

DESCHUTES COUNTY ROAD DEPARTMENT

BURGESS RD/DAY RD

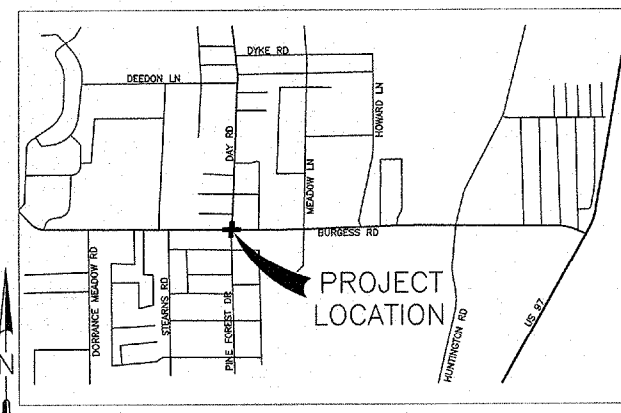
INTERSECTION IMPROVEMENT PROJECT

DESCHUTES COUNTY
APRIL, 2018

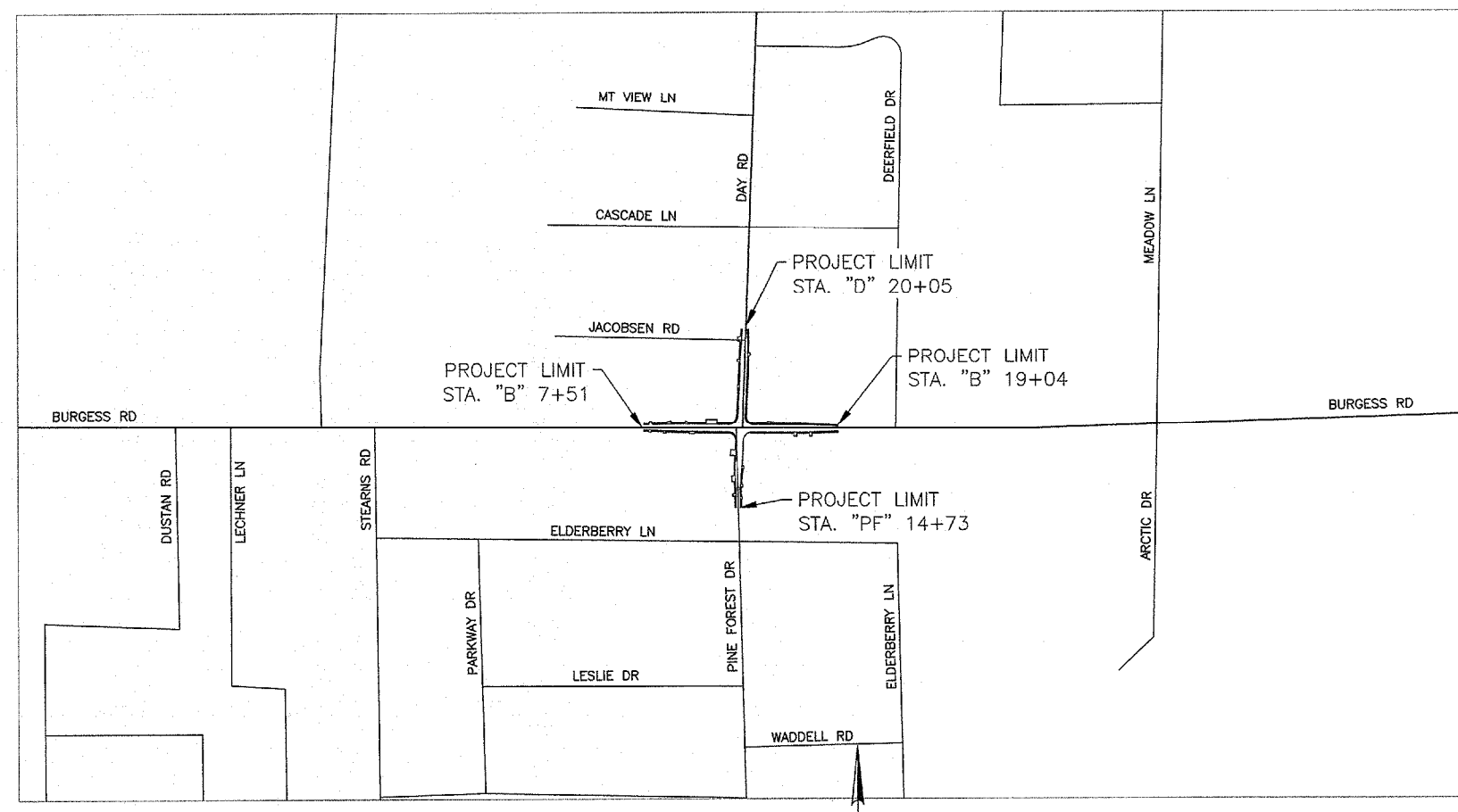
OWNER:
DESCHUTES COUNTY ROAD DEPARTMENT
61150 SE 27TH
BEND, OR 97702
CONTACT CHRIS DOTY
PHONE: (541) 322-7105



POTENTIAL UNDERGROUND FACILITY OWNERS
"ONE CALL"
UTILITY NOTIFICATION CENTER
1-800-332-2344 OR 811
ATTENTION: Oregon law requires you to follow rules adopted by the Oregon Utility Notification Center. Those rules are set forth in OAR 852-001-2010 through OAR 852-001-4290. You may obtain copies of the rules by calling the center. (Note: the telephone number for the Oregon Utility Notification Center is 800-332-2344.)



VICINITY MAP
NTS



SITE PLAN
SCALE: 1"=150'

LEGEND:

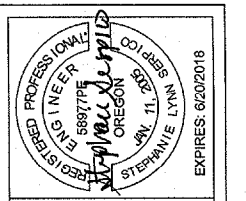
	TREE		EXISTING FENCE		PROPOSED FENCE
	POWER POLE		FENCE (WOOD)		CUT SLOPE
	GUY ANCHOR		FILL SLOPE		EDGE OF PAVEMENT
	TELEPHONE PEDESTAL		GRAVEL EDGE		POWER (OVERHEAD)
	TELEPHONE VAULT		POWER (UNDERGROUND)		FIBER OPTIC
	SIGN		TELECOMMUNICATIONS		SAWCUT
	MAILBOX		RIGHT OF WAY		PERM. EASEMENT
	IRRIGATION VALVE		FLOW LINE		
	LIGHT POLE				

APPROVALS:

DESCHUTES COUNTY ROAD DEPARTMENT: _____
NOTE: SIGNATURE DOES NOT GRANT APPROVAL TO COMMENCE CONSTRUCTION.

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TC4.0	TRAFFIC CONTROL - STAGE III
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SS2.0	SIGN AND POST DATA TABLE
SS3.0 THRU SS3.1	SIGNING AND STRIPING PLAN
TS1.0	FUTURE TRAFFIC SIGNAL LAYOUT



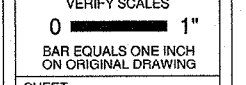
BURGESS RD/DAY RD INTERSECTION IMPROVEMENT PROJECT
COVER SHEET & INDEX
DESCHUTES COUNTY, OREGON

REVISIONS:

1.	
2.	
3.	

DESCHUTES COUNTY ROAD DEPARTMENT
FOR

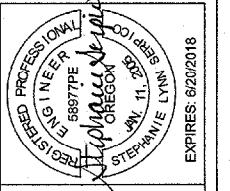
DESIGNED BY: KS
DRAWN BY: KS
SCALE: AS SHOWN
FILE: BURGESS-DAY-ROAD-SHEET & INDEX
DATE: 4/20/18



SHEET:
G1.0

GENERAL CONSTRUCTION NOTES:

1. NO CONSTRUCTION SHALL BE STARTED WITHOUT A NOTICE TO PROCEED BY THE DESCHUTES COUNTY ROAD DEPARTMENT. THE COUNTY ROAD DEPARTMENT AND THE DESIGN ENGINEER SHALL BE NOTIFIED AT LEAST TWO (2) WORKING DAYS PRIOR TO THE START OF CONSTRUCTION. ANY CONSTRUCTION WORK DONE PRIOR TO NOTICE TO PROCEED BEING ISSUED OR WITHOUT INSPECTION WILL BE REJECTED.
2. CONTRACTOR SHALL VERIFY ALL CONDITIONS ON THE JOB SITE INCLUDING BUT NOT LIMITED TO, ALL DIMENSIONS, GRADES, ELEVATIONS, EXTENT AND COMPATIBILITY TO THE EXISTING SITE CONDITIONS, WITH THE WORK DESCRIBED ON THE ENGINEER'S DRAWINGS. ANY DISCREPANCIES OR UNEXPECTED CONDITIONS THAT AFFECT OR CHANGE THE WORK DESCRIBED IN THE CONTRACT DOCUMENTS SHALL BE BROUGHT TO THE ENGINEER'S ATTENTION IMMEDIATELY. CONTRACTOR SHALL NOT PROCEED WITH ANY OF THE WORK IN THE AREA OF DISCREPANCIES UNTIL ALL SUCH DISCREPANCIES ARE RESOLVED. IF THE CONTRACTOR CHOOSES TO DO SO, THEN IT IS UNDERSTOOD THAT THE CONTRACTOR IS CHOOSING TO PROCEED AT THE CONTRACTOR'S OWN RISK AND SHALL INCUR ALL COSTS, IF ANY TO RESOLVE THE ISSUES TO THE SATISFACTION OF THE ENGINEER.
3. ALL CONSTRUCTION WORK AND INSTALLATIONS SHALL CONFORM TO THE COUNTY STANDARDS AND SPECIFICATIONS, 2015 OREGON STANDARD DRAWINGS AND SPECIFICATIONS FOR CONSTRUCTION, AND ALL WORK SHALL BE SUBJECT TO THE APPROVAL OF THE COUNTY.
4. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO CONTACT "UNDERGROUND LOCATE SERVICE" AT 1-800-332-2344 AT LEAST 48 BUSINESS-DAY HOURS PRIOR TO THE START OF CONSTRUCTION FOR THE LOCATION OF POWER, GAS, CABLE TV AND TELEPHONE UNDERGROUND FACILITIES. THE CONTRACTOR WILL ALSO BE RESPONSIBLE FOR CONTACTING THE APPROPRIATE PUBLIC AGENCY FOR THE LOCATION OF UNDERGROUND FACILITIES.
5. ALL UTILITIES SHOWN ARE ACCURATE TO THE EXTENT OF AVAILABLE RECORDS AND KNOWLEDGE. NO POTHOLING TO VERIFY LOCATIONS AND ELEVATIONS WAS AUTHORIZED BY THE OWNER. THE CONTRACTOR HAS THE TOTAL RESPONSIBILITY TO VERIFY THE LOCATION OF EXISTING UNDERGROUND UTILITIES AND TO NOTIFY THE UTILITY COMPANIES WHEN WORKING IN THEIR PROXIMITY. CONTRACTOR TO VERIFY LOCATION OF EXISTING UTILITIES PRIOR TO CONSTRUCTION. 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. THE TELEPHONE NUMBER FOR THE OREGON UTILITY NOTIFICATION CENTER IS (503)232-1987.
6. CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO PROTECT EXISTING UTILITIES AND IMPROVEMENTS.
7. ANY DAMAGE TO EXISTING FACILITIES OR IMPROVEMENTS, RESULTING FROM THE CONTRACTORS OPERATION, SHALL BE REPAIRED OR REPLACED AT CONTRACTOR'S EXPENSE.
8. DURING THE COURSE OF THE WORK, CONTRACTOR SHALL COORDINATE AND ACCOMMODATE OTHER CONTRACTORS OR OPERATIONS OF THE COUNTY.
9. ALL GRADING SHALL BE IN CONFORMANCE WITH THE CURRENT COUNTY STANDARDS.
10. ALL FINAL CUT SLOPES SHALL NOT EXCEED A GRADE OF 3 HORIZONTAL TO 1 VERTICAL UNLESS OTHERWISE APPROVED. FILL SLOPES SHALL NOT EXCEED A GRADE OF 3 HORIZONTAL TO 1 VERTICAL UNLESS OTHERWISE APPROVED BY THE ENGINEER.
11. ALL UNSUITABLE SOILS MATERIALS, RUBBISH AND DEBRIS RESULTING FROM GRADING OPERATIONS SHALL BE REMOVED FROM THE JOB SITE AND DISPOSED OF PROPERLY.
12. THE CONTRACTOR SHALL EMPLOY ALL LABOR, EQUIPMENT, AND METHODS REQUIRED TO PREVENT DUST IN AMOUNTS DAMAGING TO PROPERTY, CULTIVATED VEGETATION AND DOMESTIC ANIMALS OR CAUSING A NUISANCE TO PERSONS OCCUPYING BUILDINGS IN THE VICINITY OF THE JOB SITE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE CAUSED BY DUST RESULTING FROM CONSTRUCTION.
13. THE CONTRACTOR SHALL FOLLOW ALL APPLICABLE INDUSTRIAL SAFETY REGULATIONS. DESCHUTES COUNTY AND THEIR OFFICIALS, THE ENGINEER, AND THE OWNER SHALL NOT BE RESPONSIBLE FOR ENFORCING SAFETY REGULATIONS.
14. MATERIAL QUANTITIES USED, NOTED, OR PROVIDED IN A SEPARATE ITEMIZED QUANTITY TAKE-OFF ARE AN ENGINEER'S OPINION OF PROBABLE MATERIAL REQUIREMENTS, AND IS AN ESTIMATE ONLY. CONTRACTOR'S HAVE THE SOLE RESPONSIBILITY OF MAKING THEIR OWN QUANTITY TAKE-OFF AND COST ESTIMATE.
15. COUNTY ROAD DEPARTMENTS SIGNATURE DOES NOT CONSTITUTE APPROVAL OF FACILITIES PROPOSED ON PRIVATE PROPERTY.
16. TEMPORARY ACCESS FOR ALL USERS SHALL BE MAINTAINED WITHIN THE EXISTING RIGHT-OF-WAY AND EASEMENTS.



**BURGESS RD/DAY RD INTERSECTION
IMPROVEMENT PROJECT**

GENERAL NOTES

DESCHUTES COUNTY, OREGON

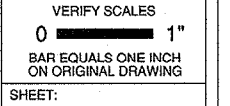
REVISIONS:

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2.	
3.	

DESCHUTES COUNTY
ROAD DEPARTMENT

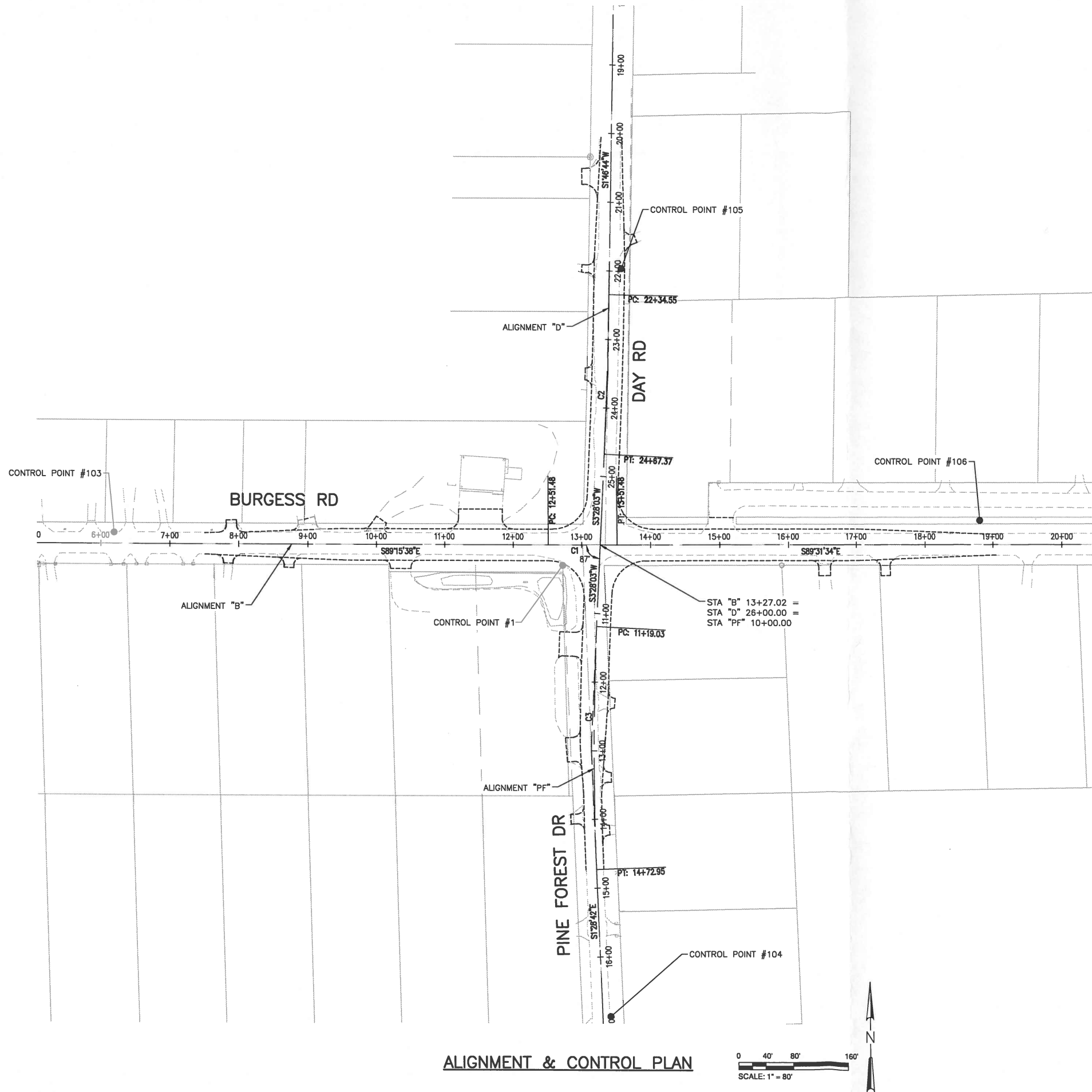
DESIGNED BY: KS
 DRAWN BY: KS
 SCALE: AS SHOWN
 FILE: BURGESS-DAY-DRAW-SHEET & BIDDING

DATE: 4/20/18

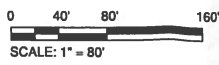


SHEET:

G2.0



ALIGNMENT & CONTROL PLAN



BURGESS RD CURVE TABLE

CURVE #	PI STA.	DELTA	RADIUS	LENGTH	TANGENT	PI (NORTHING, EASTING)
C1	13+01.48	0°15'56"	21575.00	100.00	50.00	(256500.1586, 3235772.2439)

DAY RD CURVE TABLE

CURVE #	PI STA.	DELTA	RADIUS	LENGTH	TANGENT	PI (NORTHING, EASTING)
C2	23+50.97	1°41'19"	7900.00	232.83	116.42	(256748.5547, 3235812.8496)

PINE FOREST RD CURVE TABLE

CURVE #	PI STA.	DELTA	RADIUS	LENGTH	TANGENT	PI (NORTHING, EASTING)
C3	12+96.10	4°56'45"	4100.00	353.92	177.07	(256204.4002, 3235779.8765)

CONTROL POINT TABLE

POINT #	STATION, OFFSET	NORTHING	EASTING	ELEVATION	DESCRIPTION
1	STA "B" 12+70.59, 29.81' RT	256470.76	3235741.00	4236.93	SET REBAR - CNTRL -
103	STA "B" 6+18.12, 16.82' LT	256525.80	3235089.16	4242.45	SET REBAR - CNTRL -
104	STA "PF" 16+86.27, 12.77' LT	255814.47	3235802.71	4239.59	SET REBAR - CNTRL -
105	STA "D" 21+96.84, 16.18' LT	256902.11	3235833.81	4239.73	SET REBAR - CNTRL -
106	STA "B" 18+80.43, 35.99' LT	256531.36	3236351.48	4237.22	SET REBAR - CNTRL -

SURVEY NOTES:

1. SURVEY PERFORMED BY DEVTECH ENGINEERING INC. FEBRUARY-MAY, 2017
2. BEARINGS ARE BASED ON GPS DERIVED CENTRAL OREGON COORDINATE SYSTEM VALUES.
3. VERTICAL DATUM: NATIONAL GEODETIC VERTICAL DATUM OF 1929 (NGVD 29).

REGISTERED PROFESSIONAL LAND SURVEYOR
 OREGON
 JOHN A. MCCOY
 44857
 RENEWAL DATE: 12/31/18

BURGESS RD/DAY RD INTERSECTION
 IMPROVEMENT PROJECT
 ALIGNMENT & CONTROL PLAN
 DESCHUTES COUNTY, OREGON

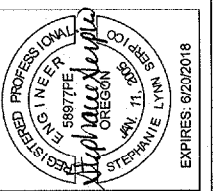
REVISIONS:
 1. _____
 2. _____
 3. _____

DESCHUTES COUNTY ROAD DEPARTMENT
 AKS ENGINEERING & ARCHITECTURE, LLC
 ENGINEERING - SURVEYING - NATURAL RESOURCES
 FORESTRY - PLANNING - LANDSCAPE ARCHITECTURE

DESIGNED BY: KS
 DRAWN BY: KS
 SCALE: AS SHOWN
 FILE: BURGESS-DAY-ALIGNMENT-PLANING
 DATE: 4/18/18

VERIFY SCALES
 0 1"
 BAR EQUALS ONE INCH ON ORIGINAL DRAWING

SHEET:
G3.0



DESCRIPTION OF WORK:

SAWCUT FOR WIDENING OF BURGESS ROAD. CONSTRUCT BASE AND FIRST LIFT OF ACP. CONSTRUCT GRAVEL SHOULDER AND FILTER STRIP.


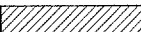



TRAFFIC OPERATIONS:

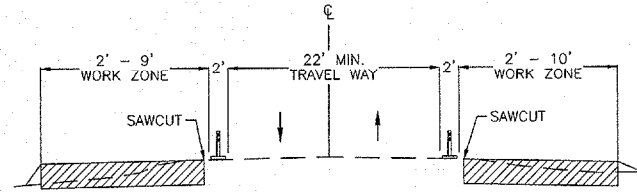
MAINTAIN 2 WAY TRAFFIC ON BURGESS ROAD DURING CONSTRUCTION.

GENERAL NOTES:

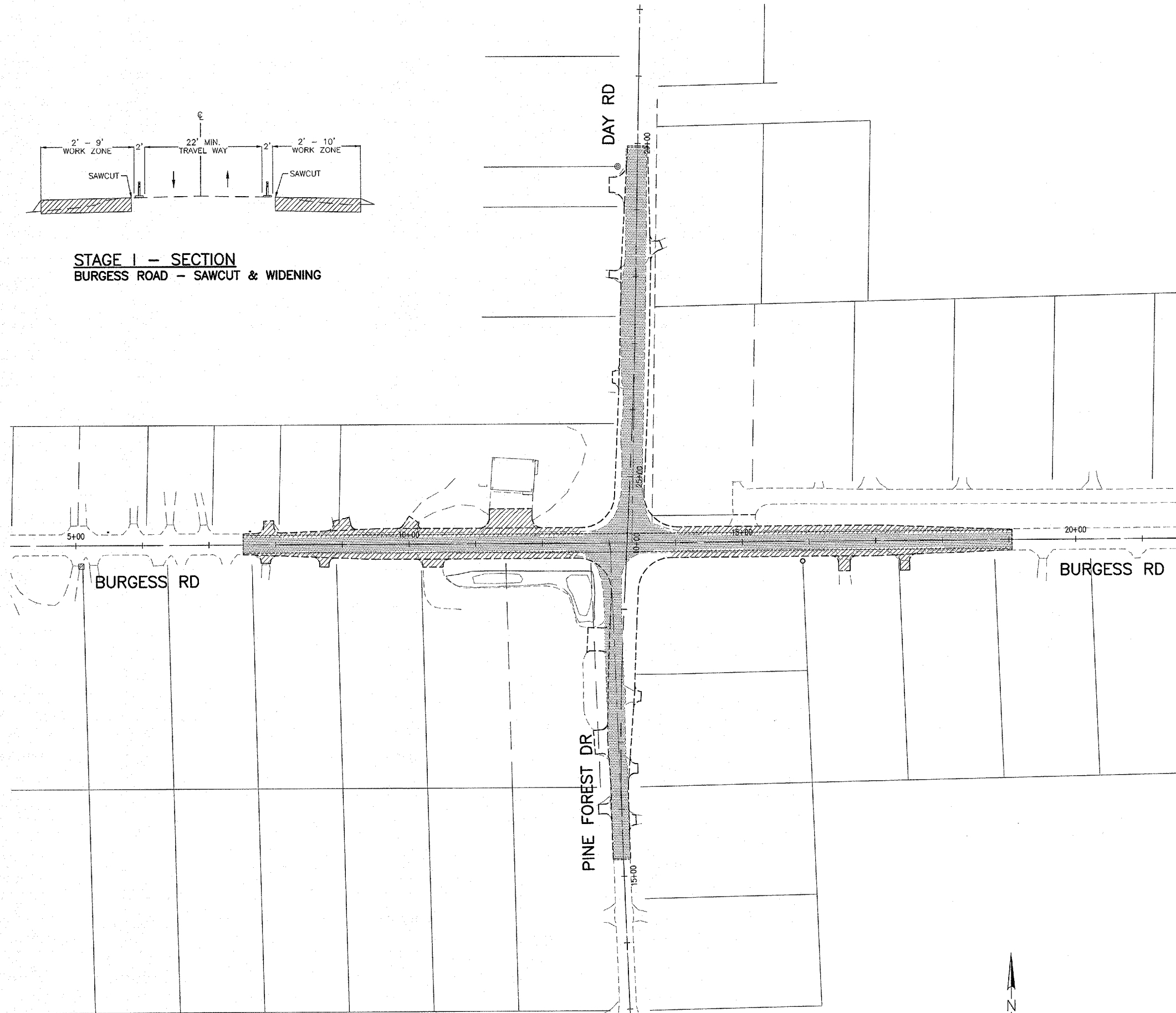
1. INSTALL ALL NECESSARY TRAFFIC CONTROL DEVICES IN WORK AREAS IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND ODOT STANDARD DRAWINGS.
2. REMOVE CONFLICTING PAVEMENT MARKINGS AS NECESSARY.
3. ALL TEMPORARY PAVEMENT MARKINGS SHALL BE PAINT OR REFLECTIVE PAVEMENT MARKERS.
4. DETOUR ROUTES, IF NECESSARY, SHALL BE IN PLACE PRIOR TO BEGINNING STAGE CONSTRUCTION.
5. MAINTAIN LOCAL ACCESS DURING CONSTRUCTION ACTIVITIES.
6. MAINTAIN AND PROTECT EXISTING SIGNS UNLESS THERE IS A CONFLICT WITH TRAFFIC STAGING. COVER OR REMOVE EXISTING CONFLICTING SIGNS.
7. INTERSECTION WORK SHALL BE DONE IN ACCORDANCE WITH ODOT STANDARD DRAWING TM641.

LEGEND:

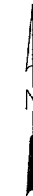
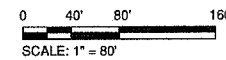
-  UNDER TRAFFIC
-  UNDER CONSTRUCTION
-  EXISTING EDGE OF PAVEMENT
-  PROPOSED EDGE OF PAVEMENT
-  SAWCUT



**STAGE I - SECTION
BURGESS ROAD - SAWCUT & WIDENING**



**STAGE I - CONSTRUCTION
BURGESS ROAD - SAWCUT & WIDENING**



REVISIONS:

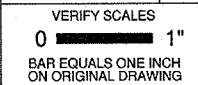
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DESCHUTES COUNTY
ROAD DEPARTMENT



DESIGNED BY: KS
DRAWN BY: KS
SCALE: AS SHOWN
FILE: BURGESS-DAY-TRAF-PAVING

DATE: 4/20/18

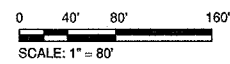


SHEET:
TC1.0

**BURGESS RD/DAY RD INTERSECTION
IMPROVEMENT PROJECT
TRAFFIC CONTROL - STAGE I**
DESCHUTES COUNTY, OREGON



STAGE II - CONSTRUCTION
PINE FOREST DRIVE - FULL CLOSURE



DESCRIPTION OF WORK:

CONSTRUCT IMPROVEMENTS ON PINE FOREST DRIVE. CONSTRUCT FINAL LIFT OF ACP WITHIN THE BURGESS INTERSECTION DURING STAGE IV, PHASE II.

TRAFFIC OPERATIONS:

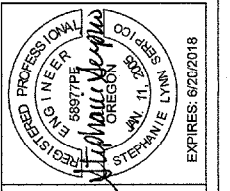
FULL CLOSURE OF PINE FOREST DRIVE, SEE SHEET TC3.0 FOR DETOUR DETAILS. BURGESS ROAD AND DAY ROAD TRAFFIC OPERATIONS TO MATCH EXISTING CONDITIONS.

GENERAL NOTES:

1. INSTALL ALL NECESSARY TRAFFIC CONTROL DEVICES IN WORK AREAS IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND ODOT STANDARD DRAWINGS.
2. REMOVE CONFLICTING PAVEMENT MARKINGS AS NECESSARY.
3. ALL TEMPORARY PAVEMENT MARKINGS SHALL BE PAINT OR REFLECTIVE PAVEMENT MARKERS.
4. DETOUR ROUTES, IF NECESSARY, SHALL BE IN PLACE PRIOR TO BEGINNING STAGE CONSTRUCTION.
5. MAINTAIN LOCAL ACCESS DURING CONSTRUCTION ACTIVITIES.
6. MAINTAIN AND PROTECT EXISTING SIGNS UNLESS THERE IS A CONFLICT WITH TRAFFIC STAGING. COVER OR REMOVE EXISTING CONFLICTING SIGNS.
7. INTERSECTION WORK SHALL BE DONE IN ACCORDANCE WITH ODOT STANDARD DRAWING TM841.

LEGEND:

- UNDER TRAFFIC
- UNDER CONSTRUCTION
- EXISTING EDGE OF PAVEMENT
- PROPOSED EDGE OF PAVEMENT
- SAWCUT



**BURGESS RD/DAY RD INTERSECTION
 IMPROVEMENT PROJECT
 TRAFFIC CONTROL - STAGE II**
 DESCHUTES COUNTY, OREGON

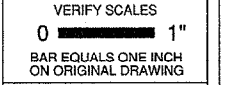
REVISIONS:

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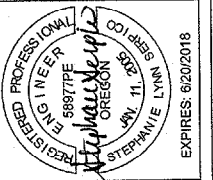
DESCHUTES COUNTY
 ROAD DEPARTMENT

DESIGNED BY: KS
 DRAWN BY: KS
 SCALE: AS SHOWN
 FILE: BURGESS-DAY-TRAF.PAKING

DATE: 4/20/18



SHEET:
TC2.0



**BURGESS RD/DAY RD INTERSECTION
IMPROVEMENT PROJECT
TRAFFIC CONTROL - STAGE II DETOUR**
DESCHUTES COUNTY, OREGON

REVISIONS:

1.	
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DESCHUTES COUNTY
ROAD DEPARTMENT

DESIGNED BY: KS
DRAWN BY: KS
SCALE: AS SHOWN
FILE: BURGESS-DAY-TRAFFIC
DATE: 4/20/18

VERIFY SCALES
0 1"
BAR EQUALS ONE INCH
ON ORIGINAL DRAWING

SHEET:
TC3.0

GENERAL NOTES:

1. INSTALL ALL NECESSARY TRAFFIC CONTROL DEVICES IN WORK AREAS IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND ODOT STANDARD DRAWINGS.
2. DETOUR ROUTES SHALL BE IN PLACE PRIOR TO BEGINNING STAGE CONSTRUCTION.
3. CONTRACTOR SHALL COORDINATE WITH PROPERTY OWNERS REGARDING ACCESS DURING CONSTRUCTION. CONTRACTOR SHALL MAINTAIN ACCESS DURING CONSTRUCTION.
4. MAINTAIN AND PROTECT EXISTING SIGNS UNLESS THERE IS A CONFLICT WITH TRAFFIC STAGING. COVER OR REMOVE EXISTING CONFLICTING SIGNS.

LEGEND:

- POST MOUNTED DETOUR SIGN
- TYPE III BARRICADE
- TSS SIGN SUPPORT AS SHOWN ON ODOT STANDARD DWG. TM821
- DETOUR ROUTE

**PINE FOREST
CLOSED
AHEAD
USE DETOUR**

TYPE "04"
①

**ROAD
CLOSED**

R11-2
②

**END
DETOUR**

M4-8a
③

DETOUR

←

M4-8
M6-1 (TYPE "04")
④

DETOUR

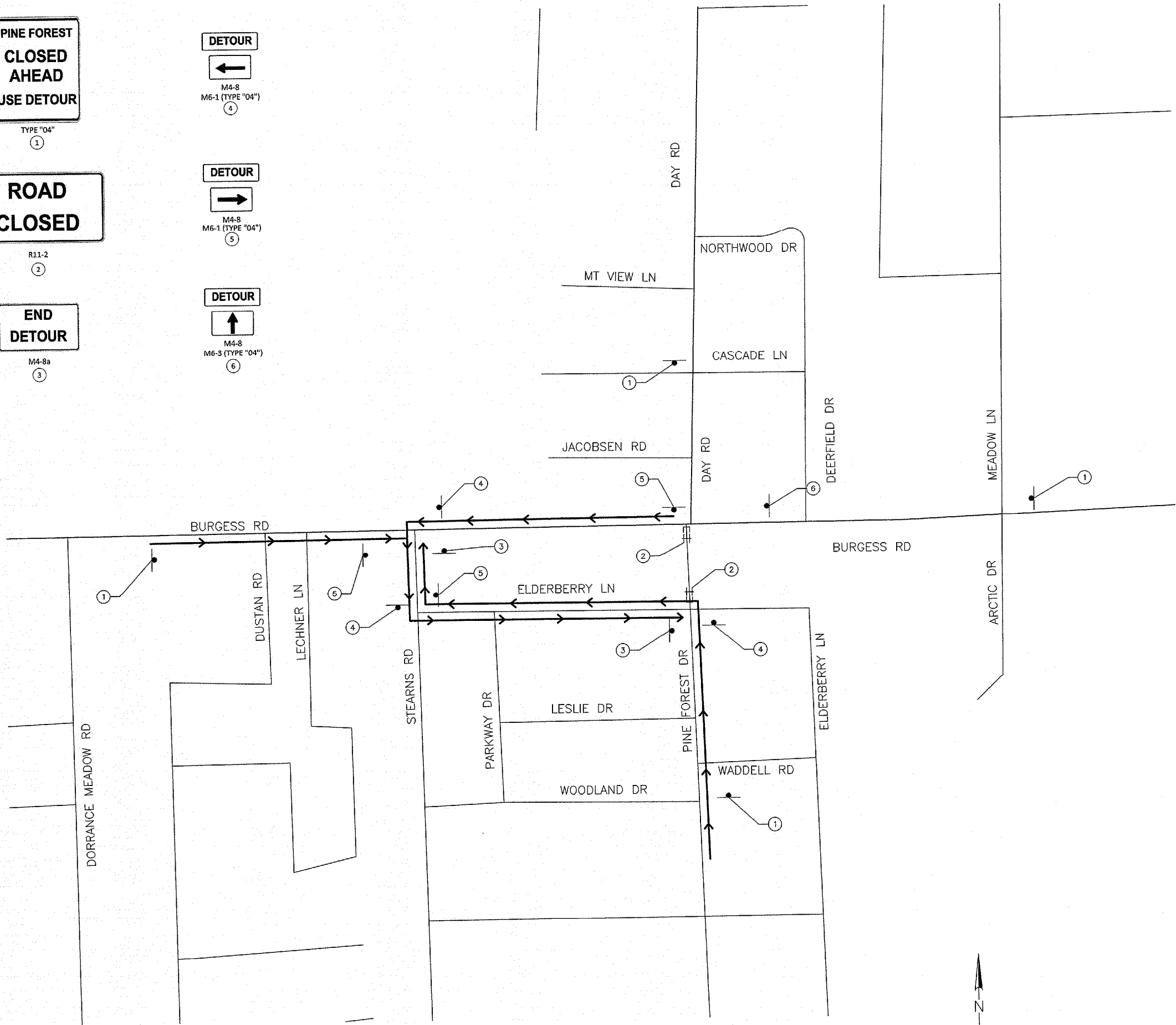
→

M4-8
M6-1 (TYPE "04")
⑤

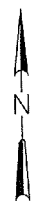
DETOUR

↑

M4-8
M6-3 (TYPE "04")
⑥

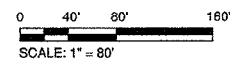


**STAGE II - DETOUR
PINE FOREST DRIVE - FULL CLOSURE**





STAGE III - CONSTRUCTION
DAY ROAD - FULL CLOSURE



DESCRIPTION OF WORK:

CONSTRUCT IMPROVEMENTS ON DAY ROAD. CONSTRUCT FINAL LIFT OF ACP WITHIN THE BURGESS INTERSECTION DURING STAGE IV, PHASE I.

TRAFFIC OPERATIONS:

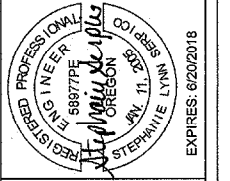
FULL CLOSURE OF DAY ROAD. SEE SHEET TC5.0 FOR DETOUR DETAILS. BURGESS ROAD TRAFFIC OPERATIONS TO MATCH EXISTING CONDITIONS.

GENERAL NOTES:

1. INSTALL ALL NECESSARY TRAFFIC CONTROL DEVICES IN WORK AREAS IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND ODOT STANDARD DRAWINGS.
2. REMOVE CONFLICTING PAVEMENT MARKINGS AS NECESSARY.
3. ALL TEMPORARY PAVEMENT MARKINGS SHALL BE PAINT OR REFLECTIVE PAVEMENT MARKINGS.
4. DETOUR ROUTES, IF NECESSARY, SHALL BE IN PLACE PRIOR TO BEGINNING STAGE CONSTRUCTION.
5. MAINTAIN LOCAL ACCESS DURING CONSTRUCTION ACTIVITIES.
6. MAINTAIN AND PROTECT EXISTING SIGNS UNLESS THERE IS A CONFLICT WITH TRAFFIC STAGING. COVER OR REMOVE EXISTING CONFLICTING SIGNS.
7. INTERSECTION WORK SHALL BE DONE IN ACCORDANCE WITH ODOT STANDARD DRAWING TMB4-1.

LEGEND:

- UNDER TRAFFIC
- UNDER CONSTRUCTION
- EXISTING EDGE OF PAVEMENT
- PROPOSED EDGE OF PAVEMENT
- SAWCUT



**BURGESS RD/DAY RD INTERSECTION
 IMPROVEMENT PROJECT
 TRAFFIC CONTROL - STAGE III**
 DESCHUTES COUNTY, OREGON

REVISIONS:

1.	
2.	
3.	

DESCHUTES COUNTY
 ROAD DEPARTMENT

DESIGNED BY: KS
 DRAWN BY: KS
 SCALE: AS SHOWN
 FILE: BURGESS-10-TMTC-TC4.0M

DATE: 4/20/18

VERIFY SCALES
 0 1"
 BAR EQUALS ONE INCH
 ON ORIGINAL DRAWING

SHEET:
TC4.0

**DAY ROAD
CLOSED
AHEAD
USE DETOUR**

TYPE "04"
①

**ROAD
CLOSED**

R11-2
②

**END
DETOUR**

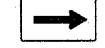
M4-9a
③

DETOUR



M4-8
M6-1 (TYPE "04")
④

DETOUR

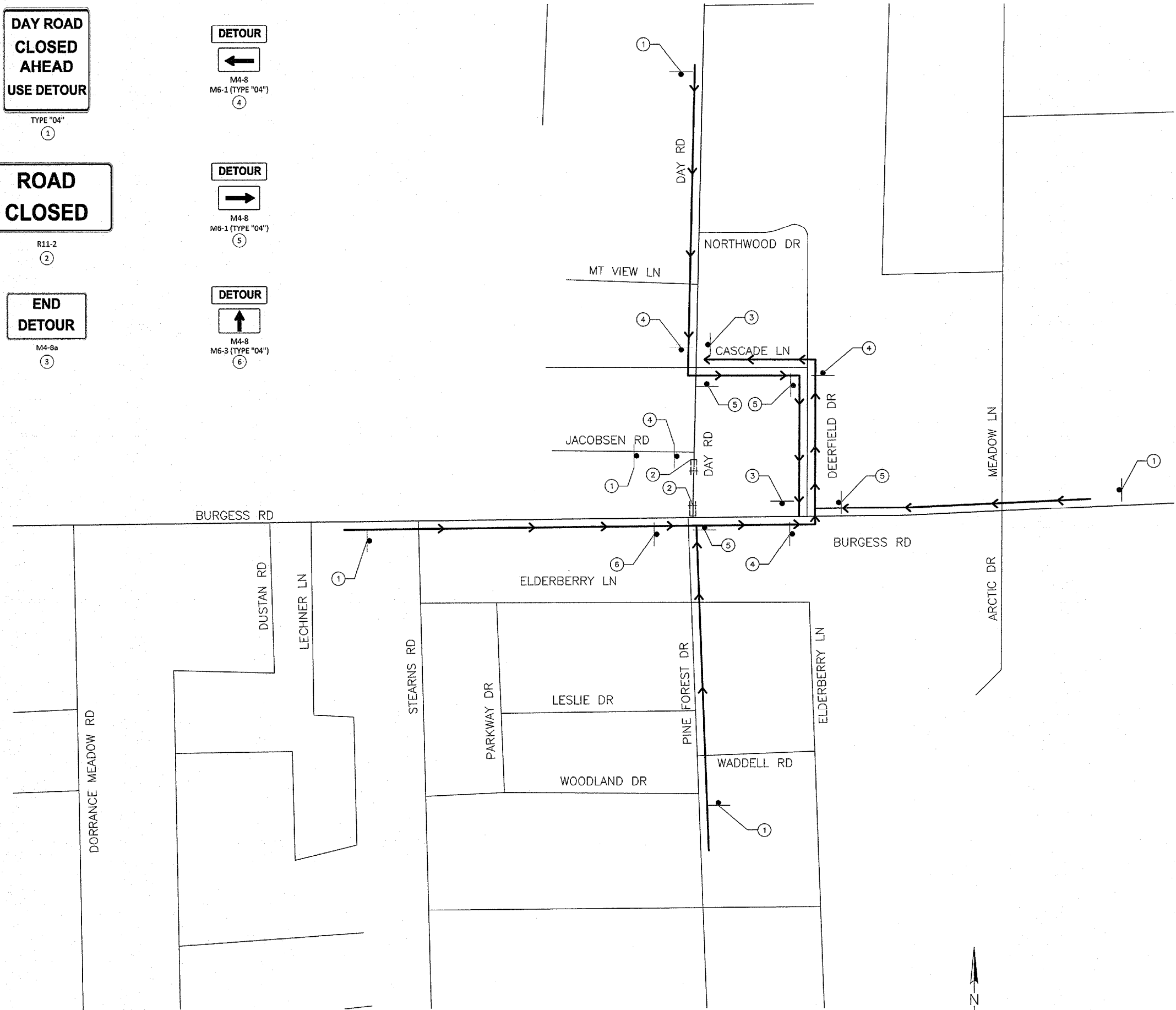


M4-8
M6-1 (TYPE "04")
⑤

DETOUR



M4-8
M6-3 (TYPE "04")
⑥

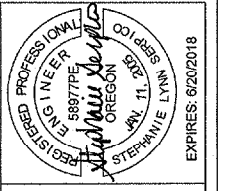


GENERAL NOTES:

1. INSTALL ALL NECESSARY TRAFFIC CONTROL DEVICES IN WORK AREAS IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND ODOT STANDARD DRAWINGS.
2. DETOUR ROUTES SHALL BE IN PLACE PRIOR TO BEGINNING STAGE CONSTRUCTION.
3. CONTRACTOR SHALL COORDINATE WITH PROPERTY OWNERS REGARDING ACCESS DURING CONSTRUCTION. CONTRACTOR SHALL MAINTAIN ACCESS DURING CONSTRUCTION.
4. MAINTAIN AND PROTECT EXISTING SIGNS UNLESS THERE IS A CONFLICT WITH TRAFFIC STAGING. COVER OR REMOVE EXISTING CONFLICTING SIGNS.

LEGEND:

- POST MOUNTED DETOUR SIGN
- TYPE III BARRICADE
- ± TSS SIGN SUPPORT AS SHOWN ON ODOT STANDARD DWG. TM821
- DETOUR ROUTE



**BURGESS RD/DAY RD INTERSECTION
IMPROVEMENT PROJECT
TRAFFIC CONTROL - STAGE III DETOUR**
DESCHUTES COUNTY, OREGON

REVISIONS:

1.	
2.	
3.	

DESCHUTES COUNTY
ROAD DEPARTMENT

DESIGNED BY: KS
DRAWN BY: KS
SCALE: AS SHOWN
FILE: BURGESS-DAY-TRAFFIC CONTROL

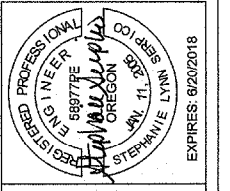
DATE: 4/20/18

VERIFY SCALES
0 1"
BAR EQUALS ONE INCH
ON ORIGINAL DRAWING

SHEET:
TC5.0

**STAGE III - DETOUR
DAY ROAD - FULL CLOSURE**





DESCRIPTION OF WORK:

CONSTRUCT 2" AC OVERLAY NORTH OF BURGESS ROAD CENTERLINE.
CONSTRUCT TRAFFIC SEPARATOR AND RAISED ISLAND ON BURGESS ROAD.


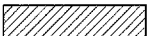




TRAFFIC OPERATIONS:

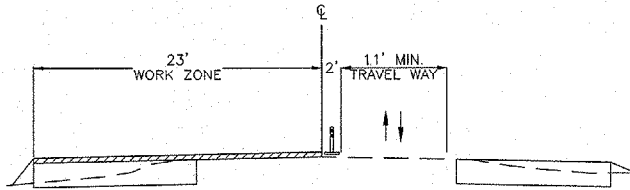
PROVIDE SINGLE LANE TWO-WAY TRAFFIC ON SOUTH SIDE OF BURGESS DURING OVERLAY WORK.

GENERAL NOTES:

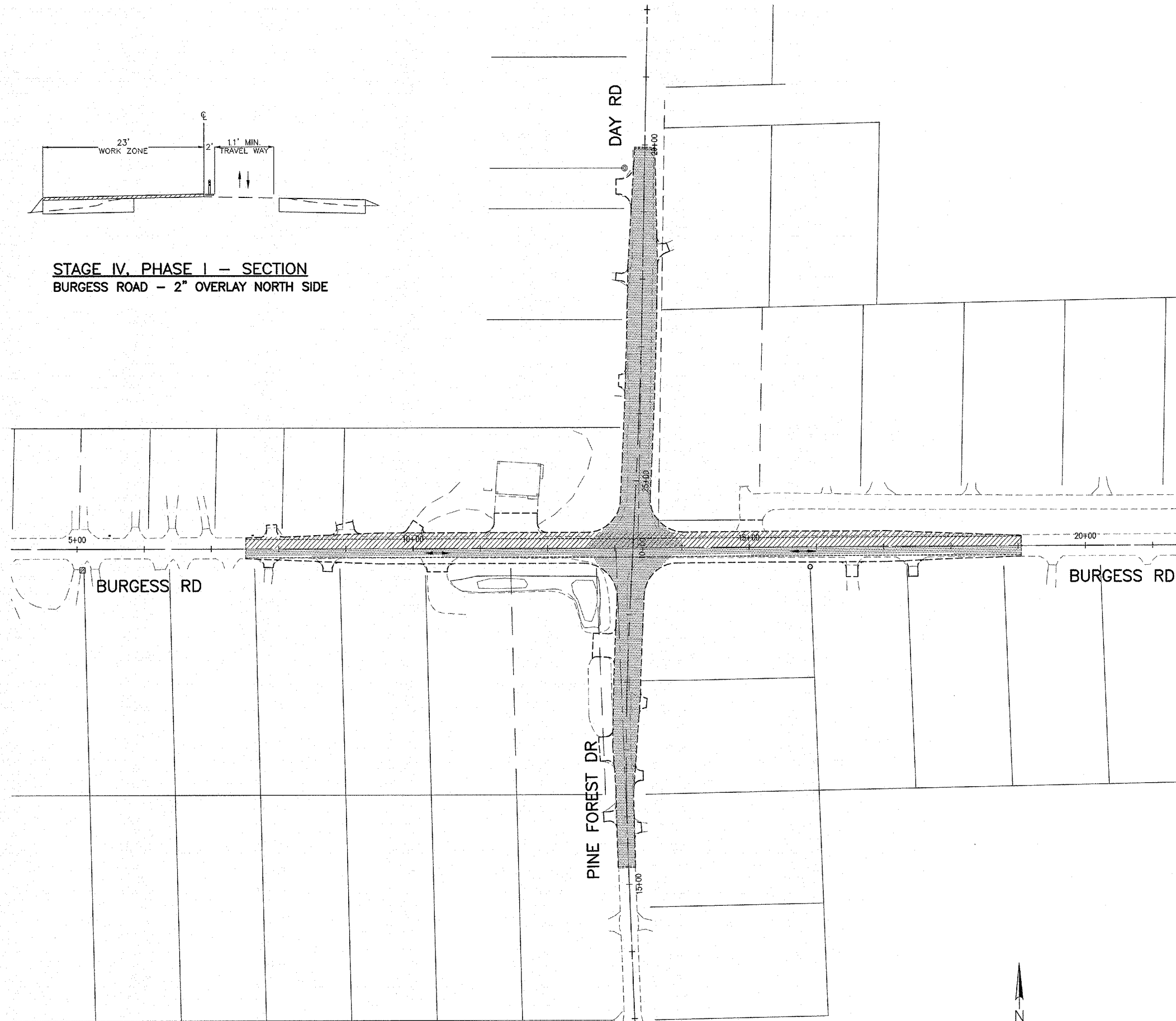
1. INSTALL ALL NECESSARY TRAFFIC CONTROL DEVICES IN WORK AREAS IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND ODOT STANDARD DRAWINGS.
2. REMOVE CONFLICTING PAVEMENT MARKINGS AS NECESSARY.
3. ALL TEMPORARY PAVEMENT MARKINGS SHALL BE PAINT OR REFLECTIVE PAVEMENT MARKINGS.
4. DETOUR ROUTES, IF NECESSARY, SHALL BE IN PLACE PRIOR TO BEGINNING STAGE CONSTRUCTION.
5. MAINTAIN LOCAL ACCESS DURING CONSTRUCTION ACTIVITIES.
6. MAINTAIN AND PROTECT EXISTING SIGNS UNLESS THERE IS A CONFLICT WITH TRAFFIC STAGING. COVER OR REMOVE EXISTING CONFLICTING SIGNS.
7. SINGLE LANE TWO-WAY TRAFFIC SHALL BE DONE IN ACCORDANCE WITH ODOT STANDARD DRAWING TM850.
8. INTERSECTION WORK SHALL BE DONE IN ACCORDANCE WITH ODOT STANDARD DRAWING TM84-1.

LEGEND:

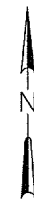
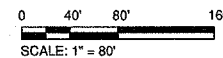
-  UNDER TRAFFIC
-  UNDER CONSTRUCTION
-  EXISTING EDGE OF PAVEMENT
-  PROPOSED EDGE OF PAVEMENT
-  SAWCUT
-  SINGLE LANE, TWO-WAY TRAFFIC



**STAGE IV, PHASE I - SECTION
BURGESS ROAD - 2" OVERLAY NORTH SIDE**



**STAGE IV, PHASE I - CONSTRUCTION
BURGESS ROAD - 2" OVERLAY NORTH SIDE**




**BURGESS RD/DAY RD INTERSECTION
IMPROVEMENT PROJECT**
TRAFFIC CONTROL - STAGE IV, PHASE I
 DESCHUTES COUNTY, OREGON

REVISIONS:

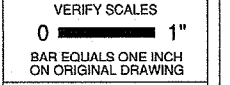
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3.	

DESCHUTES COUNTY
ROAD DEPARTMENT

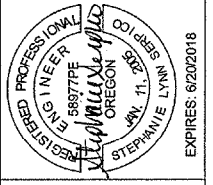


DESIGNED BY: KS
DRAWN BY: KS
SCALE: AS SHOWN
FILE: BURGESS-INT-TRAF-PAVING

DATE: 4/20/18



SHEET:
TC6.0



DESCRIPTION OF WORK:

CONSTRUCT 2" AC OVERLAY SOUTH OF BURGESS ROAD CENTERLINE.
CONSTRUCT TRAFFIC SEPARATOR AND RAISED ISLAND ON BURGESS ROAD.

