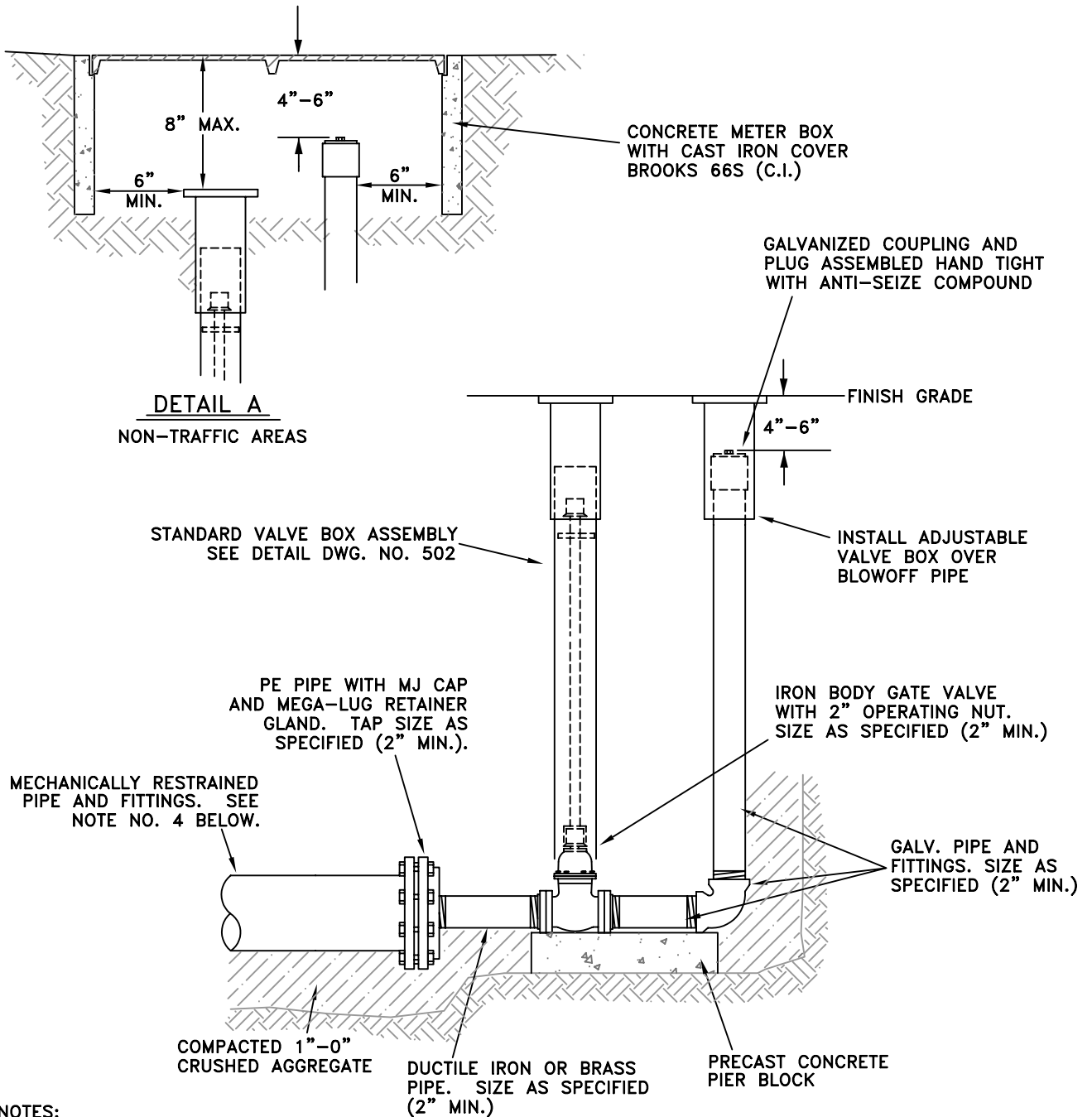
STANDARD
FIRE HYDRANT
ASSEMBLY

NO SCALE JANUARY 2018 NO. 504

6" DUCTILE IRON PIPE WITH LOCKING GASKETS
IN ALL INTERMEDIATE PUSH-ON JOINTS. LOCKING
GASKETS SHALL BE COMPATIBLE WITH THE BRAND
OF DUCTILE IRON PIPE BEING USED.

HYDRANT TEE
PRECAST
CONCRETE
PIER BLOCK

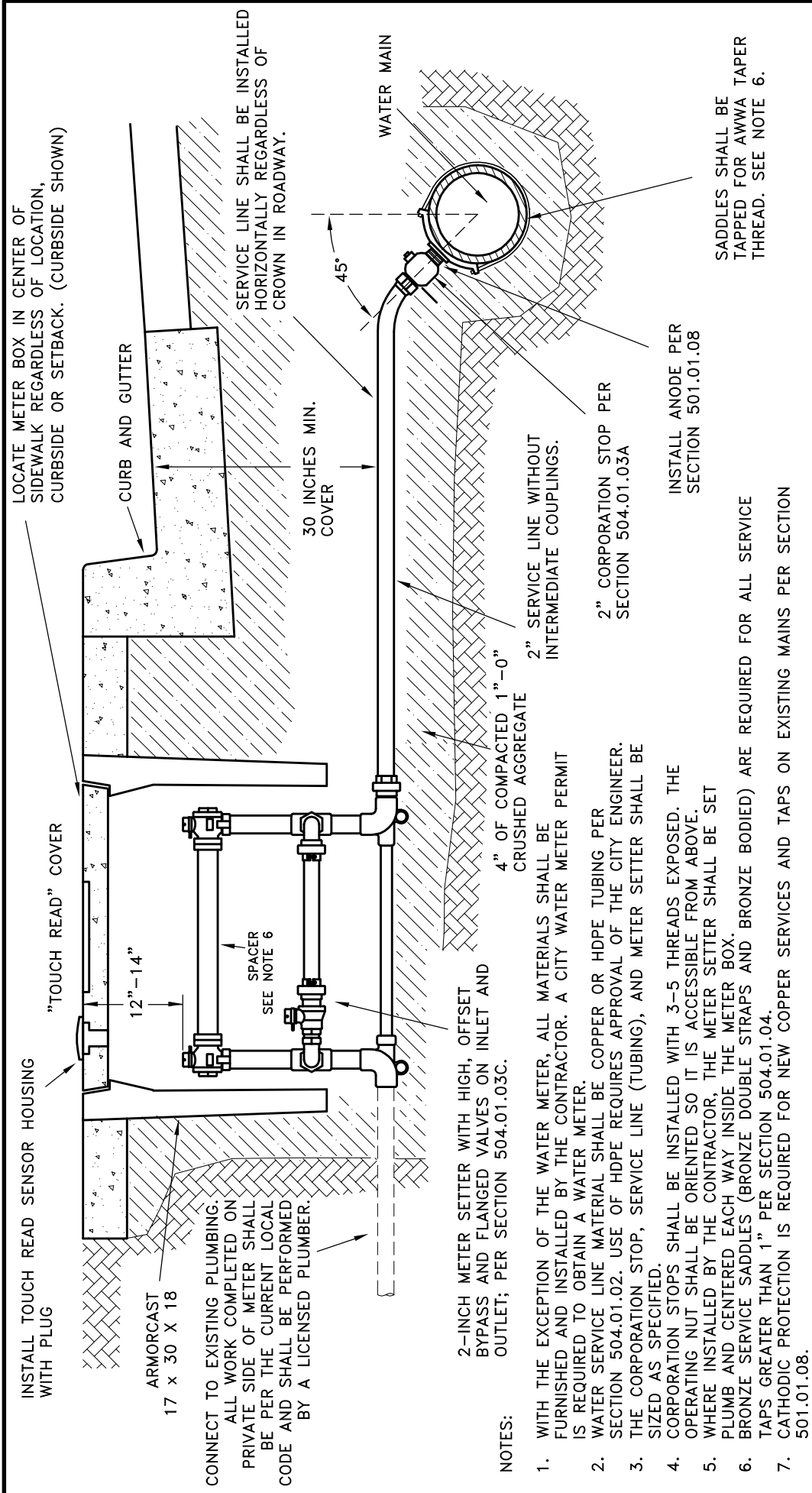
COMPACTED 1"-0"
CRUSHED AGGREGATE



NOTES:

1. MINIMUM BLOWOFF PIPE DIA. SHALL BE 2". DESIGN OF BLOWOFF ASSEMBLIES FOR WATER LINES LARGER THAN 8" WILL REQUIRE APPROVAL OF CITY ENGINEER.
2. THREADED CONNECTIONS SHALL BE ASSEMBLED USING COMPOUNDS APPROVED FOR USE IN POTABLE WATER SYSTEMS.
3. IN AREAS EXPOSED TO TRAFFIC, INSTALL STANDARD VALVE BOX ASSEMBLIES ADJUSTED TO FINISH GRADE. IN NON-TRAFFIC AREAS, INSTALL STANDARD VALVE BOX OVER THE VALVE ONLY AND COVER THE VALVE BOX AND BLOWOFF PIPE WITH A BROOKS NO. 66S (C.I.) METER BOX WITH A CAST IRON COVER. SEE DETAIL A.
4. RUNS OF PIPE ENDING WITH BLOWOFF ASSEMBLIES SHALL BE MECHANICALLY RESTRAINED WITH LOCKING PUSH-ON GASKETS AND MEGA-LUG RETAINER GLANDS. DETAILS RELATIVE TO MATERIAL REQUIREMENTS AND THE LENGTH OF PIPE TO BE RESTRAINED WILL BE DETERMINED BY THE CITY ENGINEER. CONCRETE THRUST RESTRAINT SHALL NOT BE USED WITHOUT APPROVAL OF THE CITY ENGINEER.

CITY OF ALBANY, OREGON PUBLIC WORKS DEPARTMENT		
STANDARD DEAD-END MAIN WITH BLOWOFF WATERLINES 8" DIA. AND SMALLER		
NO SCALE	JULY 2005	NO. 506



LOCATE METER BOX IN CENTER OF SIDEWALK REGARDLESS OF LOCATION, CURBSIDE OR SETBACK. (CURBSIDE SHOWN)

INSTALL TOUCH READ SENSOR HOUSING WITH PLUG

ARMORCAST
17 x 30 x 18

CONNECT TO EXISTING PLUMBING. ALL WORK COMPLETED ON PRIVATE SIDE OF METER SHALL BE PER THE CURRENT LOCAL CODE AND SHALL BE PERFORMED BY A LICENSED PLUMBER.

30 INCHES MIN. COVER

2-INCH METER SETTER WITH HIGH, OFFSET BYPASS AND FLANGED VALVES ON INLET AND OUTLET; PER SECTION 504.01.03C.

