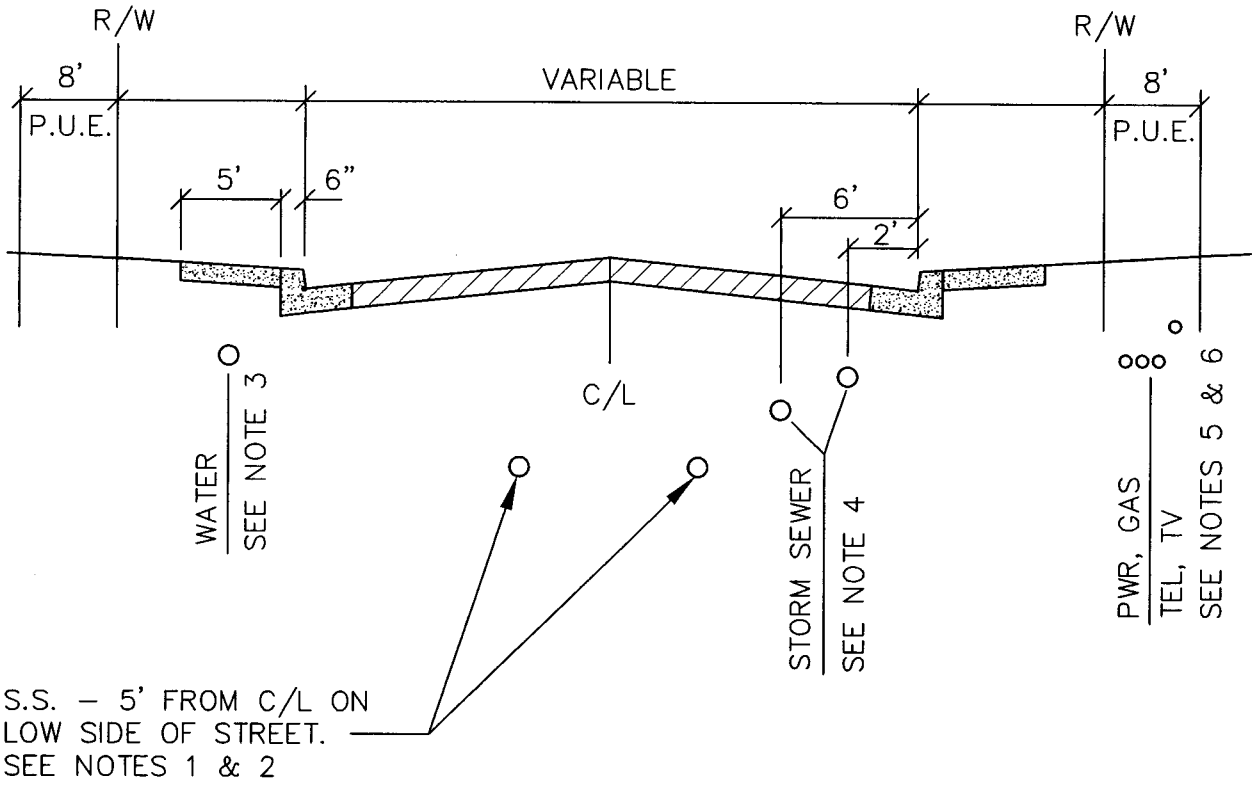
Standard Detail Drawings

Appendix A



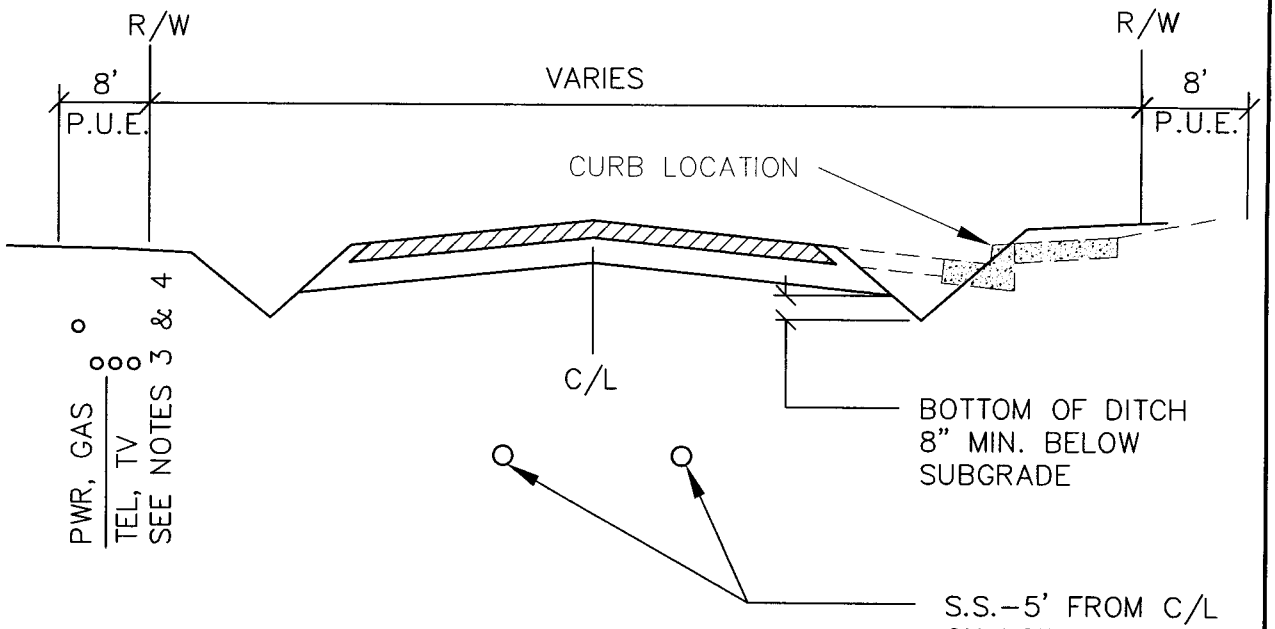
CURBED STREETS

NTS

NOTES:

1. 4' MIN. COVER REQUIRED ON SANITARY SEWER MAINS AND LATERALS.
2. LATERALS AND P/L CLEANOUTS TO BE INSTALLED DURING CONSTRUCTION OF SANITARY SEWER MAINS.
3. WATER TO BE INSTALLED 3' BEHIND FACE OF CURB ON HIGH SIDE OF STREET. 36" MIN. COVER ON ALL WATERLINES.
4. STORM SEWER TO BE INSTALLED ON LOW SIDE OF STREET:
   a) 2' FROM FACE OF CURB FOR <4' RIM TO INVERT
   b) 6' FROM FACE OF CURB FOR >4' RIM TO INVERT (MH SYSTEM)
5. MAINTAIN MIN. 3' HORIZ. SEPARATION BETWEEN PUBLIC UTILITIES & PARALLEL PRIVATE UTILITIES. OTHER VERT. AND HORIZ. SEPARATION DISTANCES ARE CONTROLLED BY DEQ, OHD, AND OTHER PUBLIC/PRIVATE UTILITY COMPANIES.
6. UNITY TRENCH PER UTILITY COMPANY REQIREMENTS.

LAST REVISION DATE: DEC 2007	
TYP. UTILITY LOCATIONS (CURBED STREETS) (NTS)	
CARLTON, OR	DETAIL NO. **101**



NOTE:

UTILITIES FOR TURNPIKE STREETS OR 3/4 STREET IMPROVEMENTS SHALL BE LOCATED TO ALLOW FUTURE CONSTRUCTION OF CURBED STREETS WITHOUT RELOCATING UTILITIES. SEE DETAIL 101.

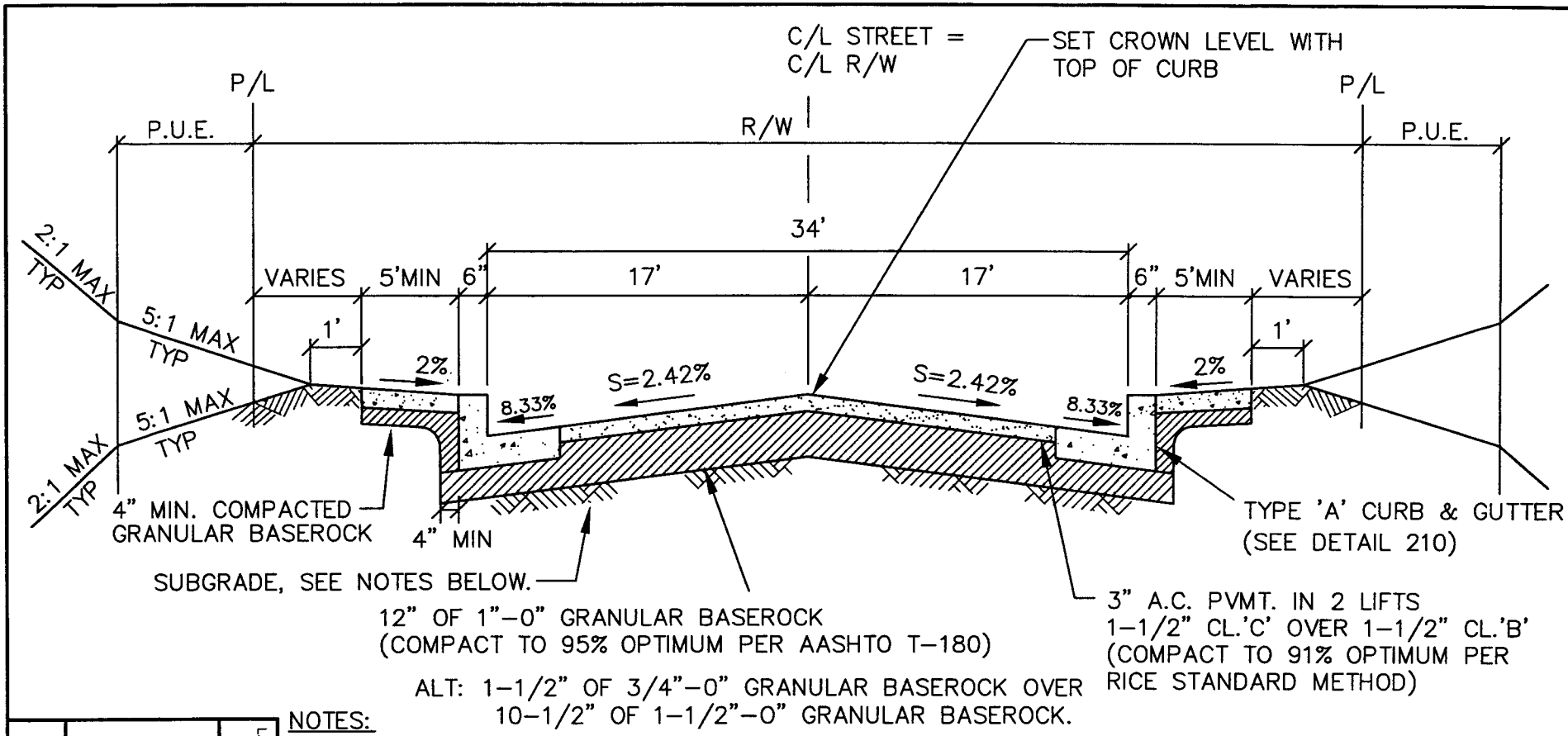
TURNPIKE STREETS

NTS

NOTES:

1. 4' MIN. COVER REQUIRED ON SANITARY SEWER MAINS AND LATERALS.
2. LATERALS AND P/L CLEANOUTS TO BE INSTALLED DURING CONSTRUCTION OF SANITARY SEWER MAINS.
3. WATER TO BE INSTALLED 3' BEHIND FACE OF CURB ON IMPROVED SIDE OR 3' BEHIND FUTURE FACE OF CURB LOCATION AS DIRECTED BY THE CITY ENGINEER.

LAST REVISION DATE: DEC 2007	
TYP. UTILITY LOCATIONS (TURNPIKE AND 3/4 STREETS) (NTS)	
CARLTON, OR	DETAIL NO. 102



NOTES:

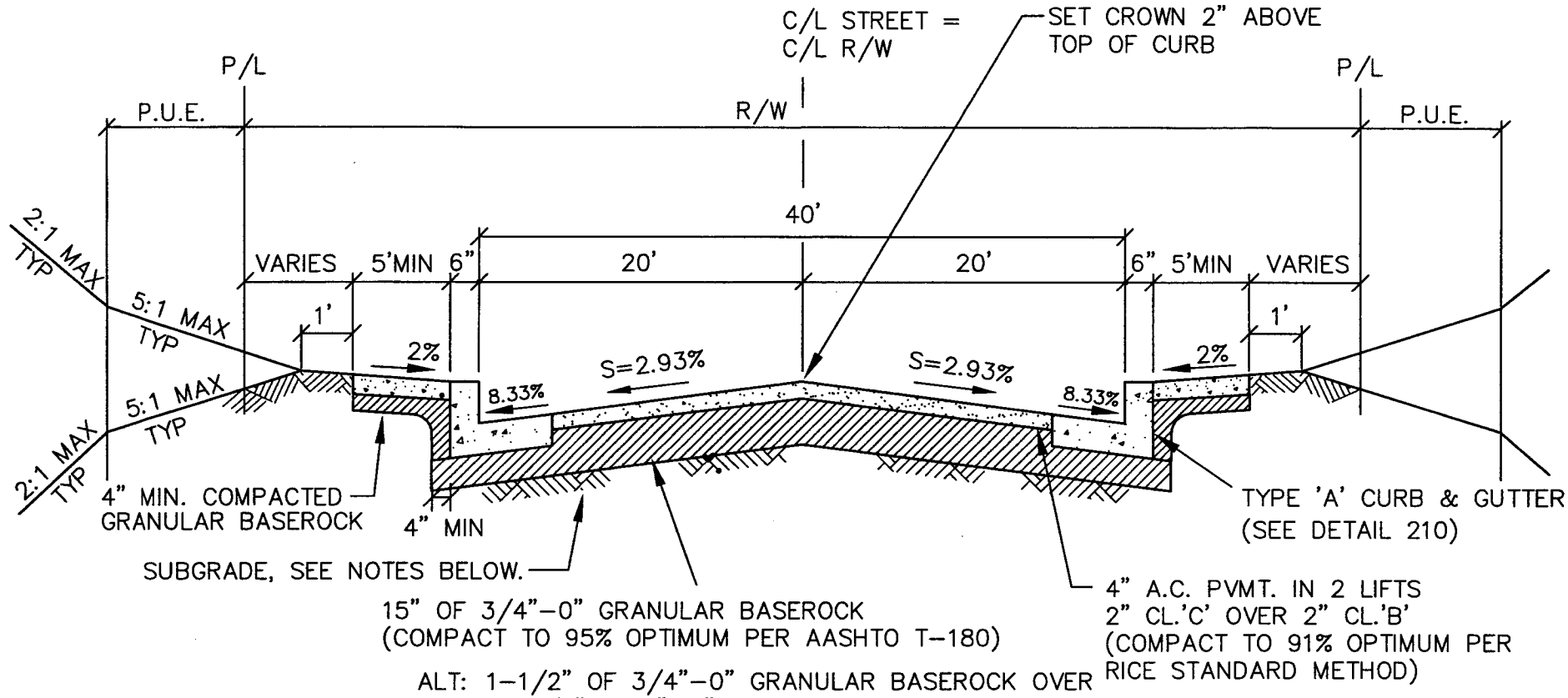
1. ALL DESIGN SUBGRADES SHALL BE COMPACTED AND PROOF-ROLLED PRIOR TO PLACEMENT OF BASEROCK. COMPACTION TESTING OF SUBGRADE MAY BE WAIVED AS OUTLINED UNDER NOTE 3.
2. IF SUBGRADE FAILS THE PROOF-ROLL, SUBGRADE SHALL BE OVEREXCAVATED TO UNDISTURBED SOIL AND BACKFILLED WITH BASEROCK OVER GEOTEXTILE REINFORCEMENT FABRIC (AS SPECIFIED) TO ALLOW COMPACTION OF UPPER (DESIGN) BASEROCK SECTION AND TO MAINTAIN STRUCTURAL INTEGRITY OF NATIVE SUBGRADE SOILS. TYPICAL MIN. OVEREXCAVATION REQUIRED IS 12-INCHES. NO RUBBER TIRED EQUIPMENT ALLOWED ON SUBGRADE FOLLOWING OVEREXCAVATION.
3. IF SUBGRADE PASSES PROOF-ROLL BUT CANNOT BE COMPACTED TO 95% OPTIMUM DENSITY PER AASHTO T-180 (OR IF CONTRACTOR CHOOSES NOT TO TEST), GEOTEXTILE SEPARATION FABRIC (AS SPECIFIED) SHALL BE PLACED ON THE SUBGRADE PRIOR TO PLACEMENT OF THE BASEROCK.
4. REINFORCEMENT FABRIC: NON-WOVEN (MIRAFI 1000N, GEOTEX 1001, LINQ 250EX OR EQUAL), WOVEN (MIRAFI 550X, GEOTEX 250ST, LINQ GTF250 OR EQUAL).
   SEPARATION FABRIC: NON-WOVEN (MIRAFI 160N, GEOTEX 601, LINQ 150EX OR EQUAL), WOVEN (MIRAFI 500X, GEOTEX 200ST, LINQ GTF200 OR EQUAL).

34' RESIDENTIAL STREET
(LOCAL)
MINIMUM SECTION
(NTS)

CARLTON, OR

DETAIL NO. 201

LAST REVISION DATE: JAN 2010



NOTES:

1. ALL DESIGN SUBGRADES SHALL BE COMPACTED AND PROOF-ROLLED PRIOR TO PLACEMENT OF BASEROCK. COMPACTION TESTING OF SUBGRADE MAY BE WAIVED AS OUTLINED UNDER NOTE 3.
2. IF SUBGRADE FAILS THE PROOF-ROLL, SUBGRADE SHALL BE OVEREXCAVATED TO UNDISTURBED SOIL AND BACKFILLED WITH BASEROCK OVER GEOTEXTILE REINFORCEMENT FABRIC (AS SPECIFIED) TO ALLOW COMPACTION OF UPPER (DESIGN) BASEROCK SECTION AND TO MAINTAIN STRUCTURAL INTEGRITY OF NATIVE SUBGRADE SOILS. TYPICAL MIN. OVEREXCAVATION REQUIRED IS 12-INCHES. NO RUBBER TIRED EQUIPMENT ALLOWED ON SUBGRADE FOLLOWING OVEREXCAVATION.
3. IF SUBGRADE PASSES PROOF-ROLL BUT CANNOT BE COMPACTED TO 95% OPTIMUM DENSITY PER AASHTO T-180 (OR IF CONTRACTOR CHOOSES NOT TO TEST), GEOTEXTILE SEPARATION FABRIC (AS SPECIFIED) SHALL BE PLACED ON THE SUBGRADE PRIOR TO PLACEMENT OF THE BASEROCK.
4. REINFORCEMENT FABRIC: NON-WOVEN (MIRAFI 1000N, GEOTEX 1001, LINQ 250EX OR EQUAL), WOVEN (MIRAFI 550X, GEOTEX 250ST, LINQ GTF250 OR EQUAL).
   SEPARATION FABRIC: NON-WOVEN (MIRAFI 160N, GEOTEX 601, LINQ 150EX OR EQUAL), WOVEN (MIRAFI 500X, GEOTEX 200ST, LINQ GTF200 OR EQUAL).

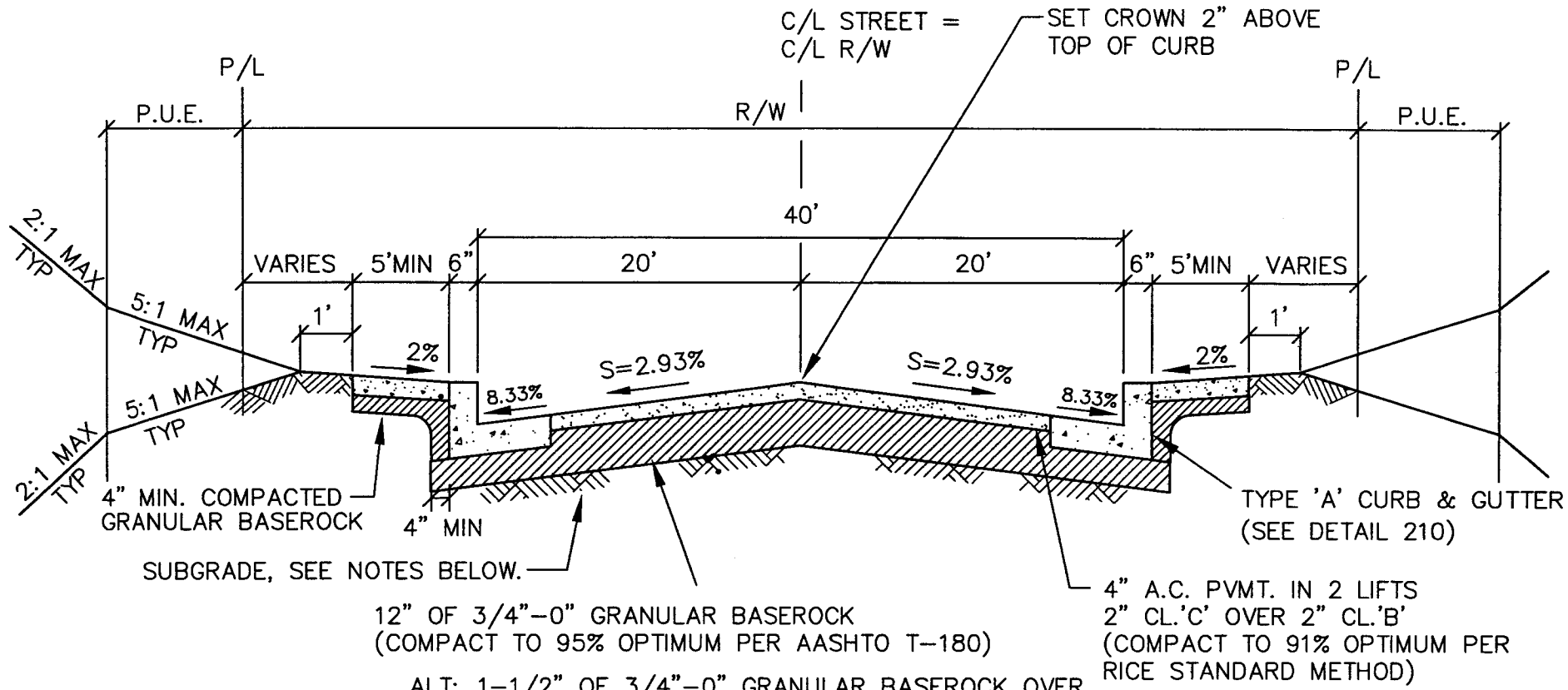
40' MAJOR COLLECTOR STREET MINIMUM SECTION

(NTS)

CARLTON, OR

DETAIL NO. 202

LAST REVISION DATE: JAN 2010



ALT: 1-1/2" OF 3/4"-0" GRANULAR BASEROCK OVER
10-1/2" OF 1"-0" GRANULAR BASEROCK.

NOTES:

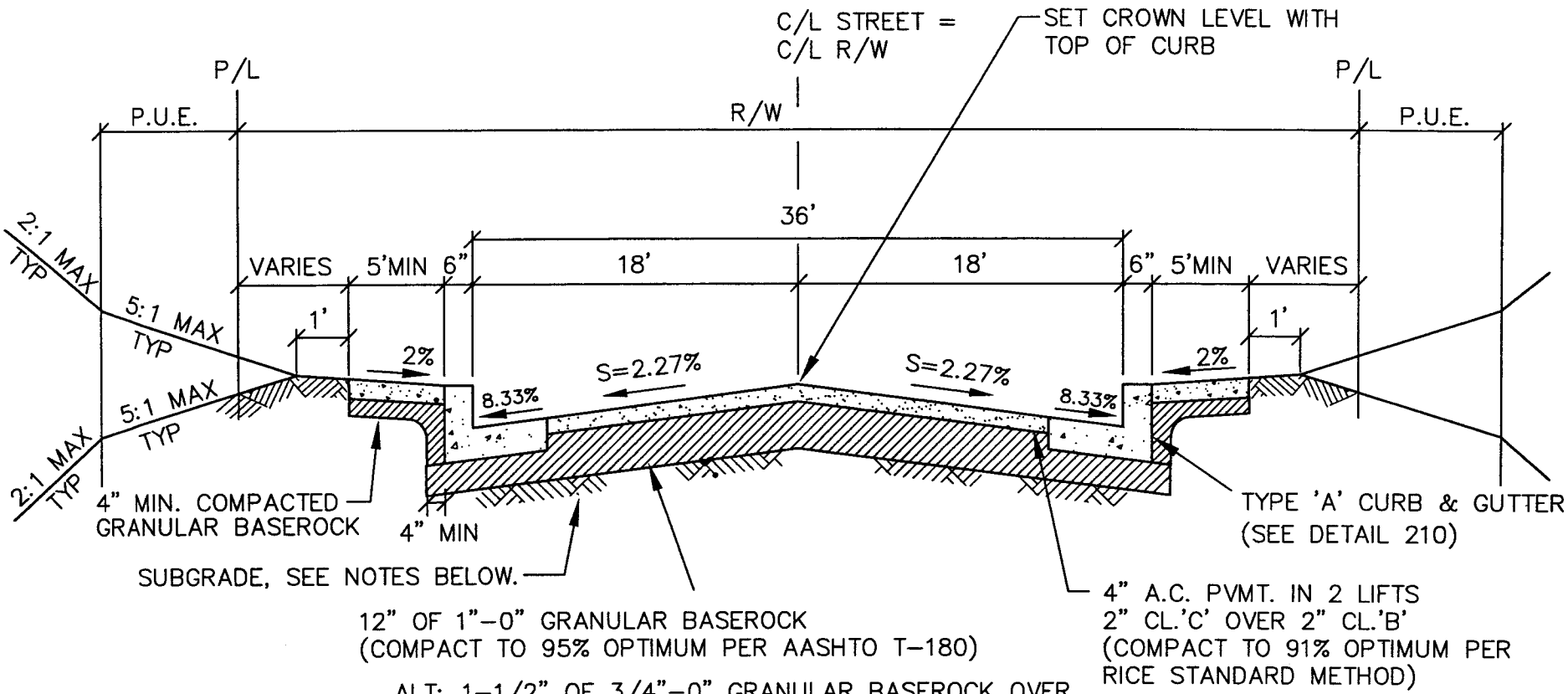
1. ALL DESIGN SUBGRADES SHALL BE COMPACTED AND PROOF-ROLLED PRIOR TO PLACEMENT OF BASEROCK. COMPACTION TESTING OF SUBGRADE MAY BE WAIVED AS OUTLINED UNDER NOTE 3.
2. IF SUBGRADE FAILS THE PROOF-ROLL, SUBGRADE SHALL BE OVEREXCAVATED TO UNDISTURBED SOIL AND BACKFILLED WITH BASEROCK OVER GEOTEXTILE REINFORCEMENT FABRIC (AS SPECIFIED) TO ALLOW COMPACTION OF UPPER (DESIGN) BASEROCK SECTION AND TO MAINTAIN STRUCTURAL INTEGRITY OF NATIVE SUBGRADE SOILS. TYPICAL MIN. OVEREXCAVATION REQUIRED IS 12-INCHES. NO RUBBER TIRED EQUIPMENT ALLOWED ON SUBGRADE FOLLOWING OVEREXCAVATION.
3. IF SUBGRADE PASSES PROOF-ROLL BUT CANNOT BE COMPACTED TO 95% OPTIMUM DENSITY PER AASHTO T-180 (OR IF CONTRACTOR CHOOSES NOT TO TEST), GEOTEXTILE SEPARATION FABRIC (AS SPECIFIED) SHALL BE PLACED ON THE SUBGRADE PRIOR TO PLACEMENT OF THE BASEROCK.
4. REINFORCEMENT FABRIC: NON-WOVEN (MIRAFI 1000N, GEOTEX 1001, LINQ 250EX OR EQUAL), WOVEN (MIRAFI 550X, GEOTEX 250ST, LINQ GTF250 OR EQUAL).
   SEPARATION FABRIC: NON-WOVEN (MIRAFI 160N, GEOTEX 601, LINQ 150EX OR EQUAL), WOVEN (MIRAFI 500X, GEOTEX 200ST, LINQ GTF200 OR EQUAL).

40' MINOR COLLECTOR STREET
MINIMUM SECTION
(NTS)

CARLTON, OR

LAST REVISION DATE: JAN 2010

DETAIL NO. 202A



ALT: 1-1/2" OF 3/4"-0" GRANULAR BASEROCK OVER
10-1/2" OF 1-1/2"-0" GRANULAR BASEROCK.

NOTES:

1. ALL DESIGN SUBGRADES SHALL BE COMPACTED AND PROOF-ROLLED PRIOR TO PLACEMENT OF BASEROCK. COMPACTION TESTING OF SUBGRADE MAY BE WAIVED AS OUTLINED UNDER NOTE 3.
2. IF SUBGRADE FAILS THE PROOF-ROLL, SUBGRADE SHALL BE OVEREXCAVATED TO UNDISTURBED SOIL AND BACKFILLED WITH BASEROCK OVER GEOTEXTILE REINFORCEMENT FABRIC (AS SPECIFIED) TO ALLOW COMPACTION OF UPPER (DESIGN) BASEROCK SECTION AND TO MAINTAIN STRUCTURAL INTEGRITY OF NATIVE SUBGRADE SOILS. TYPICAL MIN. OVEREXCAVATION REQUIRED IS 12-INCHES. NO RUBBER TIRED EQUIPMENT ALLOWED ON SUBGRADE FOLLOWING OVEREXCAVATION.
3. IF SUBGRADE PASSES PROOF-ROLL BUT CANNOT BE COMPACTED TO 95% OPTIMUM DENSITY PER AASHTO T-180 (OR IF CONTRACTOR CHOOSES NOT TO TEST), GEOTEXTILE SEPARATION FABRIC (AS SPECIFIED) SHALL BE PLACED ON THE SUBGRADE PRIOR TO PLACEMENT OF THE BASEROCK.
4. REINFORCEMENT FABRIC: NON-WOVEN (MIRAFI 1000N, GEOTEX 1001, LINQ 250EX OR EQUAL), WOVEN (MIRAFI 550X, GEOTEX 250ST, LINQ GTF250 OR EQUAL).
   SEPARATION FABRIC: NON-WOVEN (MIRAFI 160N, GEOTEX 601, LINQ 150EX OR EQUAL), WOVEN (MIRAFI 500X, GEOTEX 200ST, LINQ GTF200 OR EQUAL).

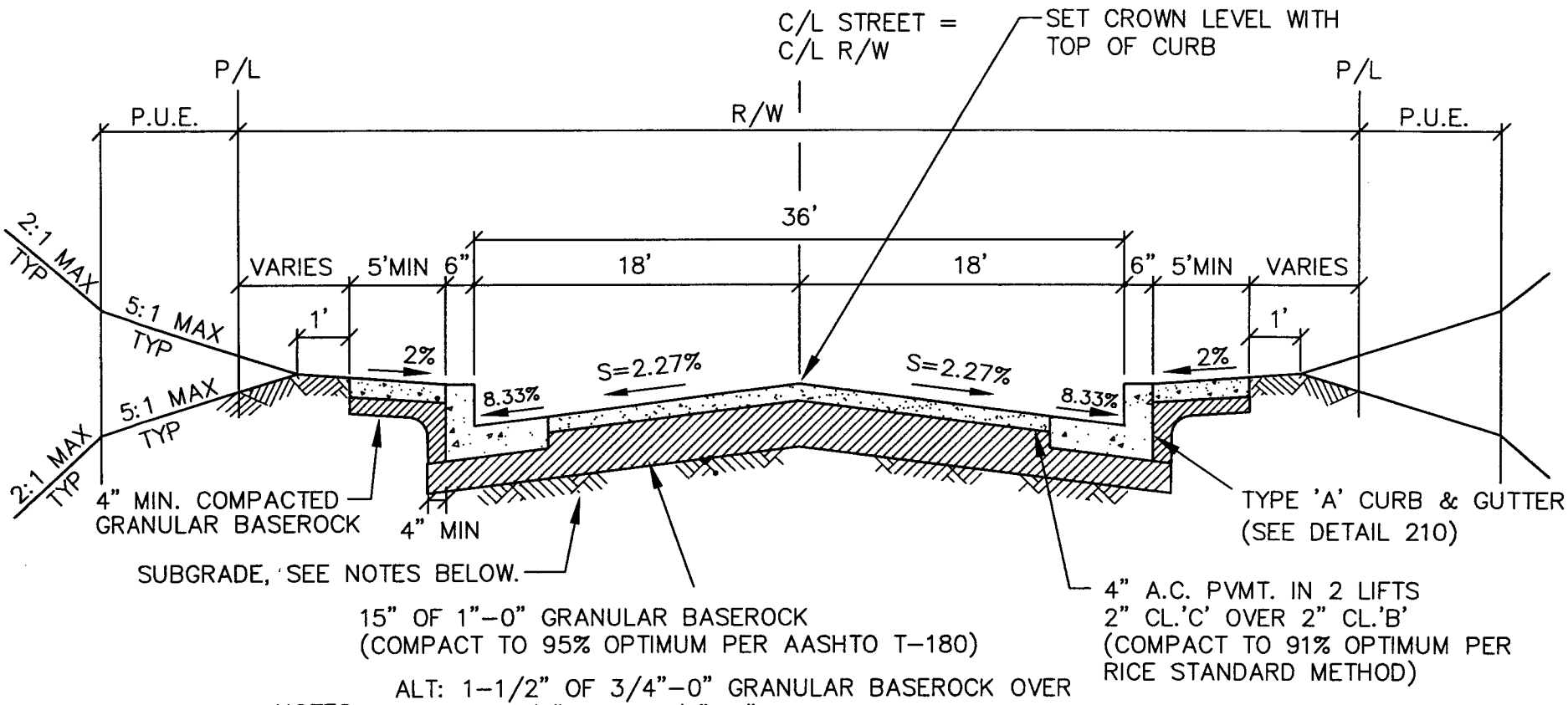
36' COMMERCIAL STREET (NON-COLLECTOR) MINIMUM SECTION

(NTS)

CARLTON, OR

DETAIL NO. 203

LAST REVISION DATE: JAN 2010



ALT: 1-1/2" OF 3/4"-0" GRANULAR BASEROCK OVER
13-1/2" OF 1-1/2"-0" GRANULAR BASEROCK.

NOTES:

1. ALL DESIGN SUBGRADES SHALL BE COMPACTED AND PROOF-ROLLED PRIOR TO PLACEMENT OF BASEROCK. COMPACTION TESTING OF SUBGRADE MAY BE WAIVED AS OUTLINED UNDER NOTE 3.
2. IF SUBGRADE FAILS THE PROOF-ROLL, SUBGRADE SHALL BE OVEREXCAVATED TO UNDISTURBED SOIL AND BACKFILLED WITH BASEROCK OVER GEOTEXTILE REINFORCEMENT FABRIC (AS SPECIFIED) TO ALLOW COMPACTION OF UPPER (DESIGN) BASEROCK SECTION AND TO MAINTAIN STRUCTURAL INTEGRITY OF NATIVE SUBGRADE SOILS. TYPICAL MIN. OVEREXCAVATION REQUIRED IS 12-INCHES. NO RUBBER TIRED EQUIPMENT ALLOWED ON SUBGRADE FOLLOWING OVEREXCAVATION.
3. IF SUBGRADE PASSES PROOF-ROLL BUT CANNOT BE COMPACTED TO 95% OPTIMUM DENSITY PER AASHTO T-180 (OR IF CONTRACTOR CHOOSES NOT TO TEST), GEOTEXTILE SEPARATION FABRIC (AS SPECIFIED) SHALL BE PLACED ON THE SUBGRADE PRIOR TO PLACEMENT OF THE BASEROCK.
4. REINFORCEMENT FABRIC: NON-WOVEN (MIRAFI 1000N, GEOTEX 1001, LINQ 250EX OR EQUAL), WOVEN (MIRAFI 550X, GEOTEX 250ST, LINQ GTF250 OR EQUAL).
   SEPARATION FABRIC: NON-WOVEN (MIRAFI 160N, GEOTEX 601, LINQ 150EX OR EQUAL), WOVEN (MIRAFI 500X, GEOTEX 200ST, LINQ GTF200 OR EQUAL).

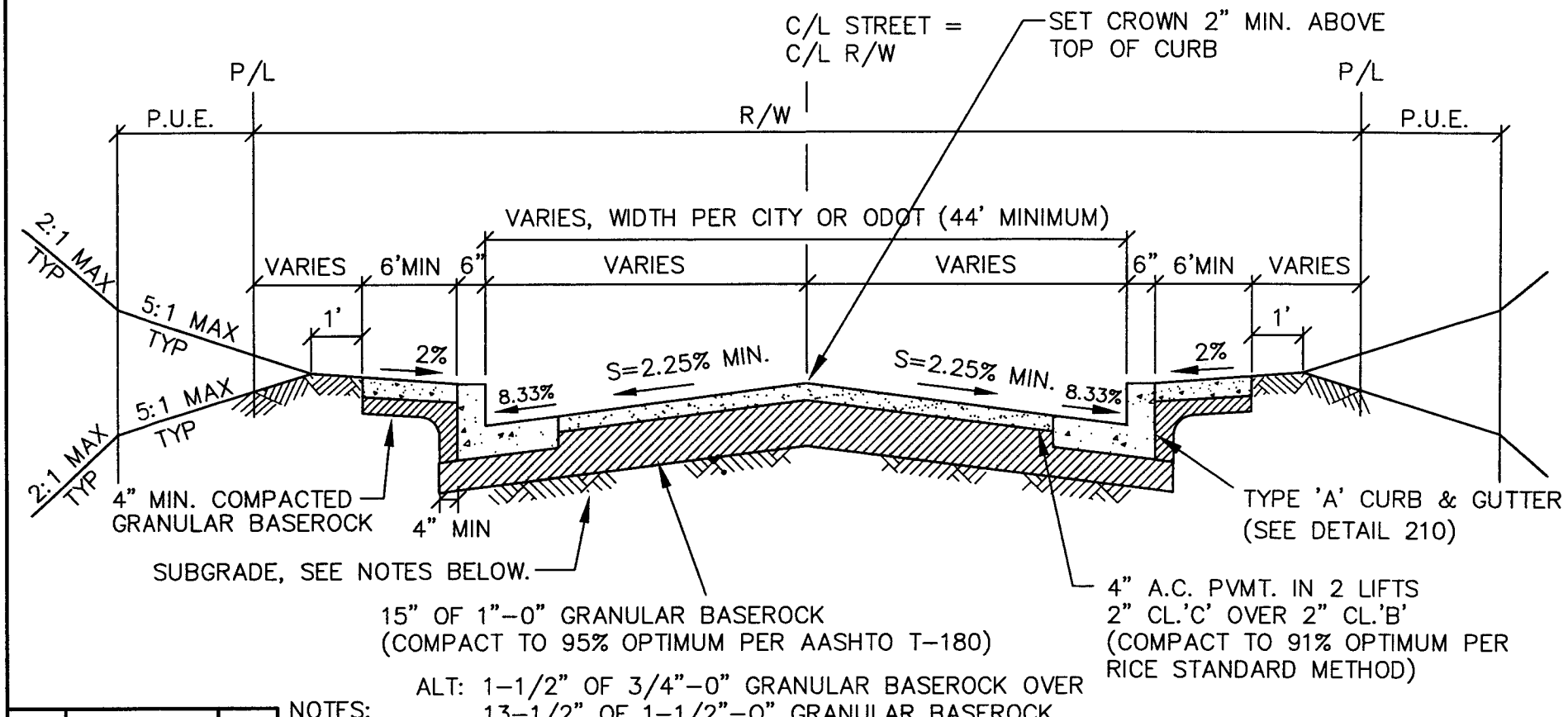
36' INDUSTRIAL STREET (NON-COLLECTOR) MINIMUM SECTION

(NTS)

CARLTON, OR

LAST REVISION DATE: JAN 2010

DETAIL NO. 203A



ALT: 1-1/2" OF 3/4"-0" GRANULAR BASEROCK OVER
13-1/2" OF 1-1/2"-0" GRANULAR BASEROCK.

NOTES:

1. ALL DESIGN SUBGRADES SHALL BE COMPACTED AND PROOF-ROLLED PRIOR TO PLACEMENT OF BASEROCK. COMPACTION TESTING OF SUBGRADE MAY BE WAIVED AS OUTLINED UNDER NOTE 3.
2. IF SUBGRADE FAILS THE PROOF-ROLL, SUBGRADE SHALL BE OVEREXCAVATED TO UNDISTURBED SOIL AND BACKFILLED WITH BASEROCK OVER GEOTEXTILE REINFORCEMENT FABRIC (AS SPECIFIED) TO ALLOW COMPACTION OF UPPER (DESIGN) BASEROCK SECTION AND TO MAINTAIN STRUCTURAL INTEGRITY OF NATIVE SUBGRADE SOILS. TYPICAL MIN. OVEREXCAVATION REQUIRED IS 12-INCHES. NO RUBBER TIRED EQUIPMENT ALLOWED ON SUBGRADE FOLLOWING OVEREXCAVATION.
3. IF SUBGRADE PASSES PROOF-ROLL BUT CANNOT BE COMPACTED TO 95% OPTIMUM DENSITY PER AASHTO T-180 (OR IF CONTRACTOR CHOOSES NOT TO TEST), GEOTEXTILE SEPARATION FABRIC (AS SPECIFIED) SHALL BE PLACED ON THE SUBGRADE PRIOR TO PLACEMENT OF THE BASEROCK.
4. REINFORCEMENT FABRIC: NON-WOVEN (MIRAFI 1000N, GEOTEX 1001, LINQ 250EX OR EQUAL), WOVEN (MIRAFI 550X, GEOTEX 250ST, LINQ GTF250 OR EQUAL).
   SEPARATION FABRIC: NON-WOVEN (MIRAFI 160N, GEOTEX 601, LINQ 150EX OR EQUAL), WOVEN (MIRAFI 500X, GEOTEX 200ST, LINQ GTF200 OR EQUAL).

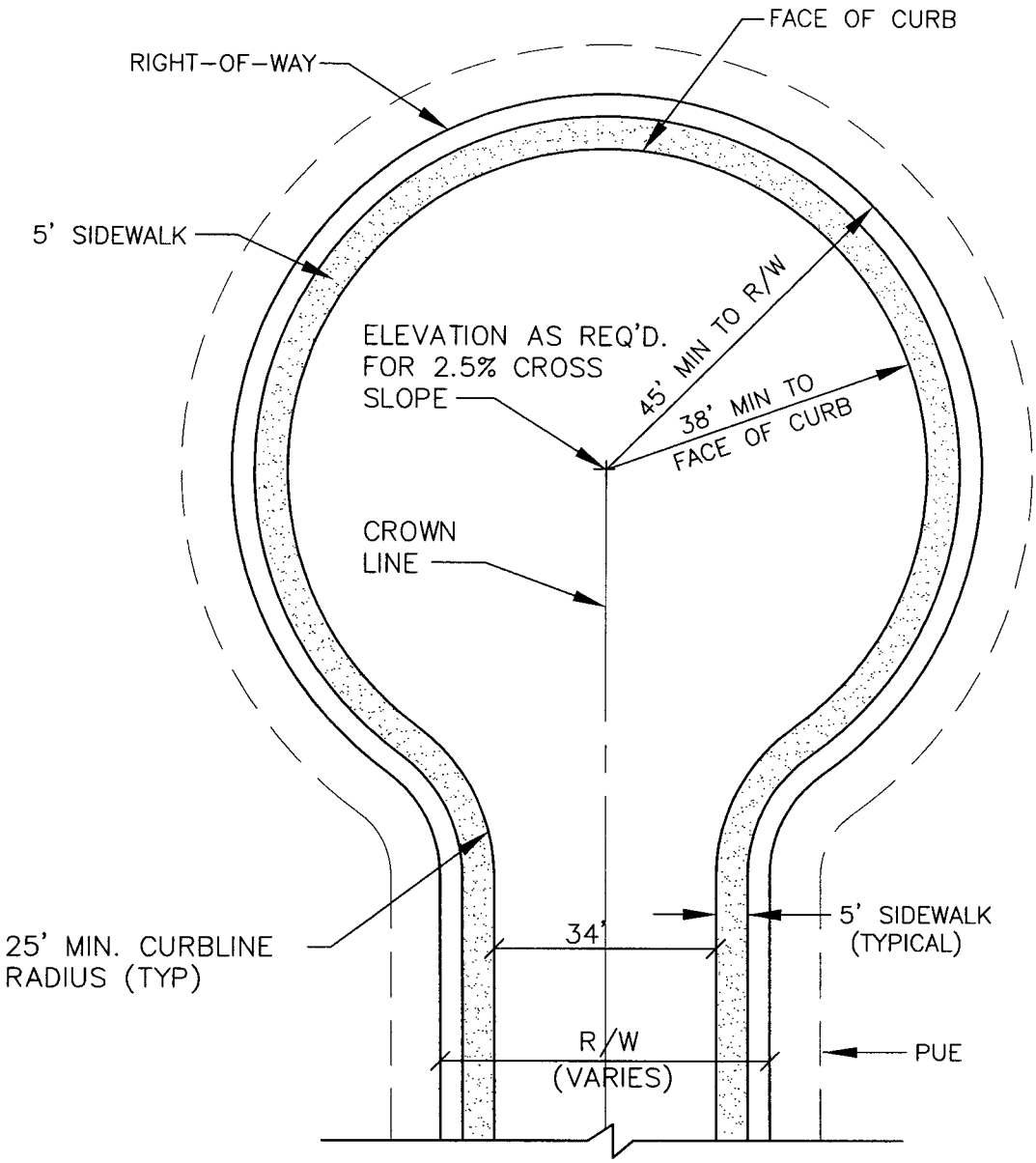
CARLTON, OR

ARTERIAL STREET MINIMUM SECTION

(NTS)

LAST REVISION DATE: JAN 2010

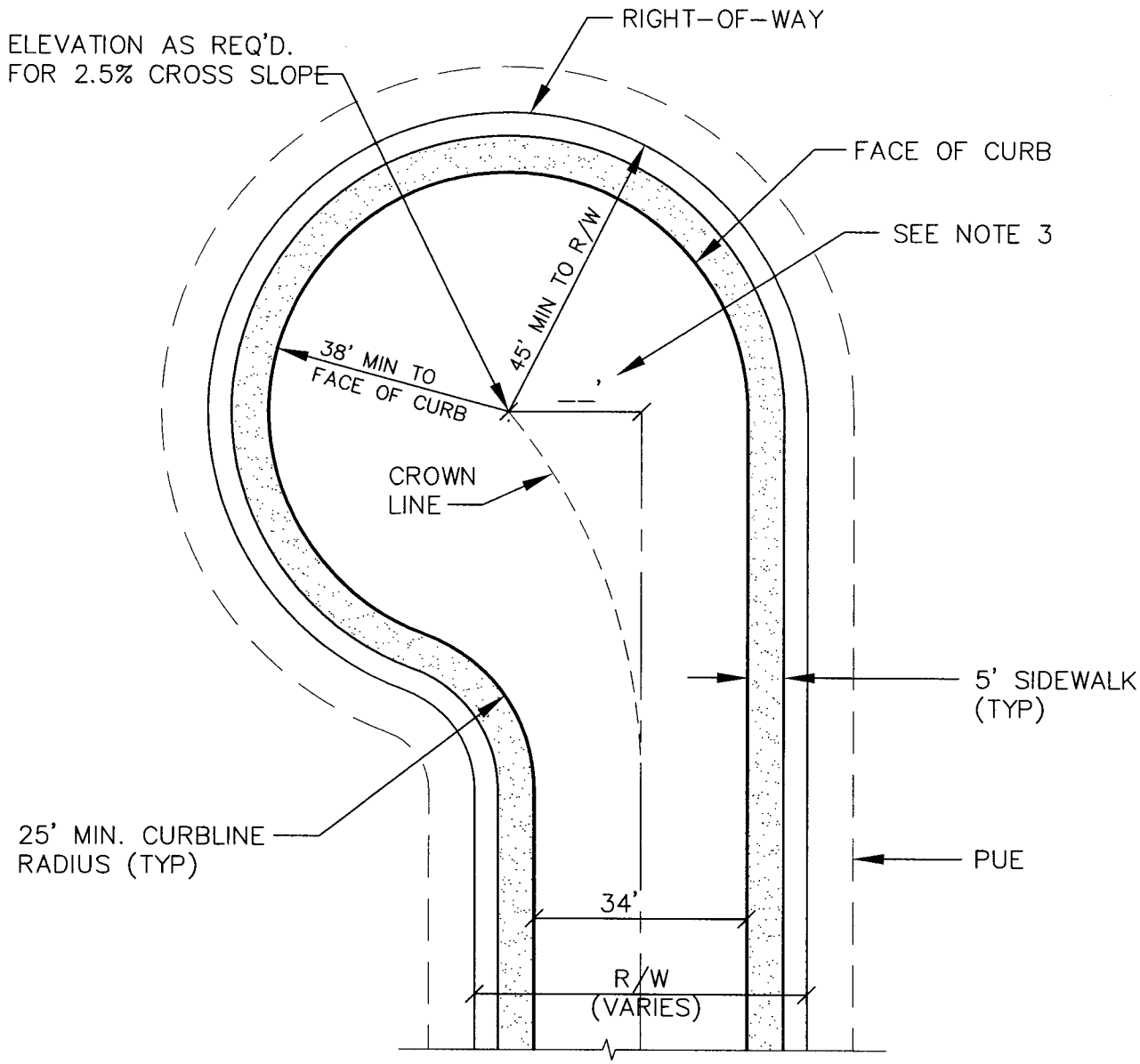
DETAIL NO. 204



NOTES:

1. 2.5% MIN. CROSS SLOPE REQUIRED FROM CENTER OF BULB TO GUTTER.
2. MAINTAIN CROWN LINE TO CENTER OF CUL-DE-SAC BULB.

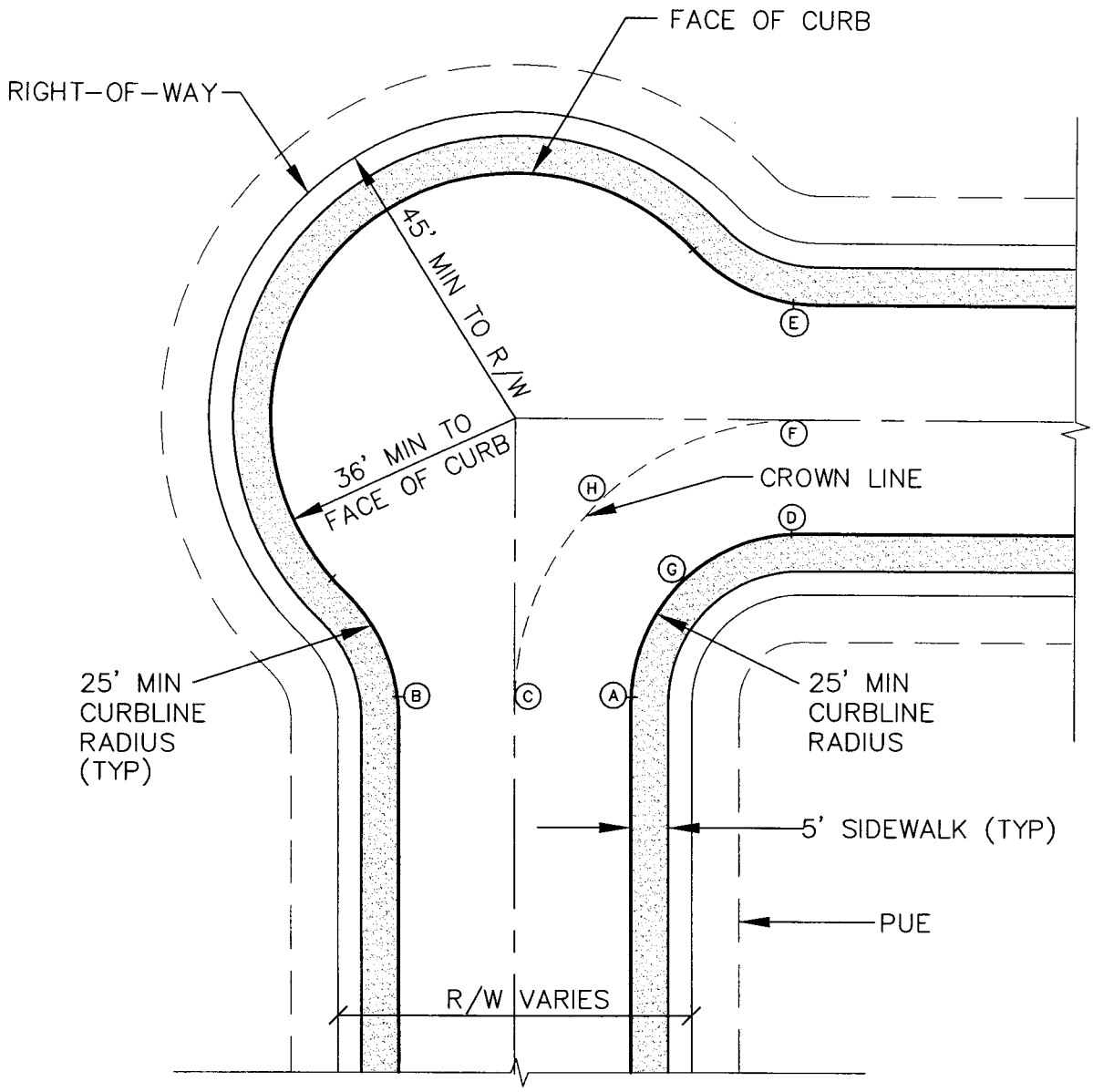
LAST REVISION DATE: FEB 2008	
STANDARD CUL-DE-SAC (RESIDENTIAL) (NTS)	
CARLTON, OR	DETAIL NO. **205**



NOTES:

1. 2.5% MIN. CROSS SLOPE REQUIRED FROM CENTER OF BULB TO GUTTER.
2. MAINTAIN CROWN LINE TO CENTER OF CUL-DE-SAC BULB.
3. OFFSET FROM ROADWAY CENTERLINE TO CENTER OF BULB = RADIUS MINUS ONE-HALF STREET WIDTH.

