

J:\211030 - STAYTON - GENERAL ENGINEERING\037 - MILL CREEK PARK ASR PROJECT\CAD\3\_DSGND\_PLANS\1C-001 TITLE SHEET.DWG LAST SAVED: 10/02/2024 9:34 AM PRINTED: 10/02/2024 9:36 AM

- SURVEY NOTES:
- THIS BASEMAP IS COMPILED FROM AS-BUILT DRAWINGS PROVIDED BY THE CITY OF STAYTON. NO ADDITIONAL SURVEY WAS COMPLETED.
  - INITIAL SURVEY WAS PROVIDED BY AKS ENGINEERING.
  - VERTICAL DATUM: ELEVATIONS ARE NAVD88 DERIVED FROM THE TRIMBLE VRS NOW NETWORK. NETWORK DERIVED NAVD88 ELEVATION WERE CHECKED AGAINST PUBLISHED DATE SHEET VALUES AT NGS BENCHMARK PTS 37 (PID QE391)
  - HORIZONTAL DATUM: STAYTON LOCAL COORDINATE SYSTEM.

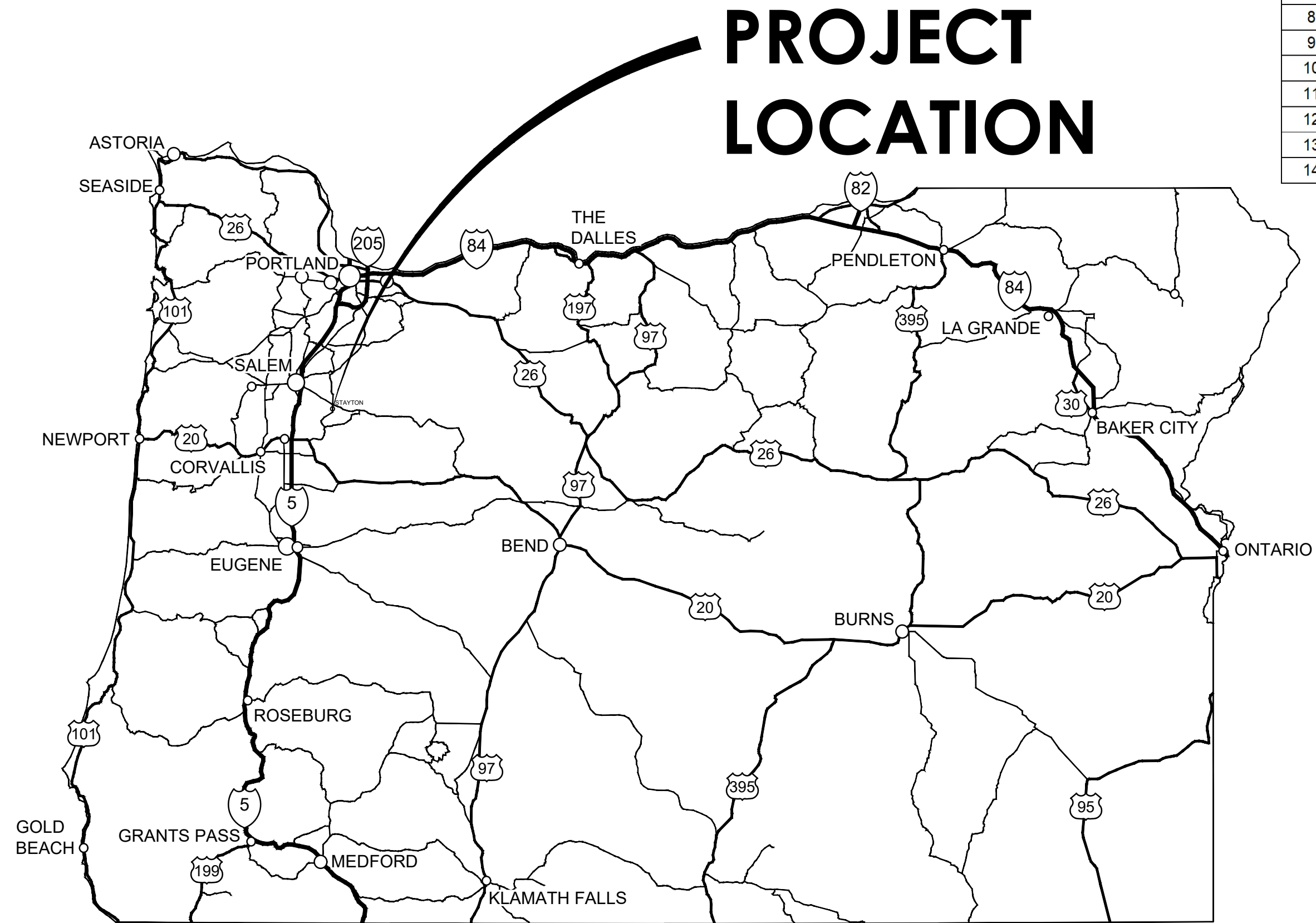
City of Stayton

# MILL CREEK PARK ASR PHASE I SHAFF ROAD WATERLINE IMPROVEMENTS

OCTOBER 2024

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NW NATURAL	BLAKE JOHNSON	503-833-2519	BLAKE.JOHNSON@NWNATURAL.COM



LOCATION MAP

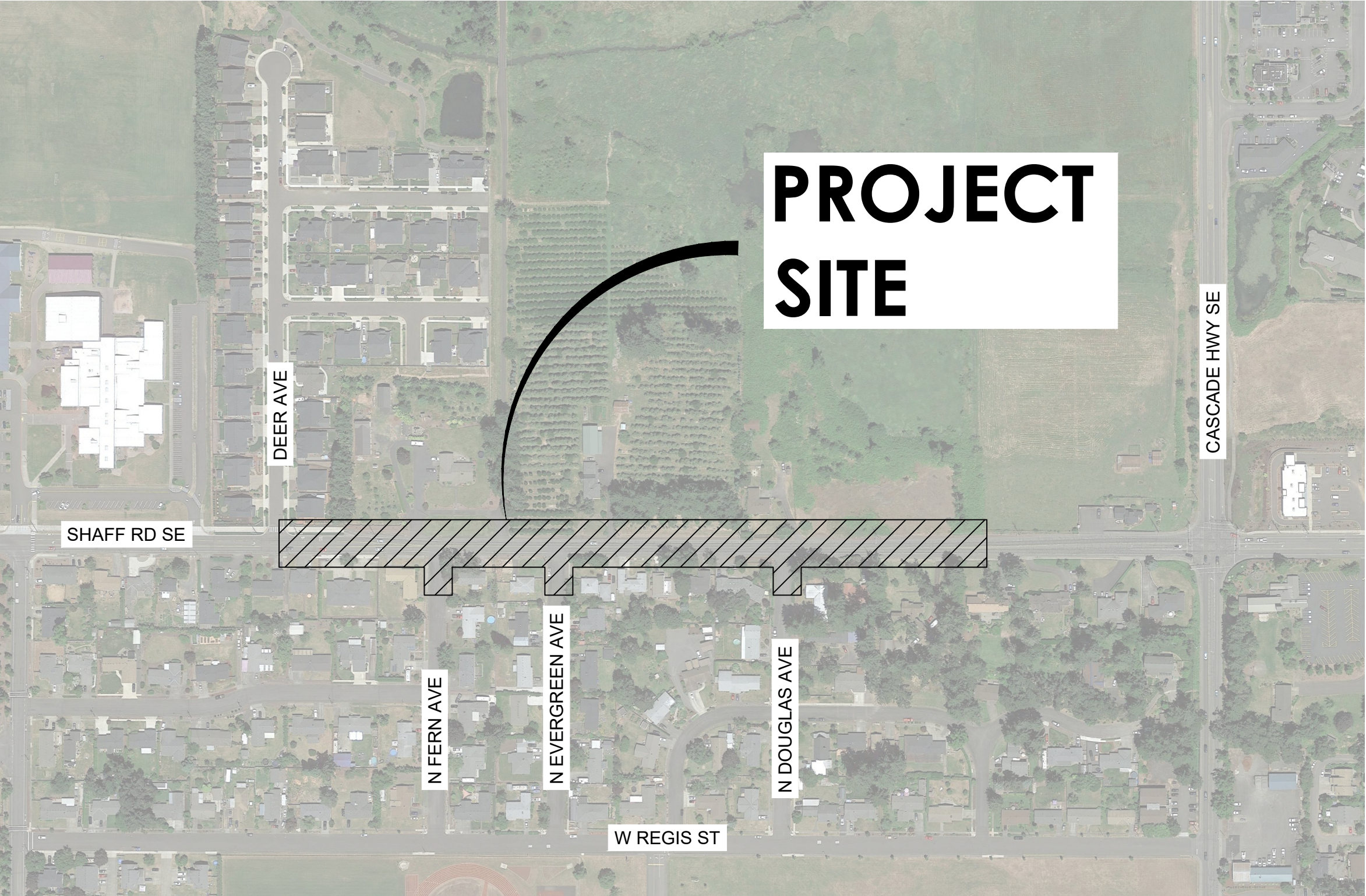
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ATTENTION:  
OREGON LAW REQUIRES YOU TO FOLLOW RULES ADOPTED BY THE OREGON UTILITY NOTIFICATION CENTER. THOSE RULES ARE SET FORTH IN OAR 952-001-0010 THROUGH OAR 952-001-0090. YOU MAY OBTAIN COPIES OF THE RULES BY CALLING THE CENTER (503) 232-1987.



VICINITY MAP

100 East Bower Street, Suite 110  
Meridian, ID 83642  
(208) 288-1992

NO.	REVISIONS	DATE

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MILL CREEK PARK ASR PHASE I SHAFF ROAD WATERLINE IMPROVEMENTS

TITLE SHEET

DRAWN: CMG CHECK: CLM

VERIFY SCALE: Scales based on 22"x34" prints.

1-1/2 Inches

PROJECT NO. 211030-037

SHEET NO. C-001







J:\211030 - STAYTON - GENERAL ENGINEERING\037 - MILL CREEK PARK ASR PROJECT\CTC\_DESN\CAD\3\_DESIGN\DWG\_PLANS\1C-003 GENERAL NOTES.DWG  
LAST SAVED: 8/19/2024 11:37 AM  
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GENERAL NOTES

- 1) THE WORK IS SUBJECT TO BOTH CITY AND COUNTY REQUIREMENTS. IF THE CITY AND COUNTY REQUIREMENTS CONFLICT, CONTRACTOR SHALL ADHERE TO THE MORE STRICT STANDARD.

MARION COUNTY STANDARD CONSTRUCTION NOTES

- 2) ALL MATERIALS AND WORKMANSHIP FOR FACILITIES IN ROAD RIGHT-OF-WAY OF SLOPE/DRAINAGE EASEMENTS SHALL CONFORM TO THE APPLICABLE REGULATIONS, SPECIFICATIONS, CODES, AND REQUIREMENTS OF MARION COUNTY, AMERICAN PUBLIC WORK ASSOCIATION (A.P.W.A) OREGON CHAPTER STANDARD PLANS AND SPECIFICATIONS, THE OREGON PLUMBING SPECIALTY CODE (OPSC), THE INTERNATIONAL BUILDING CODE (IBC), THE OREGON DEPARTMENT OF ENVIRONMENTAL QUALITY (DEQ), AND THE OREGON HEALTH AUTHORITY (OHA).
- 3) THE CONTRACTOR SHALL PERFORM ALL WORK NECESSARY TO COMPLETE THE PROJECT IN ACCORDANCE WITH THE APPROVED CONSTRUCTION PLANS INCLUDING SUCH INCIDENTALS AS MAY BE NECESSARY TO MEET APPLICABLE AGENCY REQUIREMENTS AND PROVIDE A COMPLETED PROJECT.
- 4) THE COUNTY MUST APPROVE, BEFORE CONSTRUCTION, ANY ALTERATION, OR VARIANCE FROM THE APPROVED PLANS. ANY VARIATIONS FROM THESE PLANS SHALL BE PROPOSED ON CONSTRUCTION FIELD PRINTS, TRANSMITTED TO THE ENGINEER, AND FORWARDED TO THE COUNTY FOR APPROVAL.
- 5) MARION COUNTY'S "LAND DEVELOPMENT ENGINEERING & PERMITS" SECTION TYPICALLY WILL INSPECT ALL CONSTRUCTION WITHIN THE RIGHT-OF-WAY AND THE SLOPE/DRAINAGE EASEMENTS.
- 6) MARION COUNTY'S "BUILDING INSPECTION" SECTION TYPICALLY INSPECTS ALL THE CONSTRUCTION ON PRIVATE PROPERTY. ADDITIONALLY, VARIOUS AGENCIES INSPECT THE CONSTRUCTION OF THEIR FACILITIES IN THE COUNTY PUBLIC RIGHT-OF-WAY, SUCH AS THE CITY FOR WATER AND SANITARY SEWER, OR THE UTILITY COMPANIES FOR THEIR PARTICULAR UTILITY.
- 7) INSPECTIONS BY THE COUNTY SHALL NOT IN ANY WAY RELIEVE THE CONTRACTOR FROM ANY OBLIGATION TO PERFORM THE WORK IN STRICT COMPLIANCE WITH THE APPLICABLE CODES AND AGENCY REQUIREMENTS.
- 8) THE CONTRACTOR SHALL BE RESPONSIBLE TO ENSURE THAT ALL REQUIRED OR NECESSARY INSPECTIONS ARE COMPLETED BY AUTHORIZED INSPECTORS PRIOR TO PROCEEDING WITH SUBSEQUENT WORK WHICH COVERS OR THAT IS DEPENDENT ON THE WORK TO BE INSPECTED. FAILURE TO OBTAIN NECESSARY INSPECTION(S) AND APPROVAL(S) SHALL RESULT IN THE CONTRACTOR BEING FULLY RESPONSIBLE FOR ALL PROBLEMS ARISING FROM UN-INSPECTED WORK AND MAY REQUIRE THE CONTRACTOR TO RE-EXPOSE AREAS OF CONCERN.
- 9) THE CONTRACTOR SHALL LOCATE AND MARK ALL EXISTING PROPERTY AND STREET MONUMENTS BEFORE CONSTRUCTION. ANY MONUMENTS DISTURBED DURING CONSTRUCTION OF THE PROJECT, SHALL BE REPLACED BY A REGISTERED PROFESSIONAL LAND SURVEYOR AT THE CONTRACTOR'S EXPENSE. MONUMENT BOXES ARE REQUIRED FOR ALL PUBLIC LAND CORNER MONUMENTS THAT FALL WITHIN PAVED AREAS AND ALSO FOR CENTERLINE MONUMENTS WITHIN, OR IF APPLICABLE, OUTSIDE THE BOUNDARY OF SUBDIVISION OR CONDOMINIUM PLATS. SEE MARION COUNTY SURVEYOR'S OFFICE FOR APPROVED MONUMENT BOXES.
- 10) THE REQUIRED IDENTIFICATION SIGNS SHALL BE IN PLACE BEFORE THE START OF WORK AND SHALL BE PRESENT DURING THE CONSTRUCTION PERIOD UNTIL ALL THE WORK ON THE PROJECT IS COMPLETE.
- 11) THE CONTRACTOR SHALL ATTEND A PRE-CONSTRUCTION MEETING WITH THE COUNTY TO REVIEW PLANS AND DETAILS BEFORE THE START OF WORK. THE CONTRACTOR SHALL CONTACT MARION COUNTY PUBLIC WORKS AT (503) 584-7714 OR VIA EMAIL TO MCLDEP@CO.MARION.OR.US, 48-HOURS PRIOR TO THE INTENDED BEGINNING OF WORK.
- 12) ATTENTION: OREGON LAW REQUIRES YOU TO FOLLOW RULES ADOPTED BY THE OREGON UTILITY NOTIFICATION CENTER. THOSE RULES ARE SET FORTH IN OAR 952-001-0010 THROUGH 952-001-0090.YOU MAY OBTAIN COPIES OF THE RULES BY CALLING THE CENTER. (NOTE: THE TELEPHONE NUMBER FOR THE OREGON UTILITY NOTIFICATION CENTER IS 503-232-1987).
- 13) THE CONTRACTOR SHALL CONFORM TO OREGON DEQ'S CONSTRUCTION STORMWATER PERMIT 1200C FOR CONSTRUCTION ACTIVITIES WHERE ONE (1) ACRE OR MORE IS DISTURBED, OR THE DEQ 1200CN WHERE APPLICABLE.;
- 14) TEMPORARY AND PERMANENT EROSION AND SEDIMENT CONTROL MEASURES SHALL BE USED AS NEEDED. THE CONTRACTOR SHALL ADHERE TO CONTROLLING AGENCY'S STANDARDS FOR CONTROL MEASURES.
- 15) THE CONTRACTOR SHALL PROCURE A RIGHT OF ENTRY PERMIT FROM AFFECTED RAILROADS FOR ALL WORK WITHIN THE RAILROAD RIGHT-OF-WAY AND CONFORM TO ALL CONDITIONS OF THE PERMIT.
- 16) WORK IN THE RIGHT-OF-WAY THAT IMPACTS TRAFFIC AND IS WITHIN THE URBAN GROWTH BOUNDARY OR ON ARTERIAL ROADS, MAY BE RESTRICTED TO 8:30 AM TO 3:30 PM. WORK ON CORDON ROAD, LANCASTER DRIVE, SILVERTON ROAD WEST OF HOLLYWOOD DRIVE OR STATE STREET WEST OF ELMA STREET, AND FIRST STREET IN STAYTON, THAT IMPACTS TRAFFIC, SHALL TYPICALLY BE DONE FROM 9:00 PM TO 6:00 AM, UNLESS OTHERWISE NOTED IN THE PERMIT.
- 17) NO WORK IN THE RIGHT-OF-WAY THAT IMPACTS TRAFFIC MAY BE DONE IN FREEZING WEATHER CONDITIONS. SIGNIFICANT REDUCED VISIBILITY CONDITIONS MAY BE CAUSE FOR THE COUNTY TO STOP THE WORK.
- 18) RECORD DRAWINGS. THE CONTRACTOR SHALL MAINTAIN ONE COMPLETE SET OF APPROVED DRAWINGS ON THE CONSTRUCTION SITE AT ALL TIMES WHEREON HE WILL RECORD ANY APPROVED DEVIATIONS IN CONSTRUCTION FROM THE APPROVED PLANS, AS WELL AS THE STATION LOCATIONS AND DEPTHS OF ALL EXISTING UTILITIES ENCOUNTERED. THESE FIELD RECORD DRAWINGS SHALL BE KEPT UP TO DATE AT ALL TIMES AND SHALL BE AVAILABLE FOR INSPECTION BY THE COUNTY UPON REQUEST. FAILURE TO CONFORM TO THIS REQUIREMENT MAY RESULT IN DELAY OF FINAL ACCEPTANCE OF THE PROJECT.

TRAFFIC CONTROL

- 19) SPECIFIC TRAFFIC CONTROL PLANS MAY BE REQUIRED AS A PART OF THE PERMIT. TEMPORARY TRAFFIC CONTROL SIGNAGE SHALL BE 36" X 36". SIGNS MUST BE CLEAN AND IN GOOD REPAIR. THE WORK AREA DURING CONSTRUCTION OR MAINTENANCE PERFORMED UNDER THE PERMIT PROVISIONS SHALL BE PROTECTED IN ACCORDANCE WITH THE CURRENT MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) FOR STREETS AND HIGHWAY. US DEPARTMENT OF TRANSPORTATION (USDOT), AND THE OREGON DEPARTMENT OF TRANSPORTATION (ODOT) SUPPLEMENTS THERETO. FLAGGERS MUST CARRY A CURRENT CARD OR CERTIFICATE INDICATING THEIR COMPLETION OF AN APPROVED WORK ZONE CONTROL COURSE.
- 20) THE CONTRACTOR SHALL BE RESPONSIBLE TO SEE TO IT THAT ALL PERSONS INCLUDING BUT NOT LIMITED TO CONTRACTORS, EMPLOYEES, SUBCONTRACTORS AND VISITORS SHALL AT ALL TIMES WEAR SAFETY VESTS/SHIRTS OR RAIN GEAR WHEN ON SITE IN THE PUBLIC RIGHT-OF-WAY. PERSONS REMAINING IN VEHICLES SUCH AS TRUCK DRIVERS MAY BE EXEMPTED.
- 21) ANY WORK REQUIRING TRAFFIC CONTROL BEFORE DAWN OR AFTER DUSK SHALL HAVE LIGHTED TRAFFIC CONTROL PER THE REQUIREMENTS IN THE MUTCD.
- 22) WHEN NEW ROADS ARE PAVED, THEY SHALL REMAIN CLOSED TO ALL VEHICULAR TRAFFIC BY TYPE III BARRICADES UNTIL ALL SIGNAGE AND STRIPING IS IN PLACE PER THE APPROVED PLANS.
- 23) IF A PERMANENTLY INSTALLED TRAFFIC SIGN IS IN THE WAY OF THE WORK, THE SIGN MAY TEMPORARILY BE INSTALLED ON TYPE III BARRICADES WHEN APPROVED BY THE COUNTY, BUT IN NO CASE MAY A SIGN BE LEANED UP AGAINST ANOTHER OBJECT, SET ASIDE, PLACED ON THE GROUND, OR MOVED TO ANOTHER LOCATION.
- 24) THE CONTRACTOR IS RESPONSIBLE FOR FURNISHING AND INSTALLING STREET SIGNS. STREET NAME SIGNS AND OTHER CUSTOM SIGNS ARE TO BE PROCURED FROM THE COUNTY SIGN SHOP THROUGH A WORK ORDER.
- 25) ANY PERMANENT TRAFFIC STRIPING REMOVED OR ERADICATED SHALL BE RE-MARKED, AND MAINTAINED BY THE CONTRACTOR.
- 26) ACCESS TO DRIVEWAYS SHALL BE MAINTAINED AT ALL TIMES. ALL TRAFFIC CONTROL MEASURES SHALL BE APPROVED AND IN PLACE BEFORE ANY CONSTRUCTION ACTIVITY.
- 27) SIDEWALKS CLOSED WHEN NEEDED FOR WORK OPERATIONS SHALL BE REOPENED AS SOON AS POSSIBLE AND AT THE END OF THE DAY. AN ALTERNATE PEDESTRIAN PATH MUST BE APPROVED BY THE COUNTY AND PROPERLY SIGNED TO REROUTE PEDESTRIANS.
- 28) ALL STUBBED STREETS FOR FUTURE ROAD CONSTRUCTION SHALL HAVE A TYPE III BARRICADE CENTERED AND ACROSS 2/3 THE WIDTH OF THE ROAD, A BARRICADE ACROSS THE ENDS OF THE SIDEWALK, AND A SIX INCH (6") ASPHALT BERM CROSSING THE ROAD FROM CURB TO CURB ON CURBED STREETS.

EXISTING UTILITIES & FACILITIES

- 29) THE CONTRACTOR SHALL INSTALL AND MAINTAIN EROSION AND SEDIMENT CONTROL (ESC) MEASURES THROUGHOUT THE DURATION OF THE PROJECT, INCLUDING BUT NOT LIMITED TO, A 50-FOOT LONG GRAVEL CONSTRUCTION ENTRANCE. SILT FENCES OR STRAW BALES MAY BE REQUIRED AS ADDITIONAL MEASURES.
- 30) ALL EXISTING FACILITIES SHALL BE MAINTAINED IN-PLACE BY THE CONTRACTOR UNLESS OTHERWISE SHOWN OR DIRECTED. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO SUPPORT, MAINTAIN, OR OTHERWISE PROTECT EXISTING UTILITIES AND OTHER FACILITIES AT ALL TIMES DURING CONSTRUCTION. THE CONTRACTOR WILL LEAVE EXISTING FACILITIES IN AN EQUAL OR BETTER-THAN-ORIGINAL CONDITION AND TO THE SATISFACTION OF THE COUNTY ENGINEER.
- 31) EXISTING SURFACE FEATURES, SUCH AS WALLS AND FENCING, SHALL NORMALLY BE REPLACED IN KIND.
- 32) THE CONTRACTOR SHALL HAVE ALL EXISTING UTILITIES LOCATED PRIOR TO THE START OF ANY WORK. ANY DISTURBED UNDERGROUND LOCATING/SAFETY WARNING TAPE SHALL BE RESTORED IN KIND AS FOUND.
- 33) THE CONTRACTOR SHALL FIELD VERIFY LOCATION AND DEPTH OF ALL EXISTING UTILITIES WHERE NEW FACILITIES CROSS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR EXPOSING POTENTIAL UTILITY CONFLICTS FAR ENOUGH AHEAD OF CONSTRUCTION TO MAKE NECESSARY GRADE MODIFICATIONS WITHOUT DELAYING THE WORK. IF GRADE MODIFICATION IS NECESSARY, THE CONTRACTOR SHALL NOTIFY THE DESIGN ENGINEER, AND THE DESIGN ENGINEER SHALL OBTAIN APPROVAL FROM THE COUNTY BEFORE CONSTRUCTION. ALL UTILITY CROSSINGS SHALL BE POT-HOLED AS NECESSARY PRIOR TO EXCAVATING TO PREVENT GRADE OR ALIGNMENT CONFLICTS. FOLLOW MARION COUNTY "POTHOLE CONSTRUCTION" DETAIL.
- 34) UTILITIES OR PORTIONS OF UTILITIES THAT ARE ABANDONED IN PLACE SHALL BE REMOVED BY THE CONTRACTOR TO THE EXTENT NECESSARY TO ACCOMPLISH THE WORK. THE CONTRACTOR SHALL PLUG WITH CONCRETE THE REMAINING EXPOSED END OF THE ABANDONED UTILITY TO A MINIMUM LENGTH INTO THE STUB EQUAL TO TWICE THE PIPE'S DIAMETER.
- 35) THE CONTRACTOR SHALL REMOVE ALL EXISTING MAILBOXES, FENCES, LANDSCAPING, ETC., AS REQUIRED TO AVOID DAMAGE DURING CONSTRUCTION AND REPLACE THEM TO EXISTING OR BETTER CONDITION. TEMPORARY RELOCATION OF REMOVED MAILBOXES IS REQUIRED. TEMPORARY RELOCATION OF REMOVED FENCING SHALL BE REQUIRED UNLESS SPECIAL ARRANGEMENTS ARE MADE WITH THE ADJACENT PROPERTY OWNER.
- 36) REMOVED ASPHALT ROAD SURFACE SHALL BE PATCHED WITH COLD (TEMPORARY) OR HOT MIX ASPHALT, OR STEEL PLATED AT THE CLOSE OF EACH WORKDAY. NO TRENCHES WITHIN 10' OF THE PAVEMENT SHALL BE LEFT OPEN OVERNIGHT. OPEN TRENCHES IN THE RIGHT-OF-WAY BEYOND 10' OF THE PAVEMENT SHALL BE PROTECTED WITH LIGHTED BARRICADES AND FENCING OVERNIGHT.
- 37) THE CONTRACTOR SHALL LOCATE AND MARK ALL EXISTING PROPERTY AND STREET MONUMENTS PRIOR TO CONSTRUCTION. A REGISTERED PROFESSIONAL LAND SURVEYOR AT THE CONTRACTOR'S EXPENSE SHALL REPLACE ANY MONUMENTS DISTURBED DURING CONSTRUCTION OF THE PROJECT.
- 38) SITE GRADING SHALL NOT IMPACT SURROUNDING PROPERTIES IN A NEGATIVE MANNER. CONSTRUCTION OF IMPROVEMENTS ON THE PROPERTY SHALL NOT BLOCK HISTORICAL OR NATURALLY OCCURRING RUNOFF FROM ADJACENT PROPERTIES.
- 39) NO NATURAL DRAINAGE SHALL BE MODIFIED WITHOUT COUNTY APPROVAL. TEMPORARY RELOCATION OF STREAM OR STORM WATER FLOWS/FACILITIES REQUIRES PRIOR APPROVAL OF THE DEQ AND THE COUNTY. TRENCH OR AREA DEWATERING SHALL ONLY BE DISPOSED OF IN AN APPROVED MANNER. TEMPORARY SEDIMENT TRAPS MAY BE REQUIRED. DEWATERING NEAR A RIVER, LAKE OR STREAM SHALL CONFORM TO DEQ REQUIREMENTS.

CLEARING, GRADING & PAVING

- 40) PROPERTY OWNERS SHALL BE GIVEN AT LEAST TWO WEEKS OF PRIOR NOTICE TO REMOVE ANY VEGETATION IN THE RIGHT-OF-WAY ALONG THEIR FRONTAGE THAT WILL BE IMPACTED BY THE CONSTRUCTION. THE OWNER SHALL ALSO BE GIVEN ANY REMOVED VEGETATION IF THEY SHOULD

SO DESIRE, INCLUDING FELLED TREES. THIS VEGETATION SHALL BE PLACED ON THE ADJACENT PRIVATE PROPERTY, OUT OF THE RIGHT-OF-WAY.