NOTES:

1. WITH THE EXCEPTION OF THE WATER METER, ALL MATERIALS SHALL BE FURNISHED AND INSTALLED BY THE CONTRACTOR. A CITY WATER METER PERMIT IS REQUIRED TO OBTAIN A WATER METER.
2. WATER SERVICE LINE MATERIAL SHALL BE COPPER OR HDPE TUBING PER SECTION 504.01.02. USE OF HDPE REQUIRES APPROVAL OF THE CITY ENGINEER.
3. THE CORPORATION STOP, SERVICE LINE (TUBING), AND METER SETTER SHALL BE SIZED AS SPECIFIED.
4. CORPORATION STOPS SHALL BE INSTALLED WITH 3-5 THREADS EXPOSED. THE OPERATING NUT SHALL BE ORIENTED SO IT IS ACCESSIBLE FROM ABOVE.
5. WHERE INSTALLED BY THE CONTRACTOR, THE METER SETTER SHALL BE SET PLUMB AND CENTERED EACH WAY INSIDE THE METER BOX.
6. BRONZE SERVICE SADDLES (BRONZE DOUBLE STRAPS AND BRONZE BODIED) ARE REQUIRED FOR ALL SERVICE TAPS GREATER THAN 1" PER SECTION 504.01.04.
7. CATHODIC PROTECTION IS REQUIRED FOR NEW COPPER SERVICES AND TAPS ON EXISTING MAINS PER SECTION 501.01.08.
8. INSTALL METER SETTER WITH CITY-SUPPLIED SPACING SPOOL. THE CITY WILL RECOVER THE SPOOL WHEN INSTALLED WITH THE METER. THE SPACING SPOOL IS NOT REQUIRED IF THE SETTER IS SUPPLIED AND PROPERLY INSTALLED WITH THE FACTORY SPACER INTACT.
9. CUTTING, REAMING, SIZING, AND BENDING OF COPPER TUBING SHALL BE PERFORMED USING TOOLS AND PRACTICES SPECIFIC TO THOSE OPERATIONS.
10. ALL COPPER SERVICE LINES SHALL BE DIRECT BURIED IN ROCK BACKFILL TO AVOID ANY COPPER CONTACT WITH NATIVE SOIL. COPPER SERVICE LINES SHALL NOT BE INSTALLED BY JACKING OR BORING.
11. 12 GAUGE TRACER WIRE SHALL BE INSTALLED WITH HDPE SERVICE LINES.
12. STAINLESS STEEL STIFFENERS SHALL BE USED FOR 2" HDPE SERVICE LINES.

4" OF COMPACTED 1"-0" CRUSHED AGGREGATE

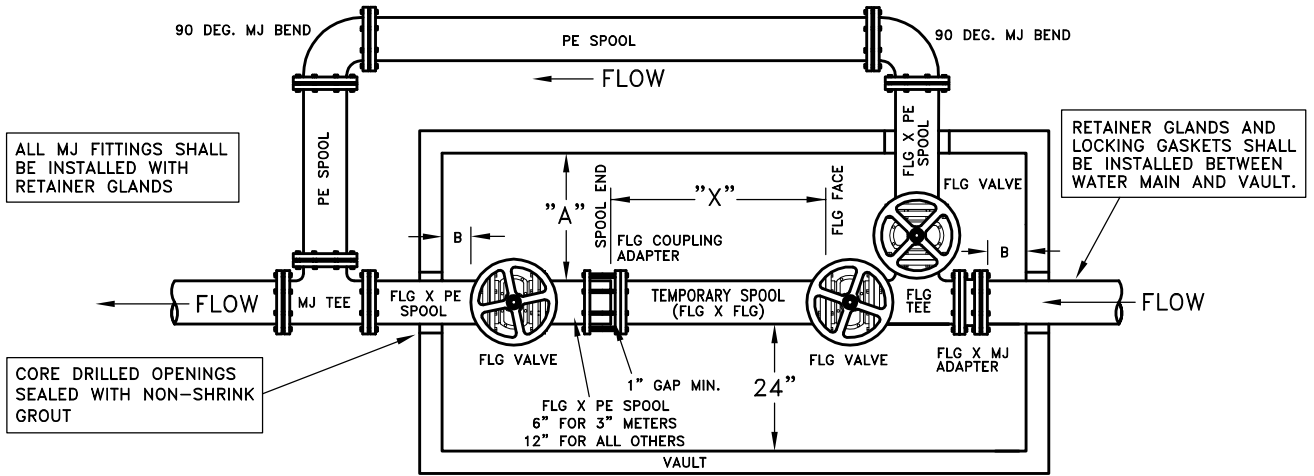
2" SERVICE LINE WITHOUT INTERMEDIATE COUPLINGS.

2" CORPORATION STOP PER SECTION 504.01.03A

INSTALL ANODE PER SECTION 501.01.08

SADDLES SHALL BE TAPPED FOR AWWA TAPER THREAD. SEE NOTE 6.

CITY OF ALBANY, OREGON PUBLIC WORKS DEPARTMENT	
1 1/2" AND 2" WATER SERVICES	
NO SCALE	AUGUST 2020
NO. 508	

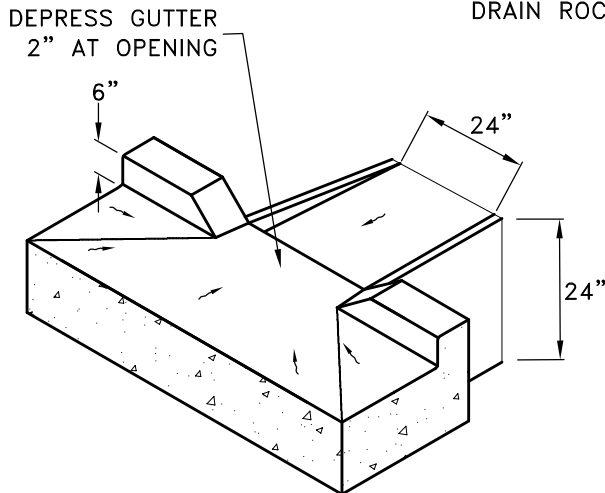
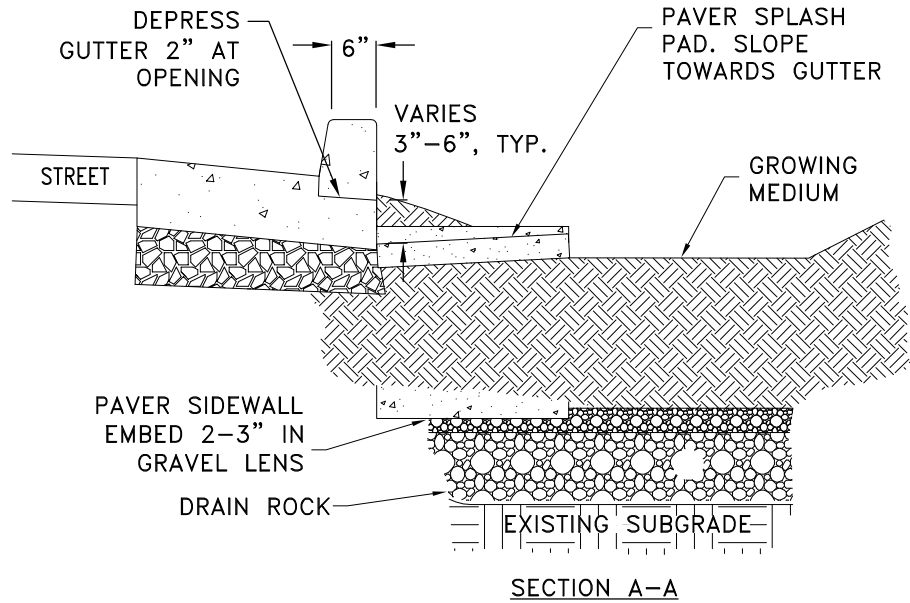
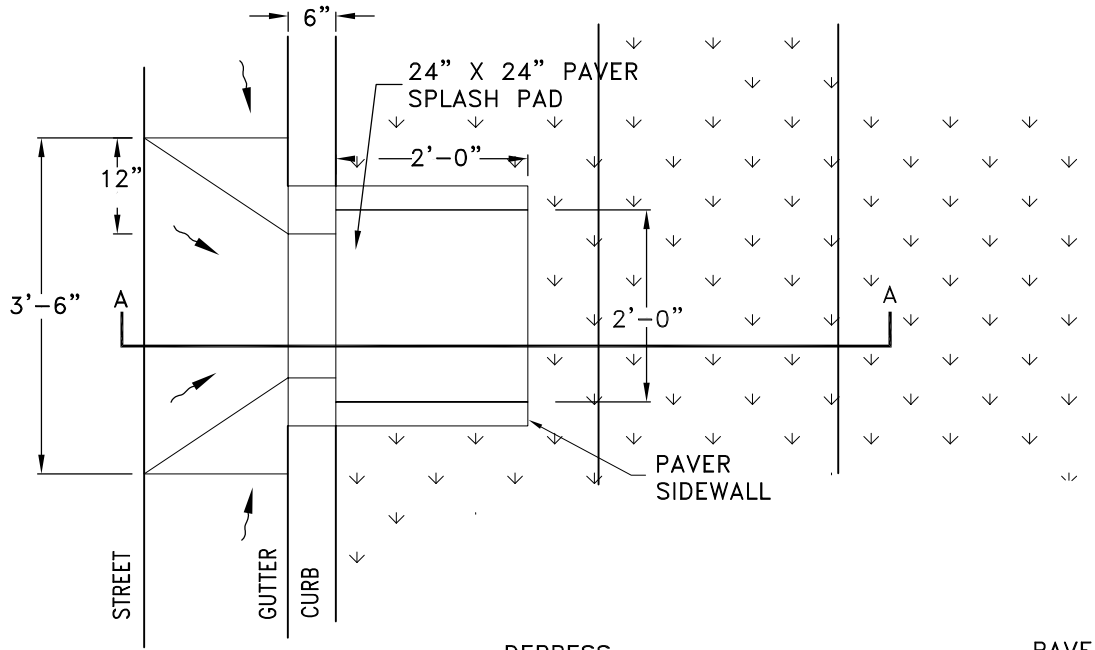


METER SIZE	TEMP SPOOL LENGTH	DIMENSION "A" (MINIMUM)	DIMENSION "B" (MINIMUM)	DIMENSION "X"	VAULT MODEL NUMBER	MODEL TYPE	TEMP SPOOL LENGTH	DIMENSION "A" (MINIMUM)	VAULT MODEL NUMBER
3	32"	18"	2"	32"	4484-LA	COMPACT FIRELINE	NA	NA	4484-LA
4	21"	18"	6"	21"	4484-LA	COMPACT FIRELINE	34"	18"	4484-LA
6	25"	18"	6"	25"	4484-LA	COMPACT FIRELINE	46"	20"	612-LA
8				31.5"		COMPACT FIRELINE	54"	23"	612-LA
10				42.5"		COMPACT FIRELINE	69"	25"	612-LA

NOTES

- ALL MATERIALS, EXCEPT THE TEMPORARY SPOOL, SHALL BE FURNISHED AND INSTALLED BY THE CONTRACTOR. TEMPORARY SPOOLS, WHEN REQUIRED, SHALL BE PROVIDED BY THE CITY.
- ALL REQUIRED OPENINGS IN THE VAULT SHALL BE CORE DRILLED REGARDLESS OF THE PRESENCE OF "KNOCKOUTS".
- THE MINIMUM DIAMETER OF PIPE, VALVES, AND FITTINGS SHALL BE 4".
- A PERMIT WILL BE REQUIRED TO OBTAIN A WATER METER. THE METER WILL BE SUPPLIED AND INSTALLED BY THE CITY.
- ALL VALVES SHALL BE RISING-STEM STYLE AND SHALL BE INSTALLED WITH HAND WHEELS. HAND WHEELS SHALL MEET ALL REQUIREMENTS OF AWWA C509-94, SEC. 4.11.
- MINIMUM VERTICAL CLEARANCE BETWEEN VAULT CEILING AND TOP OF HAND WHEEL SHALL BE 36". VERTICAL CLEARANCE BETWEEN VAULT FLOOR AND BOTTOM OF PIPE SHALL BE A MINIMUM OF 12" AND A MAXIMUM OF 24".
- USE GRINNEL ADJ. SADDLE PIPE SUPPORTS, OR APPROVED EQUAL, UNDER EACH METER ISOLATION VALVE.
- METER VAULTS SHALL BE SUPPLIED WITH SYRACUSE EXKD-3672AL ALUMINUM DOORS (300 PSF) LOCATED DIRECTLY OVER THE METER. WHEN PLACED WHERE IT WILL BE EXPOSED TO VEHICULAR TRAFFIC, AN H-20 RATED ACCESS DOOR APPROVED BY THE CITY WILL BE REQUIRED.
- MANHOLE STYLE LIDS WILL NOT BE ACCEPTED.
- VAULTS SHALL BE EQUIPPED WITH A GALVANIZED STEEL LADDER AND AN ALUMINUM EXTENSION.