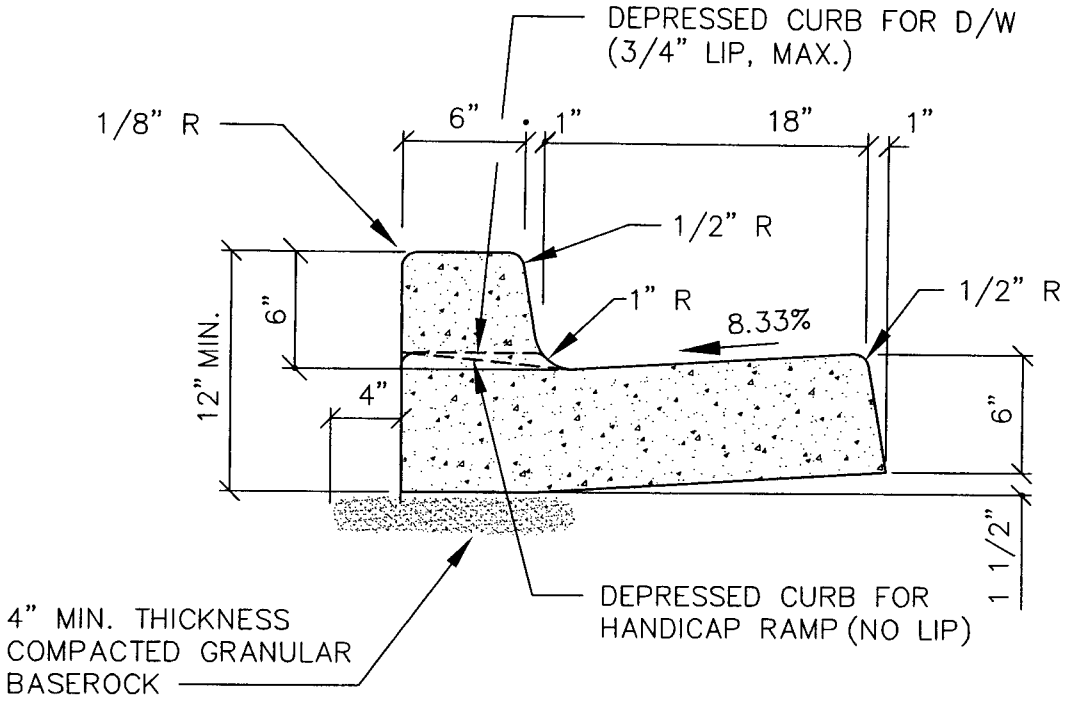
LAST REVISION DATE: FEB 2008	
OFFSET CUL-DE-SAC (RESIDENTIAL) (NTS)	
CARLTON, OR	DETAIL NO. 206



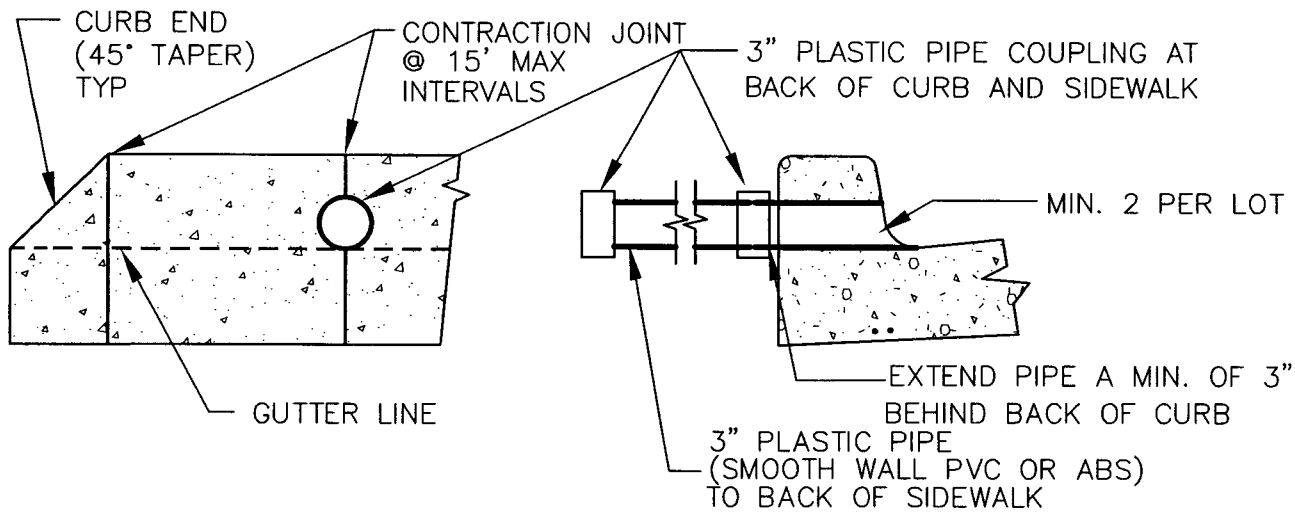
NOTES:

1. TOP CURB @ A = TOP CURB @ B = CROWN @ C
2. TOP CURB @ D = TOP CURB @ E = CROWN @ F
3. MIN. GUTTER SLOPE FROM E TO B = 0.75%
4. SET CROWN @ H 0.25' MIN. ABOVE TOP CURB @ G (4% MIN. CROSS SLOPE FROM H TO G)

LAST REVISION DATE: DEC 2007	
EYEBROW CUL-DE-SAC (RESIDENTIAL) (NTS)	
CARLTON, OR	DETAIL NO. **207**



TYPE A CURB & GUTTER

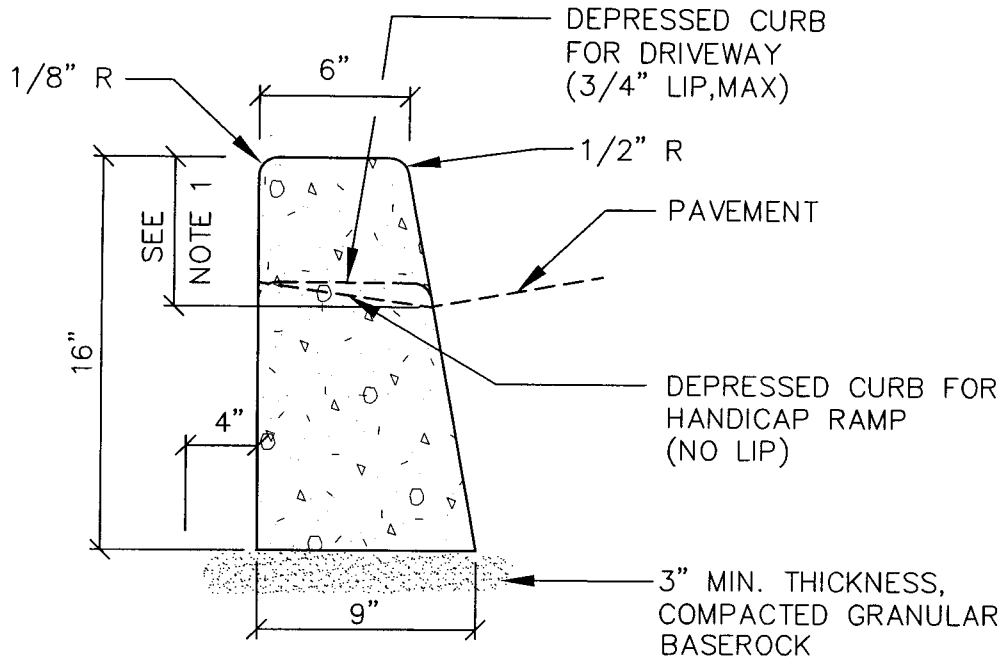


WEEP HOLE THROUGH CURB

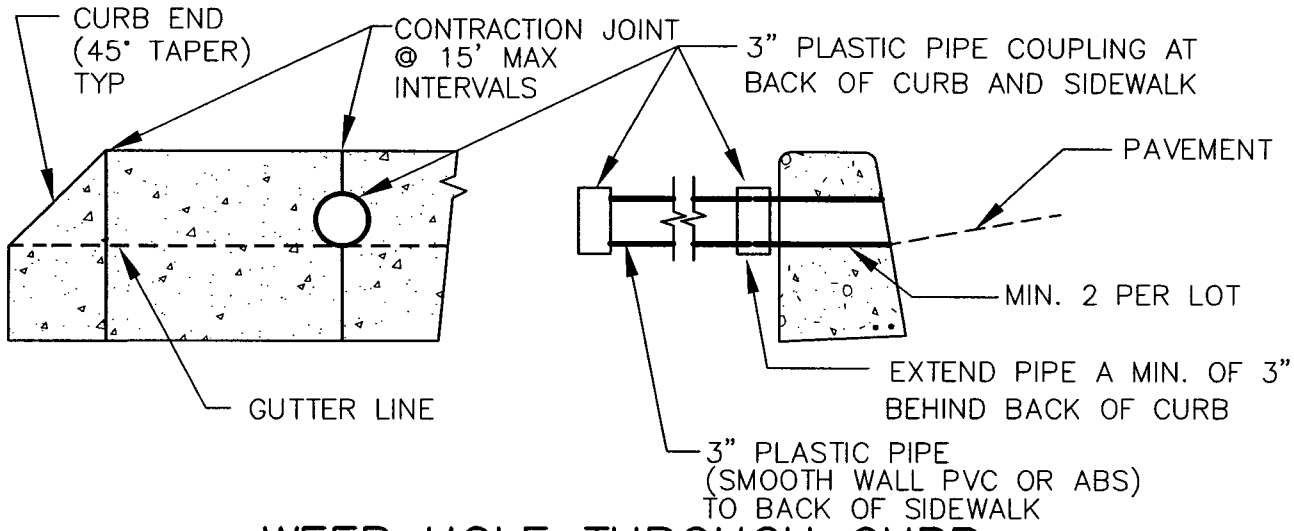
NOTES:

1. CONTRACTION JOINTS SHALL BE PLACED AT 15' MIN. INTERVALS AND SHALL EXTEND AT LEAST 50% THROUGH THE CURB OR CURB AND GUTTER.
2. A CONTRACTION JOINT SHALL BE PLACED ALONG AND OVER WEEP HOLE THROUGH THE SIDEWALK.
3. ALL CONCRETE SHALL BE 3300 PSI @ 28 DAYS.
4. WHERE SIDEWALKS ARE TO BE CONSTRUCTED, EXTEND 3" PIPE TO BACK OF SIDEWALK LOCATION & INSTALL COUPLING.
5. INSTALL MIN. 2 WEEP HOLES ON ALL LOTS. ONE WEEP HOLE TO BE AT LOW POINT OF LOT, 5' FROM P/L. WEEPHOLES IN EXISTING CURBS SHALL BE CORE DRILLED.

LAST REVISION DATE: DEC 2007	
TYPE 'A' CURB AND GUTTER AND WEEP HOLE (NTS)	
CARLTON, OR	DETAIL NO. **210**



TYPE 'C' CURB

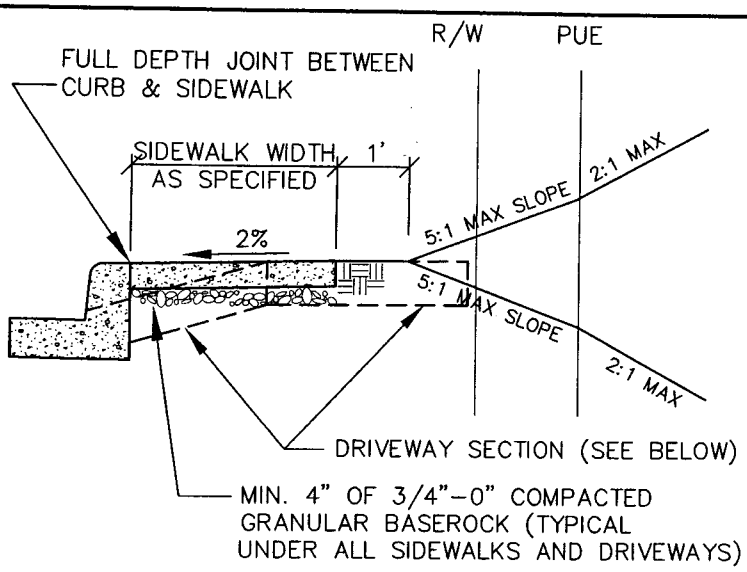


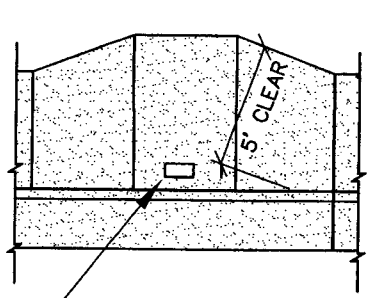
WEEP HOLE THROUGH CURB

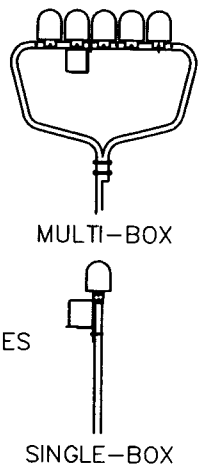
NOTES

1. 7" CURB EXPOSURE FOR ARTERIAL & COLLECTOR STREETS WHERE TYPE C CURB ALLOWED. 6" EXPOSURE ALL OTHER PUBLIC STREETS, PRIVATE STREETS & PARKING LOTS.
2. A CONTRACTION JOINT SHALL BE PLACED ALONG AND OVER WEEP HOLE THROUGH THE SIDEWALK.
3. ALL CONCRETE SHALL BE 3300 PSI @ 28 DAYS.
4. WHERE SIDEWALKS ARE TO BE CONSTRUCTED, EXTEND 3" PIPE TO BACK OF SIDEWALK LOCATION & INSTALL COUPLING.
5. INSTALL MIN. 2 WEEP HOLES ON ALL LOTS. ONE WEEP HOLE TO BE AT LOW POINT OF LOT, 5' FROM P/L. WEEP HOLES IN EXISTING CURBS SHALL BE CORE DRILLED.

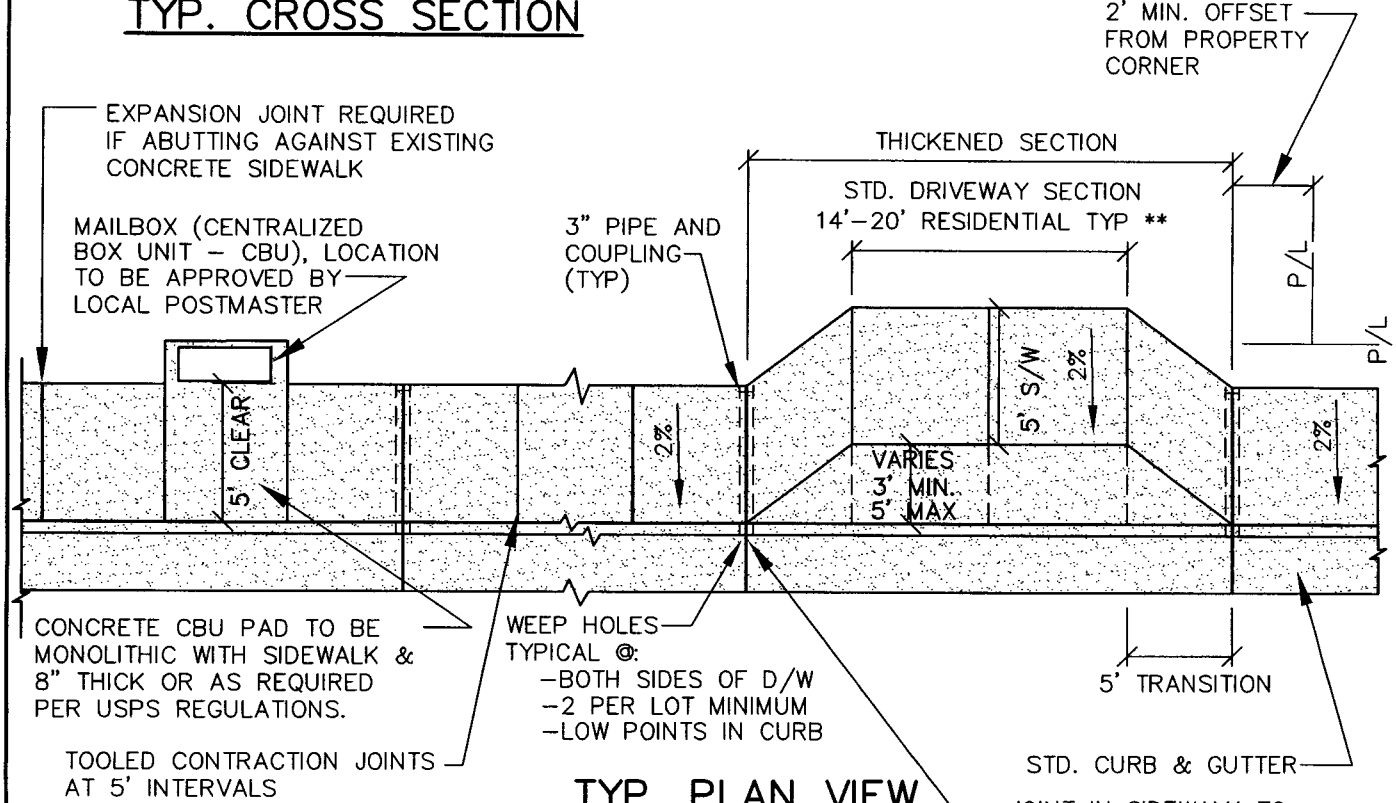
LAST REVISION DATE: DEC 2007	
TYPE 'C' CURB AND WEEPHOLE (NTS)	
CARLTON, OR	DETAIL NO. 211







TYP. CROSS SECTION



TYP. PLAN VIEW

NOTES:

1. CONCRETE DEPTH FOR STANDARD SIDEWALKS SHALL BE 4" MIN.
2. DRIVEWAY SECTIONS INCLUDING TRANSITIONS & SIDEWALKS THROUGH DRIVEWAYS SHALL BE 6" MIN. THICKNESS. COMMERCIAL DRIVEWAYS SHALL BE 8" MIN. THICK.
3. SIDEWALKS 8' & WIDER SHALL HAVE A LONGITUDINAL CONTRACTION JOINT AT THE MIDPOINT.
4. CONCRETE SHALL BE 3300 PSI @ 28 DAYS.
5. PCC APRONS SHALL BE JOINTED TO MATCH SIDEWALK PATTERN.
6. SIDEWALKS SHALL BE LOCATED ENTIRELY WITHIN RIGHT-OF-WAY OR SIDEWALK EASEMENTS, INCLUDING SIDEWALKS AT DRIVEWAY APRONS.

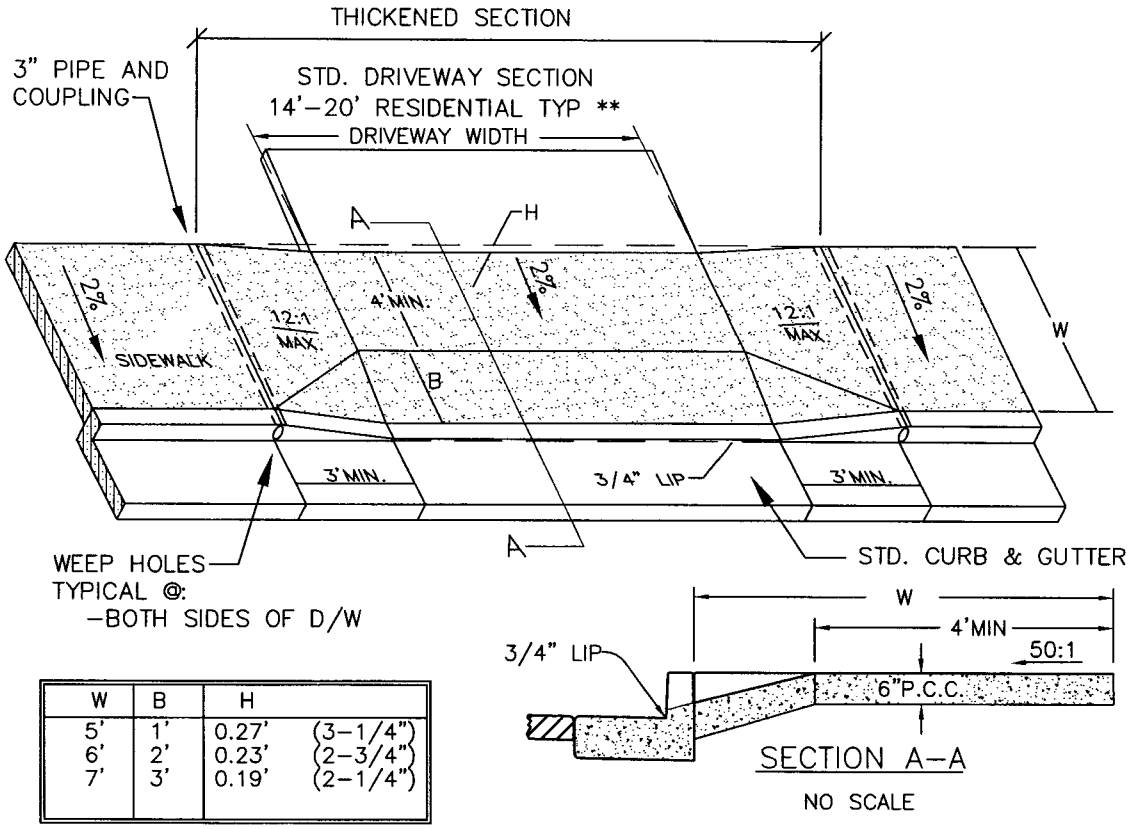
**20' MAXIMUM @ CURBLINE PER CDC 2.203.06

LAST REVISION DATE: FEB 2008	

CURBLINE SIDEWALKS AND DRIVEWAY APRONS

(NTS)

CARLTON, OR	DETAIL NO. 212



W	B	H	
5'	1'	0.27'	(3-1/4")
6'	2'	0.23'	(2-3/4")
7'	3'	0.19'	(2-1/4")

SECTION A-A

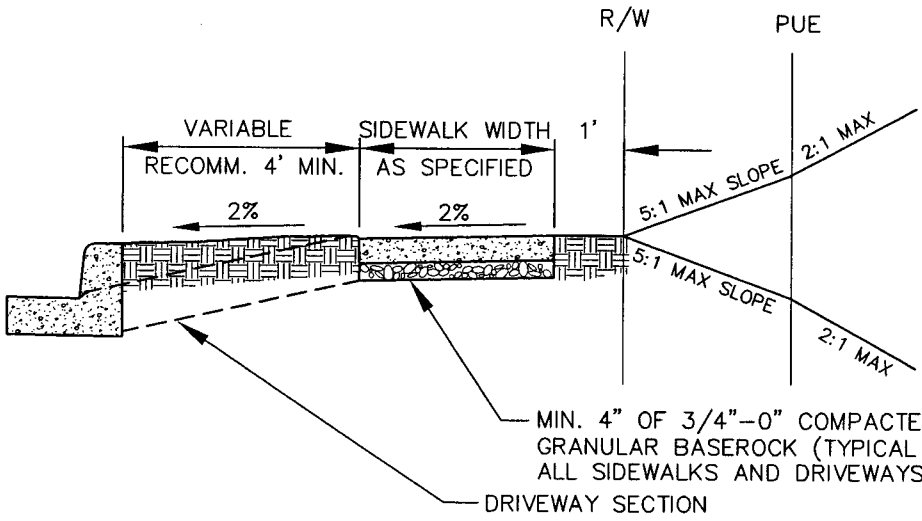
NO SCALE

NOTES:

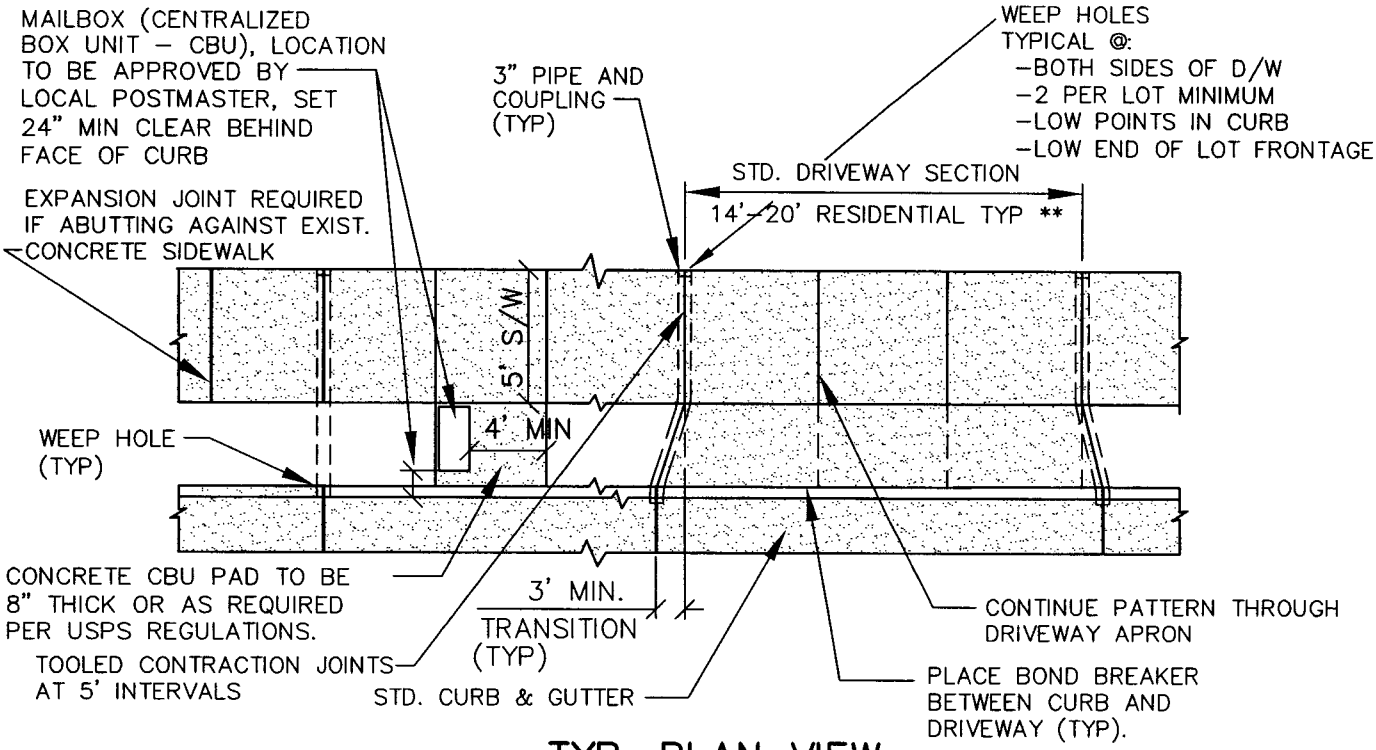
1. SEE DETAIL 212 FOR STANDARD APRON & SIDEWALK DETAILS. USE OF THIS DETAIL REQUIRES SPECIFIC APPROVAL BY PUBLIC WORKS PRIOR TO FORMING.
2. CONCRETE DEPTH FOR STANDARD SIDEWALKS SHALL BE 4" MIN.
3. DRIVEWAY SECTIONS INCLUDING SIDEWALKS THROUGH DRIVEWAYS SHALL BE 6" MIN. THICKNESS.
4. CONCRETE SHALL BE 3300 PSI @ 28 DAYS.
5. PCC APRONS SHALL BE JOINTED TO MATCH SIDEWALK PATTERN.
6. SIDEWALKS SHALL BE LOCATED ENTIRELY WITHIN RIGHT-OF-WAY OR SIDEWALK EASEMENTS, INCLUDING SIDEWALKS AT DRIVEWAY APRONS.
7. 2% CROSS SLOPE IS MEASURED FROM HORIZONTAL. 12:1 SIDEWALK SLOPE IS RELATIVE TO THE RUNNING SLOPE OF THE SIDEWALK.

**20' MAXIMUM @ CURBLINE PER CDC 2.203.06

LAST REVISION DATE: FEB 2008	
RESIDENTIAL D/W APRON CURBLINE SIDEWALK STEEP UPHILL LOTS ONLY (NTS)	
CARLTON, OR	DETAIL NO. **212A**



TYP. CROSS SECTION



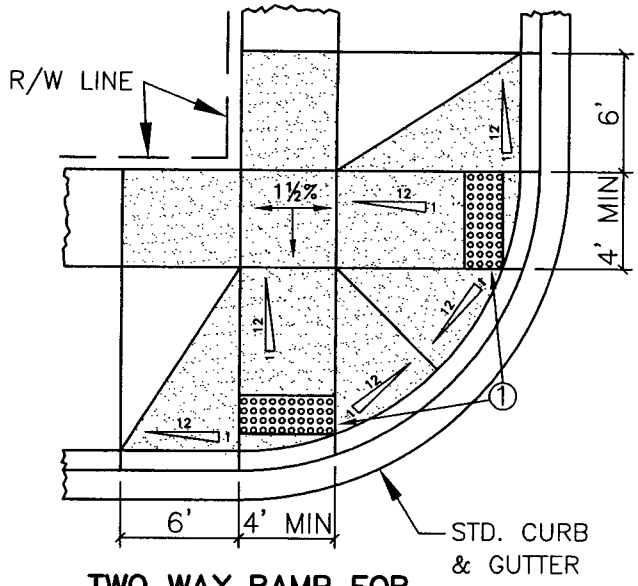
TYP. PLAN VIEW

NOTES:

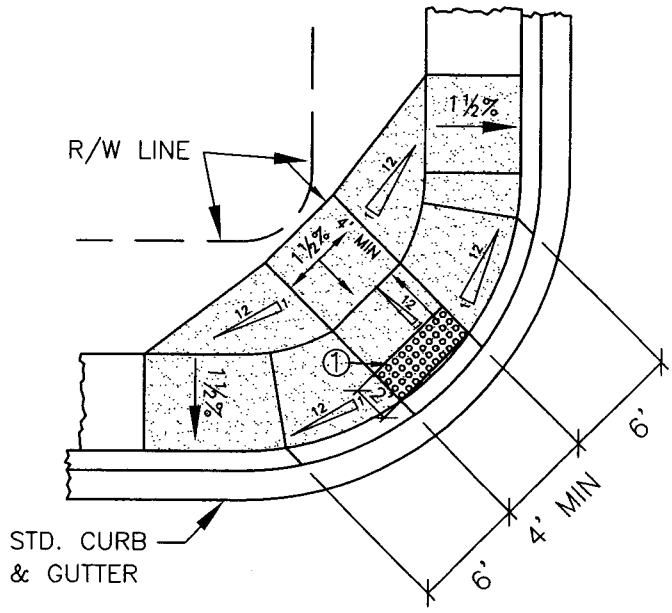
1. CONCRETE DEPTH FOR STANDARD SIDEWALKS SHALL BE 4" MIN.
2. RESIDENTIAL DRIVEWAY SECTIONS INCLUDING SIDEWALKS THROUGH DRIVEWAYS SHALL BE 6" MIN. THICKNESS. COMMERCIAL D/W SHALL BE 8" MIN. THICKNESS
2. CONCRETE FOR COMMERCIAL USE AND ALLEY APPROACHES SHALL BE 8" MIN. THICKNESS
3. SIDEWALKS 10' & WIDER SHALL HAVE A LONGITUDINAL CONTRACTION JOINT 5' ON CENTER.
4. PCC APRONS SHALL BE JOINTED TO MATCH SIDEWALK PATTERN.
5. CONCRETE SHALL BE 3300 PSI @ 28 DAYS.

**20' MAXIMUM @ CURBLINE PER CDC 2.203.06

LAST REVISION DATE: FEB 2008	
PROPERTY LINE SIDEWALKS AND DRIVEWAY APRONS (NTS)	
CARLTON, OR	DETAIL NO. 213



TWO WAY RAMP FOR PROPERTY LINE SIDEWALKS

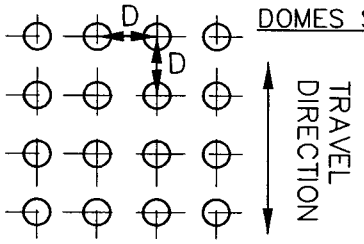


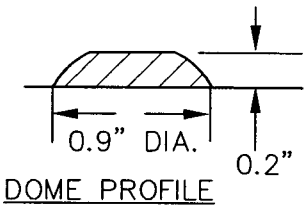
CENTER RAMP FOR CURB LINE SIDEWALK CURB GRADE >2%

① CONSTRUCT TRUNCATED DOME DETECTABLE WARNING SURFACE WITH PARALLEL ALIGNMENT

SPACING: D=1.6" MIN. TO 2.40" MAX
0.65" MIN CLEAR BETWEEN DOME BASES

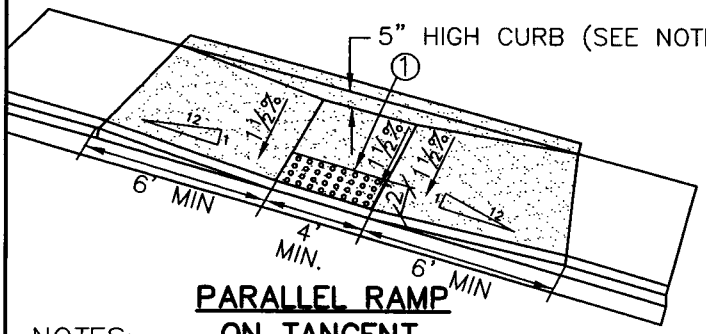
DOMES SHALL BE RED CONCRETE INSET PANELS



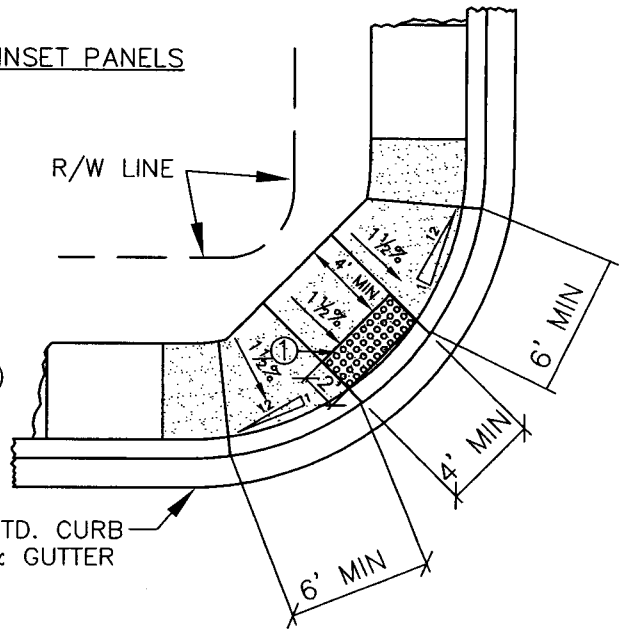


DOME PROFILE

FIGURE A: TRUNCATED DOME DETAIL



PARALLEL RAMP ON TANGENT

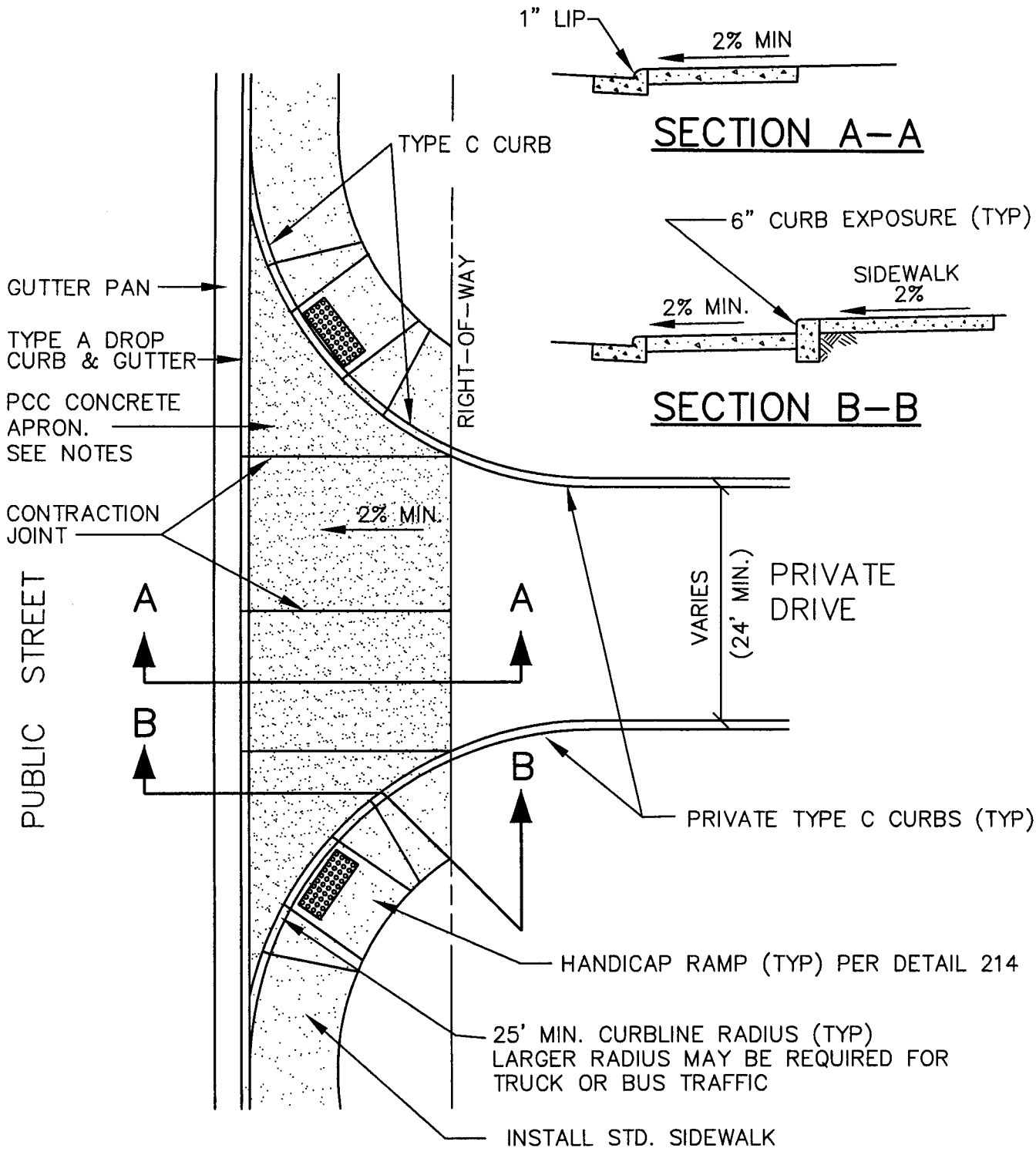


CENTER RAMP FOR CURB LINE SIDEWALK CURB GRADE 2% MAX

NOTES:

1. SEE FIGURE A FOR RAMP TEXTURE DETAIL.
2. SEE TYPICAL STREET SECTIONS FOR SIDEWALK WIDTH.
3. ALL RAMPS AND TRANSITIONS SHALL BE ADA COMPLIANT.
4. LANDINGS SHALL HAVE A MIN. WIDTH & DEPTH OF 4 FEET
5. THE 2% CROSS SLOPES (1:50) SHOWN ARE MEASURED FROM HORIZONTAL.
6. SHADED AREAS TO BE CONSTRUCTED W/STREET IMPROV.
7. DROP CURBS FOR HANDICAP RAMPS SHALL BE CONSTRUCTED WITH NO LIP AT THE GUTTER LINE.
8. PROVIDE TANGENT RAMPS ON LOW SIDE OF STREET WITH A 6-INCH WIDE CONCRETE CURB AS SHOWN UNLESS A CATCH BASIN IS PROVIDED AT UPHILL END OF RAMP.
9. DOMES PANELS TO BE MASCO CASTINTACT OR EQUAL.

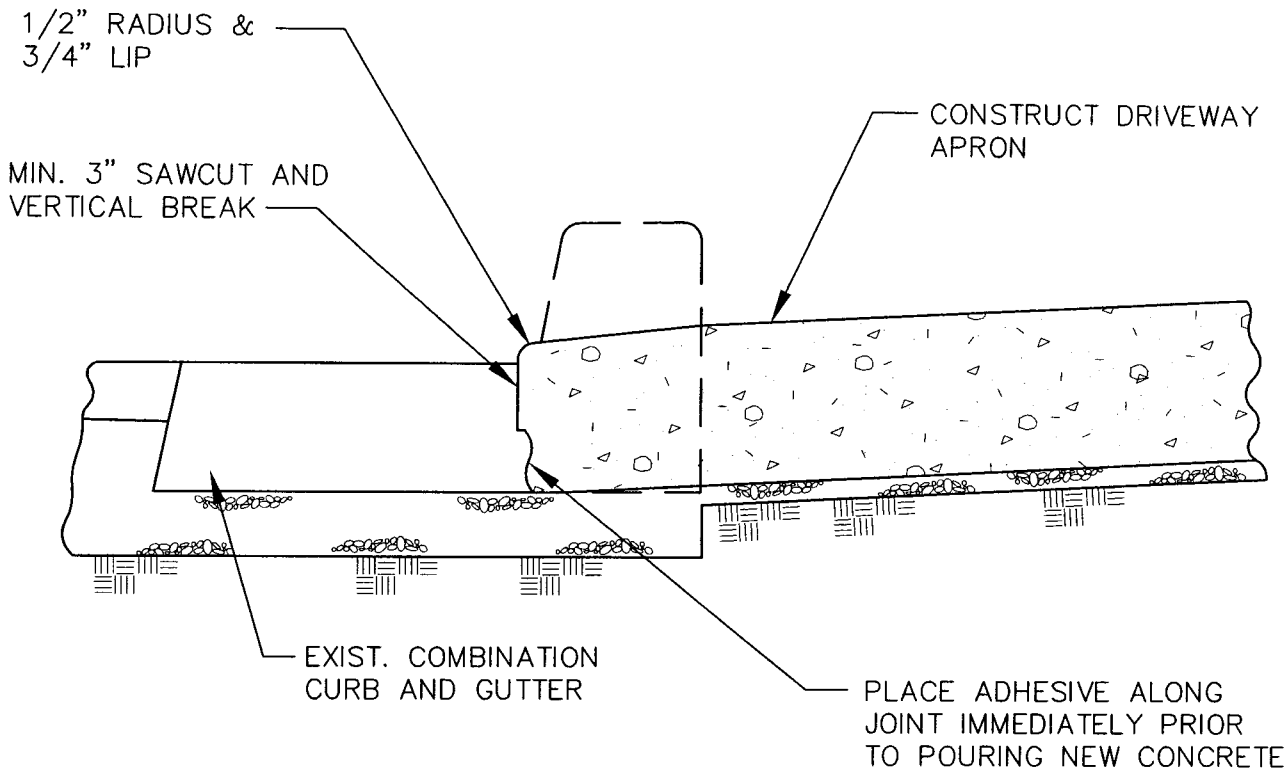
LAST REVISION DATE: DEC 2007	
HANDICAP RAMPS (NTS)	
CARLTON, OR	DETAIL NO. 214



NOTES:

1. CONCRETE APRON TO HAVE A MINIMUM THICKNESS OF 8" CLASS 3300 PCC WITH 6" X 6" 10 GA. WELDED WIRE MESH.

LAST REVISION DATE: JAN 2010	
COMMERCIAL DRIVEWAY APPROACH (NTS)	
CARLTON, OR	DETAIL NO. 216

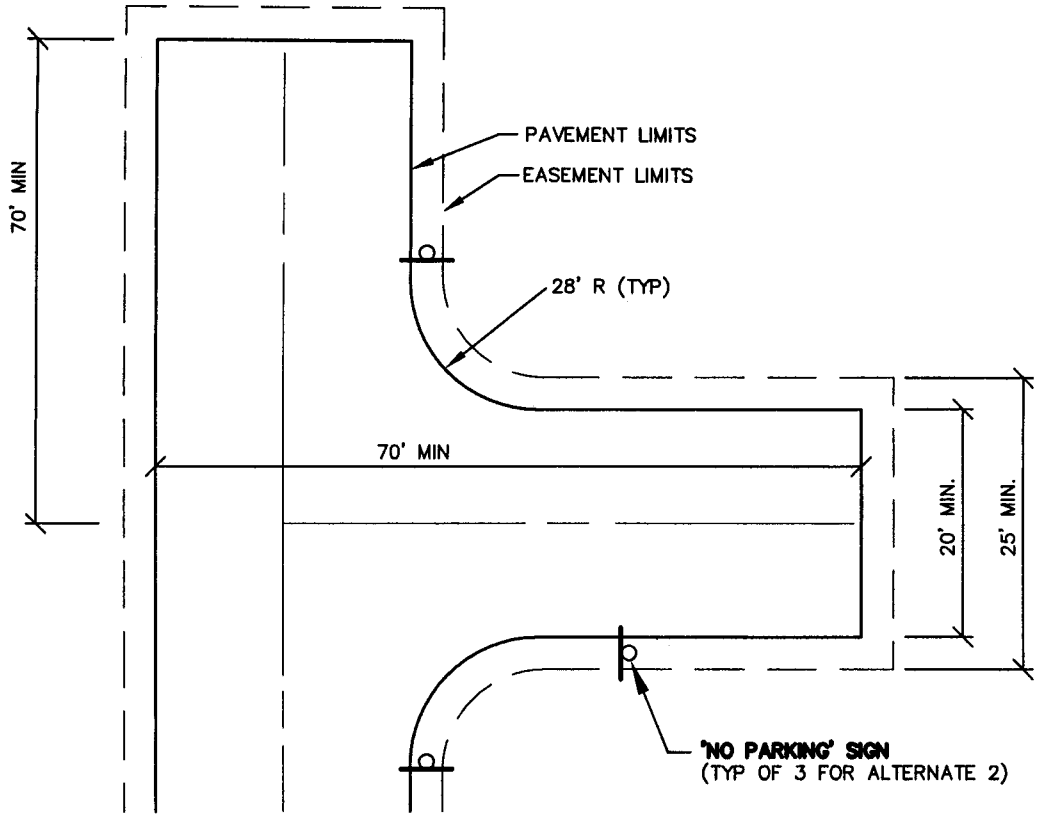


NOTES:

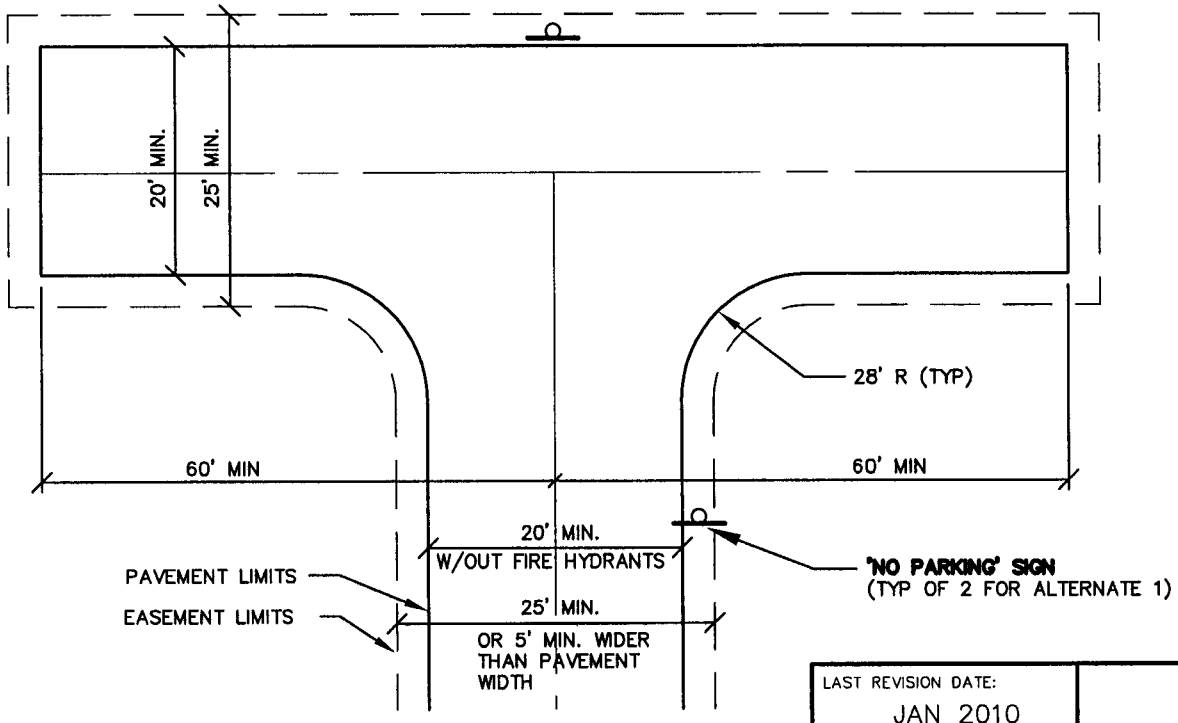
1. ONLY ALLOWED ON EXISTING PAVED STREETS.
2. SAWCUT THROUGH GUTTER PAN SHALL BE MADE AS CLOSE TO CURB FACE AS POSSIBLE.
3. COMPLETE CURB AND GUTTER SHALL NOT BE REMOVED UNLESS APPROVED BY THE CITY ENGINEER.
4. WHEN TYPE 'C' CURBS ARE REMOVED, A MINIMUM OF 2 FEET OF PAVEMENT FROM THE FACE OF CURB SHOULD BE REMOVED AND REPLACED PER DETAIL 302A UNLESS OTHERWISE APPROVED BY THE CITY.

LAST REVISION DATE: DEC 2007	
CURB KNOCKOUT FOR NEW DRIVEWAYS ON EXISTING CURBED STREETS (NTS)	
CARLTON, OR	DETAIL NO. **217**

FIRE CODE NOTE:
ALL FIRE LANES, TURNAROUNDS AND ASSOCIATED IMPROVEMENTS SHALL COMPLY WITH THE MOST CURRENT VERSION OF THE OREGON FIRE CODE (OFC).



ALT 2

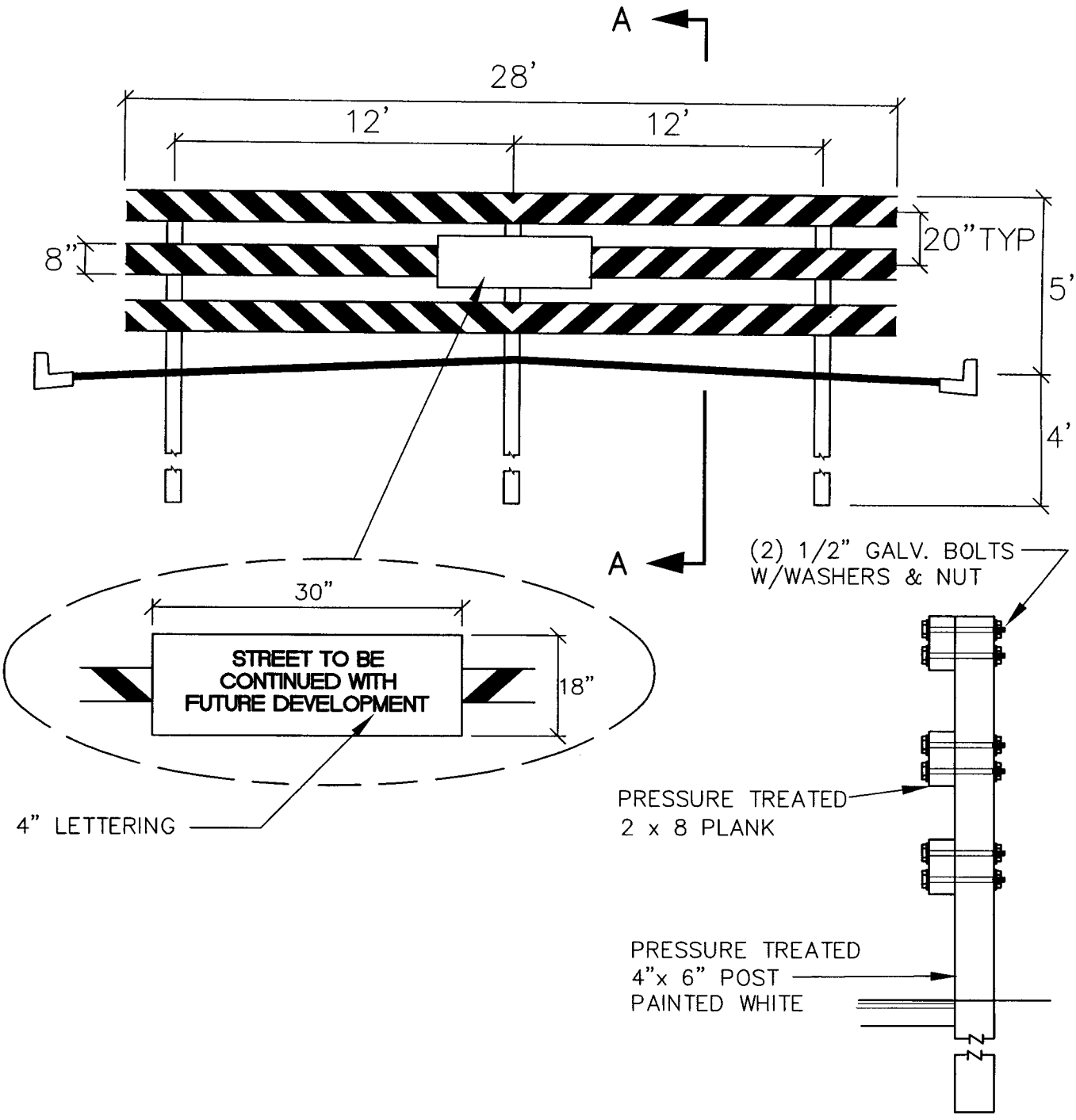


ALT 1

NOTES:

1. 'NO PARKING, FIRE LANE' SIGNS REQUIRED WITHIN LIMITS OF ACCESS EASEMENT AND TURNAROUND.
2. THESE ARE TYPICAL MINIMUM DESIGNS AS REQUIRED BY THE 2007 OFC D103.4 & FIG D103.1. ALTERNATE DESIGNS SHALL MEET THE APPROVAL OF THE LOCAL FIRE MARSHALL.
3. PAVEMENT DIMENSIONS SHOWN REFER TO TOTAL DRIVABLE WIDTH BETWEEN CURBS IF PRESENT.
4. MIN. 26' PAVEMENT WIDTH AT FIRE HYDRANTS (OFC D103.1).

LAST REVISION DATE: JAN 2010	
HAMMERHEAD TURNAROUND (FIRE LANES) (NTS)	
CARLTON, OR	DETAIL NO. 220

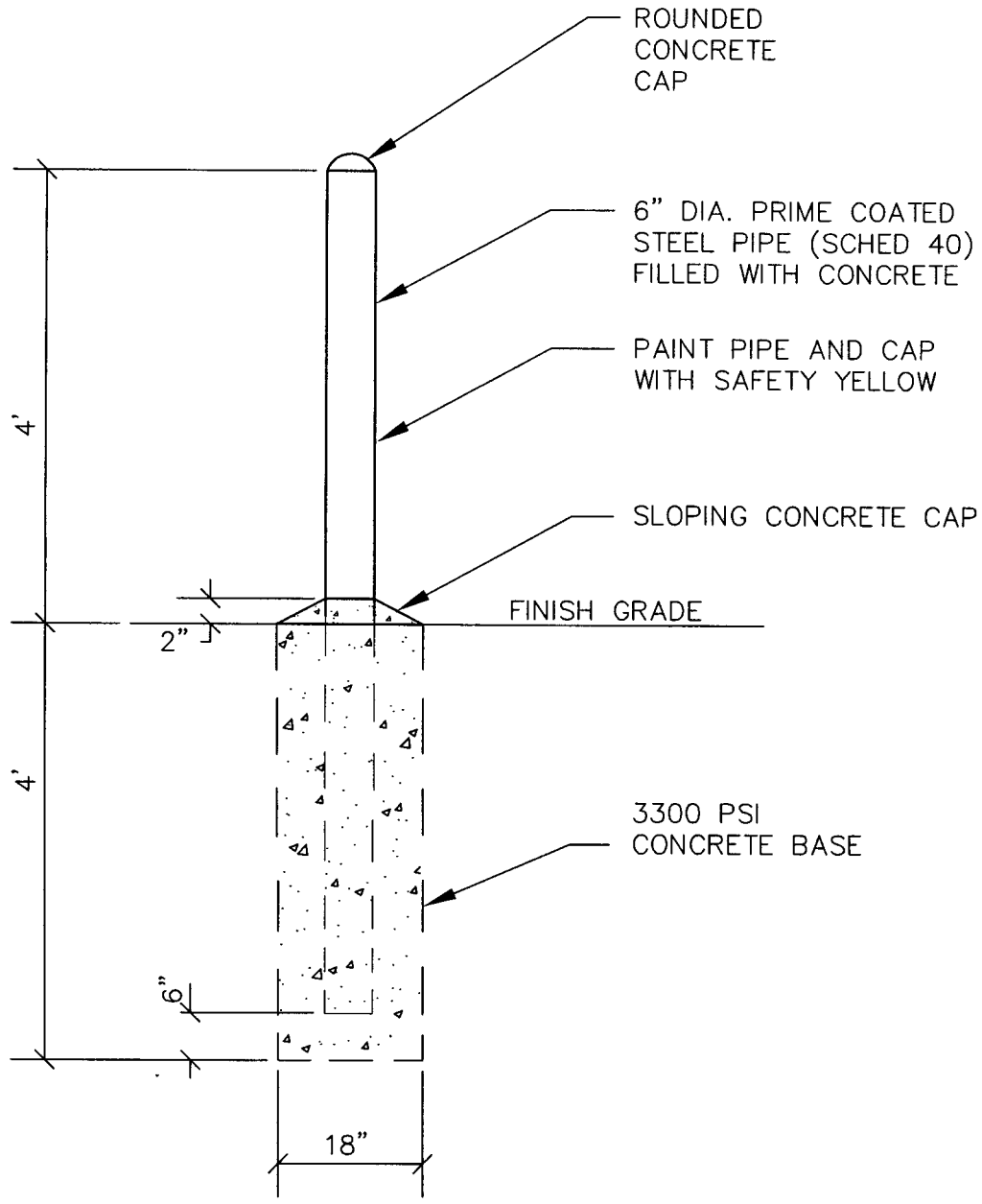


A – A

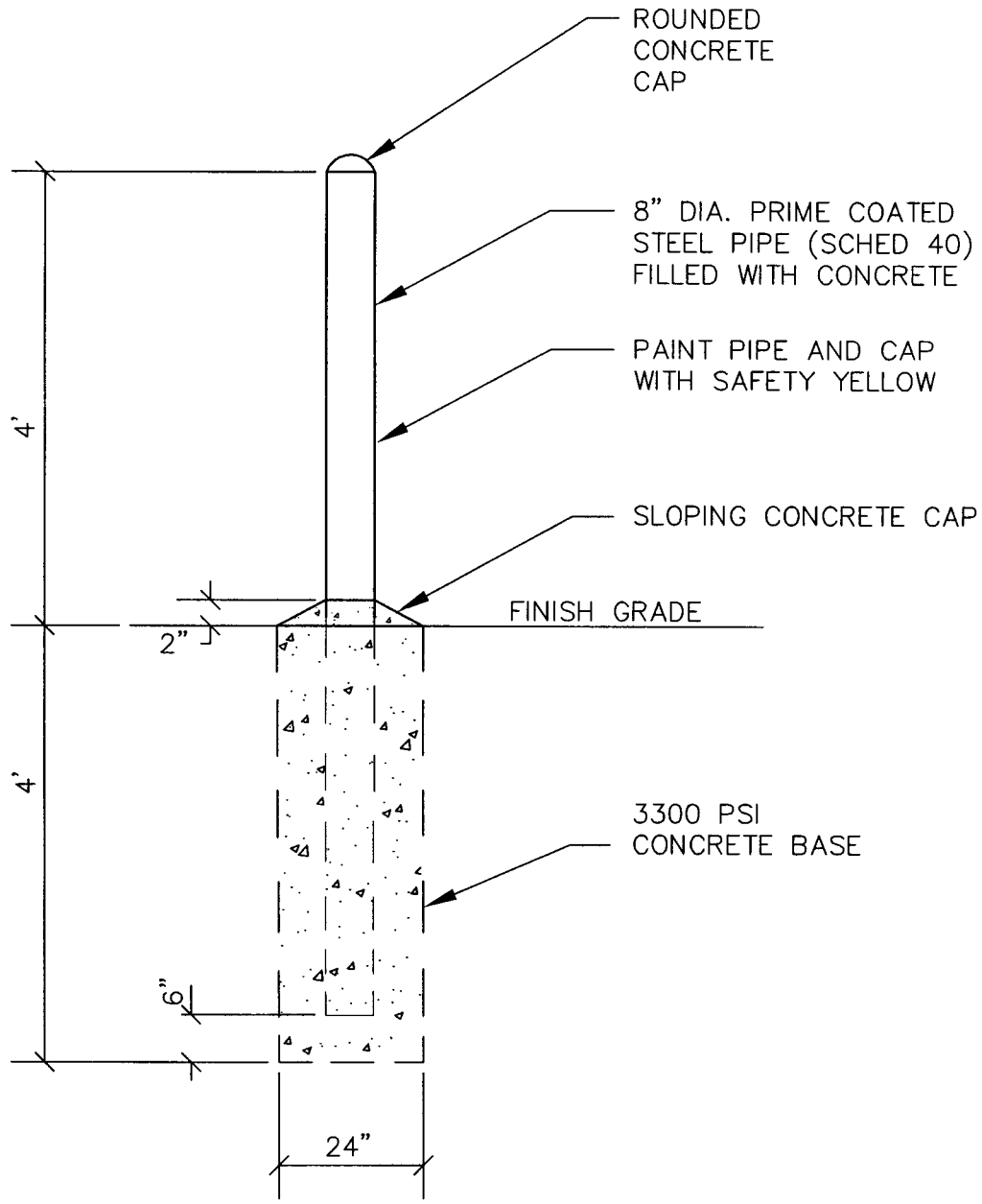
NOTES:

1. STRIPING SHALL BE ALTERNATING RED & WHITE STRIPES 6" WIDE & AT A 45° ANGLE.
2. STRIPING SHALL BE EITHER RETRO-REFLECTIVE TAPE OR PAINTED WITH A SEALED RETRO-REFLECTIVE SURFACE.
3. BARRICADE SHALL BE LOCATED WITHIN THE RESERVE STRIP, IF PRESENT.