- 41) LANDSCAPE OUTSIDE TURNPIKE ROAD SHOULDERS AND DITCHES THAT IS DISTURBED BY CONSTRUCTION SHALL NORMALLY BE RESTORED. SHRUB AND TREE TRIMMINGS SHALL BE REMOVED DAILY FROM THE SITE. LAWN AREA RESTORATION SHALL INCLUDE A MINIMUM OF AT LEAST A 4" LAYER OF TOPSOIL TO MATCH THE ORIGINAL ELEVATION AND SHALL BE RAKED FREE OF ROCKS AND DEBRIS. THE AREA SHALL BE RESEEDDED AFTER THE FIRST FALL RAINS, OR EARLIER IF APPROVED BY THE COUNTY AND ADJACENT PROPERTY OWNER. PLANTED SHRUBS SHALL BE REPLACED IN KIND AND MAINTAINED UNTIL ESTABLISHED. TREES AND VOLUNTEER SHRUBS SHALL NORMALLY NOT BE REPLACED.
- 42) CLEAR AND GRUB WITHIN WORK LIMITS ALL SURFACE VEGETATION, TREES, STUMPS, BRUSH, ROOTS, ETC. ALL TREES, BRUSH, AND DEBRIS ASSOCIATED WITH CLEARING, STRIPPING, OR GRADING SHALL BE REMOVED AND DISPOSED OF OUT OF THE RIGHT-OF-WAY.
- 43) WHEN A TURNPIKE ACCESS IS SCHEDULED TO BE REMOVED, THE ASPHALT APPROACH APRON SHALL BE SAW CUT IN LINE WITH THE EDGE OF THE ROAD PAVEMENT AND REMOVED. THE CULVERT PIPE SHALL BE REMOVED AND THE DITCH RESTORED. FRESH SHOULDER ROCK SHALL BE PROVIDED TO MATCH THE EXISTING SHOULDER.
- 44) ALL ROAD CONSTRUCTION THAT OCCURS BETWEEN OCTOBER 1 AND MAY 31 SHALL INCLUDE THE PLACEMENT OF ODOT TYPE I DRAINAGE FABRIC OR APPROVED EQUAL ON TOP OF THE PREPARED SUB-GRADE BEFORE THE CRUSHED ROCK AGGREGATE BASE SECTION (BASE ROCK) IS CONSTRUCTED.
- 45) COUNTY APPROVAL IS REQUIRED BEFORE PROCEEDING WITH PLACEMENT OF BASE ROCK. PROOF ROLL OF THE SUB-GRADE AND BASE ROCK WITH A FULLY LOADED DUMP TRUCK (55 TONS) PROVIDED BY THE CONTRACTOR SHALL BE REQUIRED. (QUESTIONABLE AREAS SHALL BE OVER EXCAVATED WITH FILTER FABRIC AS DIRECTED BY THE COUNTY.) CRUSHED BASE ROCK SHALL CONFORM TO SECTION 00300 - ROADWORK OF ODOT STANDARD SPECIFICATIONS. COMPACTION SHALL BE AT LEAST 95% OF THE MAXIMUM DRY DENSITY PER AASHTO T-99/T-180 TEST METHODS. THE COUNTY MUST RECEIVE WRITTEN BASE ROCK COMPACTION TEST RESULTS FROM AN INDEPENDENT TESTING LABORATORY AT LEAST TWO DAYS BEFORE PLACING AC PAVEMENT. A RANDOM TEST IS REQUIRED FOR EACH 100 FEET OF ROADWAY STATIONING, RANDOMLY AT EACH TRENCH CROSSING, AND AS DIRECTED BY THE COUNTY.
- 46) DURING COMPACTION OF AGGREGATE BASE, MATERIAL SHALL BE MAINTAINED WITHIN 2% OF THE OPTIMUM MOISTURE CONTENT. THE CONTRACTOR SHALL BEGIN COMPACTION OF EACH LAYER IMMEDIATELY AFTER THE MATERIAL IS SPREAD, AND CONTINUE UNTIL A DENSITY OF NOT LESS THAN 95% OF AASHTO T-99/T-180 HAS BEEN ACHIEVED.
- 47) THE SURFACE OF THE AGGREGATE BASE SHALL BE WITHIN - 0.04 FOOT TO + 0.02 FOOT OF PLAN ELEVATION AT ANY ONE POINT. THE FINAL SURFACE SHALL NOT DEViate AT ANY POINT MORE THAN 0.04 FOOT FROM THE BOTTOM OF A 12-FOOT STRAIGHTEDGE LAID IN ANY DIRECTION OF THE SURFACE OF THE ROADWAY.
- 48) ALL FILLS WITHIN THE PUBLIC RIGHT-OF-WAY SHALL BE ENGINEERED. CONSTRUCT ROADWAY FILLS IN SIX-INCH (6") LIFTS, COMPACTING EACH LIFT TO 95% OF THE MAXIMUM DRY DENSITY PER AASHTO T-99/T-180 METHODS. FILLS AGAINST EXISTING SOILS SHALL BE CONSTRUCTED BY BENCHING INTO THE EXISTING SOIL. WRITTEN COMPACTION TESTS OF THE FILL BY AN INDEPENDENT TESTING LABORATORY MUST BE RECEIVED AND APPROVED BY THE COUNTY IF REQUESTED BY THE INSPECTOR.
- 49) WHEN THE COUNTY APPROVES THE CUTTING OF ROAD PAVEMENT THE CUTS SHALL BE CLEAN STRAIGHT LINES BY SAWING. THE PAVEMENT RESTORATION SHALL BE A "BLANKET INLAY" TO TIE TO THE EXISTING PAVEMENT. STRIPS OF EXISTING PAVEMENT LESS THAN 3' WIDE ADJACENT TO THE REMOVED ASPHALT SHALL ALSO BE REMOVED AND REPAVED AS ONE PATCH. NO ABRUPT PAVEMENT EDGES ARE ALLOWED OVERNIGHT. ABRUPT EDGES SHALL BE BACKFILLED WITH BASE ROCK TO THE PAVEMENT LEVEL WITH A MAXIMUM 3:1 DOWN SLOPE. PAVEMENT OVERLAYS SHALL BE JOINED TO EXISTING PAVEMENT VIA A "BLANKET INLAY" JOINT. FEATHER OVERLAYS ARE NOT NORMALLY APPROVED.
- 50) COUNTY APPROVAL IS REQUIRED BEFORE PROCEEDING WITH PAVING. THE COUNTY SHALL DETERMINE THE HOT MIXED ASPHALT CONCRETE (HMAC) MIX. LOCAL ROADS SHALL NORMALLY BE LEVEL 2, ½-INCH, DENSE, PG 64-22; AND TRUCK/BUS ROUTES LEVEL 3, ½-INCH, DENSE, PG 64-22. BASE AND INTERMEDIATE COURSE LIFTS MAY BE COMPOSED OF LARGER ¾-INCH AGGREGATE PROVIDED LIFT THICKNESS IS A MINIMUM OF 2.25 INCHES. PAVEMENT SHALL BE COMPACTED TO A MINIMUM OF 91% OF MAXIMUM DENSITY AS DETERMINED BY THE RICE STANDARD METHOD FOR THE FIRST COURSE AND 92% ON ANY ADDITIONAL OR TOP COURSES. THE COUNTY MUST RECEIVE WRITTEN COMPACTION TEST RESULTS FROM AN INDEPENDENT TESTING LABORATORY BEFORE THE CONSTRUCTION WORK IS ACCEPTED. A RANDOM TEST IS REQUIRED FOR EACH 150' OF ROADWAY STATIONING AND AS DIRECTED BY THE COUNTY.
- 51) ANY FINISH PAVEMENT WITH A RICE STANDARD DENSITY LESS THAN A 92% SHALL BE DEEMED UNSUITABLE, AND WILL BE REJECTED. ANY REJECTED MATERIAL SHALL BE REMOVED AND REPLACED AT THE EXPENSE OF THE CONTRACTOR.
- 52) WHERE ASPHALT TAPERS ARE CONSTRUCTED TO MOVE TRAFFIC THROUGH PAVEMENT TRANSITION AREAS, THE TAPERS SHALL HAVE ROCK SHOULDERS WITH A MINIMUM WIDTH OF 2'. STORM LINES SHALL BE EXTENDED OUT FROM CURBED ROAD SECTIONS TO POINT WHERE THE SHOULDERS OF TAPERS WILL NOT AFFECT THE SLOPES OF THE EXISTING STORM DITCH.
- 53) NEW OR OVERLAY PAVING ON NON-CURBED SECTIONS OF COUNTY ROADS SHALL NORMALLY INCLUDE PAVING APPROACHES TO JOIN EXISTING PAVING, IF WITHIN THE RIGHT-OF-WAY, OR PAVING GRAVEL APPROACHES IN THE RIGHT-OF-WAY TO A MAXIMUM OF 20 FEET FROM THE EDGE OF ROAD PAVEMENT.
- 54) THE CONTRACTOR SHALL BE RESPONSIBLE FOR ADJUSTING ALL EXISTING AND CONSTRUCTED MANHOLES, CATCH BASINS, CLEANOUTS, VAULTS, ETC., THAT ARE AFFECTED BY CONSTRUCTION AND/OR FILL TO FINISH GRADE. STORM DRAIN INLET STRUCTURES SHALL BE ADJUSTED SO WATER FLOWS INTO THE STRUCTURE WITHOUT PONDING WATER.
- 55) PAVING ON NON-CURBED ROADS SHALL ALSO INCLUDE THE ADDITION OF SHOULDER ROCK TO BRING THE SHOULDER UP TO THE NEW PAVEMENT ELEVATION.
- 56) UNLESS OTHERWISE SHOWN ON THE DRAWINGS, NO CUT SLOPES SHALL BE CONSTRUCTED STEEPER THAT 1- ½ H:1V OR FILL SLOPES STEEPER THAN 4H:1V.
- 57) ALL PLANTER AREAS SHALL BE BACKFILLED WITH APPROVED TOPSOIL AT A MINIMUM OF EIGHT INCHES (8") THICK. PLANTER STRIPS BETWEEN CURBS AND SIDEWALKS SHALL BE BACKFILLED WITH FOUR INCHES (4") OF TOPSOIL FLUSH WITH THE TOP OF CONCRETE. STRIPPING MATERIALS SHALL NOT BE USED FOR PLANTER BACKFILL.
- 58) CONTRACTOR SHALL HYDRO-SEED ALL EXPOSED SLOPES AND DISTURBED AREAS THAT ARE NOT SCHEDULED TO BE LANDSCAPED.
- 59) GRADING SHOWN ON THE DRAWINGS IS CRITICAL TO FUNCTIONING OF DETENTION SYSTEM AND SHALL BE STRICTLY FOLLOWED.

STORM, WATER, AND SANITARY UTILITIES

- 60) ALL PIPES SHALL BE BEDDED WITH ¾" MINUS CRUSHED ROCK BEDDING (27" DIAMETER AND SMALLER: 4" BEDDING, 30" TO 60" DIAMETER: 5" BEDDING, AND 66" AND LARGER: 6" BEDDING) AND BACKFILLED WITH COMPACTED ¾" MINUS CRUSHED ROCK IN THE PIPE ZONE (CRUSHED ROCK SHALL EXTEND A MINIMUM OF 12" OVER THE TOP OF THE PIPE IN ALL CASES). PIPE TRENCHES SHALL HAVE A MINIMUM OF 8" OF BACKFILL ON EACH SIDE OF THE PIPE.
- 61) OPENINGS FOR CONNECTIONS TO EXISTING MANHOLES, CATCH BASINS, OR PIPES SHALL BE MADE BY SAW CUTTING OR CORE-DRILLING. (OPENING BY HAMMERING, INCLUDING PNEUMATIC JACKHAMMERS, IS PROHIBITED.) CONNECTIONS SHALL BE WATERTIGHT, MANUFACTURED TEES OR SADDLES, AND PROVIDE A SMOOTH FLOW INTO AND THROUGH THE EXISTING STRUCTURE.
- 62) TRENCHES IN ROAD AREAS SHALL NORMALLY BE BACKFILLED WITH 1" MINUS CRUSHED ROCK. ROCK BACKFILL SHALL BE TESTED FOR COMPACTION RANDOMLY EVERY 200' OF TRENCH. COMPACTION SHALL BE AT LEAST 95% OF THE MAXIMUM DRY DENSITY PER AASHTO T-99/T-180 TEST METHODS.
- 63) TRENCH EXCAVATION UNDER CURBS OR SIDEWALKS REQUIRES REMOVAL OF THE EFFECTED CURBS AND/OR SIDEWALKS. THE CURBS AND/OR SIDEWALKS SHALL BE SAW CUT AND REMOVED AT A TOOLED JOINT.
- 64) ALL NON-METALLIC WATER, SANITARY, AND STORM SEWER PIPING SHALL HAVE AN ELECTRICALLY CONDUCTIVE INSULATED 12-GAUGE COPPER TRACER WIRE THE FULL LENGTH OF THE INSTALLED PIPE USING BLUE WIRE FOR WATER AND GREEN FOR STORM AND SANITARY PIPING. TRACER WIRE SHALL BE EXTENDED UP INTO ALL VALVE BOXES, MANHOLES, AND CATCH BASINS. TRACER WIRE PENETRATIONS INTO MANHOLES AND CATCH BASINS SHALL BE WITHIN 18" OF THE RIM ELEVATION AND ADJACENT TO MANHOLE STEPS. THE TRACER WIRE SHALL BE TIED TO THE TOP MANHOLE STEP OR OTHERWISE SUPPORTED TO ALLOW RETRIEVAL FROM THE OUTSIDE OF THE STRUCTURE.
- 65) NO TRENCHES IN ROADS OR DRIVEWAYS, OR WITHIN TEN FEET (10') OF THE ROAD PAVEMENT, SHALL BE LEFT IN AN OPEN CONDITION OVERNIGHT. ALL SUCH TRENCHES SHALL BE CLOSED BEFORE THE END OF EACH WORKDAY AND NORMAL TRAFFIC FLOW RESTORED.

CURBS AND SIDEWALKS

- 66) THE CONTRACTOR SHALL HAVE THE BATCHING PLANT EMAIL TO MARION COUNTY (TO MCLDEP@CO.MARION.OR.US) VERIFICATION OF THE MIX'S DESIGNED STRENGTH (MINIMUM 3000-PSI IN 28 DAYS) TO BE USED ON THE PROJECT 48 HOURS BEFORE POURING CONCRETE. TESTING OF THE CONCRETE BY AN INDEPENDENT CERTIFIED TESTING LABORATORY MAY BE REQUIRED BY THE COUNTY. TESTING MAY INCLUDE TESTS FOR SLUMP, AIR, AND CYLINDERS FOR ALL STRUCTURES, CURBS, SIDEWALKS, AND PORTLAND CEMENT CONCRETE (PCC) PAVEMENTS. ONE SET OF CYLINDERS PER 100 CUBIC YARDS OF CONCRETE POURED PER DAY IS NORMAL. SLUMP AND AIR TESTS ARE REQUIRED ON THE SAME LOAD AS THE CYLINDER TEST.
- 67) UNLESS OTHERWISE SHOWN OR INDICATED ON THE DRAWINGS, SIX-INCH (6") NOMINAL CURB EXPOSURE SHALL BE USED FOR DESIGN OF ALL PARKING LOTS AND STREETS.
- 68) SIDEWALKS SHALL BE A MINIMUM THICKNESS OF CONCRETE OF FOUR INCHES (4") AND STANDARD DRIVEWAYS SHALL BE A MINIMUM OF SIX INCHES (6"). COMMERCIAL USE DRIVEWAYS AND ALLEY APPROACHES SHALL BE MINIMUM EIGHT INCHES (8") OF CONCRETE. ALL CURBS, SIDEWALKS, AND DRIVEWAYS SHALL BE CONSTRUCTED USING 3000-PSI COMMERCIAL GRADE CONCRETE WITH TYPE I OR TYPE II CLEAR CURING COMPOUND. CONCRETE SIDEWALKS WHICH ARE NOT CONTINUOUS TO AN EXISTING SIDEWALK SHALL BE JOINED TO THE ROAD ASPHALT AT THE END OF THE WALK BY A RAMP THE SAME WIDTH OF THE SIDEWALK. ASPHALT RAMPS SHALL HAVE TWO AND A HALF INCHES (2 ½") OF ASPHALT SUCH THAT THE GRADE AND CROSS SLOPE OF THE RAMP MEETS THE AMERICANS WITH DISABILITIES ACT (ADA) REQUIREMENTS.
- 69) BLUNT CURB ENDS SHALL HAVE 45 DEGREE TAPERED ENDS CONTINUING TO THE BOTTOM OF THE CURB SECTION SEPARATED FROM THE FULL HEIGHT CURB BY A DEEP SCORED CONTRACTION JOINT.
- 70) THE CONTRACTOR SHALL PROVIDE A MINIMUM OF TWO CURB WEEP HOLES PER LOT TO PROVIDE FOR LOT DRAINAGE. WEEP HOLES SHALL ALSO BE PROVIDED AS REQUIRED AS ADDITIONAL DRAIN PIPES SHOWN ON THE DRAWINGS. WEEP HOLES SHALL BE LOCATED TWO FEET (2') FROM EACH PROPERTY LINE OR AS DIRECTED BY THE COUNTY.
- 71) THE CONTRACTOR SHALL INSTALL RAIN DRAIN WEEP HOLE PIPE THRU THE CURB TO SIX INCHES (6") BEHIND THE BACK OF THE CURB PRIOR TO ACCEPTANCE OF THE CURBING BY THE COUNTY. WEEP HOLES INSTALLED IN EXISTING CURBS SHALL BE CORE DRILLED. DRAINPIPE SHALL BE SCHEDULE 40 PVC.
- 72) TOP OF CURBS SHALL BE STAMPED WITH A 'S' OR A 'W' AT THE POINT WHERE EACH SANITARY SEWER LATERAL OR WATER SERVICE LATERAL CROSSES THE CURB, RESPECTIVELY. LETTERS SHALL BE A MINIMUM OF TWO INCHES (2") HIGH.

P.U.C. UTILITIES

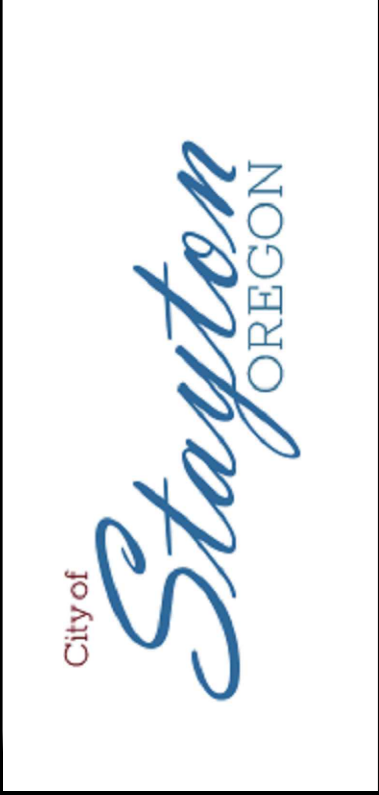
- 73) UNLESS OTHERWISE SHOWN ON THE DRAWINGS AND APPROVED BY JURISDICTION HAVING AUTHORITY, ALL NEW PUBLIC UTILITY COMPANY (P.U.C.) UTILITIES (POWER, CABLE TV, TELEPHONE & GAS) SHALL BE INSTALLED UNDERGROUND. ALL UTILITIES AND UTILITY LATERALS THAT WILL LIE UNDER NEW ROADS OR NEW PAVEMENT MUST BE IN PLACE PRIOR TO PAVING.
- 74) THE CONTRACTOR SHALL COORDINATE WITH POWER, TELEPHONE, AND CABLE TV COMPANIES FOR LOCATION OF VAULTS, PEDESTALS, ETC. ALL ABOVE-GRADE FACILITIES SHALL BE PLACED IN A LOCATION OUTSIDE THE PROPOSED SIDEWALK OR GRAVEL SHOULDER/DITCH AREA.
- 75) POWER, TELEPHONE, AND CABLE SERVICE CONDUITS SHALL BE INSTALLED PER UTILITY COMPANY REQUIREMENTS WITH PULL WIRE. THE CONTRACTOR SHALL VERIFY WITH UTILITY COMPANY FOR SIZE AND TYPE OF CONDUIT PRIOR TO CONSTRUCTION. ALL CHANGES IN DIRECTION OF UTILITY CONDUIT RUNS SHALL HAVE LONG RADIUS STEEL BENDS. THE CONTRACTOR SHALL NOTIFY AND COORDINATE WITH UTILITIES FOR RELOCATION OF POWER POLES, VAULTS, ETC.

SITE CONDITIONS

- 76) PAVED ROADS SHALL BE KEPT CLEAN OF DIRT AND DEBRIS. FLUSHING THE PAVEMENT SHALL BE USED TO CONTROL DUST. ANY DIRTIED PAVEMENT SHALL BE FLUSHED CLEAN AT THE END OF EACH WORKDAY.



NO.	REVISIONS	DATE
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MILL CREEK PARK ASR PHASE I SHAFF ROAD WATERLINE IMPROVEMENTS  
GENERAL NOTES

DRAWN: CMG	CHECK: CLM
VERIFY SCALE: Scales based on 22"x34" prints.	
1-1/2 Inches	
PROJECT NO. 211030-037	PAGE
SHEET NO. C-003	



- 77) CUTS IN EXISTING COUNTY ROAD PAVEMENT REQUIRE A HARD SURFACE IN THE TRAVEL LANE AND TURN RADIUS WHEN THE ROAD IS OPEN TO TRAFFIC. HARD SURFACES INCLUDE NON-COMPRESSIBLE BACKFILL, "COLD MIX" PATCH, STEEL PLATES, OR THE PERMANENT RESTORATION OF THE PAVEMENT AS REQUIRED IN THE PERMIT. THE PERMANENT SURFACE SHALL BE CONSTRUCTED AS SOON AS POSSIBLE.
- 78) TRENCHES AND PITS WITHIN TEN FEET (10') OF THE TRAVEL LANE MUST BE BACKFILLED OR STEEL PLATED WHEN THE LANE IS OPEN TO NIGHT TRAFFIC. DURING DAYLIGHT HOURS, CONE AND BARRICADES ARE REQUIRED.
- 79) NO CONSTRUCTION RELATED EQUIPMENT OR MATERIALS SHOULD BE STORED ON THE EXISTING COUNTY ROAD OR SHOULDER, INCLUDING ROCK PILES, PRE-CAST STRUCTURES, PIPE, PORTABLE TOILETS, ETC.
- 80) EQUIPMENT CAUSING PAVEMENT DAMAGE TO A COUNTY ROAD SHALL IMMEDIATELY CEASE WORK AND BE REMOVED FROM THE ROAD. EXTENSIVE DAMAGE MAY REQUIRE FULL DEPTH RESTORATION. MARKED PAVEMENT MAY REQUIRE BLANKET INLAY RESTORATION AS DIRECTED BY THE COUNTY ENGINEER.
- 81) ANY FAILURE IN THE PROPER AND TIMELY RESTORATION OR MAINTENANCE OF THE EXISTING COUNTY ROAD SURFACE, THE ROADSIDE, AND/OR VEGETATION, SHALL BE CAUSE FOR MARION COUNTY TO MAKE OR HAVE MADE THE RESTORATIONS AT THE PERMITEE'S EXPENSE.

## CITY OF STAYTON STANDARD CONSTRUCTION NOTES

- 1) CONTRACTOR SHALL PROCURE AND CONFORM TO ALL CONSTRUCTION PERMITS REQUIRED BY THE CITY OF STAYTON, MARION COUNTY AND/OR ODOT, AS APPLICABLE. CONTRACTOR SHALL PROCURE A RIGHT-OF-ENTRY PERMIT FROM MARION COUNTY AND/OR ODOT FOR ALL WORK WITHIN MARION COUNTY OR STATE RIGHT-OF-WAY. CONTRACTOR SHALL CONFORM TO ALL CONDITIONS OF THE PERMIT.
- 2) NOT USED.
- 3) CONTRACTOR SHALL PROVIDE ALL BONDS AND INSURANCE REQUIRED BY PUBLIC AND/OR PRIVATE AGENCIES HAVING JURISDICTION.
- 4) MATERIALS AND WORKMANSHIP FOR FACILITIES IN PUBLIC RIGHT-OF-WAY OR EASEMENTS SHALL CONFORM TO APPROVING AGENCIES' CONSTRUCTION SPECIFICATIONS WHEREIN EACH HAS JURISDICTION, INCLUDING BUT NOT LIMITED TO THE CITY, COUNTY, OREGON DEPARTMENT OF HUMAN SERVICES (DHS) THE OREGON DEPARTMENT OF ENVIRONMENTAL QUALITY (DEQ) AND THE OREGON DEPARTMENT OF TRANSPORTATION (ODOT).
- 5) UNLESS OTHERWISE APPROVED BY THE PUBLIC WORKS DIRECTOR, CONSTRUCTION OF ALL PUBLIC FACILITIES SHALL BE DONE BETWEEN 7:00 A.M. AND 6:00 P.M., MONDAY THROUGH FRIDAY, AND BETWEEN 9:00 A.M. AND 6:00 P.M. SATURDAY.
- 6) THE CONTRACTOR SHALL PERFORM ALL WORK NECESSARY TO COMPLETE THE PROJECT IN ACCORDANCE WITH THE APPROVED PLANS AND SPECIFICATIONS INCLUDING SUCH INCIDENTALS AS MAY BE NECESSARY TO MEET APPLICABLE AGENCY REQUIREMENTS AND PROVIDE A COMPLETED PROJECT.
- 7) CONTRACTOR TO NOTIFY CITY, COUNTY, ODOT AND ALL UTILITY COMPANIES A MINIMUM OF 48 BUSINESS HOURS (2 BUSINESS DAYS) PRIOR TO START OF CONSTRUCTION, AND COMPLY WITH ALL OTHER REQUIREMENTS OF ORS 757.541 TO 757.571.
- 8) ANY INSPECTION BY THE ENGINEER, CITY, COUNTY OR OTHER AGENCIES SHALL NOT, IN ANY WAY, RELIEVE THE CONTRACTOR FROM ANY OBLIGATION TO PERFORM THE WORK IN STRICT COMPLIANCE WITH THE APPLICABLE CODES AND AGENCY REQUIREMENTS.
- 9) SOURCE OF TOPOGRAPHY SHOWN ON THE CIVIL PLANS ARE BASE MAPS PROVIDED BY CITY OF STAYTON. EXISTING CONDITIONS MAY VARY FROM THOSE SHOWN ON THESE PLANS. THE CONTRACTOR SHALL VERIFY EXISTING CONDITIONS AND ADJUST WORK PLAN ACCORDINGLY, PRIOR TO COMMENCEMENT OF CONSTRUCTION.
- 10) HORIZONTAL DATUM: STAYTON LOCAL COORDINATE SYSTEM.
- 11) VERTICAL DATUM: NAVD 88.
- 12) PRIOR TO ANY CONSTRUCTION ACTIVITY IN PUBLIC RIGHT-OF-WAY, CONTRACTOR SHALL SUBMIT TRAFFIC CONTROL PLAN TO THE CITY AND OTHER BY PUBLIC AND/OR PRIVATE AGENCIES HAVING JURISDICTION FOR REVIEW AND APPROVAL. CONTRACTOR SHALL ERECT AND MAINTAIN BARRICADES, WARNING SIGNS, TRAFFIC CONES PER CITY, COUNTY AND ODOT REQUIREMENTS IN ACCORDANCE WITH THE MUTCD (INCLUDING OREGON AMENDMENTS). ACCESS TO DRIVEWAYS SHALL BE MAINTAINED AT ALL TIMES. ALL TRAFFIC CONTROL MEASURES SHALL BE APPROVED AND IN PLACE PRIOR TO ANY CONSTRUCTION ACTIVITY.
- 13) **RECORD DRAWINGS.** THE CONTRACTOR SHALL MAINTAIN ONE COMPLETE SET OF APPROVED PLANS AND SPECIFICATIONS ON THE CONSTRUCTION SITE AT ALL TIMES WHEREON HE WILL RECORD ANY APPROVED DEVIATIONS IN CONSTRUCTION FROM THE APPROVED PLANS, AS WELL AS THE STATION LOCATIONS AND DEPTHS OF ALL EXISTING UTILITIES ENCOUNTERED. THESE FIELD RECORD DRAWINGS SHALL BE KEPT UP TO DATE AT ALL TIMES AND SHALL BE AVAILABLE FOR INSPECTION BY THE CITY UPON REQUEST. UPON COMPLETION OF CONSTRUCTION OF PUBLIC FACILITIES, CONTRACTOR SHALL SUBMIT A CLEAN SET OF FIELD RECORD DRAWINGS CONTAINING ALL AS-BUILT INFORMATION TO THE DESIGN ENGINEER FOR USE IN THE PREPARATION OF RECORD DRAWINGS FOR SUBMITTAL TO THE CITY.
- 14) THE CONTRACTOR SHALL SUBMIT A SUITABLE WARRANTY BOND PRIOR TO FINAL PAYMENT WHERE REQUIRED BY PUBLIC AND/OR PRIVATE AGENCIES HAVING JURISDICTION
- 15) CONTRACTOR SHALL PROCURE AND CONFORM TO DEQ 1200-C OR CN STORMWATER PERMIT FOR CONSTRUCTION ACTIVITIES WHERE ONE (1) OR MORE ACRES ARE DISTURBED.
- 16) PER OREGON FIRE CODE (OFC 505.1), NEW AND EXISTING BUILDINGS SHALL HAVE APPROVED ADDRESS NUMBERS, BUILDING NUMBERS, OR APPROVED BUILDING IDENTIFICATION PLACED IN A POSITION THAT IS PLAINLY LEGIBLE AND VISIBLE FOR THE STREET OR ROAD FRONTING THE PROPERTY. THESE NUMBERS SHALL CONTRACT WITH THEIR BACKGROUND. NUMBERS SHALL BE A MINIMUM OF 4-INCHES HIGH WITH A MINIMUM STROKE WIDTH OF 0.5-INCH. TEMPORARY ADDRESS SIGNS SHALL BE MOUNTED IN A VISIBLE LOCATION PRIOR TO AND DURING ANY CONSTRUCTION, AND THE PERMANENT NUMBERS MOUNTED PRIOR TO OCCUPANCY.
- 17) PER OREGON FIRE CODE (OFC 505.2), STREETS AND ROADS SHALL BE IDENTIFIED WITH APPROVED SIGNS, TEMPORARY SIGNS SHALL BE INSTALLED AT EACH STREET INTERSECTION WHEN CONSTRUCTION OF A NEW ROADWAYS ALLOWS PASSAGE BY VEHICLES. SIGNS SHALL BE OF AN APPROVED SIZE, WEATHER RESISTANT, AND BE MAINTAINED UNTIL REPLACED BY PERMANENT SIGNS.
- 18) THE ENGINEER AND APPLICABLE AGENCY MUST APPROVE, PRIOR TO CONSTRUCTION, ANY ALTERATION OR VARIANCE FROM THESE PLANS. ANY VARIATIONS FROM THESE PLANS SHALL BE PROPOSED ON CONSTRUCTION FIELD PRINTS AND TRANSMITTED TO THE DESIGN ENGINEER AND THE CITY FOR APPROVAL.

## **2. EXISTING UTILITIES AND FACILITIES**

- 1) **ATTENTION**, OREGON LAW REQUIRES YOU TO FOLLOW RULES ADOPTED BY THE OREGON UTILITY NOTIFICATION CENTER. THOSE RULES ARE SET FORTH IN OAR 952-001-0010 THROUGH OAR 952-0010090. YOU MAY OBTAIN COPIES OF THE RULES BY CALLING THE CENTER. (NOTE: THE TELEPHONE NUMBER FOR THE OREGON UTILITY NOTIFICATION CENTER IS (503) 232-1987).
- 2) THE LOCATION AND DESCRIPTIONS OF EXISTING UTILITIES SHOWN ON THE PLANS ARE COMPILED FROM AVAILABLE RECORDS AND/OR FIELD SURVEYS. THE CITY, DESIGN ENGINEER OR UTILITY COMPANIES DO NOT GUARANTEE THE ACCURACY OR THE COMPLETENESS OF SUCH RECORDS. CONTRACTOR SHALL FIELD VERIFY SIZES AND LOCATIONS OF ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION.
- 3) THE CONTRACTOR SHALL LOCATE AND MARK ALL EXISTING PROPERTY AND STREET MONUMENTS PRIOR TO CONSTRUCTION. ANY MONUMENTS DISTURBED DURING CONSTRUCTION OF THE PROJECT SHALL BE REPLACED BY A REGISTERED LAND SURVEYOR AT THE CONTRACTOR'S EXPENSE. THE MONUMENTS SHALL BE REPLACED WITHIN A MAXIMUM OF 90 DAYS, AND THE COUNTY SURVEYOR SHALL BE NOTIFIED IN WRITING AS REQUIRED BY ORS 209.150.
- 4) THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING THE RELOCATION OF ALL BURIED AND OVERHEAD UTILITIES.
- 5) CONTRACTOR SHALL FIELD VERIFY LOCATION AND DEPTH OF ALL EXISTING UTILITIES WHERE NEW FACILITIES CROSS. ALL UTILITY CROSSINGS MARKED OR SHOWN ON THE PLANS SHALL BE POTHOLED USING HAND TOOLS OR OTHER NON-INVASIVE METHODS PRIOR TO EXCAVATING OR

BORING. CONTRACTOR SHALL BE RESPONSIBLE FOR EXPOSING POTENTIAL UTILITY CONFLICTS FAR ENOUGH AHEAD OF CONSTRUCTION TO MAKE NECESSARY GRADE MODIFICATIONS WITHOUT DELAYING THE WORK. IF GRADE MODIFICATION IS NECESSARY, CONTRACTOR SHALL NOTIFY THE DESIGN ENGINEER, AND THE DESIGN ENGINEER SHALL OBTAIN APPROVAL FROM THE CITY ENGINEER PRIOR TO CONSTRUCTION. ALL UTILITY CROSSINGS SHALL BE POTHOLED AS NECESSARY PRIOR TO EXCAVATING OR BORING TO ALLOW THE CONTRACTOR TO PREVENT GRADE OR ALIGNMENT CONFLICTS.

