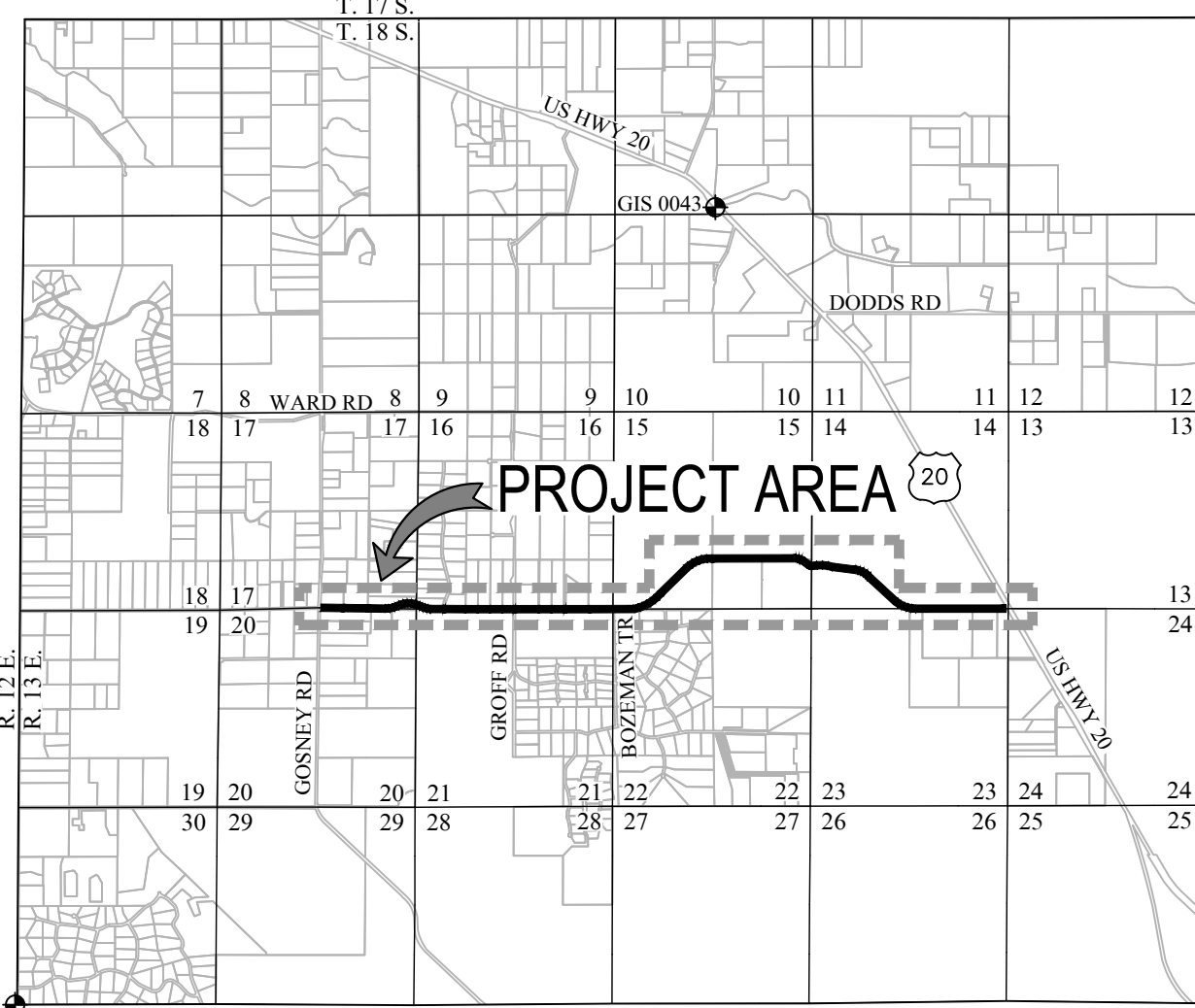


Branden G. S. \Land Projects\200607-Rickard Road\dwg\CIVIL\SHEETS\200607_CD.dwg, Mon, 08, 2021 - 9:30am



LOCATION MAP
1" = 5,000'

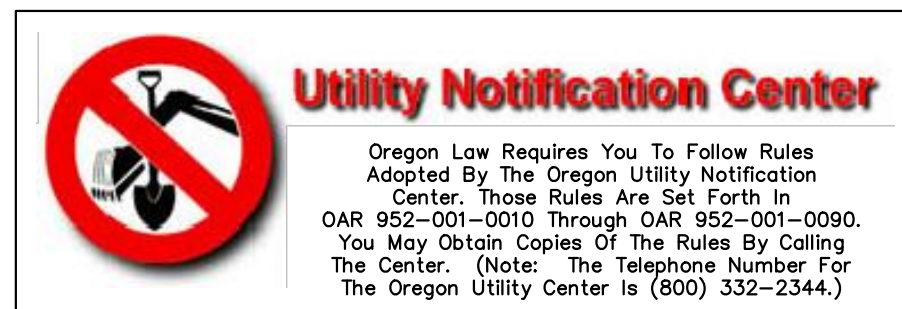
RICKARD ROAD GROFF RD TO US 20 IMPROVEMENT PUBLIC IMPROVEMENT PLANS MARCH, 2021 DESCHUTES COUNTY, OREGON



VICINITY MAP
1" = 1,000'

GENERAL CONSTRUCTION NOTES

1. INSPECTION OF PUBLIC IMPROVEMENTS WILL BE PERFORMED BY THE DESCHUTES COUNTY ROAD DEPARTMENT.
2. EXCAVATION SHALL CONFORM TO THE PROVISIONS OF OAR 952-001-0090.
3. WHERE APPLICABLE, ALL MATERIALS AND WORKMANSHIP SHALL CONFORM TO THE CURRENT DESCHUTES COUNTY AND ODOT STANDARDS AND SPECIFICATIONS REQUIREMENTS.
4. CONTRACTOR IS REQUIRED TO NOTIFY DESCHUTES COUNTY ROAD DEPARTMENT 24 HOURS IN ADVANCE OF COMMENCING CONSTRUCTION AND TO COORDINATE INSPECTIONS UNTIL PROJECT IS DEEMED COMPLETE BY THE ROAD DEPARTMENT.
5. ACCESS TO EXISTING PROPERTIES/RESIDENCES AFFECTED BY CONSTRUCTION ACTIVITIES SHALL BE MAINTAINED AT ALL TIMES BY THE CONTRACTOR. EMERGENCY ACCESS AND COORDINATION OF BEND EMERGENCY SERVICES SHALL BE REQUIRED.
6. SURVEY MONUMENTS, CONTROLS, OR PROPERTY CORNERS WHICH ARE DISTURBED OR DESTROYED BY CONSTRUCTION ACTIVITIES SHALL BE RE-ESTABLISHED, RESTORED AND/OR REPLACED AT THE CONTRACTOR'S EXPENSE.
7. CONTRACTOR IS RESPONSIBLE FOR CONTACTING THE OREGON UTILITY NOTIFICATION CENTER FOR LOCATES PRIOR TO EXCAVATION. CONTRACTOR SHALL VERIFY LOCATION AND ELEVATION OF EXISTING UTILITIES.
8. TOPOGRAPHIC INFORMATION SHOWN IS BASED ON A FIELD SURVEY PERFORMED BY HWA, INC IN 2020.
9. ALL NECESSARY CHANGES TO DESIGN PLANS, REVEALED DURING CONSTRUCTION, MUST BE APPROVED BY THE DESIGN ENGINEER AND DESCHUTES COUNTY ROAD DEPARTMENT.
10. PLAN APPROVAL DOES NOT ASSUME LIABILITY FOR ERRORS AND OMISSIONS IN THE DESIGN AND/OR CONSTRUCTION PLANS.
11. ALL EXISTING TREES ARE TO BE PROTECTED IN PLACE, UNLESS NOTED OTHERWISE.



VERTICAL DATUM

REFER TO TOPOGRAPHIC SURVEY BY HWA, INC, DATED AUGUST 31, 2020, FOR COMPLETE SURVEY CONTROL STATEMENT AND LIST OF SET SURVEY CONTROL STATIONS. NATIONAL GEODETIC VERTICAL DATUM OF 1929 (NGVD29) DETERMINED BY SITE CALIBRATION AND VERIFIED BY TWO ADDITIONAL PUBLISHED PRIMARY CONTROL STATIONS AS FOLLOWS:
 GIS 0025 - SURVEYED ORTHOMETRIC HEIGHT = 3,950.447'
 GIS 0043 - SURVEYED ORTHOMETRIC HEIGHT = 3,550.395'

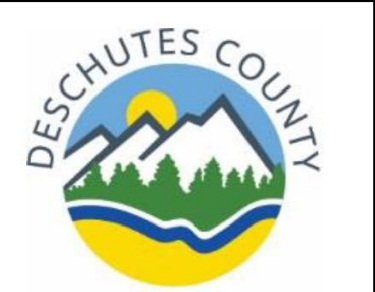
APPROVAL _____ DATE _____
 COUNTY ENGINEER: _____ March 9, 2021
 NOTE: SIGNATURE DOES NOT GRANT APPROVAL TO COMMENCE CONSTRUCTION.

SHEET INDEX

C1.01	COVER SHEET
C2.01	CONSTRUCTION DETAIL DRAWINGS
C2.10	TEMPORARY TRAFFIC CONTROL PLAN
C3.00	SHEET INDEX MAP & DESIGN TABLES
C3.01	DEMO, ESC, & PVMT REHAB. PLAN, STA 10+00 TO STA 73+00
C3.02	DEMO, ESC, & PVMT REHAB. PLAN, STA 73+00 TO STA 107+00
C3.03	DEMOLITION & ESC PLAN, STA 107+00 TO STA 142+00
C3.04	DEMOLITION & ESC PLAN, STA 142+00 TO STA 178+00
C3.05	DEMOLITION & ESC PLAN, STA 178+00 TO STA 205+00
C4.01	RICKARD ROAD PLAN AND PROFILE, STA 98+00 TO STA 106+00
C4.02	RICKARD ROAD PLAN AND PROFILE, STA 106+00 TO STA 114+00
C4.03	RICKARD ROAD PLAN AND PROFILE, STA 114+00 TO STA 122+00
C4.04	RICKARD ROAD PLAN AND PROFILE, STA 122+00 TO STA 130+00
C4.05	RICKARD ROAD PLAN AND PROFILE, STA 130+00 TO STA 138+00
C4.06	RICKARD ROAD PLAN AND PROFILE, STA 138+00 TO STA 146+00
C4.07	RICKARD ROAD PLAN AND PROFILE, STA 146+00 TO STA 154+00
C4.08	RICKARD ROAD PLAN AND PROFILE, STA 154+00 TO STA 162+00
C4.09	RICKARD ROAD PLAN AND PROFILE, STA 162+00 TO STA 170+00
C4.10	RICKARD ROAD PLAN AND PROFILE, STA 170+00 TO STA 178+00
C4.11	RICKARD ROAD PLAN AND PROFILE, STA 178+00 TO STA 186+00
C4.12	RICKARD ROAD PLAN AND PROFILE, STA 186+00 TO STA 194+00
C4.13	RICKARD ROAD PLAN AND PROFILE, STA 194+00 TO STA 202+00
C4.14	RICKARD ROAD PLAN AND PROFILE, STA 202+00 TO STA 205+00
C5.01	STRIPING & SIGNAGE PLAN, STA 10+00 TO STA 34+00
C5.02	STRIPING & SIGNAGE PLAN, STA 34+00 TO STA 58+00
C5.03	STRIPING & SIGNAGE PLAN, STA 58+00 TO STA 82+00
C5.04	STRIPING & SIGNAGE PLAN, STA 82+00 TO STA 106+00
C5.05	STRIPING & SIGNAGE PLAN, STA 106+00 TO STA 130+00
C5.06	STRIPING & SIGNAGE PLAN, STA 130+00 TO STA 154+00
C5.07	STRIPING & SIGNAGE PLAN, STA 154+00 TO STA 178+00
C5.08	STRIPING & SIGNAGE PLAN, STA 178+00 TO STA 205+00
C5.09	SIGN LEGEND
C5.10	SIGN LEGEND
C5.11	SIGN AND POST DATA TABLE
C5.12	SIGN AND POST DATA TABLE
RD100	MAILBOX SUPPORT
RD300	TRENCH BACKFILL, BEDDING AND PIPE ZONE
RD610	ASPHALT CONCRETE PAVEMENT (ACP) DETAILS
RD615	ASPHALT CONCRETE PAVEMENT (ACP) DETAILS
RD1005	CHECK DAMS - TYPE 1, 3 AND 4
RD1040	SEDIMENT FENCE
TM200	SIGN INSTALLATION DETAILS
TM221	SIGNING DETAILS MILEPOST MARKERS
TM222	INSTALLATION DETAILS MILEPOST MARKER POSTS
TM500	PAVEMENT MARKING STANDARD DETAIL BLOCKS
TM503	PAVEMENT MARKING STANDARD DETAIL BLOCKS
TM530	INTERSECTION PAVEMENT MARKINGS
TM676	SIGN ATTACHMENTS
TM681	PERFORATED STEEL SQUARE TUBE SIGN SUPPORT INSTALLATION
TM688	PERFORATED STEEL SQUARE TUBE SLIP BASE INSTALLATION
TM800	TABLES, ABRUPT EDGE AND PCMS DETAILS
TM820	TEMPORARY BARRICADES
TM821	TEMPORARY SIGN SUPPORTS
TM830	TEMPORARY CONCRETE BARRIER AND RUMBLE STRIP DETAILS
TM840	CLOSURE DETAILS
TM841	INTERSECTION WORK ZONE DETAILS
TM850	2-LANE, 2-WAY ROADWAYS



RICKARD RD: GROFF RD
TO US 20 IMPROVEMENT
PUBLIC INFRASTRUCTURE PLANS
COVER SHEET
DESCHUTES COUNTY, OREGON



REVISIONS:



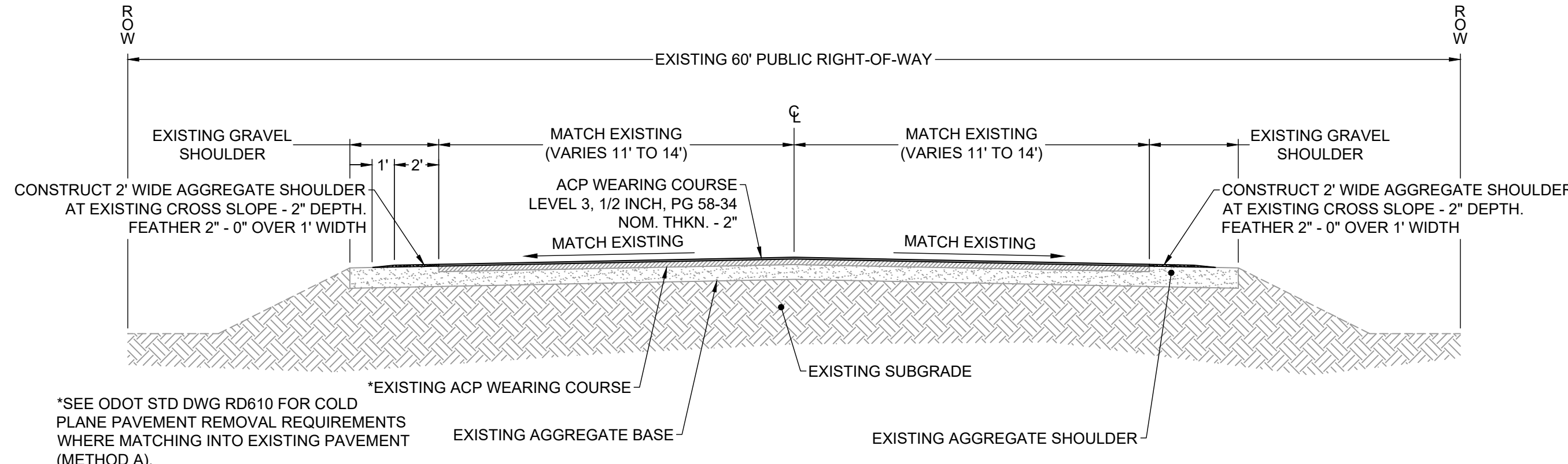
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 DRAWN BY: BRG
 CHECKED BY: MPD
 SCALE: AS NOTED
 FILE: 200607_CD.dwg
 DATE: 03/05/2021

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

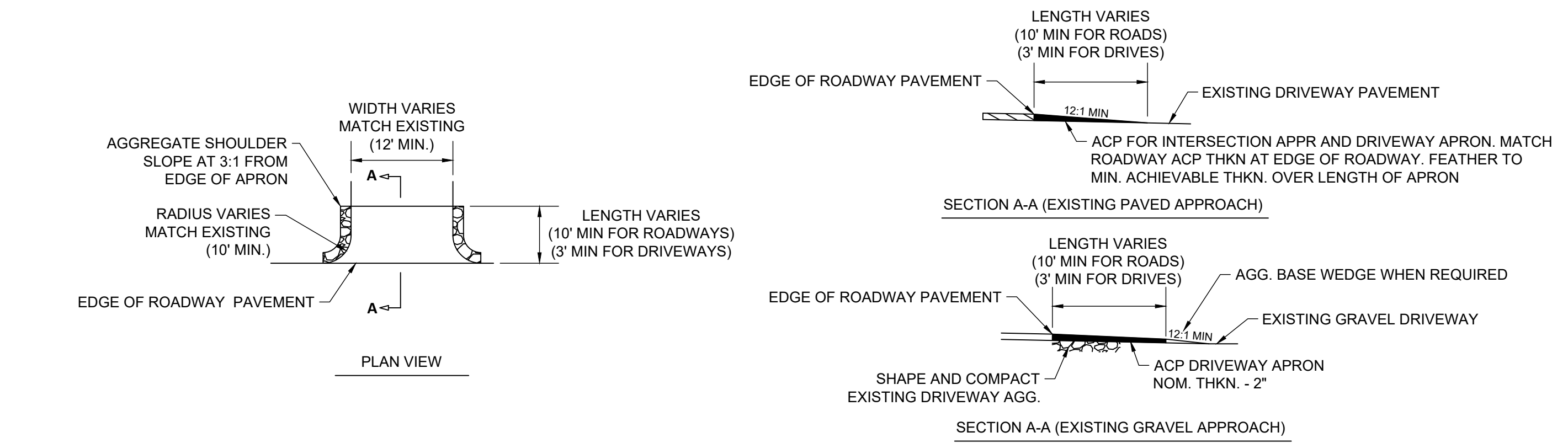
SHEET:
C1.01
 HWA # 200607
 DESCO # 2020-416

FINAL CONSTRUCTION PLANS

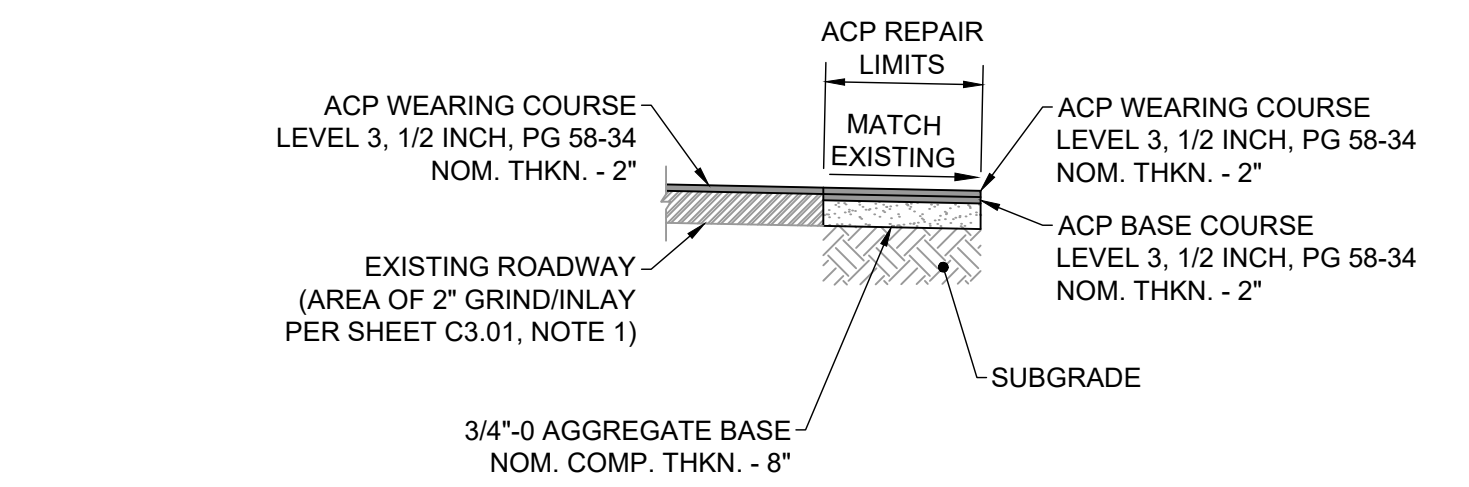
Branden G. S. \Land Projects\200607-Rickard Road\Drawings\Civil\Sheets\200607_CD.dwg, Mon, 08, 2021 - 9:30am



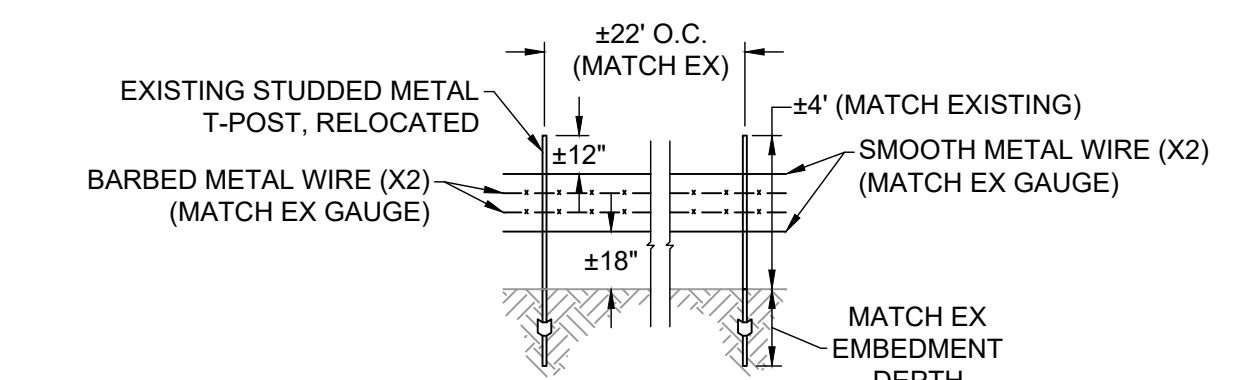
1 RICKARD ROAD 2" OVERLAY TYPICAL SECTION, STA 10+45 TO STA 101+50
C2.01 NOT TO SCALE



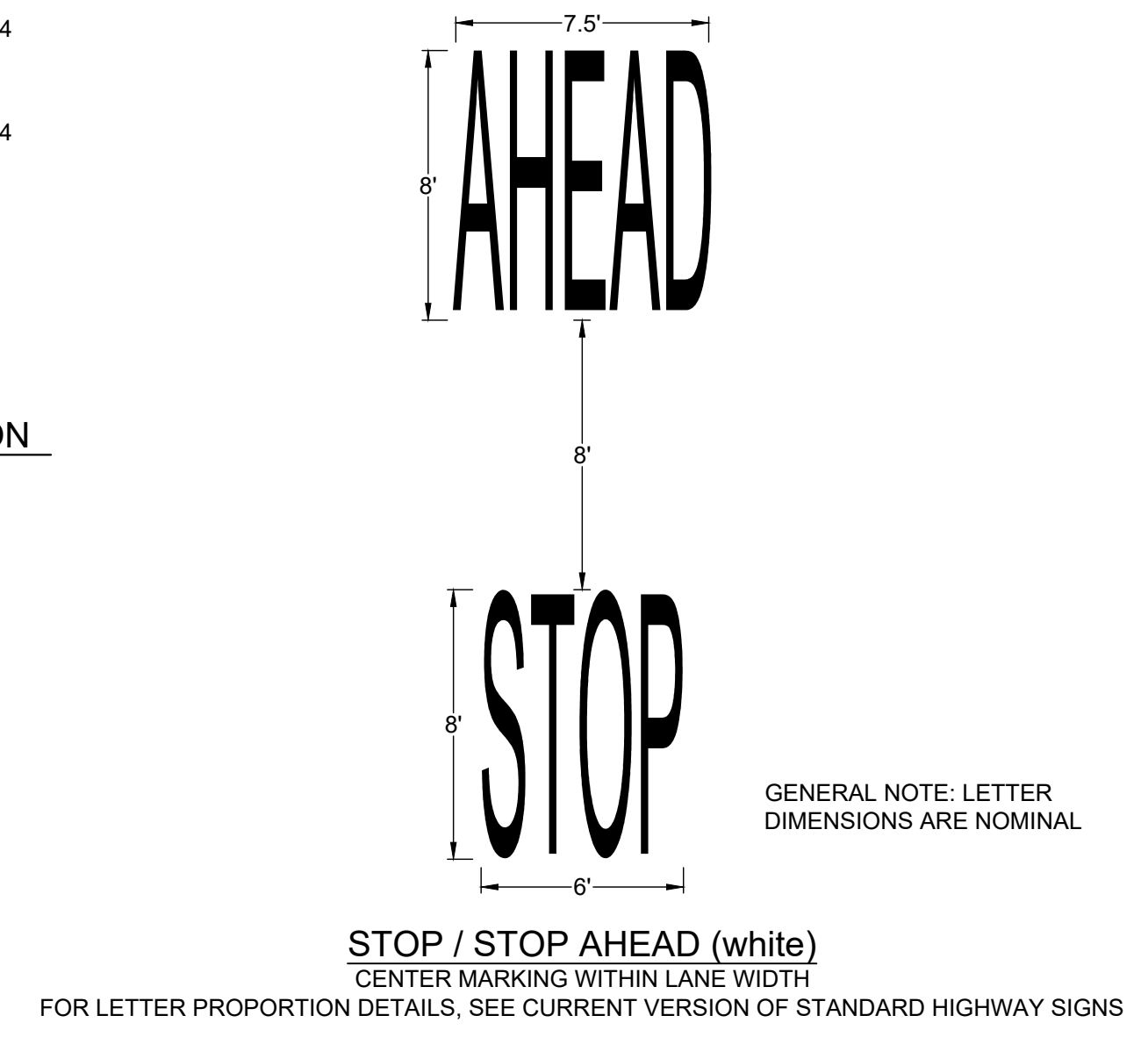
3 INTERSECTION APPROACH AND DRIVEWAY APRON DETAIL
C2.01 NOT TO SCALE



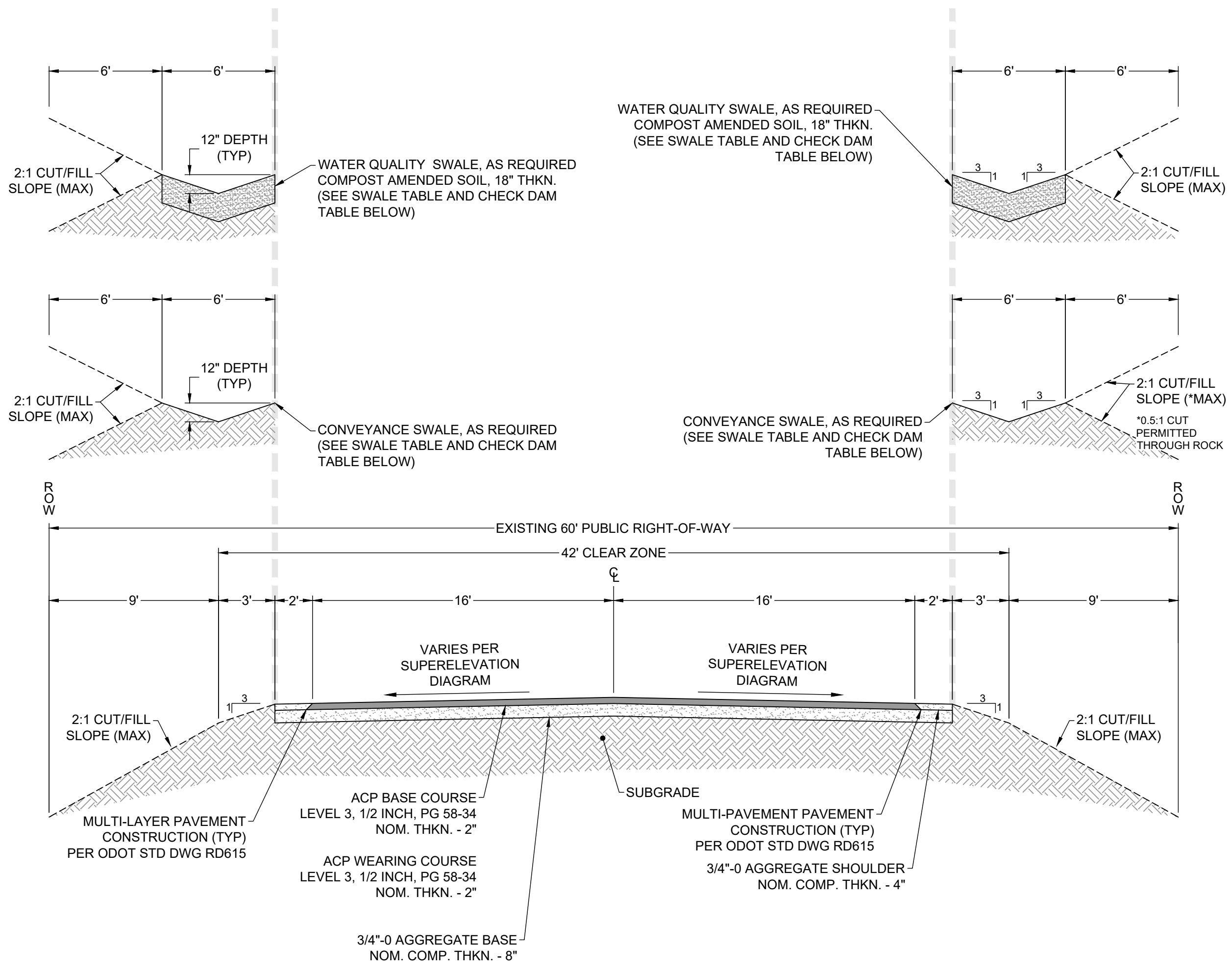
4 12" ASPHALT CONCRETE PAVEMENT REPAIR SECTION
C2.01 NOT TO SCALE



6 BLM FENCE DETAIL
C2.01 NOT TO SCALE



5 PAVEMENT MARKING
C2.01 NOT TO SCALE



2 RICKARD ROAD FULL RECONSTRUCT TYPICAL SECTION, STA 101+50 TO STA 203+79
C2.01 NOT TO SCALE

SWALE TABLE

CONVEYANCE SWALE		WATER QUALITY SWALE	
BEGIN STA	END STA	BEGIN STA	END STA
111+02	RIGHT 120+59	RIGHT 106+82	RIGHT 111+02
121+11	RIGHT 132+77	RIGHT 132+77	RIGHT 133+58
133+89	RIGHT 136+12	RIGHT 136+12	RIGHT 136+70
137+06	RIGHT 145+00	RIGHT 145+00	RIGHT 146+54
142+05	LEFT 145+00	LEFT 145+00	LEFT 146+54
146+54	LEFT 147+59	RIGHT 161+47	RIGHT 164+42
146+54	RIGHT 161+47	RIGHT 161+47	RIGHT 164+42
164+42	RIGHT 172+49	RIGHT 189+56	RIGHT 192+16
179+39	RIGHT 183+22	RIGHT 183+22	RIGHT 184+72
185+12	RIGHT 189+56	RIGHT 189+56	RIGHT 192+16
192+16	RIGHT 195+16	RIGHT 195+16	RIGHT 196+26
		RIGHT 196+58	RIGHT 197+23
197+23	RIGHT 200+06	RIGHT 200+06	RIGHT 200+80
201+18	RIGHT 201+56	RIGHT 201+56	RIGHT 202+56
202+56	RIGHT 203+55	RIGHT 203+55	RIGHT 203+55

CHECK DAM TABLE

BEGIN STA	END STA	SWALE LENGTH (FT)	SWALE WIDTH (FT)	SWALE RUNNING SLOPE (%)	MAXIMUM CHECK DAM SPACING (FT), L	CHECK DAM HEIGHT (IN), H	CHECK DAM QUANTITY
118+19	RIGHT 122+79	RIGHT 460	6	4.14	100	6	5
142+47	RIGHT 144+73	RIGHT 226	6	5.80	100	6	3
142+47	LEFT 144+73	LEFT 226	6	5.80	100	6	3
146+81	LEFT 147+67	LEFT 86	6	5.12	100	6	1
146+81	RIGHT 148+89	RIGHT 208	6	5.12	100	6	3
153+41	RIGHT 156+01	RIGHT 260	6	4.43	100	6	3

CONSTRUCT CHECK DAMS PER ODOT STD DWG RD1005, AGGREGATE CHECK DAM - TYPE 1



RICKARD RD: GROFF RD TO US 20 IMPROVEMENT PUBLIC INFRASTRUCTURE PLANS
 CONSTRUCTION DETAIL DRAWINGS
 DESCHUTES COUNTY, OREGON



REVISIONS:



DESIGNED BY: MPD
 DRAWN BY: BRG
 CHECKED BY: MPD
 SCALE: AS NOTED
 FILE: 200607_CD.dwg
 DATE: 03/05/2021

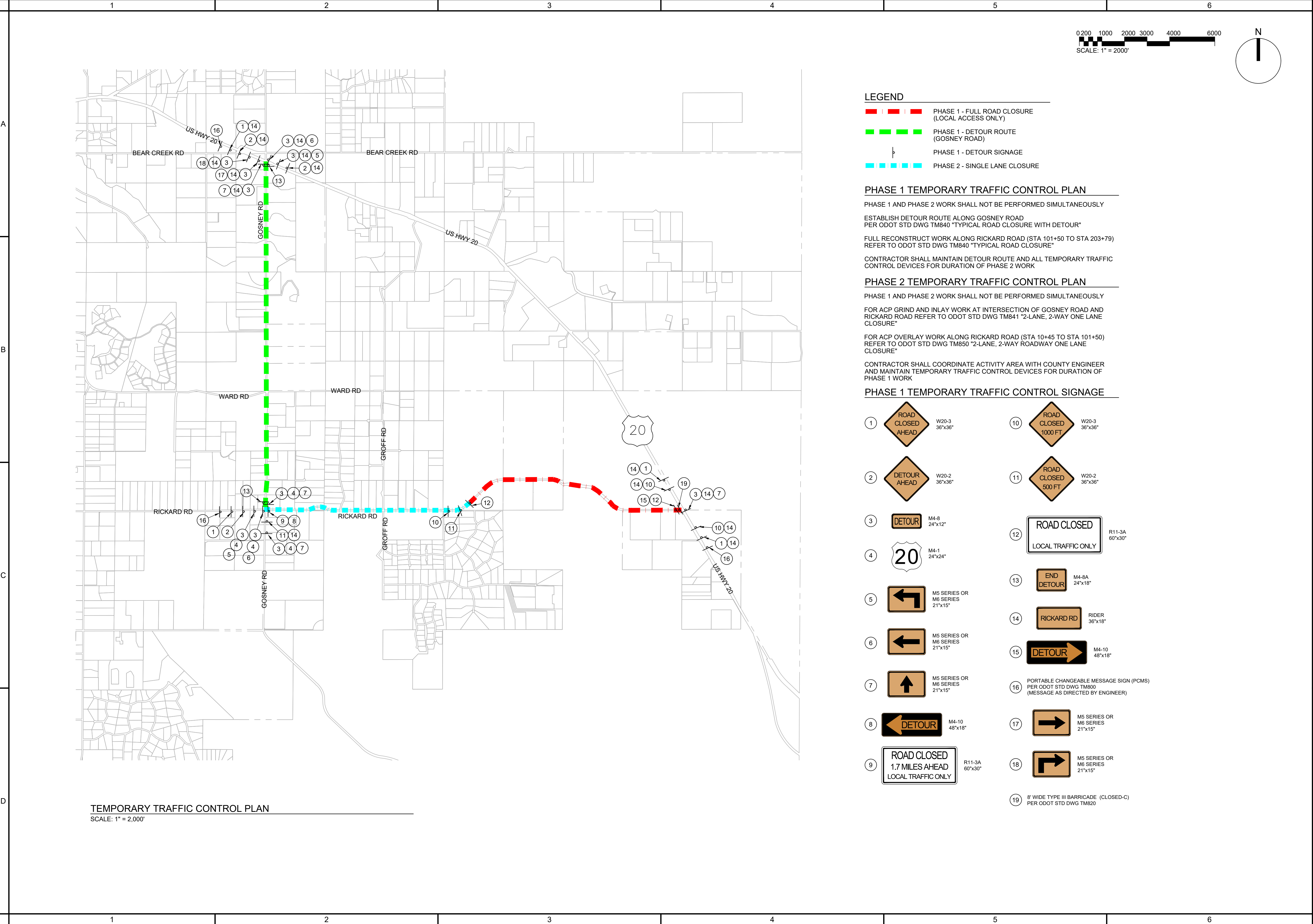
VERIFY SCALES
 0 1" BAR EQUALS ONE INCH ON ORIGINAL DRAWING
 SHEET:

C2.01

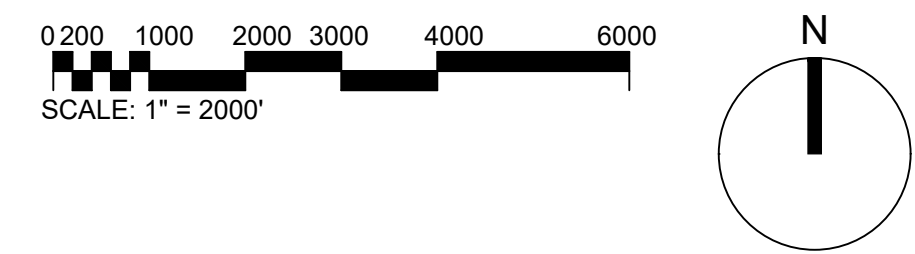
HWA # 200607
DESCO # 2020-416

FINAL CONSTRUCTION PLANS

Brandon G. S. \Land Projects\200607-Rickard Road\dwg\CIVIL\SHEETS\200607_CD.dwg, Mon Mar 08, 2021 - 9:30am



TEMPORARY TRAFFIC CONTROL PLAN
SCALE: 1" = 2,000'



- LEGEND**
- — — — — PHASE 1 - FULL ROAD CLOSURE (LOCAL ACCESS ONLY)
 - — — — — PHASE 1 - DETOUR ROUTE (GOSNEY ROAD)
 - — — — — PHASE 2 - SINGLE LANE CLOSURE
 - PHASE 1 - DETOUR SIGNAGE

PHASE 1 TEMPORARY TRAFFIC CONTROL PLAN

PHASE 1 AND PHASE 2 WORK SHALL NOT BE PERFORMED SIMULTANEOUSLY

ESTABLISH DETOUR ROUTE ALONG GOSNEY ROAD PER ODOT STD DWG TM840 "TYPICAL ROAD CLOSURE WITH DETOUR"

FULL RECONSTRUCT WORK ALONG RICKARD ROAD (STA 101+50 TO STA 203+79) REFER TO ODOT STD DWG TM840 "TYPICAL ROAD CLOSURE"

CONTRACTOR SHALL MAINTAIN DETOUR ROUTE AND ALL TEMPORARY TRAFFIC CONTROL DEVICES FOR DURATION OF PHASE 2 WORK

PHASE 2 TEMPORARY TRAFFIC CONTROL PLAN

PHASE 1 AND PHASE 2 WORK SHALL NOT BE PERFORMED SIMULTANEOUSLY

FOR ACP GRIND AND INLAY WORK AT INTERSECTION OF GOSNEY ROAD AND RICKARD ROAD REFER TO ODOT STD DWG TM841 "2-LANE, 2-WAY ONE LANE CLOSURE"

FOR ACP OVERLAY WORK ALONG RICKARD ROAD (STA 10+45 TO STA 101+50) REFER TO ODOT STD DWG TM850 "2-LANE, 2-WAY ROADWAY ONE LANE CLOSURE"

CONTRACTOR SHALL COORDINATE ACTIVITY AREA WITH COUNTY ENGINEER AND MAINTAIN TEMPORARY TRAFFIC CONTROL DEVICES FOR DURATION OF PHASE 1 WORK

PHASE 1 TEMPORARY TRAFFIC CONTROL SIGNAGE

- | | | | |
|---|--------------------------------|----|--|
| 1 | W20-3 36"x36" | 10 | W20-3 36"x36" |
| 2 | W20-2 36"x36" | 11 | W20-2 36"x36" |
| 3 | M4-8 24"x12" | 12 | R11-3A 60"x30" |
| 4 | M4-1 24"x24" | 13 | M4-8A 24"x18" |
| 5 | M5 SERIES OR M6 SERIES 21"x15" | 14 | RIDER 36"x18" |
| 6 | M5 SERIES OR M6 SERIES 21"x15" | 15 | M4-10 48"x18" |
| 7 | M5 SERIES OR M6 SERIES 21"x15" | 16 | PORTABLE CHANGEABLE MESSAGE SIGN (PCMS) PER ODOT STD DWG TM800 (MESSAGE AS DIRECTED BY ENGINEER) |
| 8 | M4-10 48"x18" | 17 | M5 SERIES OR M6 SERIES 21"x15" |
| 9 | R11-3A 60"x30" | 18 | M5 SERIES OR M6 SERIES 21"x15" |
| | | 19 | 8' WIDE TYPE III BARRICADE (CLOSED-C) PER ODOT STD DWG TM820 |



**RICKARD RD: GROFF RD
TO US 20 IMPROVEMENT
PUBLIC INFRASTRUCTURE PLANS**
 TEMPORARY TRAFFIC CONTROL PLAN
 DESCHUTES COUNTY, OREGON



REVISIONS:

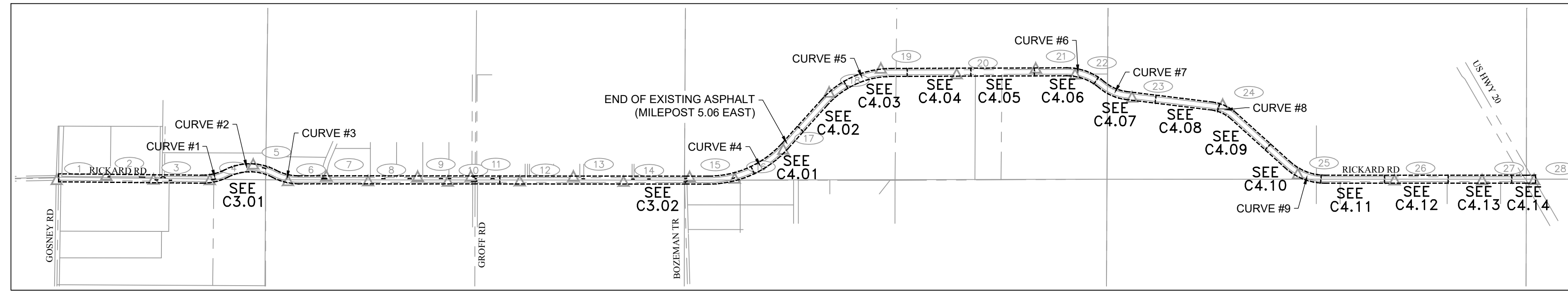


DESIGNED BY: MPD
 DRAWN BY: BRG
 CHECKED BY: MPD
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 FILE: 200607_CD.dwg
 DATE: 03/05/2021

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

C2.10
 HWA # 200607
 DESCO # 2020-416

FINAL CONSTRUCTION PLANS



SHEET MAP
1" = 1,000'

HORIZONTAL CURVE TABLE

Curve No.	ROW Centerline PC STA	Existing		Max Design Speed (mph)		Posted Speed (mph)
		e	R (ft)	Horizontal Curve	Vertical Curve	
1	28+03.76	NC	525	35	45	30
2	31+24.14	NC	800/550	35	35	30
3	37+48.11	NC	600	35	50	30
4	92+20.68	NC	1280	45	35	none
5	110+56.21	6%	1132.71	55	55	none
6	142+05.45	NC	674.87	35	35	35
7	146+84.30		594.20	35	35	35
8	161+13.84	6%	500.00	40	65	40
9	173+37.06		699.47	45	55	45

SET SURVEY CONTROL STATIONS

ID	NORTHING	EASTING	ELEVATION	DESCRIPTION
1	367396.95	3323601.28	3728.39	1-1/8" COPPER PLUG IN DRILL HOLE IN CONCRETE "HWA CONTROL"
2	367453.04	3324224.17	3732.73	5/8" REBAR WITH ORANGE PLASTIC CAP "HWA CONTROL"
3	367400.66	3324820.07	3729.49	5/8" REBAR WITH ORANGE PLASTIC CAP "HWA CONTROL"
4	367395.09	3325528.03	3719.66	5/8" REBAR WITH ORANGE PLASTIC CAP "HWA CONTROL"
5	367591.37	3326074.16	3729.52	5/8" REBAR WITH ORANGE PLASTIC CAP "HWA CONTROL"
6	367383.42	3326510.93	3715.82	5/8" REBAR WITH ORANGE PLASTIC CAP "HWA CONTROL"
7	367441.85	3326995.01	3706.33	1-1/8" COPPER PLUG IN DRILL HOLE IN CONCRETE "HWA CONTROL"
8	367380.70	3327519.83	3702.09	5/8" REBAR WITH ORANGE PLASTIC CAP "HWA CONTROL"
9	367437.70	3328143.81	3699.52	5/8" REBAR WITH ORANGE PLASTIC CAP "HWA CONTROL"
10	367376.34	3328522.32	3704.28	5/8" REBAR WITH ORANGE PLASTIC CAP "HWA CONTROL"
11	367441.24	3328813.63	3701.17	1-1/8" COPPER PLUG IN DRILL HOLE IN CONCRETE "HWA CONTROL"
12	367379.62	3329427.96	3710.63	5/8" REBAR WITH ORANGE PLASTIC CAP "HWA CONTROL"
13	367440.51	3330103.40	3730.94	5/8" REBAR WITH ORANGE PLASTIC CAP "HWA CONTROL"
14	367374.72	3330733.77	3740.42	5/8" REBAR WITH ORANGE PLASTIC CAP "HWA CONTROL"
15	367433.50	3331565.47	3714.50	5/8" REBAR WITH ORANGE PLASTIC CAP "HWA CONTROL"
16	367413.94	3332132.59	3699.12	5/8" REBAR WITH ORANGE PLASTIC CAP "HWA CONTROL"
17	367778.58	3332744.21	3667.90	5/8" REBAR WITH ORANGE PLASTIC CAP "HWA CONTROL"
18	368496.41	3333320.76	3668.47	5/8" REBAR WITH ORANGE PLASTIC CAP "HWA CONTROL"
19	368797.01	3333971.35	3664.81	5/8" REBAR WITH ORANGE PLASTIC CAP "HWA CONTROL"
20	368726.91	3334925.77	3638.16	5/8" REBAR WITH ORANGE PLASTIC CAP "HWA CONTROL"
21	368799.42	3335920.12	3624.04	5/8" REBAR WITH ORANGE PLASTIC CAP "HWA CONTROL"
22	368723.48	3336415.48	3610.93	5/8" REBAR WITH ORANGE PLASTIC CAP "HWA CONTROL"
23	368433.86	3337131.64	3611.22	5/8" REBAR WITH ORANGE PLASTIC CAP "HWA CONTROL"
24	368344.29	3338272.15	3582.90	5/8" REBAR WITH ORANGE PLASTIC CAP "HWA CONTROL"
25	367469.83	3339217.70	3592.22	5/8" REBAR WITH ORANGE PLASTIC CAP "HWA CONTROL"
26	367393.04	3340434.23	3592.90	5/8" REBAR WITH ORANGE PLASTIC CAP "HWA CONTROL"
27	367395.54	3341536.27	3578.42	5/8" REBAR WITH ORANGE PLASTIC CAP "HWA CONTROL"
28	367398.02	3342190.81	3579.27	5/8" REBAR WITH ORANGE PLASTIC CAP "HWA CONTROL"

① = CONTROL STATION

SURVEY CONTROL STATEMENT

COORDINATE SYSTEM:
THIS PROJECT IS LOCATED ENTIRELY WITHIN THE CENTRAL OREGON COORDINATE SYSTEM, EXPRESSED IN THE NORTH AMERICAN DATUM OF 1983 (NAD83) 1991 EPOCH] AS DETERMINED THIS SURVEY BY HIGH PRECISION REAL TIME KINEMATIC GPS METHODS, EXPRESSED IN INTERNATIONAL FEET.

BASIS OF COORDINATE SYSTEM:
THE CENTRAL OREGON COORDINATE SYSTEM REPORTED THIS SURVEY WAS ESTABLISHED BY MEANS OF A SITE CALIBRATION TO INCLUDE NINE PRIMARY AND ONE HIGH PRECISION PUBLISHED CONTROL STATIONS AS FOLLOWS: GIS 014, GIS 021, GIS 034, GIS 036, GIS 040, GIS 054, GIS 061, GIS 067, STEVENS, V-456.

BASIS OF BEARINGS:
THE BASIS OF BEARINGS FOR THIS SURVEY IS THE CENTRAL OREGON COORDINATE SYSTEM AS DETERMINED BY HIGH PRECISION REAL TIME KINEMATIC GPS METHODS USING TRIMBLE R6 RECEIVERS.

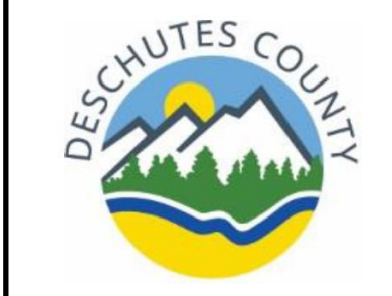
VERTICAL DATUM:
NATIONAL GEODETIC VERTICAL DATUM OF 1929 (NGVD29) AS DETERMINED THIS SURVEY BY OUR SITE CALIBRATION AS DESCRIBED ABOVE AND VERIFIED BY CHECKING INTO TWO ADDITIONAL PUBLISHED PRIMARY CONTROL STATIONS AS FOLLOWS:

GIS 0025:
HEREON REFERENCED AS MONUMENT IDENTIFIER 30, AS DESCRIBED ABOVE.
PUBLISHED ORTHOMETRIC HEIGHT = 3,950.49'
SURVEYED ORTHOMETRIC HEIGHT = 3,950.447'

GIS 0043:
HEREON REFERENCED AS MONUMENT IDENTIFIER 29, AS DESCRIBED ABOVE.
PUBLISHED ORTHOMETRIC HEIGHT = 3,550.38'
SURVEYED ORTHOMETRIC HEIGHT = 3,550.395'



**RICKARD RD: GROFF RD
TO US 20 IMPROVEMENT
PUBLIC INFRASTRUCTURE PLANS**
SHEET INDEX MAP & DESIGN TABLES
DESCHUTES COUNTY, OREGON



REVISIONS:



DESIGNED BY: MPD
DRAWN BY: BRG
CHECKED BY: MPD
SCALE: AS NOTED
FILE: 200607_CD.dwg
DATE: 03/05/2021

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

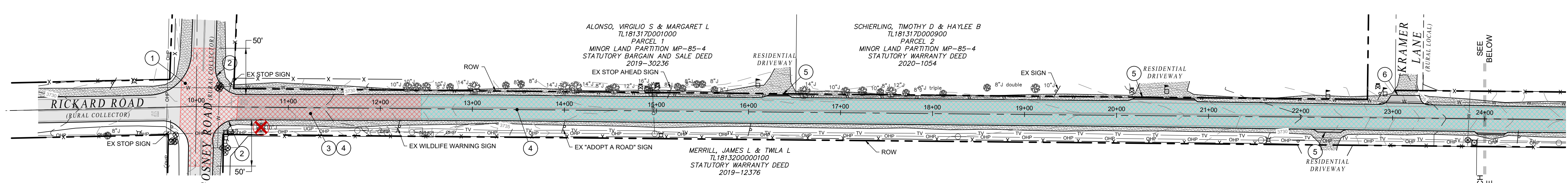
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HWA # 200607
DESCO # 2020-416

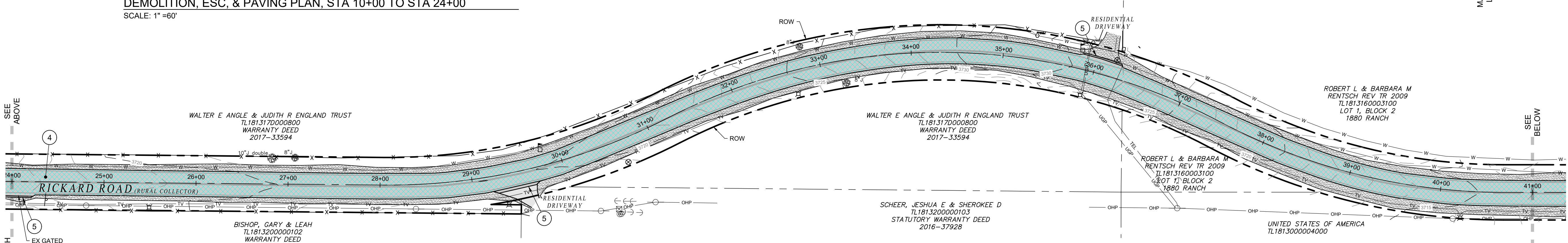
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FINAL CONSTRUCTION PLANS

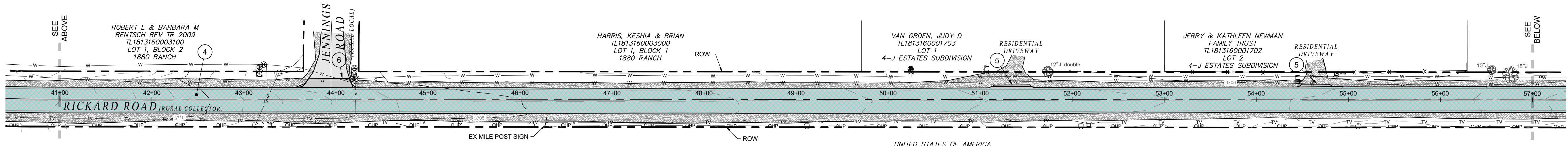
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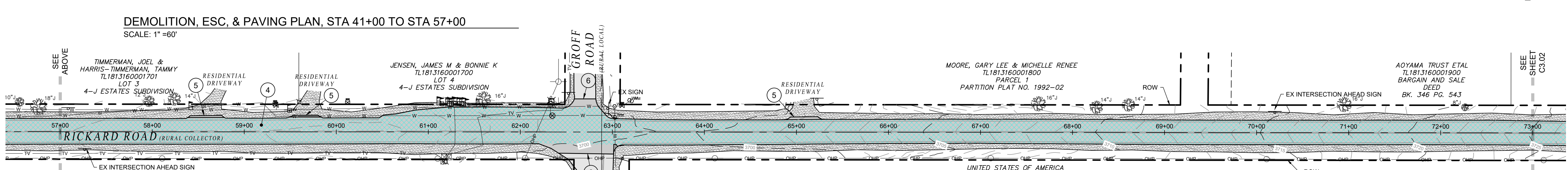
DEMOLITION, ESC, & PAVING PLAN, STA 10+00 TO STA 24+00
SCALE: 1" = 60'



DEMOLITION, ESC, & PAVING PLAN, STA 24+00 TO STA 41+00
SCALE: 1" = 60'



DEMOLITION, ESC, & PAVING PLAN, STA 41+00 TO STA 57+00
SCALE: 1" = 60'



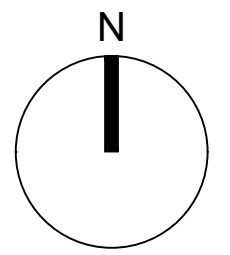
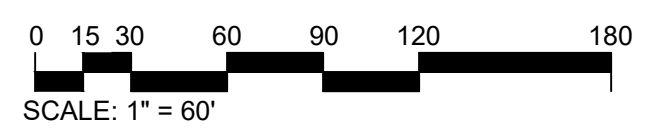
DEMOLITION, ESC, & PAVING PLAN, STA 57+00 TO STA 73+00
SCALE: 1" = 60'

LEGEND

---	RIGHT-OF-WAY	Ⓜ	EXISTING MAILBOX
-X-X-	EXISTING FENCE	Ⓧ	EXISTING TRAFFIC SIGN
-OHP-OHP-	EXISTING OVERHEAD POWER	Ⓧ	EXISTING TREE, SIZE AND TYPE NOTED
-USP-	EXISTING UNDERGROUND POWER	Ⓧ	EXISTING TREE TO BE REMOVED
-TV-TV-	EXISTING COMMUNICATIONS CONDUIT	Ⓧ	EXISTING GRAVEL
-W-W-	EXISTING WATER LINE	Ⓧ	EXISTING ACP TO REMAIN
Ⓜ	EXISTING FIRE HYDRANT	Ⓧ	2" ACP OVERLAY
Ⓜ	EXISTING WATER METER	Ⓧ	2" ACP GRIND/INLAY
Ⓜ	EXISTING DOMESTIC WATER VALVE	Ⓧ	ACP
Ⓜ	EXISTING IRRIGATION VALVE	Ⓧ	ESC
Ⓜ	EXISTING COMMUNICATION PEDESTAL	Ⓧ	EX
Ⓜ	EXISTING POWER PEDESTAL/BOX	Ⓧ	ROW
Ⓜ	EXISTING UTILITY POLE AND GUY ANCHOR	Ⓧ	

PAVING KEY NOTES

- ① CONSTRUCT 2" ACP GRIND/INLAY, AS DIRECTED BY COUNTY ENGINEER
- ② 12" ACP REPAIR (RADIUS RECONSTRUCTION), AS DIRECTED BY COUNTY ENGINEER (PER DETAIL 4/C2.01)
- ③ STA 10+45 TO STA 12+45
2" - 0" COLD PLANE PAVEMENT REMOVAL (METHOD A)
(PER ODOT STD DWG RD610)
- ④ STA 10+45 BEGIN
2" ACP OVERLAY
(PER DETAIL 1/C2.01)
- ⑤ CONSTRUCT ACP DRIVEWAY APRON
(PER DETAIL 3/C2.01)
- ⑥ CONSTRUCT ACP INTERSECTION APPROACH
(PER DETAIL 3/C2.01)



**RICKARD RD: GROFF RD
TO US 20 IMPROVEMENT
PUBLIC INFRASTRUCTURE PLANS**
 DEMO, ESC, & PVMT REHAB. PLAN, STA 10+00 TO STA 73+00
 DESCHUTES COUNTY, OREGON



REVISIONS:



DESIGNED BY: MPD	CHECKED BY: MPD	DATE: 03/05/2021
DRAWN BY: BRG	SCALE: AS NOTED	
FILE: 200607_CD.dwg		

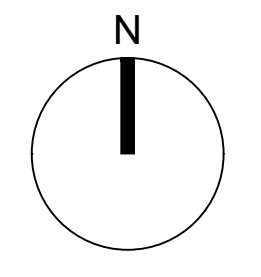
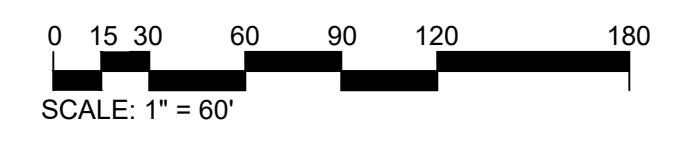
VERIFY SCALES
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 SHEET:

C3.01

HWA # 200607
 DESCO # 2020-416

FINAL CONSTRUCTION PLANS

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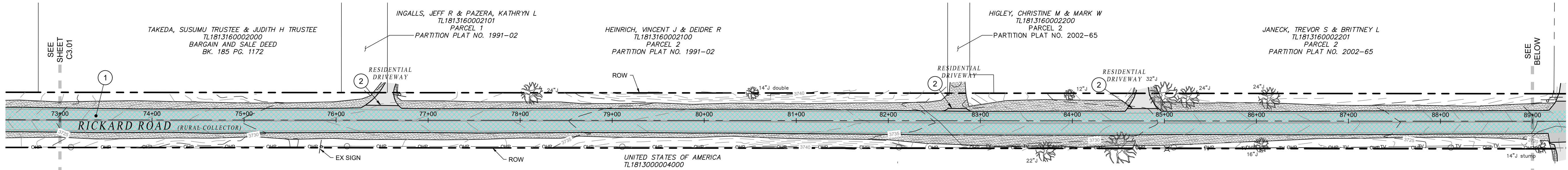
**RICKARD RD: GROFF RD
TO US 20 IMPROVEMENT
PUBLIC INFRASTRUCTURE PLANS**
DEMO, ESC, & PVMT REHAB. PLAN, STA 73+00 TO STA 107+00
DESCHUTES COUNTY, OREGON



REVISIONS:



DESIGNED BY: MFD	VERIFY SCALES
DRAWN BY: BRG	0 1"
CHECKED BY: MFD	BAR EQUALS ONE INCH ON ORIGINAL DRAWING
SCALE: AS NOTED	SHEET: C3.02
FILE: 200607_CD.dwg	HWA # 200607
DATE: 03/05/2021	DESCO # 2020-416

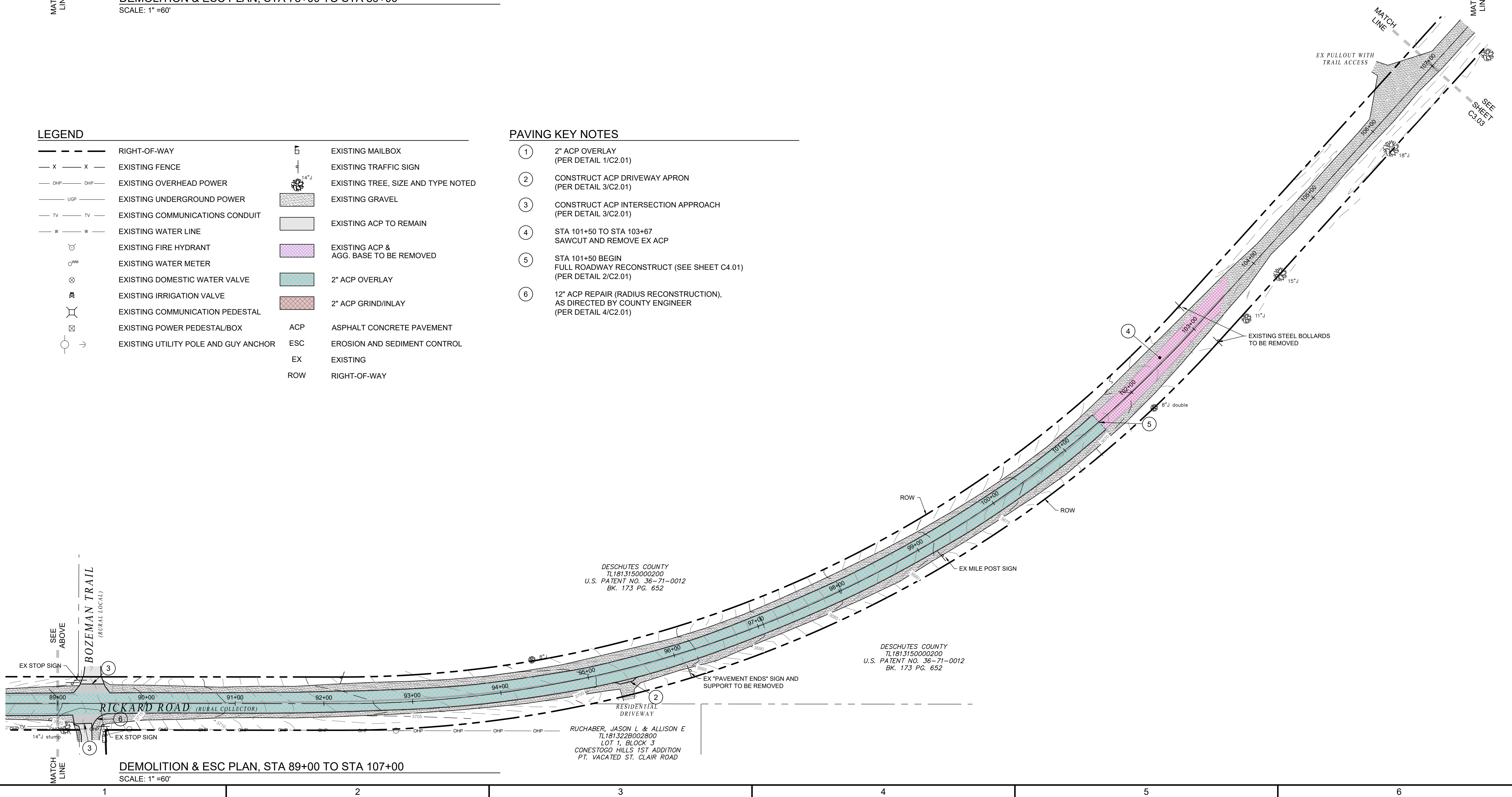


DEMOLITION & ESC PLAN, STA 73+00 TO STA 89+00
SCALE: 1" = 60"

LEGEND			
— X — X —	RIGHT-OF-WAY	Ⓜ	EXISTING MAILBOX
— OHP — OHP —	EXISTING FENCE	Ⓣ	EXISTING TRAFFIC SIGN
— UGP —	EXISTING OVERHEAD POWER	Ⓝ	EXISTING TREE, SIZE AND TYPE NOTED
— TV — TV —	EXISTING UNDERGROUND POWER	Ⓜ	EXISTING GRAVEL
— W — W —	EXISTING COMMUNICATIONS CONDUIT	Ⓜ	EXISTING ACP TO REMAIN
Ⓜ	EXISTING WATER LINE	Ⓜ	EXISTING ACP & AGG. BASE TO BE REMOVED
Ⓜ	EXISTING FIRE HYDRANT	Ⓜ	2" ACP OVERLAY
Ⓜ	EXISTING WATER METER	Ⓜ	2" ACP GRIND/INLAY
Ⓜ	EXISTING DOMESTIC WATER VALVE	Ⓜ	ACP ASPHALT CONCRETE PAVEMENT
Ⓜ	EXISTING IRRIGATION VALVE	Ⓜ	ESC EROSION AND SEDIMENT CONTROL
Ⓜ	EXISTING COMMUNICATION PEDESTAL	Ⓜ	EX EXISTING
Ⓜ	EXISTING POWER PEDESTAL/BOX	Ⓜ	ROW RIGHT-OF-WAY
Ⓜ	EXISTING UTILITY POLE AND GUY ANCHOR		

PAVING KEY NOTES

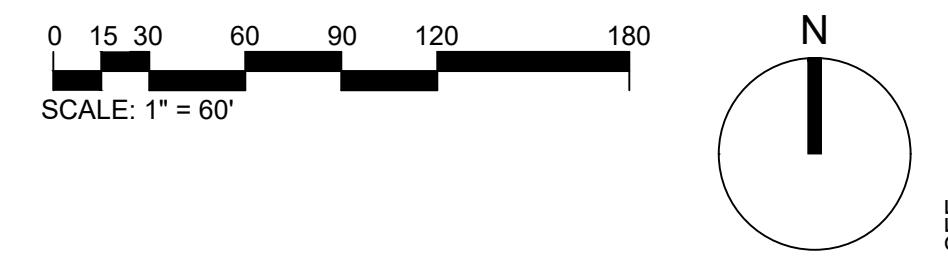
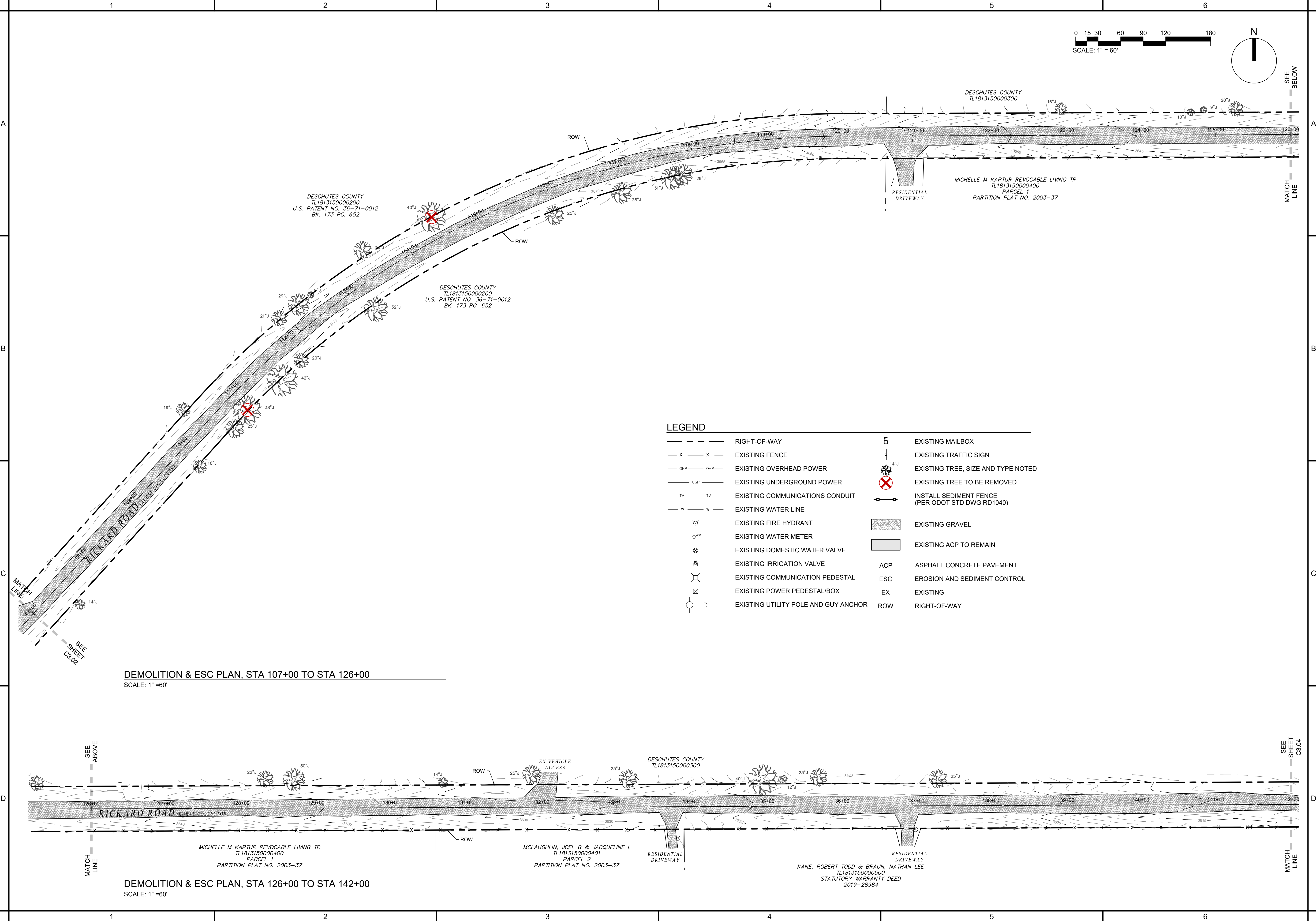
- ① 2" ACP OVERLAY (PER DETAIL 1/C2.01)
- ② CONSTRUCT ACP DRIVEWAY APRON (PER DETAIL 3/C2.01)
- ③ CONSTRUCT ACP INTERSECTION APPROACH (PER DETAIL 3/C2.01)
- ④ STA 101+50 TO STA 103+67 SAWCUT AND REMOVE EX ACP
- ⑤ STA 101+50 BEGIN FULL ROADWAY RECONSTRUCT (SEE SHEET C4.01) (PER DETAIL 2/C2.01)
- ⑥ 12" ACP REPAIR (RADIUS RECONSTRUCTION), AS DIRECTED BY COUNTY ENGINEER (PER DETAIL 4/C2.01)