CITY OF ALBANY, OREGON PUBLIC WORKS DEPARTMENT		
WATER METER VAULTS		
NO SCALE	JULY 2019	NO. 510

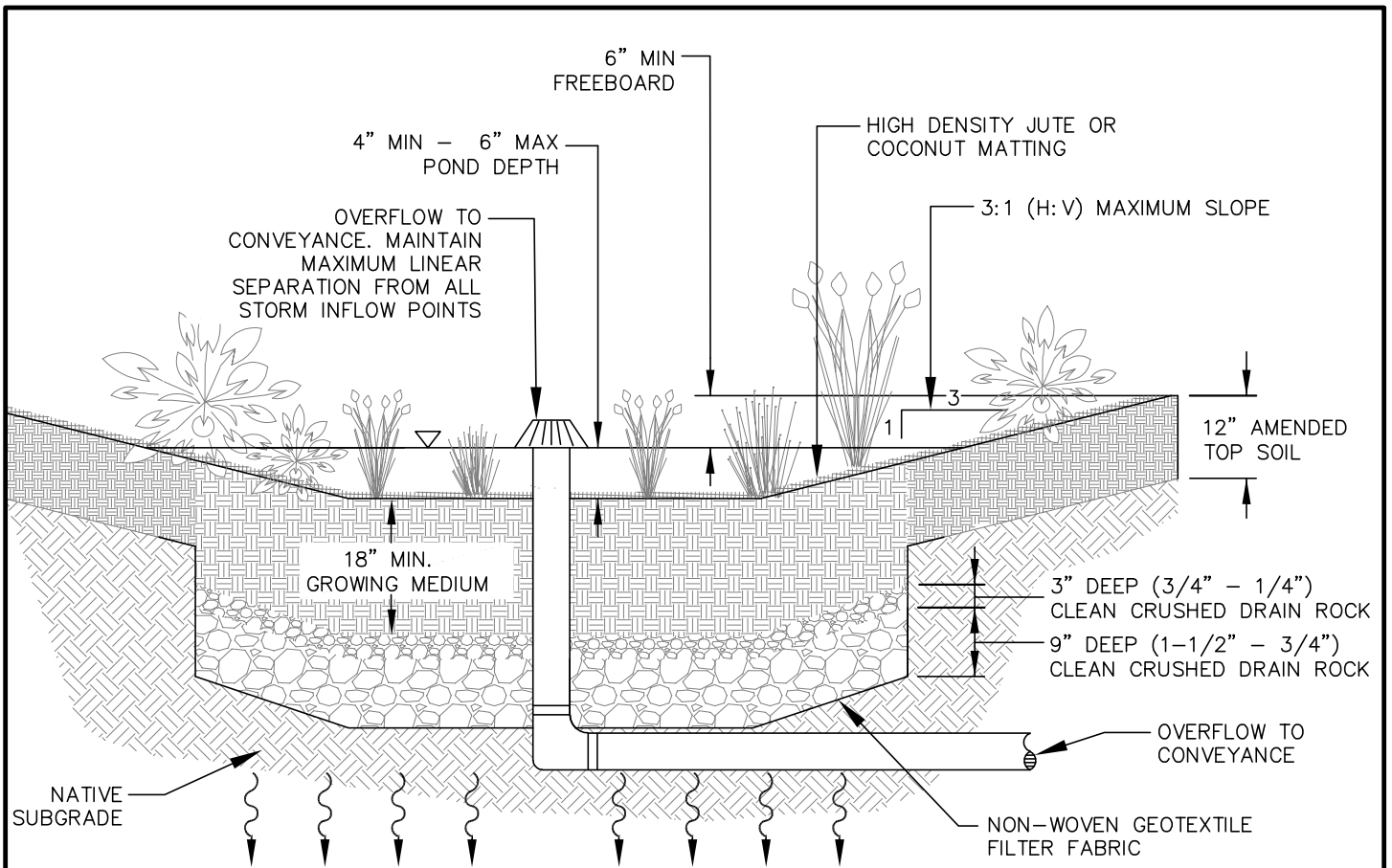


NOTES

1. SIDEWALL AND SPLASH PAD PAVER STONES SHALL BE WILLAMETTE GRAYSTONE 24" X 24" CITYSTONE XL, OR APPROVED EQUAL.
2. PLAN AND PROFILE VIEWS ON THIS DRAWING DEPICT A PAVER SPLASH PAD INSTALLED IN A STREETSIDE SHALLOW SWALE.
3. ALL EXPOSED PCC SURFACES SHALL BE SMOOTH AND FREE OF DEFECTS, AND SHALL HAVE A LIGHT BROOM FINISH.

CITY OF ALBANY, OREGON PUBLIC WORKS DEPARTMENT		
TYPICAL STREETSIDE CURB NOTCH PAVER SPLASH PAD		
NO SCALE	AUGUST 2020	NO. 612

CLEAN WATER SERVICES
STANDARD DETAILS



NOTES:

1. PROVIDE OVERFLOW CONVEYANCE SYSTEM, OVERFLOW CONVEYANCE HEIGHT TO ALLOW 4" MINIMUM - 6" MAXIMUM PONDING, PIPING TO A MINIMUM OF THE PLUMBING CODE OR CONVEY THE 25 YEAR STORM.
2. IF USING THE NATIVE SOIL INFILTRATION FOR SIZING, THE RATE SHALL BE DETERMINED BY ASTM STANDARD TESTING METHODS.
3. FLOW DISSIPATERS SHOULD BE USED IF ENTRY SLOPE TO THE BASIN IS GREATER THAN 3:1. FLOW DISSIPATERS SHALL BE CONSTRUCTED OUT OF ROCK OR GRAVEL PER DESIGN FLOW VELOCITY AT ENTRY OF THE FACILITY.
4. TREATMENT AREA SHALL HAVE HIGH DENSITY JUTE OR COCONUT MATTING OVER 18" MINIMUM OF GROWING MEDIUM OR BASE STABILIZATION METHOD AS APPROVED BY THE DISTRICT.
5. VEGETATION TO BE USED IN WET AREAS OF THE BASIN IS PER APPENDIX "A" FOR THE WET MOISTURE CONDITIONS.
6. VEGETATION TO BE USED IN OTHER AREAS OF BASIN CONFORMS TO PLANT LIST OF THIS HANDBOOK AS APPROVED BY DISTRICT.

NON-STRUCTURAL
INFILTRATION PLANTER/RAIN
GARDEN



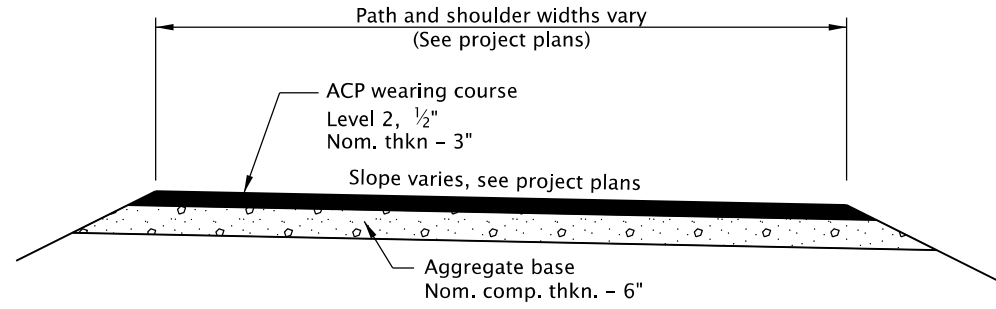
DRAWING NO. 725

REVISED 10-31-19

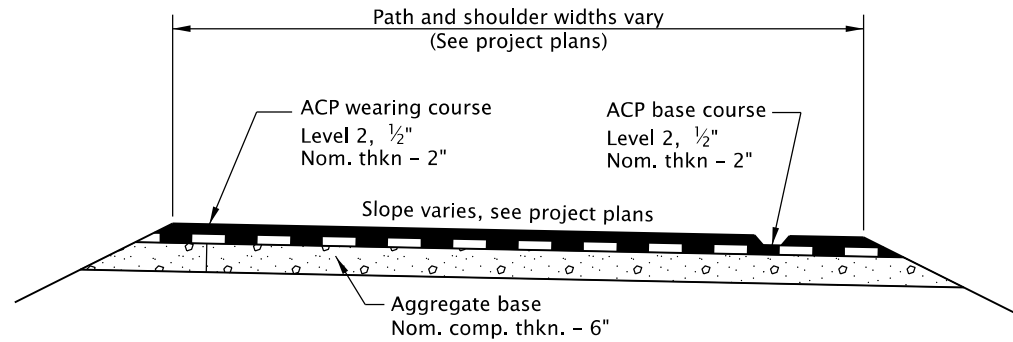
OREGON DEPARTMENT
OF TRANSPORTATION
STANDARD DETAILS

20-JUL-2020

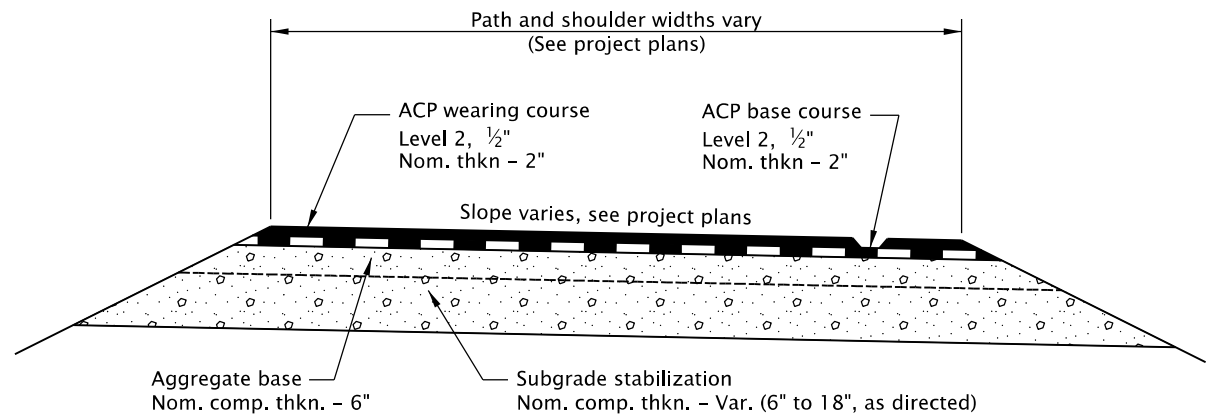
RD602.dgn



INACCESSIBLE TO MAINTENANCE VEHICLES



ACCESSIBLE TO MAINTENANCE VEHICLES



ACCESSIBLE TO MAINTENANCE VEHICLES
(For use with soft subgrade)

GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:

1. See project plans for details not shown.
2. Where constructed as part of a State Highway, such as widened shoulder, the path must be part of a formal pavement design and a minimum of 2' outside the travel lane.