- 6) EXISTING FACILITIES SHALL BE MAINTAINED IN-PLACE BY THE CONTRACTOR UNLESS OTHERWISE SHOWN OR DIRECTED. CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO SUPPORT, MAINTAIN, OR OTHERWISE PROTECT EXISTING UTILITIES AND OTHER FACILITIES AT ALL TIMES DURING CONSTRUCTION. CONTRACTOR TO LEAVE EXISTING FACILITIES IN AN EQUAL OR BETTER-THAN-ORIGINAL CONDITION AND TO THE SATISFACTION OF THE CITY ENGINEER.
- 7) UTILITIES, OR INTERFERING PORTIONS OF UTILITIES, THAT ARE ABANDONED IN PLACE SHALL BE REMOVED BY THE CONTRACTOR TO THE EXTENT NECESSARY TO ACCOMPLISH THE WORK. THE CONTRACTOR SHALL PLUG THE REMAINING EXPOSED ENDS OF ABANDONED UTILITIES.
- 8) CONTRACTOR SHALL REMOVE ALL EXISTING SIGNS, MAILBOXES, FENCES, LANDSCAPING, ETC., AS REQUIRED TO AVOID DAMAGE DURING CONSTRUCTION AND REPLACE THEM TO EXISTING OR BETTER CONDITION.
- 9) ANY SEPTIC TANKS ENCOUNTERED DURING CONSTRUCTION SHALL BE PUMPED OUT AND REMOVED OR ABANDONED IN PLACE IN ACCORDANCE WITH STATE OF OREGON DEQ AND COUNTY SANITARIAN REQUIREMENTS.
- 10) ANY WELLS ENCOUNTERED SHALL BE ABANDONED PER STATE OF OREGON WATER RESOURCES DEPARTMENT REQUIREMENTS.
- 11) ANY FUEL TANKS ENCOUNTERED SHALL BE REMOVED AND DISPOSED OF PER STATE OF OREGON DEQ REQUIREMENTS. BACKFILL WITH COMPACTED GRANULAR MATERIAL.

### 3. EARTHWORK

- 1) UNLESS OTHERWISE NOTED, ANY EARTHWORK SHALL CONFORM TO THE STANDARD CONSTRUCTION SPECIFICATIONS.
- 2) THE CONTRACTOR SHALL BE RESPONSIBLE FOR MANAGING CONSTRUCTION ACTIVITIES TO ENSURE THAT PUBLIC STREETS AND RIGHT-OF-WAYS ARE KEPT CLEAN OF MUD, DUST OR DEBRIS. DUST ABATEMENT SHALL BE MAINTAINED BY ADEQUATE WATERING OF THE SITE BY THE CONTRACTOR.
- 3) UNLESS OTHERWISE NOTED, ANY GRADING ON THE SITE SHALL BE COMPLETED SO AS TO MAINTAIN EXISTING DRAINAGE FROM ADJACENT PROPERTIES. ALL PROPOSED ELEVATIONS SHOWN SHALL BE CONSIDERED TO BE FINISH SURFACE ELEVATIONS, UNLESS NOTED OTHERWISE.
- 4) CLEAR AND GRUB, WITHIN WORK LIMITS SHOWN, ALL SURFACE VEGETATION, TREES, STUMPS, BRUSH, ROOTS, ETC. DO NOT DAMAGE OR REMOVE TREES EXCEPT AS APPROVED AND AS SHOWN ON THE PLANS. PROTECT ALL ROOTS TWO INCHES IN DIAMETER OR LARGER, UNLESS OTHERWISE DIRECTED IN THE PLANS AND SPECIFICATIONS.
- 5) STRIP WORK LIMITS A MINIMUM OF FOUR INCHES (4"), REMOVING ALL ORGANIC MATTER WHICH CANNOT BE COMPACTED INTO A STABLE MASS. ALL TREES, BRUSH AND DEBRIS ASSOCIATED WITH CLEARING, STRIPPING OR GRADING SHALL BE REMOVED AND DISPOSED OF OFF-SITE.
- 6) IMMEDIATELY FOLLOWING FINE GRADING OPERATIONS, COMPACT SUB GRADE TO 95 PERCENT OF THE MAXIMUM DRY DENSITY PER AASHTO T-180 TEST METHOD (MODIFIED PROCTOR). SUB GRADE MUST BE INSPECTED AND APPROVED BY THE CITY PRIOR TO PLACING EMBANKMENTS OR BASE ROCK.
- 7) FILLS WITHIN PUBLIC RIGHT-OF-WAYS AND EASEMENTS SHALL BE ENGINEERED, EXCEPT WHERE SHOWN DIFFERENTLY ON PLANS. ADDITIONALLY, ANY FILLS OUTSIDE OF PUBLIC RIGHT-OF-WAYS WHICH ARE OVER 12-INCHES IN DEPTH SHALL BE ENGINEERED. ANY ENGINEERED FILLS OVER 12-INCHES IN DEPTH SHALL REQUIRE SPECIAL INSPECTION IN ACCORDANCE WITH CHAPTER 1704.7 OF THE OREGON STRUCTURAL SPECIALTY CODE.
- 8) PLACE FILL MATERIAL UNIFORMLY ACROSS SITE TO PROVIDE POSITIVE DRAINAGE AND PREVENT LOW AREAS DURING CONSTRUCTION. PROVIDE TEMPORARY DITCHES OR SWALES AS NECESSARY TO PREVENT SURFACE WATER FROM PONDING AND TO DIRECT SURFACE WATER AWAY FROM AREA OF FILL PLACEMENT.
- 9) DO NOT PLACE FILL MATERIAL IF FROZEN, IF SURFACE UPON WHICH FILL IS TO BE PLACED IS FROZEN, OR DURING PERIODS OF MEASURABLE RAIN. CONTRACTOR SHALL CONTINUALLY MONITOR AND ALTER THE MOISTURE CONTENT OF THE SOIL EITHER BY ADDING MOISTURE OR BY DRYING THE SOIL BY AERATION SUCH THAT THE MOISTURE CONTENT OF THE SOIL DOES NOT VARY BY PLUS OR MINUS TWO PERCENT (±2%) OF OPTIMUM. EXCAVATED TRENCH NATIVE MATERIAL, WHICH IS OF SUITABLE MATERIAL, SHALL BE PLACED AND COMPACTED AS ENGINEERED FILL.
- 10) ENGINEERED FILLS SHALL BE CONSTRUCTED IN 6-INCH MAXIMUM LIFTS. EACH LIFT SHALL BE COMPACTED TO 95 PERCENT OF THE MAXIMUM DRY DENSITY PER AASHTO T-180 TEST METHOD (MODIFIED PROCTOR). ALL SUBGRADE IN PUBLIC RIGHT-OF-WAYS SHALL BE COMPACTED TO A FIRM AND UNYIELDING CONDITION.
- 11) UNLESS OTHERWISE SHOWN ON THE PLANS, NO CUT OR FILL SLOPES SHALL BE CONSTRUCTED STEEPER THAN 2 HORIZONTAL TO 1 VERTICAL.
- 12) PLANTER AREAS SHALL BE BACKFILLED WITH APPROVED TOP SOIL MINIMUM 12-INCH IN DEPTH. STRIPPING MATERIALS SHALL NOT BE USED FOR PLANTER BACKFILL.
- 13) CONTRACTOR SHALL SEED ALL EXPOSED SLOPES AND DISTURBED AREAS WHICH ARE NOT SCHEDULED TO BE LANDSCAPED OR RECEIVE A HARD SURFACING.
- 14) GRADING SHOWN ON THE PLANS IS CRITICAL TO THE FUNCTIONING OF SITE DRAINAGE AND SHALL BE STRICTLY FOLLOWED.
- 15) AS APPLICABLE, CONTRACTOR SHALL COORDINATE AND ENSURE THAT STORMWATER FACILITY SIZE, ELEVATION, AND DETENTION VOLUMES ARE VERIFIED AND INSPECTED BY THE DESIGN ENGINEER AND APPROVED BY PUBLIC AGENCIES HAVING JURISDICTION PRIOR TO PAVING AND LANDSCAPING.

#### 4. PAVING

- 1) UNLESS OTHERWISE NOTED, ALL ROCKING AND PAVING SHALL CONFORM TO THE STANDARD CONSTRUCTION SPECIFICATIONS.
- 2) UNLESS OTHERWISE SHOWN ON THE PLANS, SMOOTH TRANSITIONS SHALL BE RUN BETWEEN ALL FINISH GRADE ELEVATIONS AND/OR FINISH CONTOUR LINES SHOWN. FINISH PAVEMENT GRADES AT TRANSITION TO EXISTING PAVEMENT SHALL MATCH EXISTING PAVEMENT GRADES TO PROVIDE A SMOOTH, FREE DRAINING SURFACE.
- 3) CRUSHED ROCK SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD CONSTRUCTION SPECIFICATIONS. COMPACT TO 95% OF THE MAXIMUM DRY DENSITY PER AASHTO T -180 TEST METHOD (MODIFIED PROCTOR). PRIOR TO PLACING AC PAVEMENT, WRITTEN COMPACTION TEST

RESULTS FOR BASE ROCK AND TRENCH BACKFILL MUST BE RECEIVED BY THE CITY,  
AND A PROOF-ROLL (WITNESSED BY THE CITY) MUST BE PERFORMED.

- 4) PAVING OF STREETS WILL NOT BE ALLOWED UNTIL AFTER COMPLETION OF ALL REQUIRED TESTING AND INSPECTION OF NEW WATER, SEWER AND STORM DRAIN LINES UNDER PAVED AREAS, AND REVIEW AND APPROVAL OF THE PRIVATE (FRANCHISE) UTILITY PLANS BY THE CITY ENGINEER OR HIS/HER DESIGNEE.
- 5) EXISTING OR CONSTRUCTED MANHOLES, CLEANOUTS, MONUMENTS, GAS VALVES, WATER VALVES AND SIMILAR STRUCTURES SHALL BE ADJUSTED TO MATCH FINISH GRADE OF THE PAVEMENT (PRIOR TO PAVING OPERATIONS), SIDEWALK, LANDSCAPED AREA OR MEDIAN STRIP WHEREIN THEY LIE. STORM DRAIN INLET STRUCTURES SHALL BE ADJUSTED SO WATER FLOWS INTO THE STRUCTURE WITHOUT PONDING WATER.
- 6) ASPHALT CONCRETE PAVEMENT WHICH DOES NOT MEET SPECIFIED COMPACTION REQUIREMENTS, AND WHICH ARE DEEMED BY THE CITY ENGINEER TO BE UNSUITABLE FOR USE, WILL BE REJECTED. ANY REJECTED MATERIAL SHALL BE REMOVED AND REPLACED AT THE CONTRACTOR'S EXPENSE.

## **5. CURBS AND SIDEWALKS**

- 1) UNLESS OTHERWISE NOTED, ALL ROCKING AND PAVING SHALL CONFORM TO THE STANDARD CONSTRUCTION SPECIFICATIONS.
- 2) UNLESS OTHERWISE SHOWN ON THE PLANS, SMOOTH TRANSITIONS SHALL BE RUN BETWEEN ALL FINISH GRADE ELEVATIONS AND/OR FINISH CONTOUR LINES SHOWN. FINISH PAVEMENT GRADES AT TRANSITION TO EXISTING PAVEMENT SHALL MATCH EXISTING PAVEMENT GRADES TO PROVIDE A SMOOTH, FREE DRAINING SURFACE.
- 3) CRUSHED ROCK SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD CONSTRUCTION SPECIFICATIONS. COMPACT TO 95% OF THE MAXIMUM DRY DENSITY PER AASHTO T-180 TEST METHOD (MODIFIED PROCTOR). PRIOR TO PLACING AC PAVEMENT, WRITTEN COMPACTION TEST RESULTS FOR BASE ROCK AND TRENCH BACKFILL MUST BE RECEIVED BY THE CITY AND A PROOF-ROLL (WITNESSED BY THE CITY) MUST BE PERFORMED.
- 4) PAVING OF STREETS WILL NOT BE ALLOWED UNTIL AFTER COMPLETION OF ALL REQUIRED TESTING AND INSPECTION OF NEW WATER, SEWER AND STORM DRAIN LINES UNDER PAVED AREAS, AND REVIEW AND APPROVAL OF THE PRIVATE (FRANCHISE) UTILITY PLANS BY THE CITY ENGINEER OR HIS/HER DESIGNEE.
- 5) PAVEMENT SHALL CONFORM TO THE STANDARD CONSTRUCTION SPECIFICATIONS. ASPHALT CONCRETE PAVEMENT SHALL BE COMPACTED AT A MINIMUM OF 91 PERCENT OF MAXIMUM DENSITY (AT ALL LOCATIONS) AS DETERMINED BY THE RICE STANDARD METHOD (AASHTO T-209).
- 6) EXISTING GROUND CONSTRUCTED MANHOLES, CLEANOUTS, MONUMENTS, GAS VALVES, WATER VALVES AND SIMILAR STRUCTURES SHALL BE ADJUSTED TO MATCH FINISH GRADE OF THE PAVEMENT (PRIOR TO PAVING OPERATIONS), SIDEWALK, LANDSCAPED AREA OR MEDIAN STRIP WHEREIN THEY LIE. STORM DRAIN INLET STRUCTURES SHALL BE ADJUSTED SO WATER FLOWS INTO THE STRUCTURE WITHOUT PONDING WATER.
- 7) ASPHALT CONCRETE PAVEMENT WHICH DOES NOT MEET SPECIFIED COMPACTION REQUIREMENTS, AND WHICH ARE DEEMED BY THE CITY ENGINEER TO BE UNSUITABLE FOR USE, WILL BE REJECTED. ANY MATERIAL SHALL BE REMOVED AND REPLACED AT THE CONTRACTOR'S EXPENSE.

## **6. SITE UTILITIES**

- 1) CONTRACTOR SHALL COORDINATE AND PAY ALL COSTS ASSOCIATED WITH CONNECTING TO EXISTING WATER, SANITARY SEWER AND STORM SEWER FACILITIES. CONNECTIONS BETWEEN EXISTING INFRASTRUCTURE AND NEW WORK SHALL NOT BE MADE UNTIL NECESSARY INSPECTIONS AND TESTS HAVE BEEN COMPLETED ON THE NEW WORK IS FOUND TO CONFORM IN ALL RESPECTS TO THE REQUIREMENTS OF THE PLANS AND SPECIFICATIONS
- 2) UNLESS OTHERWISE NOTED, MATERIALS AND WORKMANSHIP FOR WATER, SANITARY SEWER AND STORM SEWER SHALL CONFORM TO THE STANDARD CONSTRUCTION SPECIFICATIONS.
- 3) **BEDDING AND BACKFILL**, ALL PIPES SHALL BE BEDDED WITH MINIMUM 6-INCHES OF 3/4-INCH MINUS CRUSHED ROCK BEDDING AND BACKFILLED WITH COMPACTED 3/4-INCH MINUS CRUSHED ROCK IN THE PIPE ZONE (CRUSHED ROCK SHALL EXTEND A MINIMUM OF 12-INCHES OVER THE TOP OF THE PIPE IN ALL CASES). CRUSHED ROCK TRENCH BACKFILL SHALL BE USED UNDER ALL HARD SURFACED AREAS, INCLUDING SIDEWALKS. CRUSHED ROCK BEDDING SHALL BE PLACED TO FORM A CONTINUOUS AND UNIFORM BEARING SUPPORT FOR THE PIPE AT EVERY POINT BETWEEN JOINTS. PIPE ZONE MATERIAL SHALL BE FIRST PLACED UP TO THE SPRING LINE OF THE PIPE AND MATERIAL UNIFORMLY COMPACTED BY HAND TO INSURE PROPER SUPPORT WITHIN THE PIPE HAUNCHES. GRANULAR TRENCH BACKFILL SHALL BE COMPACTED TO 92 PERCENT OF THE MAXIMUM DRY DENSITY PER AASHTO T -180 TEST METHOD (MODIFIED PROCTOR).
- 4) THE CONTRACTOR SHALL HAVE APPROPRIATE EQUIPMENT ON SITE TO PRODUCE A FIRM, SMOOTH, UNDISTURBED SUBGRADE AT THE TRENCH BOTTOM, TRUE TO GRADE. THE BOTTOM OF THE TRENCH EXCAVATION SHALL BE SMOOTH, FREE OF LOOSE MATERIALS OR TOOTH GROOVES FOR THE ENTIRE WIDTH OF THE TRENCH PRIOR TO PLACING THE GRANULAR BEDDING MATERIAL.
- 5) CONTRACTOR SHALL ARRANGE FOR AND PAY ALL COSTS TO ABANDON EXISTING SEWER AND WATER SERVICES NOT SCHEDULED TO REMAIN IN SERVICE.
- 6) ALL SITE UTILITIES ABANDONED IN PLACE SHALL HAVE ALL OPENINGS CLOSED WITH CONCRETE PLUGS WITH A MINIMUM LENGTH OF 12-INCHES OR 2 TIMES THE DIAMETER OF THE ABANDONED PIPE, WHICHEVER IS LARGER.
- 7) MINIMUM ALLOWABLE CLEARANCE BETWEEN PIPES AT CROSSINGS SHALL BE 6-INCHES.
- 8) THE END OF ALL UTILITY STUBS SHALL BE MARKED WITH A 2X4, EXTENDING 2-FEET MINIMUM ABOVE FINISH GRADE, PAINTED AND WIRED TO PIPE STUB (PAINTED GREEN FOR SANITARY SEWER, WHITE FOR STORM). TYPE OF UTILITY (IE. SEWER, STORM, ETC.) AND DEPTH BELOW GRADE TO TOP OF PIPE SHALL BE CLEARLY AND PERMANENTLY LABELED ON THE MARKER POST.
- 9) CONTRACTOR SHALL PROVIDE ALL MATERIALS, EQUIPMENT AND FACILITIES REQUIRED FOR TESTING ALL UTILITY PIPING IN ACCORDANCE WITH THE STANDARD CONSTRUCTION SPECIFICATIONS.
- 10) **TRACER WIRE**, ALL NON-METALLIC WATER, SANITARY AND STORM SEWER PIPING SHALL HAVE AN ELECTRICALLY CONDUCTIVE INSULATED 12 GAUGE COPPER



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City of *Stayton*  
OREGON

## MILL CREEK PARK ASR PHASE I SHAFF ROAD WATERLINE IMPROVEMENTS

## GENERAL NOTES

DRAWN: CMG	CHECK: CLM
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VERIFY SCALE: Scales based on 22"x34" prints.



1-1/2 Inches

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TRACER WIRE THE FULL LENGTH OF THE INSTALLED PIPE USING BLUE WIRE FOR WATER AND GREEN FOR STORM AND SANITARY PIPING. TRACER WIRE SHALL BE EXTENDED UP INTO ALL VALVE BOXES, AND MANHOLES AND CATCH BASINS. TRACER WIRE PENETRATIONS INTO MANHOLES SHALL BE WITHIN 18-INCHES OF THE RIM ELEVATION AND ADJACENT TO MANHOLE STEPS. THE TRACER WIRE SHALL BE TIED TO THE TOP MANHOLE STEP OR OTHERWISE SUPPORTED TO ALLOW RETRIEVAL FROM THE OUTSIDE OF THE MANHOLE.

- 11) **WARNING TAPE.** UNDERGROUND DETECTABLE (FOR NON-METALLIC PIPING) OR NON-DETECTABLE (FOR METALLIC PIPING) ACID AND ALKALI RESISTANT SAFETY WARNING TAPE SHALL BE PROVIDED AS SHOWN ON PLANS. MARKING TAPE COLOR SHALL BE IN ACCORDANCE WITH APWA UNIFORM COLOR CODE.
- 12) NO TRENCHES IN ROADS OR DRIVEWAYS SHALL BE LEFT IN AN OPEN CONDITION OVERNIGHT. ALL SUCH TRENCHES SHALL BE BACKFILLED OR STEEL PLATED AS APPROVED BY THE CITY ENGINEER, BEFORE THE END OF EACH WORK DAY AND NORMAL TRAFFIC FLOWS RESTORED.

7. WATER

- 1) OPERATION OF EXISTING VALVES, INCLUDING FIRE HYDRANTS, SHALL BE PERFORMED ONLY BY AUTHORIZED CITY STAFF. CONTRACTOR SHALL COORDINATE WITH THE CITY ACCORDINGLY.
- 2) ALL WATER MAINS SHALL BE AT LEAST CLASS 52 CEMENT LINED DUCTILE IRON PIPE WITH RESTRAINED JOINTS. ALL FITTINGS 4-INCHES THROUGH 24-INCHES IN DIAMETER SHALL BE DUCTILE IRON FITTINGS IN CONFORMANCE WITH AWWA C-153 OR AWWA C-110. THE MINIMUM WORKING PRESSURE FOR ALL MJ CAST IRON OR DUCTILE IRON FITTINGS 4-INCHES THROUGH 24-INCHES IN DIAMETER SHALL BE 350 PSI FOR MJ FITTINGS AND 250 PSI FOR FLANGED FITTINGS.
- 3) ALL WATER MAINS TO BE INSTALLED WITH A MINIMUM 36-INCH COVER TO FINISH GRADE UNLESS OTHERWISE NOTED OR DIRECTED. SERVICE LINES TO BE INSTALLED WITH A MINIMUM 30-INCHES COVER WITHIN THE RIGHT-OF-WAY. DEEPER DEPTHS MAY BE REQUIRED AS SHOWN ON THE PLANS OR TO AVOID OBSTRUCTIONS.
- 4) THRUST RESTRAINT SHALL BE PROVIDED ON ALL BENDS, TEES AND OTHER DIRECTION CHANGES PER THE STANDARD DRAWINGS UNLESS OTHERWISE SPECIFIED OR SHOWN ON THE PLANS. ALL VALVES SHALL BE FLANGE CONNECTED TO ADJACENT TEES OR CROSSES, UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER.
- 5) WATER SERVICE PIPE ON THE PUBLIC SIDE OF THE METER SHALL BE TYPE K SOFT COPPER TUBING CONFORMING TO ASTM B-88. WATER SERVICE PIPE ON THE PRIVATE SIDE OF THE METER SHALL BE AS SPECIFIED PER THE OREGON PLUMBING SPECIALTY CODE.
- 6) FIRE HYDRANT ASSEMBLIES SHALL BE KENNEDY K-81D GUARDIAN, WATEROUS 5-1/4 PACER, OR APPROVED EQUAL. FIRE HYDRANTS SHALL BE LOCATED TO ALLOW A MINIMUM OF 5-FEET CLEAR SPACE SURROUNDING ALL PORTIONS OF THE HYDRANT. THERE SHALL BE NO OBSTRUCTIONS DIRECTLY IN LINE WITH ANY OF THE PORTS OF THE HYDRANT FOR A DISTANCE OF 6-FEET.
- 7) DOMESTIC AND FIRE BACKFLOW PREVENTION DEVICES AND VAULTS SHALL CONFORM TO REQUIREMENTS OF PUBLIC AND /OR PRIVATE AGENCIES HAVING JURISDICTION.
- 8) ALL NEW WATER LINES SHALL BE THOROUGHLY FLUSHED, PRESSURE TESTED, CHLORINATED AND BACTERIOLOGICALLY TESTED. POTABLE WATER TEST SHALL BE APPROVED BY THE CITY PRIOR TO ANY METERED SERVICE HOOKUP. CONTRACTOR SHALL INSTALL TEMPORARY PLUG AND BLOWOFF AS REQUIRED AT THE END OF WATERLINE FOR FLUSHING, TESTING AND CHLORINATION.
- 9) THE WORK SHALL BE PERFORMED IN A MANNER DESIGNATED TO MAINTAIN WATER SERVICE TO BUILDINGS SUPPLIED FROM THE EXISTING WATERLINES. IN NO CASE SHALL SERVICE TO ANY MAIN LINE OR BUILDING BE INTERRUPTED FOR MORE THAN FOUR (4) HOURS IN ANY ONE DAY. CONTRACTOR SHALL NOTIFY THE CITY AND ALL AFFECTED RESIDENTS AND BUSINESSES A MINIMUM OF FORTY-EIGHT (48) BUSINESS HOURS (2 WORKING DAYS) PRIOR TO ANY INTERRUPTION OF SERVICE.
- 10) ONLY MATERIALS DESIGNED FOR POTABLE WATER SERVICE AND NSF 61 CERTIFIED SHALL BE USED IN THOSE ELEMENTS OF THE WATER SYSTEM WHICH ARE IN CONTACT WITH POTABLE WATER. CONSTRUCTION SHALL BE IN COMPLIANCE WITH THE OREGON ADMINISTRATIVE RULES CHAPTER 333-081-0050, CONSTRUCTION STANDARDS AND THE MOST CURRENT EDITION OF THE CITY'S PUBLIC WORKS STANDARD CONSTRUCTION SPECIFICATIONS.
- 11) ALL PIPING, FITTINGS, AND VALVES, ETC., SHALL BE OF DOMESTIC MANUFACTURE AND SHALL BE PROPERLY RESTRAINED BY INSTALLING LOCKING GASKETS IN ALL PUSH-ON JOINTS, RETAINER GLANDS ON ALL MJ CONNECTIONS, AND CONCRETE THRUST RESTRAINTS AS REQUIRED. CONTRACTOR SHALL PROVIDE ANY NECESSARY TEMPORARY THRUST RESTRAINTS UNTIL PERMANENT CONCRETE THRUST RESTRAINTS HAVE REACHED THE REQUIRED STRENGTH. ADDITIONAL THRUST BLOCKING MAY BE REQUIRED IN ADDITION TO THOSE SHOWN.
- 12) CLDI PIPE JOINTS SHALL BE EQUALLY DEFLECTED AS NECESSARY TO MEET BENDS, DEFLECTION ANGLES, VERTICAL SEPARATION, AND/OR COVER REQUIREMENTS SHOWN. JOINT DEFLECTION SHALL NOT EXCEED MANUFACTURER'S RECOMMENDATIONS OR MAXIMUM 3-DEGREES, WHICHEVER IS MORE STRINGENT. ADDITIONAL FITTINGS MAY BE REQUIRED IN ADDITION TO THOSE SHOWN.
- 13) ALL EXISTING WATERLINE SERVICES LOCATED ALONG THE NEW WATERLINE ALIGNMENT SHALL BE REPLACED WITH NEW SERVICE CONNECTIONS TO THE NEW WATERLINE. CONTRACTOR SHALL REMOVE THE EXISTING WATER METER BOX AND REPLACE WITH A NEW ASSEMBLY AS SHOWN. CONNECT NEW ASSEMBLY TO EXISTING PRIVATE SERVICE. COORDINATE WITH PUBLIC WORKS AND PROPERTY OWNER AS NECESSARY.
- 14) EXISTING WATERLINE ABANDONMENT AND FINAL CONNECTION TO EXISTING SHALL BE PERFORMED UNDER PUBLIC WORKS SUPERVISION, AND SHALL BE COMPLETED AFTER THE NEW WATERLINE HAS BEEN APPROVED AND ACCEPTED BY THE CITY.
- 15) **SANITARY AND WATERLINE CROSSINGS.** WHERE SANITARY SEWER LINES CROSS ABOVE OR WITHIN 18-INCHES VERTICAL SEPARATION BELOW A WATERLINE, SEWER MAINS AND/OR LATERALS SHALL BE REPLACED WITH AWWA C-900 PVC PIPE (DR 18) AT THE CROSSING. CENTER ONE FULL LENGTH (20-FT) OF AWWA C-900 PVC PIPE AT POINT OF CROSSING. CONNECT TO EXISTING SEWER LINES WITH APPROVED RUBBER COUPLINGS. SANITARY SEWER CROSSINGS SHALL COMPLY WITH DHS REGULATIONS.

8. SANITARY SEWER – NOT USED

9. STORM DRAIN - NOT USED

10. STREET LIGHTS - NOT USED

11. FRANCHISE UTILITIES

- 1) UNLESS OTHERWISE SHOWN ON THE PLANS AND APPROVED IN WRITING BY ALL JURISDICTIONS HAVING AUTHORITY, NEW AND RELOCATED PRIVATE UTILITIES (POWER, CABLE, TELEPHONE AND GAS) SHALL BE INSTALLED UNDERGROUND IN CONJUNCTION WITH THE DEVELOPMENT.

- 2) CONTRACTOR SHALL COORDINATE WITH GAS, POWER, TELEPHONE, AND CABLE COMPANY FOR LOCATION OF CONDUITS IN COMMON TRENCHES, AS WELL AS LOCATION OF VAULTS, PEDESTALS, ETC. UNLESS OTHERWISE APPROVED IN WRITING BY THE CITY, ALL ABOVE-GRADE FACILITIES SHALL BE LOCATED IN PUES (WHERE PUES EXIST OR WILL BE GRANTED BY THE DEVELOPMENT), AND OTHERWISE SHALL BE PLACED IN A LOCATION OUTSIDE THE PROPOSED SIDEWALK LOCATION. INSTALLATION OF PRIVATE UTILITIES IN A COMMON TRENCH WITH OR WITHIN 3 FEET HORIZONTALLY OF PARALLELING WATER, SANITARY SEWER OR STORM DRAINS IS PROHIBITED.
- 3) POWER, TELEPHONE AND CABLE TRENCHING AND CONDUITS SHALL BE INSTALLED PER UTILITY COMPANY REQUIREMENTS WITH PULL WIRE. CONTRACTOR SHALL VERIFY WITH UTILITY COMPANY FOR SIZE, LOCATION AND TYPE OF CONDUIT PRIOR TO CONSTRUCTION, AND SHALL ENSURE THAT TRENCHES ARE ADEQUATELY PREPARED FOR INSTALLATION PER UTILITY COMPANY REQUIREMENTS. ALL CHANGES IN DIRECTION OF UTILITY CONDUIT RUNS SHALL HAVE LONG RADIUS STEEL BENDS.
- 4) CONTRACTOR SHALL NOTIFY AND COORDINATE WITH PRIVATE UTILITIES FOR RELOCATION OF POWER POLES, VAULTS, ETC. TO AVOID CONFLICT WITH CITY UTILITY STRUCTURES, FIRE HYDRANTS, METERS, SEWER OR STORM LATERALS, ETC.