DEMOLITION & ESC PLAN, STA 89+00 TO STA 107+00
SCALE: 1" = 60"

FINAL CONSTRUCTION PLANS

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**RICKARD RD: GROFF RD
TO US 20 IMPROVEMENT
PUBLIC INFRASTRUCTURE PLANS**
DEMOLITION & ESC PLAN, STA 107+00 TO STA 142+00
DESCHUTES COUNTY, OREGON



LEGEND

---	RIGHT-OF-WAY	⊠	EXISTING MAILBOX
-x-x-	EXISTING FENCE	⊠	EXISTING TRAFFIC SIGN
-OHP-OHP-	EXISTING OVERHEAD POWER	⊠	EXISTING TREE, SIZE AND TYPE NOTED
-UGP-	EXISTING UNDERGROUND POWER	⊠	EXISTING TREE TO BE REMOVED
-TV-TV-	EXISTING COMMUNICATIONS CONDUIT	⊠	INSTALL SEDIMENT FENCE (PER ODOT STD DWG RD1040)
-W-W-	EXISTING WATER LINE	⊠	EXISTING GRAVEL
⊠	EXISTING FIRE HYDRANT	⊠	EXISTING ACP TO REMAIN
⊠	EXISTING WATER METER	⊠	ACP ASPHALT CONCRETE PAVEMENT
⊠	EXISTING DOMESTIC WATER VALVE	⊠	ESC EROSION AND SEDIMENT CONTROL
⊠	EXISTING IRRIGATION VALVE	⊠	EX EXISTING
⊠	EXISTING COMMUNICATION PEDESTAL	⊠	ROW RIGHT-OF-WAY
⊠	EXISTING POWER PEDESTAL/BOX		
⊠	EXISTING UTILITY POLE AND GUY ANCHOR		

DEMOLITION & ESC PLAN, STA 107+00 TO STA 126+00
SCALE: 1" = 60"

DEMOLITION & ESC PLAN, STA 126+00 TO STA 142+00
SCALE: 1" = 60"

REVISIONS:



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FILE: 200607_CD.dwg
DATE: 03/05/2021

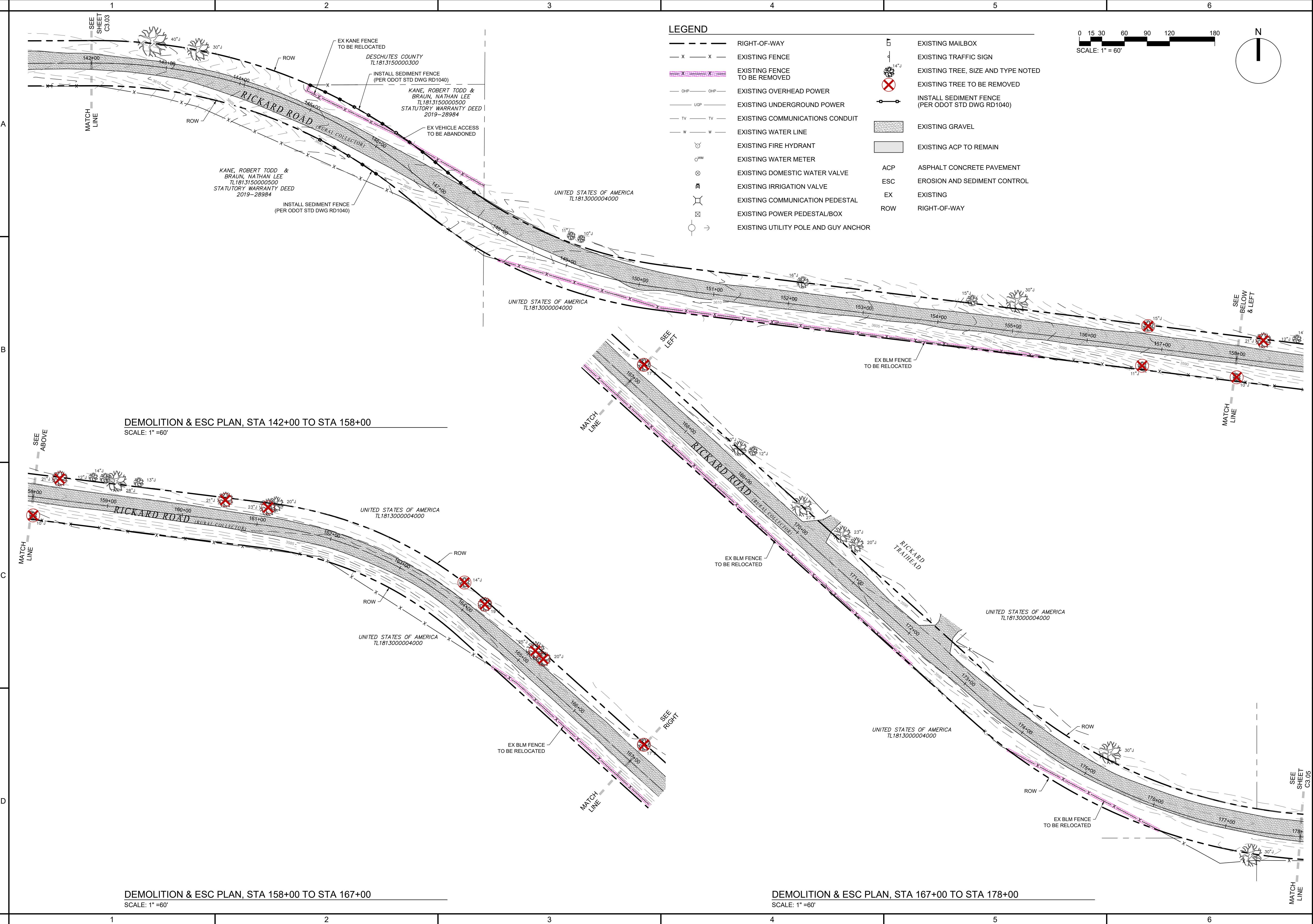
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BAR EQUALS ONE INCH
ON ORIGINAL DRAWING

SHEET:
C3.03

HWA # 200607
DESCO # 2020-416

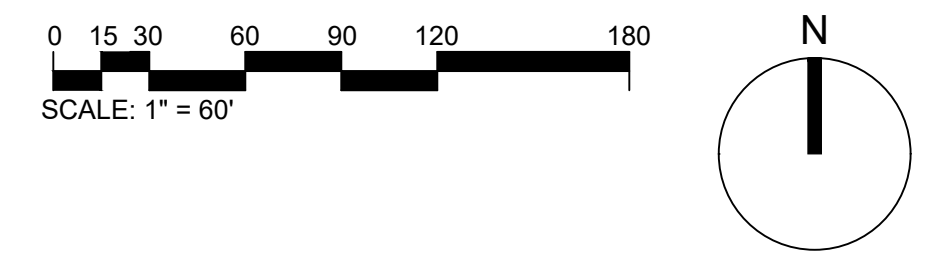
FINAL CONSTRUCTION PLANS

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LEGEND

---	RIGHT-OF-WAY	Ⓜ	EXISTING MAILBOX
-X-X-	EXISTING FENCE	Ⓧ	EXISTING TRAFFIC SIGN
---	EXISTING FENCE TO BE REMOVED	Ⓧ	EXISTING TREE, SIZE AND TYPE NOTED
-OHP-OHP-	EXISTING OVERHEAD POWER	Ⓧ	EXISTING TREE TO BE REMOVED
-UGP-UGP-	EXISTING UNDERGROUND POWER	Ⓧ	INSTALL SEDIMENT FENCE (PER ODOT STD DWG RD1040)
-TV-TV-	EXISTING COMMUNICATIONS CONDUIT	Ⓧ	EXISTING GRAVEL
-W-W-	EXISTING WATER LINE	Ⓧ	EXISTING ACP TO REMAIN
Ⓜ	EXISTING FIRE HYDRANT	Ⓧ	ACP
Ⓜ	EXISTING WATER METER	Ⓧ	ESC
Ⓜ	EXISTING DOMESTIC WATER VALVE	Ⓧ	EX
Ⓜ	EXISTING IRRIGATION VALVE	Ⓧ	ROW
Ⓜ	EXISTING COMMUNICATION PEDESTAL	Ⓧ	
Ⓜ	EXISTING POWER PEDESTAL/BOX	Ⓧ	
Ⓜ	EXISTING UTILITY POLE AND GUY ANCHOR	Ⓧ	



**RICKARD RD: GROFF RD
TO US 20 IMPROVEMENT
PUBLIC INFRASTRUCTURE PLANS**
DEMOLITION & ESC PLAN, STA 142+00 TO STA 178+00
DESCUTES COUNTY, OREGON



REVISIONS:



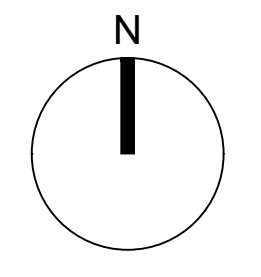
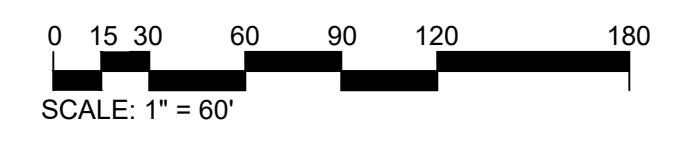
DESIGNED BY: MPD	DATE: 03/05/2021
DRAWN BY: BRG	
CHECKED BY: MPD	
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VERIFY SCALES
0 1" BAR EQUALS ONE INCH ON ORIGINAL DRAWING

SHEET:
C3.04
HWA # 200607
DESCO # 2020-416

FINAL CONSTRUCTION PLANS

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**RICKARD RD: GROFF RD
 TO US 20 IMPROVEMENT
 PUBLIC INFRASTRUCTURE PLANS**
 DEMOLITION & ESC PLAN, STA 178+00 TO STA 205+00
 DESCUTES COUNTY, OREGON



REVISIONS:



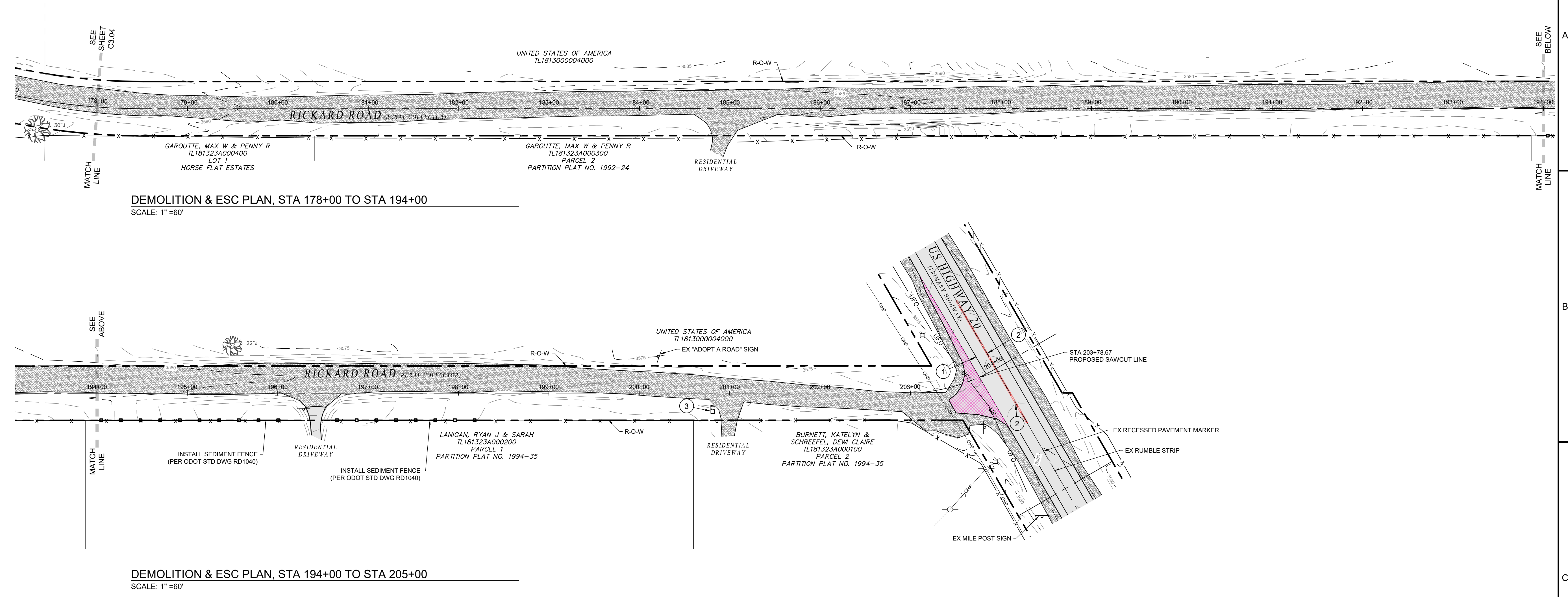
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0 1" BAR EQUALS ONE INCH ON ORIGINAL DRAWING

SHEET: **C3.05**

HWA # 200607
DESCO # 2020-416

FINAL CONSTRUCTION PLANS



DEMOLITION & ESC PLAN, STA 178+00 TO STA 194+00
SCALE: 1" = 60"

DEMOLITION & ESC PLAN, STA 194+00 TO STA 205+00
SCALE: 1" = 60"

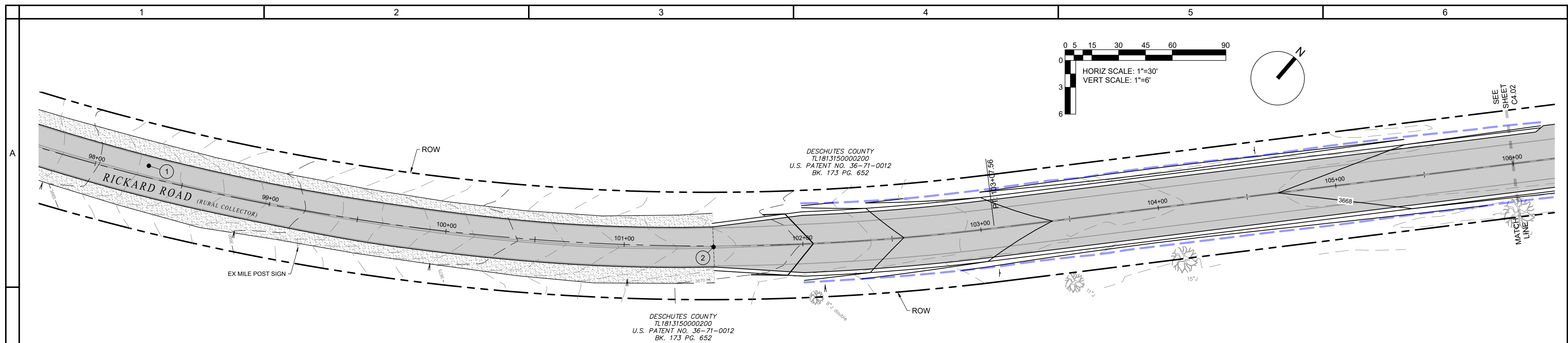
LEGEND

	RIGHT-OF-WAY		EXISTING MAILBOX
	EXISTING FENCE		EXISTING TRAFFIC SIGN
	EXISTING OVERHEAD POWER		EXISTING TREE, SIZE AND TYPE NOTED
	EXISTING UNDERGROUND POWER		EXISTING TREE TO BE REMOVED
	EXISTING COMMUNICATIONS CONDUIT		INSTALL SEDIMENT FENCE (PER ODOT STD DWG RD1040)
	EXISTING UNDERGROUND FIBER OPTIC		EXISTING GRAVEL
	EXISTING WATER LINE		EXISTING ACP TO REMAIN
	EXISTING FIRE HYDRANT		EXISTING ACP & AGG. BASE TO BE REMOVED
	EXISTING WATER METER		2" ACP GRIND/INLAY
	EXISTING DOMESTIC WATER VALVE		ACP ASPHALT CONCRETE PAVEMENT
	EXISTING IRRIGATION VALVE		ESC EROSION AND SEDIMENT CONTROL
	EXISTING COMMUNICATION PEDESTAL		EX EXISTING
	EXISTING POWER PEDESTAL/BOX		ROW RIGHT-OF-WAY
	EXISTING UTILITY POLE AND GUY ANCHOR		

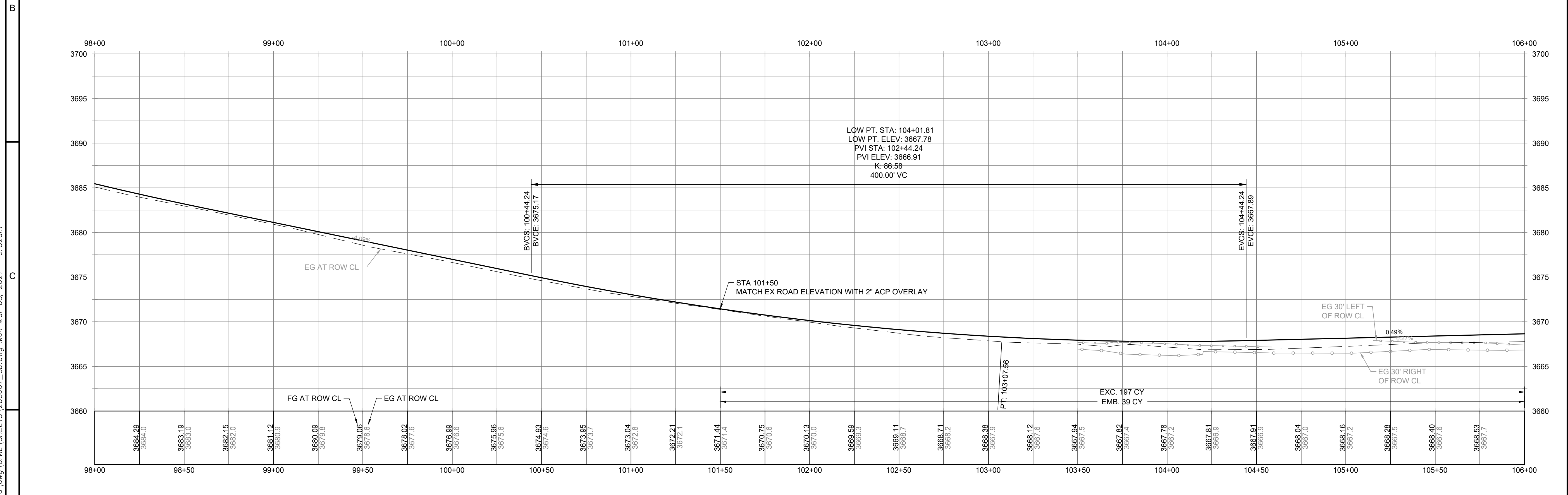
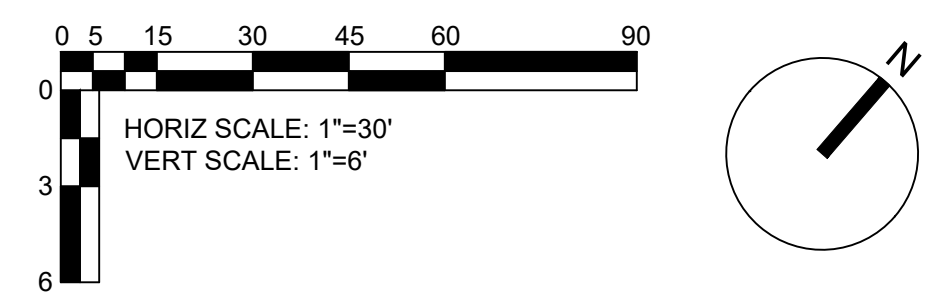
REMOVAL KEY NOTES

- ① STA 203+86.75, 0.95' (L) TO STA 203+81.45, 59.99' (L)
REMOVE EXISTING WHITE STRIPE
- ② STA 203+99.25, 86.89' (L) TO STA 203+99.25, 68.92' (R)
EXISTING RUMBLE STRIP AND RECESSED PAVEMENT MARKER REMOVAL
CONSTRUCT 2" ACP GRIND/INLAY (PER ODOT STD DWG TM830)
- ③ REMOVE EXISTING MAILBOX SUPPORT
SAVE EXISTING MAILBOX FOR REINSTALL (SEE SHEET C5.08 FOR PROPOSED RELOCATION)

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RICKARD ROAD PLAN, STA 98+00 TO STA 106+00
SCALE: 1" = 30'



RICKARD ROAD PROFILE, STA 98+00 TO STA 106+00
SCALE: HORIZONTAL: 1" = 30' / VERTICAL: 1" = 6'

LEGEND

	RIGHT-OF-WAY		EXISTING ACP TO REMAIN
	EXISTING 1' GROUND SURFACE CONTOUR		2" ACP OVERLAY (SEE SHEETS C3.01 TO C3.05)
	EXISTING 5' GROUND SURFACE CONTOUR		INFILTRATION SWALE
	PROPOSED 1' GROUND SURFACE CONTOUR		INFILTRATION SWALE CENTERLINE
	PROPOSED 5' GROUND SURFACE CONTOUR		EG 30' RIGHT OF ROW CENTERLINE
	GRADING CATCH LINE		EG 30' LEFT OF ROW CENTERLINE

PAVING KEY NOTES

SEE SHEET C1.01 FOR ODOT STANDARD DRAWING INDEX
SEE SHEET C2.01 FOR TYPICAL CONSTRUCTION DETAILS
SEE SHEETS C5.01 - C5.12 FOR PERMANENT STRIPING AND SIGNAGE

① 2" ACP OVERLAY (SEE SHEETS C3.01 TO C3.05)

② STA 101+50.00 BEGIN FULL RECONSTRUCT (PER DETAIL 2/C2.01)



RICKARD RD: GROFF RD TO US 20 IMPROVEMENT PUBLIC INFRASTRUCTURE PLANS
RICKARD ROAD PLAN AND PROFILE; STA 98+00 TO STA 106+00
DESCUTES COUNTY, OREGON



REVISIONS:



DESIGNED BY: MPD	DATE: 03/05/2021
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CHECKED BY: MPD	
SCALE: AS NOTED	
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VERIFY SCALES

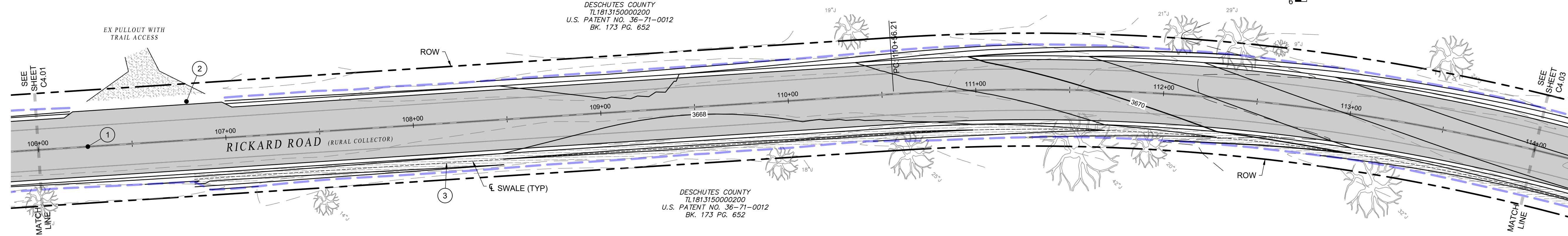
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SHEET: **C4.01**

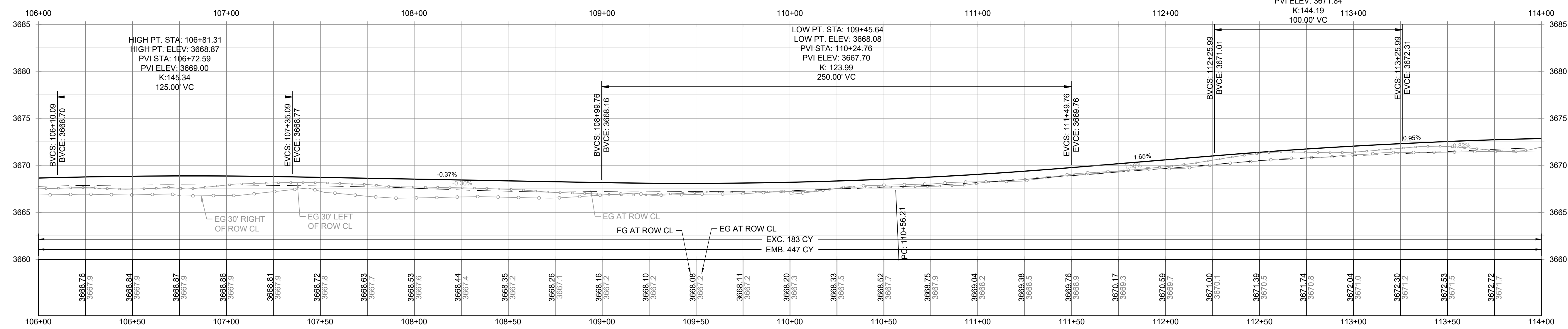
HWA # 200607
DESCO # 2020-416

FINAL CONSTRUCTION PLANS

Brandon G. S. \Land Projects\200607-Rickard Road\civil\sheets\200607_CD.dwg, Mon, 08, 2021 - 9:32am



RICKARD ROAD PLAN, STA 106+00 TO STA 114+00
SCALE: 1" = 30'

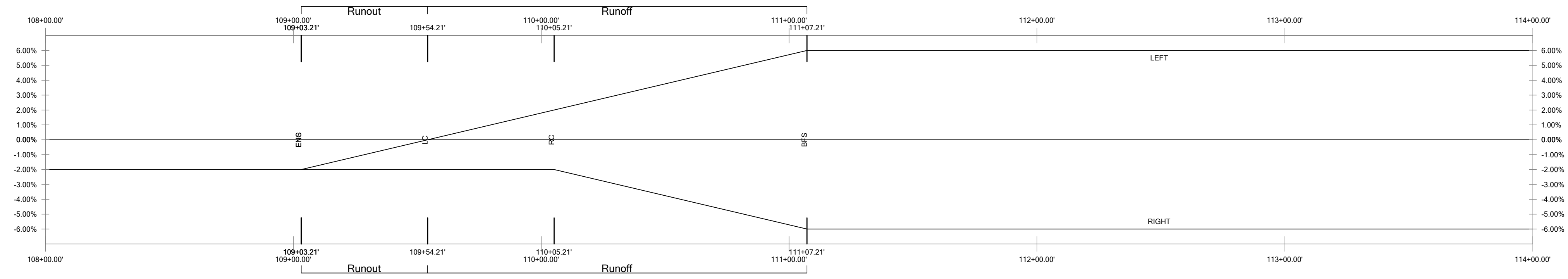


RICKARD ROAD PROFILE, STA 106+00 TO STA 114+00
SCALE: HORIZONTAL: 1" = 30' / VERTICAL: 1" = 6'

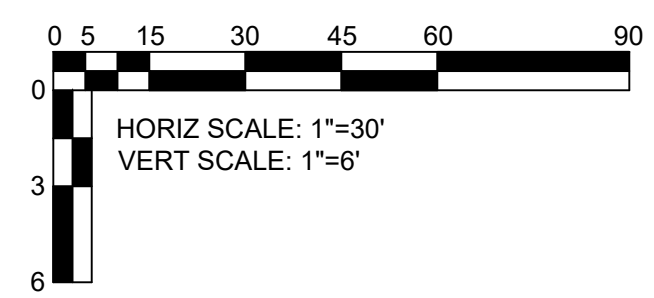
PAVING KEY NOTES

SEE SHEET C1.01 FOR ODOT STANDARD DRAWING INDEX
SEE SHEET C2.01 FOR TYPICAL CONSTRUCTION DETAILS
SEE SHEETS C5.01 - C5.12 FOR PERMANENT STRIPING AND SIGNAGE

- ① FULL RECONSTRUCT (PER DETAIL 2/C2.01)
- ② STA 106+59.33 (CENTERLINE)
CONSTRUCT ACP DRIVEWAY APRON (PER DETAIL 3/C2.01)
- ③ CONSTRUCT SWALE (PER TABLES SHEET C2.01 AND DETAIL 2/C2.01)

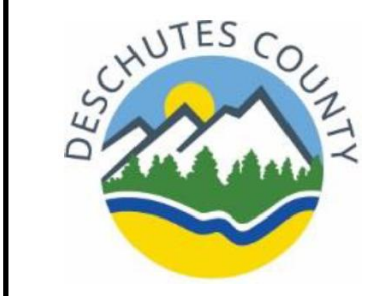


RICKARD ROAD SUPERELEVATION DIAGRAM
SCALE: 1" = 30'

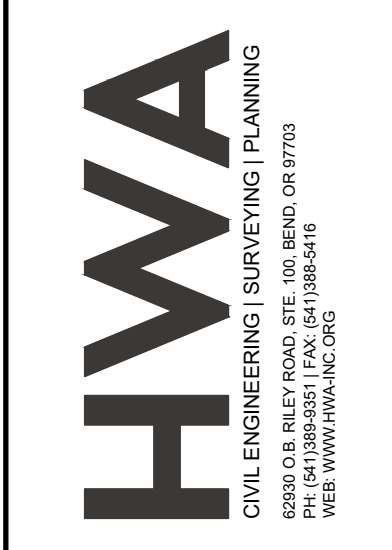


**RICKARD RD: GROFF RD
TO US 20 IMPROVEMENT
PUBLIC INFRASTRUCTURE PLANS**

RICKARD ROAD PLAN AND PROFILE, STA 106+00 TO STA 114+00
DESCUTES COUNTY, OREGON



REVISIONS:

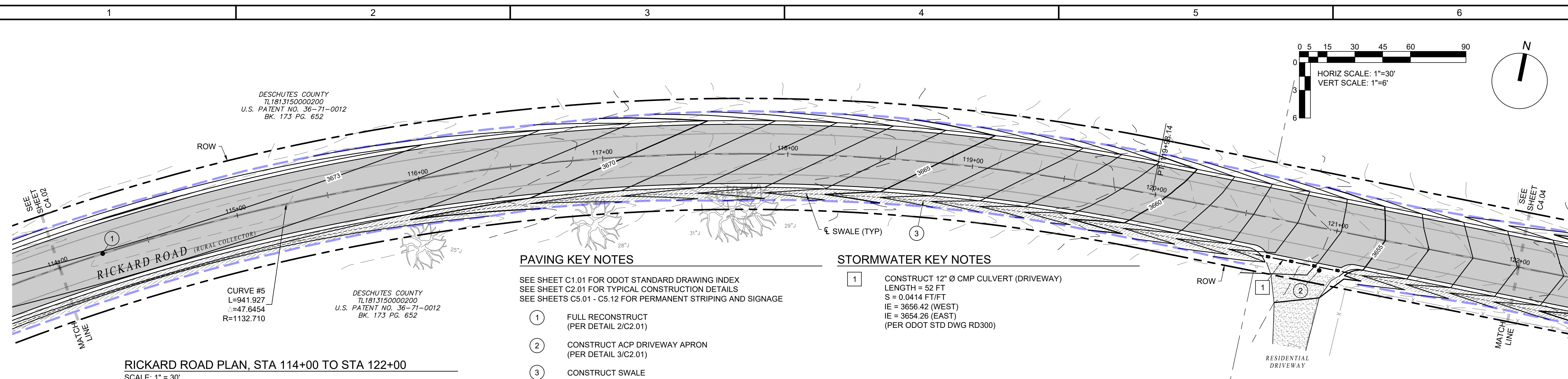


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CHECKED BY: MPD
SCALE: AS NOTED
FILE: 200607_CD.dwg
DATE: 03/05/2021

VERIFY SCALES
0 1" BAR EQUALS ONE INCH ON ORIGINAL DRAWING
SHEET: **C4.02**
HWA # 200607
DESCO # 2020-416

FINAL CONSTRUCTION PLANS

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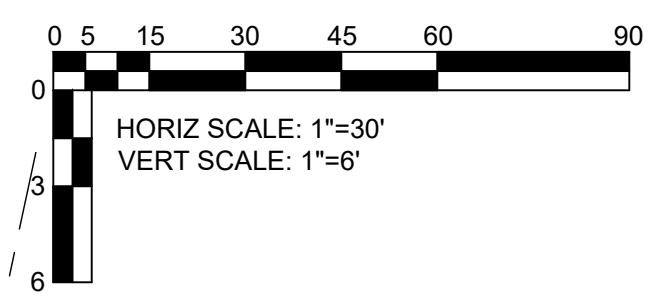
RICKARD ROAD PLAN, STA 114+00 TO STA 122+00
SCALE: 1" = 30'

PAVING KEY NOTES

- SEE SHEET C1.01 FOR ODOT STANDARD DRAWING INDEX
SEE SHEET C2.01 FOR TYPICAL CONSTRUCTION DETAILS
SEE SHEETS C5.01 - C5.12 FOR PERMANENT STRIPING AND SIGNAGE
- ① FULL RECONSTRUCT (PER DETAIL 2/C2.01)
 - ② CONSTRUCT ACP DRIVEWAY APRON (PER DETAIL 3/C2.01)
 - ③ CONSTRUCT SWALE (PER TABLES SHEET C2.01 AND DETAIL 2/C2.01)

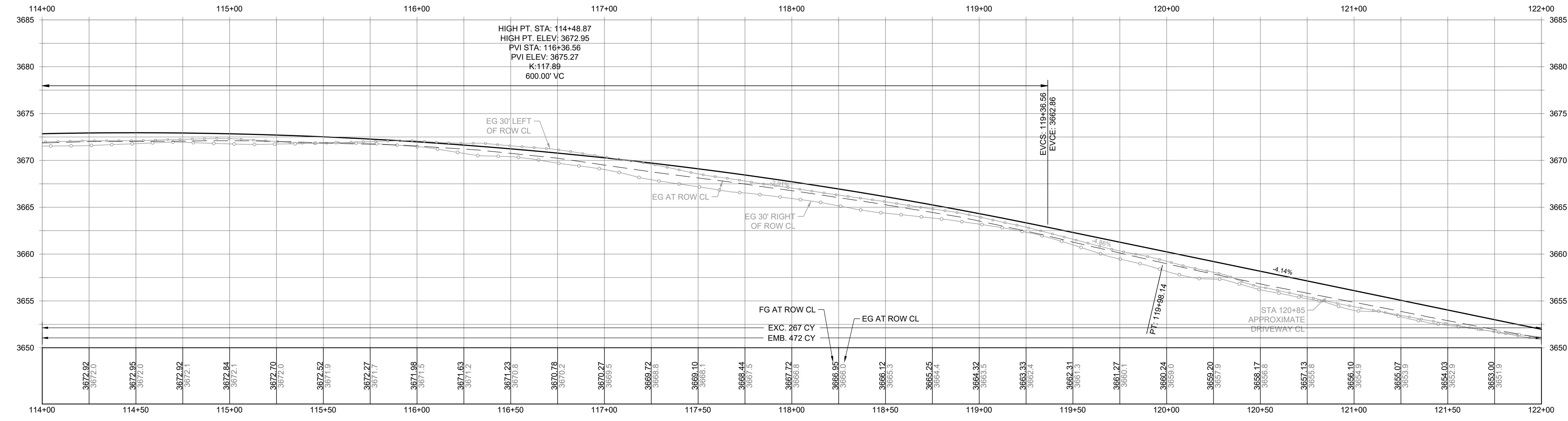
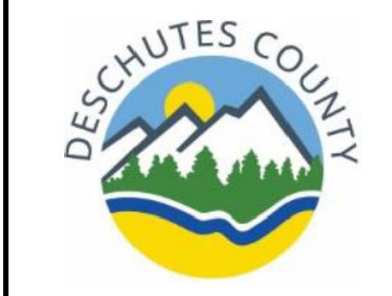
STORMWATER KEY NOTES

- ① CONSTRUCT 12" Ø CMP CULVERT (DRIVEWAY)
LENGTH = 52 FT
S = 0.0414 FT/FT
IE = 3656.42 (WEST)
IE = 3654.26 (EAST)
(PER ODOT STD DWG RD300)



**RICKARD RD: GROFF RD
TO US 20 IMPROVEMENT
PUBLIC INFRASTRUCTURE PLANS**

RICKARD ROAD PLAN AND PROFILE; STA 114+00 TO STA 122+00
DESCHUTES COUNTY, OREGON



RICKARD ROAD PROFILE, STA 114+00 TO STA 122+00
SCALE: HORIZONTAL: 1" = 30' / VERTICAL: 1" = 6'



RICKARD ROAD SUPERELEVATION DIAGRAM
SCALE: 1" = 30'

REVISIONS:

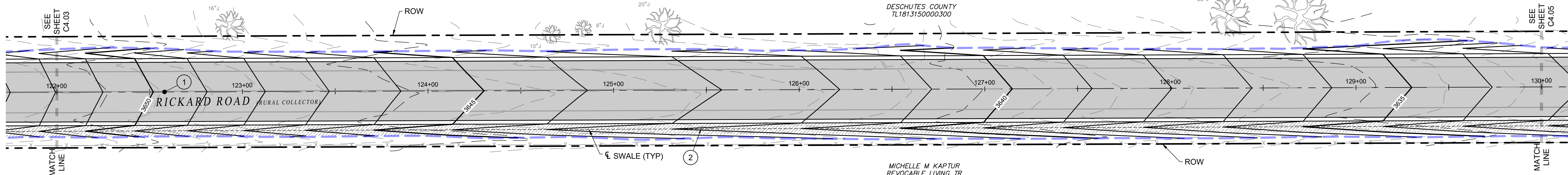


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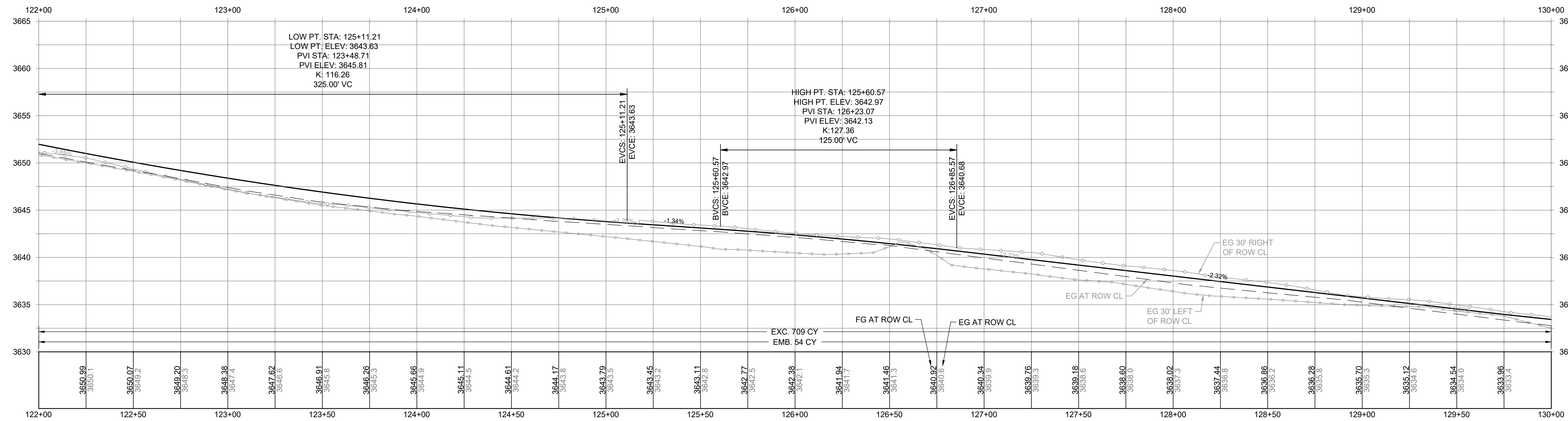
VERIFY SCALES
0 1" BAR EQUALS ONE INCH ON ORIGINAL DRAWING
SHEET: **C4.03**
HWA # 200607
DESCO # 2020-416

FINAL CONSTRUCTION PLANS

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RICKARD ROAD PLAN, STA 122+00 TO STA 130+00
SCALE: 1" = 30'

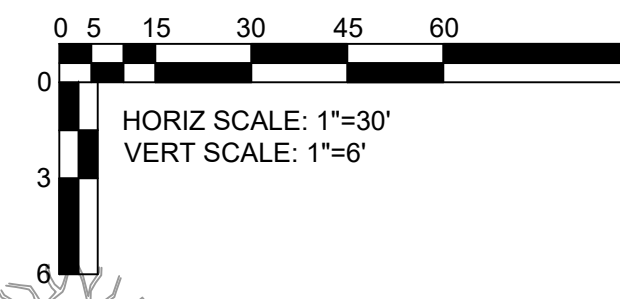


RICKARD ROAD PROFILE, STA 122+00 TO STA 130+00
SCALE: HORIZONTAL: 1" = 30' / VERTICAL: 1" = 6'

PAVING KEY NOTES

SEE SHEET C1.01 FOR ODOT STANDARD DRAWING INDEX
SEE SHEET C2.01 FOR TYPICAL CONSTRUCTION DETAILS
SEE SHEETS C5.01 - C5.12 FOR PERMANENT STRIPING AND SIGNAGE

- ① FULL RECONSTRUCT (PER DETAIL 2/C2.01)
- ② CONSTRUCT SWALE (PER TABLESHEET C2.01 AND DETAIL 2/C2.01)



**RICKARD RD: GROFF RD
TO US 20 IMPROVEMENT
PUBLIC INFRASTRUCTURE PLANS**
RICKARD ROAD PLAN AND PROFILE; STA 122+00 TO STA 130+00
DESCHUTES COUNTY, OREGON



REVISIONS:



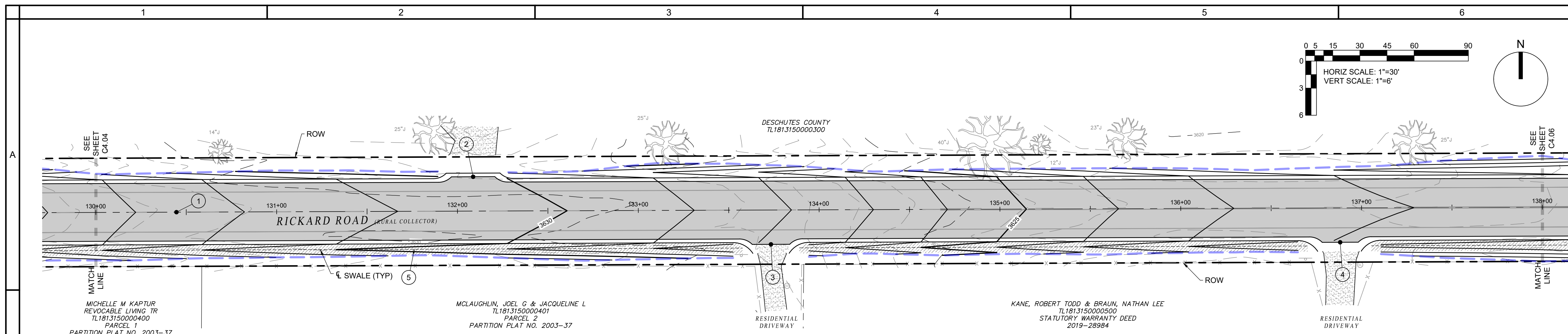
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DRAWN BY: BRG
CHECKED BY: MPD
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FILE: 200607_CD.dwg
DATE: 03/05/2021

VERIFY SCALES
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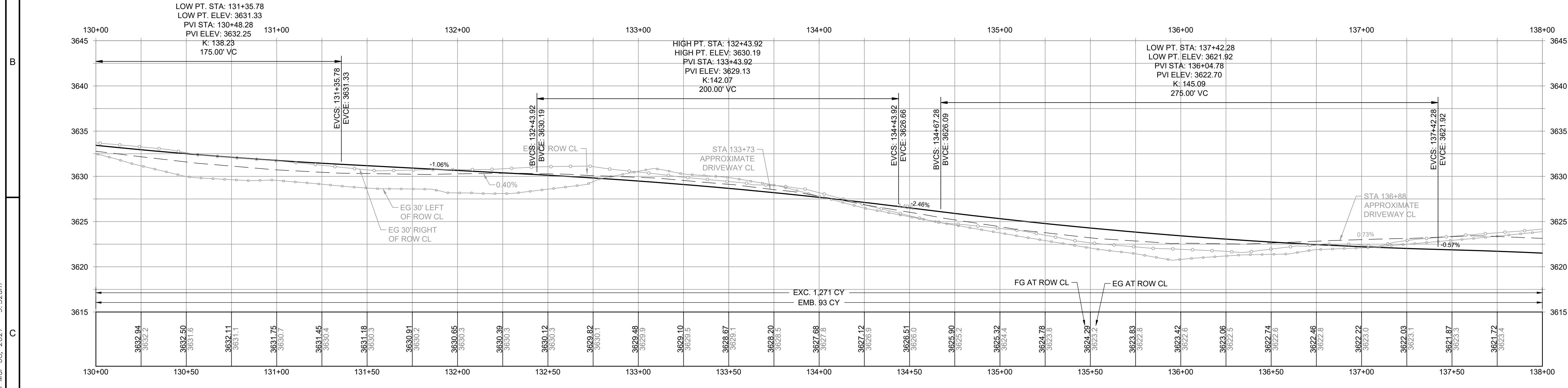
SHEET: **C4.04**
HWA # 200607
DESCO # 2020-416

FINAL CONSTRUCTION PLANS

Branden S.:\Land Projects\200607-Rickard Road\dwg\CIVIL\SHEETS\200607_CD.dwg, Mon, 08, 2021 - 9:32am



RICKARD ROAD PLAN, STA 130+00 TO STA 138+00
SCALE: 1" = 30'

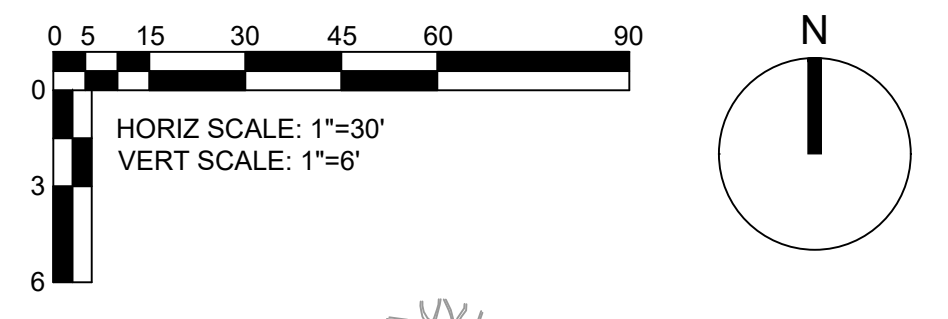


RICKARD ROAD PROFILE, STA 130+00 TO STA 138+00
SCALE: HORIZONTAL: 1" = 30' / VERTICAL: 1" = 6'

PAVING KEY NOTES

SEE SHEET C1.01 FOR ODOT STANDARD DRAWING INDEX
SEE SHEET C2.01 FOR TYPICAL CONSTRUCTION DETAILS
SEE SHEETS C5.01 - C5.12 FOR PERMANENT STRIPING AND SIGNAGE

- ① FULL RECONSTRUCT (PER DETAIL 2/C2.01)
- ② STA 132+08.71 (CENTERLINE)
CONSTRUCT ACP DRIVEWAY APRON (PER DETAIL 3/C2.01)
- ③ STA 133+73.29 (CENTERLINE)
CONSTRUCT ACP DRIVEWAY APRON (PER DETAIL 3/C2.01)
- ④ STA 136+87.68 (CENTERLINE)
CONSTRUCT ACP DRIVEWAY APRON (PER DETAIL 3/C2.01)
- ⑤ CONSTRUCT SWALE (PER TABLE SHEET C2.01 AND DETAIL 2/C2.01)



**RICKARD RD: GROFF RD
TO US 20 IMPROVEMENT
PUBLIC INFRASTRUCTURE PLANS**
RICKARD ROAD PLAN AND PROFILE; STA 130+00 TO STA 138+00
DESCHUTES COUNTY, OREGON



REVISIONS:



DESIGNED BY: MPD
DRAWN BY: BRG
CHECKED BY: MPD
SCALE: AS NOTED
FILE: 200607_CD.dwg
DATE: 03/05/2021

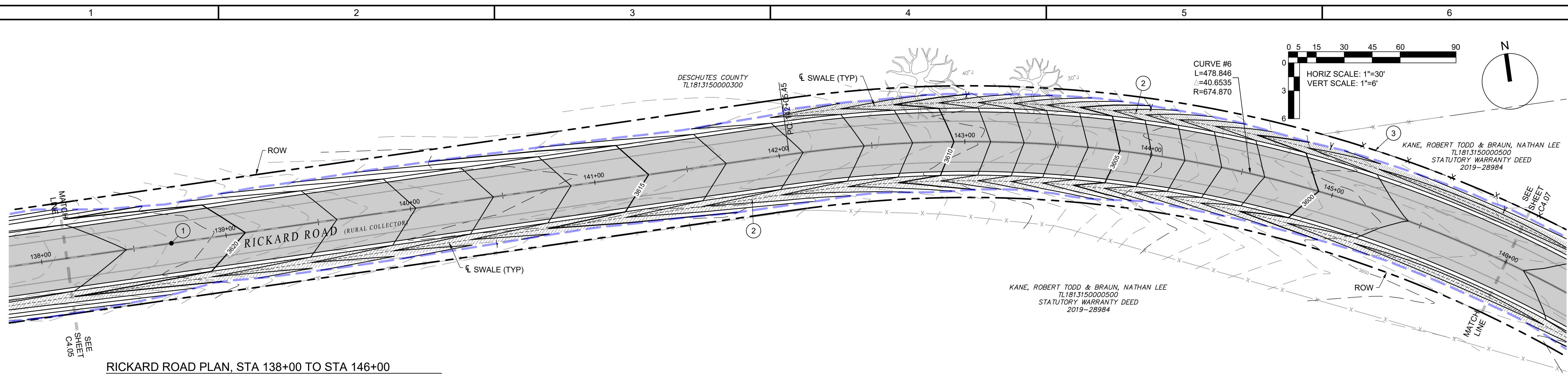
VERIFY SCALES
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SHEET: **C4.05**

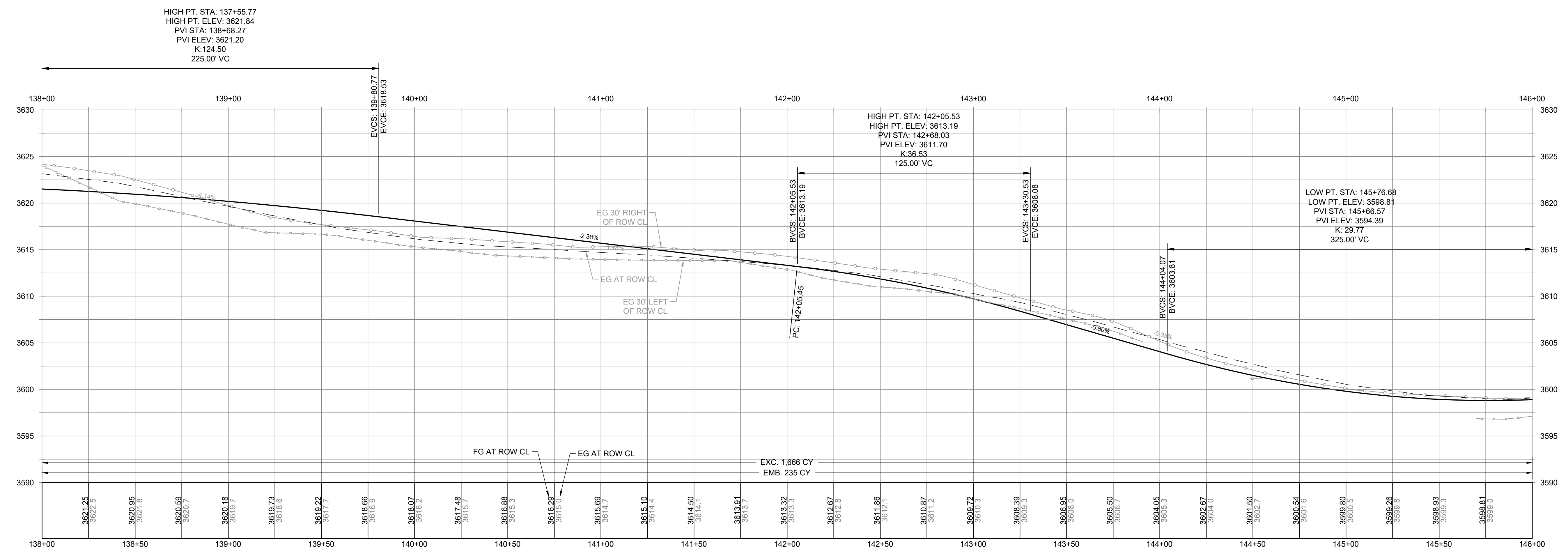
HWA # 200607
DESCO # 2020-416

FINAL CONSTRUCTION PLANS

Brandon G. S. \Land Projects\200607-Rickard Road\CIVIL SHEETS\200607_CD.dwg, Mon, Mar 08, 2021 - 9:32am



RICKARD ROAD PLAN, STA 138+00 TO STA 146+00
SCALE: 1" = 30'



RICKARD ROAD PROFILE, STA 138+00 TO STA 146+00
SCALE: HORIZONTAL: 1" = 30' / VERTICAL: 1" = 6'

PAVING KEY NOTES

- SEE SHEET C1.01 FOR ODOT STANDARD DRAWING INDEX
 - SEE SHEET C2.01 FOR TYPICAL CONSTRUCTION DETAILS
 - SEE SHEETS C5.01 - C5.12 FOR PERMANENT STRIPING AND SIGNAGE
- ① FULL RECONSTRUCT (PER DETAIL 2/C2.01)
 - ② CONSTRUCT SWALE (PER TABLES SHEET C2.01 AND DETAIL 2/C2.01)
 - ③ STA 144+85.92 TO STA 146+00.00 CONSTRUCT KANE PROPERTY FENCE (REPLACE IN KIND)



RICKARD RD: GROFF RD TO US 20 IMPROVEMENT PUBLIC INFRASTRUCTURE PLANS
RICKARD ROAD PLAN AND PROFILE; STA 138+00 TO STA 146+00
DESCHUTES COUNTY, OREGON



REVISIONS:

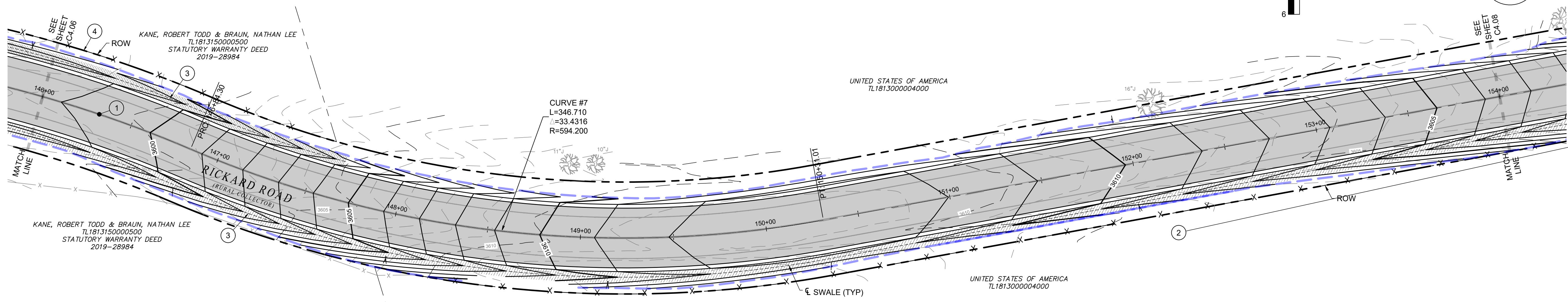


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CHECKED BY: MPD
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FILE: 200607_CD.dwg
DATE: 03/05/2021

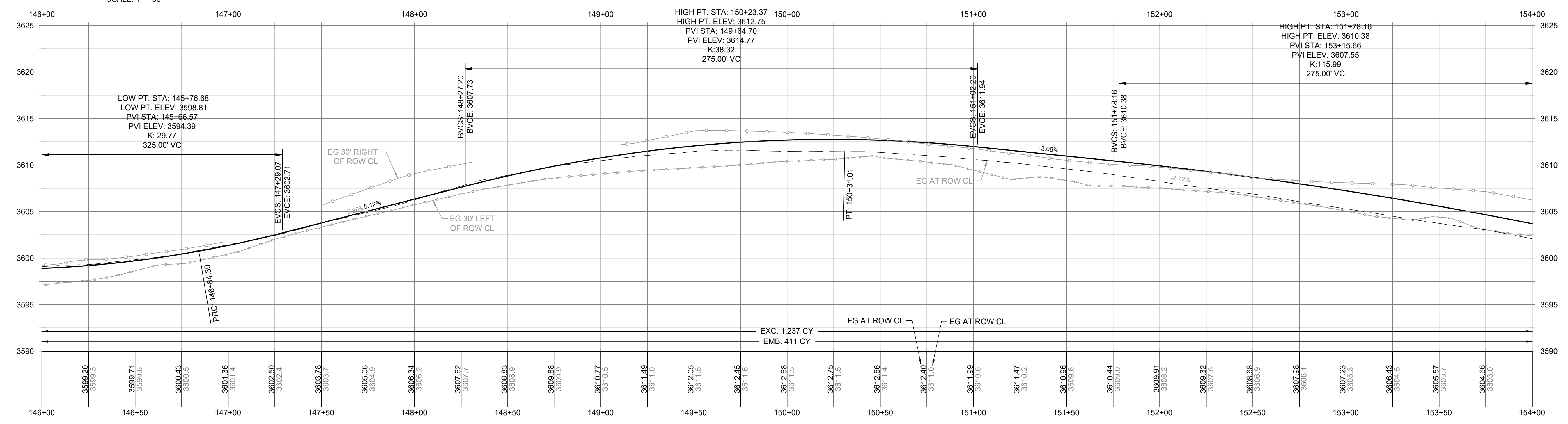
VERIFY SCALES
0 1" BAR EQUALS ONE INCH ON ORIGINAL DRAWING
SHEET: **C4.06**
HWA # 200607
DESCO # 2020-416

FINAL CONSTRUCTION PLANS

Brandon G. S. \Land Projects\200607-Rickard Road\dwg\CIVIL\SHEETS\200607_CD.dwg, Mon, 08, 2021 - 9:33am



RICKARD ROAD PLAN, STA 146+00 TO STA 154+00
SCALE: 1" = 30'

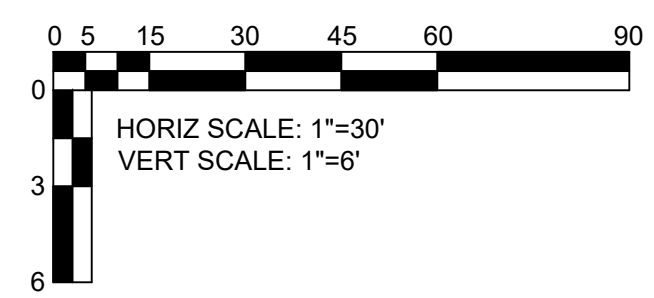


RICKARD ROAD PROFILE, STA 146+00 TO STA 154+00
SCALE: HORIZONTAL: 1" = 30' / VERTICAL: 1" = 6'

PAVING KEY NOTES

SEE SHEET C1.01 FOR ODOT STANDARD DRAWING INDEX
SEE SHEET C2.01 FOR TYPICAL CONSTRUCTION DETAILS
SEE SHEETS C5.01 - C5.12 FOR PERMANENT STRIPING AND SIGNAGE

- ① FULL RECONSTRUCT (PER DETAIL 2/C2.01)
- ② STA 148+15.95 TO STA 154+00.00
CONSTRUCT BLM FENCE (PER DETAIL 6/C2.01)
- ③ CONSTRUCT SWALE (PER TABLES SHEET C2.01 AND DETAIL 2/C2.01)
- ④ STA 146+00.00 TO STA 147+58.73
CONSTRUCT KANE PROPERTY FENCE (REPLACE IN KIND)



RICKARD RD: GROFF RD TO US 20 IMPROVEMENT PUBLIC INFRASTRUCTURE PLANS
RICKARD ROAD PLAN AND PROFILE, STA 146+00 TO STA 154+00
DESCHUTES COUNTY, OREGON



REVISIONS:

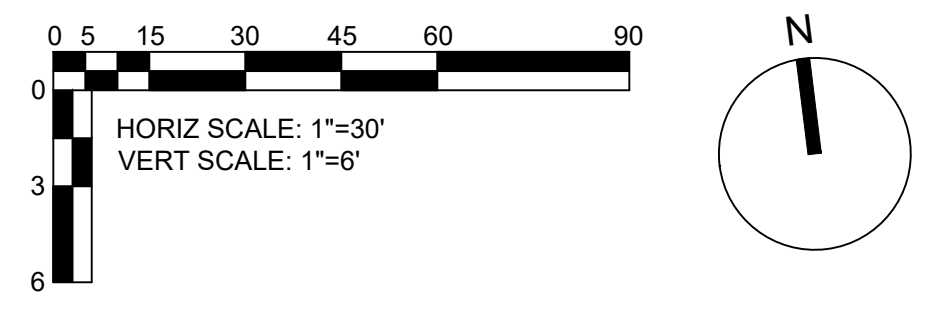
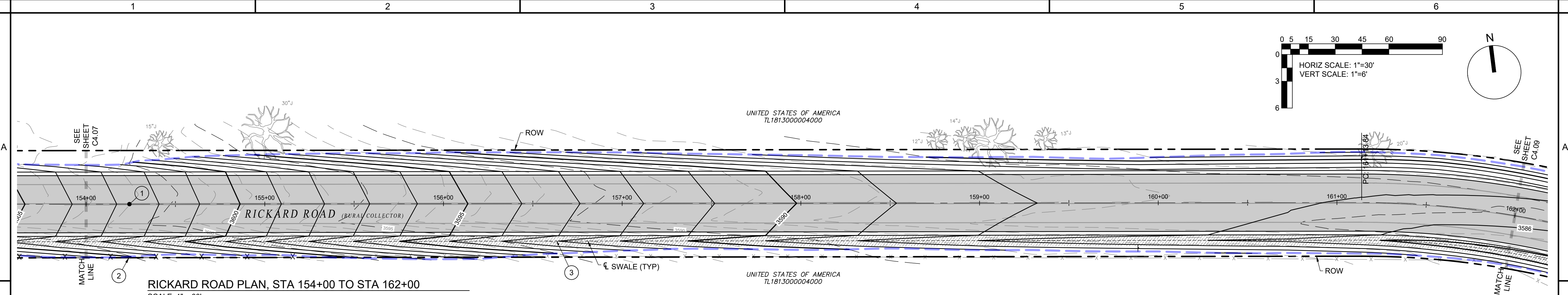


DESIGNED BY:	MPD
DRAWN BY:	BRG
CHECKED BY:	MPD
SCALE:	AS NOTED
FILE:	200607_CD.dwg
DATE:	03/05/2021

VERIFY SCALES
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SHEET: **C4.07**
HWA # 200607
DESCO # 2020-416

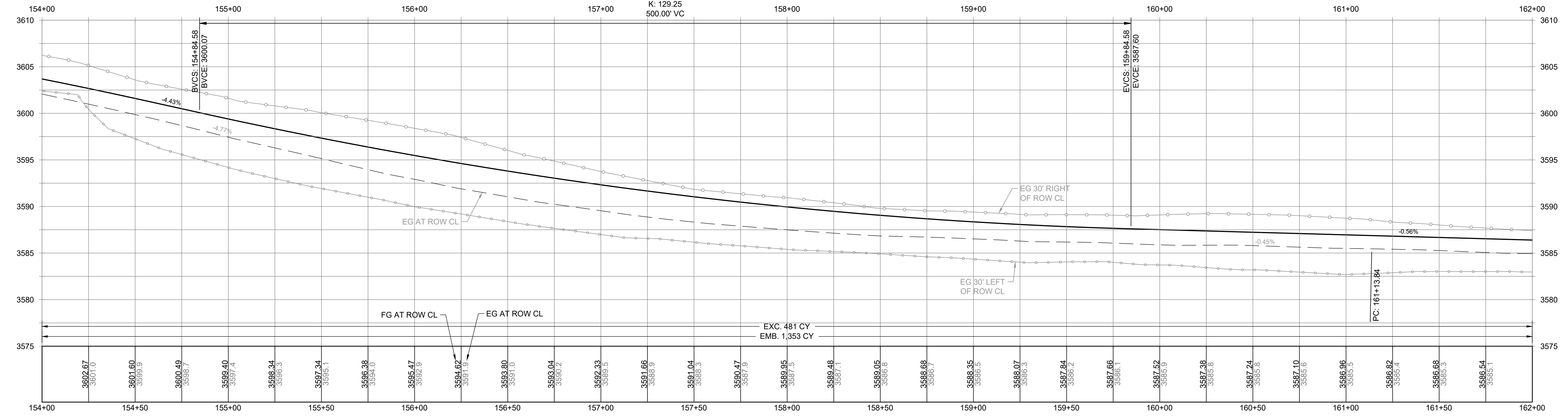
FINAL CONSTRUCTION PLANS

Brandon G. S. \Land Projects\200607-Rickard Road\dwg\CIVIL\SHEETS\200607_CD.dwg, Mon, 08, 2021 - 9:33am



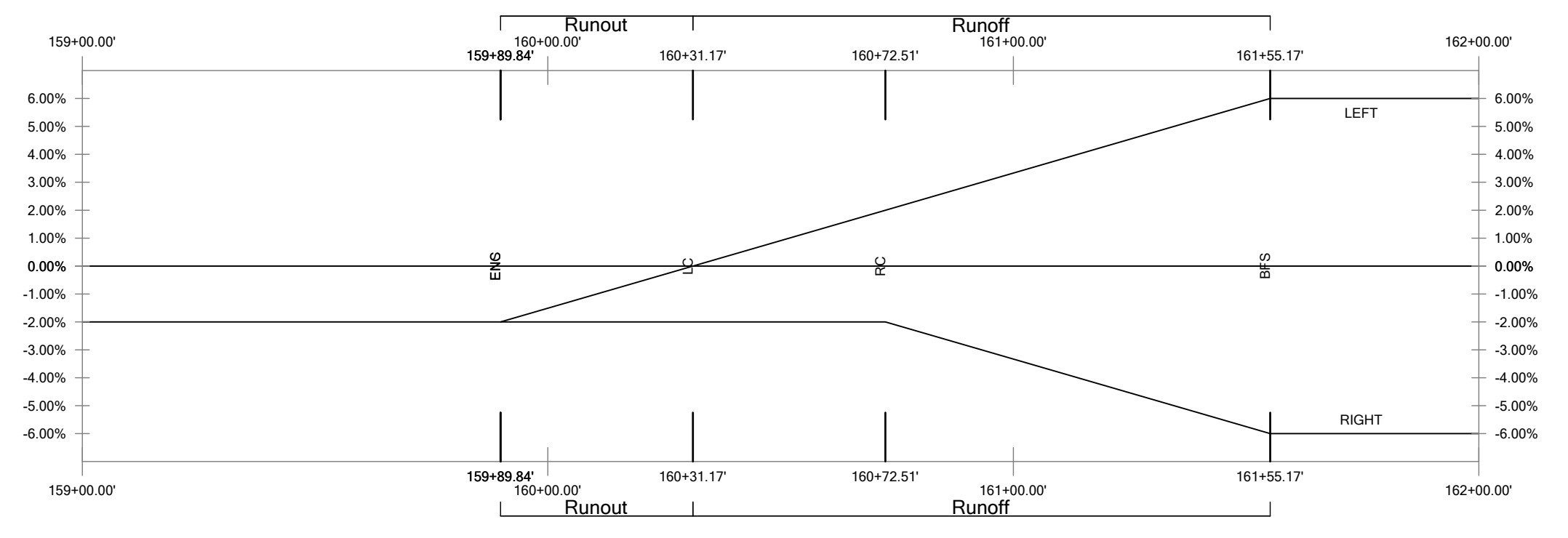
RICKARD ROAD PLAN, STA 154+00 TO STA 162+00
SCALE: 1" = 30'

LOW PT. STA: 159+84.58
LOW PT. ELEV: 3587.60
PVI STA: 157+34.58
PVI ELEV: 3589.00
K: 129.25
500.00' VC



RICKARD ROAD PROFILE, STA 154+00 TO STA 162+00
SCALE: HORIZONTAL: 1" = 30' / VERTICAL: 1" = 6'