TRAFFIC OPERATIONS:

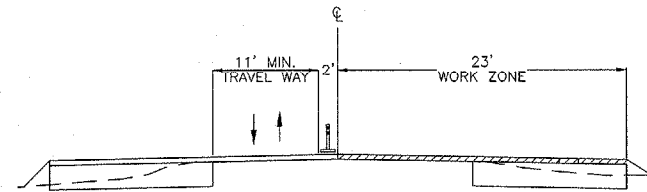
PROVIDE SINGLE LANE TWO-WAY TRAFFIC ON NORTH SIDE OF BURGESS DURING OVERLAY WORK.

GENERAL NOTES:

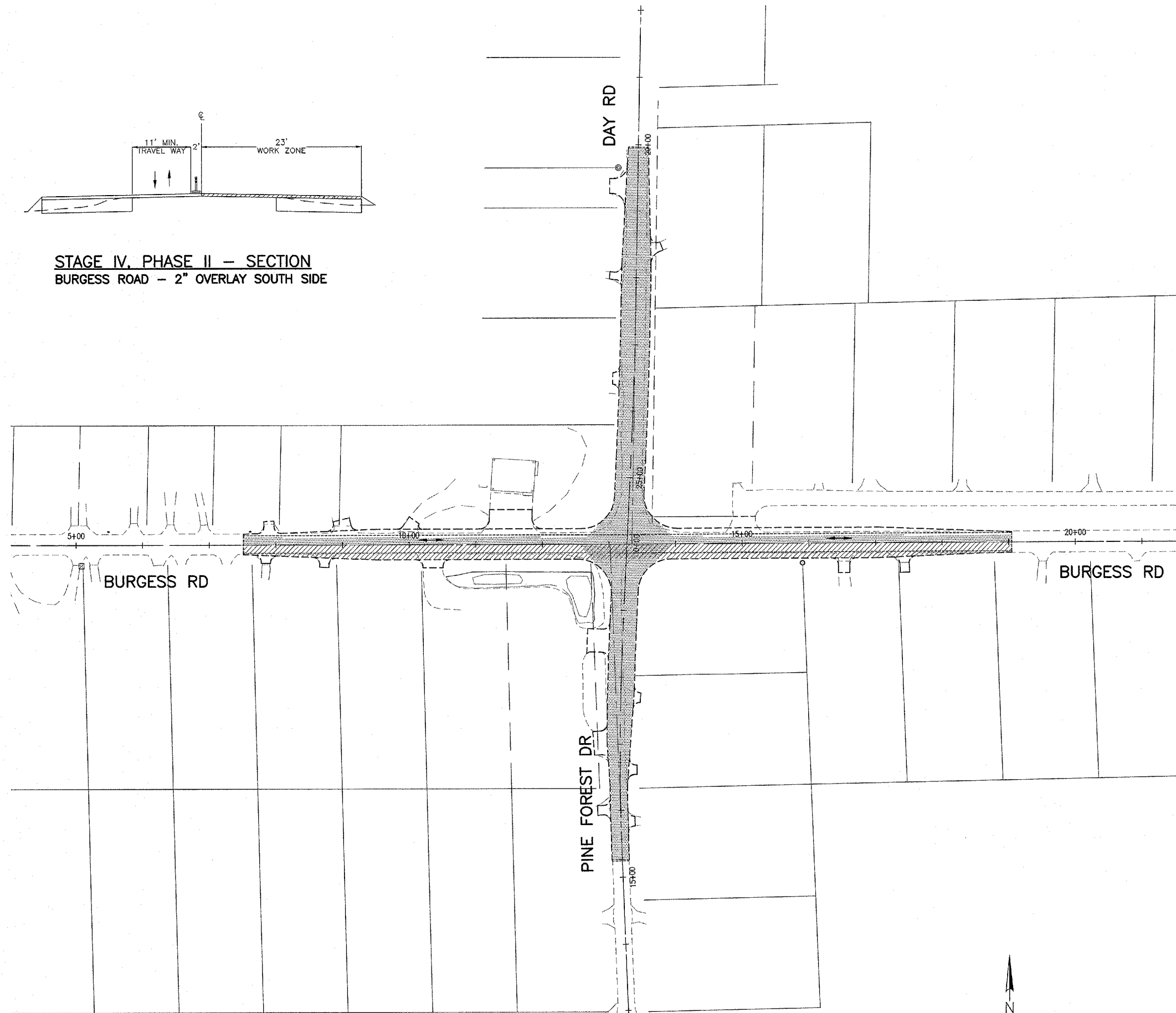
1. INSTALL ALL NECESSARY TRAFFIC CONTROL DEVICES IN WORK AREAS IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND ODOT STANDARD DRAWINGS.
2. REMOVE CONFLICTING PAVEMENT MARKINGS AS NECESSARY.
3. ALL TEMPORARY PAVEMENT MARKINGS SHALL BE PAINT OR REFLECTIVE PAVEMENT MARKINGS.
4. DETOUR ROUTES, IF NECESSARY, SHALL BE IN PLACE PRIOR TO BEGINNING STAGE CONSTRUCTION.
5. MAINTAIN LOCAL ACCESS DURING CONSTRUCTION ACTIVITIES.
6. MAINTAIN AND PROTECT EXISTING SIGNS UNLESS THERE IS A CONFLICT WITH TRAFFIC STAGING. COVER OR REMOVE EXISTING CONFLICTING SIGNS.
7. SINGLE LANE TWO-WAY TRAFFIC SHALL BE DONE IN ACCORDANCE WITH ODOT STANDARD DRAWING TM850.
8. INTERSECTION WORK SHALL BE DONE IN ACCORDANCE WITH ODOT STANDARD DRAWING TM84-1.

LEGEND:

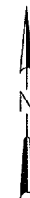
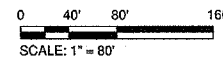
- UNDER TRAFFIC
- UNDER CONSTRUCTION
- EXISTING EDGE OF PAVEMENT
- PROPOSED EDGE OF PAVEMENT
- SAWCUT
- SINGLE LANE, TWO-WAY TRAFFIC



**STAGE IV, PHASE II - SECTION
BURGESS ROAD - 2" OVERLAY SOUTH SIDE**



**STAGE IV, PHASE II - CONSTRUCTION
BURGESS ROAD - 2" OVERLAY SOUTH SIDE**



**BURGESS RD/DAY RD INTERSECTION
IMPROVEMENT PROJECT**
TRAFFIC CONTROL - STAGE IV, PHASE II
DESCHUTES COUNTY, OREGON

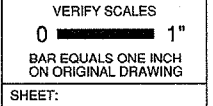
REVISIONS:

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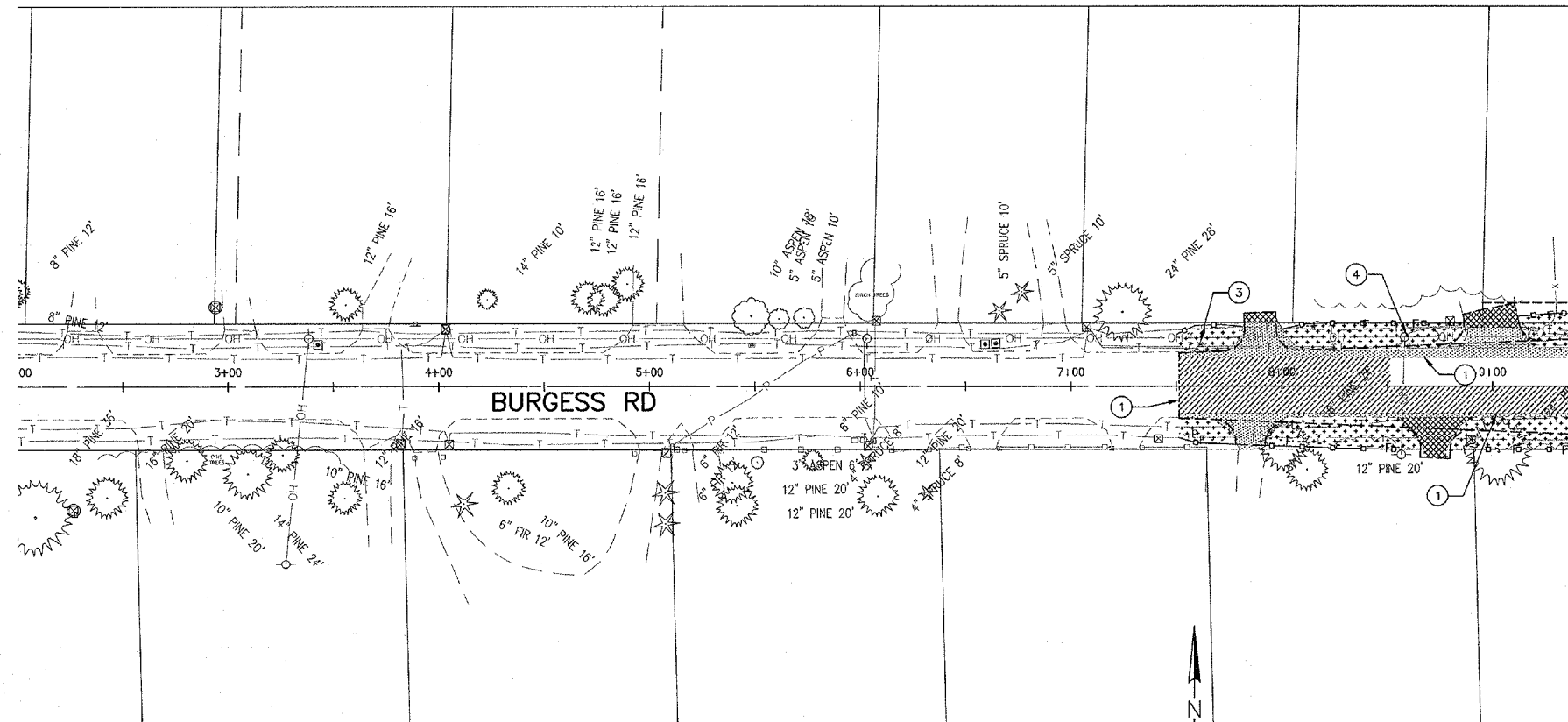
DESCHUTES COUNTY
ROAD DEPARTMENT

DESIGNED BY: KS
DRAWN BY: KS
SCALE: AS SHOWN
FILE: BURGESS-INT-TRAF PLANING

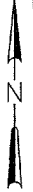
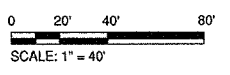
DATE: 4/20/18



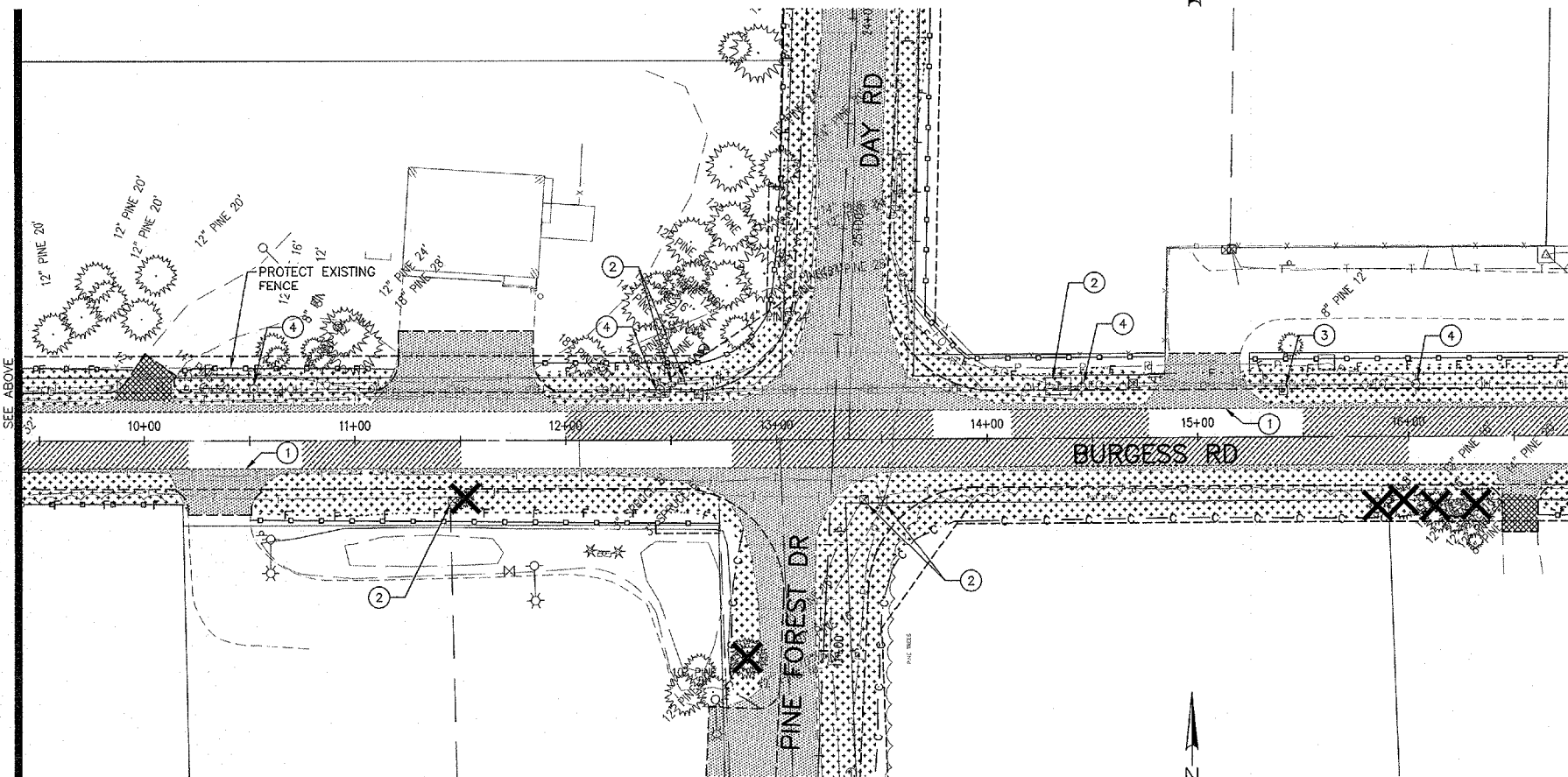
SHEET:
TC7.0



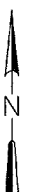
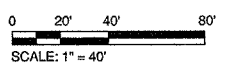
DEMOLITION PLAN



SEE BELOW
MATCHLINE STA. 9+40



DEMOLITION PLAN



SEE SHEET C1.1
MATCHLINE STA. 16+80

DEMOLITION NOTES:

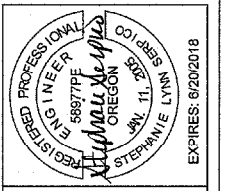
- ① SAWCUT EXISTING PAVEMENT
- ② COMMUNICATION VAULTS AND PEDESTALS TO BE RELOCATED BY CENTURY LINK AND/OR BEND BROADBAND PRIOR TO START OF CONSTRUCTION
- ③ REMOVE MAILBOX SUPPORT. MAINTAIN ACCESS TO MAILBOX FOR DELIVERY AGENT THROUGHOUT CONSTRUCTION
- ④ POLE TO BE RELOCATED BY MIDSTATE ELECTRIC PRIOR TO CONSTRUCTION

GENERAL NOTES:

- 1. REMOVAL OF THE EXISTING SURFACES AND SUBGRADES WILL BE PAID FOR UNDER THE GENERAL EXCAVATION QUANTITY.
- 2. PROTECT ALL TREES NOT SHOWN FOR REMOVAL.
- 3. SEE SIGNING & STRIPING PLANS FOR STREET SIGN REMOVALS AND RELOCATIONS.

LEGEND:

- REMOVE EXTG. ASPHALT CONCRETE AND BASE ROCK TO SUBGRADE
- CLEARING & GRUBBING
- REMOVE EXTG. GRAVEL SURFACING
- SAWCUT
- FILL SLOPE
- CUT SLOPE
- REMOVE EXTG. TREE
- 0"-2" COLD PLANE PAVEMENT REMOVAL
- SEDIMENT FENCE (PER ODOT STANDARD DWG. RD1040)



**BURGESS RD/DAY RD INTERSECTION
IMPROVEMENT PROJECT
DEMOLITION & EROSION CONTROL PLAN**
DESCHUTES COUNTY, OREGON

REVISIONS:

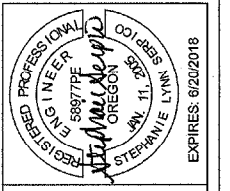
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DESCHUTES COUNTY
ROAD DEPARTMENT

DESIGNED BY: KS
DRAWN BY: KS
SCALE: AS SHOWN
FILE: BURGESS-DAY-ROAD-IMPROVEMENT
DATE: 4/20/18

VERIFY SCALES
0 1"
BAR EQUALS ONE INCH
ON ORIGINAL DRAWING

SHEET:
C1.0



**BURGESS RD/DAY RD INTERSECTION
IMPROVEMENT PROJECT
DEMOLITION & EROSION CONTROL PLAN**
DESCHUTES COUNTY, OREGON

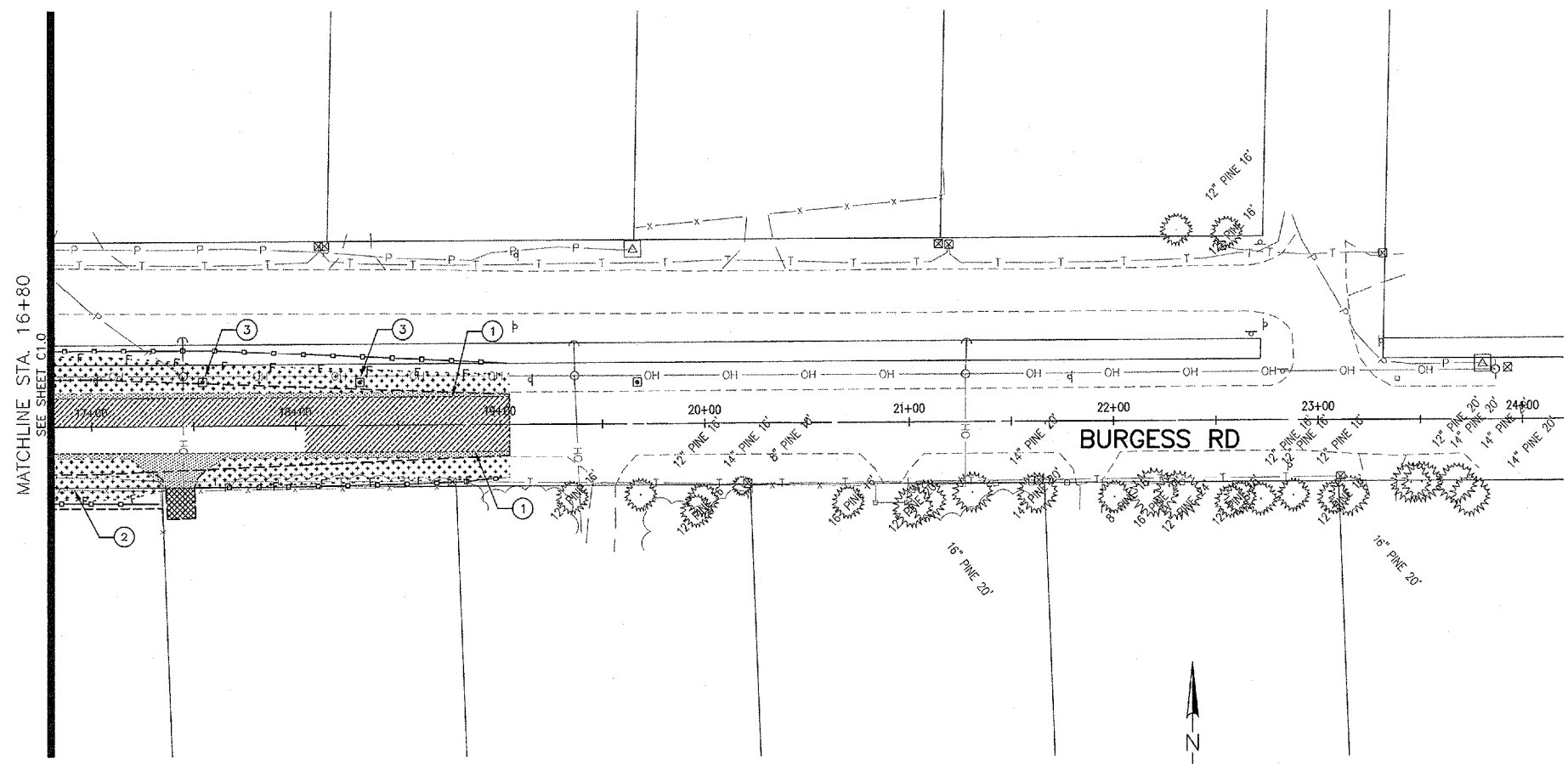
REVISIONS:

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DESCHUTES COUNTY
ROAD DEPARTMENT

DESIGNED BY: KS
DRAWN BY: KS
SCALE: AS SHOWN
FILE: BURGESS-DAY-IMPROVEMENT-DWG
DATE: 4/20/18

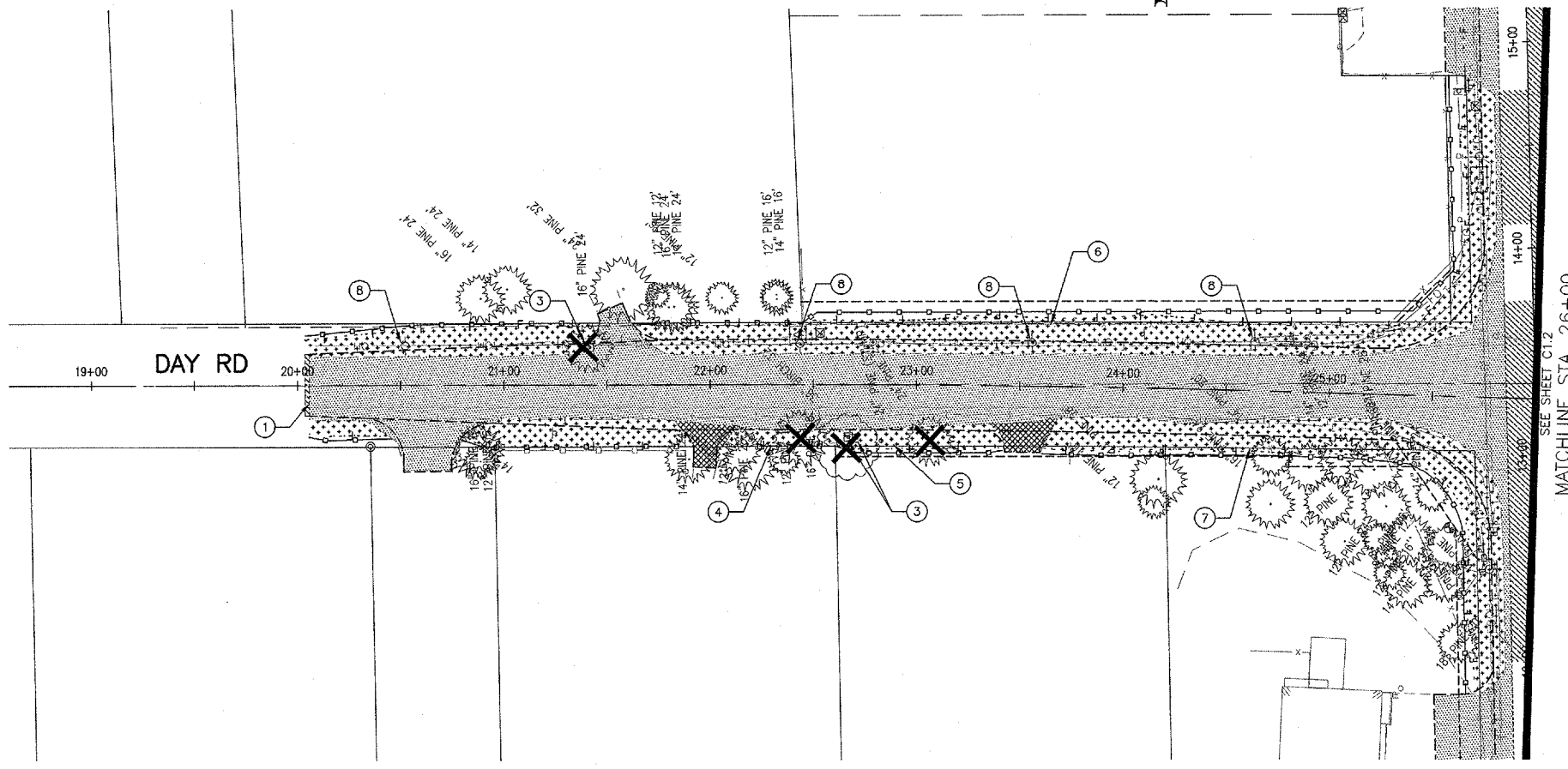
VERIFY SCALES
0 1"
BAR EQUALS ONE INCH
ON ORIGINAL DRAWING
SHEET:
C1.1



DEMOLITION PLAN

DEMOLITION NOTES:

- ① SAWCUT EXISTING PAVEMENT
- ② STA. 16+63 TO STA. 17+33, RT
REMOVE FENCE - APPROX. 70 LF
- ③ REMOVE MAILBOX SUPPORT. MAINTAIN ACCESS TO MAILBOX FOR DELIVERY AGENT THROUGHOUT CONSTRUCTION
- ④ STA. 22+17 TO STA. 22+62, RT
REMOVE FENCE - APPROX. 45 LF
- ⑤ STA. 22+75 TO STA. 23+25, RT
REMOVE FENCE POSTS - APPROX. 50 LF
- ⑥ STA. 22+45 TO STA. 25+30, LT
REMOVE FENCE - APPROX. 285 LF
- ⑦ STA. 24+05 TO STA. 25+30, RT
REMOVE FENCE - APPROX. 125 LF
- ⑧ POLE TO BE RELOCATED BY MIDSTATE ELECTRIC PRIOR TO CONSTRUCTION



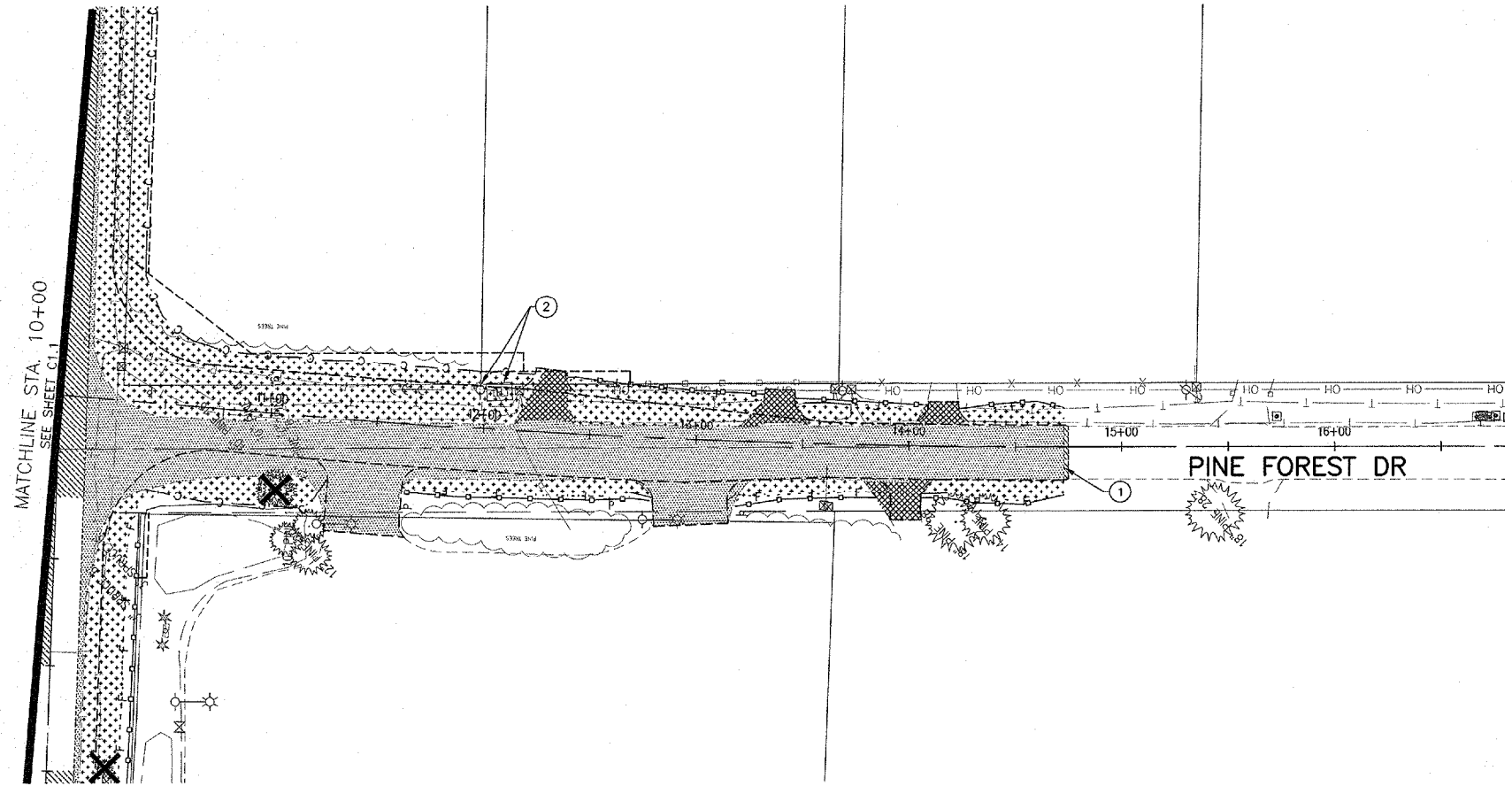
DEMOLITION PLAN

GENERAL NOTES:

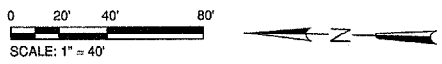
1. REMOVAL OF THE EXISTING SURFACES AND SUBGRADES WILL BE PAID FOR UNDER THE GENERAL EXCAVATION QUANTITY.
2. PROTECT ALL TREES NOT SHOWN FOR REMOVAL.
3. SEE SIGNING & STRIPING PLANS FOR STREET SIGN REMOVALS AND RELOCATIONS.

LEGEND:

- REMOVE EXTG. ASPHALT CONCRETE AND BASE ROCK TO SUBGRADE
- CLEARING & GRUBBING
- REMOVE EXTG. GRAVEL SURFACING
- SAWCUT
- FILL SLOPE
- CUT SLOPE
- REMOVE EXTG. TREE
- 0"-2" COLD PLANE PAVEMENT REMOVAL
- SEDIMENT FENCE (PER ODOT STANDARD DWG. RD1040)



DEMOLITION PLAN



DEMOLITION NOTES:

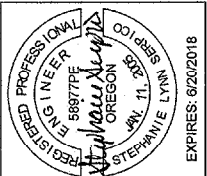
- ① SAWCUT EXISTING PAVEMENT
- ② POLE AND UTILITY VAULT TO BE RELOCATED BY MIDSTATE ELECTRIC PRIOR TO CONSTRUCTION

GENERAL NOTES:

- 1. REMOVAL OF THE EXISTING SURFACES AND SUBGRADES WILL BE PAID FOR UNDER THE GENERAL EXCAVATION QUANTITY.
- 2. PROTECT ALL TREES NOT SHOWN FOR REMOVAL.
- 3. SEE SIGNING & STRIPING PLANS FOR STREET SIGN REMOVALS AND RELOCATIONS.

LEGEND:

- REMOVE EXTG. ASPHALT CONCRETE AND BASE ROCK TO SUBGRADE
- CLEARING & GRUBBING
- REMOVE EXTG. GRAVEL SURFACING
- SAWCUT
- FILL SLOPE
- CUT SLOPE
- REMOVE EXTG. TREE
- 0"-2" COLD PLANE PAVEMENT REMOVAL
- SEDIMENT FENCE (PER ODOT STANDARD DWG. RD1040)



BURGESS RD/DAY RD INTERSECTION
IMPROVEMENT PROJECT
DEMOLITION & EROSION CONTROL PLAN
DESCHUTES COUNTY, OREGON

REVISIONS:

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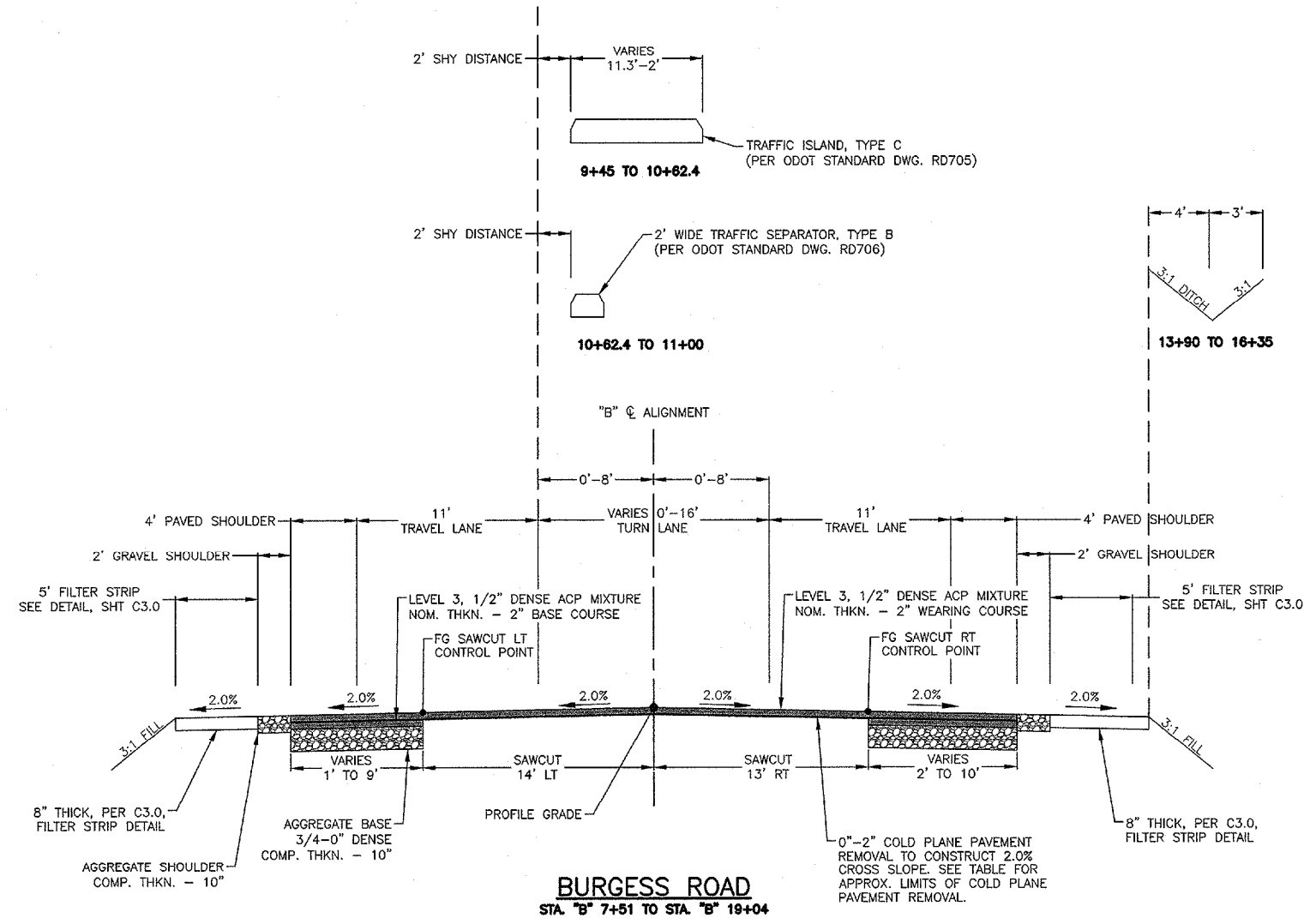
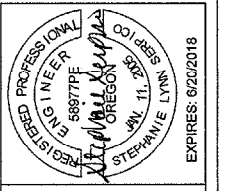
DESCHUTES COUNTY
ROAD DEPARTMENT

DESIGNED BY: KS
DRAWN BY: KS
SCALE: AS SHOWN
FILE: BURGESS-DAY-INTERSECTION-PLAN-18

DATE: 4/20/18

VERIFY SCALES
0 1"
BAR EQUALS ONE INCH
ON ORIGINAL DRAWING

SHEET:
C1.2



COLD PLANE PAVEMENT REMOVAL LIMITS	
STA. 12+00 TO STA. 13+75, LT	
STA. 14+15 TO STA. 14+75, LT	
STA. 15+50 TO STA. 19+05, LT	
STA. 7+51 TO STA. 10+30, RT	
STA. 10+70 TO STA. 11+50, RT	
STA. 12+75 TO STA. 16+00, RT	
STA. 18+00 TO STA. 19+04, RT	

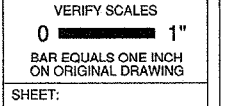
BURGESS RD/DAY RD INTERSECTION IMPROVEMENT PROJECT
TYPICAL SECTIONS
DESCHUTES COUNTY, OREGON

REVISIONS:

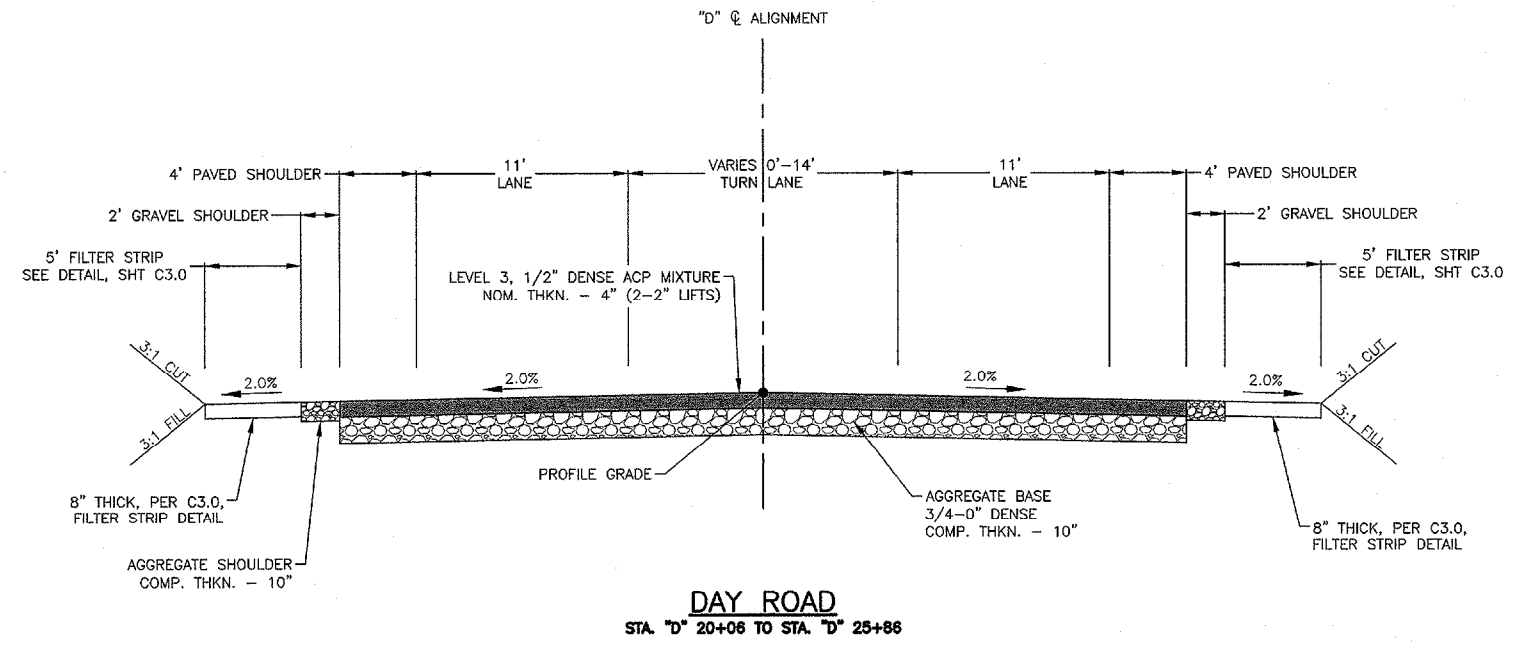
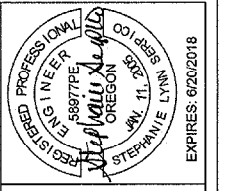
1.	
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DESCHUTES COUNTY ROAD DEPARTMENT

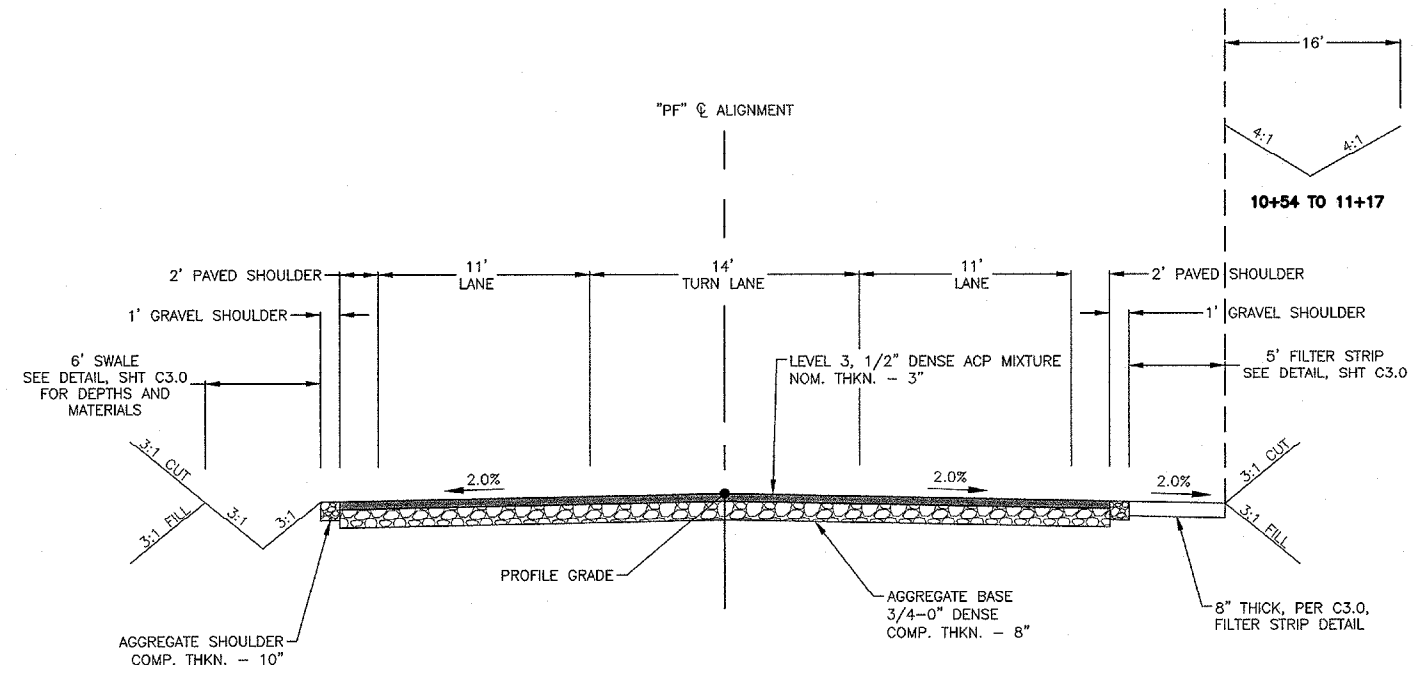
DESIGNED BY: KS
 DRAWN BY: KS
 SCALE: AS SHOWN
 FILE: BURGESS-RD-TYPICAL-SECTION.dwg
 DATE: 4/20/18



SHEET:
C2.0



DAY ROAD
STA. "D" 20+06 TO STA. "D" 25+86



PINE FOREST DRIVE
STA. "PF" 10+13 TO STA. "PF" 12+20

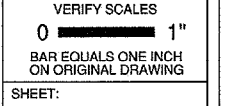
**BURGESS RD/DAY RD INTERSECTION
IMPROVEMENT PROJECT**
TYPICAL SECTIONS
DESCHUTES COUNTY, OREGON

REVISIONS:

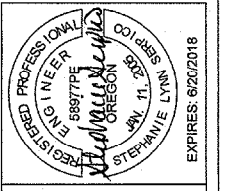
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DESCHUTES COUNTY
ROAD DEPARTMENT

DESIGNED BY: KS
DRAWN BY: KS
SCALE: AS SHOWN
FILE: BURGESS-DAY-TYPICAL_SECTION.DWG
DATE: 4/20/18



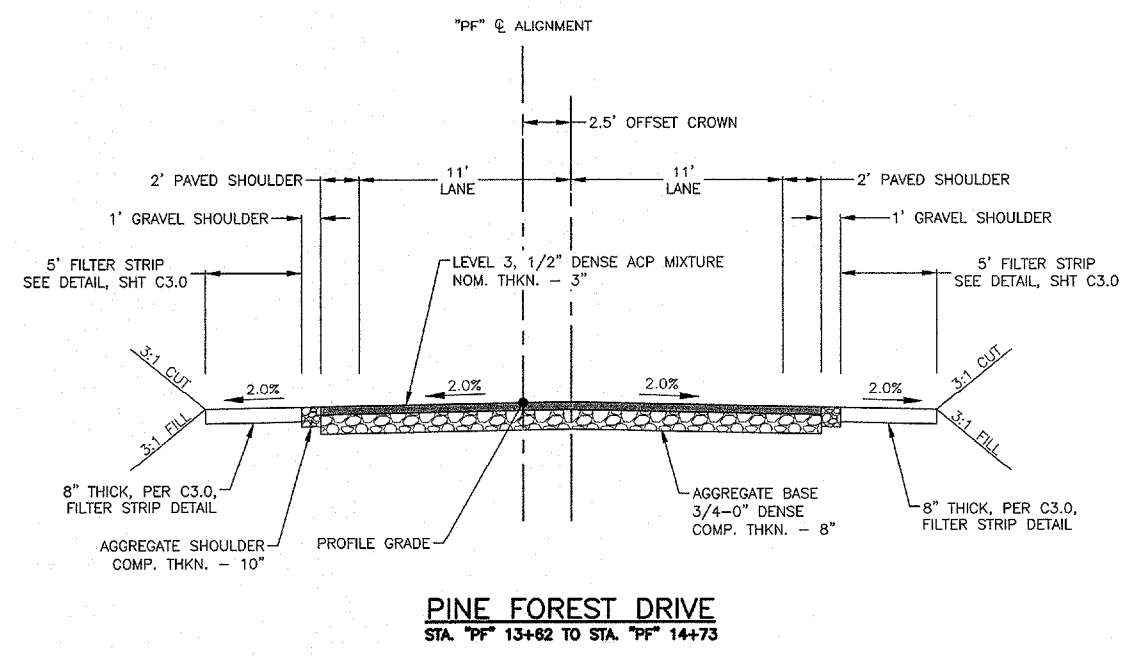
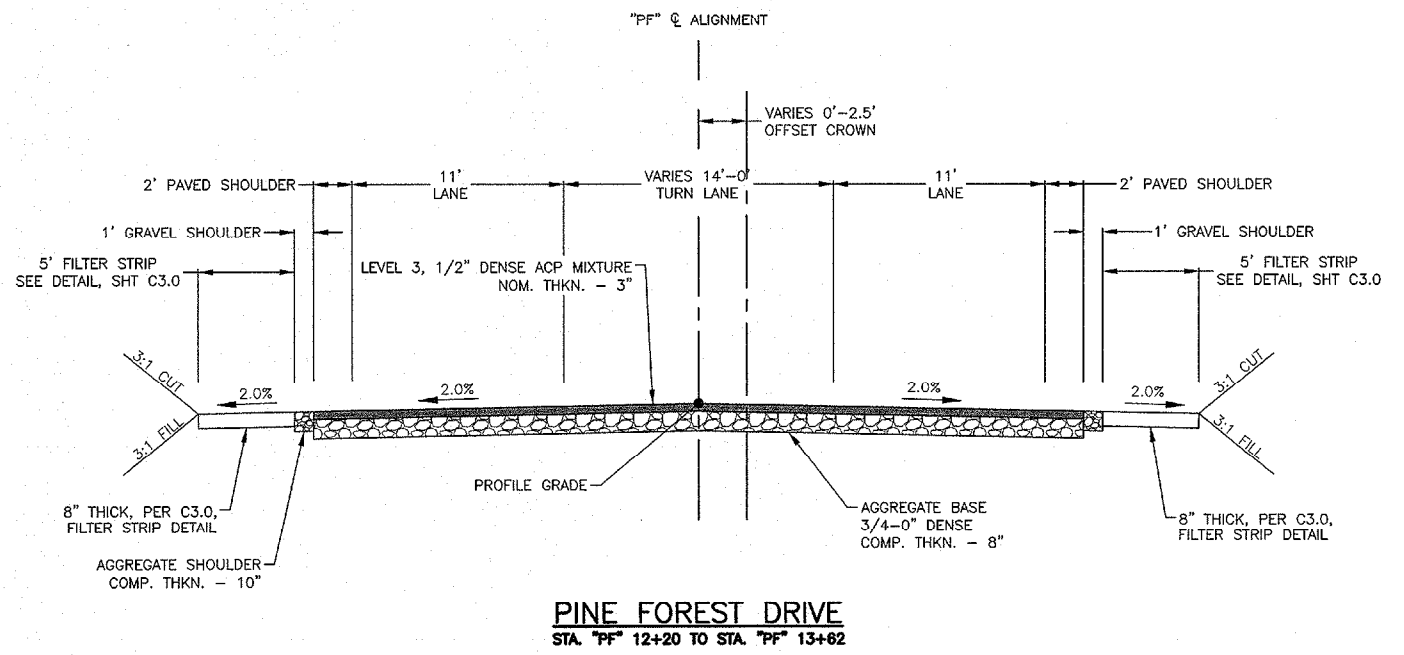
SHEET:
C2.1



**BURGESS RD/DAY RD INTERSECTION
IMPROVEMENT PROJECT**

TYPICAL SECTIONS

DESCHUTES COUNTY, OREGON



REVISIONS:

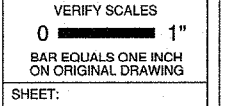
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DESCHUTES COUNTY
ROAD DEPARTMENT

HDR

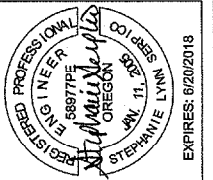
DESIGNED BY: KS
 DRAWN BY: KS
 SCALE: AS SHOWN
 FILE: 88033-000-TYPICAL SECTIONS.dwg

DATE: 4/20/18



SHEET:

C2.2



**BURGESS RD/DAY RD INTERSECTION
IMPROVEMENT PROJECT**

ROADWAY DETAILS
DESCHUTES COUNTY, OREGON

REVISIONS:

1.	
2.	
3.	