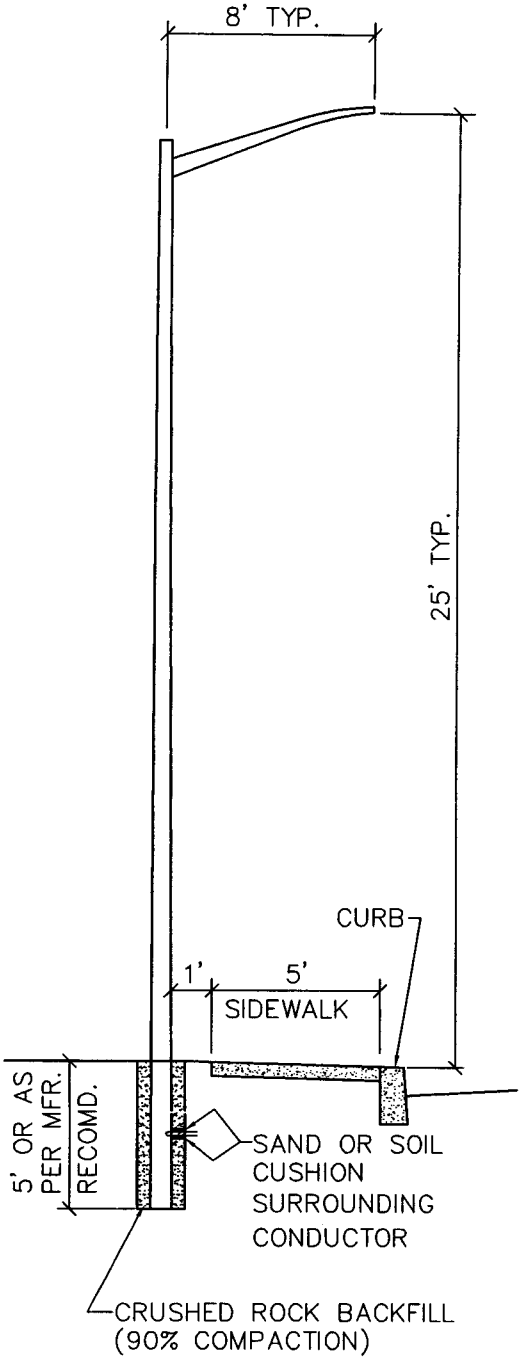
LAST REVISION DATE: DEC 2007	
STREET BARRICADE (STUB STREETS) (NTS)	
CARLTON, OR	DETAIL NO. 225



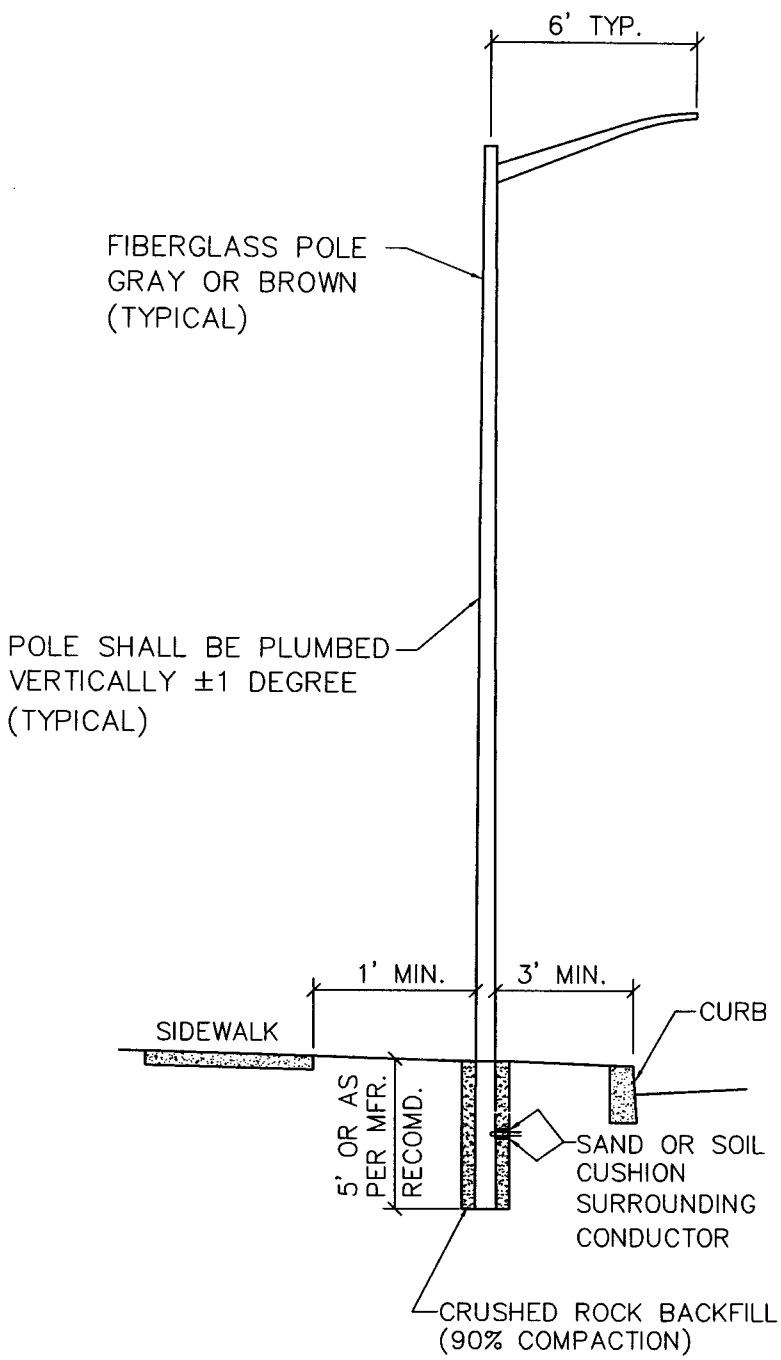
LAST REVISION DATE: DEC 2007	
6-INCH BOLLARD (GUARD POST) (NTS)	
CARLTON, OR	DETAIL NO. **226**



LAST REVISION DATE: DEC 2007	
8-INCH BOLLARD (GUARD POST) (NTS)	
CARLTON, OR	DETAIL NO. 227



TYPICAL LAMP POST
CROSS SECTION TYPE ONE



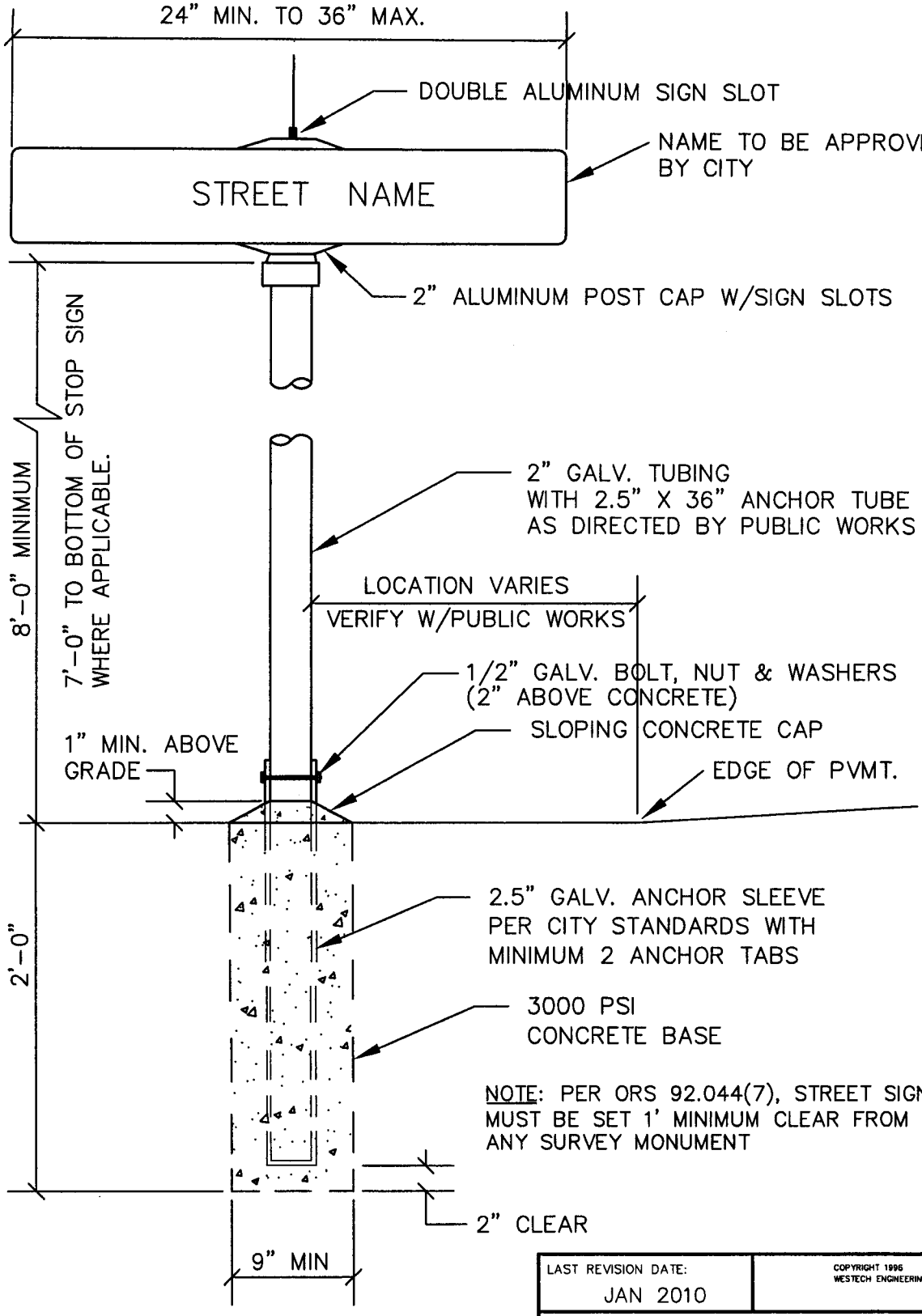
TYPICAL LAMP POST
CROSS SECTION TYPE TWO

NOTES:

1. CONTRACTOR TO COORDINATE W/LOCAL POWER COMPANY FOR MATERIALS AND WORKMANSHIP REQUIREMENTS.

NOTE: PER ORS 92.044(7), STREET LIGHT MUST BE SET 1' MINIMUM CLEAR FROM ANY SURVEY MONUMENT

LAST REVISION DATE: MAR 2008	
TYPICAL STREET LAMP POST (NTS)	
CARLTON, OR	DETAIL NO. 230



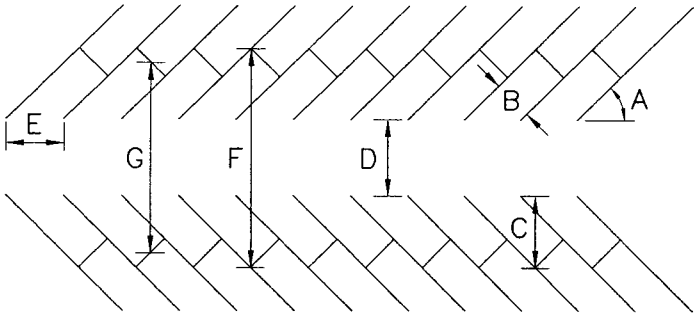
NOTES:

1. ALL NEWLY PLATTED STREETS TO BE SIGNED IN ACCORDANCE WITH CITY STANDARDS.
2. SIGN PANELS TO CONFORM TO SECTION 00940 OF OSHD SPECIFICATIONS AS TO MATERIALS.
3. ALL SIGNS SHALL BE IN CONFORMANCE WITH THE STATE OF OREGON UNIFORM TRAFFIC MANUAL.

LAST REVISION DATE: JAN 2010	
SIGN POST FOR STREET SIGNS, STOP SIGNS & TRAFFIC CONTROL SIGNS (NTS)	
CARLTON, OR	DETAIL NO. 232

OFF-STREET PARKING DIMENSIONS

STALL WIDTH DIMENSIONS MAY BE DISTRIBUTED AS FOLLOWS:
60% STANDARD SPACES, 40% MAXIMUM COMPACT SPACES.
ALL COMPACT SPACES SHALL BE PERMANENTLY LABLED.



A– PARKING ANGLE

B– STALL WIDTH

C– STALL TO CURB DEPTH

D– AISLE WIDTH BETWEEN STALL LINES

E– STALL WIDTH PARALLEL TO AISLE

F– MODULE WIDTH (FRONT OF STALL TO FRONT OF STALL)

G– MODULE WIDTH (FRONT OF STALL TO FRONT OF STALL AT BUMPER MIDPOINT

OFF-STREET PARKING MATRIX

MINIMUM PARKING SPACE AND AISLE DIMENSIONS (FT)
ONE WAY TRAFFIC FLOW

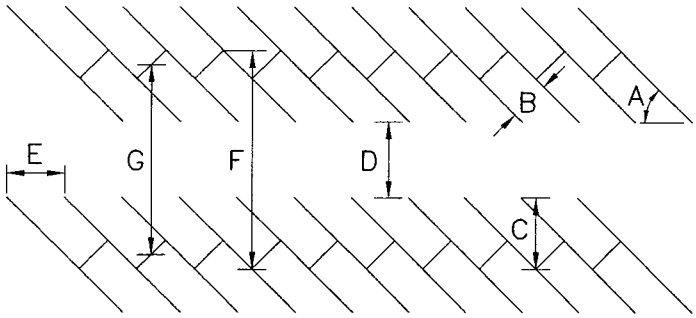
COMPACT (8.5' x 16')							STANDARD (9' x 19')					
A	B	C	D	E	F	G	B	C	D	E	F	G
0°	8.5	8.5	12.0	19.0	28.0	–	9.0	9.0	12.0	22.0	28.0	–
30°	8.5	15.4	12.0	17.0	41.7	34.4	9.0	17.3	12.0	18.0	45.6	37.8
45°	8.5	17.3	13.0	12.0	47.6	41.6	9.0	19.8	13.0	12.7	52.6	46.2
60°	8.5	18.1	18.0	9.8	54.2	50.0	9.0	21.0	18.0	10.4	60.0	55.7
70°	8.5	17.9	19.0	9.0	54.9	52.0	9.0	21.0	19.0	9.6	61.0	57.8
90°	8.5	16.0	24.0	8.5	56.0	56.0	9.0	19.0	24.0	9.0	62.0	62.0

NOTE:
WHERE DRIVE AISLE "D" IS A FIRE LANE, WIDTHS SHALL CONFORM WITH THE OREGON FIRE CODE MINIMUMS OF 20 FEET IN ALL CASES (26 FOOT MINIMUM ADJACENT TO FIRE HYDRANTS), PER OFC 503.2.1 & D103.1.

LAST REVISION DATE: MAY 2009	
OFFSTREET PARKING DIMENSIONS ONE WAY TRAFFIC FLOW (NTS)	
CARLTON, OR	DETAIL NO. 235

OFF–STREET PARKING DIMENSIONS

STALL WIDTH DIMENSIONS MAY BE DISTRIBUTED AS FOLLOWS:
60% STANDARD SPACES, 40% MAXIMUM COMPACT SPACES.
ALL COMPACT SPACES SHALL BE PERMANENTLY LABLED.



A– PARKING ANGLE

B– STALL WIDTH

C– STALL TO CURB DEPTH

D– AISLE WIDTH BETWEEN STALL LINES

E– STALL WIDTH PARALLEL TO AISLE

F– MODULE WIDTH (FRONT OF STALL TO FRONT OF STALL)

G– MODULE WIDTH (FRONT OF STALL TO FRONT OF STALL AT BUMPER MIDPOINT

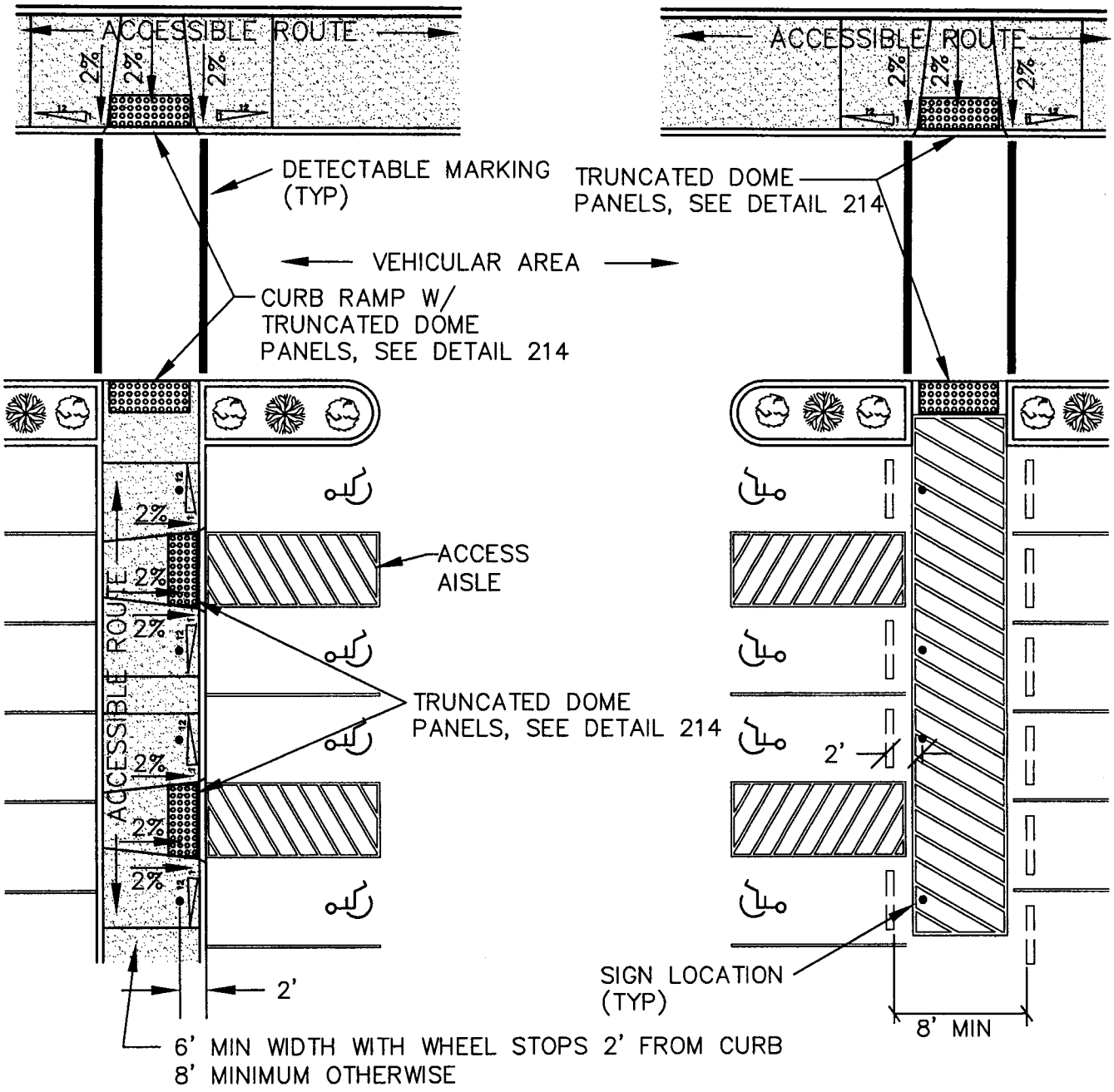
OFF–STREET PARKING MATRIX

MINIMUM PARKING SPACE AND AISLE DIMENSIONS (FT)
TWO WAY TRAFFIC FLOW

COMPACT (8.5' x 16')							STANDARD (9' x 19')					
A	B	C	D	E	F	G	B	C	D	E	F	G
0°	8.5	8.5	24.0	19.0	28.0	–	9.0	9.0	24.0	22.0	28.0	–
30°	8.5	15.4	24.0	17.0	41.7	34.4	9.0	17.3	24.0	18.0	45.6	37.8
45°	8.5	17.3	24.0	12.0	47.6	41.6	9.0	19.8	24.0	12.7	52.6	46.2
60°	8.5	18.1	24.0	9.8	54.2	50.0	9.0	21.0	24.0	10.4	60.0	55.7
70°	8.5	17.9	24.0	9.0	54.9	52.0	9.0	21.0	24.0	9.6	61.0	57.8
90°	8.5	16.0	24.0	8.5	56.0	56.0	9.0	19.0	24.0	9.0	62.0	62.0

NOTE:
WHERE DRIVE AISLE "D" IS A FIRE LANE, WIDTHS SHALL CONFORM WITH THE OREGON FIRE CODE MINIMUMS OF 20 FEET IN ALL CASES (26 FOOT MINIMUM ADJACENT TO FIRE HYDRANTS), PER OFC 503.2.1 & D103.1.

LAST REVISION DATE: MAY 2009	
OFFSTREET PARKING DIMENSIONS TWO WAY TRAFFIC FLOW (NTS)	
CARLTON, OR	DETAIL NO. 236



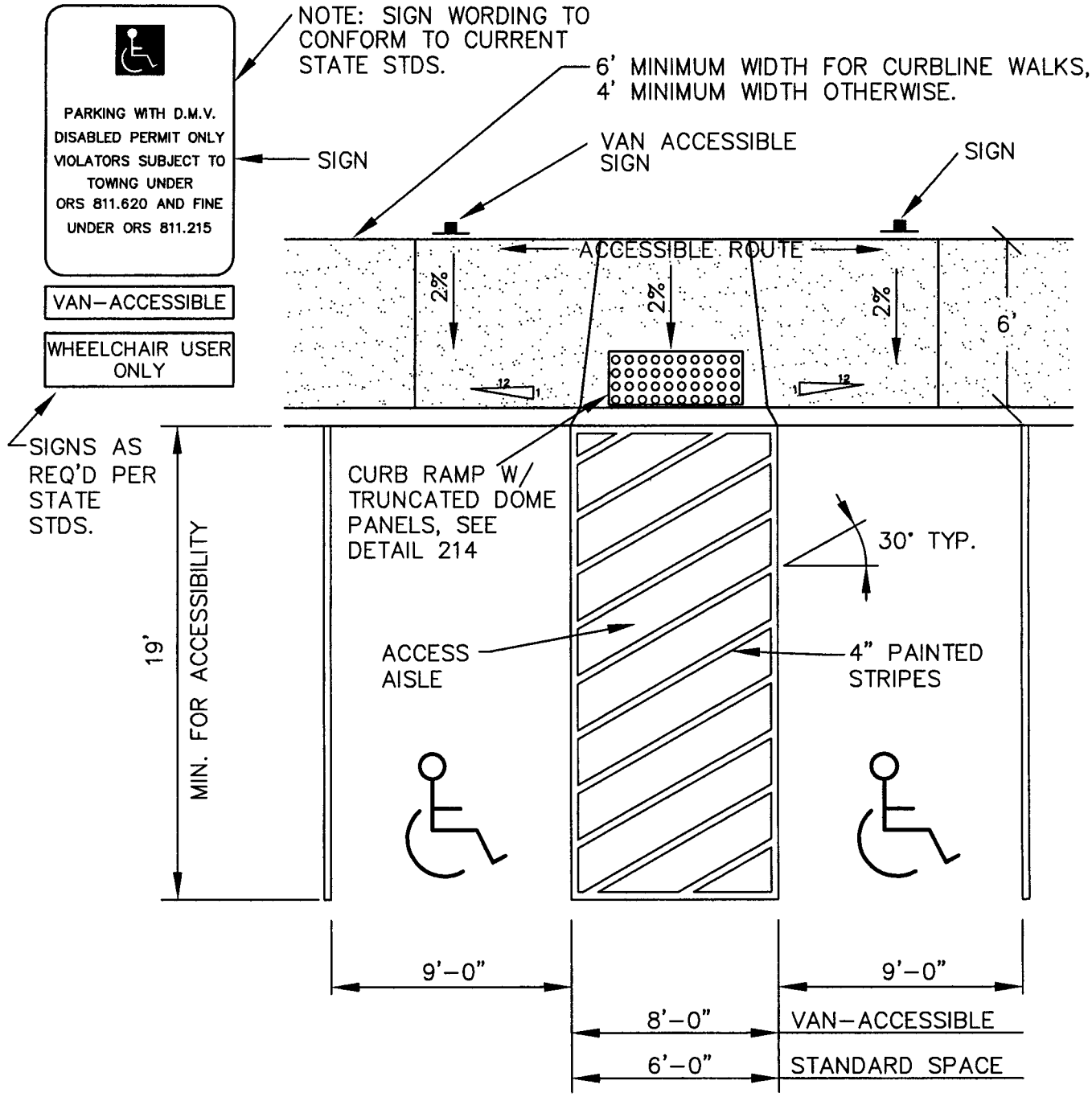
ACCESSIBLE PARKING PLAN (1)

ACCESSIBLE PARKING PLAN (2)

NOTES:

1. SEE DETAIL 237 FOR ACCESSIBLE PARKING PARKING SPACE LAYOUT.

LAST REVISION DATE: JAN 2010	
ACCESSIBLE ROUTES AND CROSSINGS IN VEHICULAR AREAS (NTS)	
CARLTON, OR	DETAIL NO. 238

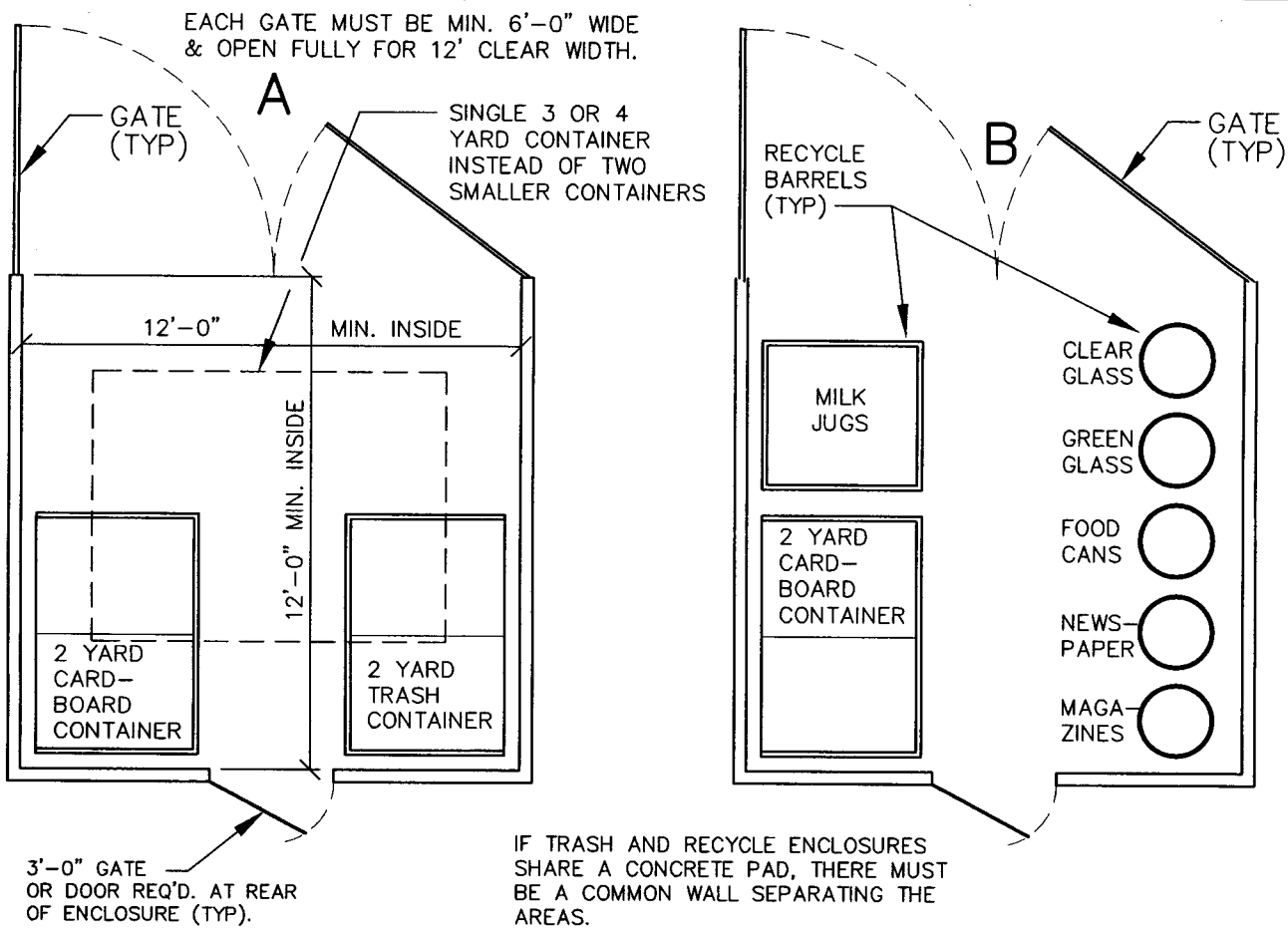


DOUBLE ACCESSIBLE PARKING SPACE

NOTES:

1. ONE ACCESSIBLE PARKING SPACE MUST BE DESIGNATED "VAN-ACCESSIBLE", THE OTHER SPACE CAN BE EITHER "VAN-ACCESSIBLE" OR STANDARD PARKING SPACE.
2. VAN-ACCESSIBLE OR WHEELCHAIR ONLY SPACES SHALL HAVE AN ADDITIONAL SIGN MOUNTED BELOW THE STANDARD PARKING SPACE PARKING SIGN.
3. VAN-ACCESSIBLE SPACE CAN BE USED BY ANY VEHICLE WITH A DMV DISABLED PERMIT.
4. MAXIMUM 2% CROSS SLOPE ALLOWED IN PARKING SPACE OR ACCESS AISLE.
5. POST MOUNTED SIGNS SHALL HAVE 7' (±3") CLEARANCE FROM SIGN BOTTOM TO GROUND.

LAST REVISION DATE: JAN 2010	
DOUBLE ACCESSIBLE PARKING SPACE (NTS)	
CARLTON, OR	DETAIL NO. 237



TRASH ENCLOSURE

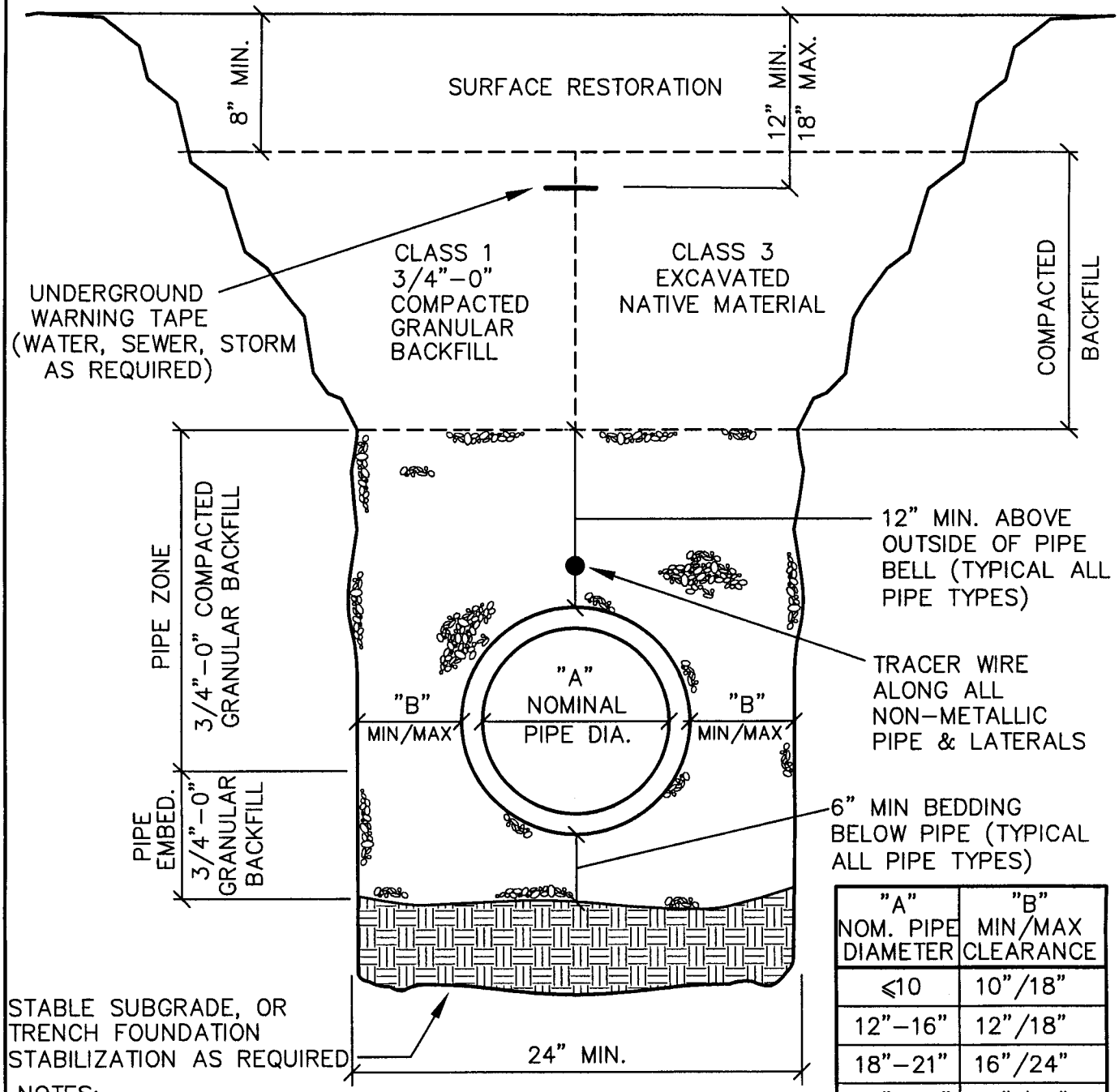
RECYCLE ENCLOSURE

NOTES:

1. GATES:
   (a) ALL GATES MUST ATTACH AT THE END OF OF THE WALLS TO PROVIDE A MINIMUM OF 12' CLEAR WORKING SPACE WHEN OPEN.
   (b) TO SERVICE THE ENCLOSURE, THE GATES MUST BE ABLE TO BE PINNED IN MUST BE ABLE TO BE PINNED IN THE FULL OPEN POSITION.
   (c) GATES MUST OPEN FROM OUTSIDE THE ENCLOSURE.
2. FOR 5 OR 6 YARD CONTAINERS THE ENCLOSURE DEPTH MUST BE 15'.
3. WHERE REQ'D. (I.E. RESTAURANTS), GREASE BARRELS MUST BE SEPARATE FROM TRASH AND RECYCLING ENCLOSURES.
4. ROOFS OR OVERHANGS SHALL HAVE 15' OF OVERHEAD CLEARANCE.
5. IF RECYCLING IS NOT INCLUDED, AREA (A) CAN PROVIDE SERVICE FOR TRASH AND CARDBOARD FOR CONTAINER SIZES OF 1 TO 2 YARDS. IF A 3 YARD OR LARGER TRASH CONTAINER IS NEEDED, AN ADDITIONAL 12' X 12' SPACE WILL BE NECESSARY FOR CARDBOARD CONTAINER SERVICE.
6. CONCRETE PADS REQUIRED FOR ALL ENCLOSURES. WALL, GATE & DOORS PER CITY STANDARDS.
7. A 1 YD. CONTAINER WILL HOLD APPROXIMATELY THE SAME AS 6 TRASH CANS (32 GAL SIZE). USE 6 TIMES THE CONTAINER SIZE IN YARDS TO ESTIMATE A CONTAINER CAPACITY. FOR EXAMPLE, A 3 YD. CONTAINER WILL HOLD APPROX. THE SAME AMOUNT AS 18 TRASH CANS (32 GAL SIZE).

LAST REVISION DATE: DEC 2007	
TYPICAL TRASH AND RECYCLING ENCLOSURE (NTS)	
CARLTON, OR	DETAIL NO. 240

COMPACTION: CLASS 1 – 92% OPTIMUM PER AASHTO T-180
CLASS 3 – 85% OPTIMUM PER AASHTO T-180

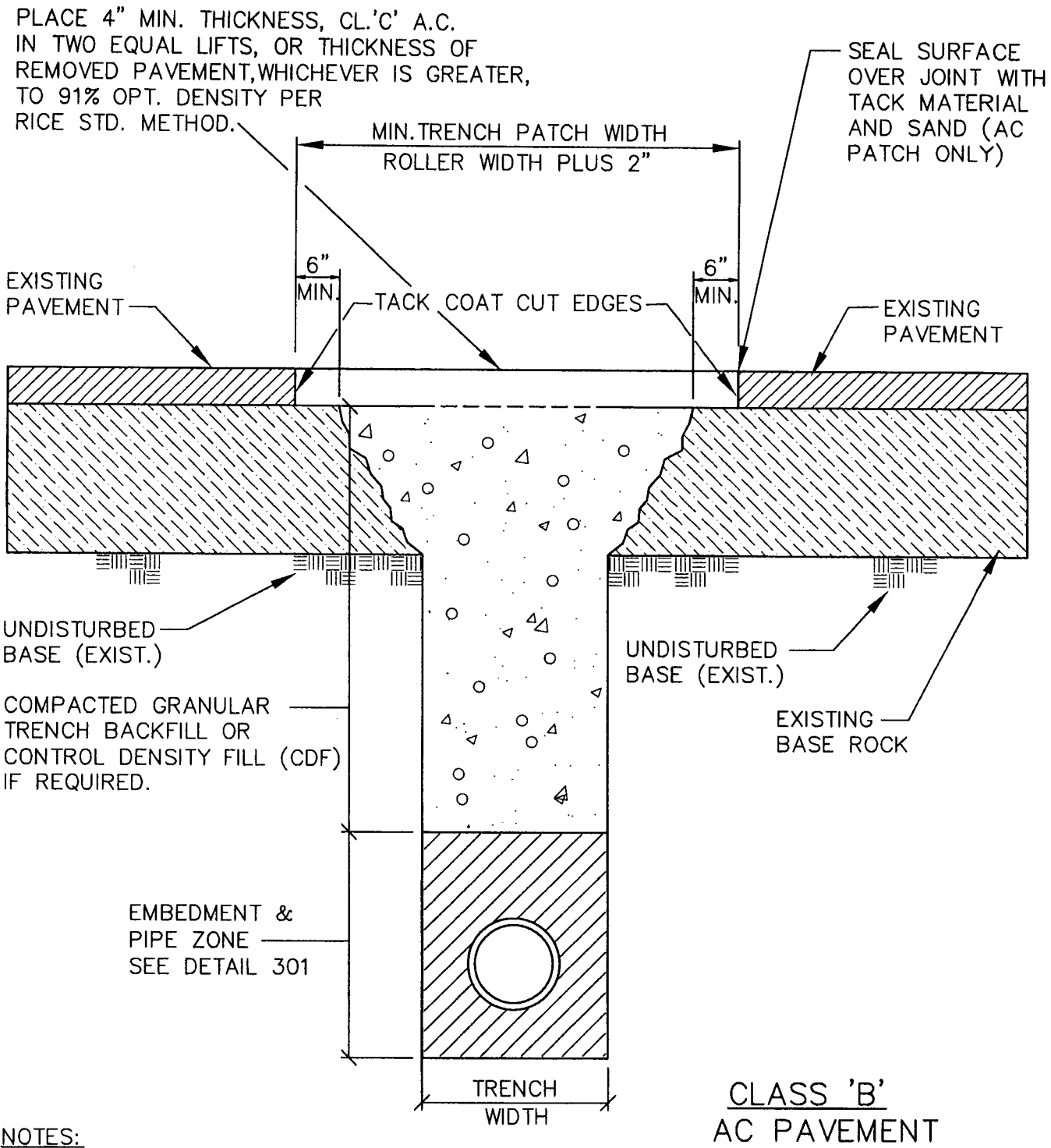


"A" NOM. PIPE DIAMETER	"B" MIN/MAX CLEARANCE
⩽10	10"/18"
12"–16"	12"/18"
18"–21"	16"/24"
24"–30"	18"/30"
>30"	24"/36"

NOTES:

1. CLASS 1 REQ'D. UNDER ALL EXIST. OR FUTURE IMPROVED AREAS INCLUDING SIDEWALKS.
2. WHERE NEW PIPING IS IN SAME ALIGNMENT AS EXISTING PIPING, THE PIPE EMBEDMENT SHALL EXTEND TO A MIN. OF 6" BELOW THE NEW PIPING OR 6" BELOW EXISTING PIPING, WHICHEVER IS DEEPER.
3. FOR FLEXIBLE PIPE, BOTTOM OF TRENCH SHORING SHALL BE ABOVE PIPE SPRINGLINE PRIOR TO COMPACTING BACKFILL BELOW THE PIPE SPRINGLINE AND UNDER THE PIPE HAUNCHES.

LAST REVISION DATE: JAN 2010	
TRENCH BACKFILL, BEDDING, AND PIPE ZONE (NTS)	
CARLTON, OR	DETAIL NO. 301

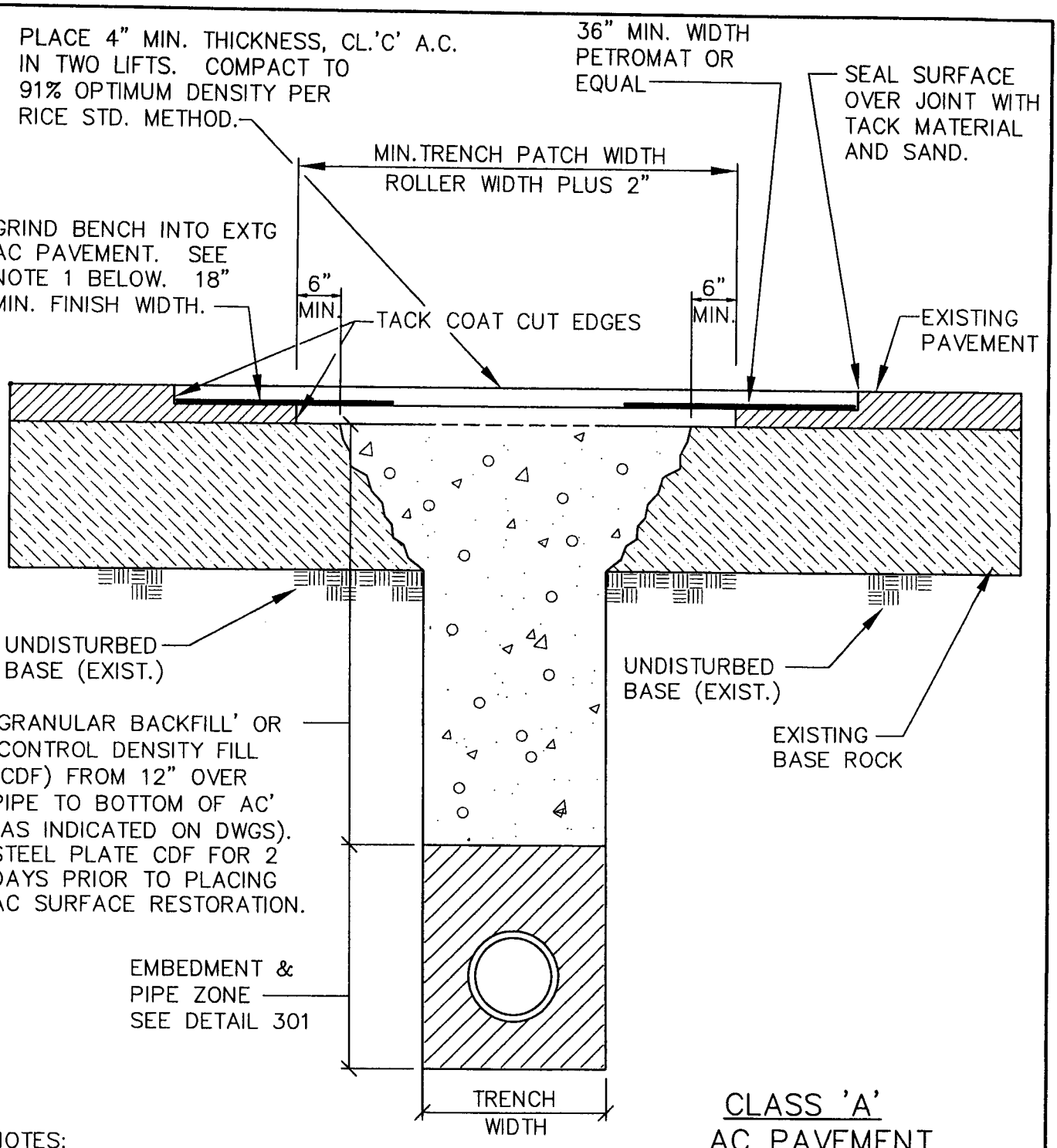


CLASS 'B' AC PAVEMENT

NOTES:

1. ALL EXISTING AC OR PCC PAVEMENT SHALL BE SAWCUT PRIOR TO REPAVING.
2. PCC CONCRETE PAVEMENT SHALL BE REPLACED WITH 3300 PSI PCC TO A MINIMUM THICKNESS OF 6" OR TO THE THICKNESS OF REMOVED CONCRETE, WHICHEVER IS GREATER.
3. FOR PAVED DRIVEWAYS, (EXCEPT COMMERCIAL OR INDUSTRIAL), PAVEMENT THICKNESS MAY BE REDUCED TO 3" IN 2 LIFTS, AND OVERCUT MAY BE REDUCED TO 3" EACH SIDE.

LAST REVISION DATE: APR 2009	
MINOR OR PRIVATE STREET AND AC DRIVEWAY CUT SURFACE RESTORATION (NTS)	
CARLTON, OR	DETAIL NO. 302

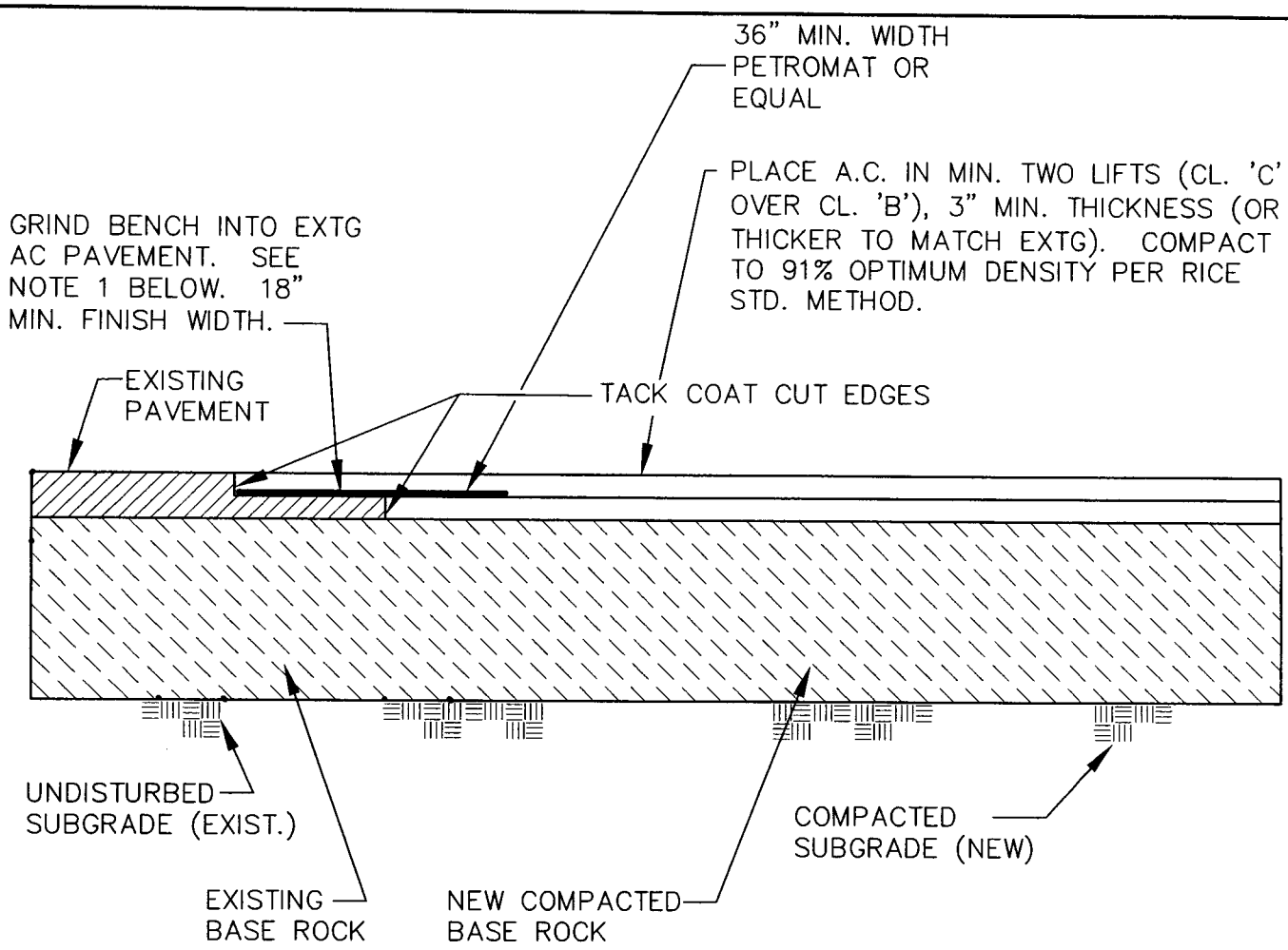


CLASS 'A' AC PAVEMENT

NOTES:

1. FOLLOWING BACKFILL COMPACTION OR CDF INSTALLATION, GRIND 24" WIDE BENCH IN EXISTING AC ON BOTH SIDES & TRENCH END, 1-1/2" DEEP OR HALF THE DEPTH OF EXISTING AC, WHICHEVER IS GREATER.
2. FOLLOWING GRINDING, SAWCUT ALL TRENCH EDGES 6" BACK FROM TRENCH EDGE.
3. TACK COAT CUT EDGES AND INSTALL BASE LIFT OF AC TO LEVEL OF BENCH GRIND.
4. TACK COAT FOR FABRIC & INSTALL TOP LIFT OF AC. SAND SEAL ALL EDGES.

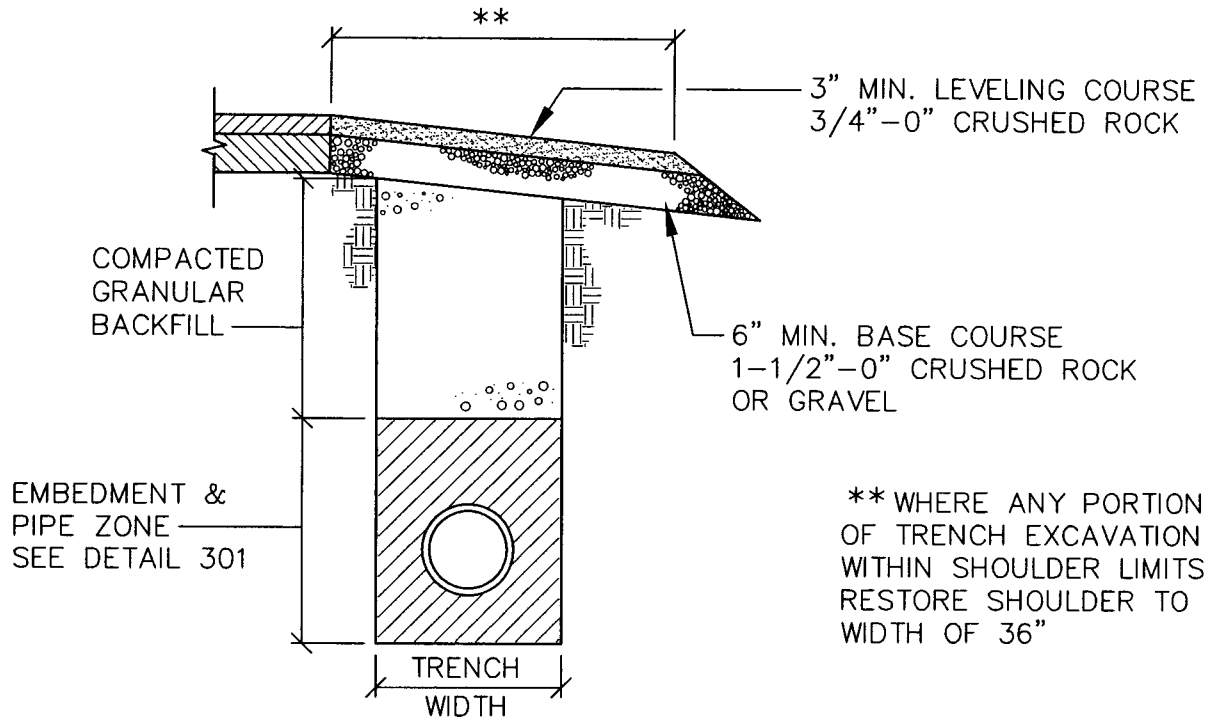
LAST REVISION DATE: APR 2009	
AC STREET CUT SURFACE RESTORATION W/BENCH GRIND (NTS)	
CARLTON, OR	DETAIL NO. 302A



NOTES:

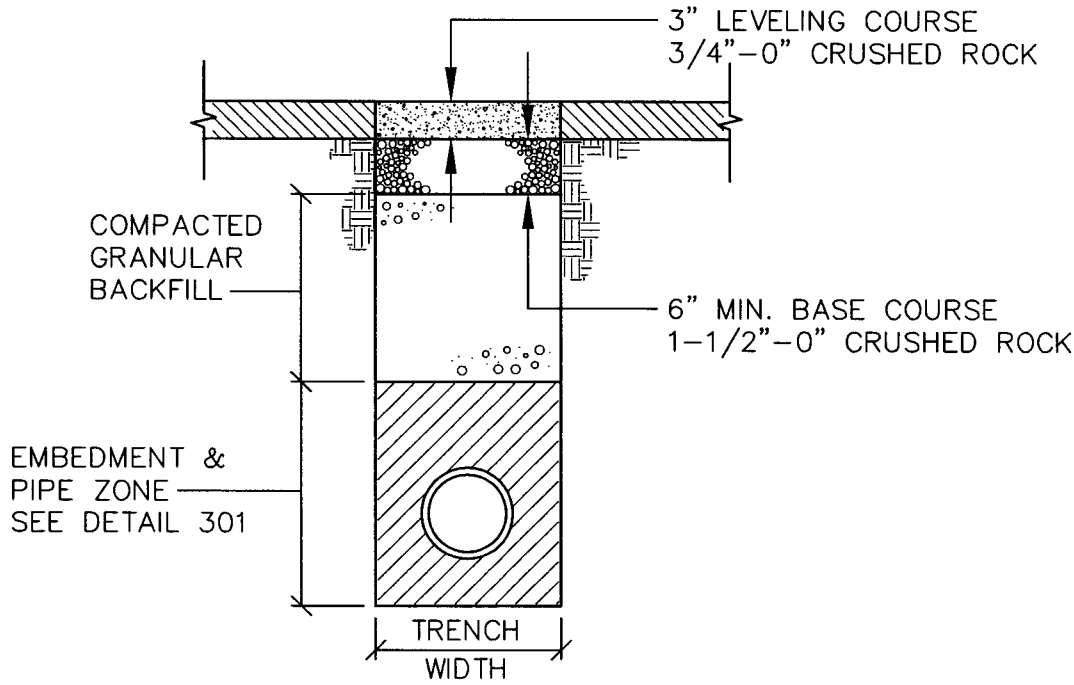
1. PRIOR TO SAWCUTTING, GRIND BENCH IN EXISTING AC LESSER OF 2" DEEP OR HALF THICKNESS OF EXISTING AC. BENCH TO EXTEND TO A POINT 18" MINIMUM BACK FROM SAWCUT LOCATION.
2. FOLLOWING GRINDING, SAWCUT PAVEMENT EDGES.
3. TACK COAT CUT EDGES AND INSTALL BASE LIFT OF AC TO LEVEL OF BENCH GRIND.
4. TACK COAT FOR PETROMAT FABRIC & INSTALL TOP LIFT OF AC. SAND SEAL ALL JOINTS.
5. SEE STANDARD STREET SECTION DETAILS FOR BASEROCK & AC THICKNESS, FABRIC, ETC.