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

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

OREGON STANDARD DRAWINGS

SHARED USE PATH PAVEMENT DETAILS

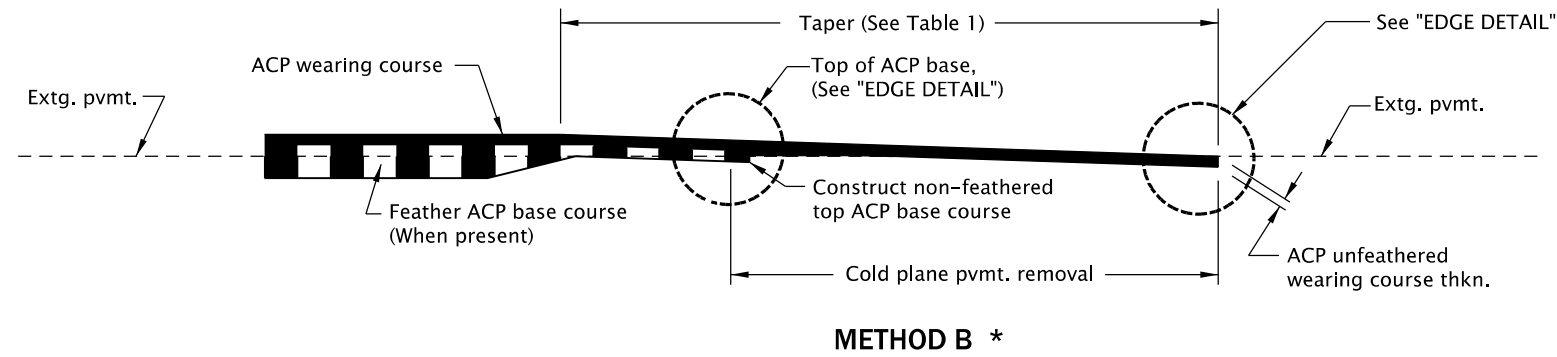
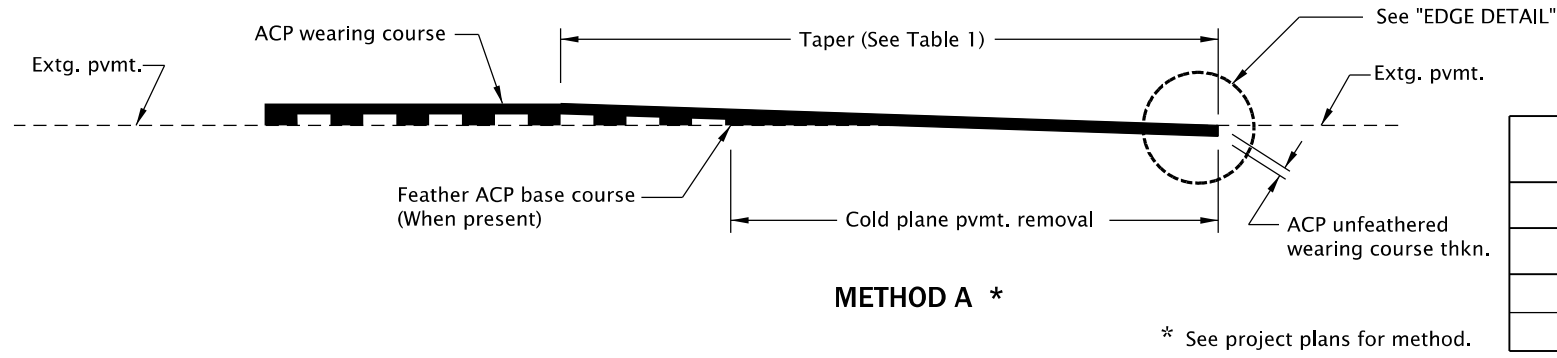
2024

DATE	REVISION	DESCRIPTION

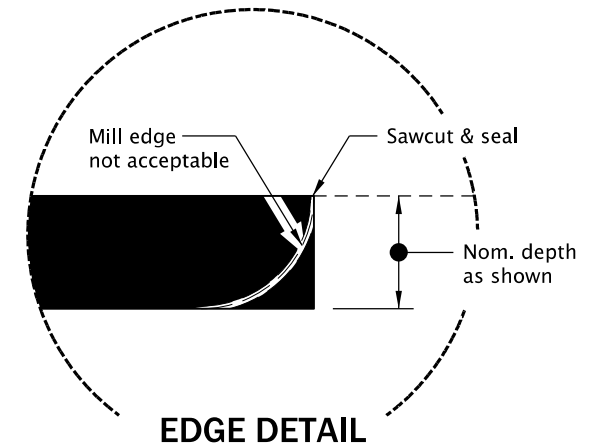
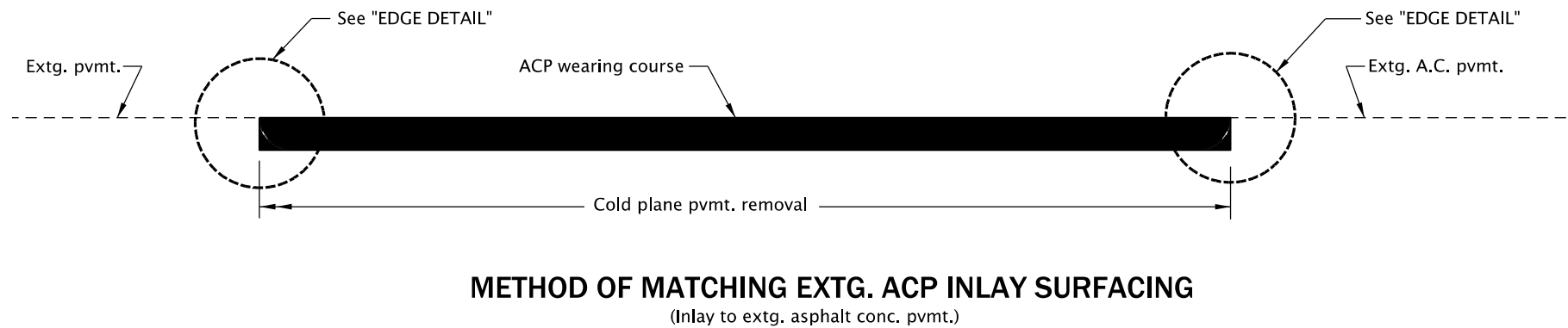
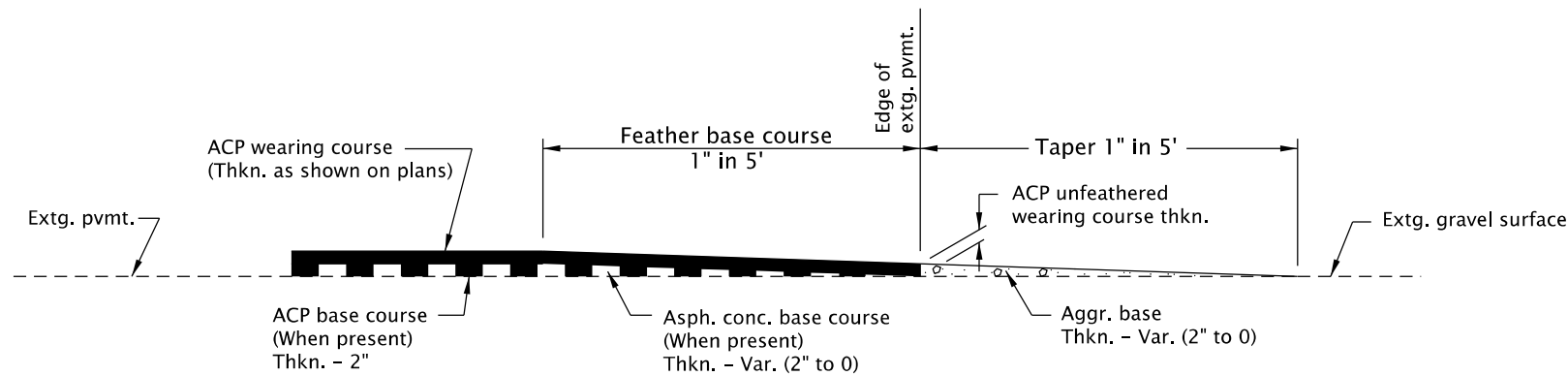
CALC. BOOK NO. --- N/A --- SDR DATE- 25-JUL-2017 - RD602

Effective Date: December 1, 2023 – May 31, 2024

20-JUL-2020
RD610.dgn



**ACP PAVEMENT MATCH AT PROJECT ENDS
OR BRIDGE ENDS WHEN NOT OVERLAYING THE BRIDGE**



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

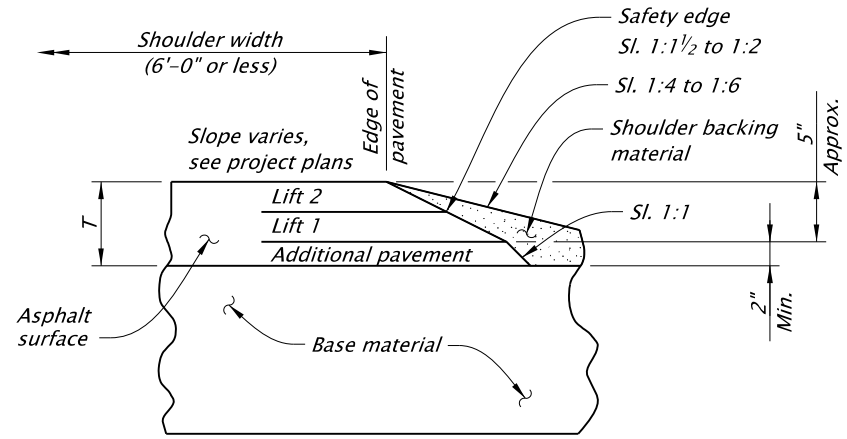
All materials shall be in accordance with the current Oregon Standard Specifications.

OREGON STANDARD DRAWINGS
ASPHALT CONCRETE PAVEMENT (ACP) DETAILS
2024

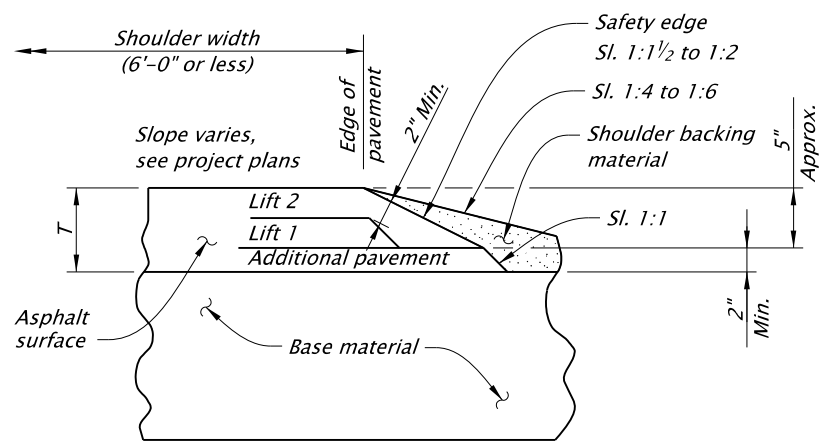
DATE	REVISION DESCRIPTION

CALC. BOOK NO.	N/A	SDR DATE- 25-JUL-2017	RD610
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Effective Date: December 1, 2023 – May 31, 2024