12. COMPACTION AND DENSITY REQUIREMENTS

- 1) COMPACTION SHALL BE BY MECHANICAL MEANS FOR ALL TYPES OF MATERIALS. COMPACTIONS EQUIPMENT FOR GRANULAR MATERIALS SHALL BE VIBRATORY PLATE OR VIBRATORY DRUM COMPACTORS AND SHALL BE ADEQUATE TO OBTAIN THE AMOUNT OF COMPACTIONS SHOWN. COMPACTION EQUIPMENT SHALL BE OPERATED IN STRICT ACCORDANCE WITH THE MANUFACTURER'S INSTRUCTIONS AND RECOMMENDATIONS AND SHALL BE MAINTAINED IN SUCH CONDITION THAT IT WILL DELIVER THE MANUFACTURER'S RATED COMPACTIVE EFFORT.
- 2) ALL COMPACTION AND IN-PLACE DENSITY AND MOISTURE TESTS SHALL BE IN ACCORDANCE WITH THE MOST CURRENT EDITION OF THE ODOT/APWA STANDARD CONSTRUCTION SPECIFICATIONS AND AASHTO STANDARD SPECIFICATIONS.

ENGINEERED FILL:

MINIMUM PERCENT COMPACTION REQUIRED	95 PERCENT
TEST METHOD REQUIRED TO DETERMINE MAXIMUM DENSITY	AASHTO T-180
FREQUENCY OF DENSITY TESTING	8-INCH LIFTS, 3 TESTS FOR EACH 2- FEET OF FILL PLACED

ROAD SECTION – EMBANKMENT:

MINIMUM PERCENT COMPACTION REQUIRED	95 PERCENT
TEST METHOD REQUIRED TO DETERMINE MAXIMUM DENSITY	AASHTO T-180
FREQUENCY OF DENSITY TESTING OF EMBANKMENT	8-INCH LIFTS, 3 TESTS FOR EACH 2- FEET OF EMBANKMENT PLACED

ROAD SECTION – SUBGRADE:

MINIMUM PERCENT COMPACTION REQUIRED	95 PERCENT
MINIMUM PERCENT COMPACTION REQUIRED TO WHAT DEPTH BELOW SUBGRADE	12-INCHES
TEST METHOD REQUIRED TO DETERMINE MAXIMUM DENSITY	AASHTO T-180
FREQUENCY OF DENSITY TESTING OF SUB GRADE	AS NEEDED

ROAD SECTION – AGGREGATE BASE:

MINIMUM PERCENT COMPACTION REQUIRED	95 PERCENT
TEST METHODS REQUIRED TO DETERMINE MAXIMUM DENSITY	AASHTO T-180
FREQUENCY OF DENSITY TESTING OF AGGREGATE BASE OR AS NEEDED	8-INCH LIFTS, 150- FEET INTERVALS

ROAD SECTION – ASPHALT PAVEMENT:

MINIMUM PERCENT COMPACTION REQUIRED	91 PERCENT
TEST METHOD REQUIRED TO DETERMINE MAXIMUM DENSITY	AASHTO T-209
FREQUENCY OF DENSITY TESTING OF ASPHALT PAVEMENT	5 TESTS MINIMUM* AVERAGE DENSITY

FULL TIME INSPECTION OR SPOT CHECKING OF COMPACTION SPOT, OR AS SHOWN ON PLANS

UTILITY TRENCH: (BENEATH PAVEMENT AND SIDEWALK)

MINIMUM PERCENT COMPACTION REQUIRED FOR BEDDING AND PIPE ZONE	90 PERCENT
MINIMUM PERCENT COMPACTION REQUIRED FOR TRENCH BACKFILL ABOVE THE PIPE ZONE	92 PERCENT BELOW TOP 5- FEET OF TRENCH BACKFILL 95 PERCENT WITHIN TOP 5- FEET OF TRENCH BACKFILL
MINIMUM PERCENT COMPACTION REQUIRED IN UNIMPROVED, NON-ENGINEERED FILL AREAS	90 PERCENT
TEST METHOD REQUIRED TO DETERMINE MAXIMUM DENSITY	AASHTO T-180
FREQUENCY OF DENSITY TESTING OF UTILITY TRENCH BACKFILL	1 TEST FOR EVERY 2-FOOT VERTICAL AT INTERVALS OF 200 LINEAL FEET OF TRENCH OR AS DIRECTED. PERFORM A MINIMUM OF 1 TEST FOR TRENCH LENGTH LESS THAN 200 LINEAL FEET.

ADDITIONAL INFORMATION/COMMENTS:

\* WHEN USING NUCLEAR GAUGE, TWO READINGS AT EACH SITE, THE SECOND AT RIGHT ANGLES TO THE FIRST. THE TWO READING WILL BE AVERAGED TO OBTAIN TEST DENSITY.

EROSION CONTROL NOTES

A. GENERAL

- 1) APPROVAL OF THE EROSION/SEDIMENTATION CONTROL (ESC) PLAN DOES NOT CONSTITUTE AN APPROVAL OF PERMANENT ROAD OR DRAINAGE DESIGN (E.G. SIZE AND LOCATION OF ROADS, PIPES, RESTRICTORS, CHANNELS, RETENTION FACILITIES, UTILITIES, ETC.)

- 2) THE IMPLEMENTATION OF THE ESC PLANS AND THE CONSTRUCTION, MAINTENANCE, REPLACEMENT AND UPGRADING OF THESE ESC FACILITIES IS THE RESPONSIBILITY OF THE APPLICANT/CONTRACTOR UNTIL ALL CONSTRUCTION IS COMPLETED AND APPROVED AND VEGETATION/LANDSCAPING IS ESTABLISHED.
- 3) THE BOUNDARIES OF THE CLEARING LIMITS SHALL BE CLEARLY FLAGGED IN THE FIELD PRIOR TO CONSTRUCTION. DURING THE CONSTRUCTION PERIOD, NO DISTURBANCE BEYOND THE FLAGGED CLEARING LIMITS SHALL BE PERMITTED. THE FLAGGING SHALL BE MAINTAINED BY THE APPLICANT/CONTRACTOR FOR THE DURATION OF CONSTRUCTION.
- 4) THE ESC FACILITIES MUST BE CONSTRUCTED IN CONJUNCTION WITH ALL CLEARING AND GRADING ACTIVITIES, AND IN SUCH A MANNER AS TO ENSURE THAT SEDIMENT AND SEDIMENT LADEN WATER DO NOT ENTER THE DRAINAGE SYSTEM, ROADWAYS, OR VIOLATE APPLICABLE WATER STANDARDS.
- 5) DURING THE CONSTRUCTION PERIOD, THESE ESC FACILITIES SHALL BE UPGRADED AS NEEDED FOR UNEXPECTED STORM EVENTS AND TO ENSURE THAT SEDIMENT AND SEDIMENT LADEN WATER DO NOT LEAVE THE SITE.
- 6) THE ESC FACILITIES SHALL BE INSPECTED DAILY BY THE APPLICANT/CONTRACTOR AND MAINTAINED AS NECESSARY TO ENSURE THEIR CONTINUED FUNCTIONING.
- 7) THE ESC FACILITIES ON INACTIVE SITES SHALL BE INSPECTED AND MAINTAINED A MINIMUM OF ONCE A MONTH OR WITHIN THE 48 HOURS FOLLOWING A STORM EVENT.
- 8) AT NO TIME SHALL MORE THAN ONE FOOT OF SEDIMENT BE ALLOWED TO ACCUMULATE WITHIN A TRAPPED CATCH BASIN. ALL CATCH BASINS AND CONVEYANCE LINES SHALL BE CLEANED PRIOR TO PAVING. THE CLEANING OPERATION SHALL NOT FLUSH SEDIMENT LADEN WATER INTO THE DOWNSTREAM SYSTEM.

B. SEDIMENT FENCES

- 1) THE FILTER FABRIC SHALL BE PURCHASED IN A CONTINUOUS ROLL CUT TO THE LENGTH OF THE BARRIER TO AVOID USE OF JOINTS. WHEN JOINTS ARE NECESSARY, FILTER CLOTH SHALL BE SPLICED TOGETHER ONLY AT A SUPPORT POST, WITH A MINIMUM 6 INCH OVERLAP, AND BOTH ENDS SECURELY FASTENED TO THE POST.
- 2) THE FILTER FABRIC FENCE SHALL BE INSTALLED TO FOLLOW THE CONTOURS WHERE FEASIBLE. THE FENCE POSTS SHALL BE SPACED A MAXIMUM OF 6 FEET APART AND DRIVEN SECURELY INTO THE GROUND A MINIMUM OF 18 INCHES.
- 3) THE STANDARD STRENGTH FILTER FABRIC SHALL BE FASTENED SECURELY TO STITCHED LOOPS INSTALLED ON THE UP SLOPE SIDE OF THE POSTS, AND 6-INCHES OF THE FABRIC SHALL BE EXTENDED INTO THE TRENCH. THE FABRIC SHALL NOT EXTEND MORE THAN 30-INCHES ABOVE THE ORIGINAL GROUND SURFACE. FILTER FABRIC SHALL NOT BE STAPLED TO THE EXISTING TREES.
- 4) SEDIMENT FENCES SHALL BE REMOVED WHEN THEY HAVE SERVED THEIR USEFUL PURPOSE, BUT NOT BEFORE THE UP SLOPE AREA HAS BEEN PERMANENTLY STABILIZED.
- 5) SEDIMENT FENCES SHALL BE INSPECTED BY APPLICANT/CONTRACTOR IMMEDIATELY AFTER EACH RAINFALL AND AT LEAST DAILY DURING PROLONGED RAINFALL. ANY REQUIRED REPAIRS SHALL BE MADE IMMEDIATELY.

C. GRAVEL CONSTRUCTION ENTRANCES

- 1) STABILIZED CONSTRUCTION ENTRANCES SHALL BE INSTALLED AT THE BEGINNING OF CONSTRUCTION AND MAINTAINED FOR THE DURATION OF THE PROJECT. ADDITIONAL MEASURES MAY BE REQUIRED TO ENSURE THAT ALL PAVED AREAS ARE KEPT CLEAN FOR THE DURATION OF THE PROJECT.
- 2) THE AREA OF THE ENTRANCE SHALL BE CLEARED OF ALL VEGETATION, ROOTS, AND OTHER OBJECTIONABLE MATERIAL. THE ROCK SHALL BE PLACED TO THE SPECIFIED DIMENSIONS, BUT SHALL BE MINIMUM 8 INCHES THICK AND AT LEAST 50 FEET IN LENGTH. WIDTH SHALL BE THE FULL WIDTH OF THE VEHICLE INGRESS AND EGRESS AREA.
- 3) THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOW OF MUD ONTO PUBLIC RIGHT-OF-WAY.
- 4) IF THE ROCK PAD DOES NOT ADEQUATELY REMOVE DIRT AND MUD FROM VEHICLE WHEELS SUCH THAT MUD AND DIRT TRACKING IS EVIDENT OFF SITE, ADDITIONAL MEASURES MUST BE TAKEN. SUCH MEASURES MAY INCLUDE HOSING OFF WHEELS BEFORE VEHICLES LEAVE THE SITE OR OTHER CONSTRUCTION TECHNIQUES/WORK OPERATIONS MODIFICATION. WHEEL WASHING SHOULD BE DONE ON THE ROCK PAD AND WASH WATER SHOULD DRAIN THROUGH A SILT- TRAPPING STRUCTURE PRIOR TO LEAVING THE CONSTRUCTION SITE.
- 5) ADDITIONAL ROCK SHALL BE ADDED PERIODICALLY AS CONDITIONS DEMAND, AND REPAIR AND/OR CLEANOUT OF ANY STRUCTURES USED TO TRAP SEDIMENT.
- 6) SUB-GRADE STABILIZATION FABRIC SHALL BE USED UNDER ROCK PADS.
- 7) ALL MATERIALS SPILLED, DROPPED, WASHED, OR TRACKED FROM VEHICLES ONTO ROADWAYS OR INTO STORM DRAINS MUST BE REMOVED IMMEDIATELY.



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EXPIRES: 12-31-2026

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MILL CREEK PARK ASR PHASE I SHAFF  
ROAD WATERLINE IMPROVEMENTS

GENERAL NOTES

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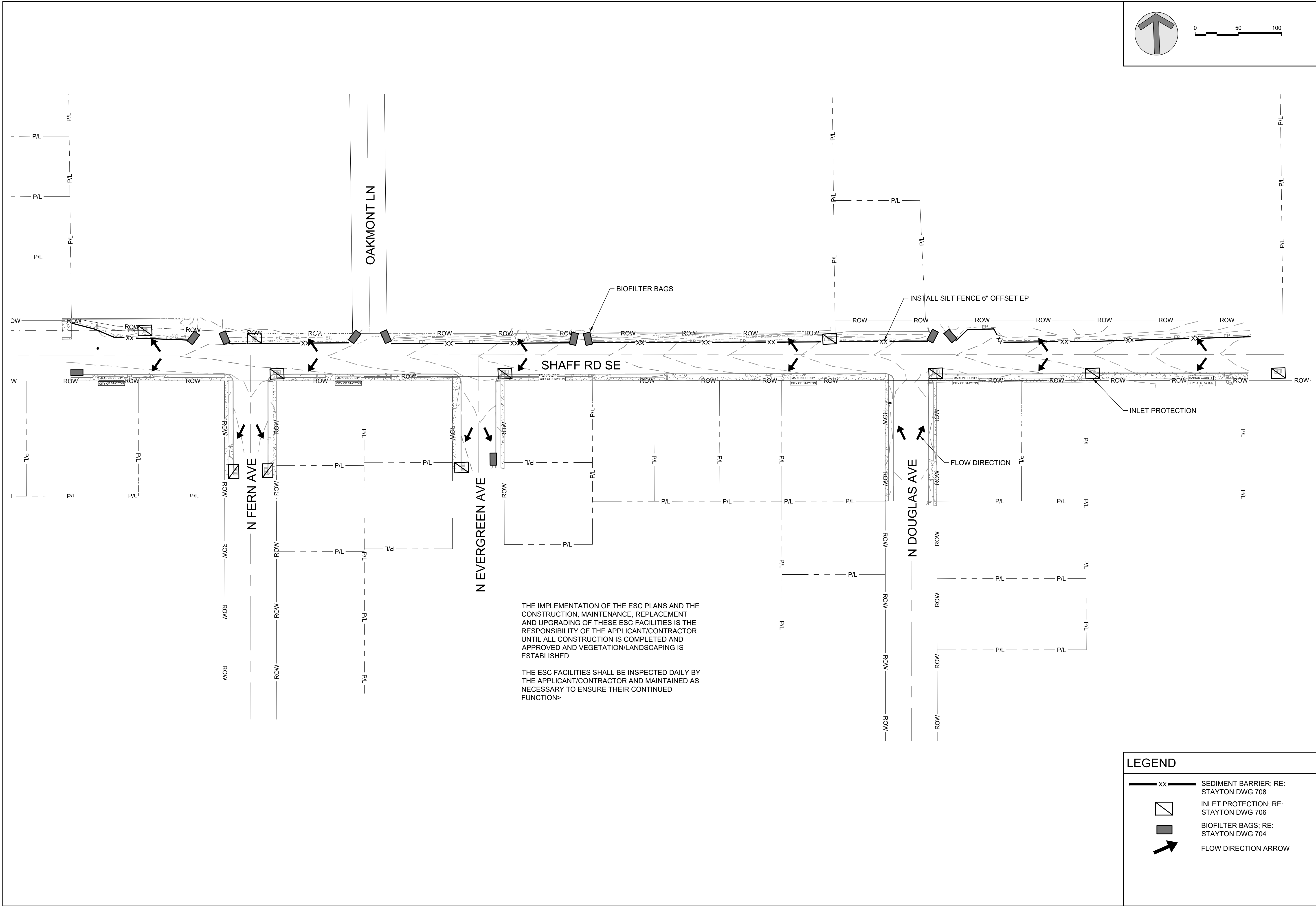
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1-1/2 Inches

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LEGEND

SEDIMENT BARRIER; RE:  
STAYTON DWG 708

INLET PROTECTION; RE:  
STAYTON DWG 706

BIOFILTER BAGS; RE:  
STAYTON DWG 704

FLOW DIRECTION ARROW

**KELLER**  
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MILL CREEK PARK ASR PHASE I SHAFF  
ROAD WATERLINE IMPROVEMENTS

TEMPORARY EROSION AND  
SEDIMENT CONTROL PLAN

DRAWN: MRN    CHECK: PO

VERIFY SCALE: Scales  
based on 22"x34" prints.

PROJECT NO.  
211030-037

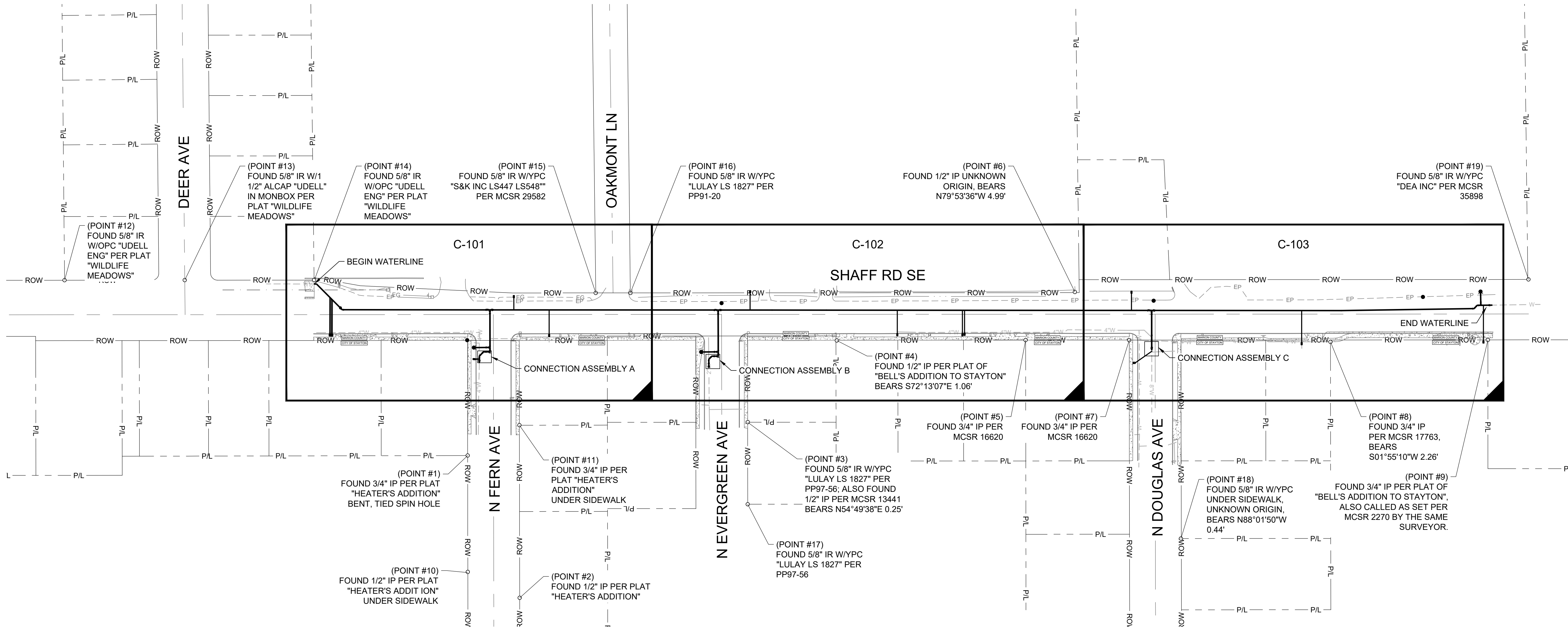
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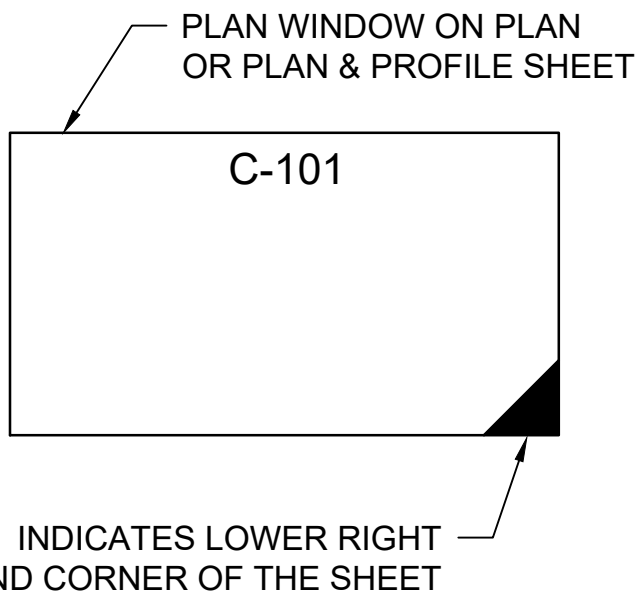
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POINT#	NORTHING	EASTING	ELEVATION	DESCRIPTION
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2	424927.936	7605082.022	448.888	FDMN IP
3	425122.187	7605353.166	450.683	FDMN IP
4	425213.146	7605459.497	453.519	FDMN IP
5	425205.959	7605677.974	457.649	FDMN IP
6	425259.633	7605737.036	460.484	FDMN IP
7	425201.69	7605797.985	459.012	FDMN IP
8	425191.529	7606030.808	461.047	FDMN IP
9	425187.521	7606213.077	463.712	FDMN IP
10	424960.017	7605023.017	448.998	FDO
11	425127.871	7605088.695	448.12	FDO
12	425314.204	7604568.139	448.251	FDMN OPC
13	425309.403	7604707.223	447.381	FDMN ALC
14	425304.285	7604856.919	449.317	FDMN OPC
15	425277.946	7605182.452	450.253	FDMN YPC
16	425276.545	7605222.449	450.441	FDMN YPC
17	425027.07	7605349.749	450.833	FDMN YPC
18	424969.83	7605849.774	455.216	FDO
19	425255.865	7606262.548	461.784	FDMN YPC





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MILL CREEK PARK ASR PHASE I SHAFF  
ROAD WATERLINE IMPROVEMENTS

PROJECT OVERVIEW AND  
SURVEY CONTROL

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VERIFY SCALE: Scales  
based on 22"x34" prints.

1-1/2 Inches

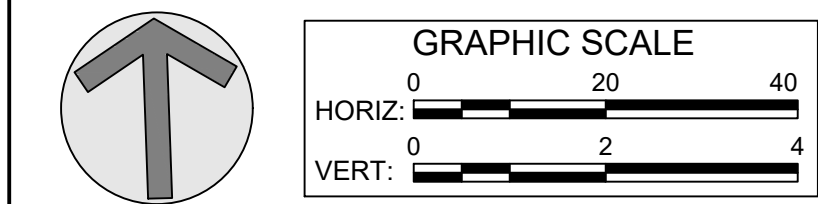
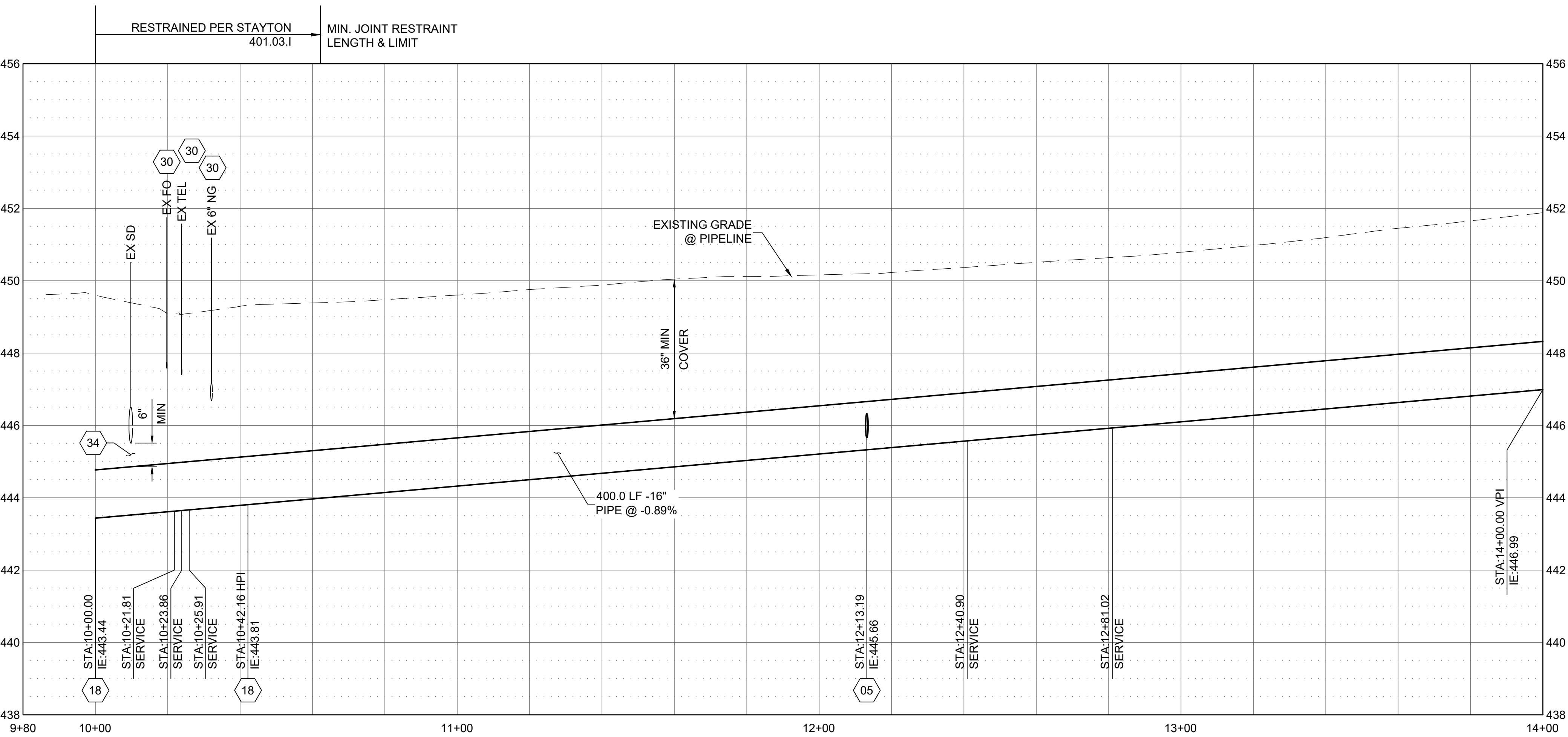
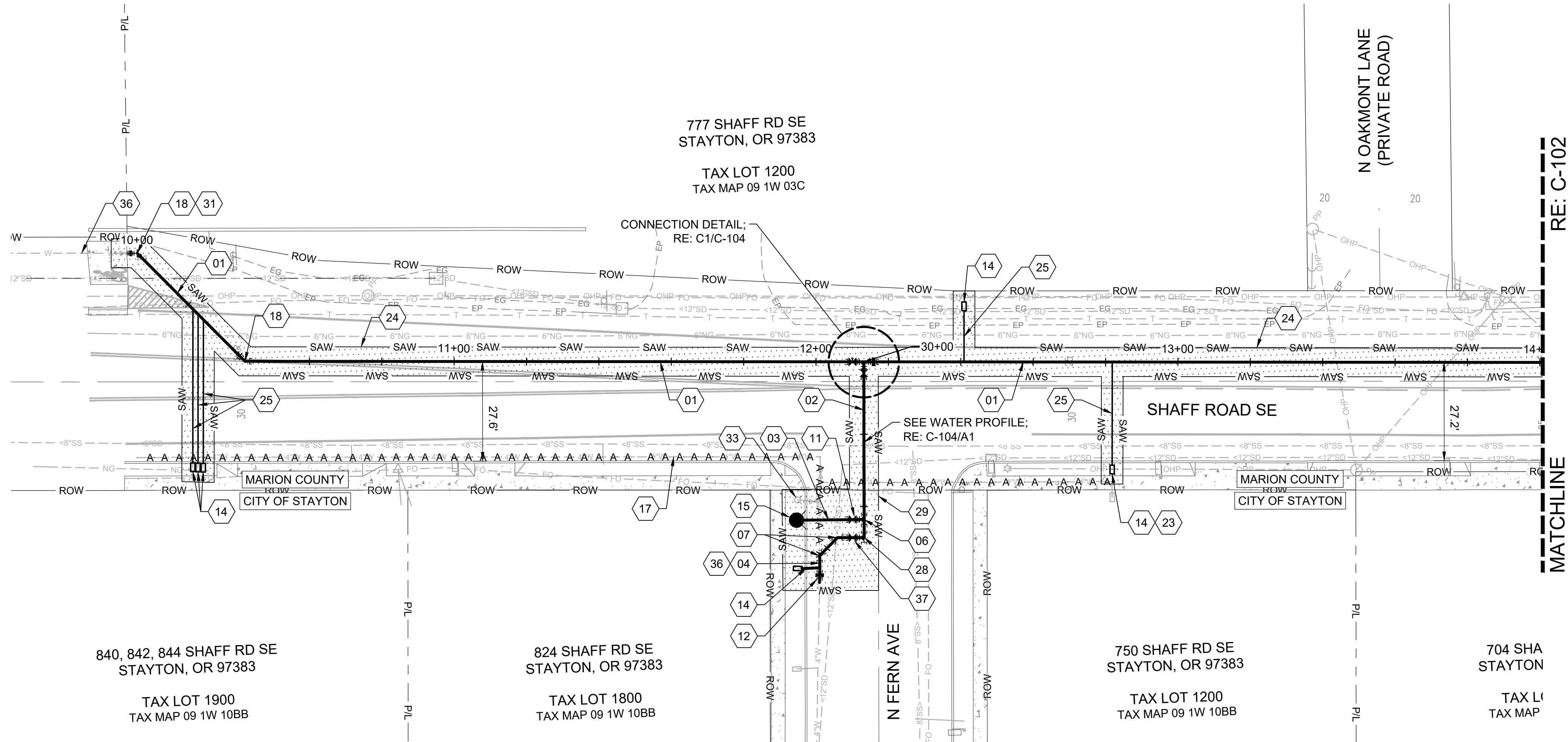
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211030-037

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SHEET NO.