- PAVING KEY NOTES**
- SEE SHEET C1.01 FOR ODOT STANDARD DRAWING INDEX
 - SEE SHEET C2.01 FOR TYPICAL CONSTRUCTION DETAILS
 - SEE SHEETS C5.01 - C5.12 FOR PERMANENT STRIPING AND SIGNAGE
- ① FULL RECONSTRUCT (PER DETAIL 2/C2.01)
 - ② STA 154+00.00 TO STA 155+40.00 CONSTRUCT BLM FENCE (PER DETAIL 6/C2.01)
 - ③ CONSTRUCT SWALE (PER TABLESHEET C2.01 AND DETAIL 2/C2.01)



RICKARD ROAD SUPERELEVATION DIAGRAM
SCALE: 1" = 30'

RICKARD RD: GROFF RD TO US 20 IMPROVEMENT PUBLIC INFRASTRUCTURE PLANS
RICKARD ROAD PLAN AND PROFILE; STA 154+00 TO STA 162+00
DESCHUTES COUNTY, OREGON



REVISIONS:

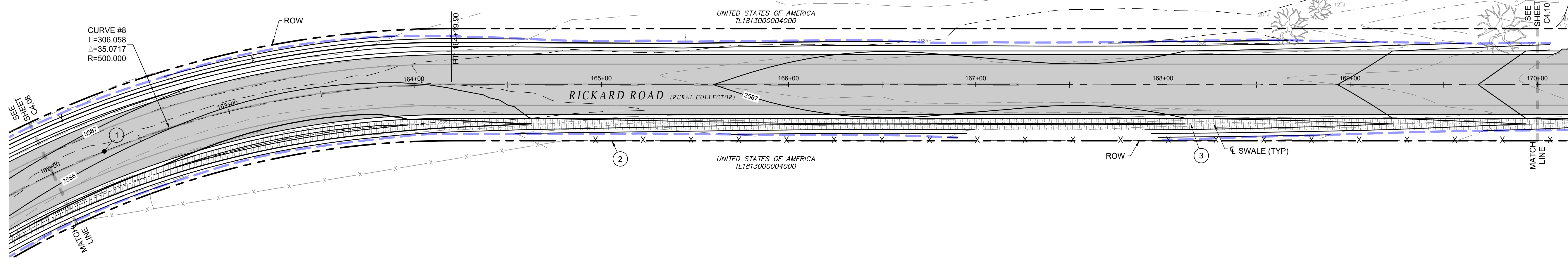


DESIGNED BY: MPD
DRAWN BY: BRG
CHECKED BY: MPD
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FILE: 200607_CD.dwg
DATE: 03/05/2021

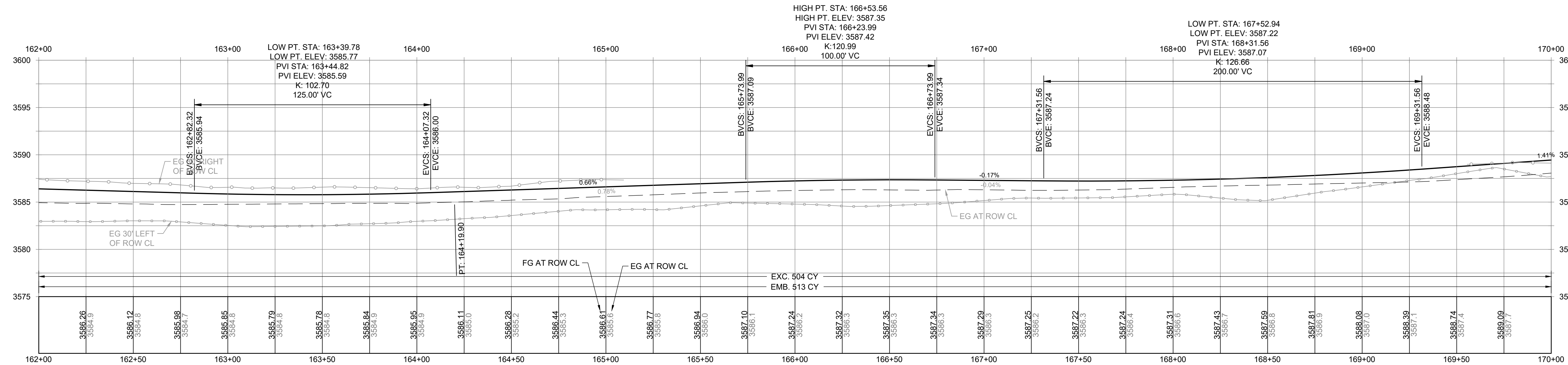
VERIFY SCALES
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SHEET: **C4.08**
HWA # 200607
DESCO # 2020-416

FINAL CONSTRUCTION PLANS

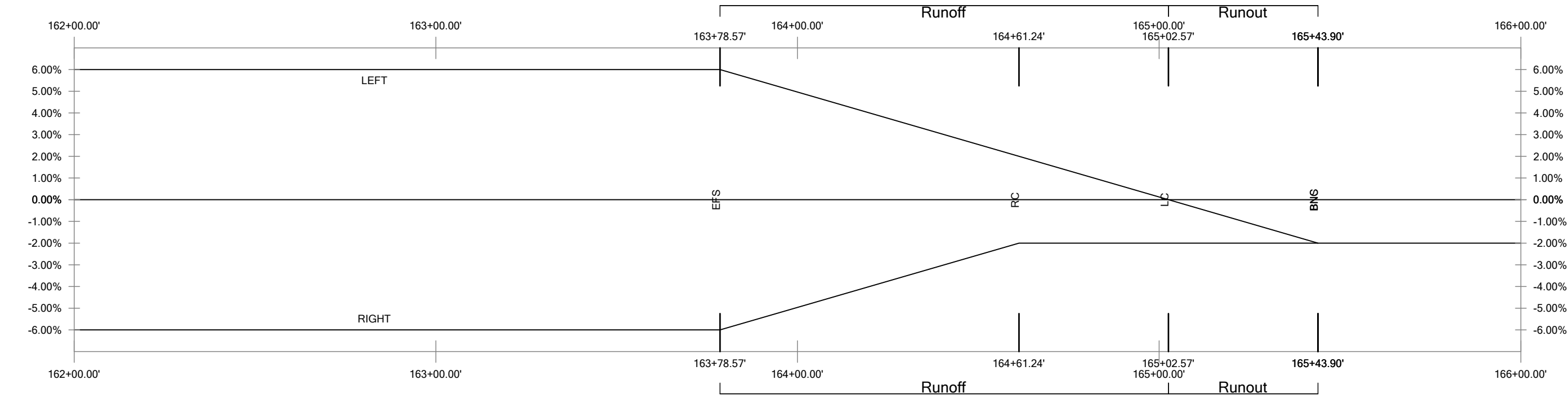
Brandon G. S. \Land Projects\200607-Rickard Road\CIVIL\SHEETS\200607_CD.dwg, Mon, 08, 2021 - 9:33am



RICKARD ROAD PLAN, STA 162+00 TO STA 170+00
SCALE: 1" = 30'



RICKARD ROAD PROFILE, STA 162+00 TO STA 170+00
SCALE: HORIZONTAL: 1" = 30' / VERTICAL: 1" = 6'

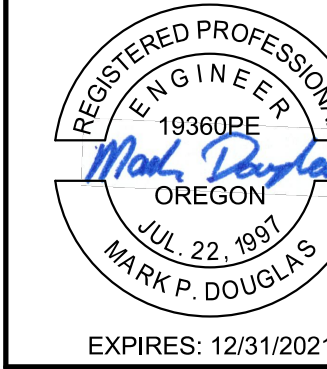
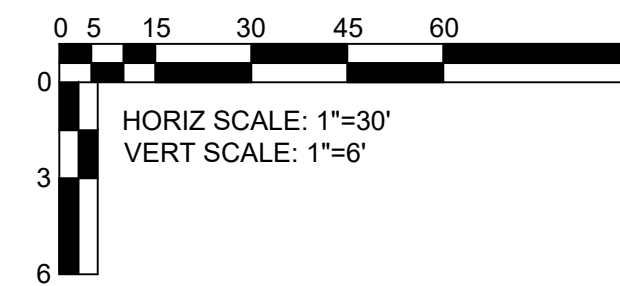


RICKARD ROAD SUPERELEVATION DIAGRAM
SCALE: 1" = 30'

PAVING KEY NOTES

SEE SHEET C1.01 FOR ODOT STANDARD DRAWING INDEX
SEE SHEET C2.01 FOR TYPICAL CONSTRUCTION DETAILS
SEE SHEETS C5.01 - C5.12 FOR PERMANENT STRIPING AND SIGNAGE

- ① FULL RECONSTRUCT (PER DETAIL 2/C2.01)
- ② STA 164+79.90 TO STA 170+00.00
CONSTRUCT BLM FENCE (PER DETAIL 6/C2.01)
- ③ CONSTRUCT SWALE (PER TABLES SHEET C2.01 AND DETAIL 2/C2.01)



**RICKARD RD: GROFF RD
TO US 20 IMPROVEMENT
PUBLIC INFRASTRUCTURE PLANS**
RICKARD ROAD PLAN AND PROFILE, STA 162+00 TO STA 170+00
DESCUTES COUNTY, OREGON



REVISIONS:



DESIGNED BY: MPD
DRAWN BY: BRG
CHECKED BY: MPD
SCALE: AS NOTED
FILE: 200607_CD.dwg
DATE: 03/05/2021

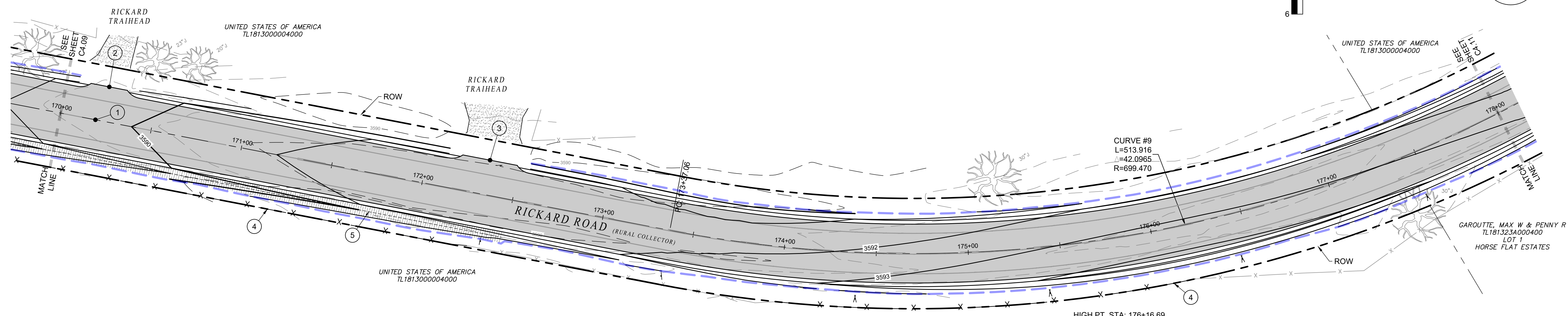
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SHEET:
C4.09

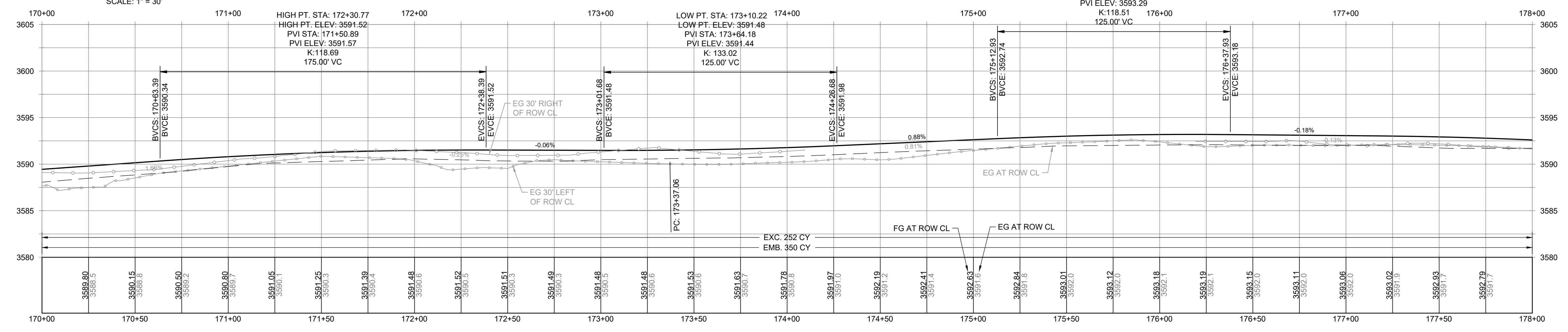
HWA # 200607
DESCO # 2020-416

FINAL CONSTRUCTION PLANS

Brandon G. S. \Land Projects\200607-Rickard Road\dwg\CIVIL\SHEETS\200607_CD.dwg, Mon Mar 08, 2021 - 9:33am



RICKARD ROAD PLAN, STA 170+00 TO STA 178+00
SCALE: 1" = 30'

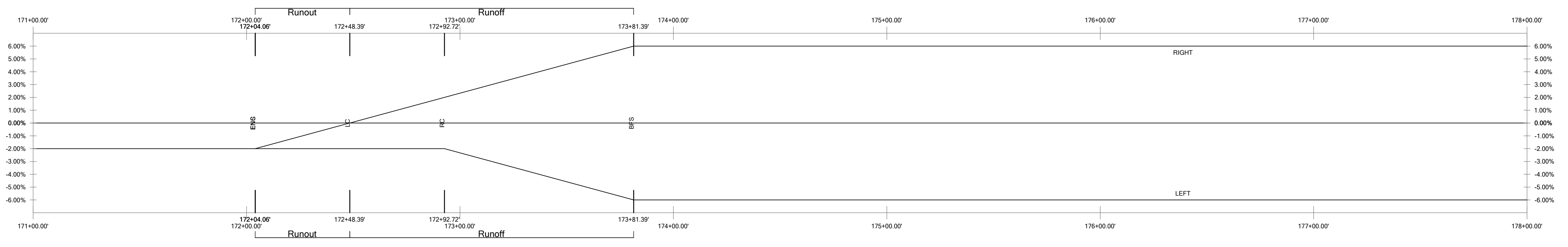


RICKARD ROAD PROFILE, STA 170+00 TO STA 178+00
SCALE: HORIZONTAL: 1" = 30' / VERTICAL: 1" = 6'

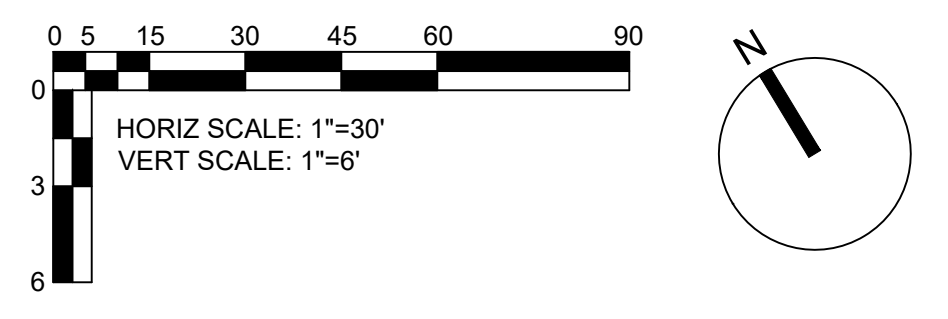
PAVING KEY NOTES

SEE SHEET C1.01 FOR ODOT STANDARD DRAWING INDEX
SEE SHEET C2.01 FOR TYPICAL CONSTRUCTION DETAILS
SEE SHEETS C5.01 - C5.12 FOR STRIPING AND SIGNAGE

- ① FULL RECONSTRUCT (PER DETAIL 2/C2.01)
- ② STA 170+23.27 (CENTERLINE)
CONSTRUCT ACP DRIVEWAY APRON (PER DETAIL 3/C2.01)
- ③ STA 172+33.93 (CENTERLINE)
CONSTRUCT ACP DRIVEWAY APRON (PER DETAIL 3/C2.01)
- ④ STA 170+00.00 TO STA 172+30.28 AND
STA 173+98.35 TO STA 176+18.04
CONSTRUCT BLM FENCE (PER DETAIL 6/C2.01)
- ⑤ CONSTRUCT SWALE (PER TABLES SHEET C2.01 AND DETAIL 2/C2.01)



RICKARD ROAD SUPERELEVATION DIAGRAM
SCALE: 1" = 30'



**RICKARD RD: GROFF RD
TO US 20 IMPROVEMENT
PUBLIC INFRASTRUCTURE PLANS**
RICKARD ROAD PLAN AND PROFILE, STA 170+00 TO STA 178+00
DESCHUTES COUNTY, OREGON



REVISIONS:



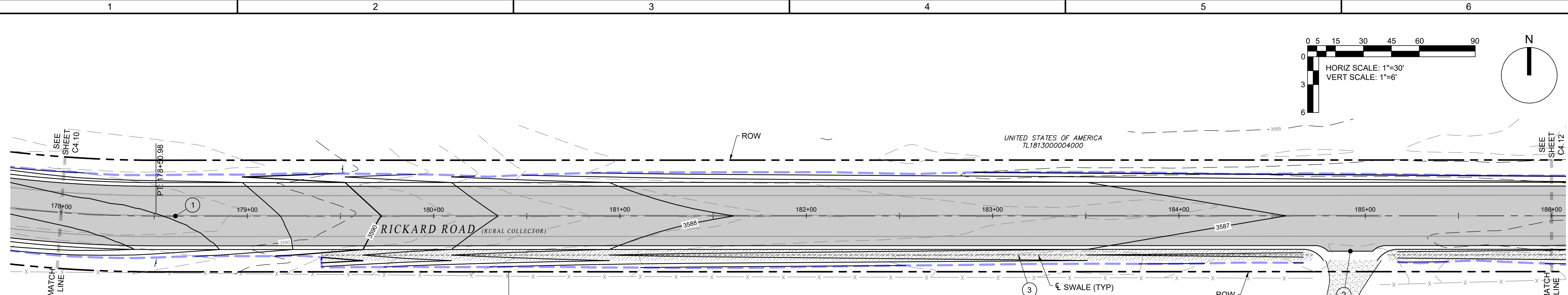
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DATE: 03/05/2021

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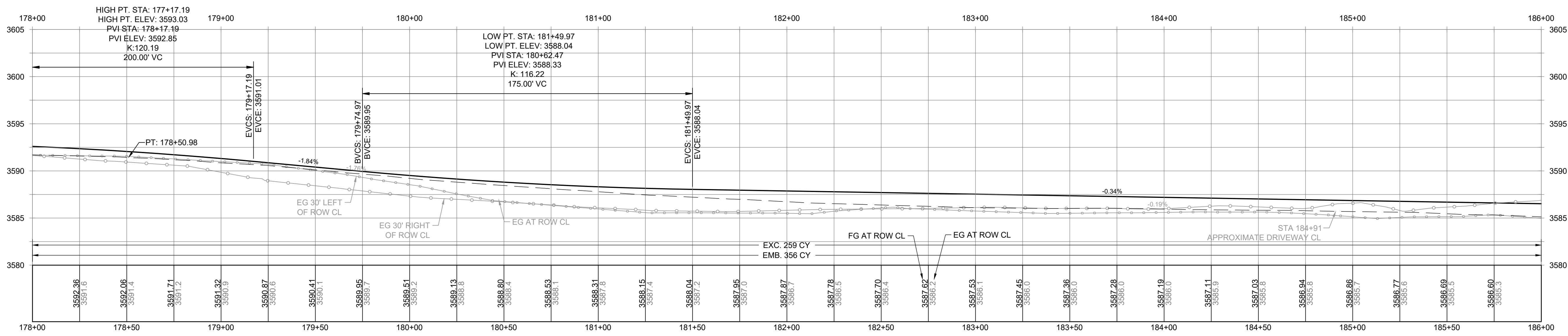
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HWA # 200607
DESCO # 2020-416

FINAL CONSTRUCTION PLANS

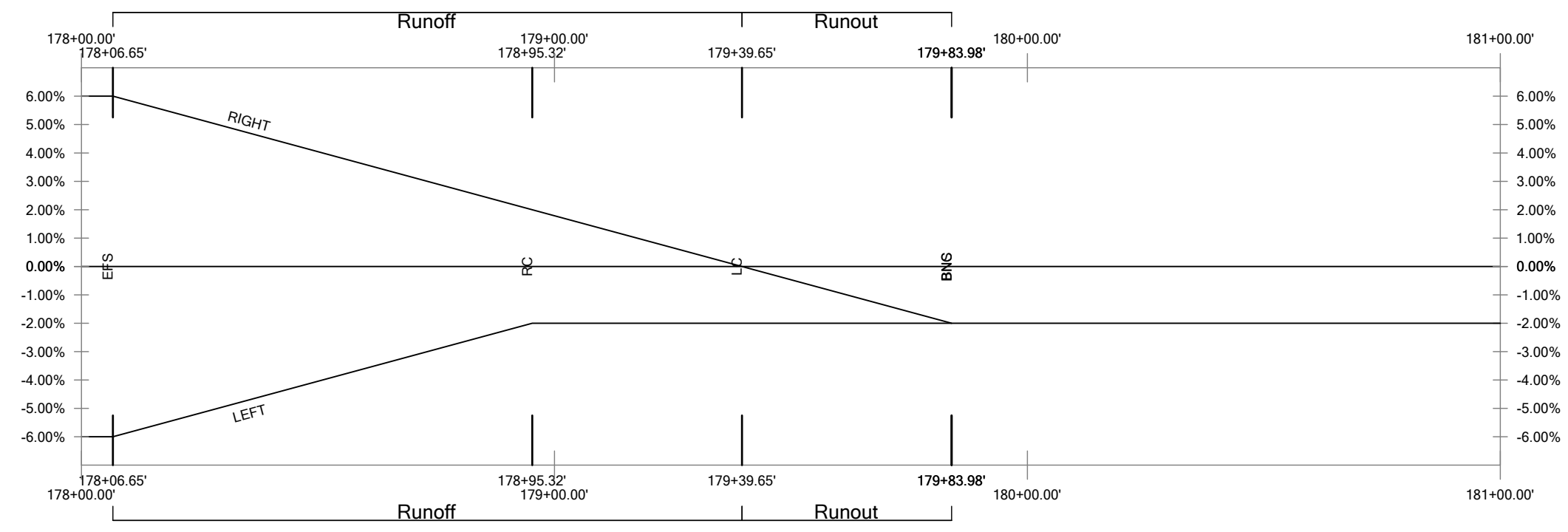
Brandon S.:\Land Projects\200607-Rickard Road\dwg\CIVIL\SHEETS\200607_CD.dwg, Mon, 08, 2021 - 9:33am



RICKARD ROAD PLAN, STA 178+00 TO STA 186+00
SCALE: 1" = 30'



RICKARD ROAD PROFILE, STA 178+00 TO STA 186+00
SCALE: HORIZONTAL: 1" = 30' / VERTICAL: 1" = 6'



RICKARD ROAD SUPERELEVATION DIAGRAM
SCALE: 1" = 30'

- PAVING KEY NOTES**
- SEE SHEET C1.01 FOR ODOT STANDARD DRAWING INDEX
 - SEE SHEET C2.01 FOR TYPICAL CONSTRUCTION DETAILS
 - SEE SHEETS C5.01 - C5.12 FOR PERMANENT STRIPING AND SIGNAGE
- 1 FULL RECONSTRUCT (PER DETAIL 2/C2.01)
 - 2 STA 184+92.00 (CENTERLINE) CONSTRUCT ACP DRIVEWAY APRON (PER DETAIL 3/C2.01)
 - 3 CONSTRUCT SWALE (PER TABLES SHEET C2.01 AND DETAIL 2/C2.01)



RICKARD RD: GROFF RD TO US 20 IMPROVEMENT TO US 20 INFRASTRUCTURE PLANS
RICKARD ROAD PLAN AND PROFILE; STA 178+00 TO STA 186+00
DESCHUTES COUNTY, OREGON



REVISIONS:

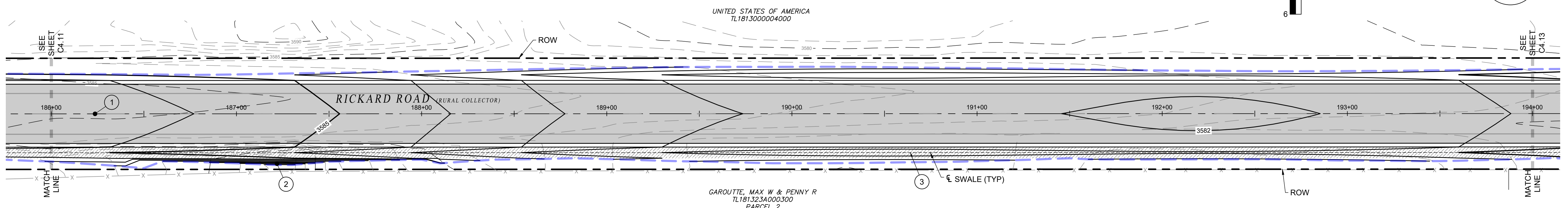


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FILE: 200607_CD.dwg
DATE: 03/05/2021

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SHEET: **C4.11**
HWA # 200607
DESCO # 2020-416

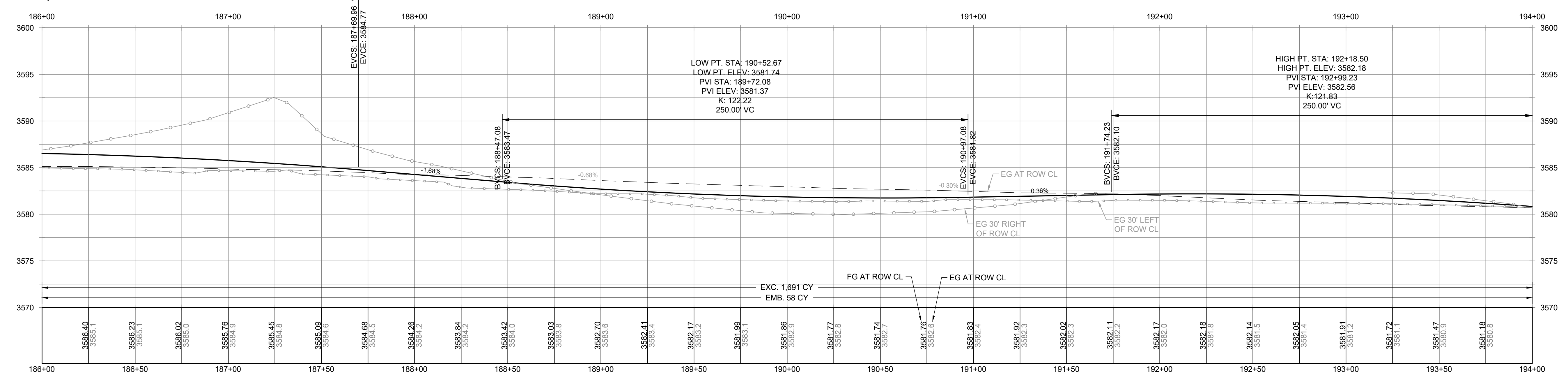
FINAL CONSTRUCTION PLANS

Branden G. S. \Land Projects\200607-Rickard Road\dwg\CIVIL\SHEETS\200607_CD.dwg, Mon, 08, 2021 - 9:33am



RICKARD ROAD PLAN, STA 186+00 TO STA 194+00
SCALE: 1" = 30'

HIGH PT. STA: 185+94.96
HIGH PT. ELEV: 3586.54
PVI STA: 186+82.46
PVI ELEV: 3586.24
K: 130.15
175.00' VC

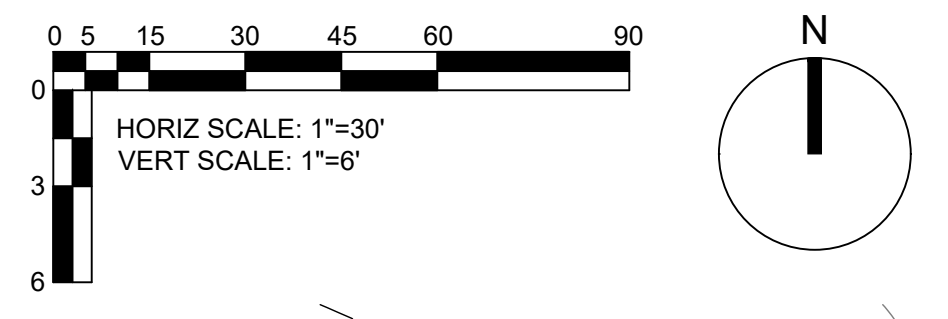


RICKARD ROAD PROFILE, STA 186+00 TO STA 194+00
SCALE: HORIZONTAL: 1" = 30' / VERTICAL: 1" = 6'

PAVING KEY NOTES

SEE SHEET C1.01 FOR ODOT STANDARD DRAWING INDEX
SEE SHEET C2.01 FOR TYPICAL CONSTRUCTION DETAILS
SEE SHEETS C5.01 - C5.12 FOR PERMANENT STRIPING AND SIGNAGE

- ① FULL RECONSTRUCT (PER DETAIL 2/C2.01)
- ② STA 186+50 TO STA 188+00 (RIGHT SIDE) 0.5:1 (H:V) ROCK CUT
- ③ CONSTRUCT SWALE (PER TABLESHEET C2.01 AND DETAIL 2/C2.01)



RICKARD RD: GROFF RD TO US 20 IMPROVEMENT TO US 20 INFRASTRUCTURE PLANS
RICKARD ROAD PLAN AND PROFILE; STA 186+00 TO STA 194+00
DESCHUTES COUNTY, OREGON



REVISIONS:



DESIGNED BY: MPD	BRG	DATE: 03/05/2021
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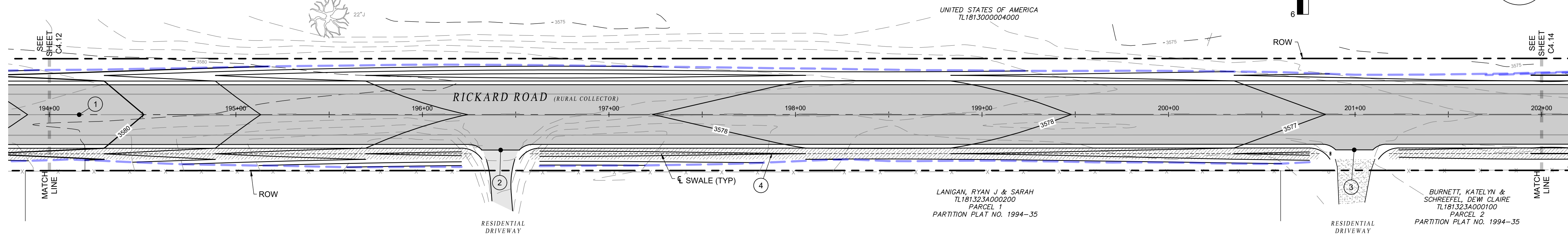
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SHEET: **C4.12**

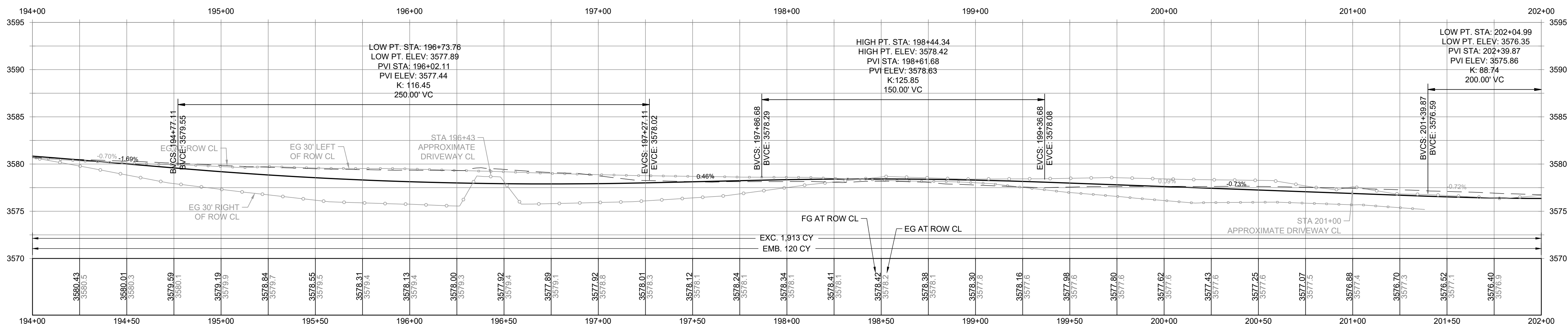
HWA # 200607
DESCO # 2020-416

FINAL CONSTRUCTION PLANS

Brandon S. \Land Projects\200607-Rickard Road\dwg\CIVIL\SHEETS\200607_CD.dwg, Mon, 08, 2021 - 9:34am



RICKARD ROAD PLAN, STA 194+00 TO STA 202+00
SCALE: 1" = 30'

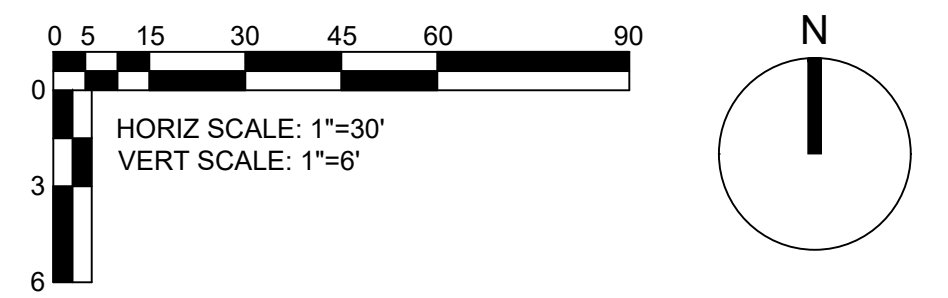


RICKARD ROAD PROFILE, STA 194+00 TO STA 202+00
SCALE: HORIZONTAL: 1" = 30' / VERTICAL: 1" = 6'

PAVING KEY NOTES

SEE SHEET C1.01 FOR ODOT STANDARD DRAWING INDEX
SEE SHEET C2.01 FOR TYPICAL CONSTRUCTION DETAILS
SEE SHEETS C5.01 - C5.12 FOR PERMANENT STRIPING AND SIGNAGE

- ① FULL RECONSTRUCT
(PER DETAIL 2/C2.01)
- ② STA 196+41.94 (CENTERLINE)
CONSTRUCT ACP DRIVEWAY APRON
(PER DETAIL 3/C2.01)
- ③ STA 200+99.56 (CENTERLINE)
CONSTRUCT ACP DRIVEWAY APRON
(PER DETAIL 3/C2.01)
- ④ CONSTRUCT SWALE
(PER TABLES SHEET C2.01 AND DETAIL 2/C2.01)



**RICKARD RD: GROFF RD
TO US 20 IMPROVEMENT
PUBLIC INFRASTRUCTURE PLANS**
RICKARD ROAD PLAN AND PROFILE; STA 194+00 TO STA 202+00
DESCHUTES COUNTY, OREGON



REVISIONS:



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DRAWN BY: BRG
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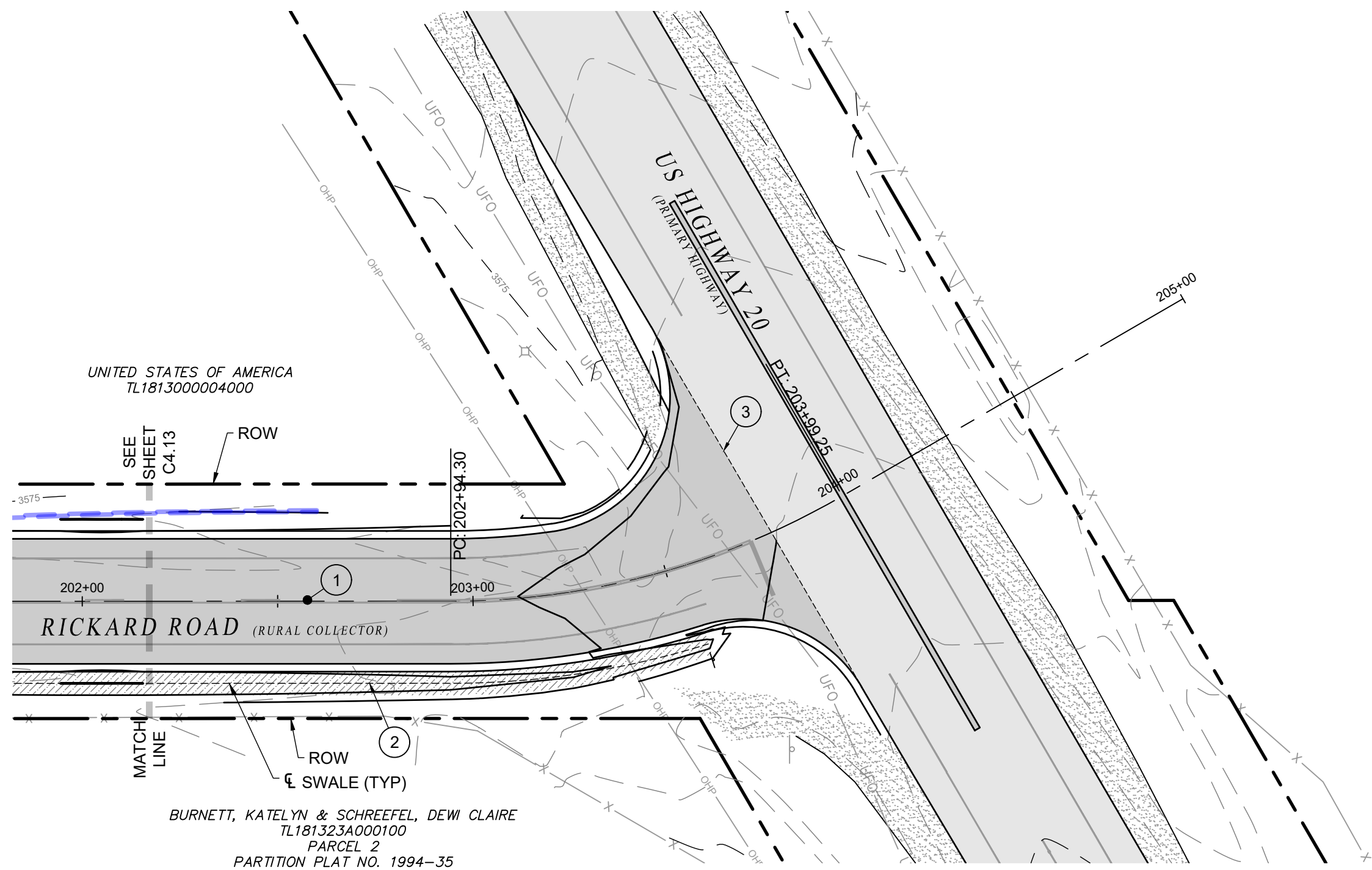
VERIFY SCALES
0 1" BAR EQUALS ONE INCH ON ORIGINAL DRAWING

SHEET: **C4.13**

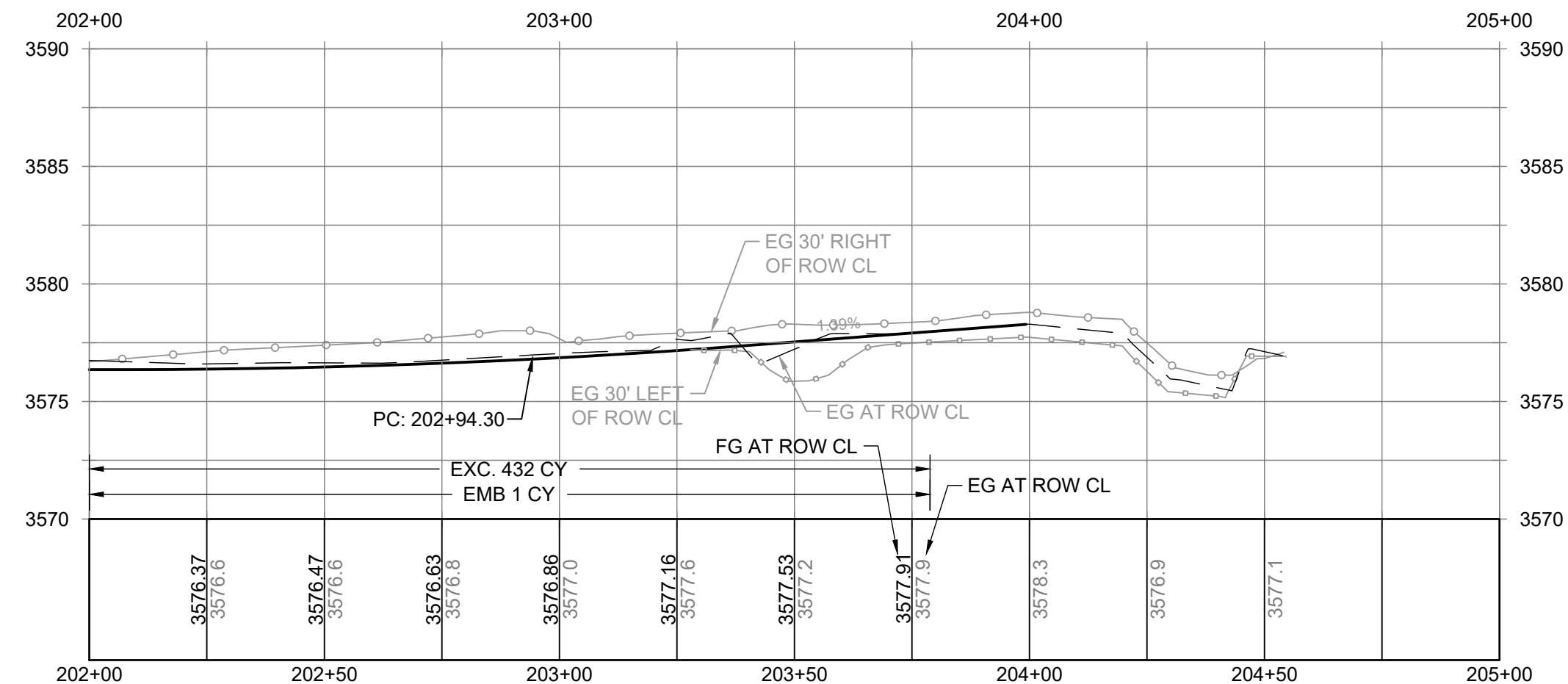
HWA # 200607
DESCO # 2020-416

FINAL CONSTRUCTION PLANS

Brandon S. \Land Projects\200607-Rickard Road\dwg\CIVIL\SHEETS\200607_CD.dwg, Mon, 08, 2021 - 9:34am



RICKARD ROAD PLAN, STA 202+00 TO STA 205+00
SCALE: 1" = 30'

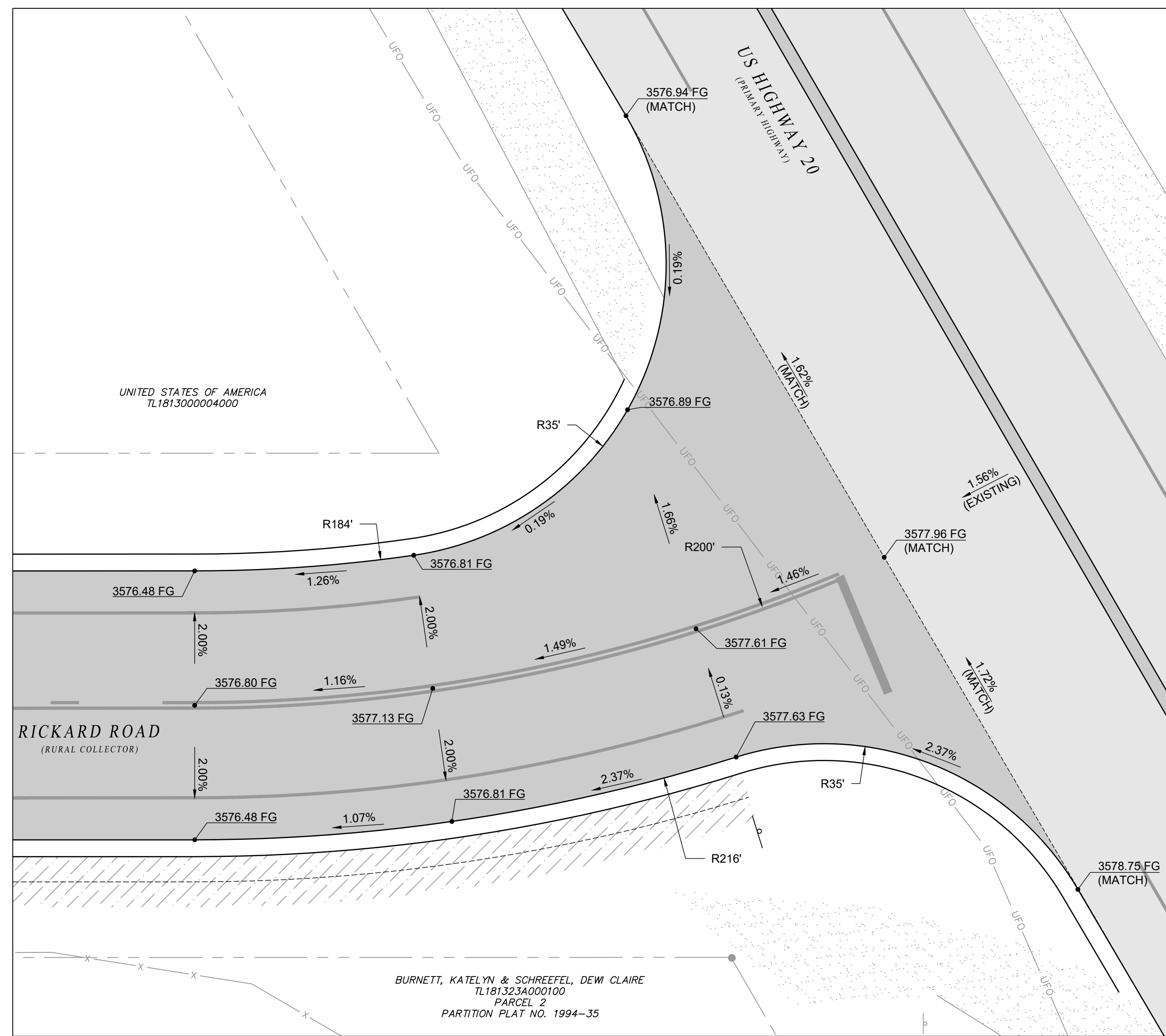


RICKARD ROAD PROFILE, STA 202+00 TO STA 205+00
SCALE: HORIZONTAL: 1" = 30' / VERTICAL: 1" = 6'

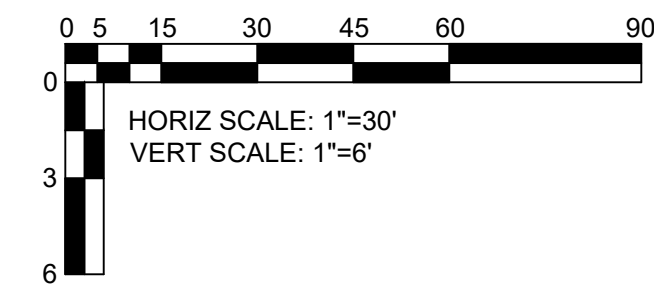
PAVING KEY NOTES

SEE SHEET C1.01 FOR ODOT STANDARD DRAWING INDEX
SEE SHEET C2.01 FOR TYPICAL CONSTRUCTION DETAILS
SEE SHEETS C5.01 - C5.12 FOR PERMANENT STRIPING AND SIGNAGE

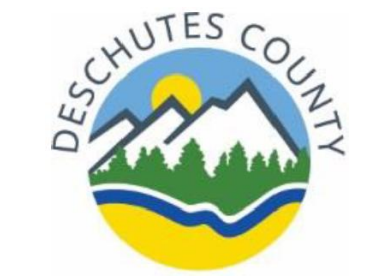
- ① FULL RECONSTRUCT (PER DETAIL 2/C2.01)
- ② CONSTRUCT SWALE (PER TABLES SHEET C2.01 AND DETAIL 2/C2.01)
- ③ SAND SEAL ACP JOINT



1 RICKARD ROAD/US-20 INTERSECTION DETAIL GRADING PLAN
SCALE: 1" = 10'



**RICKARD RD: GROFF RD
TO US 20 IMPROVEMENT
PUBLIC INFRASTRUCTURE PLANS**
RICKARD ROAD PLAN AND PROFILE; STA 202+00 TO STA 205+00
DESCHUTES COUNTY, OREGON



REVISIONS:



DESIGNED BY: MPD
DRAWN BY: BRG
CHECKED BY: MPD
SCALE: AS NOTED
FILE: 200607_CD.dwg
DATE: 03/05/2021

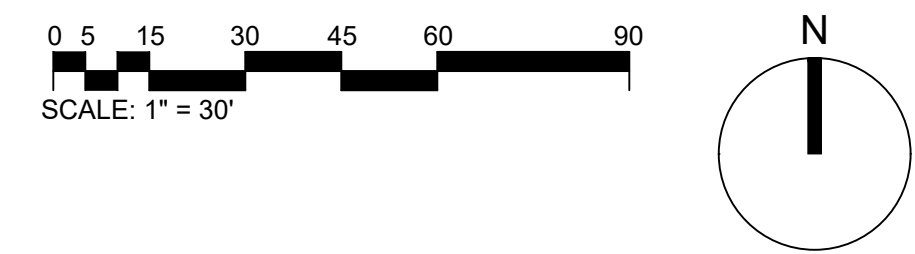
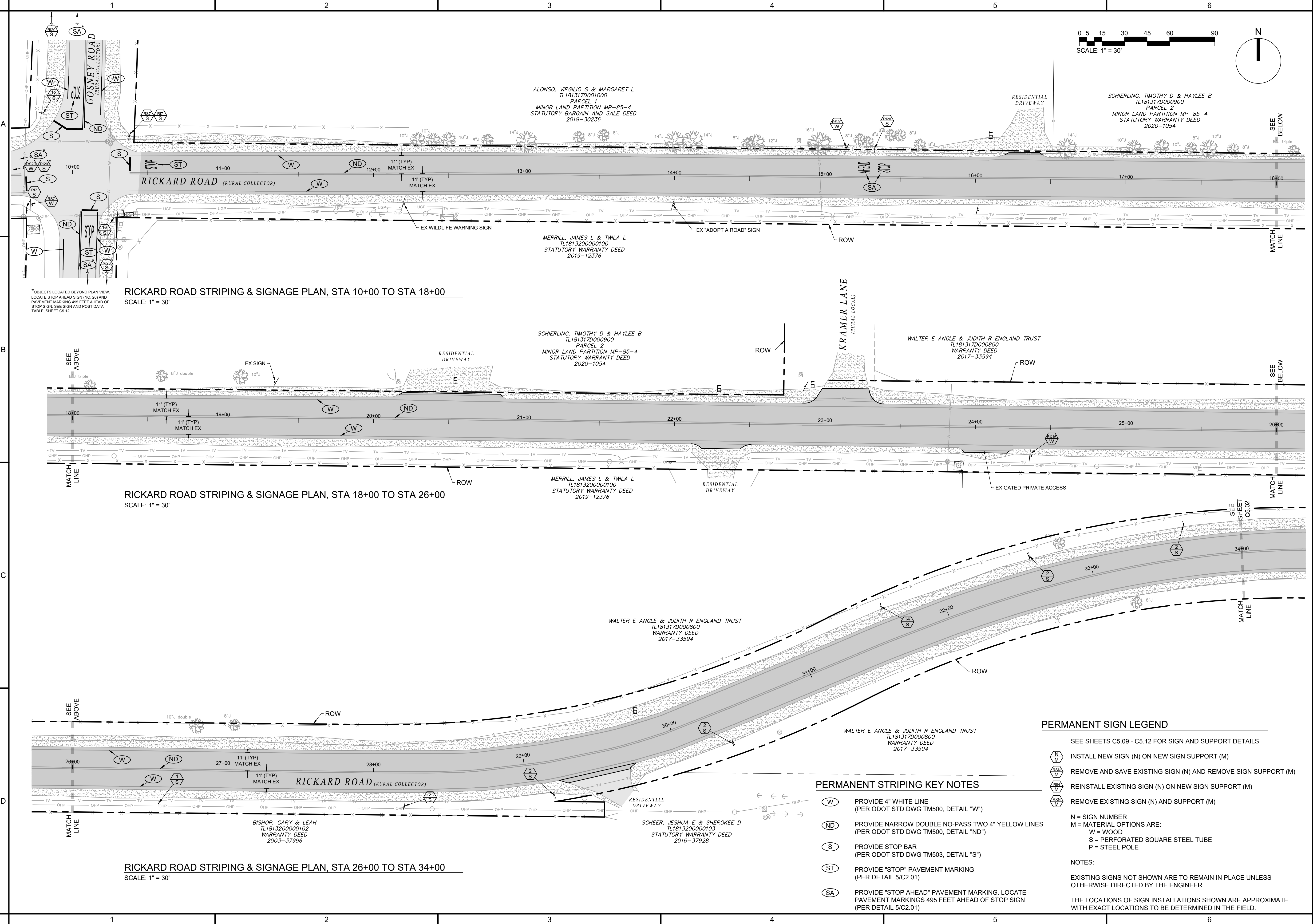
VERIFY SCALES
0 1" BAR EQUALS ONE INCH ON ORIGINAL DRAWING

SHEET:
C4.14

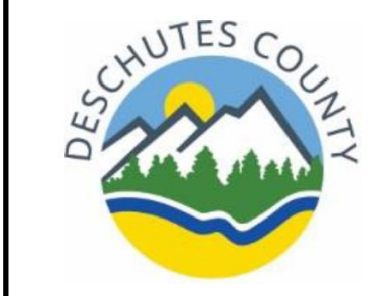
HWA # 200607
DESCO # 2020-416

FINAL CONSTRUCTION PLANS

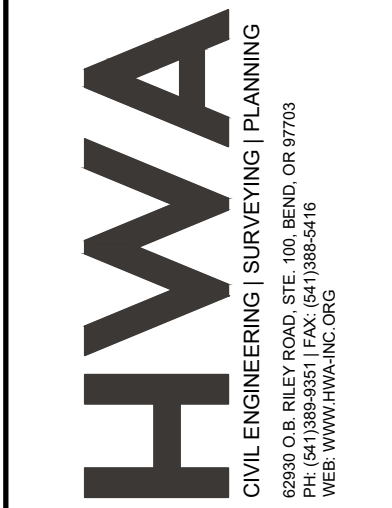
Branden G. S. \Land Projects\200607-Rickard Road\dwg\CIVIL\SHEETS\200607_CD.dwg, Mon, 08, 2021 - 9:34am



**RICKARD RD: GROFF RD
TO US 20 IMPROVEMENT
PUBLIC INFRASTRUCTURE PLANS**
STRIPING & SIGNAGE PLAN, STA 10+00 TO STA 34+00
DESCUTES COUNTY, OREGON



REVISIONS:



DESIGNED BY: MPD	BRG
DRAWN BY: BRG	MPD
CHECKED BY: MPD	AS NOTED
SCALE: AS NOTED	FILE: 200607_CD.dwg
DATE: 03/05/2021	

VERIFY SCALES
0 1"
BAR EQUALS ONE INCH
ON ORIGINAL DRAWING
SHEET:
C5.01
HWA # 200607
DESCO # 2020-416

RICKARD ROAD STRIPING & SIGNAGE PLAN, STA 10+00 TO STA 18+00
SCALE: 1" = 30'

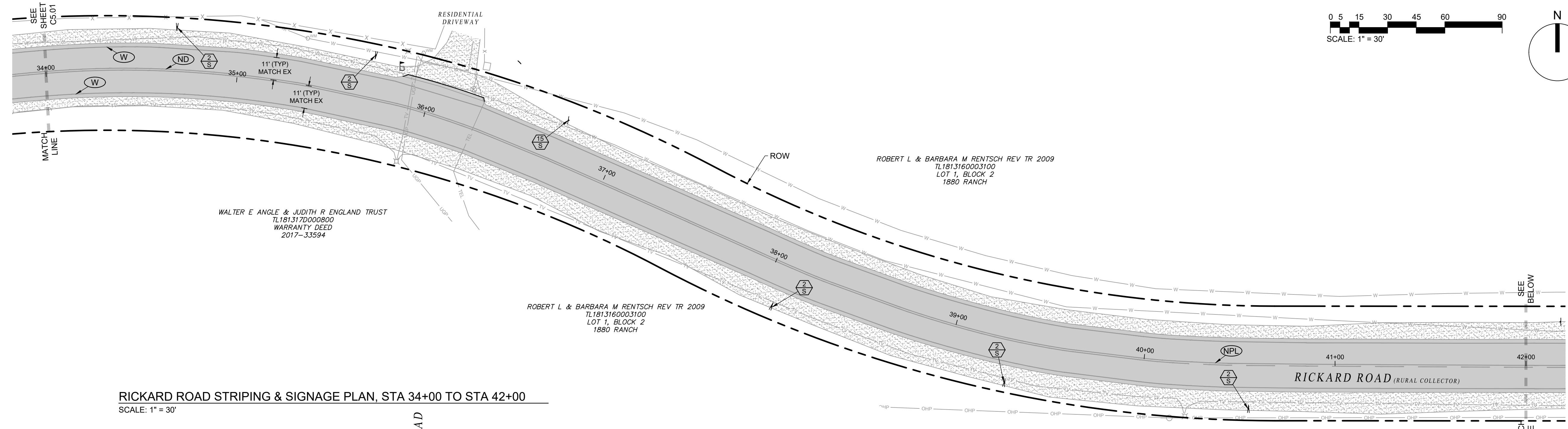
RICKARD ROAD STRIPING & SIGNAGE PLAN, STA 18+00 TO STA 26+00
SCALE: 1" = 30'

RICKARD ROAD STRIPING & SIGNAGE PLAN, STA 26+00 TO STA 34+00
SCALE: 1" = 30'

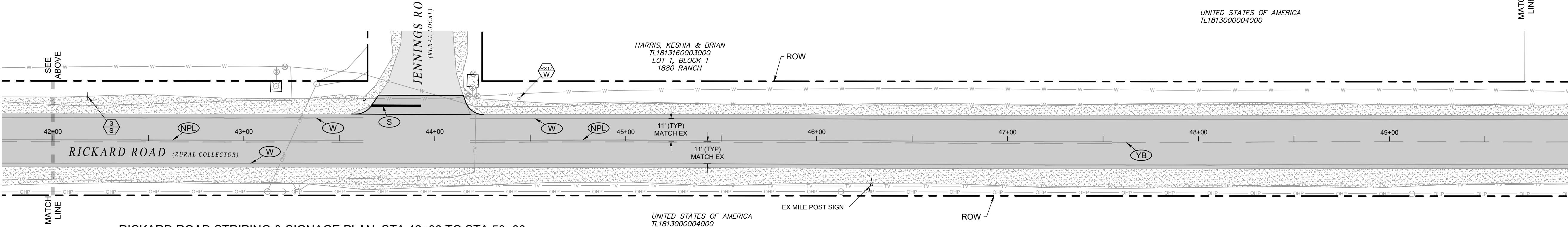
- PERMANENT STRIPING KEY NOTES**
- (W) PROVIDE 4" WHITE LINE (PER ODOT STD DWG TM500, DETAIL "W")
 - (ND) PROVIDE NARROW DOUBLE NO-PASS TWO 4" YELLOW LINES (PER ODOT STD DWG TM500, DETAIL "ND")
 - (S) PROVIDE STOP BAR (PER ODOT STD DWG TM503, DETAIL "S")
 - (ST) PROVIDE "STOP" PAVEMENT MARKING (PER DETAIL 5/C2.01)
 - (SA) PROVIDE "STOP AHEAD" PAVEMENT MARKING. LOCATE PAVEMENT MARKINGS 495 FEET AHEAD OF STOP SIGN (PER DETAIL 5/C2.01)

- PERMANENT SIGN LEGEND**
- SEE SHEETS C5.09 - C5.12 FOR SIGN AND SUPPORT DETAILS
- (N/M) INSTALL NEW SIGN (N) ON NEW SIGN SUPPORT (M)
 - (N/W) REMOVE AND SAVE EXISTING SIGN (N) AND REMOVE SIGN SUPPORT (M)
 - (N/M) REINSTALL EXISTING SIGN (N) ON NEW SIGN SUPPORT (M)
 - (N/W) REMOVE EXISTING SIGN (N) AND SUPPORT (M)
- N = SIGN NUMBER
M = MATERIAL OPTIONS ARE:
W = WOOD
S = PERFORATED SQUARE STEEL TUBE
P = STEEL POLE
- NOTES:
EXISTING SIGNS NOT SHOWN ARE TO REMAIN IN PLACE UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
THE LOCATIONS OF SIGN INSTALLATIONS SHOWN ARE APPROXIMATE WITH EXACT LOCATIONS TO BE DETERMINED IN THE FIELD.

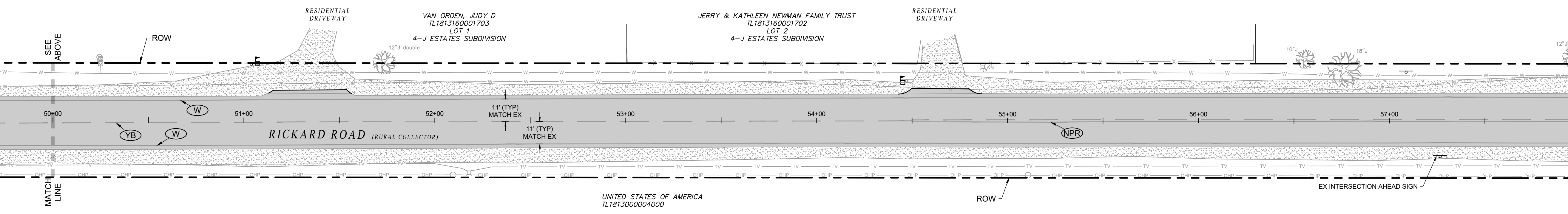
Branden G. S. \Land Projects\200607-Rickard Road\DWG\CIVIL\SHEETS\200607_CD.dwg, Mon, 08, 2021 - 9:34am



RICKARD ROAD STRIPING & SIGNAGE PLAN, STA 34+00 TO STA 42+00
SCALE: 1" = 30'



RICKARD ROAD STRIPING & SIGNAGE PLAN, STA 42+00 TO STA 50+00
SCALE: 1" = 30'



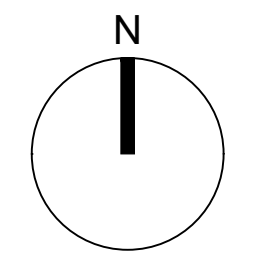
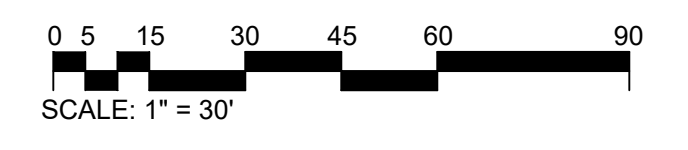
RICKARD ROAD STRIPING & SIGNAGE PLAN, STA 50+00 TO STA 58+00
SCALE: 1" = 30'

PERMANENT STRIPING KEY NOTES

- (W) PROVIDE 4" WHITE LINE (PER ODOT STD DWG TM500, DETAIL "W")
- (ND) PROVIDE NARROW DOUBLE NO-PASS TWO 4" YELLOW LINES (PER ODOT STD DWG TM500, DETAIL "ND")
- (NPL) PROVIDE NO-PASS LEFT 4" YELLOW LINES (PER ODOT STD DWG TM500, DETAIL "NPL")
- (YB) PROVIDE 4" YELLOW BROKEN LINE (PER ODOT STD DWG TM500, DETAIL "YB")
- (NPR) PROVIDE NO-PASS RIGHT 4" YELLOW LINES (PER ODOT STD DWG TM500, DETAIL "NPR")
- (S) PROVIDE STOP BAR (PER ODOT STD DWG TM503, DETAIL "S")

PERMANENT SIGN LEGEND

- SEE SHEETS C5.09 - C5.12 FOR SIGN AND SUPPORT DETAILS
- (N) INSTALL NEW SIGN (N) ON NEW SIGN SUPPORT (M)
 - (X) REMOVE EXISTING SIGN (N) AND SUPPORT (M)
- N = SIGN NUMBER
M = MATERIAL OPTIONS ARE:
W = WOOD
S = PERFORATED SQUARE STEEL TUBE
P = STEEL POLE
- NOTES:
EXISTING SIGNS NOT SHOWN ARE TO REMAIN IN PLACE UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
THE LOCATIONS OF SIGN INSTALLATIONS SHOWN ARE APPROXIMATE WITH EXACT LOCATIONS TO BE DETERMINED IN THE FIELD.