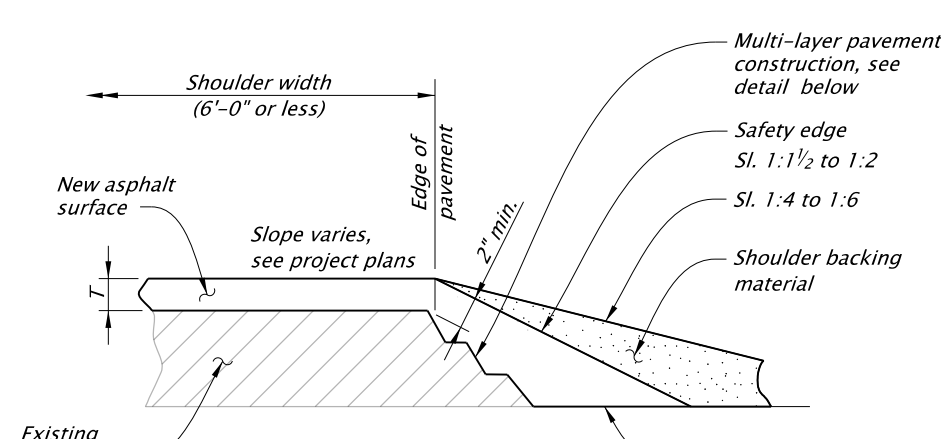


SAFETY EDGE PLACED WITH LIFTS

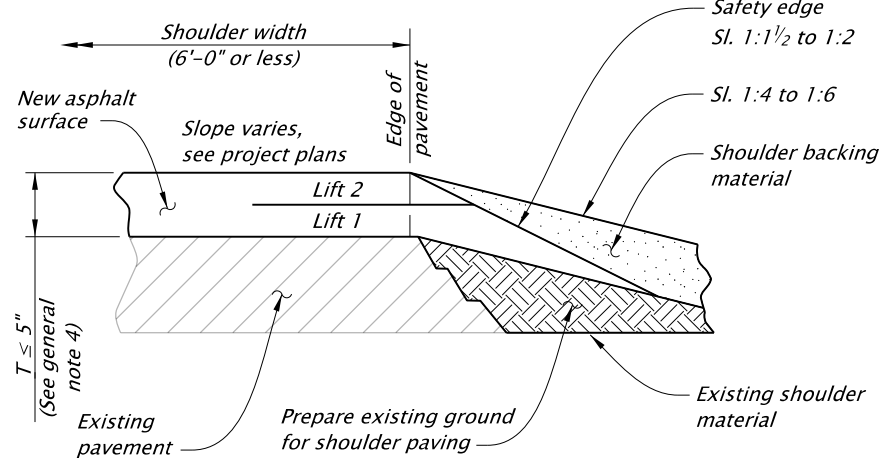


SAFETY EDGE PLACED ONLY WITH FINAL LIFT

SAFETY EDGE FOR ASPHALT CONCRETE (NEW CONSTRUCTION)

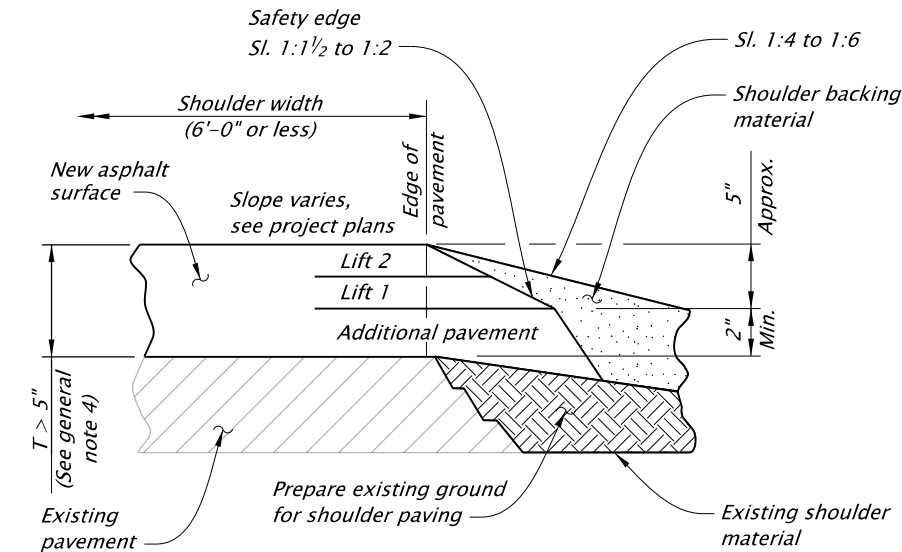


SINGLE COURSE OVERLAY



PAVEMENT THICKNESS (T) 5" OR LESS

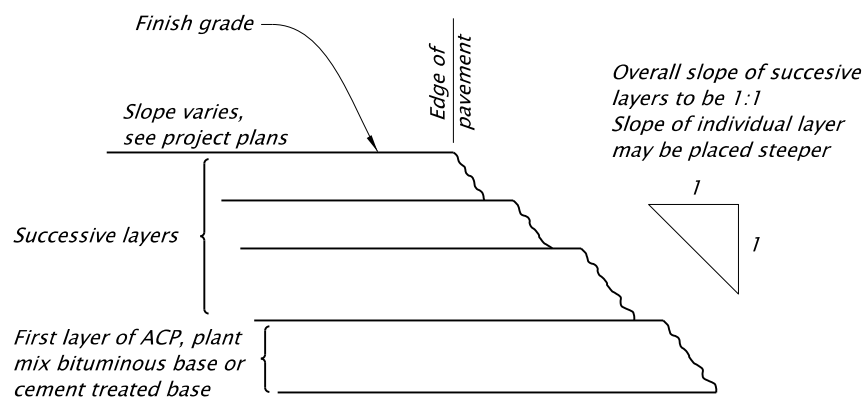
SAFETY EDGE FOR ASPHALT CONCRETE RECONSTRUCTION (INCLUDING MILL, INLAY AND OVERLAY)



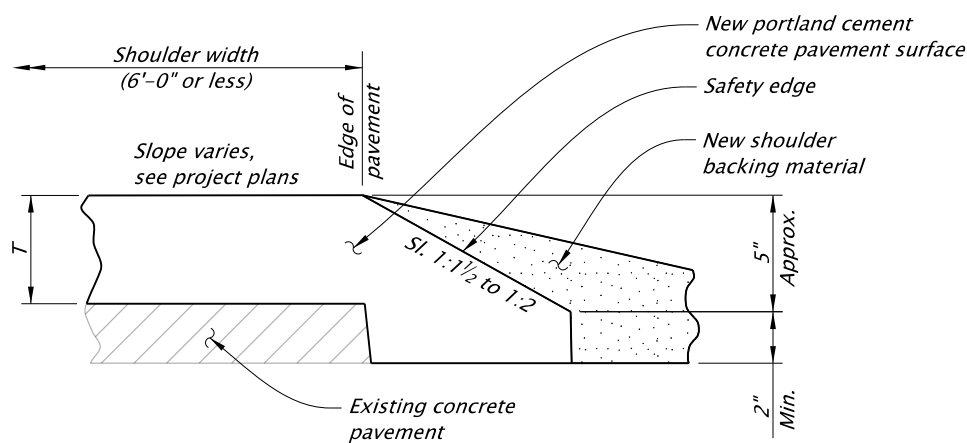
PAVEMENT THICKNESS (T) GREATER THAN 5"

GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:

1. Safety edges are required at the outside edges of the paved roadway (edge of travel lane or edge of paved shoulders), where the wearing surface thickness is 2" or greater, except where indicated in the plans.
2. Construct the safety edge at a slope of 1:1 1/2 to 1:2 measured from the pavement surface.
3. Do not construct safety edge at intersections, paved drives, or other obstructions.
4. For total new asphalt depth of "T" ≤ 5", construct the safety edge to the full thickness of the surface and intermediate courses. For total new asphalt depth of "T" > 5", construct the safety edge to a depth of 5" approximately with a 1:1 sloped face below the safety edge.



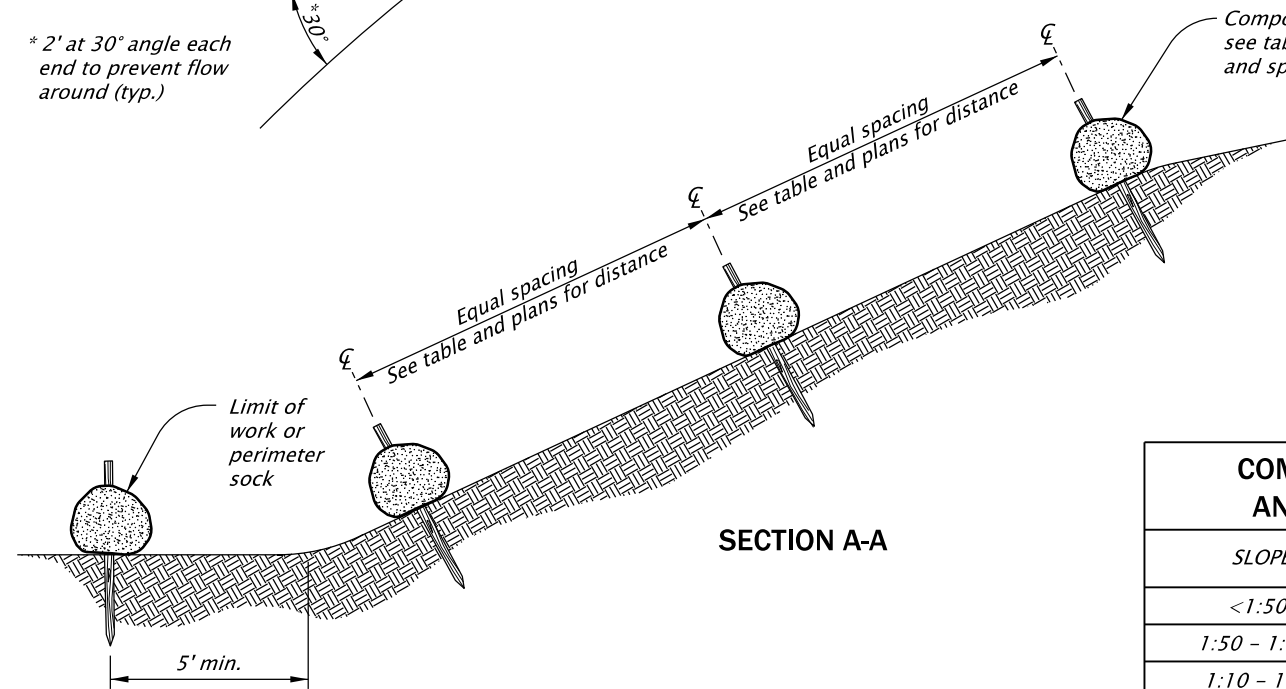
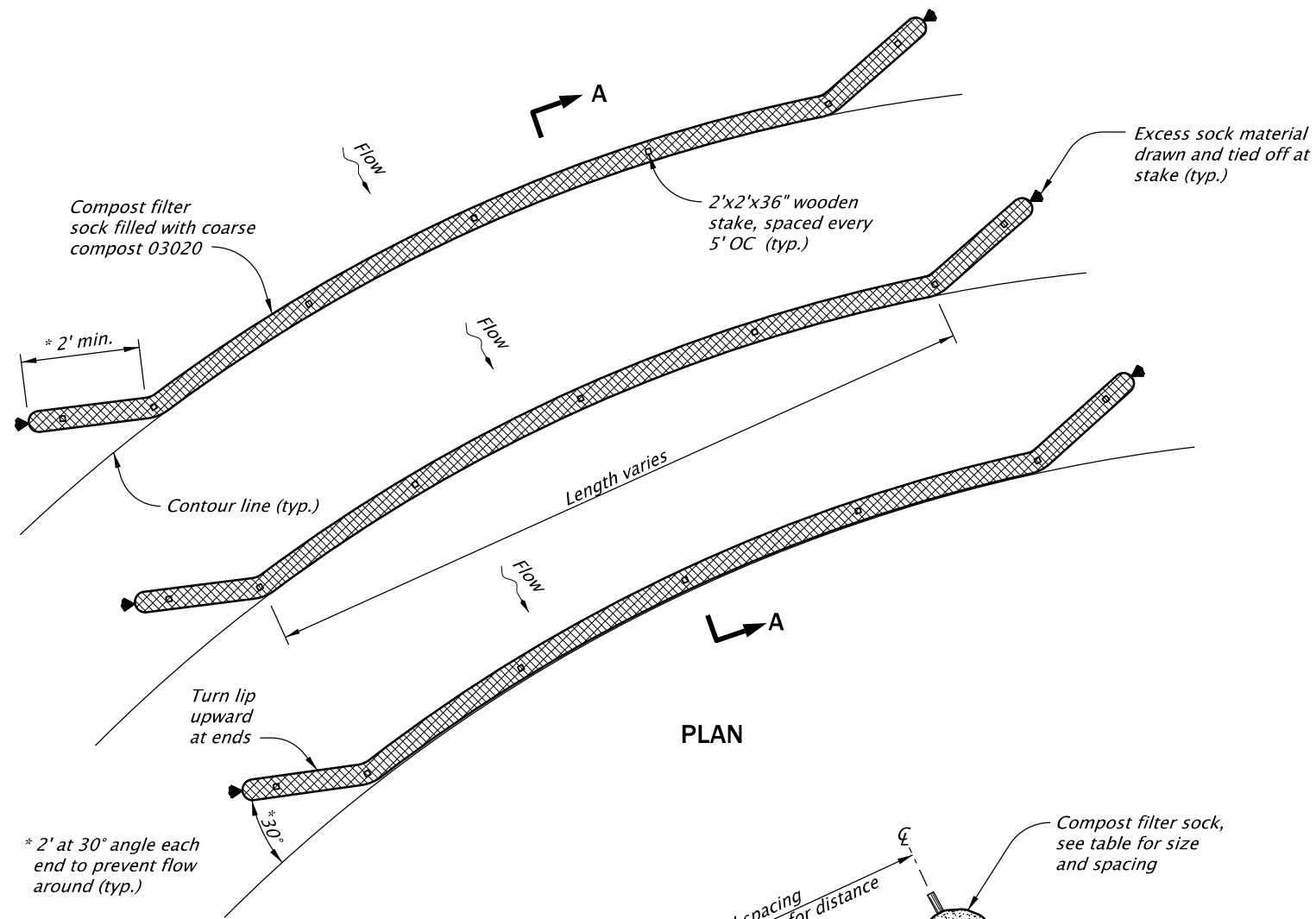
MULTI-LAYER PAVEMENT CONSTRUCTION