C-100





GENERAL SHEET NOTES

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- FURNISH MATERIALS WHERE "INSTALL," "PLACE" OR "CONSTRUCT" IS REQUIRED UNLESS NOTED OTHERWISE.
- AREAS AND STRIPING DISTURBED BY CONSTRUCTION WHERE SURFACE REPAIR IS NOT INDICATED SHALL BE RESTORED TO CONDITIONS FOUND PRIOR TO CONSTRUCTION. THIS COST SHALL BE INCIDENTAL TO THE CONTRACT.
- RETAINER GLANDS AND THRUST BLOCKS AS REQUIRED, RE: STAYTON DWG 402, 420 & 422. ALL PIPE BEDDING, PIPE ZONE, AND BACKFILL REQUIREMENTS PER RE: STAYTON DWG 206.
- RESTORE OBLITERATED PAVEMENT MARKINGS AND LEGENDS DUE TO CONSTRUCTION.
- PRIOR TO EXCAVATION, POT HOLE EXISTING 6" NATURAL GAS LINE THAT RUNS PARALLEL AND PROVIDE LOCATION AND DEPTH TO DESIGN ENGINEER/PUBLIC WORKS.
- OPERATION OF EXISTING WATER SYSTEM VALVES SHALL BE OPERATED BY CITY STAFF ONLY.
- ALL NEW FIRE HYDRANT FINAL LOCATIONS SHALL BE COORDINATED WITH PUBLIC WORKS PRIOR TO CONSTRUCTION.
- ALL NEW WATERLINES SHALL BE PROPERLY FLUSHED, PRESSURE TESTED, CHLORINATED, BACTERIOLOGICALLY TESTED, AND APPROVED BY PUBLIC WORKS PRIOR TO BEING PUT IN SERVICE. CONTRACTOR SHALL PROVIDE A MAINLINE CHLORINATION TAP(S) AND TEMPORARY BLOW-OFF ASSEMBLY AS NECESSARY FOR WATERLINE FLUSHING AND TESTING REQUIREMENTS.

SHEET KEYNOTES

- |    |   |    |   |
|----|---|----|---|
| 01 | INSTALL PIPE - 16" DUCTILE IRON   | 30 | DEPTH OF UTILITY IS UNKNOWN   |
| 02 | INSTALL PIPE - 8" DUCTILE IRON  | 31 | REMOVE EXISTING 2" BLOWOFF ASSEMBLY, 16" CAP/PLUG, AND SPOOL, CONNECT TO EXISTING 16" BUTTERFLY VALVE WITH RETAINER GLAND |
| 03 | INSTALL PIPE - 6" DUCTILE IRON  | 33 | REMOVE EXISTING FIRE HYDRANT ASSEMBLY   |
| 04 | INSTALL PIPE - 4" DUCTILE IRON  | 34 | USE CDF PER SPECIFICATION 209   |
| 05 | INSTALL FITTING - 16"x16"x8" REDUCING FLG TEE                               | 36 | INSTALL STRADDLE BLOCK; RE: STAYTON DWG 404   |
| 06 | INSTALL FITTING - 8"x8"x6" REDUCING MJxMJxFLG TEE                           | 37 | INSTALL VALVE - 4" FLGxMJ GATE VALVE; RE: STAYTON DWG 408   |
| 07 | INSTALL FITTING - 4" 45° BEND   |    |   |
| 11 | INSTALL VALVE - 6" FLGxMJ GATE VALVE; RE: STAYTON DWG 408                   |    |   |
| 12 | INSTALL FITTING - COUPLER, CONNECT INTO EXISTING 4" LINE                    |    |   |
| 14 | INSTALL NEW WATER METER BOX AND 1" COPPER SERVICE LINE; RE: STAYTON DWG 430 |    |   |
| 15 | INSTALL NEW FIRE HYDRANT ASSEMBLY; RE: STAYTON DWG 414                      |    |   |
| 17 | FILL, CAP, AND ABANDON AS SPECIFIED   |    |   |
| 18 | INSTALL FITTING - 16" 45° BEND  |    |   |
| 23 | RELOCATE METER TO LANDSCAPE STRIP   |    |   |
| 24 | TRENCH LIMITS SURFACE REPAIR; RE: BLANKET INLAY DTL/C-553                   |    |   |
| 25 | INSTALL PIPE - 1" COPPER SERVICE  |    |   |
| 28 | INSTALL FITTING - 8"x8"x4" REDUCING MJxMJxFLG TEE                           |    |   |
| 29 | TRENCH LIMITS SURFACE REPAIR; RE: STAYTON DWG 318                           |    |   |

100 East Bower Street, Suite 110  
Meridian, ID 83642  
(208) 288-1992

REGISTERED PROFESSIONAL ENGINEER  
OREGON  
NOV. 10, 2019  
PETER OLSEN  
EXPIRES: 12-31-2026

NO. REVISIONS DATE  
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City of Stayton OREGON

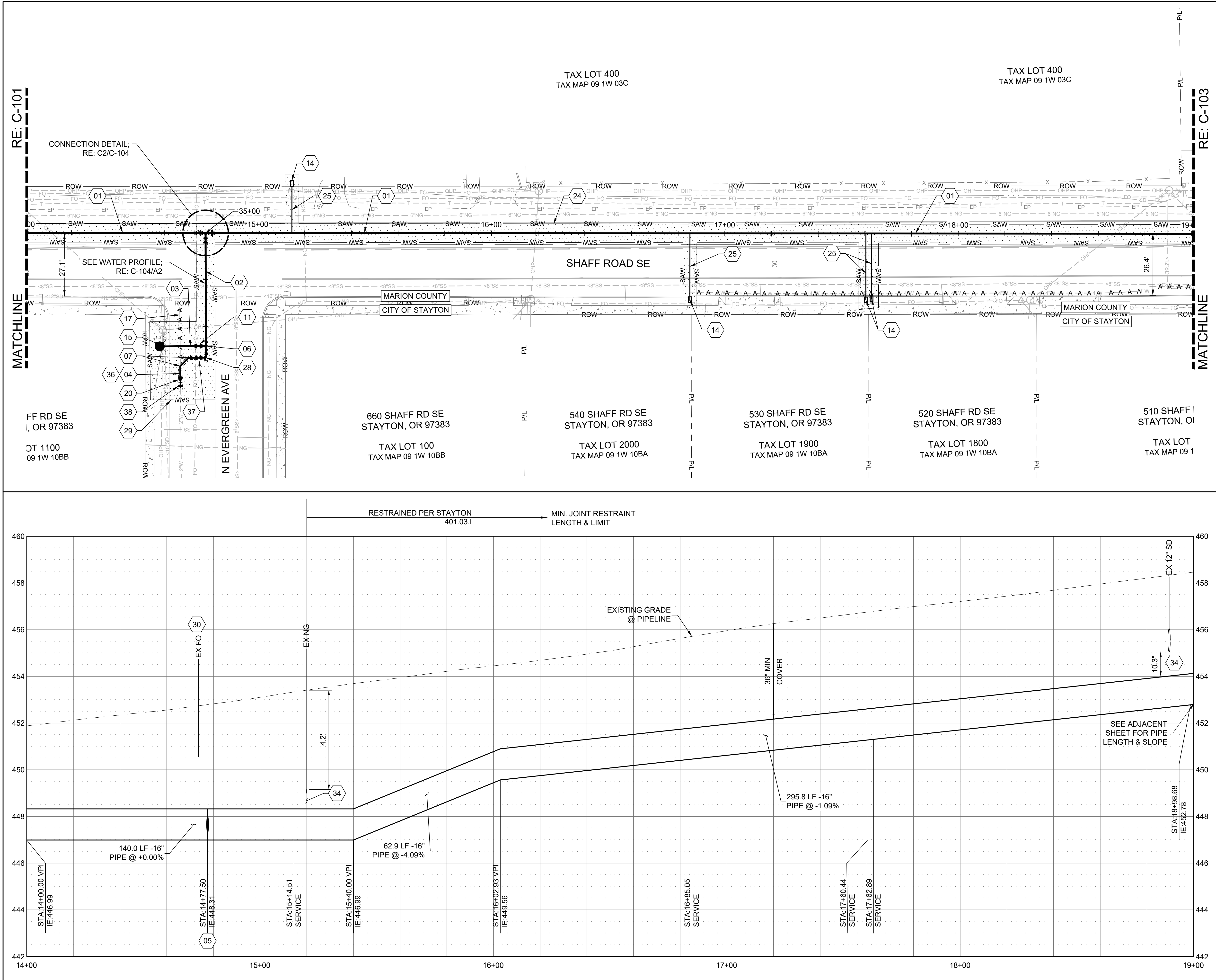
MILL CREEK PARK ASR PHASE I SHAFF ROAD WATERLINE IMPROVEMENTS  
PLAN AND PROFILE  
STA 10+00 TO 14+00

DRAWN: MRN CHECK: PO  
VERIFY SCALE: Scales based on 22"x34" prints.  
PROJECT NO. 211030-037  
SHEET NO. C-101



J:\211030 - STAYTON - GENERAL ENGINEERING\037 - MILL CREEK PARK ASR PROJECT\CAD\3 - DESIGN\DWG - PLANS\VC-101 PLAN & PROF.DWG  
LAST SAVED: 10/8/2024 9:18 AM PRINTED: 10/8/2024 9:37 AM

J:\211030 - STAYTON - GENERAL ENGINEERING\037 - MILL CREEK PARK ASR PROJECT\CAD\3 - DESIGN\DWG - PLANS\VC-101 PLAN & PROF.DWG



GRAPHIC SCALE

HORIZ: 0 20 40

VERT: 0 2 4

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### SHEET KEYNOTES

01	INSTALL PIPE - 16" DUCTILE IRON
02	INSTALL PIPE - 8" DUCTILE IRON
03	INSTALL PIPE - 6" DUCTILE IRON
04	INSTALL PIPE - 4" DUCTILE IRON
05	INSTALL FITTING - 16"x16"x8" REDUCING FLG TEE
06	INSTALL FITTING - 8"x8"x6" REDUCING MJxMJxFLG TEE
07	INSTALL FITTING - 4" 45° BEND
11	INSTALL VALVE - 6" FLGxMJ GATE VALVE; RE: STAYTON DWG 408
14	INSTALL NEW WATER METER BOX AND 1" COPPER SERVICE LINE; RE: STAYTON DWG 430
15	INSTALL NEW FIRE HYDRANT ASSEMBLY; RE: STAYTON DWG 414
17	FILL, CAP, AND ABANDON AS SPECIFIED
24	INSTALL FITTING - 4"x2" MJxFLG REDUCER
25	TRENCH LIMITS SURFACE REPAIR; RE: BLANKET INLAY DTL/C-553
28	INSTALL PIPE - 1" COPPER SERVICE
29	INSTALL FITTING - 8"x8"x4" REDUCING MJxMJxFLG TEE
29	TRENCH LIMITS SURFACE REPAIR; RE: STAYTON DWG 318
30	DEPTH OF UTILITY IS UNKNOWN
34	USE CDF PER SPECIFICATION 209
36	INSTALL STRADDLE BLOCK; RE: STAYTON DWG 404
37	INSTALL VALVE - 4" FLGxMJ GATE VALVE; RE: STAYTON DWG 408
38	INSTALL FITTING - COUPLER, CONNECT INTO EXISTING 2" LINE

REGISTERED PROFESSIONAL ENGINEER  
83510PE  
OREGON  
NOV. 10, 2019  
PETER OLSEN  
EXPIRES: 12-31-2026

NO.	REVISIONS	DATE

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MILL CREEK PARK ASR PHASE I SHAFF ROAD WATERLINE IMPROVEMENTS

PLAN AND PROFILE  
STA 14+00 TO 19+00

DRAWN: MRN CHECK: PO

VERIFY SCALE: Scales based on 22"x34" prints.

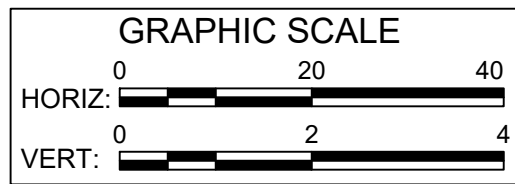
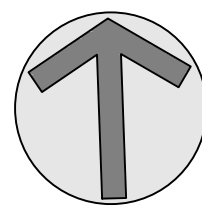
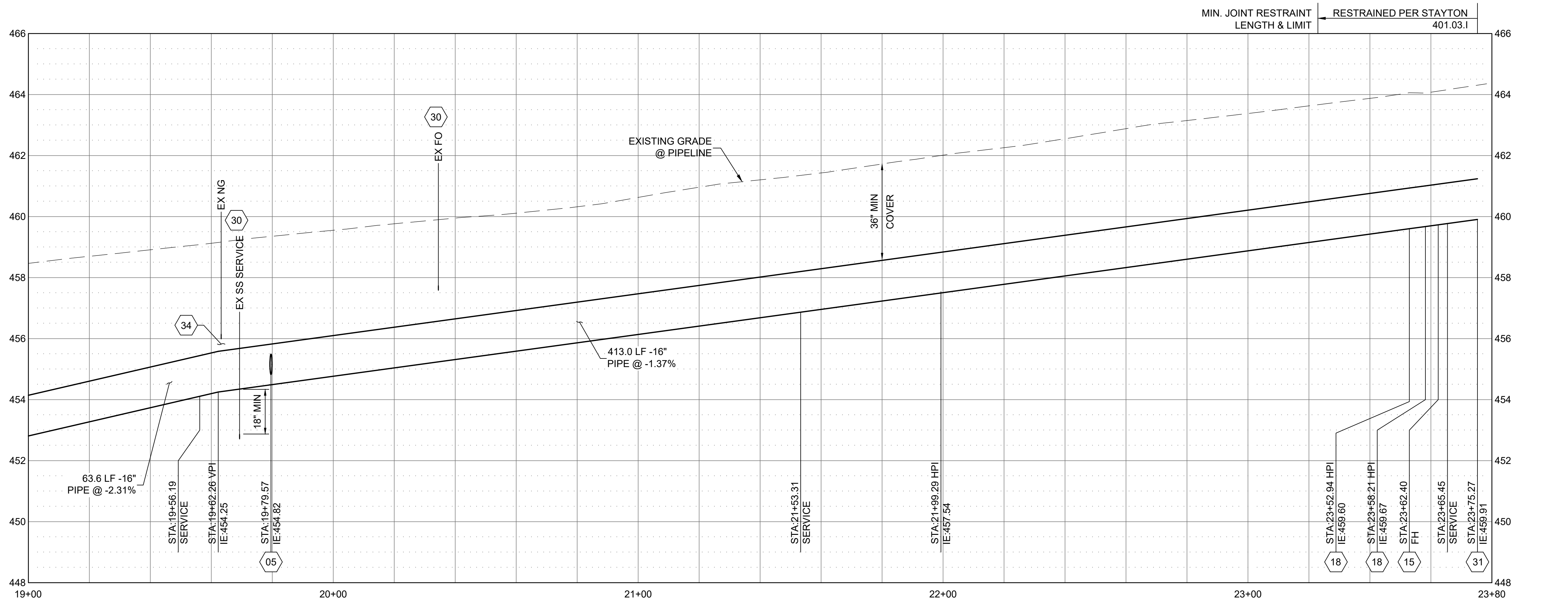
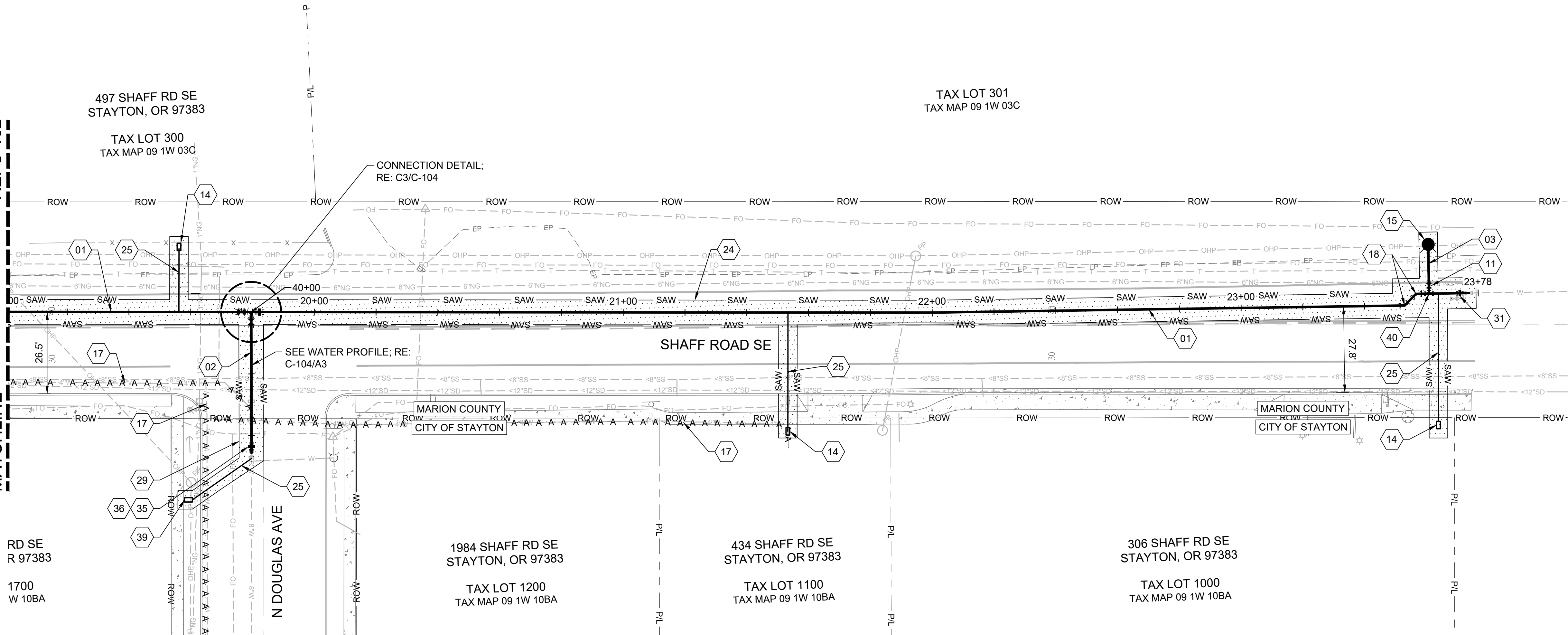
PROJECT NO. 211030-037 PAGE

SHEET NO. C-102



RE: C-102

MATCHLINE



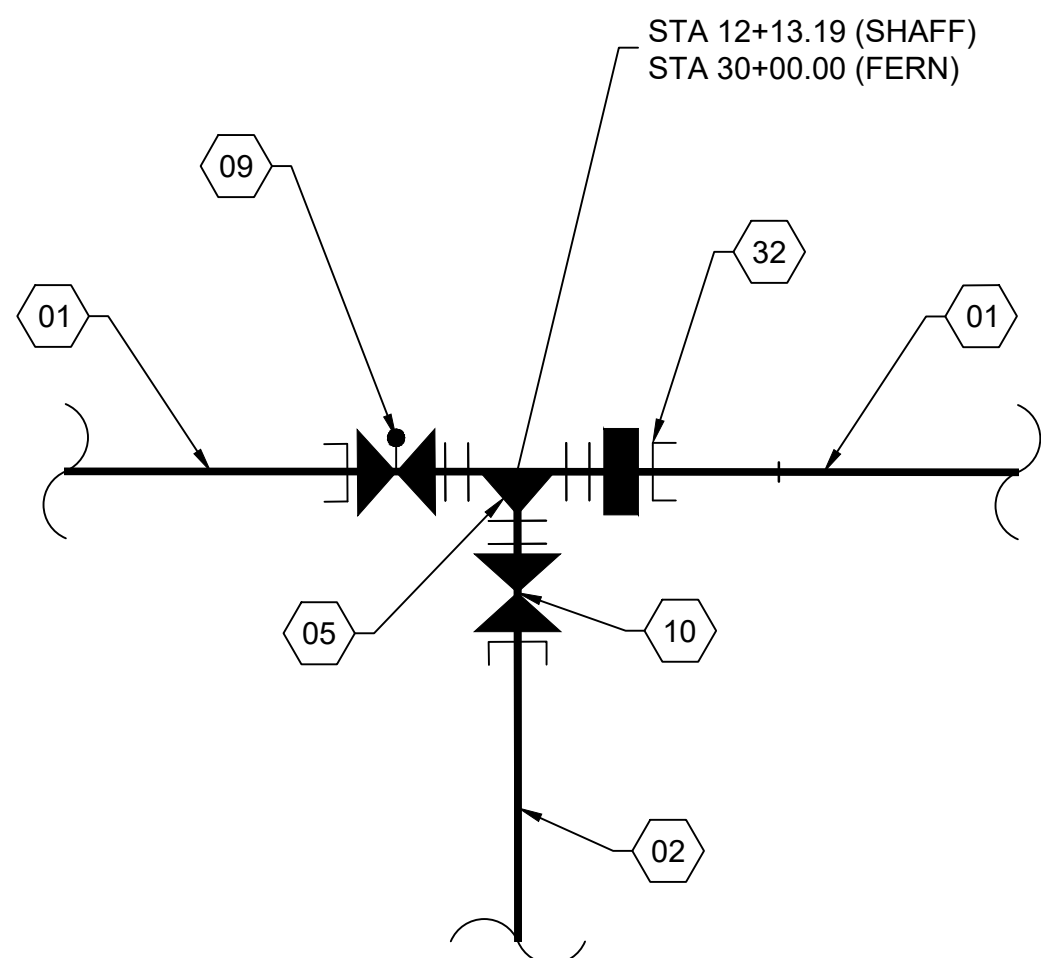
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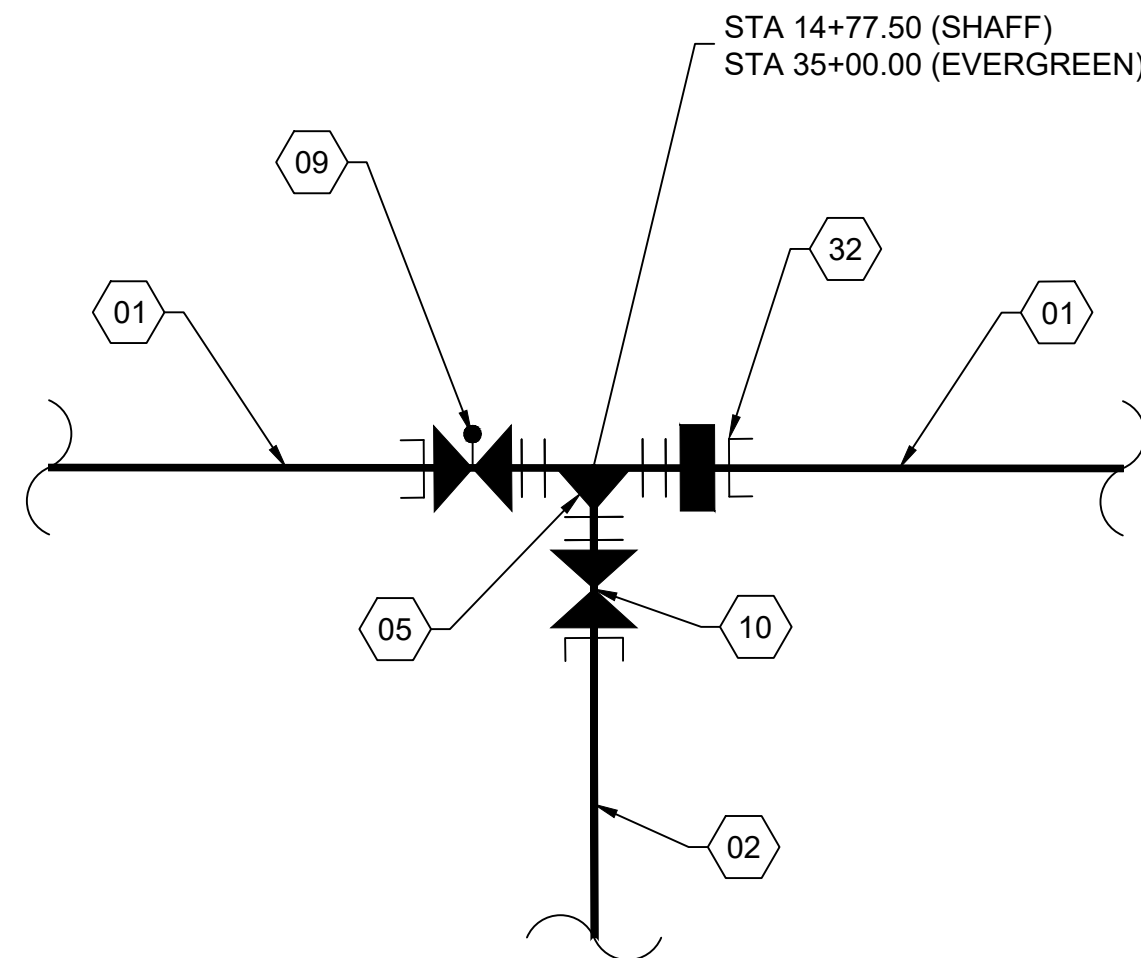
## SHEET KEYNOTES

- |    |   |
|----|---|
| 01 | INSTALL PIPE - 16" DUCTILE IRON   |
| 02 | INSTALL PIPE - 8" DUCTILE IRON  |
| 03 | INSTALL PIPE - 6" DUCTILE IRON  |
| 05 | INSTALL FITTING - 16"x16"x8" REDUCING FLG TEE   |
| 11 | INSTALL VALVE - 6" FLGX MJ GATE VALVE; RE: STAYTON DWG 408  |
| 14 | INSTALL NEW WATER METER BOX AND 1" COPPER SERVICE LINE; RE: STAYTON DWG 430   |
| 15 | INSTALL NEW FIRE HYDRANT ASSEMBLY; RE: STAYTON DWG 414  |
| 17 | FILL, CAP, AND ABANDON AS SPECIFIED   |
| 18 | INSTALL FITTING - 16" 45° BEND  |
| 24 | TRENCH LIMITS SURFACE REPAIR; RE: BLANKET INLAY DTL/C-553   |
| 25 | INSTALL PIPE - 1" COPPER SERVICE  |
| 29 | TRENCH LIMITS SURFACE REPAIR; RE: STAYTON DWG 318   |
| 30 | DEPTH OF UTILITY IS UNKNOWN   |
| 31 | REMOVE EXISTING 2" BLOWOFF ASSEMBLY, 16" CAP/PLUG, AND SPOOL. CONNECT TO EXISTING 16" BUTTERFLY VALVE WITH RETAINER GLAND |
| 34 | USE CDF PER SPECIFICATION 209   |
| 35 | INSTALL FITTING - 8" MJ SOLID SLEEVE COUPLING, CONNECT INTO EXISTING 8" LINE  |
| 36 | INSTALL STRADDLE BLOCK; RE: STAYTON DWG 404   |
| 39 | INSTALL 2" COMBINATION AIR/VACUUM RELEASE VALVE; RE: STAYTON DWG 428  |
| 40 | INSTALL FITTING - 16"x16"x6" REDUCING FLG TEE   |

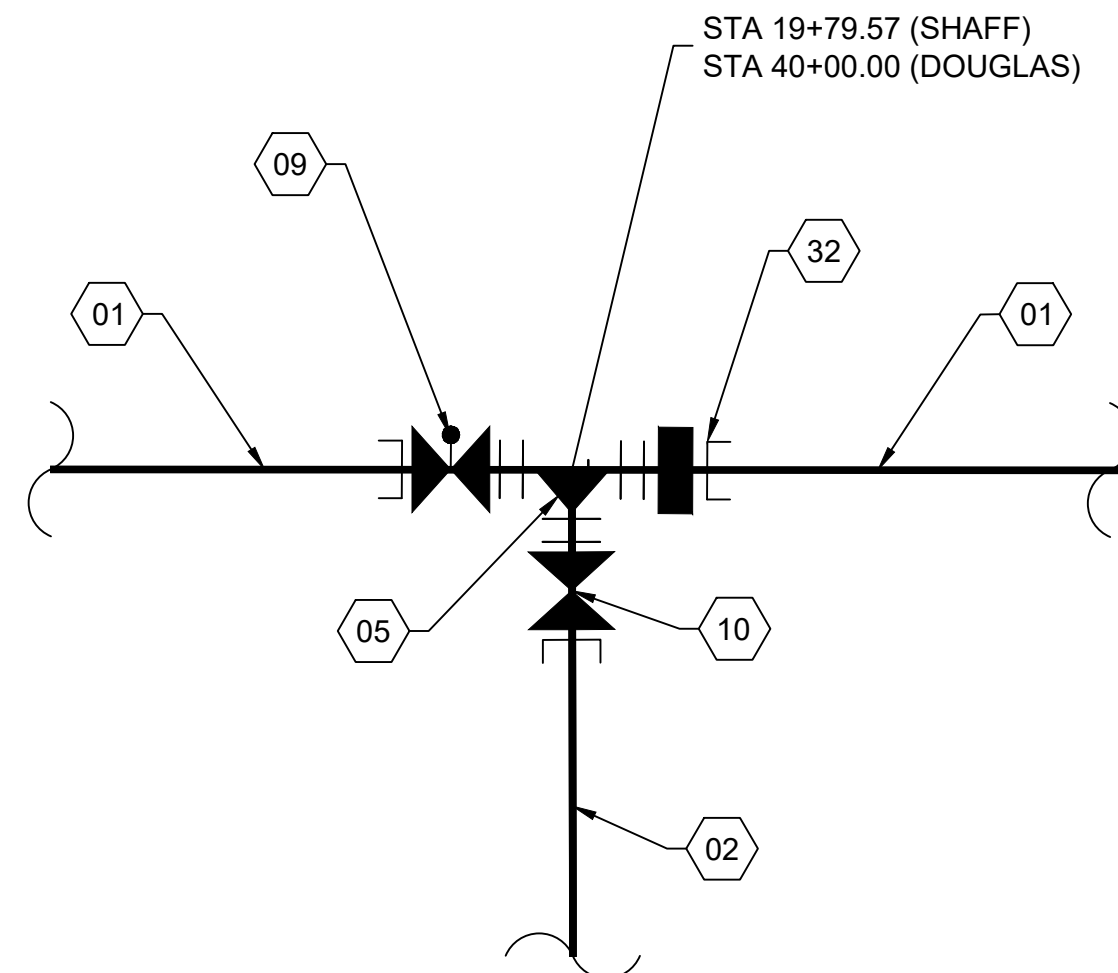




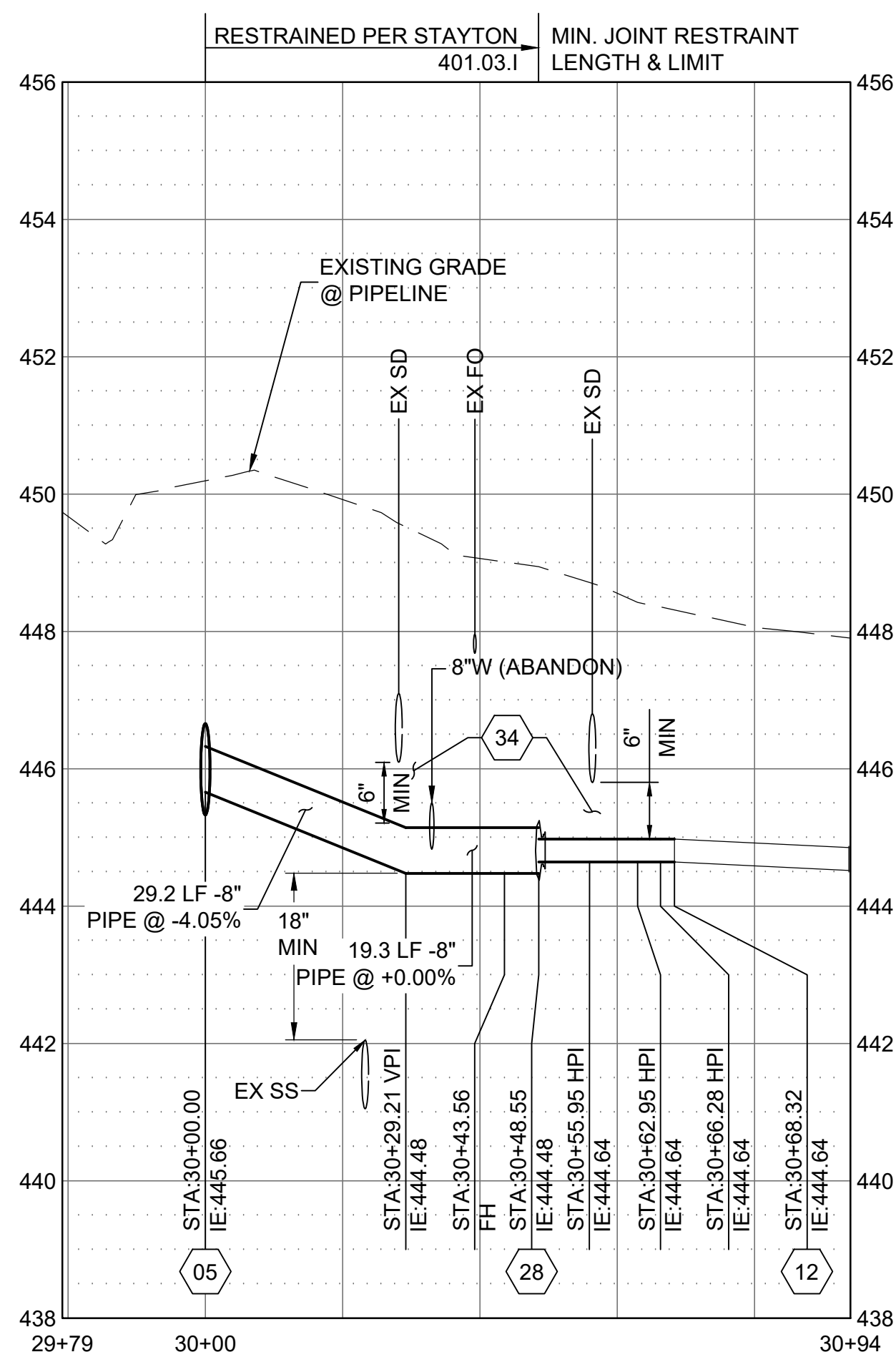
**C1** N FERN AVE PROFILE CONNECTION  
SCALE: 1"=5'