DESCHUTES COUNTY
ROAD DEPARTMENT

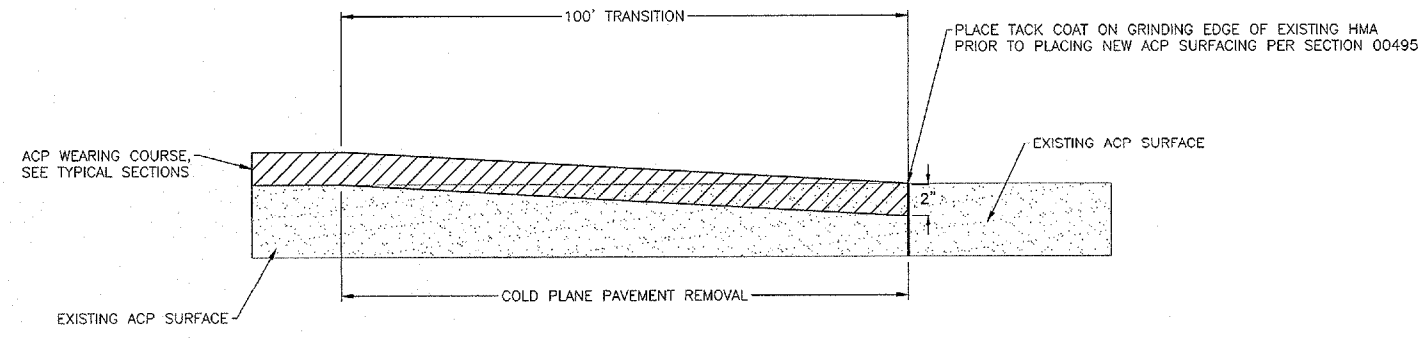
HDR

DESIGNED BY: KS
 DRAWN BY: KS
 SCALE: AS SHOWN
 FILE: BURGESS-DAY ROADWAY DETAILS

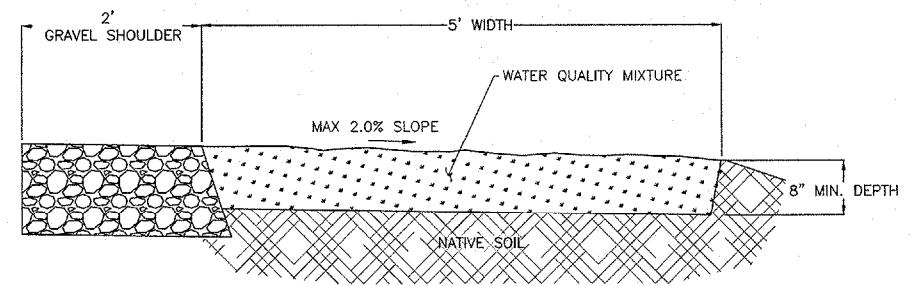
DATE: 4/20/18

VERIFY SCALES
 0 1"
 BAR EQUALS ONE INCH
 ON ORIGINAL DRAWING

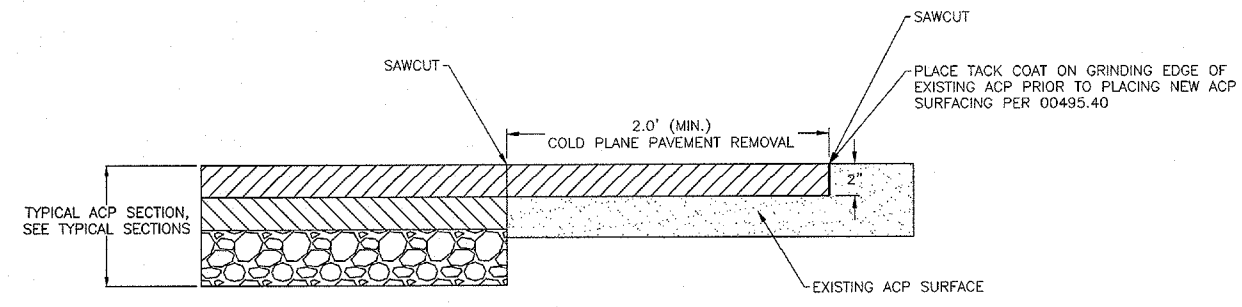
SHEET:
C3.0



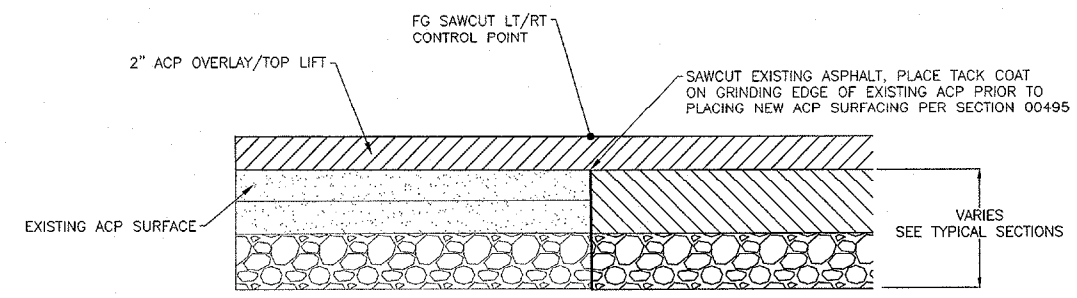
ACP OVERLAY TRANSITION
NTS



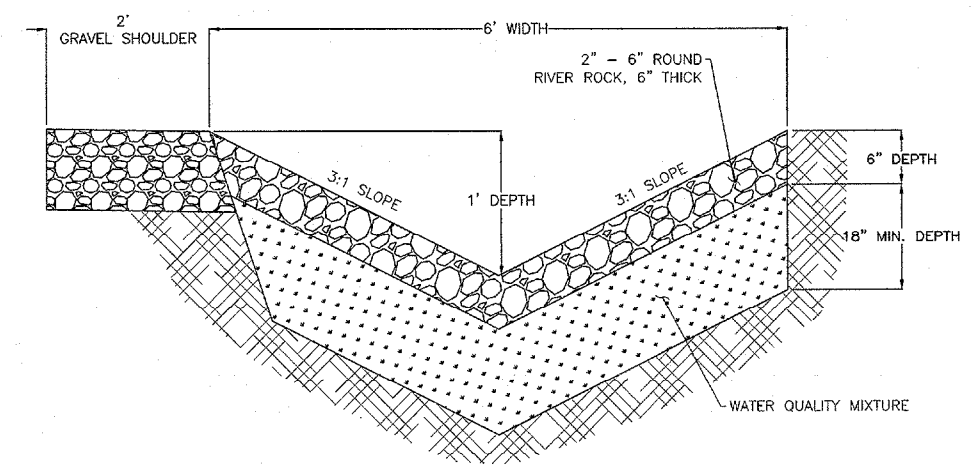
FILTER STRIP DETAIL
NTS



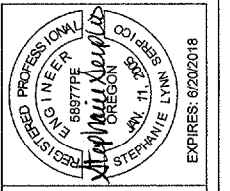
ACP "BUTT" JOINT
NTS



ACP OVERLAY TO FULL DEPTH ACP TRANSITION
NTS



SWALE DETAIL
NTS

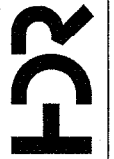


**BURGESS RD/DAY RD INTERSECTION
IMPROVEMENT PROJECT**
ROADWAY DETAILS
DESCHUTES COUNTY, OREGON

REVISIONS:

1.	
2.	
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DESCHUTES COUNTY
ROAD DEPARTMENT



DESIGNED BY: KS
DRAWN BY: KS
SCALE: AS SHOWN
FILE: BURGESS-DAY-ROADWAY-DETAILS
DATE: 4/20/18

rd100.dgn 12-JAN-2015

RD100

MULTIPLE SUPPORT
(Supports 5 standard (Sizes 1 & 1/2) mailboxes or 4 large (Size 2) mailboxes)

POST MOUNTING SOCKET

SINGLE SUPPORT

**TABLE A
V-LOC POST ANCHOR USE CHART**

MAILBOX LOCATION	SINGLE SUPPORT (ft)	MULTIPLE SUPPORT (ft)
Through new or existing A.C.	2'-0"	2'-0"
Through well consolidated material	2'-0"	2'-6"
Through new rock surfacing & subgrade	2'-6"	2'-0" conc. collar
Through new rock surfacing & subgrade, subject to saturated soil or freeze/thaw conditions.	2'-6" 2'-0"/**	2'-6"/ conc. collar

* Use 2'-6" with size 2 mailbox.
** Use if conditions are severe.

DETAIL A

NOTE: Single support requires one longer leg for each angle connection with two bolt attachment to support frame.

DETAIL B

GENERAL NOTES FOR ALL DETAILS:

- Angle connections to be parallel to traffic flow for Size 2 mailbox mounted on single post.
- All holes in the tube support frame are to be predrilled by the manufacturer.
- Size 2 mailbox mounted on a multiple support requires 2 each 3/8" dia. x 3/8" galv. bolts with lock washers and nuts to attach the adaptor plate to the mounting bracket. The unit will then require 4 angle connections to attach to the formed tube support frame. See Detail A.
- Provide concrete collar when any of the following conditions exist:
 - when required in Table A
 - when required by project plans
 - as directed by the Engineer
 Concrete collar, when required, to be poured in place after V-Loc post anchor has been installed, level and plumb. Do not excavate below bottom of V-Loc post anchor. Care shall be taken that no concrete is placed within anchor.
- Other proprietary products available as listed in ODOT's QPL.
- For mailbox installation locations, see Std. Drg. RD101 and project plans.
- For Newspaper Box Mounting Detail, see Std. Drg. RD101.
- Mounting height (H) shall be 42" nominal, measured from vehicle driving surface.

CALC. BOOK NO. N/A

BASELINE REPORT DATE 12-JAN-2015

NOTE: All material and workmanship shall be in accordance with the current Oregon Standard Specifications

OREGON STANDARD DRAWINGS

MAILBOX SUPPORT

2015

DATE	REVISION DESCRIPTION
01-2015	REVISED DETAILS & NOTES

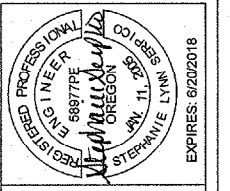
The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user and should not be used without consulting a Registered Professional Engineer.

Effective Date: June 1, 2017 - November 30, 2017 RD100

VERIFY SCALES

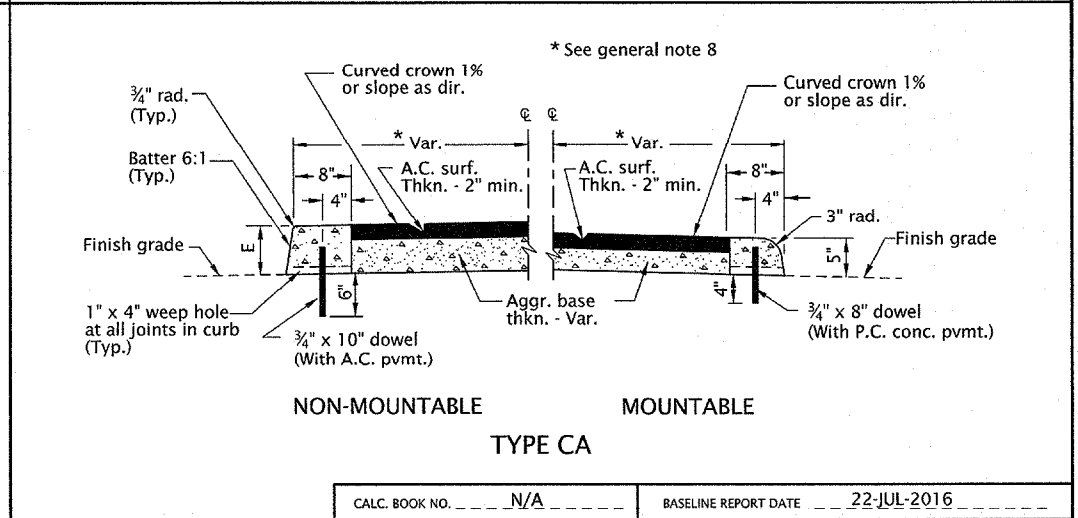
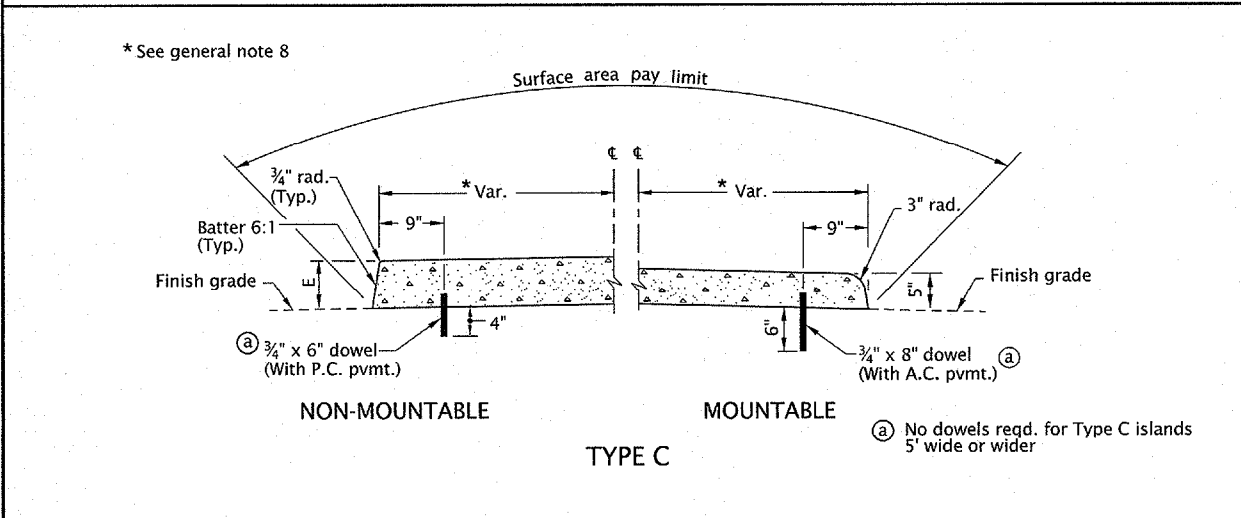
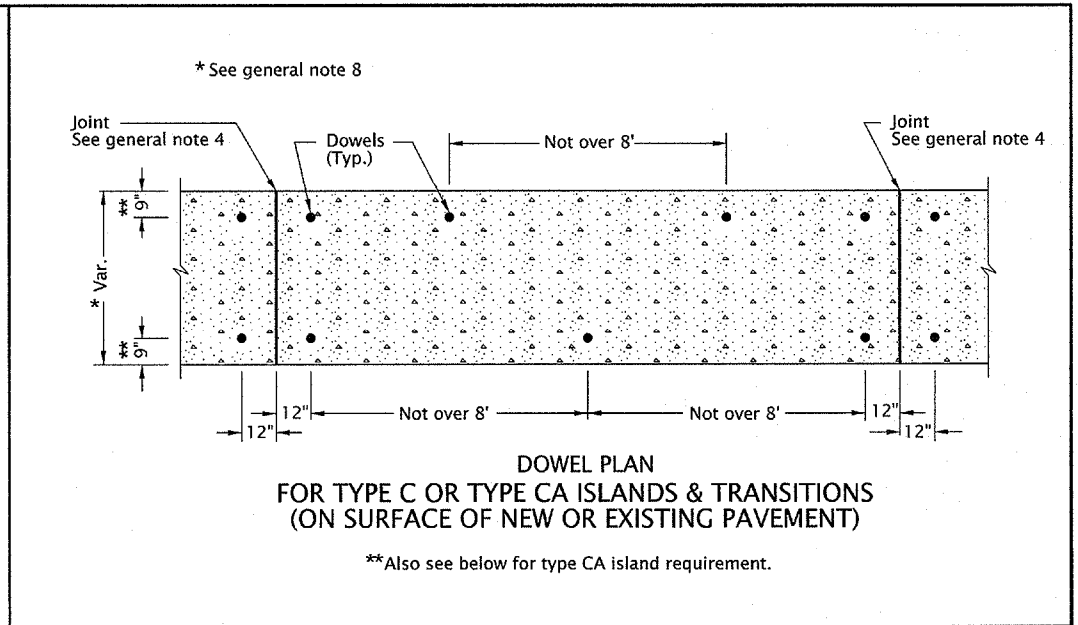
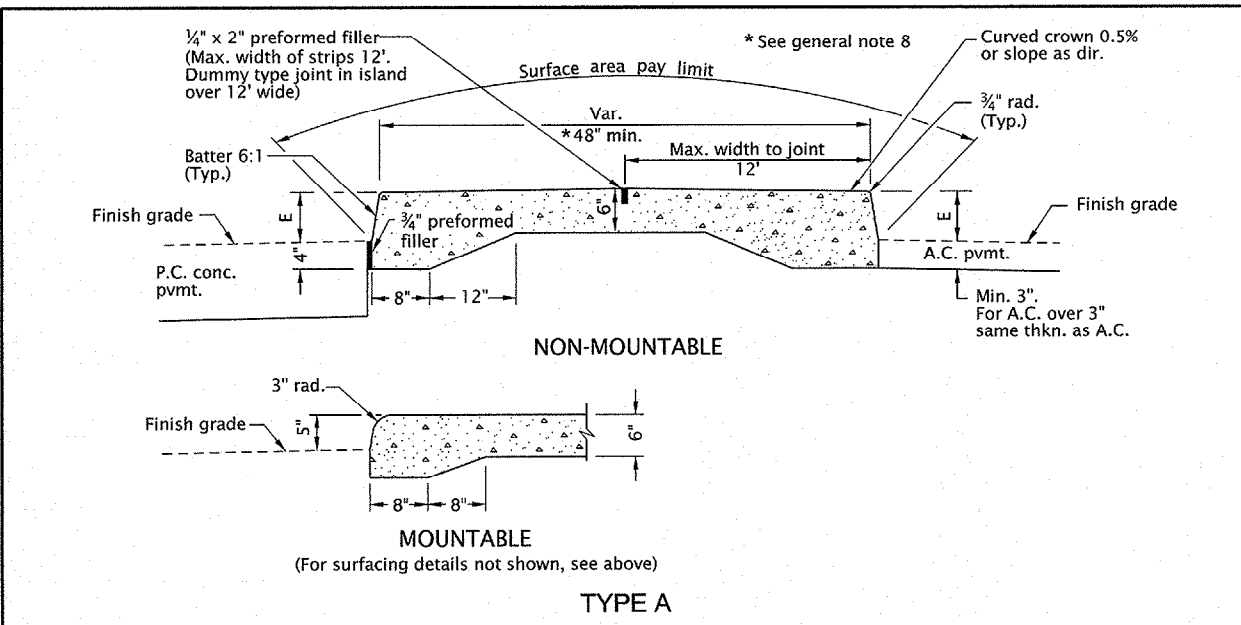
0 1" BAR EQUALS ONE INCH ON ORIGINAL DRAWING

SHEET: **C3.1**



**BURGESS RD/DAY RD INTERSECTION
IMPROVEMENT PROJECT**
ROADWAY DETAILS
DESCHUTES COUNTY, OREGON

rd705.dgn 22-JUL-2016



- GENERAL NOTES FOR ALL DETAILS:**
- Curb exposure "E" = 7" normal. Vary as shown on plans or as directed.
 - Standard batter is shown. Vary as shown on typical section or as directed.
 - Transverse joints in conc. islands to match joints in conc. pvmt. and to be of same type (Omit dowels in expansion joints).
 - Set joint spacing 200' max. for expansion and 15' max. for contraction.
 - Place preformed filler along one side of conc. islands in conc. pvmt. and around all curved ends.
 - Dowels shall be 3/4" dia. with length as shown. In new conc. pvmt. set dowels before conc. hardens. In extg. conc. pvmt. drill holes 1 1/2" dia. and grout dowels in. In A.C. pvmt. drive dowels.
 - For transitions to traffic separators, see Std. Drg. RD706.
 - Minimum island width is 48". For accessible route islands, see Std. Drg. RD710.

CALC. BOOK NO. N/A	BASELINE REPORT DATE 22-JUL-2016
NOTE: All material and workmanship shall be in accordance with the current Oregon Standard Specifications	
OREGON STANDARD DRAWINGS	
ISLANDS	
2015	
DATE 07-2016	REVISION DESCRIPTION

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

Effective Date: June 1, 2017 - November 30, 2017 RD705

REVISIONS:

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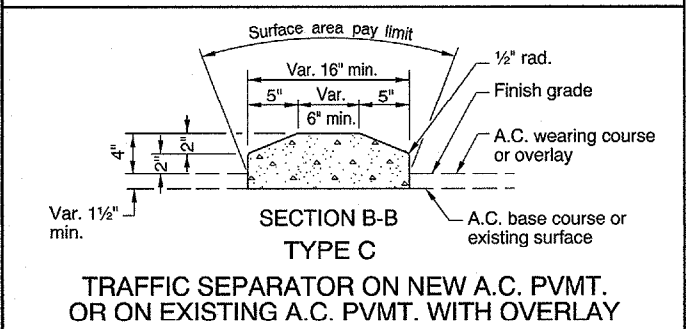
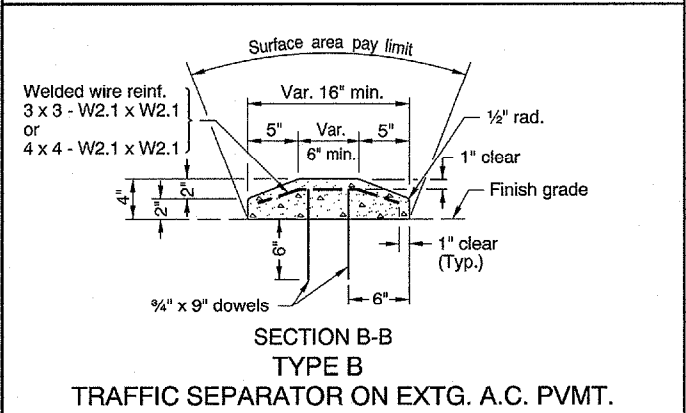
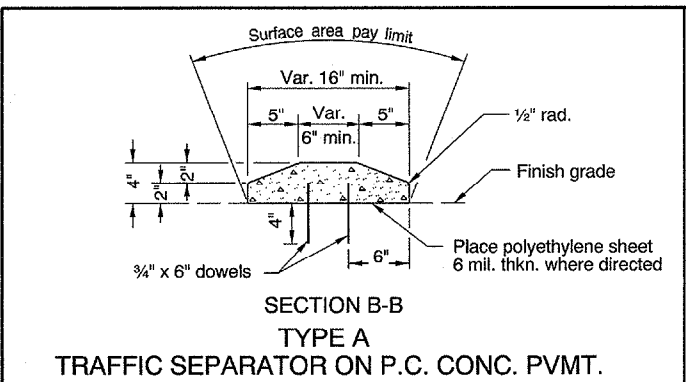
DESCHUTES COUNTY ROAD DEPARTMENT

DESIGNED BY: KS
DRAWN BY: KS
SCALE: AS SHOWN
FILE: BURGESS-DAY-INTERSECTION-DRAWING
DATE: 4/20/18

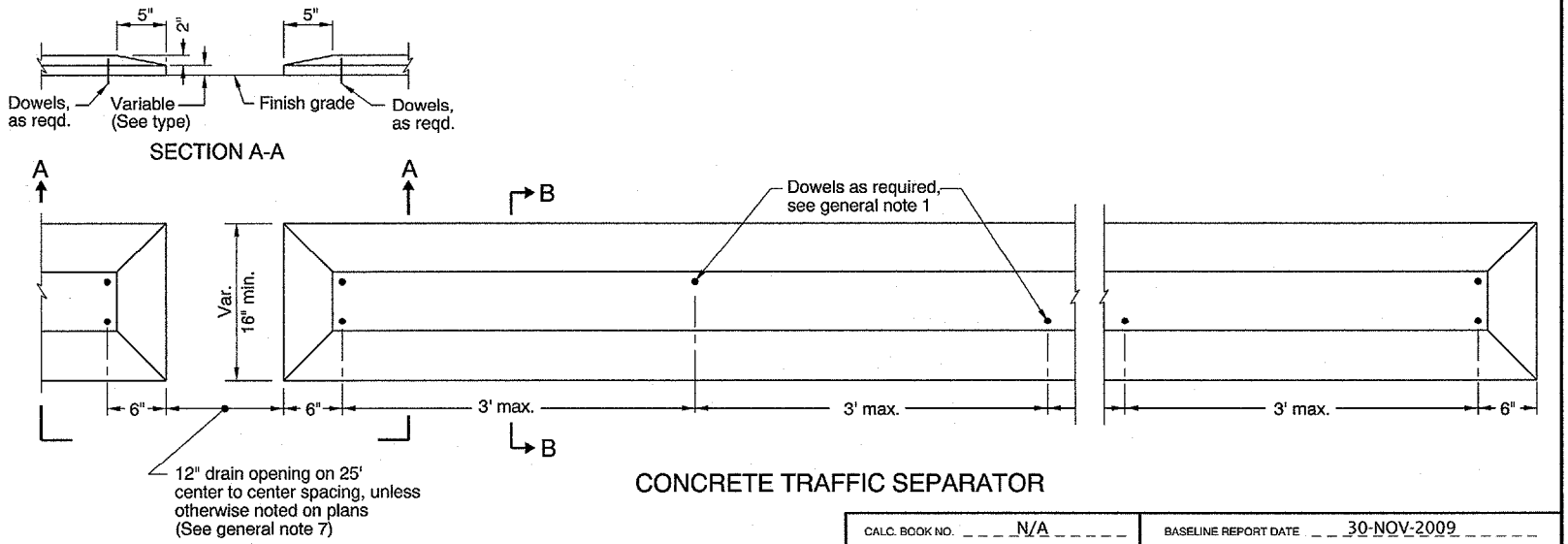
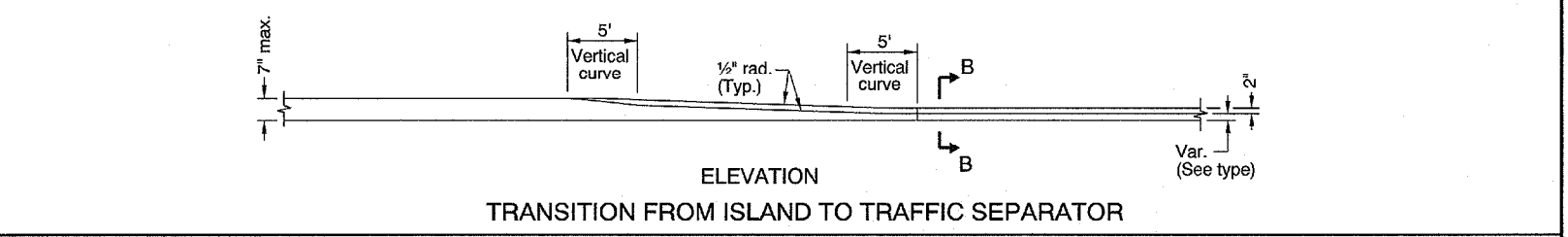
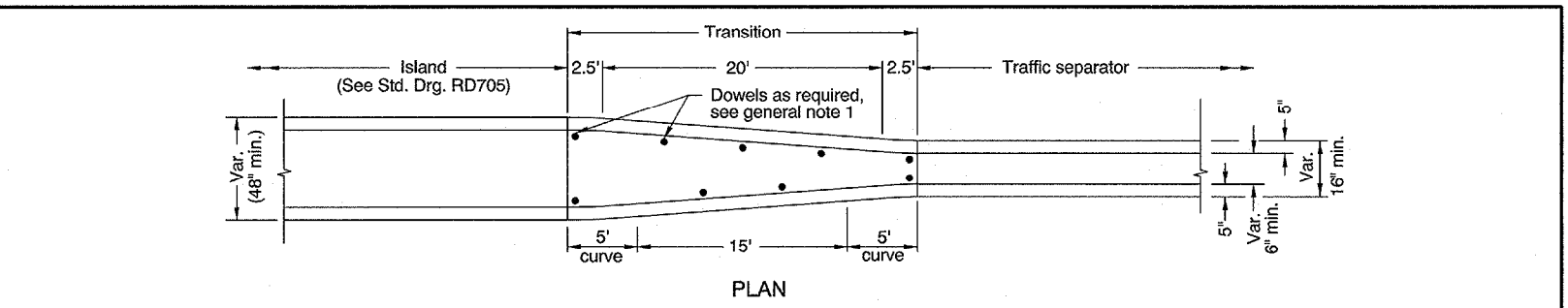
VERIFY SCALES
0 1"
BAR EQUALS ONE INCH ON ORIGINAL DRAWING

SHEET:
C3.2

rd706.dgn 14-JUL-2014



- GENERAL NOTES FOR ALL DETAILS:**
- In transitions conform to dowel plan per Std. Drg. RD705.
 - Standard slope face is shown. Vary as shown on typical section or as directed.
 - Transverse joints in conc. traffic separators and transitions to match joints in conc. pvmt. and to be of same type (Omit dowels in expansion joints).
 - Set joint spacing 200' max. for expansion and 15' max. for contraction.
 - Place preformed filler along one side of conc. transitions in conc. pvmt. and around all curved ends.

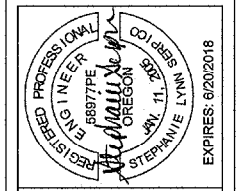


- Dowels shall be 3/4" dia. with length as shown. In new conc. pvmt. set dowels before conc. hardens. In extg. conc. pvmt. drill holes 1 1/2" dia. and grout dowels in. In A.C. pvmt. drive dowels.
- Site conditions normally require a project specific drain opening spacing design, which considers roadway conditions (sheet flow limits, cross slope, superelevation, profile, pavement type, lane and shoulder widths, etc.).

CALC. BOOK NO. N/A	BASLINE REPORT DATE 30-NOV-2009
NOTE: All material and workmanship shall be in accordance with the current Oregon Standard Specifications	
OREGON STANDARD DRAWINGS	
TRAFFIC SEPARATORS AND TRANSITIONS	
2015	
DATE	REVISION DESCRIPTION

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

Effective Date: June 1, 2017 - November 30, 2017 RD706

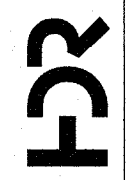


**BURGESS RD/DAY RD INTERSECTION
IMPROVEMENT PROJECT**
ROADWAY DETAILS
DESCHUTES COUNTY, OREGON

REVISIONS:

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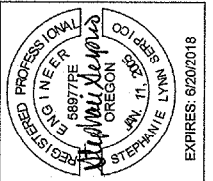
DESCHUTES COUNTY ROAD DEPARTMENT



DESIGNED BY: KS
DRAWN BY: KS
SCALE: AS SHOWN
FILE: BURGESS-DAY-IMPROV-REVISIONS
DATE: 4/20/18

VERIFY SCALES
0 1" BAR EQUALS ONE INCH ON ORIGINAL DRAWING

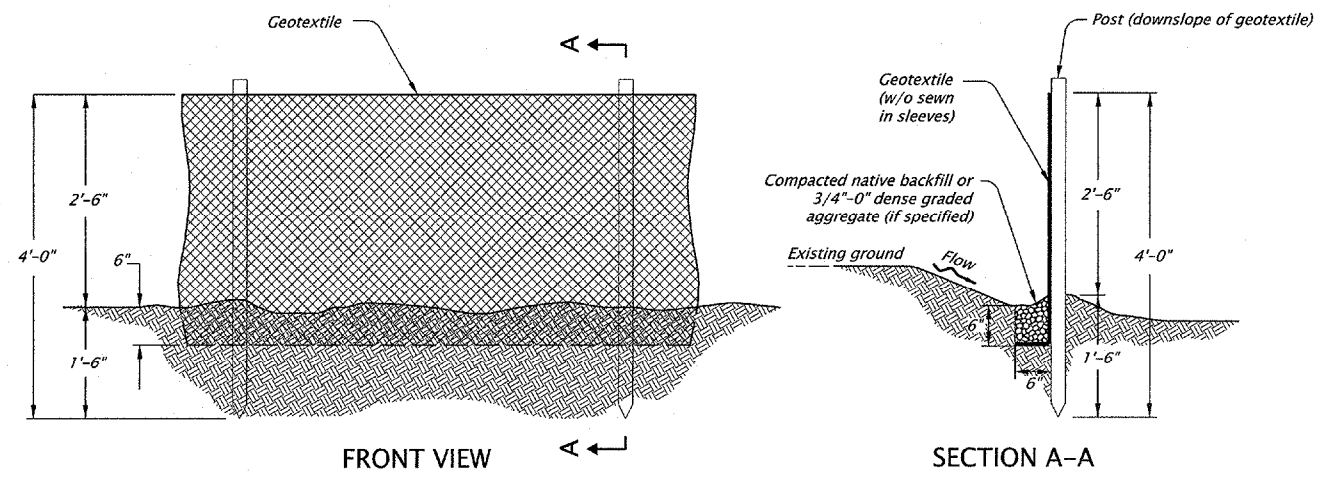
SHEET: **C3.3**



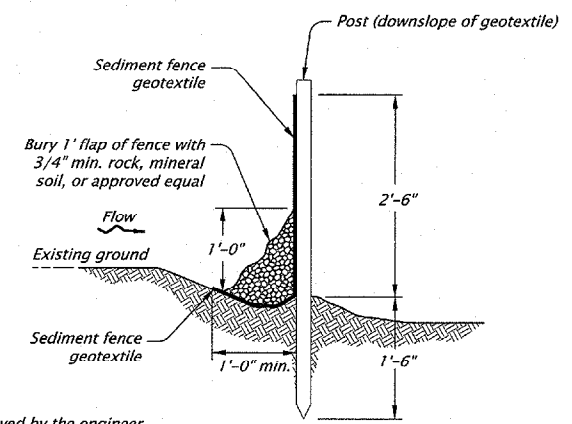
**BURGESS RD/DAY RD INTERSECTION
IMPROVEMENT PROJECT**
ROADWAY DETAILS
DESCHUTES COUNTY, OREGON

rd1040.dgn 11-08-2017

RD1040

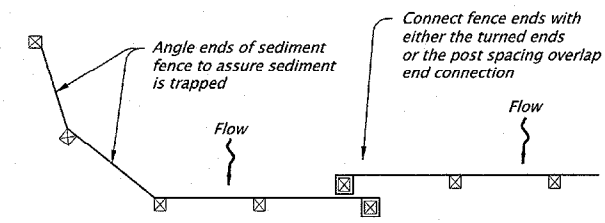


SEDIMENT FENCE AND GEOTEXTILE BURY DETAIL - TYPE 1

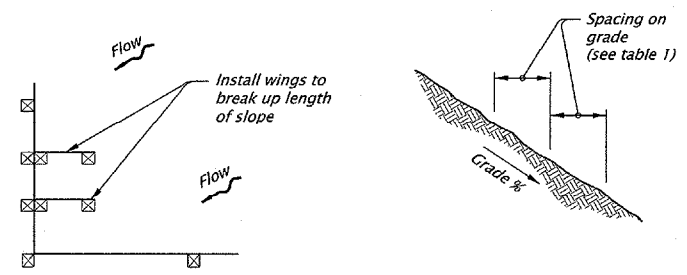


- NOTES:**
1. Use must be approved by the engineer.
 2. Not approved for use with sediment fencing with sewn-in post sleeves.

ALTERNATE SEDIMENT FENCE W/O TRENCHING - TYPE 2



PLAN VIEW



TERMINATION AT CORNER OR PROPERTY LINE

- NOTES:**
1. Use 2" X 2" wood fence posts.
 2. Posts to be installed on downhill side of sediment fence geotextile. Position posts to prevent separation from geotextile.
 3. Compact filter fabric trench backfill and soil on uphill side of fence.
 4. Locate fence no closer than three feet to the toe of a slope.
 5. Wing spacing shall comply with table 1.

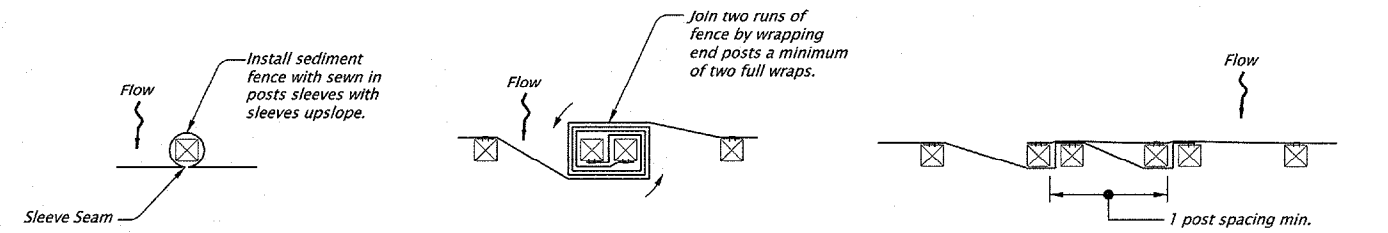
**TABLE 1
FENCE SPACING
FOR GENERAL APPLICATION**

INSTALL PARALLEL ALONG CONTOURS AS FOLLOWS

GRADE	MAXIMUM SPACING ON GRADE
Grade < 10%	300'
10% ≤ Grade < 15%	150'
15% ≤ Grade < 20%	100'
20% ≤ Grade < 30%	50'
30% ≤ Grade	25'

**TABLE 2
POST SPACING**

6'	Sediment Fence with Geotextile elongation less than 50%
4'	Sediment Fence with Geotextile elongation 50% or more



GEOTEXTILE WITH POST SLEEVES TURNED ENDS CONNECTION POST SPACING OVERLAP CONNECTION
GEOTEXTILE END CONNECTIONS

<p>CALC. BOOK NO. 6403, 6404, 6405</p> <p><i>The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user and should not be used without consulting a Registered Professional Engineer.</i></p>	<p>BASELINE REPORT DATE: November 2017</p> <p>NOTE: All material and workmanship shall be in accordance with the current Oregon Standard Specifications</p> <p>OREGON STANDARD DRAWINGS</p> <p>SEDIMENT FENCE</p> <p>2018</p> <table border="1"> <thead> <tr> <th>DATE</th> <th>REVISION DESCRIPTION</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> </tbody> </table>	DATE	REVISION DESCRIPTION						
DATE	REVISION DESCRIPTION								

Effective Date: June 1, 2018 - November 30, 2018 **RD1040**

REVISIONS:

NO.	DESCRIPTION
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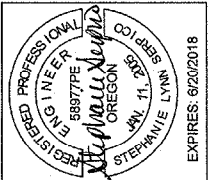
DESCHUTES COUNTY
ROAD DEPARTMENT



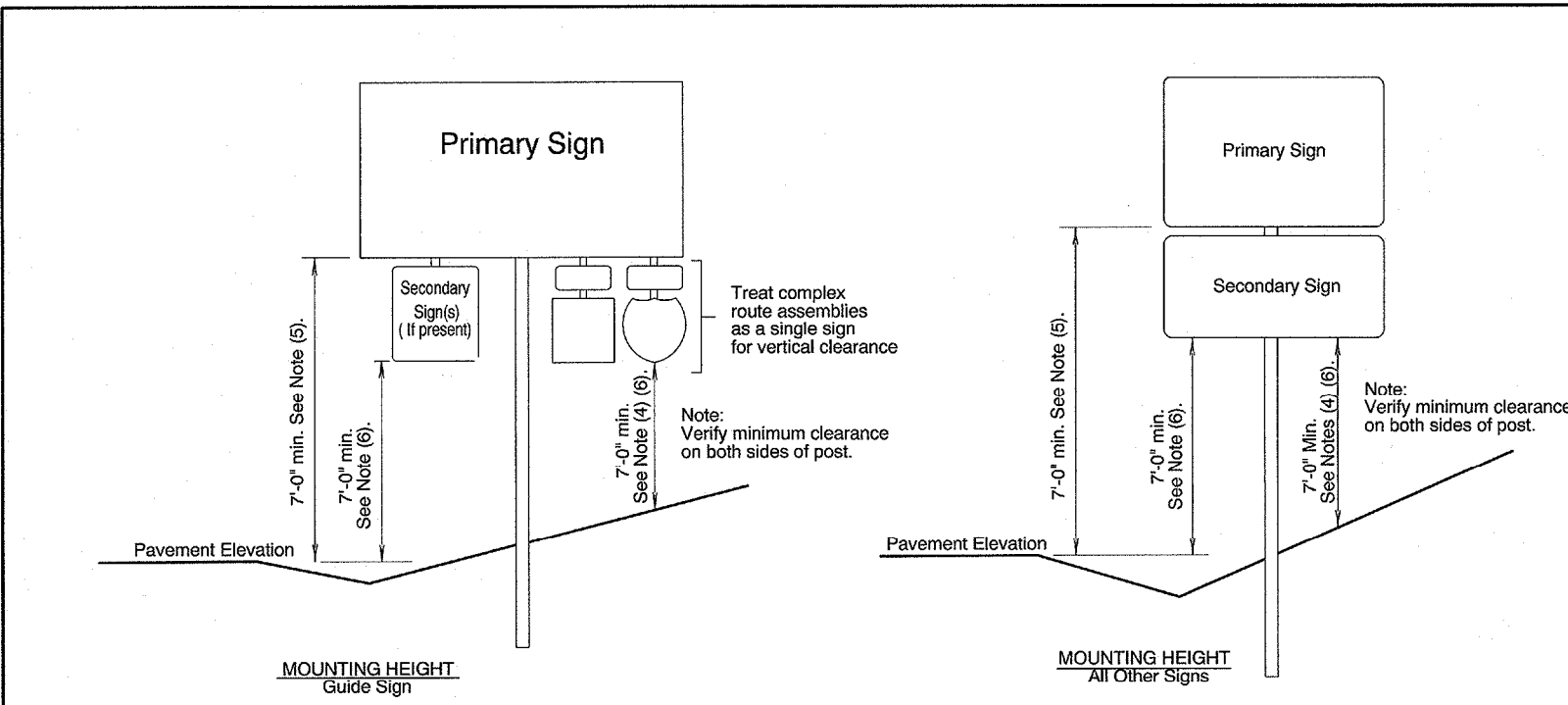
DESIGNED BY: KS
DRAWN BY: KS
SCALE: AS SHOWN
FILE: BURGESS-ROADWAY-DETAILS.DWG
DATE: 4/20/18

VERIFY SCALES
0 1"
BAR EQUALS ONE INCH ON ORIGINAL DRAWING

SHEET:
C3.4



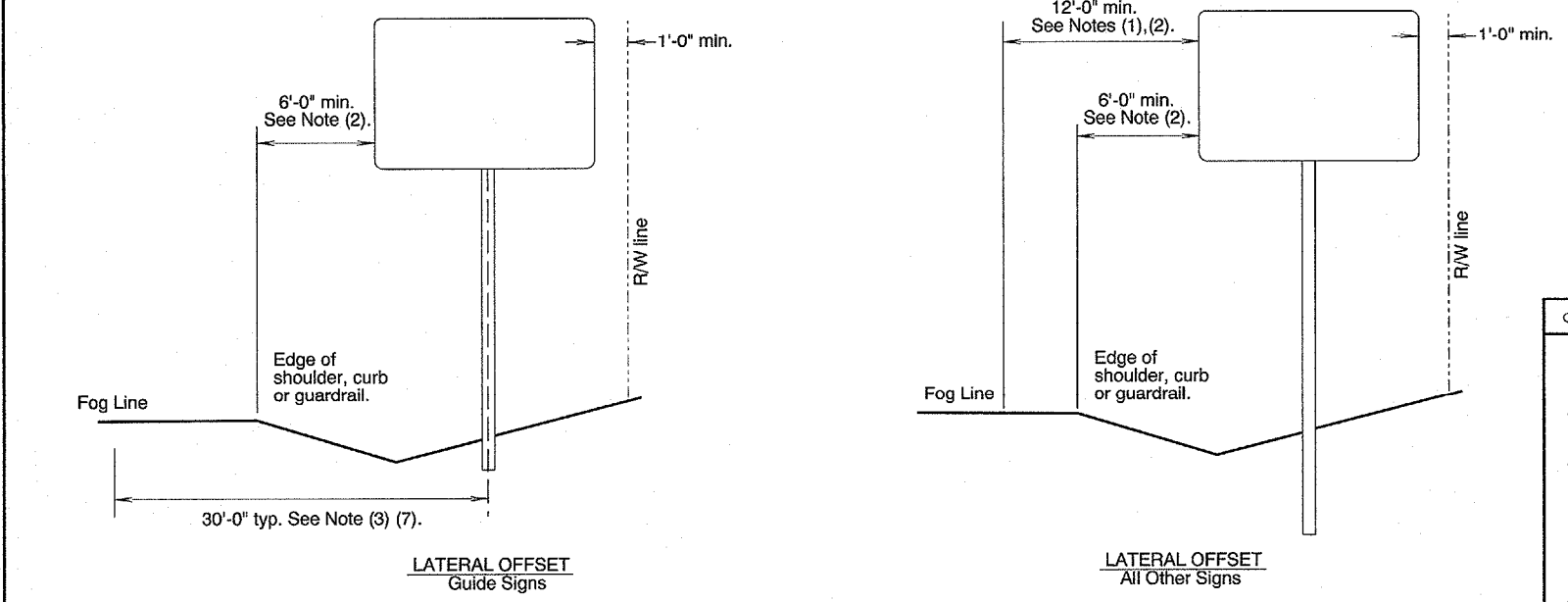
TM200.dgn 1-3-2017



General Installation Notes:

- a. Signing details shown on this sheet are intended to convey "typical" conditions only. Individual locations may require installation different from those shown. For guidance regarding unique installations or exceptions call the Project Sign Designer or Region Traffic Section.
- b. Locate breakaway supports away from ditches to avoid problems with erosion, corrosion, debris, maintenance and breakaway performance. See Dwg. No. TM635 for more information.
- c. For wood post support details see Dwg. No. TM670.
- d. For perforated steelsquare tube support details see Dwg. No. TM681.
- e. For triangular base breakaway support details see Dwg. No. TM602.
- f. For multi-post breakaway support details see Dwg. No. TM600.
- g. Mounting heights should not be more than 3 inches more than the minimum heights shown, where practical.
- h. 2" vertical spacing between all signs.

TM200



Notes:

- 1). 6' minimum if behind barrier.
- 2). 2' minimum if restricted R/W.
- 3). 20' for ramp terminals.
- 4). 8' minimum if bicycle path underneath.
- 5). 8' minimum if secondary signs attached.
- 6). 5' minimum if outside clearzone, in rural areas and no pedestrians underneath.
- 7). For multi-post installations measure distance from post closest to roadway.

CALC. BOOK NO. N/A	BASELINE REPORT DATE 01/08/2018
NOTE: All material and workmanship shall be in accordance with the current Oregon Standard Specifications	
OREGON STANDARD DRAWINGS	
SIGN INSTALLATION DETAILS	
2018	
DATE	REVISION DESCRIPTION
1/08/18	Adjusted slope line on Mounting Height detail for clarity

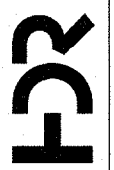
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**BURGESS RD/DAY RD INTERSECTION
IMPROVEMENT PROJECT**
ROADWAY DETAILS
DESCHUTES COUNTY, OREGON

REVISIONS:

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DESCHUTES COUNTY
ROAD DEPARTMENT



DESIGNED BY: KKS
DRAWN BY: KKS
SCALE: AS SHOWN
FILE: BURGESS-AN-ROADWAY DETAILS.dwg
DATE: 4/20/18

VERIFY SCALES
0 1"
BAR EQUALS ONE INCH
ON ORIGINAL DRAWING

SHEET:
C3.5

tm500.dgn 01-09-2018

TMS500

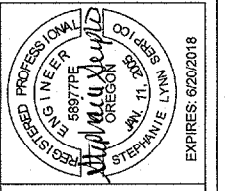
<p>4" WHITE LINE</p>	<p>8" WHITE LINE</p>	<p>4" YELLOW LINE</p>	<p>CHEVRON BARS 1' WHITE BARS AT 20' SPACING</p>	<p>TRANSVERSE MEDIAN BARS 1' YELLOW BARS AT 20' SPACING</p>																																				
<p>4" WHITE BROKEN LINE</p>	<p>4" YELLOW BROKEN LINE</p>	<p>4" WHITE DOTTED LINE For lane extensions</p>	<p>8" WHITE DOTTED LINE For lane extensions and bike lane extensions</p>	<p>4" YELLOW DOTTED LINE For lane extensions</p>																																				
<p>4" WHITE DOTTED LANE LINE For lane lines in acceleration/deceleration lanes</p>	<p>8" WHITE DOTTED LANE LINE For lane lines in drop lanes</p>	<p>NO-PASS RIGHT 4" YELLOW LINES</p>	<p>NO-PASS LEFT 4" YELLOW LINES</p>	<p>TWO-WAY LEFT TURN 4" YELLOW LINES</p>																																				
<p>TRANSVERSE MEDIAN BARS 1' YELLOW BARS AT 40' SPACING For use at painted medians where distance between left turn refuges exceeds 200'</p>	<p>DOUBLE NO-PASS TWO 4" YELLOW LINES</p>	<p>NARROW DOUBLE NO-PASS TWO 4" YELLOW LINES</p>	<p>NARROW DOUBLE NO-LANE CHANGE TWO 4" WHITE LINES</p>	<p>TRANSVERSE SHOULDER BARS 1' WHITE BARS AT 20' SPACING</p>																																				
<p>DISABLED PARKING DETAIL (white)</p>	<p>YIELD LINE (white)</p>	<p>BICYCLE YIELD LINE (white)</p>	<table border="1"> <tr> <td colspan="2">CALC. BOOK NO. <u> N/A </u></td> <td colspan="2">BASELINE REPORT DATE <u> 07/01/2015 </u></td> </tr> <tr> <td colspan="4">NOTE: All material and workmanship shall be in accordance with the current Oregon Standard Specifications.</td> </tr> <tr> <td colspan="4" style="text-align: center;">OREGON STANDARD DRAWINGS</td> </tr> <tr> <td colspan="4" style="text-align: center;">PAVEMENT MARKING STANDARD DETAIL BLOCKS</td> </tr> <tr> <td colspan="4" style="text-align: center;">2018</td> </tr> <tr> <td>DATE</td> <td colspan="3">REVISION DESCRIPTION</td> </tr> <tr> <td> </td> <td colspan="3"> </td> </tr> <tr> <td> </td> <td colspan="3"> </td> </tr> <tr> <td> </td> <td colspan="3"> </td> </tr> </table>		CALC. BOOK NO. <u> N/A </u>		BASELINE REPORT DATE <u> 07/01/2015 </u>		NOTE: All material and workmanship shall be in accordance with the current Oregon Standard Specifications.				OREGON STANDARD DRAWINGS				PAVEMENT MARKING STANDARD DETAIL BLOCKS				2018				DATE	REVISION DESCRIPTION														
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DATE	REVISION DESCRIPTION																																							

← Direction Of Traffic, Increasing Stationing Or Thru Traffic Side

⊥ Lane line dimensions are shown on the striping plans

Effective Date: June 01, 2018 - November 30, 2018

TM500

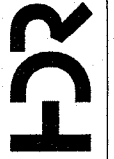


BURGESS RD/DAY RD INTERSECTION IMPROVEMENT PROJECT
ROADWAY DETAILS
DESCHUTES COUNTY, OREGON

REVISIONS:

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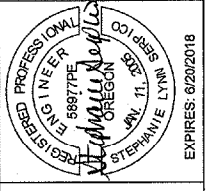
DESCHUTES COUNTY ROAD DEPARTMENT



DESIGNED BY: KS
DRAWN BY: KS
SCALE: AS SHOWN
FILE: BURGESS-DAY-ROADWAY-DETAILS.DWG
DATE: 4/20/18

VERIFY SCALES
0 1"
BAR EQUALS ONE INCH ON ORIGINAL DRAWING

SHEET:
C3.6



tm501.dgn 01-09-2018

<p>RAILROAD CROSSING (white) Install per ODOT Rail Crossing Order or as shown. For letter proportion details, see current version of Standard Highway Signs</p>	<p>NARROW RAILROAD CROSSING (white) Install per ODOT Rail Crossing Order or as shown. For letter proportion details, see current version of Standard Highway Signs</p>	<p>BICYCLE RAILROAD CROSSING (white) Install per ODOT Rail Crossing Order or as shown. For letter proportion details, see current version of Standard Highway Signs</p>	<p>HIGH-OCCUPANCY VEHICLE DIAMOND DETAIL (white)</p>	<p>CATTLE GUARD (white) For barrier and fence details, see Std. Dwg. RD110</p>											
<p>STRAIGHT ARROW (white) For arrow proportion details, see current version of Standard Highway Signs</p>	<p>LEFT TURN ARROW (white) For arrow proportion details, see current version of Standard Highway Signs</p>	<p>RIGHT TURN ARROW (white) For arrow proportion details, see current version of Standard Highway Signs</p>	<p>LEFT TURN STRAIGHT ARROW (white) For arrow proportion details, see current version of Standard Highway Signs</p>	<p>RIGHT TURN STRAIGHT ARROW (white) For arrow proportion details, see current version of Standard Highway Signs</p>											
<p>RIGHT TURN LEFT TURN ARROW (white) For arrow proportion details, see current version of Standard Highway Signs</p>	<p>RIGHT TURN STRAIGHT LEFT TURN ARROW (white) For arrow proportion details, see current version of Standard Highway Signs</p>	<p>ELONGATED STRAIGHT ARROW (white) For arrow proportion details, see current version of Standard Highway Signs</p>	<p>ELONGATED LEFT TURN ARROW (white) For arrow proportion details, see current version of Standard Highway Signs</p>	<p>ELONGATED RIGHT TURN ARROW (white) For arrow proportion details, see current version of Standard Highway Signs</p>											
<p>ELONGATED LEFT TURN STRAIGHT ARROW (white) For arrow proportion details, see current version of Standard Highway Signs</p>	<p>ELONGATED RIGHT TURN STRAIGHT ARROW (white) For arrow proportion details, see current version of Standard Highway Signs</p>	<p>ELONGATED RIGHT TURN LEFT TURN ARROW (white) For arrow proportion details, see current version of Standard Highway Signs</p>	<p>ELONGATED RIGHT TURN STRAIGHT LEFT TURN ARROW (white) For arrow proportion details, see current version of Standard Highway Signs</p>												
<p>LANE REDUCTION ARROW (white) For arrow proportion details, see current version of Standard Highway Signs</p>	<p>WRONG-WAY ARROW (white)</p>	<p>General Note:</p> <ol style="list-style-type: none"> Center pavement markings within the lane width. Arrow and letter dimensions nominal, excluding WWA. 			<p>CALC. BOOK NO. <u> N/A </u></p> <p>BASELINE REPORT DATE <u> 07/01/2015 </u></p> <p>NOTE: All material and workmanship shall be in accordance with the current Oregon Standard Specifications.</p> <p>OREGON STANDARD DRAWINGS</p> <p>PAVEMENT MARKING STANDARD DETAIL BLOCKS</p> <p>2018</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>DATE</th> <th>REVISION DESCRIPTION</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> </tbody> </table>	DATE	REVISION DESCRIPTION								
DATE	REVISION DESCRIPTION														

TM501

Effective Date: June 01, 2018 - November 30, 2018

TM501

BURGESS RD/DAY RD INTERSECTION IMPROVEMENT PROJECT
ROADWAY DETAILS
DESCHUTES COUNTY, OREGON

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DESCHUTES COUNTY ROAD DEPARTMENT

DESIGNED BY: KS
DRAWN BY: KS
SCALE: AS SHOWN
FILE: BURGESS-DAY-INTERSECTION-DETAILS.DWG

DATE: 4/20/18

VERIFY SCALES
0 1"
BAR EQUALS ONE INCH ON ORIGINAL DRAWING

SHEET:
C3.7

tm503.dgn 01-09-2018

TM503

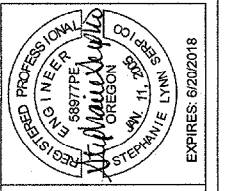
<p>STANDARD CROSSWALK TWO 1' WHITE BARS Install per Standard Drawing TM530</p>	<p>STAGGERED CONTINENTAL CROSSWALK 2' WHITE BARS Install per Standard Drawing TM530</p>	<p>STOP BAR 1' WHITE BAR Install per Standard Drawing TM530</p>	<p>STOP BAR - LARGE 2' WHITE BAR Install per Standard Drawing TM530</p>	<p>RAMP METER STOP BAR 1' & 8" WHITE BARS For multi-lane ramp meter applications</p>
<p>BIKE RIGHT TURN STENCIL (white) Center marking within lane width For proportion details, see current version of Standard Highway Signs</p>	<p>BIKE LANE STANDARD STENCIL (white) Center marking within lane width For proportion details, see current version of Standard Highway Signs</p>	<p>BIKE LEFT TURN STENCIL (white) Center marking within lane width For proportion details, see current version of Standard Highway Signs</p>	<p>SHARED LANE MARKING (white) Center marking within lane width or as shown For proportion details, see current version of Standard Highway Signs</p>	<p>BUS (white) Center marking within lane width For letter proportion details, see current version of Standard Highway Signs</p>
<p>SCHOOL (white) Center marking within lane width For letter proportion details, see current version of Standard Highway Signs</p>	<p>SCHOOL - LARGE (white) Center marking within width of two lanes For letter proportion details, see current version of Standard Highway Signs</p>	<p>CROSSING - LARGE (white) Center marking within width of two lanes For letter proportion details, see current version of Standard Highway Signs</p>	<p>X-ING (white) Center marking within lane width For letter proportion details, see current version of Standard Highway Signs</p>	<p>ONLY (white) Center marking within lane width For letter proportion details, see current version of Standard Highway Signs</p>
<p>ON-STREET PARKING DETAIL (white)</p>				

General Note:
1. Arrow, letter, and bike symbol dimensions nominal.