SAFETY EDGE FOR PORTLAND CEMENT CONCRETE PAVEMENT OVERLAY

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

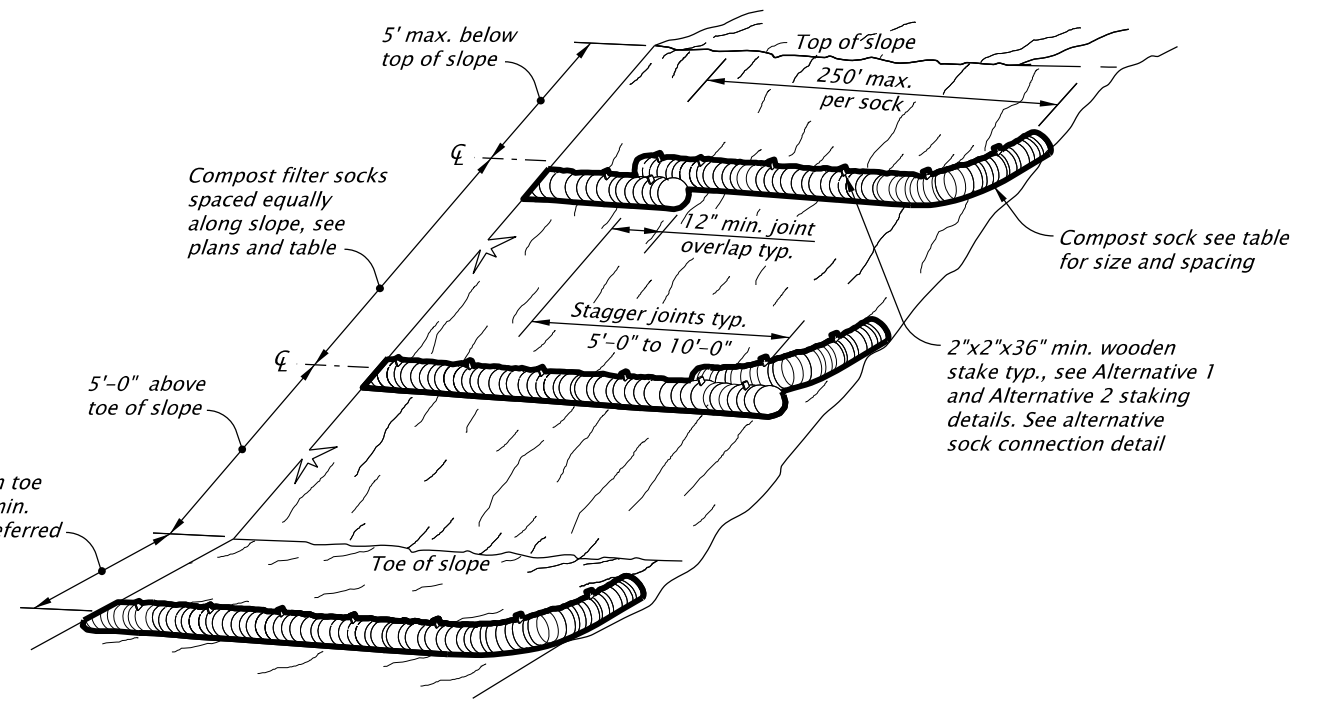
All materials shall be in accordance with the current Oregon Standard Specifications.			
OREGON STANDARD DRAWINGS			
SURFACE EDGE DETAILS			
2024			
DATE	REVISION	DESCRIPTION	
07-2021	TITLE CHANGED,	REVISED DETAILS AND NOTES	
CALC. BOOK NO.	N/A	SDR DATE	19-JUL-2021
			RD615



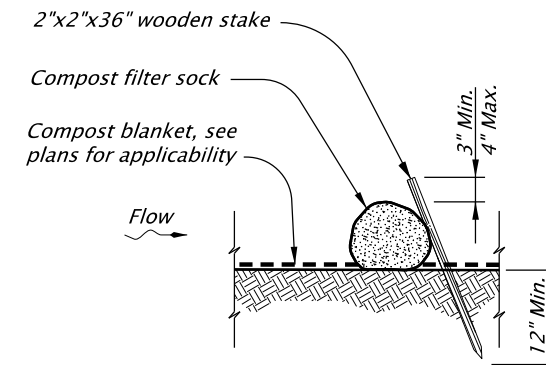
NOTE:
Fully biodegradable compost sock mesh is recommended for permanent installations. Where compost socks must be moved or removed, synthetic sock mesh should be used.

COMPOST FILTER SOCK DIAMETER AND SPACING BASED ON SLOPE		
SLOPE	SPACING (ft)	DIAMETER (in)
<1:50	250	8
1:50 - 1:10	125	12
1:10 - 1:5	100	12
1:5 - 1:2	50	18
>1:2	25	18

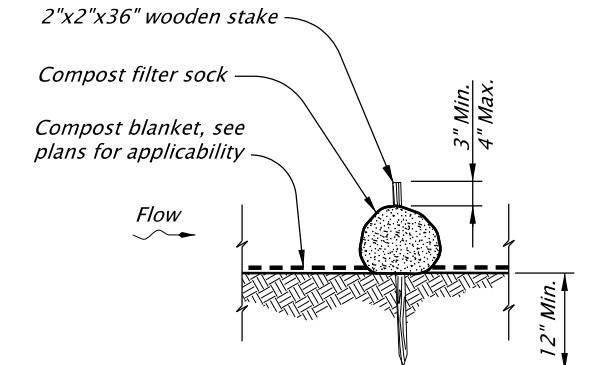
COMPOST FILTER SOCK
NOT TO SCALE



SLOPE APPLICATION - PERSPECTIVE VIEW



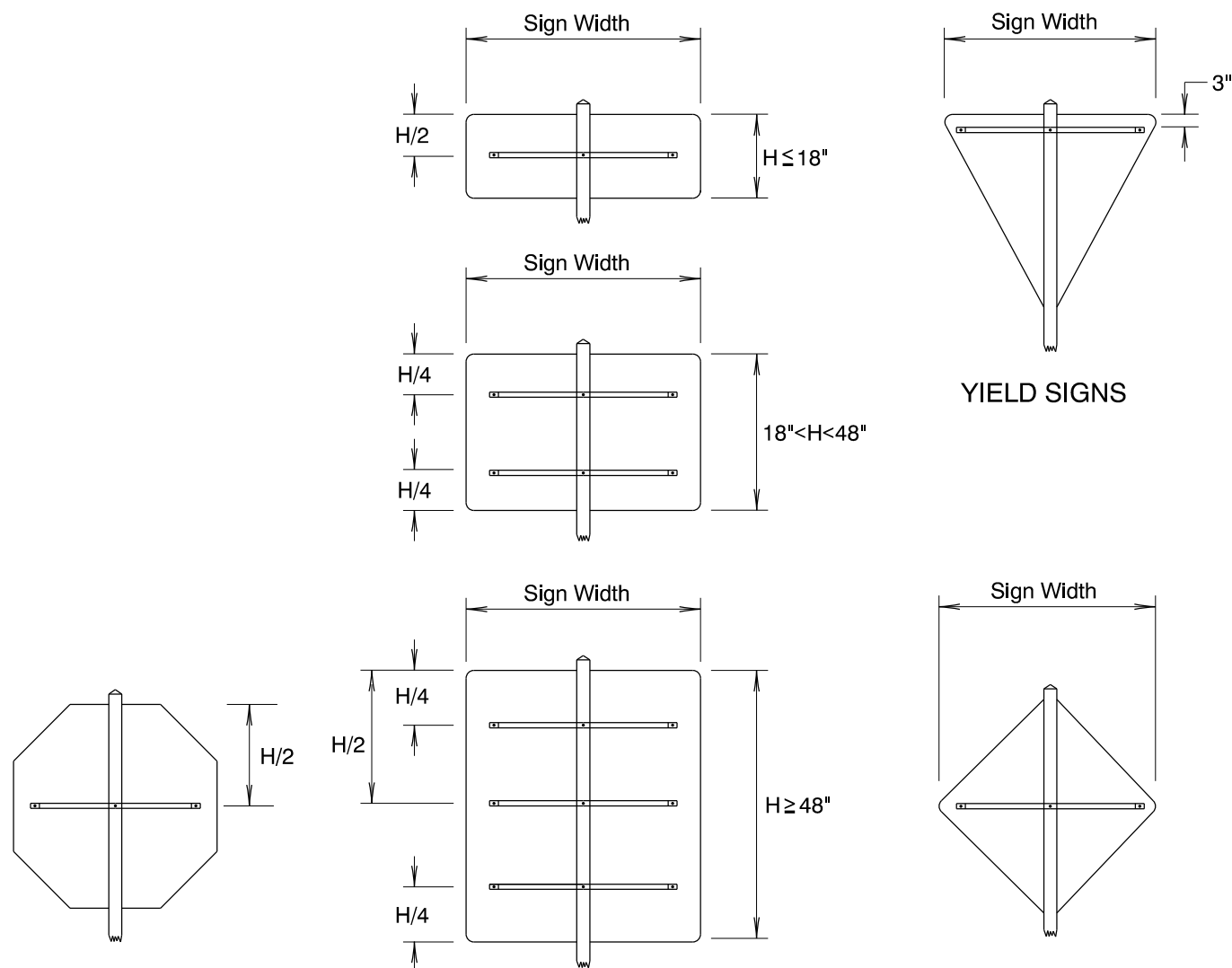
ALTERNATIVE 1 (Staking)