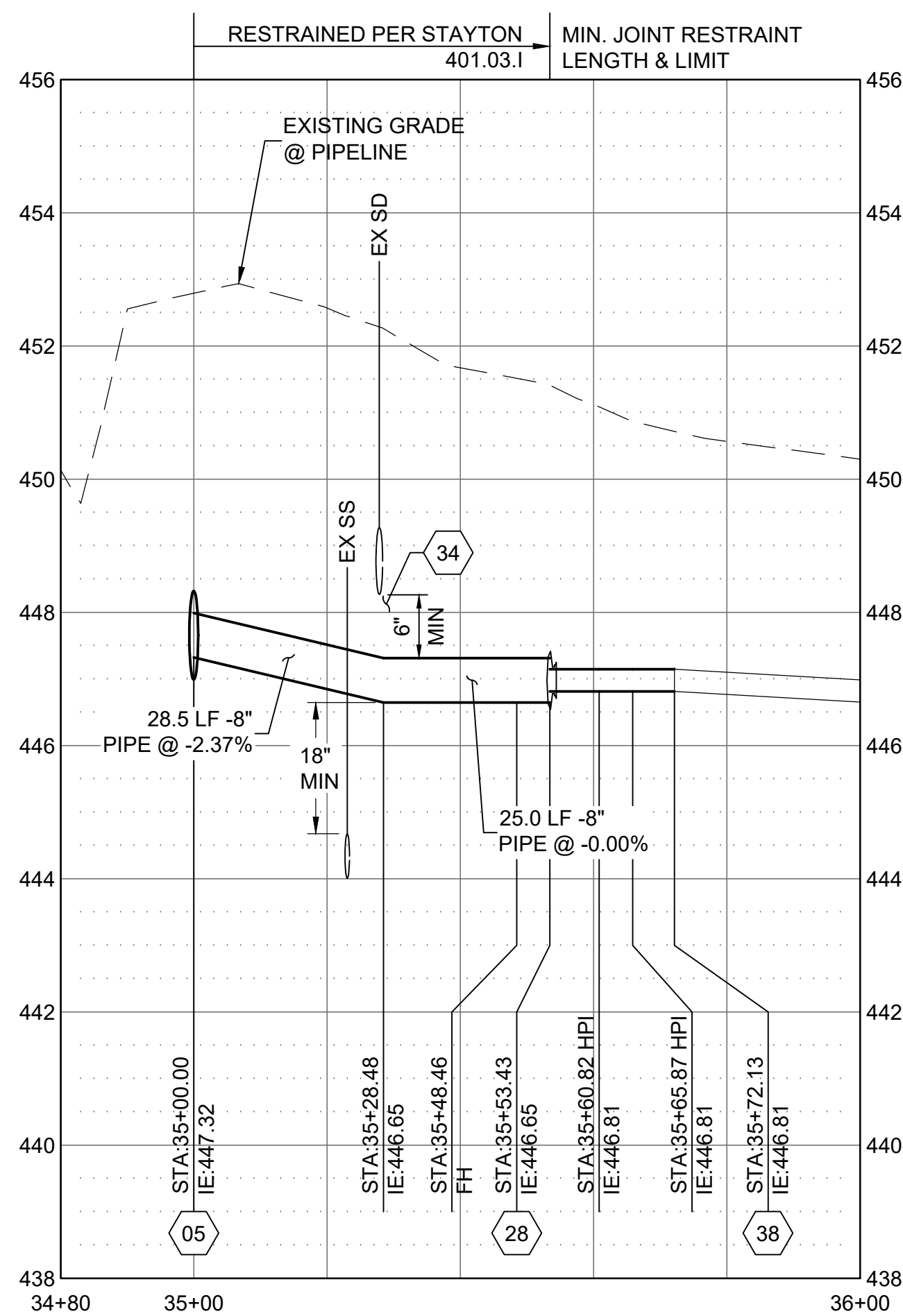
**C2** N EVERGREEN AVE CONNECTION  
SCALE: 1"=5'



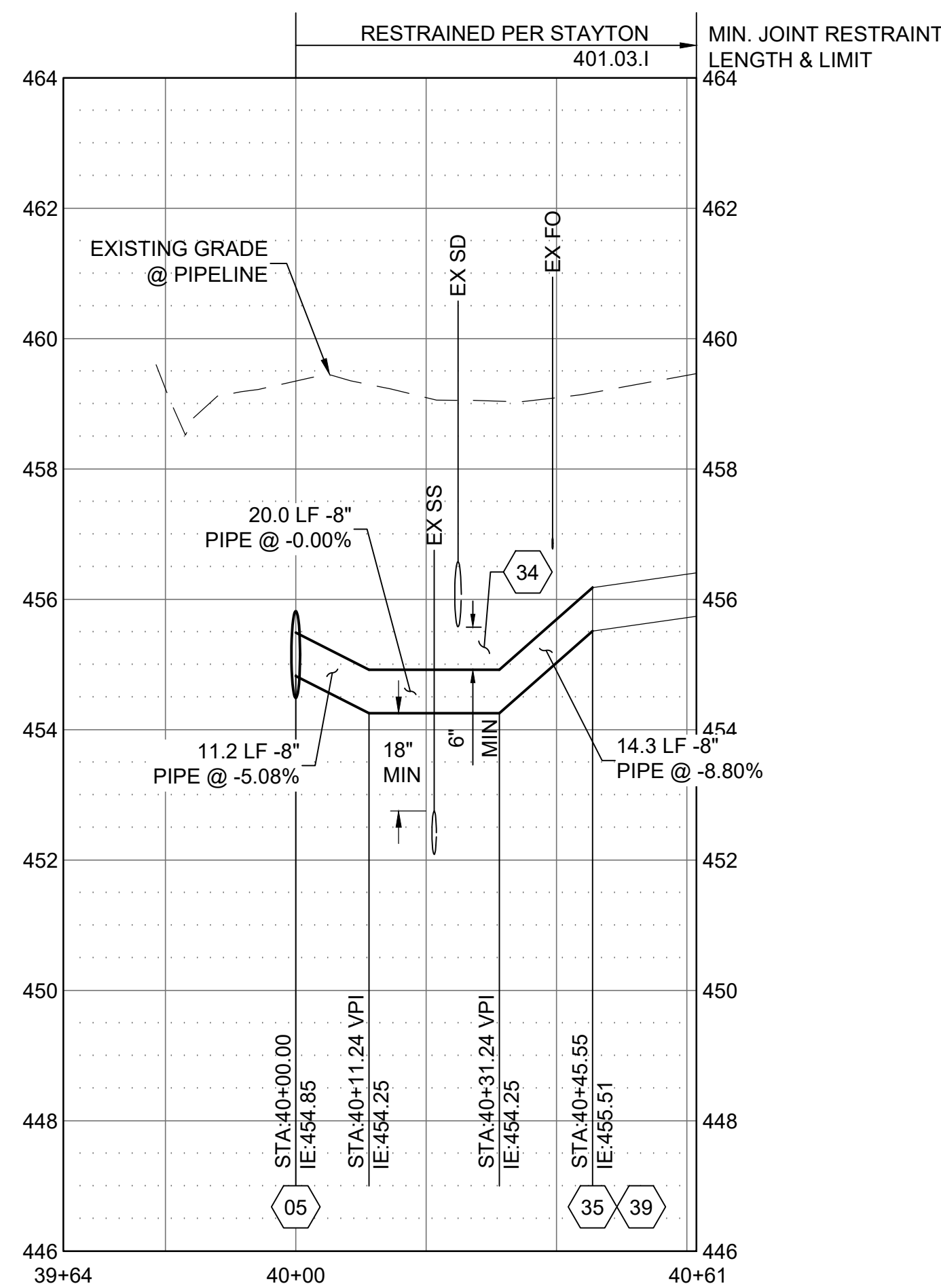
**C3** N DOUGLAS AVE PROFILE CONNECTION  
SCALE: 1"=5'



**A1** N FERN AVE PROFILE (STA 30+00 TO END)  
SCALE: 1"=20' HORIZ  
1"=2' VERT



**A2** N EVERGREEN AVE PROFILE (STA 35+00 TO END)  
SCALE: 1"=20' HORIZ  
1"=2' VERT



**A3** N DOUGLAS AVE PROFILE (STA 40+00 TO END)  
SCALE: 1"=20' HORIZ  
1"=2' VERT

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## SHEET KEYNOTES

- INSTALL PIPE - 16" DUCTILE IRON
- INSTALL PIPE - 8" DUCTILE IRON
- INSTALL FITTING - 16"x16"x8" REDUCING FLG TEE
- INSTALL VALVE - 16" FLGXMJ BUTTERFLY VALVE; RE: STAYTON DWG 410
- INSTALL VALVE - 8" FLGXMJ GATE VALVE; RE: STAYTON DWG 408
- INSTALL FITTING - COUPLER, CONNECT INTO EXISTING 4" LINE
- INSTALL FITTING - 8"x8"x4" REDUCING MJxMJxFLG TEE
- INSTALL FITTING - 16" FLGXMJ ADAPTER
- USE CDF PER SPECIFICATION 209
- INSTALL FITTING - 8" MJ SOLID SLEEVE COUPLING, CONNECT INTO EXISTING 8" LINE
- INSTALL FITTING - COUPLER, CONNECT INTO EXISTING 2" LINE
- INSTALL 2" COMBINATION AIR/VACUUM RELEASE VALVE; RE: STAYTON DWG 428

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(208) 288-1992

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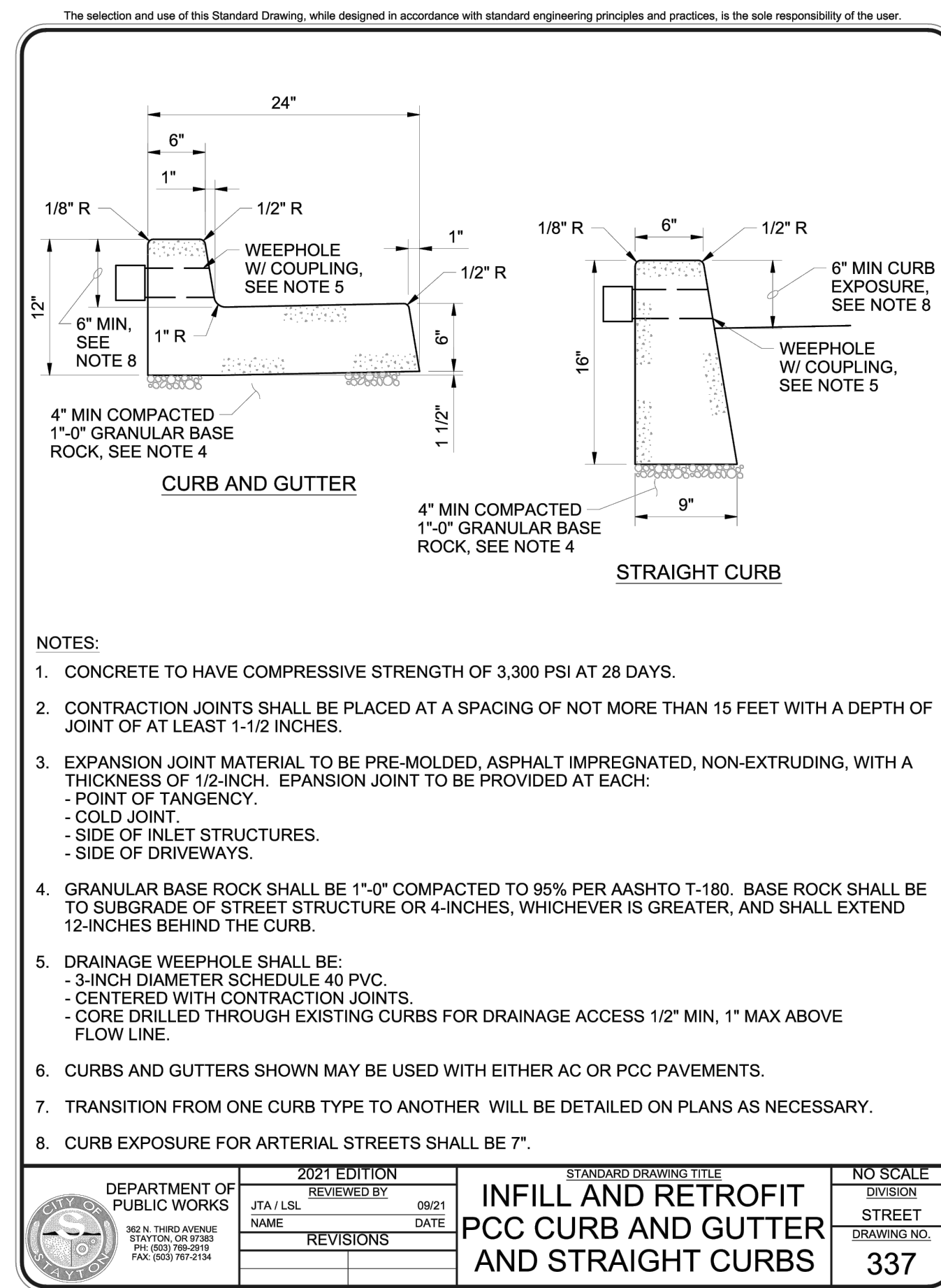
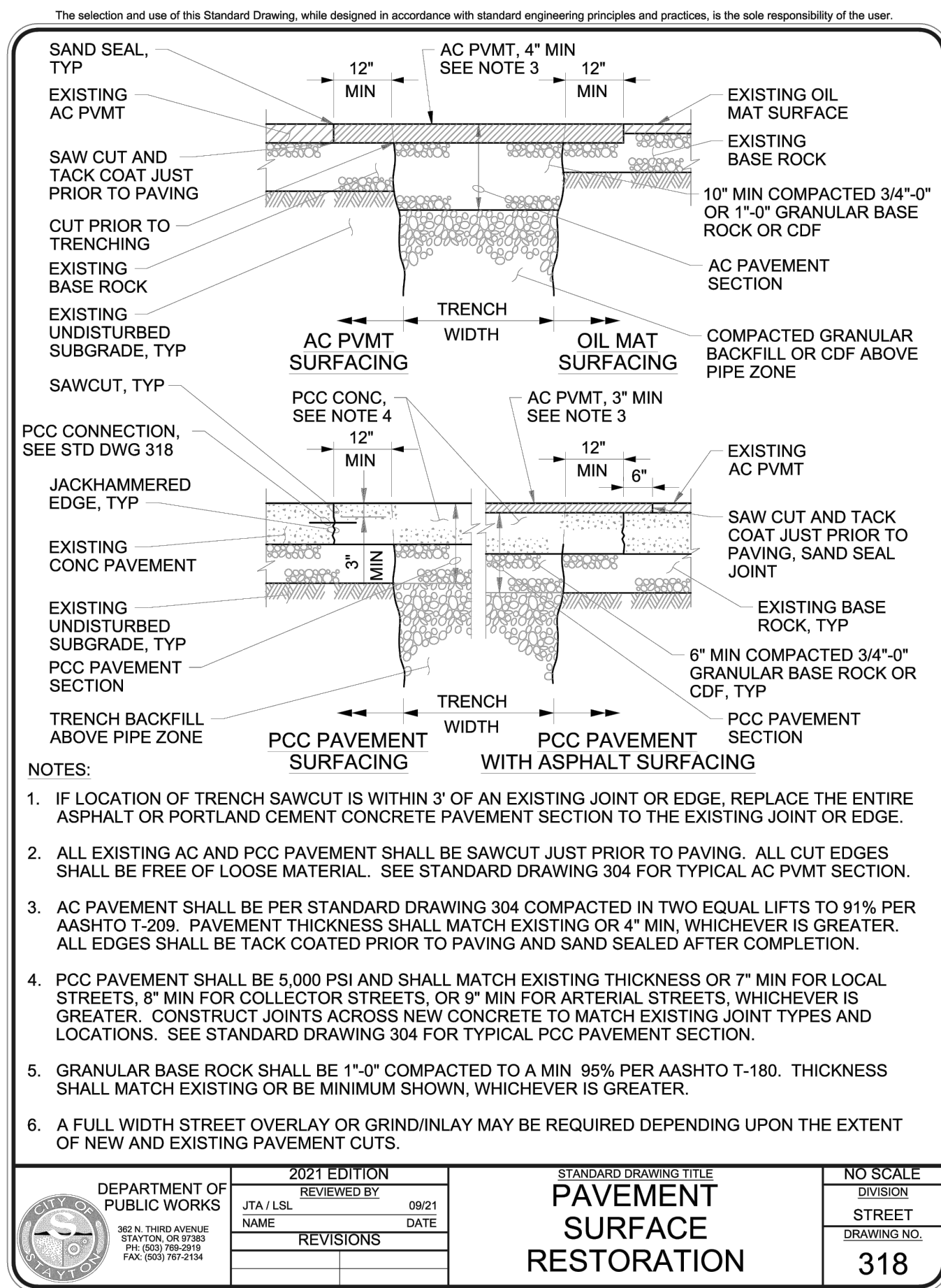
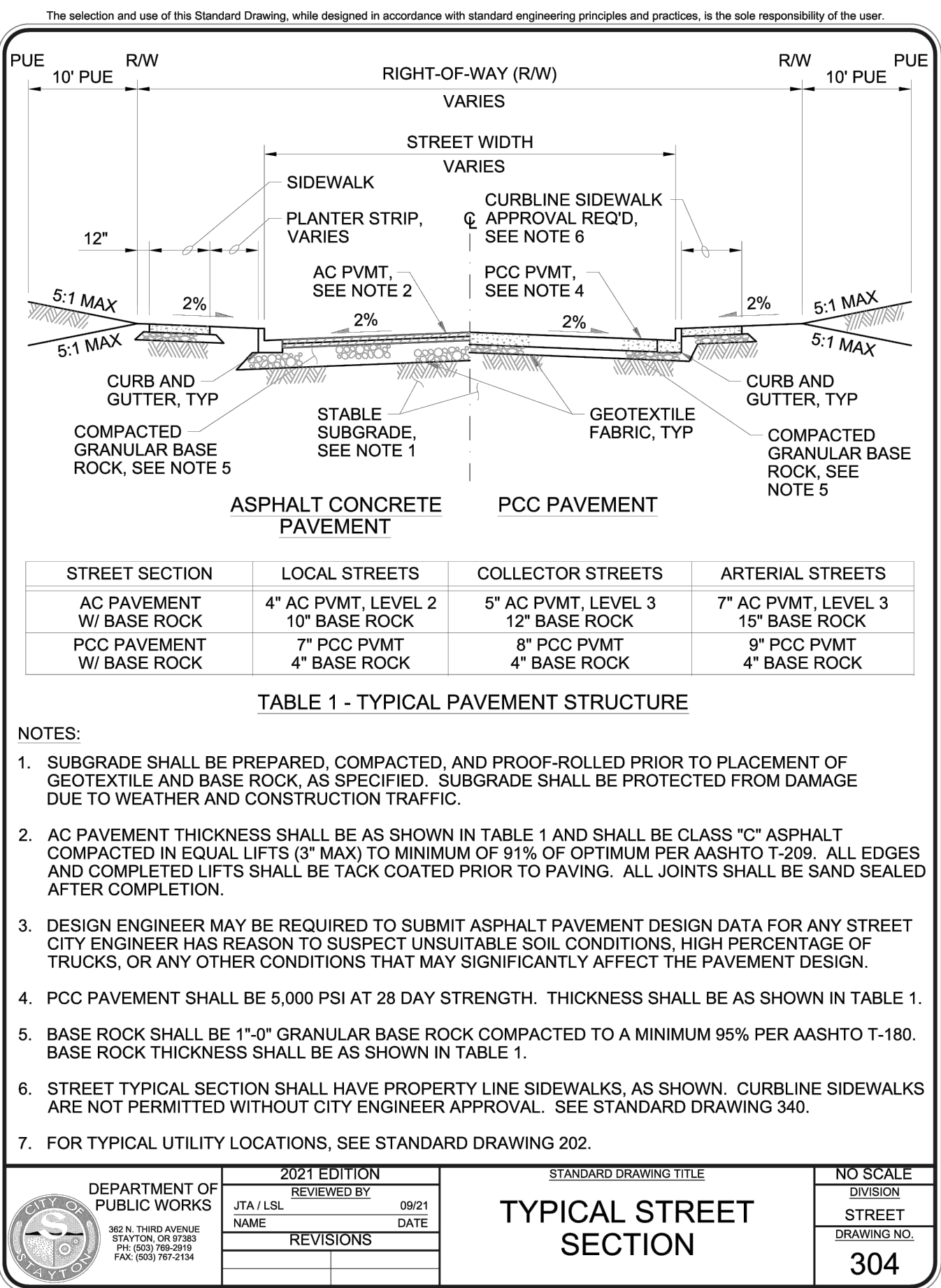
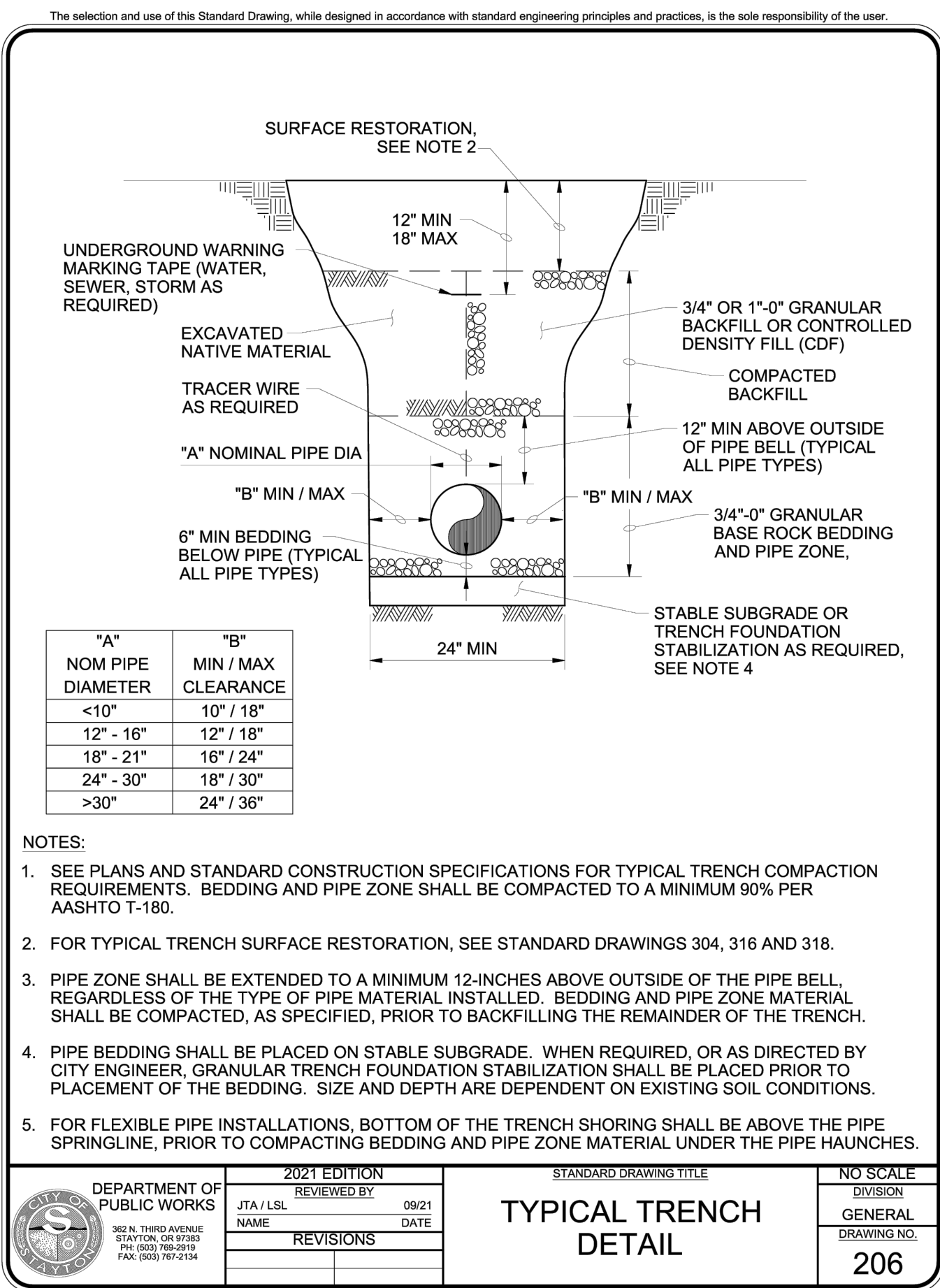
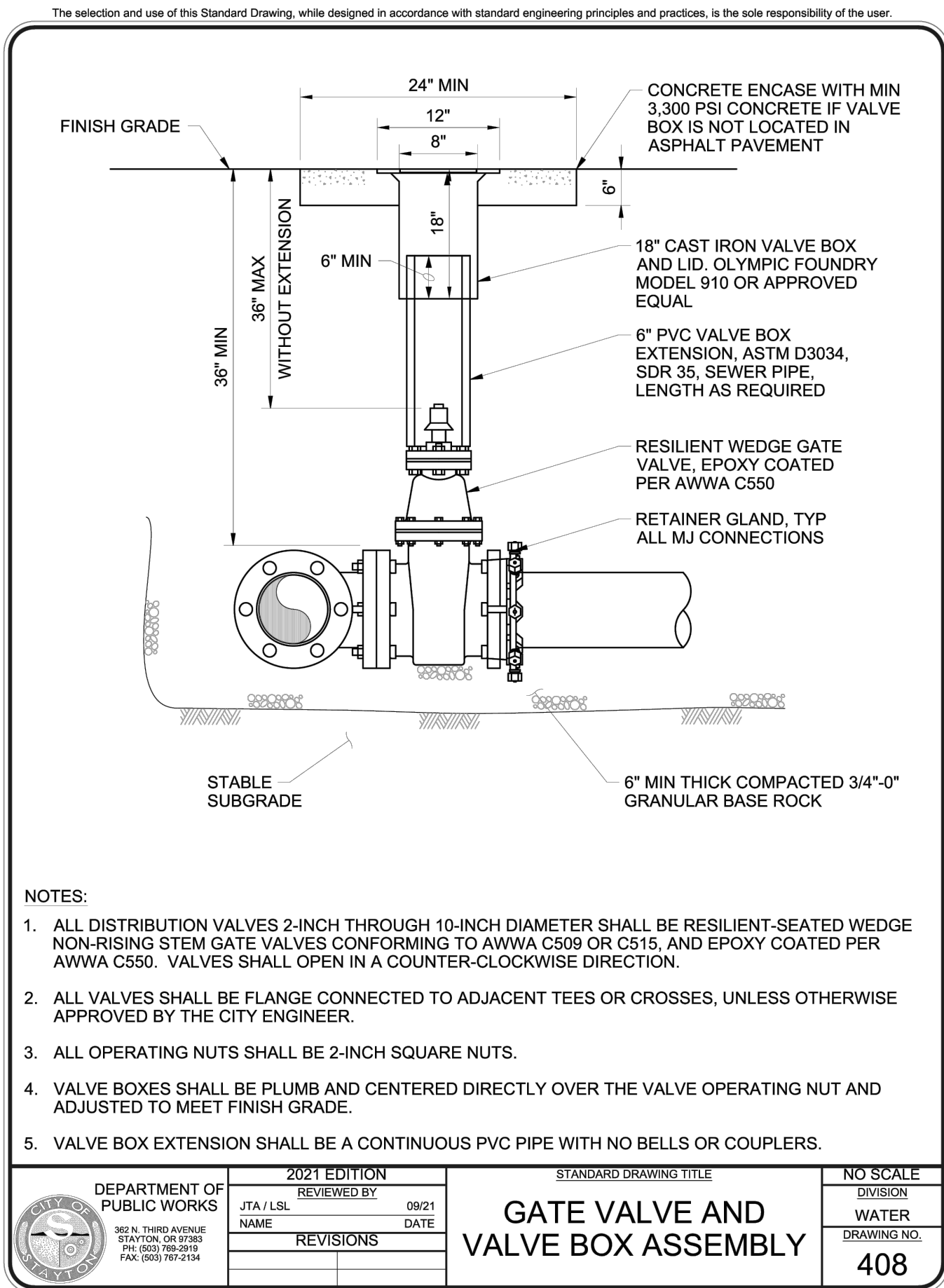
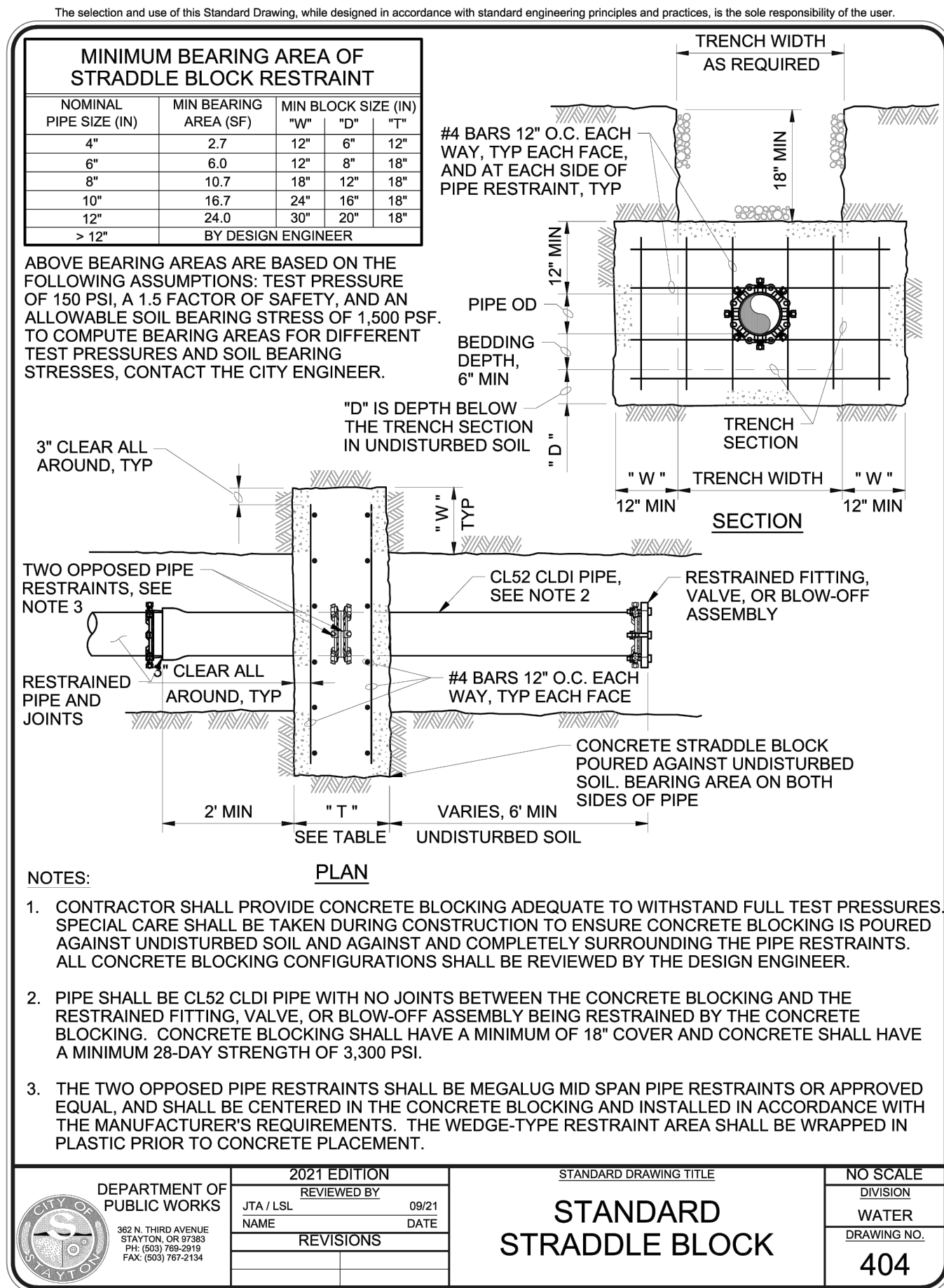
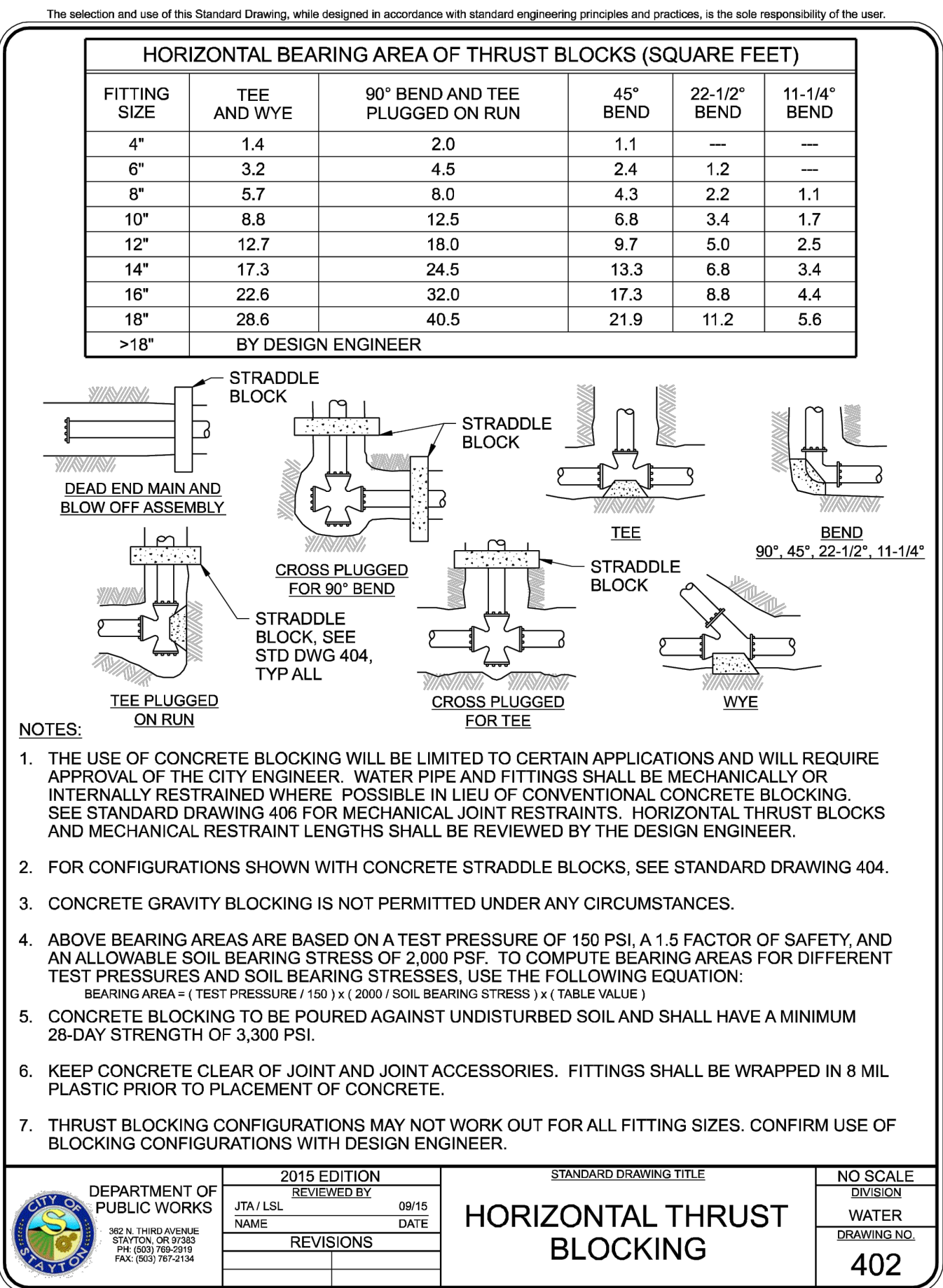
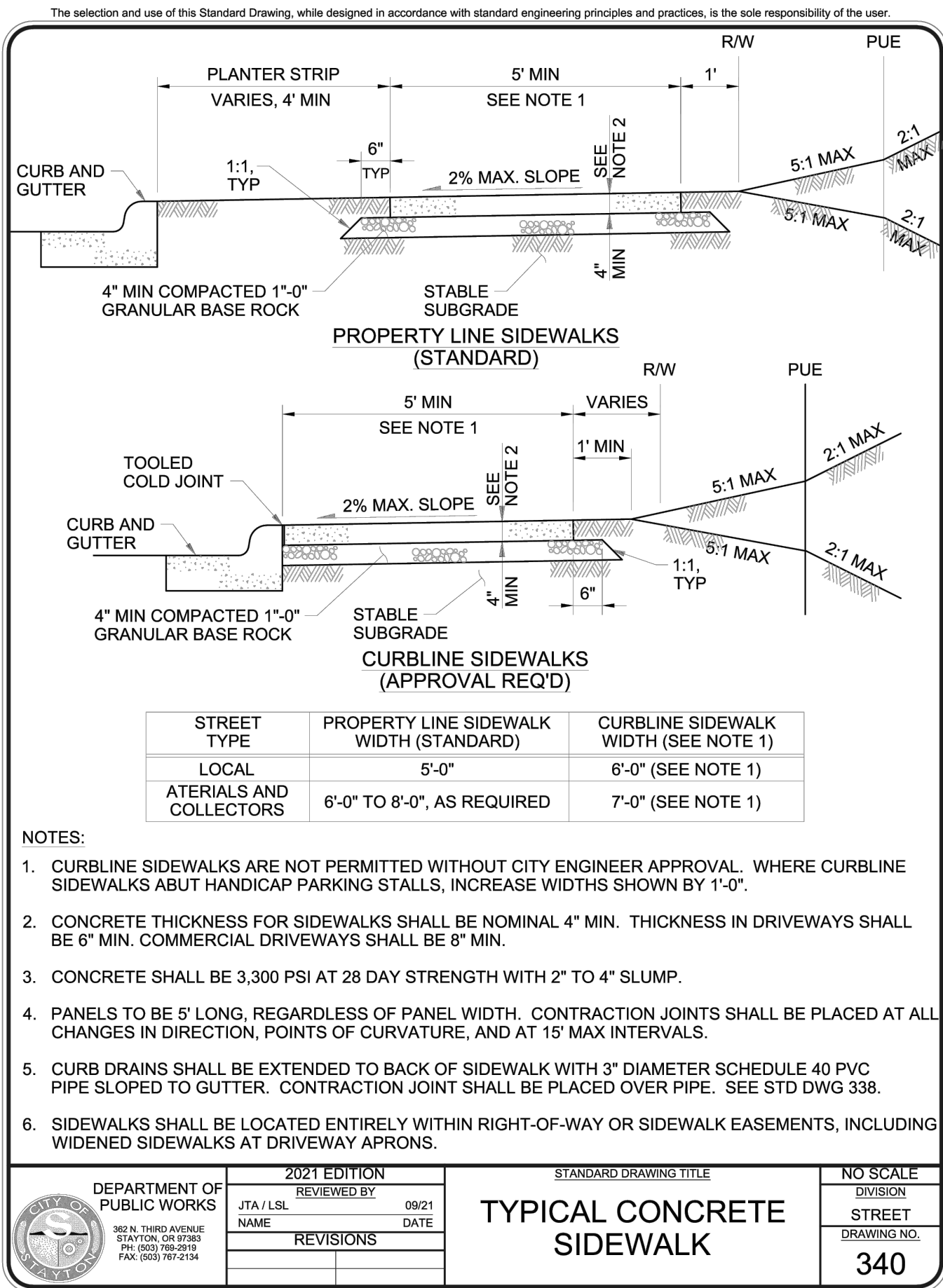
MILL CREEK PARK ASR PHASE I SHAFF  
ROAD WATERLINE IMPROVEMENTS