LAST REVISION DATE: DEC 2007	
AC STREET CUT FOR STREET WIDENING (NTS)	
CARLTON, OR	DETAIL NO. **302B**



** WHERE ANY PORTION OF TRENCH EXCAVATION FALLS WITHIN SHOULDER LIMITS, RESTORE SHOULDER TO MIN. WIDTH OF 36"

CLASS 'C'
GRAVEL SHOULDER

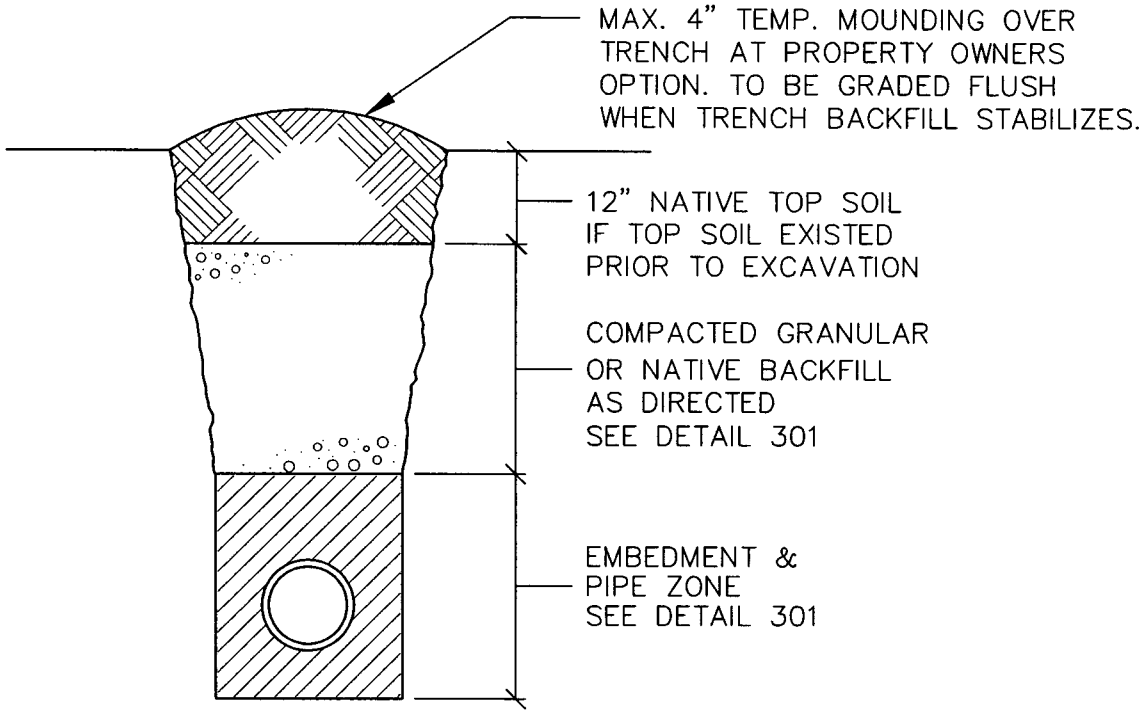


CLASS 'D'
GRAVEL STREET

NOTES:

1. COMPACTION STANDARD WILL BE 92% OPTIMUM PER AASHTO T-180

LAST REVISION DATE: DEC 2007	
GRAVEL SURFACE RESTORATION (NTS)	
CARLTON, OR	DETAIL NO. **303**



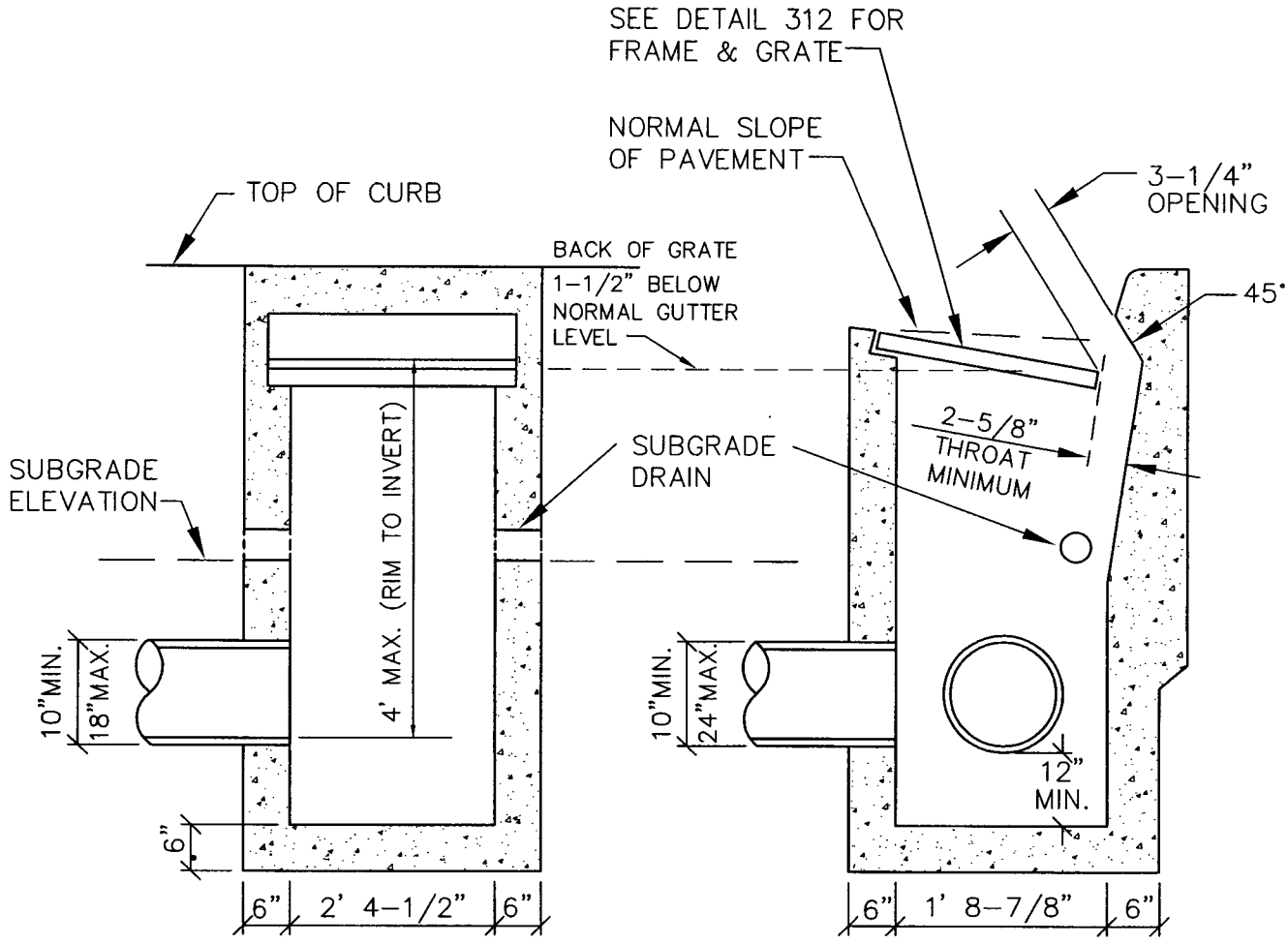
CLASS 'E'

UNIMPROVED & OPEN AREAS

NOTES:

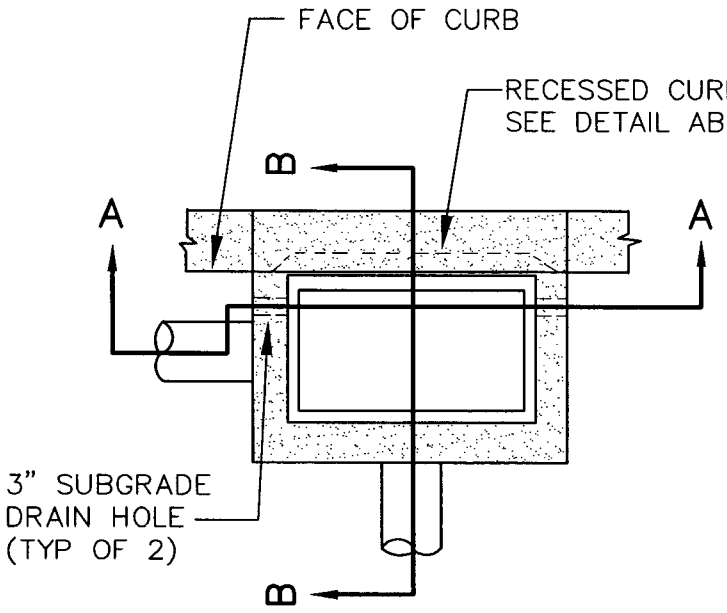
1. COMPACTION STANDARD WILL BE AASHTO T-180.

LAST REVISION DATE: DEC 2007	
NATIVE SURFACE RESTORATION (NTS)	
CARLTON, OR	DETAIL NO. **304**



SECTION A-A

SECTION B-B

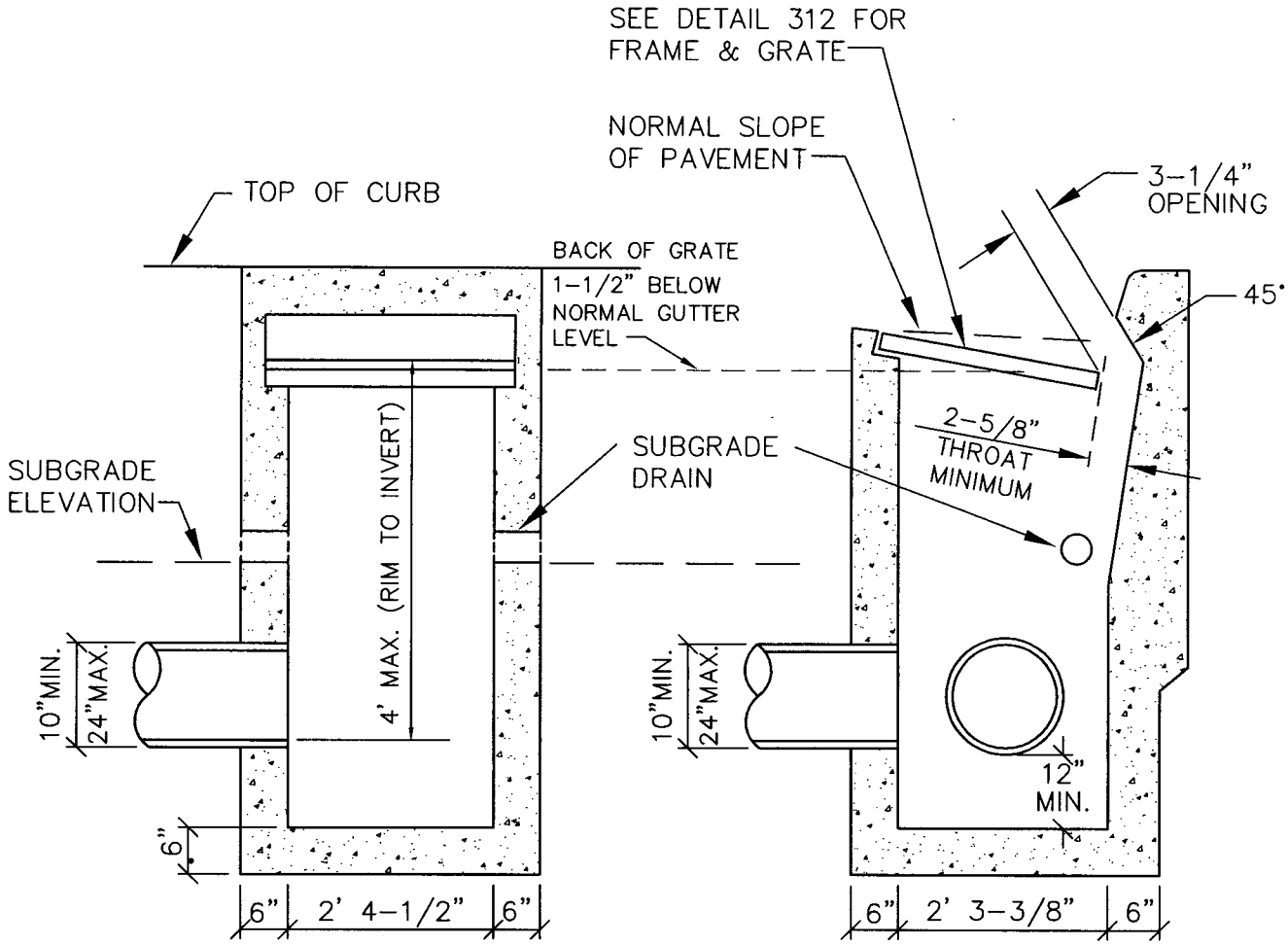


PLAN

NOTES:

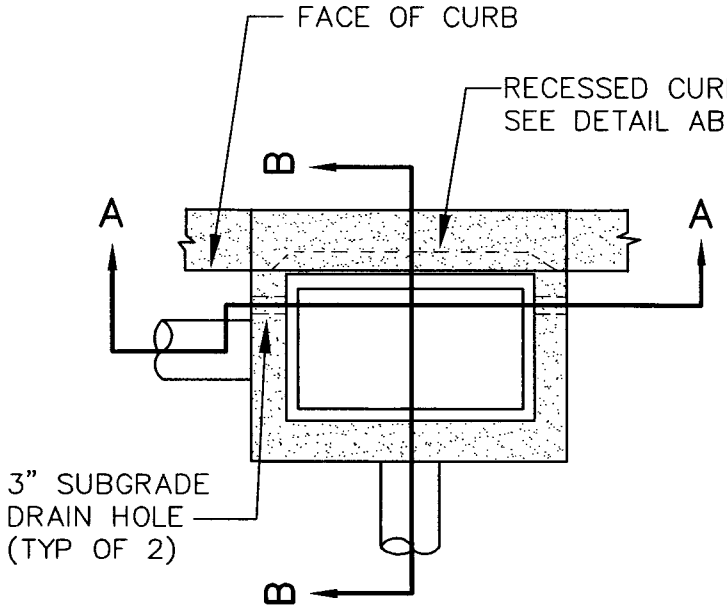
1. SEE CONSTRUCTION DRAWINGS FOR PIPE SIZE, LOCATION AND INVERT ELEVATION.
2. ALL CONCRETE TO BE 3300 PSI @ 28 DAYS.
3. MATCH EXISTING CURB UNLESS OTHERWISE NOTED.

LAST REVISION DATE: DEC 2007	
STANDARD SIDE-INLET GRATED CATCH BASIN (NTS)	
CARLTON, OR	DETAIL NO. 310



SECTION A-A

SECTION B-B

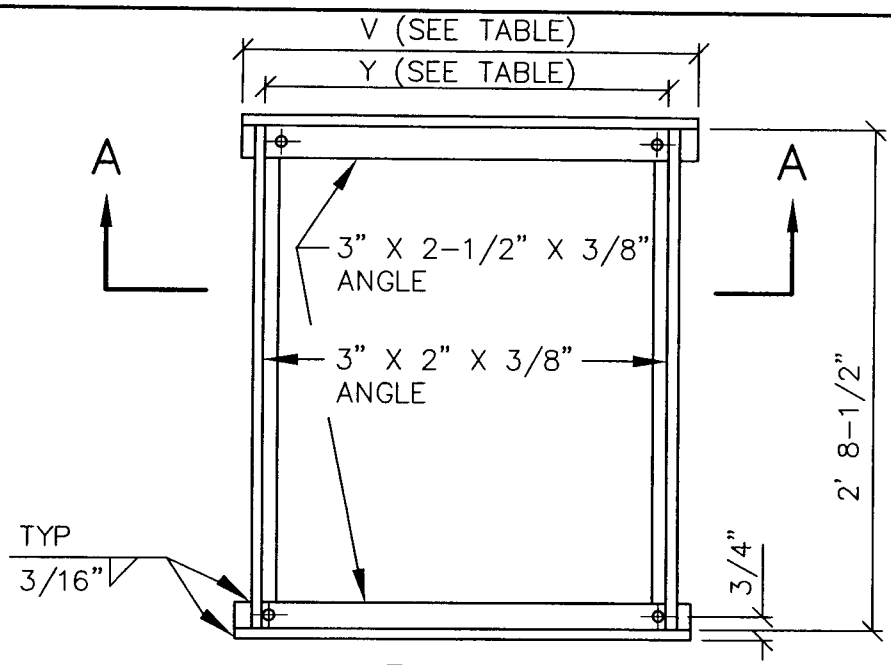


PLAN

NOTES:

1. SEE CONSTRUCTION DRAWINGS FOR PIPE SIZE, LOCATION AND INVERT ELEVATION.
2. ALL CONCRETE TO BE 3000 PSI @ 28 DAYS.
3. MATCH EXISTING CURB UNLESS OTHERWISE NOTED.

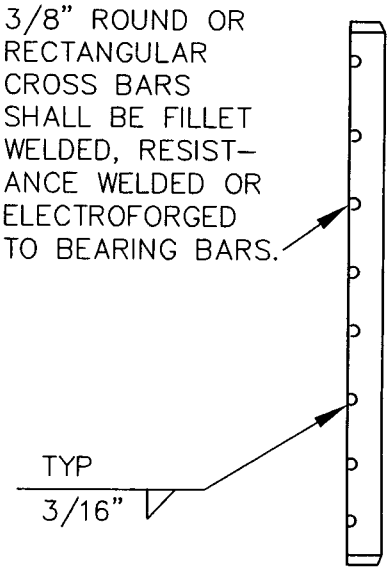
LAST REVISION DATE: DEC 2007	
OVERSIZE SIDE-INLET GRATED CATCH BASIN (NTS)	
CARLTON, OR	DETAIL NO. 311



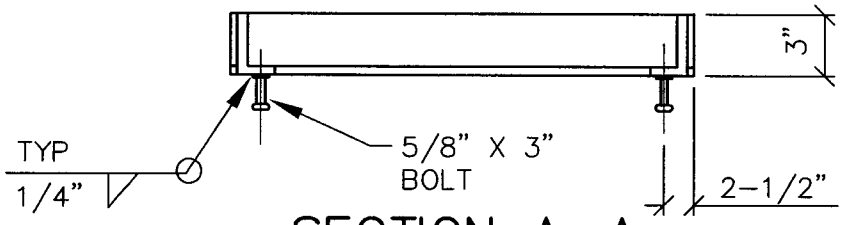
PLAN

NOTE:

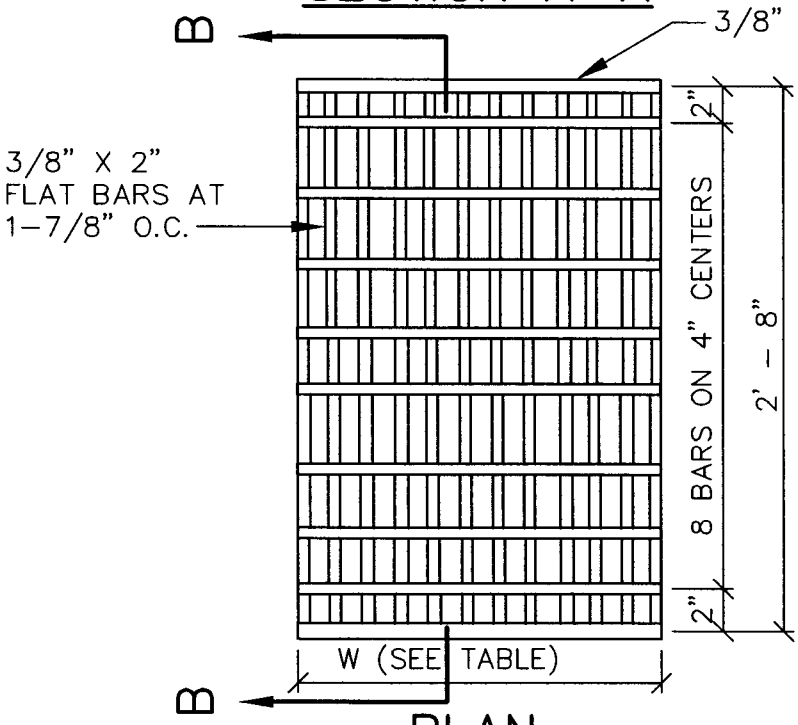
3/8" ROUND OR RECTANGULAR CROSS BARS SHALL BE FILLET WELDED, RESISTANCE WELDED OR ELECTROFORGED TO BEARING BARS.



SECTION B-B



SECTION A-A



PLAN

NOTE:

1. USE VERTICAL BEADS IN CORNERS, FILLET WELD JOINT ON BOTTOM OF FRAME. GRATE MUST REST FLAT ON FRAME SURFACE.
2. ALL STEEL SHALL BE ASTM A-36.

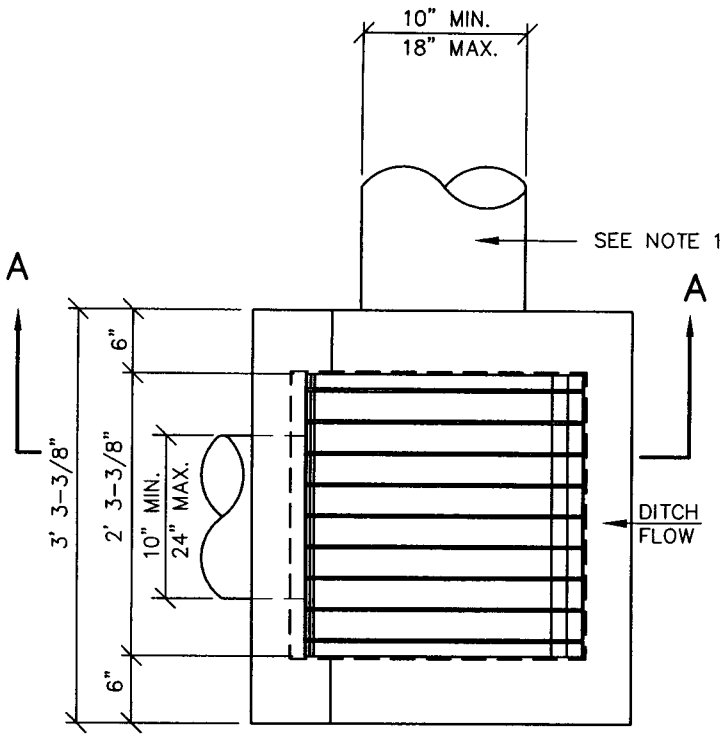
INLET TYPE	FRAME		GRATE		
	V	Y	W	NO. OF BARS	REMARKS
STANDARD	1' 10-3/4"	1' 9-3/8"	1'- 9"	12	1-GRATE
OVERSIZE	2' 4-3/4"	2' 3-3/8"	1' 1-1/2"	8	2-GRATES

LAST REVISION DATE: DEC 2007	

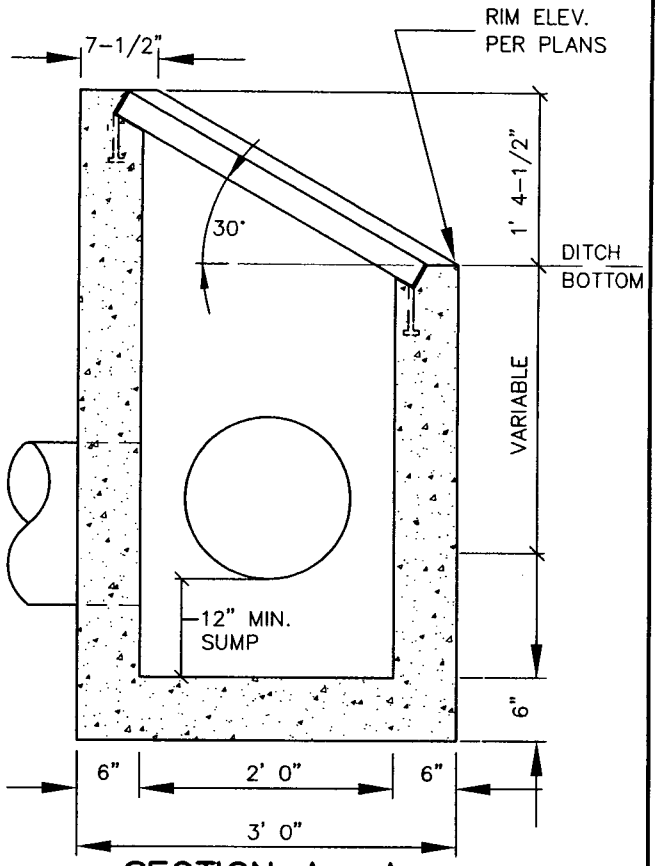
CATCH BASIN GRATE DETAILS

(NTS)

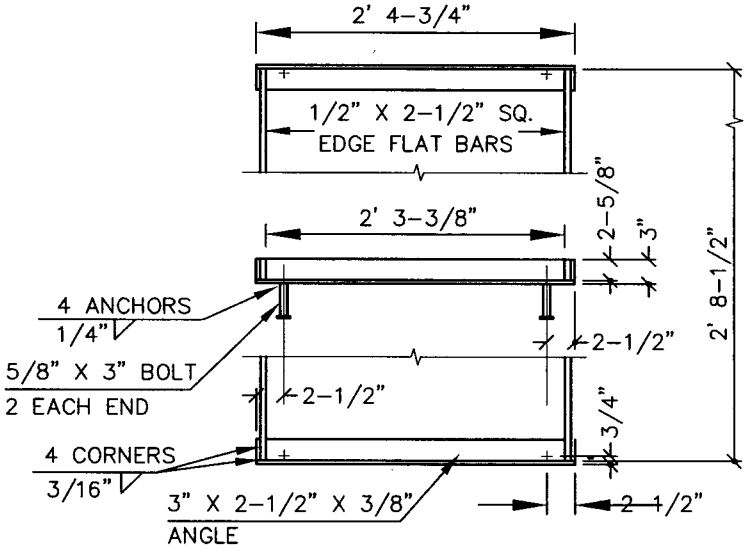
CARLTON, OR	DETAIL NO. 312

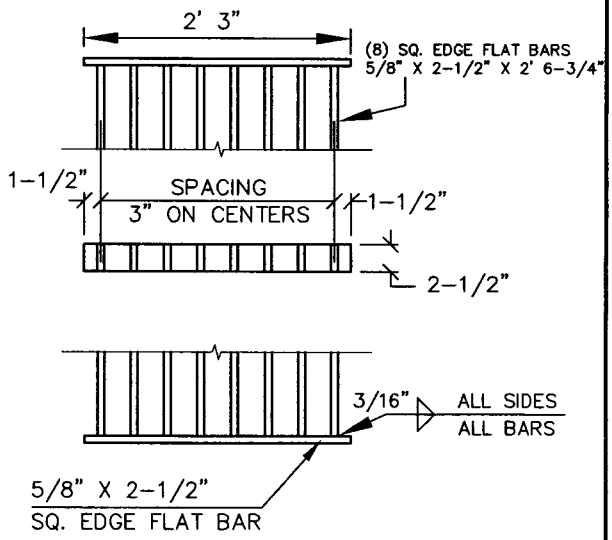


PLAN



SECTION A -A



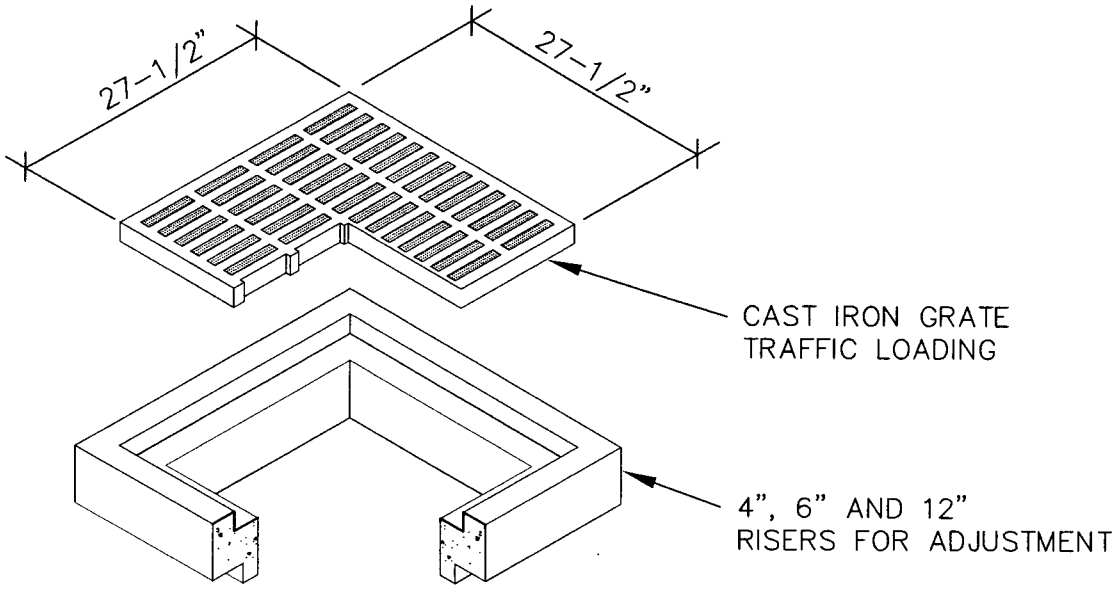


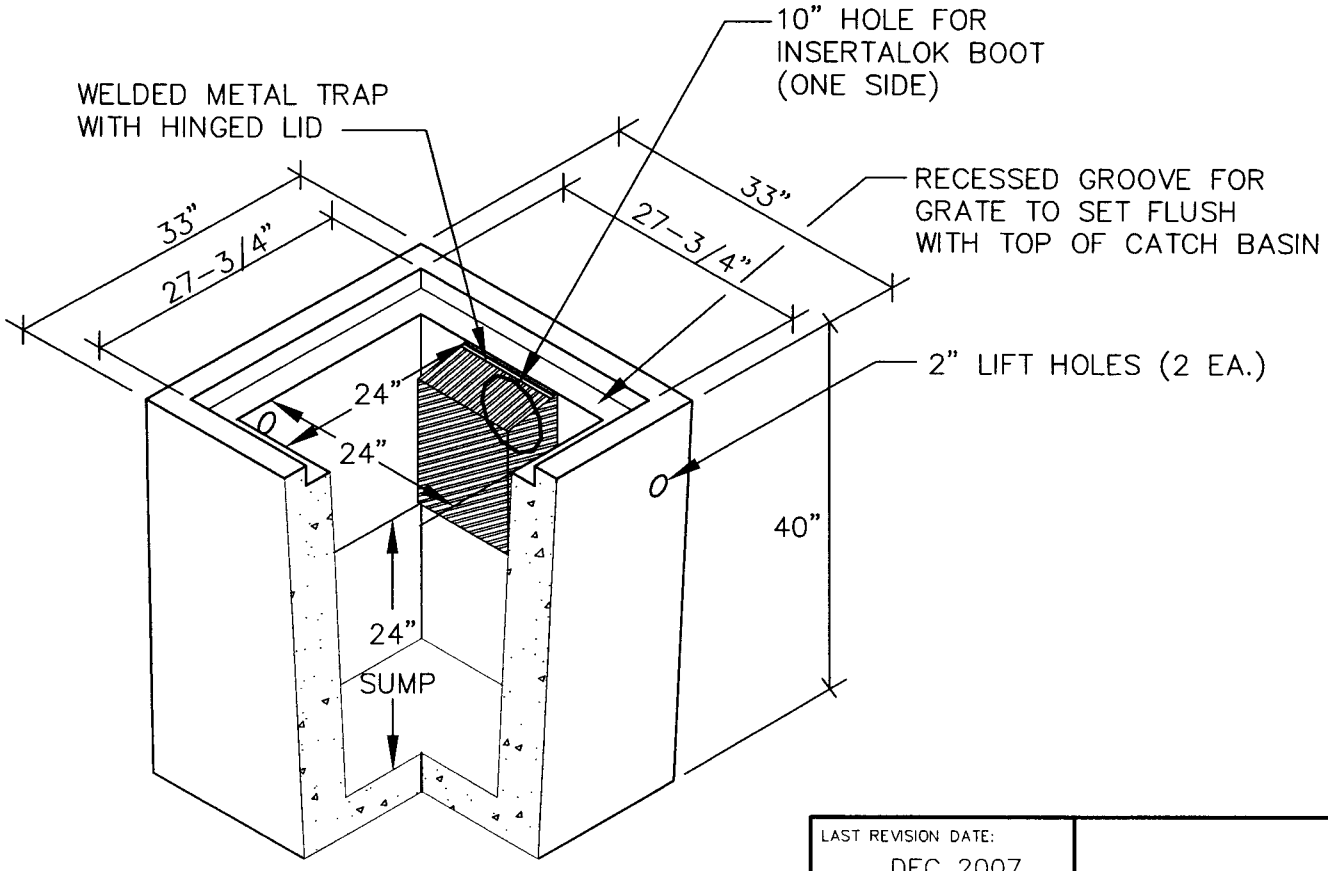
FRAME & GRATE

NOTES:

1. SEE CONSTRUCTION DRAWINGS FOR PIPE SIZE, LOCATION AND INVERT ELEVATION.
2. FRAME & GRATE SHALL BE ASTM A-36 STEEL, HOT-DIPPED GALV. AFTER CONSTRUCTION.
3. ALL CONCRETE TO BE 3000 PSI AT 28 DAYS.

LAST REVISION DATE: DEC 2007	
TYPE 3 DITCH INLET CATCH BASIN (NTS)	
CARLTON, OR	DETAIL NO. 313

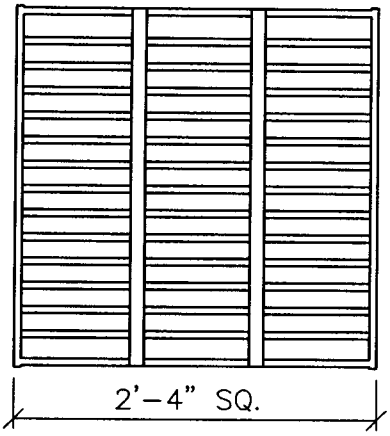




NOTES:

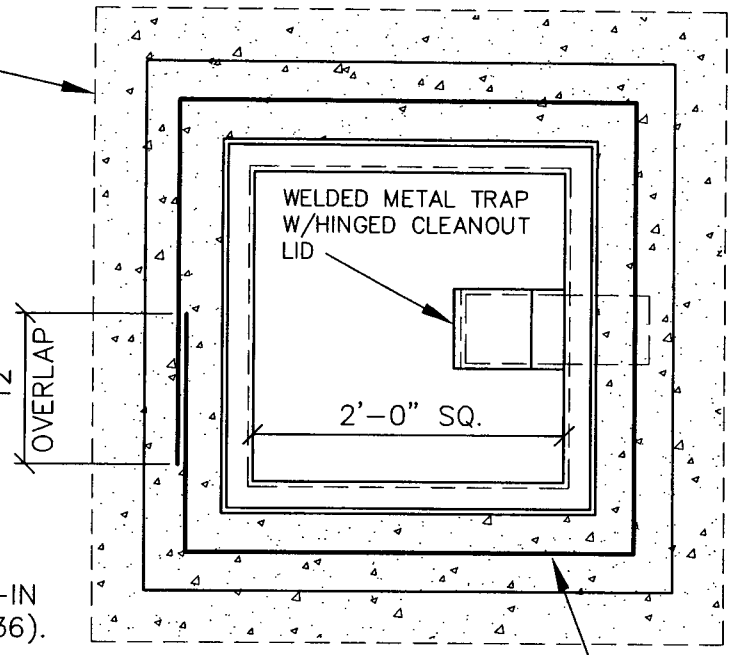
1. SEE CONSTRUCTION DRAWINGS FOR PIPE SIZE, LOCATION AND INVERT ELEVATION.
2. CONCRETE SHALL BE 3300 PSI @ 28 DAYS.
3. REBAR SHALL CONFORM TO ASTM A615 GRADE 60.
4. REBAR = #4 BARS @ 6" C.C.

LAST REVISION DATE: DEC 2007	
PARKING LOT CATCH BASIN (PRECAST CONCRETE) (NTS)	
CARLTON, OR	DETAIL NO. 315

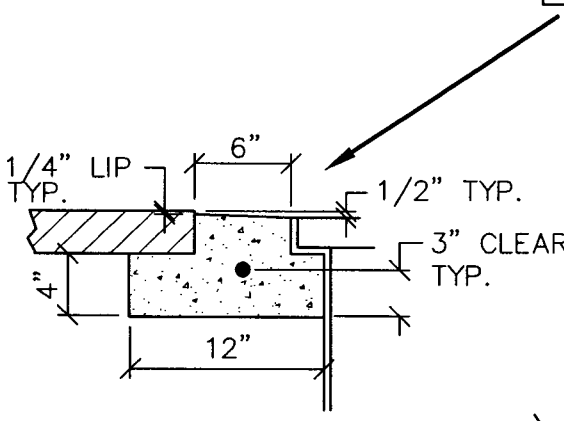


GRATE: WELDED STEEL DROP-IN BAR GRATE (ASTM A36).
END BARS: 1/2" X 2"
CROSS BARS: 1/2" X 2" @ 2" O.C.
BIKE STRAPS: 1/8" X 1" (2 REQ'D)
16,000 LB. UNIFORM LOAD CAPACITY

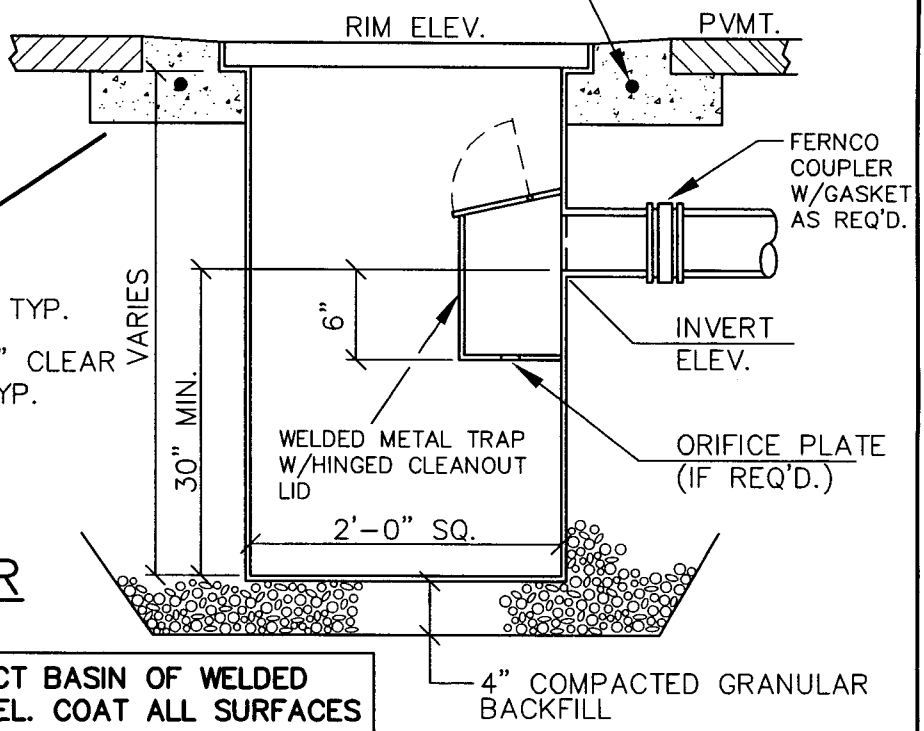
GRATE DETAIL



PLAN VIEW



CONCRETE COLLAR

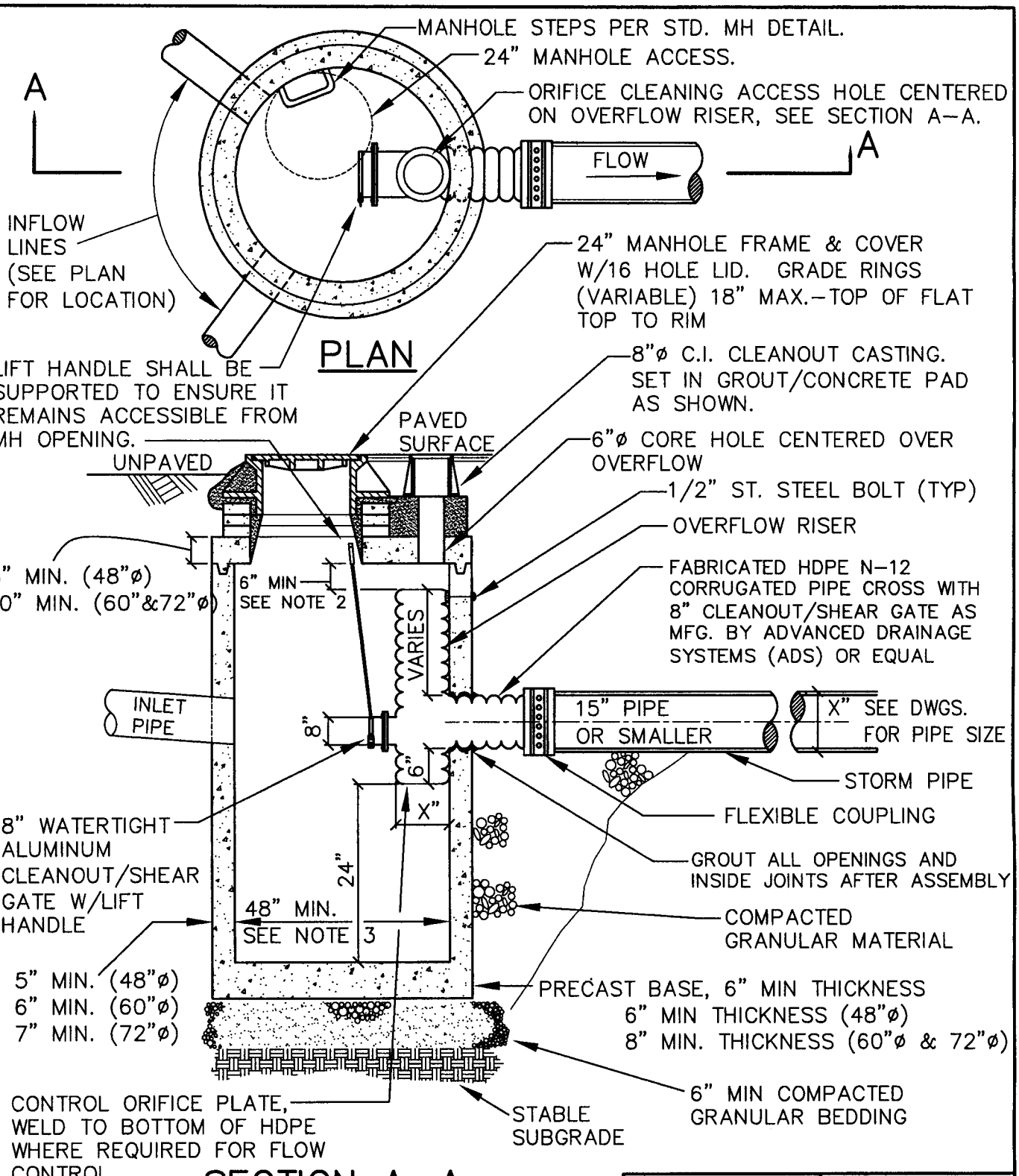


CONSTRUCT BASIN OF WELDED 1/4" STEEL. COAT ALL SURFACES WITH ASPHALTIC PAINT.

NOTES:

1. SEE CONSTRUCTION DRAWINGS FOR PIPE SIZE, LOCATION AND INVERT ELEVATION.
2. OUTLET: SIZE AS REQ'D. FOR INDICATED PIPE SIZE.
3. FOR JUNCTION BOX, REPLACE GRATE WITH 3/4" STEEL PLATE. DRILL ONE, 1" LIFTING HOLE, CENTERED IN ONE END OF THE PLATE. WELD SHIMS TO RIM AS REQUIRED TO RAISE PLATE TO RIM ELEVATION.

LAST REVISION DATE: DEC 2007	
PARKING LOT CATCH BASIN (LYNCH STYLE) (NTS)	
CARLTON, OR	DETAIL NO. 316

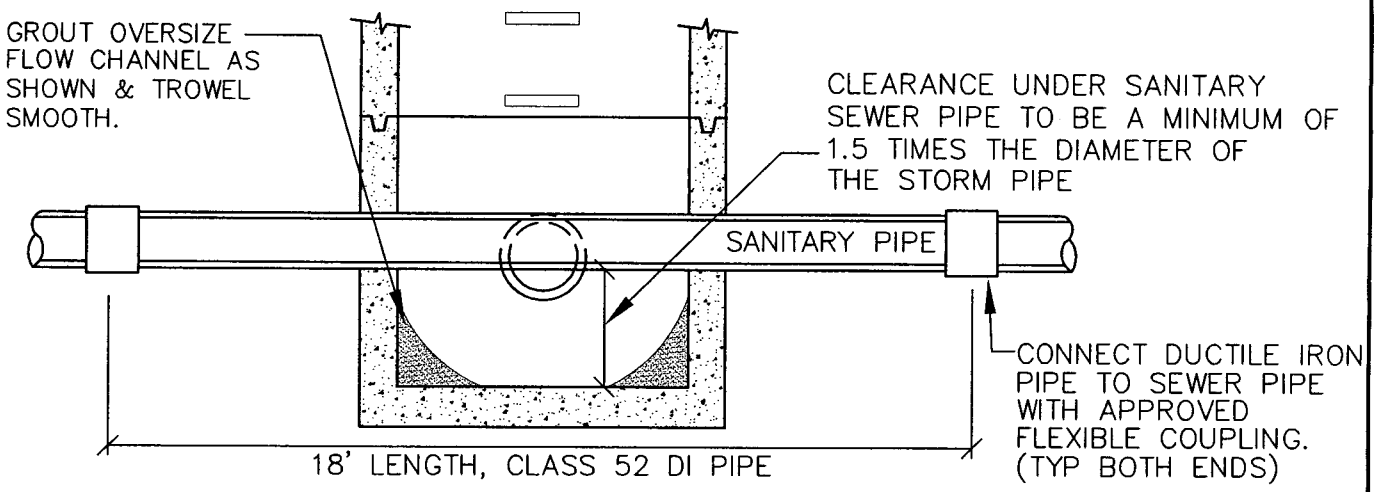


SECTION A–A

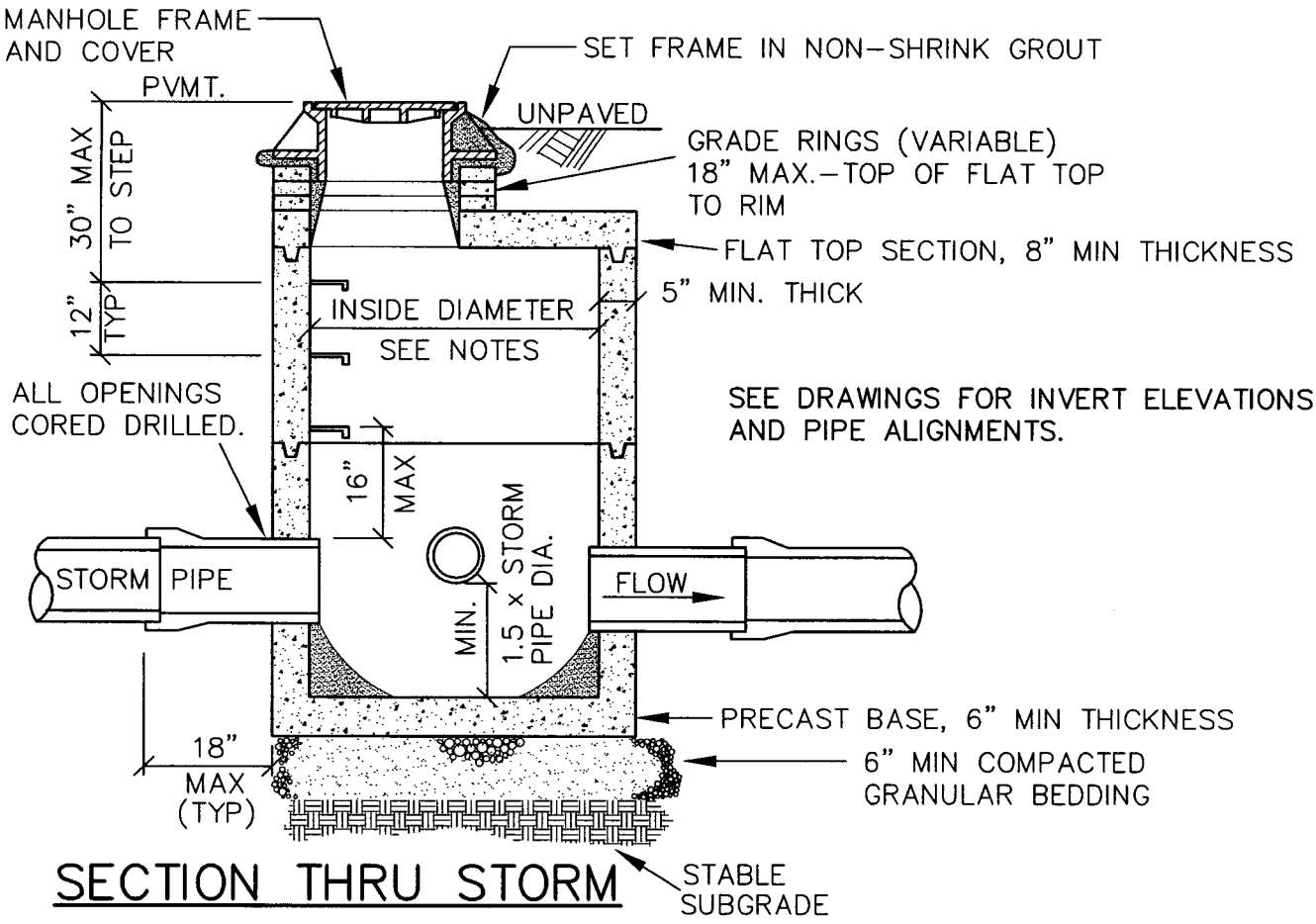
NOTES:

1. PRECAST SECTIONS SHALL CONFORM TO ASTM C–478.
2. DISTANCE FROM TOP OF OVERFLOW TO MH RIM SHALL BE BASED ON OVERFLOW CAPACITY CALC'S BY DESIGN ENGINEER (ASSUME ORIFICE CONTROL).
3. 60" MINIMUM DIA. MANHOLE REQUIRED FOR OUTLET PIPE LARGER THAN 15" OR INLET > 21".
4. ORIFICE CLEANING ACCESS TO BE 6" CORE HOLE THROUGH FLAT–TOP (CENTERED ON OVERFLOW) WITH CI CLEANOUT BOX GROUTED TO SLAB.

LAST REVISION DATE: MAR 2010	
POLLUTION/FLOW CONTROL MANHOLE W/OVERFLOW (NTS)	
CARLTON, OR	DETAIL NO. 320



SECTION THRU SANITARY SEWER

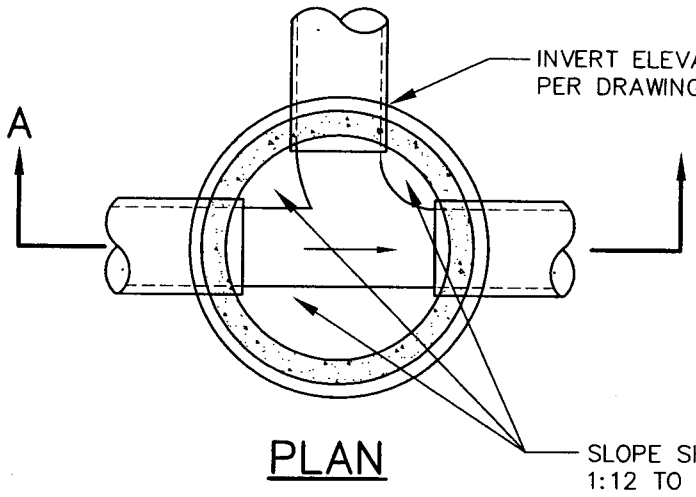


SECTION THRU STORM

NOTES:

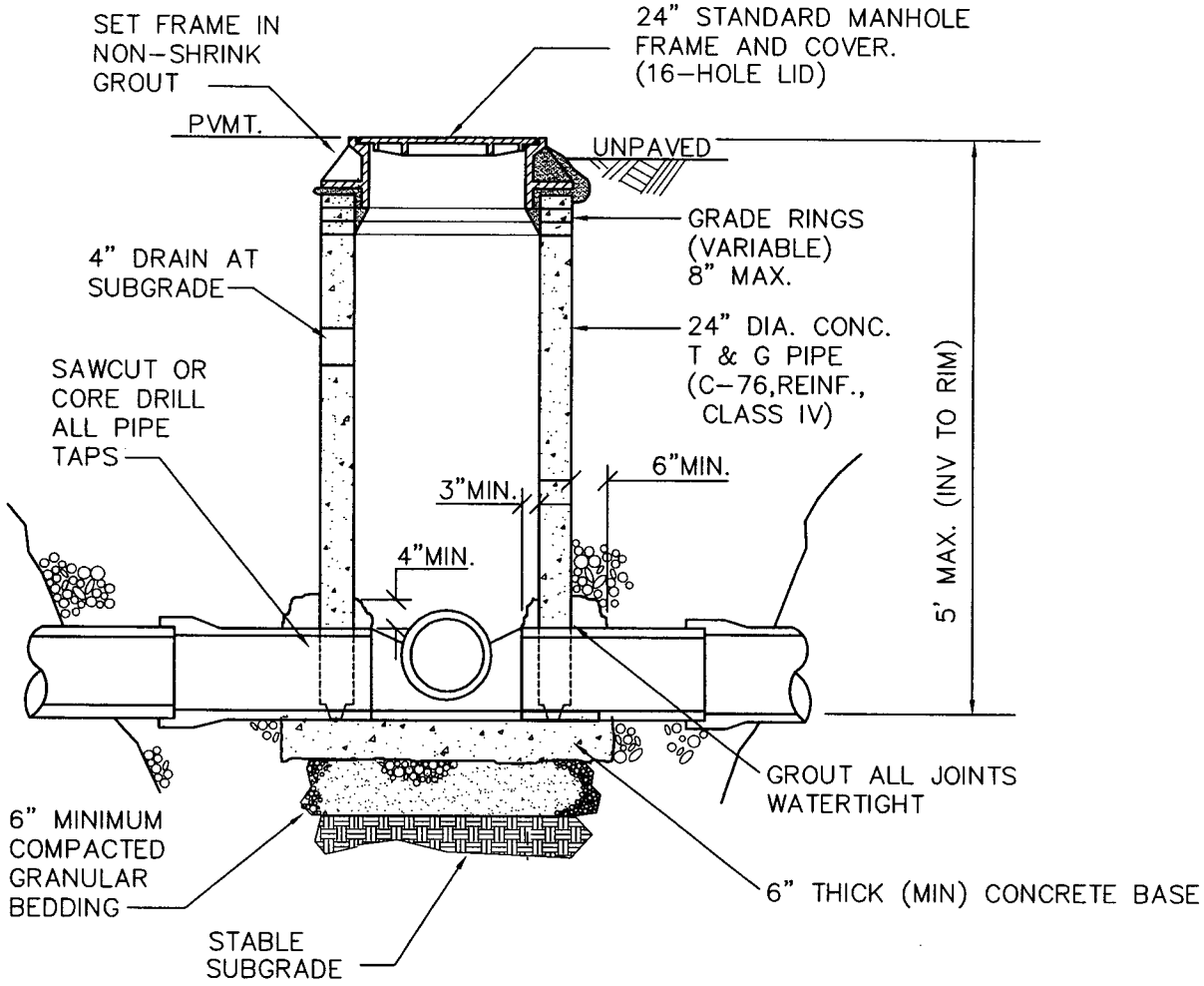
1. UNLESS OTHERWISE SHOWN ON DRAWINGS, USE 48" MANHOLE FOR SANITARY SEWER UP TO 12" DIA. & STORM DRAIN UP TO 18" DIAMETER.
2. PRECAST SECTIONS SHALL MEET OR EXCEED ASTM C-478. WATERTIGHT O-RING OR MASTIC KEYLOCK JOINTS REQUIRED.
3. STEPS TO BE FACTORY INSTALLED POLYPROPYLENE PLASTIC WITH GRADE 60 REINFORCING ROD.

LAST REVISION DATE: DEC 2007	
KUENZI MANHOLE (NTS)	
CARLTON, OR	DETAIL NO. 330



NOTE: PER ORS 92.044(7), MANHOLE MUST BE SET 1' MINIMUM CLEAR FROM ANY SURVEY MONUMENT

PLAN

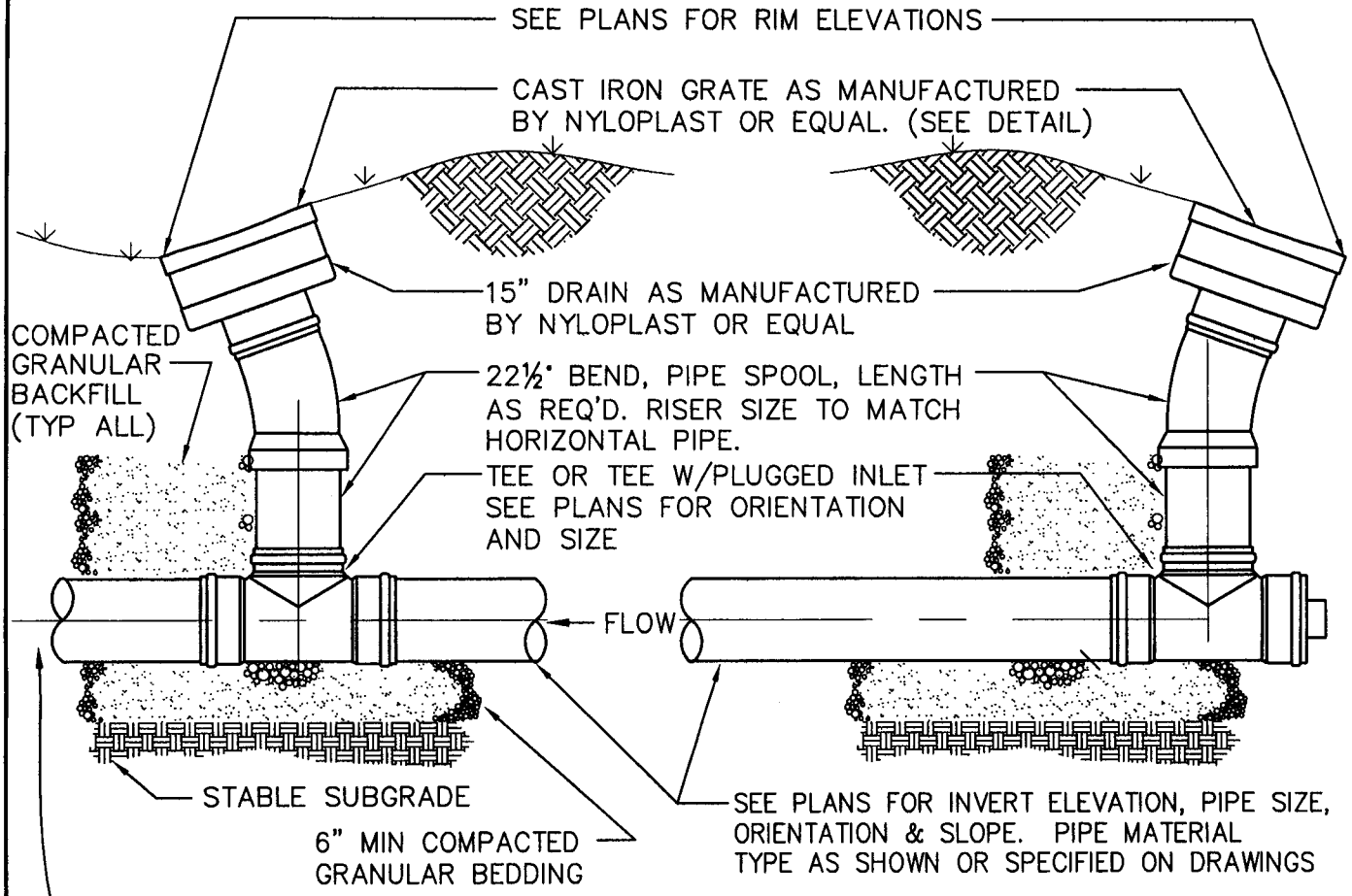


SECTION A-A

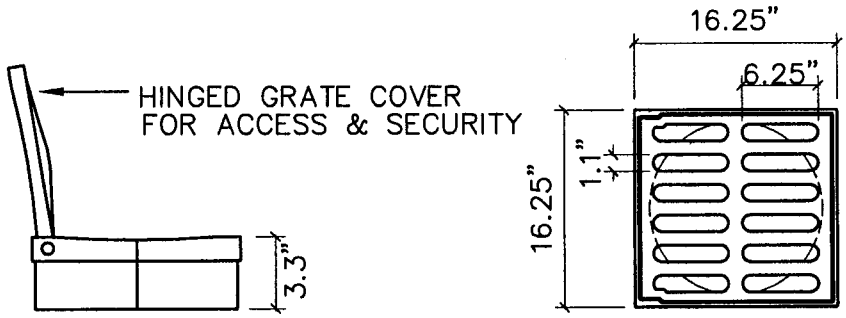
NOTE:

1. MAXIMUM PIPE NUMBER & DIAMETERS AS FOLLOWS:
   12" DIAMETER OR LESS - 4 MAXIMUM.
   15" DIAMETER - 2 MAXIMUM.
   ALL OTHER CONFIGURATIONS REQUIRE STANDARD MANHOLE.