ALTERNATIVE 2 (Staking)

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

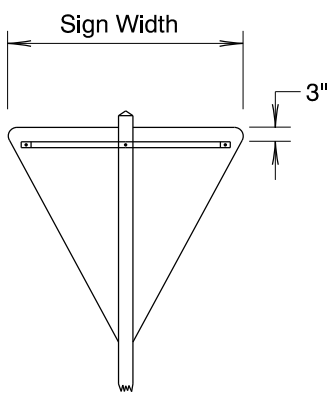
All materials shall be in accordance with the current Oregon Standard Specifications.			
OREGON STANDARD DRAWINGS			
SEDIMENT BARRIER TYPE 8			
2024			
DATE	REVISION DESCRIPTION		
01-2021	REMOVED CALC BOOK NUMBERS		
CALC. BOOK NO.	N/A	SDR DATE	20-JAN-2021
			RD1032



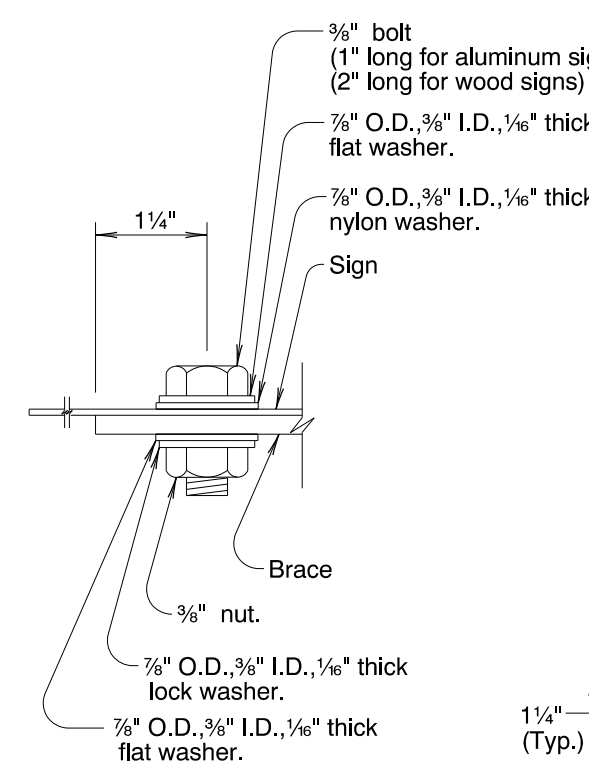
STOP SIGN

OTHER SIGNS

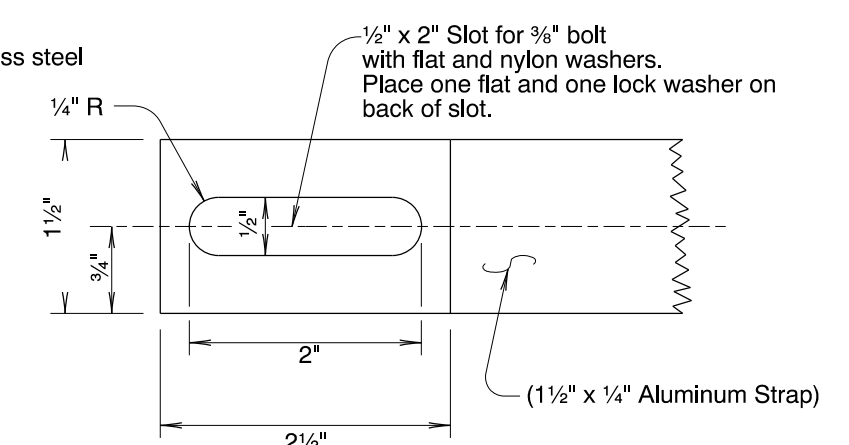
WARNING SIGNS



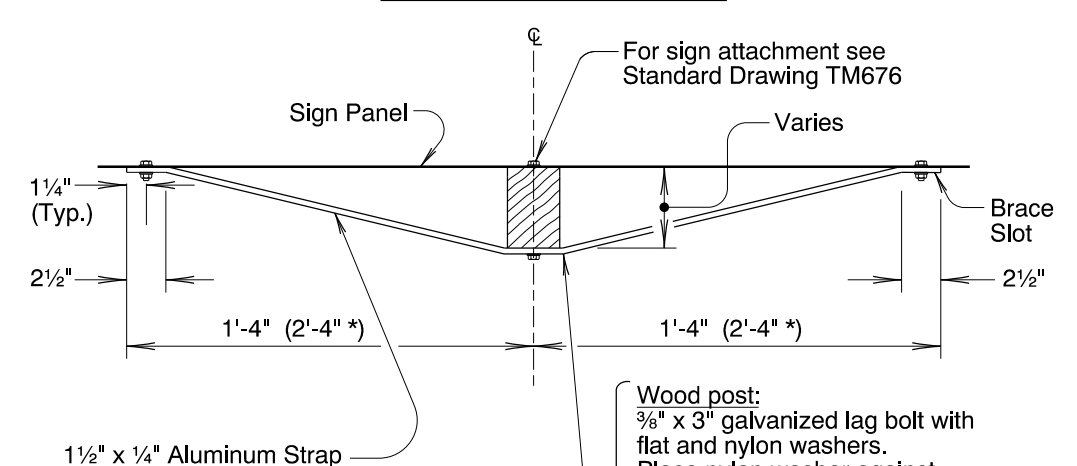
YIELD SIGNS



BOLT, NUT AND WASHER
INSTALLATION DETAIL



DETAIL OF BRACE SLOT



SIGN BRACING

Note: * For sign width 60" and over

Wood post:
3/8" x 3" galvanized lag bolt with flat and nylon washers. Place nylon washer against aluminum brace.

Steel post:
Use manufacturer-recommended bolts and washers.

- NOTES:**
1. Sign braces are only installed when specified in the contract plans, in the special provisions, or by the engineer.
 2. When attaching bolts to brace slot, hold bolt head in place and turn nut on opposite side.
 3. Use nylon washer against both sides of aluminum brace when using galvanized hardware.

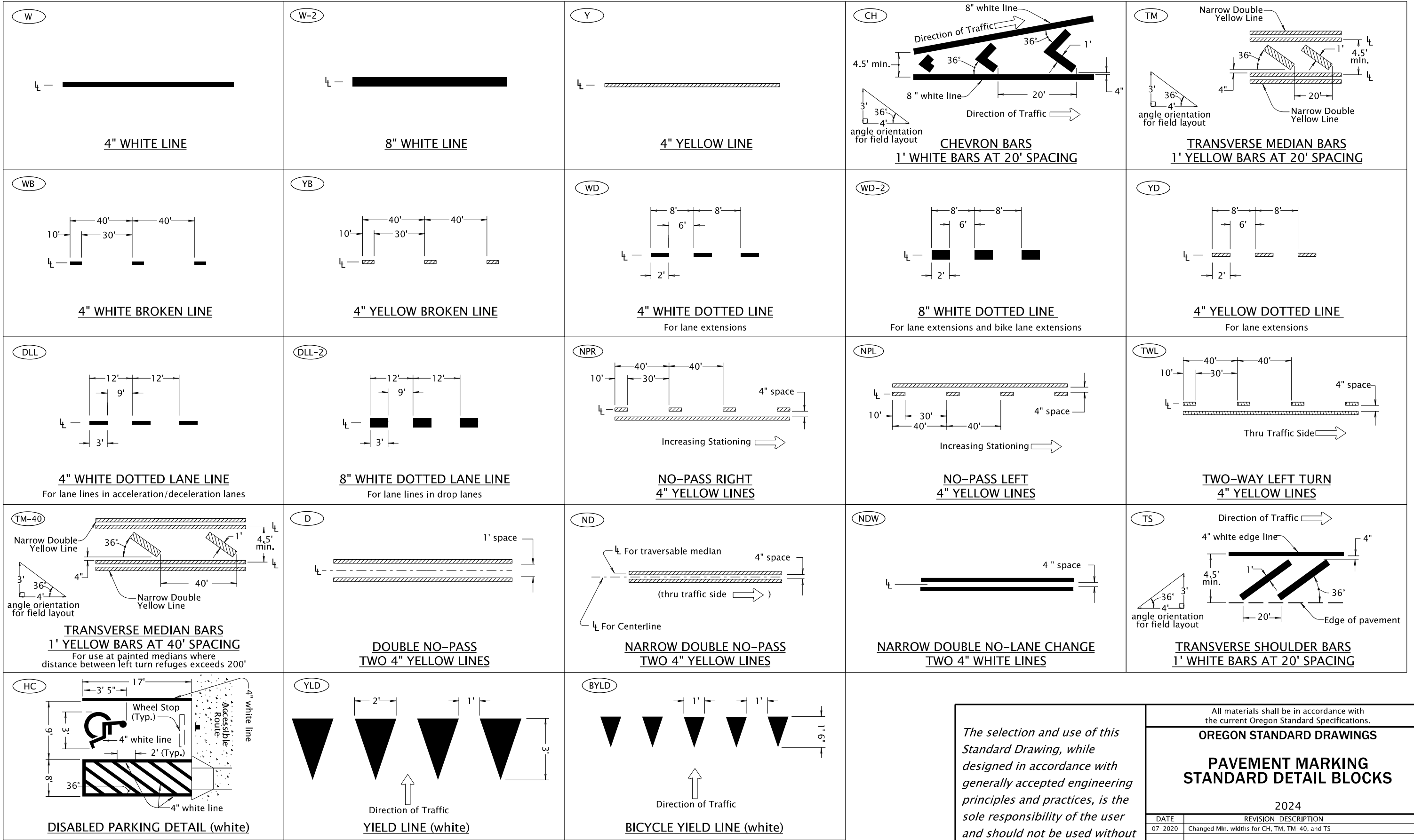
TYPICAL LOCATION OF BRACING
(Adjust location of bracing so that bolts will miss legend)

BRACE LENGTHS **		
POST SIZE	SIGN WIDTH	
	< 60"	≥ 60"
2" X 2" (Steel)	32 1/2"	56 1/2"
2 1/2" X 2 1/2" (Steel)	32 1/2"	56 1/2"
4" X 4" (Wood)	33 1/2"	57"
4" X 6" (Wood)	35"	57 1/2"
6" X 6" (Wood)	35 1/2"	58"
6" X 8" (Wood)	37 1/2"	59"

** Verify lengths before bending and attaching to sign and post.

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All materials shall be in accordance with the current Oregon Standard Specifications.			
OREGON STANDARD DRAWINGS			
SIGN BRACING DETAIL			
2024			
DATE	REVISION DESCRIPTION		
CALC. BOOK NO.	N/A	SDR DATE	10-DEC-2009
			TM206



← Direction Of Traffic, Increasing Stationing Or Thru Traffic Side

⊥ — Lane line dimensions are shown on the striping plans

LEGEND

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All materials shall be in accordance with the current Oregon Standard Specifications.	
OREGON STANDARD DRAWINGS	
PAVEMENT MARKING STANDARD DETAIL BLOCKS	
2024	
DATE	REVISION DESCRIPTION
07-2020	Changed Min. widths for CH, TM, TM-40, and TS
CALC. BOOK NO.	SDR DATE
N/A	07-01-2020
TM500	

SA

STRAIGHT ARROW (white)
For arrow proportion details, see current version of Standard Highway Signs

LA

LEFT TURN ARROW (white)
For arrow proportion details, see current version of Standard Highway Signs