LEGEND
← Direction of Travel

CALC. BOOK NO. ___ N/A ___	BASELINE REPORT DATE ___ 07/01/2015 ___
NOTE: All material and workmanship shall be in accordance with the current Oregon Standard Specifications.	
OREGON STANDARD DRAWINGS	
PAVEMENT MARKING STANDARD DETAIL BLOCKS	
2018	
DATE	REVISION DESCRIPTION

Effective Date: June 01, 2018 - November 30, 2018 TM503



**BURGESS RD/DAY RD INTERSECTION
IMPROVEMENT PROJECT**
ROADWAY DETAILS
DESCHUTES COUNTY, OREGON

REVISIONS:

1.	
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3.	

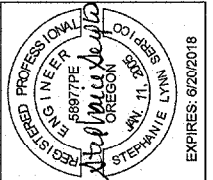
DESCHUTES COUNTY
ROAD DEPARTMENT

DESIGNED BY: KS
DRAWN BY: KS
SCALE: AS SHOWN
FILE: BURGESS-DAY-ROADWAY-BUILDING

DATE: 4/20/18

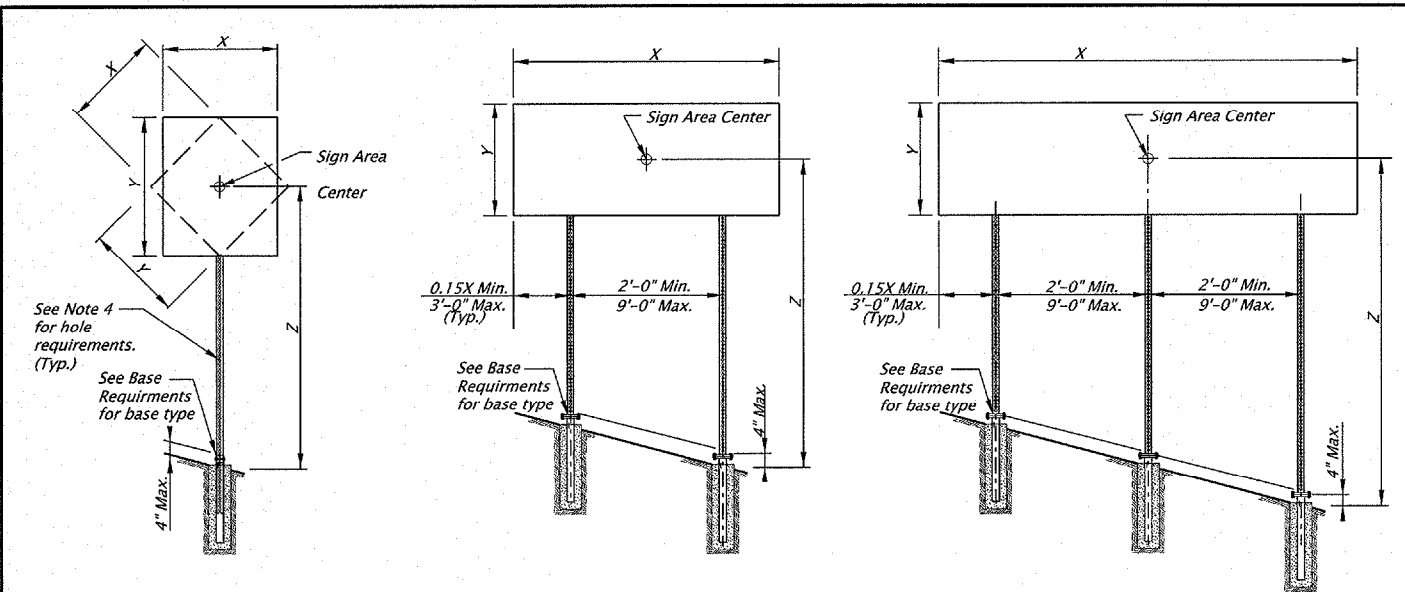
VERIFY SCALES
0 1"
BAR EQUALS ONE INCH
ON ORIGINAL DRAWING

SHEET:
C3.8



**BURGESS RD/DAY RD INTERSECTION
IMPROVEMENT PROJECT**
ROADWAY DETAILS
DESCHUTES COUNTY, OREGON

tm681.dgn 10-JUL-2017



SINGLE POST ELEVATION
No scale

TWO POST ELEVATION
No scale

THREE POST ELEVATION
No scale

Square Tube Size	(X * Y * Z) in ft ³ - Maximum								
	3 Second Gust Wind Speed (TM671)								
	85 MPH			95 MPH			105 or 110 MPH		
	Number of Posts			Number of Posts			Number of Posts		
2"-12 ga.	79	158	237	63	126	189	57	114	171
2 1/2"-12 ga.	136	272	408	109	218	327	98	196	294
2 1/2"-10 ga.	165	330	495	132	264	396	119	238	357
2 1/4" & 2 1/2"-12 ga.	231	462	693	185	370	555	167	334	501

PERMANENT PERFORATED STEEL SQUARE TUBE TABLE

Square Tube Size	(X * Y * Z) in ft ³ - Maximum								
	3 Second Gust Wind Speed (TM671)								
	85 MPH			95 MPH			105 or 110 MPH		
	Number of Posts			Number of Posts			Number of Posts		
2"-12 ga.	125	250	375	100	200	300	90	180	270
2 1/2"-12 ga.	215	430	645	172	344	516	155	310	465
2 1/2"-10 ga.	261	522	783	209	418	627	189	378	567
2 1/4" & 2 1/2"-12 ga.	364	728	1092	292	584	876	263	526	789

TEMPORARY PERFORATED STEEL SQUARE TUBE TABLE

* - See 2 1/4" & 2 1/2" - 12 ga. detail.

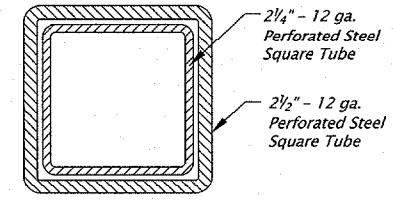
Square Tube Size	Number of Posts		
	1	2	3
2"-12 ga.	Anchor	Anchor	N/A
2 1/2"-12 ga.	Anchor	Slip	Slip
2 1/2"-10 ga.	Slip	Slip	Slip
2 1/4" & 2 1/2"-12 ga.	Slip	Slip	Slip

1. Anchor - See Drawing TM687 for PSST anchor foundation details.
2. Slip - See Drawing TM688 for PSST slip base foundation details.
3. N/A - Do not use this option.

BASE REQUIREMENTS

GENERAL NOTES:

1. Perforated Steel Square Supports are designed in accordance with the AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals 4th Edition, 2001, 2002, 2003, and 2006 interim revisions.
2. The design basic wind speed (3 second gust) shall be according to the wind map shown on TM671.
3. Material grade for base hardware connection shall be according to the manufacturer's recommendation and based on crash testing.
4. Use 7/16" diameter holes at 1" spacing on each of the 4 sides.
5. Steel post shall have a minimum yield stress of 50 ksi.
6. Steel shall be galvanized according to ASTM A653 with coating designation G90.
7. General design parameters are Kz = 0.87, Cd (sign) = 1.20, and G = 1.14.
8. Permanent signing uses an Ir = 0.71 for a recurrence interval of 10 years.
9. Temporary signing uses an Ir = 0.45 for a recurrence interval of 1.5 years.
10. The sign width to sign height or sign height to sign width ratio shall not exceed 5.0.
11. For horizontal and vertical clearances of permanent signs refer to TM200 and of temporary signs refer to TM822.
12. Posts protected by barrier or guardrail do not require slip bases.



2 1/4" - 12 ga. PSST to extend entire length inside of the 2 1/2" - 12 ga. PSST.
2 1/4" & 2 1/2" - 12 GA. DETAIL
No scale

Accompanied by dwgs. TM200, TM671, TM687, TM688, TM689, TM822

CALC. BOOK NO. 5752 BASELINE REPORT DATE 10-JUL-2017

NOTE: All material and workmanship shall be in accordance with the current Oregon Standard Specifications

OREGON STANDARD DRAWINGS

PERFORATED STEEL SQUARE TUBE (PSST) SIGN SUPPORT INSTALLATION

2018

DATE	REVISION DESCRIPTION
07/17	Changed G140 to G90.

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

Effective Date: June 1, 2018 - November 30, 2018

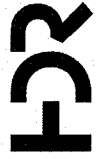
TM681

TM681

REVISIONS:

1.	
2.	
3.	

DESCHUTES COUNTY
ROAD DEPARTMENT



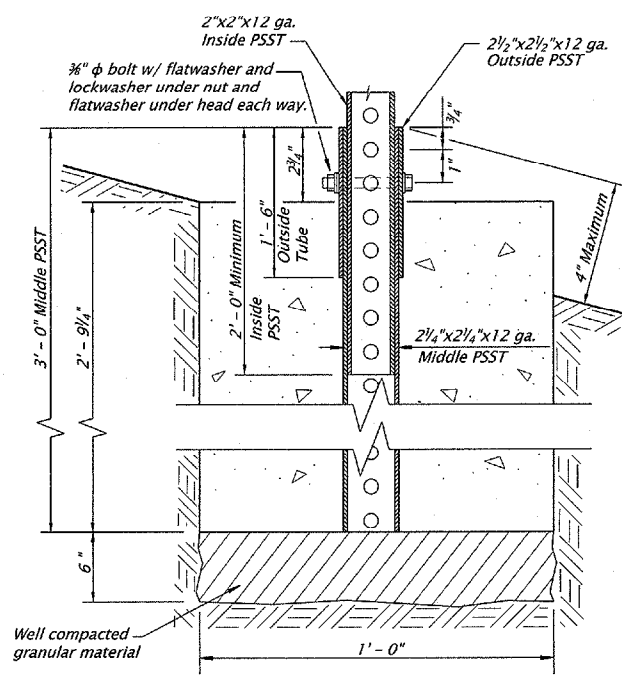
DESIGNED BY: KS
DRAWN BY: KS
SCALE: AS SHOWN
FILE: BURGESS-DAY-ROADWAY-DETAILS.DWG
DATE: 4/20/18

VERIFY SCALES
0 1"
BAR EQUALS ONE INCH ON ORIGINAL DRAWING

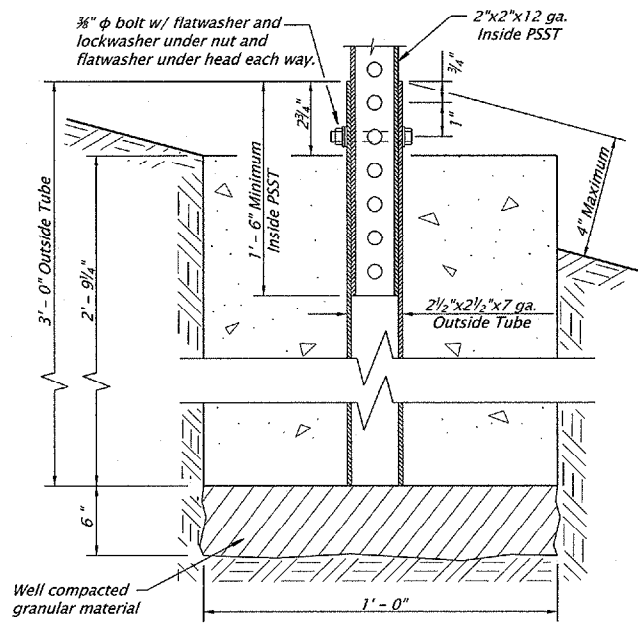
SHEET:
C3.9

tm687.dgn 10-JUL-2017

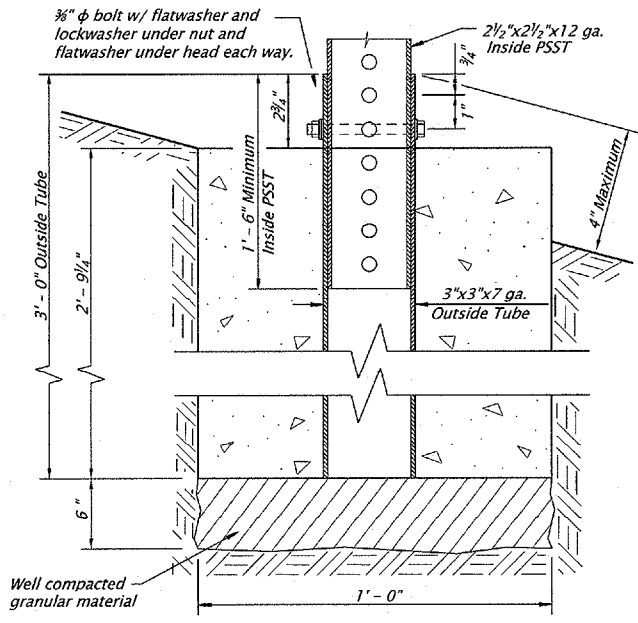
TM687



2" ANCHOR DETAIL
No scale



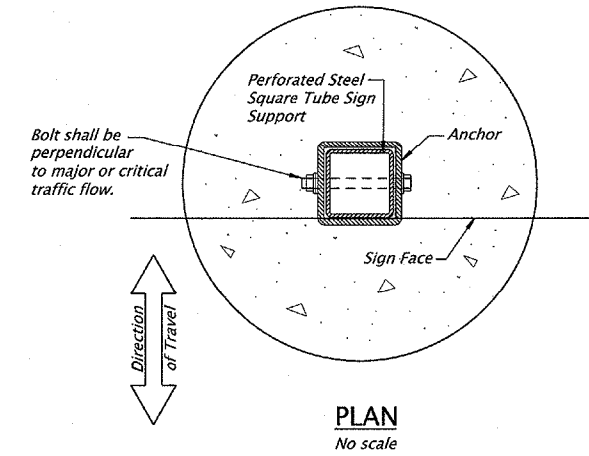
2" OPTIONAL ANCHOR DETAIL
No scale



2 1/2" ANCHOR DETAIL
No scale

General Notes:

1. Material grade for base hardware connection shall be according to the manufacturer's recommendation and based on crash testing.
2. Anchor steel shall be hot dipped galvanized or approved equal.
3. Footing concrete shall be Commercial Grade Concrete (fc = 3000 psi) per Specification 00440. The CGC mixture may be accepted at the site of placement according to 00440.14.
4. The estimated concrete volume is .09 cubic yards.



PLAN
No scale

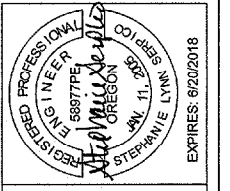
Accompanied by dwgs. TM681, TM688

CALC. BOOK NO. 5752	BASLINE REPORT DATE 06-JAN-2012
NOTE: All material and workmanship shall be in accordance with the current Oregon Standard Specifications	
OREGON STANDARD DRAWINGS	
PERFORATED STEEL SQUARE TUBE (PSST) ANCHOR FOUNDATION	
2018	
DATE	REVISION DESCRIPTION

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

Effective Date: June 1, 2018 – November 30, 2018

TM687



BURGESS RD/DAY RD INTERSECTION IMPROVEMENT PROJECT
ROADWAY DETAILS
DESCHUTES COUNTY, OREGON

REVISIONS:

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DESCHUTES COUNTY ROAD DEPARTMENT

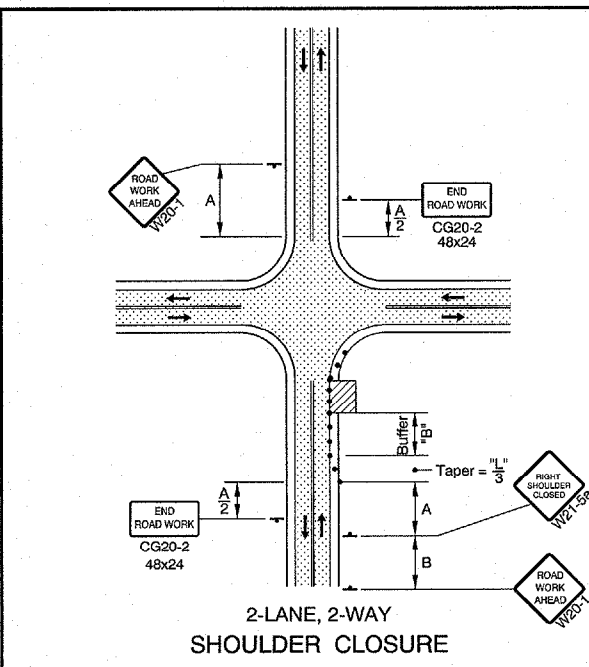


DESIGNED BY: KS
DRAWN BY: KS
SCALE: AS SHOWN
FILE: BURGESS-DAY-ROADWAY-DETAILS
DATE: 4/20/18

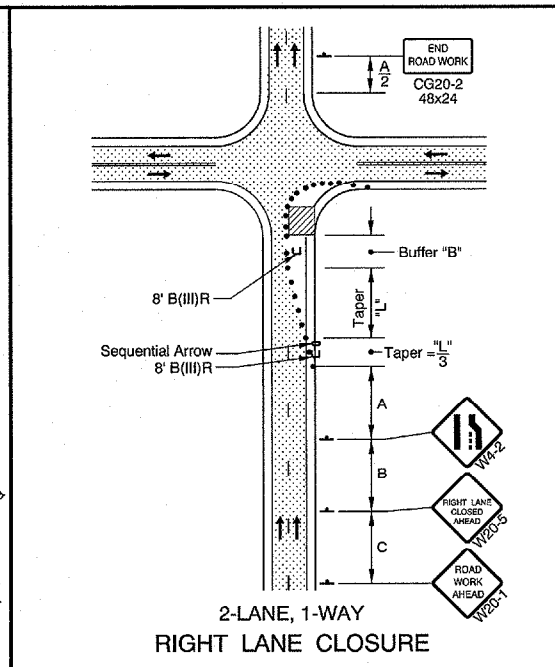
VERIFY SCALES
0 1"
BAR EQUALS ONE INCH ON ORIGINAL DRAWING

SHEET:
C3.10

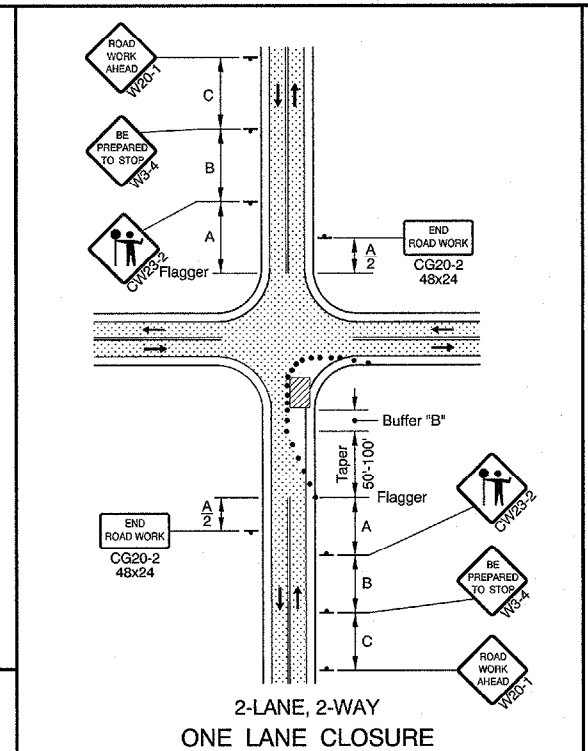
tm841.dgn 01-JUL-2017



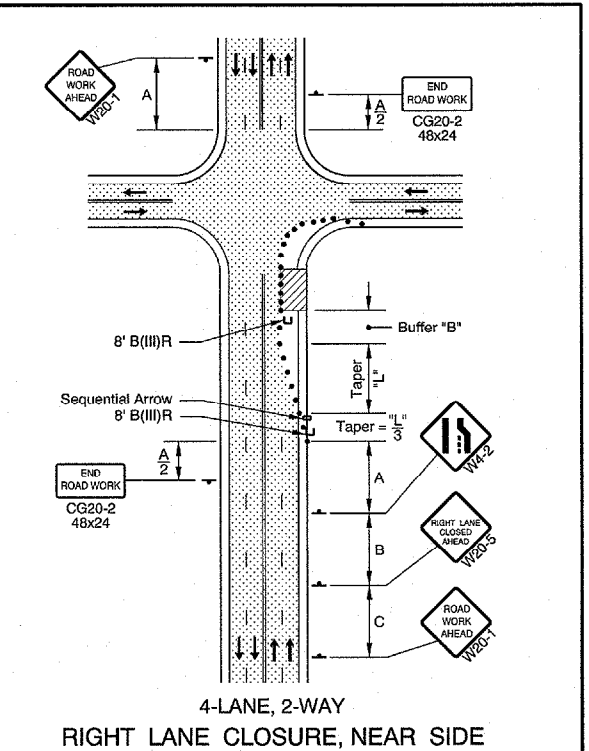
2-LANE, 2-WAY SHOULDER CLOSURE



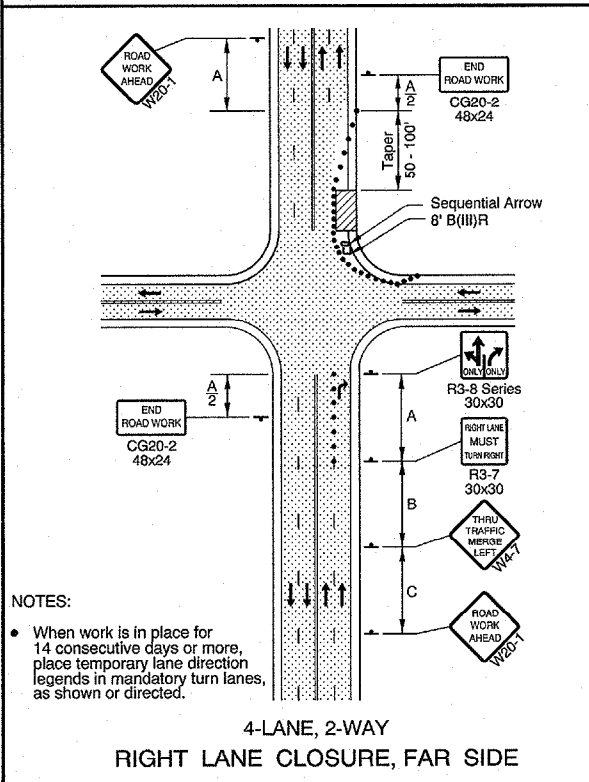
2-LANE, 1-WAY RIGHT LANE CLOSURE



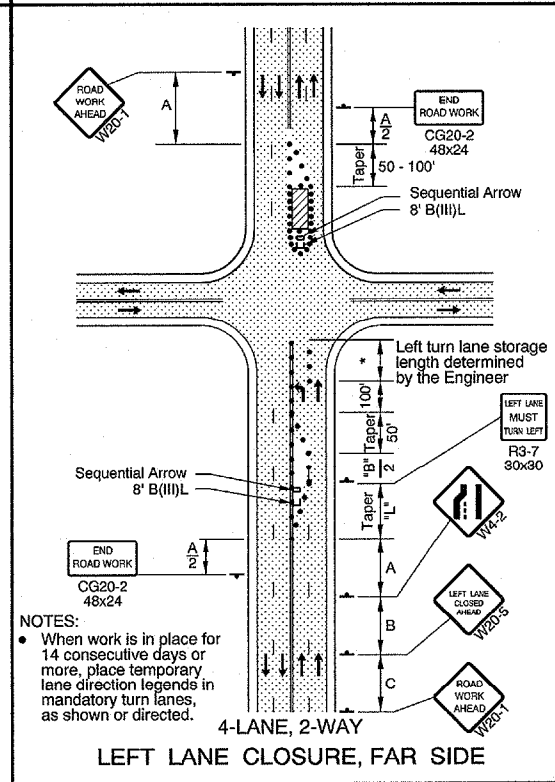
2-LANE, 2-WAY ONE LANE CLOSURE



4-LANE, 2-WAY RIGHT LANE CLOSURE, NEAR SIDE



4-LANE, 2-WAY RIGHT LANE CLOSURE, FAR SIDE



4-LANE, 2-WAY LEFT LANE CLOSURE, FAR SIDE

NOTES:
TM841

- When work is in place for 14 consecutive days or more, place temporary lane direction legends in mandatory turn lanes, as shown or directed.

NOTES:

- When work is in place for 14 consecutive days or more, place temporary lane direction legends in mandatory turn lanes, as shown or directed.

GENERAL NOTES FOR ALL DETAILS:

- Additional Traffic Control Measures (TCM) may be required for all legs of the intersection.
- The "FLAGGER" (CW23-2) symbol sign shall be used only in conjunction with the "BE PREPARED TO STOP" (W3-4) sign.
- To determine Taper Length ("L") and Buffer Length ("B"), use the "MINIMUM LENGTHS TABLE" on Drg. TM800.
- For left lane or shoulder work, place TCD to close left lane or shoulder. Use "LEFT LANE CLOSED AHEAD" (W20-5) sign, "LEFT LANE ENDS" (W4-2L) symbol sign, or "LEFT SHOULDER CLOSED" (W21-5a) sign, where applicable.
- To determine sign spacing A, B, and C, use "TRAFFIC CONTROL DEVICES (TCD) SPACING TABLE" on Drg. TM800.
- When a through road intersects within the work zone, place a "ROAD WORK AHEAD" (W20-1) sign in advance of the intersection at sign spacing A.
- Use plastic drums in lane closure tapers when the posted speed is 45 mph or greater.
- Where shoulder width is limited, Sequential Arrow may be placed within the lane closure taper.
- Place channelizing devices around intersection radii and construction areas at 10' spacing.
- Install a "BICYCLES ON ROADWAY" (CW11-1) sign in advance of the closure when a bike lane is closed, or when the shoulder is closed and bikes are expected.

- • • • • 28" Tubular Markers See TCD Spacing Table on TM800 for max. spacings.
- • • • • 28" Tubular Markers See TCD Spacing Table on TM800 for max. spacings.

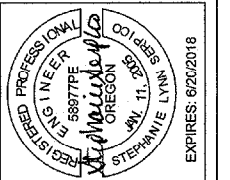
• • • • • UNDER TRAFFIC
• • • • • UNDER CONSTRUCTION
To be accompanied by Drg. Nos. TM820, TM821 & TM840

CALC. BOOK NO. N/A	BASELINE REPORT DATE 01-JUL-2017
NOTE: All material and workmanship shall be in accordance with the current Oregon Standard Specifications	
OREGON STANDARD DRAWINGS	
INTERSECTION WORK ZONE DETAILS	
2018	
DATE	REVISION DESCRIPTION

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

Effective Date: June 1, 2018 - November 30, 2018

TM841



BURGESS RD/DAY RD INTERSECTION IMPROVEMENT PROJECT
ROADWAY DETAILS
DESCHUTES COUNTY, OREGON

REVISIONS:

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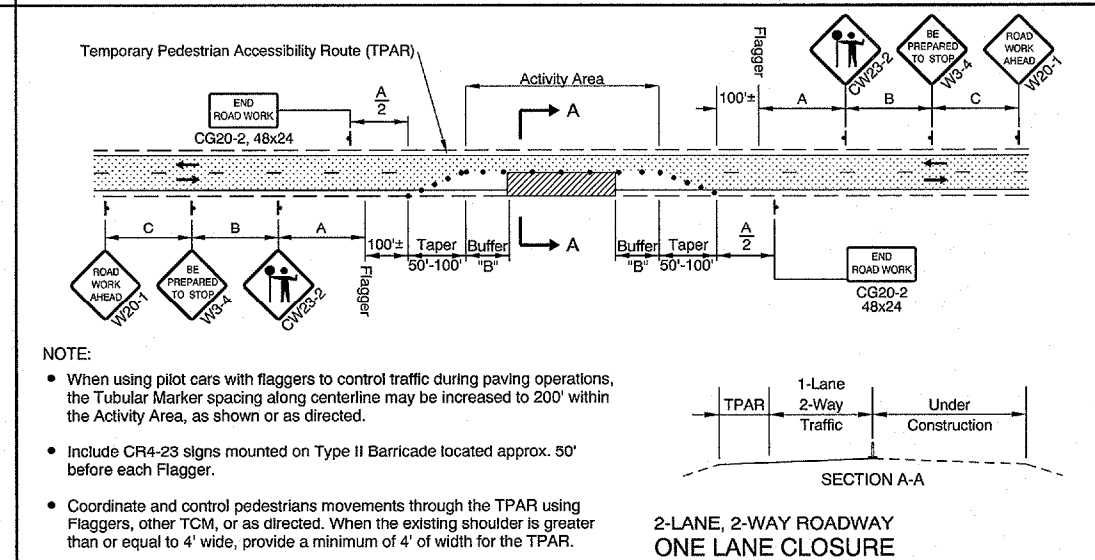
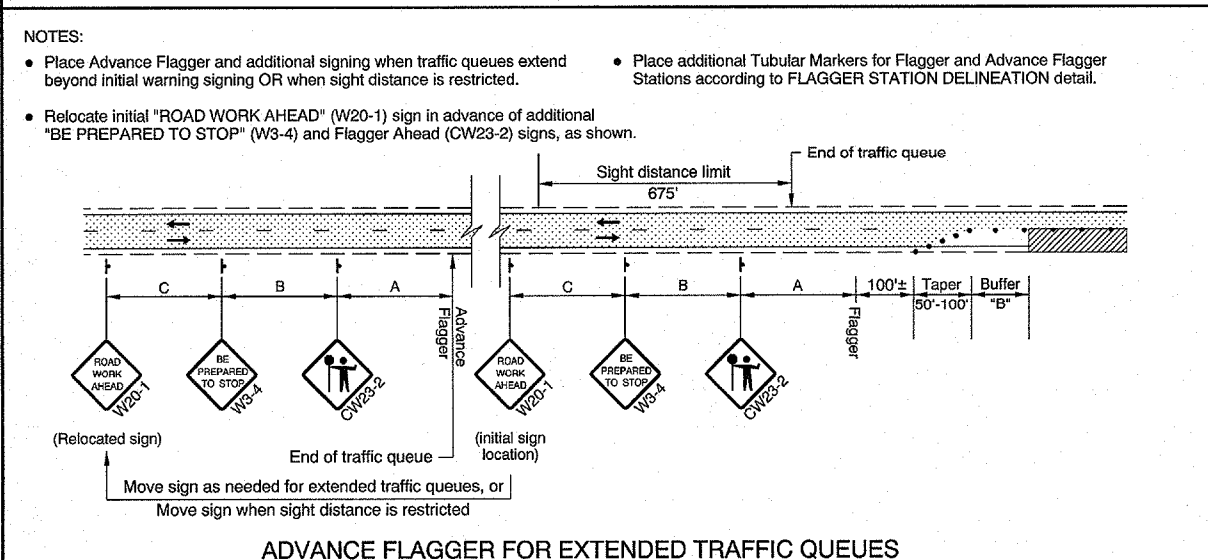
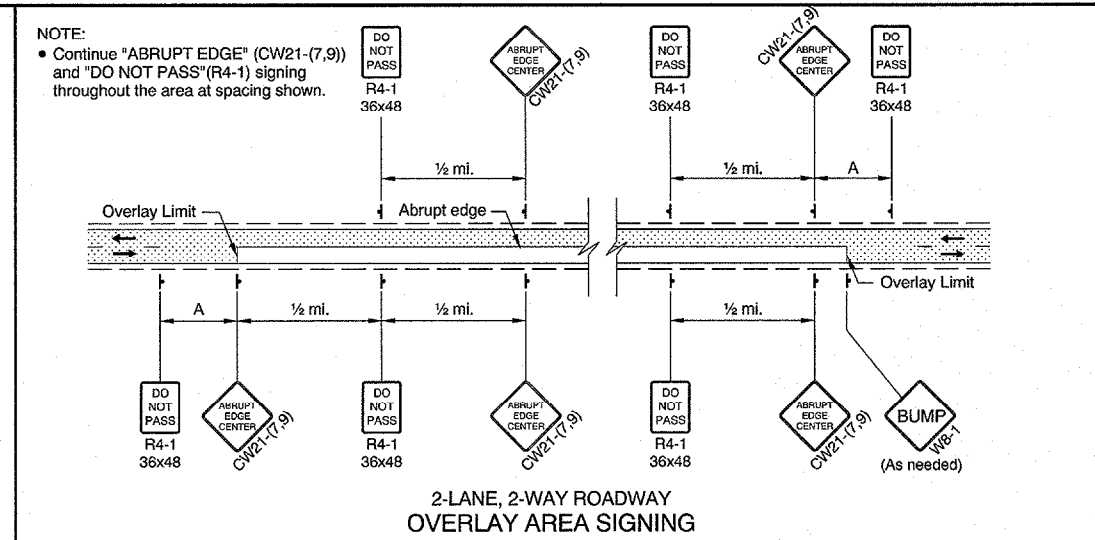
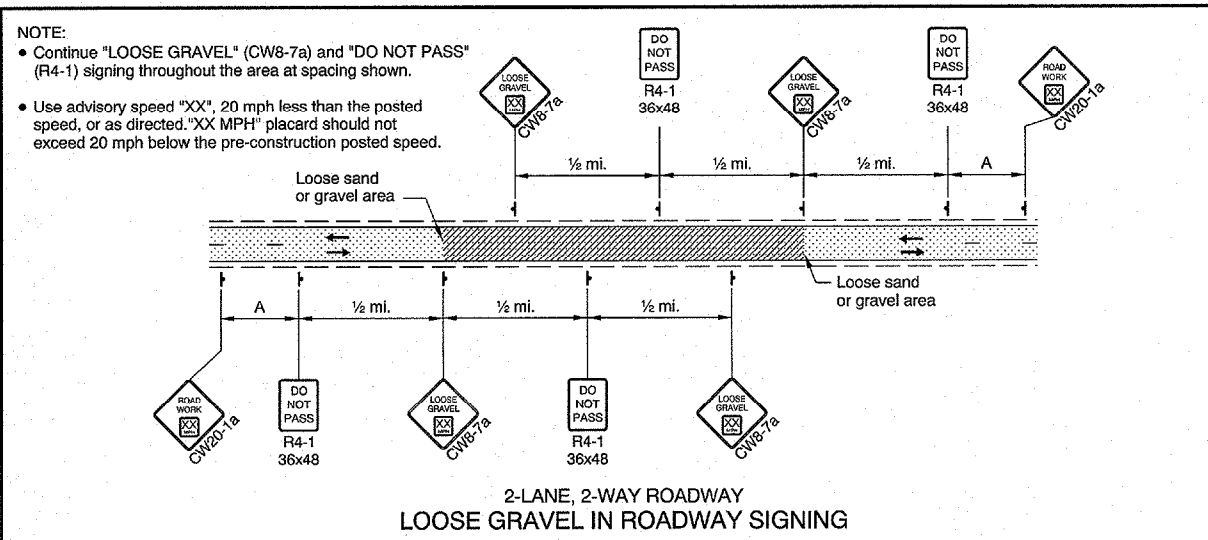
DESCHUTES COUNTY ROAD DEPARTMENT
FDR

DESIGNED BY: KS
DRAWN BY: KS
SCALE: AS SHOWN
FILE: BURGESS-DAY-ROADWAY-DETAILS.DWG
DATE: 4/20/18

VERIFY SCALES
0 1"
BAR EQUALS ONE INCH ON ORIGINAL DRAWING

SHEET:
C3.11

01-JAN-2018
tm850.dgn



GENERAL NOTES FOR ALL DETAILS:

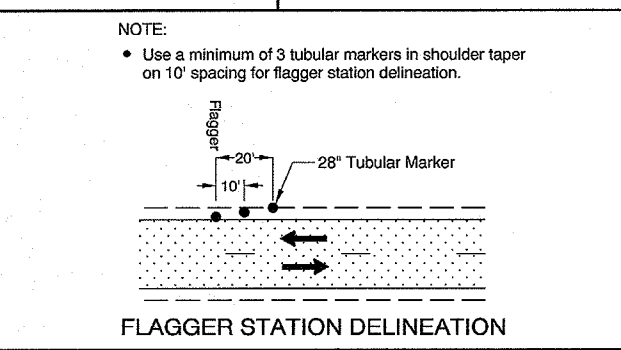
- The "FLAGGER" (CW23-2) symbol sign shall be used only in conjunction with the "BE PREPARED TO STOP" (W3-4) sign.
- Cover existing passing zone signing, as directed.
- Install temporary striping as required.
- To determine Taper Length ("L") and Buffer Length ("B"), use the "MINIMUM LENGTHS TABLE" shown on Drg. No. TM800.
- To determine sign spacing A, B, and C, use "TRAFFIC CONTROL DEVICES (TCD) SPACING TABLE" on Drg. No. TM800.
- Install a "BICYCLES ON ROADWAY" (CW11-1) sign in advance of the closure when a bike lane is closed, or when the shoulder is closed and bikes are expected.

• • • • • 28" Tubular Markers on 20' max. spacing for flagger tapers and stations

• • • 28" Tubular Markers See TCD Spacing Table on TM800 for max. spacing.

UNDER TRAFFIC
 UNDER CONSTRUCTION
 CONSTRUCTION UNDER TRAFFIC

To be accompanied by Drg. Nos. TM821



CALC. BOOK NO. N/A

BASELINE REPORT DATE 01-JAN-2018

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

NOTE: All material and workmanship shall be in accordance with the current Oregon Standard Specifications

OREGON STANDARD DRAWINGS

2-LANE, 2-WAY ROADWAYS

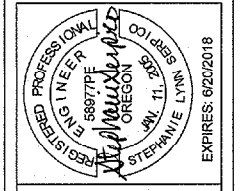
2018

DATE	REVISION DESCRIPTION
01-01-2018	REVISED DRAWING AND NOTES

TM850

Effective Date: June 1, 2018 - November 30, 2018

TM850



**BURGESS RD/DAY RD INTERSECTION
IMPROVEMENT PROJECT**

ROADWAY DETAILS
DESCHUTES COUNTY, OREGON

REVISIONS:

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3.	

DESCHUTES COUNTY
ROAD DEPARTMENT

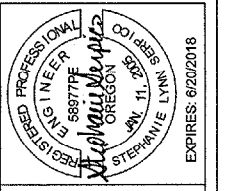
FCR

DESIGNED BY: KS
DRAWN BY: KS
SCALE: AS SHOWN
FILE: BURGESS-DAY_INTERSECTION_DRAWING

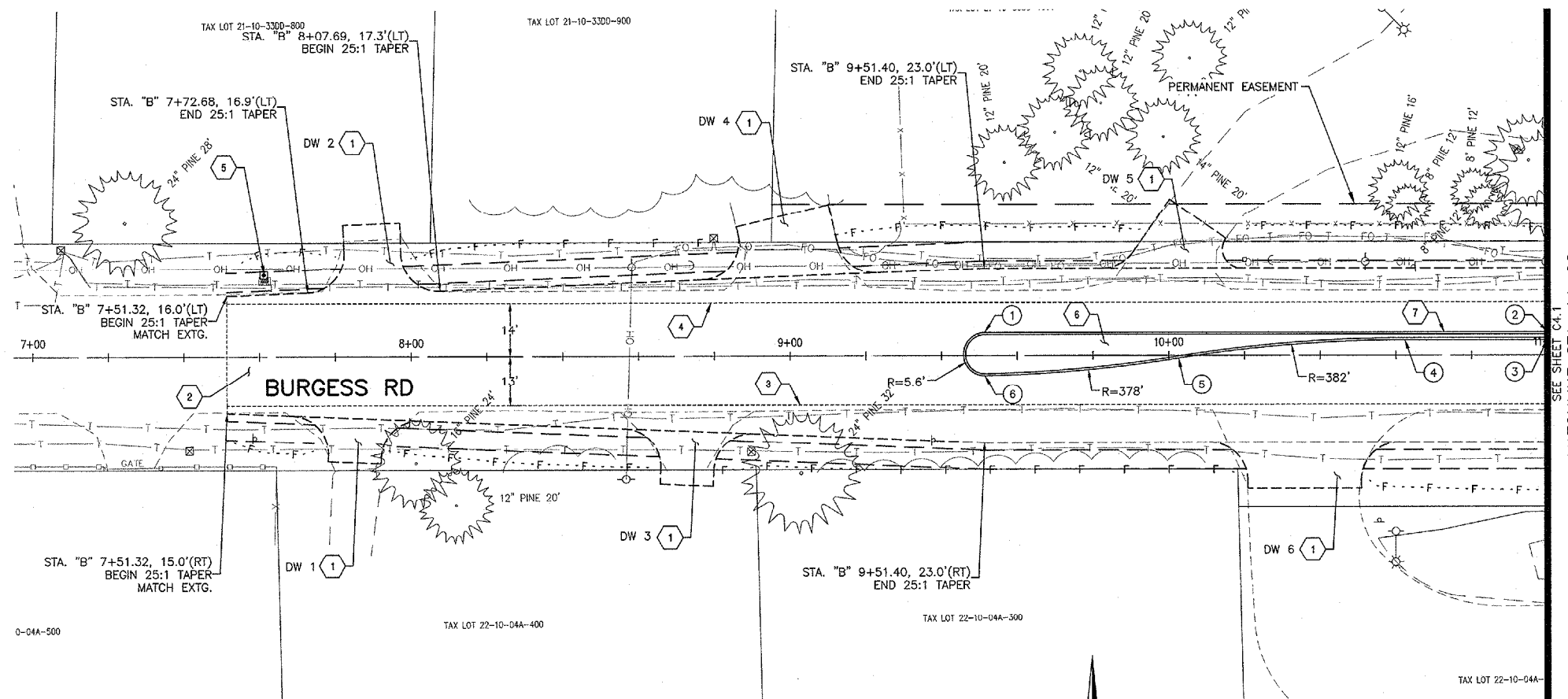
DATE: 4/20/18

VERIFY SCALES
0 1"
BAR EQUALS ONE INCH ON ORIGINAL DRAWING

SHEET:
C3.12



**BURGESS RD/DAY RD INTERSECTION
IMPROVEMENT PROJECT**
BURGESS ROAD PLAN & PROFILE
DESCHUTES COUNTY, OREGON



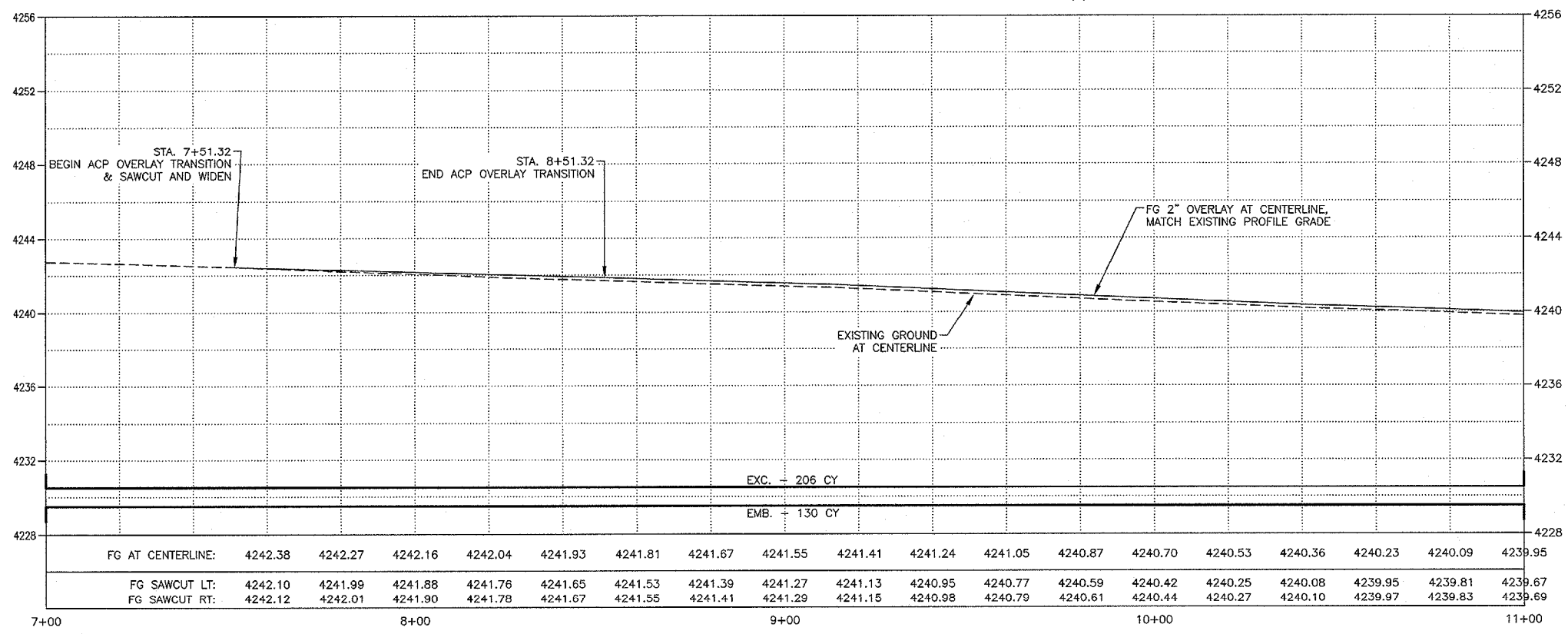
CONSTRUCTION NOTES:

- 1 CONSTRUCT DRIVEWAY WITH 3" ACP OVER 6" AGGREGATE BASE (SEE DRIVEWAY DETAILS, C6.0-C6.9)
- 2 STA. 7+51.32 TO STA. 8+51.32
CONSTRUCT ACP OVERLAY TRANSITION (SEE DETAIL, SHT. C3.0)
- 3 STA. 7+51.32, 13.0' RT TO 11+00.00, 13.0' RT
CONSTRUCT ACP OVERLAY TO FULL DEPTH ACP TRANSITION (SEE DETAIL, SHT. C3.0)
- 4 STA. 7+51.32, 14.0' LT TO 11+00.00, 14.0' LT
CONSTRUCT ACP OVERLAY TO FULL DEPTH ACP TRANSITION (SEE DETAIL, SHT. C3.0)
- 5 STA. 7+61.09, 21.5' LT
INSTALL MULTIPLE MAILBOX SUPPORT (PER ODOT STANDARD DWG. RD100)
- 6 STA. 9+45.85 TO STA. 10+62.36
CONSTRUCT TRAFFIC ISLAND, TYPE C (PER ODOT STANDARD DWG. RD705)
- 7 STA. 10+62.36 TO STA. 11+00.00
CONSTRUCT TRAFFIC SEPARATOR, TYPE B (PER ODOT STANDARD DWG. RD706)

ISLAND GEOMETRY		
POINT	FOC LOCATION	DESCRIPTION
①	9+51.5, 6.0' LT	PC
②	11+00.0, 6.0' LT	PI
③	11+00.0, 4.0' LT	PI
④	10+62.4, 4.0' LT	PC
⑤	10+02.6, 0.7' RT	PRC
⑥	9+51.5, 5.3' RT	PCC

FOC = FACE OF CURB

BURGESS RD PLAN
SCALE: 1" = 20'



BURGESS RD PROFILE
VERT. SCALE: 1"=4'
HORIZ. SCALE: 1"=20'

REVISIONS:

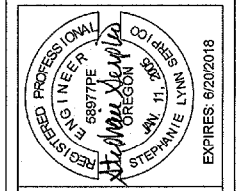
1.	
2.	
3.	