LAST REVISION DATE: MAR 2008	
24" DIA. STORM MANHOLE (NTS)	
CARLTON, OR	DETAIL NO. 350



AREA DRAIN
NTS



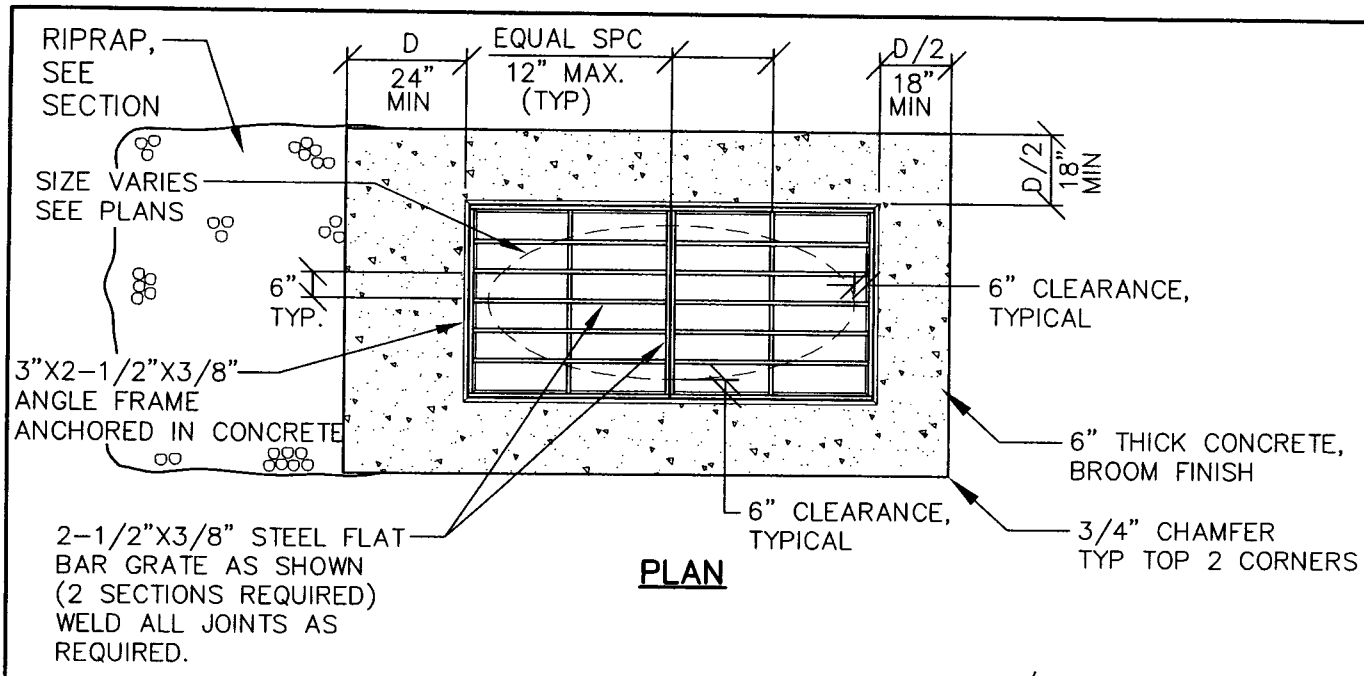
STANDARD

15" CAST IRON GRATE DETAIL
NTS

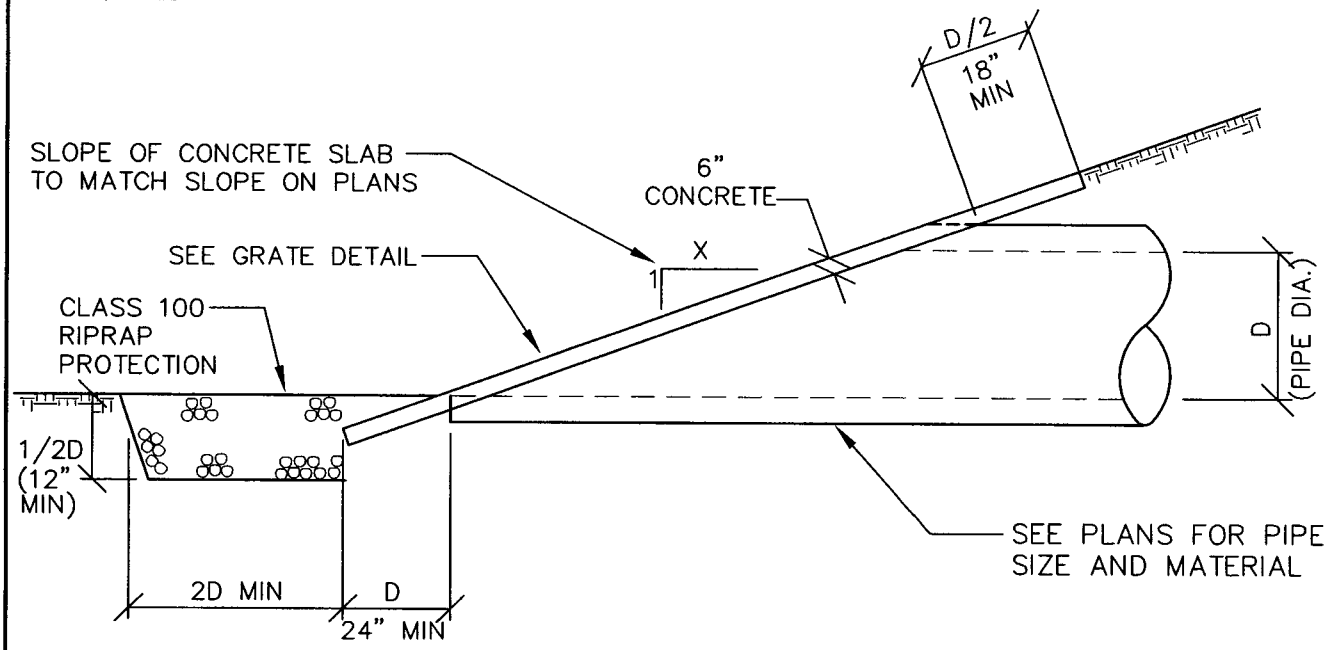
NOTES:

1. AREA DRAIN NOT FOR USE IN AREAS SUBJECT TO VEHICLE TRAFFIC.
2. USE WATERTIGHT GASKETED FITTINGS AND ADAPTORS FOR ALL PIPE CONNECTIONS.
3. ALL GRATES IN PEDESTRIAN AREAS SHALL CONFORM WITH ADA REQUIREMENTS, INCLUDING GRATE OPENING SIZE.

LAST REVISION DATE: JAN 2010	JO # STANDARD
PRIVATE AREA DRAIN, NON-TRAFFIC AREAS (NTS)	
CARLTON, OR	DETAIL NO. 355



PLAN



(NORMAL TO CL OF EMBANKMENT)

SECTION

NOTES:

1. SEE CONSTRUCTION DRAWINGS FOR PIPE SIZE, LOCATION AND INVERT ELEVATION.
2. FRAME AND GRATE SHALL BE ASTM A-36 STEEL, HOT DIP GALVANIZED AFTER CONSTRUCTION.
3. ALL CONCRETE TO BE 3300 PSI AT 28 DAYS.

LAST REVISION DATE: DEC 2007	
CONCRETE PIPE END CAP WITH GRATE (NTS)	
CARLTON, OR	DETAIL NO. 362

STORM SEWER MANDREL TEST REPORT

Project Location: (City)	Project Name:
Inspector: (Print)	Date: (Separate Report Required for Each Test Session)
Mandrel Diameters Verified? Yes / No	

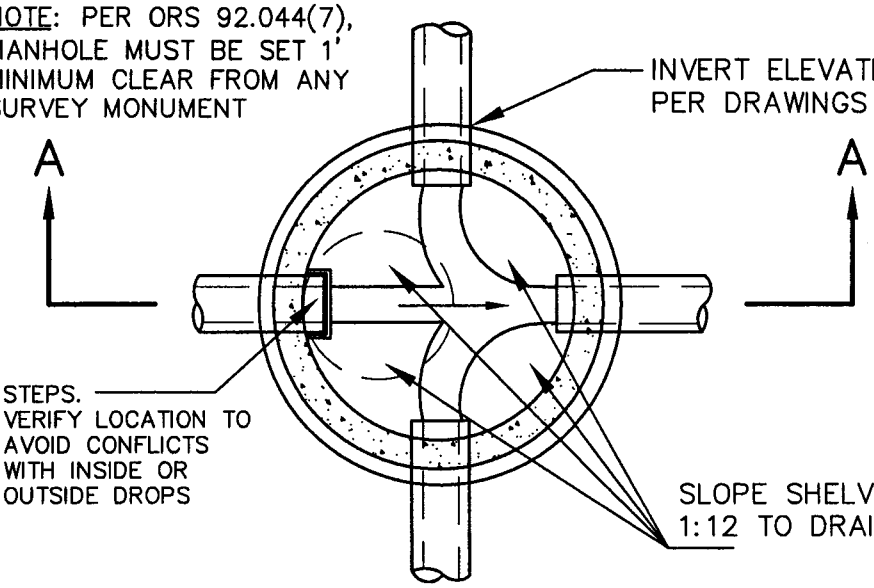
Station (& Manhole #)		Size & Material	Length (ft)	Results	Backfill Compaction Completed?	Date Sewer Flushed & Cleaned	Comments
From	To						
				Pass / Fail	Yes / No		
				Pass / Fail	Yes / No		
				Pass / Fail	Yes / No		
				Pass / Fail	Yes / No		
				Pass / Fail	Yes / No		
				Pass / Fail	Yes / No		
				Pass / Fail	Yes / No		
				Pass / Fail	Yes / No		
				Pass / Fail	Yes / No		
				Pass / Fail	Yes / No		
				Pass / Fail	Yes / No		

1. Mandrel testing shall conducted on a manhole to manhole (or cleanout) basis and shall be done after the line has been completely flushed out with water.

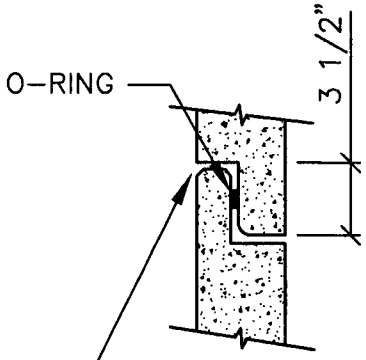
2. Mandrel testing shall be conducted after trench backfill and compaction has been completed.

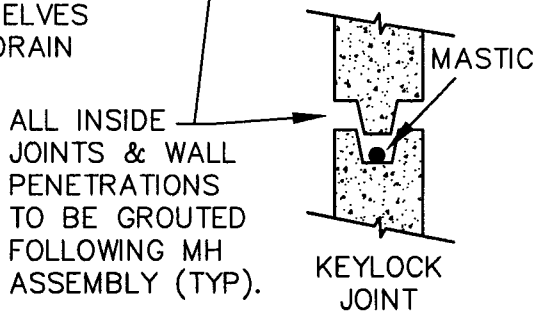
3. The mandrel diameter shall be 95% of the pipe initial inside diameter. The inspector shall verify the diameter of each mandrel used during each test session.

NOTE: PER ORS 92.044(7), MANHOLE MUST BE SET 1' MINIMUM CLEAR FROM ANY SURVEY MONUMENT



PLAN





FLAT TOP MH'S SHALL BE USED FOR ALL MANHOLES LESS THAN 6' RIM TO INVERT

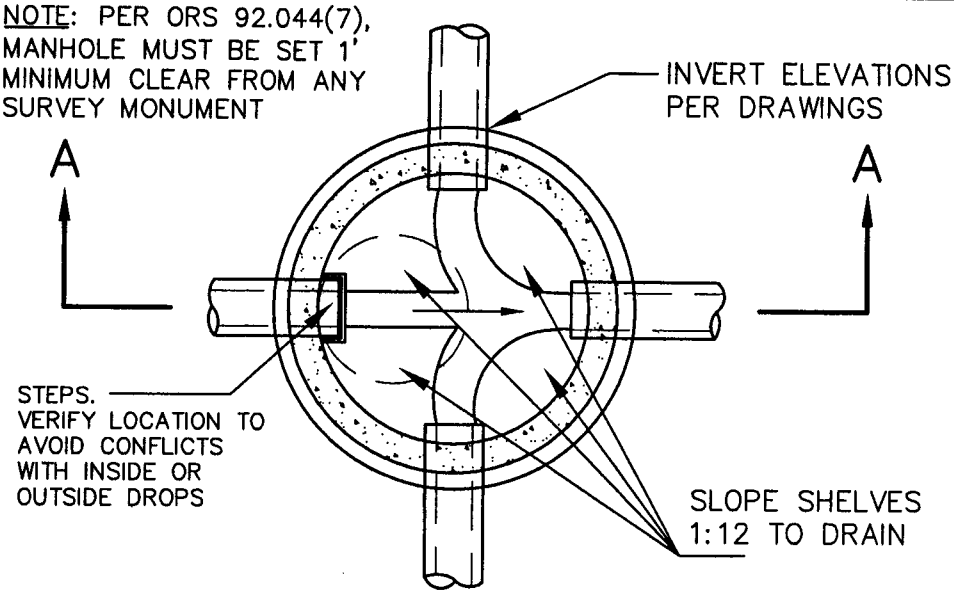
SECTION A-A

NOTES:

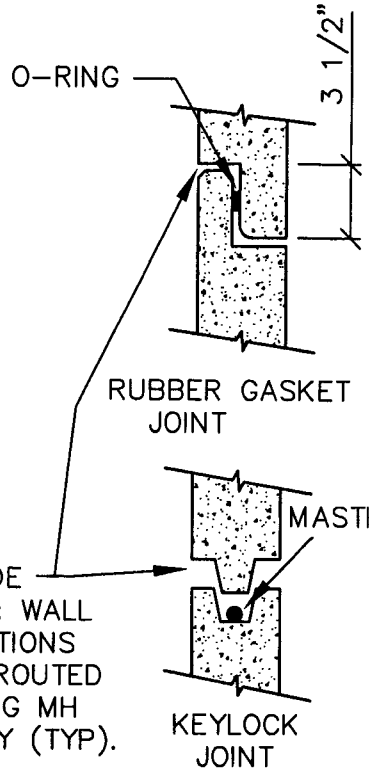
1. PRECAST SECTIONS SHALL MEET OR EXCEED ASTM C-478.
2. WATERTIGHT O-RING OR MASTIC KEYLOCK JOINTS REQUIRED.
3. STEPS TO BE FACTORY INSTALLED POLYPROPYLENE PLASTIC WITH GRADE 60 REINFORCING ROD.

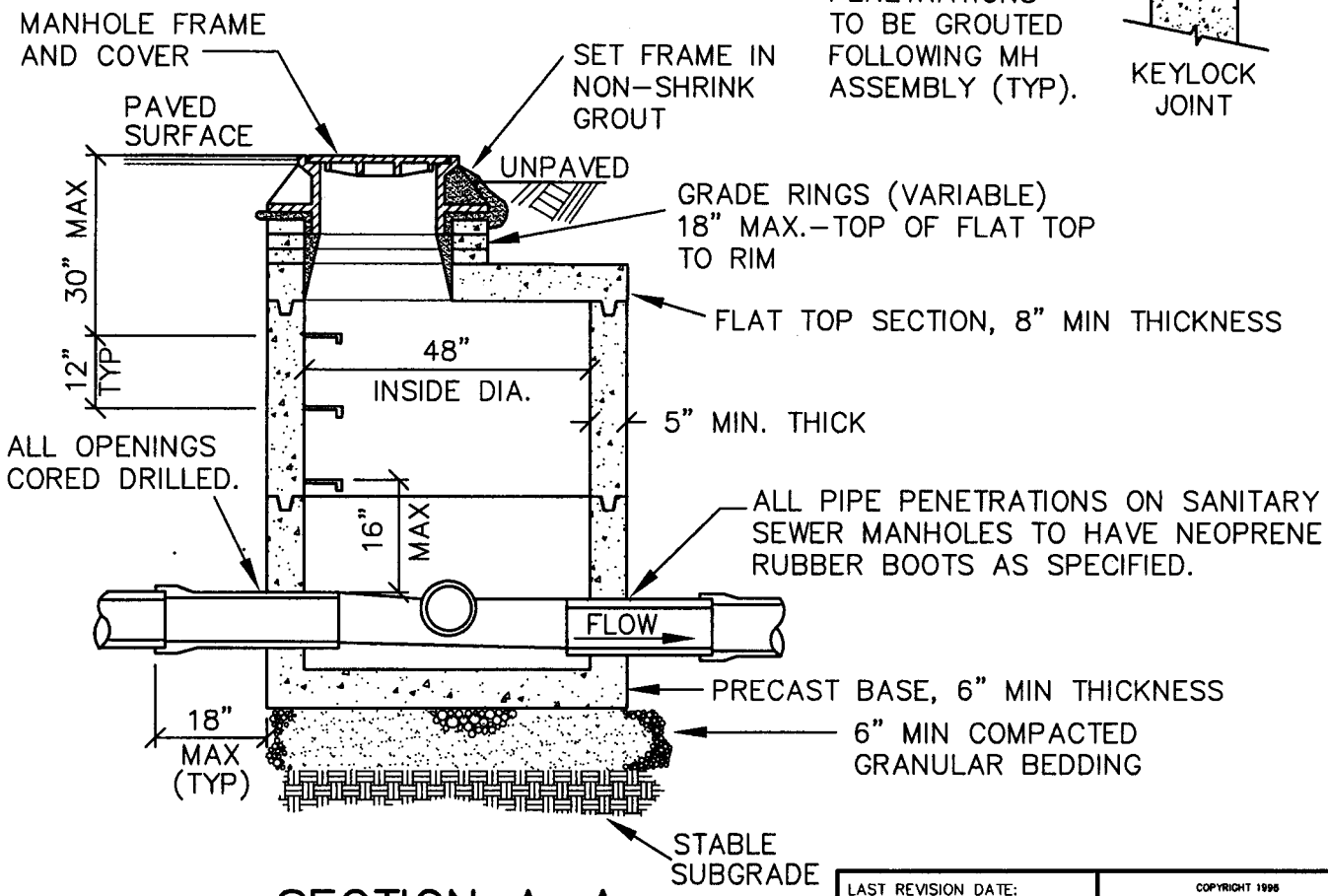
LAST REVISION DATE: JAN 2010	
STANDARD MANHOLE FOR 21" PIPE AND SMALLER (NTS)	
CARLTON, OR	DETAIL NO. 401

NOTE: PER ORS 92.044(7), MANHOLE MUST BE SET 1' MINIMUM CLEAR FROM ANY SURVEY MONUMENT



PLAN



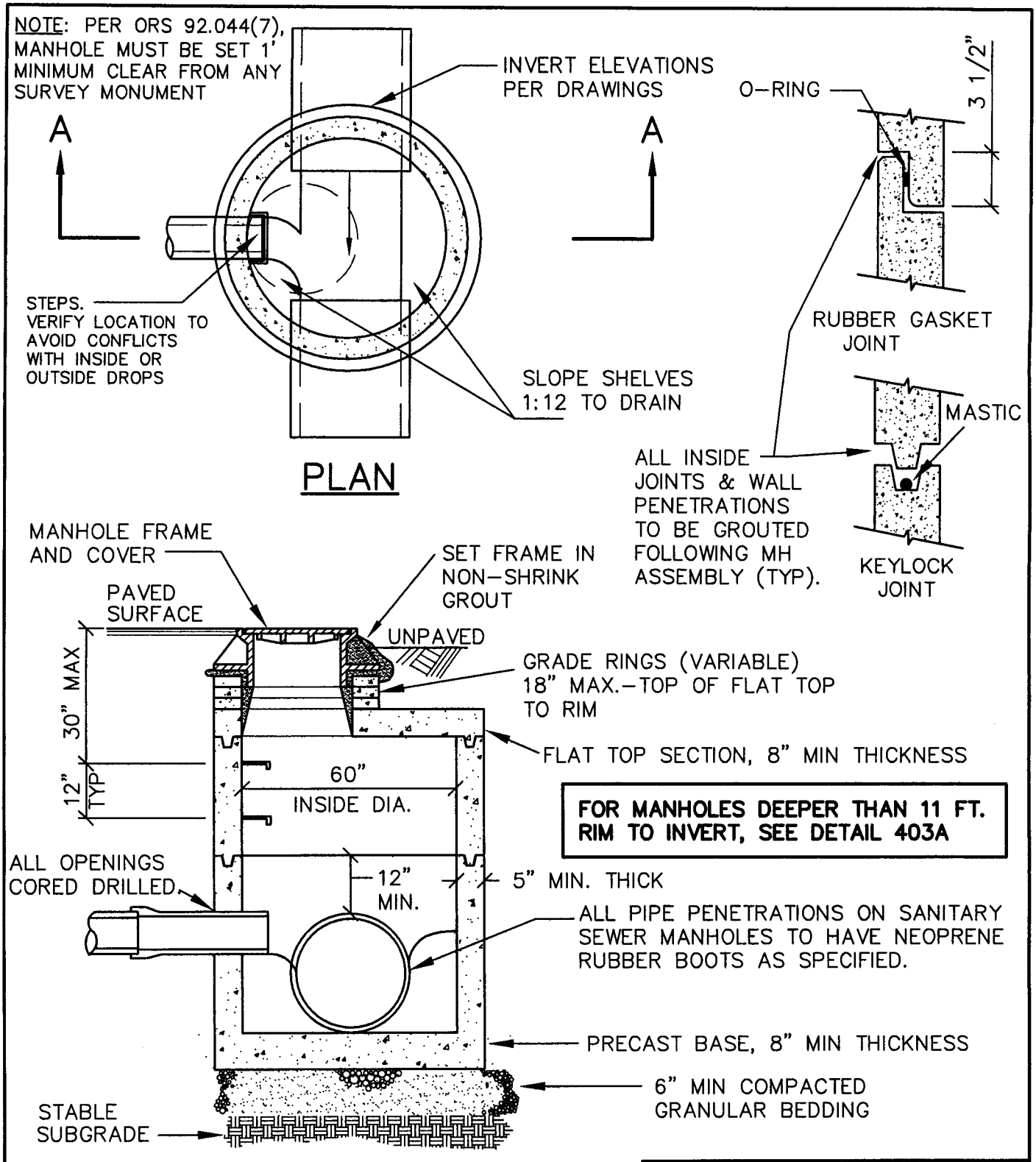


SECTION A-A

NOTES:

1. PRECAST SECTIONS SHALL MEET OR EXCEED ASTM C-478.
2. WATERTIGHT O-RING OR MASTIC KEYLOCK JOINTS REQUIRED.
3. STEPS TO BE FACTORY INSTALLED POLYPROPYLENE PLASTIC WITH GRADE 60 REINFORCING ROD.

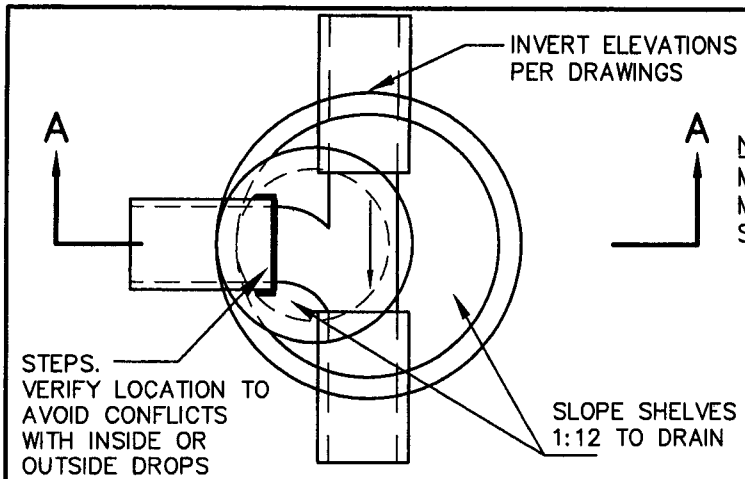
LAST REVISION DATE: JAN 2010	
FLAT TOP MANHOLE FOR 21" PIPE AND SMALLER (NTS)	
CARLTON, OR	DETAIL NO. 402



NOTES:

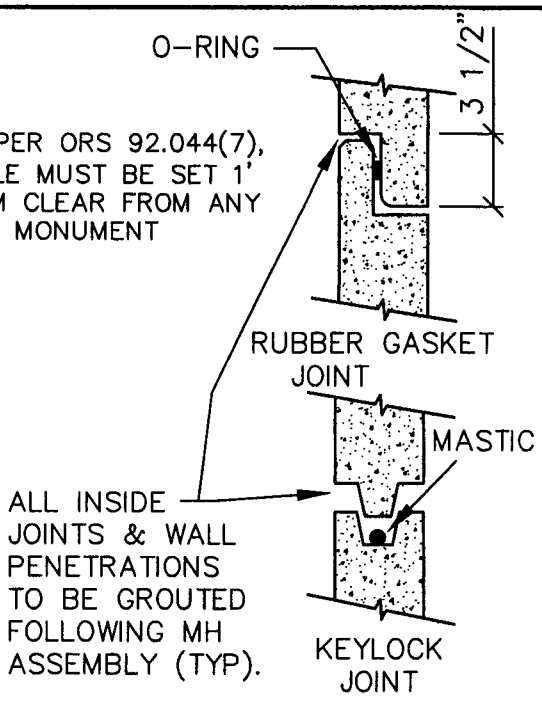
1. PRECAST SECTIONS SHALL MEET OR EXCEED ASTM C-478.
2. WATERTIGHT O-RING OR MASTIC KEYLOCK JOINTS REQUIRED.
3. STEPS TO BE FACTORY INSTALLED POLYPROPYLENE PLASTIC WITH GRADE 60 REINFORCING ROD.

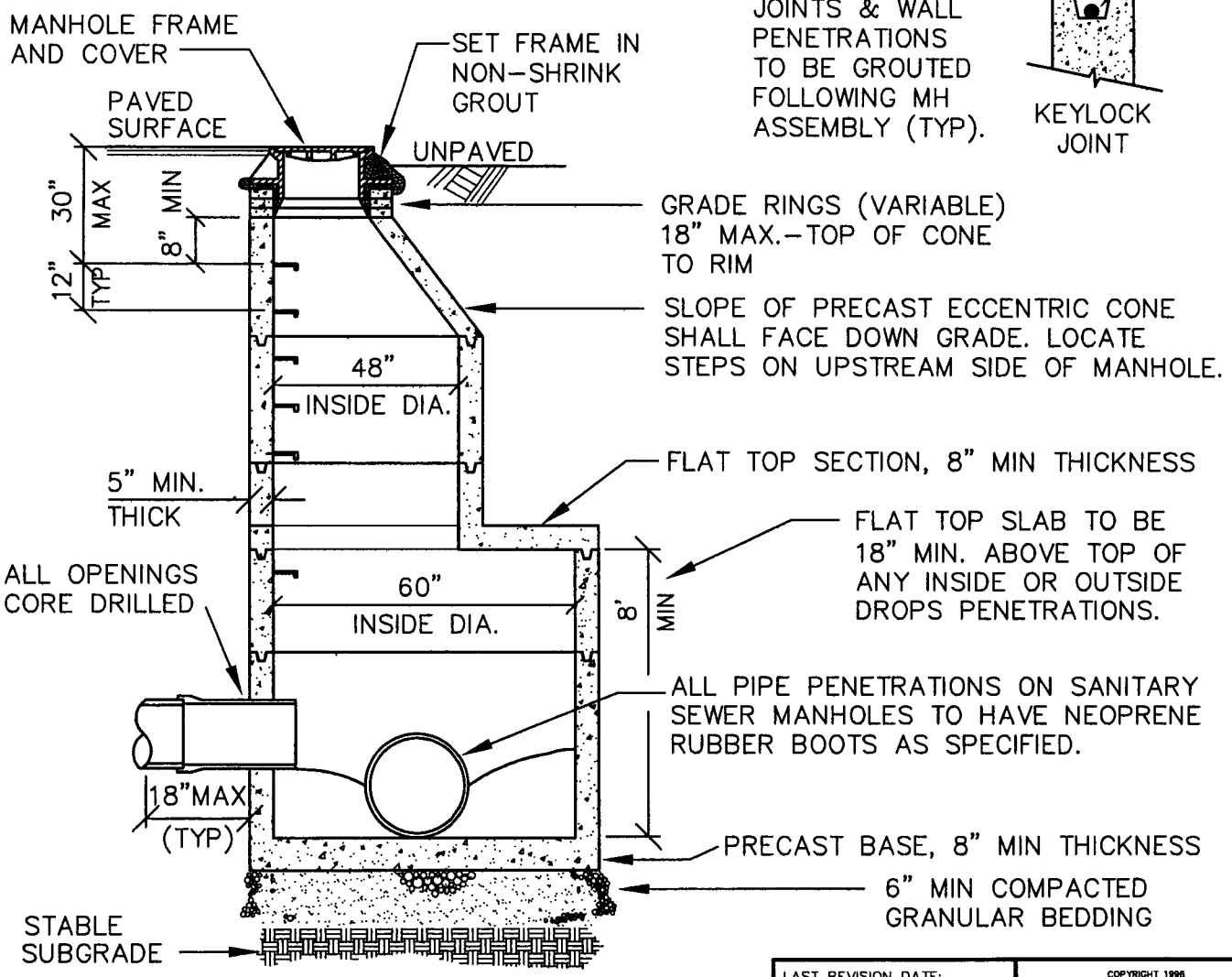
LAST REVISION DATE: JAN 2010	
MANHOLE FOR 24" AND 27" PIPE (NTS)	
CARLTON, OR	DETAIL NO. 403



PLAN

NOTE: PER ORS 92.044(7), MANHOLE MUST BE SET 1' MINIMUM CLEAR FROM ANY SURVEY MONUMENT



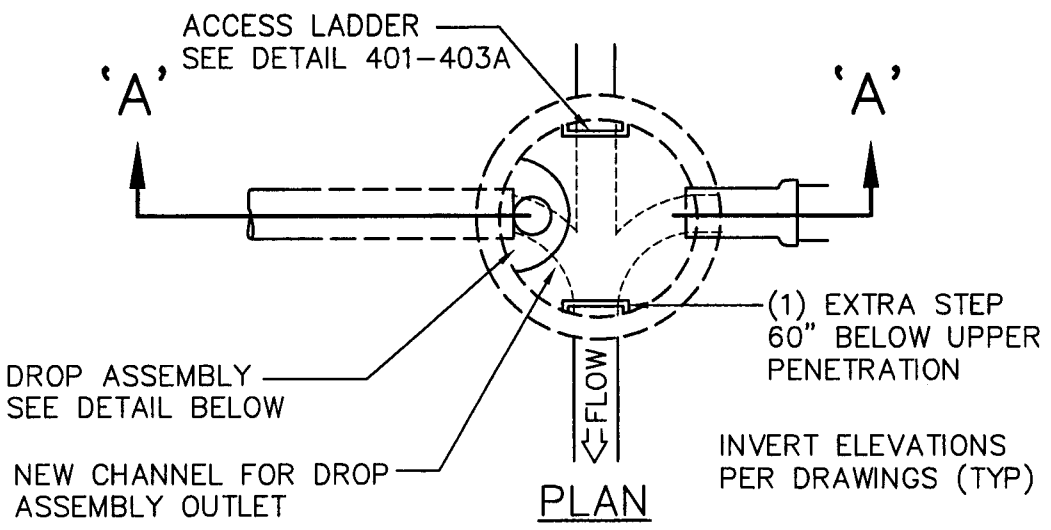


SECTION A-A

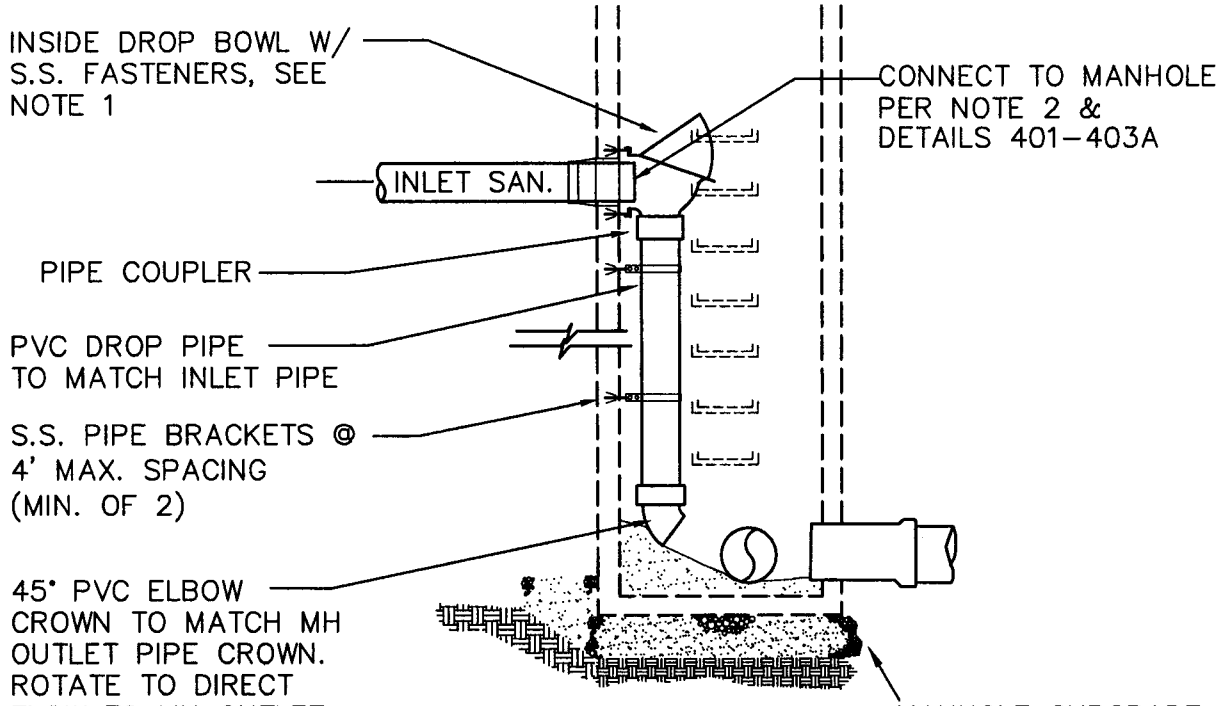
NOTES:

1. PRECAST SECTIONS SHALL MEET OR EXCEED ASTM C-478.
2. WATERTIGHT O-RING OR MASTIC KEYLOCK JOINTS REQUIRED.
3. STEPS TO BE FACTORY INSTALLED POLYPROPYLENE PLASTIC WITH GRADE 60 REINFORCING ROD.

LAST REVISION DATE: JAN 2010	
DEEP MANHOLE FOR 24" AND 27" PIPE (NTS)	
CARLTON, OR	DETAIL NO. 403A



PLAN

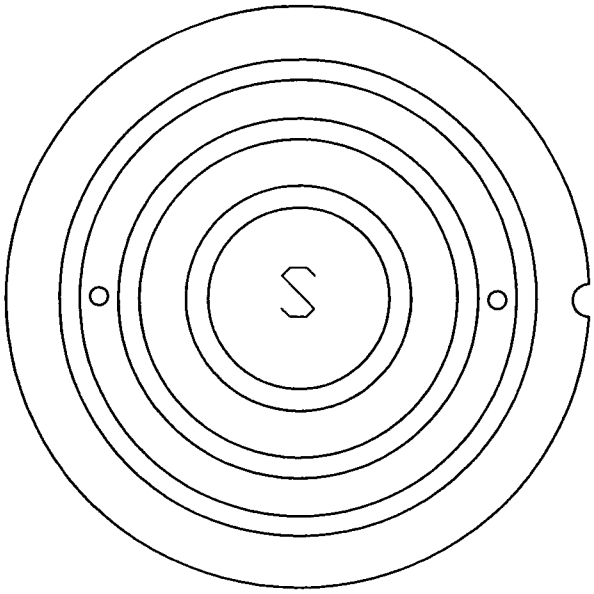


ELEVATION 'A'-'A'

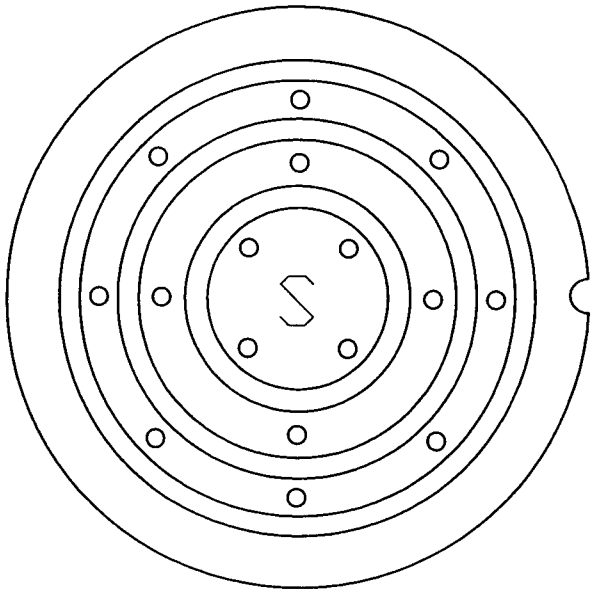
NOTES:

1. ALL INSIDE DROPS MUST BE APPROVED ON A CASE BY CASE BASIS BY THE PUBLIC WORKS SUPERINTENDANT. MINIMUM 60" DIAMETER MANHOLE REQUIRED FOR INSIDE DROPS UNLESS OTHERWISE APPROVED IN WRITING BY THE PUBLIC WORKS SUPERINTENDANT.
2. "RELINER" INSIDE DROP BOWL BY DURAN, INC. OR APPROVED EQUIVALENT. FOR INLET PIPES WITH SLOPES GREATER THAN 5%, PROVIDE BOWL WITH OPTIONAL HOOD.
3. ALL PIPE PENETRATIONS SHALL HAVE NEOPRENE RUBBER BOOTS. MANHOLE BASE, BARREL & TOP TO CONFORM WITH DETAILS 401-403A.

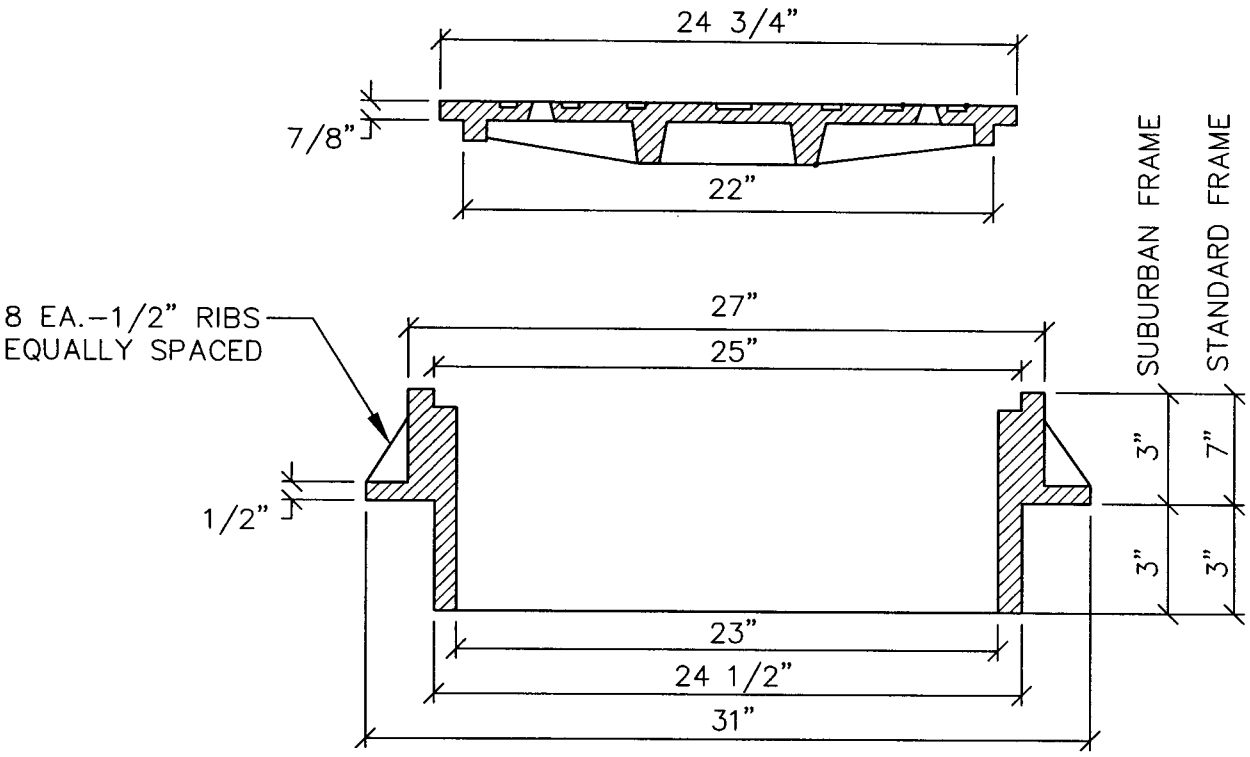
LAST REVISION DATE: JAN 2010	
NSIDE DROP CONNECTION FOR SANITARY SEWER MANHOLE (NTS)	
CARLTON, OR	DETAIL NO. 404



SANITARY



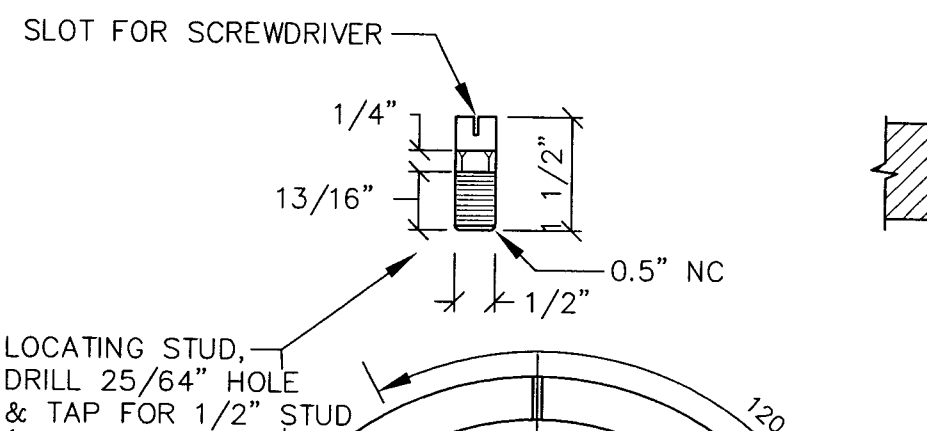
STORM

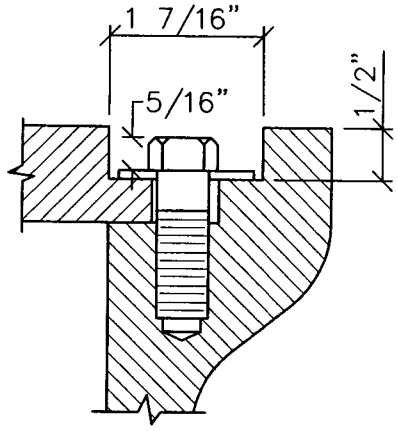


NOTES:

1. COVER AND FRAME SHALL BE GRAY CAST IRON ASTM A-48, CLASS 30.
2. COVER AND FRAME TO BE MACHINED TO A TRUE BEARING ALL AROUND.
3. NOTCH LID FOR LIFTING HOOK.

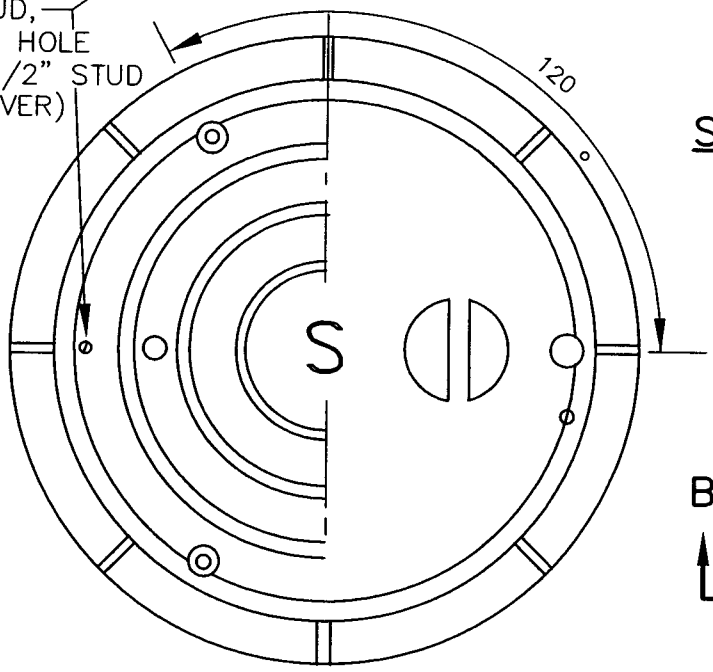
LAST REVISION DATE: DEC 2007	
MANHOLE FRAME AND COVER (STANDARD AND SUBURBAN) (NTS)	
CARLTON, OR	DETAIL NO. 405



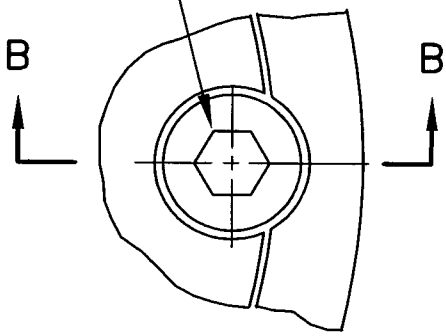


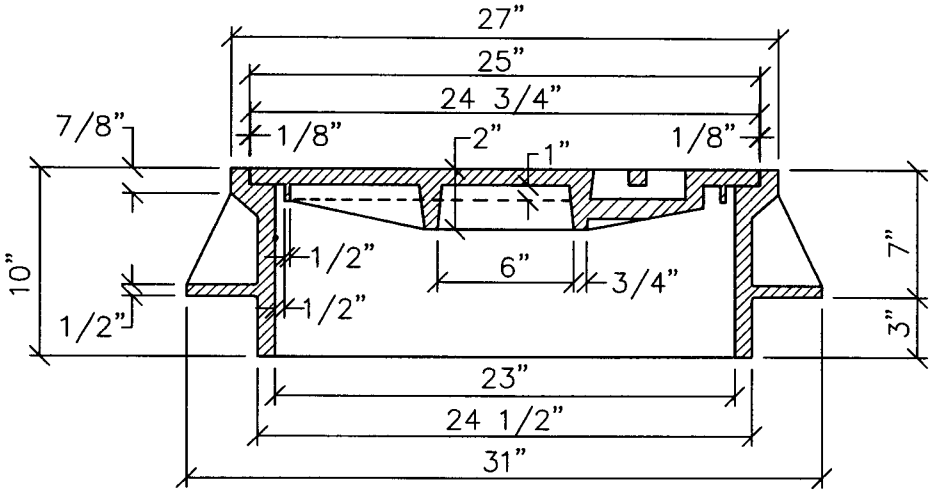
SECTION B–B

LOCATING STUD, DRILL 25/64" HOLE & TAP FOR 1/2" STUD (ONE PER COVER)



1/2"–13NCx1" STAINLESS STEEL HEX HEAD CAP SCREW



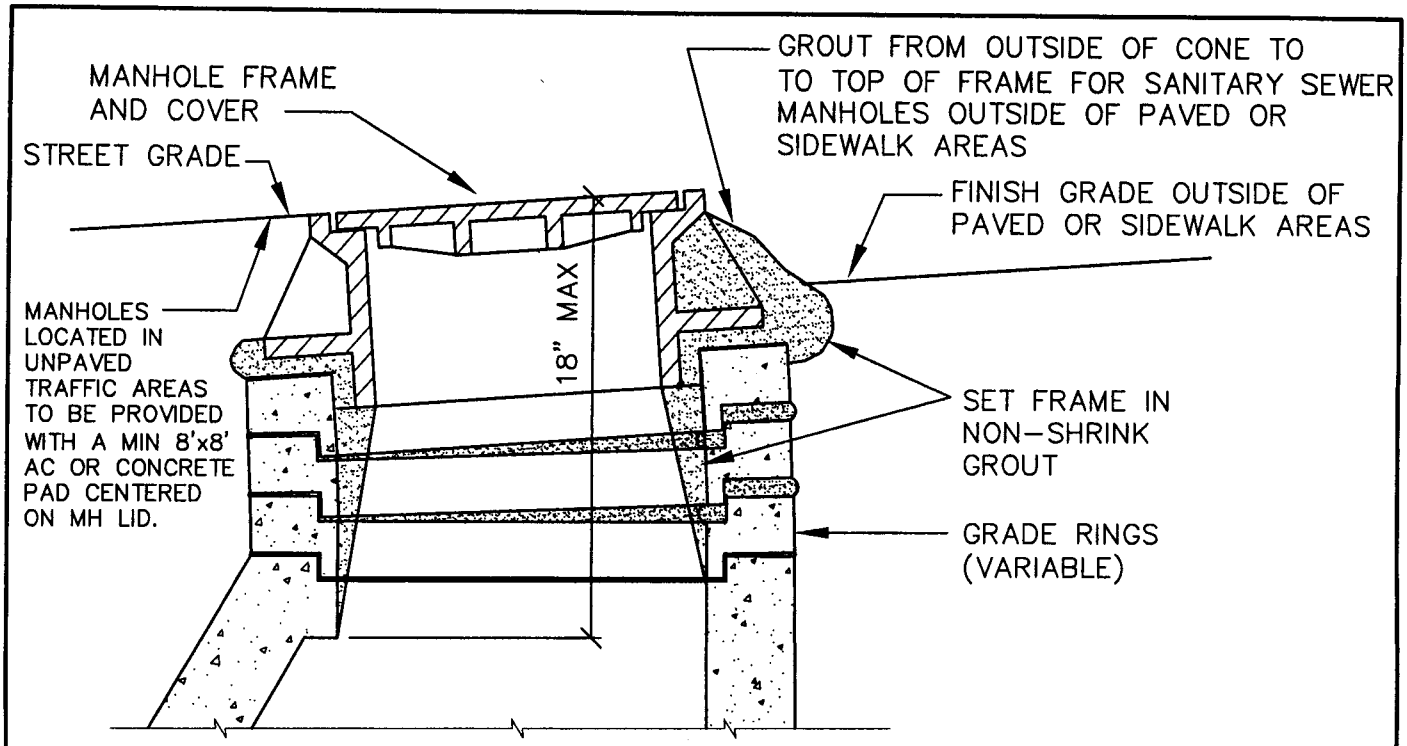


SECTION A–A

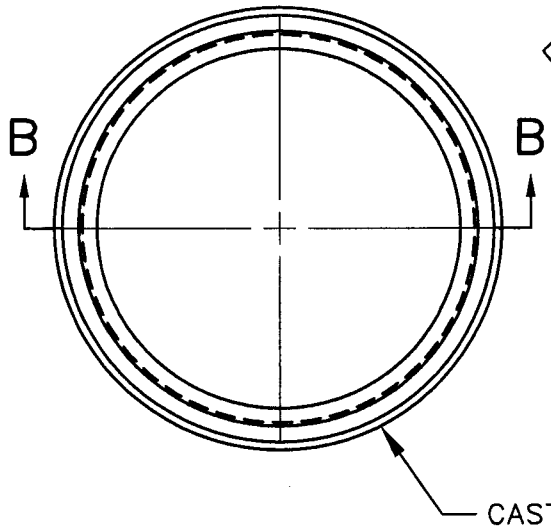
NOTES:

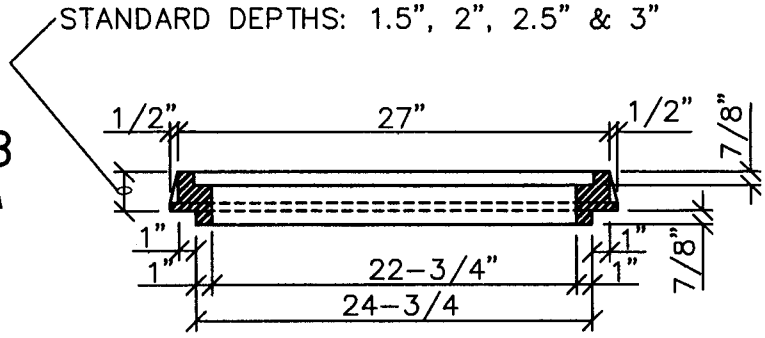
1. COVER AND FRAME TO BE MACHINED TO A TRUE BEARING ALL AROUND.
2. MATERIAL SHALL BE OF GRAY CAST IRON ASTM A–48, CLASS 30.

LAST REVISION DATE: DEC 2007	
LOCKDOWN MANHOLE FRAME AND COVER (NTS)	
CARLTON, OR	DETAIL NO. 406



TYPICAL MANHOLE GRADE ADJUSTMENT





SECTION B-B

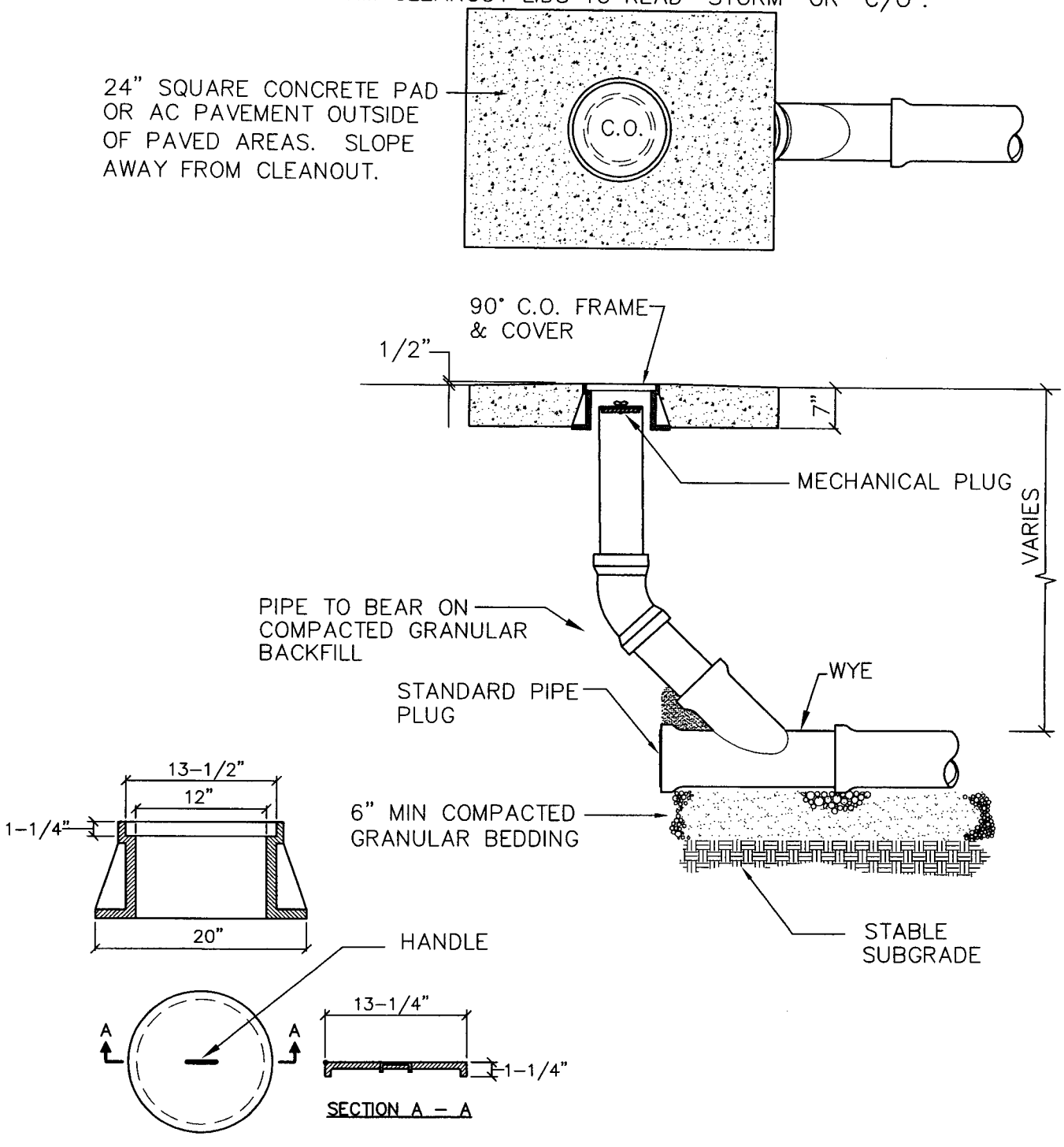
MANHOLE ADJUSTMENT RINGS FOR RESURFACING ONLY

NOTES:

1. CAST IRON ADJUSTMENT RINGS ALLOWED ONLY WITH OVERLAYS AND NOT ON NEW MANHOLES. MAXIMUM 1 ADJUSTMENT RING PER MANHOLE.
2. SANITARY SEWER – 2 HOLE LIDS
   STORM DRAINS – 16 HOLE LIDS

LAST REVISION DATE: JAN 2010	
MANHOLE RIM ADJUSTMENT DETAILS (NTS)	
CARLTON, OR	DETAIL NO. 407

CLEANOUT COVERS: ALL SEWER CLEANOUT LIDS TO READ "SEWER"
ALL STORM CLEANOUT LIDS TO READ "STORM" OR "C/O".