**RICKARD RD: GROFF RD
TO US 20 IMPROVEMENT
PUBLIC INFRASTRUCTURE PLANS**
STRIPING & SIGNAGE PLAN, STA 34+00 TO STA 58+00
DESCUTES COUNTY, OREGON



REVISIONS:



DESIGNED BY: MPD
DRAWN BY: BRG
CHECKED BY: MPD
SCALE: AS NOTED
FILE: 200607_CD.dwg
DATE: 03/05/2021

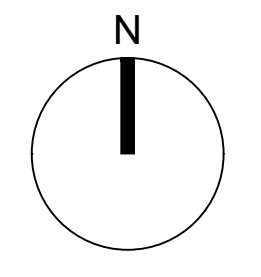
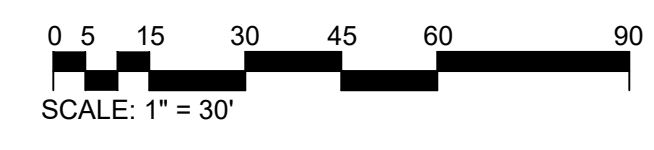
VERIFY SCALES
0 1"
BAR EQUALS ONE INCH
ON ORIGINAL DRAWING

SHEET:
C5.02

HWA # 200607
DESCO # 2020-416

FINAL CONSTRUCTION PLANS

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**RICKARD RD: GROFF RD
TO US 20 IMPROVEMENT
PUBLIC INFRASTRUCTURE PLANS**
STRIPING & SIGNAGE PLAN, STA 58+00 TO STA 82+00
DESCUTES COUNTY, OREGON



REVISIONS:



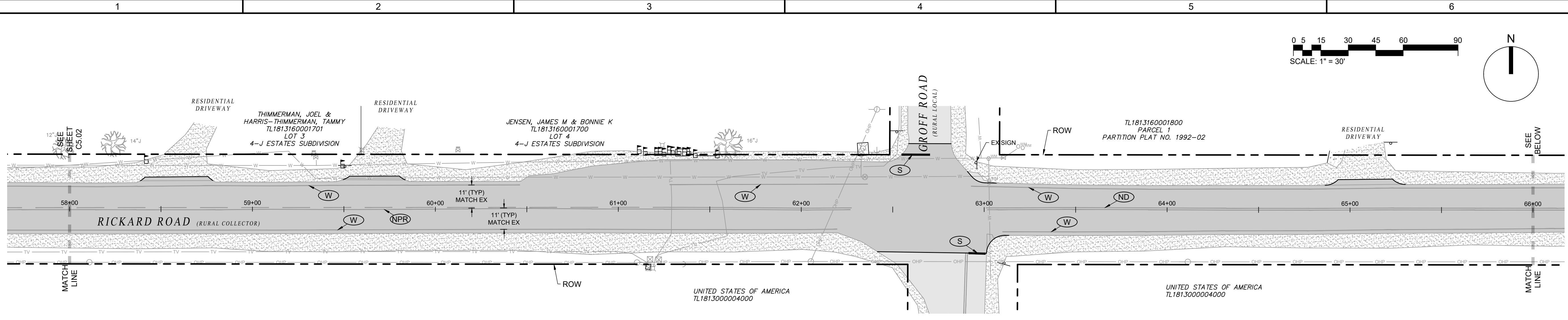
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DRAWN BY: BRG
CHECKED BY: MPD
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FILE: 200607_CD.dwg
DATE: 03/05/2021

VERIFY SCALES
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BAR EQUALS ONE INCH
ON ORIGINAL DRAWING

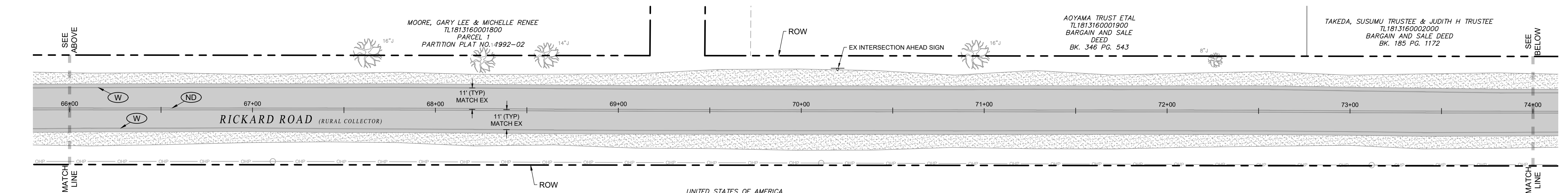
SHEET:
C5.03

HWA # 200607
DESCO # 2020-416

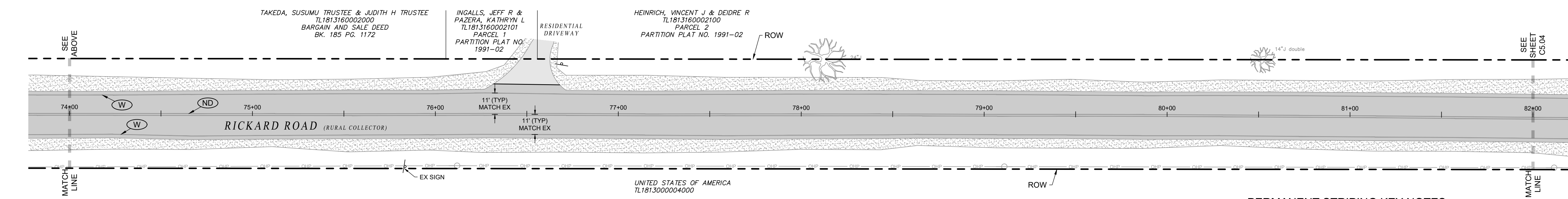
FINAL CONSTRUCTION PLANS



RICKARD ROAD STRIPING & SIGNAGE PLAN, STA 58+00 TO STA 66+00
SCALE: 1" = 30'



RICKARD ROAD STRIPING & SIGNAGE PLAN, STA 66+00 TO STA 74+00
SCALE: 1" = 30'

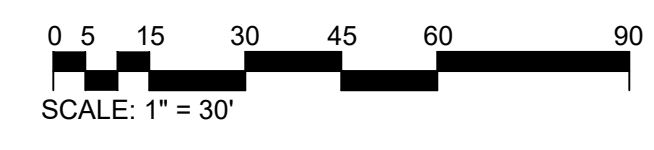


RICKARD ROAD STRIPING & SIGNAGE PLAN, STA 74+00 TO STA 82+00
SCALE: 1" = 30'

PERMANENT STRIPING KEY NOTES

- (W) PROVIDE 4" WHITE LINE (PER ODOT STD DWG TM500, DETAIL "W")
- (ND) PROVIDE NARROW DOUBLE NO-PASS TWO 4" YELLOW LINES (PER ODOT STD DWG TM500, DETAIL "ND")
- (NPR) PROVIDE NO-PASS RIGHT 4" YELLOW LINES (PER ODOT STD DWG TM500, DETAIL "NPR")
- (S) INSTALL STOP BAR (PER ODOT STD DWG TM503, DETAIL "S")

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**RICKARD RD: GROFF RD
TO US 20 IMPROVEMENT
PUBLIC INFRASTRUCTURE PLANS**
STRIPING & SIGNAGE PLAN, STA 82+00 TO STA 106+00
DESCHUTES COUNTY, OREGON



REVISIONS:

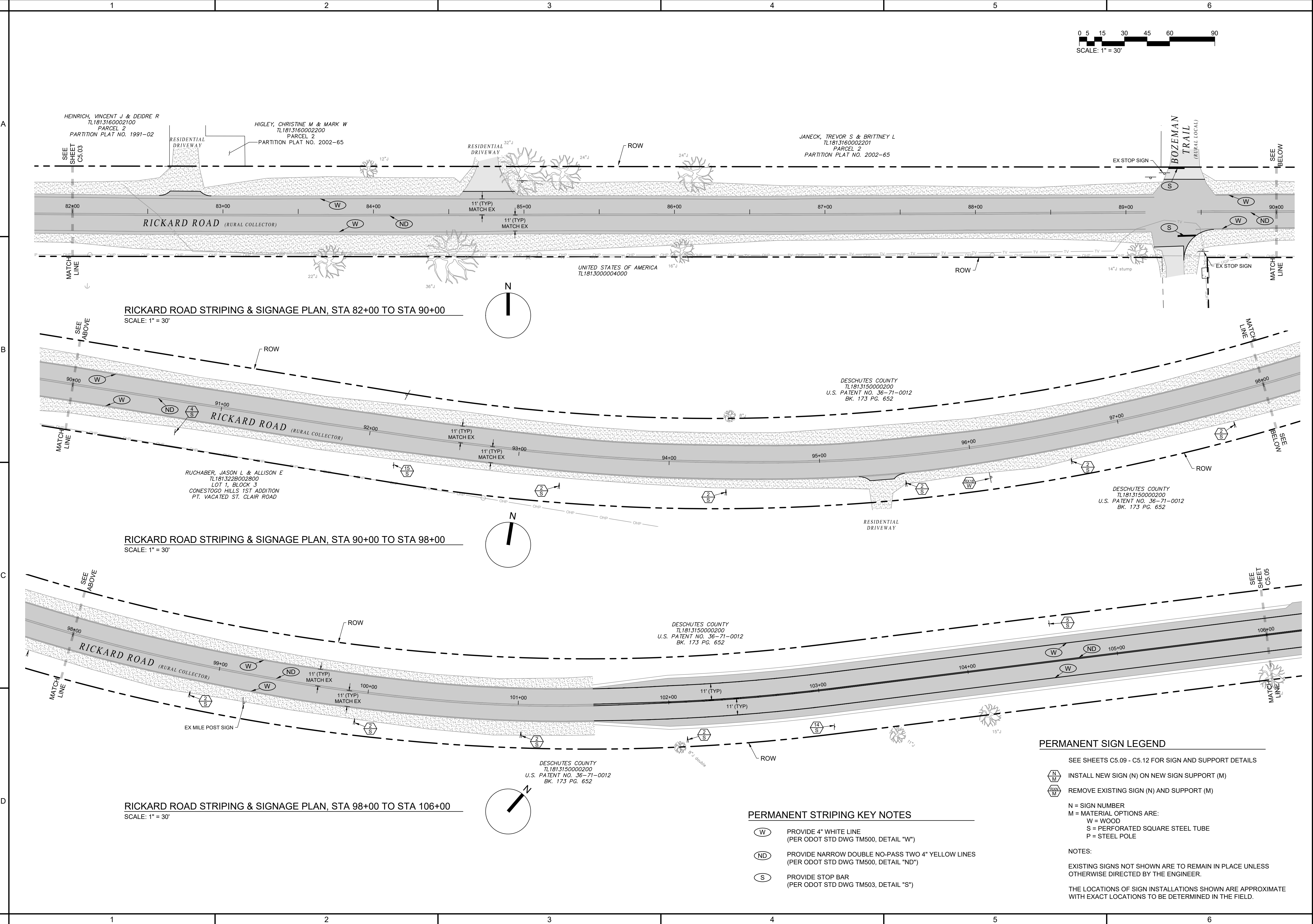


DESIGNED BY:	MPD
DRAWN BY:	BRG
CHECKED BY:	MPD
SCALE:	AS NOTED
FILE:	200607_CD.dwg
DATE:	03/05/2021

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

SHEET:
C5.04
HWA # 200607
DESCO # 2020-416

FINAL CONSTRUCTION PLANS



RICKARD ROAD STRIPING & SIGNAGE PLAN, STA 82+00 TO STA 90+00
SCALE: 1" = 30'

RICKARD ROAD STRIPING & SIGNAGE PLAN, STA 90+00 TO STA 98+00
SCALE: 1" = 30'

RICKARD ROAD STRIPING & SIGNAGE PLAN, STA 98+00 TO STA 106+00
SCALE: 1" = 30'

PERMANENT STRIPING KEY NOTES

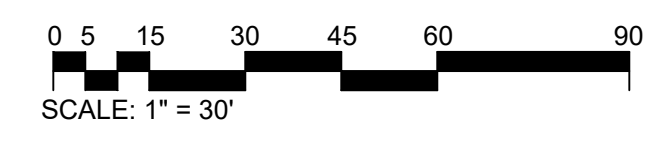
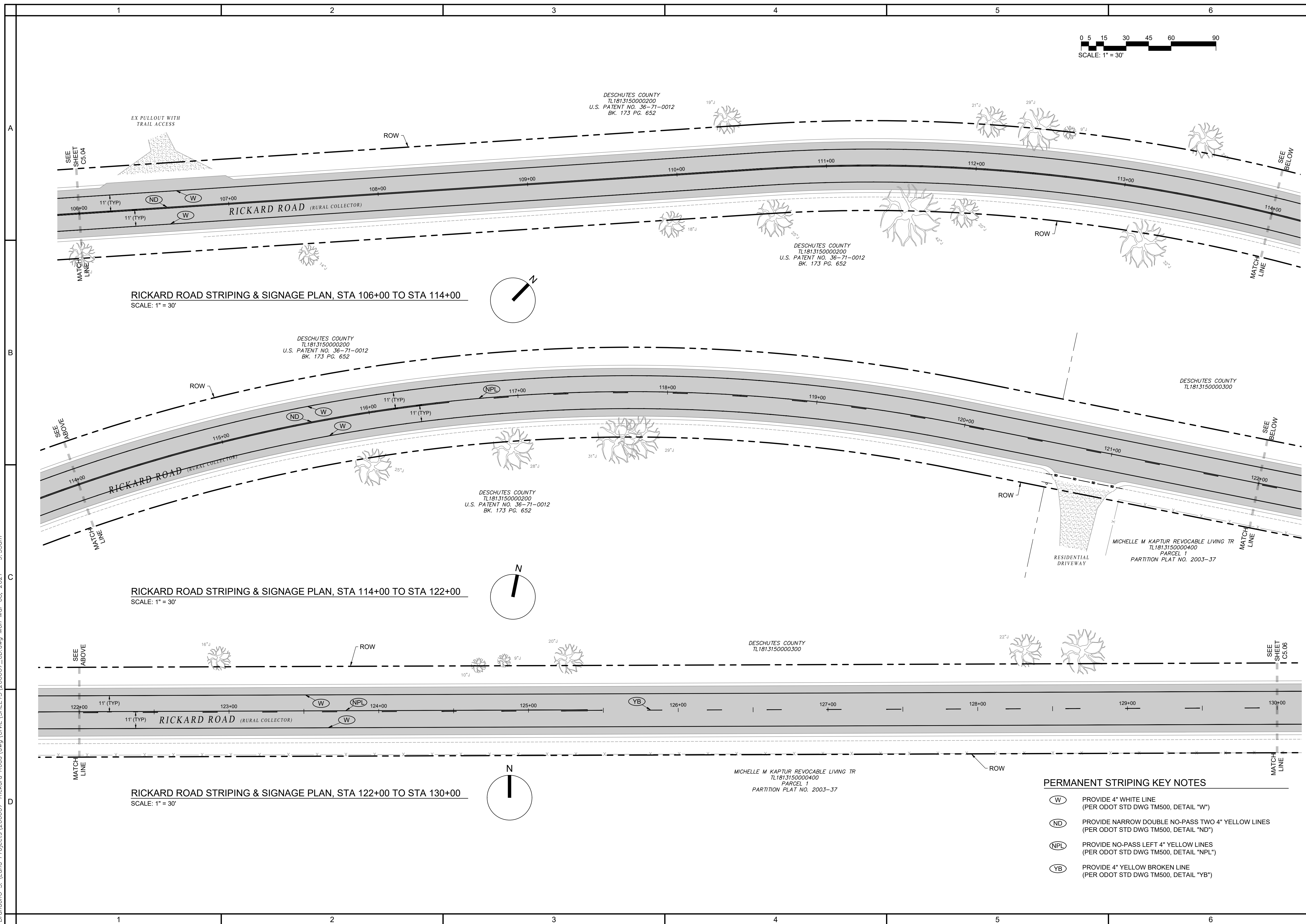
- (W) PROVIDE 4" WHITE LINE (PER ODOT STD DWG TM500, DETAIL "W")
- (ND) PROVIDE NARROW DOUBLE NO-PASS TWO 4" YELLOW LINES (PER ODOT STD DWG TM500, DETAIL "ND")
- (S) PROVIDE STOP BAR (PER ODOT STD DWG TM503, DETAIL "S")

PERMANENT SIGN LEGEND

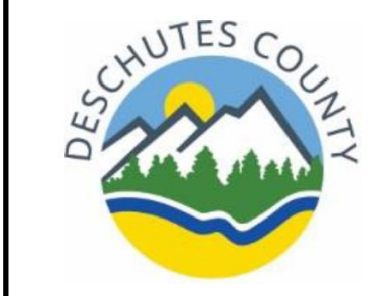
- SEE SHEETS C5.09 - C5.12 FOR SIGN AND SUPPORT DETAILS
- (N/M) INSTALL NEW SIGN (N) ON NEW SIGN SUPPORT (M)
- (S/W) REMOVE EXISTING SIGN (N) AND SUPPORT (M)
- N = SIGN NUMBER
- M = MATERIAL OPTIONS ARE:
W = WOOD
S = PERFORATED SQUARE STEEL TUBE
P = STEEL POLE

NOTES:
EXISTING SIGNS NOT SHOWN ARE TO REMAIN IN PLACE UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
THE LOCATIONS OF SIGN INSTALLATIONS SHOWN ARE APPROXIMATE WITH EXACT LOCATIONS TO BE DETERMINED IN THE FIELD.

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**RICKARD RD: GROFF RD
TO US 20 IMPROVEMENT
PUBLIC INFRASTRUCTURE PLANS**
STRIPING & SIGNAGE PLAN, STA 106+00 TO STA 130+00
DESCHUTES COUNTY, OREGON



REVISIONS:



DESIGNED BY: MPD
DRAWN BY: BRG
CHECKED BY: MPD
SCALE: AS NOTED
FILE: 200607_CD.dwg
DATE: 03/05/2021

PERMANENT STRIPING KEY NOTES

- (W) PROVIDE 4" WHITE LINE (PER ODOT STD DWG TM500, DETAIL "W")
- (ND) PROVIDE NARROW DOUBLE NO-PASS TWO 4" YELLOW LINES (PER ODOT STD DWG TM500, DETAIL "ND")
- (NPL) PROVIDE NO-PASS LEFT 4" YELLOW LINES (PER ODOT STD DWG TM500, DETAIL "NPL")
- (YB) PROVIDE 4" YELLOW BROKEN LINE (PER ODOT STD DWG TM500, DETAIL "YB")

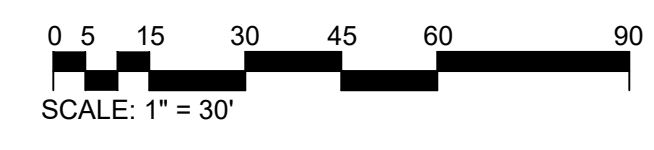
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BAR EQUALS ONE INCH ON ORIGINAL DRAWING

SHEET:
C5.05

HWA # 200607
DESCO # 2020-416

FINAL CONSTRUCTION PLANS

Brandon G. S. \Land Projects\200607-Rickard Road\dwg\CIVIL\SHEETS\200607_CD.dwg, Mon, Mar 08, 2021 - 9:35am



**RICKARD RD: GROFF RD
TO US 20 IMPROVEMENT
PUBLIC INFRASTRUCTURE PLANS**
STRIPING & SIGNAGE PLAN, STA 130+00 TO STA 154+00
DESCUTES COUNTY, OREGON



REVISIONS:



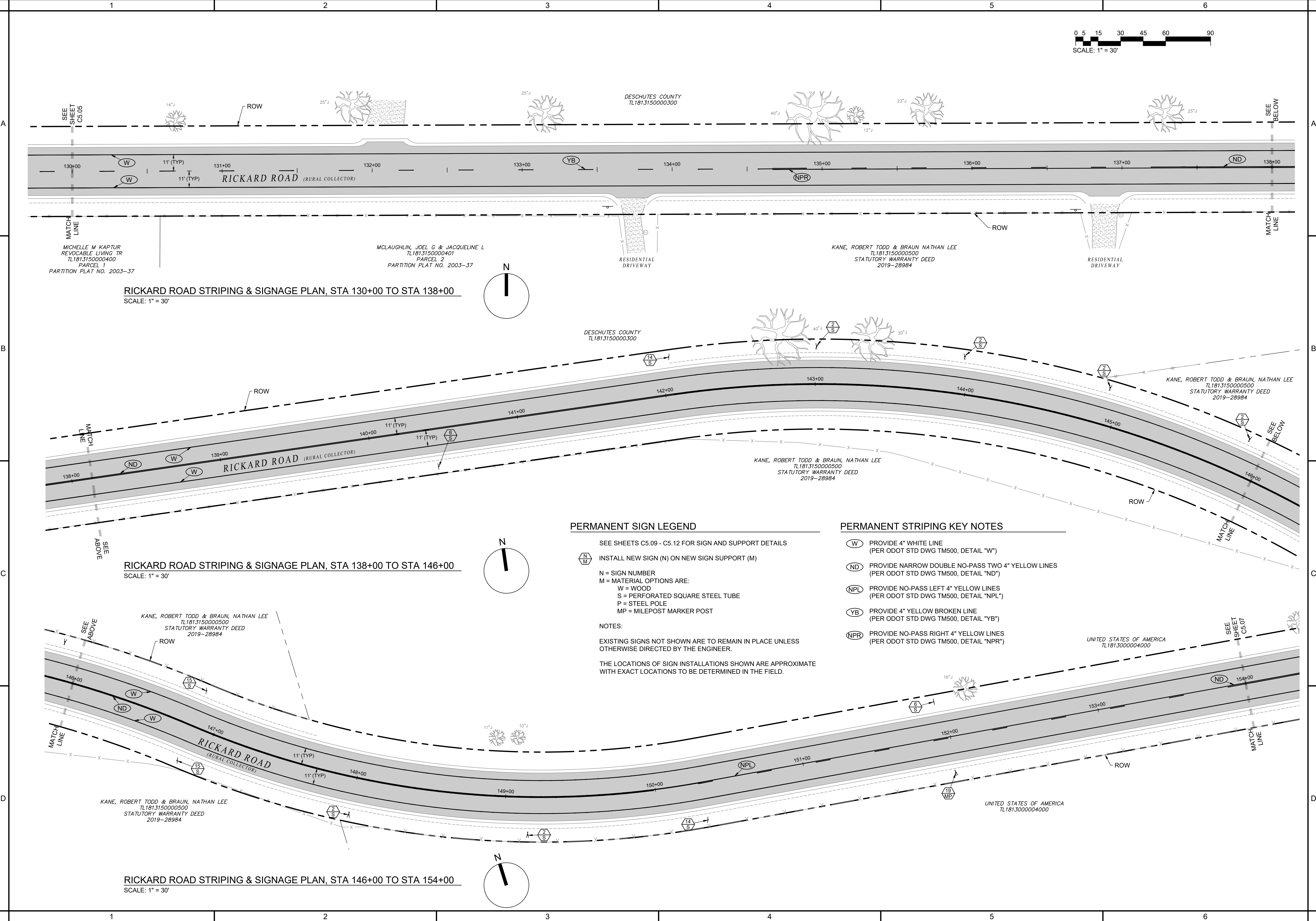
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DRAWN BY: BRG
CHECKED BY: MPD
SCALE: AS NOTED
FILE: 200607_CD.dwg
DATE: 03/05/2021

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

SHEET: **C5.06**

HWA # 200607
DESCO # 2020-416

FINAL CONSTRUCTION PLANS



RICKARD ROAD STRIPING & SIGNAGE PLAN, STA 130+00 TO STA 138+00
SCALE: 1" = 30'

RICKARD ROAD STRIPING & SIGNAGE PLAN, STA 138+00 TO STA 146+00
SCALE: 1" = 30'

RICKARD ROAD STRIPING & SIGNAGE PLAN, STA 146+00 TO STA 154+00
SCALE: 1" = 30'

PERMANENT SIGN LEGEND

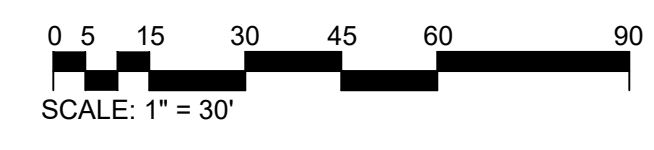
- SEE SHEETS C5.09 - C5.12 FOR SIGN AND SUPPORT DETAILS
- INSTALL NEW SIGN (N) ON NEW SIGN SUPPORT (M)
- N = SIGN NUMBER
- M = MATERIAL OPTIONS ARE:
 - W = WOOD
 - S = PERFORATED SQUARE STEEL TUBE
 - P = STEEL POLE
 - MP = MILEPOST MARKER POST

NOTES:
EXISTING SIGNS NOT SHOWN ARE TO REMAIN IN PLACE UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
THE LOCATIONS OF SIGN INSTALLATIONS SHOWN ARE APPROXIMATE WITH EXACT LOCATIONS TO BE DETERMINED IN THE FIELD.

PERMANENT STRIPING KEY NOTES

- PROVIDE 4" WHITE LINE (PER ODOT STD DWG TM500, DETAIL "W")
- PROVIDE NARROW DOUBLE NO-PASS TWO 4" YELLOW LINES (PER ODOT STD DWG TM500, DETAIL "ND")
- PROVIDE NO-PASS LEFT 4" YELLOW LINES (PER ODOT STD DWG TM500, DETAIL "NPL")
- PROVIDE 4" YELLOW BROKEN LINE (PER ODOT STD DWG TM500, DETAIL "YB")
- PROVIDE NO-PASS RIGHT 4" YELLOW LINES (PER ODOT STD DWG TM500, DETAIL "NPR")

Brandon G. S. \Land Projects\200607-Rickard Road\dwg\CIVIL\SHEETS\200607_CD.dwg, Mon, Mar 08, 2021 - 9:35am



**RICKARD RD: GROFF RD
TO US 20 IMPROVEMENT
PUBLIC INFRASTRUCTURE PLANS**
STRIPING & SIGNAGE PLAN, STA 154+00 TO STA 178+00
DESCUTES COUNTY, OREGON



REVISIONS:



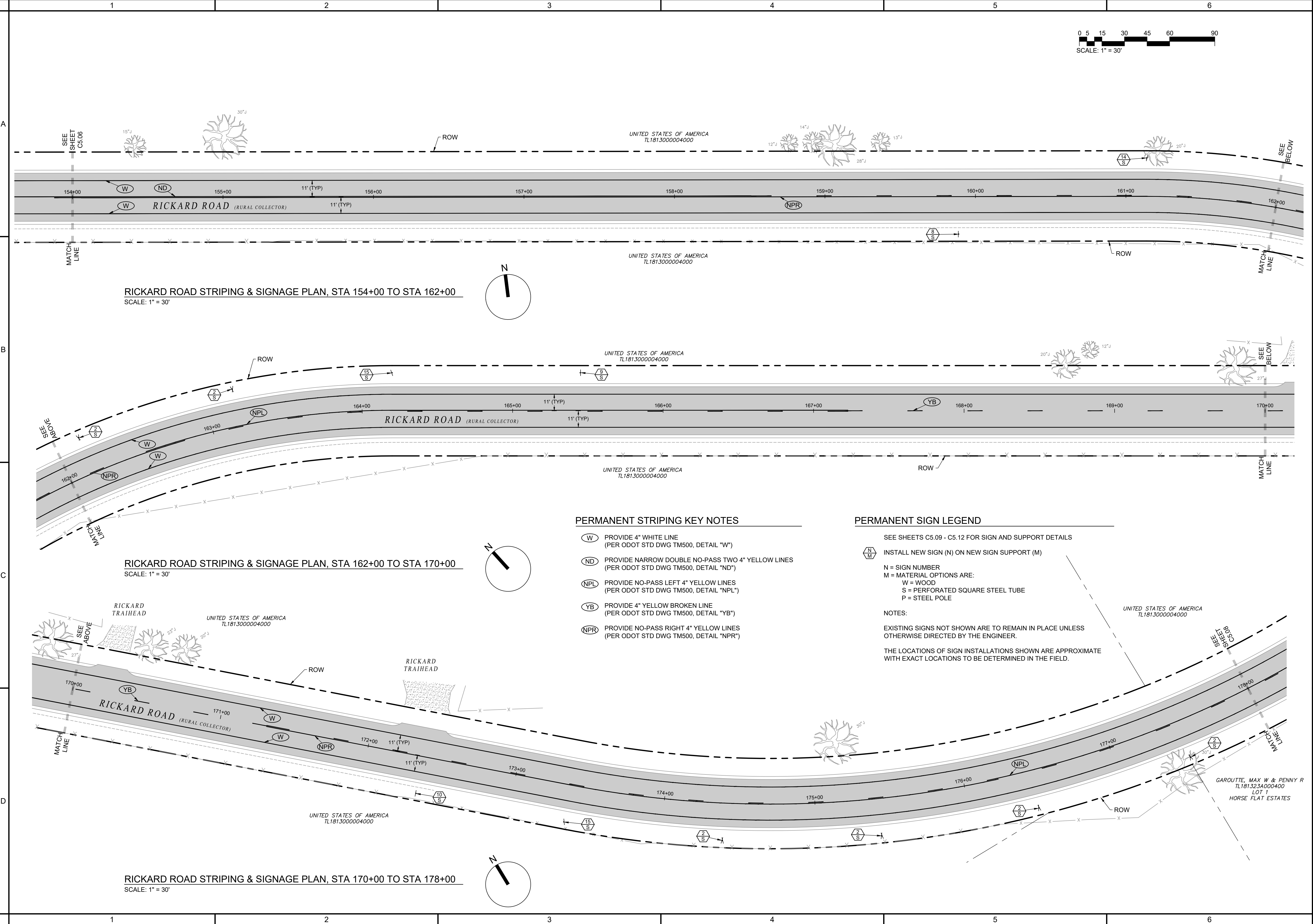
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DRAWN BY: BRG
CHECKED BY: MPD
SCALE: AS NOTED
FILE: 200607_CD.dwg
DATE: 03/05/2021

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

SHEET: **C5.07**

HWA # 200607
DESCO # 2020-416

FINAL CONSTRUCTION PLANS



RICKARD ROAD STRIPING & SIGNAGE PLAN, STA 154+00 TO STA 162+00
SCALE: 1" = 30'

RICKARD ROAD STRIPING & SIGNAGE PLAN, STA 162+00 TO STA 170+00
SCALE: 1" = 30'

RICKARD ROAD STRIPING & SIGNAGE PLAN, STA 170+00 TO STA 178+00
SCALE: 1" = 30'

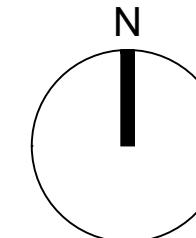
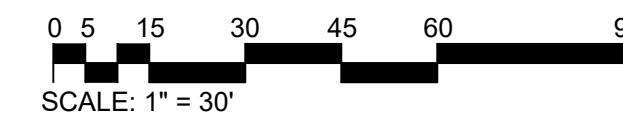
PERMANENT STRIPING KEY NOTES

- (W) PROVIDE 4" WHITE LINE (PER ODOT STD DWG TM500, DETAIL "W")
- (ND) PROVIDE NARROW DOUBLE NO-PASS TWO 4" YELLOW LINES (PER ODOT STD DWG TM500, DETAIL "ND")
- (NPL) PROVIDE NO-PASS LEFT 4" YELLOW LINES (PER ODOT STD DWG TM500, DETAIL "NPL")
- (YB) PROVIDE 4" YELLOW BROKEN LINE (PER ODOT STD DWG TM500, DETAIL "YB")
- (NPR) PROVIDE NO-PASS RIGHT 4" YELLOW LINES (PER ODOT STD DWG TM500, DETAIL "NPR")

PERMANENT SIGN LEGEND

- SEE SHEETS C5.09 - C5.12 FOR SIGN AND SUPPORT DETAILS
- (N/M) INSTALL NEW SIGN (N) ON NEW SIGN SUPPORT (M)
- N = SIGN NUMBER
M = MATERIAL OPTIONS ARE:
W = WOOD
S = PERFORATED SQUARE STEEL TUBE
P = STEEL POLE
- NOTES:
EXISTING SIGNS NOT SHOWN ARE TO REMAIN IN PLACE UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
- THE LOCATIONS OF SIGN INSTALLATIONS SHOWN ARE APPROXIMATE WITH EXACT LOCATIONS TO BE DETERMINED IN THE FIELD.

Brandon G. S. \Land Projects\200607-Rickard Road\CIVIL\SHEETS\200607_CD.dwg, Mon, 08, 2021 - 9:35am



**RICKARD RD: GROFF RD
TO US 20 IMPROVEMENT
PUBLIC INFRASTRUCTURE PLANS**
STRIPING & SIGNAGE PLAN, STA 178+00 TO STA 205+00
DESCHUTES COUNTY, OREGON



REVISIONS:



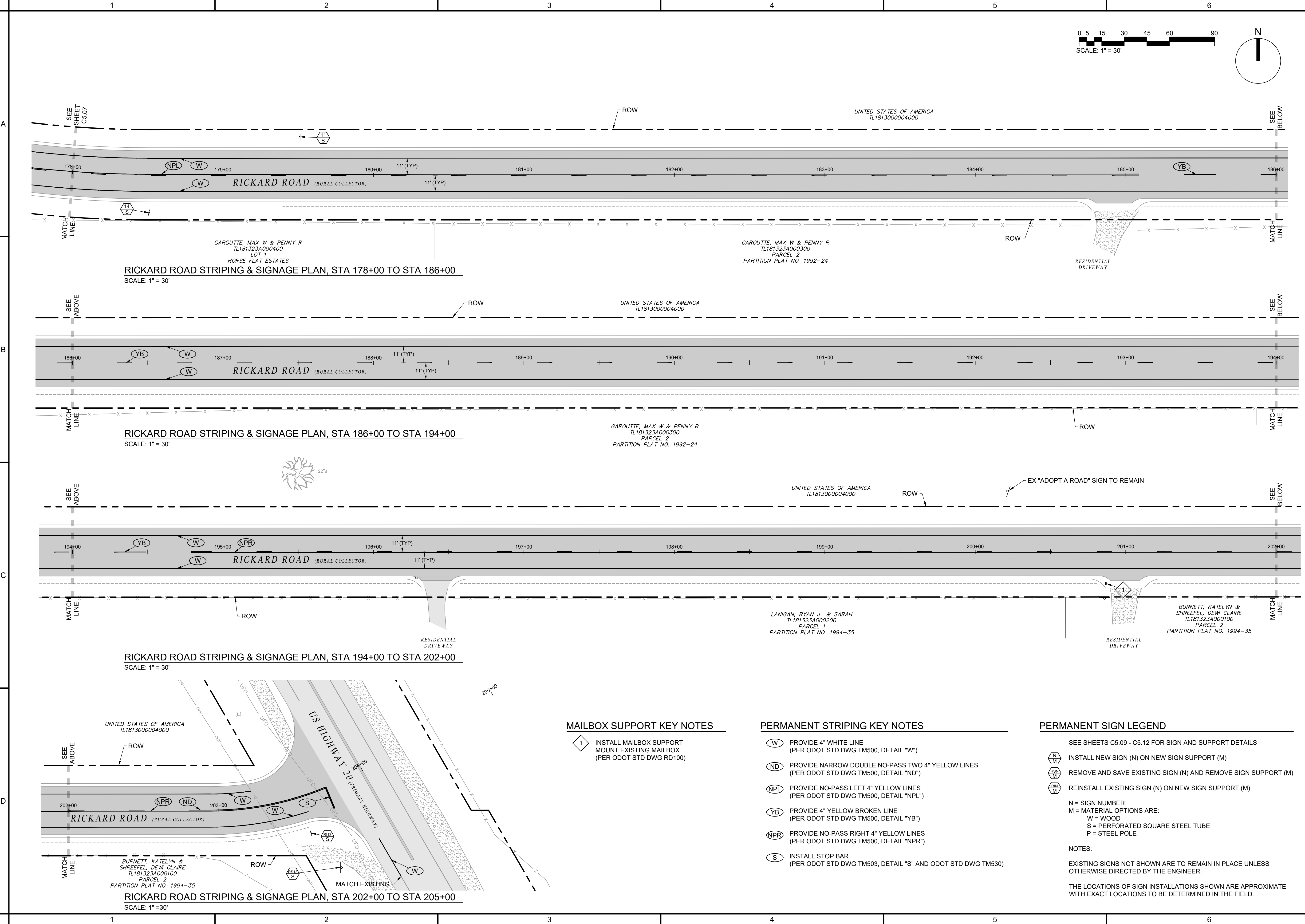
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CHECKED BY:	MPD
SCALE:	AS NOTED
FILE:	200607_CD.dwg
DATE:	03/05/2021

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

SHEET:
C5.08

HWA # 200607
DESCO # 2020-416

FINAL CONSTRUCTION PLANS



RICKARD ROAD STRIPING & SIGNAGE PLAN, STA 178+00 TO STA 186+00
SCALE: 1" = 30'

RICKARD ROAD STRIPING & SIGNAGE PLAN, STA 186+00 TO STA 194+00
SCALE: 1" = 30'

RICKARD ROAD STRIPING & SIGNAGE PLAN, STA 194+00 TO STA 202+00
SCALE: 1" = 30'

RICKARD ROAD STRIPING & SIGNAGE PLAN, STA 202+00 TO STA 205+00
SCALE: 1" = 30'

- MAILBOX SUPPORT KEY NOTES**
- 1 INSTALL MAILBOX SUPPORT MOUNT EXISTING MAILBOX (PER ODOT STD DWG RD100)

- PERMANENT STRIPING KEY NOTES**
- (W) PROVIDE 4" WHITE LINE (PER ODOT STD DWG TM500, DETAIL "W")
 - (ND) PROVIDE NARROW DOUBLE NO-PASS TWO 4" YELLOW LINES (PER ODOT STD DWG TM500, DETAIL "ND")
 - (NPL) PROVIDE NO-PASS LEFT 4" YELLOW LINES (PER ODOT STD DWG TM500, DETAIL "NPL")
 - (YB) PROVIDE 4" YELLOW BROKEN LINE (PER ODOT STD DWG TM500, DETAIL "YB")
 - (NPR) PROVIDE NO-PASS RIGHT 4" YELLOW LINES (PER ODOT STD DWG TM500, DETAIL "NPR")
 - (S) INSTALL STOP BAR (PER ODOT STD DWG TM503, DETAIL "S" AND ODOT STD DWG TM530)

- PERMANENT SIGN LEGEND**
- SEE SHEETS C5.09 - C5.12 FOR SIGN AND SUPPORT DETAILS
- (N) INSTALL NEW SIGN (N) ON NEW SIGN SUPPORT (M)
 - (S) REMOVE AND SAVE EXISTING SIGN (N) AND REMOVE SIGN SUPPORT (M)
 - (M) REINSTALL EXISTING SIGN (N) ON NEW SIGN SUPPORT (M)
- N = SIGN NUMBER
M = MATERIAL OPTIONS ARE:
W = WOOD
S = PERFORATED SQUARE STEEL TUBE
P = STEEL POLE
- NOTES:
EXISTING SIGNS NOT SHOWN ARE TO REMAIN IN PLACE UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
THE LOCATIONS OF SIGN INSTALLATIONS SHOWN ARE APPROXIMATE WITH EXACT LOCATIONS TO BE DETERMINED IN THE FIELD.

Brandon G. S. \Land Projects\200607-Rickard Road\CD.dwg, Mon Mar 08, 2021 - 9:35am

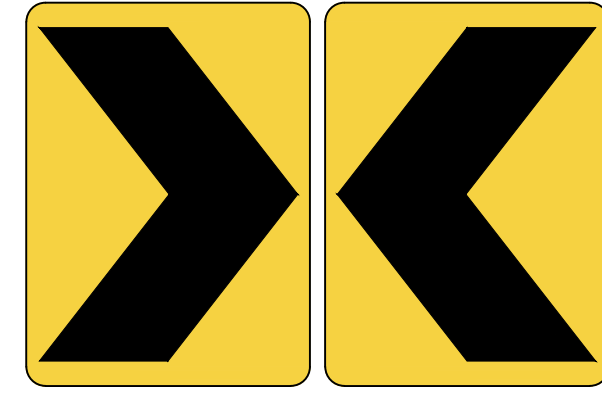


W1-5L
WINDING
ROAD LEFT
30"x30"



W13-1P
35 MPH ADVISORY
SPEED PLAQUE
18"x18"

SIGN NO. 1



W1-8R
CHEVRON
ALIGNMENT RIGHT
18"x24"

W1-8L
CHEVRON
ALIGNMENT LEFT
18"x24"

SIGN NO. 2



W1-5R
WINDING
ROAD RIGHT
30"x30"



W13-1P
35 MPH ADVISORY
SPEED PLAQUE
18"x18"

SIGN NO. 3



W1-2L
HORIZONTAL
CURVE LEFT
30"x30"



W13-1P
35 MPH ADVISORY
SPEED PLAQUE
18"x18"

SIGN NO. 4



W1-2R
HORIZONTAL
CURVE RIGHT
30"x30"



W13-1P
35 MPH ADVISORY
SPEED PLAQUE
18"x18"

SIGN NO. 5



W1-4R
REVERSE
CURVE RIGHT
30"x30"



W13-1P
35 MPH ADVISORY
SPEED PLAQUE
18"x18"

SIGN NO. 6



CUSTOM



CUSTOM (X2)



R1-1
STOP SIGN
30"x30"



R1-3P
ALL WAY PLAQUE
18"x6"

SIGN NO. 7



W1-2R
HORIZONTAL
CURVE RIGHT
30"x30"



W13-1P
40 MPH ADVISORY
SPEED PLAQUE
18"x18"

SIGN NO. 8



W1-2L
HORIZONTAL
CURVE LEFT
30"x30"



W13-1P
40 MPH ADVISORY
SPEED PLAQUE
18"x18"

SIGN NO. 9



W1-2L
HORIZONTAL
CURVE LEFT
30"x30"



W13-1P
45 MPH ADVISORY
SPEED PLAQUE
18"x18"

SIGN NO. 10



W1-2R
HORIZONTAL
CURVE RIGHT
30"x30"



W13-1P
45 MPH ADVISORY
SPEED PLAQUE
18"x18"

SIGN NO. 11



CUSTOM



CUSTOM (X2)



R1-1
STOP SIGN
30"x30"

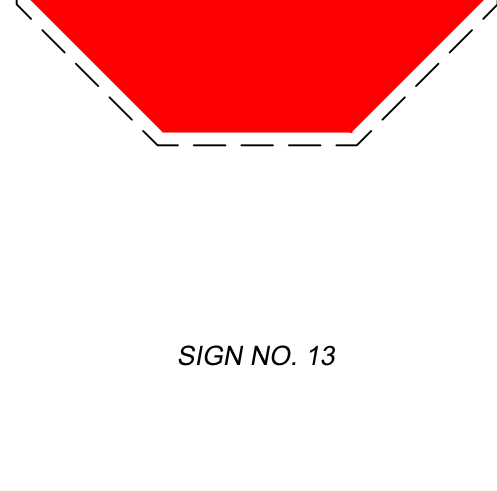


R1-3P
ALL WAY PLAQUE
18"x6"

SIGN NO. 12

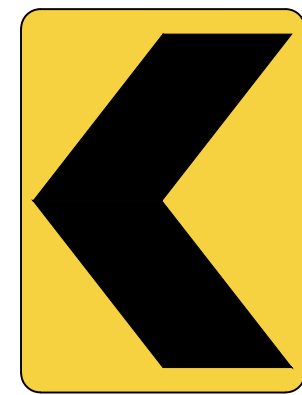


CUSTOM (X2)



R1-1
STOP SIGN
36"x36"

SIGN NO. 13



W1-8L
CHEVRON
ALIGNMENT LEFT
18"x24"

SIGN NO. 14



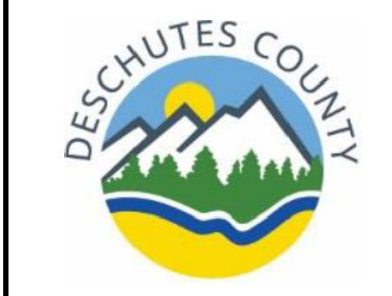
W1-8R
CHEVRON
ALIGNMENT RIGHT
18"x24"

SIGN NO. 15

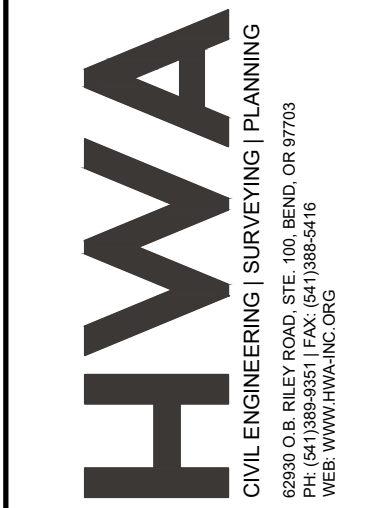
= EXISTING SIGN



RICKARD RD: GROFF RD
TO US 20 IMPROVEMENT
PUBLIC INFRASTRUCTURE PLANS
SIGN LEGEND
DESCHUTES COUNTY, OREGON



REVISIONS:



DESIGNED BY: MPD
DRAWN BY: BRG
CHECKED BY: MPD
SCALE: AS NOTED
FILE: 200607_CD.dwg
DATE: 03/05/2021

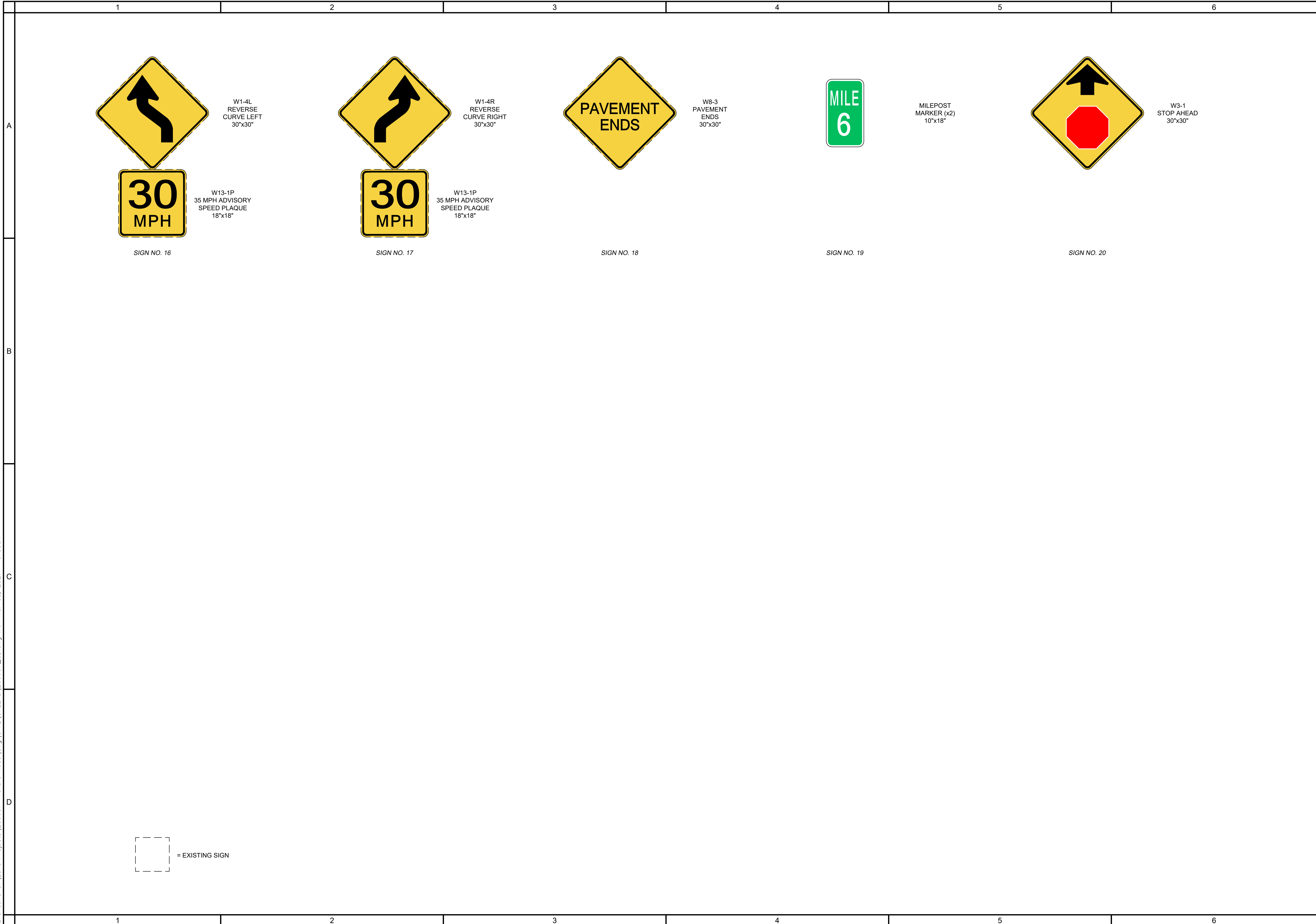
VERIFY SCALES
0 1"
BAR EQUALS ONE INCH
ON ORIGINAL DRAWING

SHEET:
C5.09

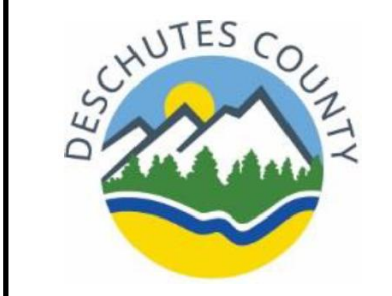
HWA # 200607
DESCO # 2020-416

FINAL CONSTRUCTION PLANS

Brandon S.:\Land Projects\200607-Rickard Road\dwg\CIVIL\SHEETS\200607_CD.dwg, Mon Mar 08, 2021 - 9:35am



RICKARD RD: GROFF RD
TO US 20 IMPROVEMENT
PUBLIC INFRASTRUCTURE PLANS
SIGN LEGEND
DESCHUTES COUNTY, OREGON



REVISIONS:



DESIGNED BY: MPD
DRAWN BY: BRG
CHECKED BY: MPD
SCALE: AS NOTED
FILE: 200607_CD.dwg
DATE: 03/05/2021

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

SHEET:
C5.10

HWA # 200607
DESCO # 2020-416

FINAL CONSTRUCTION PLANS

Brandon G. S. \Land Projects\200607-Rickard Road\dwg\CIVIL\SHEETS\200607_CD.dwg Mon Mar 08, 2021 - 9:35am

SIGN & POST DATA TABLE

SIGN NO.	SIGN LOCATION 4/ (TM200-TM201, TM635)	SIGN DIMENSIONS		SUB-STRATE	COLOR 1/ BACKGROUND		LEGEND	LEGEND	SIGN NO. 2/ LEGEND	SIGN NO. 2/ LEGEND	TYPE OF SUPPORT										POST		FOOTING		REMARKS						
		WIDTH	HEIGHT		PLYWOOD SHEET ALUMINUM EXTRUDED ALUM. (TM675)	ASTM TYPE III OR TYPE IV					ASTM TYPE IX	ASTM TYPE III OR TYPE IV	ASTM TYPE IX	NON-REFLECTIVE	PERMANENT	REMOVABLE (TM230 - TM233)	WOOD POST (TM670-TM671, TM676)	SQ. TUBE SIGN SUPPORT (TM671, TM676, TM681, TM687-TM689)	TRIANGULAR BASE BREAKAWAY (TM602)	H - FRAME	MULTI-POST BREAKAWAY (TM220, TM600-TM601)	STAINLESS STEEL CLAMP (SSC) (TM677)	SIGNAL POLE MOUNT (TM680)	MAST ARM SIGN MOUNT (TM679)		BRIDGE STRUCTURE MOUNT (TM677)	CANTILEVER / BUTTERFLY (TM622-TM627)	SIGN BRIDGE (TM606-TM611, TM614-TM620)	EXIT NUMBER SIGN MOUNT (TM220, TM225)	ROUTE MARKER FRAME (TM678)	MILEPOST MARKER POST (TM221-TM222)
1	26+57.35, 24.02' RT	30"	30"	✓	Y			Bk	✓	1	✓																2" - 12 ga	11'-2"	7.25'	3'-0"	(Slip base)
1A		18"	18"	✓	Y			Bk	✓	1A																					MOUNT BELOW SIGN NO. 1
2	28+20.15, 24.43' RT	18"	24"	✓	Y			Bk	✓	2	✓																2" - 12 ga	9'-0"	7.25'	3'-0"	(Slip base)
	29+16.26, 25.93' RT	18"	24"	✓	Y			Bk	✓		✓																2" - 12 ga	9'-0"	7.25'	3'-0"	(Slip base)
	30+36.00, 21.54' RT	18"	24"	✓	Y			Bk	✓		✓																2" - 12 ga	9'-0"	7.25'	3'-0"	(Slip base)
	32+61.92, 20.87' LT	18"	24"	✓	Y			Bk	✓		✓																2" - 12 ga	9'-0"	7.25'	3'-0"	(Slip base)
	33+63.77, 22.79' LT	18"	24"	✓	Y			Bk	✓		✓																2" - 12 ga	9'-0"	7.25'	3'-0"	(Slip base)
	34+67.22, 25.10' LT	18"	24"	✓	Y			Bk	✓		✓																2" - 12 ga	9'-0"	7.25'	3'-0"	(Slip base)
	35+68.71, 24.25' LT	18"	24"	✓	Y			Bk	✓		✓																2" - 12 ga	9'-0"	7.25'	3'-0"	(Slip base)
	38+07.08, 23.31' RT	18"	24"	✓	Y			Bk	✓		✓																2" - 12 ga	9'-0"	7.25'	3'-0"	(Slip base)
	39+31.03, 25.15' RT	18"	24"	✓	Y			Bk	✓		✓																2" - 12 ga	9'-0"	7.25'	3'-0"	(Slip base)
	40+55.08, 24.00' RT	18"	24"	✓	Y			Bk	✓		✓																2" - 12 ga	9'-0"	7.25'	3'-0"	(Slip base)
	93+28.25, 18.83' RT	18"	24"	✓	Y			Bk	✓		✓																2" - 12 ga	9'-0"	7.25'	3'-0"	(Slip base)
	94+37.66, 19.12' RT	18"	24"	✓	Y			Bk	✓		✓																2" - 12 ga	9'-0"	7.25'	3'-0"	(Slip base)
	95+55.90, 19.45' RT	18"	24"	✓	Y			Bk	✓		✓																2" - 12 ga	9'-0"	7.25'	3'-0"	(Slip base)
	96+65.25, 19.78' RT	18"	24"	✓	Y			Bk	✓		✓																2" - 12 ga	9'-0"	7.25'	3'-0"	(Slip base)
	97+74.57, 20.13' RT	18"	24"	✓	Y			Bk	✓		✓																2" - 12 ga	9'-0"	7.25'	3'-0"	(Slip base)
	98+83.87, 20.48' RT	18"	24"	✓	Y			Bk	✓		✓																2" - 12 ga	9'-0"	7.25'	3'-0"	(Slip base)
	99+93.13, 20.85' RT	18"	24"	✓	Y			Bk	✓		✓																2" - 12 ga	9'-0"	7.25'	3'-0"	(Slip base)
	101+02.36, 21.23' RT	18"	24"	✓	Y			Bk	✓		✓																2" - 12 ga	9'-0"	7.25'	3'-0"	(Slip base)
	102+11.31, 25.25' RT	18"	24"	✓	Y			Bk	✓		✓																2" - 12 ga	9'-0"	7.25'	3'-0"	(Slip base)
	143+01.05, 25.25' LT	18"	24"	✓	Y			Bk	✓		✓																2" - 12 ga	9'-0"	7.25'	3'-0"	(Slip base)
	143+96.65, 25.25' LT	18"	24"	✓	Y			Bk	✓		✓																2" - 12 ga	9'-0"	7.25'	3'-0"	(Slip base)
	144+92.25, 25.25' LT	18"	24"	✓	Y			Bk	✓		✓																2" - 12 ga	9'-0"	7.25'	3'-0"	(Slip base)
	145+87.85, 25.25' LT	18"	24"	✓	Y			Bk	✓		✓																2" - 12 ga	9'-0"	7.25'	3'-0"	(Slip base)
	147+99.64, 25.25' RT	18"	24"	✓	Y			Bk	✓		✓																2" - 12 ga	9'-0"	7.25'	3'-0"	(Slip base)
	149+14.98, 25.25' RT	18"	24"	✓	Y			Bk	✓		✓																2" - 12 ga	9'-0"	7.25'	3'-0"	(Slip base)
	162+15.94, 25.25' LT	18"	24"	✓	Y			Bk	✓		✓																2" - 12 ga	9'-0"	7.25'	3'-0"	(Slip base)
	163+18.04, 25.25' LT	18"	24"	✓	Y			Bk	✓		✓																2" - 12 ga	9'-0"	7.25'	3'-0"	(Slip base)
	174+39.55, 25.25' RT	18"	24"	✓	Y			Bk	✓		✓																2" - 12 ga	9'-0"	7.25'	3'-0"	(Slip base)
	175+42.03, 25.25' RT	18"	24"	✓	Y			Bk	✓		✓																2" - 12 ga	9'-0"	7.25'	3'-0"	(Slip base)
	176+44.51, 25.25' RT	18"	24"	✓	Y			Bk	✓		✓																2" - 12 ga	9'-0"	7.25'	3'-0"	(Slip base)
	177+47.00, 25.25' RT	18"	24"	✓	Y			Bk	✓		✓																2" - 12 ga	9'-0"	7.25'	3'-0"	(Slip base)
3	42+17.98, 21.91' LT	30"	30"	✓	Y			Bk	✓	3	✓																2" - 12 ga	11'-2"	7.25'	3'-0"	(Slip base)
3A		18"	18"	✓	Y			Bk	✓	3A																					MOUNT BELOW SIGN NO. 3
4	90+72.20, 20.06 RT	30"	30"	✓	Y			Bk	✓	4	✓																2" - 12 ga	11'-2"	7.25'	3'-0"	(Slip base)
4A		18"	18"	✓	Y			Bk	✓	4A																					MOUNT BELOW SIGN NO. 4
5	104+57.19, 25.25' LT	30"	30"	✓	Y			Bk	✓	5	✓																2" - 12 ga	11'-2"	7.25'	3'-0"	(Slip base)
5A		18"	18"	✓	Y			Bk	✓	5A																					MOUNT BELOW SIGN NO. 5

1/ BK = BLACK
BL = BLUE
BR = BROWN
FY = FLUORESCENT YELLOW
G = GREEN
O = ORANGE
R = RED
RD = RED-BLUE
SW = SILVER-WHITE
W = WHITE
Y = YELLOW
YG = YELLOW-GREEN

2/ NOTE: L,C,R ARE LOCATION OF POSTS FACING THE SIGN.
L = LEFT POST
C = CENTER POST
R = RIGHT POST

3/ DISTANCE FROM EDGE OF PAVEMENT, FACE OF CURB, GUARDRAIL, OR BARRIER TO CENTERLINE OF FOOTING. FOR ADDITIONAL INFORMATION SEE STANDARD DRAWINGS TM601, TM602 AND TM635.

4/ NOTE: THE LOCATIONS SHOWN ARE APPROXIMATE EXCEPT FOR SPEED ZONES, SCHOOL ZONES, OBJECT MARKERS AND MILEPOST MARKERS. EXACT LOCATIONS ARE TO BE DETERMINED BY THE ENGINEER.

5/ MINIMUM DEPTH OF FOOTING FOR TRIANGULAR BASE BREAKAWAY AND MULTI-POST BREAKAWAY INSTALLATIONS IS FOR A 2" DIAMETER FOOTING. FOR ADDITIONAL INFORMATION SEE STANDARD DRAWINGS TM601 AND TM602.



**RICKARD RD: GROFF RD
TO US 20 IMPROVEMENT
PUBLIC INFRASTRUCTURE PLANS**
SIGN AND POST DATA TABLE
DESCUTES COUNTY, OREGON



REVISIONS:

HWA
CIVIL ENGINEERING | SURVEYING | PLANNING
PH: (503) 338-3331 | FAX: (503) 338-3411
WEB: WWW.HWA-INC.ORG

DESIGNED BY: MPD
DRAWN BY: BRG
CHECKED BY: MPD
SCALE: AS NOTED
FILE: 200607_CD.dwg
DATE: 03/05/2021

0 1" BAR EQUALS ONE INCH ON ORIGINAL DRAWING

C5.11

HWA # 200607
DESCO # 2020-416

FINAL CONSTRUCTION PLANS

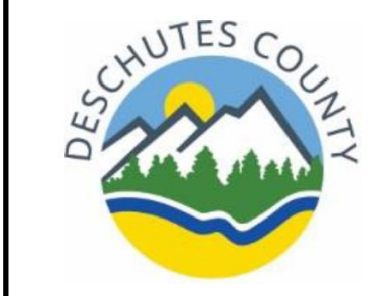
Branden G. S. \Land Projects\200607-Rickard Road\dwg\CIVL\SHEETS\200607_CD.dwg, Mon, 08, 2021 - 9:36am

SIGN & POST DATA TABLE CONTINUED

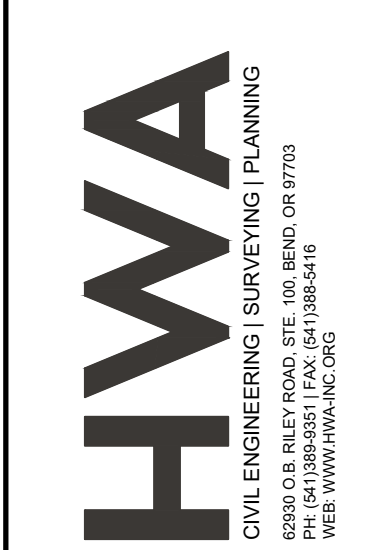
SIGN NO.	SIGN LOCATION 4/ (TM200-TM201, TM635)	SIGN DIMENSIONS		SUB-STRATE	COLOR 1/ BACKGROUND				LEGEND	SIGN NO. 2/	TYPE OF SUPPORT														POST		FOOTING		REMARKS										
		WIDTH	HEIGHT		PLYWOOD SHEET ALUMINUM EXTRUDED ALUM. (TM675)	ASTM TYPE III OR TYPE IV	ASTM TYPE IX	ASTM TYPE III OR TYPE IV			ASTM TYPE IX	NON-REFLECTIVE	PERMANENT	REMOVABLE (TM230 - TM233)	WOOD POST (TM670-TM671, TM676)	SQ. TUBE SIGN SUPPORT (TM671, TM676, TM681, TM687-TM689)	TRIANGULAR BASE BREAKAWAY (TM602)	H - FRAME	MULTI-POST BREAKAWAY (TM220, TM600-TM601)	STAINLESS STEEL CLAMP (SSC) (TM677)	SIGNAL POLE MOUNT (TM680)	MAST ARM SIGN MOUNT (TM679)	BRIDGE STRUCTURE MOUNT (TM677)	CANTILEVER / BUTTERFLY (TM622-TM627)	SIGN BRIDGE (TM606-TM611, TM614-TM620)	EXIT NUMBER SIGN MOUNT (TM220, TM225)	ROUTE MARKER FRAME (TM678)	MILEPOST MARKER POST (TM221-TM222)		CROSSWALK CLOSURE BARRICADE (TM240)	VERTICAL SIGN MOUNTS ON EXISTING STRUCTURES	CUSTOM VARIABLE SUPPORT	C 4X5.4	C 4X7.25	LENGTH	SIZE (BASED ON ESTIMATED LENGTH)	LENGTH (MUST BE FIELD VERIFIED)	LOCATION 3/	MIN. DEPTH 5/
6	140+43.45, 25.25' RT	30"	30"	✓	Y					6	✓																						2" - 12 ga	11'-2"	7.25'	3'-0"	(Slip base)		
	151+93.01, 25.25' LT	30"	30"	✓	Y					6	✓																					2" - 12 ga	11'-2"	7.25'	3'-0"	(Slip base)			
6A		18"	18"	✓	Y					6A																										MOUNT BELOW SIGN NO. 6			
7	9+69.12, 24.86' RT	30"	30"	✓	R		W			7	✓																					2.5" - 10 ga	11'-10"	7.25'	3'-0"	(Slip base)			
	10+37.67, 24.23' LT	30"	30"	✓	R		W			7	✓																					2.5" - 10 ga	11'-10"	7.25'	3'-0"	(Slip base)			
7A		18"	6"	✓	R		W			7A																										MOUNT BELOW SIGN NO. 7			
7B		CUSTOM	18"	✓	G		W			7B																											*Rickard Rd" 2 EA. 1-SIDED SIGNS BACK-TO-BACK MOUNTED TO SIGN POST, RIVET SIGNS TOGETHER AT ENDS. MOUNT ABOVE SIGN NO. 7		
7C		CUSTOM	18"	✓	G		W			7C																										*Rickard Rd" 1 EA. 2-SIDED SIGN MOUNTED W/ 12" POST TOP BRACKET. MOUNT ABOVE 7B			
8	159+88.84, 25.25' RT	30"	30"	✓	Y			Bk	✓	8	✓																					2" - 12 ga	11'-2"	7.25'	3'-0"	(Slip base)			
8A		18"	18"	✓	Y			Bk	✓	8A																										MOUNT BELOW SIGN NO. 8			
9	165+44.90, 25.25' LT	30"	30"	✓	Y			Bk	✓	9	✓																					2" - 12 ga	11'-2"	7.25'	3'-0"	(Slip base)			
9A		18"	18"	✓	Y			Bk	✓	9A																										MOUNT BELOW SIGN NO. 9			
10	172+37.06, 25.25' RT	30"	30"	✓	Y			Bk	✓	10	✓																					2" - 12 ga	11'-2"	7.25'	3'-0"	(Slip base)			
10A		18"	18"	✓	Y			Bk	✓	10A																										MOUNT BELOW SIGN NO. 10			
11	179+50.98, 25.25' LT	30"	30"	✓	Y			Bk	✓	11	✓																					2" - 12 ga	11'-2"	7.25'	3'-0"	(Slip base)			
11A		18"	18"	✓	Y			Bk	✓	11A																										MOUNT BELOW SIGN NO. 11			
12	9+80.46, 39.53' LT	30"	30"	✓	R		W			12	✓																					2.5" - 10 ga	11'-10"	7.25'	3'-0"	(Slip base)			
	10+28.85, 29.96' RT	30"	30"	✓	R		W			12	✓																					2.5" - 10 ga	11'-10"	7.25'	3'-0"	(Slip base)			
12A		18"	6"	✓	R		W			12A																										MOUNT BELOW SIGN NO. 12			
12B		CUSTOM	18"	✓	G		W			12B																											*Rickard Rd" 2 EA. 1-SIDED SIGNS BACK-TO-BACK MOUNTED TO SIGN POST, RIVET SIGNS TOGETHER AT ENDS. MOUNT ABOVE SIGN NO. 12		
12C		CUSTOM	18"	✓	G		W			12C																										*Gosney Rd" 1 EA. 2-SIDED SIGN MOUNTED W/ 12" POST TOP BRACKET. MOUNT ABOVE 12B			
13	203+54.88, 25.25' RT	36"	36"	✓	R		W			13	✓																					2" - 12 ga	11'-2"	7.25'	3'-0"	(Slip base)			
13A		CUSTOM	18"	✓	G		W			13A																										*Rickard Rd" 2 EA. 1-SIDED SIGNS BACK-TO-BACK MOUNTED TO SIGN POST, RIVET SIGNS TOGETHER AT ENDS. MOUNT ABOVE SIGN NO. 13			
14	31+60.67, 21.69' LT	18"	24"	✓	Y			Bk	✓	14	✓																					2" - 12 ga	9'-0"	7.25'	3'-0"	(Slip base)			
	103+07.56, 25.25' RT	18"	24"	✓	Y			Bk	✓	14	✓																					2" - 12 ga	9'-0"	7.25'	3'-0"	(Slip base)			
	142+05.45, 25.25' LT	18"	24"	✓	Y			Bk	✓	14	✓																					2" - 12 ga	9'-0"	7.25'	3'-0"	(Slip base)			
	150+31.01, 25.25' RT	18"	24"	✓	Y			Bk	✓	14	✓																					2" - 12 ga	9'-0"	7.25'	3'-0"	(Slip base)			
	161+13.84, 25.25' LT	18"	24"	✓	Y			Bk	✓	14	✓																					2" - 12 ga	9'-0"	7.25'	3'-0"	(Slip base)			
	178+50.98, 25.25' RT	18"	24"	✓	Y			Bk	✓	14	✓																					2" - 12 ga	9'-0"	7.25'	3'-0"	(Slip base)			
15	36+71.54, 20.44' LT	18"	24"	✓	Y			Bk	✓	15	✓																					2" - 12 ga	9'-0"	7.25'	3'-0"	(Slip base)			
	92+18.80, 18.56' RT	18"	24"	✓	Y			Bk	✓	15	✓																					2" - 12 ga	9'-0"	7.25'	3'-0"	(Slip base)			
	146+84.30, 25.25' RT	18"	24"	✓	Y			Bk	✓	15	✓																					2" - 12 ga	9'-0"	7.25'	3'-0"	(Slip base)			
	146+84.30, 25.25' LT	18"	24"	✓	Y			Bk	✓	15	✓																					2" - 12 ga	9'-0"	7.25'	3'-0"	(Slip base)			
	164+19.90, 25.25' LT	18"	24"	✓	Y			Bk	✓	15	✓																					2" - 12 ga	9'-0"	7.25'	3'-0"	(Slip base)			
	173+37.06, 25.25' RT	18"	24"	✓	Y			Bk	✓	15	✓																					2" - 12 ga	9'-0"	7.25'	3'-0"	(Slip base)			
19	151+99.27, 24.00' RT	10"	18"	✓	G		SW			19																					SEE SPECIFICATION	7'-8"	-	-		SEE ODOT STD DWG TM222			
20	4+74.12, 24.86 RT	30"	30"	✓	Y			Bk,R	✓	20	✓																				2" - 12 ga	9'-6"	7.25'	3'-0"	(Slip base)				
	9+93.75, 533.89 LT	30"	30"	✓	Y			Bk,R	✓	20	✓																				2" - 12 ga	9'-6"	7.25'	3'-0"	(Slip base)				
	10+25.92, 524.95 RT	30"	30"	✓	Y			Bk,R	✓	20	✓																				2" - 12 ga	9'-6"	7.25'	3'-0"	(Slip base)				
	15+32.66, 20.00 LT	30"	30"	✓	Y			Bk,R	✓	20	✓																				2" - 12 ga	9'-6"	7.25'	3'-0"	(Slip base)				



**RICKARD RD: GROFF RD
TO US 20 IMPROVEMENT
PUBLIC INFRASTRUCTURE PLANS**
SIGN AND POST DATA TABLE
DESCHUTES COUNTY, OREGON



REVISIONS:



DESIGNED BY: MPD
DRAWN BY: BRG
CHECKED BY: MPD
SCALE: AS NOTED
FILE: 200607_CD.dwg
DATE: 03/05/2021

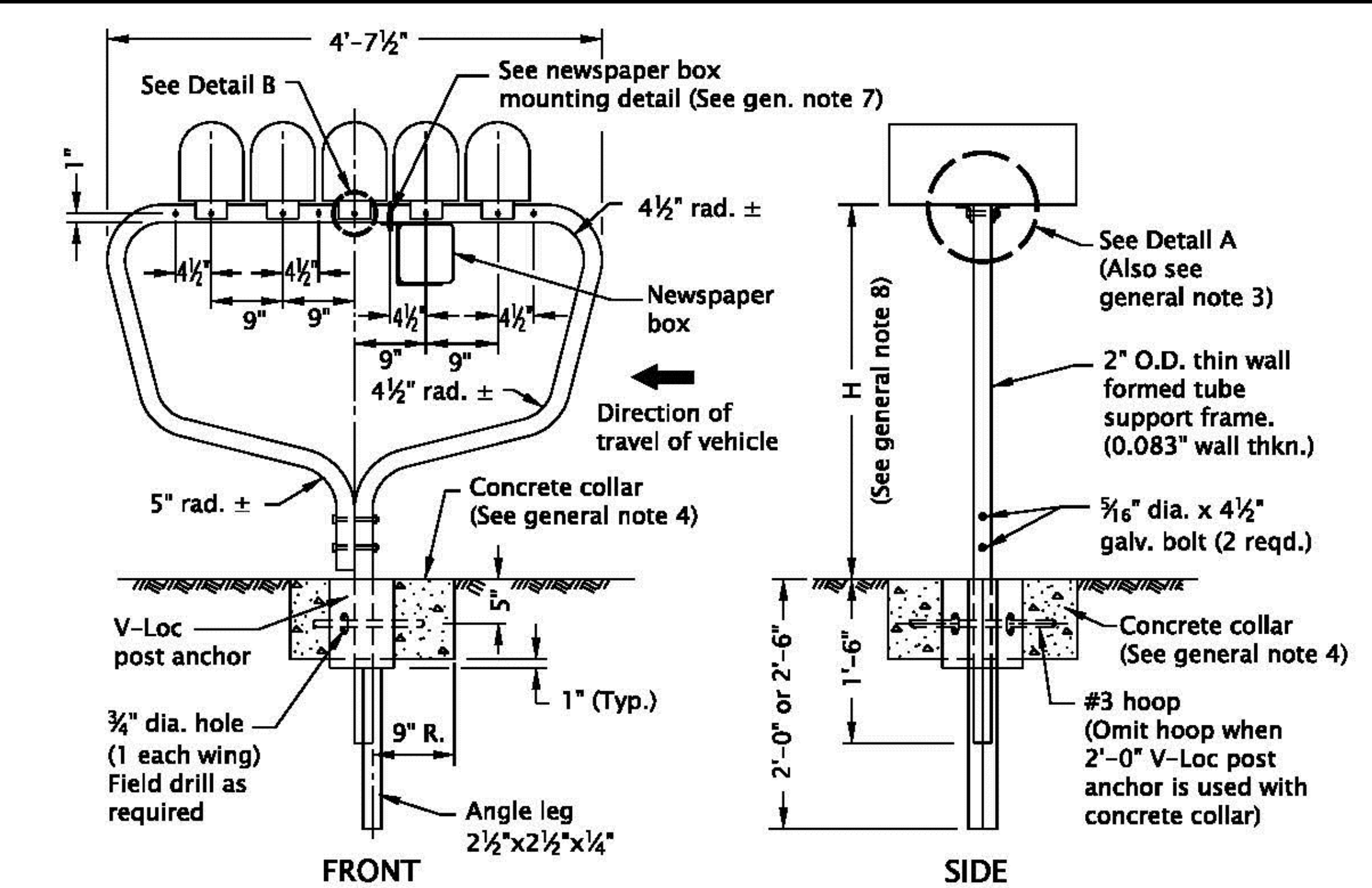
0 1" SCALE
BAR EQUALS ONE INCH ON ORIGINAL DRAWING

SHEET: **C5.12**

HWA # 200607
DESCO # 2020-416

FINAL CONSTRUCTION PLANS

rd100.dgn 20-JUL-2020



CONCRETE COLLAR
(See general note 4)