DESCHUTES COUNTY
ROAD DEPARTMENT

DESIGNED BY: KS
DRAWN BY: KS
SCALE: AS SHOWN
FILE: BURGESS-ROADWAY PLAN AND PROFILE
DATE: 4/20/18

VERIFY SCALES
0 1"
BAR EQUALS ONE INCH
ON ORIGINAL DRAWING

SHEET:
C4.0



**BURGESS RD/DAY RD INTERSECTION
IMPROVEMENT PROJECT
BURGESS ROAD PLAN & PROFILE**
DESCHUTES COUNTY, OREGON

REVISIONS:

1.	
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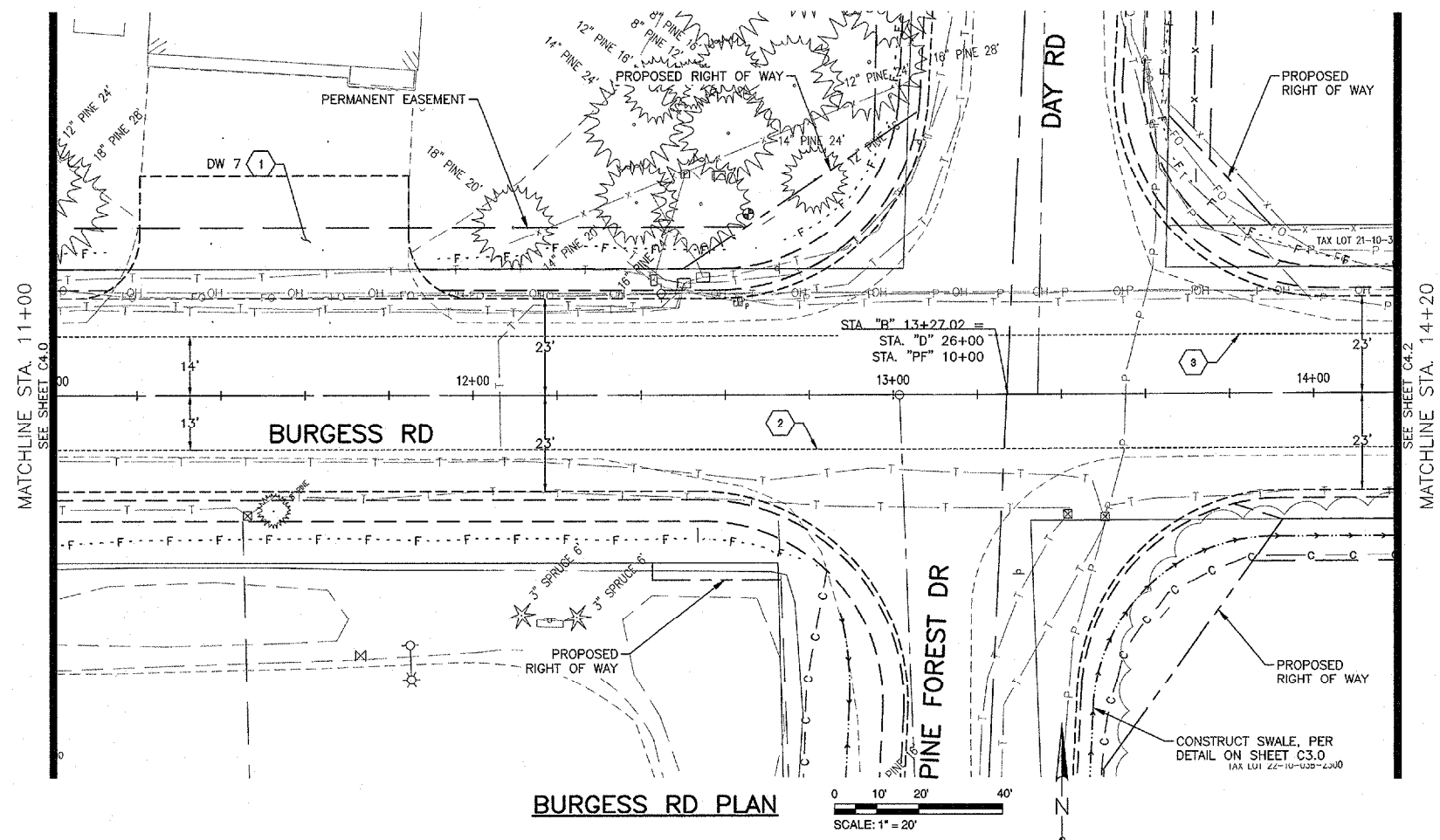
DESCHUTES COUNTY
ROAD DEPARTMENT

DESIGNED BY: KS
DRAWN BY: KS
SCALE: AS SHOWN
FILE: BURGESS-AND-COUNTY PLAN AND PROFILE

DATE: 4/20/18

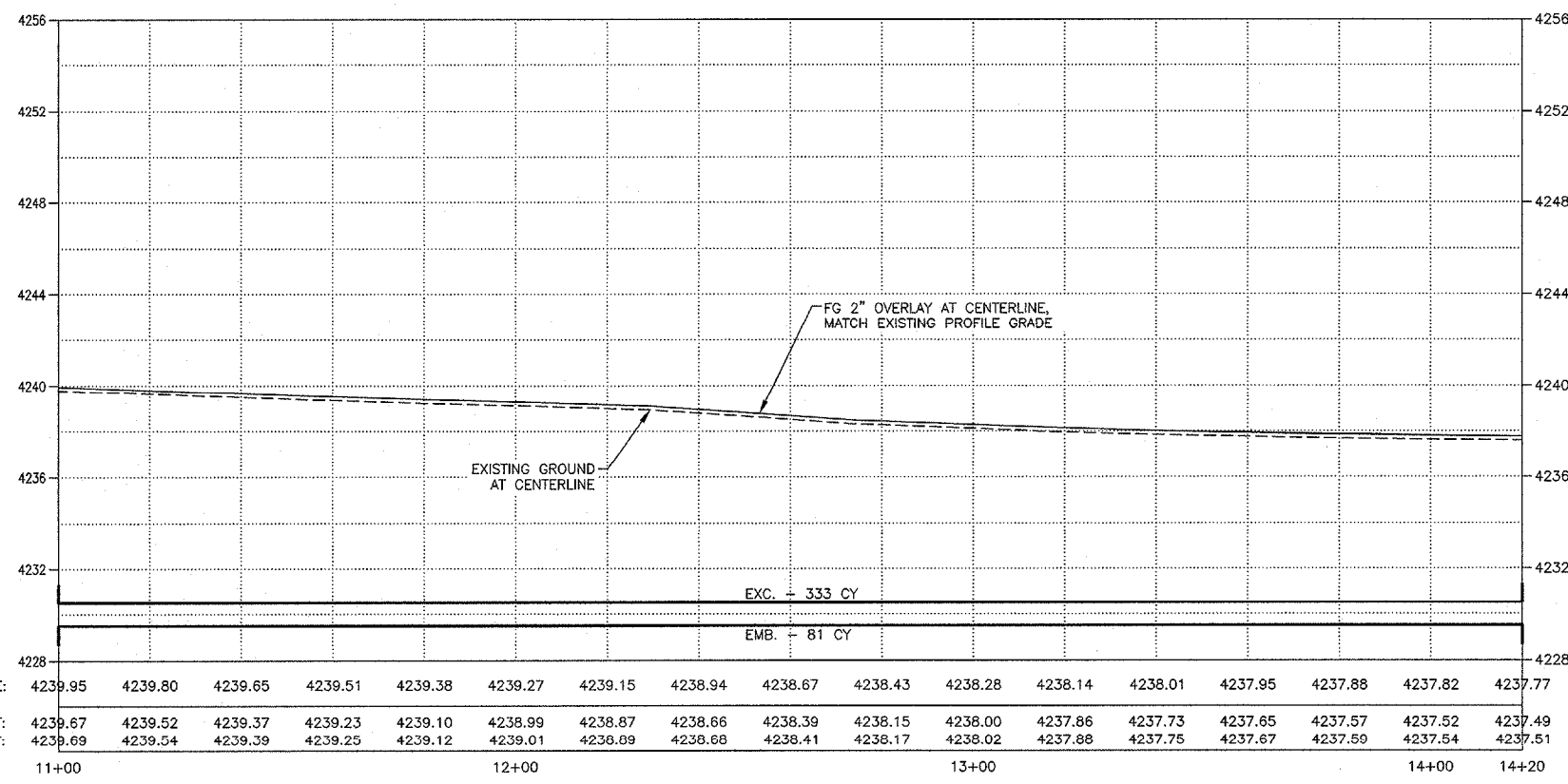
VERIFY SCALES
0 1"
BAR EQUALS ONE INCH
ON ORIGINAL DRAWING

SHEET:
C4.1



CONSTRUCTION NOTES:

1. CONSTRUCT DRIVEWAY WITH 3" ACP OVER 6" AGGREGATE BASE (SEE DRIVEWAY DETAILS, C6.0-C6.9)
2. STA. 11+00.00, 13.0' RT TO 14+20.00, 13.0' RT
CONSTRUCT ACP OVERLAY TO FULL DEPTH ACP TRANSITION (SEE DETAIL, SHT. C3.0)
3. STA. 11+00.00, 14.0' LT TO 14+20.00, 14.0' LT
CONSTRUCT ACP OVERLAY TO FULL DEPTH ACP TRANSITION (SEE DETAIL, SHT. C3.0)

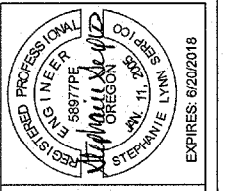


FG AT CENTERLINE:	4239.95	4239.80	4239.65	4239.51	4239.38	4239.27	4239.15	4238.94	4238.67	4238.43	4238.28	4238.14	4238.01	4237.95	4237.88	4237.82	4237.77
FG SAWCUT LT:	4239.67	4239.52	4239.37	4239.23	4239.10	4238.99	4238.87	4238.66	4238.39	4238.15	4238.00	4237.86	4237.73	4237.65	4237.57	4237.52	4237.49
FG SAWCUT RT:	4239.69	4239.54	4239.39	4239.25	4239.12	4239.01	4238.89	4238.68	4238.41	4238.17	4238.02	4237.88	4237.75	4237.67	4237.59	4237.54	4237.51
	11+00				12+00					13+00					14+00	14+20	

BURGESS RD PROFILE
VERT. SCALE: 1"=4'
HORIZ. SCALE: 1"=20'

GENERAL NOTES:

1. SEE SHEET C5.0 FOR INTERSECTION GRADING DETAILS.
2. SEE SHEET TS1.0 FOR CONDUIT AND JUNCTION BOX INSTALLATION FOR FUTURE TRAFFIC SIGNAL.



**BURGESS RD/DAY RD INTERSECTION
IMPROVEMENT PROJECT**
BURGESS ROAD PLAN & PROFILE
DESCHUTES COUNTY, OREGON

REVISIONS:

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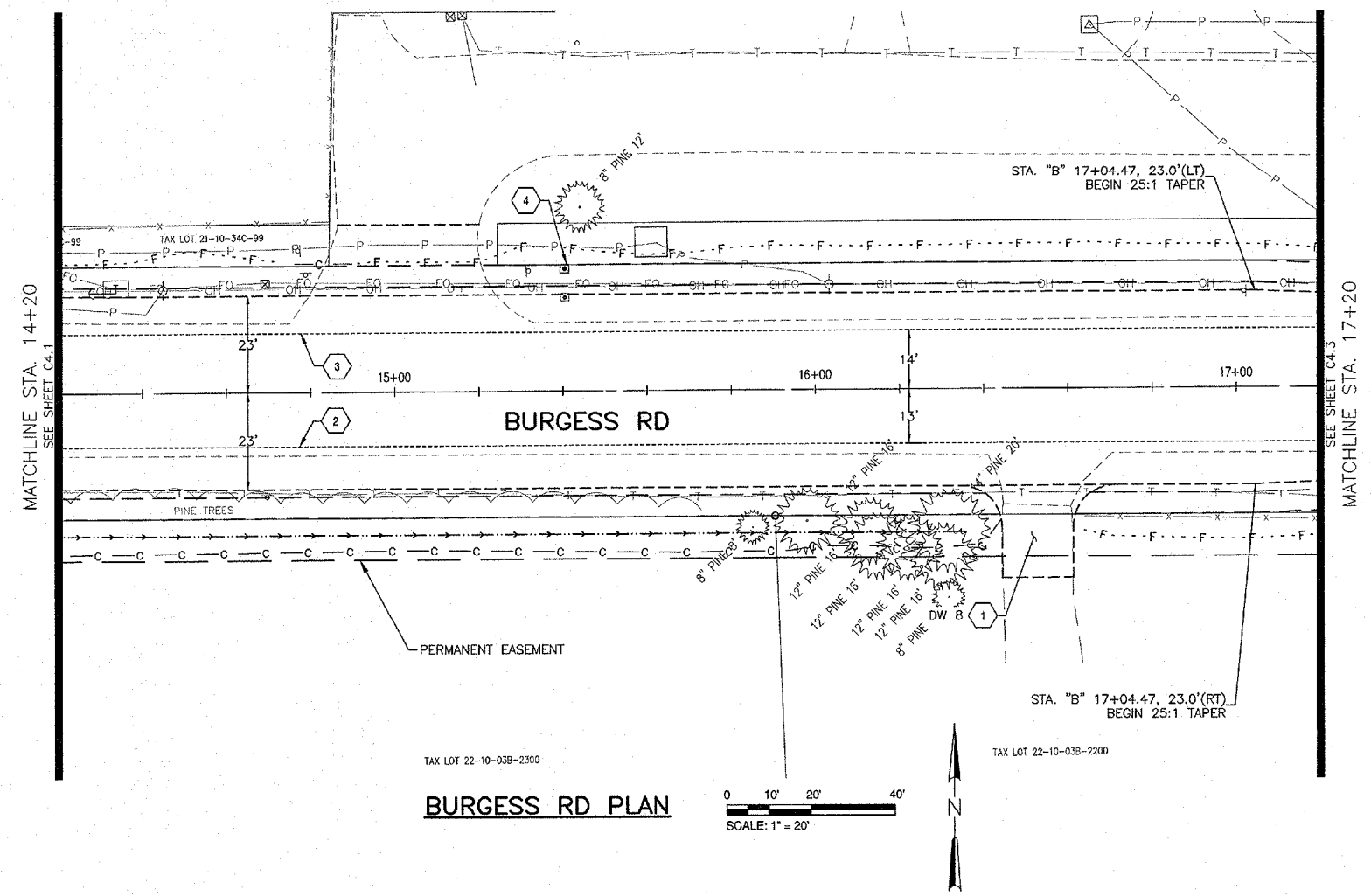
DESCHUTES COUNTY
ROAD DEPARTMENT

DESIGNED BY: KS
DRAWN BY: KS
SCALE: AS SHOWN
FILE: BURGESS-DAY JUNCTION PLAN AND PROFILE.dwg
DATE: 4/20/18

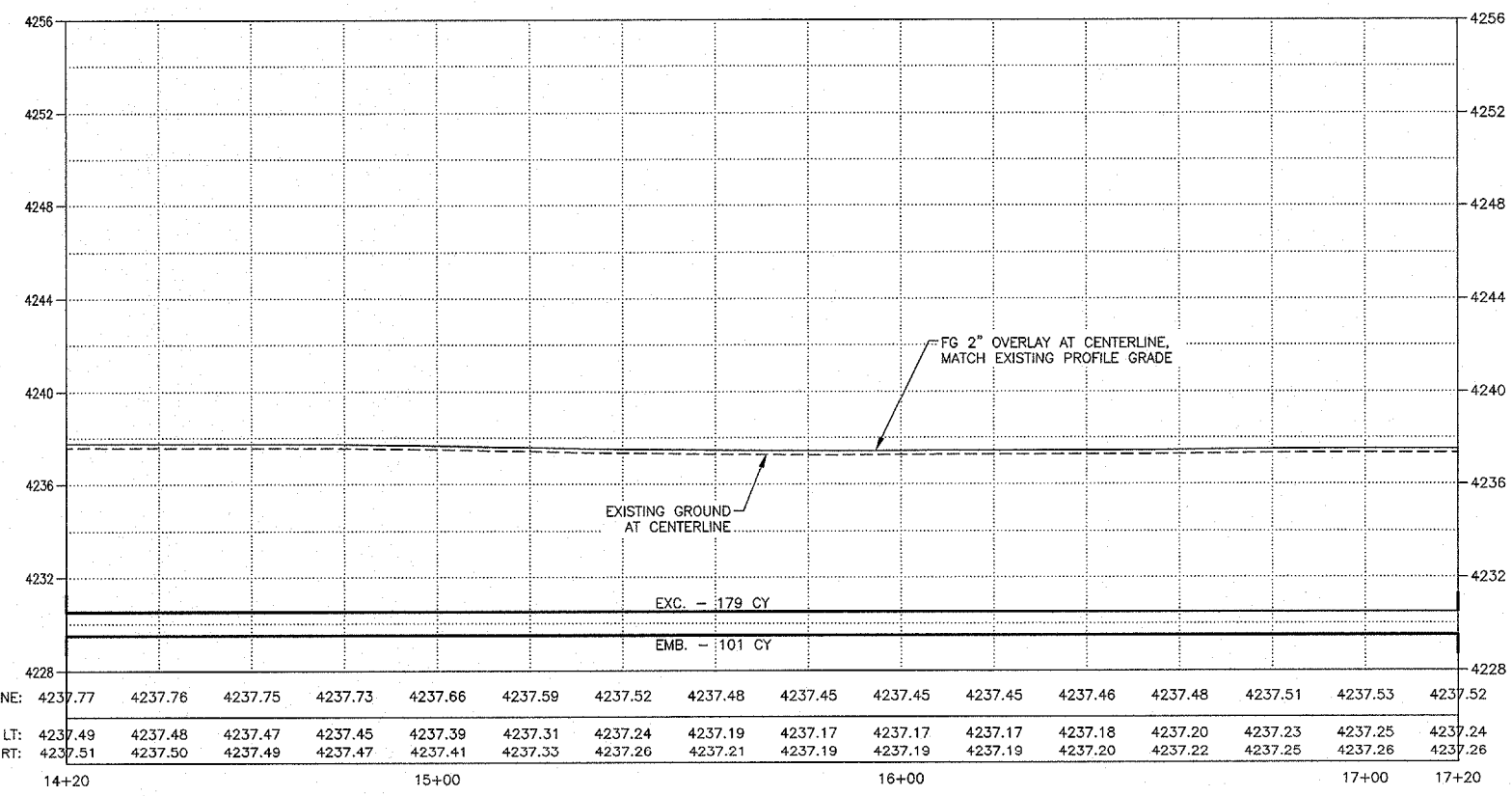
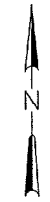
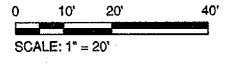
VERIFY SCALES
0 1"
BAR EQUALS ONE INCH
ON ORIGINAL DRAWING
SHEET:
C4.2

CONSTRUCTION NOTES:

- 1 CONSTRUCT DRIVEWAY WITH 3" ACP OVER 6" AGGREGATE BASE (SEE DRIVEWAY DETAILS, C6.0-C6.9)
- 2 STA. 14+20.00, 13.0' RT TO 17+20.00, 13.0' RT
CONSTRUCT ACP OVERLAY TO FULL DEPTH ACP TRANSITION (SEE DETAIL, SHT. C3.0)
- 3 STA. 14+20.00, 14.0' LT TO 17+20.00, 14.0' LT
CONSTRUCT ACP OVERLAY TO FULL DEPTH ACP TRANSITION (SEE DETAIL, SHT. C3.0)
- 4 STA. 15+40.50, 29.0' LT
INSTALL SINGLE MAILBOX SUPPORT (PER ODOT STANDARD DWG. RD100)

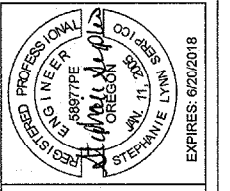


BURGESS RD PLAN



BURGESS RD PROFILE

VERT. SCALE: 1"=4'
HORIZ. SCALE: 1"=20'



**BURGESS RD/DAY RD INTERSECTION
IMPROVEMENT PROJECT**
BURGESS ROAD PLAN & PROFILE
DESCHUTES COUNTY, OREGON

REVISIONS:

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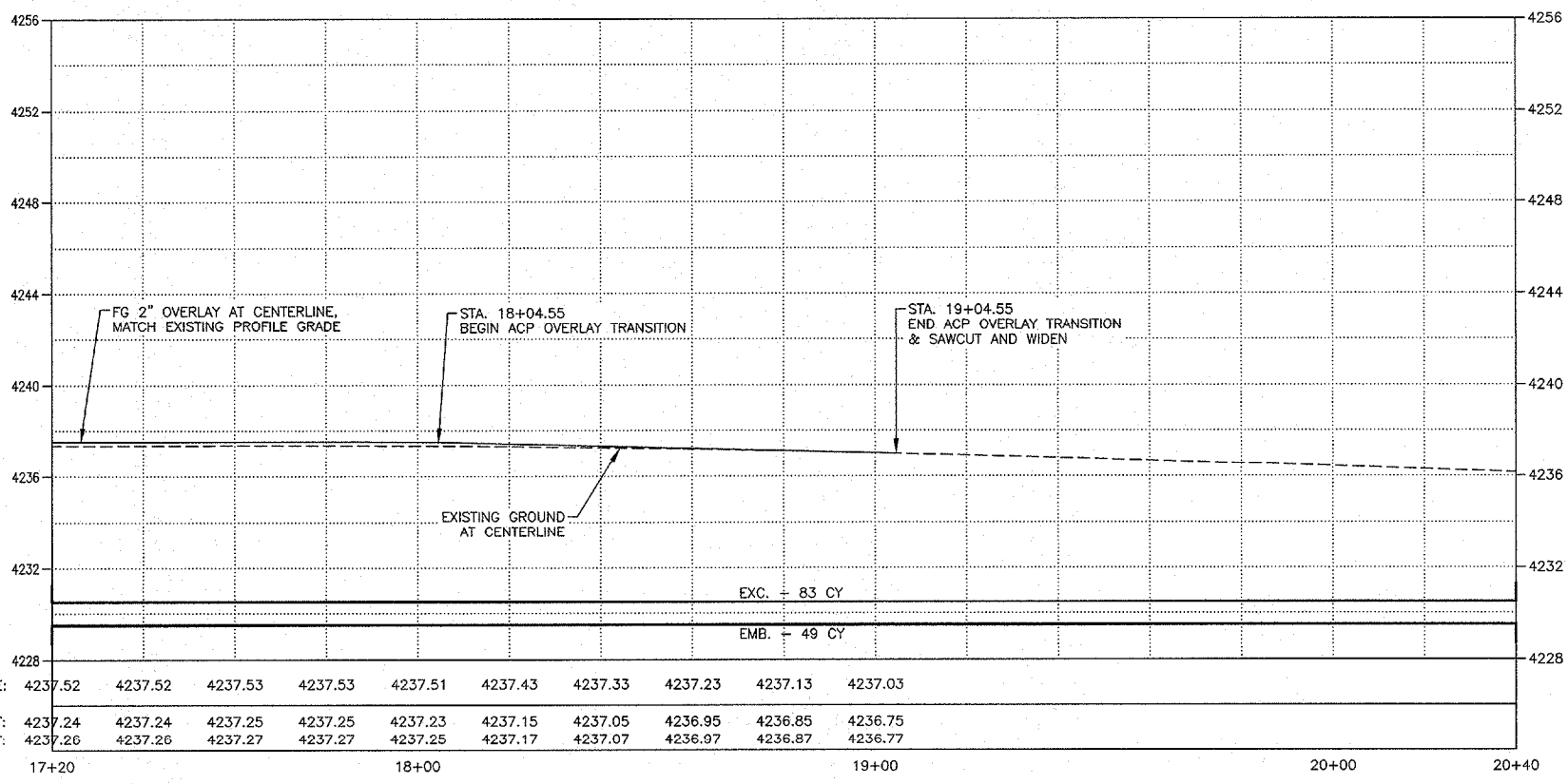
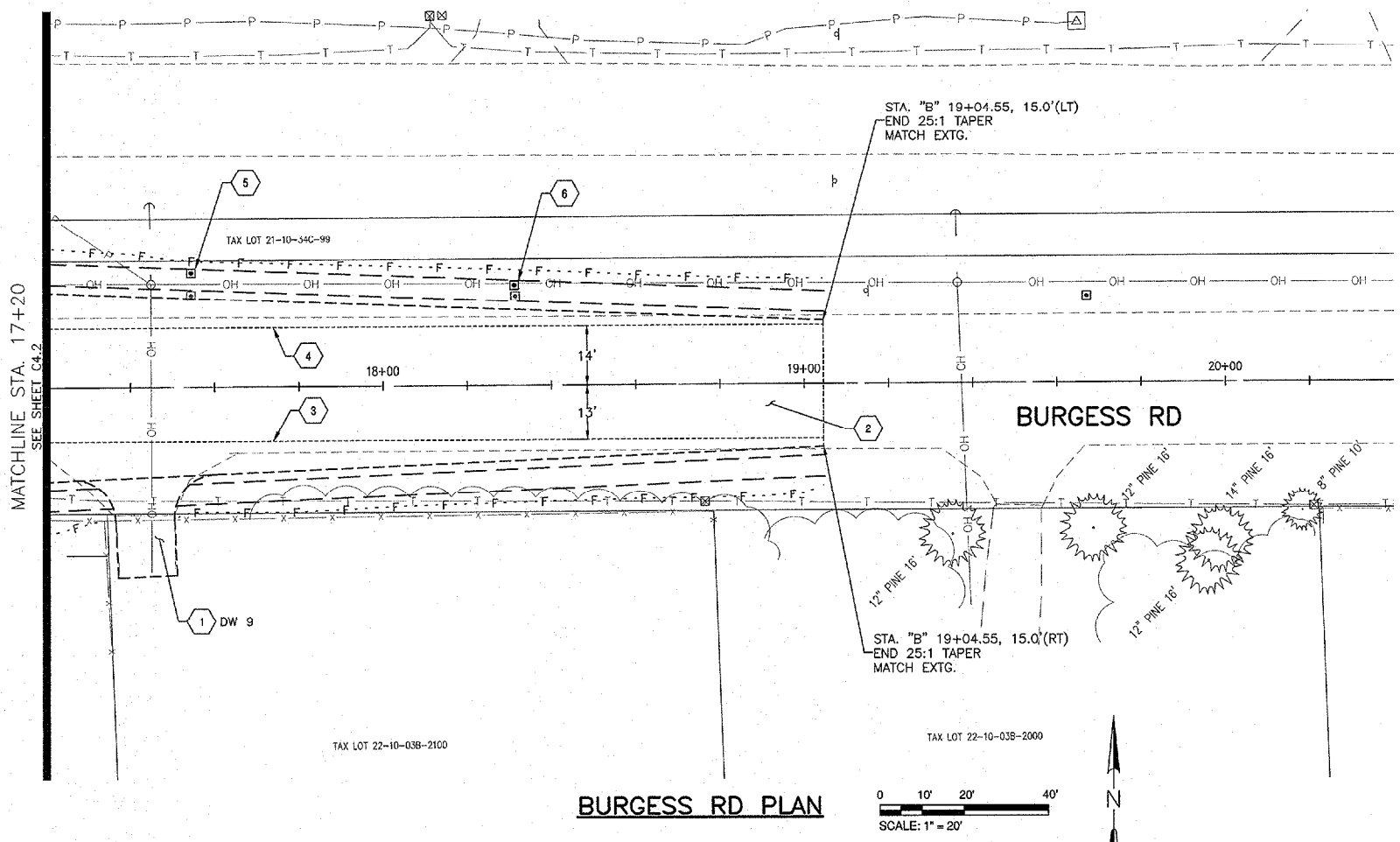
DESCHUTES COUNTY
ROAD DEPARTMENT

DESIGNED BY: KS
DRAWN BY: KS
SCALE: AS SHOWN
FILE: BURGESS-DAY JUNCTION PLAN AND PROFILE.dwg
DATE: 4/20/18

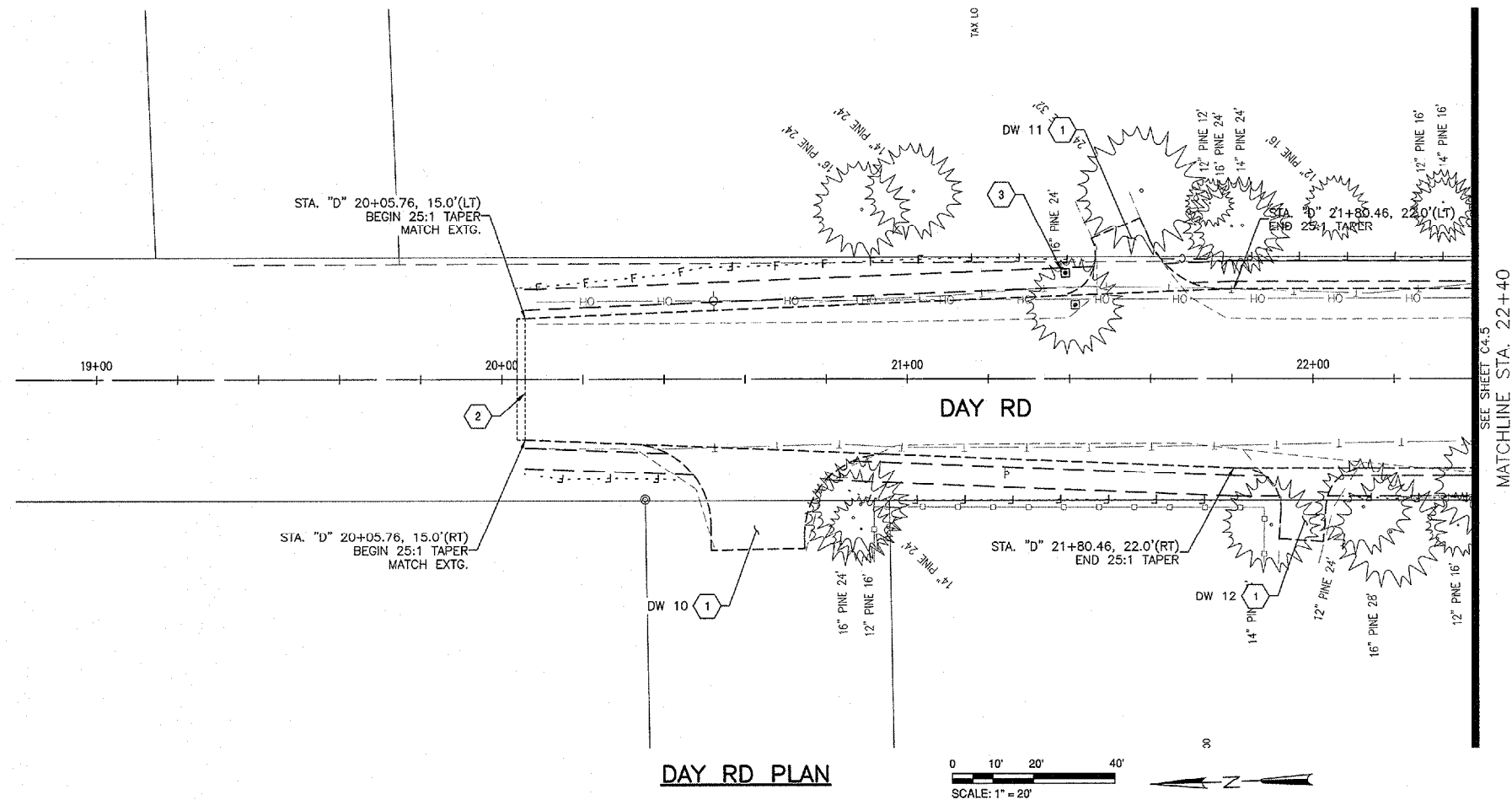
VERIFY SCALES
0 1"
BAR EQUALS ONE INCH
ON ORIGINAL DRAWING
SHEET:
C4.3

CONSTRUCTION NOTES:

- 1 CONSTRUCT DRIVEWAY WITH 3" ACP OVER 6" AGGREGATE BASE (SEE DRIVEWAY DETAILS, C6.0-C6.9)
- 2 STA. 18+04.55 TO STA. 19+04.55
CONSTRUCT ACP OVERLAY TRANSITION (SEE DETAIL, SHT. C3.0)
- 3 STA. 17+20.00, 13.0' RT TO 19+04.55, 13.0' RT
CONSTRUCT ACP OVERLAY TO FULL DEPTH ACP TRANSITION (SEE DETAIL, SHT. C3.0)
- 4 STA. 17+20.00, 14.0' LT TO 19+04.55, 14.0' LT
CONSTRUCT ACP OVERLAY TO FULL DEPTH ACP TRANSITION (SEE DETAIL, SHT. C3.0)
- 5 STA. 17+54.50, 27.0' LT
INSTALL SINGLE MAILBOX SUPPORT (PER ODOT STANDARD DWG. RD100)
- 6 STA. 18+31.25, 23.8' LT
INSTALL SINGLE MAILBOX SUPPORT (PER ODOT STANDARD DWG. RD100)

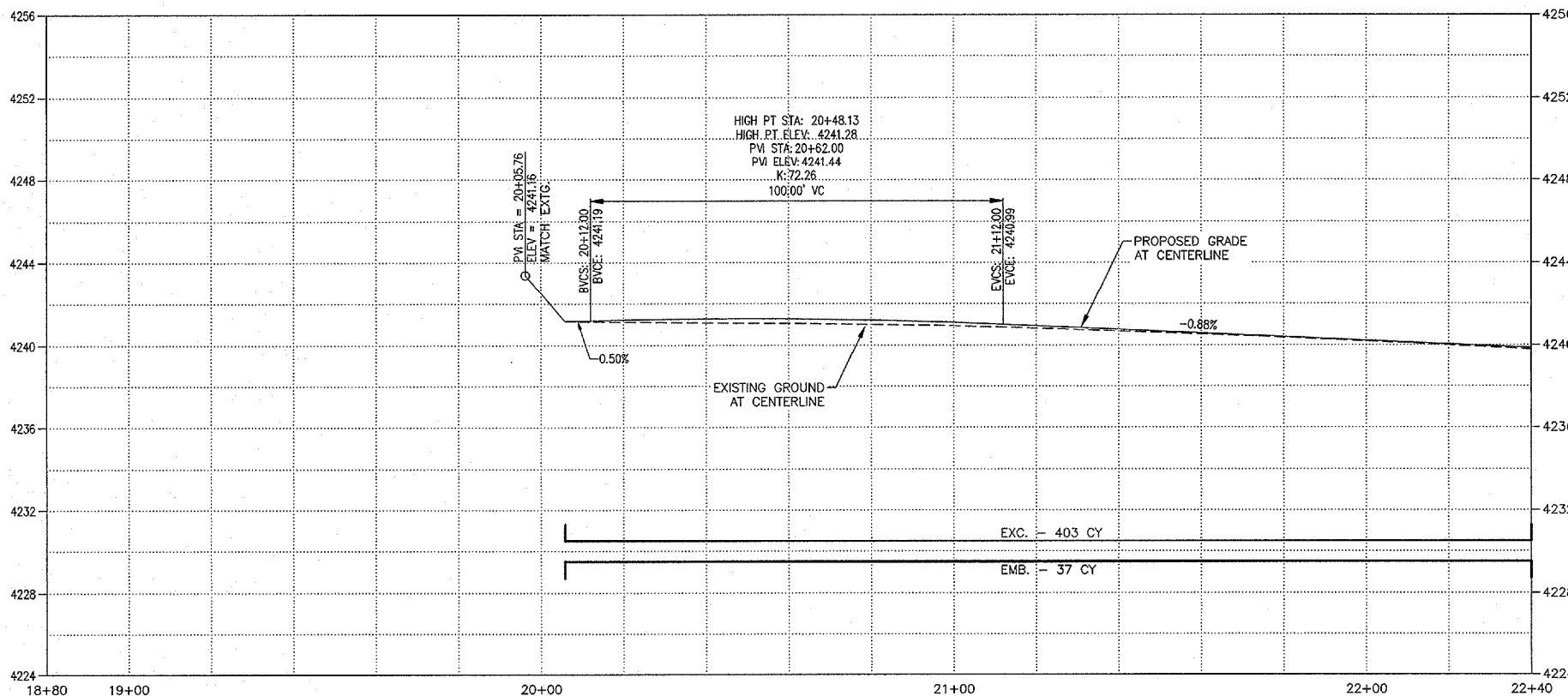


BURGESS RD PROFILE
VERT. SCALE: 1"=4'
HORIZ. SCALE: 1"=20'

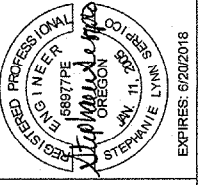


CONSTRUCTION NOTES:

- 1 CONSTRUCT DRIVEWAY WITH 3" ACP OVER 6" AGGREGATE BASE (SEE DRIVEWAY DETAILS, C6.0-C6.9)
- 2 STA. 20+05.76
CONSTRUCT ACP BUTT JOINT (SEE DETAIL, SHT. C3.0)
- 3 STA. 21+39.00, 26.0' LT
INSTALL SINGLE MAILBOX SUPPORT (PER ODOT STANDARD DWG. RD100)



DAY RD PROFILE
 VERT. SCALE: 1"=4'
 HORIZ. SCALE: 1"=20'



**BURGESS RD/DAY RD INTERSECTION
 IMPROVEMENT PROJECT**
 DAY ROAD PLAN & PROFILE
 DESCHUTES COUNTY, OREGON

REVISIONS:

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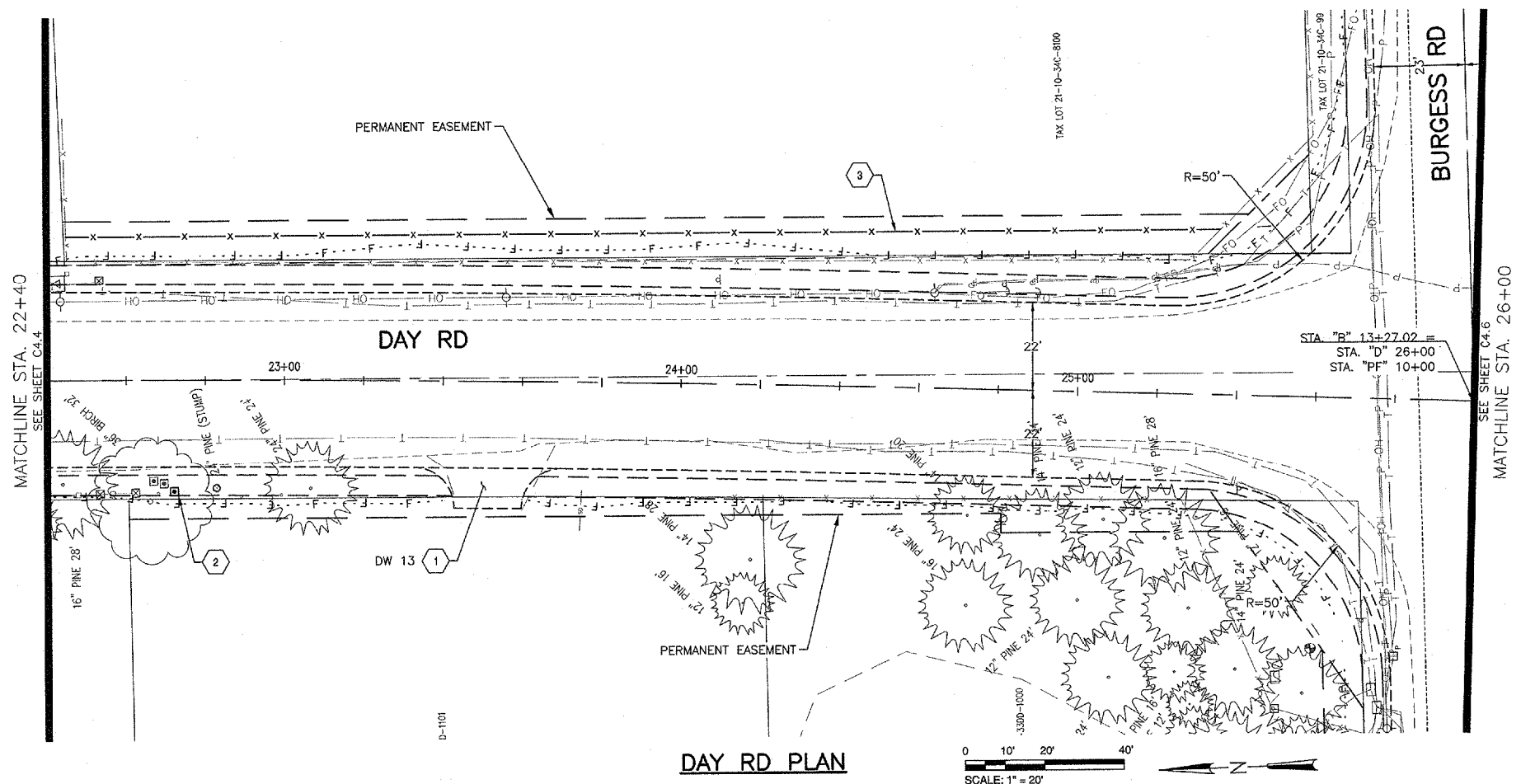
DESCHUTES COUNTY
 ROAD DEPARTMENT

DESIGNED BY: KS
 DRAWN BY: KS
 SCALE: AS SHOWN
 FILE: BURGESS-AND-DAY-RD-PLAN-AND-PROFILE

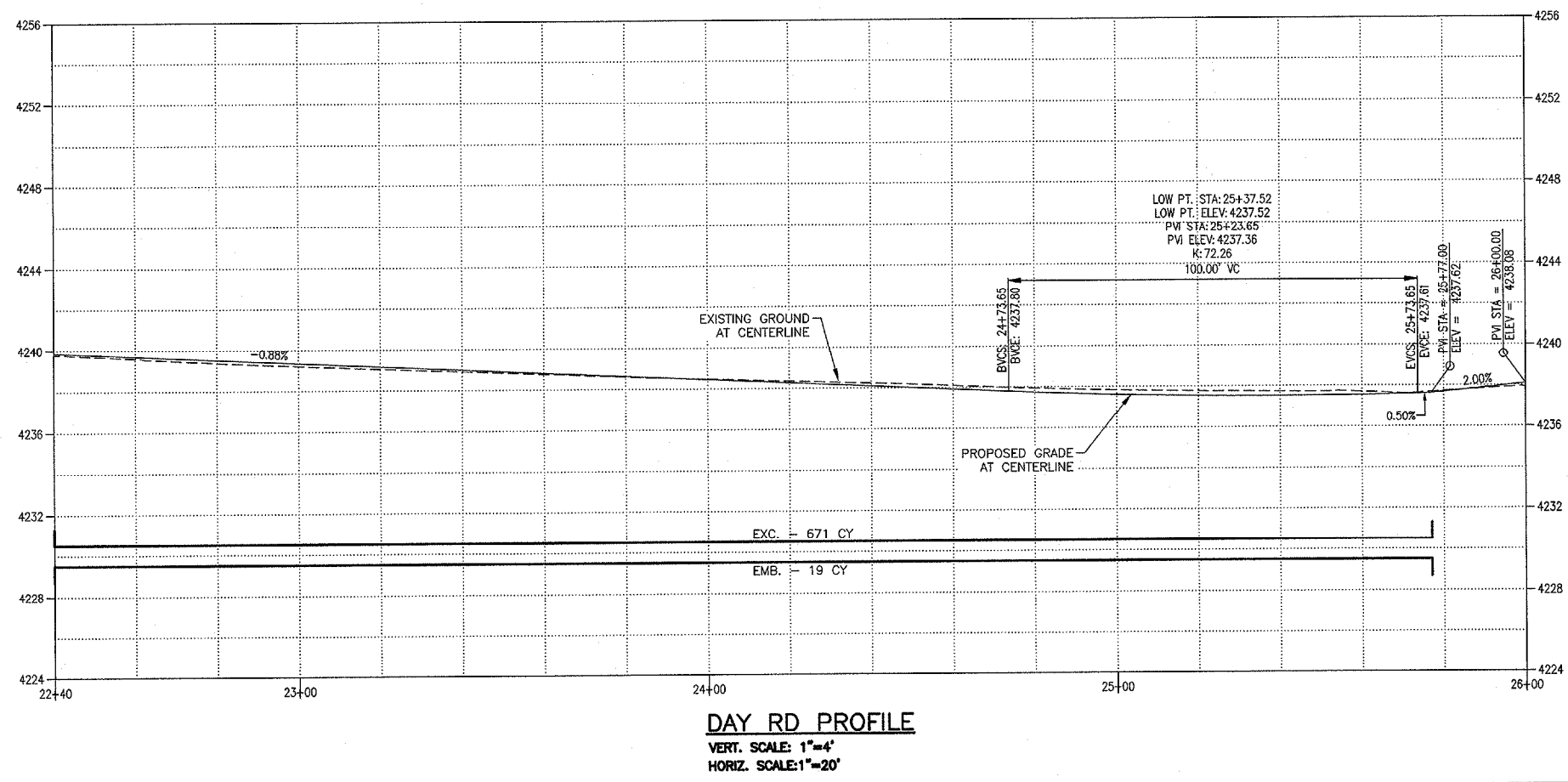
DATE: 4/20/18

VERIFY SCALES
 0 1"
 BAR EQUALS ONE INCH
 ON ORIGINAL DRAWING

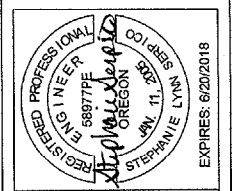
SHEET:
C4.4



- CONSTRUCTION NOTES:**
1. CONSTRUCT DRIVEWAY WITH 3" ACP OVER 6" AGGREGATE BASE (SEE DRIVEWAY DETAILS, C6.0-C6.9)
 2. STA. 22+72.41, 28.2' RT
INSTALL MULTIPLE MAILBOX SUPPORT (PER ODOT STANDARD DWG. RD100)
 3. STA. 22+44.85, 36.0' LT TO STA. 25+34.93, 41.44' LT
INSTALL TEMPORARY TYPE 2 FENCE



- GENERAL NOTES:**
1. SEE SHEET C5.0 FOR INTERSECTION GRADING DETAILS.



**BURGESS RD/DAY RD INTERSECTION
IMPROVEMENT PROJECT**
DAY ROAD PLAN & PROFILE
DESCHUTES COUNTY, OREGON

REVISIONS:

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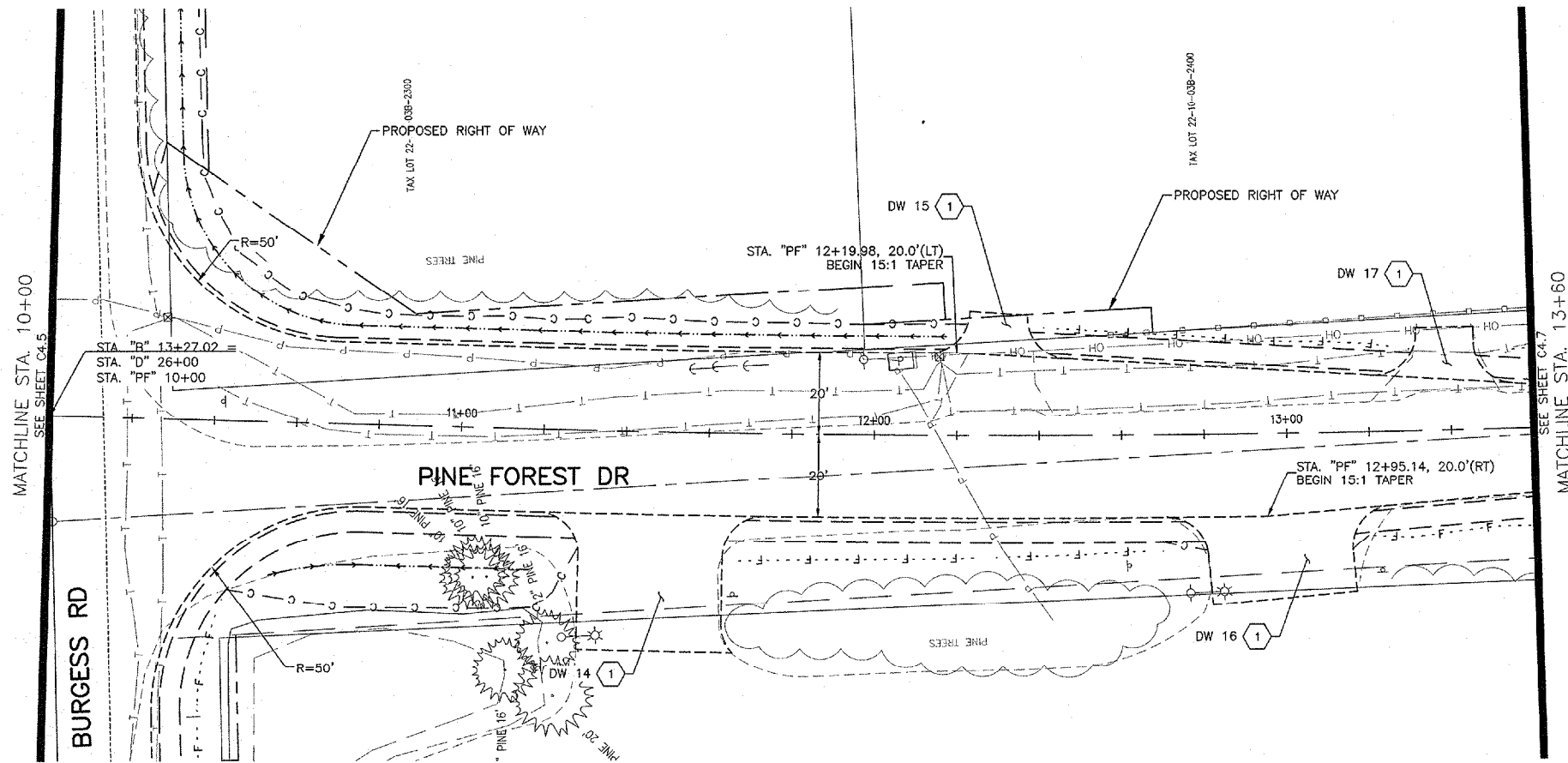
DESCHUTES COUNTY
ROAD DEPARTMENT

DESIGNED BY: KS
DRAWN BY: KS
SCALE: AS SHOWN
FILE: BURGESS-INT-COUNTY PLAN AND PROFILE

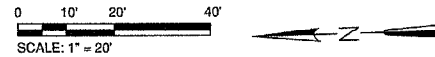
DATE: 4/20/18

VERIFY SCALES
0 1"
BAR EQUALS ONE INCH
ON ORIGINAL DRAWING

SHEET:
C4.5

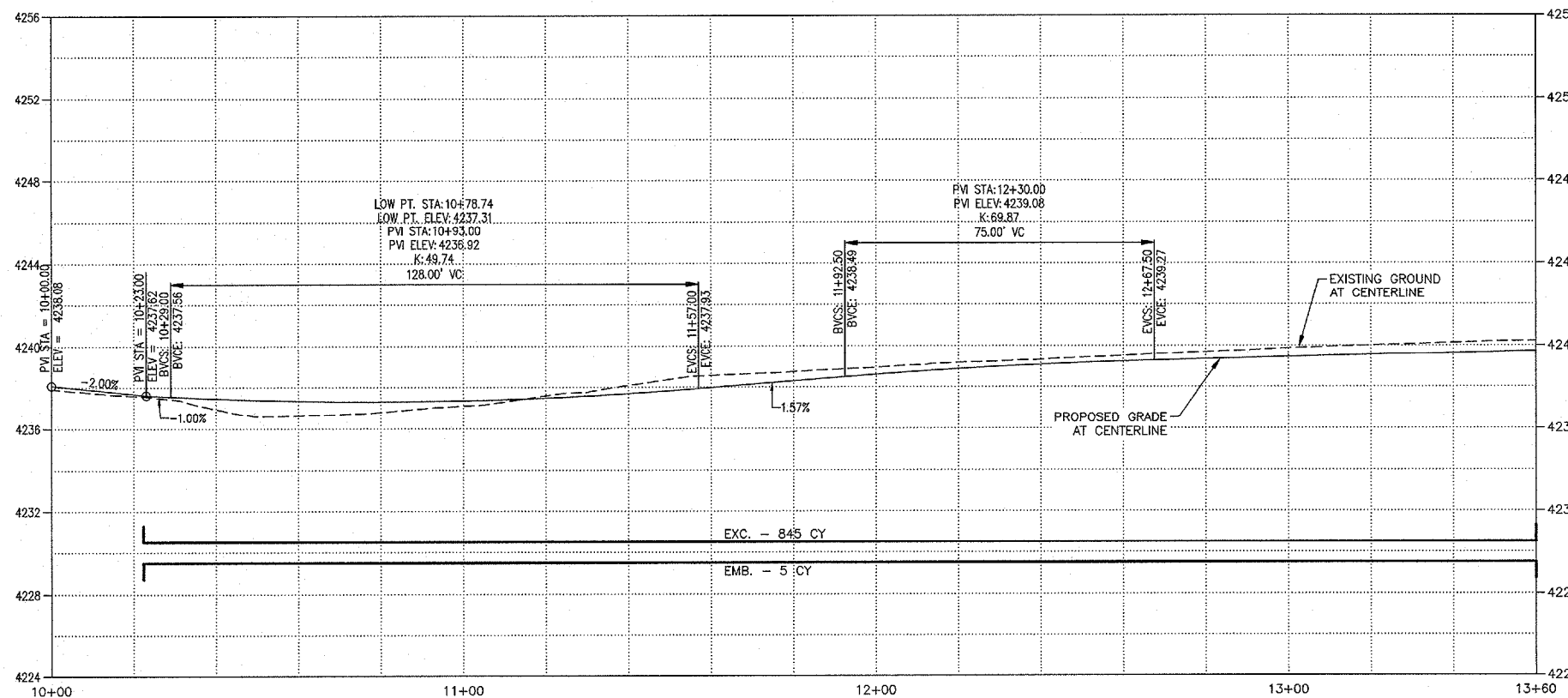


PINE FOREST DR PLAN



CONSTRUCTION NOTES:

- 1. CONSTRUCT DRIVEWAY WITH 3" ACP OVER 6" AGGREGATE BASE (SEE DRIVEWAY DETAILS, C6.0-C6.9)

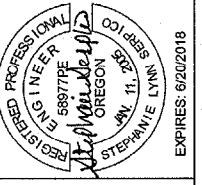


PINE FOREST DR PROFILE

VERT. SCALE: 1"=4'
HORIZ. SCALE: 1"=20'

GENERAL NOTES:

- 1. SEE SHEET C5.0 FOR INTERSECTION GRADING DETAILS.