CLEANOUT FRAME & COVER

NOTES:

1. USE INLAND FOUNDRY MODEL 240 FRAME & COVER IN ALL AREAS.
2. COVER AND FRAME SHALL BE GRAY CAST IRON ASTM A-48, CLASS 30.
3. COVER AND FRAME TO BE MACHINED TO A TRUE BEARING ALL AROUND.

LAST REVISION DATE: MAY 2009	
MAINLINE CLEANOUT (NTS)	
CARLTON, OR	DETAIL NO. 411

NOTE: NO VERTICAL OR HORIZONTAL BENDS GREATER THAN 22-1/2° WITHIN RIGHT-OF-WAY OR PUBLIC UTILITY EASEMENT.

PRESSURE TREATED 2" X 4" WIRED TO INVERT AND EXTENDING ABOVE FINISH GRADE. STAKE SHALL BE CONTINUOUS AND REMAIN VERTICAL AFTER BACKFILLING. END SHALL BE PAINTED & LABELED (WHITE FOR SEWER) (GREEN FOR STORM), AND LABELED WITH DEPTH TO PIPE. EXTEND TONING WIRE TO SURFACE.

NOTE: PER ORS 92.044(7), SERVICE LINES MUST BE SET 1' MINIMUM CLEAR FROM ANY SURVEY MONUMENT

STAMP 2" TALL "S" OR "D" IN TOP OF CURB & GUTTER PAN AT POINT OF CROSSING.

EASEMENT LINE OR P/L

PUE

8'

PROPERTY LINE CLEANOUT SEE DETAIL 416

24" MIN

12" MIN. 18" MAX.

48" MIN. COVER W/NO WATERLINE

5.75' TYP. COVER W/WATERLINE FOR SEWER LATERALS (SEE NOTE 2)

NOTES:

1. MIN. 18" SEPARATION BETWEEN ADJACENT LATERALS.
2. ONE FULL LENGTH (18') OF C-900 PVC PIPE (DR 18) REQUIRED FOR ALL SEWER LATERALS WHICH CROSS UNDER WATER LINES WITH LESS THAN 5.75 FEET MINIMUM COVER TO FINISH GRADE OR LESS THAN 18" MINIMUM VERTICAL CLEARANCE BETWEEN WATER LINE AND SERVICE LATERAL.
3. SERVICE SHALL NOT BE BACKFILLED PRIOR TO INSPECTION BY PUBLIC WORKS.
4. INSTALL A CONTINUOUS 12 GUAGE GREEN INSULATED TRACER WIRE FROM MAINLINE WIRE TO END OF LATERAL.

TONER WIRE

W/L

UNDERGROUND WARNING TAPE "WARNING, SEWER LINE BELOW" OR "WARNING, STORM DRAIN BELOW" AS APPLICABLE

SEWER OR STORM MAIN

22 1/2° STREET BEND

SEWER/STORM LATERAL 3034 PVC, SDR 35

TYPICAL, SHALLOW MAINS

MINIMUM SLOPE 1/4" PER FOOT (2%)

2% SLOPE TO BACK OF PUE

PLUG

3" MIN. 3/4"-0" BEDDING

22 1/2° MAXIMUM BEND

LATERALS SHALL BE LAID AT 90° TO RIGHT-OF-WAY OR EASEMENT LINE UNLESS OTHERWISE SHOWN ON PLANS.

MAINTAIN STRAIGHT GRADE FROM MAINLINE TO CLEANOUT (TYP)

SPLICE WITH WATERPROOF WIRE NUT (TYP ALL SERVICES)

3" MIN. 3/4"-0" BEDDING

MAX SLOPE 1 FT/FT (100%)

MANUFACTURED TEE-WYES FOR 8-INCH MAINLINES & STANDARD TEES FOR 10-INCH & LARGER MAINLINES.

SEE DETAIL 418 OR 419 FOR CONNECTION TO EXISTING MAINLINES.

FLOW

TYPICAL, DEEP MAINS

CARLTON, OR

SEWER AND STORM SERVICE LATERALS

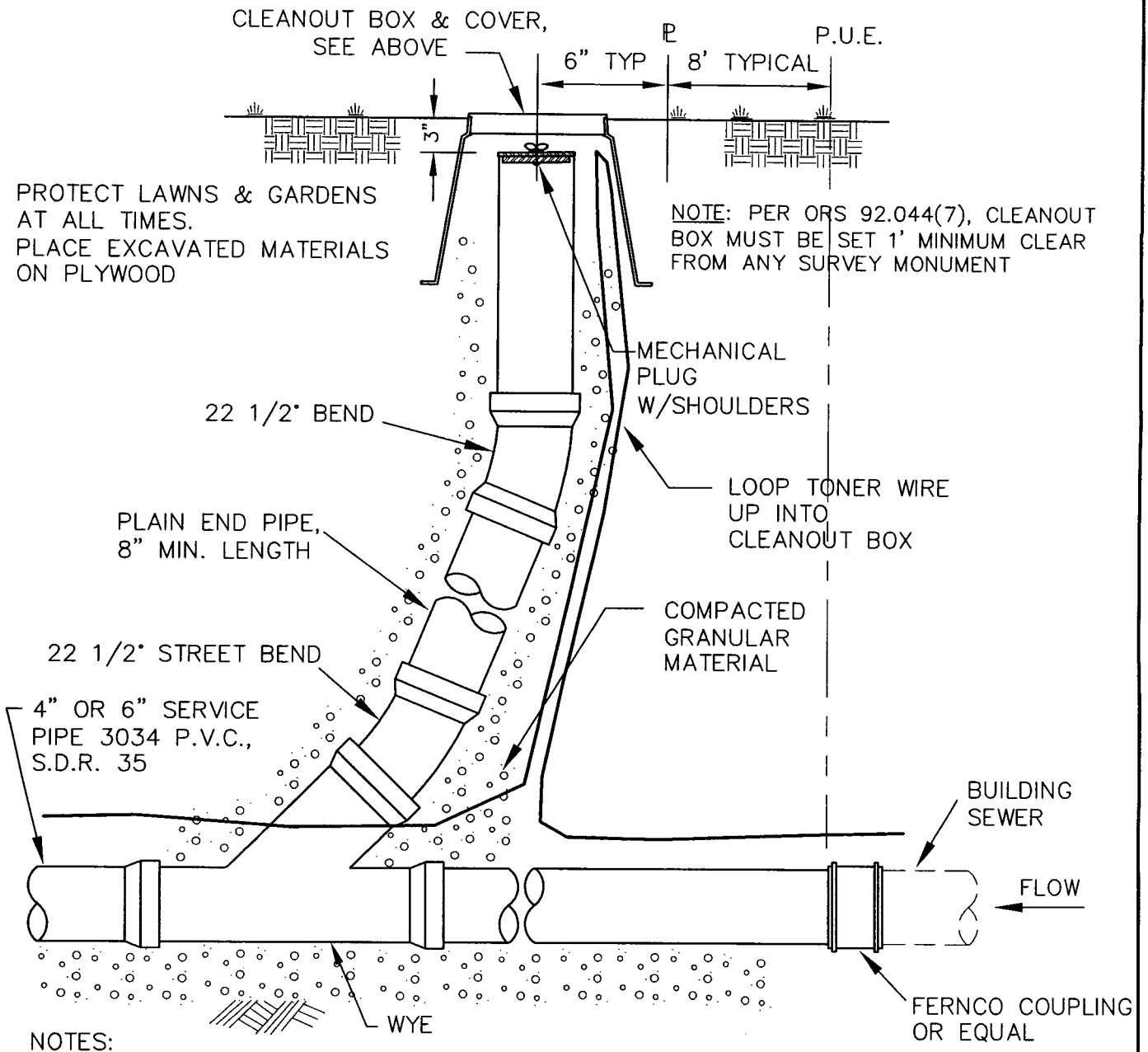
(NTS)

LAST REVISION DATE: MAR 2008

DETAIL NO. 415

CLEANOUT COVERS: ALL SEWER CLEANOUT LIDS TO READ "SEWER"
ALL STORM CLEANOUT LIDS TO READ "STORM" OR "C/O".

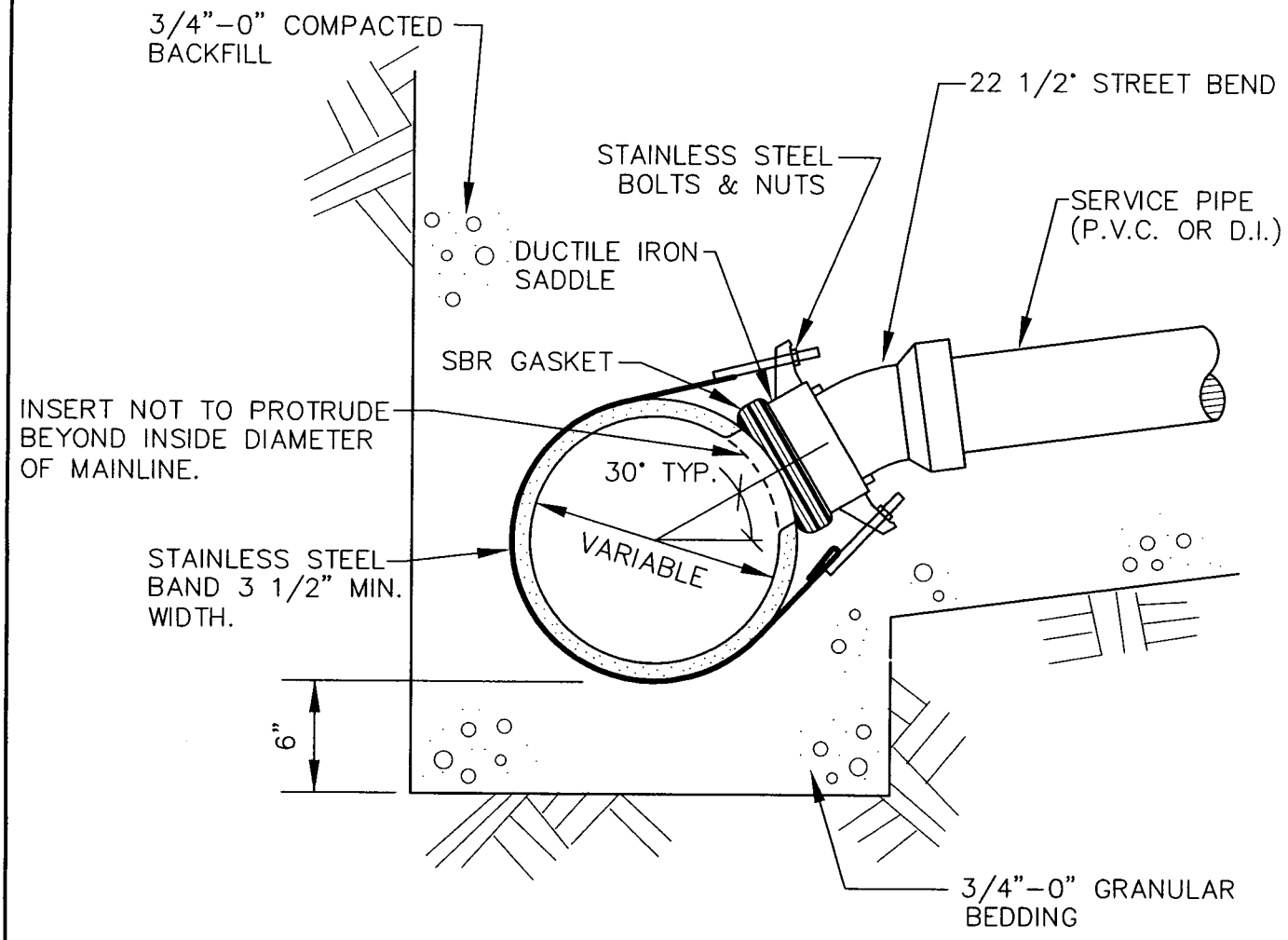
1. NON-TRAFFIC AREAS:
   CARSON MODEL 910 T-COVER OR EQUAL (GREEN FOR SEWER, GREY FOR STORM).
2. TRAFFIC AREAS, INCLUDING DRIVEWAYS:
   8" X 4" CAST IRON FRAME & COVER, OLYMPIC M1007 OR EQUAL.



NOTES:

1. CLEANOUT RISER SHALL BE SAME SIZE AND MATERIAL AS LATERAL PIPE.
2. PROVIDE CASTING FOR CLEANOUTS LOCATED IN DRIVEWAYS.
3. CLEANOUT PIPE SHALL BE LEFT A MINIMUM OF 18" ABOVE EXISTING GRADE UNTIL ALL CURBING IS INSTALLED AND ALL PRIVATE UTILITY TRENCHES ARE BACKFILLED. CLEANOUTS SHALL THEN BE SET FLUSH WITH FINISH GRADE.

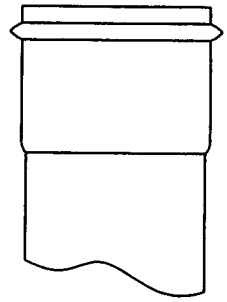
LAST REVISION DATE: MAR 2008	
STANDARD SERVICE LATERAL CLEANOUT (NTS)	
CARLTON, OR	DETAIL NO. **416**



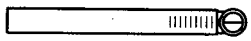
NOTES:

1. SERVICE SADDLES ALLOWED ON EXISTING SEWER MAINS ONLY. MANUFACTURED TEE–WYE FITTINGS SHALL BE USED ON ALL NEW MAINLINES.
2. THE TAP SHALL NOT BE MADE EXCEPT IN THE PRESENCE OF A CITY INSPECTOR; NOR SHALL ANY CONNECTION BE MADE WITHOUT CITY APPROVAL.
3. SERVICE SADDLES SHALL BE ROMAC STYLE "CB" OR EQUAL W/ VIRGIN SBR GASKET PER ASTM D2000 MBA 710.
4. HOLE IN MAIN SHALL BE CORE DRILLED.
5. ℄ OF TAP SHALL BE ABOVE SPRINGLINE.

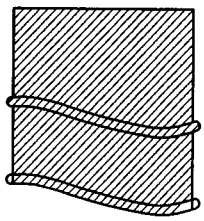
LAST REVISION DATE: DEC 2007	
SEVICE SADDLE CONNECTION TO EXISTING SEWERS (NTS)	
CARLTON, OR	DETAIL NO. **418**



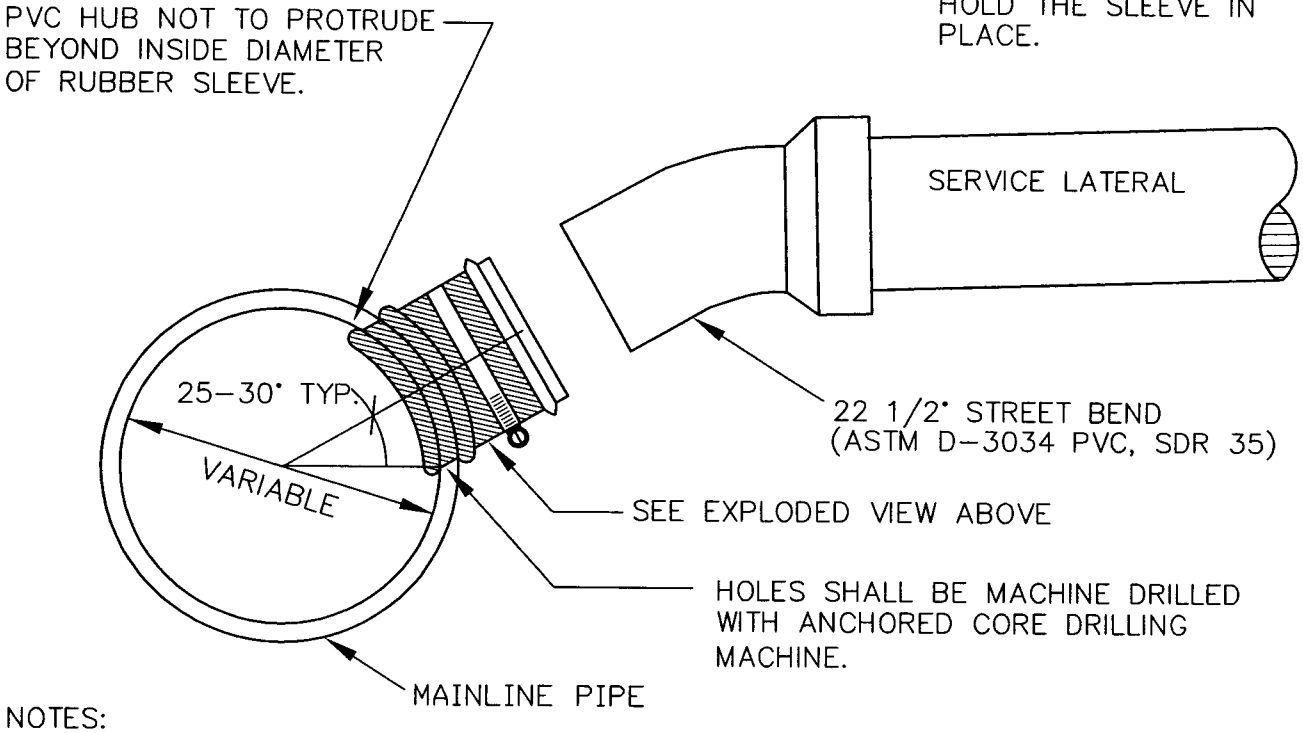
PVC HUB (ASTM D-3034 SDR 35). DRIVE INTO CENTER OF RUBBER SLEEVE AFTER SLEEVE IS PLACED IN HOLE.



STAINLESS STEEL BAND (9/16" SERIES 300) TO SECURE UPPER HALF OF OF RUBBER SLEEVE TO THE PVC HUB.



MOLDED RUBBER SLEEVE (ASTM C-443) INCLUDES MOLDED SEGMENT(S) THAT HOLD THE SLEEVE IN PLACE.



NOTES:

1. INSERTA-TEES TO BE USED ON EXISTING PVC OR DUCTILE IRON SEWER MAINS, AND MAY BE USED ON EXISTING CONCRETE OR AC PIPES W/PUBLIC WORKS APPROVAL. MANUFACTURED TEE-WYE FITTINGS SHALL BE USED ON ALL NEW MAINLINES.
2. THE TAP SHALL NOT BE MADE EXCEPT IN THE PRESENCE OF A CITY INSPECTOR; NOR SHALL ANY CONNECTION BE MADE WITHOUT CITY APPROVAL.
3. ℄ OF TAP SHALL BE ABOVE SPRINGLINE.

LAST REVISION DATE: DEC 2007	
INSERTA-TEE CONNECTION TO EXISTING SEWER (NTS)	
CARLTON, OR	DETAIL NO. **419**

MANHOLE VACUUM TEST REPORT

Project Location: (City)	Project Name:
Inspector: (Print)	Date: (Separate Report Required for Each Test Session)
Testing Company: (Name & Phone #)	

Manhole No.	Manhole Diameter (inch)	Manhole Depth (ft)	Surface Restoration Complete?	Time Required[3] (sec)	Time to Drop from 10" Hg to 9" Hg (sec)	Results	Comments
			Yes / No			Pass / Fail	
			Yes / No			Pass / Fail	
			Yes / No			Pass / Fail	
			Yes / No			Pass / Fail	
			Yes / No			Pass / Fail	
			Yes / No			Pass / Fail	
			Yes / No			Pass / Fail	
			Yes / No			Pass / Fail	
			Yes / No			Pass / Fail	

1. All adjacent surface restoration shall be completed prior to conducting manhole acceptance tests, including finish paving and final adjustments to grade. Any test conducted prior to completion of surface restoration shall be considered informal, and will not count for acceptance.

2. The vacuum test head seal shall be inflated in accordance with the manufacturer's recommendations, but in all cases the grade rings and casting shall be included in the test. A vacuum of 10-inches of mercury shall be drawn and the vacuum pump shut off. With the valves closed, the time shall be measured for the vacuum to drop to 9-inches.

3. The manhole shall pass if the time for the vacuum reading to drop to 9-inches meets or exceeds the values indicated on the following table. Times for deeper depths as required by the City Engineer.

REQUIRED MANHOLE VACUUM TEST TIMES			
Manhole Depth (feet)	Required Time (sec)		
	48-inch diameter	60-inch diameter	72-inch diameter
8	20	26	33
10	25	33	41
12	30	39	49
14	35	46	57
18	40	52	65
20	45	59	73
22	50	65	81

SANITARY SEWER AIR TEST REPORT

Project Location:	Project Name:
Inspector: (Print)	Date: (Separate Report Required for Each Test Session)
TV Inspection Required? Yes / No	Mandrel Testing Completed? Date Completed or Scheduled:

Station (& Manhole #)		Main/ Lateral	Size & Material	Total Length (ft)	C[1]	K[1]	Test Time (Seconds) for Pressure Drop Shown (psi)			Comments
From	To						Required[2]	4.0 - 3.5	3.5 - 2.5	
		Main								Pass / Fail
		Laterals								
		Totals								
		Main								Pass / Fail
		Laterals								
		Totals								
		Main								Pass / Fail
		Laterals								
		Totals								
		Main								Pass / Fail
		Laterals								
		Totals								

[1] For C and K values, see table and formulas on reverse side.
[2] For total C ≤ 1.0, test time (seconds) required = 2 times K
For total C > 1.0, test time (seconds) required = 2 times (K/C)

TEST PROCEDURE

1. Add air slowly to the portion of the pipe installation under test until the internal air pressure is raised to 4.0 psig (or higher pressure as required to address groundwater). *Increase the test pressure by 0.433 psi for each foot of average ground water depth over the exterior crown of the pipe under test, with the maximum test pressure not to exceed 9.0 psi.*
2. Add air slowly until the internal air pressure is raised to 4.0 psig (or higher pressure as required due to groundwater).
3. After required test pressure is reached, allow 2-minutes minimum for air temperature to stabilize, adding only the amount of air required to maintain pressure.
4. After the temperature stabilization period, disconnect the air supply.
5. Record the time required for the internal air pressure to drop from 3.5 psi (or higher as required due to groundwater backpressure) to 2.5 psi (or higher as required due to groundwater backpressure). If this time exceeds the required time (or if there is less than 1.0 psi pressure drop), the test is successful.

ACCEPTANCE: The tested sewer section shall be considered acceptable if the pressure drop during the test time is less than 1.0 psi from the starting pressure.

SEWER AIR TEST C AND K VALUES

Pipe Size (inch)	C-Value[1] per foot length	K-Value[2] per foot length
4	0.00155	0.176
6	0.00233	0.396
8	0.00311	0.704
10	0.00388	1.100
12	0.00466	1.584
15	0.00582	2.475
18	0.00699	3.564
21	0.00815	4.851

[1] $C = 0.0003882dL$ Where d = diameter (inches)
[2] $K = 0.011d^2L$ L = Length (ft)

Example:

Air Test a system consisting of two mainline segments as follows:
Segment 1: 395 feet of 8-inch mainline, 100 feet of 4-inch laterals, and 35 feet of 6 inch laterals.
Segment 2: 200 feet of 8-inch mainline, 30 feet of 4-inch laterals, and 20 feet of 6 inch laterals.

Station (& Manhole #)		Main/ Lateral	Size & Material	Total Length (ft)	C[1]	K[1]	Test Time (Seconds) for Pressure Drop Shown (psi)			Comments
From	To						Required[2]	4.0 - 3.5	3.5 - 2.5	
0+00 MH A1	3+95 MH A2	Main	8" PVC	395	1.2285	278.1	310/1.46= 212			Pass / Fail
		Laterals	4" PVC 6" PVC	100 35	0.155 0.01855	17.6 13.86	212*2= 414 sec			
		Totals			1.465	309.54				
3+95 MH A2	5+95 MH A3	Main	8" PVC	200	0.622	140.8	2*154= 308 sec			Pass / Fail
		Laterals	4" PVC 6" PVC	20 30	0.0465 0.0466	5.28 7.92				
		Totals			0.715	154.0				

Note: For total C ≤ 1.0, test time (seconds) required = 2 times K
For total C > 1.0, test time (seconds) required = 2 times (K/C)

The tested sewer section shall be considered acceptable when tested as described herein if the section under test does not loose air at a rate greater than 0.0015 cfm per square foot of internal sewer surface.

SANITARY SEWER MANDREL TEST REPORT

Project Location: (City)	Project Name:
Inspector: (Print)	Date: (Separate Report Required for Each Test Session)
Mandrel Diameters Verified? Yes / No	

Station (& Manhole #)		Size & Material	Length (ft)	Results	Backfill Compaction Completed?	Date Sewer Flushed & Cleaned	Comments
From	To						
				Pass / Fail	Yes / No		
				Pass / Fail	Yes / No		
				Pass / Fail	Yes / No		
				Pass / Fail	Yes / No		
				Pass / Fail	Yes / No		
				Pass / Fail	Yes / No		
				Pass / Fail	Yes / No		
				Pass / Fail	Yes / No		
				Pass / Fail	Yes / No		
				Pass / Fail	Yes / No		
				Pass / Fail	Yes / No		

1. Mandrel testing shall conducted on a manhole to manhole (or cleanout) basis and shall be done after the line has been completely flushed out with water.

2. Mandrel testing shall be conducted after trench backfill and compaction has been completed.

3. The mandrel diameter shall be 95% of the pipe initial inside diameter. The inspector shall verify the diameter of each mandrel used during each test session.

PIPELINE TV INSPECTION REPORT

Page ___ of ___

Date:	Client: City:					Basin No.	
Technician:	Inspector:		Weather:	Cleaned By:		Report No.	Tape No.
From M.H. #: Street:	Pipe Dia. (in)	Joint Length (ft)	Section Length (ft)	Joint Type:	Pipe Material	To M.H. #: Street:	

PIPELINE DATA;

Cleanliness: _____

Alignment: _____

Grade: _____

Age: _____

%Est. Leaking Joints: _____

Other:_____

_____

Footage	Problem Code	Comments	I/I (gpm)

PROBLEM CODE LEGEND:

BP = Broken Pipe
CC = Circumferential Crack
LC = Longitudinal Crack
G = Break in Grade
L = Leak
PJ = Pulled Joint
PT = Protruding Tap
ST = Service Tap
SL = Service Left
SR = Service Right
RT = Roots
U = Unpassable

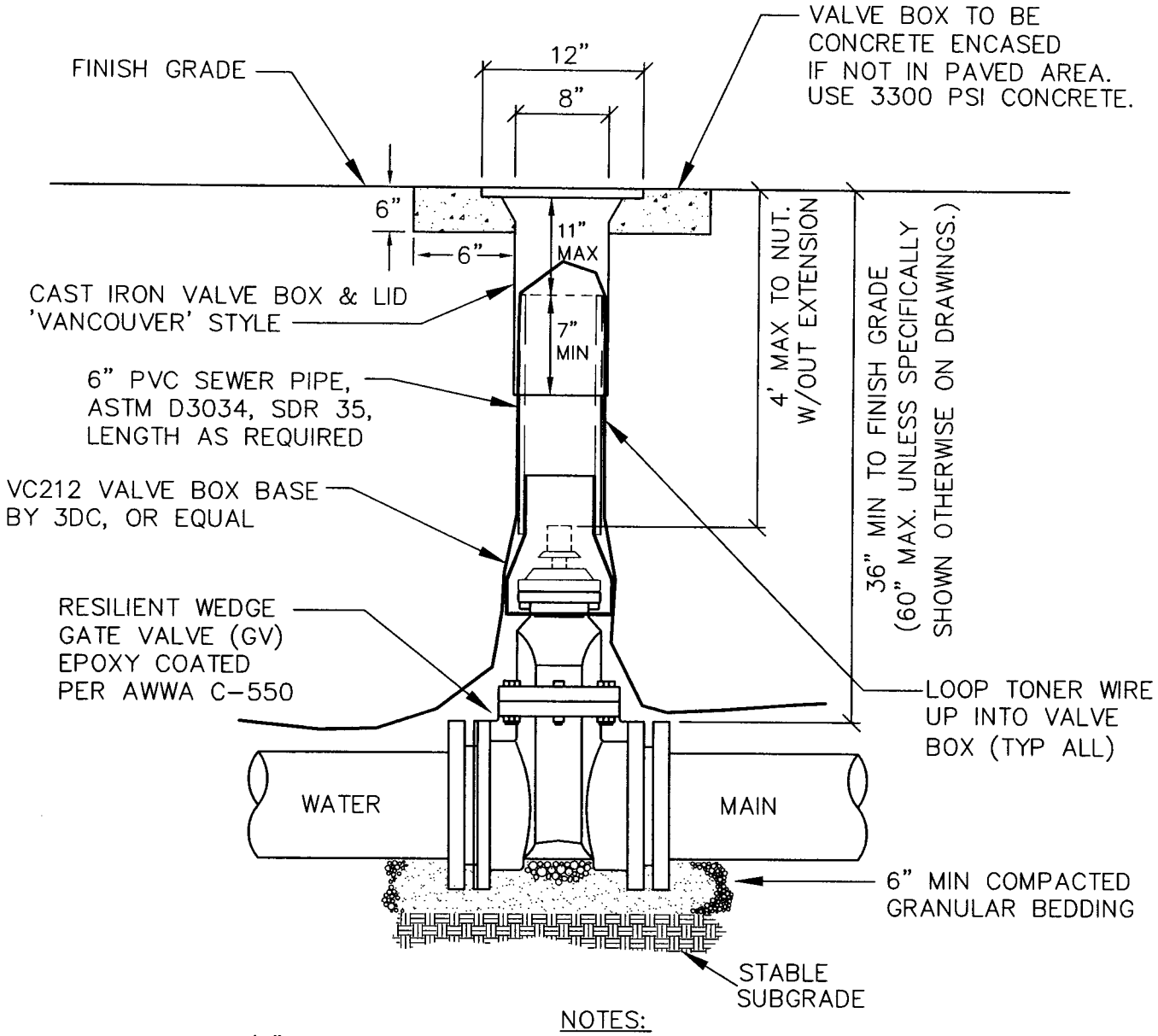
PIPE MATERIAL LEGEND:

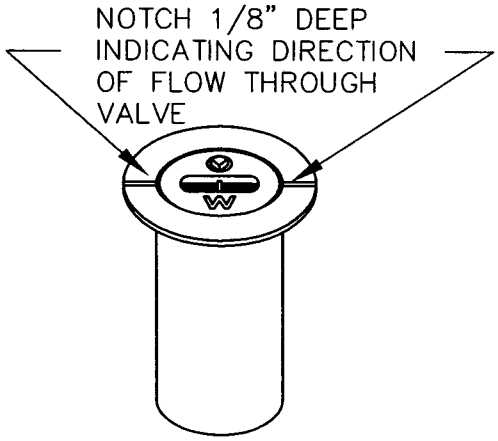
AC = Asbestos Cement
CIP = Cast Iron Pipe
C(M) = Conc., Mortor Joint
C(R) = Conc., Rubr. Gasket Jnt
DI = Ductile Iron Pipe
PVC = Polyvinylchloride Pipe
TC = Terra Cotta
VC = Vitrified Clay

TURNAROUND:

Requested (Date/time):_____

Authorized (Date/time):_____



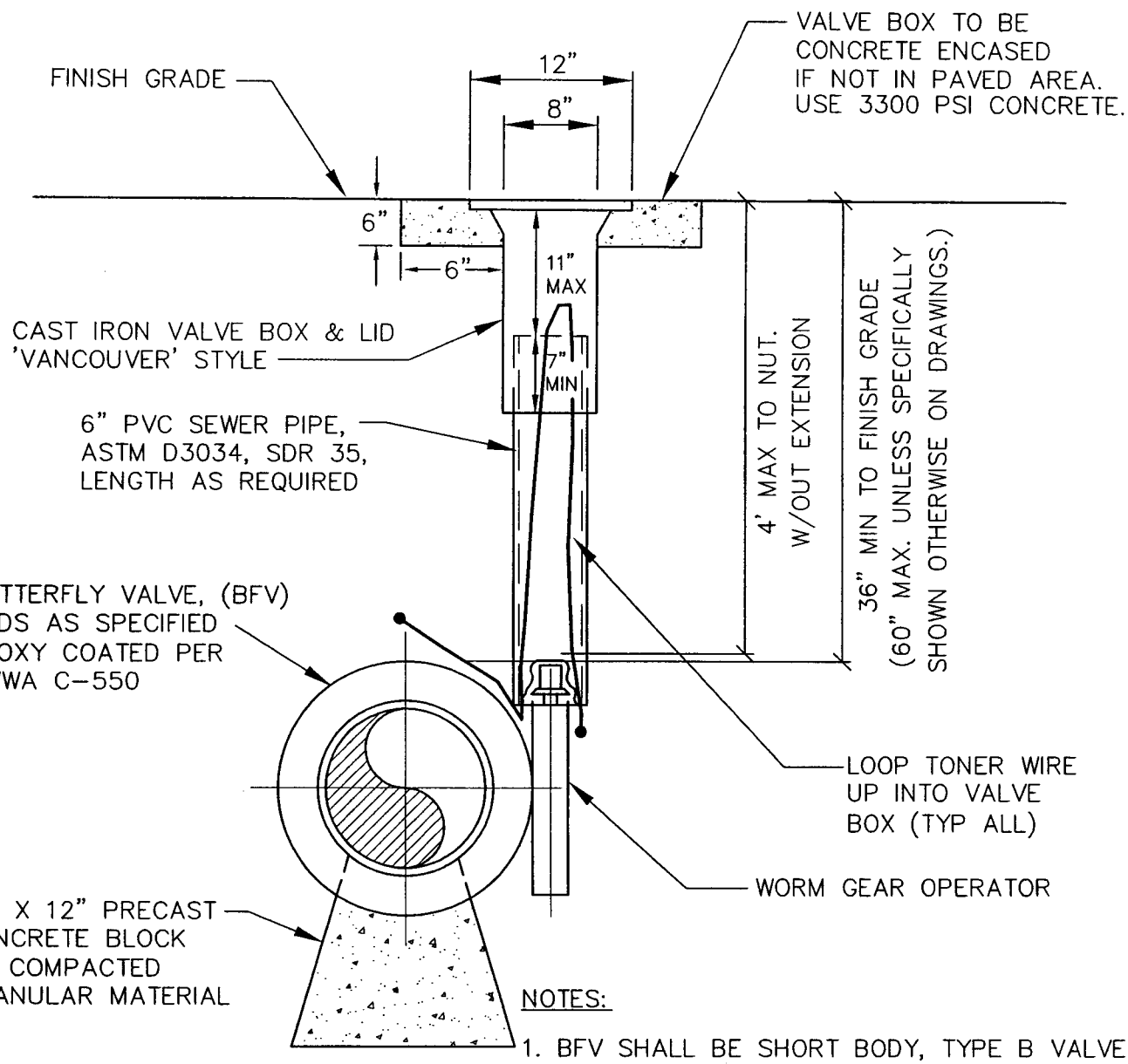


'VANCOUVER'
18" TALL VALVE BOX

NOTES:

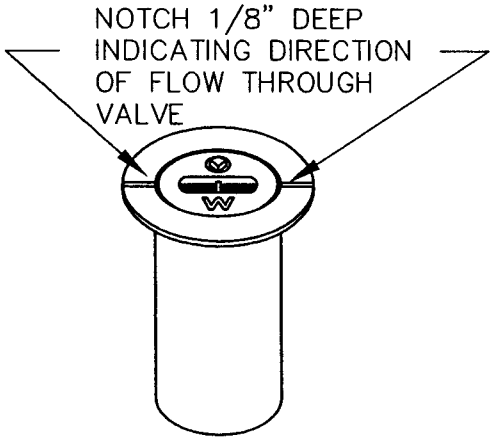
1. GV SHALL CONFORM TO AWWA C-509.
2. VALVE BOXES SHALL BE PLUMB AND CENTERED DIRECTLY OVER THE VALVE NUT.
3. VALVE BOX TOP SHALL BE ADJUSTED TO MEET FINISHED GRADE.
4. PVC SHALL BE ONE CONTINUOUS PIECE, NO BELLS OR COUPLERS.

LAST REVISION DATE: MAR 2008	
GATE VALVE AND VALVE BOX DETAIL (NTS)	
CARLTON, OR	DETAIL NO. 501



NOTES:

1. BFV SHALL BE SHORT BODY, TYPE B VALVE PER AWWA C-504.
2. VALVE BOXES SHALL BE PLUMB AND CENTERED DIRECTLY OVER THE VALVE NUT.
3. VALVE BOX TOP SHALL BE ADJUSTED TO MEET FINISHED GRADE.
4. PVC SHALL BE ONE CONTINUOUS PIECE, NO BELLS OR COUPLERS.

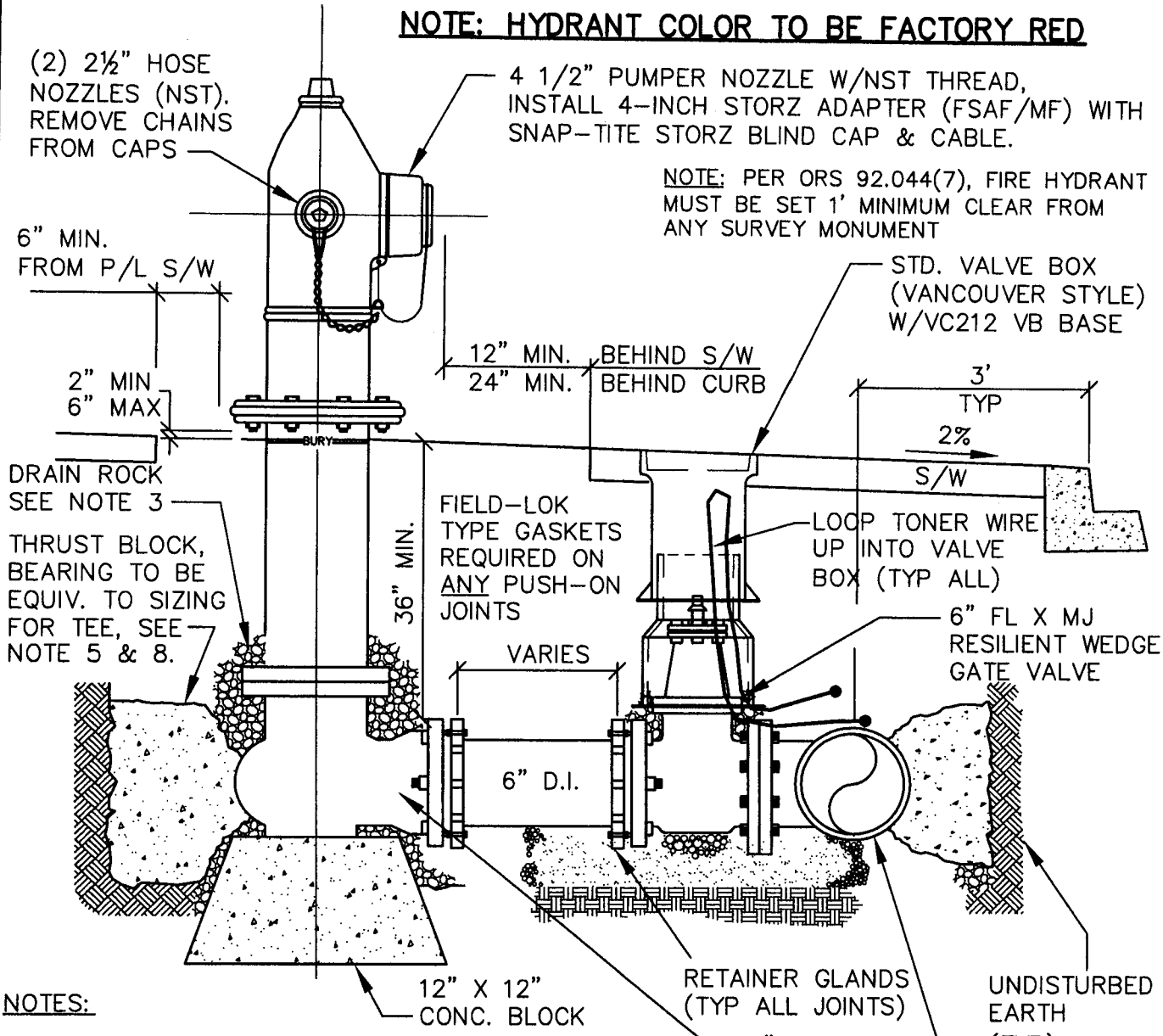


'VANCOUVER'

18" TALL VALVE BOX

LAST REVISION DATE: OCT 2009	
BUTTERFLY VALVE AND VALVE BOX DETAILS (NTS)	
CARLTON, OR	DETAIL NO. 502

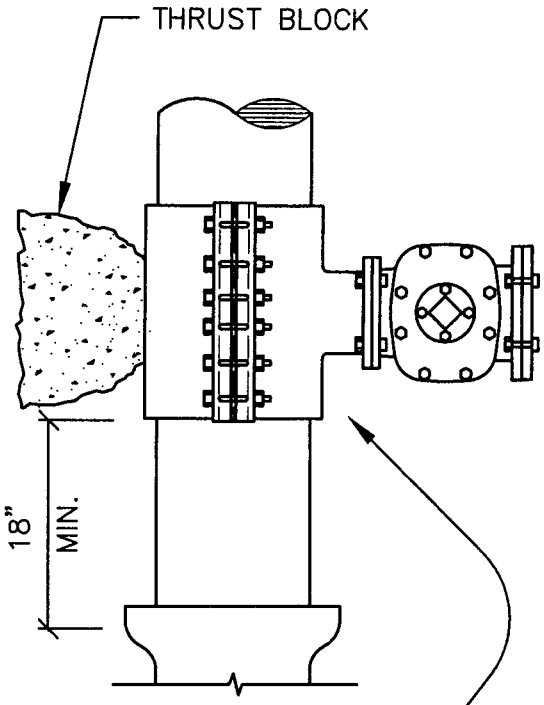
NOTE: HYDRANT COLOR TO BE FACTORY RED



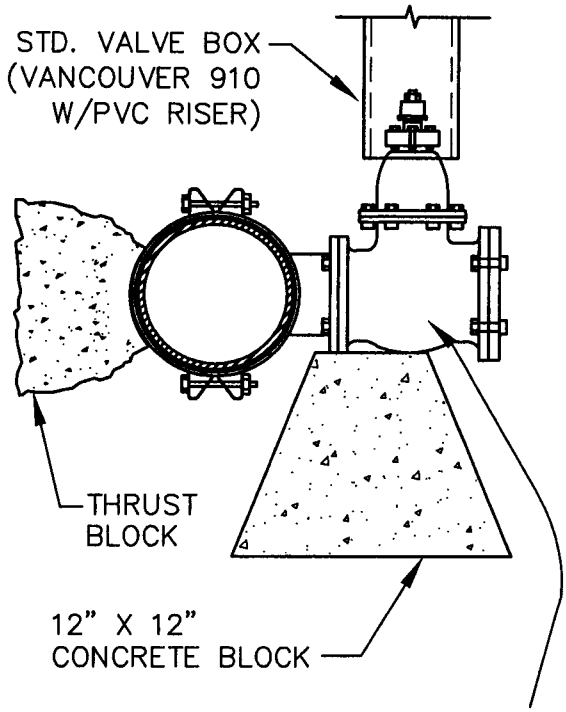
NOTES:

1. HYDRANTS TO BE MUELLER SUPER CENTURION 250, MODEL A-423 W/FULL SIZE (5¼") FOOT VALVE.
2. **ALL FITTINGS IN CONTACT WITH CONCRETE SHALL BE WRAPPED IN PLASTIC.** HYDRANT DRAIN HOLES TO REMAIN OPEN TO DRAIN ROCK AND OPERATIONAL.
3. 1-1/2" TO 3/4" CLEAN DRAIN ROCK SHALL BE PLACED A MIN. OF 6" ABOVE DRAIN OUTLET.
4. WHERE PLANTER STRIP EXISTS, HYDRANT SHALL BE PLACED SO FRONT PORT IS A MIN. OF 24" BEHIND FACE OF CURB.
5. THRUST BLOCK AT STANDARD 6" FIRE HYDRANT TEE SHALL HAVE MIN. 3.7 SQ. FT. BEARING AREA.
6. ALL HYDRANTS SHALL BE SET PLUMB.
7. FOR HYDRANT LEADS LONGER THAN 30', AN ADDITIONAL GATE VALVE SHALL BE PROVIDED WITHIN 3 FT. OF THE HYDRANT.
8. RETAINER GLANDS MAY BE USED IN LEIU OF HYDRANT THRUST BLOCK ON NEAR SIDE HYDRANTS.
9. PAINT CURB RED 10 FEET EACH WAY FROM HYDRANT & INSTALL REFLECTIVE BLUE TRAFFIC MARKER @ STREET CENTERLINE.

LAST REVISION DATE: JUNE 2010	
STANDARD FIRE HYDRANT ASSEMBLY (NTS)	
CARLTON, OR	DETAIL NO. 503



TOP VIEW



SIDE VIEW

NOTES:

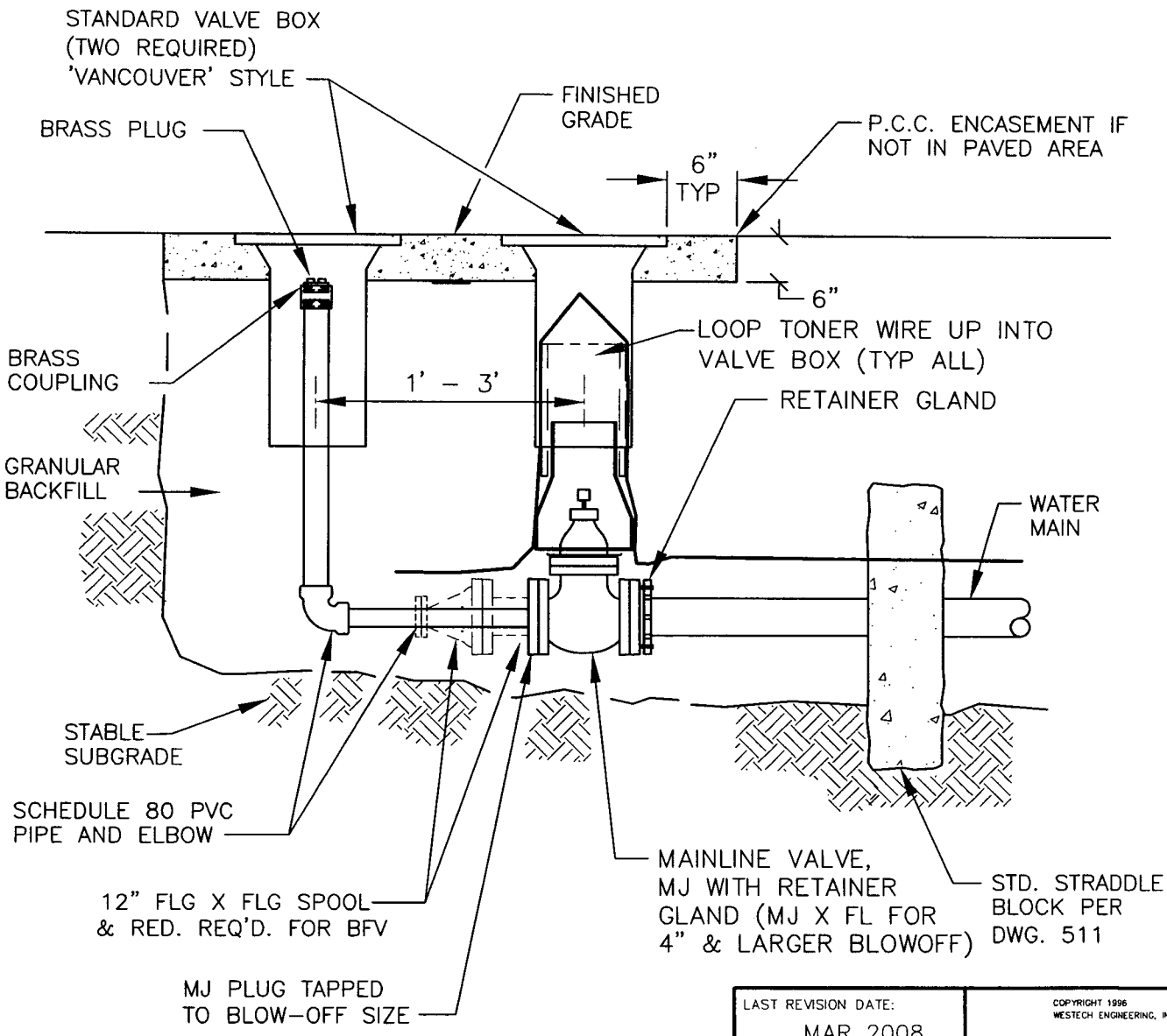
1. WATER MAIN SHALL BE CLEANED & SPRAYED WITH CHLORINE SOLUTION IN TAP AREA BEFORE ATTACHING SLEEVE.
2. TAPPING SLEEVE SHALL BE ALL STAINLESS STEEL WITH FULL PERIMETER GASKET.
3. TAPPING VALVE SHALL BE EPOXY COATED PER AWWA C-550.
4. SLEEVE AND VALVE SHALL BE PRESSURE TESTED BEFORE MAKING TAP. PRESSURE TEST AND TAP SHALL BE MADE IN THE PRESENCE OF AN AUTHORIZED CITY REPRESENTATIVE.
5. APPROVED TAPPING MACHINE SHALL BE USED TO MAKE TAP.
6. 3/4" GRANULAR BACKFILL SHALL BE PLACED AND COMPACTED TO 95% OF MAXIMUM DENSITY AS DETERMINED BY AASHTO T-180.
7. THRUST BLOCKING REQUIREMENTS SHALL BE DETERMINED BY THE ENGINEER.
8. TAP SHALL BE MADE NO CLOSER THAN 18" FROM THE NEAREST JOINT.
9. **SLEEVE AND VALVE SHALL BE WRAPPED WITH 8 MIL PLASTIC PRIOR TO CONCRETE PLACEMENT.**
10. CONCRETE BLOCK(S) SHALL COMPLETELY SUPPORT TAPPING TEE AND VALVE.
11. CONTRACTOR SHALL COORDINATE ALL TAPS WITH CITY AND PERFORM ALL TAPS WITH PUBLIC WORKS STAFF PRESENT.
12. ALL TAPPING EQUIPMENT (AND ANY TOOL COMING IN CONTACT WITH THE PIPE THOUGH THE TAPPING SLEEVE) SHALL BE CHLORINE DISINFECTED WITH A 300 MG/L CHLORINE SOLUTION.

LAST REVISION DATE: JAN 2010	
TAPPING TEE AND VALVE (NTS)	
CARLTON, OR	DETAIL NO. 505

BLOW-OFF SIZES REQUIRED (ASSUMES 40 PSI RESIDUAL PRESS.)	
MAIN SIZE	BLOW-OFF SIZE
6" – 8"	2"
10" – 12"	4"
>12"	BY ENGR.

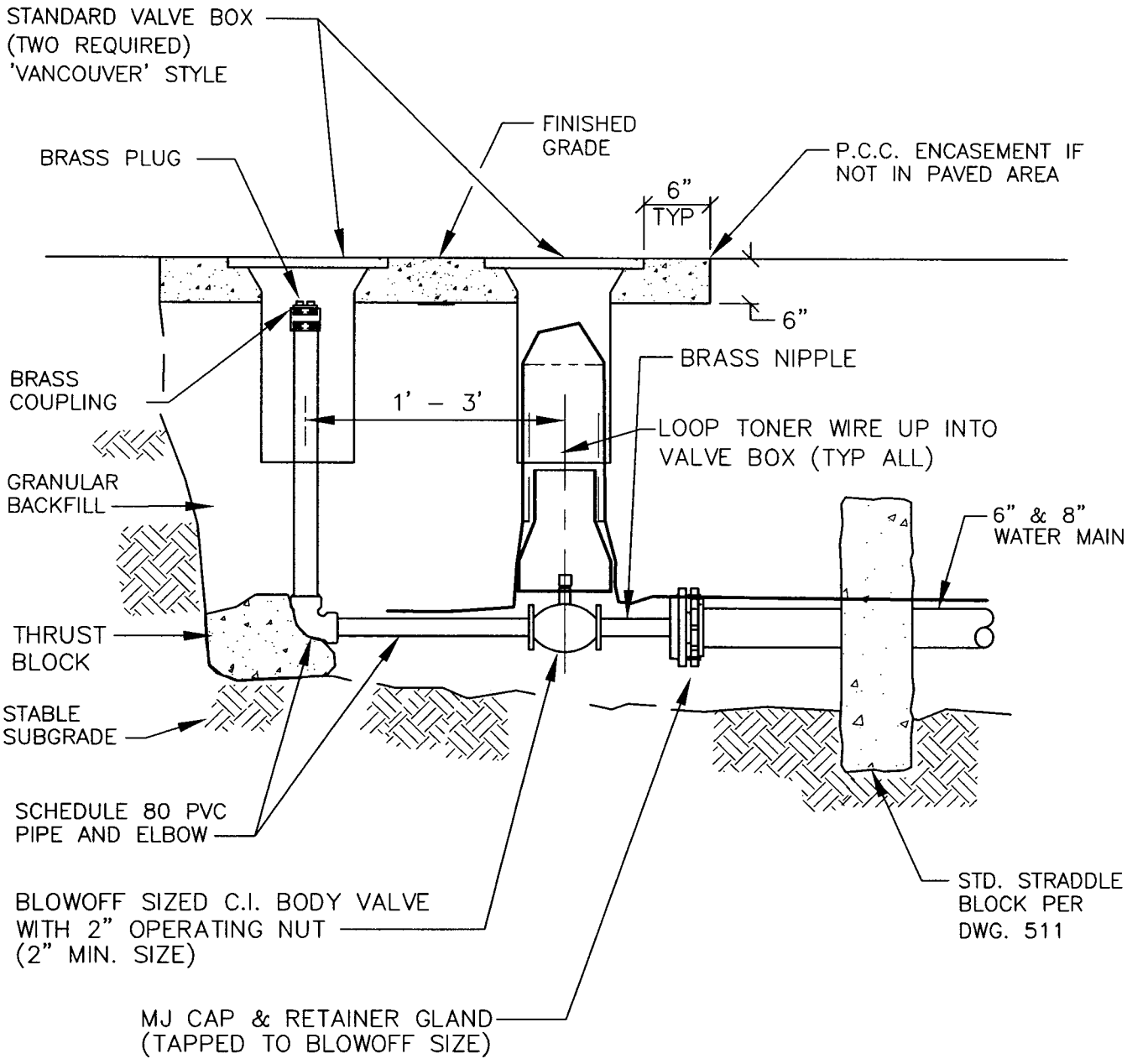
NOTES:

1. BACKFILL WITH GRANULAR BACKFILL.
2. REQUIRED ON ALL LINES WHICH MAY BE EXTENDED IN FUTURE OR AS DIRECTED BY CITY ENGINEER.
3. ALL CONCRETE TO BE 3300 PSI @ 28 DAYS.
4. FLANGED DUCTILE IRON PIPE AND FITTINGS MAY BE REQUIRED FOR 4" & LARGER BLOWOFFS.