MULTIPLE SUPPORT

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

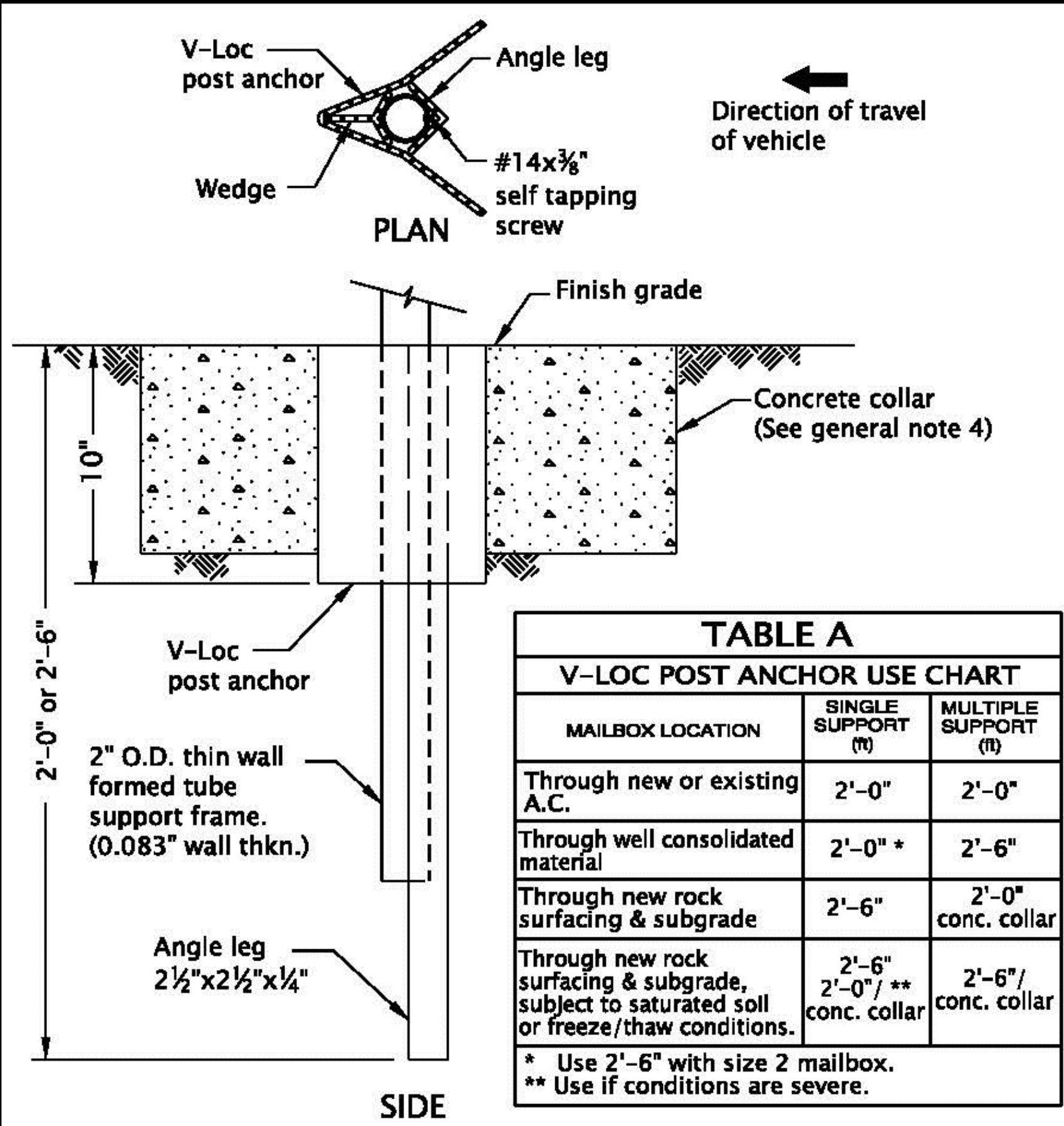
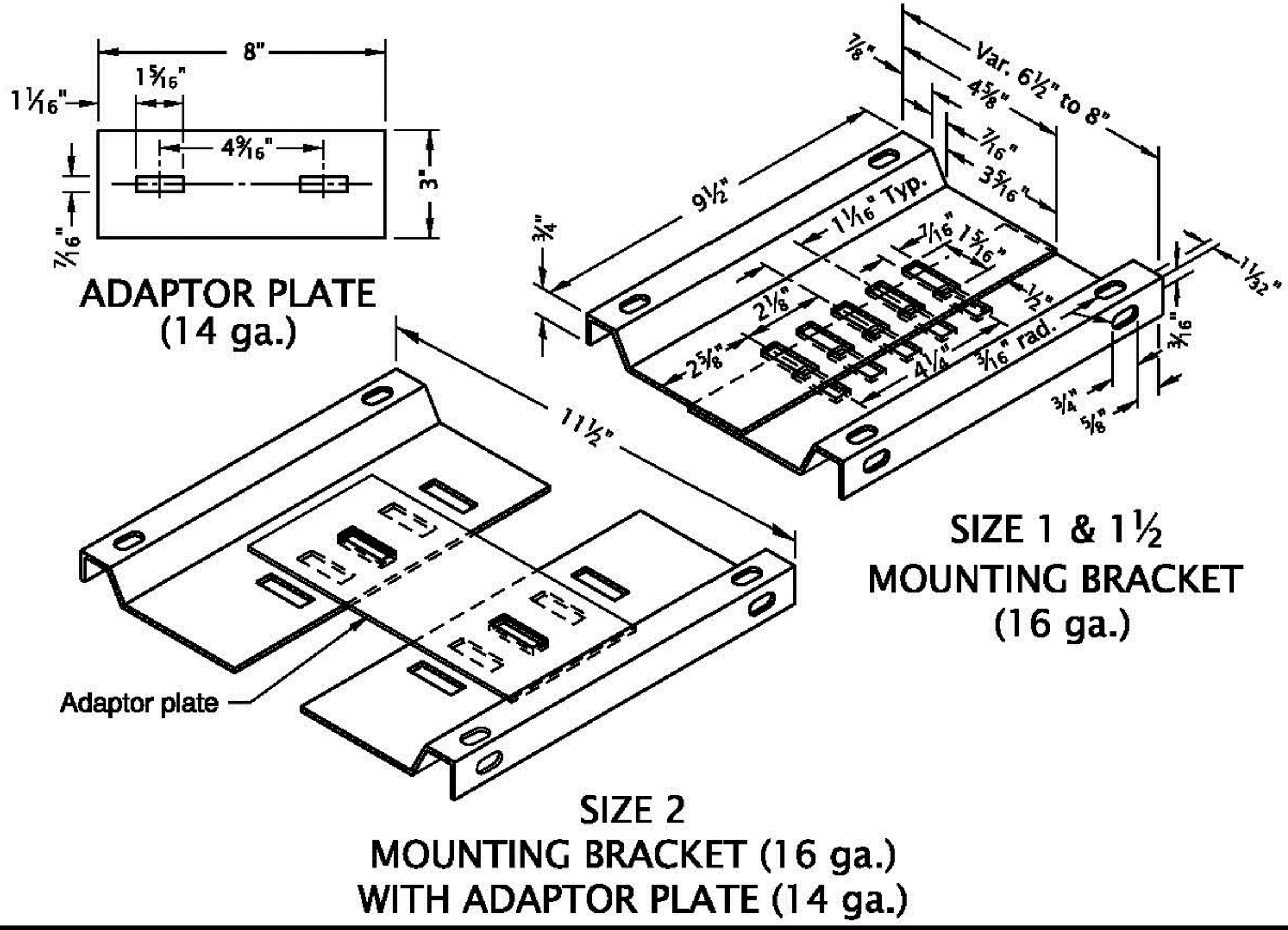
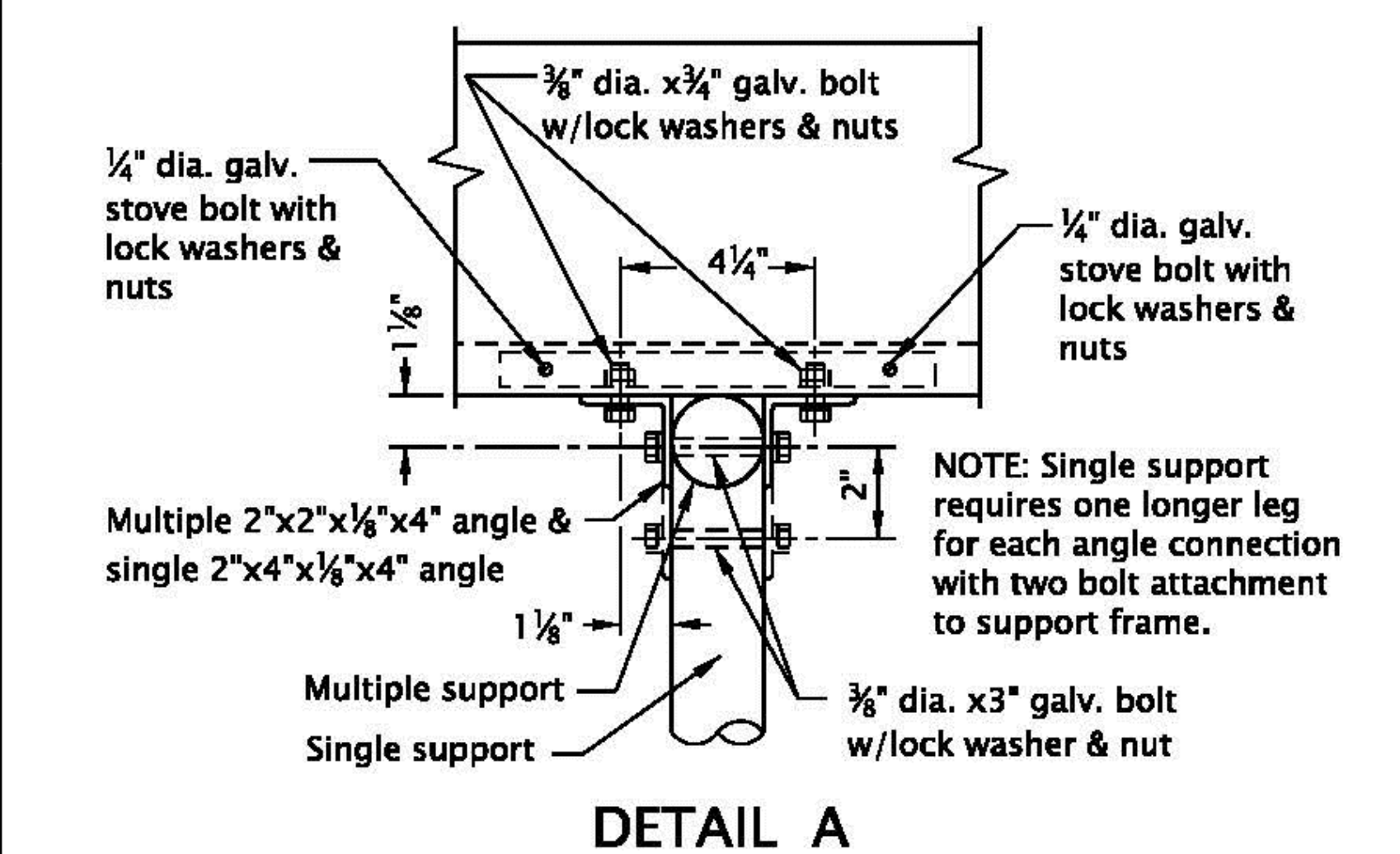


TABLE A
V-LOC POST ANCHOR USE CHART

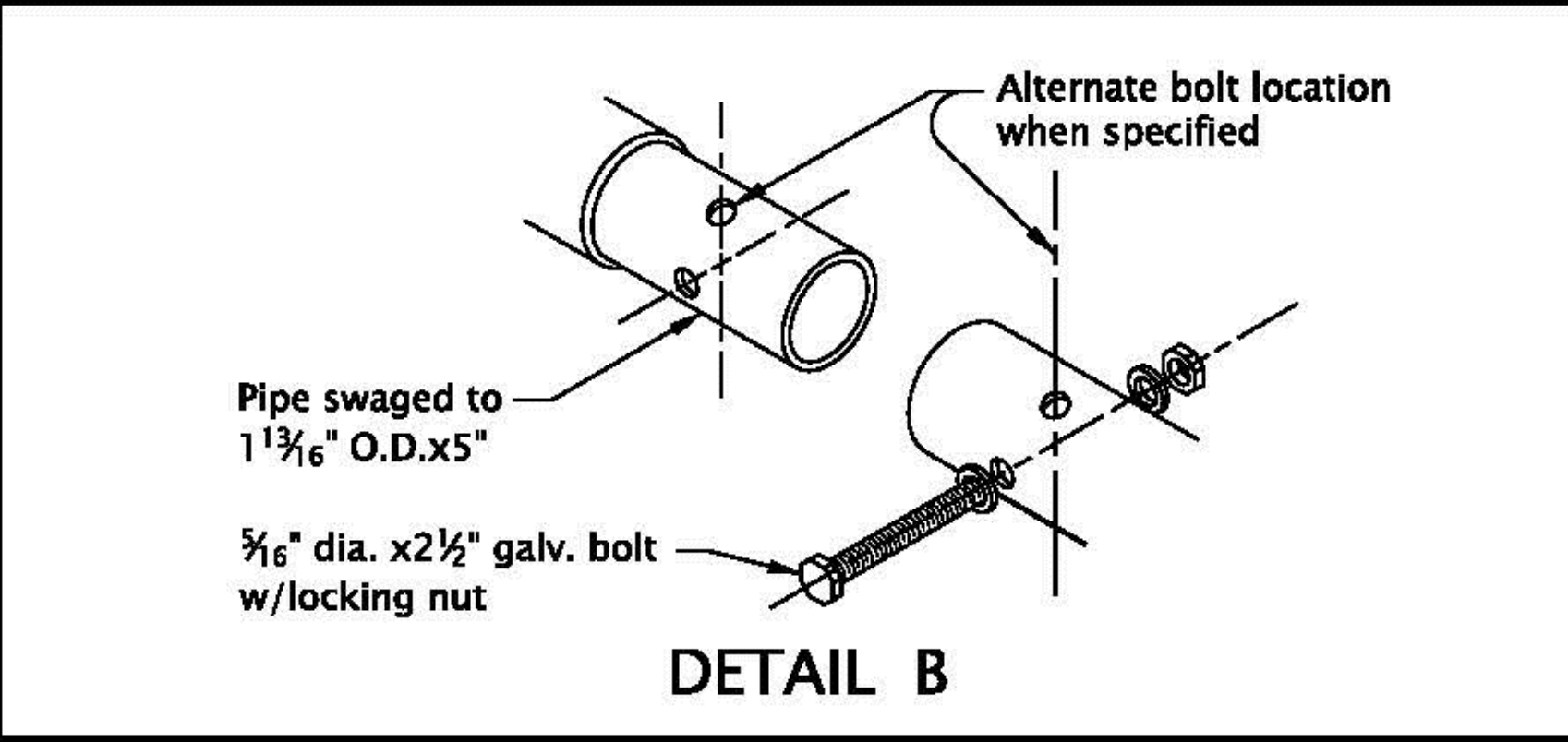
MAILBOX LOCATION	SINGLE SUPPORT (ft)	MULTIPLE SUPPORT (ft)
Through new or existing A.C.	2'-0"	2'-0"
Through well consolidated material	2'-0" *	2'-6"
Through new rock surfacing & subgrade	2'-6"	2'-0" conc. collar
Through new rock surfacing & subgrade, subject to saturated soil or freeze/thaw conditions.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

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

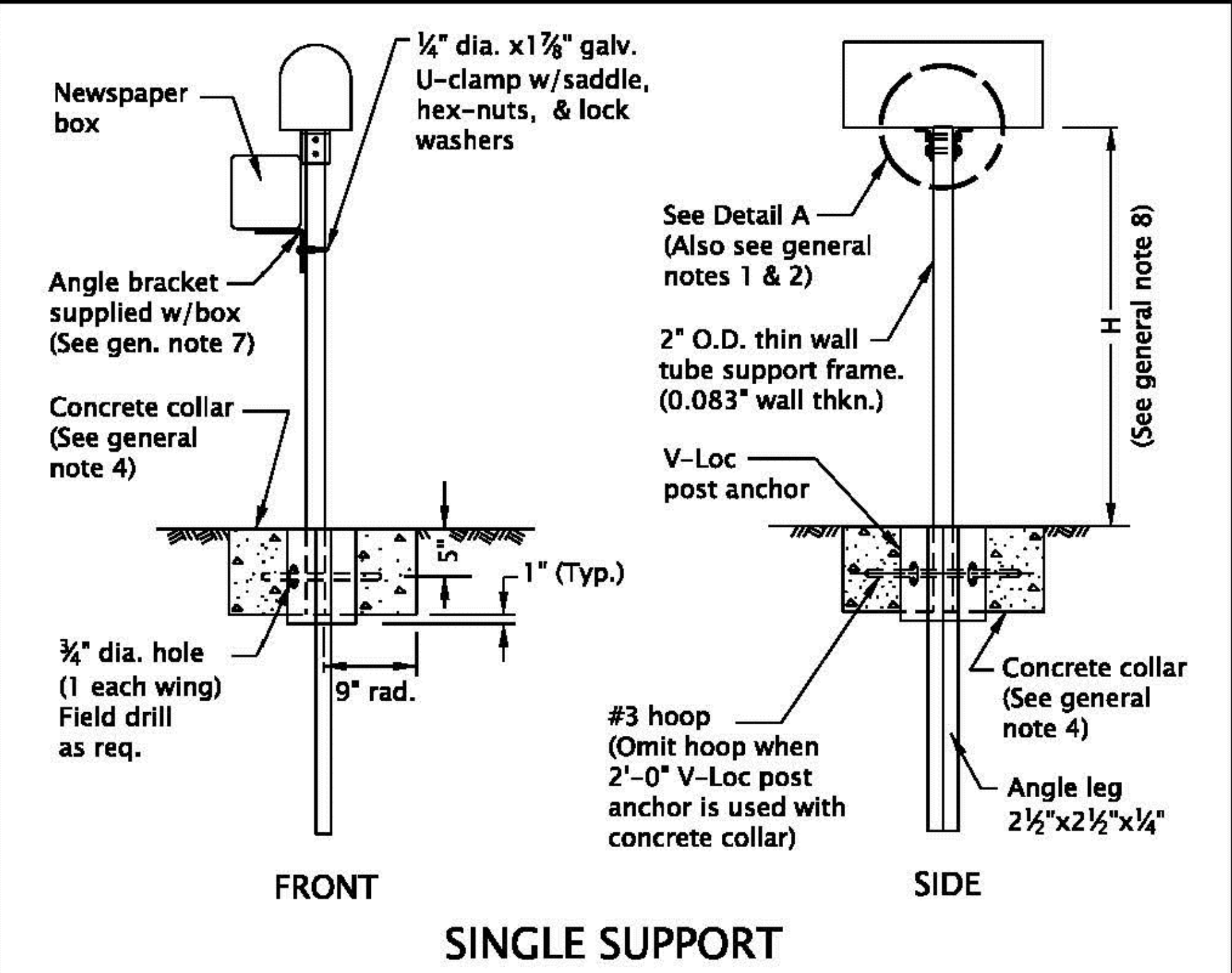
POST MOUNTING SOCKET



DETAIL A



DETAIL B



SINGLE SUPPORT

- GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:**
- 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 inch dia. x 3/8 inch 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. Dwg. RD101 and project plans.
 - For Newspaper Box Mounting Detail, see Std. Dwg. RD101.
 - Mounting height (H) shall be 42" nominal, measured from vehicle driving surface.
 - See project plans for detail not shown.

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

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

OREGON STANDARD DRAWINGS

MAILBOX SUPPORT

2021

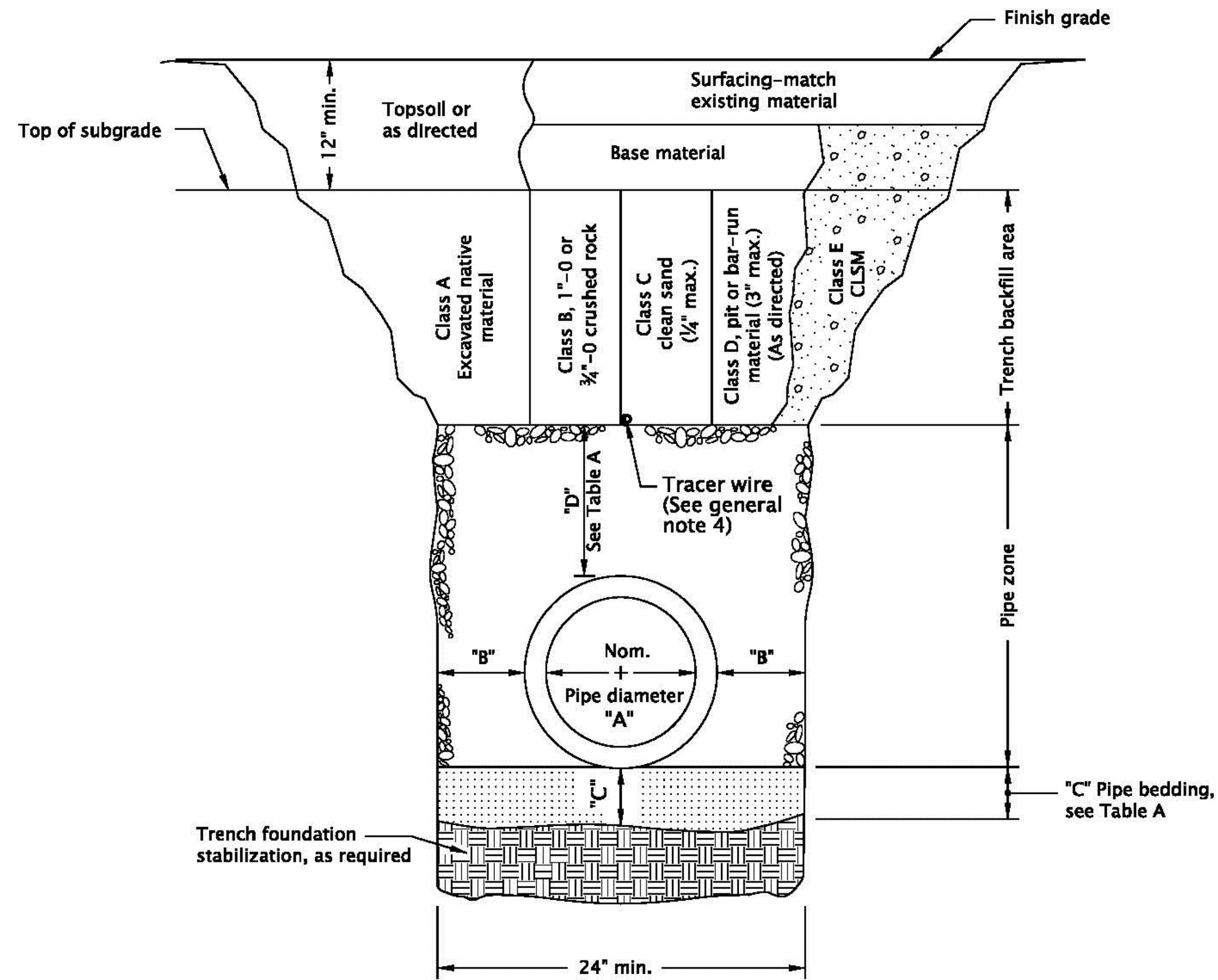
DATE	REVISION DESCRIPTION

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

TABLE A

"A" (in)	"B" (in)	"C" (in)	"D" (in)
4	10	4	8
6	10	4	8
8	10	6	10
10	10	6	10
12	12	6	10
15	12	6	10
18	16	6	12
21	16	6	12
24	18	6	12
30	18	6	12
36	24	6	14
42	24	6	14
48	24	6	14
54	24	6	14
60	24	6	14
66	24	6	14
72	24	6	14

For pipes over 72" diameter,
see general note 3.



MULTIPLE INSTALLATIONS	
DIAMETER	MIN. SPACE BETWEEN PIPES
Up to 48"	24"
48" to 72"	One half (1/2) dia. of pipe

GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:

1. Surfacing of paved areas shall comply with street cut Std. Dwg. RD302.
2. For pipe installation in embankment areas where the trench method will not be used and the pipe is ≥ 36 " diameter, increase dimension "B" to nominal pipe diameter.
3. Pipes over 72" diameter are structures, and are not applicable to this drawing.
4. See Std. Dwg. RD336 for tracer wire details (When required).

CALC. BOOK NO. N/A SDR DATE 14-JUL-2014

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

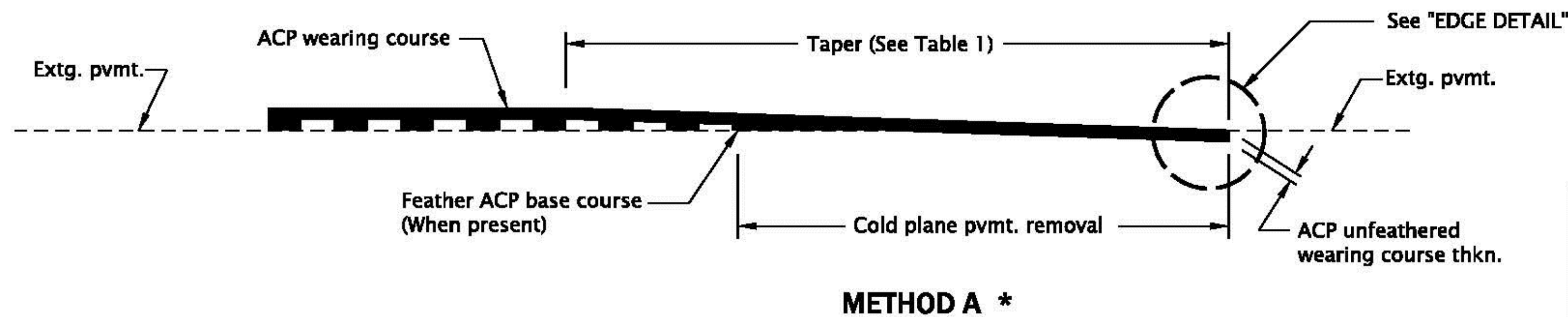
**OREGON STANDARD DRAWINGS
TRENCH BACKFILL, BEDDING,
PIPE ZONE AND MULTIPLE
INSTALLATIONS**

2021

DATE	REVISION DESCRIPTION

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

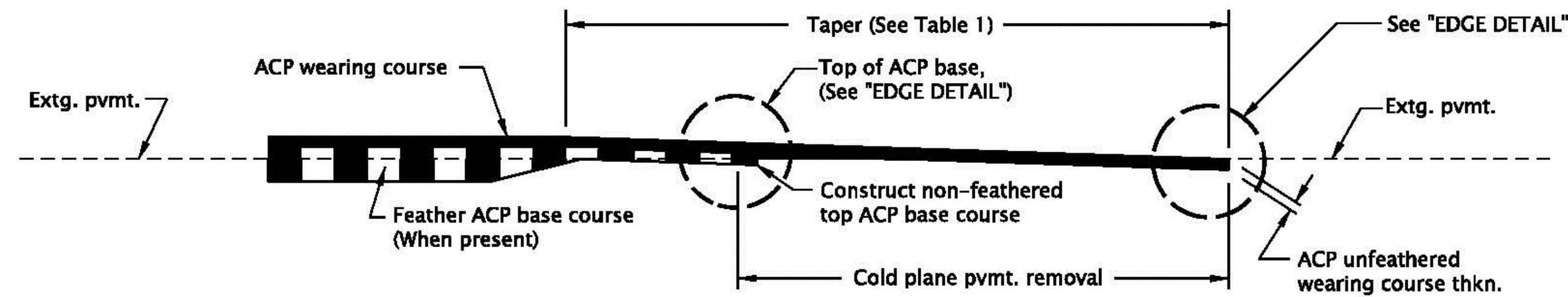
rd610.dgn 20-JUL-2020



METHOD A *

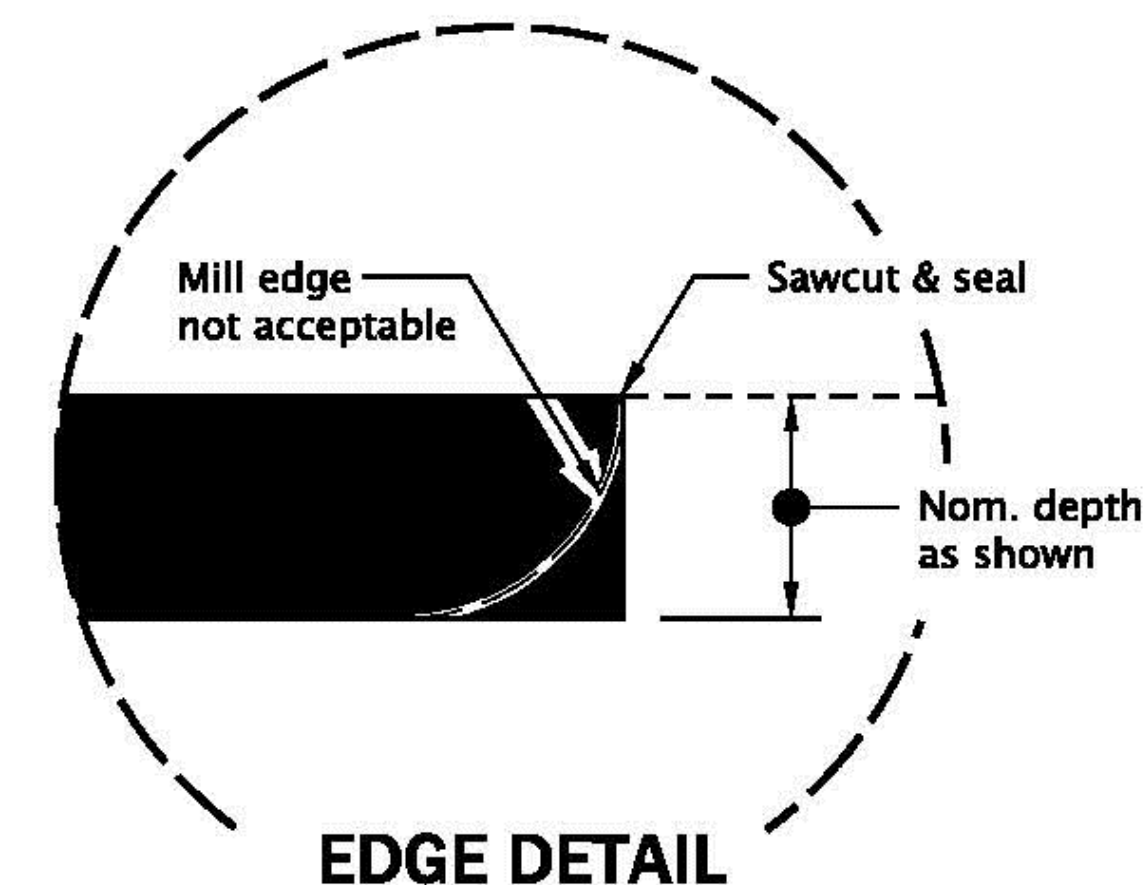
* See project plans for method.

TABLE 1 TAPER LENGTHS	
Posted Speed	Taper Length
< 45 mph	1" per 50'
≥ 45 mph	1" per 100'

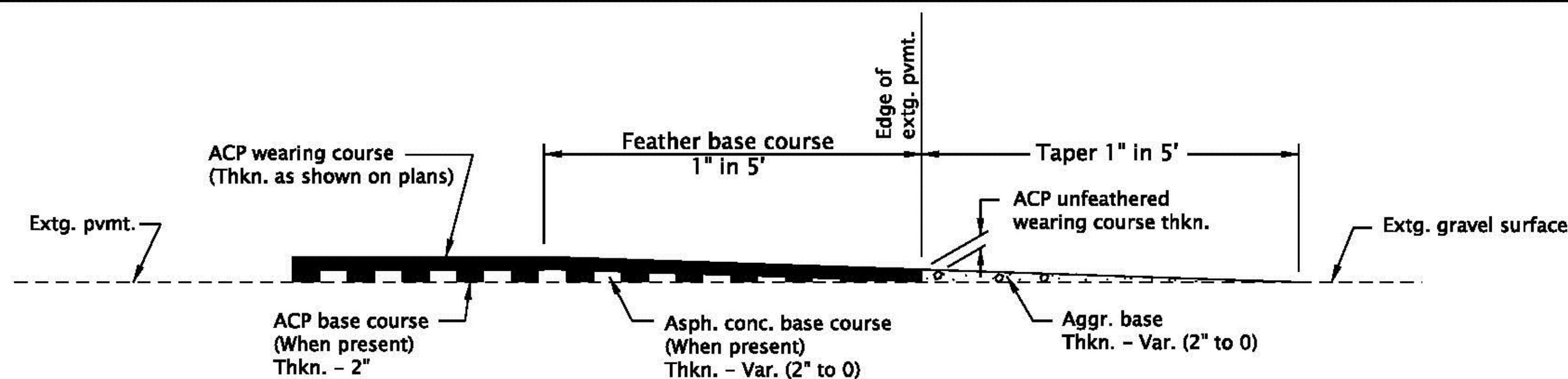


METHOD B *

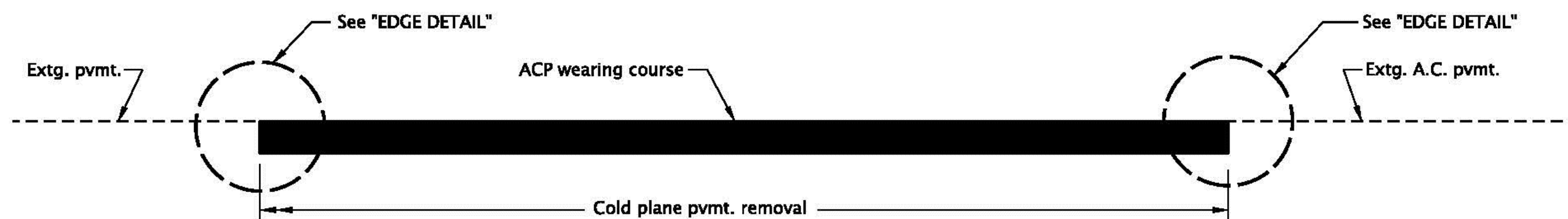
**ACP PAVEMENT MATCH AT PROJECT ENDS
OR BRIDGE ENDS WHEN NOT OVERLAYING THE BRIDGE**



EDGE DETAIL



**METHOD OF FEATHERING ACP PAVEMENT
AT GRAVEL APPROACHES**



**METHOD OF MATCHING EXTG. ACP INLAY SURFACING
(Inlay to extg. asphalt conc. pvmt.)**

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

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

**OREGON STANDARD DRAWINGS
ASPHALT CONCRETE
PAVEMENT (ACP)
DETAILS**

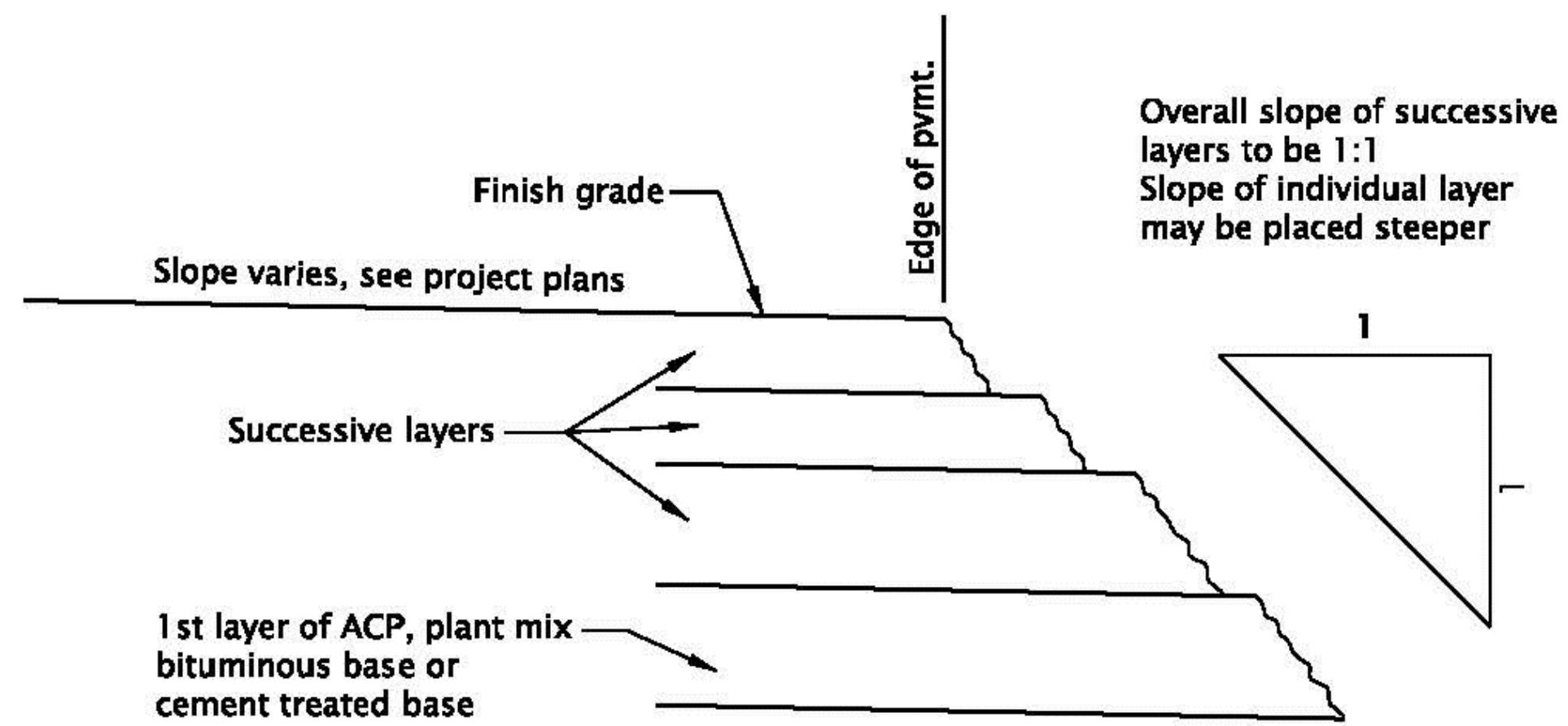
2021

DATE	REVISION DESCRIPTION

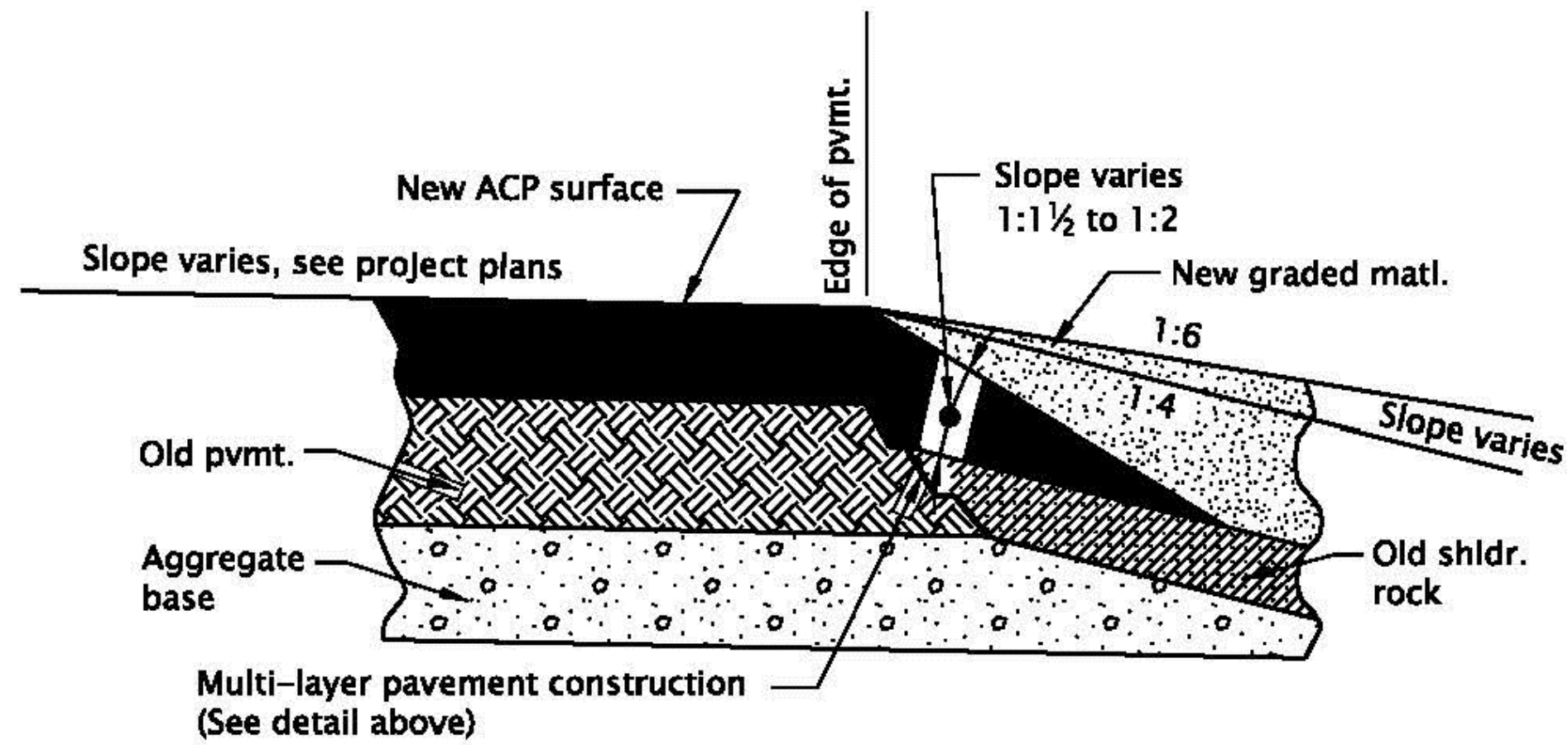
The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user and should not be used without consulting a Registered Professional Engineer.

RD610

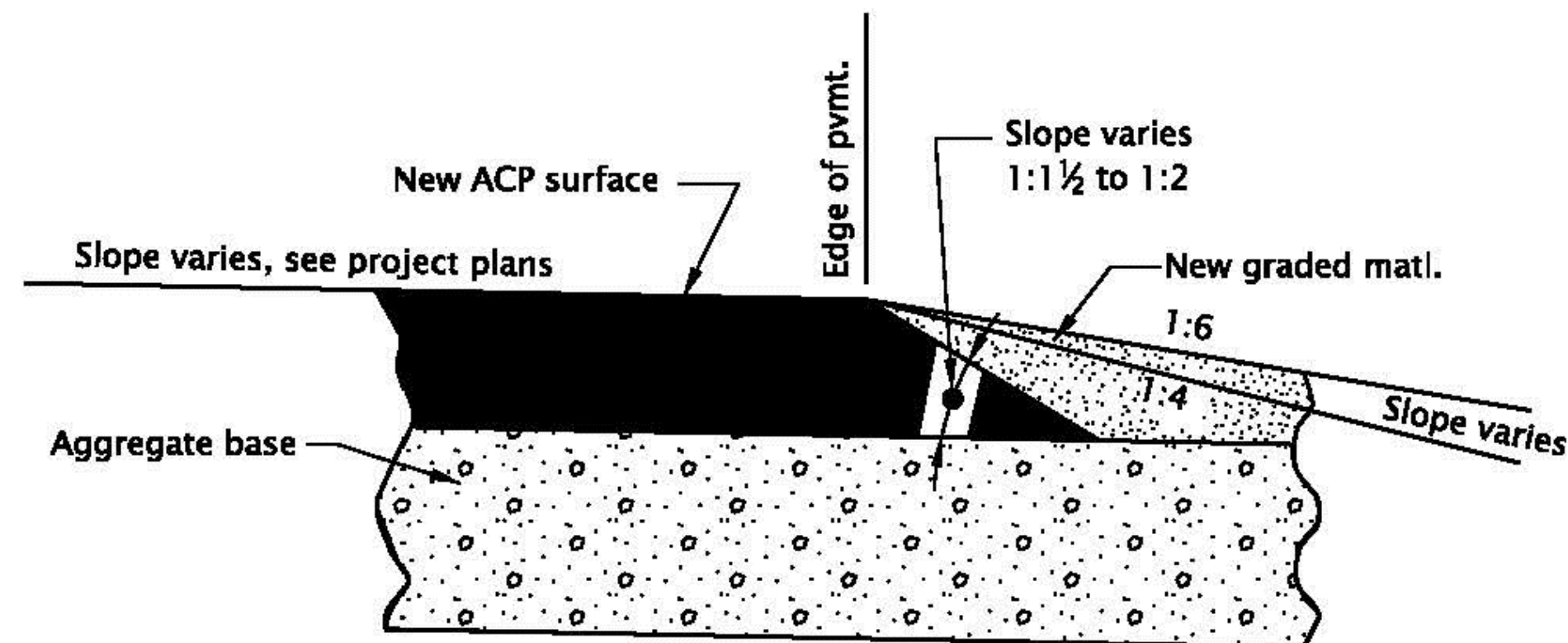
rd615.dgn 20-JUL-2020



MULTI-LAYER PAVEMENT CONSTRUCTION



**SAFETY EDGE
(RECONSTRUCTION INCLUDING MILL & INLAY)**

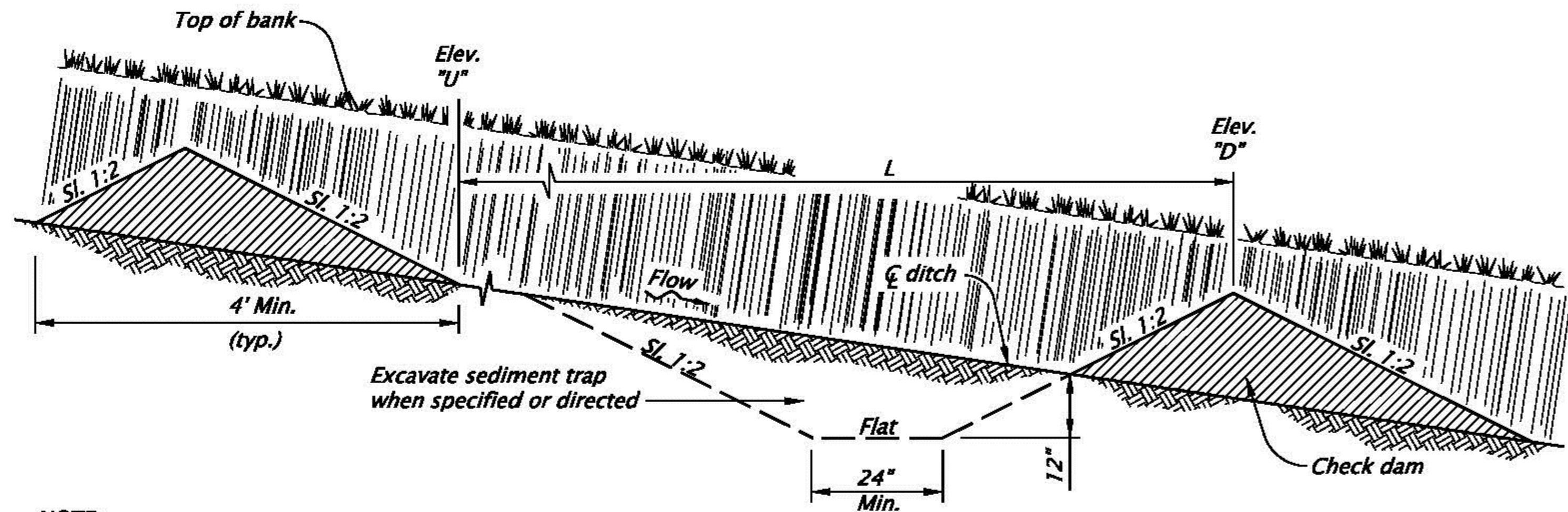


SAFETY EDGE (NEW CONSTRUCTION)

RD615

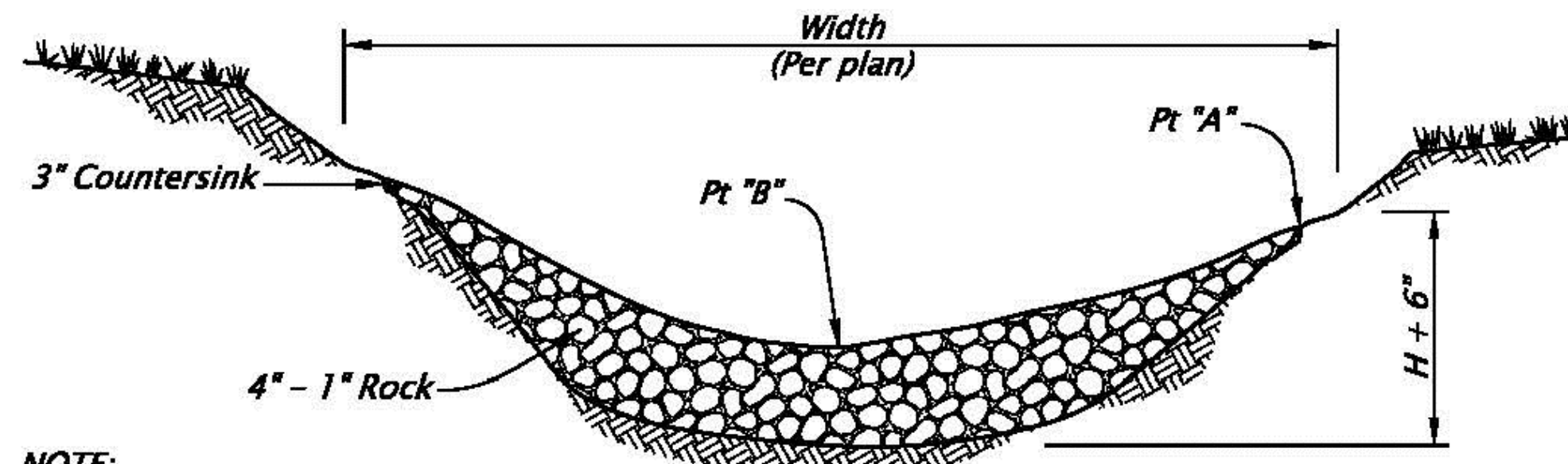
CALC. BOOK NO. <u>N/A</u>	SDR DATE <u>25-JUL-2017</u>								
<p><i>The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user and should not be used without consulting a Registered Professional Engineer.</i></p>	NOTE: All material and workmanship shall be in accordance with the current Oregon Standard Specifications								
	<p>OREGON STANDARD DRAWINGS</p> <p>ASPHALT CONCRETE PAVEMENT (ACP) DETAILS</p> <p>2021</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							

rd1005.dgn 07-01-2020



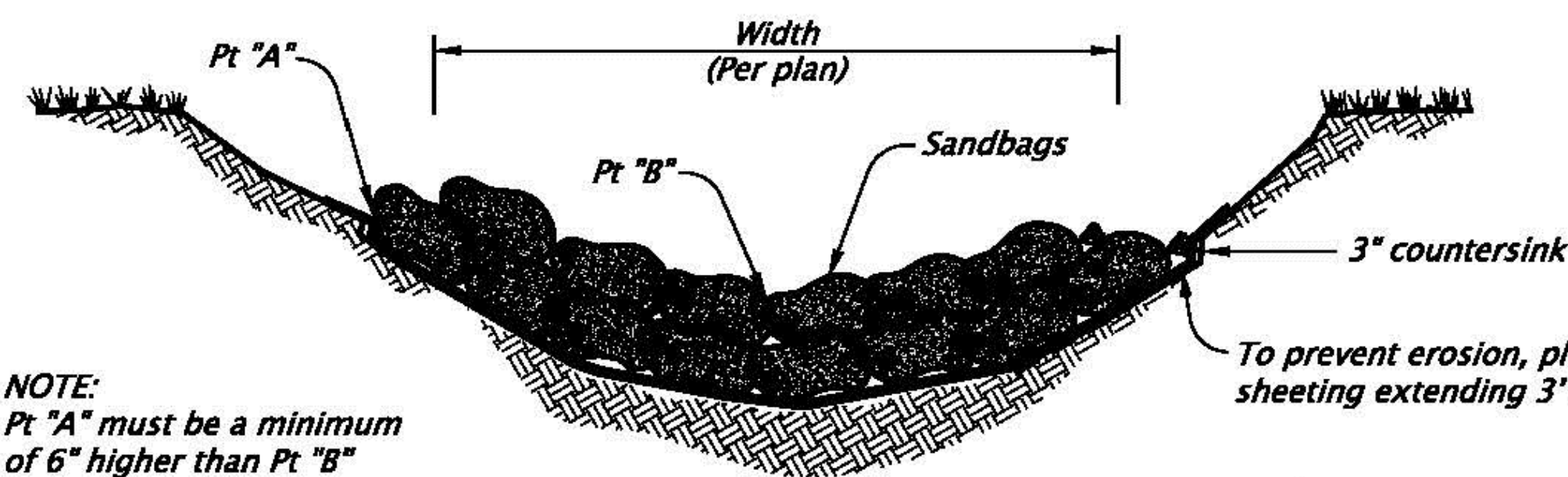
NOTE:
L = Spacing along swale or ditch so that Elevation "U" equals Elevation "D".

TYPICAL PROFILE SECTION CHECK DAMS (SHOWN WITH AGGREGATE)
NOT TO SCALE



NOTE:
Pt "A" must be a minimum of 6" higher than Pt "B"

AGGREGATE CHECK DAM - TYPE 1
NOT TO SCALE



NOTE:
Pt "A" must be a minimum of 6" higher than Pt "B"

SANDBAG CHECK DAM - TYPE 4
NOT TO SCALE

To prevent erosion, place 10 mil. polyethylene plastic sheeting extending 3' downslope for energy dissipation

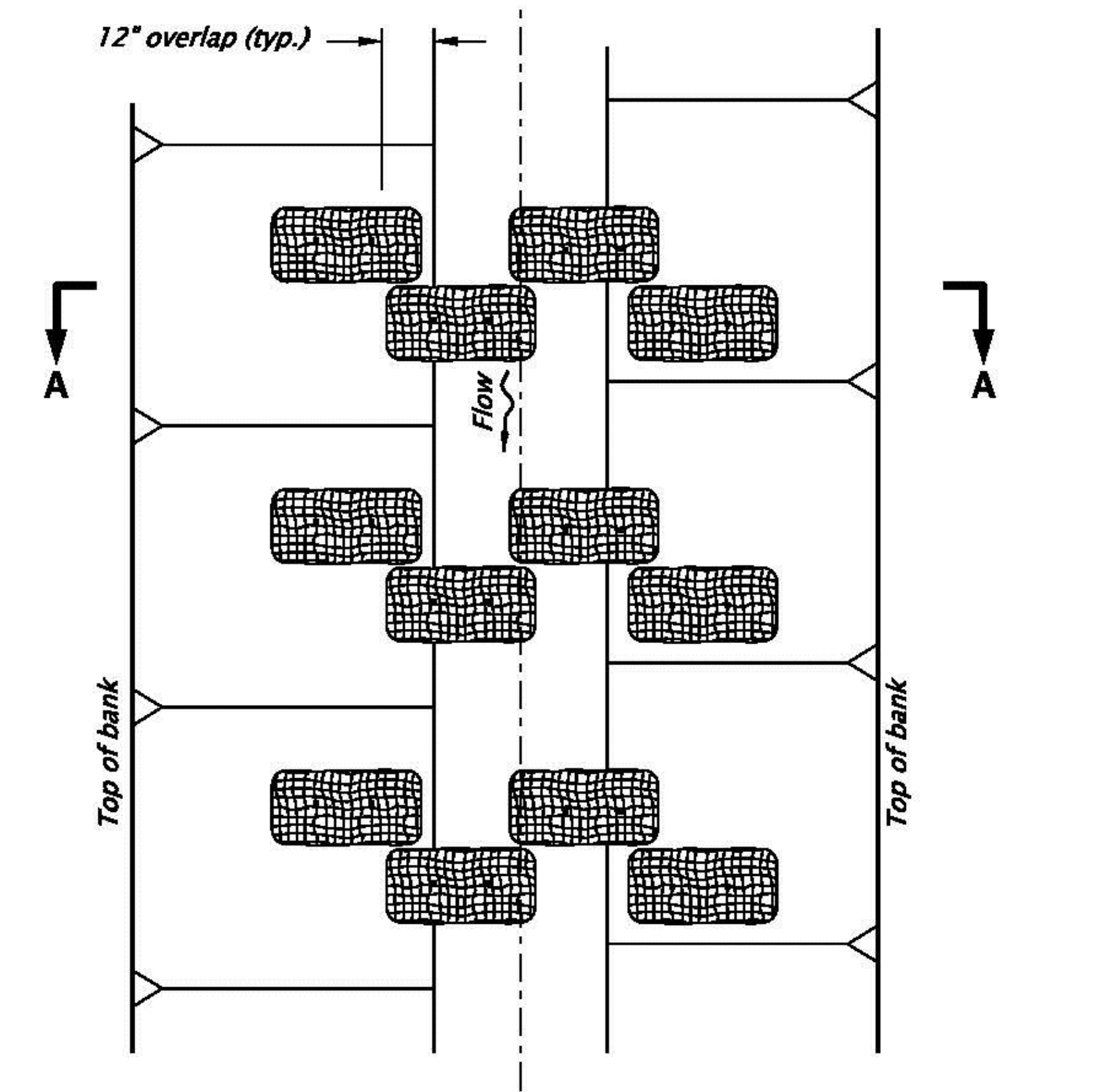
MAXIMUM CHECK DAM SPACING "L"				
Ditch Grade	H=8"	H=12"	H=18"	H=24"
10%	**	**	15'	20'
9%	**	**	16'	22'
8%	**	**	18'	25'
7%	**	**	21'	28'
6%	**	16'	25'	33'
5%	**	20'	30'	40'
4%	16'	25'	37'	50'
3%	22'	33'	50'	66'
2%	33'	50'	75'	100'

** Not allowed H = Min. dam height

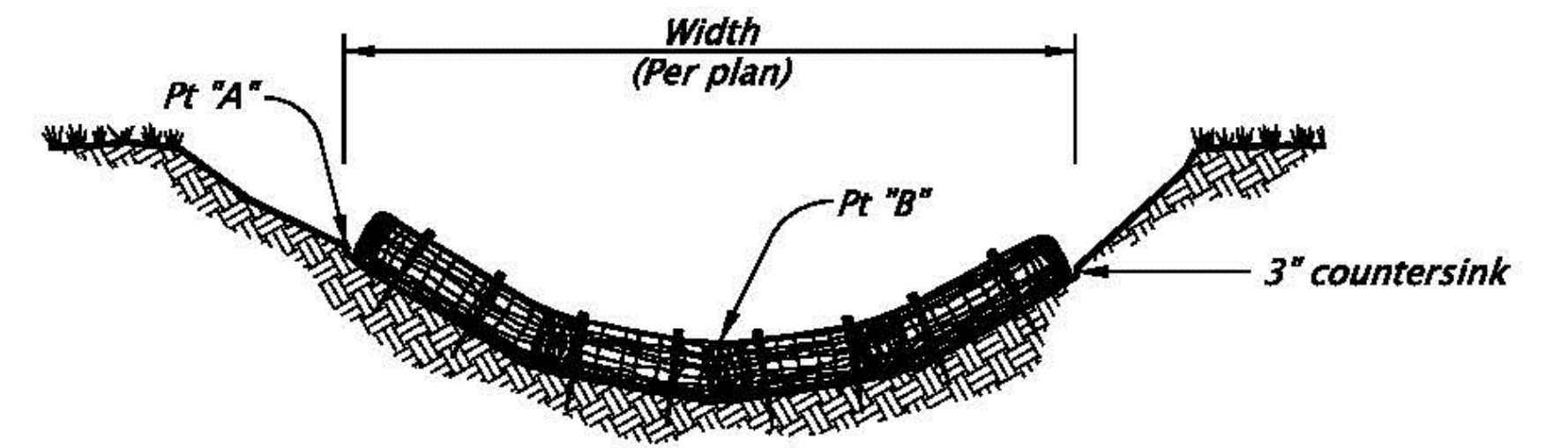
NOTES:

- Type 3 - stake biofilter bags with two 2"x2"x18" (minimum) wood stakes per bag. Drive stakes a minimum of 6" into the ground and flush with the top of the bags. Omit stakes if placed over paved surfaces. Overlap bags 12" minimum at each joint.
- Type 4 - Tightly abut or overlap ends of sandbags at each joint.
- Spacing between check dams for all check dam types shall comply with the typical profile section shown above.