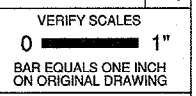
**BURGESS RD/DAY RD INTERSECTION
IMPROVEMENT PROJECT**
PINE FOREST DRIVE PLAN & PROFILE
DESCHUTES COUNTY, OREGON

REVISIONS:

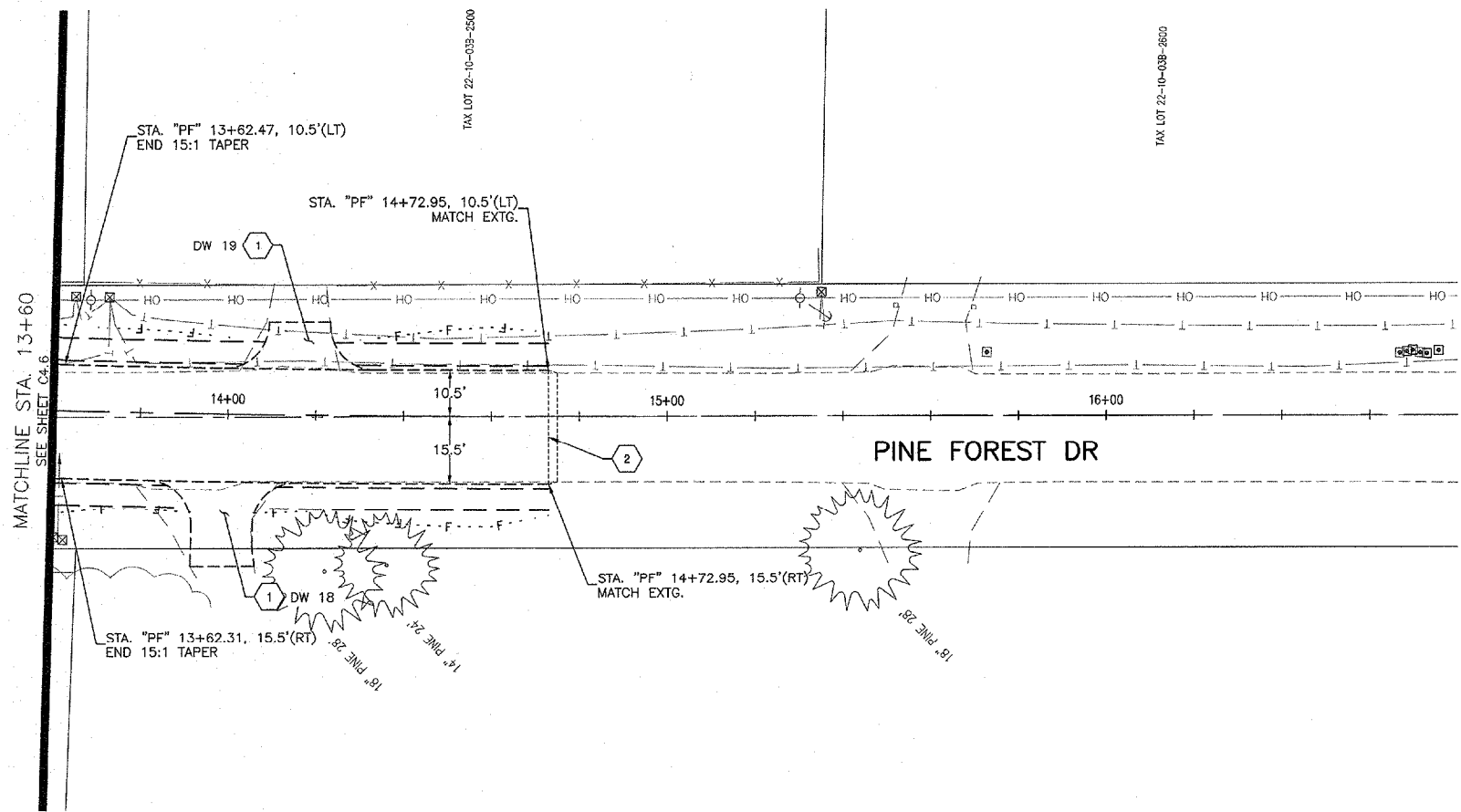
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DESCHUTES COUNTY
ROAD DEPARTMENT

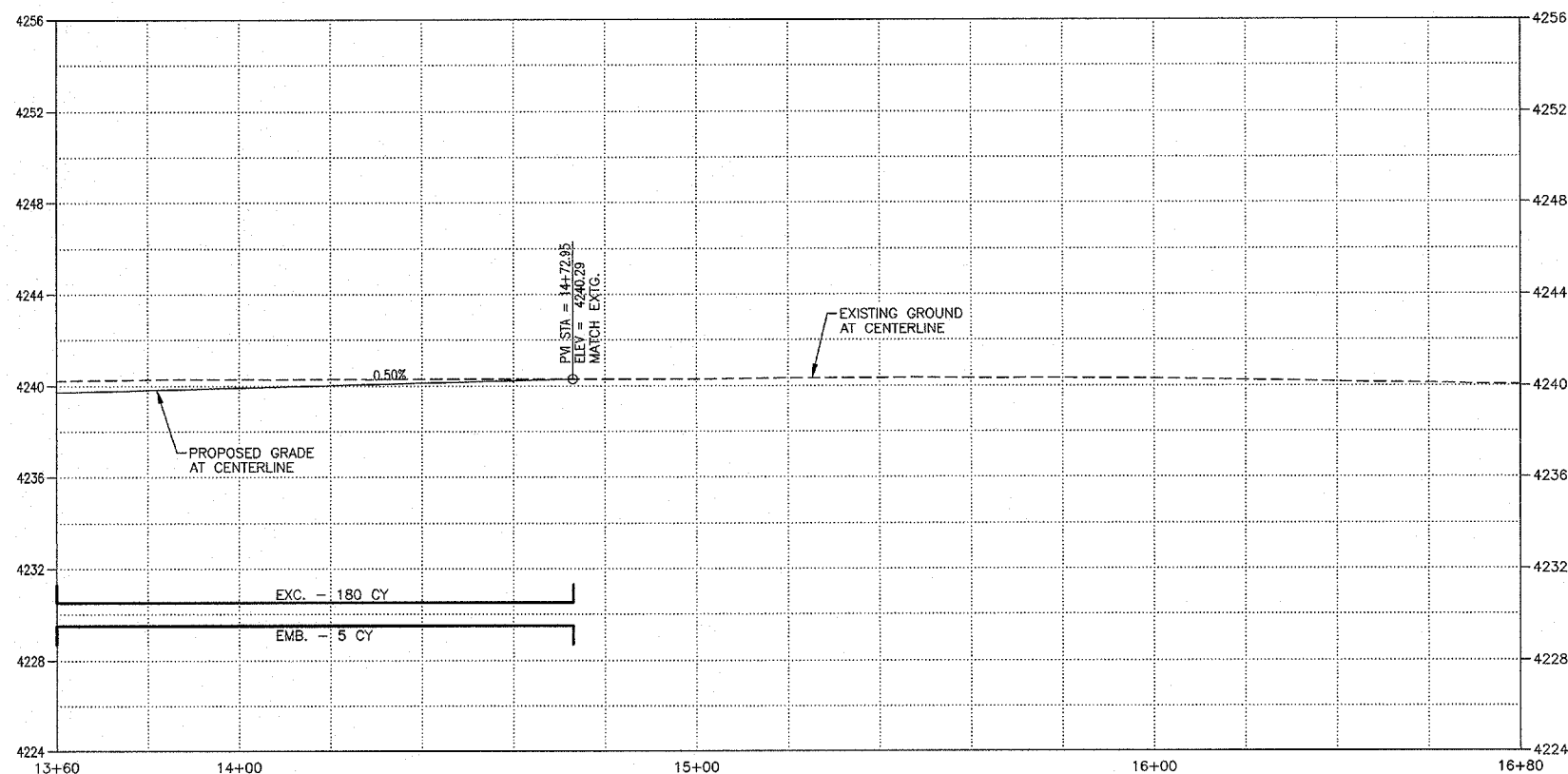
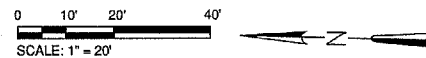
DESIGNED BY: KS
DRAWN BY: KS
SCALE: AS SHOWN
FILE: 68032-INT-DRIVEWAY PLAN AND PROFILE
DATE: 4/20/18



SHEET:
C4.6



PINE FOREST DR PLAN

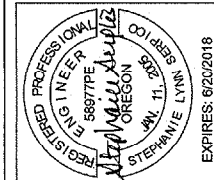


PINE FOREST DR PROFILE

VERT. SCALE: 1"=4'
HORIZ. SCALE: 1"=20'

CONSTRUCTION NOTES:

- ① CONSTRUCT DRIVEWAY WITH 3" ACP OVER 6" AGGREGATE BASE (SEE DRIVEWAY DETAILS, C6.0-C6.9)
- ② STA. 14+72.95
CONSTRUCT ACP BUTT JOINT (SEE DETAIL, SHT. C3.0)



**BURGESS RD/DAY RD INTERSECTION
IMPROVEMENT PROJECT**
PINE FOREST DRIVE PLAN & PROFILE
DESCHUTES COUNTY, OREGON

REVISIONS:

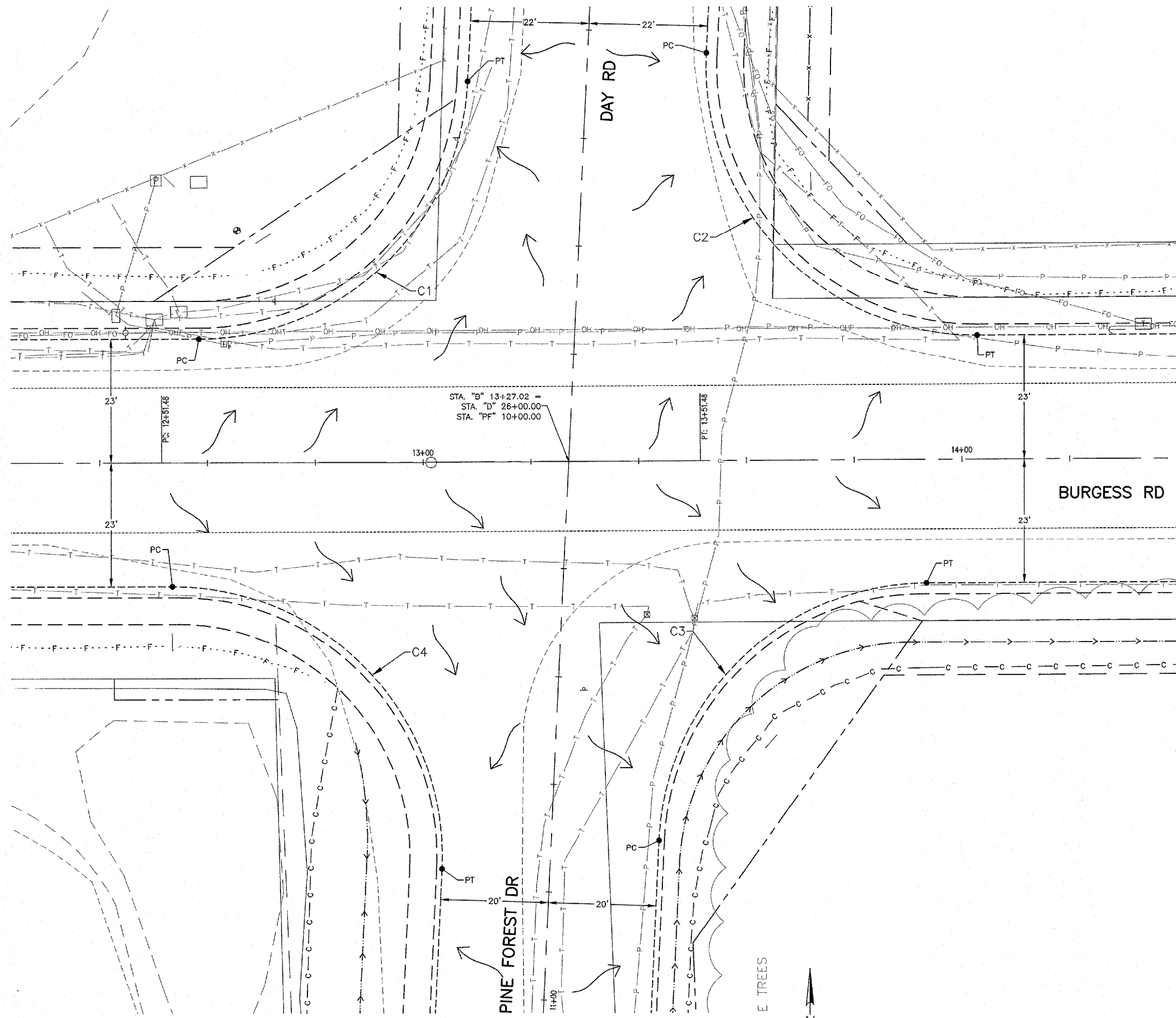
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DESCHUTES COUNTY
ROAD DEPARTMENT

DESIGNED BY: KS
DRAWN BY: KS
SCALE: AS SHOWN
FILE: BURGESS-DAY_INTERSECTION_PLAN_AND_PROFILE.dwg
DATE: 4/20/18

VERIFY SCALES
0 1"
BAR EQUALS ONE INCH
ON ORIGINAL DRAWING

SHEET:
C4.7



STA. "B" 13+27.02 =
 STA. "D" 26+00.00
 STA. "PF" 10+00.00

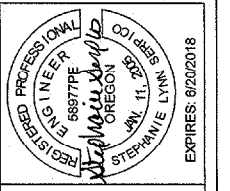
C1 RETURN TABLE		
$\Delta = 87^{\circ}16'19''$	LENGTH = 76.16'	ELEVATION
RADIUS = 50.00'		
PC STA. "B" 12+58.42, 23.0' LT		4238.24
1/4 POINT		4237.94
1/2 POINT		4237.64
3/4 POINT		4237.36
PT STA. "D" 25+30.48, 22.0' RT		4237.08

C2 RETURN TABLE		
$\Delta = 92^{\circ}59'37''$	LENGTH = 81.15'	ELEVATION
RADIUS = 50.00'		
PC STA. "D" 25+23.15, 22.0' LT		4237.09
1/4 POINT		4237.15
1/2 POINT		4237.21
3/4 POINT		4237.28
PT STA. "B" 14+02.94, 23.0' LT		4237.34

C3 RETURN TABLE		
$\Delta = 90^{\circ}00'00''$	LENGTH = 75.93'	ELEVATION
RADIUS = 50.00'		
PC STA. "PF" 10+69.45, 20.0' LT		4236.92
1/4 POINT		4237.03
1/2 POINT		4237.14
3/4 POINT		4237.25
PT STA. "B" 13+93.30, 23.0' RT		4237.36

C4 RETURN TABLE		
$\Delta = 90^{\circ}00'00''$	LENGTH = 80.92'	ELEVATION
RADIUS = 50.00'		
PC STA. "B" 12+53.45, 23.0' RT		4238.30
1/4 POINT		4237.95
1/2 POINT		4237.61
3/4 POINT		4237.26
PT STA. "PF" 10+76.55, 20.0' RT		4236.91

INTERSECTION GRADING PLAN
 SCALE: 1" = 10'



**BURGESS RD/DAY RD INTERSECTION
 IMPROVEMENT PROJECT**
 INTERSECTION GRADING PLAN
 DESCHUTES COUNTY, OREGON

REVISIONS:

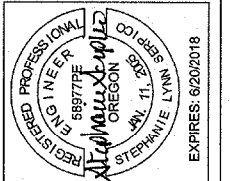
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DESCHUTES COUNTY
 ROAD DEPARTMENT

DESIGNED BY: KS
 DRAWN BY: KS
 SCALE: AS SHOWN
 FILE: BURGESS-DAY-PROPOSED-GRADING
 DATE: 4/20/18

VERIFY SCALES
 0 1"
 BAR EQUALS ONE INCH
 ON ORIGINAL DRAWING

SHEET:
C5.0



**BURGESS RD/DAY RD INTERSECTION
IMPROVEMENT PROJECT**
DRIVEWAY DETAILS
DESCHUTES COUNTY, OREGON

REVISIONS:

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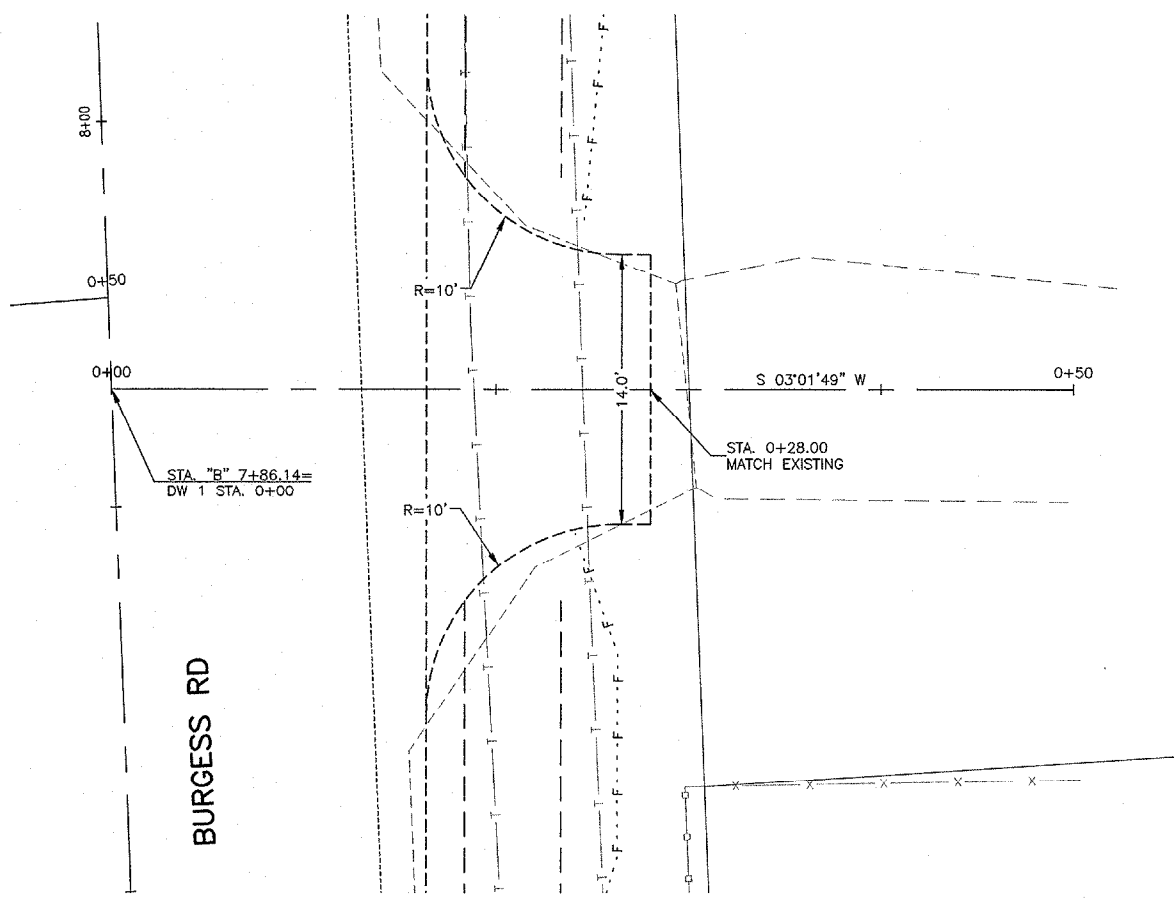
DESCHUTES COUNTY
ROAD DEPARTMENT



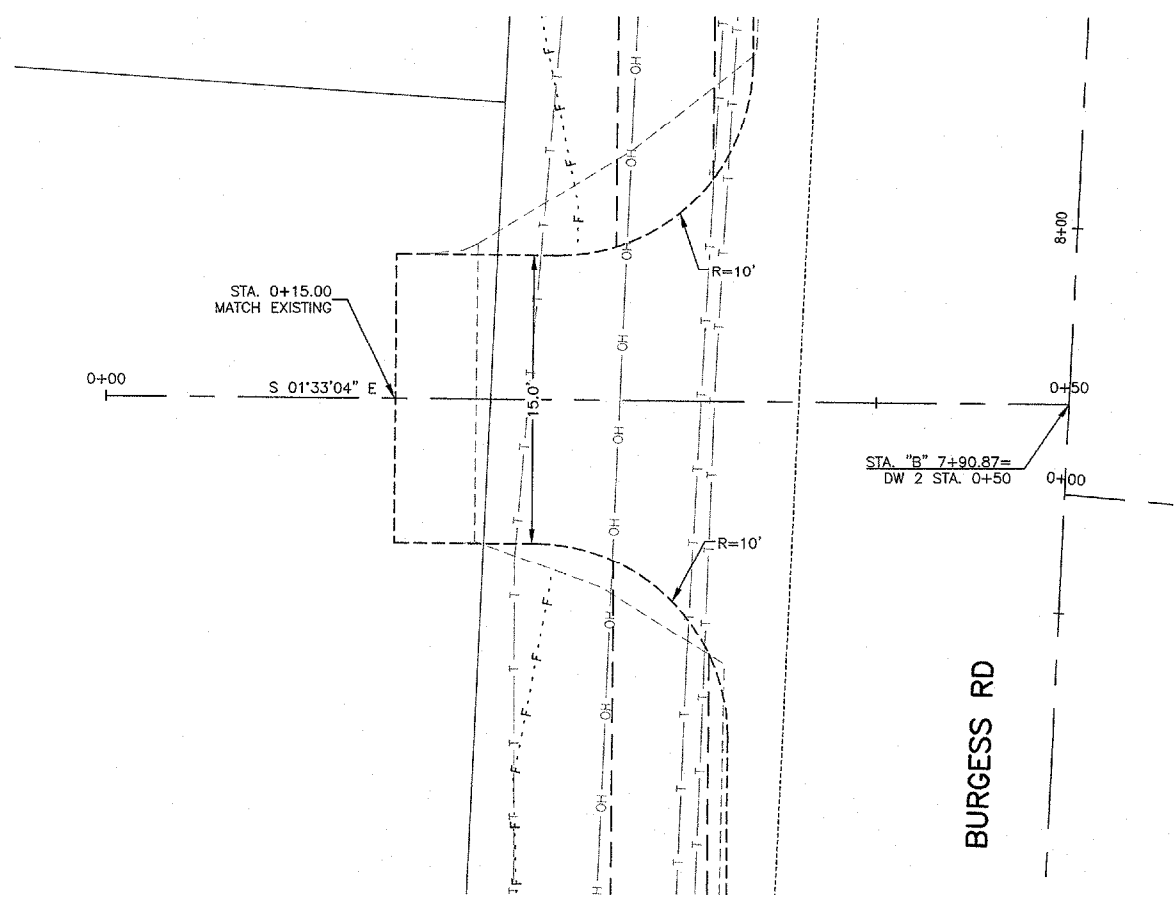
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SCALE: AS SHOWN
FILE: BURGESS-DAY DRIVEWAY DETAILS.DWG
DATE: 4/20/18

VERIFY SCALES
0 1"
BAR EQUALS ONE INCH
ON ORIGINAL DRAWING

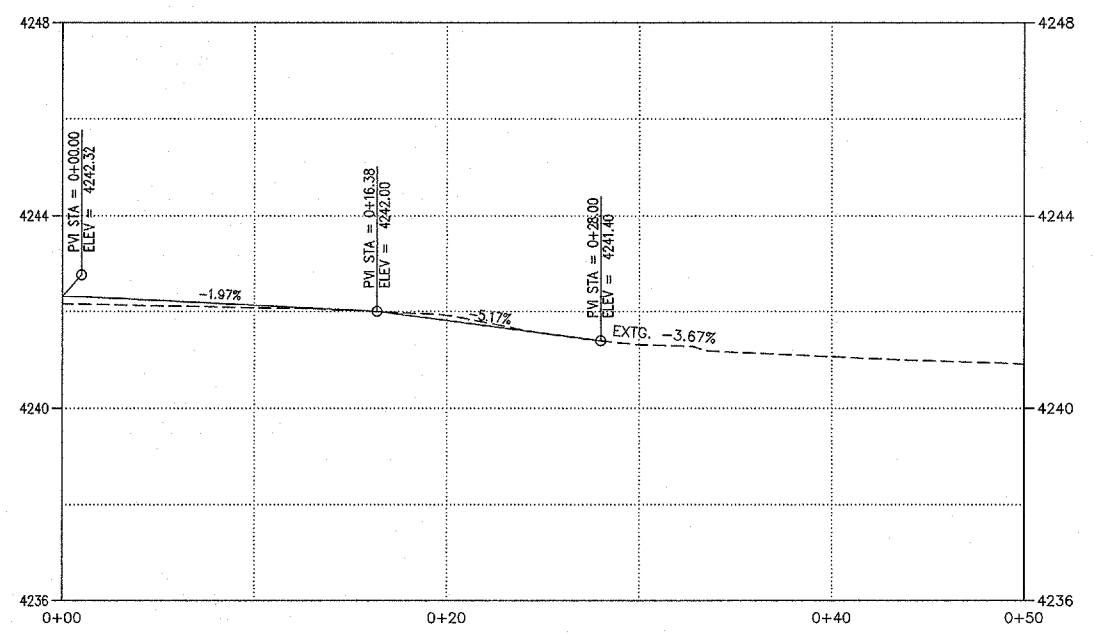
SHEET:
C6.0



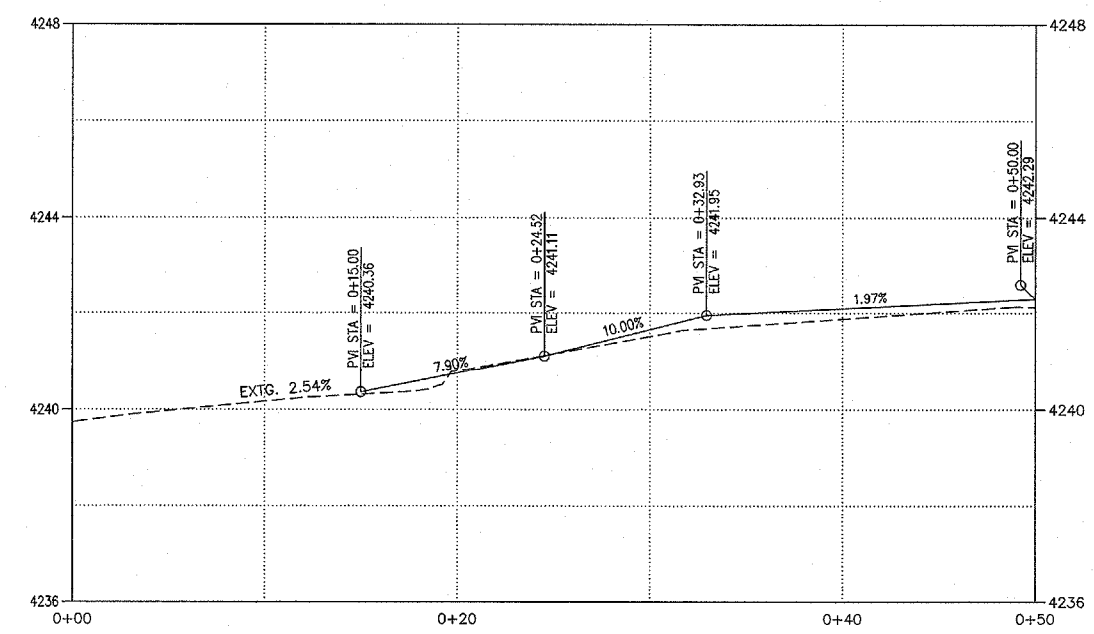
DRIVEWAY 1 PLAN
SCALE: 1" = 5'



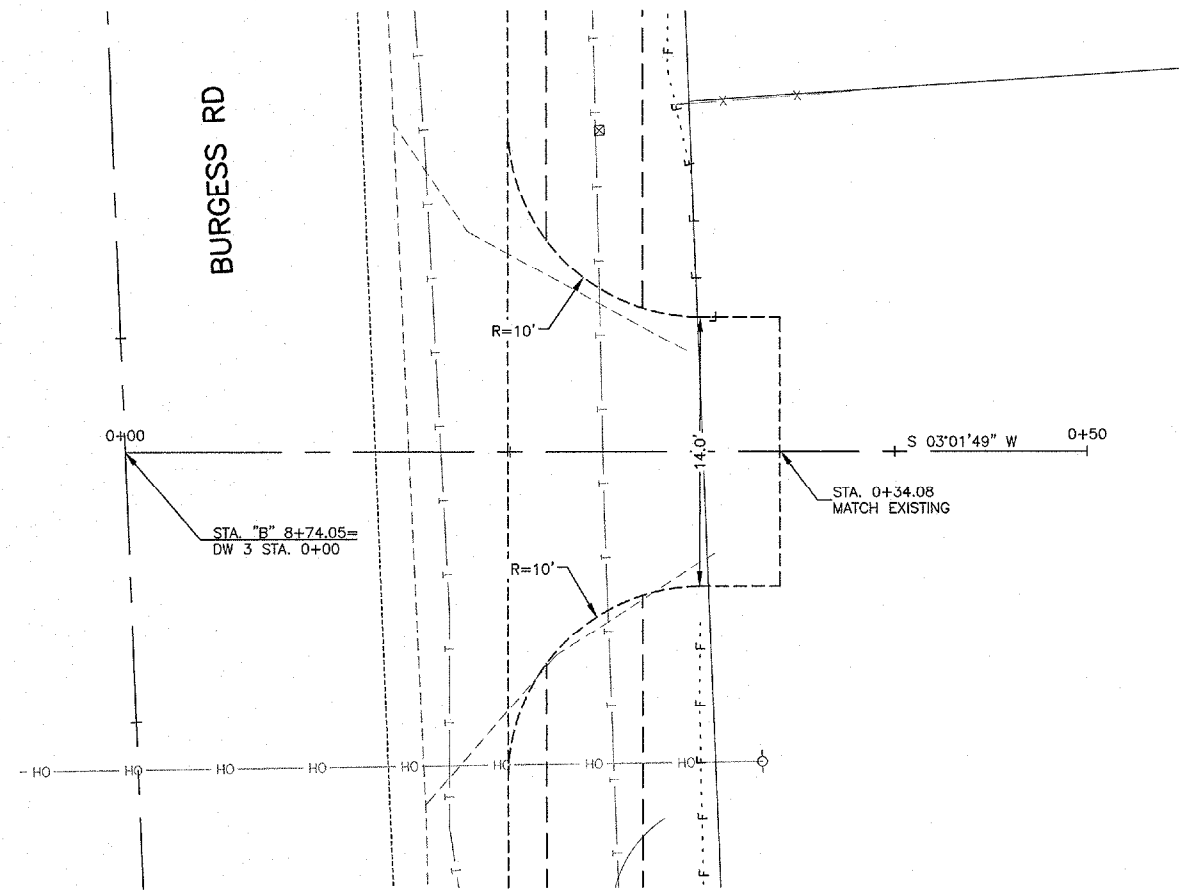
DRIVEWAY 2 PLAN
SCALE: 1" = 5'



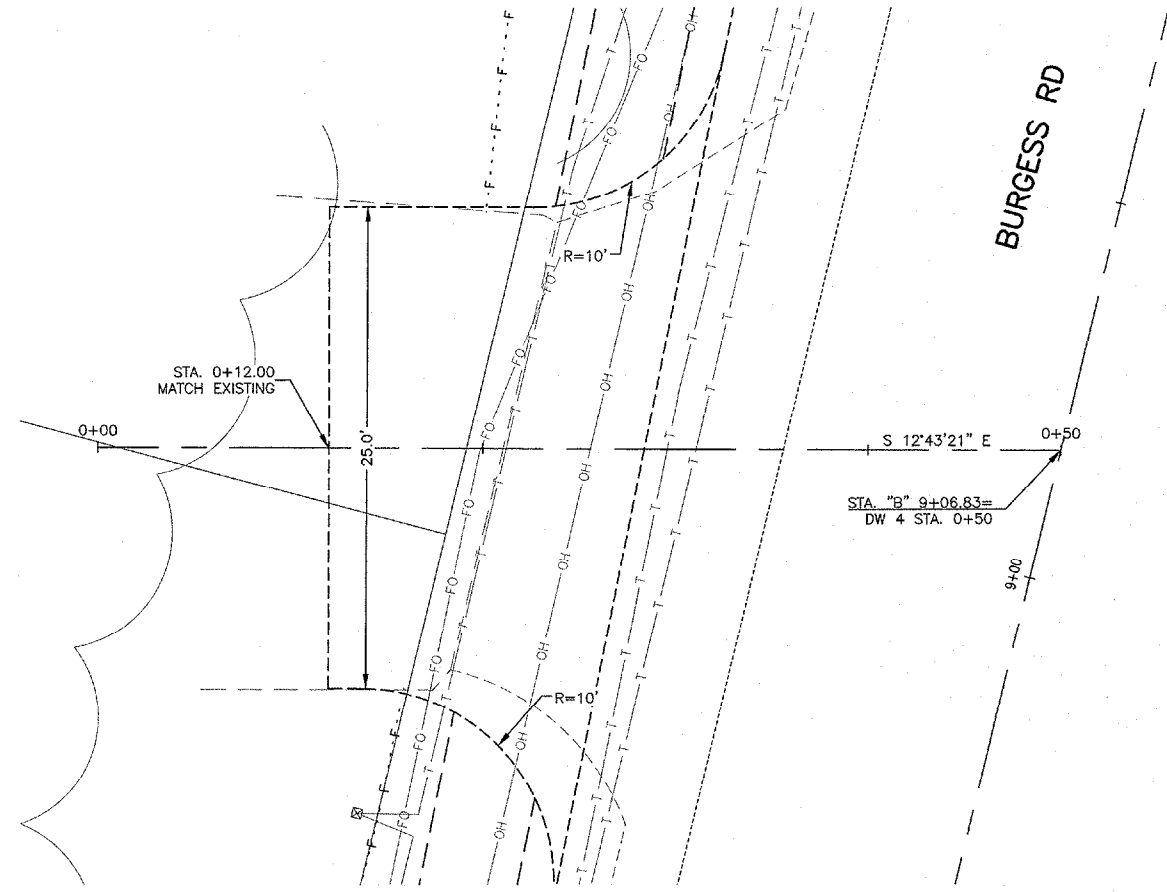
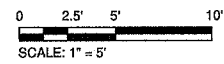
DRIVEWAY 1 PROFILE
VERT. SCALE: 1"=2'
HORIZ. SCALE: 1"=5'



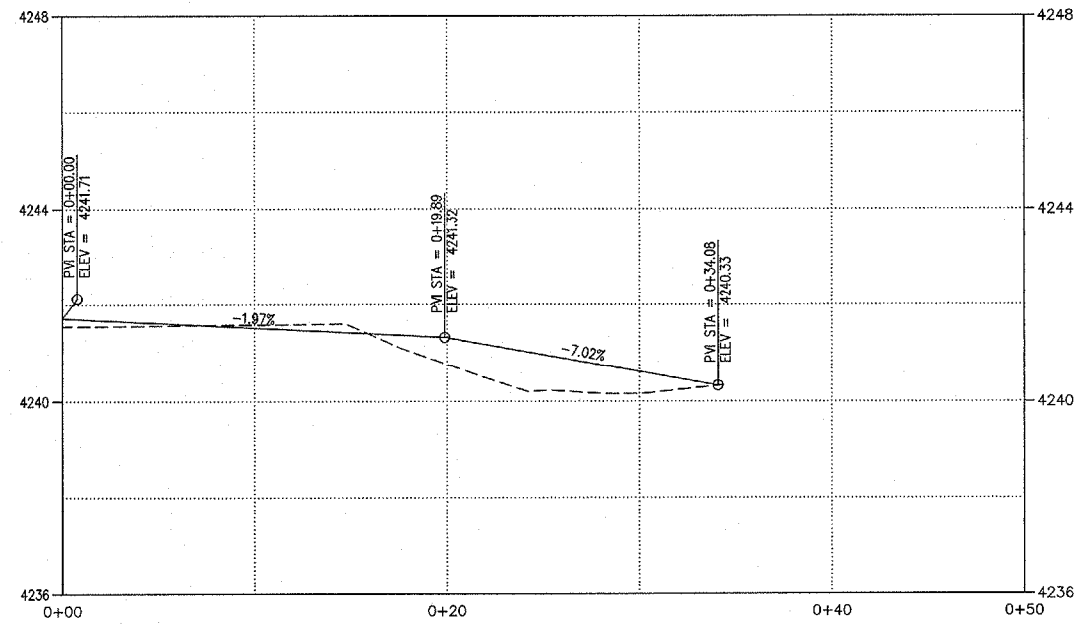
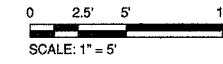
DRIVEWAY 2 PROFILE
VERT. SCALE: 1"=2'
HORIZ. SCALE: 1"=5'



DRIVEWAY 3 PLAN

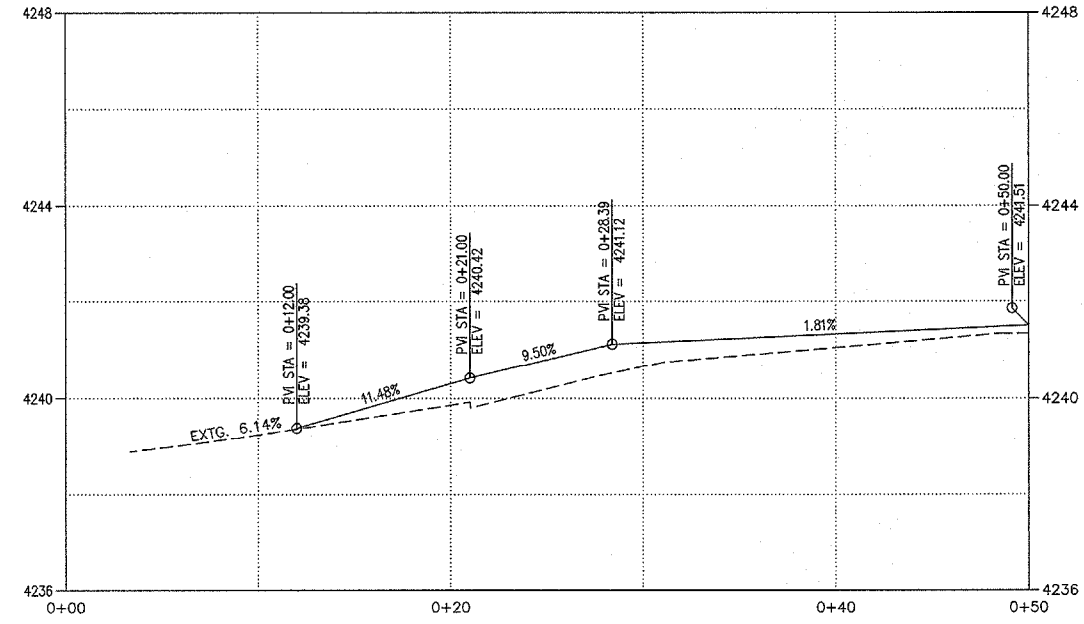


DRIVEWAY 4 PLAN



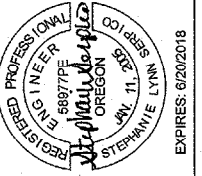
DRIVEWAY 3 PROFILE

VERT. SCALE: 1"=2'
HORIZ. SCALE: 1"=5'



DRIVEWAY 4 PROFILE

VERT. SCALE: 1"=2'
HORIZ. SCALE: 1"=5'



**BURGESS RD/DAY RD INTERSECTION
IMPROVEMENT PROJECT**

DRIVEWAY DETAILS
DESCHUTES COUNTY, OREGON

REVISIONS:

1.	
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DESCHUTES COUNTY
ROAD DEPARTMENT



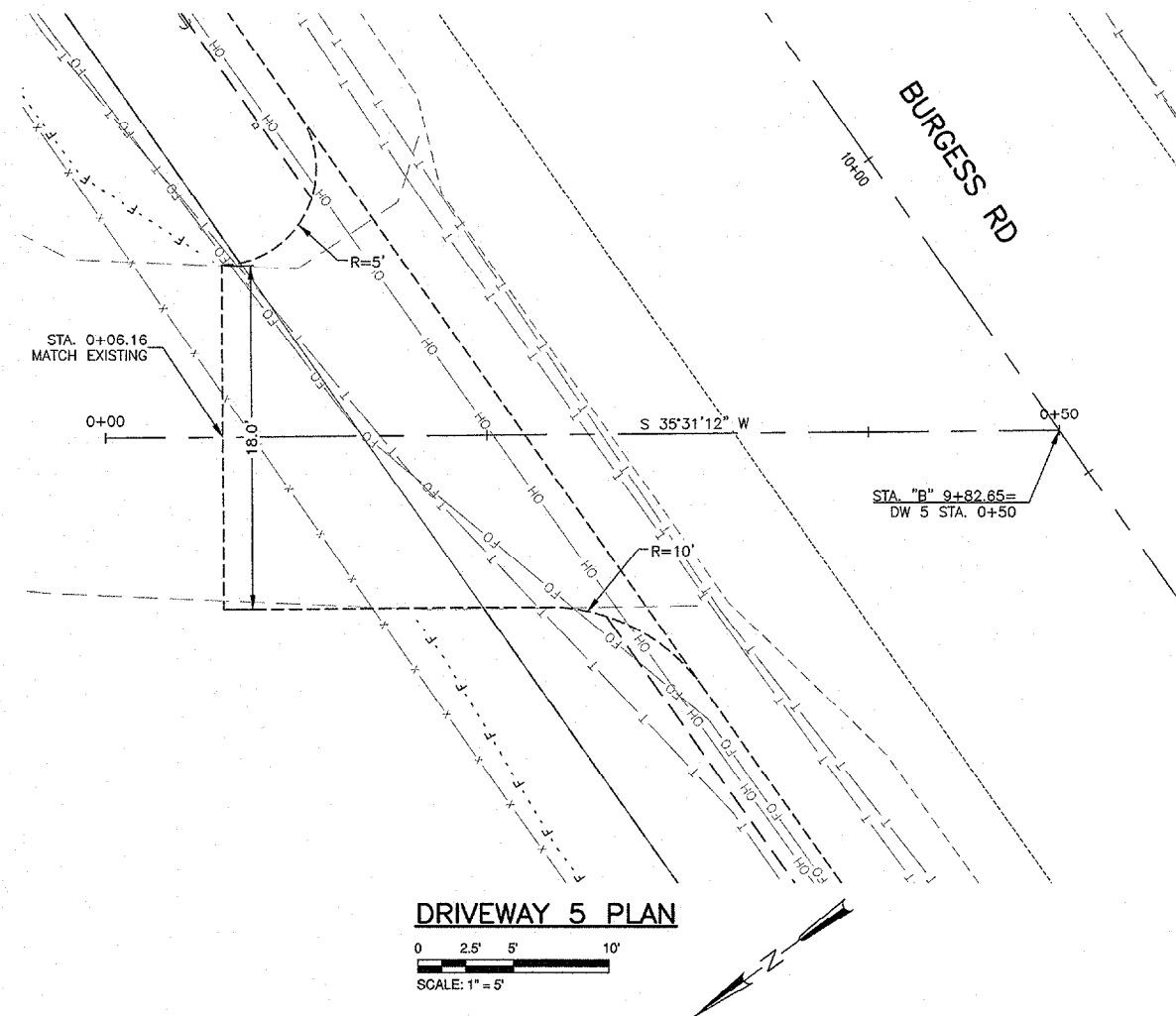
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DRAWN BY: KS
SCALE: AS SHOWN
FILE: BURGESS-DAY_DRIVEWAY_DET.DWG

DATE: 4/20/18

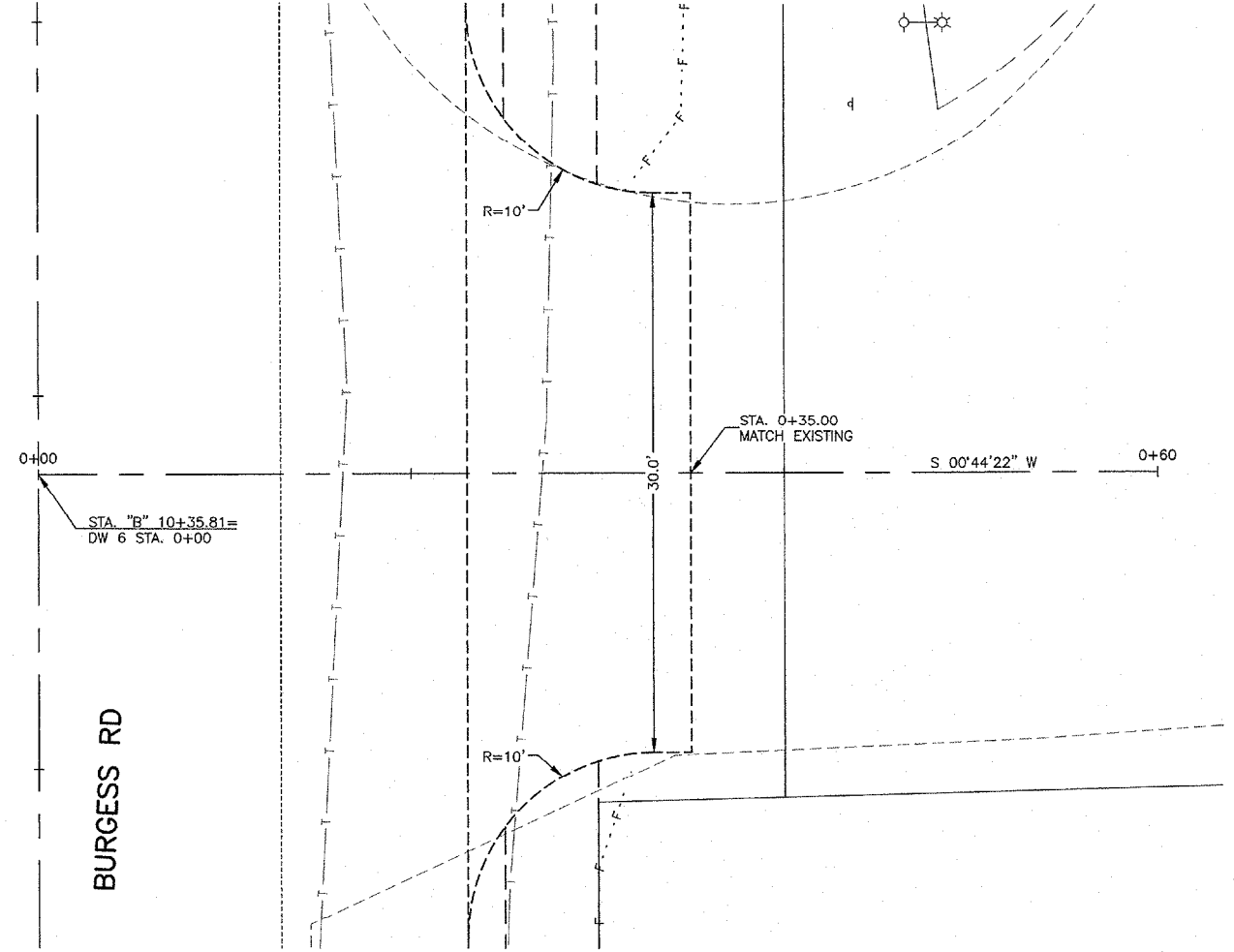
VERIFY SCALES
0 1"
BAR EQUALS ONE INCH
ON ORIGINAL DRAWING

SHEET:

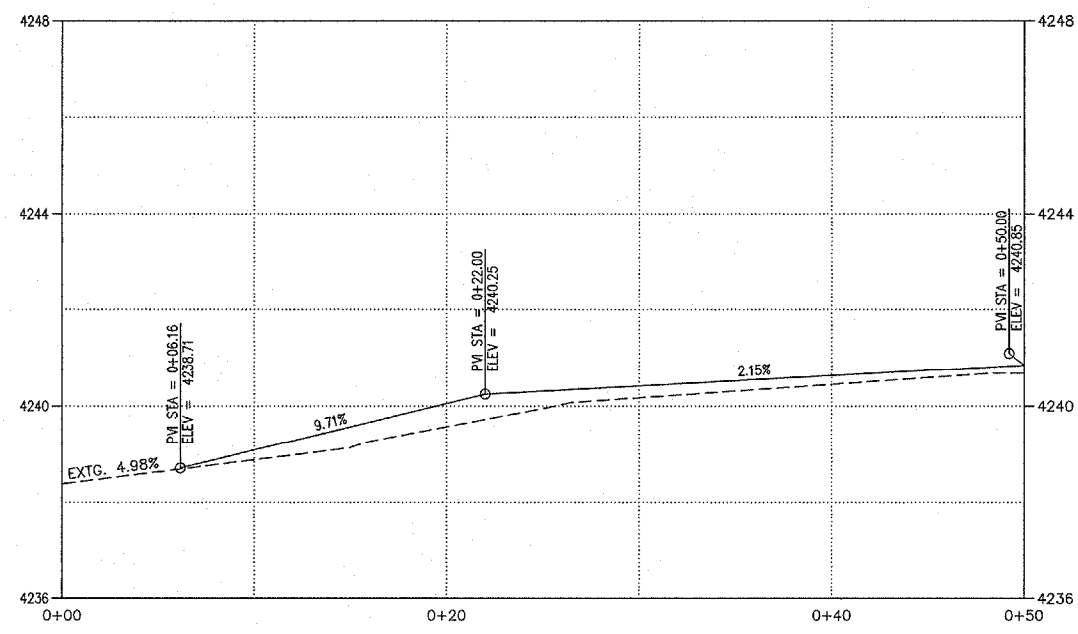
C6.1



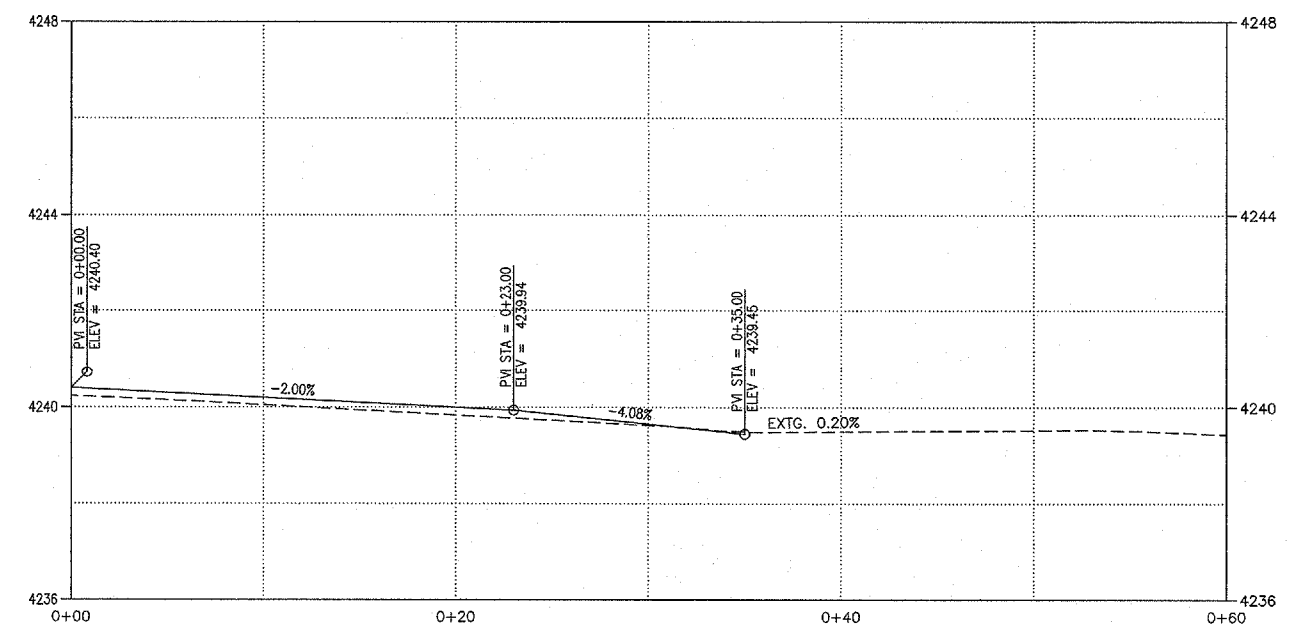
DRIVEWAY 5 PLAN
 0 2.5' 5' 10'
 SCALE: 1" = 5'



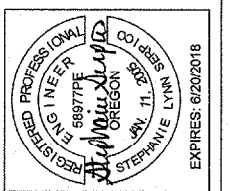
DRIVEWAY 6 PLAN
 0 2.5' 5' 10'
 SCALE: 1" = 5'



DRIVEWAY 5 PROFILE
 VERT. SCALE: 1"=2'
 HORIZ. SCALE: 1"=5'



DRIVEWAY 6 PROFILE
 VERT. SCALE: 1"=2'
 HORIZ. SCALE: 1"=5'



**BURGESS RD/DAY RD INTERSECTION
 IMPROVEMENT PROJECT**
DRIVEWAY DETAILS
 DESCHUTES COUNTY, OREGON

REVISIONS:

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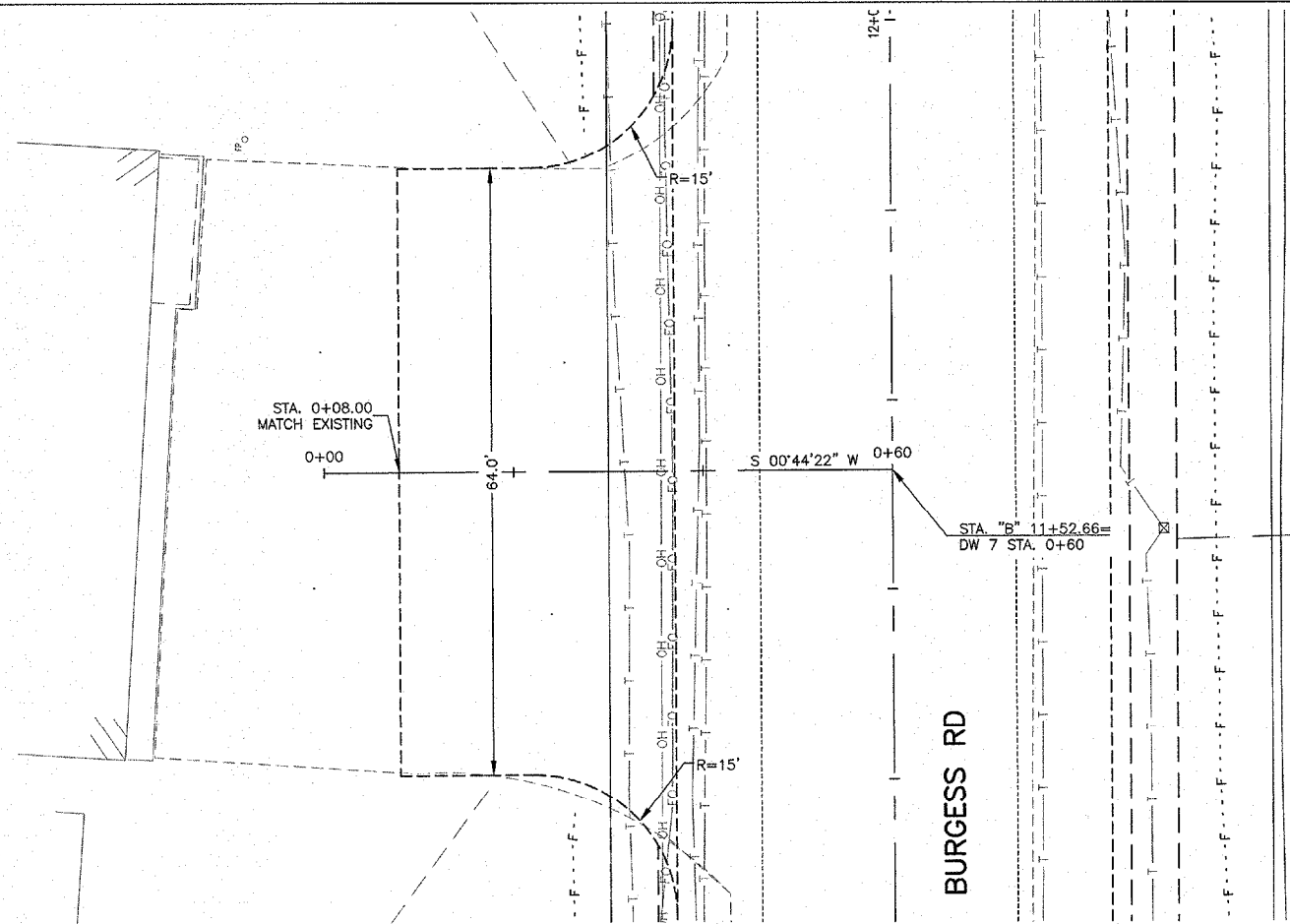
DESCHUTES COUNTY
 ROAD DEPARTMENT



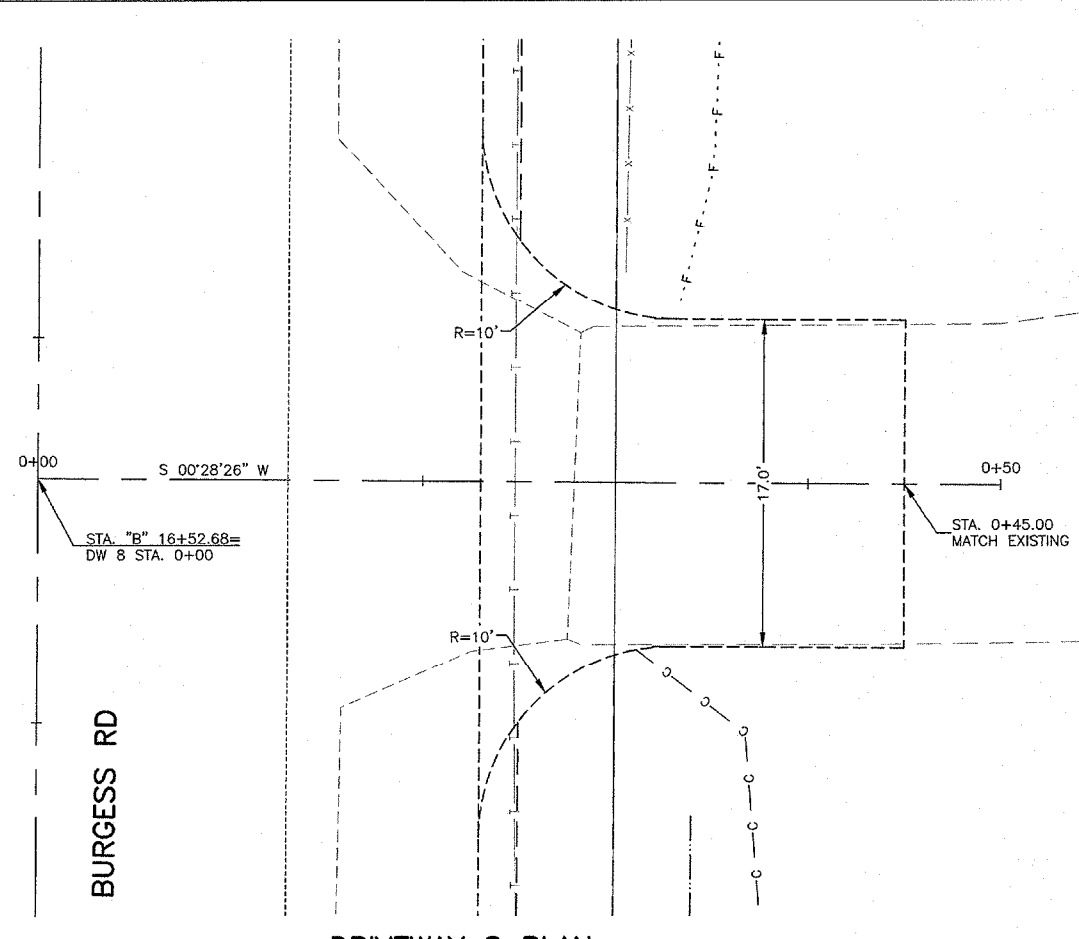
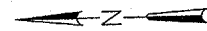
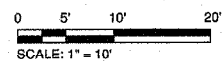
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 DRAWN BY: KS
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 FILE: BURGESS-DAY-INTERSECTION
 DATE: 4/20/18

VERIFY SCALES
 0 1"
 BAR EQUALS ONE INCH
 ON ORIGINAL DRAWING

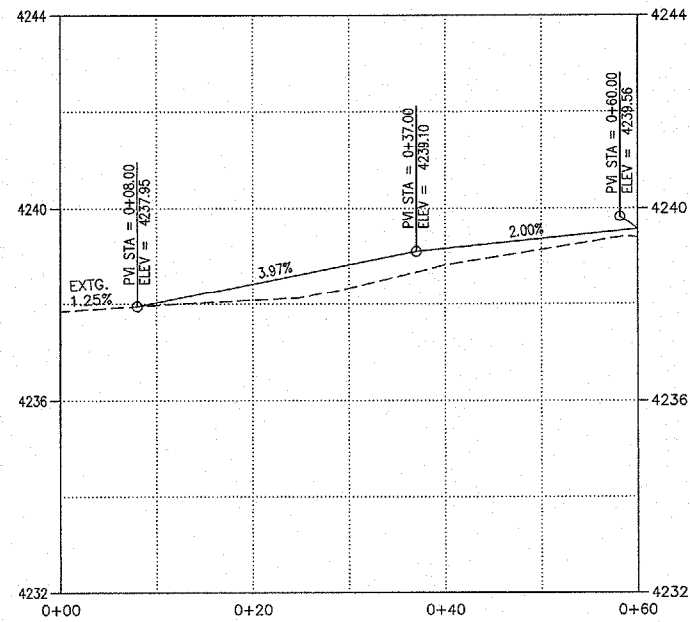
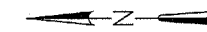
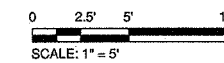
SHEET:
C6.2



DRIVEWAY 7 PLAN

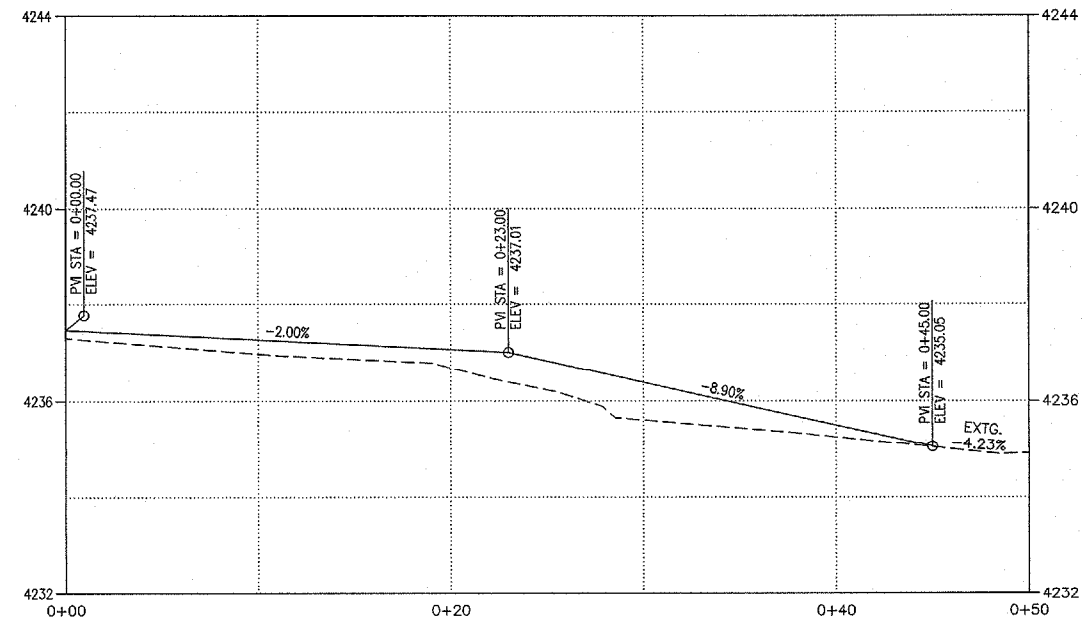


DRIVEWAY 8 PLAN



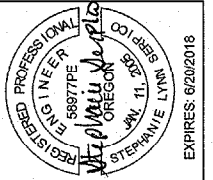
DRIVEWAY 7 PROFILE

VERT. SCALE: 1"=2'
HORIZ. SCALE: 1"=10'



DRIVEWAY 8 PROFILE

VERT. SCALE: 1"=2'
HORIZ. SCALE: 1"=5'



**BURGESS RD/DAY RD INTERSECTION
IMPROVEMENT PROJECT**
DRIVEWAY DETAILS
DESCHUTES COUNTY, OREGON

REVISIONS:

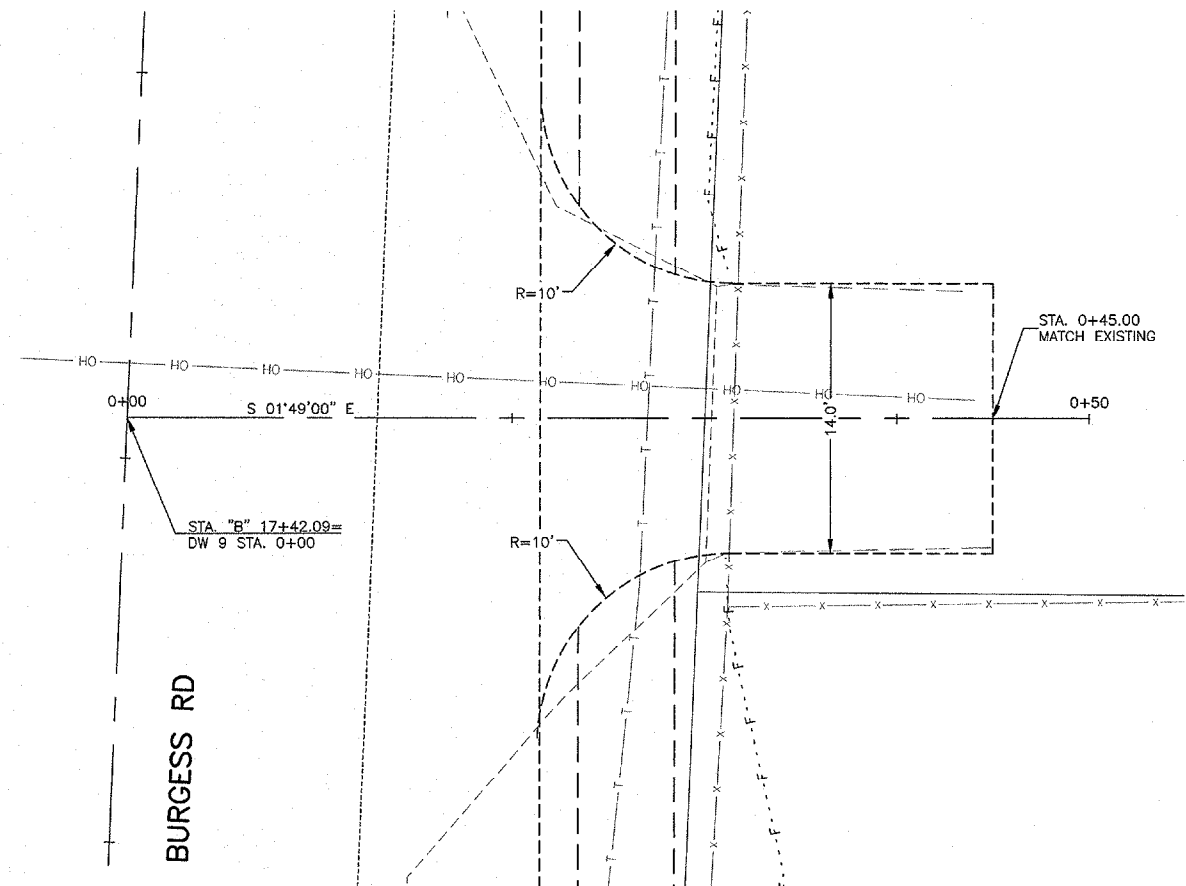
1.	
2.	
3.	

DESCHUTES COUNTY
ROAD DEPARTMENT

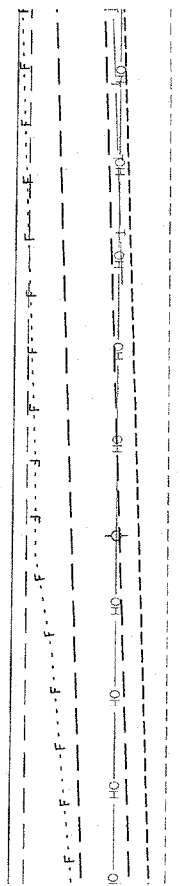
DESIGNED BY: KS
DRAWN BY: KS
SCALE: AS SHOWN
FILE: BURGESS-DAY-DRIVEWAY-DETAILS.DWG
DATE: 4/20/18

VERIFY SCALES
0 1"
BAR EQUALS ONE INCH
ON ORIGINAL DRAWING

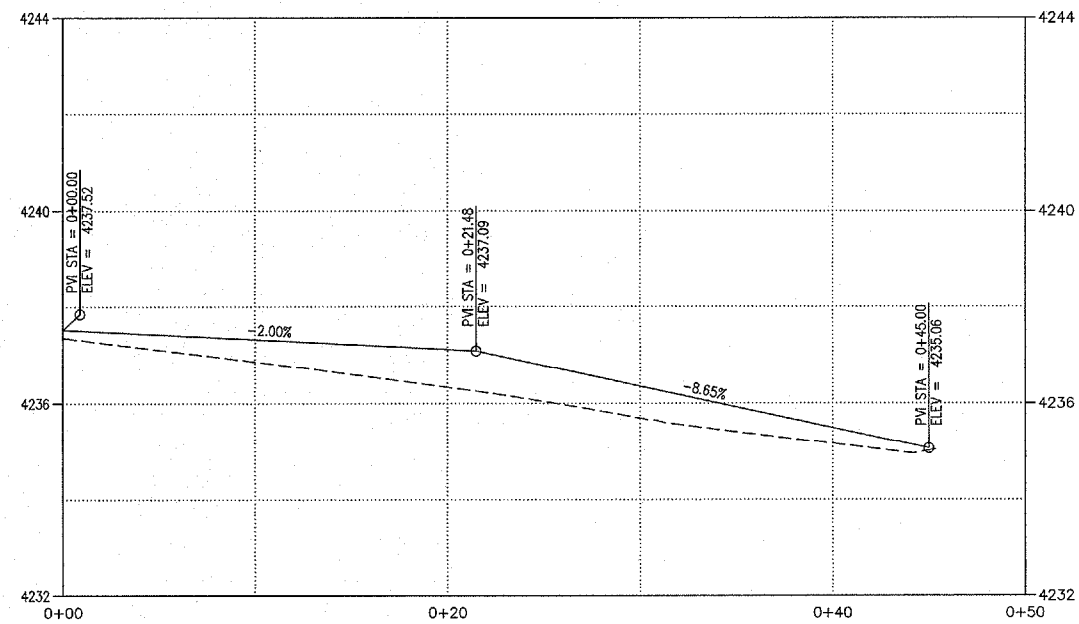
SHEET:
C6.3



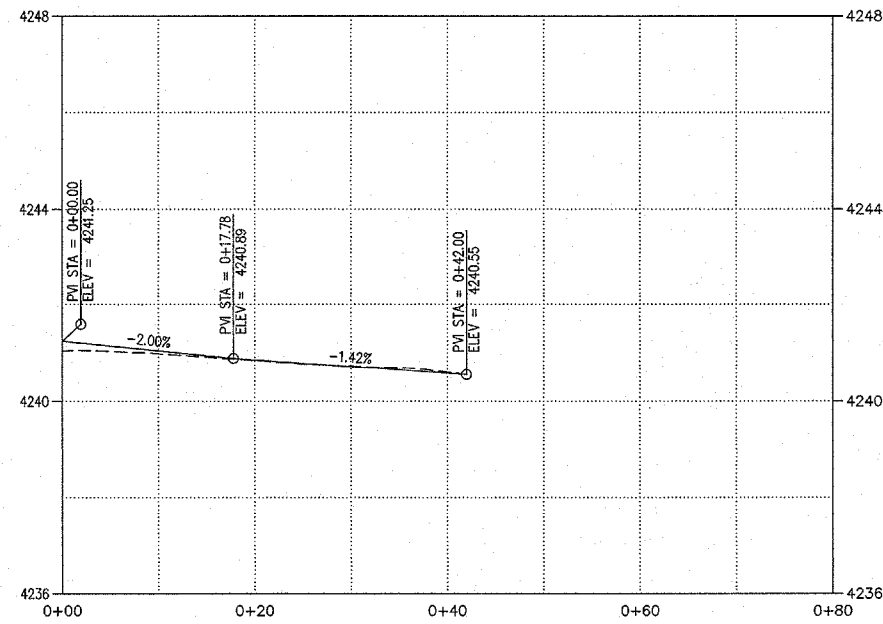
DRIVEWAY 9 PLAN
 0 2.5' 5' 10'
 SCALE: 1" = 5'



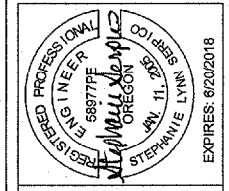
DRIVEWAY 10 PLAN
 0 5' 10' 20'
 SCALE: 1" = 10'



DRIVEWAY 9 PROFILE
 VERT. SCALE: 1"=2'
 HORIZ. SCALE: 1"=5'



DRIVEWAY 10 PROFILE
 VERT. SCALE: 1"=2'
 HORIZ. SCALE: 1"=10'



**BURGESS RD/DAY RD INTERSECTION
 IMPROVEMENT PROJECT**
DRIVEWAY DETAILS
 DESCHUTES COUNTY, OREGON

REVISIONS:

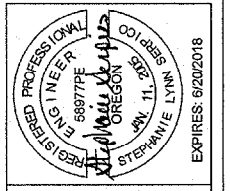
1.	
2.	
3.	

DESCHUTES COUNTY
 ROAD DEPARTMENT

DESIGNED BY: KS
 DRAWN BY: KS
 SCALE: AS SHOWN
 FILE: BURGESS-DAY-DRIVEWAY-DETAILS.DWG
 DATE: 4/20/18

VERIFY SCALES
 0 1"
 BAR EQUALS ONE INCH
 ON ORIGINAL DRAWING

SHEET:
C6.4



**BURGESS RD/DAY RD INTERSECTION
IMPROVEMENT PROJECT**
DRIVEWAY DETAILS
DESCHUTES COUNTY, OREGON

REVISIONS:

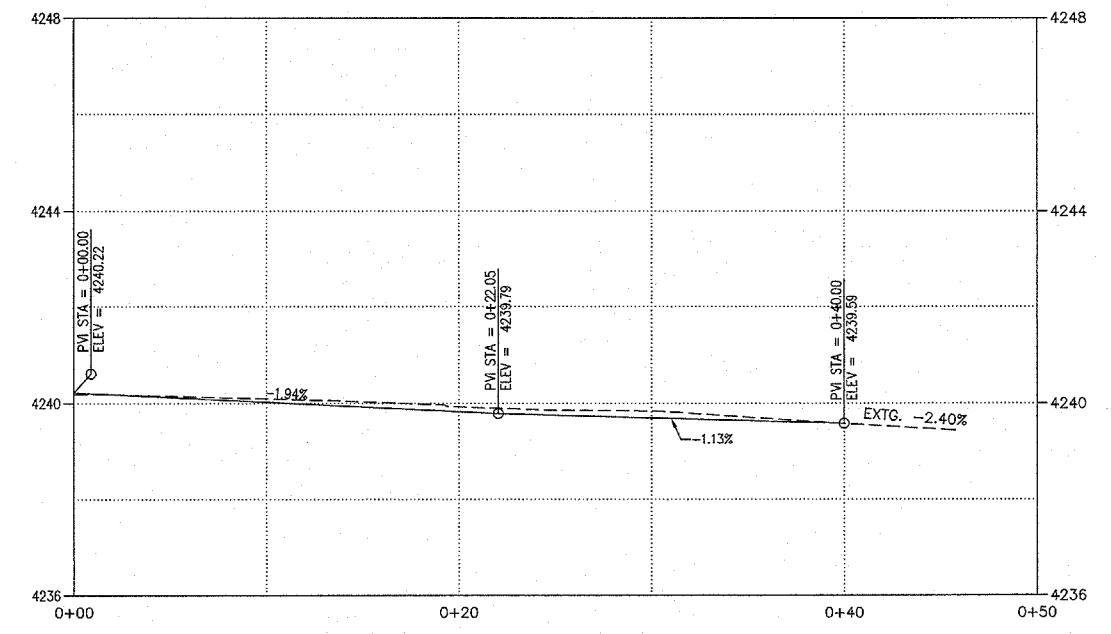
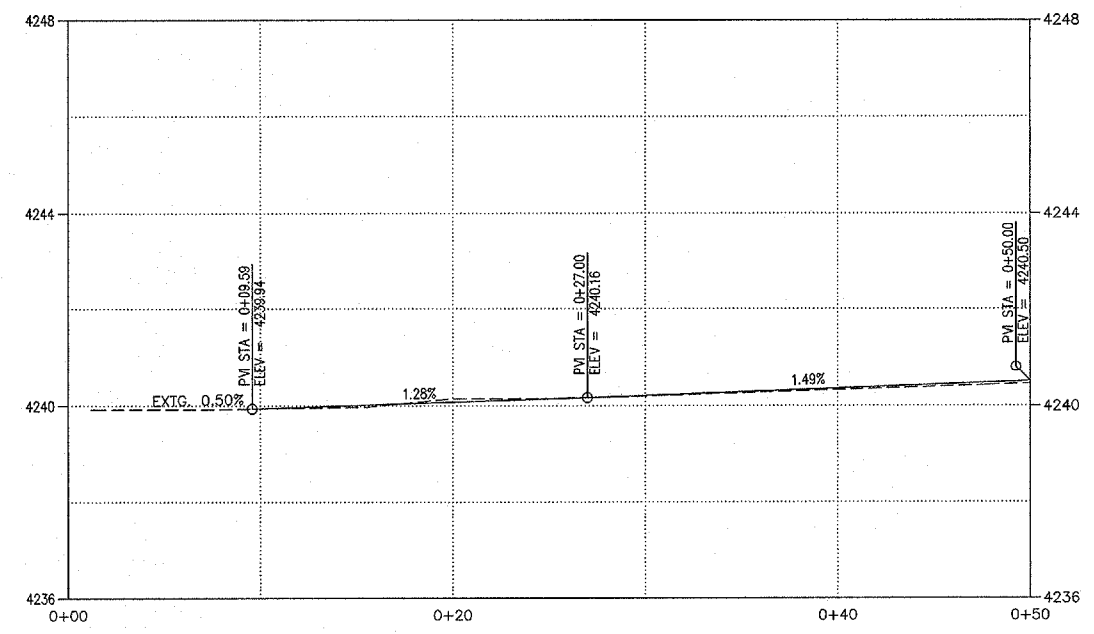
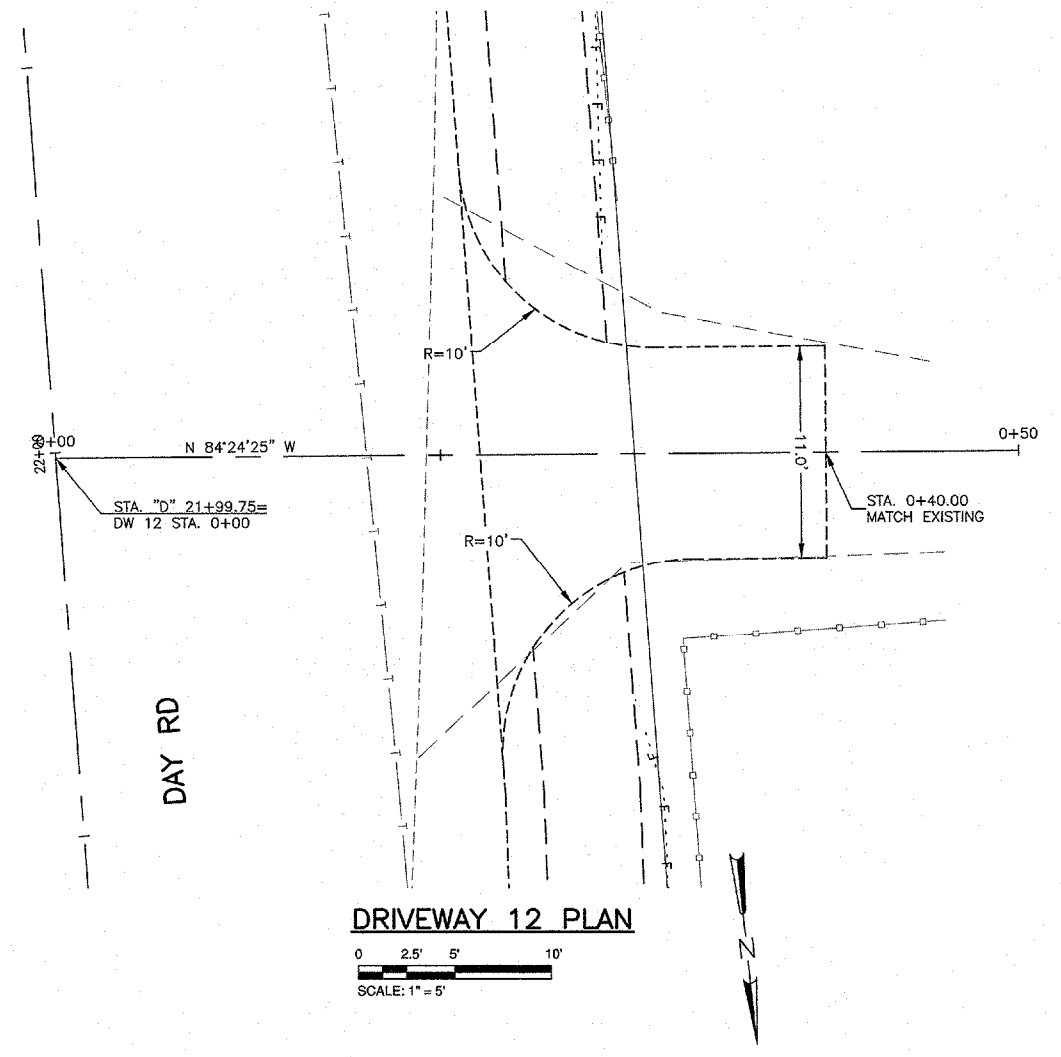
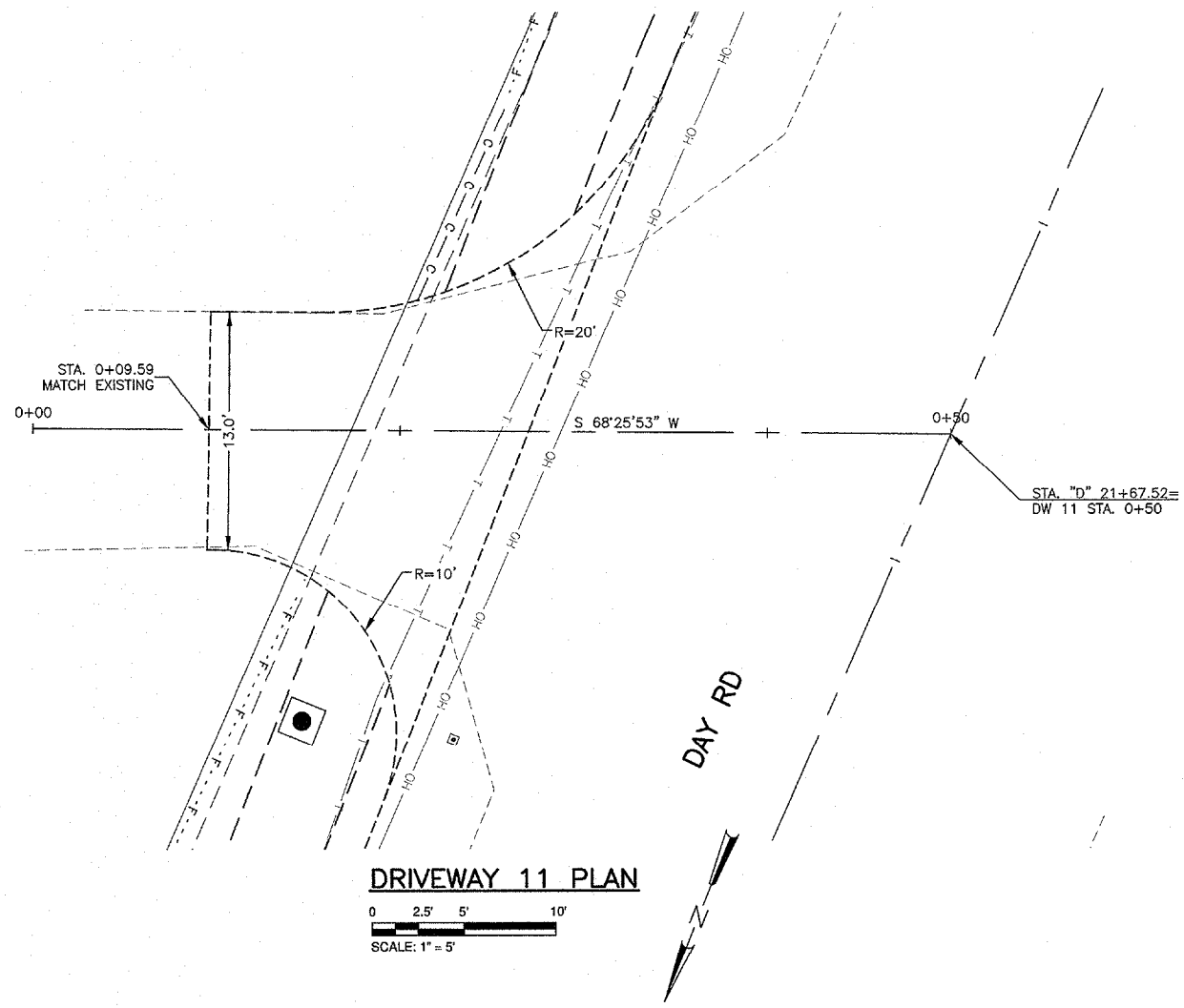
1.	
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DESCHUTES COUNTY
ROAD DEPARTMENT

DESIGNED BY: KS
DRAWN BY: KS
SCALE: AS SHOWN
FILE: BURGESS-DAY-DRIVEWAY-DETAILS.DWG
DATE: 4/20/18

VERIFY SCALES
0 1"
BAR EQUALS ONE INCH
ON ORIGINAL DRAWING

SHEET:
C6.5





**BURGESS RD/DAY RD INTERSECTION
IMPROVEMENT PROJECT**
DRIVEWAY DETAILS
DESCHUTES COUNTY, OREGON

REVISIONS:

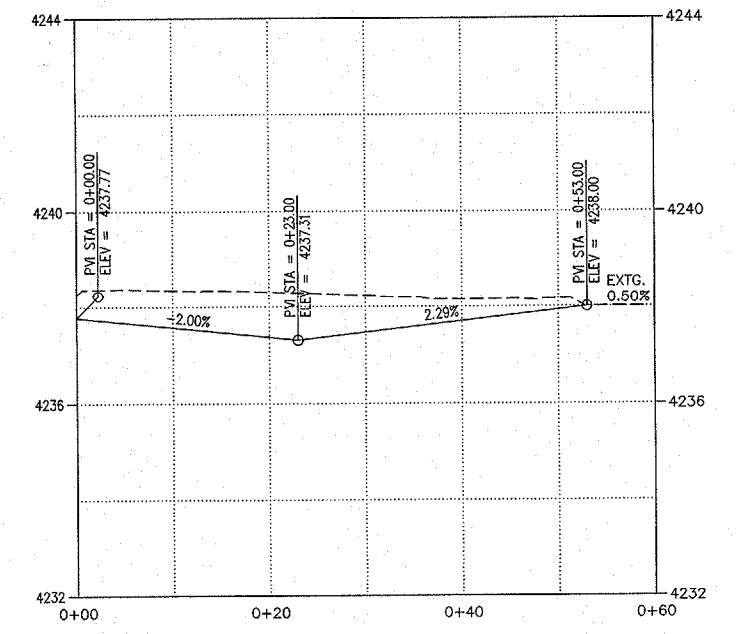
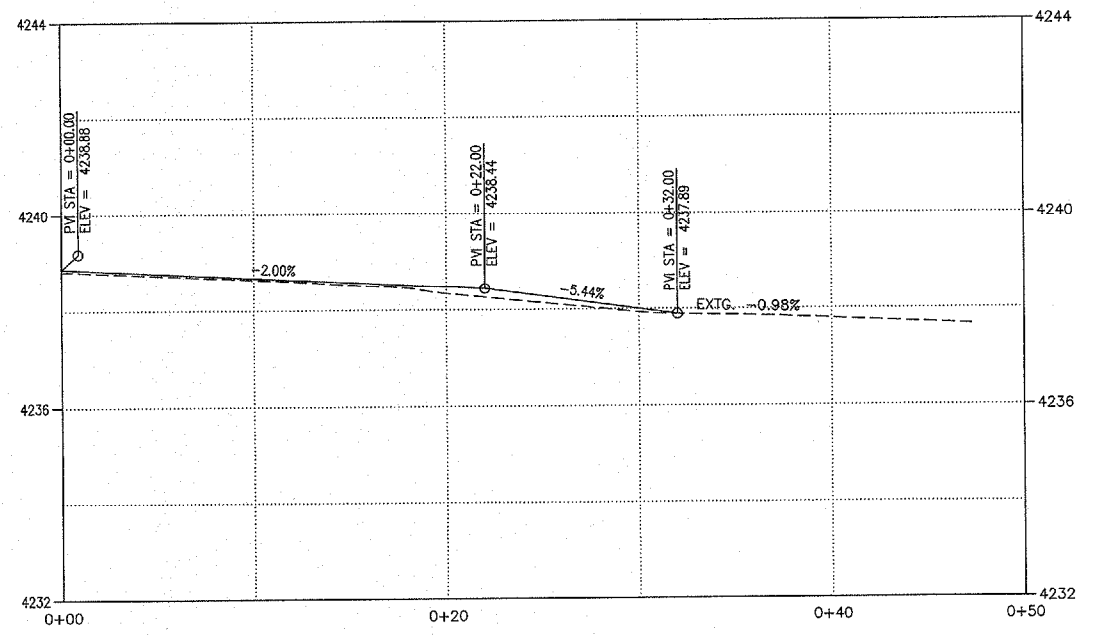
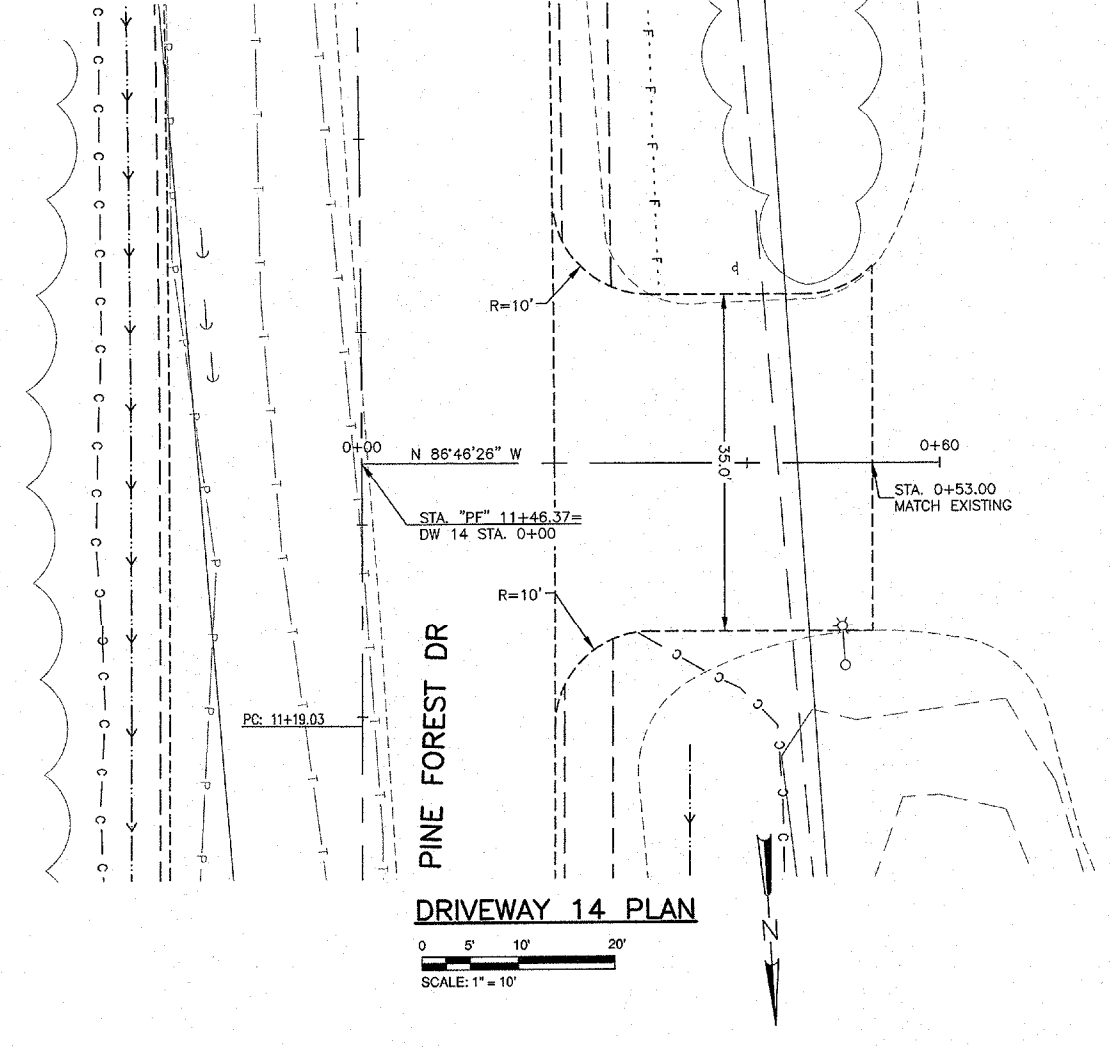
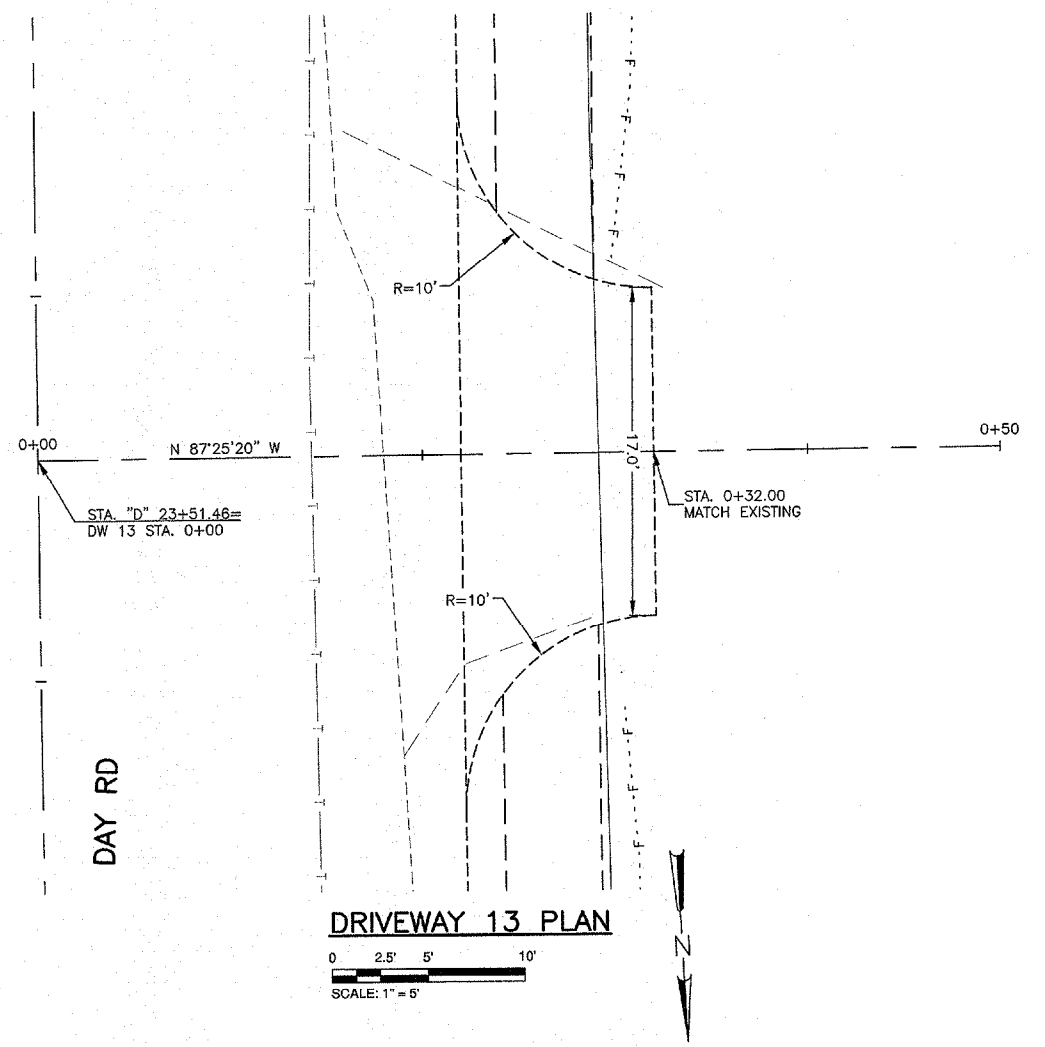
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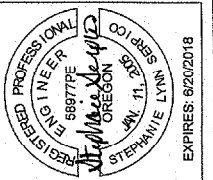
DESCHUTES COUNTY
ROAD DEPARTMENT
RD

DESIGNED BY: KS
DRAWN BY: KS
SCALE: AS SHOWN
FILE: BURGESS-DAY-DRIVEWAY DETAILS.dwg
DATE: 4/20/18

VERIFY SCALES
0 1" BAR EQUALS ONE INCH ON ORIGINAL DRAWING

SHEET: **C6.6**





**BURGESS RD/DAY RD INTERSECTION
IMPROVEMENT PROJECT**
DRIVEWAY DETAILS
DESCHUTES COUNTY, OREGON

REVISIONS:

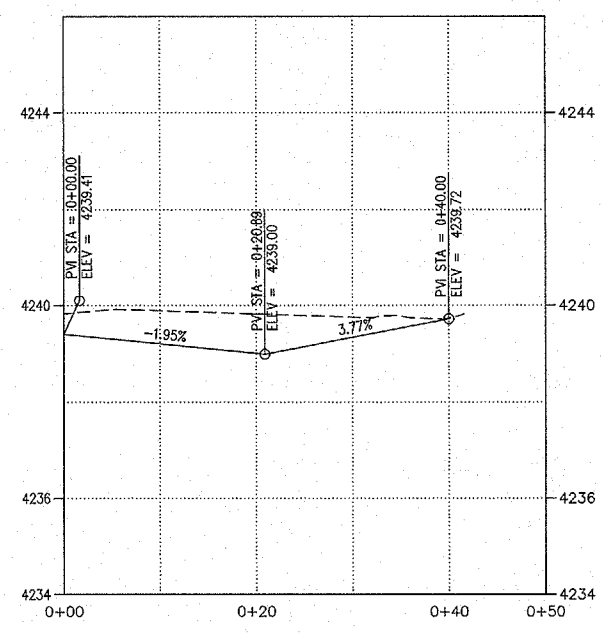
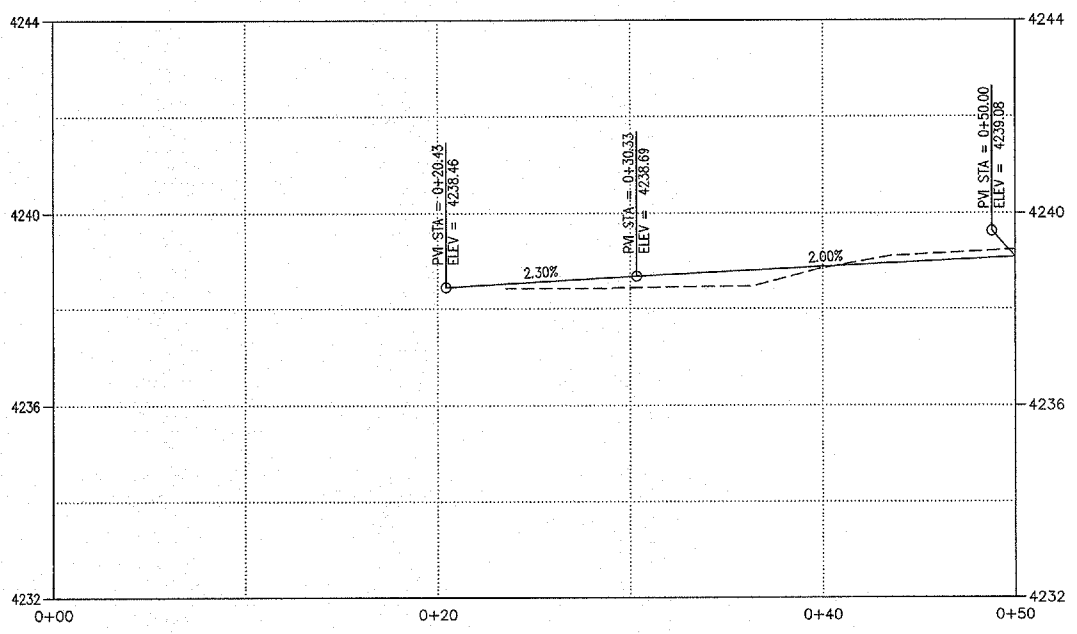
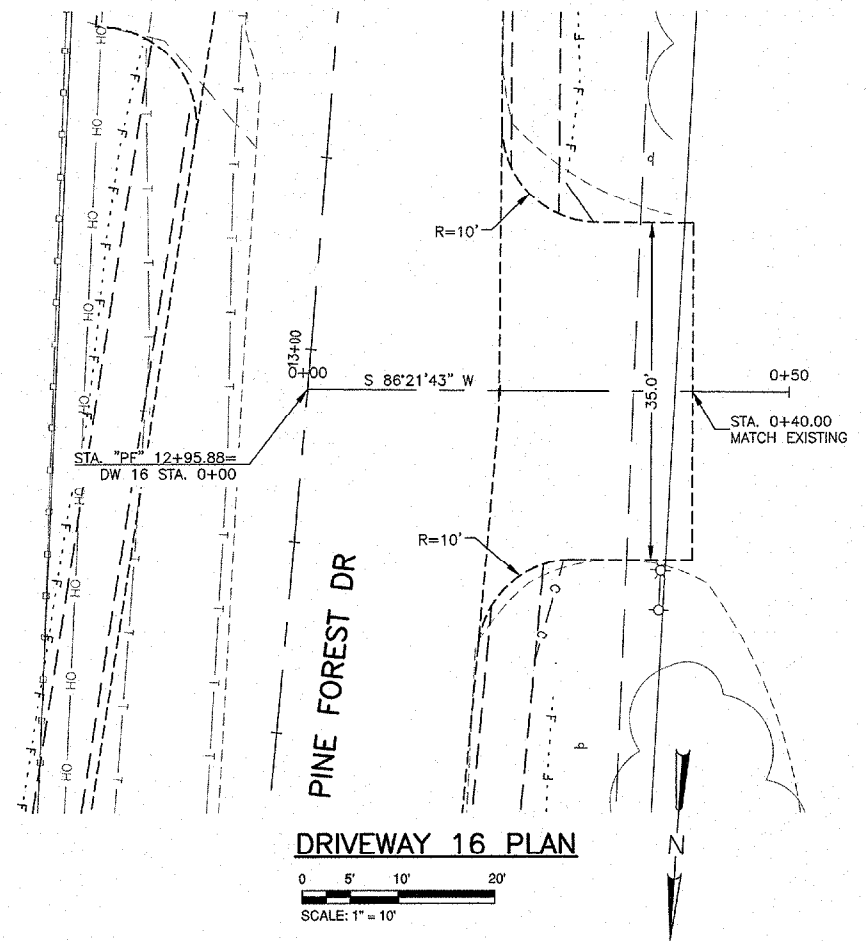
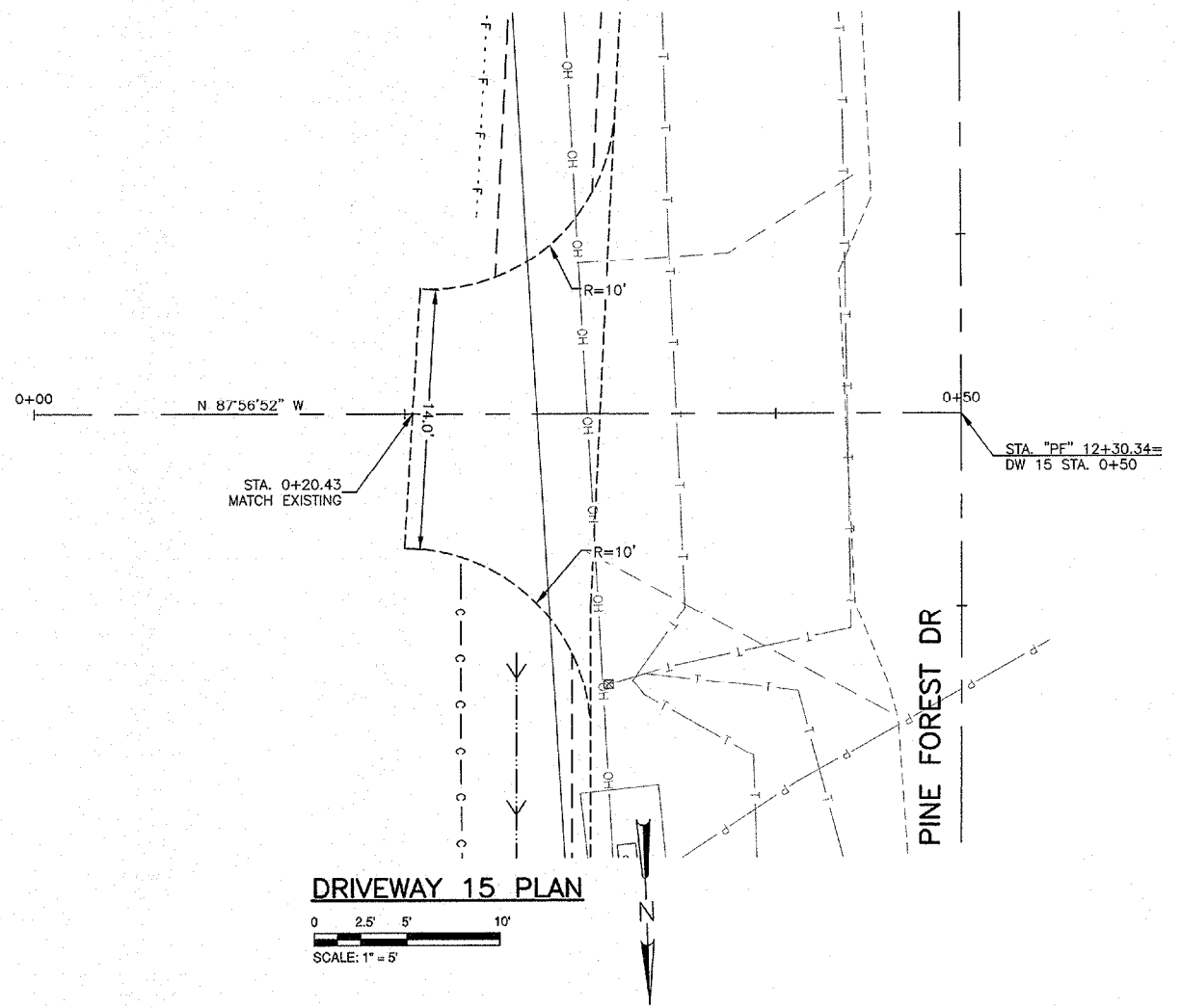
1.	
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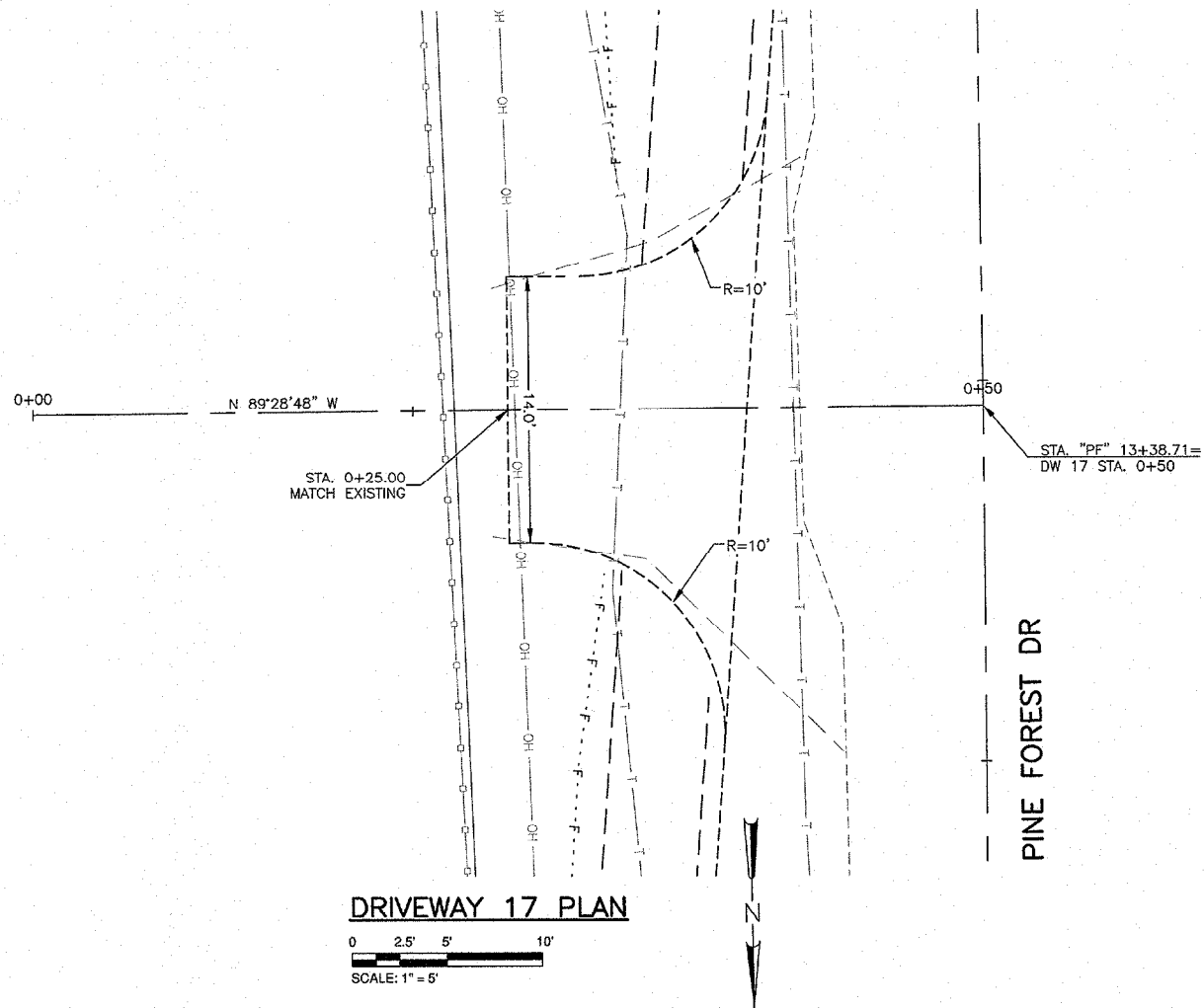
DESCHUTES COUNTY
ROAD DEPARTMENT