NOTE: PER ORS 92.044(7), VALVE BOXES MUST BE SET 1' MINIMUM CLEAR FROM ANY SURVEY MONUMENT

LAST REVISION DATE: MAR 2008	
MAINLINE BLOWOFF ASSEMBLY (NTS)	
CARLTON, OR	DETAIL NO. 506

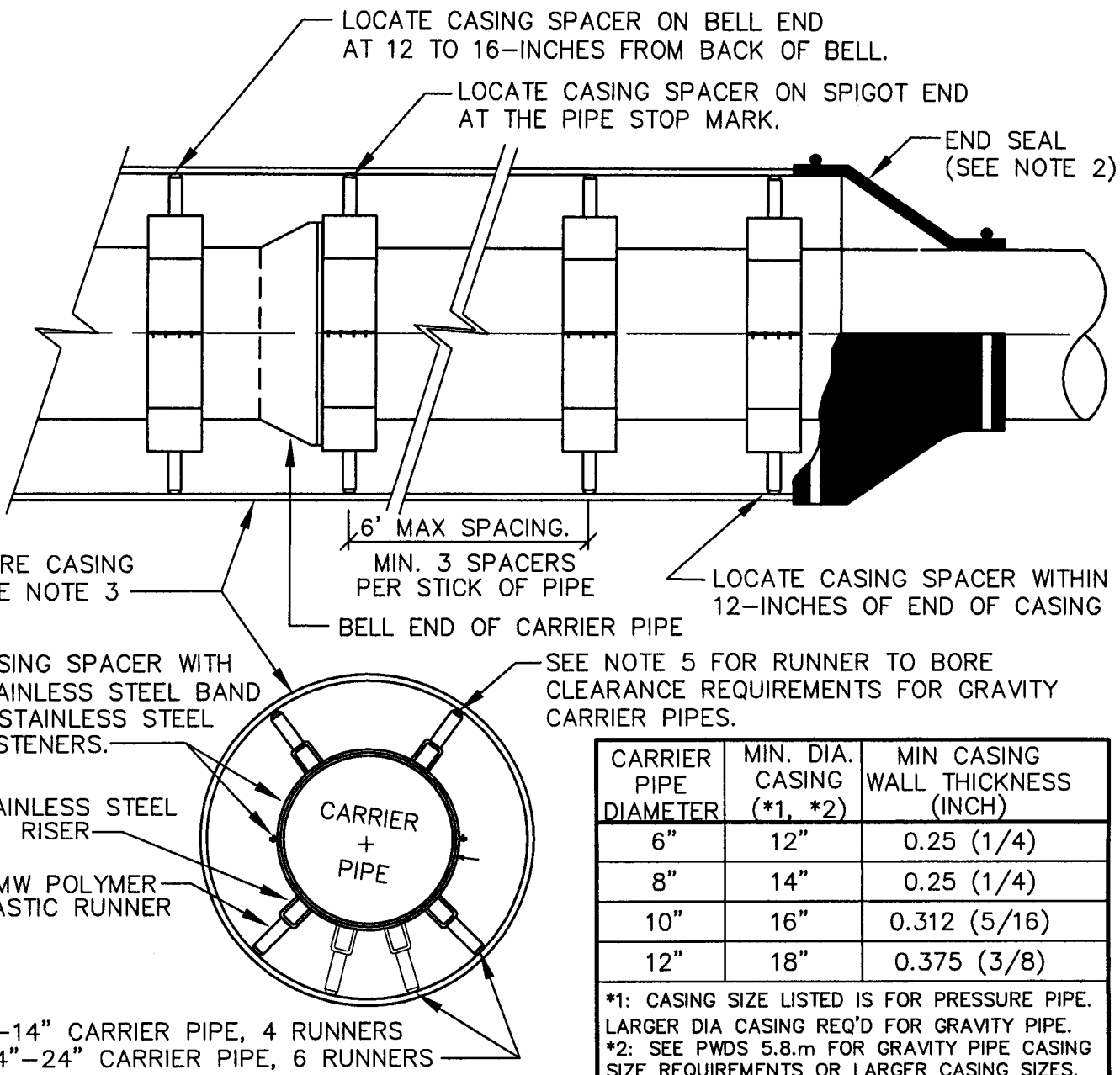


NOTE: PER ORS 92.044(7), VALVE BOXES MUST BE SET 1' MINIMUM CLEAR FROM ANY SURVEY MONUMENT

NOTES:

1. BACKFILL WITH GRANULAR BACKFILL.
2. ALLOWED ONLY ON PERMANENT DEAD END LINES IN CUL–DE–SACS WHICH CANNOT BE EXTENDED IN THE FUTURE.
3. ALL CONCRETE TO BE 3300 PSI @ 28 DAYS.
4. 2" BLOWOFF SIZE ASSUMES 40 PSI RESIDUAL PRESSURE.

LAST REVISION DATE: MAR 2008	
STANDARD BLOWOFF WITH PLUGGED END (NTS)	
CARLTON, OR	DETAIL NO. 507



CARRIER PIPE DIAMETER	MIN. DIA. CASING (*1, *2)	MIN CASING WALL THICKNESS (INCH)
6"	12"	0.25 (1/4)
8"	14"	0.25 (1/4)
10"	16"	0.312 (5/16)
12"	18"	0.375 (3/8)

*1: CASING SIZE LISTED IS FOR PRESSURE PIPE. LARGER DIA CASING REQ'D FOR GRAVITY PIPE.
*2: SEE PWDS 5.8.m FOR GRAVITY PIPE CASING SIZE REQUIREMENTS OR LARGER CASING SIZES.

NOTES:

1. CASING SPACERS – APS MODEL SSI, CALPICO M–SS SERIES OR APPROVED EQUIV. 4"–18" CARRIER PIPE, USE 8" WIDE BAND. >18" CARRIER PIPE, USE 12" WIDE BAND.
2. SEAL BOTH ENDS OF BORE CASING WITH END SEALS. WITHOUT SAND FILL, USE APS MODEL AZ OR APPROVED EQUIV. FASTEN TO CASING AND CARRIER PIPE WITH ST. STEEL BANDS. WITH SAND FILL, USE GROUT END CAPS (PLUG VENT TUBES AFTER SAND FILL).
3. CASING SHALL BE WELDED SMOOTH STEEL PIPE CONFORMING TO ASTM A–53, GRADE B OR APPROVED EQUIVALENT (Fy = 35,000 psi).
4. CARRIER PIPE DIAMETER & MATERIAL AS PER DWGS.
5. FOR GRAVITY SEWER OR STORM CARRIER PIPES, THE CASING ANNULAR SPACE SHALL BE COMPLETELY FILLED WITH SAND TO PREVENT FLOATATION OF CARRIER PIPE BY GROUNDWATER.
6. CARRIER PIPE SHALL BE COMPLETELY FILLED WITH WATER PRIOR TO INSTALLING OR BLOWING SAND.
7. INCREASE CASING DIA AS REQ'D TO ALLOW TRIMMING OF CASING SPACERS ON GRADE CRITICAL BORES

LAST REVISION DATE:	
JAN 2010	

BORE CASING, CARRIER PIPE AND CASING SPACER DETAIL

(NTS)

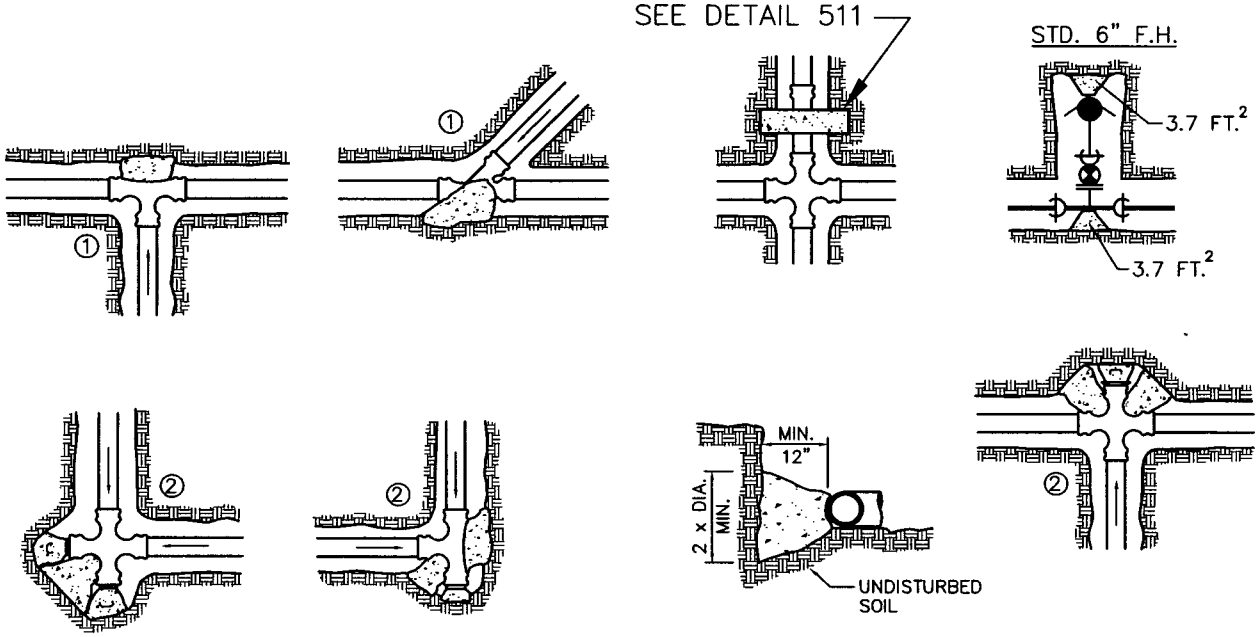
CARLTON, OR	DETAIL NO. 508

FITTING SIZE (Inches)	TEE, WYE, & ① HYDRANTS	90° BEND ② PLUGGED CROSS TEE PLUGGED–RUNS	45° BEND ③	22 1/2° BEND ③	11 1/4° BEND ③
2	*	*	*	*	*
4	1.7	2.4	1.3	*	*
6	3.7	5.3	2.9	1.5	*
8	6.7	9.5	5.1	2.7	1.3
10	10.5	14.8	8	4.1	2
12	15.1	21.3	11.6	5.9	2.9
16	26.8	37.9	20.5	10.4	5.2
18	33.9	47.9	25.9	12.8	6.7
LARGER	* *	* *	* *	* *	* *
	BEARING AREA OF THRUST BLOCKS (sq. ft.)				

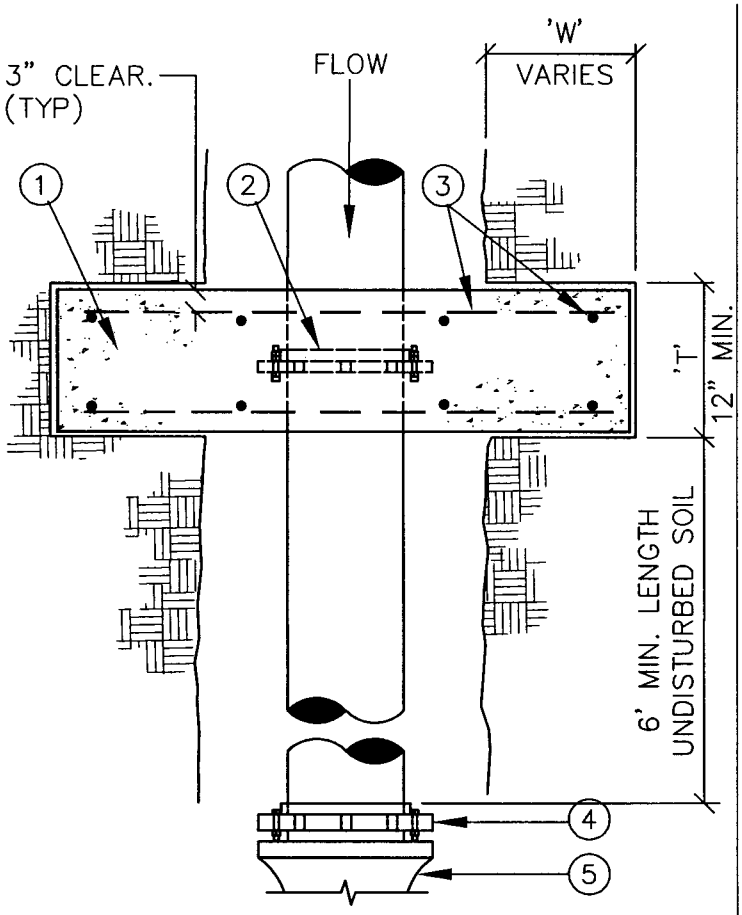
1. ALL VALUES ARE BASED ON THE FOLLOWING ASSUMPTIONS: AVG. PRESSURE = 100 PS1 x 2 (safety factor); 1500 PSF SOIL BEARING CAPACITY; NORMAL DISTRIBUTION DESIGN VELOCITY NOT TO EXCEED 5 FPS.
2. **ALL FITTINGS SHALL BE WRAPPED IN PLASTIC PRIOR TO PLACEMENT OF CONCRETE.**
3. BEARING SURFACE OF THRUST BLOCKING SHALL BE AGAINST UNDISTURBED SOIL.
4. ALL CONCRETE MIX SHALL HAVE A MIN. 28 DAY STRENGTH OF 3300 PSI.
5. ALL PIPE ZONES SHALL BE BACKFILLED WITH GRANULAR BACKFILL AND COMPACTED.
6. THRUST BLOCKS FOR PLUGGED CROSS AND PLUGGED TEE SHALL HAVE #4 REBAR LIFTING LOOPS INSTALLED AS SHOWN.
7. VERTICAL THRUST DETAILS–SEE DWG. 512.
8. STRADDLE BLOCK DETAILS–SEE DWG. 511.

* BLOCK TO UNDISTURBED TRENCH WALLS

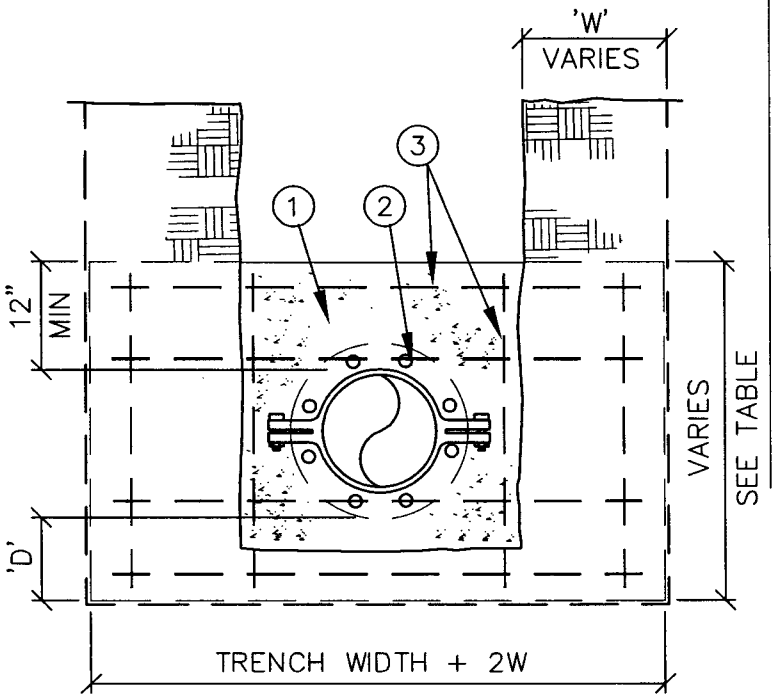
* * THRUST BLOCKS FOR PIPES LARGER THAN 18" WILL BE INDIVIDUALLY DESIGNED BY THE ENGINEER.



LAST REVISION DATE: DEC 2007	
HORIZONTAL THRUST BLOCKING (NTS)	
CARLTON, OR	DETAIL NO. 510



TOP VIEW



FRONT VIEW

MATERIALS

1. CONCRETE STRADDLE BLOCK.
2. UNI-FLANGE, SERIES 900, CL.125
3. #4 REBAR EA. WAY, 12" O.C.
4. RETAINER GLAND.
5. MJ FITTING, VALVE OR BLOWOFF.

PIPE SIZE	'W'	'D'	'T'
6"	12"	8"	12"
8"	16"	10"	12"
10"	20"	12"	12"
12"	24"	18"	18"
>12"	BY ENGINEER		

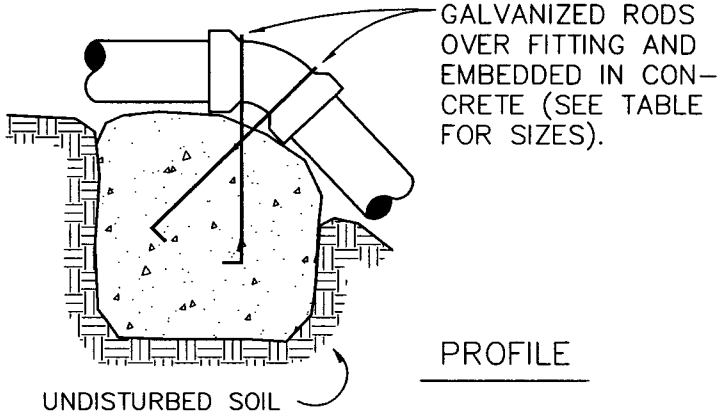
NOTES:

1. STRADDLE BLOCKS FOR >12" PIPE SHALL BE DESIGNED INDIVIDUALLY BY THE ENGINEER AND SHALL BE BASED ON THE FOLLOWING:
   a.) 200 PSI WATER PRESSURE.
   b.) SOIL BRG. CAPACITY, STEEL SIZE & SPACING BY THE ENGINEER.
2. BEARING AREA OF BLOCK SHALL BE AGAINST UNDISTURBED SOIL.
3. STRADDLE BLOCK SHALL HAVE A MINIMUM OF 18" COVER.
4. CONCRETE SHALL HAVE A MIN. 28 DAY STRENGTH OF 3300 PSI.

LAST REVISION DATE: DEC 2007	
STRADDLE BLOCK FOR 12" AND SMALLER PIPE (NTS)	
CARLTON, OR	DETAIL NO. 511

NOTES:

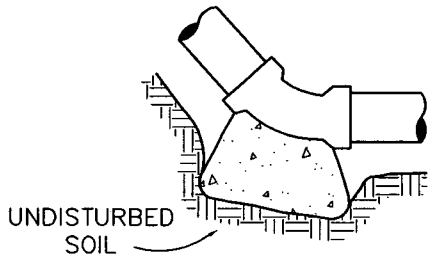
1. GRAVITY VERTICAL THRUST BLOCKS SHALL BE DESIGNED BY THE ENGINEER.
2. **KEEP CONCRETE CLEAR OF JOINT AND JOINT ACCESSORIES. FITTINGS SHALL BE WRAPPED IN PLASTIC PRIOR TO PLACEMENT OF CONCRETE.**
3. CONCRETE THRUST BLOCKING SHALL BE POURED AGAINST UNDISTURBED EARTH.
4. CONCRETE MIX SHALL HAVE A MIN. 28 DAY STRENGTH OF 3000 P.S.I.
5. THRUST BLOCK VOLUMES FOR VERTICAL BENDS HAVING UPWARD RESULTANT THRUSTS ARE BASED ON TEST PRESSURE OF 150 P.S.I.G. AND THE WEIGHT OF CONCRETE = 4050 LBS./CU.YD.
6. VERTICAL BENDS THAT REQUIRE A THRUST BLOCK VOLUME EXCEEDING 5 CUBIC YARDS REQUIRE SPECIAL BLOCKING DETAILS. SEE PLANS FOR VOLUMES SHOWN INSIDE HEAVY LINE IN TABLE.
7. ALL REBAR SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM–123 (MIN. 3.4 MIL). REBAR SHALL BE BENT BEFORE GALVANIZATION, AND LAST 4" OF BAR SHALL BE BENT 90 DEGREES WITH A 1/2" RADIUS BEND. REBAR SHALL BE TIGHTLY FIT TO RESTRAINED FITTING.
8. FOR HORIZONTAL THRUST BLOCK DETAILS SEE DRAWING NO. 510.



PROFILE

GRAVITY VERTICAL THRUST BLOCK

SIZED LIKE HORIZONTAL THRUST BLOCKS



PROFILE

NORMAL VERTICAL THRUST BLOCK

VOLUME OF THRUST BLOCK IN CUBIC YARDS (VERTICAL BENDS)			
FITTING SIZE	BEND ANGLE		
	45°	22 1/2°	11 1/4°
4	1.1	0.4	0.2
6	2.7	1.0	0.4
8	4.0	1.5	0.6
10	6.0	2.3	0.9
12	8.5	3.2	1.3
14	11.5	4.3	1.8
16	14.8	5.6	2.3

FITTING SIZE	ROD SIZE	EMBED–MENT
12" AND LESS	#6	30"
14" – 16"	#8	36"

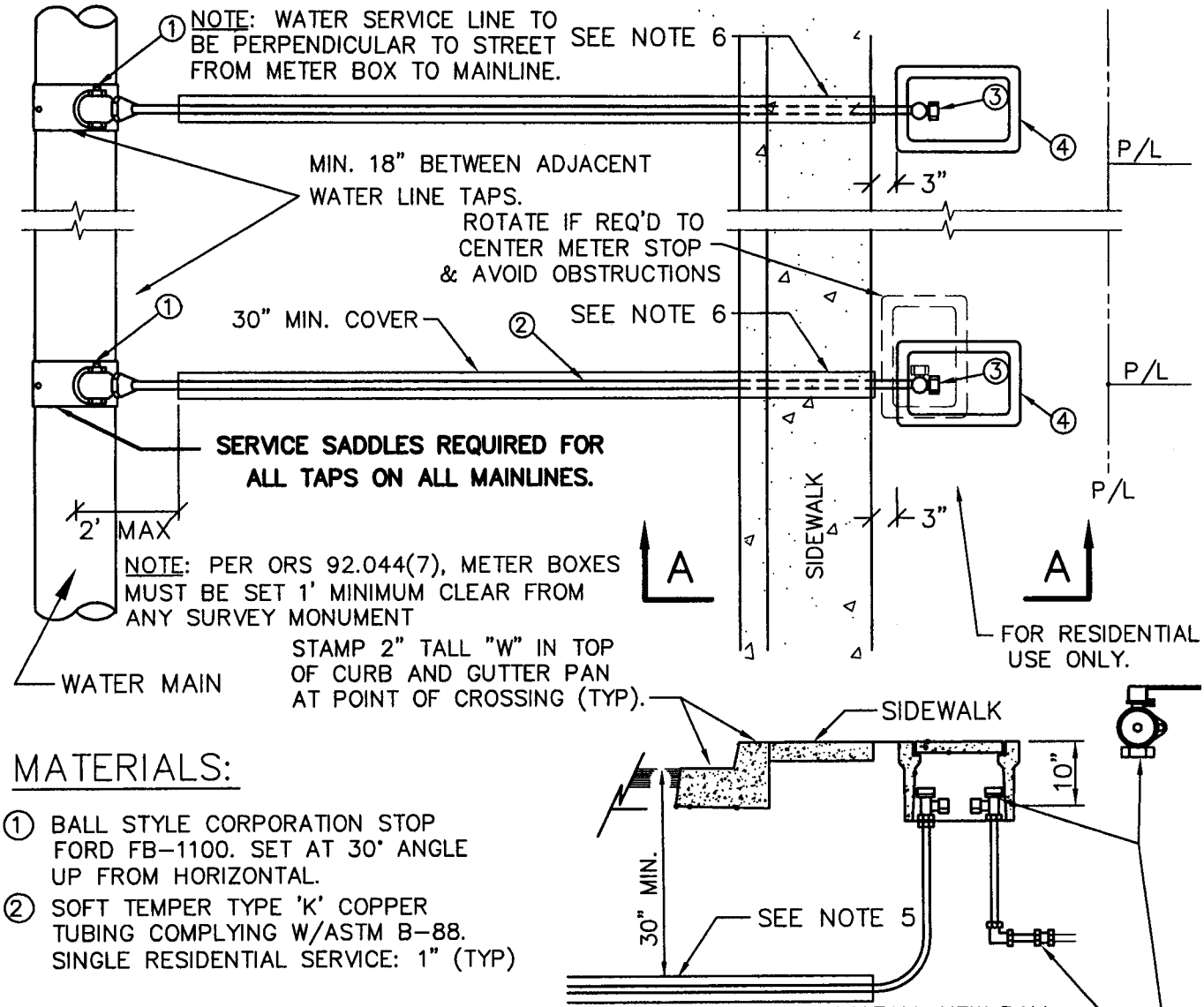
LAST REVISION DATE: DEC 2007

VERTICAL THRUST BLOCKING

(NTS)

CARLTON, OR

DETAIL NO. 512



MATERIALS:

① BALL STYLE CORPORATION STOP FORD FB-1100. SET AT 30° ANGLE UP FROM HORIZONTAL.

② SOFT TEMPER TYPE 'K' COPPER TUBING COMPLYING W/ASTM B-88. SINGLE RESIDENTIAL SERVICE: 1" (TYP)

③ BALL STYLE LOCKING ANGLE METER STOP, FORD BA43-444WG OR EQUAL. PROVIDE ALL SERVICES WITH 1" x 3/4" METER ADAPTER.

④ ARMORCAST POLYMER CONCRETE METER BOX:
A6001946PCX12 W/A60001866 LID IN TRAFFIC AREAS
A6001946PCX12 W/A60001866R LID ELSEWHERE
PROVIDE ALL METER BOXES WITH PLUGS IN ANY TOUCH-READ KNOCKOUTS.

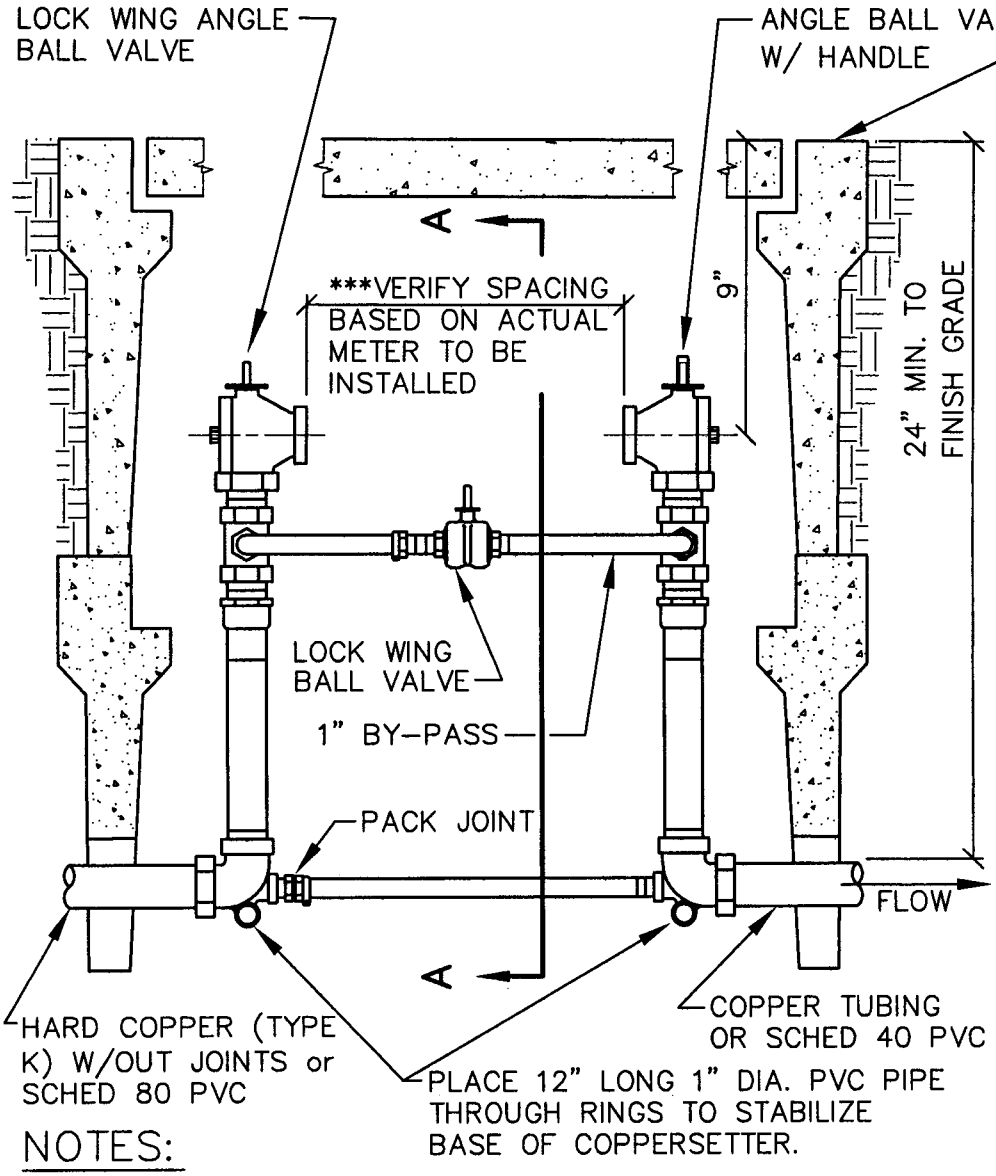
SECTION A-A

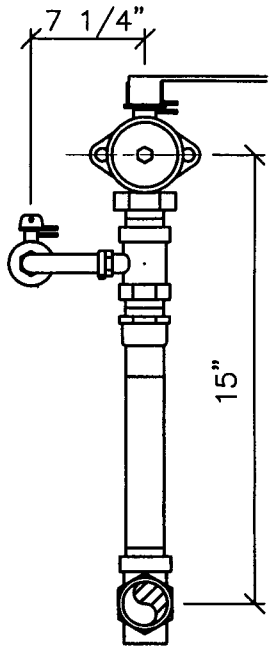
ANGLE BALL VALVE W/HANDLE. INSTALL PRIOR TO WATER METER INSTALLATION.

NOTES:

1. SUBSTITUTES FOR ANY MATERIALS SHOWN SHALL BE APPROVED BY THE CITY ENGINEER.
2. ALL PIPE AND BACKFILL ZONES SHALL BE BACKFILLED USING 3/4" MINUS GRANULAR MATERIAL AND COMPACTED TO 92% MAX. DENSITY DETERMINED BY AASHTO T-180.
3. SET FRONT OF METER BOX 3-INCHES BEHIND BACK OF SIDEWALK LOCATION FOR CURBLINE WALKS.
4. METER BOX SHALL BE CENTERED OVER THE COMPLETED METER ASSEMBLY.
5. MIN. SIZE COMMERCIAL SERVICES SHALL BE 1-INCH.
6. FAR SIDE COMMERCIAL SERVICES SHALL BE INSTALLED IN A 4" MIN DIA SCHED 40 PVC SLEEVE WHICH BEGINS 2' FROM MAIN AND EXTENDS TO BACK OF FAR SIDE SIDEWALK.

LAST REVISION DATE: JAN 2010	
TYPICAL 1" WATER SERVICE (NTS)	
CARLTON, OR	DETAIL NO. 515





SECTION A–A

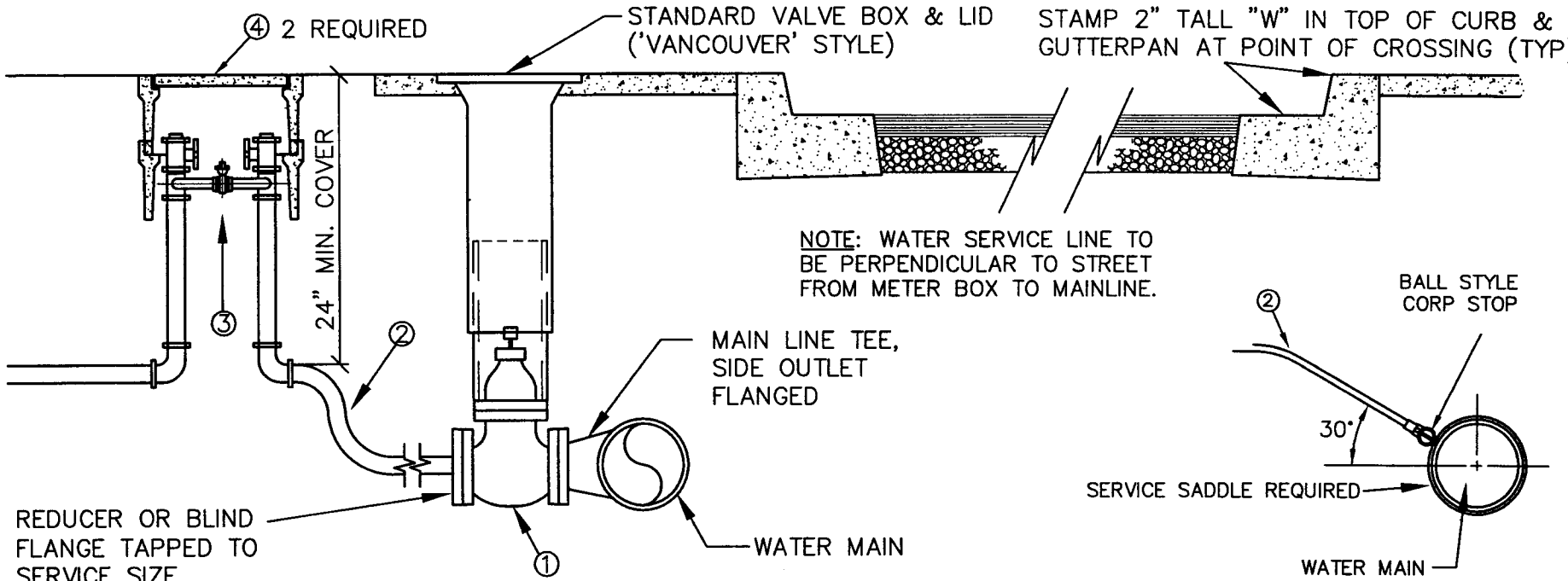
NOTE: PER ORS 92.044(7), METER BOXES MUST BE SET 1' MINIMUM CLEAR FROM ANY SURVEY MONUMENT

NOTES:

1. METERSET TO BE FORD 70 SERIES COPPERSETTER, #VBB76–12HB–11–66 (1½") OR #VBB77–12HB–11–77 (2") WITH RAISED LOCKING BYPASS OR APPROVED EQUAL.
2. SUBSTITUTES FOR ANY MATERIALS SHOWN SHALL BE APPROVED BY THE CITY ENGINEER.
3. ALL PIPE AND BACKFILL ZONES SHALL BE BACKFILLED USING 3/4" MINUS GRANULAR MATERIAL AND COMPACTED TO 92% OPTIMUM DENSITY PER AASHTO T–180.
4. SET FRONT OF METER BOX 3–INCHES BEHIND SIDEWALK (TYPICAL) FOR CURBLINE WALKS. NO METERS ON PRIVATE PROPERTY WITHOUT A RECORDED EASEMENT.
5. METER BOX SHALL BE CENTERED OVER THE COMPLETED METER ASSEMBLY. METER BOX TO BE ARMORCAST –A6001640PCX12 W/A6001975 LID IN NON–TRAFFIC AREAS. –TRAFFIC RATED VERSION OF BOX/LID IN TRAFFIC AREAS. PROVIDE WITH PLUGS IN ANY TOUCH–READ KNOCKOUTS.
6. COPPERSETTER, METER BOX, & ALL FITTINGS PROVIDED BY CONTRACTOR. CONTRACTOR TO VERIFY DIMENSIONS & CLEARANCE BASED ON ACTUAL METER TO BE PROVIDED BY THE CITY. WATER METER INSTALLED BY CONTRACTOR UNDER CITY INSPECTION & APPROVAL.
7. SEE DETAIL 517 FOR TAPPING REQUIREMENTS.

***TYPICAL METER LENGTHS (VERIFY)
1½" COMPOUND – 13" TYP,
2" COMPOUND – 15¼" TYP,
2" TURBINE – 17" TYP.

LAST REVISION DATE: JAN 2010	
1-1/2" AND 2" METER SET W/1" HIGH BY-PASS (NTS)	
CARLTON, OR	DETAIL NO. 516



2" & LARGER SERVICE

1-1/2" SERVICE

NOTE: PER ORS 92.044(7), METER BOXES MUST BE SET 1' MINIMUM CLEAR FROM ANY SURVEY MONUMENT

MATERIALS

① FLG X FLG RESILIENT WEDGE GATE VALVE PER AWWA C-509. 4" DIA. OR SERVICE SIZE, WHICHEVER IS LARGER. EPOXY COATED PER AWWA C-550.

② HARD COPPER (TYPE K) W/OUT JOINTS OR SCHEDULE 80 PVC PIPE & FITTINGS.

③ METER STOP ASSEMBLY W/BYPASS PER PUBLIC WORKS REQUIREMENTS. SEE DETAIL 516 FOR 1-1/2 & 2" SERVICES.

④ METER BOX FOR 1-1/2" AND 2" SHALL BE PER DETAIL 516. USE TRAFFIC RATED VERSION OF BOX/LID FOR TRAFFIC AREAS. METER VAULT FOR LARGER SERVICE PER PUBLIC WORKS REQUIREMENTS. PROVIDE PLUGS IN ANY TOUCH-READ SENSOR KNOCKOUTS.

NOTES

1. SUBSTITUTES FOR ANY MATERIAL SHOWN SHALL BE APPROVED BY THE CITY ENGINEER.
2. ALL PIPE AND STRUCTURE ZONES SHALL BE BACKFILLED USING 3/4" MINUS GRANULAR MATERIAL AND COMPACTED TO 95% MAX DENSITY AS DETERMINED BY ASHTO T-180.
3. METER BOX SHALL BE CENTERED OVER THE COMPLETED METER AND FITTING ASSEMBLY.
4. CUSTOMER SHALL INSTALL AN APPROVED BACKFLOW PREVENTION DEVICE ON PRIVATE PROPERTY IMMEDIATELY DOWNSTREAM OF WATER METER.

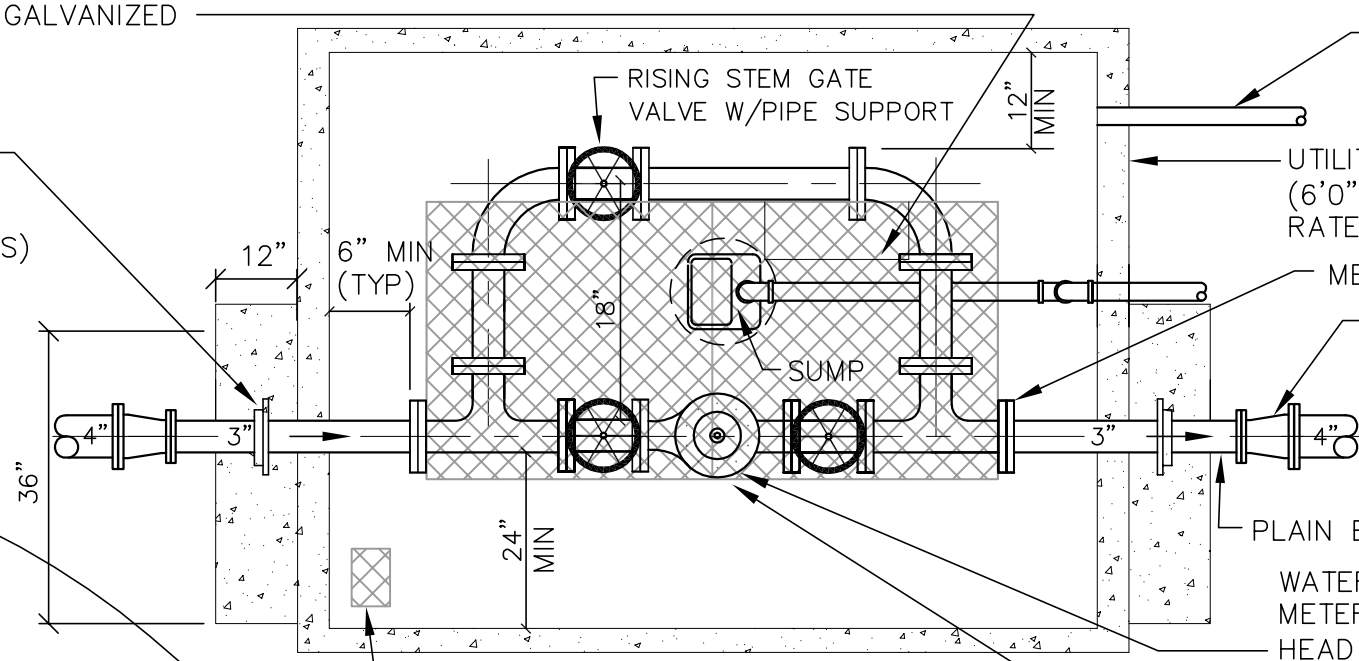
CARLTON, OR

TAPPING REQUIREMENTS, 1-1/2" AND LARGER SERVICE

(NTS)

DETAIL NO. 517

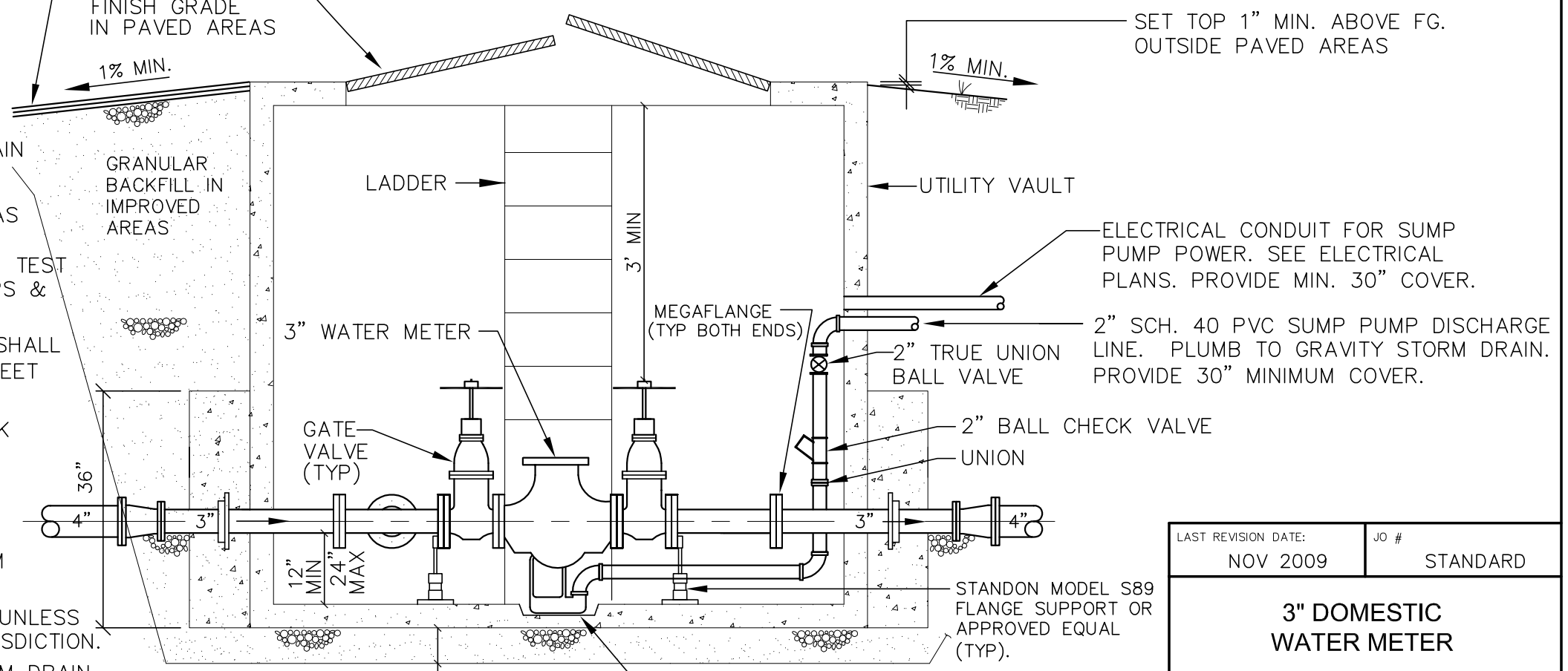
LAST REVISION DATE: JAN 2010



PLAN
NTS

NOTES:

1. METER VAULT & PIPING SHALL CONFORM TO REQUIREMENTS OF PUBLIC/PRIVATE AGENCIES HAVING JURISDICATION.
2. WATER METER & VAULT INSTALLATION SHALL MEET STATE OF OREGON, DEPARTMENT OF HUMAN RESOURCES, HEALTH DIVISION REQUIREMENTS.
3. ALL MATERIALS INCLUDING THE TEMPORARY SPOOL, SHALL BE FURNISHED & INSTALLED BY THE CONTRACTOR.
4. THE CONTRACTOR SHALL INSTALL A TEMPORARY SPACER SPOOL BETWEEN THE GATE VALVES SHOWN. THE TEMPORARY SPOOL SHALL MATCH THE LENGTH OF THE METER, INCLUDING THE STRAINER.
5. ALL M.J. CONNECTIONS SHALL BE ASSEMBLED WITH RETAINER GLANDS.
6. THE BYPASS PIPE SHALL BE THE SAME SIZE AS THE MAIN SERVICE PIPE OR A MIN OF 3", WHICHEVER IS LARGER.
7. METER INSTALLATIONS SHALL INCLUDE TEST PORTS AS AS REQUIRED BY THE PUBLIC/PRIVATE AGENCY HAVING JURISDICATION. UNLESS OTHERWISE REQUIRE BY AGENCY, TEST PORTS SHALL CONSIST OF SADDLES, I.P.xI.P. CORP STOPS & CAPS. CORP STOPS SHALL BE FORD MODEL FB500.
8. MAIN VALVES SHALL BE NON-RISING-STEM STYLE AND SHALL BE INSTALLED W/HAND WHEELS. HAND WHEELS SHALL MEET ALL REQUIREMENTS OF AWWA C509-94, SEC. 4.11.
9. ALL PIPE OPENINGS SHALL BE SEALED WITH NON-SHRINK WATERTIGHT GROUT.
10. BENDS, CROSSES AND TESS SHALL NOT BE INSTALLED WITHIN 5 FEET OF OUTSIDE OF VAULT WALL.
11. ALL VAULTS SHALL MEET OR EXCEED ASTM C-857. ALL CONC. TO BE 4500 PSI @ 28 DAYS. REBAR TO BE ASTM A-615 GRADE 60.
12. SUMP PUMP WITH POWER SUPPLY SHALL BE INSTALLED UNLESS OTHERWISE APPROVED BY ENGINEER OR GOVERNING JURISDICTION.
13. SUMP DISCHARGE SHALL BE PLUMBED TO GRAVITY STORM DRAIN PER UPC REQUIREMENTS.
14. SUMP PUMP POWER SHALL BE INSTALLED IN SCHEDULE 40 RIGID CONDUIT PER NEC REQUIREMENTS.



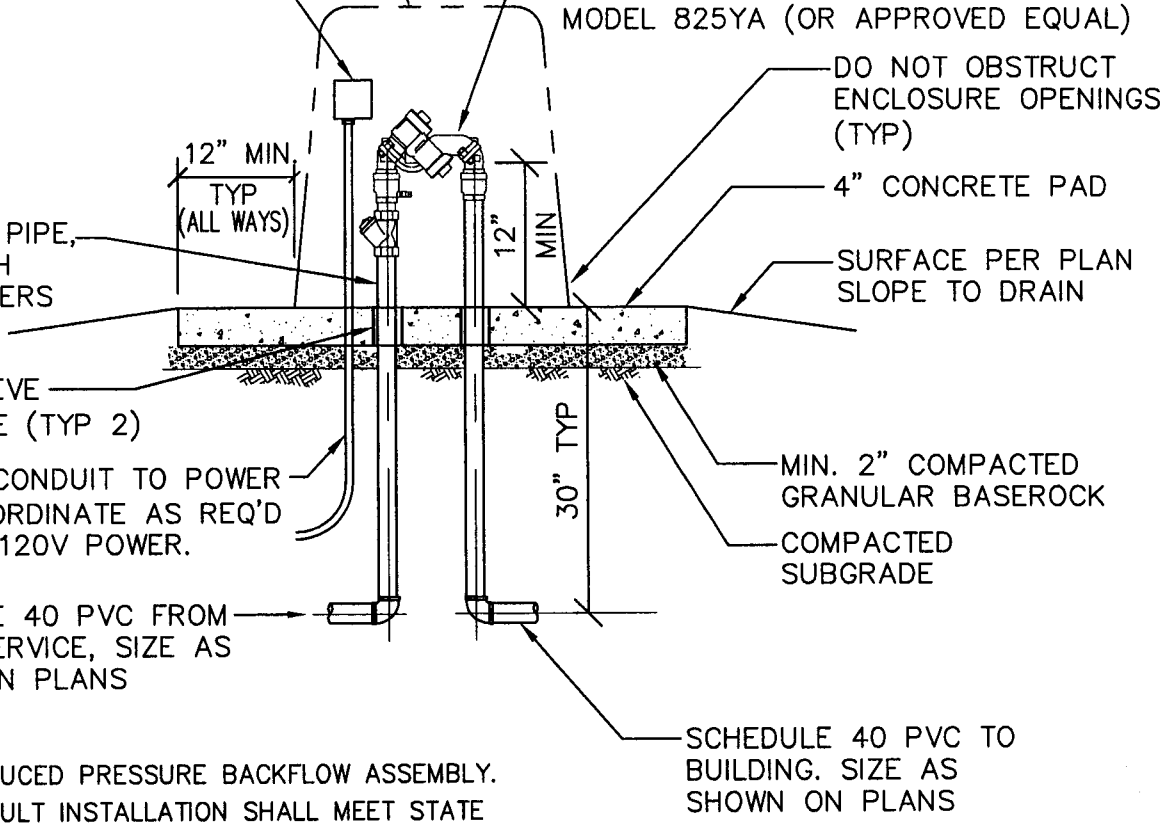
SECTION
NTS

LAST REVISION DATE: NOV 2009	JO # STANDARD
3" DOMESTIC WATER METER (NTS)	
DAYTON, OR	DETAIL NO. 523

PAD MOUNTED FIBERGLASS INSULATED ENCLOSURE W/HEATER, HOT BOX MODEL AS SHOWN ON TABLE (OR APPROVED EQUIVALENT). ANCHOR ENCLOSURE TO CONCRETE PAD PER MANUFACTURER'S REQUIREMENTS.

RPBA DIAMETER	HOT BOX MODEL
1"	HB1
1½"	HB1
2"	HB1.5

NOTE: VERIFY HB SIZE FOR OTHER MODEL RPBA DEVICES.



NOTES:

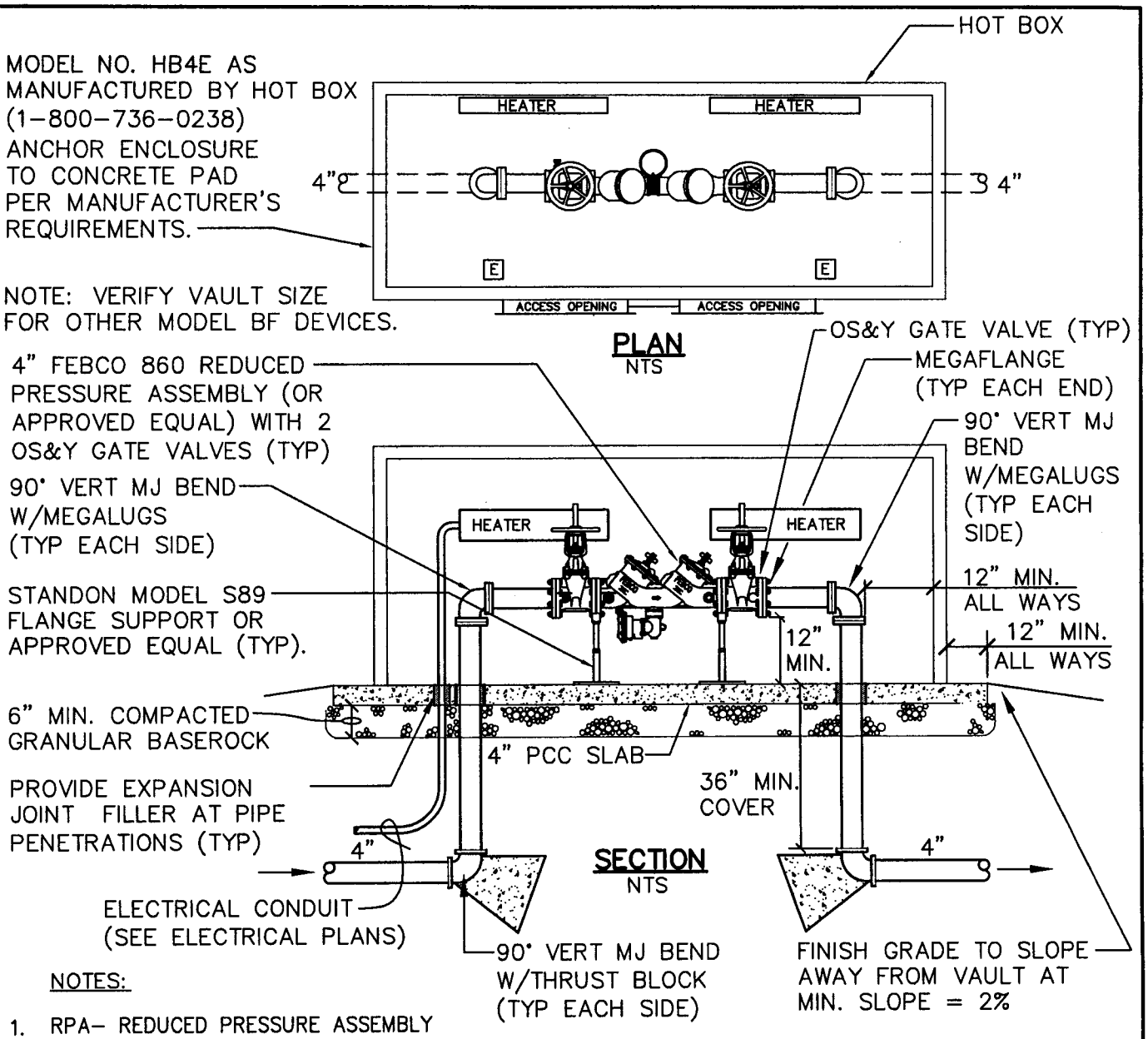
1. RPBA– REDUCED PRESSURE BACKFLOW ASSEMBLY.
2. RPBA & VAULT INSTALLATION SHALL MEET STATE OF OREGON, DEPARTMENT OF HUMAN RESOURCES, HEALTH DIVISION REQUIREMENTS.
3. CONTRACTOR SHALL HAVE RPBA TESTED AND CERTIFIED PRIOR TO APPROVAL BY THE CITY.
4. RPBA & VAULT SHALL CONFORM TO REQUIREMENTS OF PUBLIC/PRIVATE AGENCIES HAVING JURISDICTION.
5. VAULTS SHALL HAVE A MINIMUM OF 3' CLEARANCE FROM ALL OTHER VAULTS OR STRUCTURES.
6. VERIFY ENCLOSURE DIMENSIONS ARE ADEQUATE FOR CLEARANCE BASED ON HEIGHT OF REDUCED PRESSURE ASSEMBLY.
7. ENCLOSURE SHALL BE CENTERED OVER THE COMPLETED REDUCED PRESSURE BACKFLOW ASSEMBLY.
8. POWER SHALL BE INSTALLED IN SCHEDULE 40 RIGID CONDUIT PER NEC REQUIREMENTS.
9. ALL CONCRETE SHALL HAVE 3,300 PSI COMPRESSIVE STRENGTH @ 28 DAYS.
10. HOT BOX DRAINAGE OPENINGS SHALL NOT BE OBSTRUCTED BY GRADING OR PLANTINGS.
11. RPBA SHALL BE INSTALLED A MIN. OF 12 INCHES ABOVE THE 100–YEAR FLOOD ELEVATION AS DETERMINED BY FEMA.

LAST REVISION DATE:	JO #
JAN 2010	STANDARD

2" AND SMALLER REDUCED PRESSURE BACKFLOW ASSEMBLY

(NTS)

CARLTON, OR	DETAIL NO. 541



NOTES:

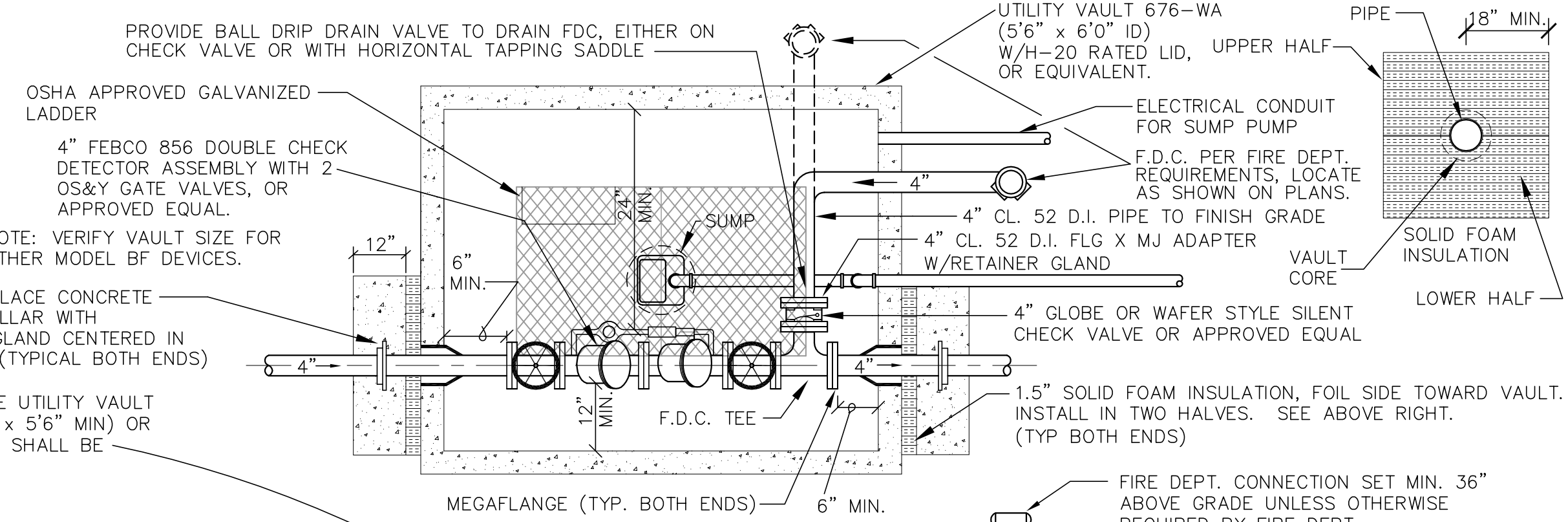
1. RPA- REDUCED PRESSURE ASSEMBLY
2. RPA & VAULT INSTALLATION SHALL MEET STATE OF OREGON, DEPARTMENT OF HUMAN RESOURCES, HEALTH DIVISION REQUIREMENTS.
3. CONTRACTOR SHALL HAVE RPA TESTED AND CERTIFIED PRIOR TO APPROVAL BY THE CITY.
4. RPA & VAULT SHALL CONFORM TO REQUIREMENTS OF PUBLIC/PRIVATE AGENCIES HAVING JURISDICTION.
5. VAULTS SHALL HAVE A MINIMUM OF 3' CLEARANCE FROM ALL OTHER VAULTS OR STRUCTURES.
6. VERIFY ENCLOSURE DIMENSIONS ARE ADEQUATE FOR CLEARANCE BASED ON HEIGHT OF REDUCED PRESSURE ASSEMBLY.
7. ENCLOSURE SHALL BE CENTERED OVER THE COMPLETED REDUCED PRESSURE ASSEMBLY.
8. POWER SHALL BE INSTALLED IN SCHEDULE 40 RIGID CONDUIT PER NEC REQUIREMENTS.
9. 'E' INDICATES THE ELECTRICAL RECEPTACLE. IT SHALL BE MOUNTED A MIN. OF 18" ABOVE THE SLAB.
10. ALL CONCRETE SHALL HAVE 3,300 PSI COMPRESSIVE STRENGTH @ 28 DAYS.
11. HOT BOX DRAINAGE OPENINGS SHALL NOT BE OBSTRUCTED BY GRADING OR PLANTINGS.
12. RPA SHALL BE INSTALLED A MIN. OF 12 INCHES ABOVE THE 100-YEAR FLOOD ELEVATION AS DETERMINED BY FEMA.