CONNECTION DETAILS  
AND PROFILES

DRAWN: MRN CHECK: PO  
VERIFY SCALE: Scales based on 22"x34" prints.  
1-1/2 Inches

PROJECT NO. 211030-037  
SHEET NO. C-104

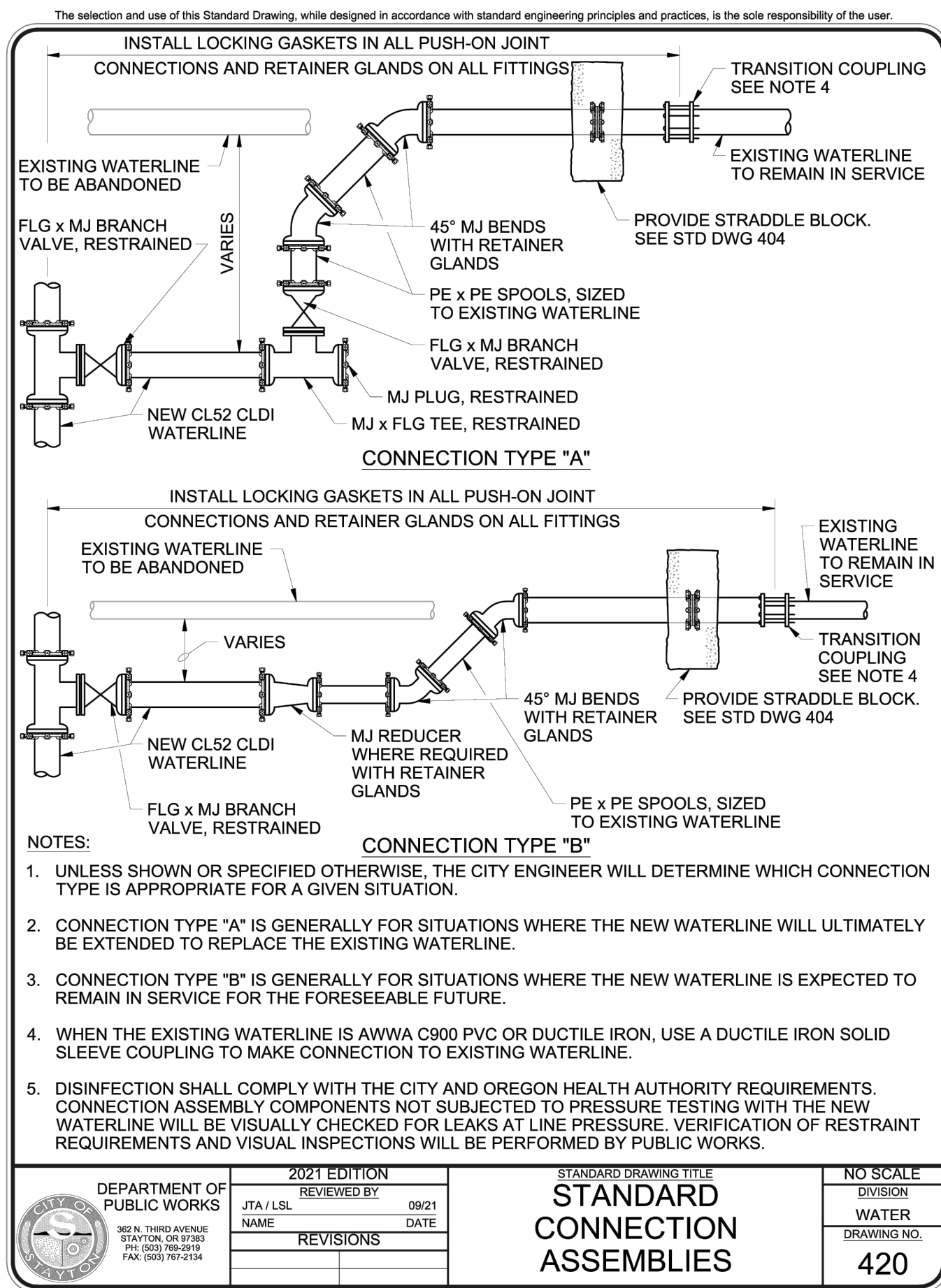
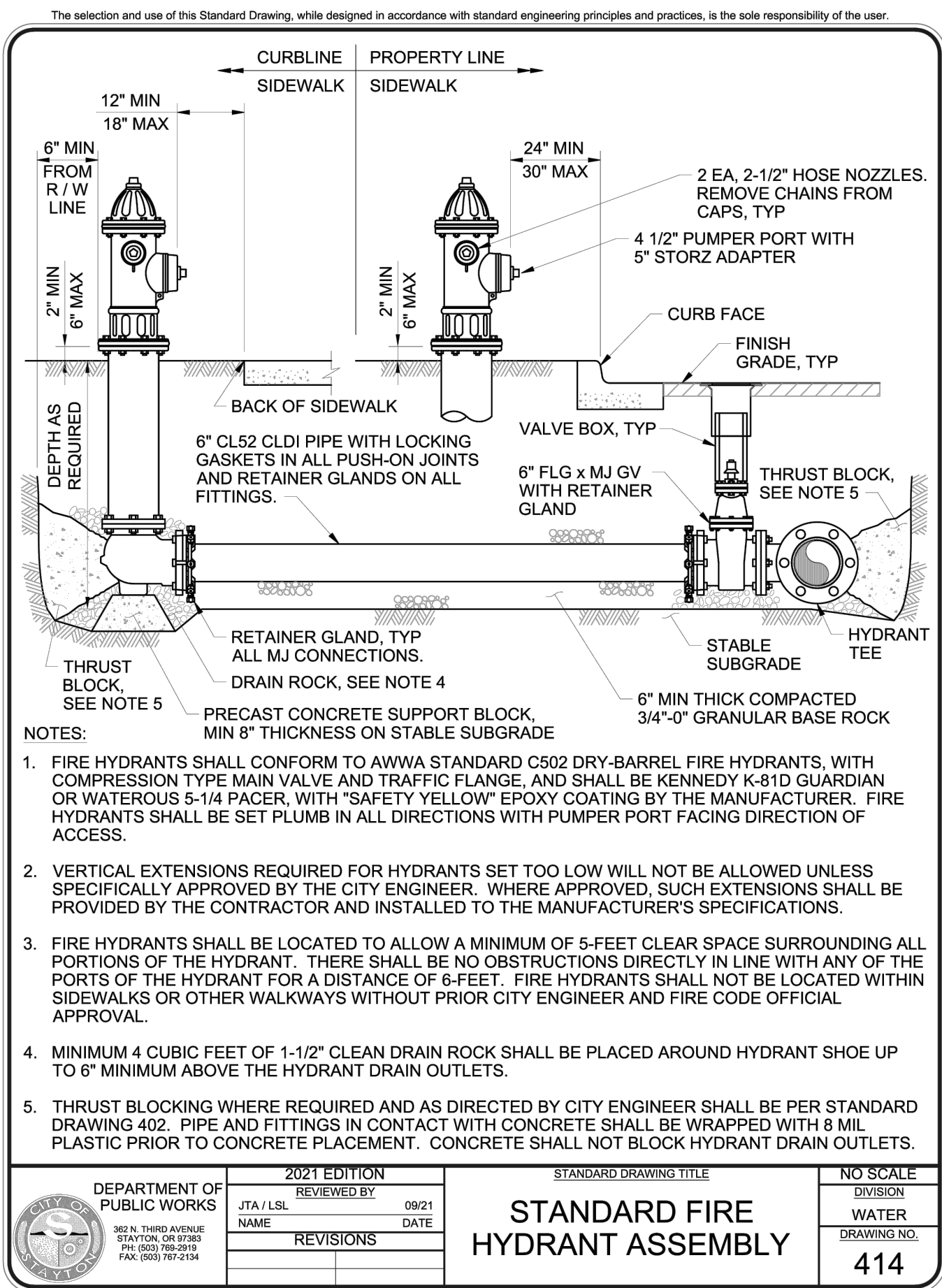
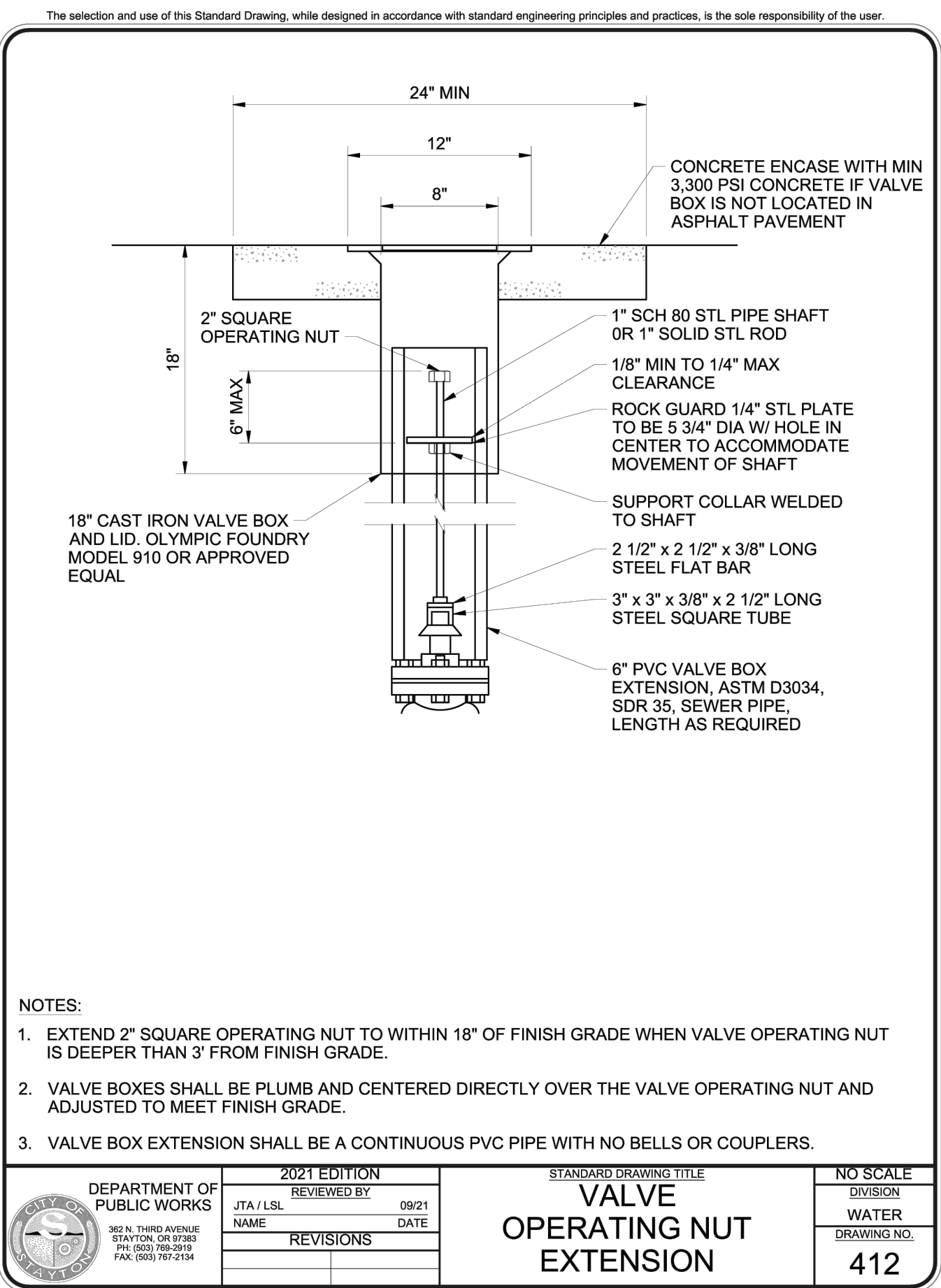
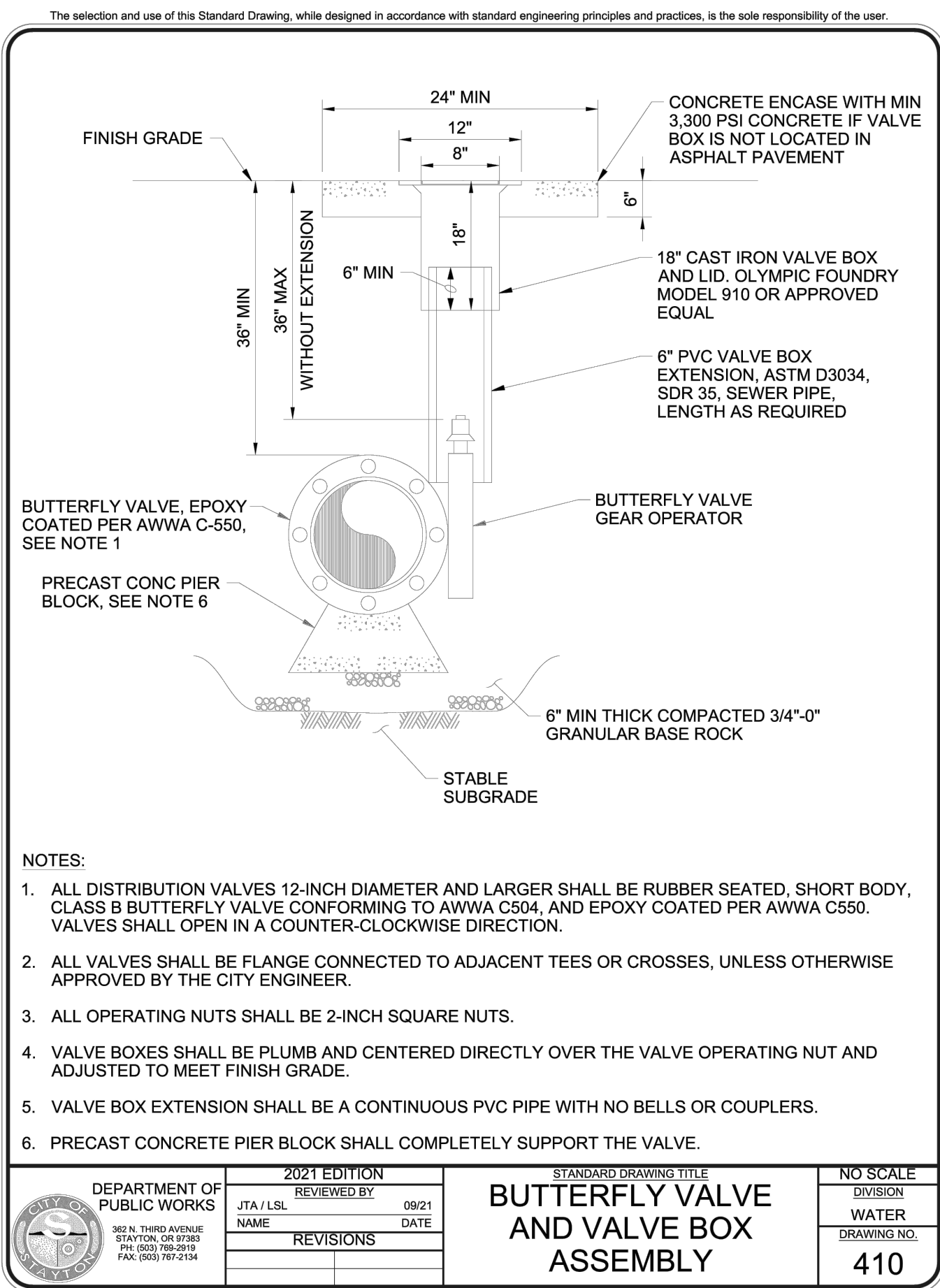
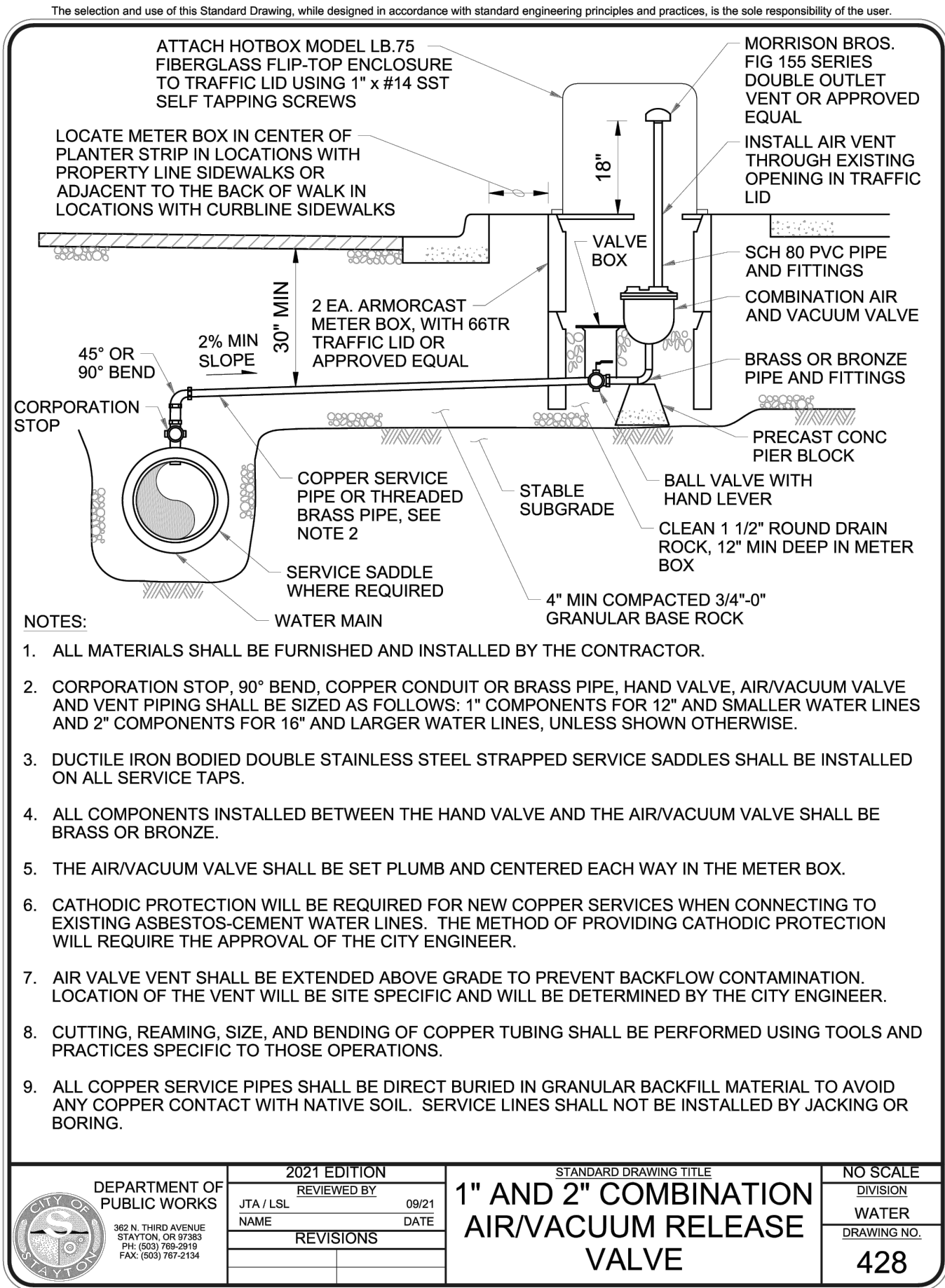
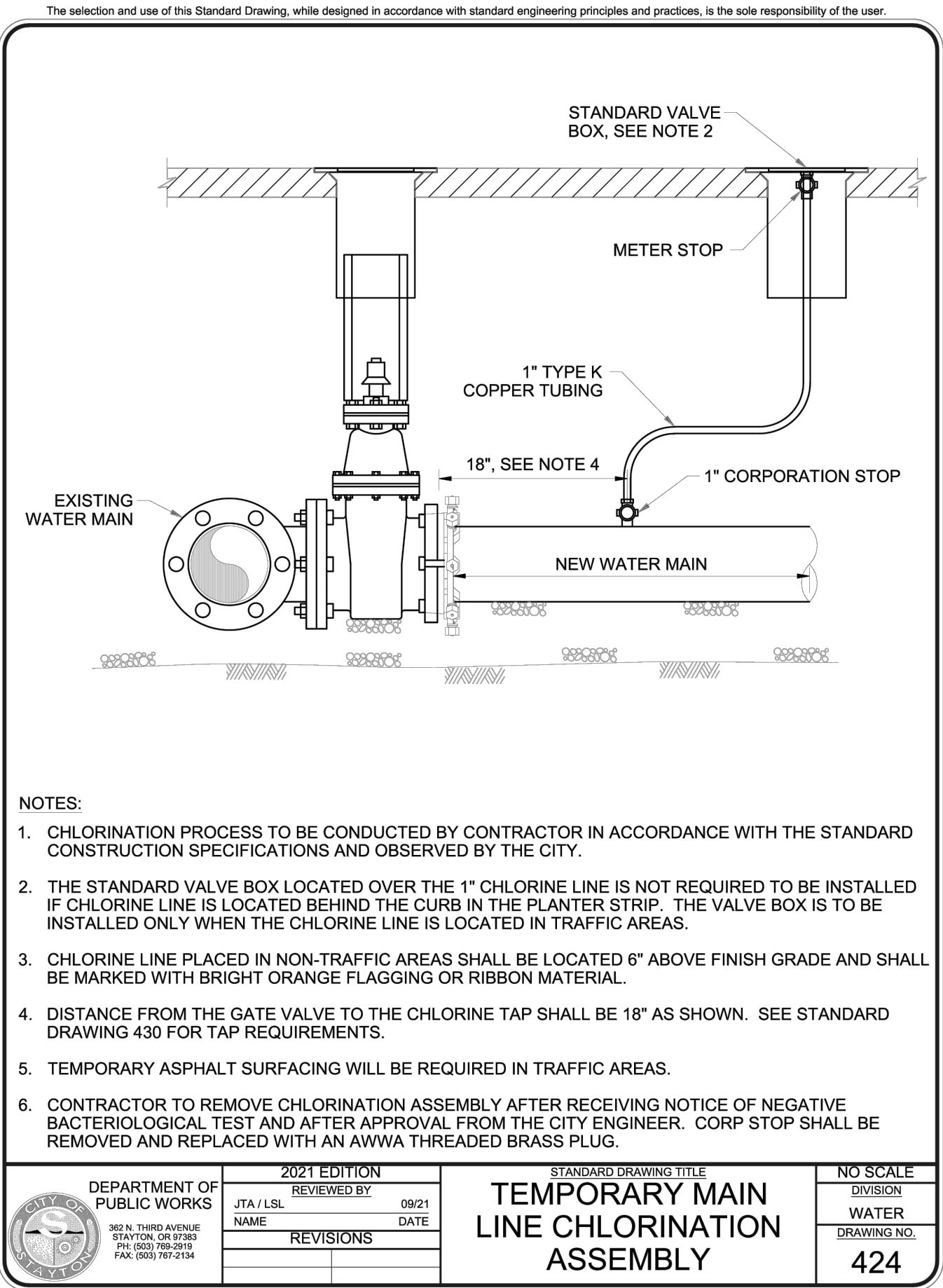
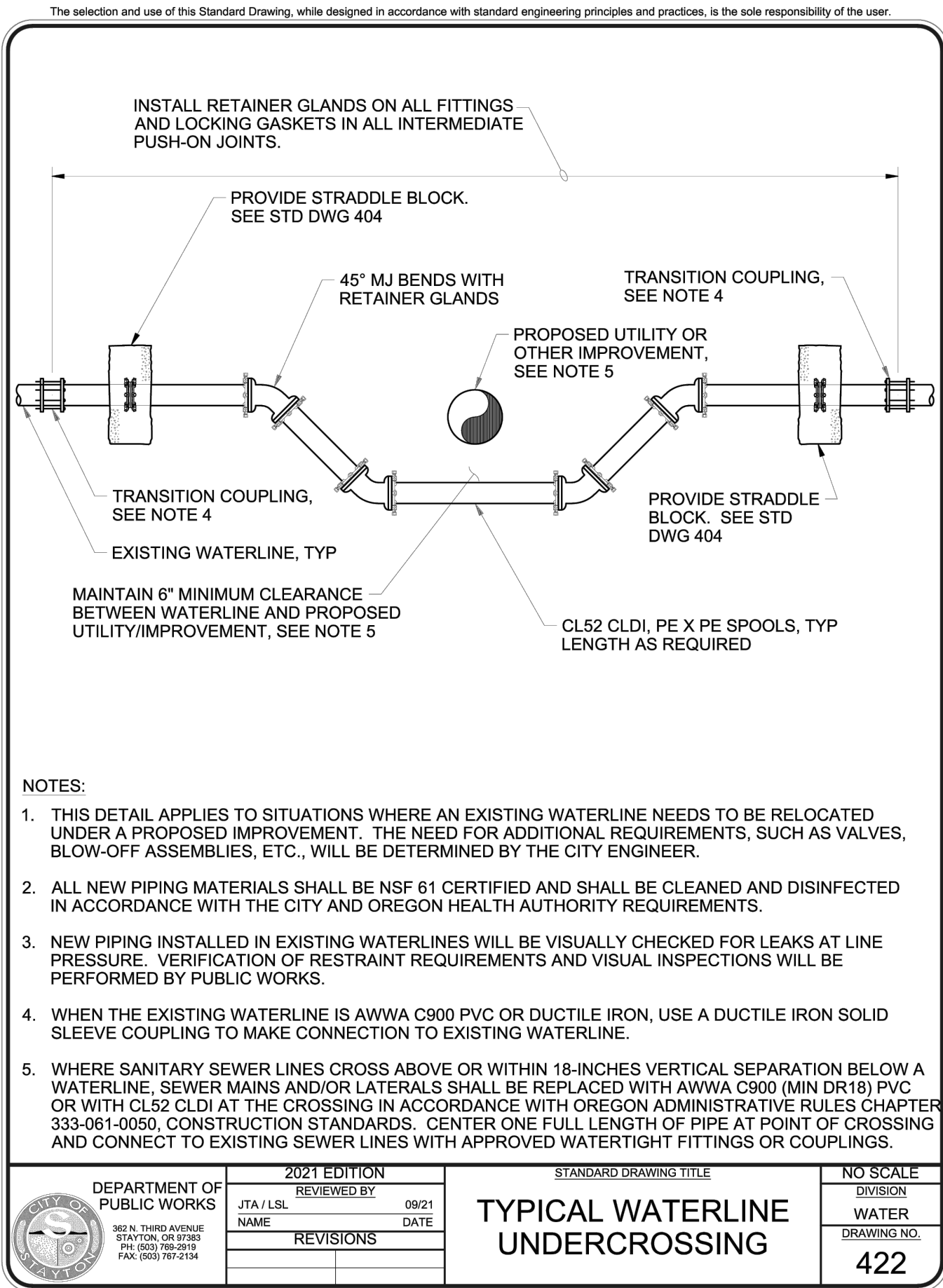