RD1005



PLAN



SECTION A-A

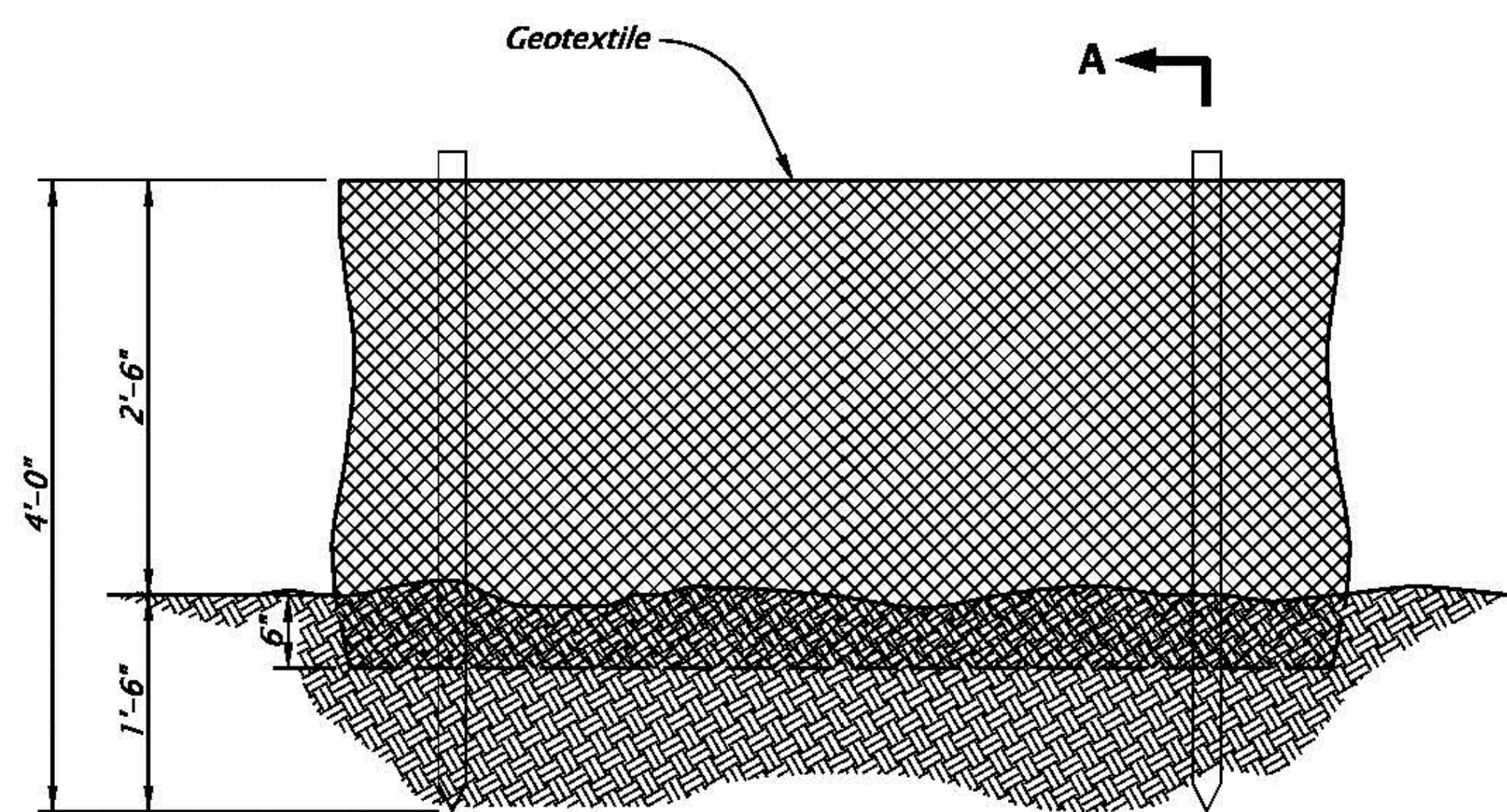
BIOFILTER BAG CHECK DAM - TYPE 3
NOT TO SCALE

CALC. BOOK NO. 6407	SDR DATE July, 2020
NOTE: All material and workmanship shall be in accordance with the current Oregon Standard Specifications	
OREGON STANDARD DRAWINGS	
CHECK DAMS TYPE 1, 3 AND 4	
2021	
DATE	REVISION DESCRIPTION

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

rd1040.dgn 07-01-2020

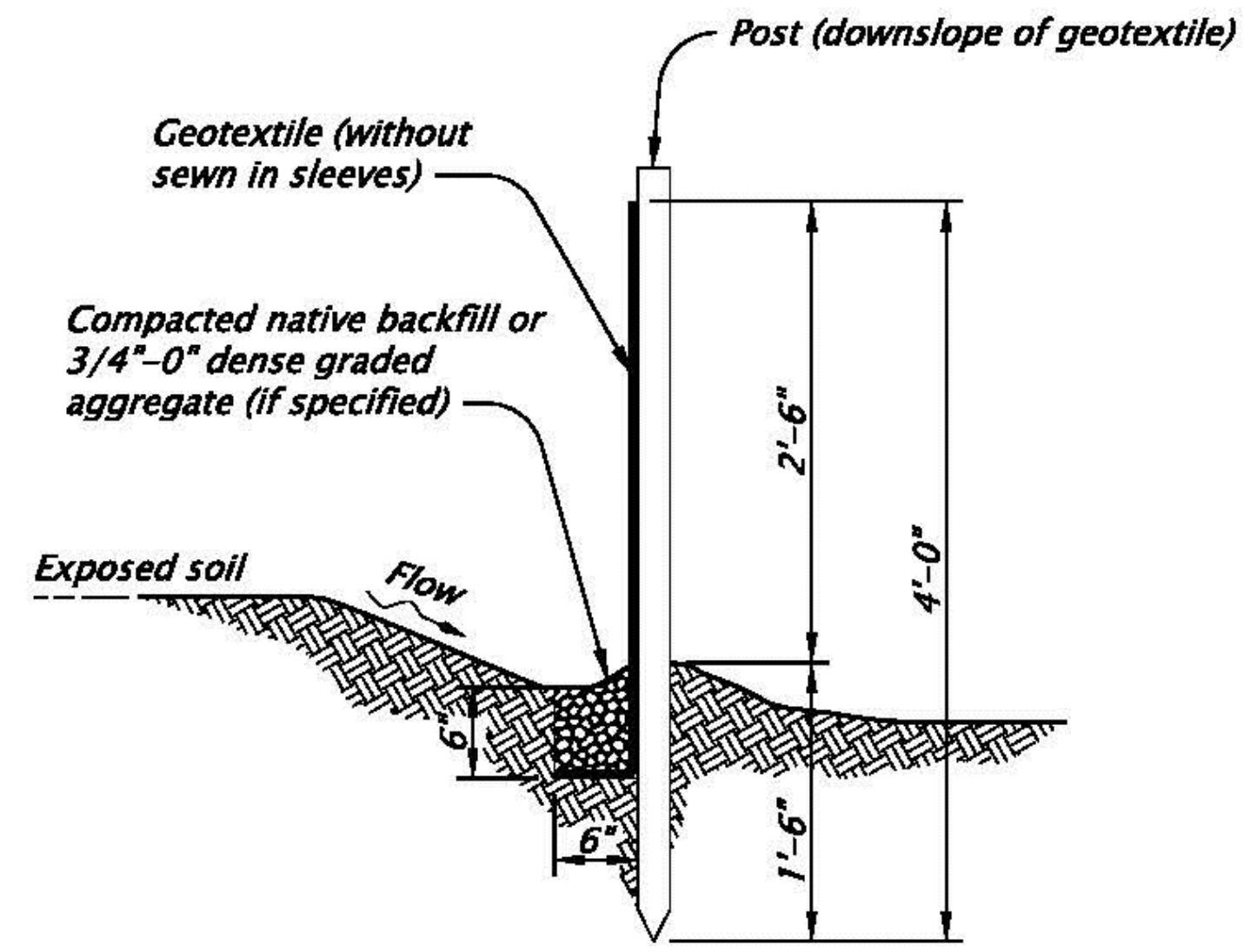
RD1040



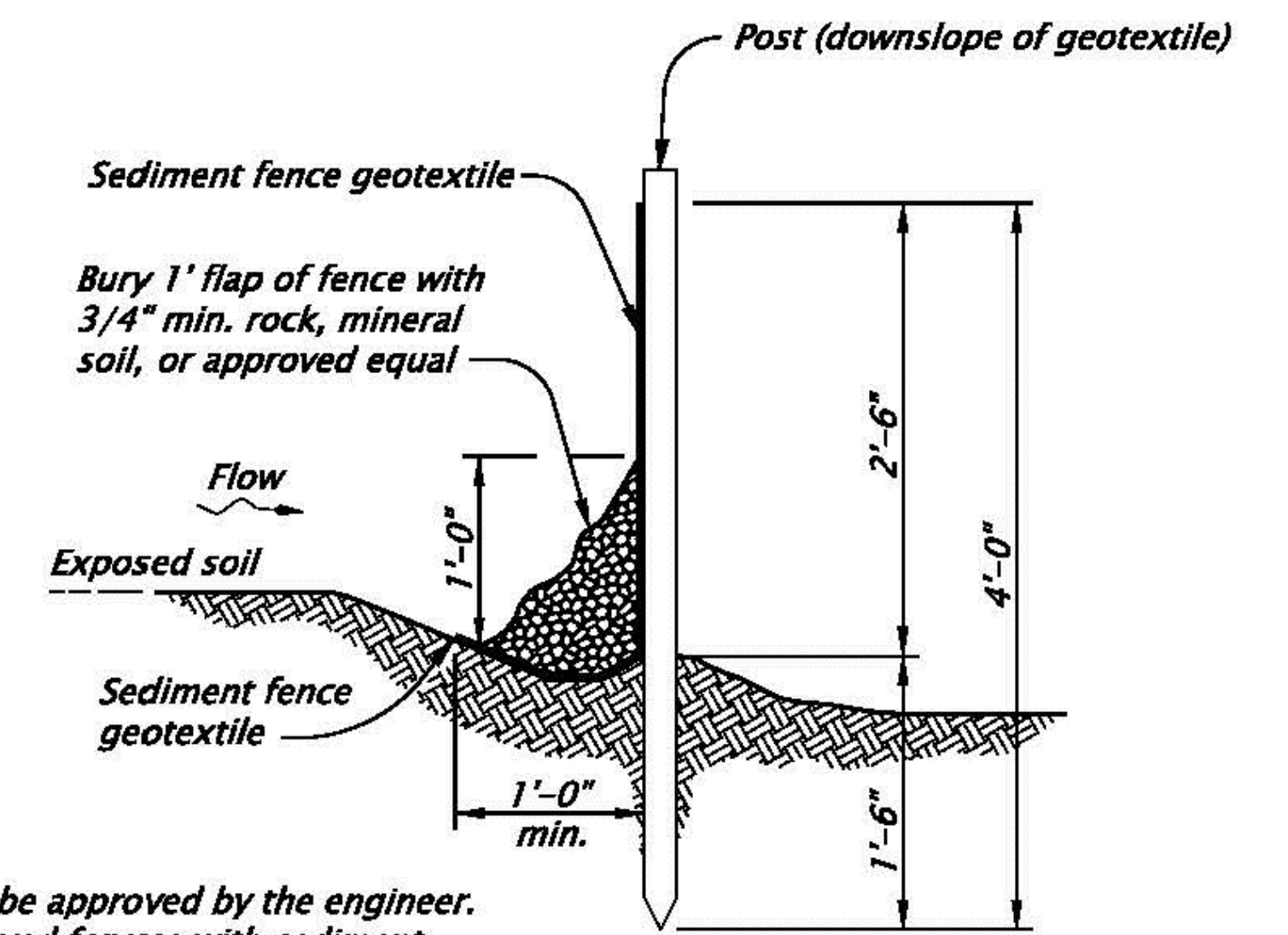
FRONT VIEW A ←

SEDIMENT FENCE AND GEOTEXTILE BURY DETAIL - TYPE 1

NOT TO SCALE



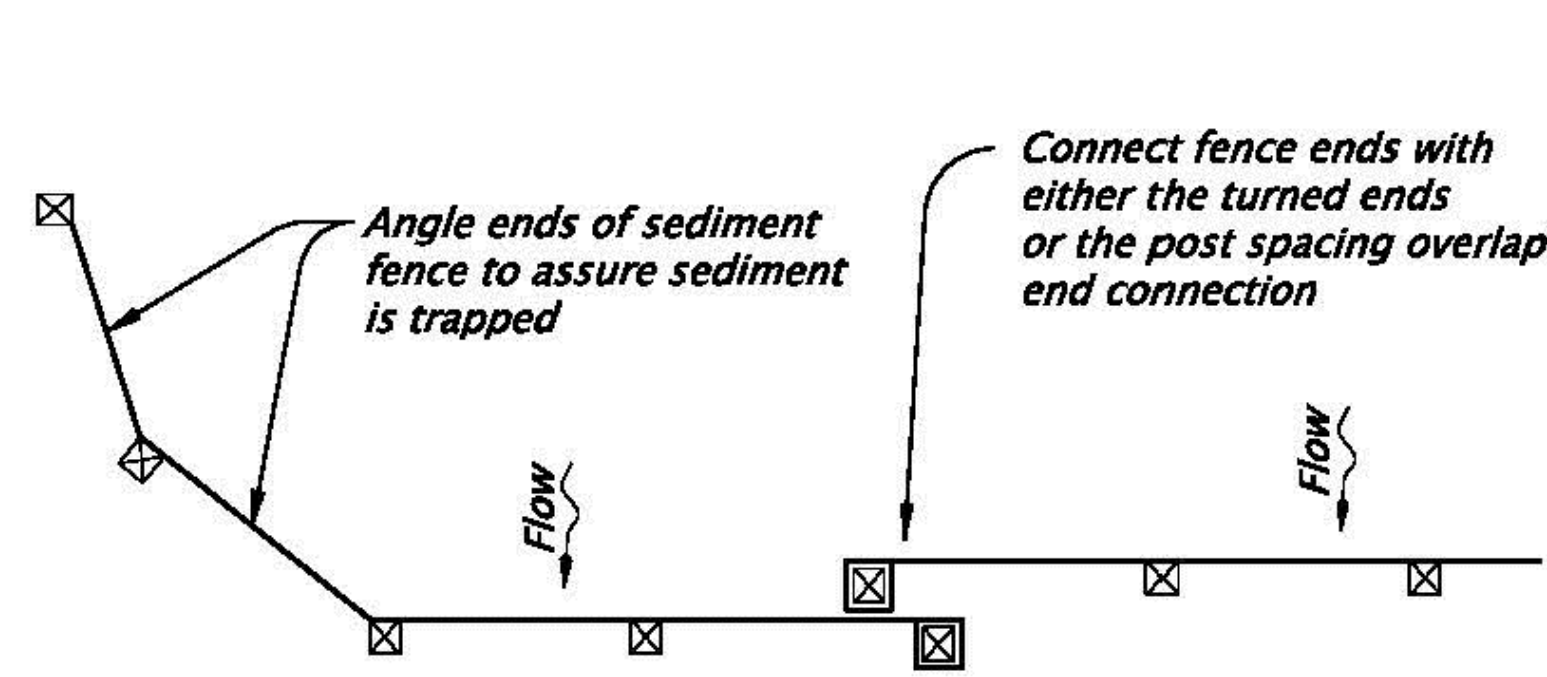
SECTION A-A



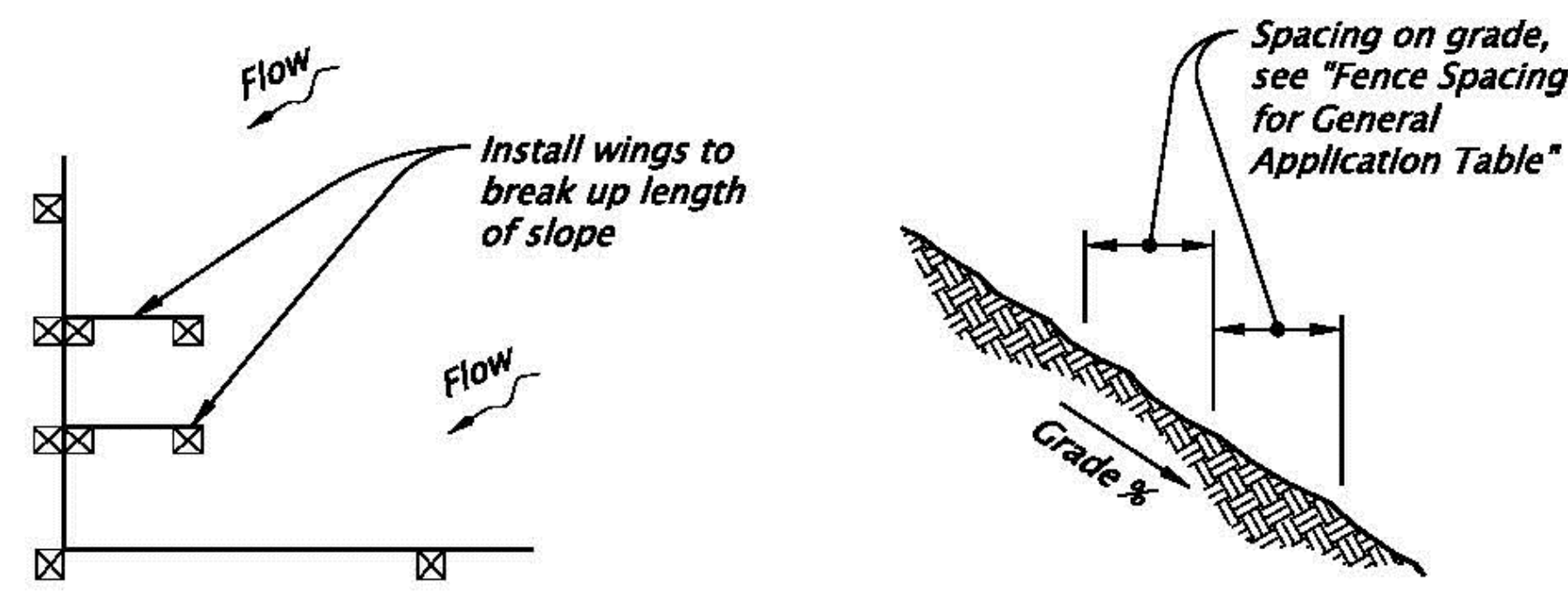
ALTERNATE SEDIMENT FENCE WITHOUT TRENCHING - TYPE 2

NOT TO SCALE

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



PLAN VIEW



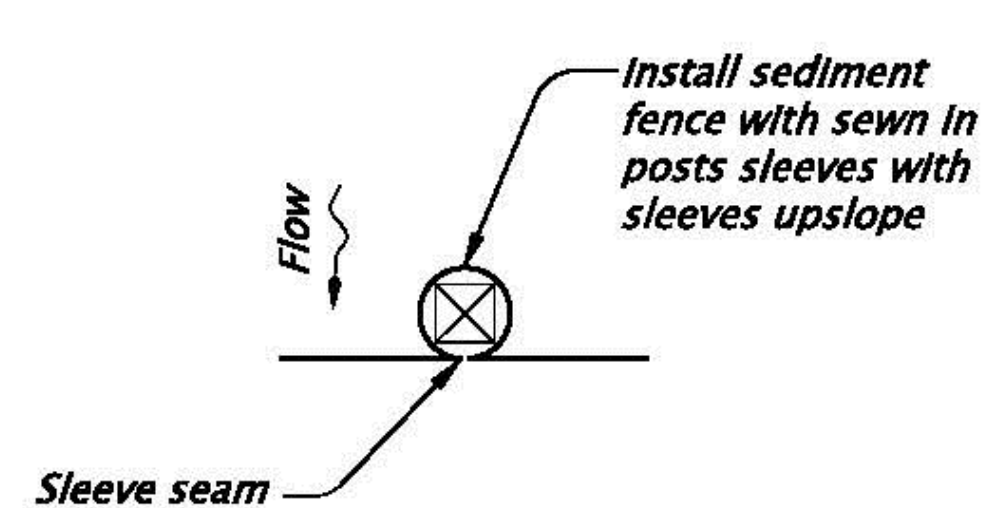
TERMINATION AT CORNER OR PROPERTY LINE

GENERAL NOTES:

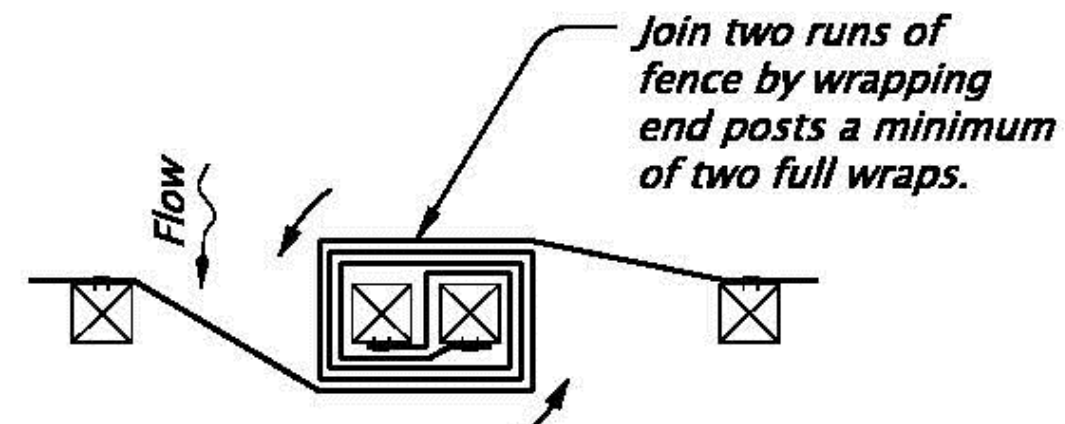
- Use 2"x2" wood fence posts.
- Posts to be installed on downhill side of sediment fence geotextile. Position posts to prevent separation from geotextile.
- Compact filter fabric trench backfill and soil on uphill side of fence.
- Locate fence no closer than three feet to the toe of a slope.
- Wing spacing shall comply with "Fence Spacing for General Application Table".

FENCE SPACING FOR GENERAL APPLICATION TABLE	
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'

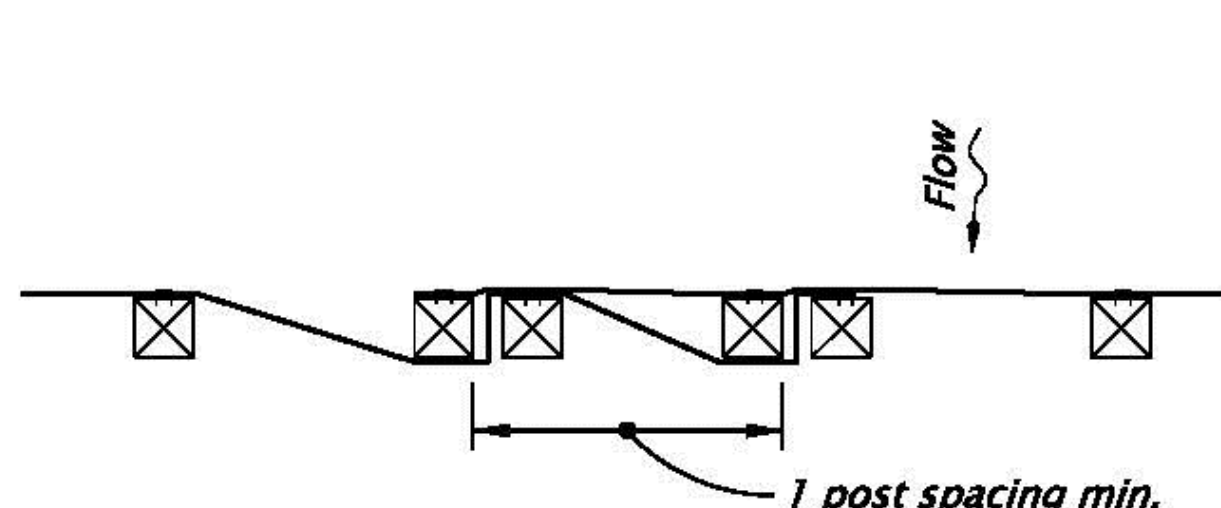
POST SPACING TABLE	
6'	Sediment Fence with Geotextile elongation less than 50%
4'	Sediment Fence with Geotextile elongation 50% or more



GEOTEXTILE WITH POST SLEEVES



TURNED ENDS CONNECTION



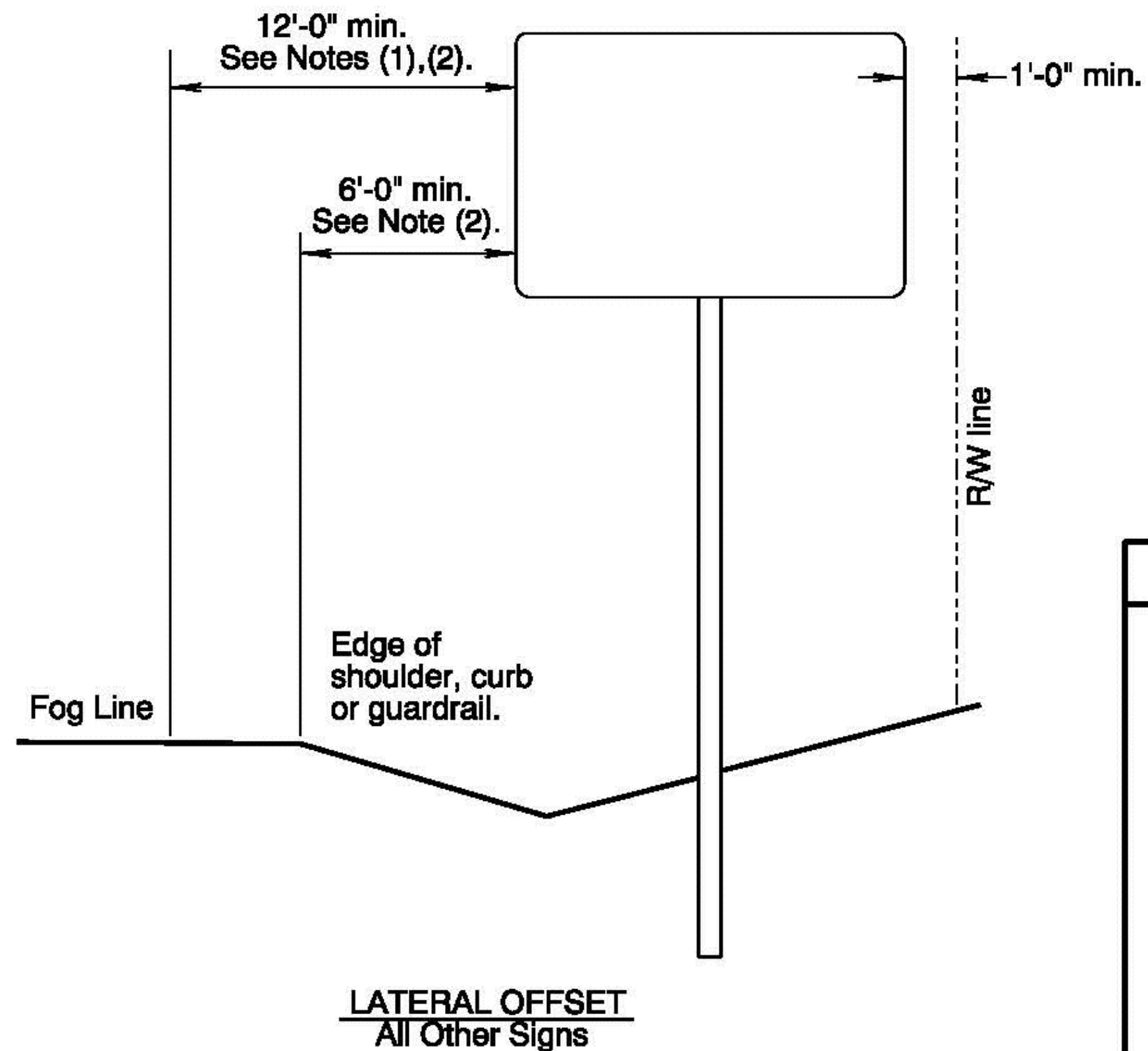
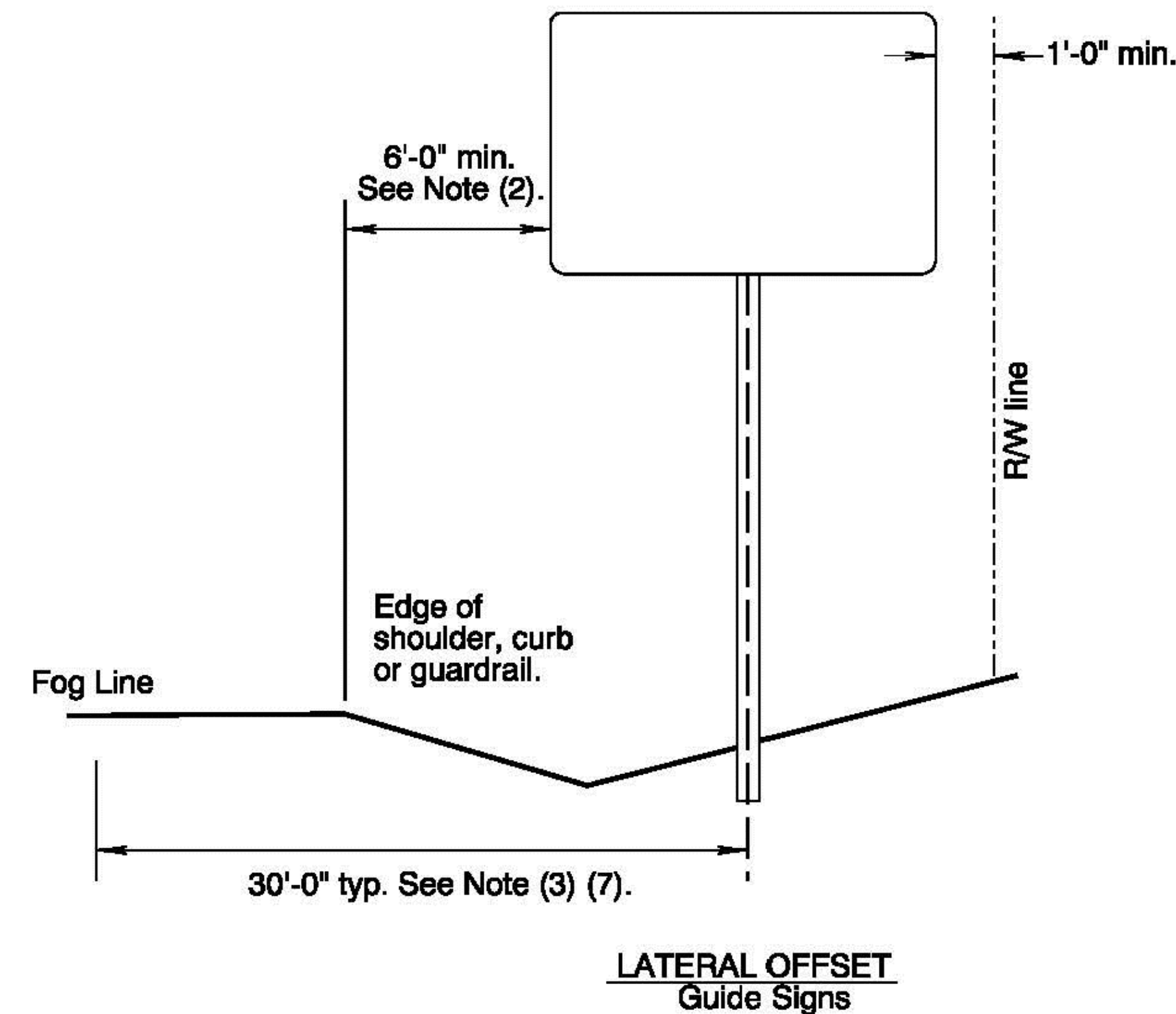
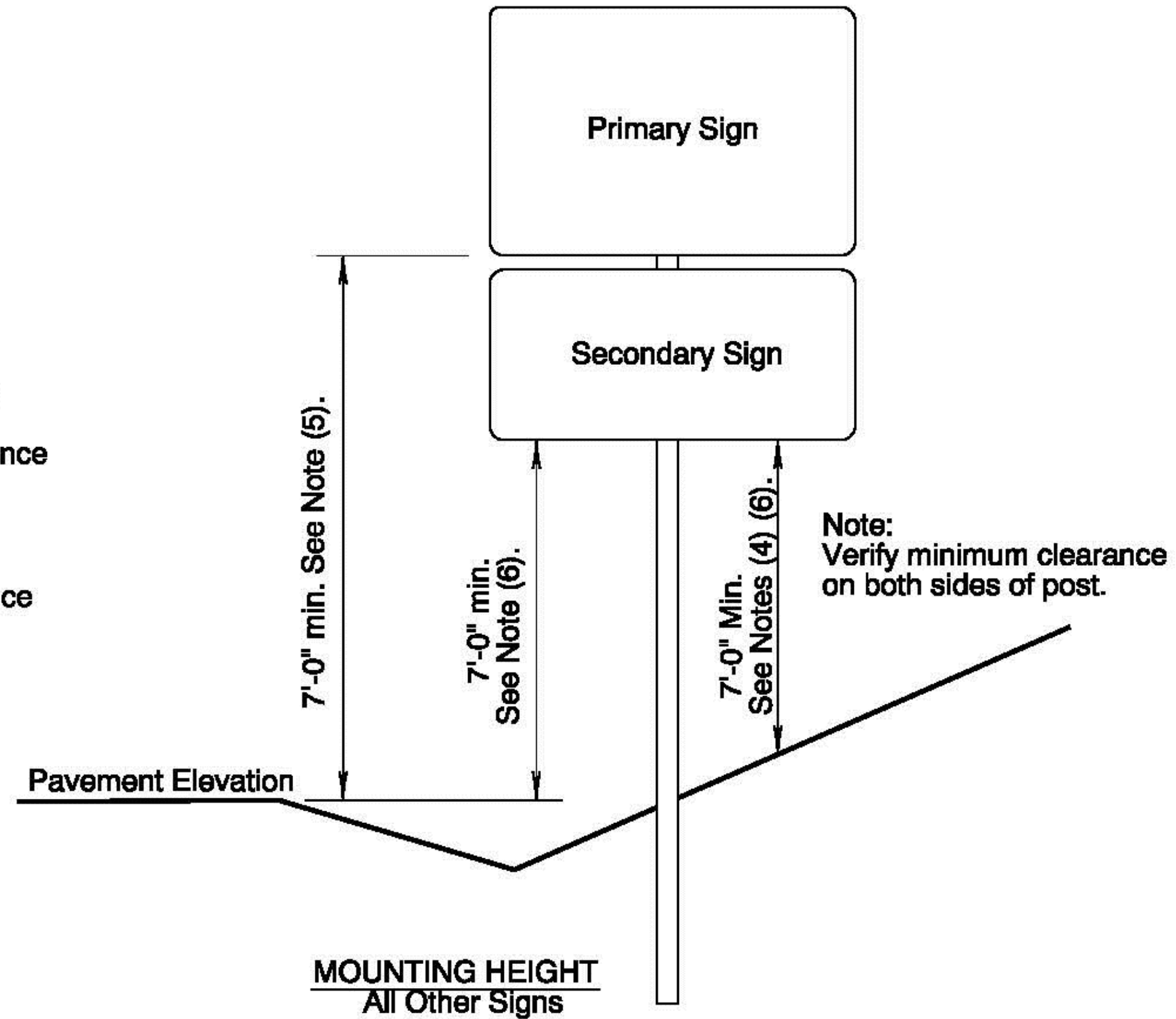
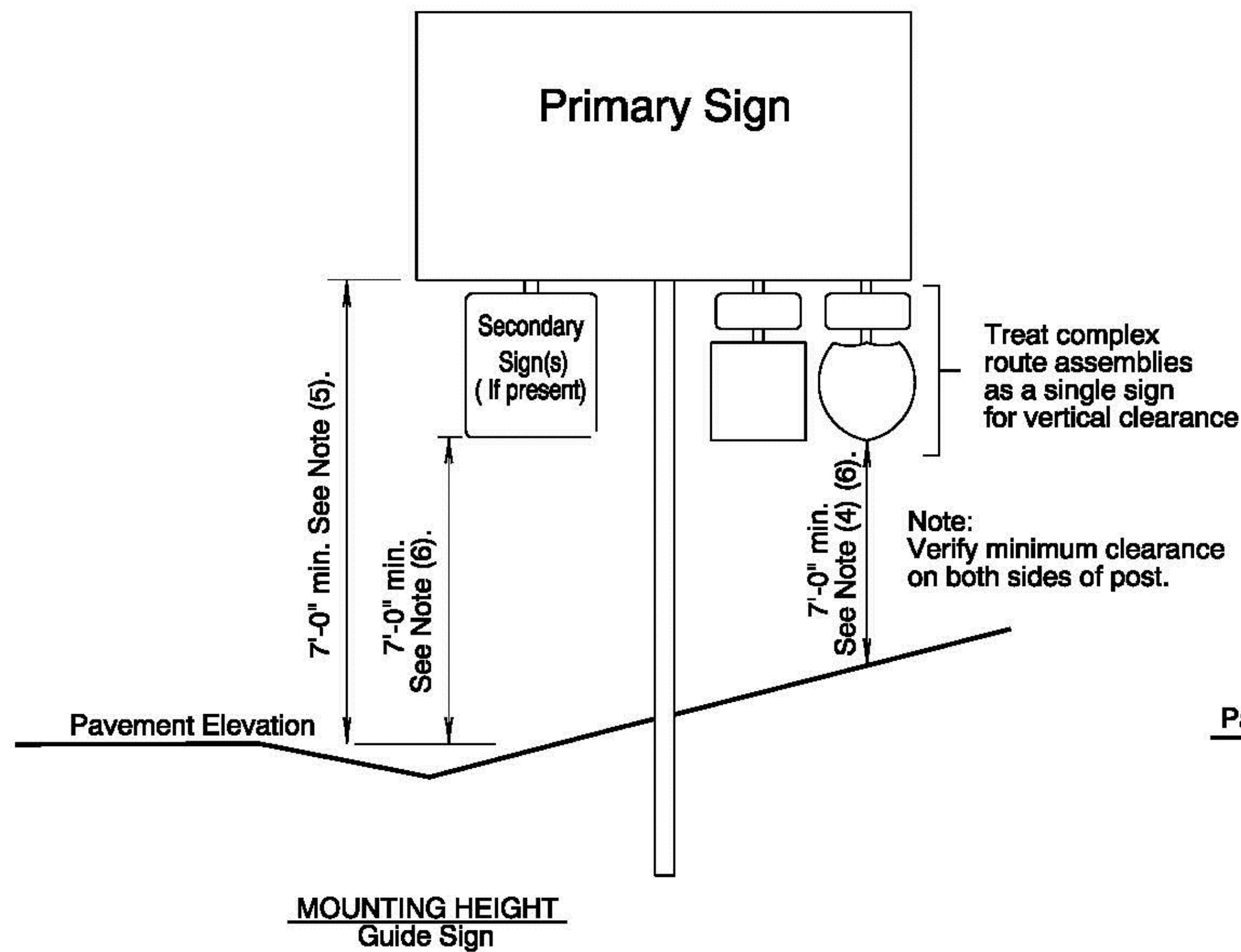
POST SPACING OVERLAP CONNECTION

GEOTEXTILE END CONNECTIONS

NOT TO SCALE

CALC. BOOK NO. 6403, 6404, 6405	SDR DATE July, 2020
NOTE: All material and workmanship shall be in accordance with the current Oregon Standard Specifications	
OREGON STANDARD DRAWINGS	
SEDIMENT FENCE	
2021	
DATE	REVISION DESCRIPTION

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



General Installation Notes:

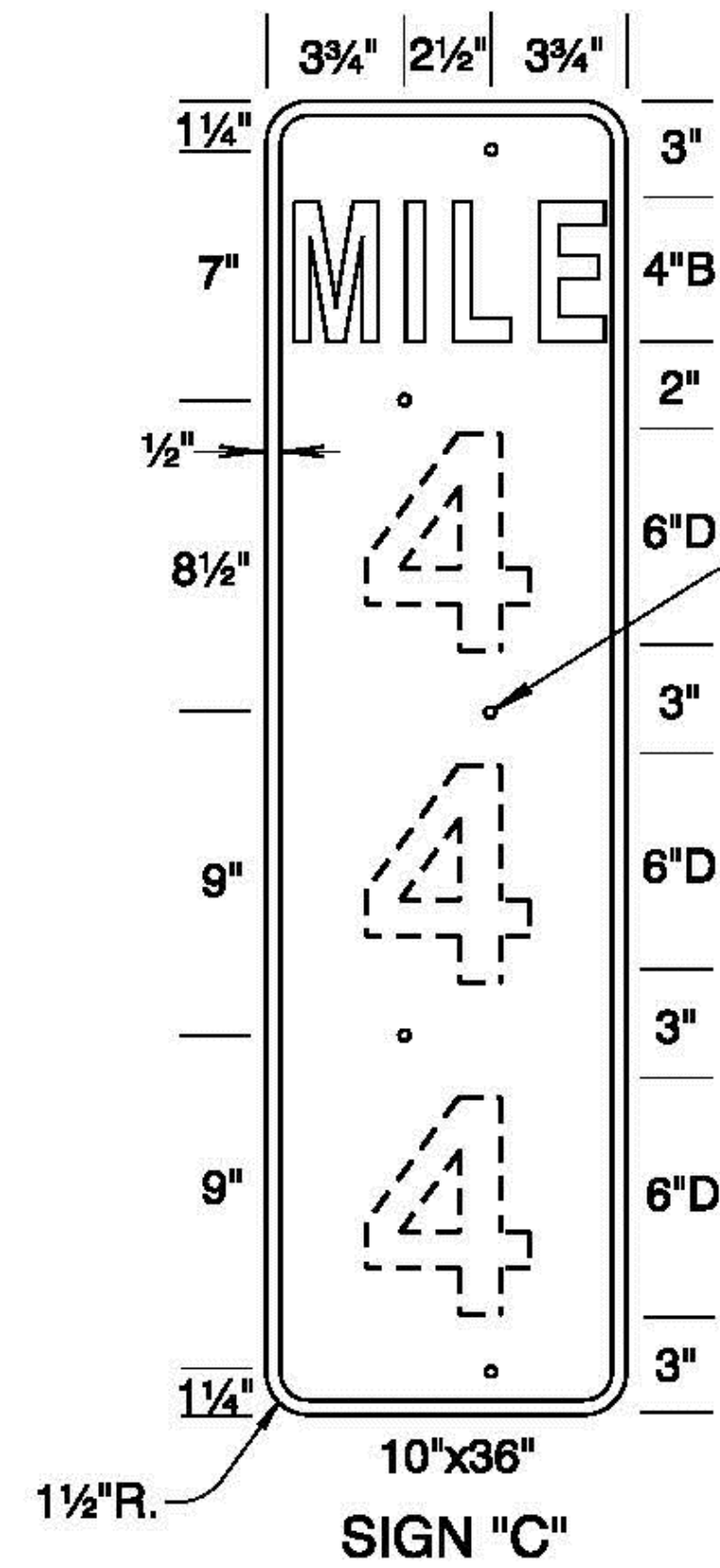
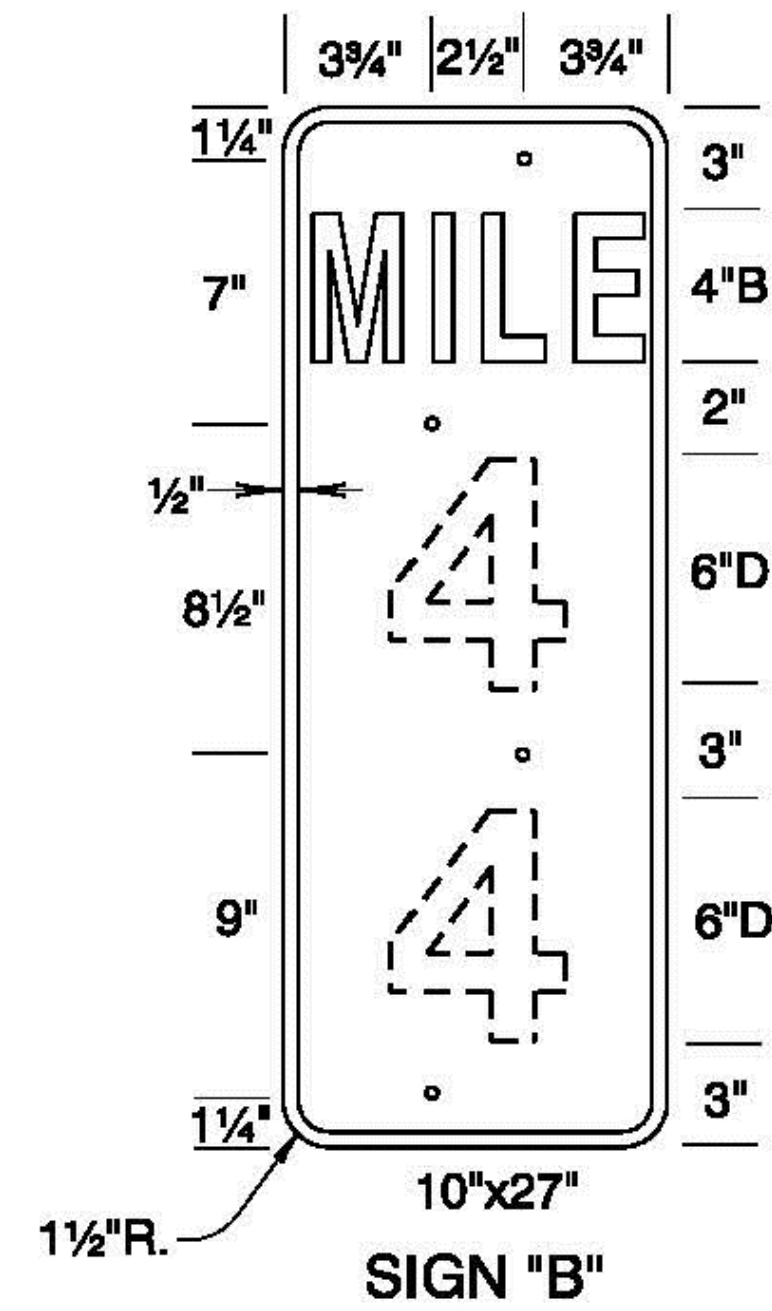
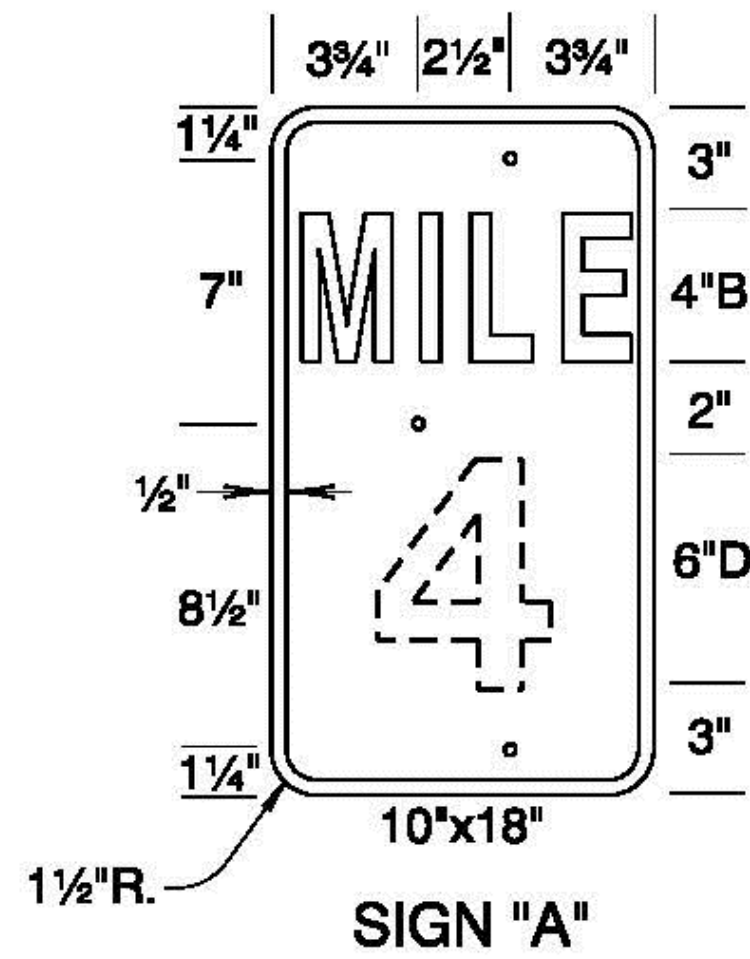
- a. Signing details shown on this sheet are intended to convey "typical" conditions only. Individual locations may require installation different from those shown. For guidance regarding unique installations or exceptions call the Project Sign Designer or Region Traffic Section.
- b. Locate breakaway 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.

Notes:

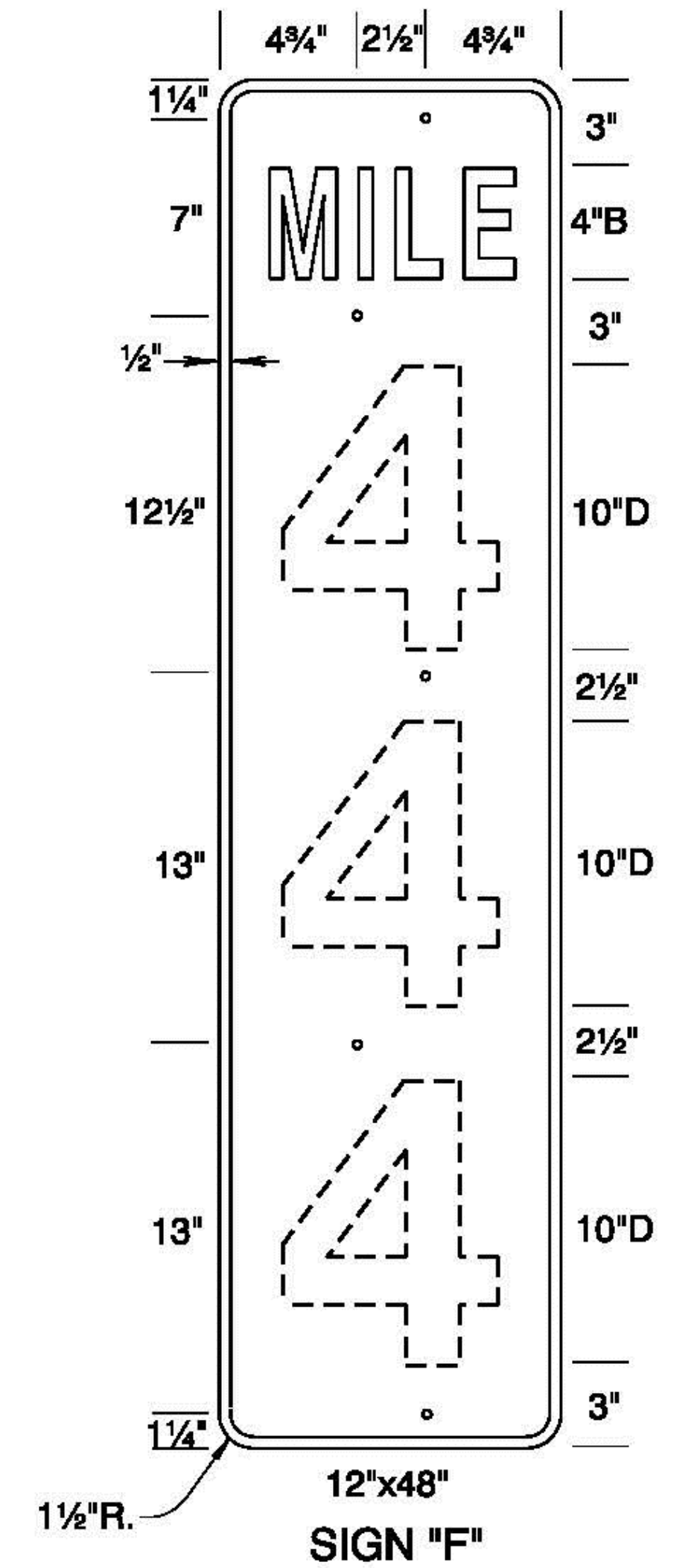
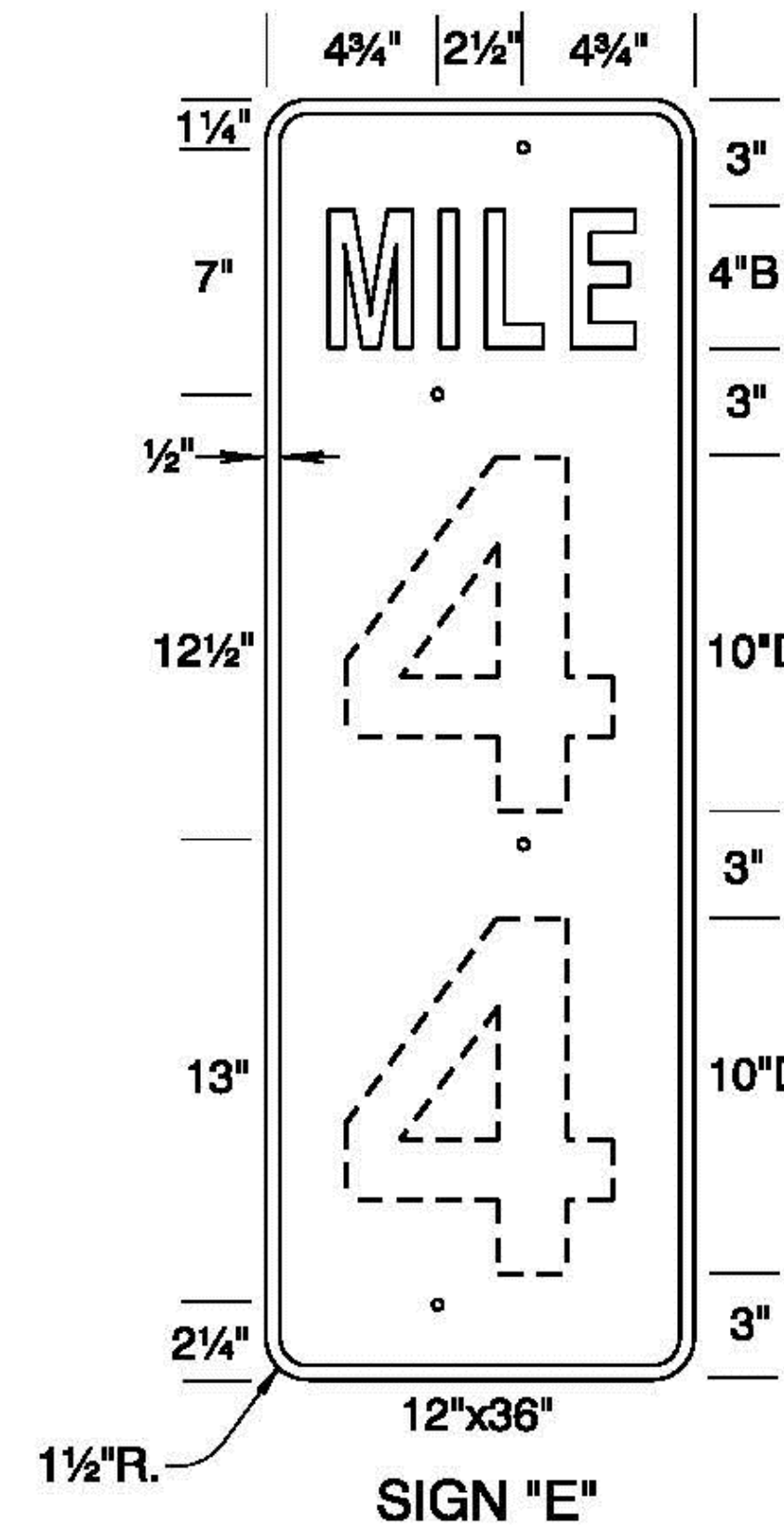
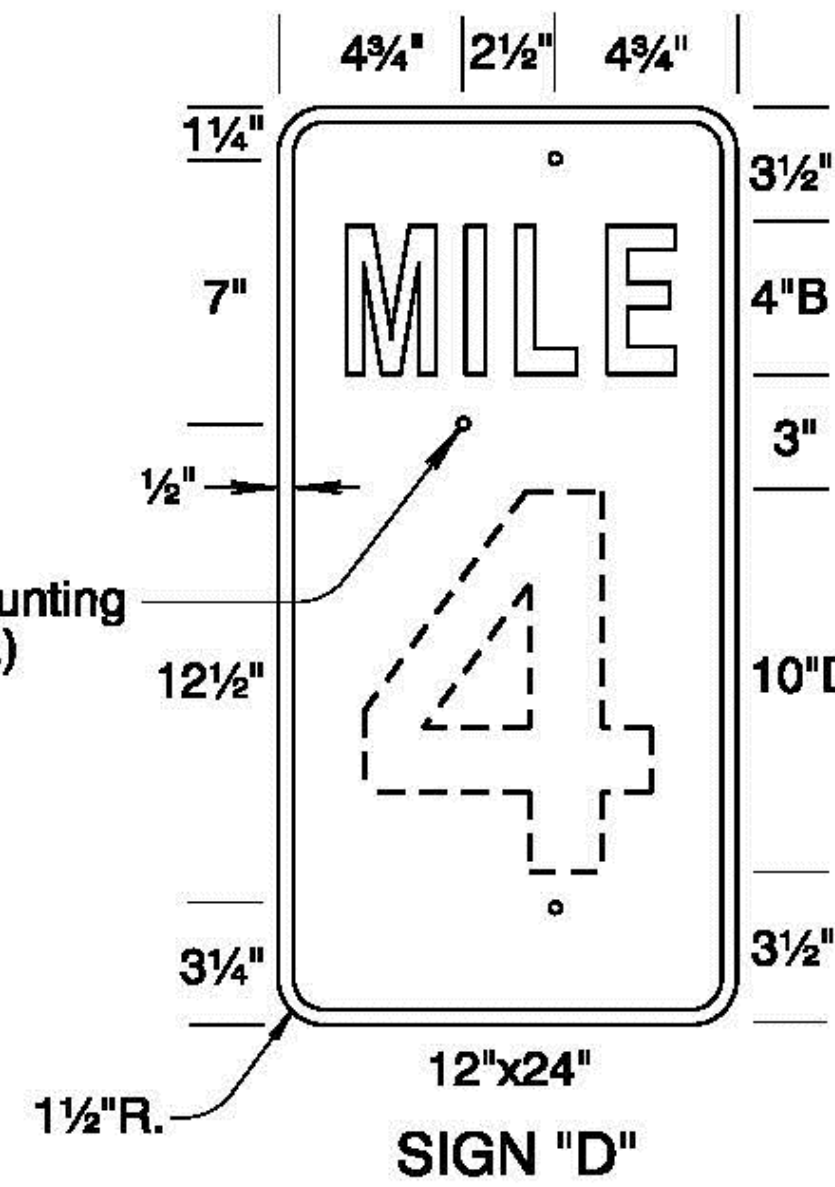
- 1). 6' minimum if behind barrier.
- 2). 2' minimum if restricted R/W.
- 3). 20' for ramp terminals.
- 4). 8' minimum if bicycle path underneath.
- 5). 8' minimum if secondary signs attached.
- 6). 5' minimum if outside clearzone, in rural areas and no pedestrians underneath.
- 7). For multi-post installations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

CALC. BOOK NO. <u>N/A</u>	SDR DATE <u>01/08/2018</u>
NOTE: All material and workmanship shall be in accordance with the current Oregon Standard Specifications	
OREGON STANDARD DRAWINGS	
SIGN INSTALLATION DETAILS	
2021	
DATE	REVISION DESCRIPTION

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



7/32" Dia. Mounting Holes (TYP.)



CONVENTIONAL ROADS
(2 Lanes)

EXPRESSWAYS & FREEWAYS
(4 Lanes or More)

GENERAL NOTES:

1. SIGNS

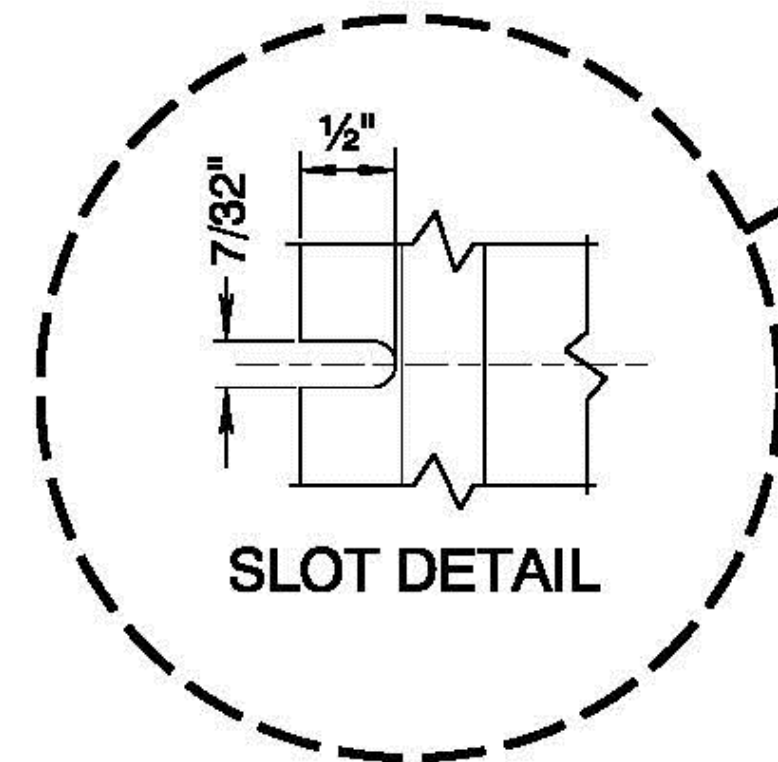
- (a) Signs shall be fabricated from sheet aluminum with a nominal thickness of 0.063".
- (b) Signs shall have silver-white ASTM Type III or Type IV retroreflective sheeting permanent legend and border on a green ASTM Type III or Type IV retroreflective sheeting background.
- (c) The Federal Highway Administration's standard rounded capital letter alphabet shall be used.
- (d) The corners of signs shall be rounded to match the border.
- (e) 7/32" dia. mounting holes
- (f) Signs shall conform to sections 940 and 2910 of the current Oregon Standard Specifications for Construction.
- (g) The rivet hole pattern is unique for each sign and corresponds to a specific post length on ODOT Standard Drawing TM222.
- (h) Border for all signs is 1/2" wide. This dimension supersedes ODOT Standard specification 00940.45(c)

CALC. BOOK NO. <u> N/A </u>	SDR DATE <u> 07-1-09 </u>
NOTE: All material and workmanship shall be in accordance with the current Oregon Standard Specifications	
OREGON STANDARD DRAWINGS	
SIGNING DETAILS	
MILEPOST MARKERS	
2021	
DATE	REVISION DESCRIPTION

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

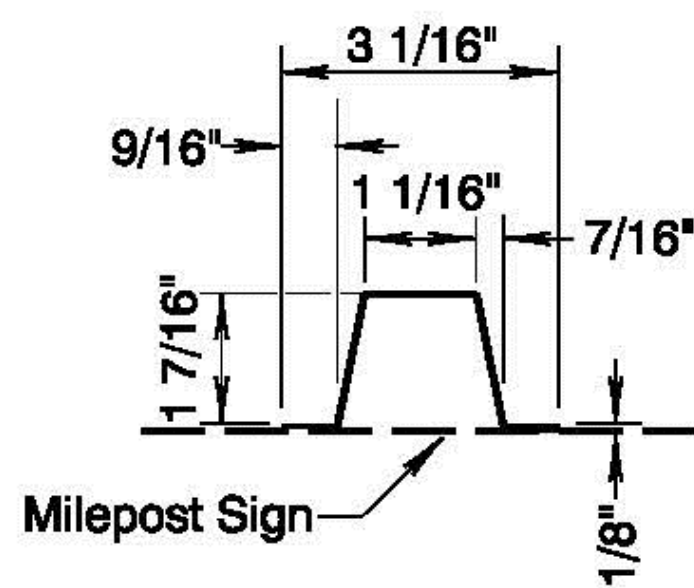
TM222.dgn 1-3-2017

TM222



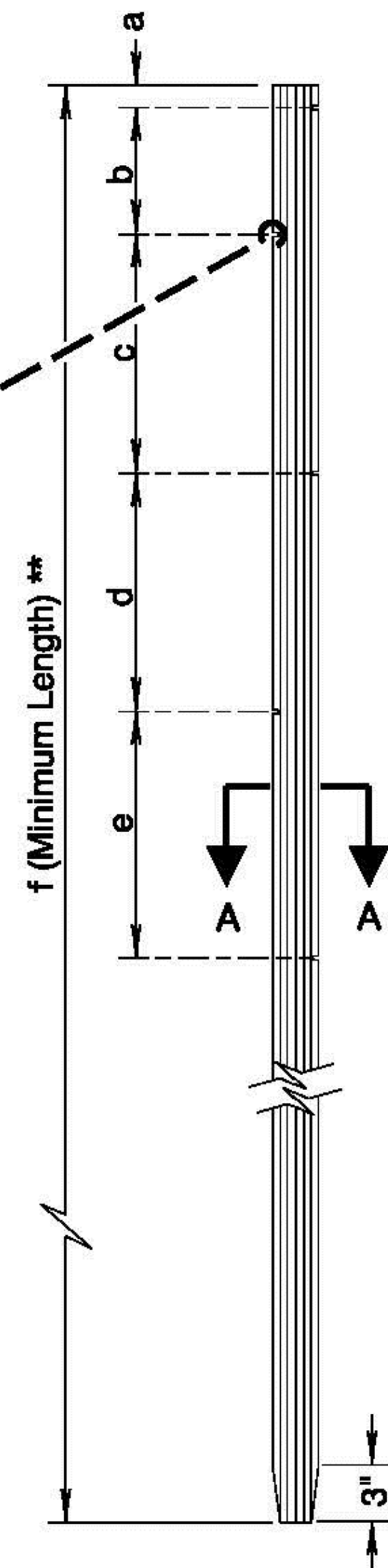
SLOT DETAIL

(3 to 5 Required)
See Post Dimension Table



SECTION A-A
Dimensions Nominal

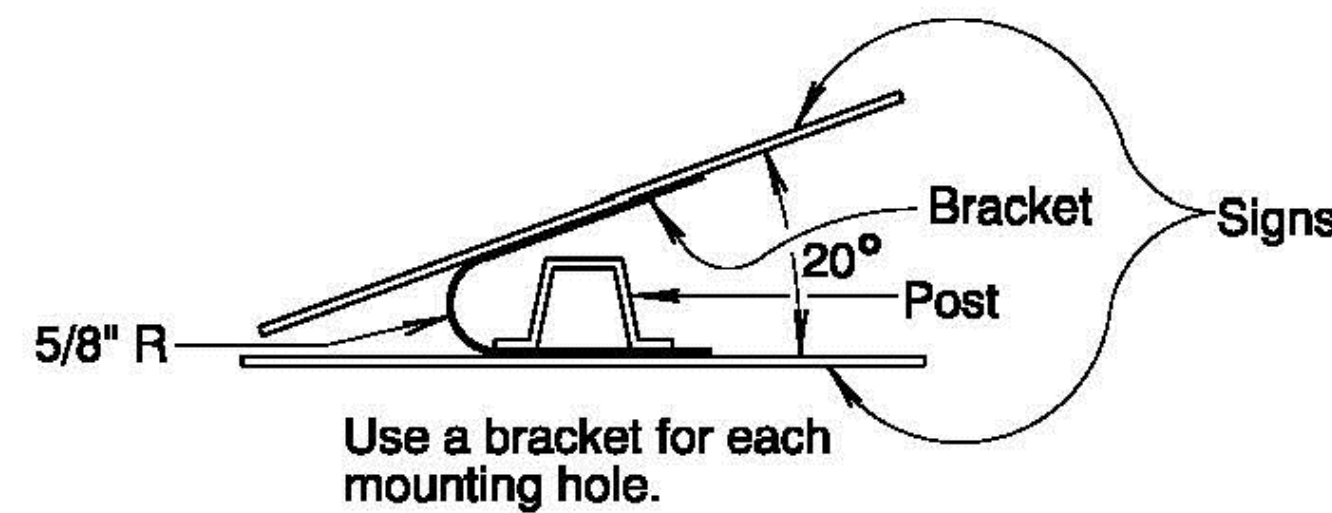
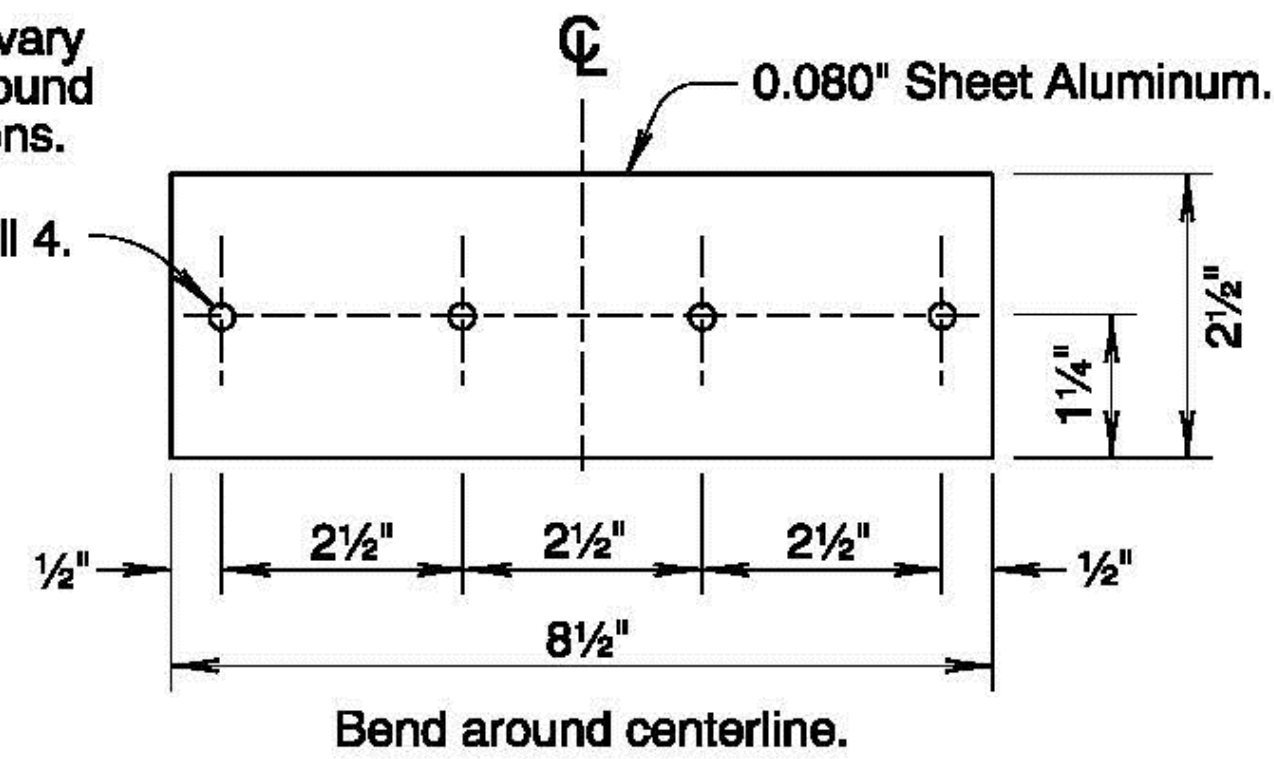
POST DETAILS



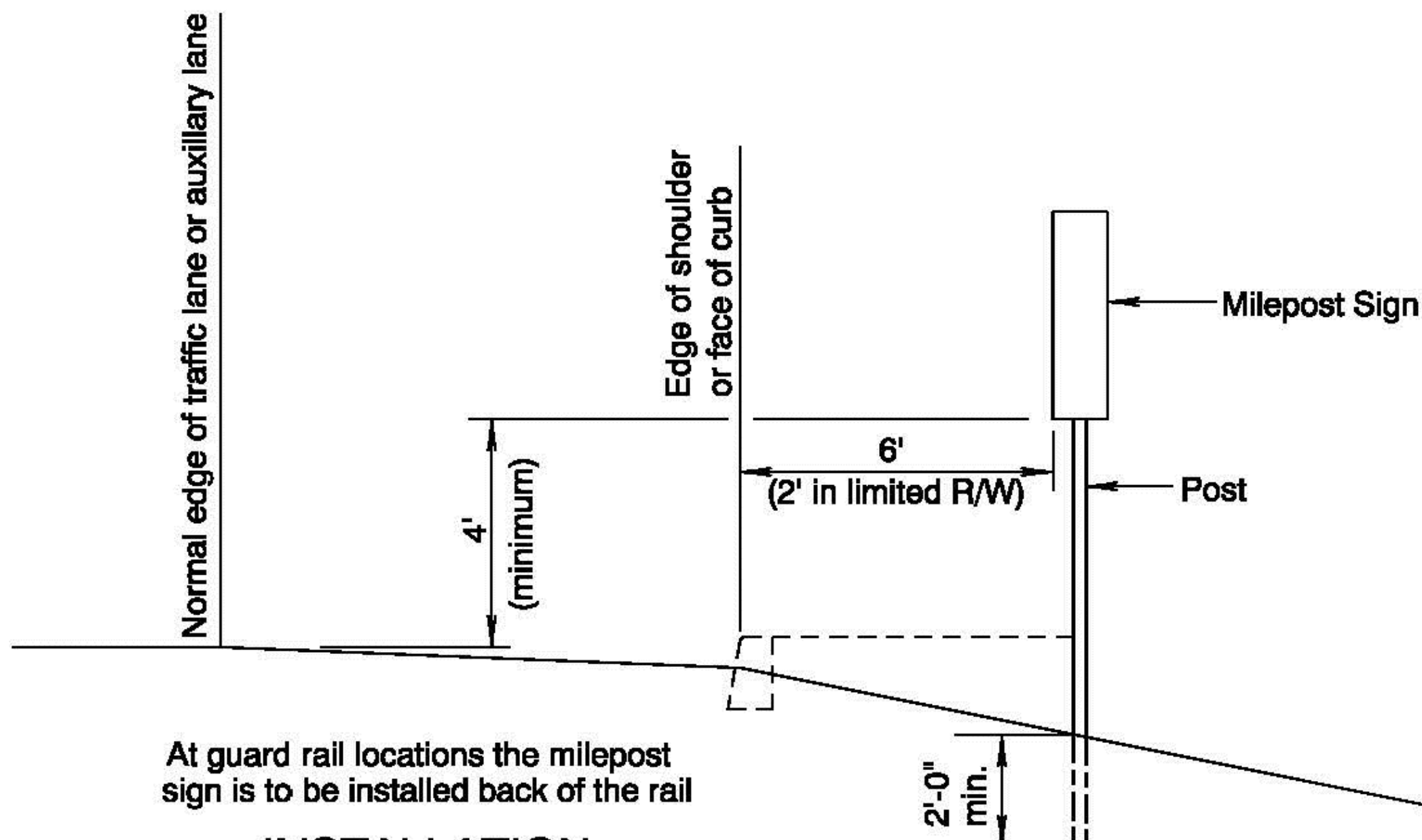
POST DIMENSION TABLE						
SIGN *	a	b	c	d	e	f **
A	1"	7"	8½"	—	—	8'-6"
B	1"	7"	8½"	9"	—	9'-3"
C	1"	7"	8½"	9"	9"	10'-0"
D	1"	7"	12½"	—	—	9'-0"
E	1"	7"	12½"	13"	—	10'-6"
F	1"	7"	12½"	13"	13"	12'-0"

* See TM221

** Length may vary according to ground slope conditions.



BRACKET ASSEMBLY
(Use only on 2 lane roads)

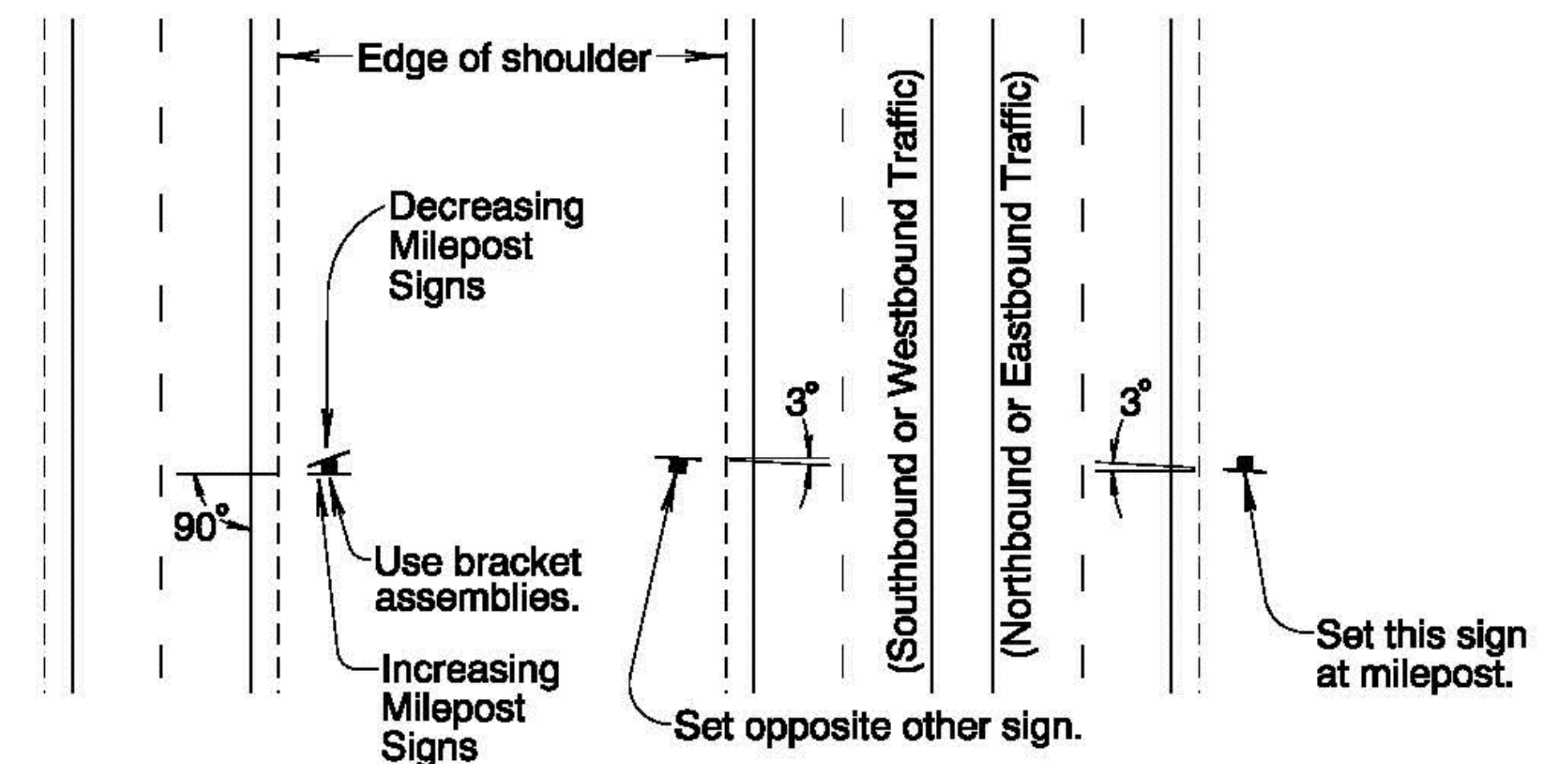


At guard rail locations the milepost sign is to be installed back of the rail

INSTALLATION

GENERAL NOTES:

- POST AND BRACKET ASSEMBLIES
 - The nominal weight of the post shall be 2 pounds per lineal foot.
 - Bracket assemblies shall conform to subsection 2910.10 of the current Oregon Standard Specifications for Construction.
- INSTALLATION
 - If roadway conditions prohibit locating the milepost sign at the milepoint, it may be moved up to 50 feet in either direction. If it cannot be located within this variation, it should be omitted.
 - Signs shall be mounted to posts with 3/16" diameter aluminum blind rivets that conform to subsection 2910.40 of the current Oregon Standard Specifications for Construction.
 - If the milepost sign is located within 25 feet of a delineator, the delineator should be moved or deleted.
 - Installation of the post and sign panel shall conform to subsection 840.41 of the current "Oregon Standard Specifications".