RA

RIGHT TURN ARROW (white)
For arrow proportion details, see current version of Standard Highway Signs

LSA

LEFT TURN STRAIGHT ARROW (white)
For arrow proportion details, see current version of Standard Highway Signs

RSA

RIGHT TURN STRAIGHT ARROW (white)
For arrow proportion details, see current version of Standard Highway Signs

RALA

RIGHT TURN LEFT TURN ARROW (white)
For arrow proportion details, see current version of Standard Highway Signs

RSLA

RIGHT TURN STRAIGHT LEFT TURN ARROW (white)
For arrow proportion details, see current version of Standard Highway Signs

E-SA

ELONGATED STRAIGHT ARROW (white)
For arrow proportion details, see current version of Standard Highway Signs

E-LA

ELONGATED LEFT TURN ARROW (white)
For arrow proportion details, see current version of Standard Highway Signs

E-RA

ELONGATED RIGHT TURN ARROW (white)
For arrow proportion details, see current version of Standard Highway Signs

E-LSA

ELONGATED LEFT TURN STRAIGHT ARROW (white)
For arrow proportion details, see current version of Standard Highway Signs

E-RSA

ELONGATED RIGHT TURN STRAIGHT ARROW (white)
For arrow proportion details, see current version of Standard Highway Signs

E-RALA

ELONGATED RIGHT TURN LEFT TURN ARROW (white)
For arrow proportion details, see current version of Standard Highway Signs

E-RSLA

ELONGATED RIGHT TURN STRAIGHT LEFT TURN ARROW (white)
For arrow proportion details, see current version of Standard Highway Signs

F-LA

FISH-HOOK LEFT TURN ARROW (white)
For arrow proportion details, see the current ODOT Traffic Line Manual

F-RALA

FISH-HOOK RIGHT TURN LEFT TURN ARROW (white)
For arrow proportion details, see the current ODOT Traffic Line Manual

F-SA

FISH-HOOK STRAIGHT ARROW (white)
For arrow proportion details, see the current ODOT Traffic Line Manual

F-RSA

FISH-HOOK RIGHT TURN STRAIGHT ARROW (white)
For arrow proportion details, see the current ODOT Traffic Line Manual

F-LSA

FISH-HOOK LEFT TURN STRAIGHT ARROW (white)
For arrow proportion details, see the current ODOT Traffic Line Manual

F-RSLA

FISH-HOOK RIGHT TURN STRAIGHT LEFT TURN ARROW (white)
For arrow proportion details, see the current ODOT Traffic Line Manual

LRA-L

LANE REDUCTION ARROW - LEFT LANE ENDS (white)
For arrow proportion details, see current version of Standard Highway Signs

LRA-R

LANE REDUCTION ARROW - RIGHT LANE ENDS (white)
For arrow proportion details, see current version of Standard Highway Signs

WWA

WRONG-WAY ARROW (white)

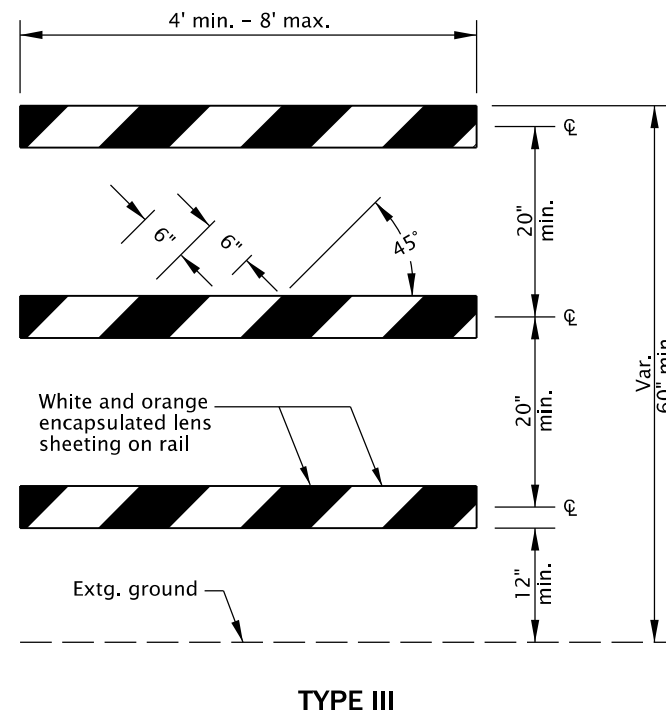
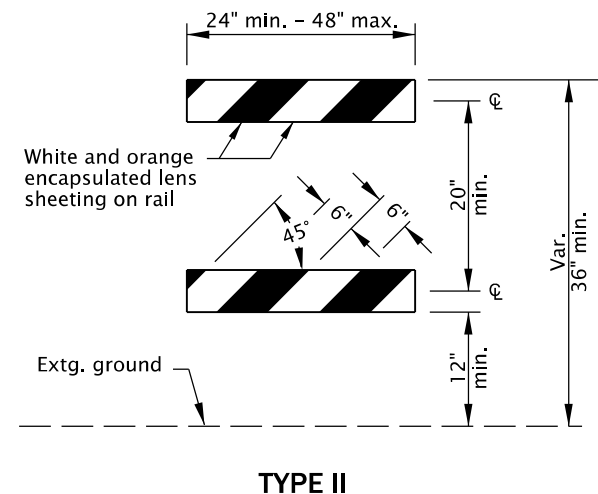
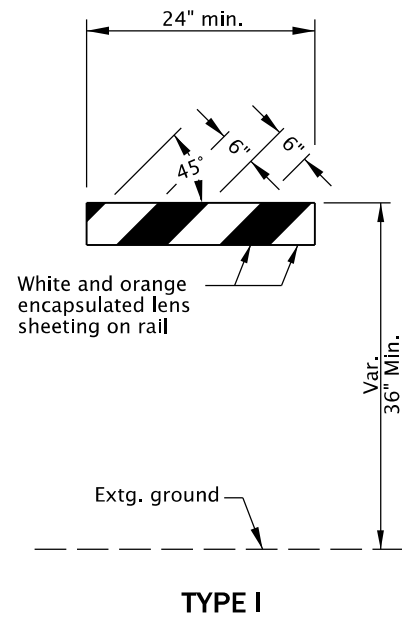
General Note:

- Center pavement markings within the lane width.
- Arrow and letter dimensions nominal, excluding WWA.

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All materials shall be in accordance with the current Oregon Standard Specifications.		
OREGON STANDARD DRAWINGS		
PAVEMENT MARKING STANDARD DETAIL BLOCKS		
2024		
DATE	REVISION	DESCRIPTION
07-2020		Some Detail Blocks moved to new Std. Drawing TM504
01-2022		Fish-hook Arrows added, LRA split into LRA-L and LRA-R
		Corrected bubble callout of LRA-L and typo in LRA-R
CALC. BOOK NO.	N/A	SDR DATE: 01-03-2022
		TM501

tm820.dgn 01-JUL-2020



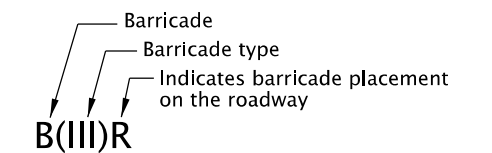
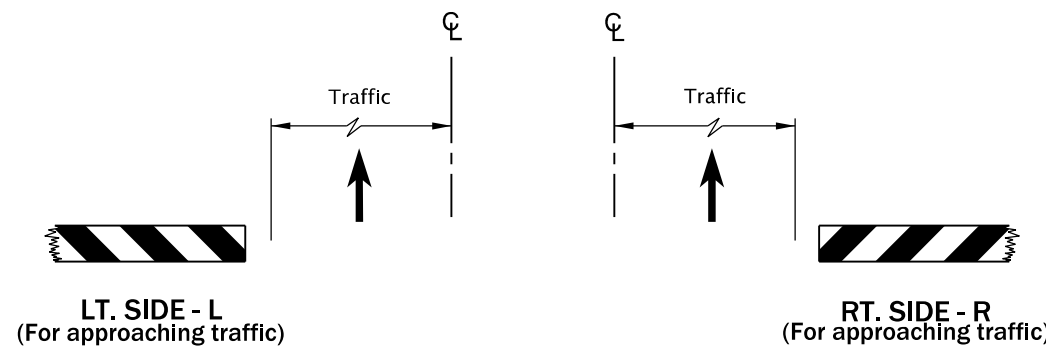
BARRICADE RAIL LAYOUT

GENERAL NOTES FOR ALL DETAILS:

- Sandbags (approximately 25 lb sack filled with sand) may be placed on lower frame to provide additional ballast.
- Ballast shall not extend above bottom rail or be suspended from barricade.
- For rails less than 36" long, 4" wide stripes shall be used.
- Rails must be 8" min. to 12" max. in height.
- Use barricades from ODOT Qualified Products List (QPL).
- Use 4' Type III barricades where horizontal space is limited.
- Do not block bike lanes or shoulders unless the facility is properly closed and signed.
- Do not place barricades in sidewalks unless sidewalk is closed and a temporary pedestrian accessible route (TPAR) is signed according to the TCP. See Dwg. No. TM844.

NOTES:

- Markings for barricade rails shall slope downward at an angle of 45° in the direction traffic is to pass.
- Where a barricade extends entirely across a roadway, it is desirable that the stripes slope downward in the direction toward which traffic must turn in detouring.
- Where both right and left turns are provided for, slope the chevron striping downward in both directions from the center of the barricade.
- For full roadway closures, the C or LR barricade may be used. Extend barricades completely across roadway unless access is required for local road users.



BARRICADE NOTATION

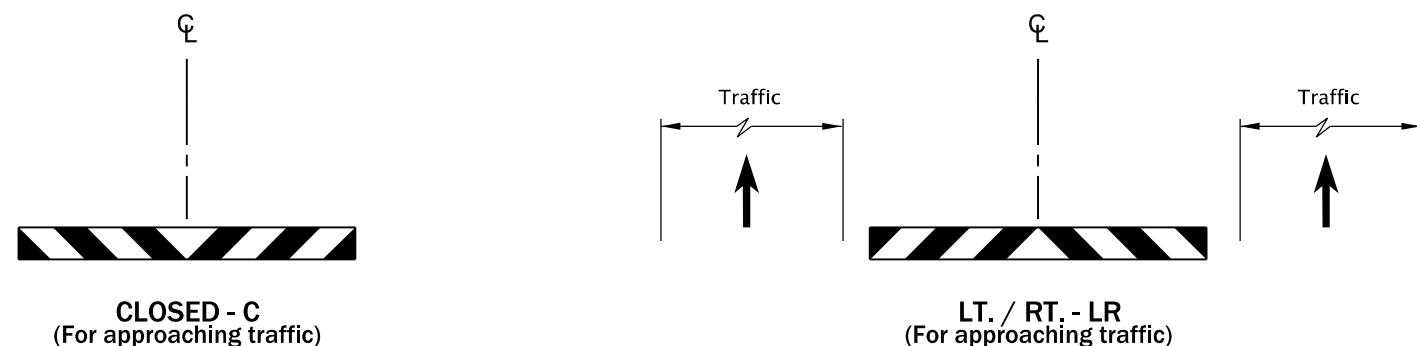


DIAGRAM FOR BARRICADE PLACEMENT AND SLOPE MARKING

CALC. BOOK NO. _____ N/A _____	SDR DATE _____ 01-JUL-2020 _____
NOTE: All material and workmanship shall be in accordance with the current Oregon Standard Specifications	
OREGON STANDARD DRAWINGS	
TEMPORARY BARRICADES	
2021	
DATE	REVISION DESCRIPTION

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

TM820