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J:\211030 - STAYTON - GENERAL ENGINEERING\037 - MILL CREEK PARK ASR PROJECT\CAD3\_DESIGN\PLANS-1C-551 AGENCY DETAILS.DWG



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NO.	REVISIONS	DATE

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City of Stayton OREGON

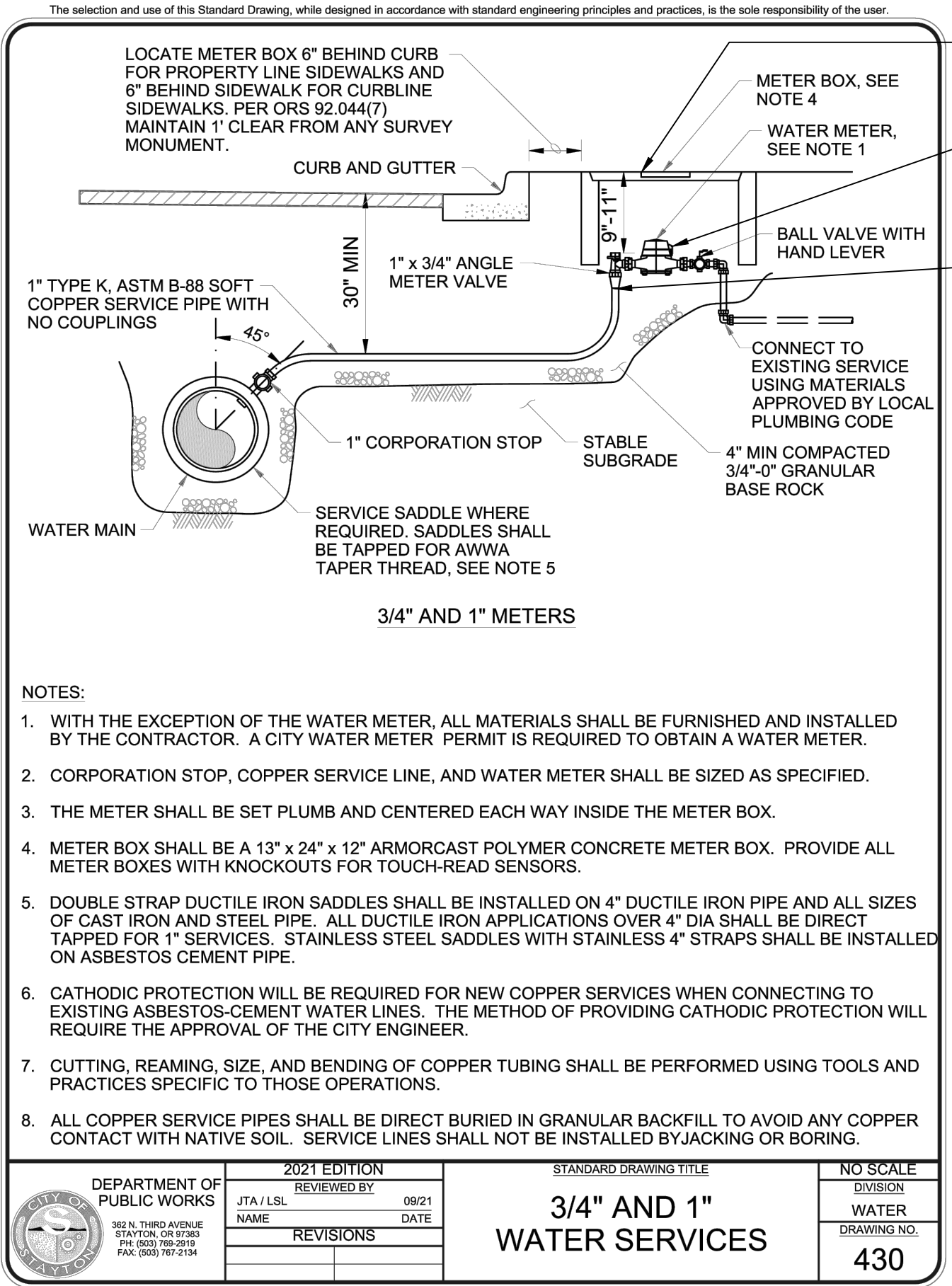
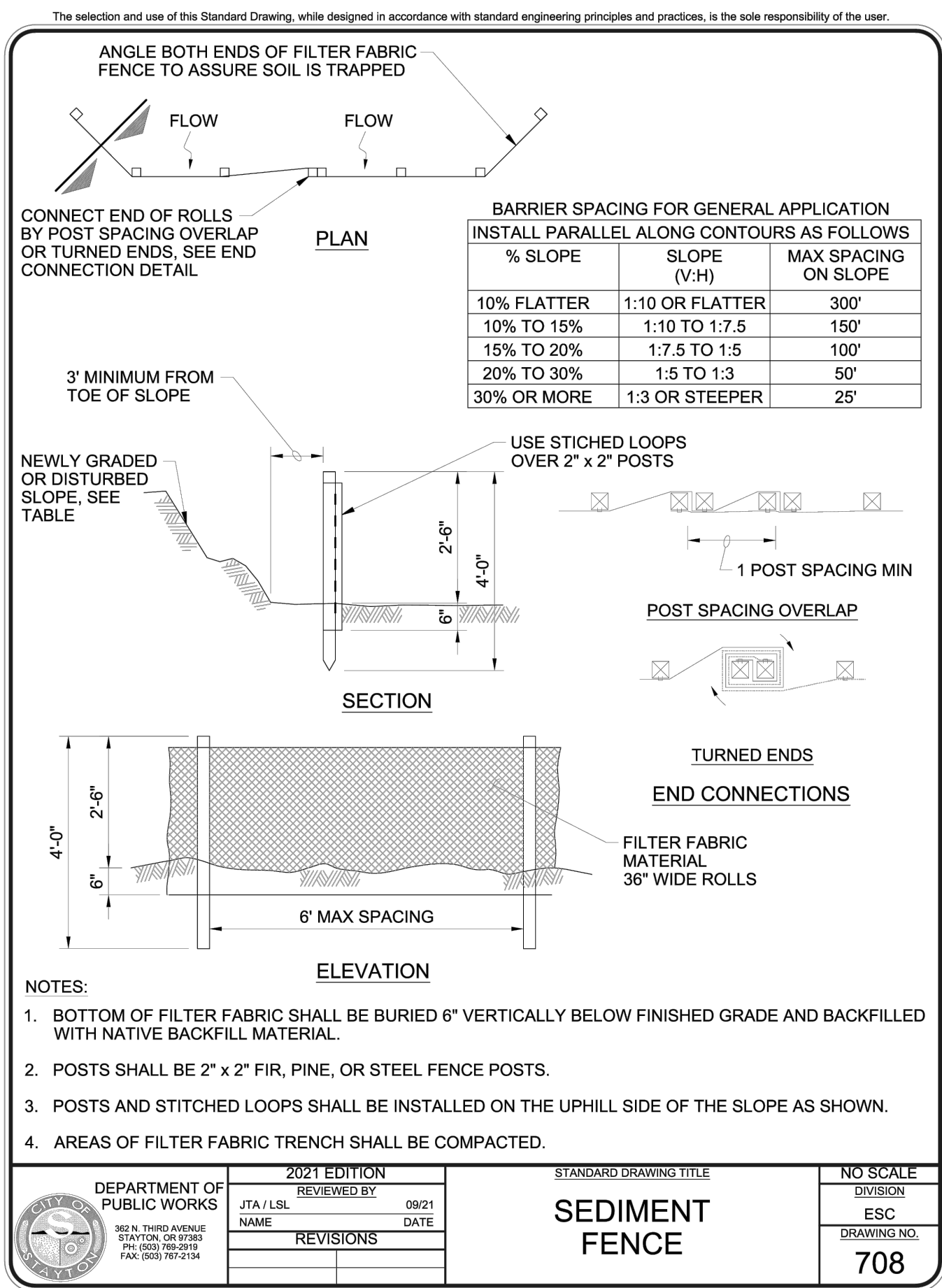
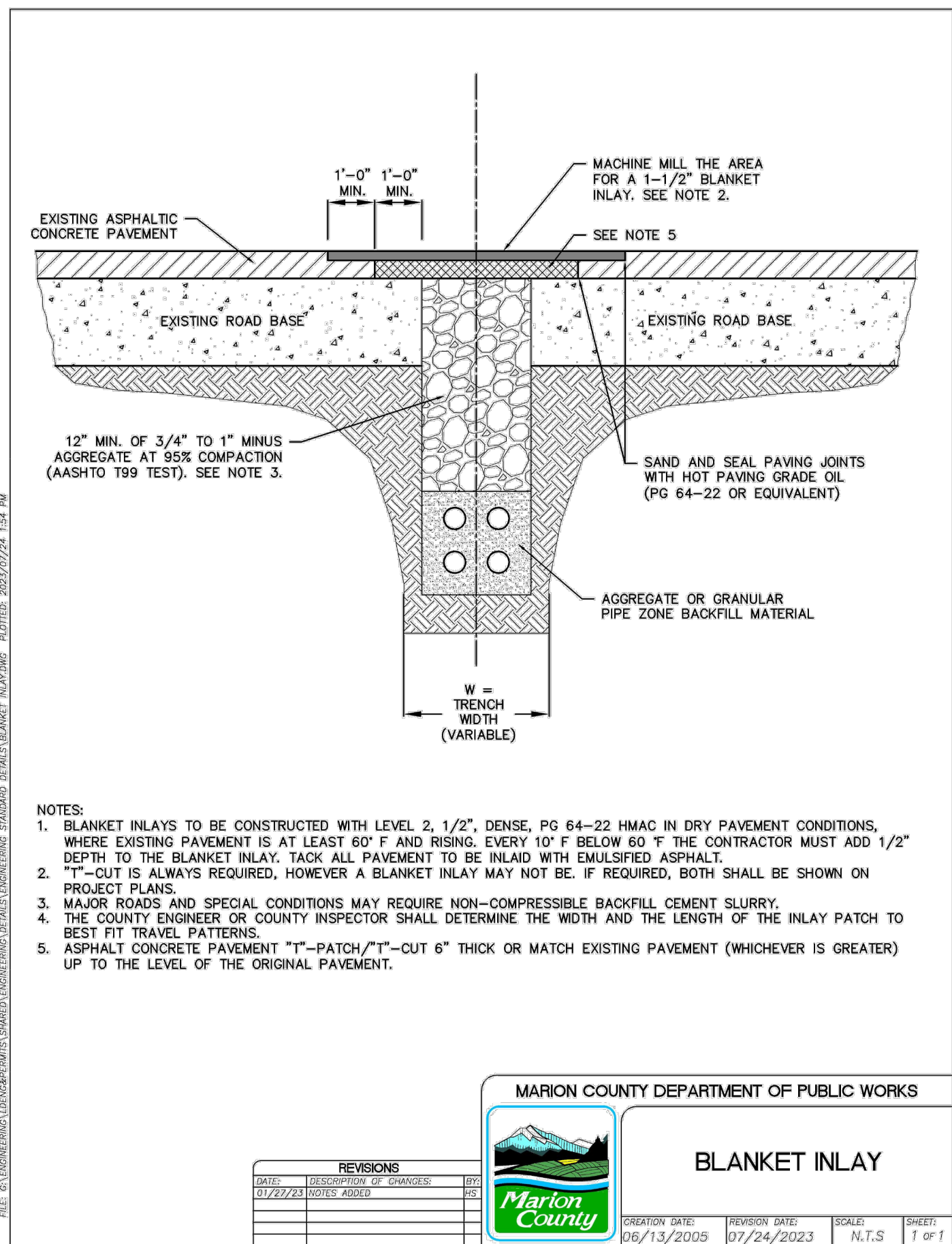
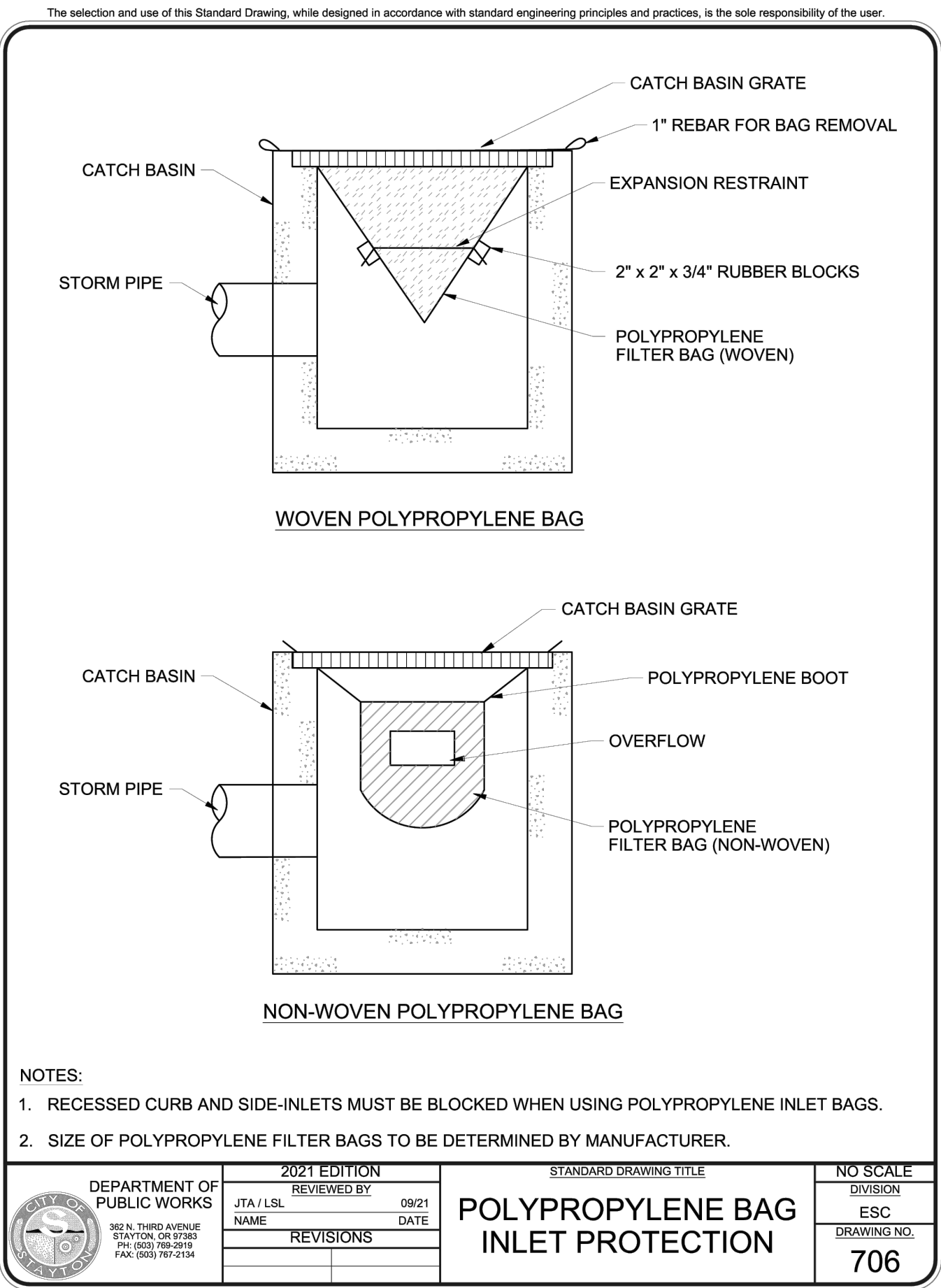
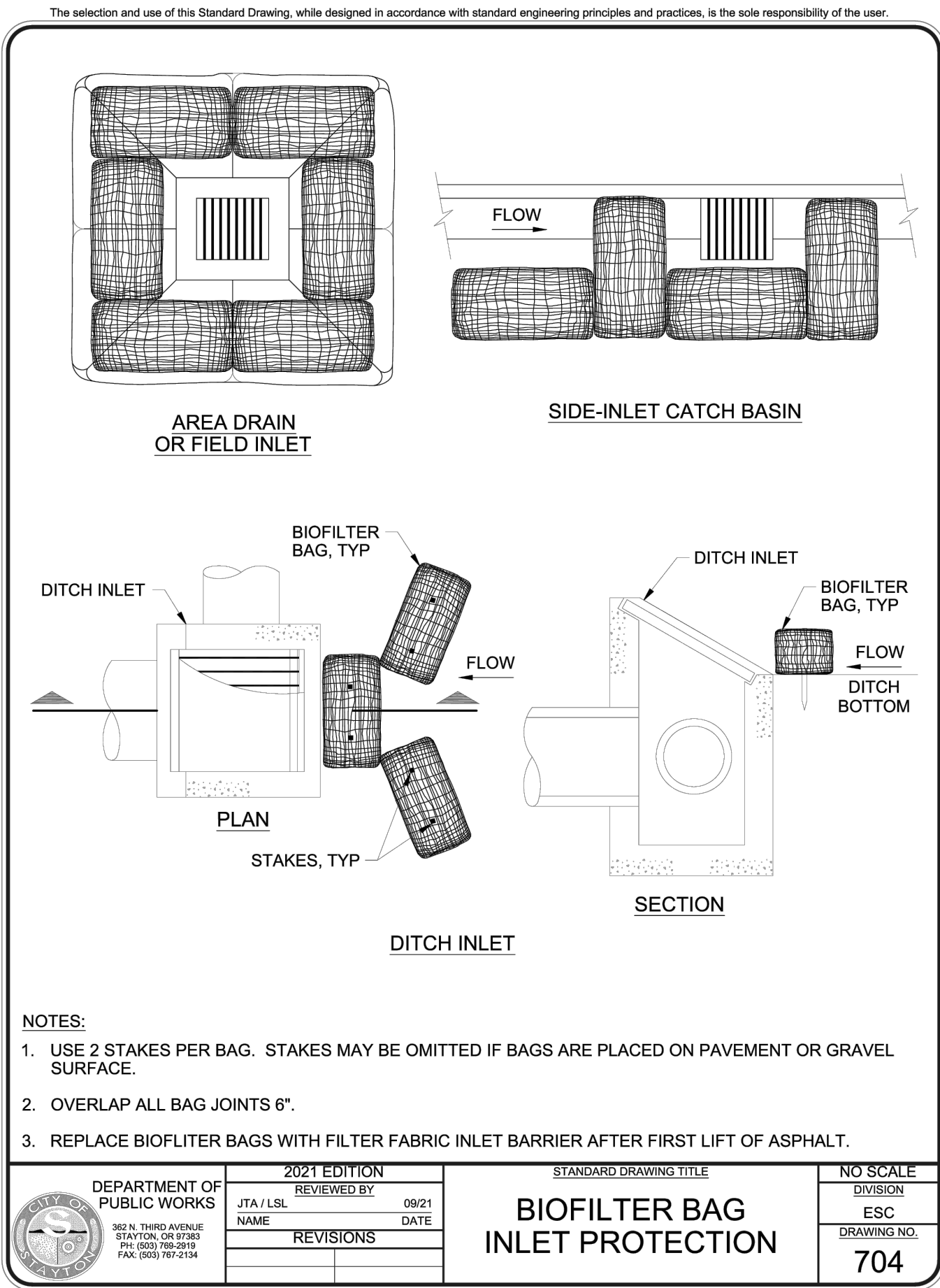
MILL CREEK PARK ASR PHASE I SHAFF  
ROAD WATERLINE IMPROVEMENTS

AGENCY DETAILS

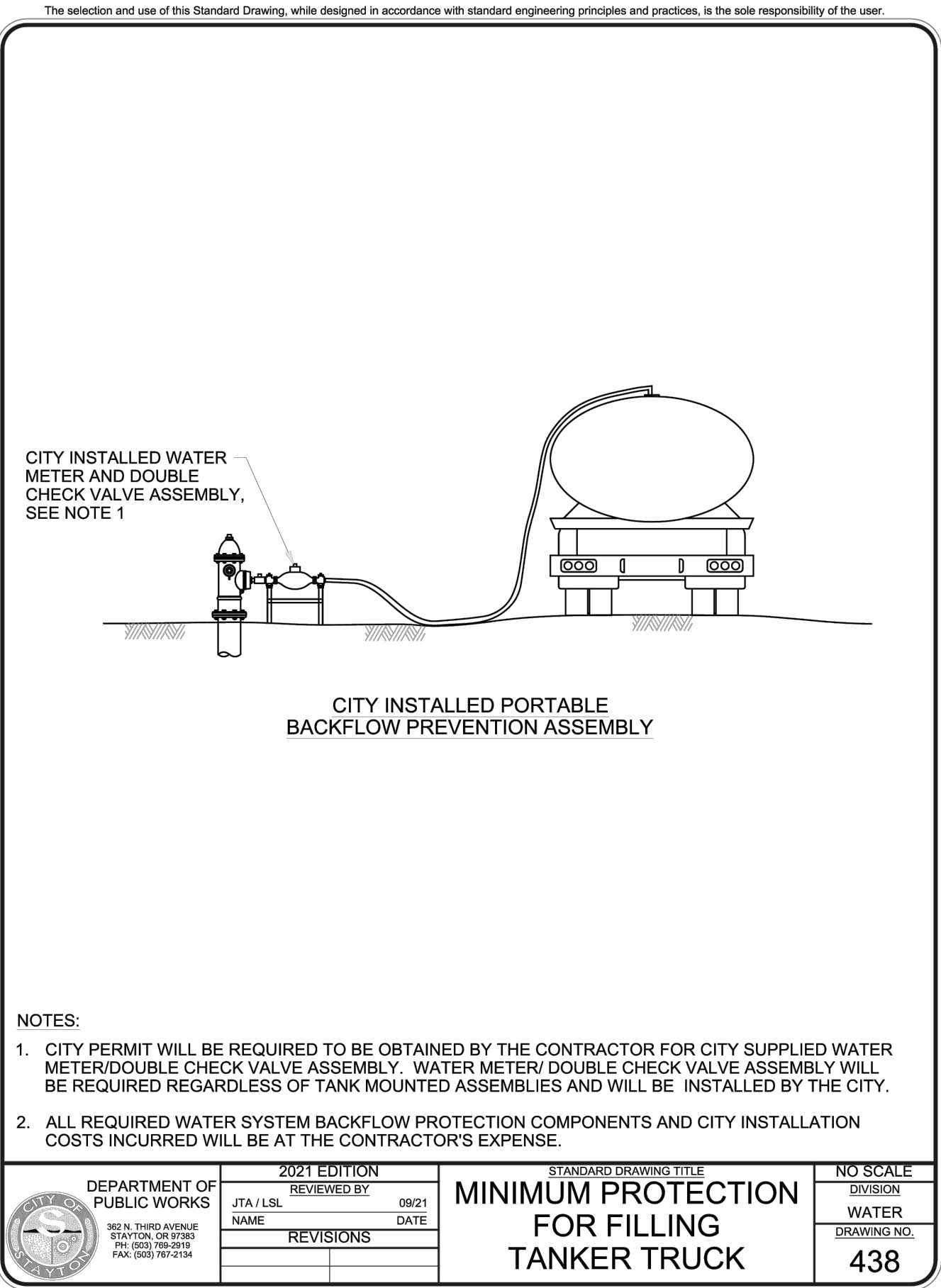
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VERIFY SCALE: Scales based on 22"x34" prints.	
1-1/2 inches	
PROJECT NO. 211030-037	PAGE
SHEET NO.	

C-552





- REMOVE AND REPLACE WATER METER BOX WHERE INDICATED ON THE PLANS
- PRESERVE AND PROTECT EXISTING WATER METER AND ALL DOWNSTREAM MATERIALS
- FURNISH AND INSTALL ALL NEW MATERIAL BETWEEN WATER MAIN AND WATER METER, INCLUDING THE ANGLE METER VALVE



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(208) 288-1992

NO.	REVISIONS	DATE

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City of Stayton OREGON

MILL CREEK PARK ASR PHASE I SHAFF ROAD WATERLINE IMPROVEMENTS

AGENCY DETAILS

DRAWN: CMG CHECK: CLM

VERIFY SCALE: Scales based on 22"x34" prints.

1-1/2 Inches

PROJECT NO. 211030-037 PAGE

SHEET NO.

C-553