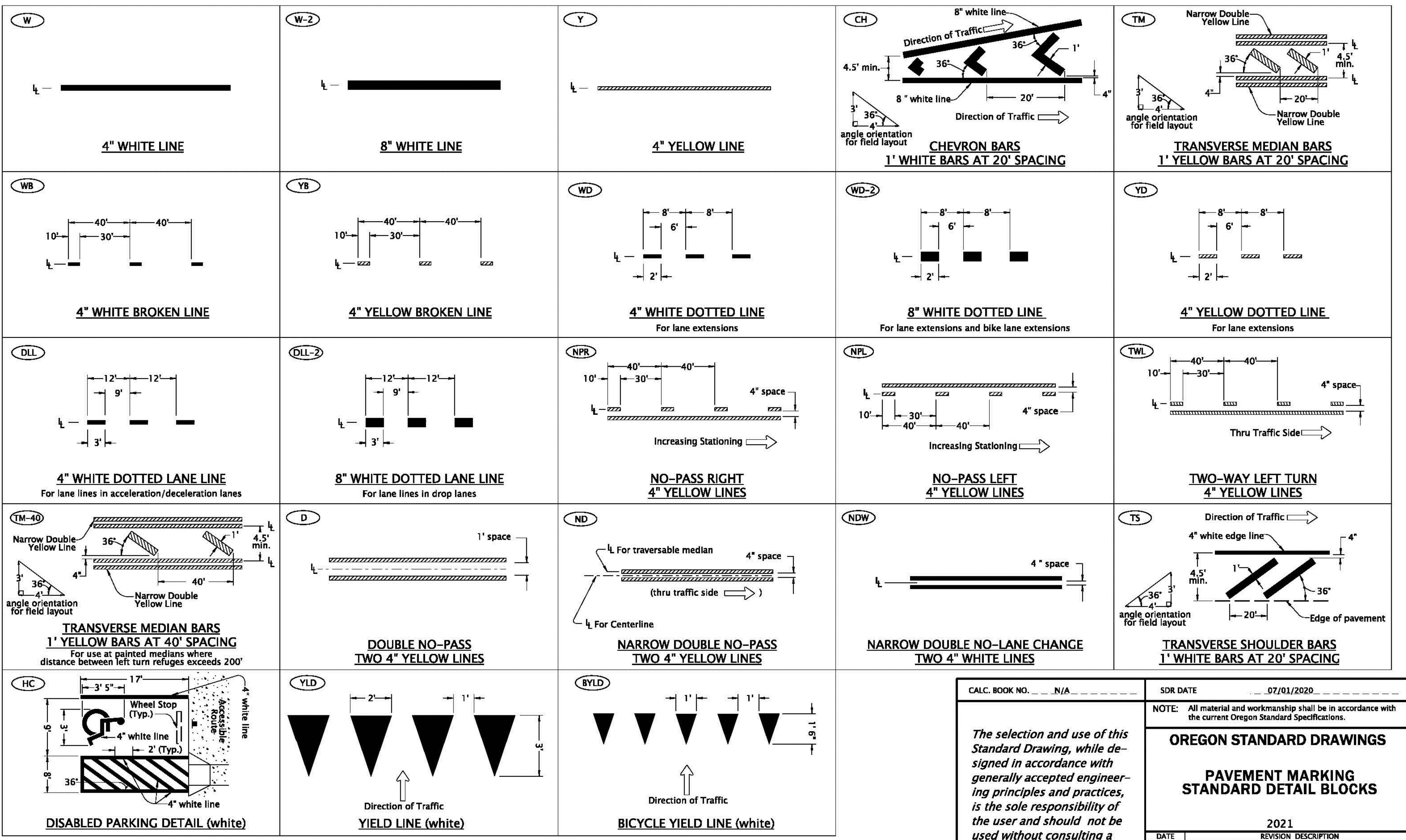
CONVENTIONAL ROADS

EXPRESSWAYS & FREEWAYS

INSTALLATION

CALC. BOOK NO. N/A	SDR DATE 12-10-09
NOTE: All material and workmanship shall be in accordance with the current Oregon Standard Specifications	
OREGON STANDARD DRAWINGS	
INSTALLATION DETAILS	
MILEPOST MARKER POSTS	
2021	
DATE	REVISION DESCRIPTION

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



← Direction Of Traffic, Increasing Stationing Or Thru Traffic Side

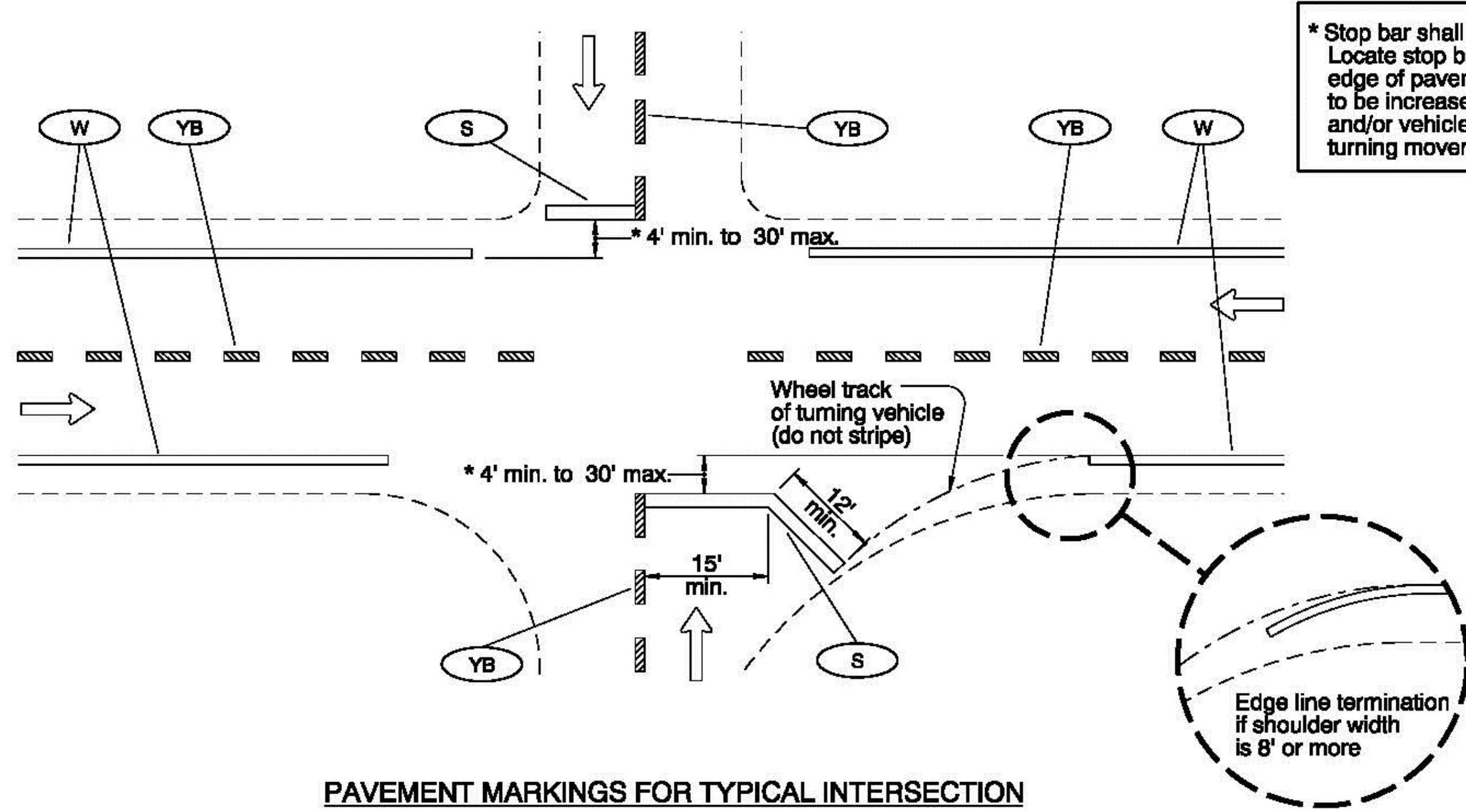
⊥ — Lane line dimensions are shown on the striping plans

LEGEND

CALC. BOOK NO. — N/A —		SDR DATE — 07/01/2020 —	
NOTE: All material and workmanship shall be in accordance with the current Oregon Standard Specifications.			
OREGON STANDARD DRAWINGS			
PAVEMENT MARKING STANDARD DETAIL BLOCKS			
2021			
DATE	REVISION DESCRIPTION		
07/2020	Changed Min. widths for CH, TM, TM-40, and TS		

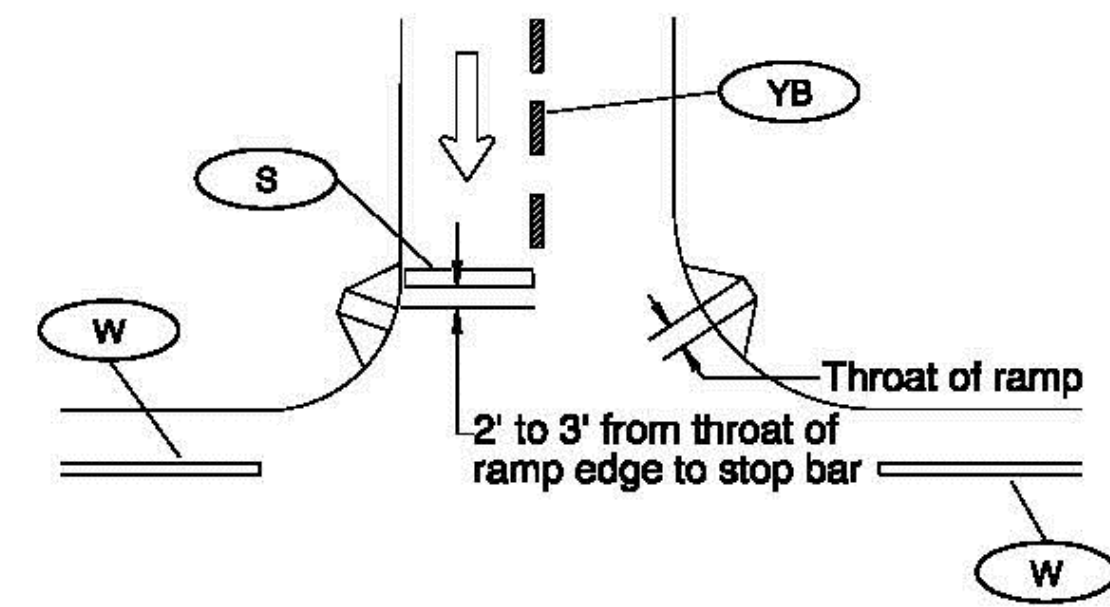
The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user and should not be used without consulting a Registered Professional Engineer.

TM530.dgn 1-3-2017

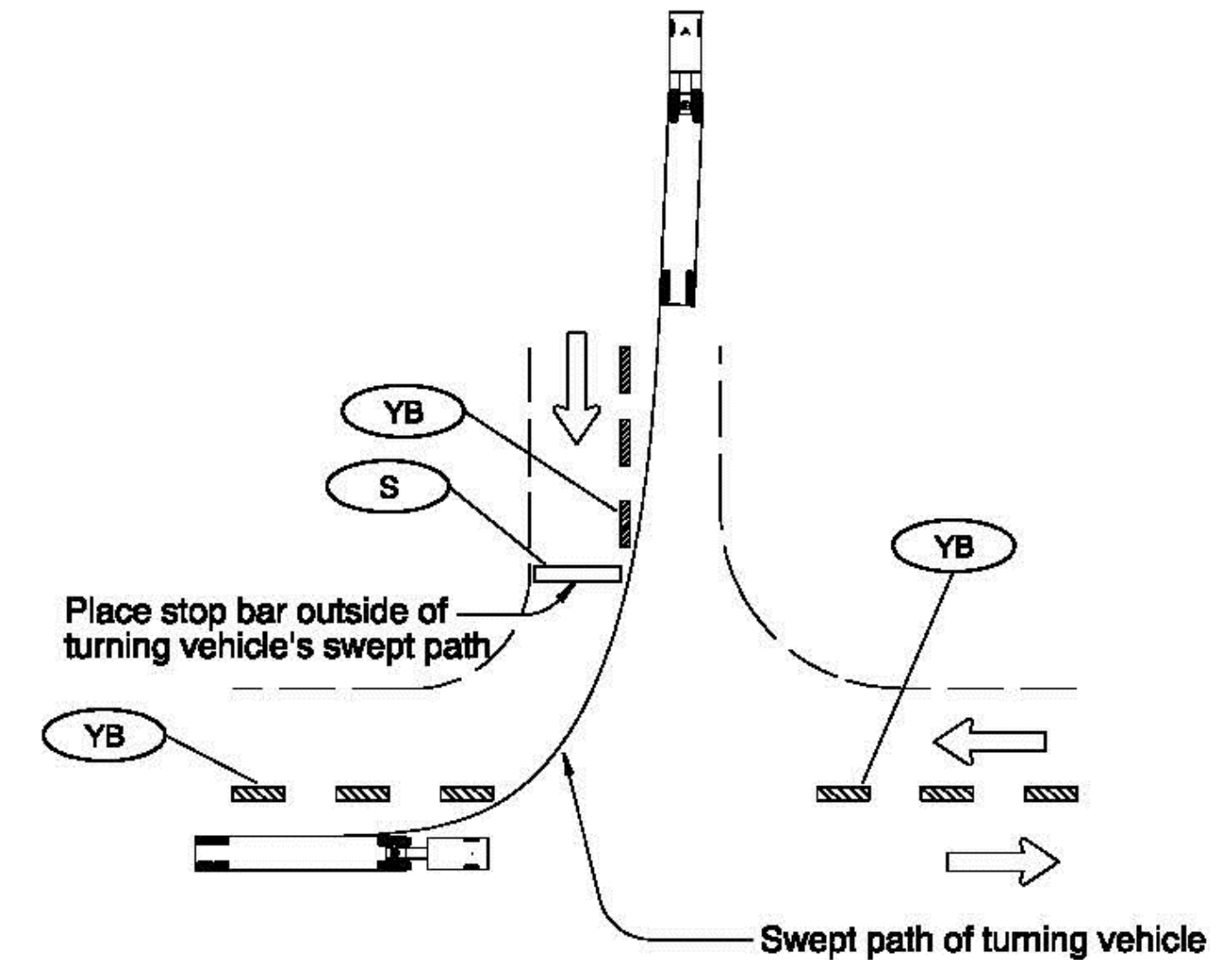


PAVEMENT MARKINGS FOR TYPICAL INTERSECTION

* Stop bar shall be placed as near as possible to the intersecting traveled way. Locate stop bar 4' min. to 30' max. in advance of the extended fog line, edge of pavement, or curb face. Minimum stop bar distance may need to be increased, depending on location of pedestrian ramps (see Detail "A") and/or vehicle turn radii (see Detail "B"). Field verify sight distance and truck turning movements.

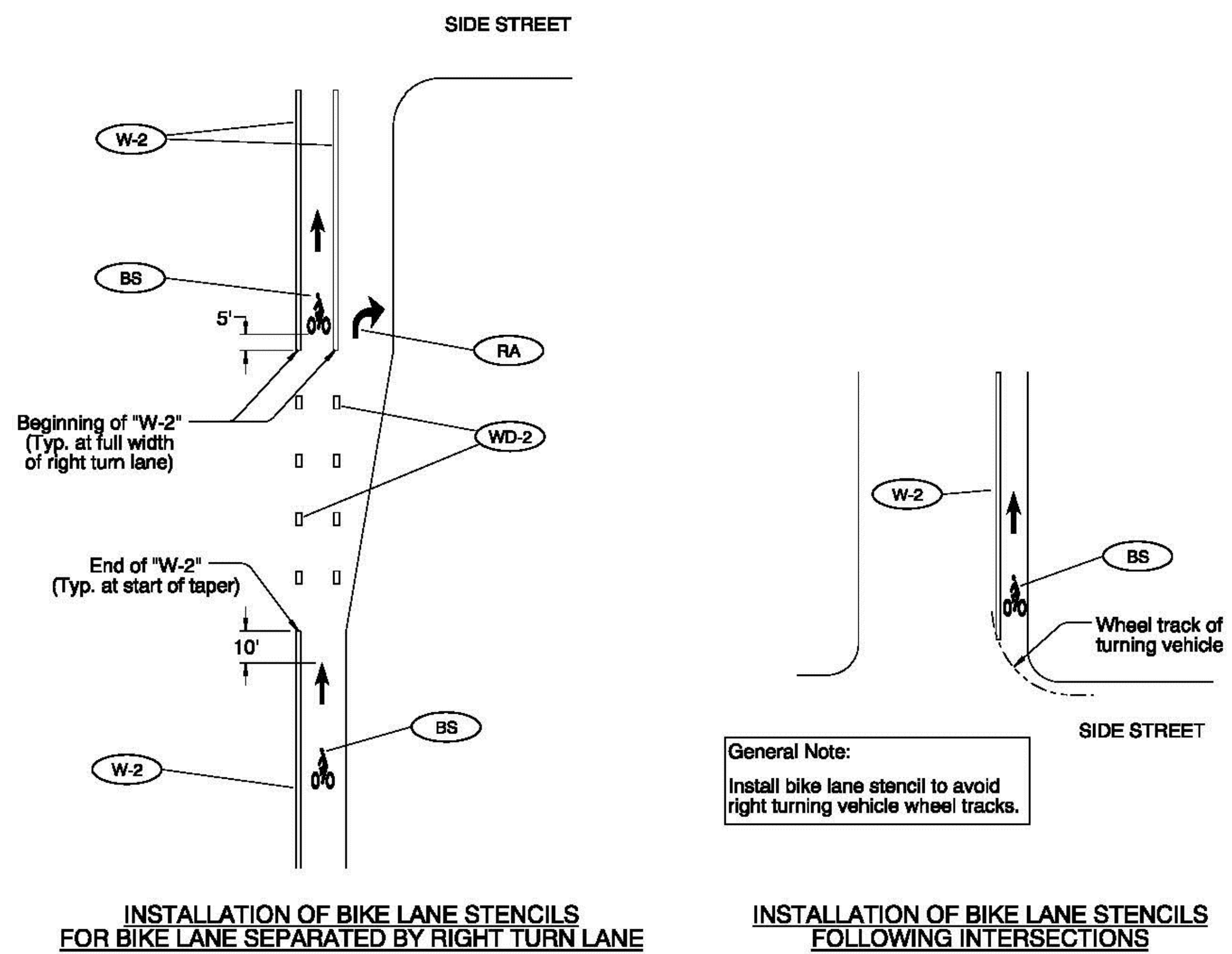


Detail "A"
STOP BAR PLACEMENT WITH RESPECT TO PEDESTRIAN RAMP



Detail "B"
STOP BAR PLACEMENT WITH RESPECT TO TURN RADI

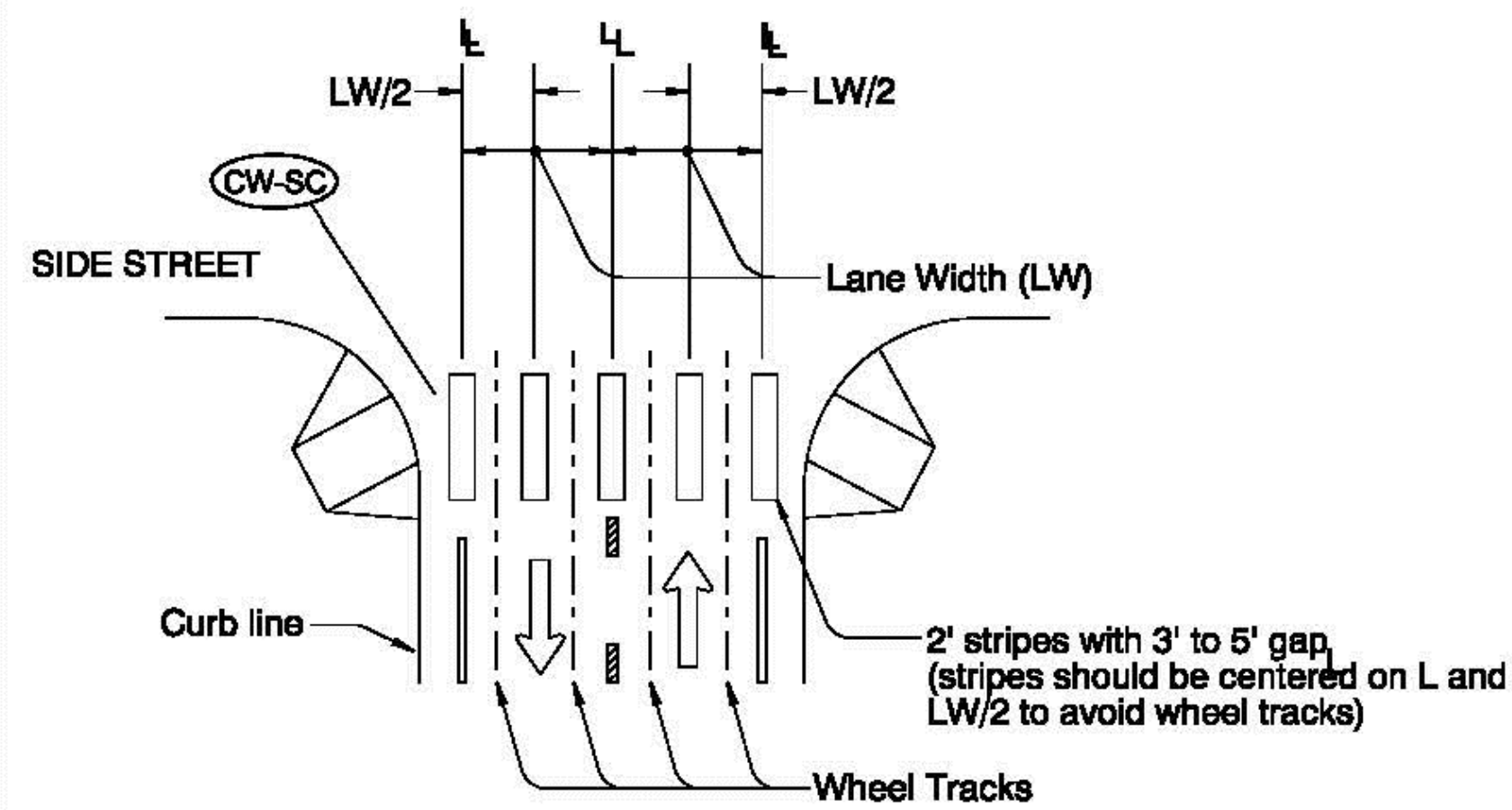
TM530



INSTALLATION OF BIKE LANE STENCILS FOR BIKE LANE SEPARATED BY RIGHT TURN LANE

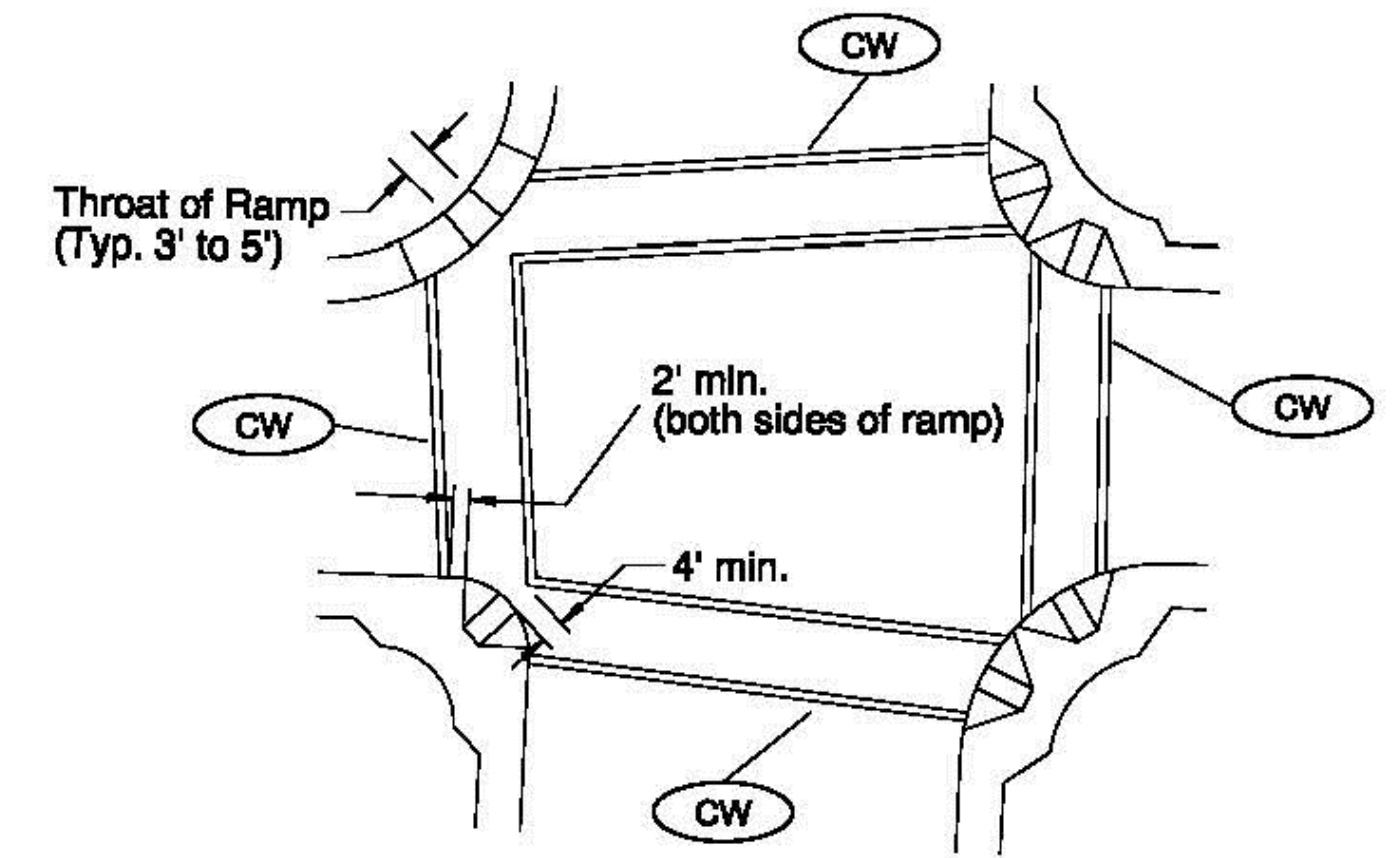
General Note:
Install bike lane stencil to avoid right turning vehicle wheel tracks.

INSTALLATION OF BIKE LANE STENCILS FOLLOWING INTERSECTIONS



STAGGERED CONTINENTAL LAYOUT

General Note:
1. Install crosswalk bars such that the throat of the ADA ramp is entirely within crosswalk markings, or 5' back of extended fog line, edge of pavement, or curb face.



STANDARD CROSSWALK BARS AT INTERSECTION

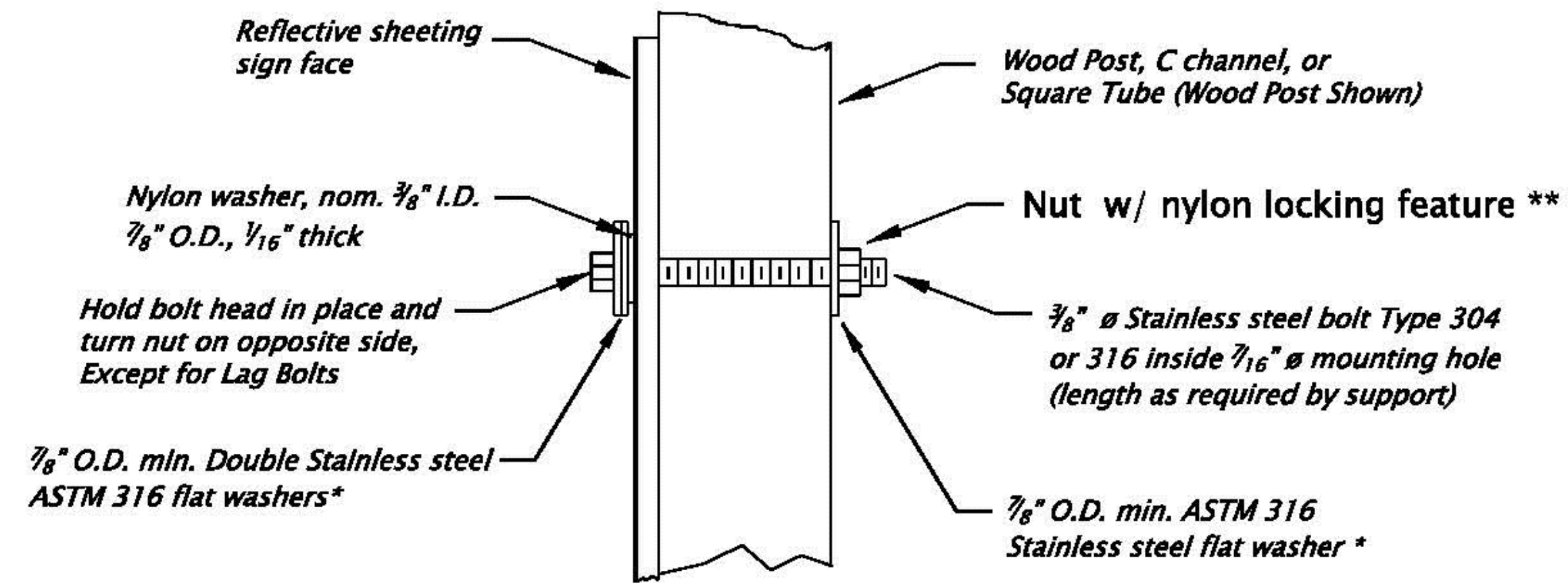
LEGEND
← Direction of Travel
L - Lane line dimensions are shown on the striping plans

To be accompanied by Standard Dwg. Nos. TM500 thru TM504

CALC. BOOK NO. N/A	SDR DATE July 10, 2020
NOTE: All material and workmanship shall be in accordance with the current Oregon Standard Specifications	
OREGON STANDARD DRAWINGS INTERSECTION PAVEMENT MARKINGS (CROSSWALK, STOP BAR & BIKE LANE STENCIL)	
2021	
DATE	REVISION DESCRIPTION
7/10/20	Changed drawing reference

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.

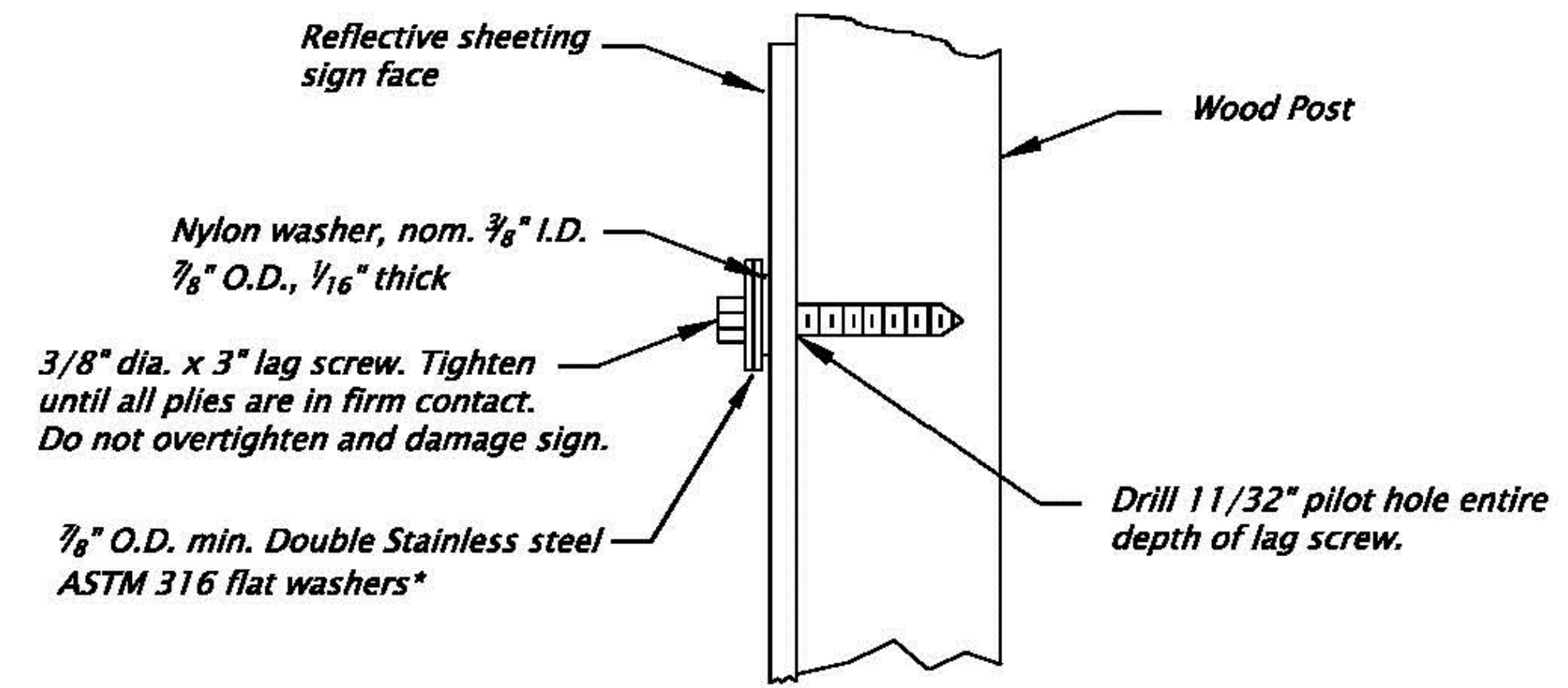
tm676.dgn 10-JUL-2020



Note:
 1) When signs are placed on opposing sides of post, $\frac{3}{8}$ " x 3" lag screws can be used instead of through bolt.
 2) Use nylon and stainless steel washers when signs are placed on both sides of post.
 3) Burr threads at junction with nut when locknuts are not used.
 4) Post bolts to extend beyond the tightened nuts within the limits of $\frac{1}{4}$ " to 1".

* Stainless steel bonded sealing washer with neoprene layer is an acceptable substitute
 ** Acceptable substitute for nylon locking nuts:
 ANCO PIN-LOC
 TRI-LOC® Top Lock Locknut

SIGN ATTACHMENT DETAIL



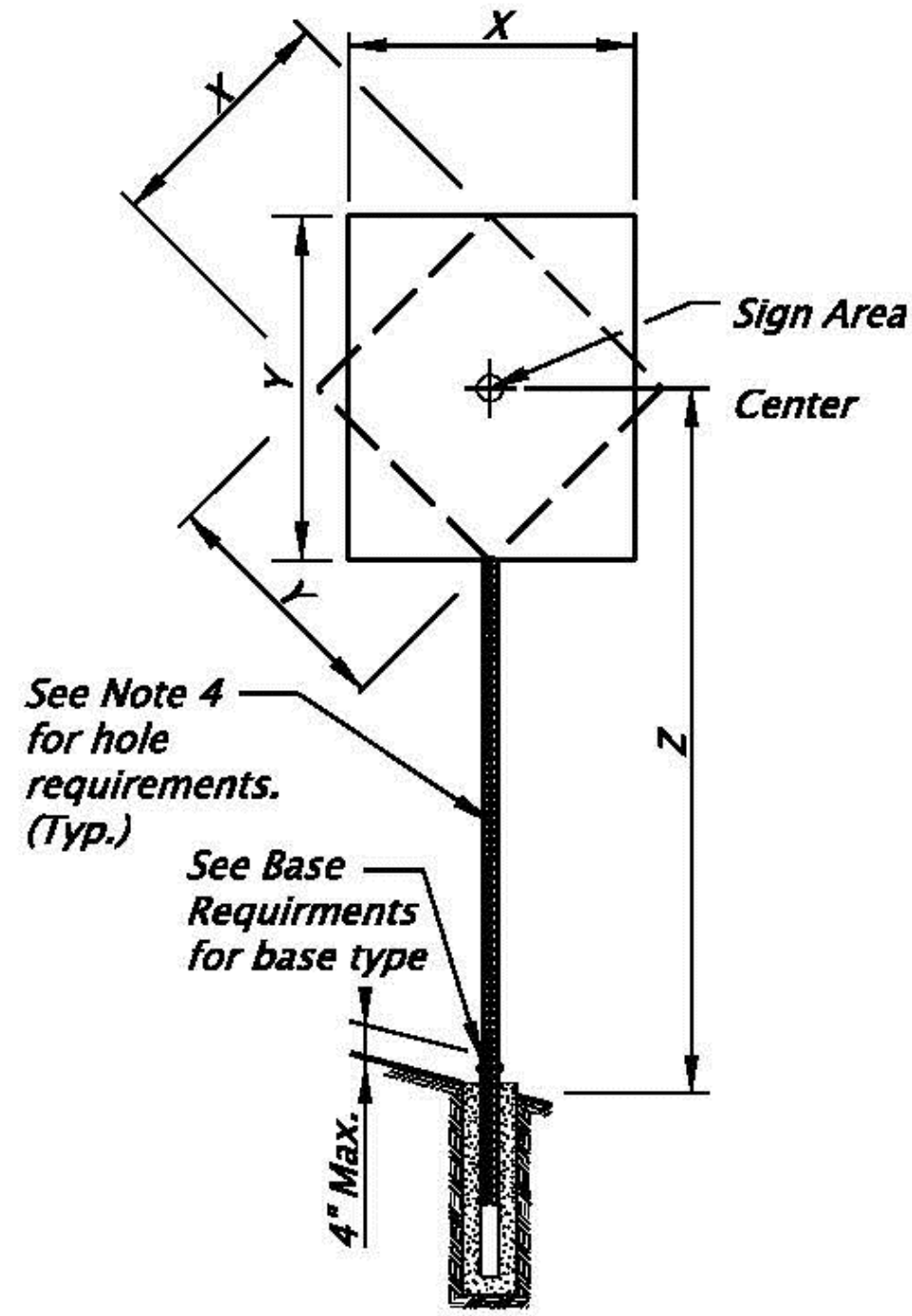
* Stainless steel bonded sealing washer with neoprene layer is an acceptable substitute

Note: This optional detail is to be used only when specified on a project.

OPTIONAL WOOD POST LAG SCREW DETAIL

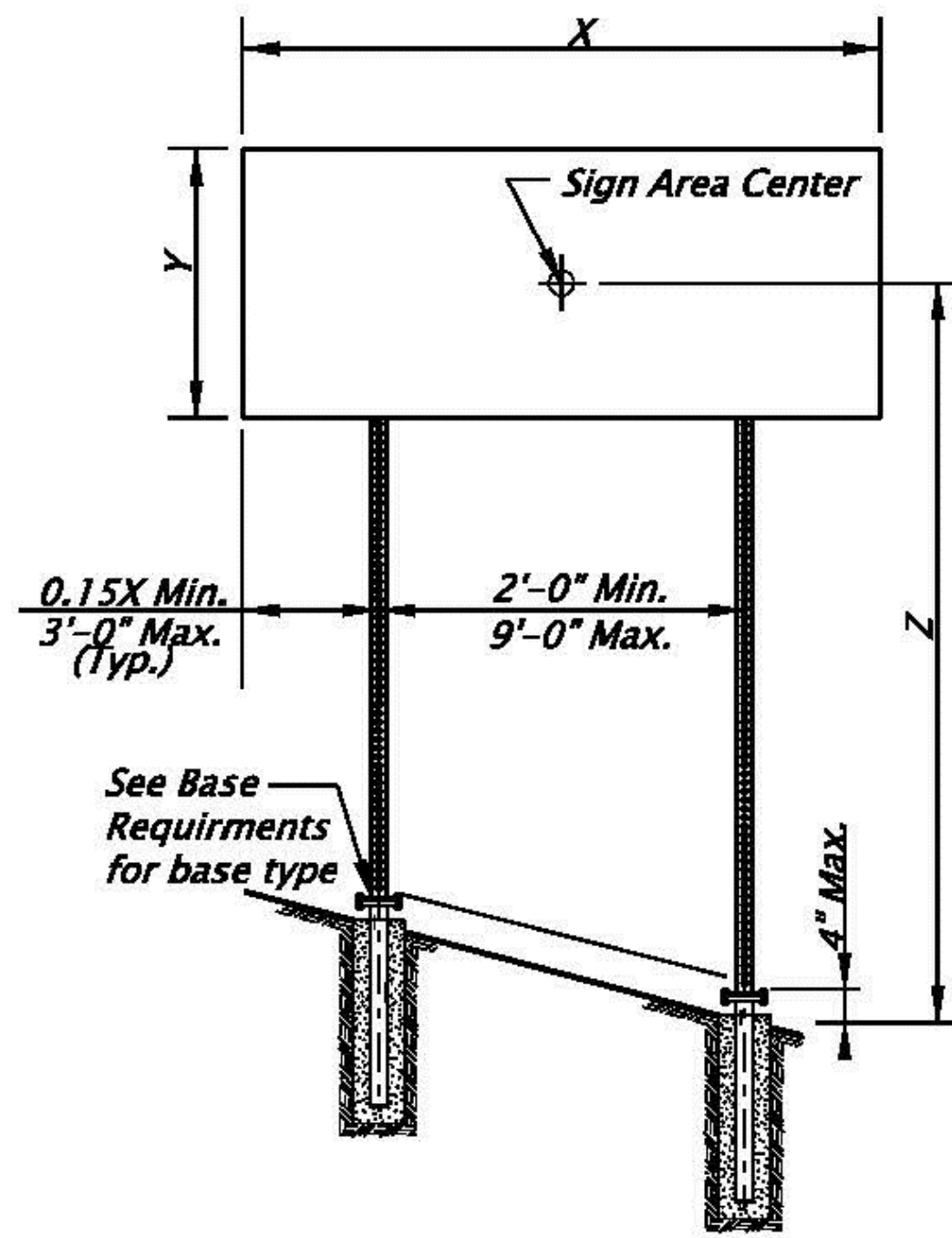
TM676

CALC. BOOK NO. _____		SDR DATE <u>10-JUL-2020</u>	
NOTE: All material and workmanship shall be in accordance with the current Oregon Standard Specifications			
<p>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.</p>		OREGON STANDARD DRAWINGS	
		SIGN ATTACHMENTS	
		2021	
DATE	REVISION	DESCRIPTION	
07/20		Added optional lag screw detail.	



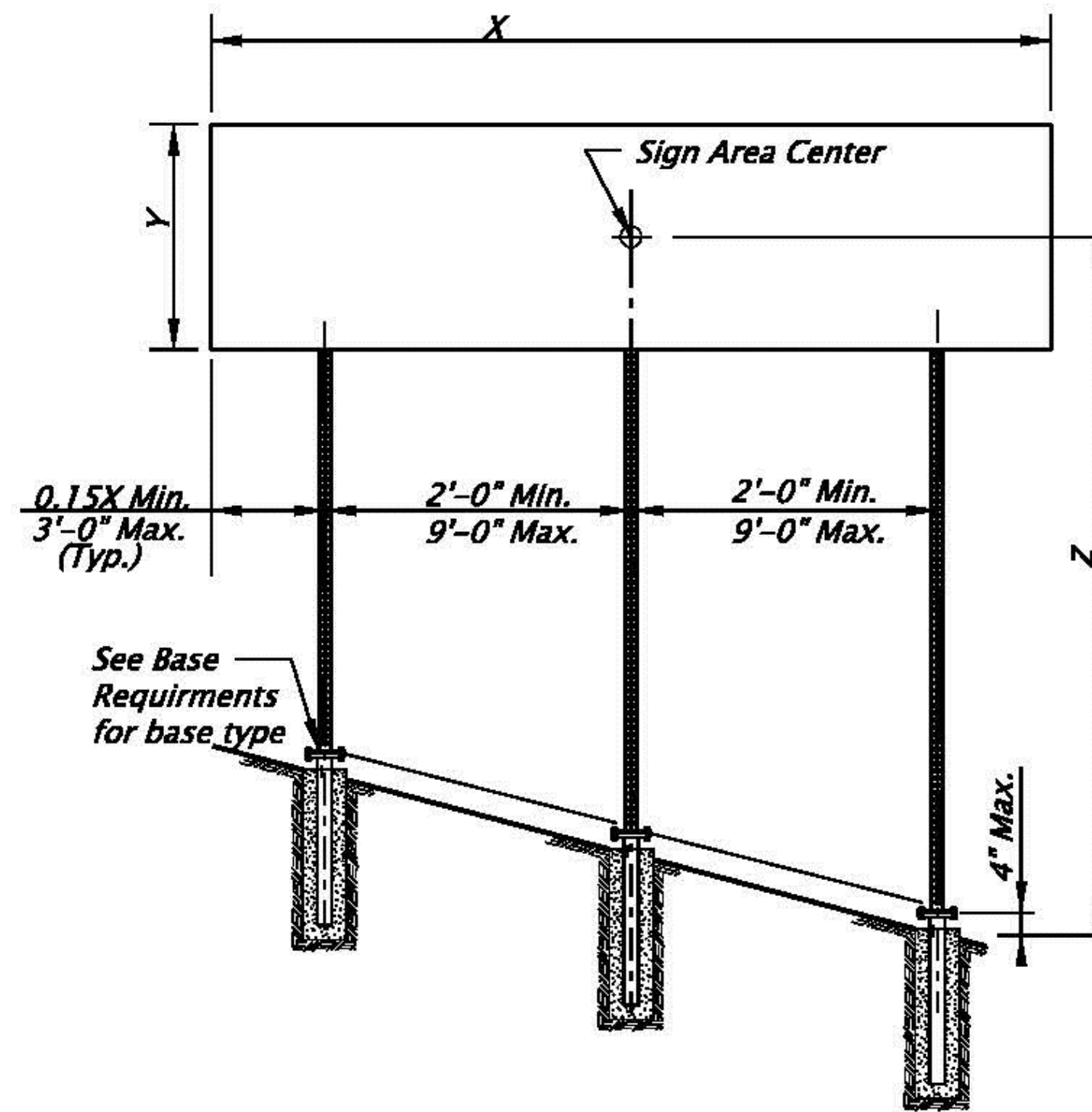
SINGLE POST ELEVATION

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
2½"-12 ga.	136	272	408	109	218	327	98	196	294
2½"-10 ga.	165	330	495	132	264	396	119	238	357
2¼" & 2½"-12 ga.*	231	462	693	185	370	555	167	334	501

PERMANENT PERFORATED STEEL SQUARE TUBE TABLE

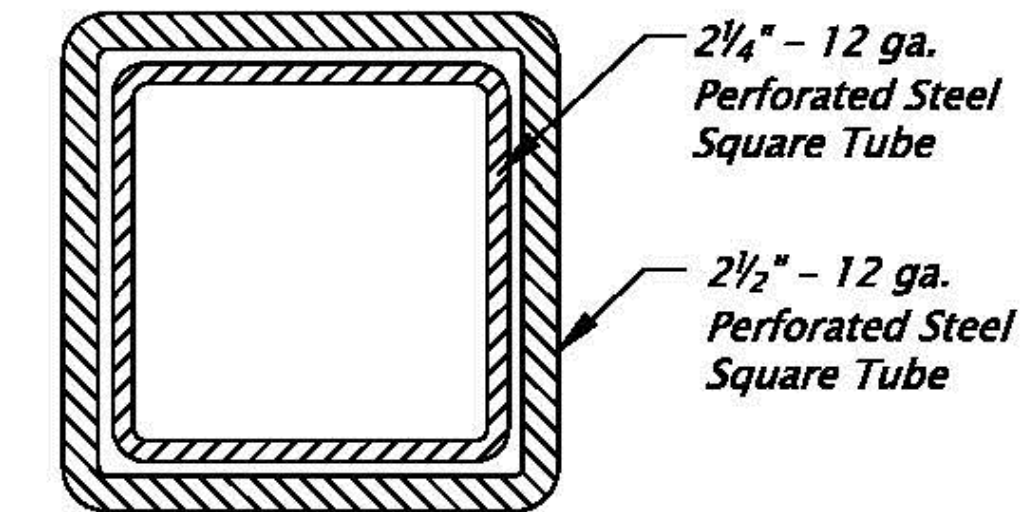
Square Tube Size	$(X * Y * Z)$ in ft ³ - Maximum								
	3 Second Gust Wind Speed (TM671)								
	85 MPH			95 MPH			105 or 110 MPH		
	Number of Posts			Number of Posts			Number of Posts		
2"-12 ga.	125	250	375	100	200	300	90	180	270
2½"-12 ga.	215	430	645	172	344	516	155	310	465
2½"-10 ga.	261	522	783	209	418	627	189	378	567
2¼" & 2½"-12 ga.*	364	728	1092	292	584	876	263	526	789

TEMPORARY PERFORATED STEEL SQUARE TUBE TABLE

* - See 2¼" & 2½" - 12 ga. detail.

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 $K_z = 0.87$, C_d (sign) = 1.20, and $G = 1.14$.
8. Permanent signing uses an $I_r = 0.71$ for a recurrence interval of 10 years.
9. Temporary signing uses an $I_r = 0.45$ 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.



2¼" - 12 ga. PSST to extend entire length inside of the 2½" - 12 ga. PSST.

2¼" & 2½" - 12 GA. DETAIL

No scale

Square Tube Size	Number of Posts		
	1	2	3
2"-12 ga.	Anchor	Anchor	N/A
2½"-12 ga.	Anchor	Slip	Slip
2½"-10 ga.	Slip	Slip	Slip
2¼" & 2½"-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

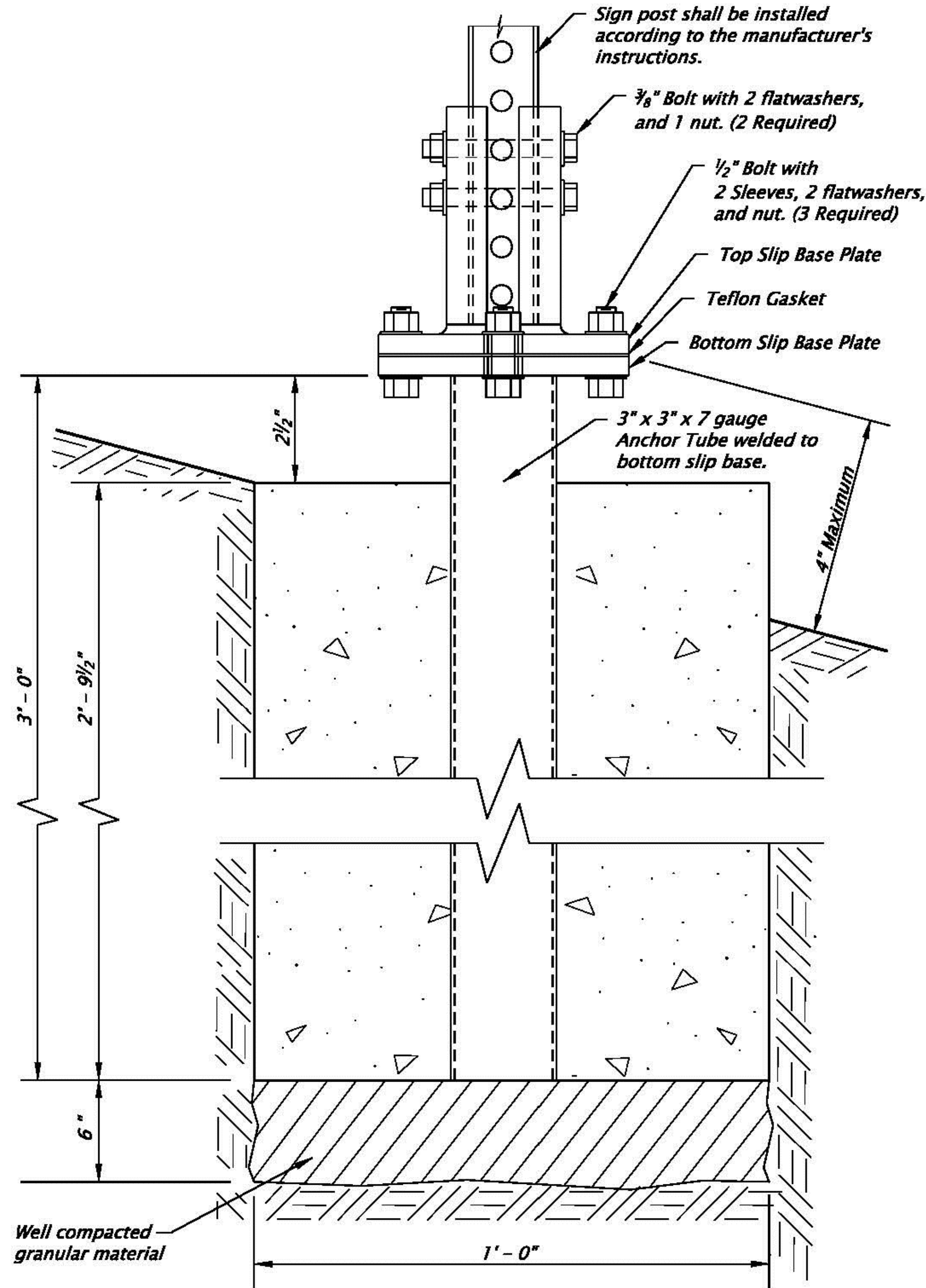
Accompanied by dwgs. TM200, TM671, TM687, TM688, TM689, TM822

CALC. BOOK NO. 5752	SDR 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	
2021	
DATE	REVISION DESCRIPTION

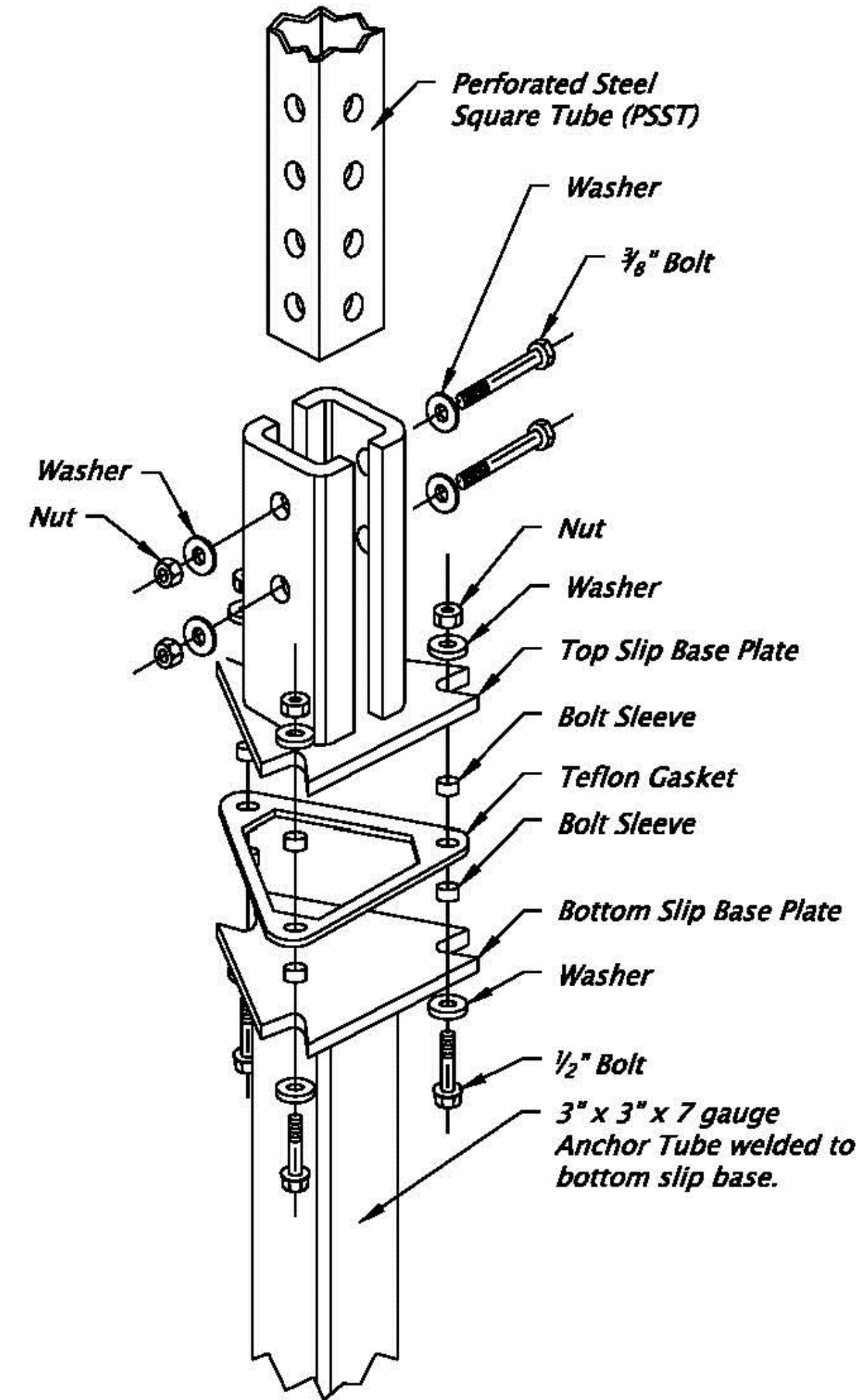
The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user and should not be used without consulting a Registered Professional Engineer.

tm688.dgn 10-JUL-2020

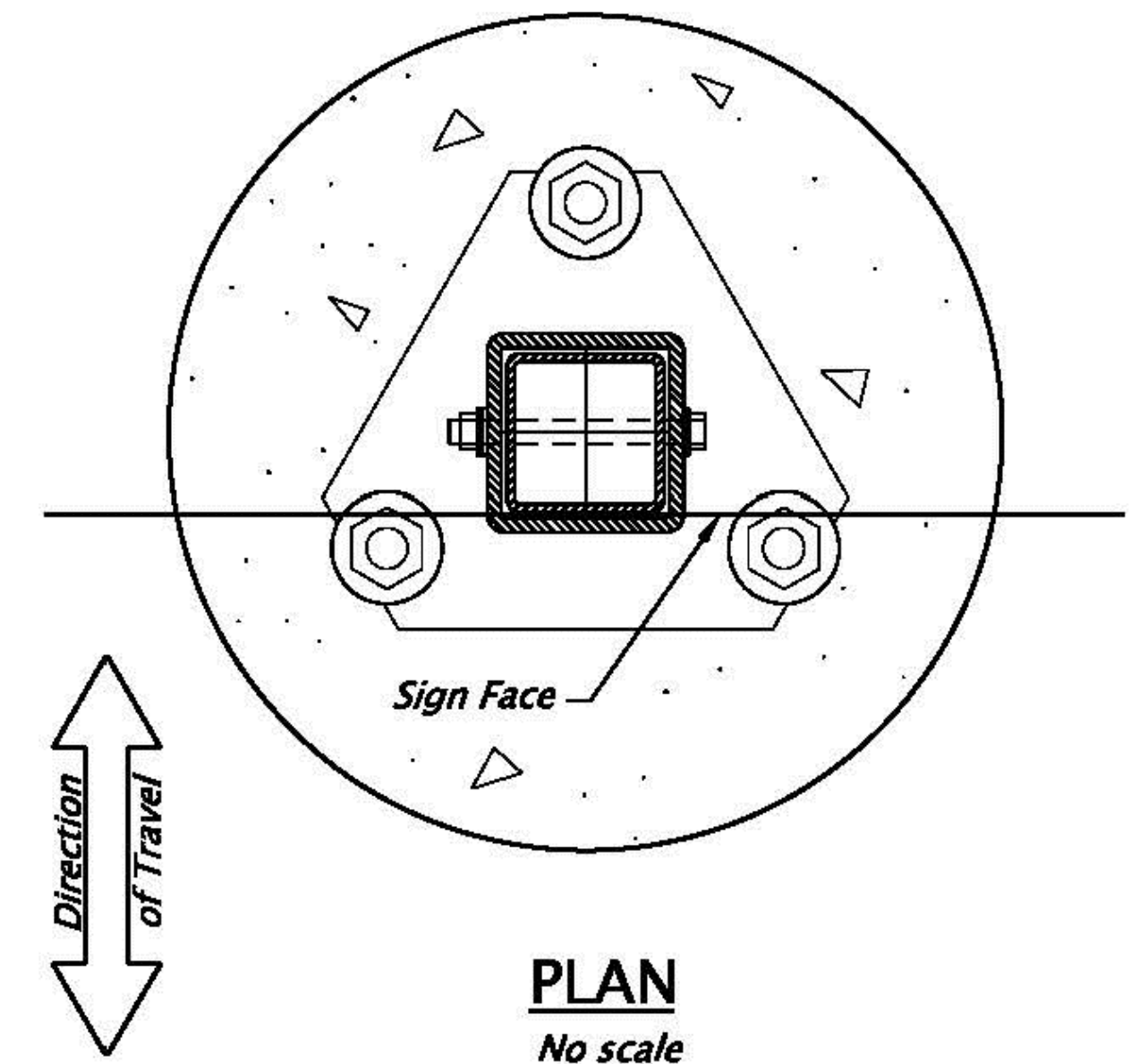
TM688



SLIP BASE ELEVATION
No scale



SLIP BASE EXPLODED VIEW
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. Slip base steel shall be hot dipped galvanized or approved equal.
3. Footing concrete shall be Commercial Grade Concrete ($f_c = 3000$ psi) per Specification 00440. The CGC mixture may be accepted at the site of placement according to 00440.14.
4. Material grade for base hardware connection shall be according to the manufacturer's recommendation and based on crash testing.
5. All slip bases shall be pre-assembled by the manufacturer and shall be installed according to the manufacturer's instructions.
6. Use slip bases listed on the ODOT Qualified products list or submit crash testing data, installation instructions, and unstamped working drawings according to 00150.35.
7. Slip base details shown are not for a specific manufacturer and are only shown to convey general pieces of a slip base system. Specific slip base material will be according to the manufacturer's documentation.

Accompanied by dwgs. TM681, TM687

CALC. BOOK NO. 5752	SDR 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) SLIP BASE FOUNDATION	
2021	
DATE	REVISION DESCRIPTION

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

TAPER TYPES & FORMULAS	
TAPER	FORMULA
Merging (Lane Closure)	"L"
Shifting	"L"/2 or 1/2"L"
Shoulder Closure	"L"/3 or 1/3"L"
Flagging (See Drg. TM850)	50' - 100'
Downstream (Termination)	Varies (See Drawings)

★ Use Pre-Construction Posted Speed to select the Speed from the Tables below:

TEMPORARY BARRIER FLARE RATE TABLE	
★ SPEED (mph)	MINIMUM FLARE RATE
≤ 30	8:1
35	9:1
40	10:1
45	12:1
50	14:1
55	16:1
60	18:1
65	19:1
70	20:1

MINIMUM LENGTHS TABLE					
★ SPEED (mph)	"L" VALUE FOR TAPERS (ft)				BUFFER "B" (ft)
	W = Lane or Shoulder Width being closed or shifted				
	W ≤ 10	W = 12	W = 14	W = 16	
25	105	125	145	165	75
30	150	180	210	240	100
35	205	245	285	325	125
40	265	320	375	430	150
45	450	540	630	720	180
50	500	600	700	800	210
55	550	660	770	880	250
60	600	720	840	960	285
65	650	780	910	1000	325
70	700	840	980	1000	365
FREEWAYS					
55	1000	1000	1000	1000	250
60	1000	1000	1000	1000	285
65	1000	1000	1000	1000	325
70	1000	1000	1000	1000	365

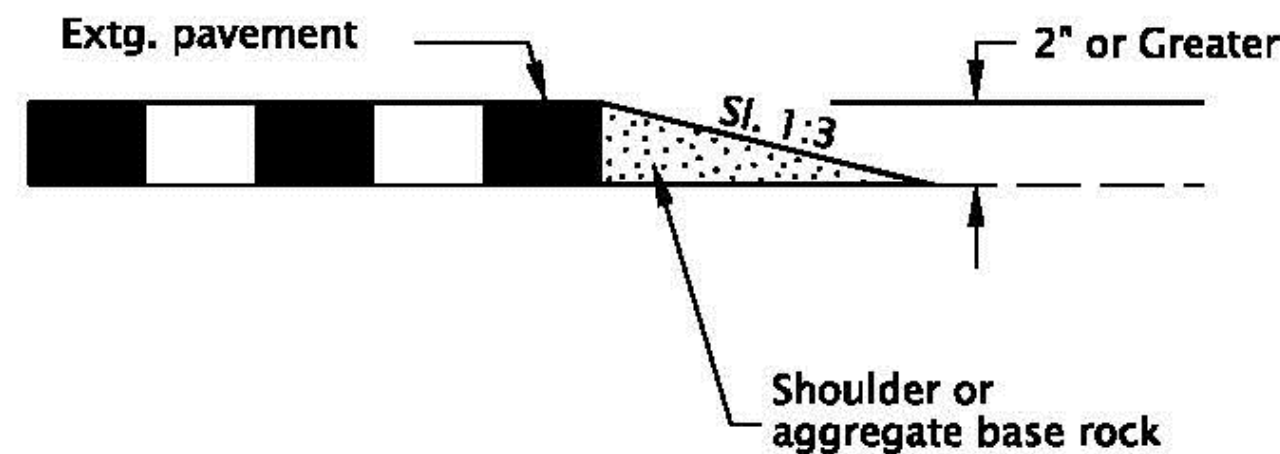
- NOTES:
- For Lane closures where W < 10', use "L" value for W = 10'.
 - For Shoulder closures where W < 10', use "L" value for W = 10' or calculate "L" using formula, for Speeds ≥ 45: L = WS, Speeds < 45: L = S²W/60, S = Speed, W=Width

TRAFFIC CONTROL DEVICES (TCD) SPACING TABLE				
★ SPEED (mph)	Sign Spacing (ft)			Max. Channelizing Device Spacing (ft)
	A	B	C	
20 - 30	100	100	100	20
35 - 40	350	350	350	20
45 - 55	500	500	500	40
60 - 70	700	700	700	40
Freeway	1000	1500	2640	40

- NOTES:
- Place traffic control devices on 10 ft. spacing for intersection and access radii.
 - When necessary, sign spacing may be adjusted to fit site conditions. Limit spacing adjustments to 30% of the "A" dimension for all speeds.

NOTES:

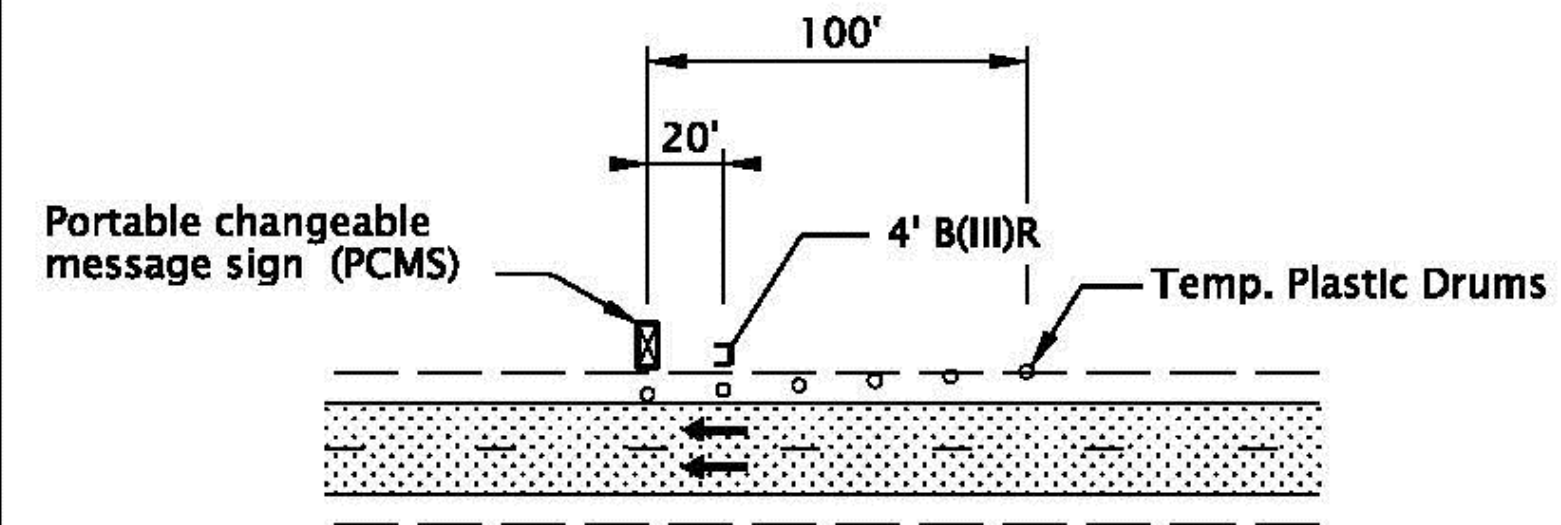
- When paved shoulders adjacent to excavations are less than four feet wide protect longitudinal abrupt edge as shown.
- Use aggregate wedge when abrupt edge is 2 inches or greater.