LAST REVISION DATE:	JO #
JAN 2010	STANDARD

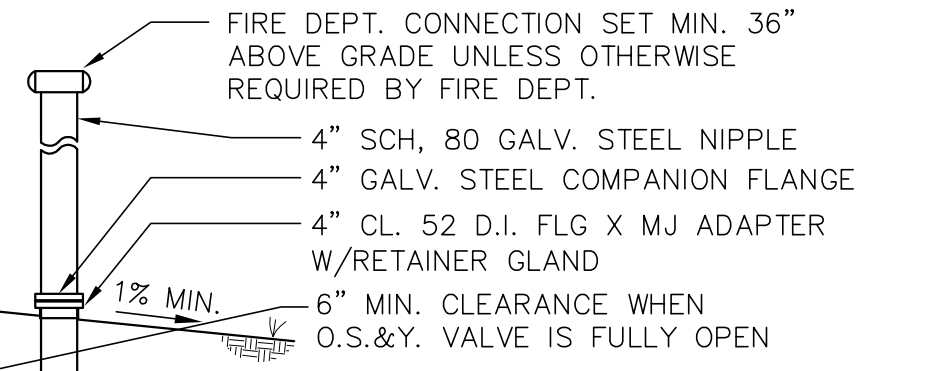
4" REDUCED PRESSURE ASSEMBLY

(NTS)

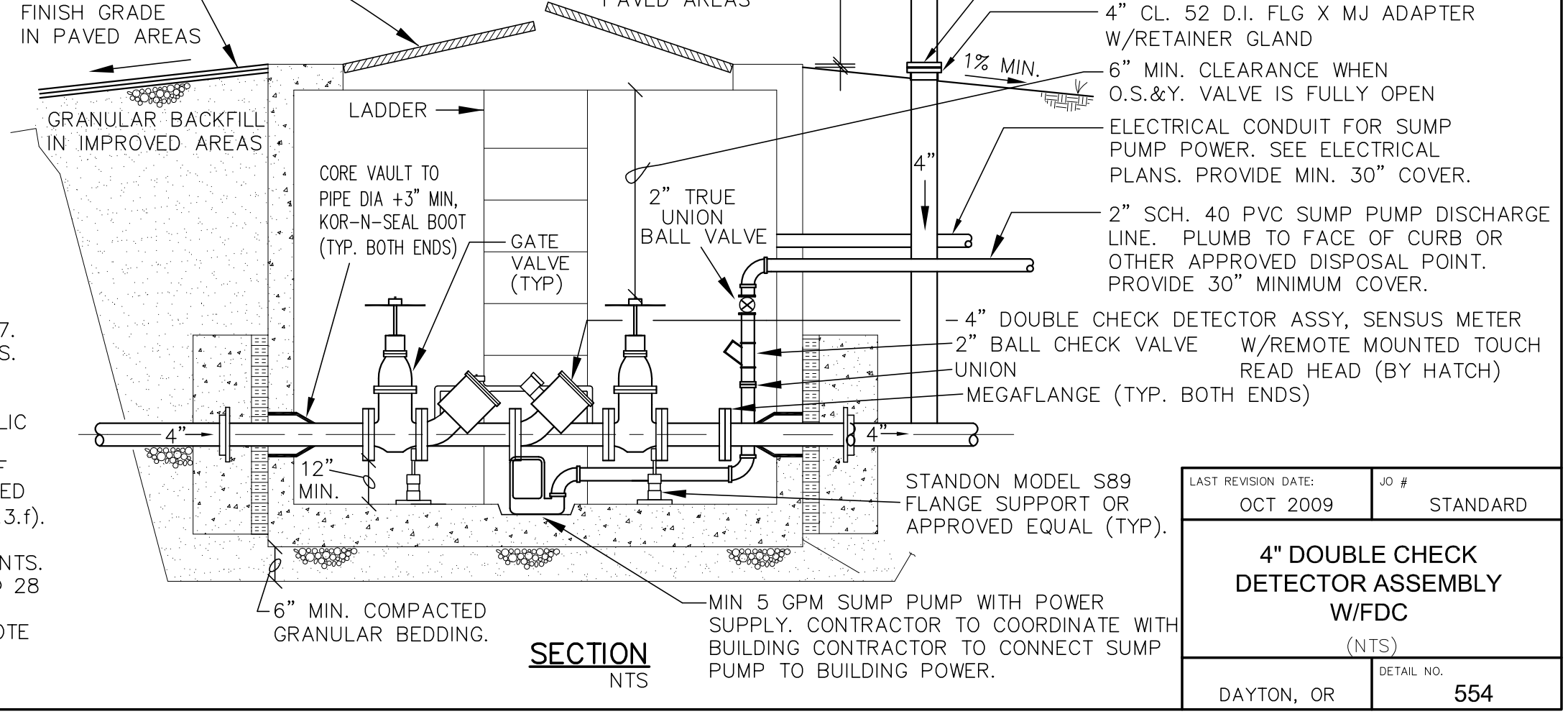
CARLTON, OR	DETAIL NO. 544



PLAN
NTS



SET TOP AT FINISH GRADE OR 1" MAX. ABOVE FG. OUTSIDE PAVED AREAS



SECTION
NTS

NOTES:

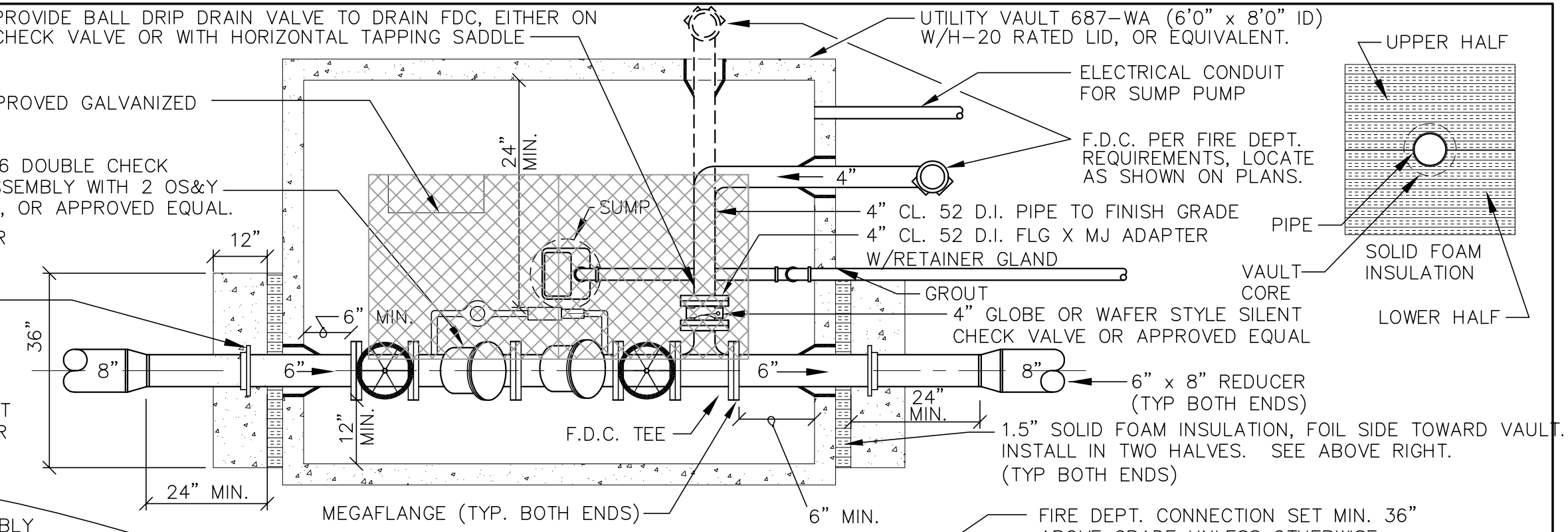
1. DCDA- DOUBLE CHECK DETECTOR ASSEMBLY FDC- FIRE DEPARTMENT CONNECTION.
2. DCDA SHALL CONFORM TO REQUIREMENTS OF PUBLIC/PRIVATE AGENCIES HAVING JURISDICTION.
3. DCDA & VAULT INSTALLATION SHALL MEET STATE OF OREGON, DEPARTMENT OF HUMAN RESOURCES, HEALTH DIVISION REQUIREMENTS.
4. CONTRACTOR SHALL HAVE DCDA TESTED AND CERTIFIED PRIOR TO FINAL APPROVAL BY CITY.
5. FDC SHALL NOT EXIT THROUGH THE TOP OF THE VAULT.
6. ALL PIPE OPENINGS SHALL BE SEALED WITH NON-SHRINK WATERTIGHT GROUT.
7. BENDS, CROSSES AND TEES SHALL NOT BE INSTALLED WITHIN 5 FEET OF THE OUTSIDE VAULT WALL.
8. ALL VAULTS SHALL MEET OR EXCEED ASTM C-857. ALL VAULT CONCRETE TO BE 4500 PSI @ 28 DAYS. REBAR TO BE ASTM A-615 GRADE 60.
9. SUMP PUMP WITH POWER SUPPLY SHALL BE INSTALLED UNLESS OTHERWISE APPROVED BY PUBLIC WORKS.
10. SUMP DISCHARGE SHALL BE PLUMBED TO FACE OF STREET CURB OR OTHER DISPOSAL POINT APPROVED BY LOCAL JURISDICTION (SEE OAR 333-061-0071.3.f).
11. SUMP PUMP POWER SHALL BE INSTALLED IN SCHEDULE 40 RIGID CONDUIT PER NEC REQUIREMENTS.
12. THRUST COLLAR CONCRETE SHALL BE 3300 PSI @ 28 DAYS.
13. UNLESS WAIVED BY PUBLIC WORKS, PROVIDE REMOTE READER FOR DETECTOR LOOP PER PUBLIC WORKS REQUIREMENTS.

LAST REVISION DATE:	JO #
OCT 2009	STANDARD

4" DOUBLE CHECK DETECTOR ASSEMBLY W/FDC

(NTS)

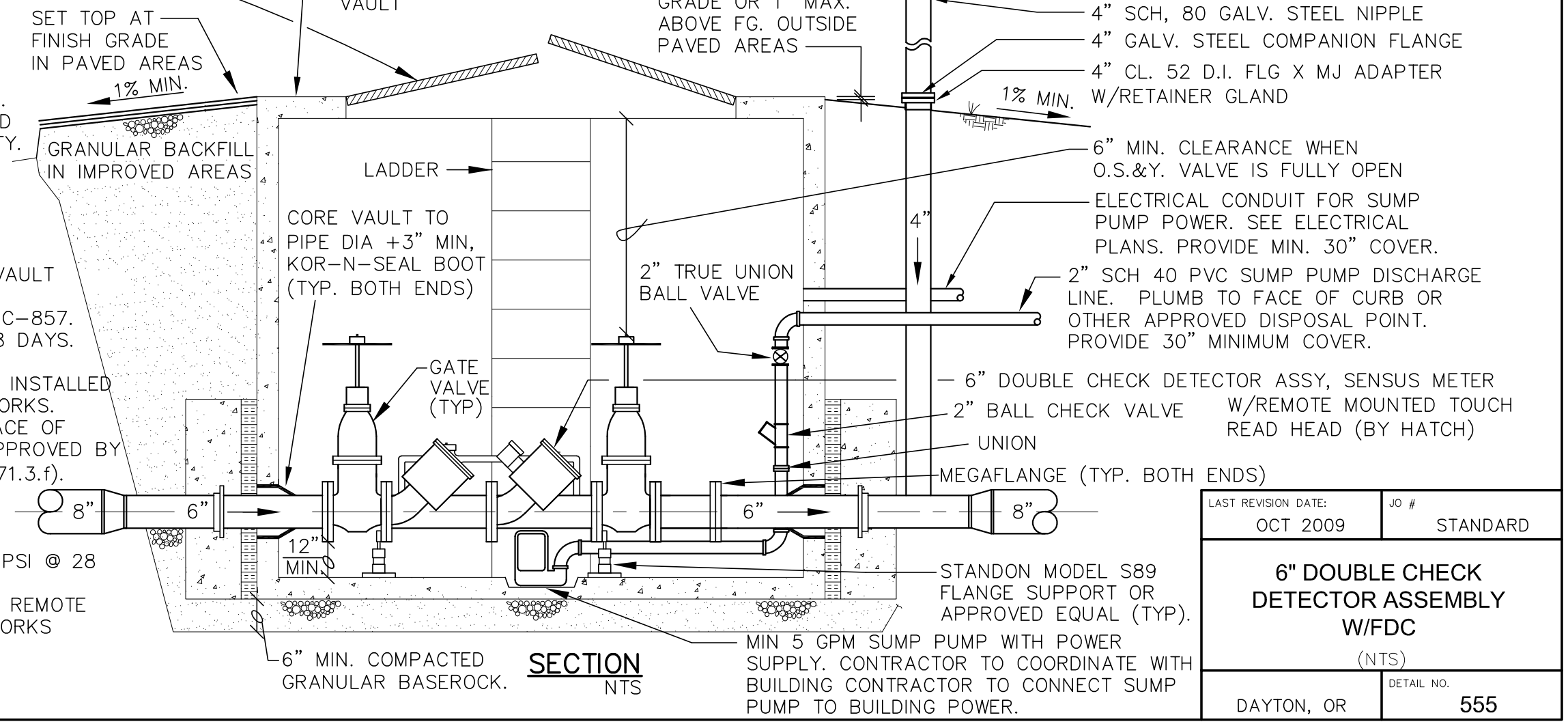
DAYTON, OR	DETAIL NO.
	554



NOTES:

1. DCDA- DOUBLE CHECK DETECTOR ASSEMBLY FDC- FIRE DEPARTMENT CONNECTION.
2. DCDA SHALL CONFORM TO REQUIREMENTS OF PUBLIC/PRIVATE AGENCIES HAVING JURISDICTION.
3. DCDA & VAULT INSTALLATION SHALL MEET STATE OF OREGON, DEPARTMENT OF HUMAN RESOURCES, HEALTH DIVISION REQUIREMENTS.
4. CONTRACTOR SHALL HAVE DCDA TESTED AND CERTIFIED PRIOR TO FINAL APPROVAL BY CITY.
5. FDC SHALL NOT EXIT THROUGH THE TOP OF THE VAULT.
6. ALL PIPE OPENINGS SHALL BE SEALED WITH NON-SHRINK WATERTIGHT GROUT.
7. BENDS, CROSSES AND TEES SHALL NOT BE INSTALLED WITHIN 5 FEET OF THE OUTSIDE VAULT WALL.
8. ALL VAULTS SHALL MEET OR EXCEED ASTM C-857. ALL VAULT CONCRETE TO BE 4500 PSI @ 28 DAYS. REBAR TO BE ASTM A-615 GRADE 60.
9. SUMP PUMP WITH POWER SUPPLY SHALL BE INSTALLED UNLESS OTHERWISE APPROVED BY PUBLIC WORKS.
10. SUMP DISCHARGE SHALL BE PLUMBED TO FACE OF STREET CURB OR OTHER DISPOSAL POINT APPROVED BY LOCAL JURISDICTION (SEE OAR 333-061-0071.3.f).
11. SUMP PUMP POWER SHALL BE INSTALLED IN SCHEDULE 40 RIGID CONDUIT PER NEC REQUIREMENTS.
12. THRUST COLLAR CONCRETE SHALL BE 3300 PSI @ 28 DAYS.
13. UNLESS WAIVED BY PUBLIC WORKS, PROVIDE REMOTE READER FOR DETECTOR LOOP PER PUBLIC WORKS REQUIREMENTS.

PLAN
NTS



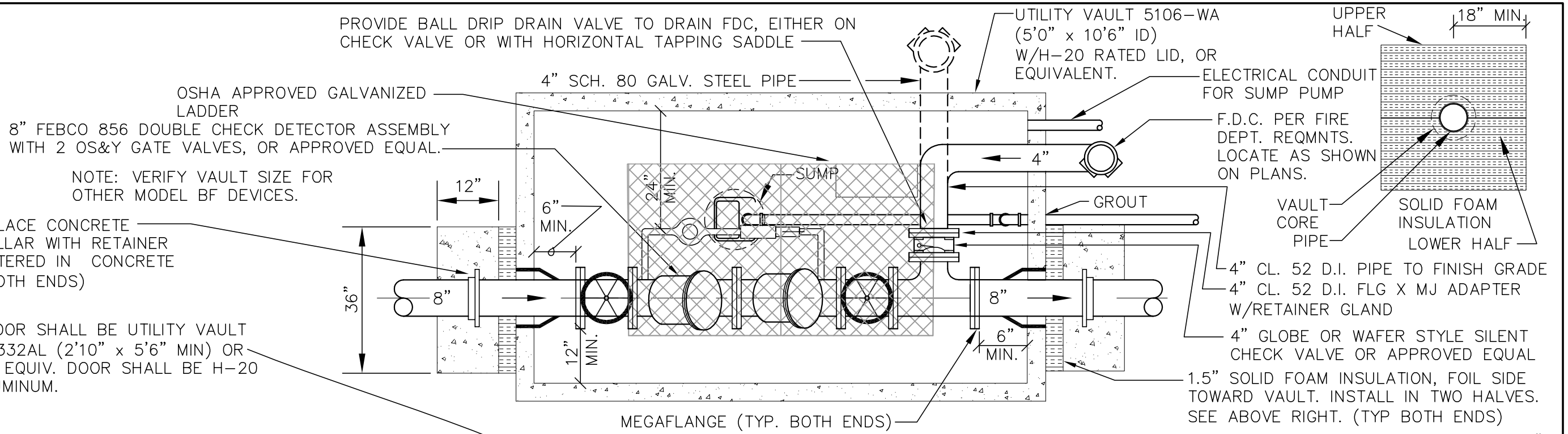
SECTION
NTS

LAST REVISION DATE:	JO #
OCT 2009	STANDARD

6" DOUBLE CHECK DETECTOR ASSEMBLY W/FDC

(NTS)

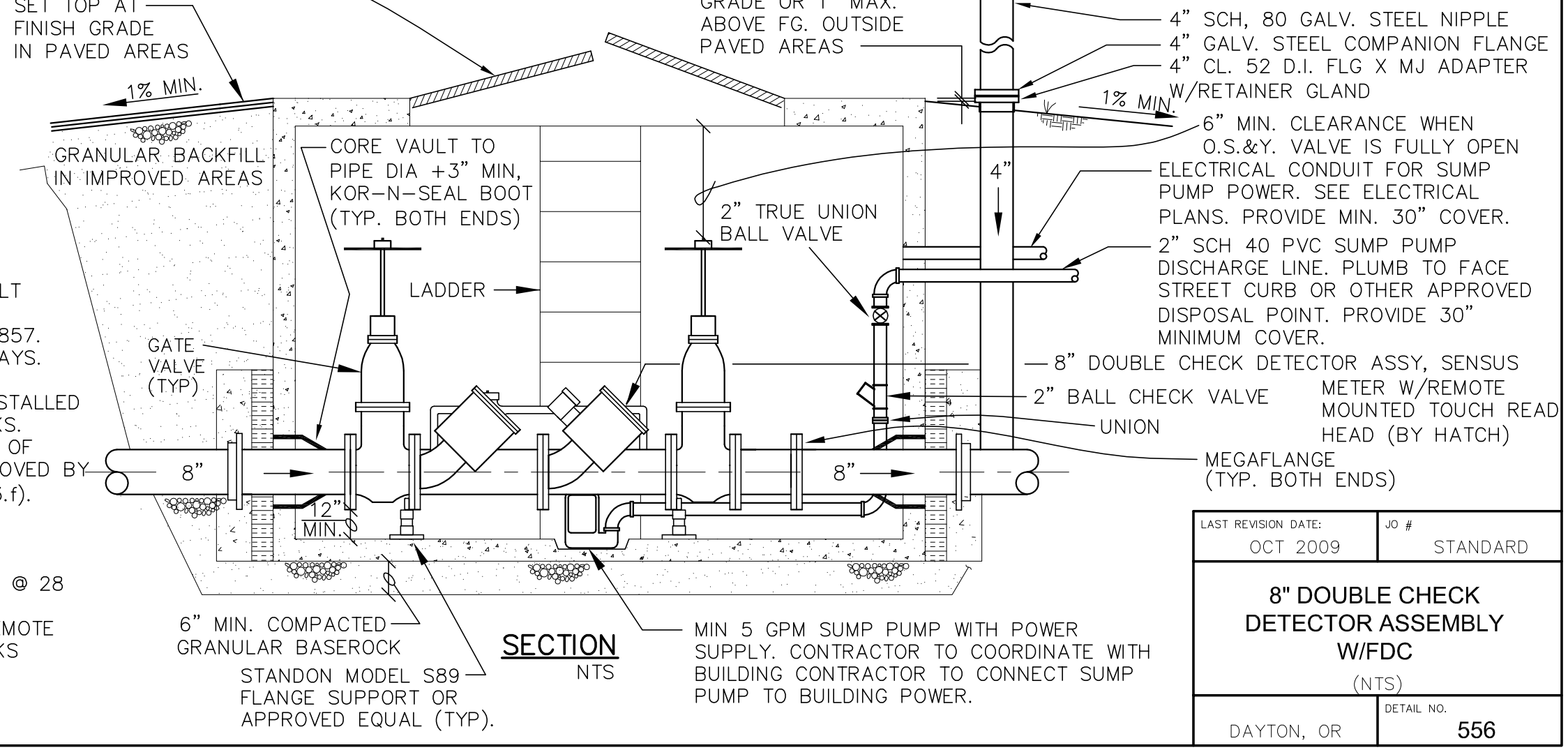
DAYTON, OR	DETAIL NO. 555



PLAN
NTS

NOTES:

1. DCDA- DOUBLE CHECK DETECTOR ASSEMBLY FDC- FIRE DEPARTMENT CONNECTION.
2. DCDA SHALL CONFORM TO REQUIREMENTS OF PUBLIC/PRIVATE AGENCIES HAVING JURISDICTION.
3. DCDA & VAULT INSTALLATION SHALL MEET STATE OF OREGON, DEPARTMENT OF HUMAN RESOURCES, HEALTH DIVISION REQUIREMENTS.
4. CONTRACTOR SHALL HAVE DCDA TESTED AND CERTIFIED PRIOR TO FINAL APPROVAL BY CITY.
5. FDC SHALL NOT EXIT THROUGH THE TOP OF THE VAULT.
6. ALL PIPE OPENINGS SHALL BE SEALED WITH NON-SHRINK WATERTIGHT GROUT.
7. BENDS, CROSSES AND TEES SHALL NOT BE INSTALLED WITHIN 5 FEET OF THE OUTSIDE VAULT WALL.
8. ALL VAULTS SHALL MEET OR EXCEED ASTM C-857. ALL VAULT CONCRETE TO BE 4500 PSI @ 28 DAYS. REBAR TO BE ASTM A-615 GRADE 60.
9. SUMP PUMP WITH POWER SUPPLY SHALL BE INSTALLED UNLESS OTHERWISE APPROVED BY PUBLIC WORKS.
10. SUMP DISCHARGE SHALL BE PLUMBED TO FACE OF STREET CURB OR OTHER DISPOSAL POINT APPROVED BY LOCAL JURISDICTION (SEE OAR 333-061-0071.3.f).
11. SUMP PUMP POWER SHALL BE INSTALLED IN SCHEDULE 40 RIGID CONDUIT PER NEC REQUIREMENTS.
12. THRUST COLLAR CONCRETE SHALL BE 3300 PSI @ 28 DAYS.
13. UNLESS WAIVED BY PUBLIC WORKS, PROVIDE REMOTE READER FOR DETECTOR LOOP PER PUBLIC WORKS REQUIREMENTS.



SECTION
NTS

LAST REVISION DATE:	JO #
OCT 2009	STANDARD

8" DOUBLE CHECK DETECTOR ASSEMBLY W/FDC

(NTS)

DAYTON, OR	DETAIL NO. 556

WATERLINE PRESSURE TEST REPORT

Project Location:	Project Name:	Date:
Inspector: (Print)	**Waterline to be tested.** From Station:	To Station:
Verify that all in-line valves, including hydrant mainline valves, are open? Yes / No		
Verify that all corp stops are open? Yes / No		
Verify that pressure gauge is mounted at high point of line to be tested? Yes / No If no, correct for elevation difference *(ie. add 0.433 psi per foot elevation difference).*		
System Static Pressure (psi):	Starting Pressure (psi): (greater of 150 psi or 1.5 times static)	Ending Pressure (psi):
Test Length: (2 hours minimum)	Starting Time:	Ending Time:
Volume Required to Reach Initial Test Pressure (gal):	Allowable Leakage (gal): (2 times table value below)	Measured Leakage (gal):
TEST RESULTS: Pass / Fail		

ALLOWABLE LEAKAGE PER 1,000 FEET OF PIPELINE - *gph*

Test Pressure ***psi***	**NOMINAL PIPE DIAMETER - *in.***									
	3	**4**	**6**	**8**	**10**	**12**	**14**	**16**	**18**	**20**
200	0.32	0.43	0.64	0.85	1.06	1.28	1.48	1.70	1.91	2.12
175	0.30	0.40	0.59	0.80	0.99	1.19	1.39	1.59	1.79	1.98
150	0.28	0.37	0.55	0.74	0.92	1.10	1.29	1.47	1.66	1.84

If the pipeline under test contains various diameters, the allowable leakage shall be the sum of the allowable leakage for each size. No additional leakage allowance will be given for fire hydrant assemblies or valves.

Allowable leakage based on : $L = SD(P)^{1/2}/133{,}200$

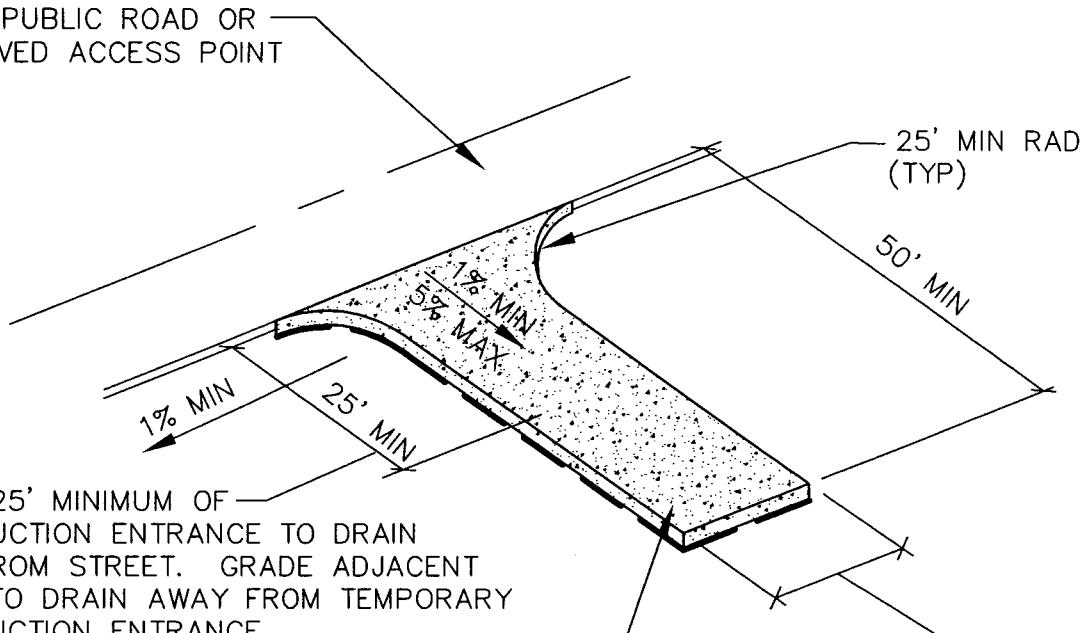
Where:

L = allowable leakage, in gallons per hour
S = length of pipe tested, in feet
D = nominal diameter of the pipe, in inches
P = test pressure during the leakage test, in psig

Regardless of leakage, maximum pressure drop during test period shall not exceed 5 psi/hour.

TEST PROCEDURE

1. Apply hydrostatic pressure by pumping water from an auxiliary supply basin. Accurately determine the amount of water required to reach the initial test pressure by refilling the supply basin with a calibrated container following pressurization of pipeline.
2. Monitor test pressure for 2 hour period.
3. At the completion of the test period, re-pressurize the pipeline by pumping water from the auxiliary supply basin. Accurately determine the amount of water required to reach the test pressure by refilling the supply basin with a calibrated container following pressurization of pipeline. If the measured leakage is less than the allowable leakage, the test is successful.



DRY WEATHER ACCESS

14-INCH MIN. DEPTH OVER COMPACTED SUBGRADE & FABRIC

WET WEATHER ACCESS

24-INCH MIN. DEPTH OVER UNDISTURBED SUBGRADE & FABRIC

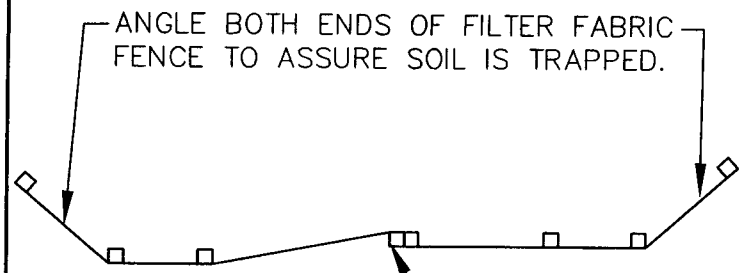
CONSTRUCTION NOTES:

1. THE AREA OF THE CONSTRUCTION ENTRANCE SHALL BE STRIPPED OF ALL TOPSOIL, VEGETATION, ROOTS, AND OTHER NON-COMPACTABLE MATERIAL.
2. SUBGRADE SHALL BE COMPACTED AND PROOFROLLED PRIOR TO PLACEMENT OF GRANULAR MATERIAL. FAILURE TO PASS PROOFROLL WILL REQUIRE USE OF WET WEATHER SECTION.
3. FAILURE OR PUMPING OF THE DRY WEATHER SECTION WILL REQUIRE REMOVAL OF THE GRANULAR MATERIAL AND INSTALLATION OF THE WET WEATHER SECTION.

MAINTENANCE NOTES:

1. THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION THAT WILL PREVENT TRACKING OR FLOW OF SEDIMENT ONTO PUBLIC RIGHT-OF-WAY. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH 2-INCH STONE AS CONDITIONS DEMAND, AND REPAIR AND/OR CLEANOUT OF STRUCTURES USED TO TRAP SEDIMENT.
2. ALL MATERIALS SPILLED, DROPPED, WASHED OR TRACKED FROM VEHICLES ONTO ROADWAYS OR INTO STORM DRAINS MUST BE REMOVED IMMEDIATELY.
3. ALL TRUCKS TRANSPORTING SATURATED SOILS SHALL BE WELL SEALED. WATER DRIPPAGE FROM TRUCKS MUST BE REDUCED TO 1 GALLON PER HOUR PRIOR TO LEAVING THE SITE.

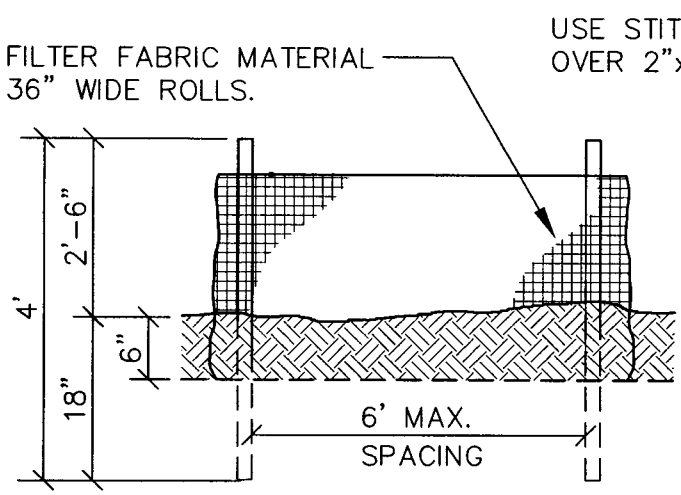
LAST REVISION DATE: DEC 2007	
TEMPORARY CONSTRUCTION ENTRANCE (NTS)	
CARLTON, OR	DETAIL NO. 610



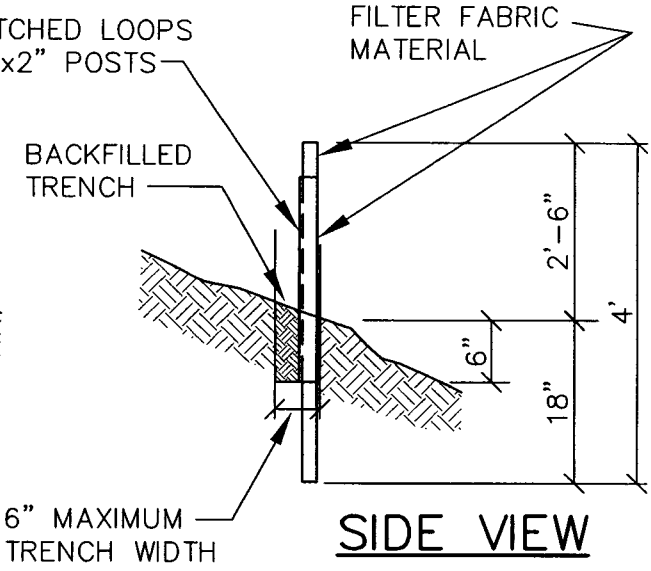
TOP VIEW

SILT FENCE NOTES:

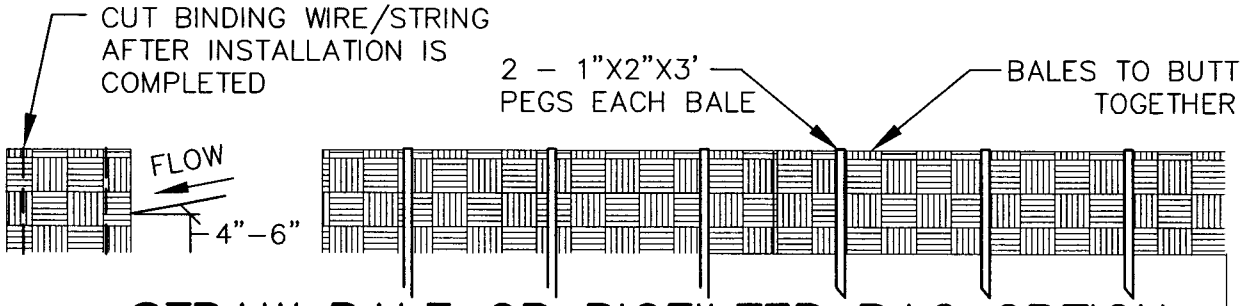
1. BURY BOTTOM OF FILTER FABRIC 6" VERTICALLY BELOW FINISHED GRADE.
2. TRENCH TO BE DUG WITH DITCH-WITCH, BY HAND OR OTHER METHOD AS REQUIRED TO MINIMIZE WIDTH.
3. BACKFILL & COMPACT NATIVE SOIL IN TRENCH AFTER FENCE INSTALLATION.
4. STITCHED LOOPS TO BE INSTALLED TO THE UPHILL SIDE OF THE FENCE.



FRONT VIEW



SIDE VIEW



STRAW BALE OR BIOFILTER BAG OPTION

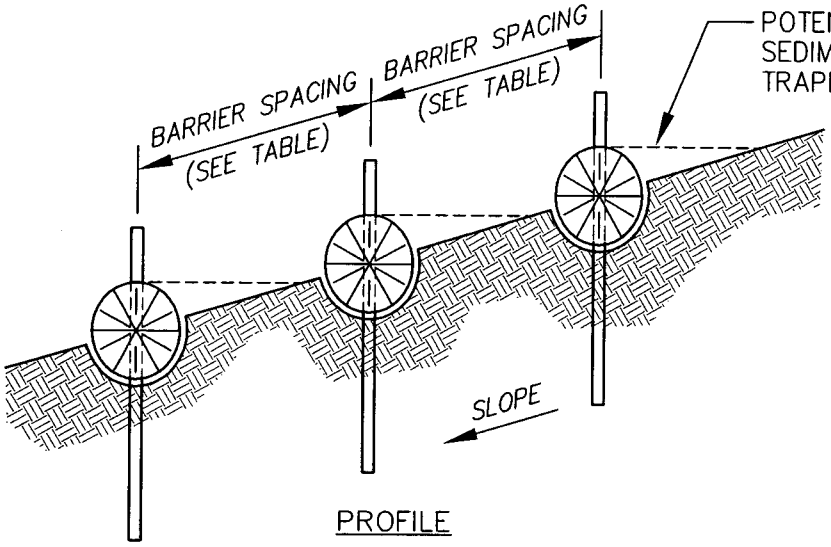
STRAW BALE NOTES:

1. EMBED BALES 4"-6" BELOW GROUND SURFACE.
2. DRIVE STAKES MIN. 12" INTO GROUND SURFACE, AND FLUSH W/ TOP OF BALES.

MAINTENANCE NOTES:

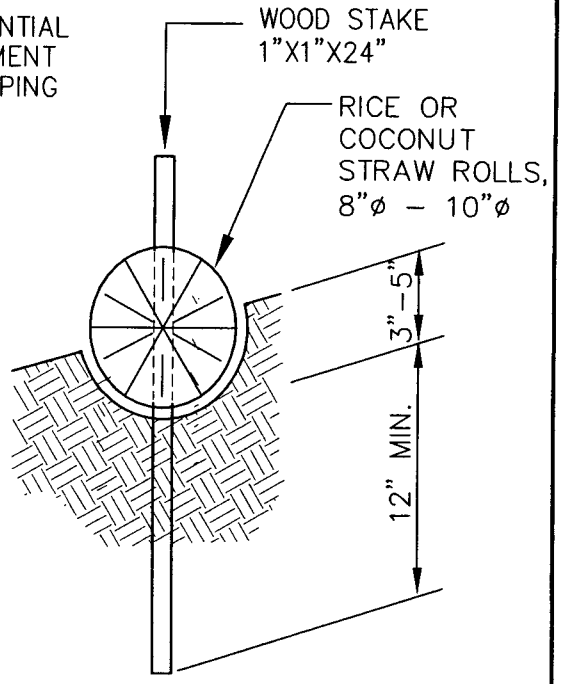
SEDIMENT BARRIERS SHALL BE MAINTAINED UNTIL UP-SLOPE AREA IS PERMANENTLY STABILIZED. AT NO TIME SHALL MORE THAN ONE FOOT OF SEDIMENT BE ALLOWED TO ACCUMULATE BEHIND SEDIMENT FENCES, STRAW BALES OR BIOFILTER BAGS. NEW SEDIMENT BARRIERS SHALL BE INSTALLED UPHILL AS REQUIRED TO CONTROL SEDIMENT TRANSPORT.

LAST REVISION DATE: DEC 2007	
SEDIMENT BARRIERS (NTS)	
CARLTON, OR	DETAIL NO. **611**

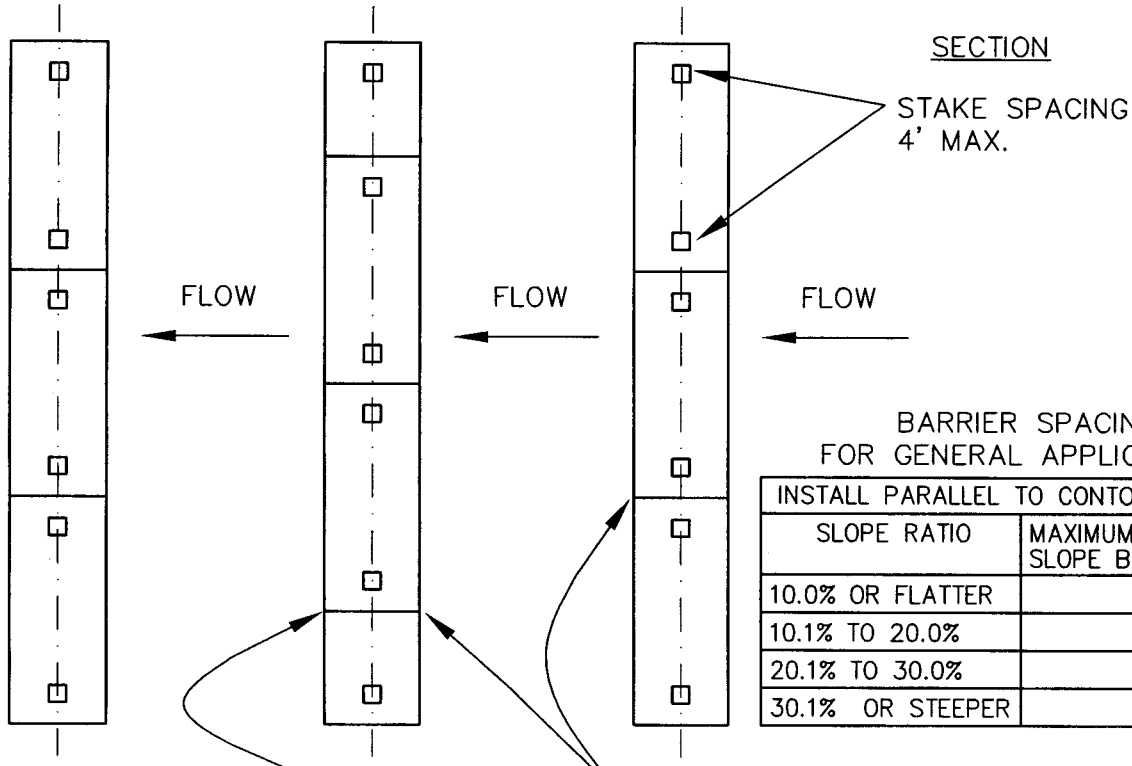


PROFILE

PLACE STRAW WATTLES PARALLEL TO SLOPE CONTOURS



SECTION



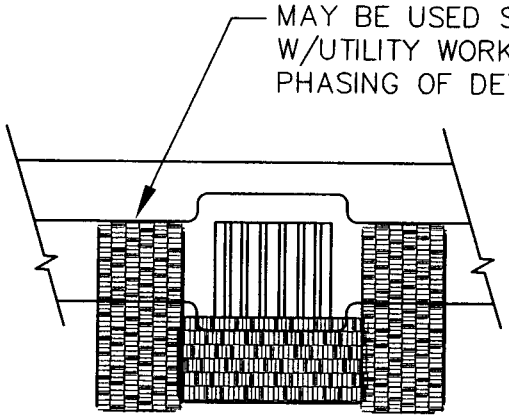
PLAN

BARRIER SPACING
FOR GENERAL APPLICATION

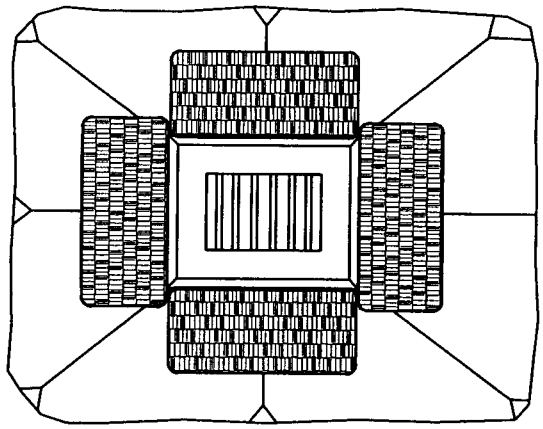
INSTALL PARALLEL TO CONTOURS AS FOLLOWS	
SLOPE RATIO	MAXIMUM SPACING ON SLOPE BETWEEN WATTLES
10.0% OR FLATTER	50' O.C.
10.1% TO 20.0%	25' O.C.
20.1% TO 30.0%	10' O.C.
30.1% OR STEEPER	5' O.C.

NOTES:
1. ALL MATERIAL SHALL CONFORM TO OSHD STANDARD SPECIFICATIONS, 1996 EDITION.
2. SEDIMENT BARRIERS SHALL BE MAINTAINED UNTIL UP-SLOPE AREA IS PERMANENTLY STABILIZED.
3. AT NO TIME SHALL SEDIMENT BE ALLOWED TO ACCUMULATE ABOVE THE TOP OF THE STRAW WATTLE.
4. NEW SEDIMENT BARRIERS SHALL BE INSTALLED UPHILL AS REQUIRED TO CONTROL SEDIMENT TRANSPORT.

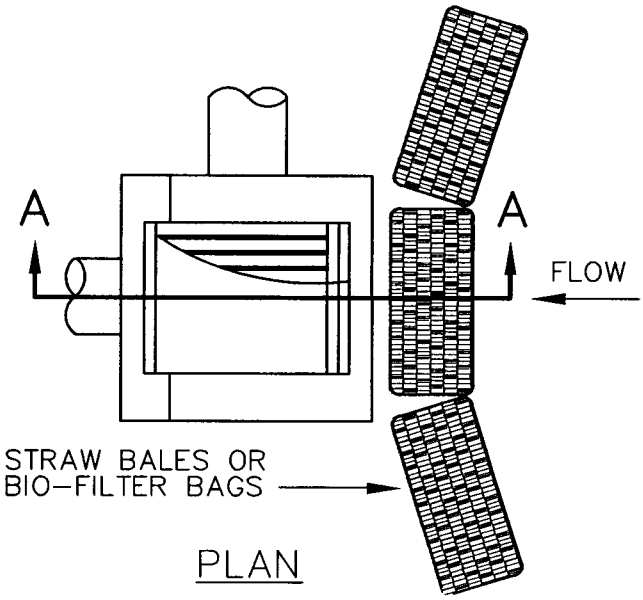
LAST REVISION DATE: DEC 2007	
STRAW WATTLE SEDIMENT BARRIER (NTS)	
CARLTON, OR	DETAIL NO. 612



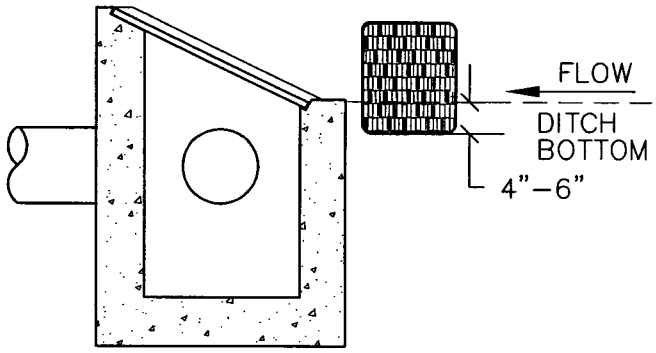
CURB INLET C.B.



AREA DRAIN



PLAN



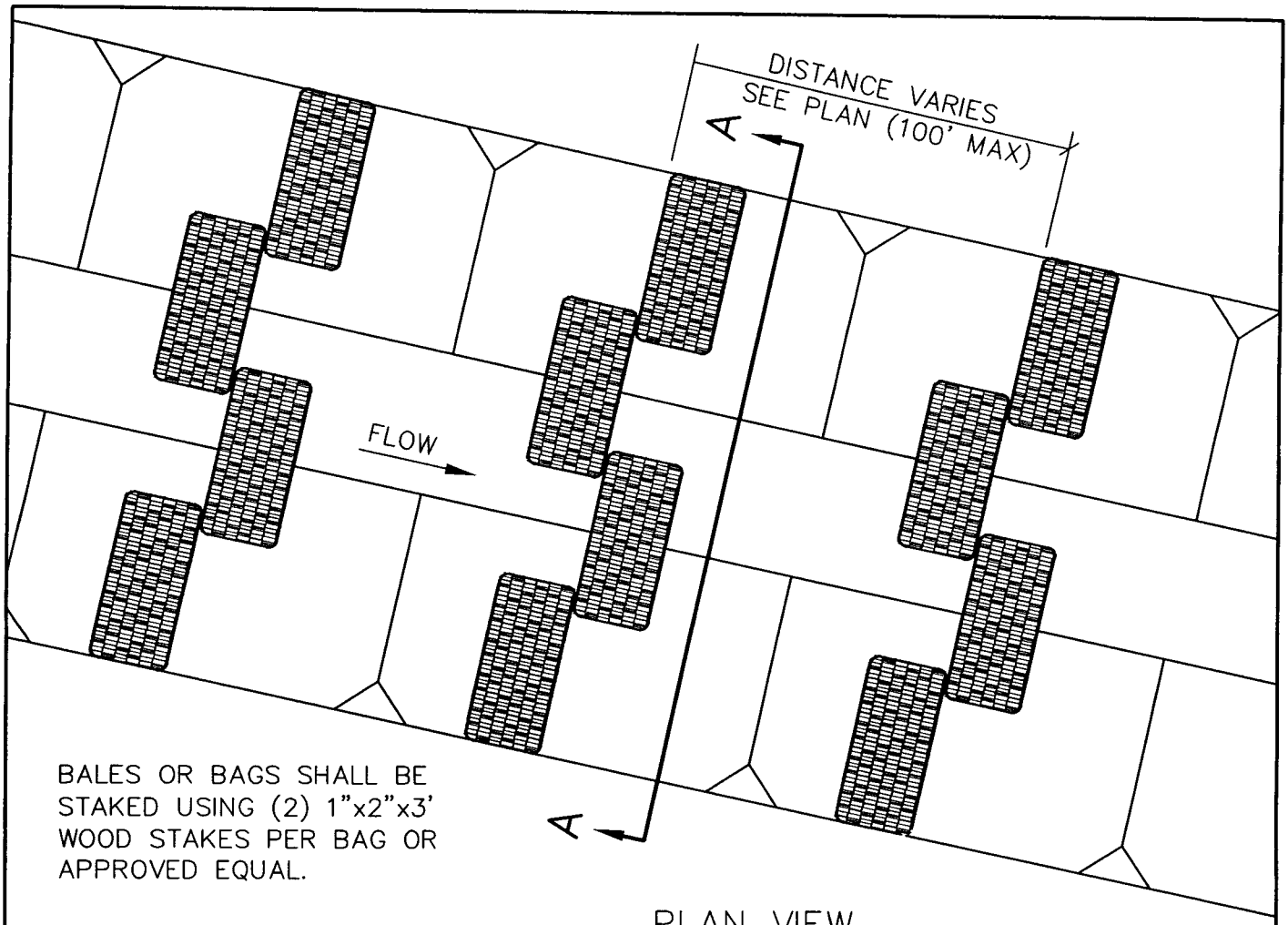
SECTION A-A

DITCH INLET C.B.

MAINTENANCE NOTES:

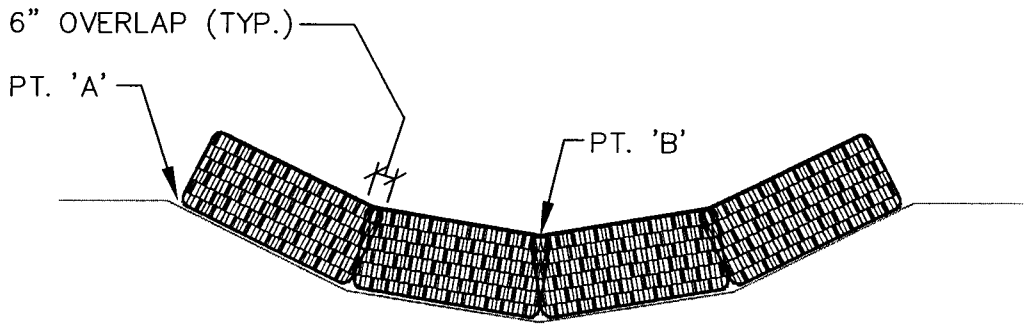
1. SEDIMENT BARRIERS SHALL BE MAINTAINED UNTIL UP-SLOPE AREA IS PERMANENTLY STABILIZED.
2. AT NO TIME SHALL MORE THAN ONE FOOT OF SEDIMENT BE ALLOWED TO ACCUMULATE BEHIND SEDIMENT FENCES, STRAW BALES OR BIOFILTER BAGS.
3. NEW SEDIMENT BARRIERS SHALL BE INSTALLED UPHILL AS REQUIRED TO CONTROL SEDIMENT TRANSPORT.

LAST REVISION DATE: DEC 2007	
INLET SEDIMENT CONTROL (NTS)	
CARLTON, OR	DETAIL NO. 613



BALES OR BAGS SHALL BE STAKED USING (2) 1"x2"x3' WOOD STAKES PER BAG OR APPROVED EQUAL.

PLAN VIEW

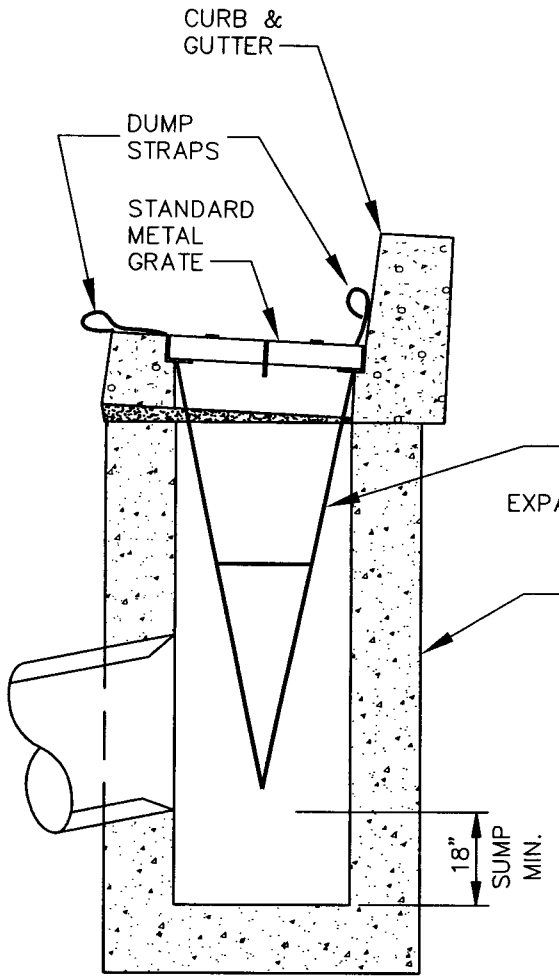


SECTION A–A

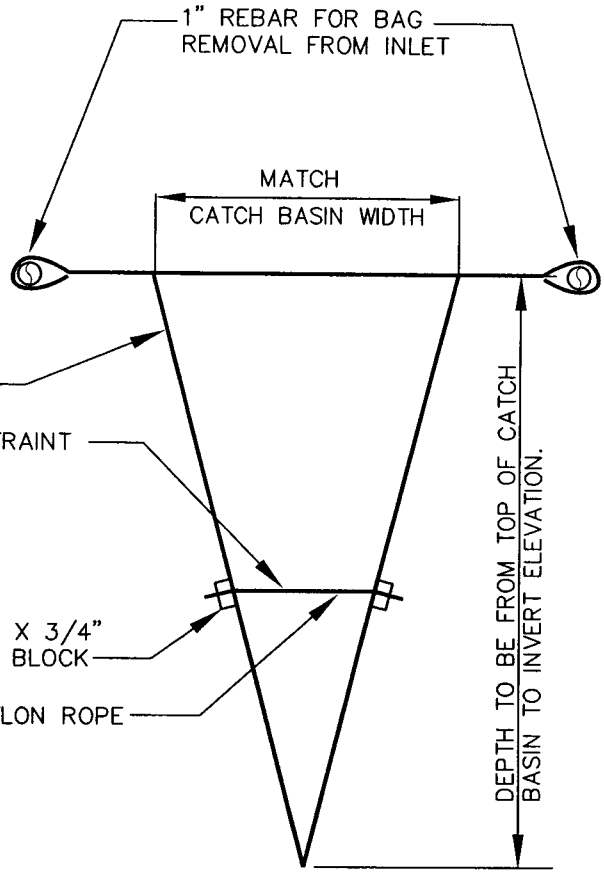
MAINTENANCE NOTES:

1. SEDIMENT BARRIERS SHALL BE MAINTAINED UNTIL UP–SLOPE AREA IS PERMANENTLY STABILIZED.
2. AT NO TIME SHALL MORE THAN ONE FOOT OF SEDIMENT BE ALLOWED TO ACCUMULATE BEHIND STRAW BALES OR BIOFILTER BAGS.
3. NEW SEDIMENT BARRIERS SHALL BE INSTALLED UPHILL AS REQUIRED TO CONTROL SEDIMENT TRANSPORT.
4. PT. 'A' SHALL BE 6" MIN. HIGHER THAN PT. 'B'.

LAST REVISION DATE: DEC 2007	
DITCH AND SWALE PROTECTION (NTS)	
CARLTON, OR	DETAIL NO. 614



INSTALLATION DETAIL



BAG DETAIL

NOTES:

1. EMPTY SILT SACK AS NECESSARY.
2. SILTSACK SEDIMENT CONTROL DEVICE AS MANUFACTURED BY ACF ENVIRONMENTAL AND SUPPLIED BY ACF WEST (503) 771-5115 OR APPROVED EQUAL.

LAST REVISION DATE: DEC 2007	
SILT SACK INLET DETAIL (NTS)	
CARLTON, OR	DETAIL NO. 615