DESIGNED BY: KS
DRAWN BY: KS
SCALE: AS SHOWN
FILE: BURGESS-DAY_DRIVEWAY_DETAILS.DWG
DATE: 4/20/18

VERIFY SCALES
0 1"
BAR EQUALS ONE INCH
ON ORIGINAL DRAWING

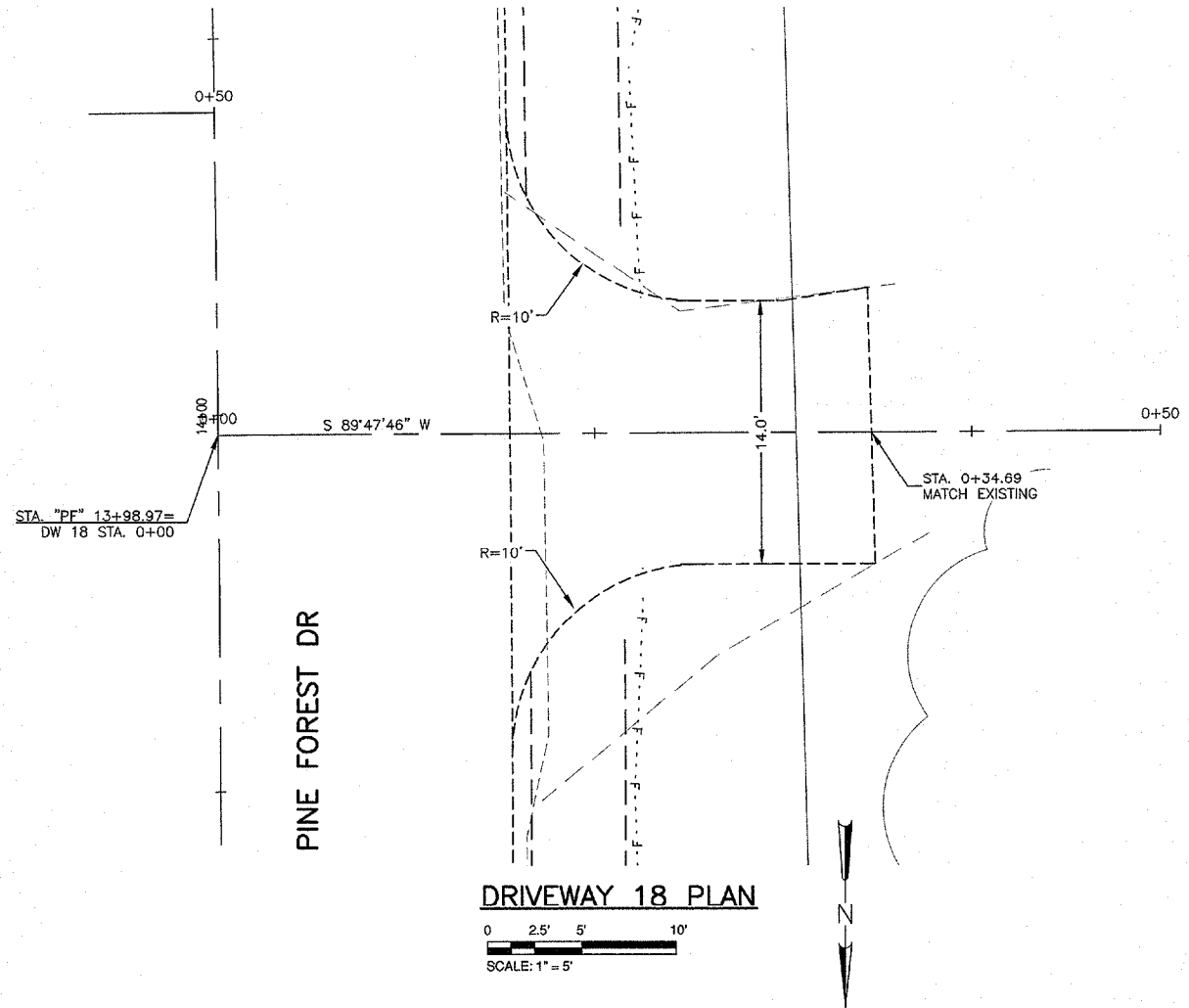
SHEET:
C6.7





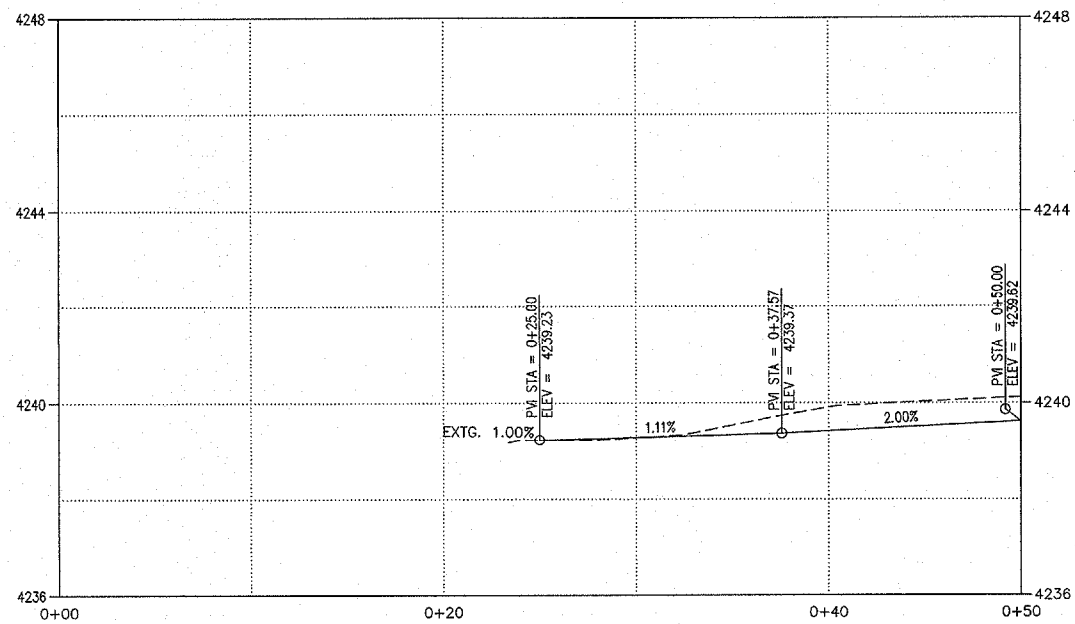
DRIVEWAY 17 PLAN

0 2.5' 5' 10'
SCALE: 1" = 5'



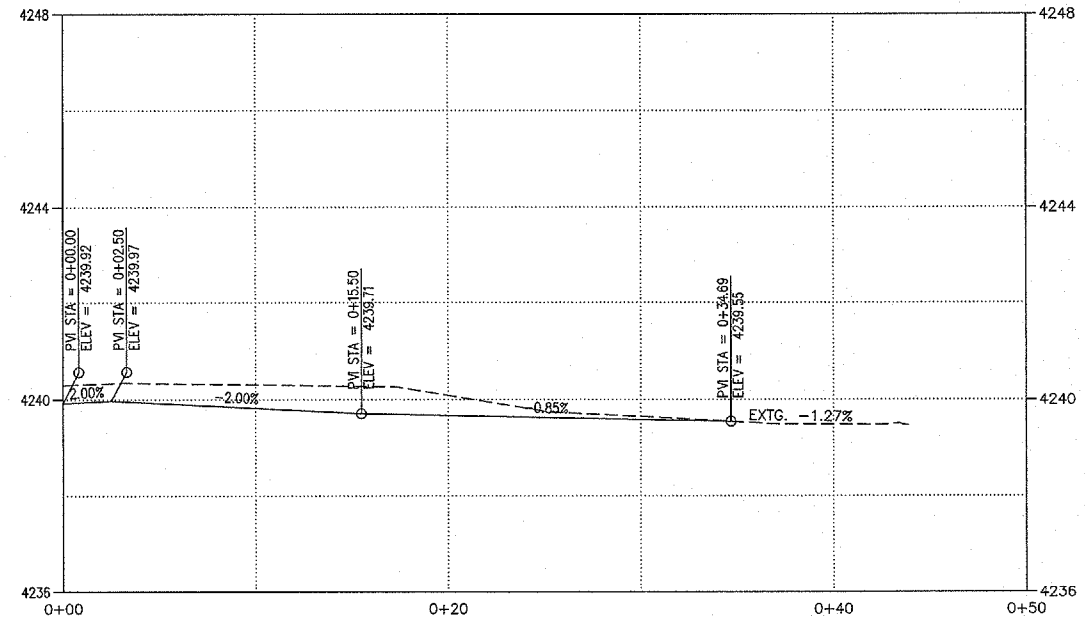
DRIVEWAY 18 PLAN

0 2.5' 5' 10'
SCALE: 1" = 5'



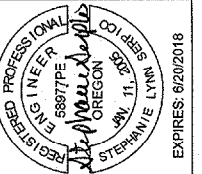
DRIVEWAY 17 PROFILE

VERT. SCALE: 1"=2'
HORIZ. SCALE: 1"=5'



DRIVEWAY 18 PROFILE

VERT. SCALE: 1"=2'
HORIZ. SCALE: 1"=5'



**BURGESS RD/DAY RD INTERSECTION
IMPROVEMENT PROJECT**

DRIVEWAY DETAILS
DESCHUTES COUNTY, OREGON

REVISIONS:

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3.	

DESCHUTES COUNTY
ROAD DEPARTMENT



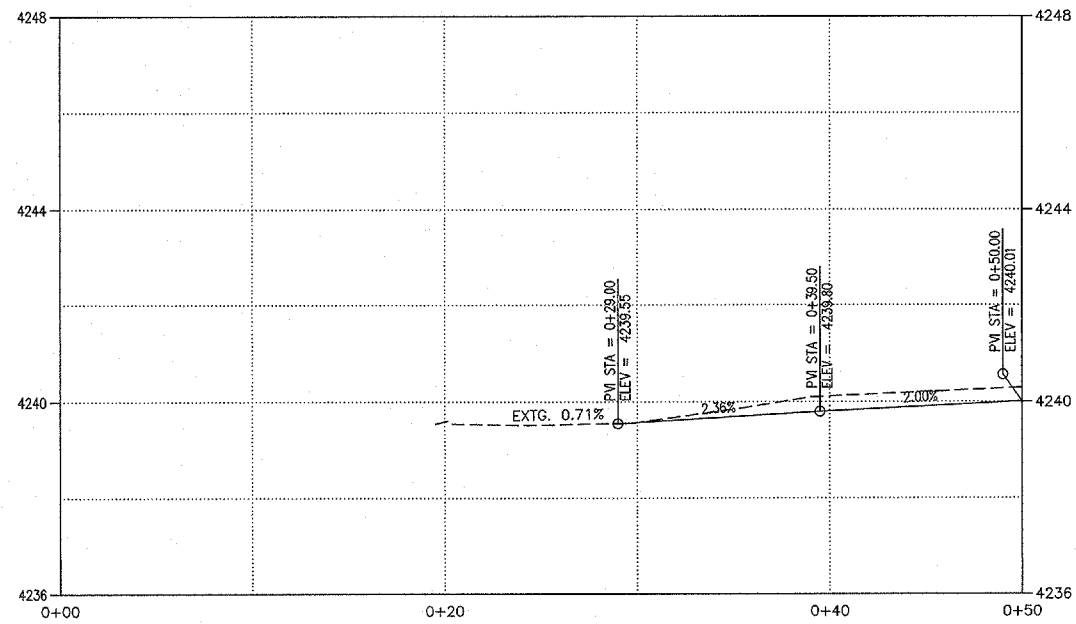
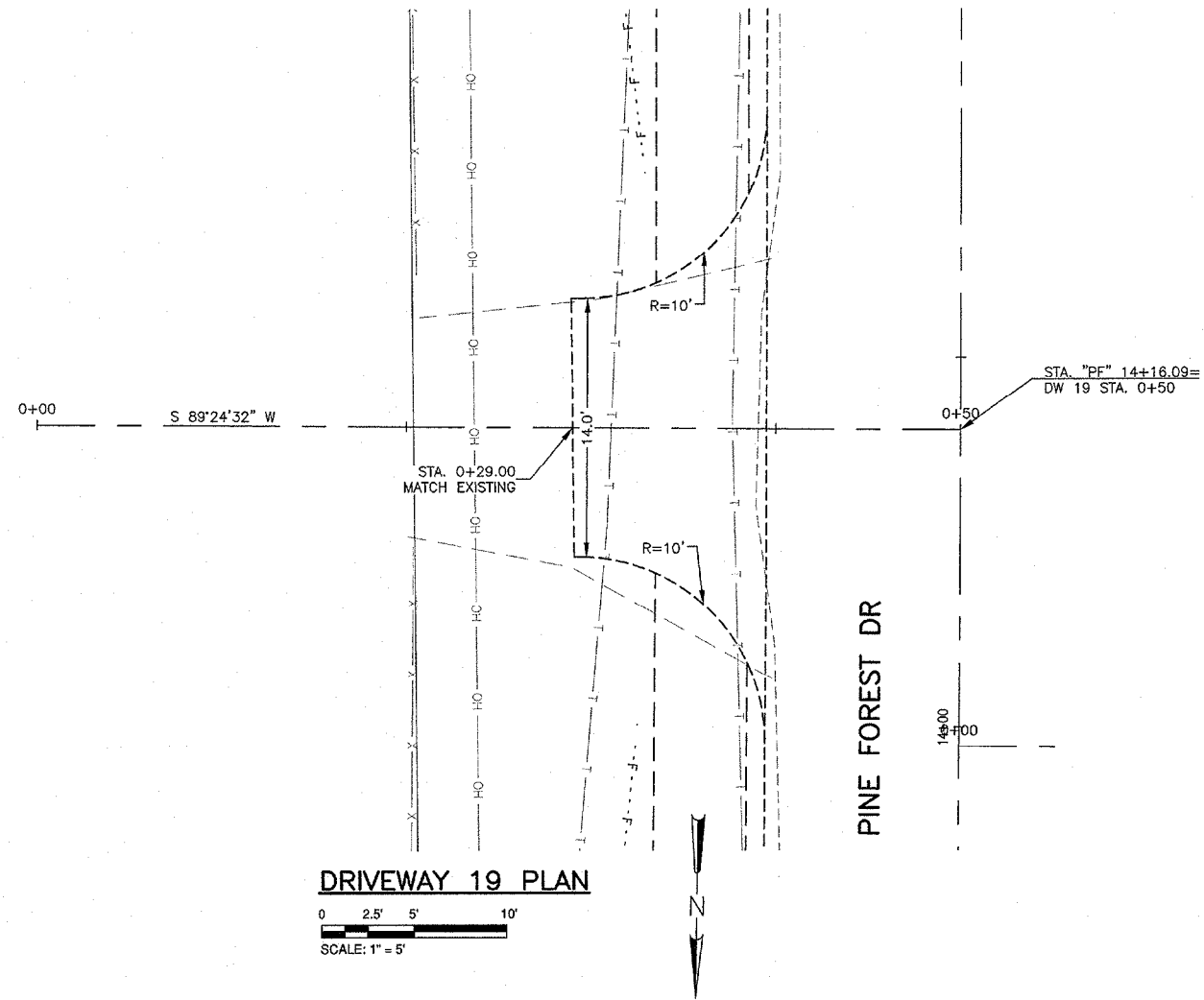
DESIGNED BY: KS
DRAWN BY: KS
SCALE: AS SHOWN
FILE: BURGESS-DAY_INTERSECTION

DATE: 4/20/18

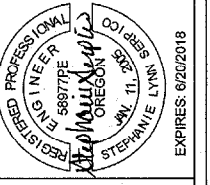
VERIFY SCALES
0 1"
BAR EQUALS ONE INCH
ON ORIGINAL DRAWING

SHEET:

C6.8



DRIVEWAY 19 PROFILE
 VERT. SCALE: 1"=2'
 HORIZ. SCALE: 1"=5'



**BURGESS RD/DAY RD INTERSECTION
 IMPROVEMENT PROJECT**

DRIVEWAY DETAILS
 DESCHUTES COUNTY, OREGON

REVISIONS:

1.	
2.	
3.	

DESCHUTES COUNTY
 ROAD DEPARTMENT



DESIGNED BY: KS
 DRAWN BY: KS
 SCALE: AS SHOWN
 FILE: BURGESS-DAY-DRIVEWAY-DETAILS.DWG
 DATE: 4/20/18

VERIFY SCALES
 0 1"
 BAR EQUALS ONE INCH
 ON ORIGINAL DRAWING

SHEET:

C6.9

DAY RD
BURGESS RD



SIGN NO. 1

PINE FOREST DR
BURGESS RD



SIGN NO. 2

DAY RD
JACOBSEN RD



SIGN NO. 3



SIGN NO. 4

FRONTAGE RD

SIGN NO. 5

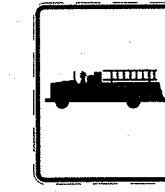
ADOPT
A
ROAD

SIGN NO. 6

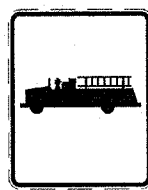
ADOPT
A
ROAD

LAPINE
CHRISTIAN
CENTER

SIGN NO. 7



SIGN NO. 8



SIGN NO. 9

SPEED
45

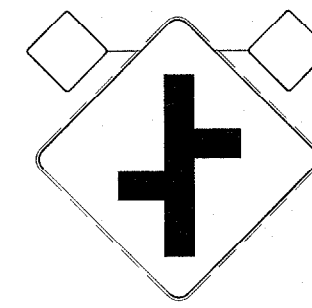
SIGN NO. 10

SPEED
45

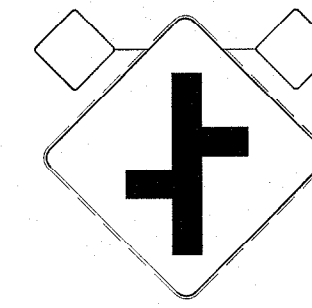
SIGN NO. 11

SPEED
35

SIGN NO. 12



SIGN NO. 13



SIGN NO. 14

DAY RD →
← PINE FOREST

SIGN NO. 15

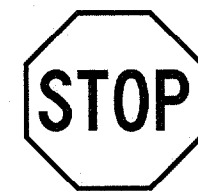
PINE FOREST →
← DAY RD

SIGN NO. 16

NO
PARKING

SIGN NO. 17

EXISTING SIGN LEGEND



R1-1
(TYPE R)

SIGN NO. 101

SPEED
LIMIT
45

R2-1
(TYPE W1)

SIGN NO. 102

SPEED
LIMIT
35

R2-1
(TYPE W1)

SIGN NO. 103

BURGESS RD

D3-1
(TYPE G)

SIGN NO. 104

DAY RD

D3-1
(TYPE G)

SIGN NO. 105

PINE FOREST DR

D3-1
(TYPE G)

SIGN NO. 106

JACOBSEN RD

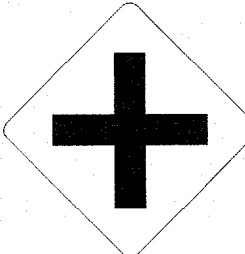
D3-1
(TYPE G)

SIGN NO. 107



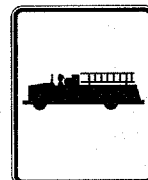
OM3-L
(TYPE Y1)

SIGN NO. 108



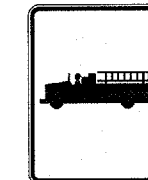
W2-1
(TYPE Y1)

SIGN NO. 109



W11-8
(TYPE Y1)

SIGN NO. 110



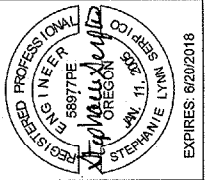
W11-8
(TYPE Y1)

SIGN NO. 111

PROPOSED SIGN LEGEND

STRIPING AND SIGNING GENERAL NOTES:

1. ALL SIGNAGE AND PAVEMENT MARKINGS SHALL CONFORM TO THE REQUIREMENTS AND SPECIFICATIONS OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) LATEST EDITION, THE OREGON SUPPLEMENT TO THE MUTCD, THE OREGON STANDARD SPECIFICATIONS FOR CONSTRUCTION, AND THE PROJECT SPECIAL PROVISIONS.
2. ASPHALT STRIPING SHALL BE LONGITUDINAL PAVEMENT MARKING PAINT.
3. PROTECT ALL EXISTING SIGNS TO REMAIN IN PLACE UNLESS DIRECTED OTHERWISE.
4. FOR SIGN PLACEMENT, SEE ODOT STD. DWG. TM200.
5. SEE OREGON STANDARD DRAWINGS TM500, TM501, AND TM503 FOR STRIPING DETAILS.
6. ALL SIGNS AND SIGN SUPPORTS REMOVED FROM THE PROJECT SHALL BE SALVAGED TO DESCHUTES COUNTY.



BURGESS RD/DAY RD INTERSECTION
IMPROVEMENT PROJECT
SIGNING AND STRIPING DETAILS
DESCHUTES COUNTY, OREGON

REVISIONS:

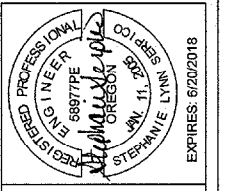
1.	
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DESCHUTES COUNTY
ROAD DEPARTMENT

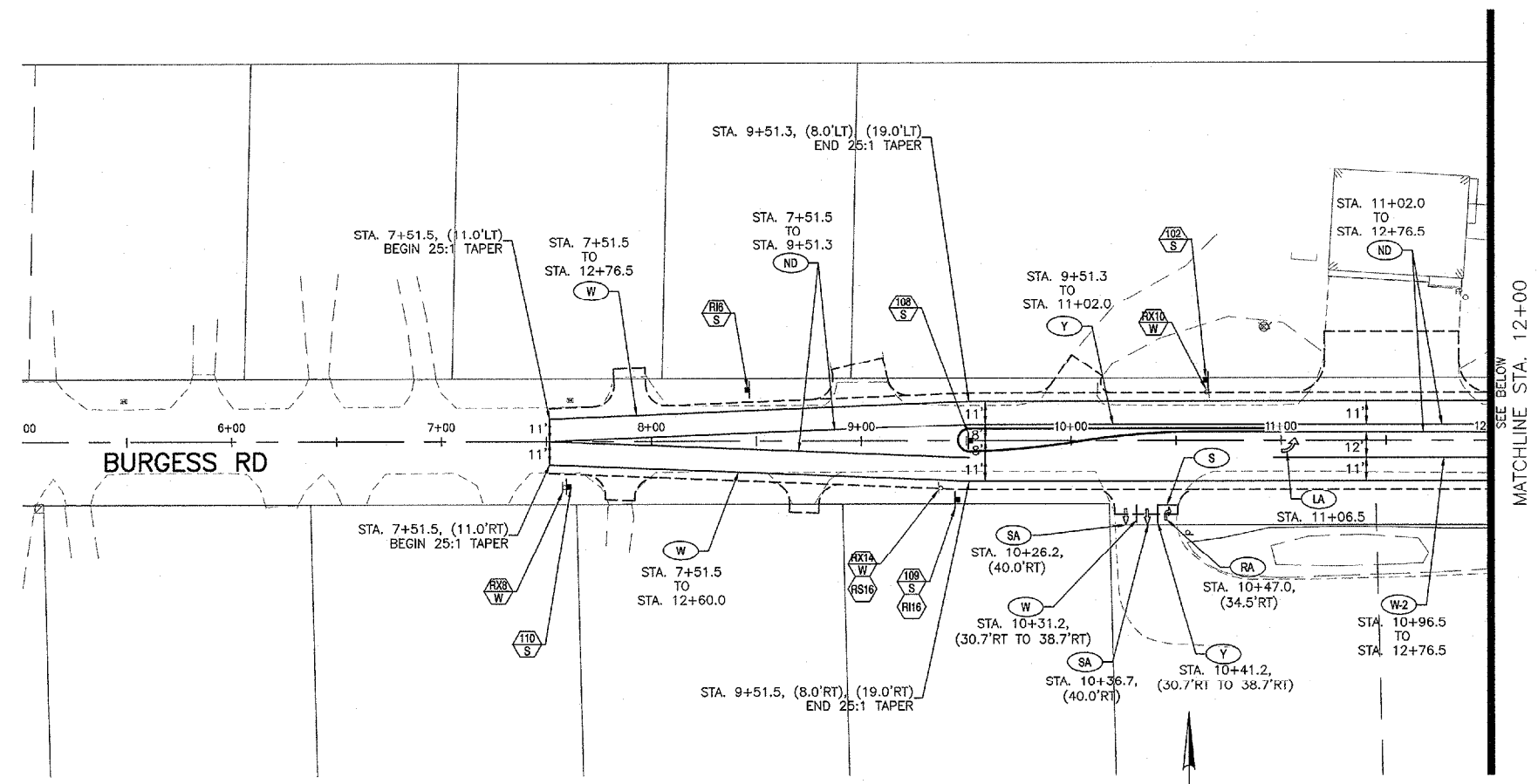
DESIGNED BY: KS
DRAWN BY: KS
SCALE: AS SHOWN
FILE: BURGESS-DAY-INTERSECTION-STRIPING-PLANNING
DATE: 4/20/18

VERIFY SCALES
0 1"
BAR EQUALS ONE INCH
ON ORIGINAL DRAWING

SHEET:
SS1.0



**BURGESS RD/DAY RD INTERSECTION
IMPROVEMENT PROJECT**
SIGNING AND STRIPING PLAN
DESCHUTES COUNTY, OREGON



SIGNING AND STRIPING PLAN
SCALE: 1" = 40'

STRIPING LEGEND:

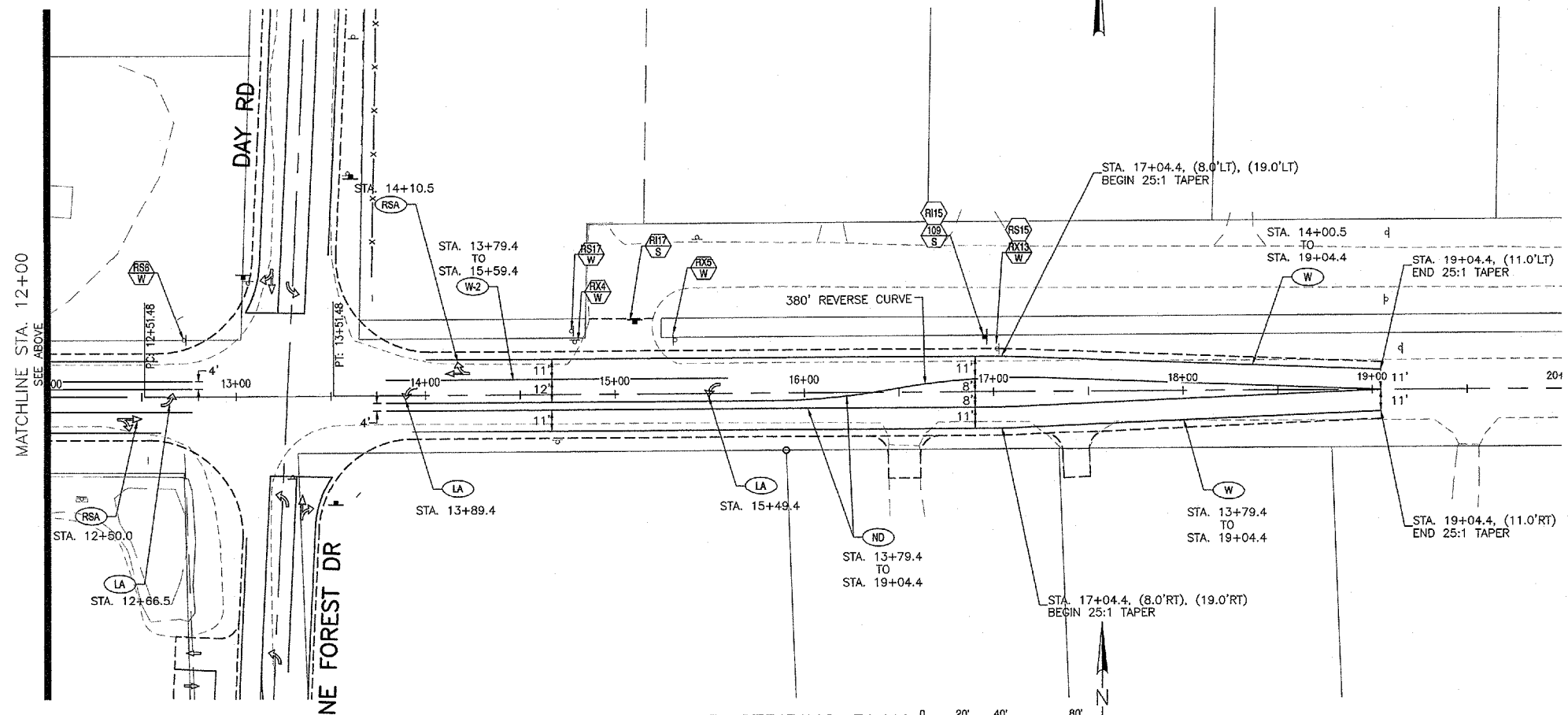
- (W) 4" WHITE LINE
- (WD) 4" WHITE DOTTED LINE
- (W-2) 8" WHITE LINE
- (Y) 4" YELLOW LINE
- (D) DOUBLE NO-PASS TWO 4" YELLOW LINES
- (ND) NARROW DOUBLE NO-PASS TWO 4" YELLOW LINES
- (S) STOP BAR, 1' WHITE BAR
- (LA) LEFT TURN ARROW
- (RSA) RIGHT TURN STRAIGHT ARROW
- (SA) STRAIGHT ARROW
- (RA) RIGHT TURN ARROW

SIGNING LEGEND:

- (N/M) INSTALL NEW SIGN (N) ON NEW (M) SUPPORT.
 - (N) INSTALL NEW SIGN (N).
 - (R/N/M) REMOVE EXTG SIGN (N) AND SUPPORT.
 - (R/S/N/M) REMOVE AND SAVE EXTG SIGN (N) AND REMOVE (M) SUPPORT
 - (R/N/M) REINSTALL EXTG SIGN (N) ON NEW (M) SUPPORT.
- N = SIGN NUMBER
M = SUPPORT MATERIAL
S = PERFORATED STEEL SQUARE TUBE (PER ODOT STD. DWG. TM681)
W = WOOD

STRIPING AND SIGNING NOTES:

1. ALL SIGNAGE AND PAVEMENT MARKINGS SHALL CONFORM TO THE REQUIREMENTS AND SPECIFICATIONS OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) LATEST EDITION, THE OREGON SUPPLEMENT TO THE MUTCD, THE OREGON STANDARD SPECIFICATIONS FOR CONSTRUCTION, AND THE PROJECT SPECIAL PROVISIONS.
2. ASPHALT STRIPING SHALL BE LONGITUDINAL PAVEMENT MARKING PAINT.
3. PROTECT ALL EXISTING SIGNS TO REMAIN IN PLACE UNLESS DIRECTED OTHERWISE.
4. FOR SIGN PLACEMENT, SEE ODOT STD. DWG. TM200.
5. SEE OREGON STANDARD DRAWINGS TM500, TM501, AND TM503 FOR STRIPING DETAILS.



SIGNING AND STRIPING PLAN
SCALE: 1" = 40'

REVISIONS:

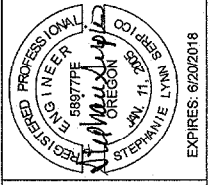
1.	
2.	
3.	

DESCHUTES COUNTY
ROAD DEPARTMENT

DESIGNED BY: KS
DRAWN BY: KS
SCALE: AS SHOWN
FILE: BURGESS-DAY-DRIVE & STRIPING PLAN
DATE: 4/20/18

VERIFY SCALES
0 1"
BAR EQUALS ONE INCH
ON ORIGINAL DRAWING

SHEET:
SS3.0



**BURGESS RD/DAY RD INTERSECTION
IMPROVEMENT PROJECT
SIGNING AND STRIPING PLAN**
DESCHUTES COUNTY, OREGON

STRIPING LEGEND:

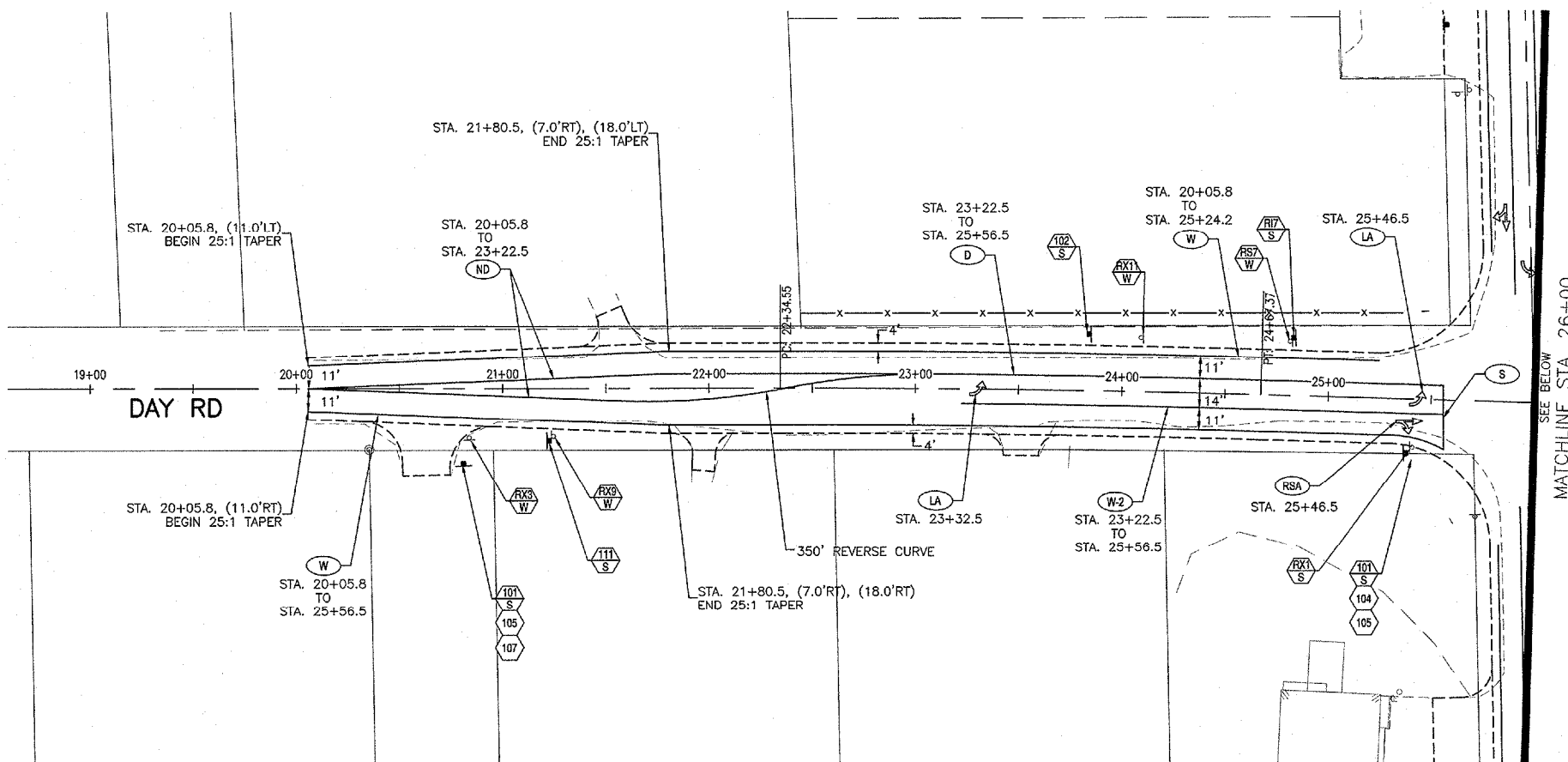
- (W) 4" WHITE LINE
- (WD) 4" WHITE DOTTED LINE
- (W-2) 8" WHITE LINE
- (Y) 4" YELLOW LINE
- (D) DOUBLE NO-PASS TWO 4" YELLOW LINES
- (ND) NARROW DOUBLE NO-PASS TWO 4" YELLOW LINES
- (S) STOP BAR, 1' WHITE BAR
- (LA) LEFT TURN ARROW
- (RSA) RIGHT TURN STRAIGHT ARROW
- (SA) STRAIGHT ARROW
- (RA) RIGHT TURN ARROW

SIGNING LEGEND:

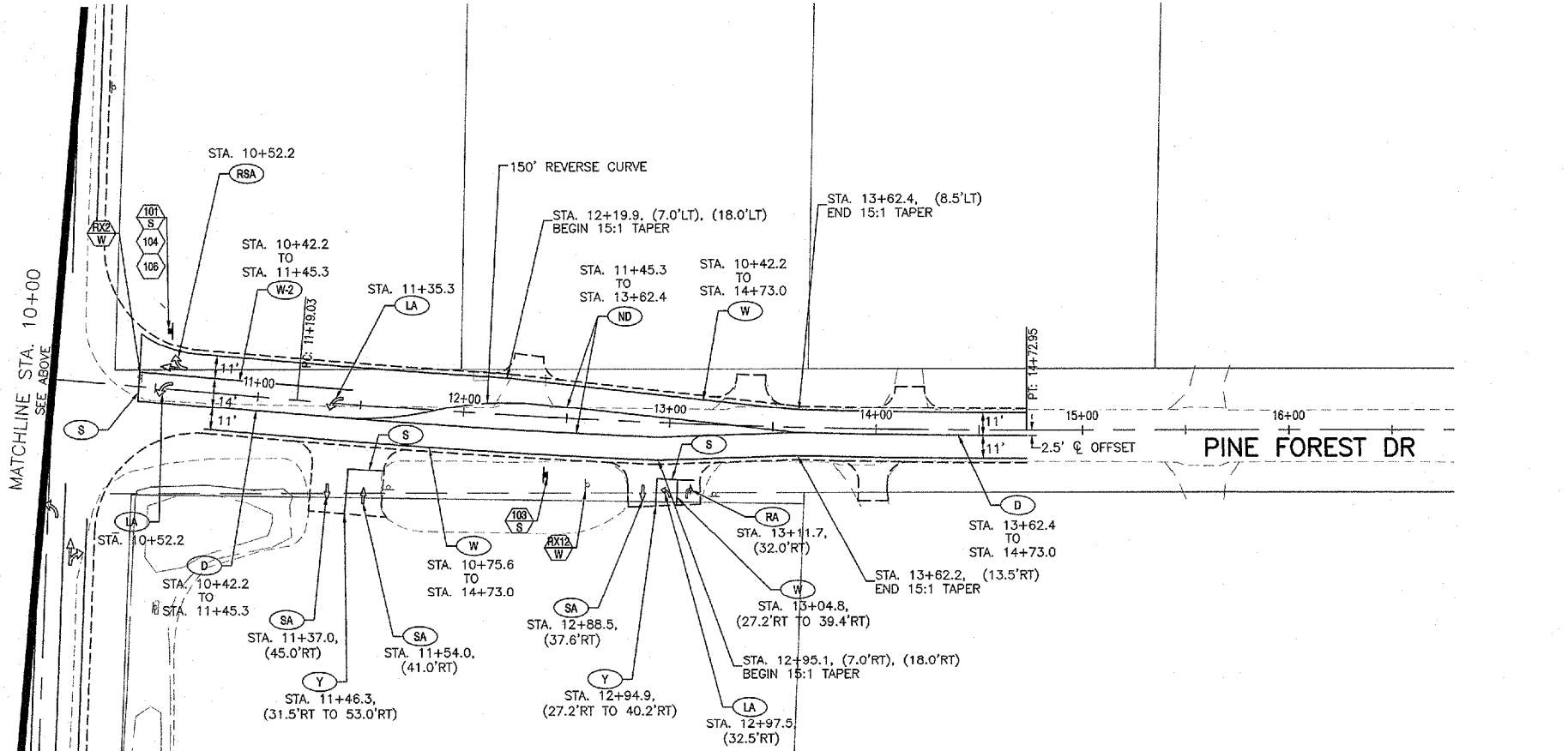
- (N/M) INSTALL NEW SIGN (N) ON NEW (M) SUPPORT.
 - (N) INSTALL NEW SIGN (N).
 - (RN/M) REMOVE EXTG SIGN (N) AND SUPPORT.
 - (RSN/M) REMOVE AND SAVE EXTG SIGN (N) AND REMOVE (M) SUPPORT
 - (RIN/M) REINSTALL EXTG SIGN (N) ON NEW (M) SUPPORT.
- N = SIGN NUMBER
M = SUPPORT MATERIAL
S = PERFORATED STEEL SQUARE TUBE (PER ODOT STD. DWG. TM681)
W = WOOD

STRIPING AND SIGNING NOTES:

1. ALL SIGNAGE AND PAVEMENT MARKINGS SHALL CONFORM TO THE REQUIREMENTS AND SPECIFICATIONS OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) LATEST EDITION, THE OREGON SUPPLEMENT TO THE MUTCD, THE OREGON STANDARD SPECIFICATIONS FOR CONSTRUCTION, AND THE PROJECT SPECIAL PROVISIONS.
2. ASPHALT STRIPING SHALL BE LONGITUDINAL PAVEMENT MARKING PAINT.
3. PROTECT ALL EXISTING SIGNS TO REMAIN IN PLACE UNLESS DIRECTED OTHERWISE.
4. FOR SIGN PLACEMENT, SEE ODOT STD. DWG. TM200.
5. SEE OREGON STANDARD DRAWINGS TM500, TM501, AND TM503 FOR STRIPING DETAILS.



SIGNING AND STRIPING PLAN
SCALE: 1" = 40'



SIGNING AND STRIPING PLAN
SCALE: 1" = 40'

REVISIONS:

1.	
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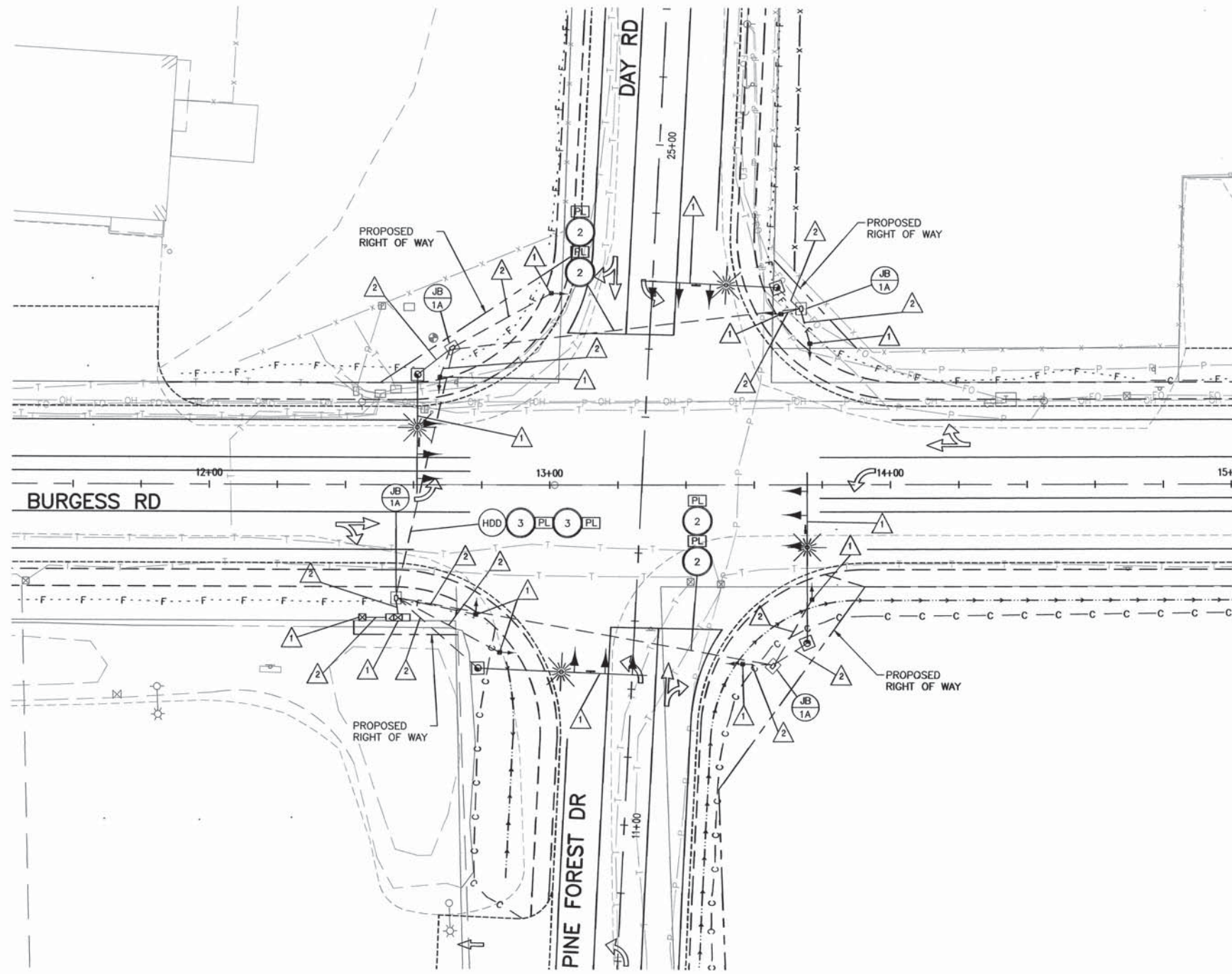
DESCHUTES COUNTY
ROAD DEPARTMENT



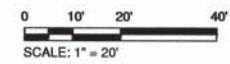
DESIGNED BY: KS
DRAWN BY: KS
SCALE: AS SHOWN
FILE: BURGESS-DAY-INTERSECTION-SIGNING-STRIPING-PLAN
DATE: 4/20/18

VERIFY SCALES
0 1"
BAR EQUALS ONE INCH
ON ORIGINAL DRAWING

SHEET:
SS3.1



FUTURE TRAFFIC SIGNAL LAYOUT



NOTES LEGEND

- INSTALL 17" X 10" X 12" (MIN. DIMENSION) PRECAST CONCRETE JUNCTION BOX WITH CONCRETE APRON
- INSTALL (S) IN. ELECTRICAL CONDUIT.
- INSTALL POLY PULL LINE
- INSTALL CONDUIT BY HORIZONTAL DIRECTIONAL DRILLING, OPEN TRENCH NOT ALLOWED

SYMBOLS LEGEND

- TRAFFIC SIGNAL POLE AND POLE FOUNDATION
- PEDESTRIAN SIGNAL POLE AND POLE FOUNDATION
- VEHICLE SIGNAL HEAD
- PEDESTRIAN SIGNAL HEAD
- CONTROLLER CABINET
- BASE MOUNTED SERVICE CABINET
- STREET NAME SIGN
- TYPE 1 JUNCTION BOX WITH CONCRETE APRON
- TRAFFIC SIGNAL MAST ARM POLE
- LUMINAIRE

CONSTRUCTION NOTES:

- TRAFFIC SIGNALS, POLES, FOUNDATIONS, EQUIPMENT, AND CABINETS TO BE DESIGNED AND INSTALLED AT A FUTURE DATE. LOCATIONS SHOWN ARE APPROXIMATE.
- CONDUIT TO FUTURE EQUIPMENT TO BE INSTALLED AT A FUTURE DATE. JUNCTION BOXES TO BE UPSIZED IN THE FUTURE AS NEEDED TO ACCOMMODATE NEW CONDUIT.



**BURGESS RD/DAY RD INTERSECTION
IMPROVEMENT PROJECT
FUTURE TRAFFIC SIGNAL LAYOUT**
DESCHUTES COUNTY, OREGON

REVISIONS:

1.	
2.	
3.	

DESCHUTES COUNTY
ROAD DEPARTMENT



DESIGNED BY: SK
DRAWN BY: SK
SCALE: AS SHOWN
FILE: BURGESS-DAY/FUTURE TRAFFIC SIGNAL.DWG
DATE: 4/18/18

VERIFY SCALES
0 1"
BAR EQUALS ONE INCH
ON ORIGINAL DRAWING

SHEET:
TS1.0