EXCAVATION ABRUPT EDGE

NOTES:

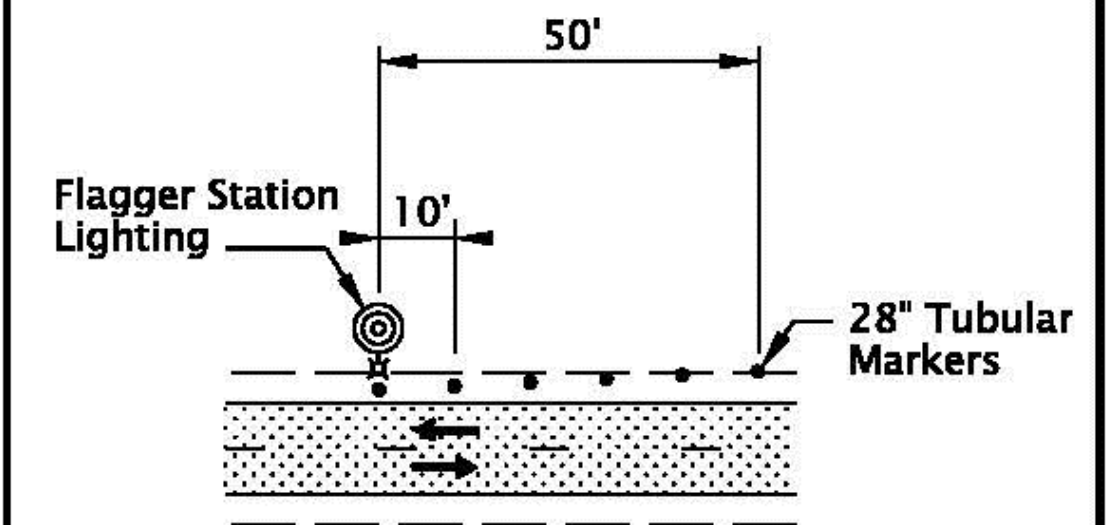
- Install PCMS beyond the outside shoulder, when possible.
- Use the appropriate type of barricade panels for PCMS location. Right shoulder, use Type B(III)R. Left shoulder, use Type B(III)L.
- Use six drums in shoulder taper on 20' spacing. The drums and barricade may be omitted when PCMS is placed behind a roadside barrier.
- Detail as shown is used for trailered and non-crashworthy components of:
 - Portable Traffic Signals
 - Smart Work Zone Systems



PORTABLE CHANGEABLE MESSAGE SIGN (PCMS) INSTALLATION

NOTES:

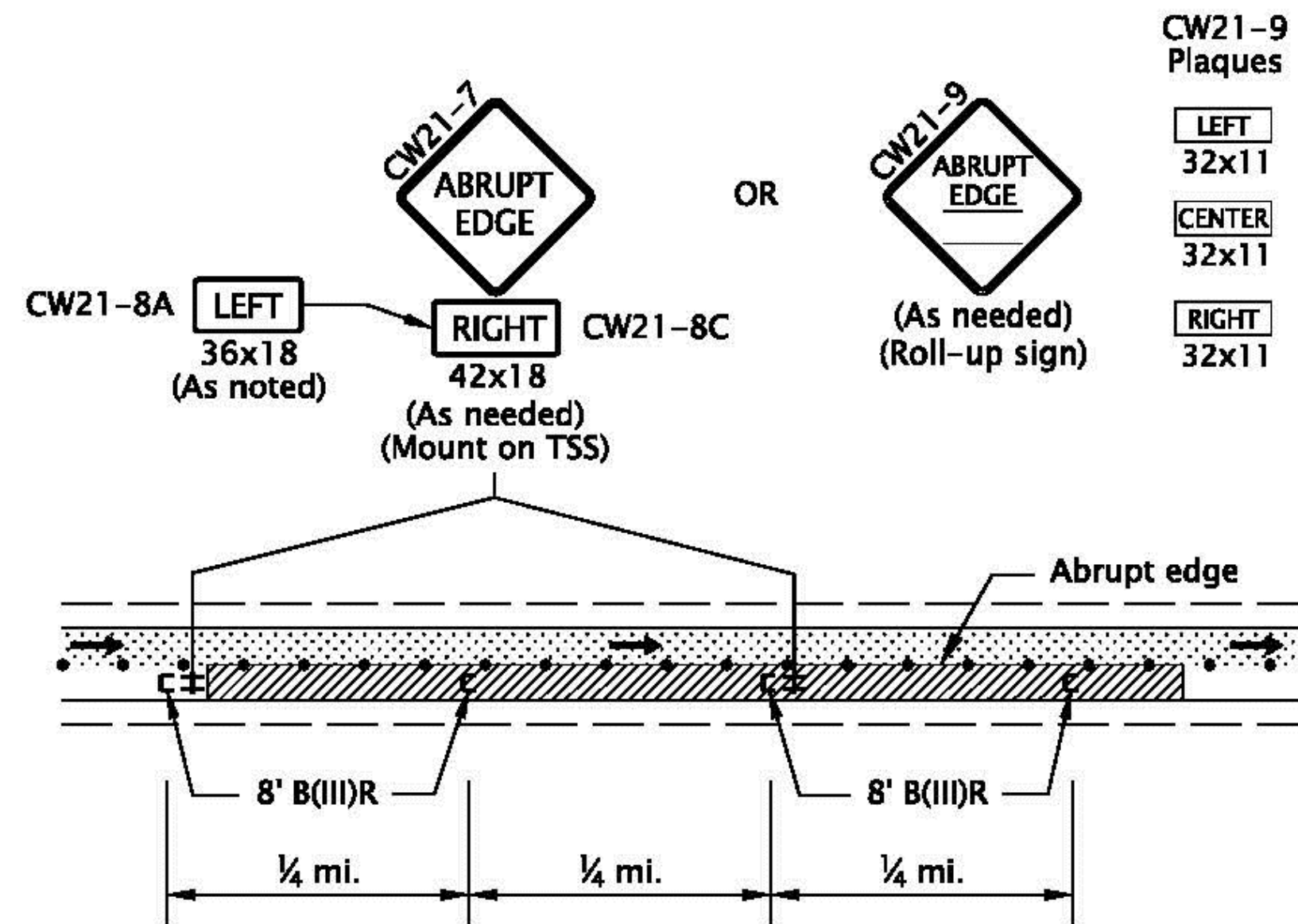
- Install Flagger Station Lighting beyond the outside shoulder, where practical.
- Use six tubular markers in shoulder taper on 10' spacing.
- Place cart / generator / power supply off of the shoulder, as far as practical.



FLAGGER STATION LIGHTING DELINEATION

NOTES:

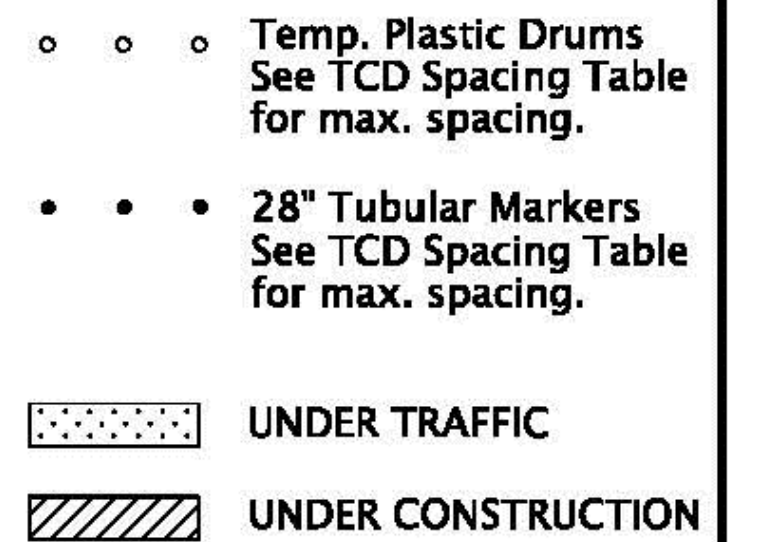
- Abrupt edges may be created by paving, operations, excavations or other roadway work. Use abrupt edge signing for longitudinal abrupt edges of 1 inch or greater.
- If the excavation is located on left side of traffic, replace the 8' B(III)R barricades with 8' B(III)L barricades and replace the "RIGHT" (CW21-8C) riders with "LEFT" (CW21-8A) riders.
- Continue signing and other traffic control devices throughout excavation area at spacings shown.
- If roll-up signs are used, attach the correct (CW21-9) plaques to the sign face using hook and loop fasteners. Place roll-up signs in advance of barricades.



TYPICAL ABRUPT EDGE DELINEATION

GENERAL NOTES FOR ALL TCP DRAWINGS:

- Signs and other Traffic Control Devices (TCD) shown are the minimum required.
- Place a barricade approx. 20' ahead of all sequential arrow boards.
- Arrows shown in roadway are directional arrows to indicate traffic movements.
- All signs are 48" x 48" unless otherwise shown. Use fluorescent orange sheeting for the background of all temporary warning signs.
- All diamond shaped warning signs mounted on barrier sign supports shall be 36" by 36". All other signs mounted on barrier sign supports shall not exceed 12 sq. ft. in total sign area.
- Low speed highways have a pre-construction posted speed of 40 mph or less. High speed highways have a pre-construction posted speed of 45 mph or higher.
- Do not locate sign supports in locations designated for bicycle or pedestrian traffic.
- Combine drawing details to complete temporary traffic control for each work activity.
- To be accompanied by Dwg. Nos. TM820 & TM821.



CALC. BOOK NO. ___ TM09-01 ___ SDR DATE ___ 01-JUL-2020 ___

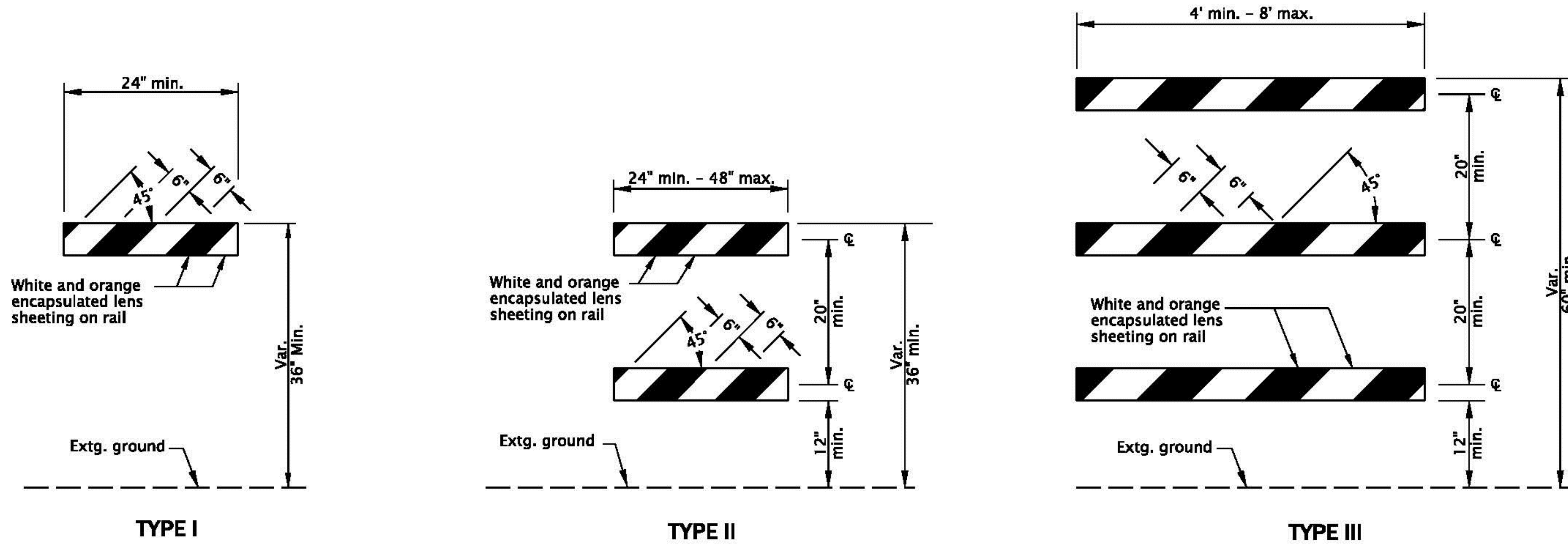
NOTE: All material and workmanship shall be in accordance with the current Oregon Standard Specifications

OREGON STANDARD DRAWINGS
TABLES, ABRUPT EDGE AND PCMS DETAILS

2021	
DATE	REVISION DESCRIPTION

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

tm820.dgn 01-JUL-2020



BARRICADE RAIL LAYOUT

GENERAL NOTES FOR ALL DETAILS:

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

NOTES:

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

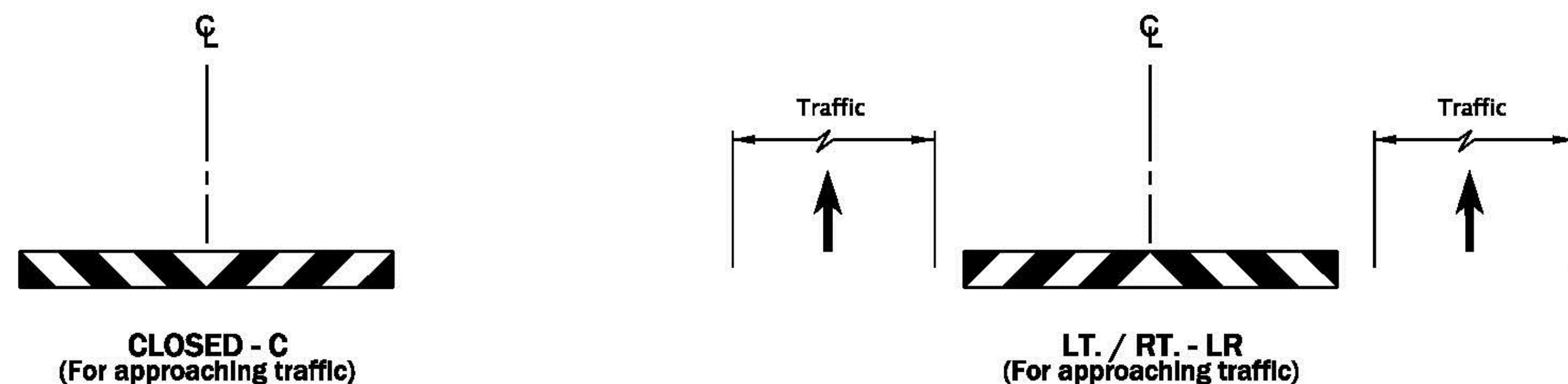
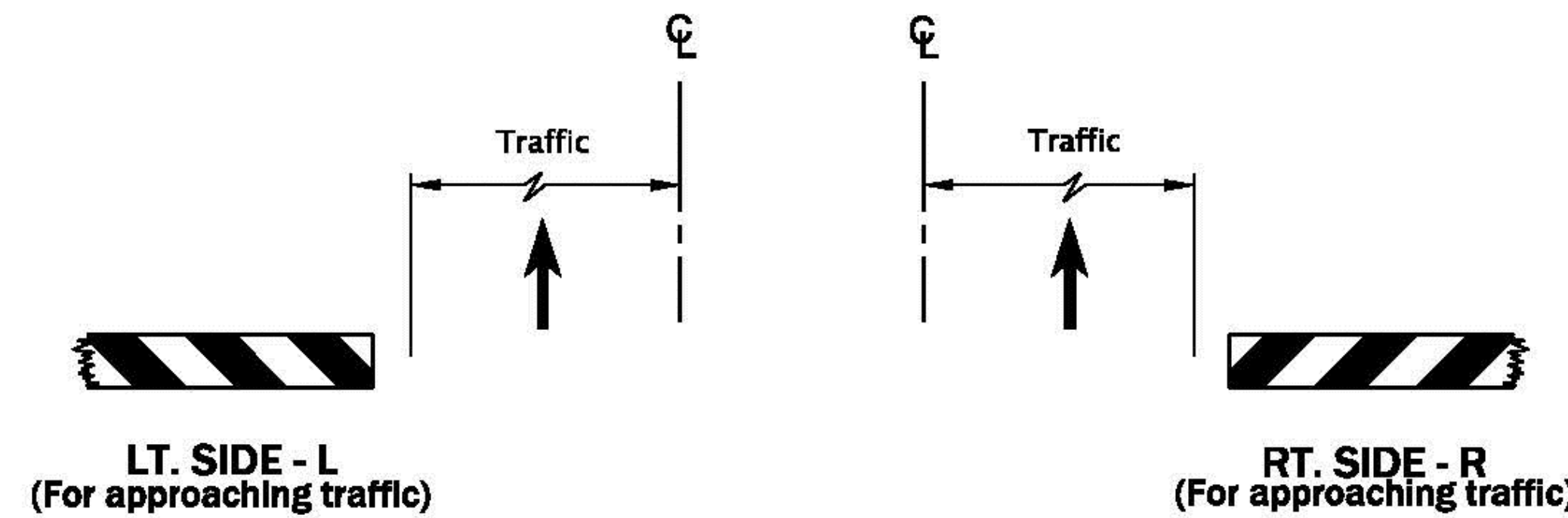
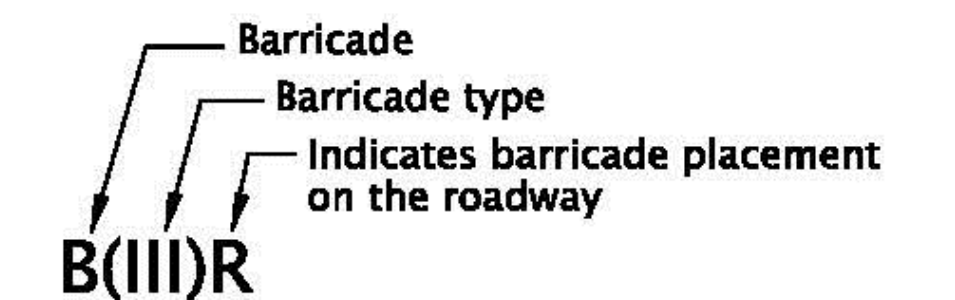


DIAGRAM FOR BARRICADE PLACEMENT AND SLOPE MARKING



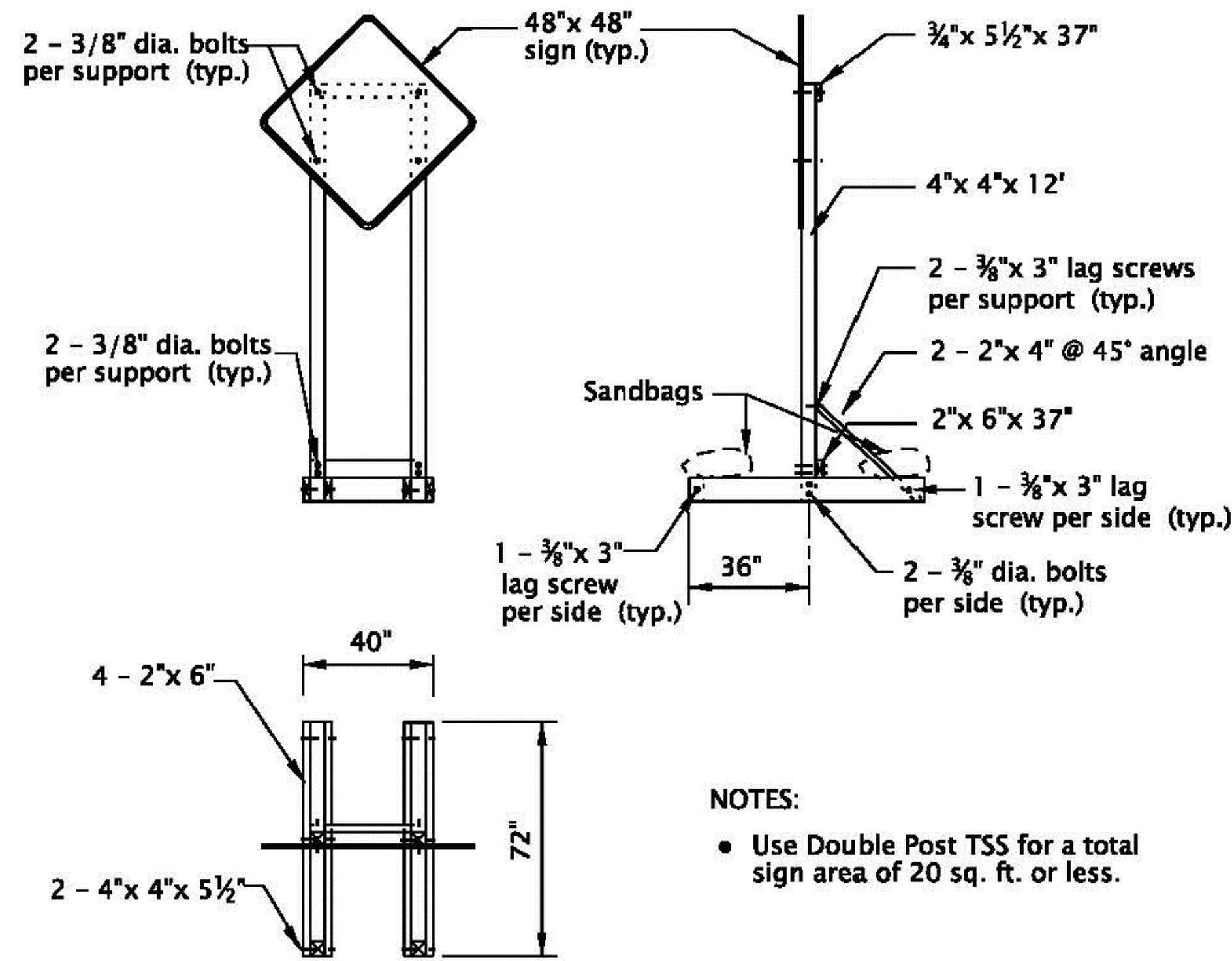
BARRICADE NOTATION

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

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

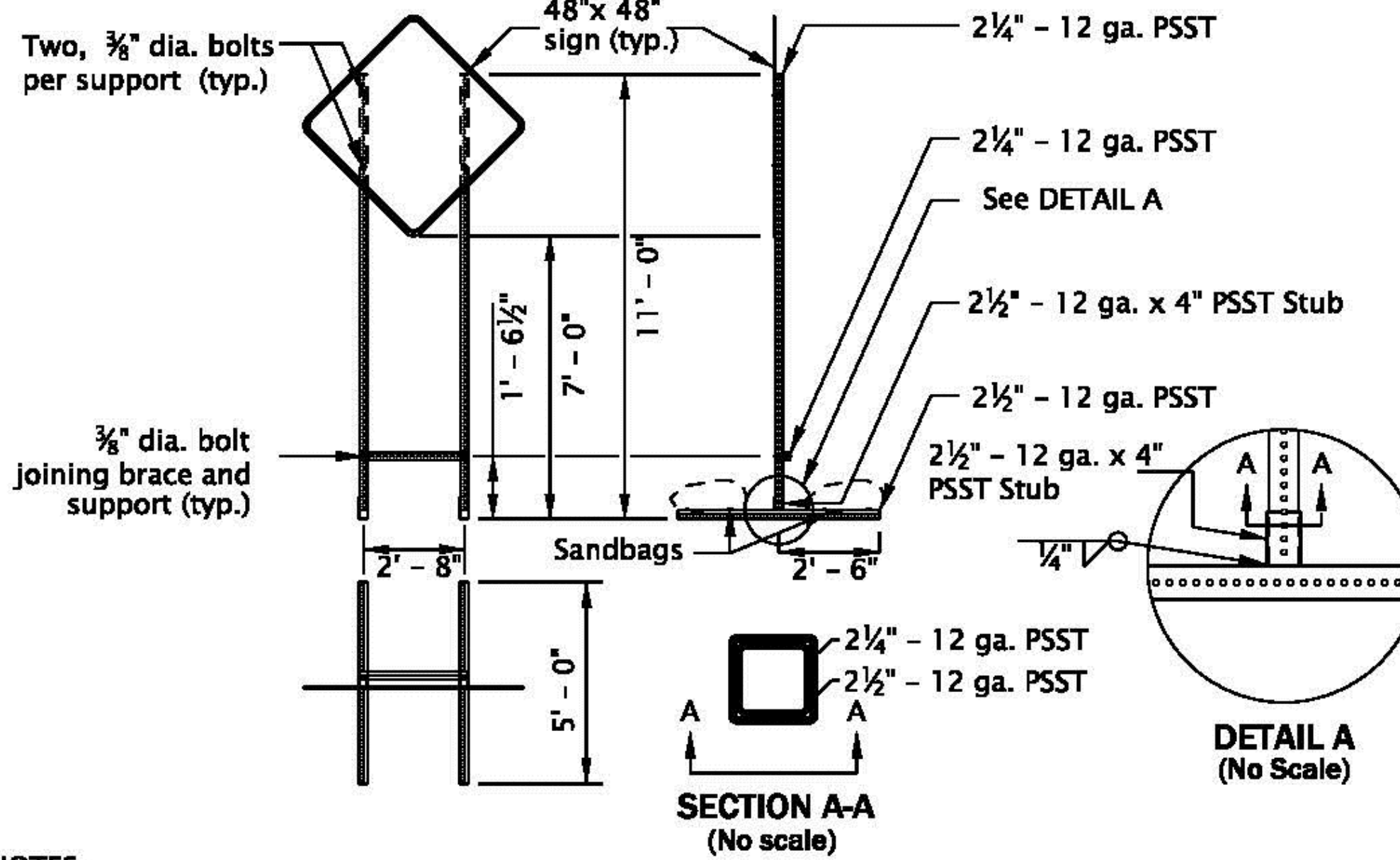
TM820

tm821.dgn 01-JUL-2020



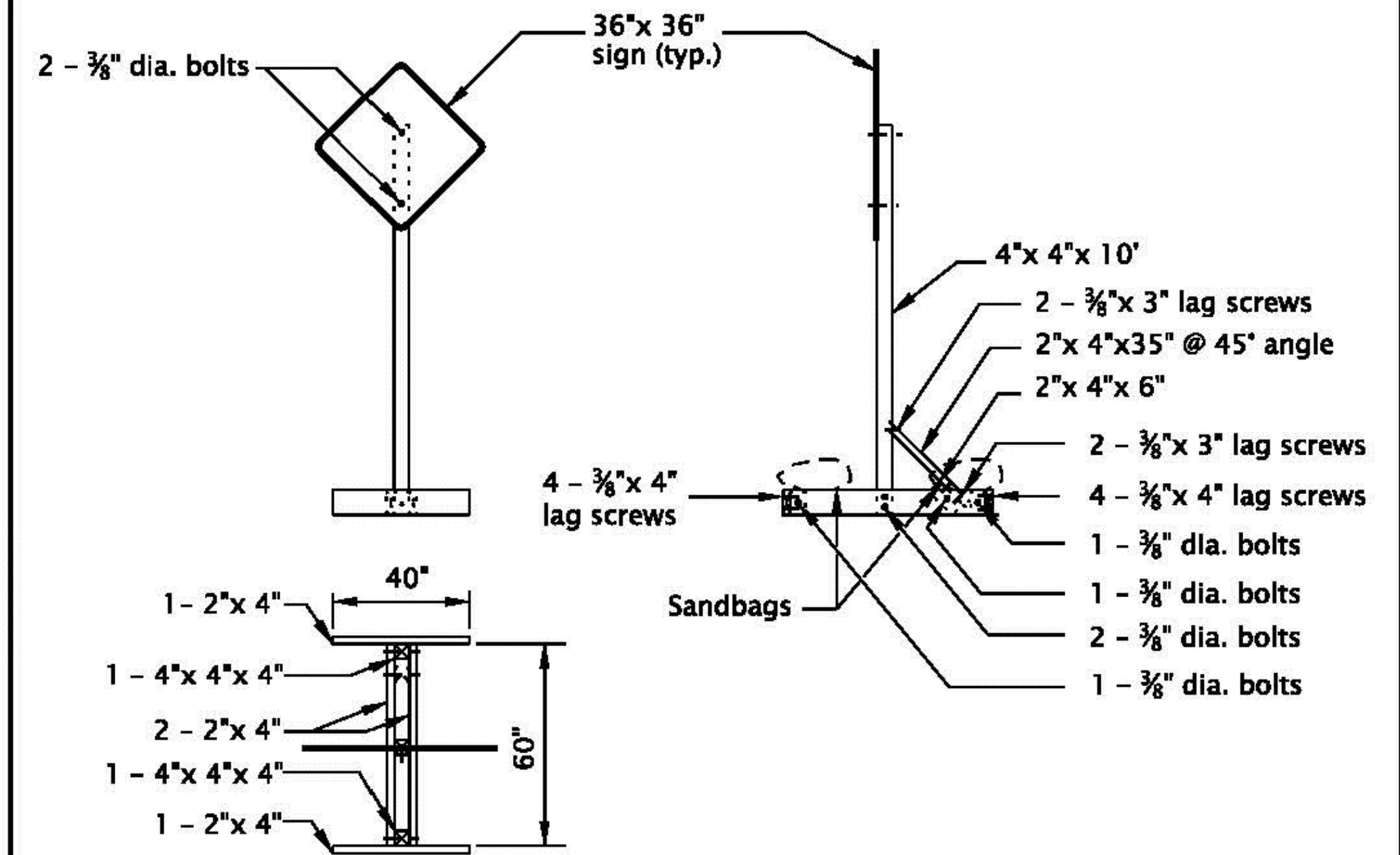
- NOTES:
- Use Double Post TSS for a total sign area of 20 sq. ft. or less.

DOUBLE POST DETAIL



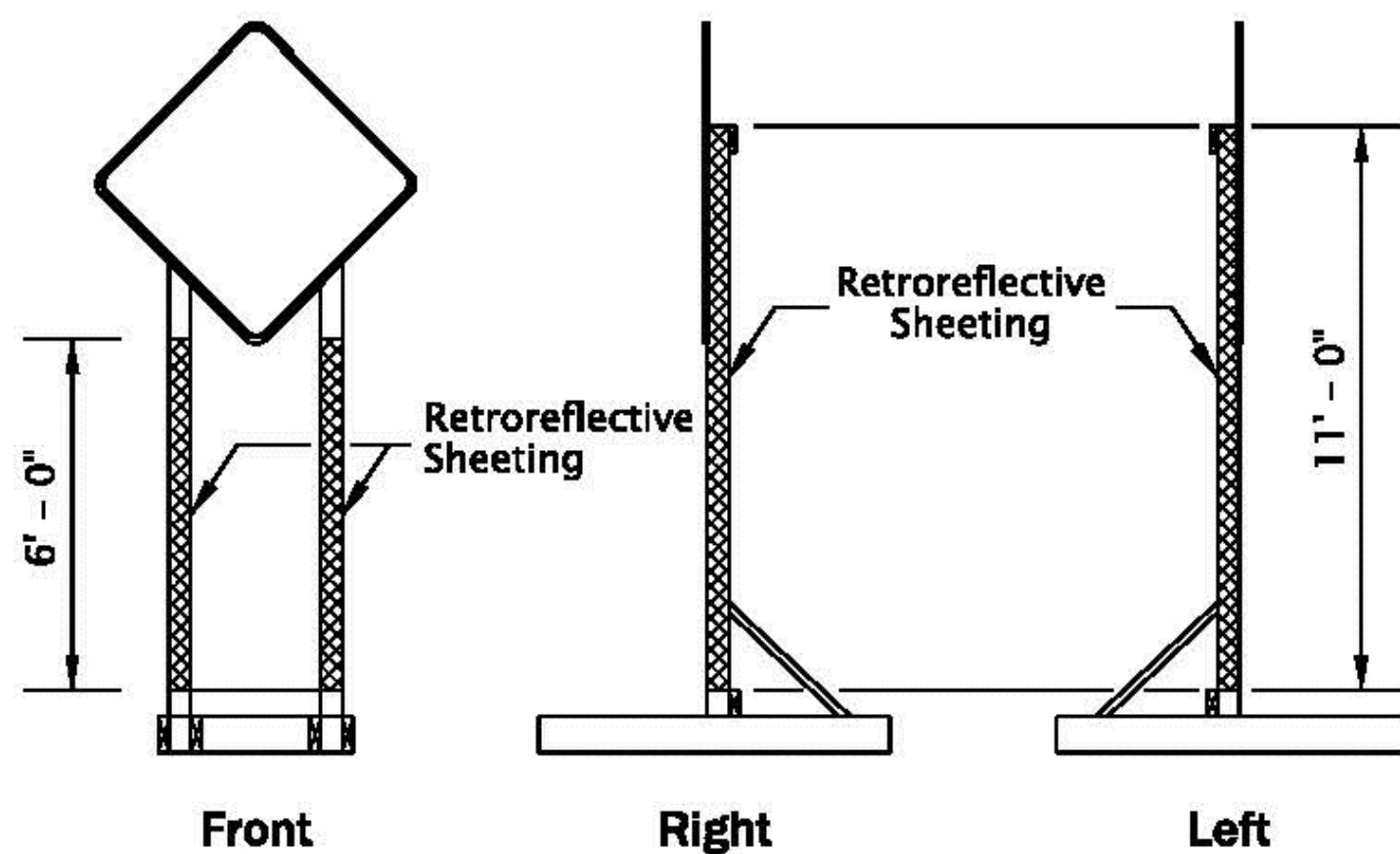
- NOTES:
- Use PSST TSS's for a total sign area of 16 sq. ft. or less.
 - All members shall have a minimum yield stress of 50 ksi.
 - Galvanize steel according to ASTM A653 with coating designation G90. Remove Galvanizing from steel before welding. Repair Galvanizing according to ASTM A780.
 - Use A325 Bolts or equivalent.
 - 2 1/4" - 12 ga. PSST to extend entire length inside of the 2 1/2" - 12 ga. x 4" PSST Stub.
 - Do not use bolt to secure 2 1/4" PSST inside of the 2 1/2" - 12 ga. x 4" PSST Stub.
 - Weld steel according to American Welding Society (AWS) D.1.1.

PERFORATED STEEL SQUARE TUBE (PSST) DETAIL

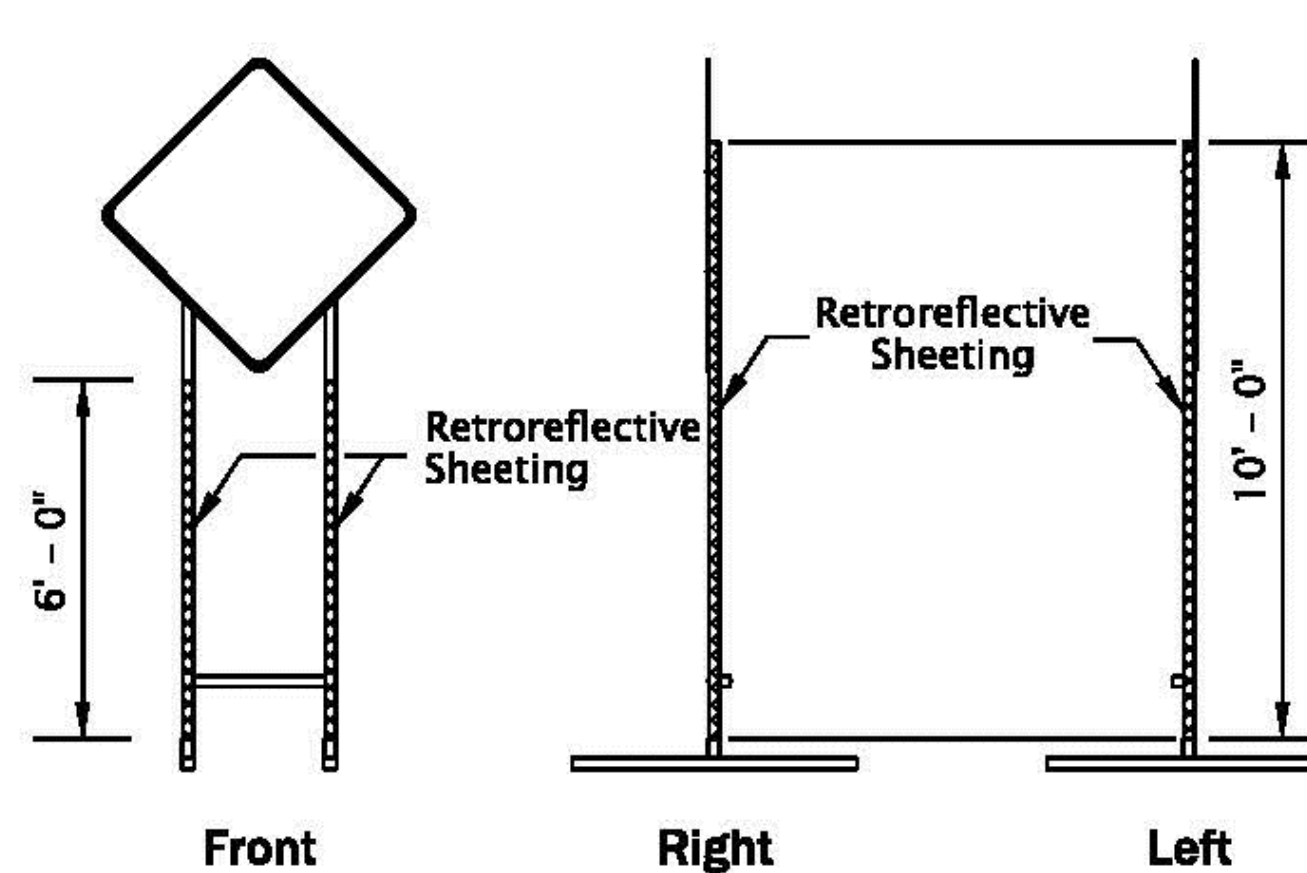


- NOTES:
- Use Single Post TSS for a total sign area of 12 sq. ft. or less.
 - Use Single Post TSS for mounting "Business Access" (CG20-11) signs. Do not mount signs on Type II or III Barricades.

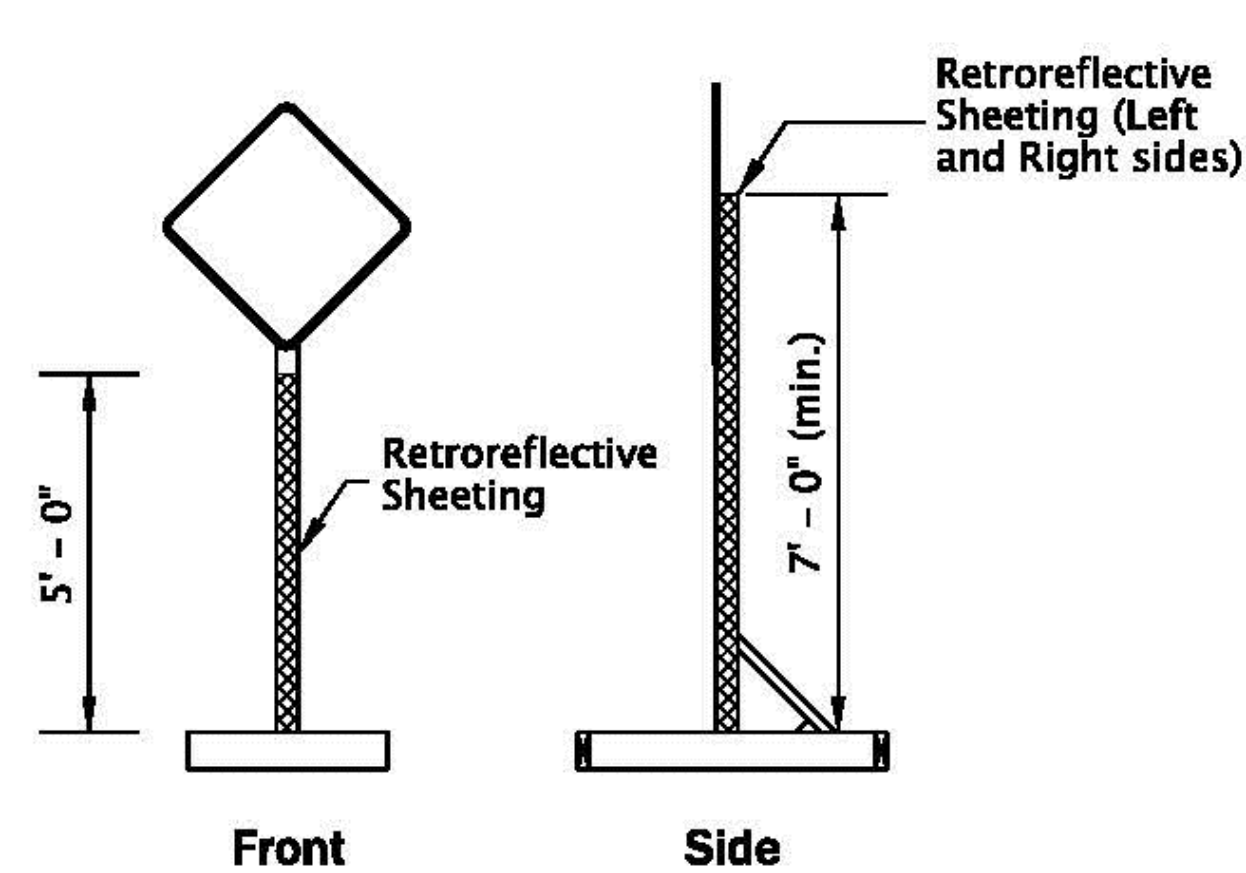
SINGLE POST DETAIL



Double Post



Perforated Steel Square Tube (PSST)



Single Post

- NOTES:
- Apply fluorescent orange, ANSI Type VIII or IX retroreflective sheeting to TSS posts, as shown, for all temporary signs, except "STOP" and "DO NOT ENTER". For "STOP" and "DO NOT ENTER" signs, used red ANSI Type III or IV retroreflective sheeting on the TSS posts.
 - Apply sign post retroreflectivity to each TSS post facing front; and to the left and right sides of the TSS, as shown. Use 3" wide sheeting for wood post TSS's. Use 2" wide sheeting for PSST TSS's.
 - Sheeting may be applied directly to post material; or applied to a rigid, lightweight substrate, then securely attached to the posts.

SIGN POST REFLECTIVE SHEETING PLACEMENT

TEMPORARY SIGN SUPPORT GENERAL NOTES:

- Do not tip over TSS at any time.
- Do not locate TSS's in locations that block pedestrian or bicycle traffic.
- For wooden TSS's, use either Douglas Fir or Hem Fir, which is surfaced four sides (S4S) and free of heart center (FOHC).
- See "Temporary Sign Placement" detail on TM822 for sign installation heights.
- Do not place or stack ballast more than 24" above the ground.
- When sign is inconsistent with current work zone conditions, cover sign; or turn sign 90 degrees away from approaching traffic. Remove TSS from roadway when signing is not needed for more than 3 days.
- Place a minimum of 50 lbs of sandbags on each of the four TSS supports legs. (25 lb. max per bag) (min. 100 lbs per side of each TSS).
- See Dwg. No. TM204 for flag board mounting detail.

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

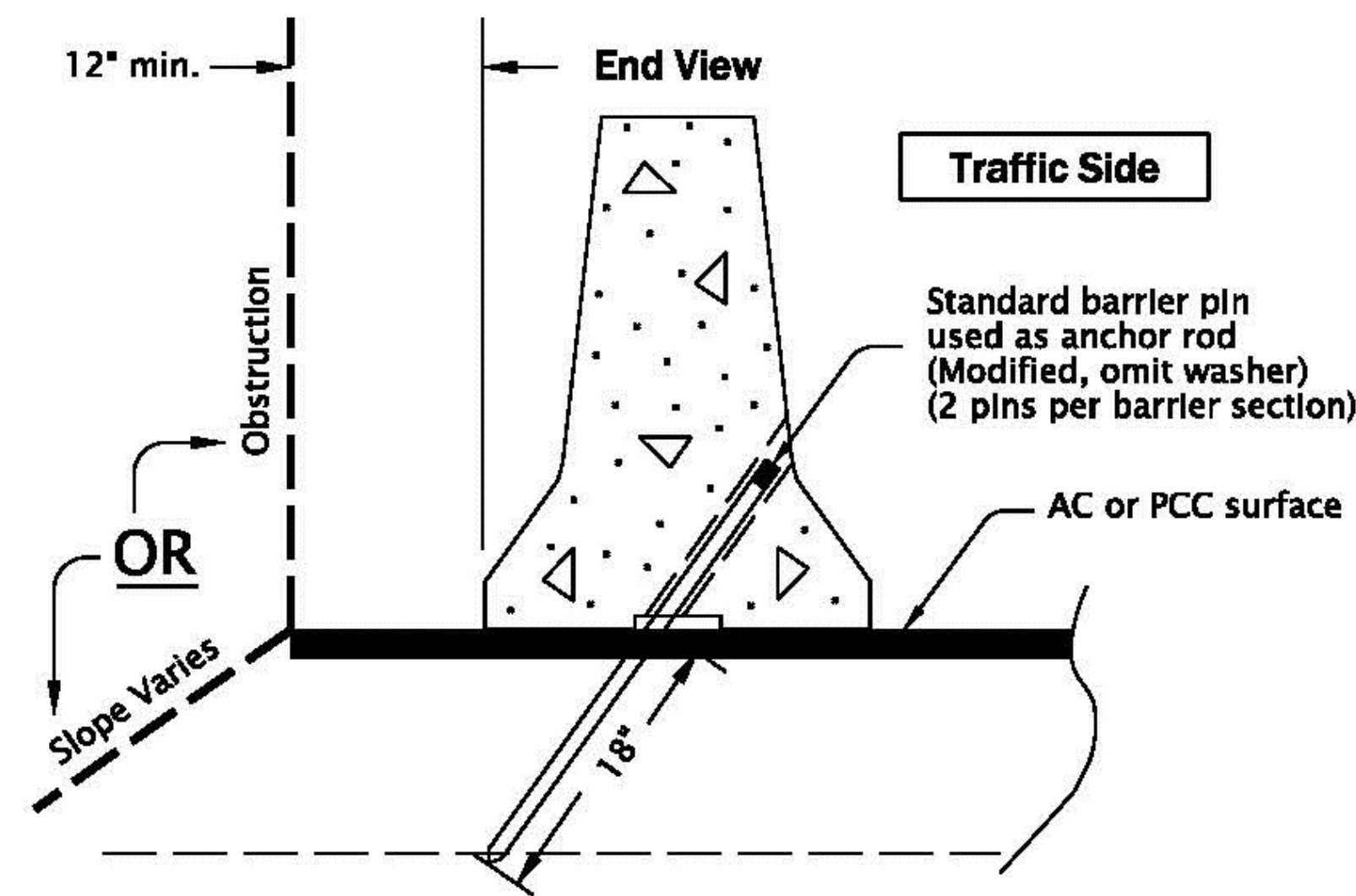
The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user and should not be used without consulting a Registered Professional Engineer.

TM821

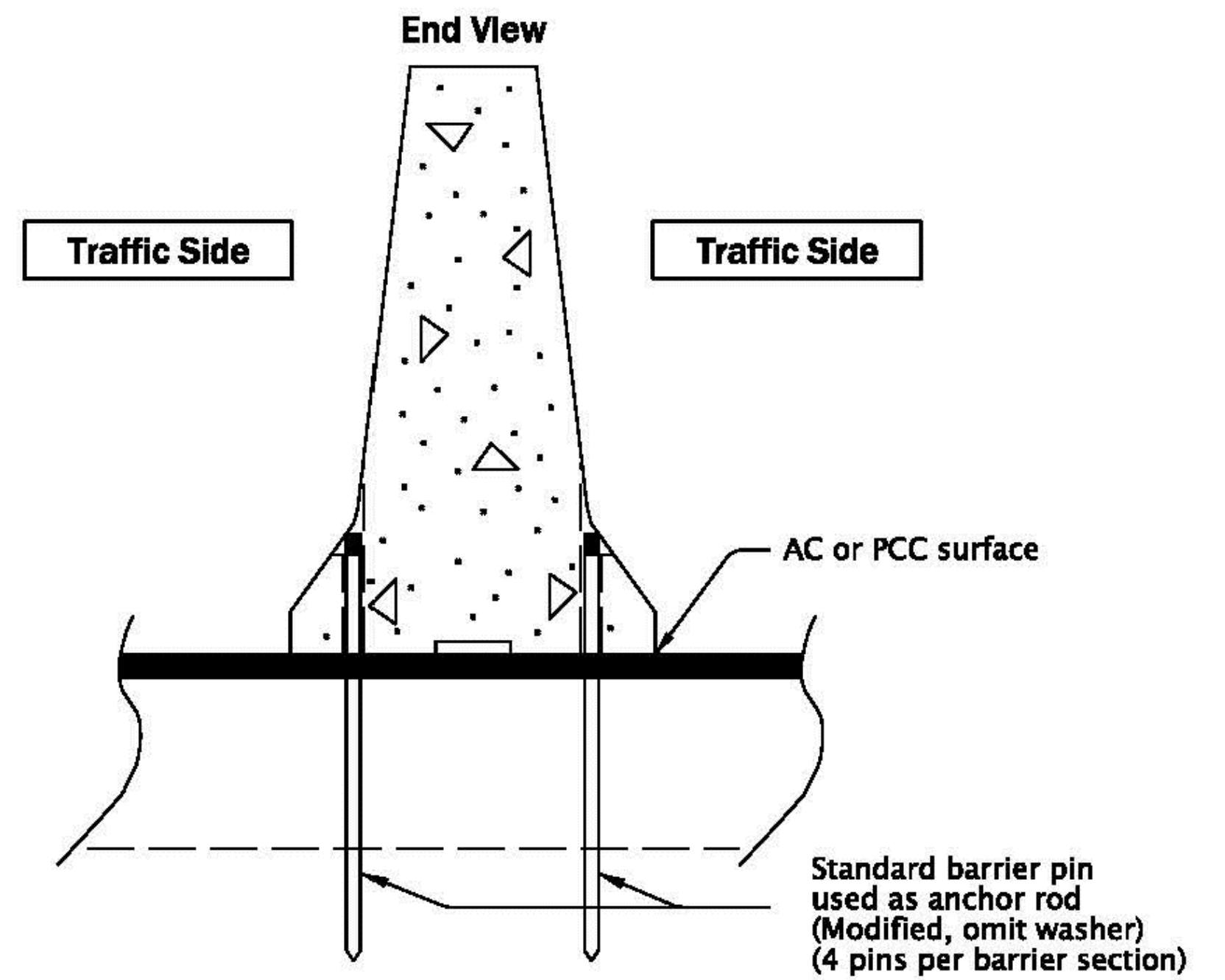
tm830.dgn 01-JUL-2020

NOTES:

- DO NOT USE ON BRIDGE DECKS. Restrain barrier on bridge decks according to Bridge Design Manual. See Chapter 1.13.1.10
- Predrill pin holes for PCC placement.
- Excavation height greater than 3 feet requires proper backslope based on angle of repose, or shoring as directed.



SECURING TEMPORARY CONCRETE BARRIER
(Shoulder Installation)

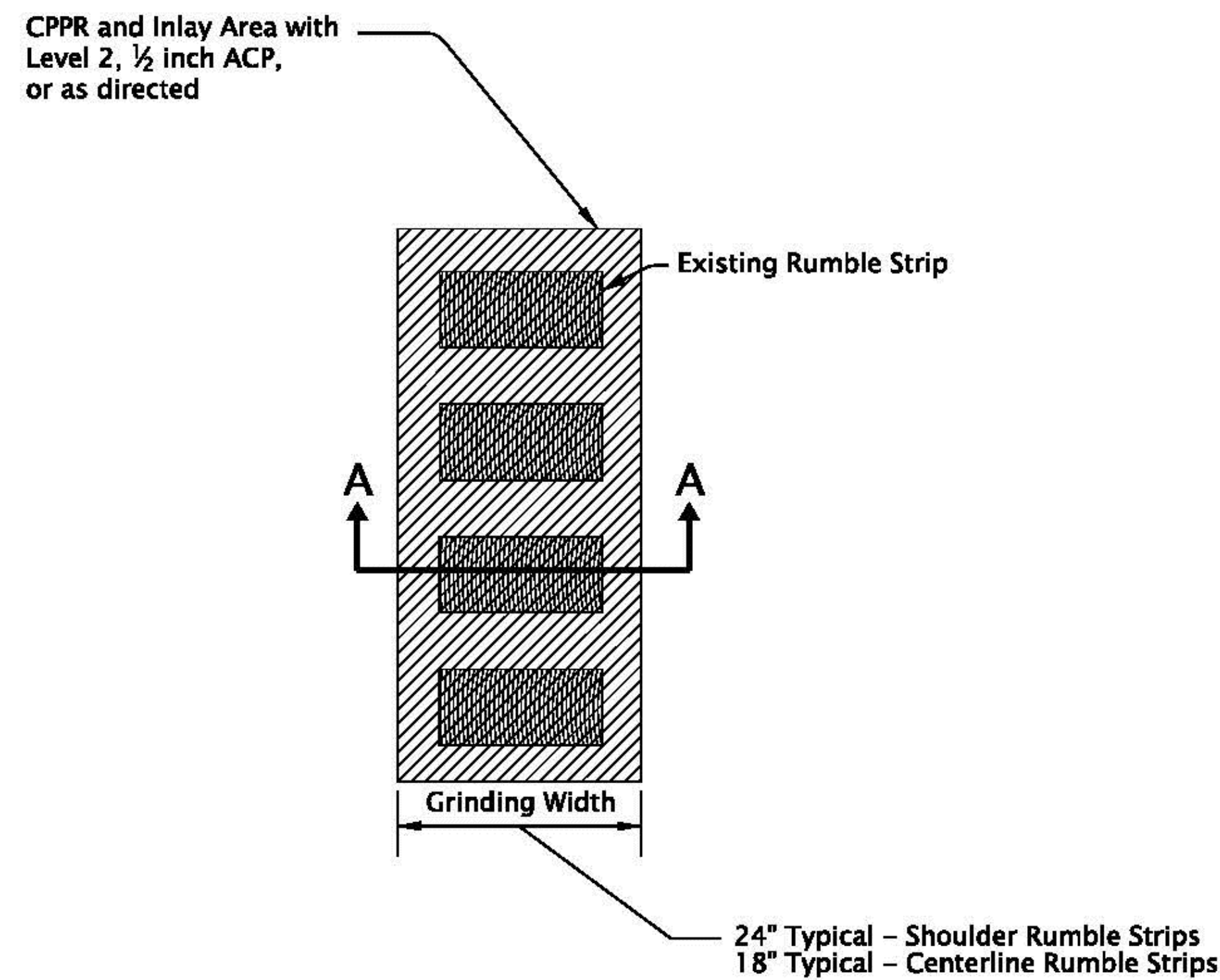


SECURING TEMPORARY TALL CONCRETE BARRIER
(Median Installation)

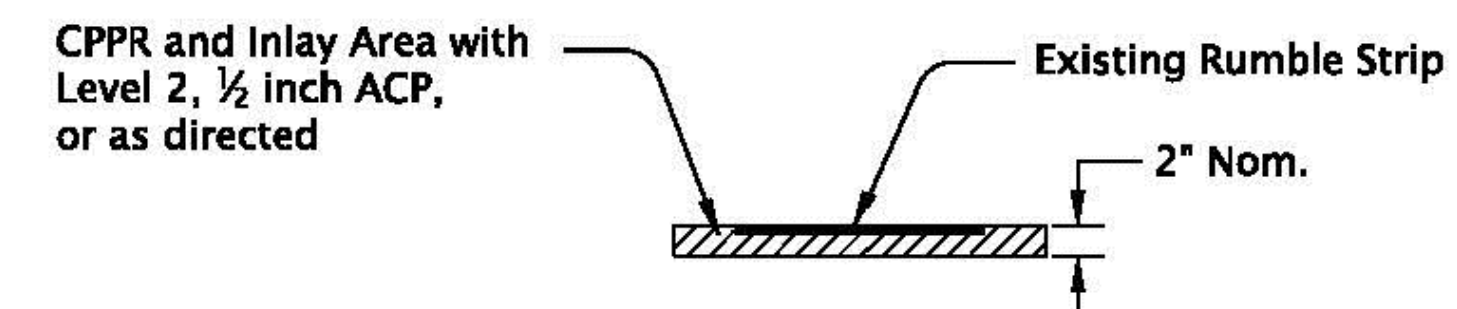
NOTES:

- CPPR and inlay existing rumble strips prior to staging traffic across the area. Common application is staging for freeway crossovers and lane shifts.
- Remove and replace existing striping as required.

UNDER CONSTRUCTION



EXISTING RUMBLE STRIP REMOVAL



SECTION A-A

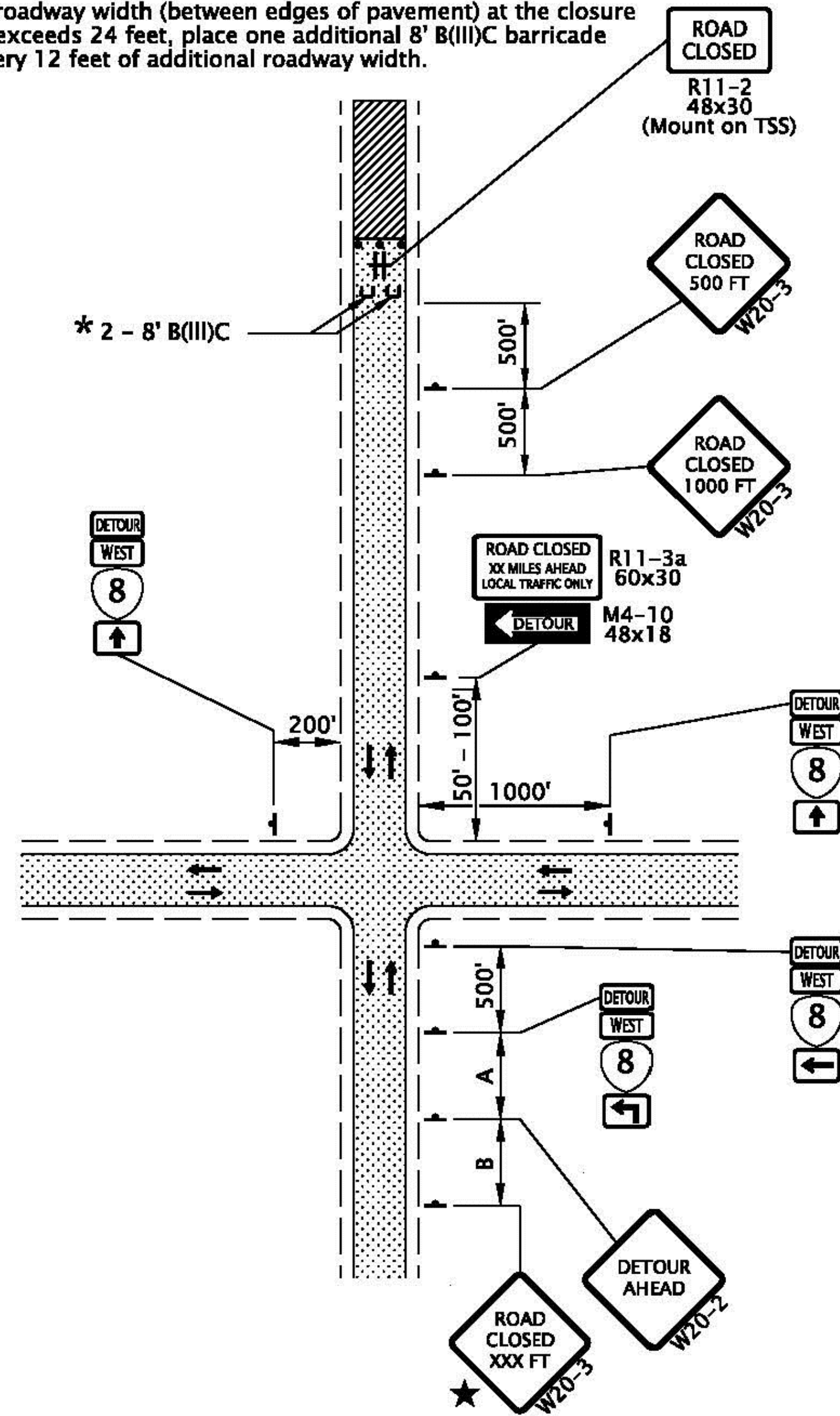
CALC. BOOK NO. _____ N/A _____	SDR DATE _____ 01-JUL-2020 _____
NOTE: All material and workmanship shall be in accordance with the current Oregon Standard Specifications	
OREGON STANDARD DRAWINGS	
TEMPORARY CONCRETE BARRIER AND RUMBLE STRIP DETAILS	
2021	
DATE	REVISION DESCRIPTION

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TM830

NOTES:
 If closure point is less than 1500 ft. from nearest intersection, use a "ROAD CLOSED TO THRU TRAFFIC" (R11-4) sign in place of the "ROAD CLOSED XX MILES AHEAD" sign.

* If the roadway width (between edges of pavement) at the closure point exceeds 24 feet, place one additional 8' B(III)C barricade for every 12 feet of additional roadway width.

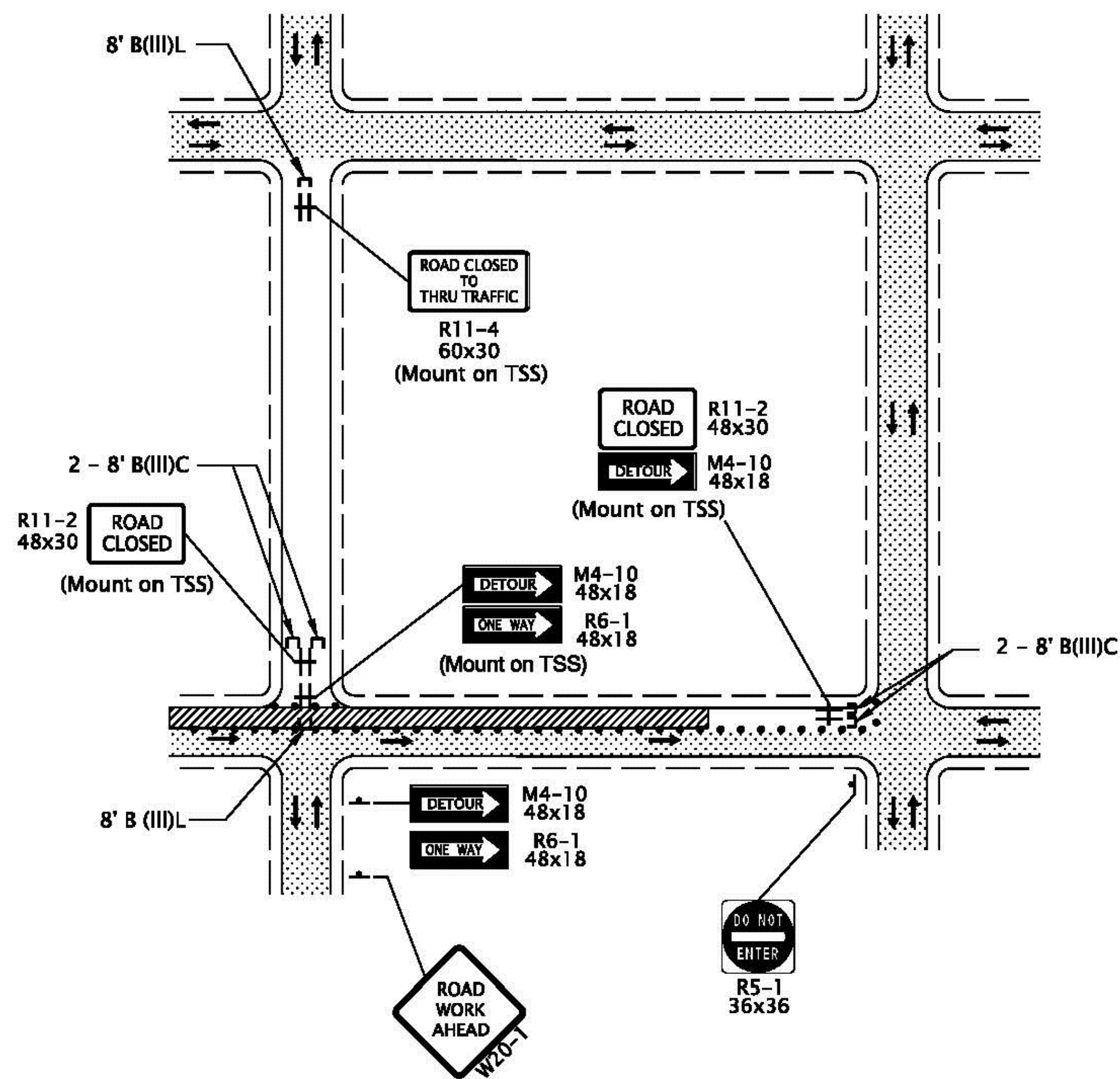


TYPICAL ROAD CLOSURE WITH DETOUR



NOTE:
 • When detour routes overlap, each Route Shield will include a separate cardinal direction, detour, and directional arrow auxiliary sign assembly.

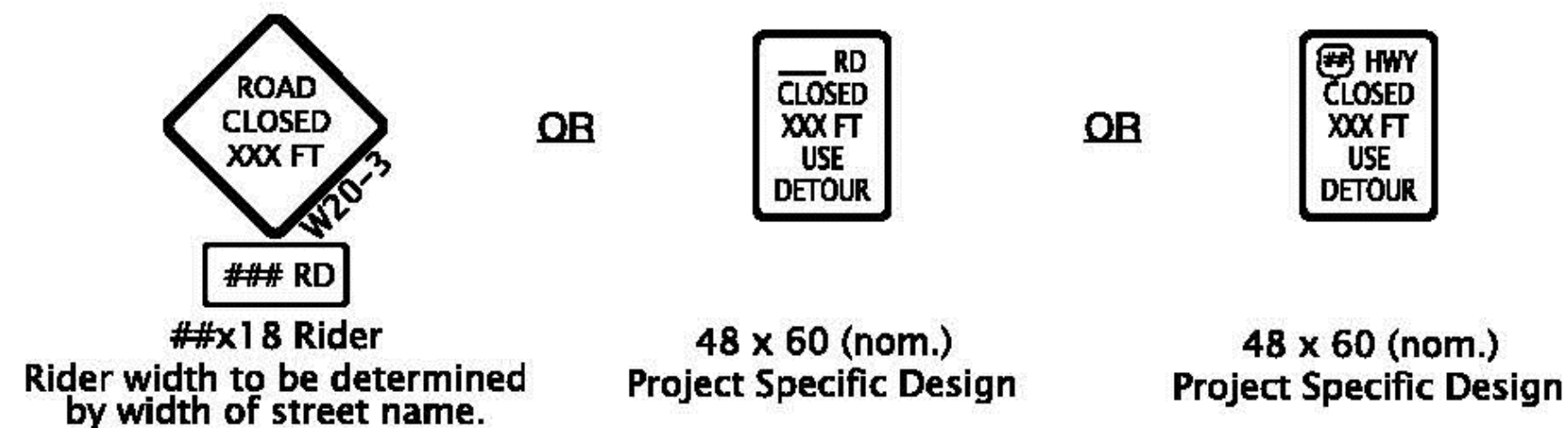
TYPICAL TRAILBLAZER ASSEMBLY



TYPICAL PARTIAL ROAD CLOSURE

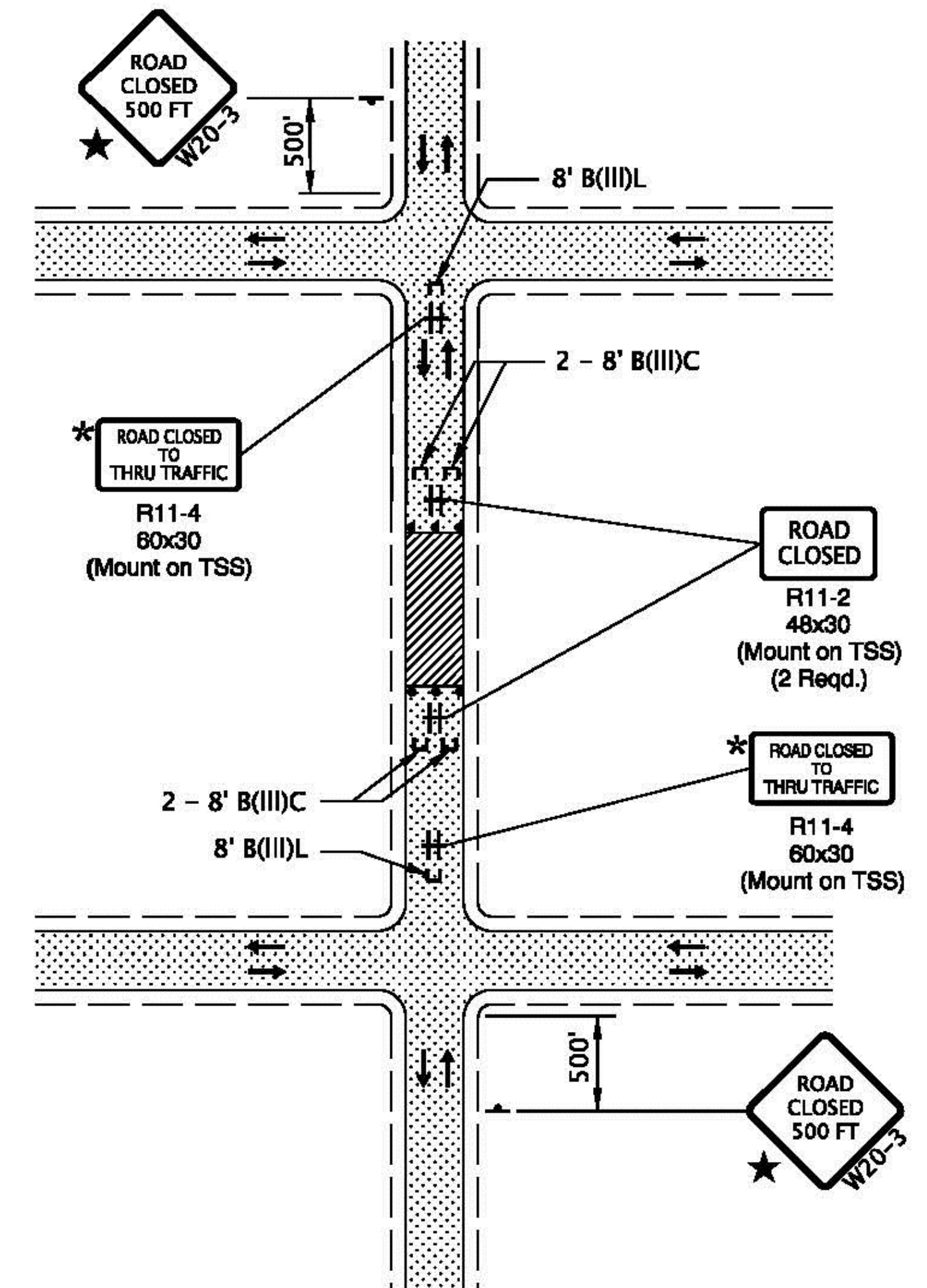
GENERAL NOTES FOR ALL DETAILS:

★ A "Street Name" rider may be used to enhance Road Closure signing; or provide a project specific design; or, as shown in the traffic control plan.



- Use a minimum of two Type III barricades for a road closure. For roads $\geq 36'$ wide between curbs or edge of pavement, use a minimum of three Type III barricades for the closure point.
- For full road closures, the C or LR barricade may be used.
- Place additional signing as directed.
- To determine sign spacing A, B, & C, use the "TRAFFIC CONTROL DEVICES (TCD) SPACING TABLE" on Dwg. TM800.
- To be accompanied by Dwg. Nos. TM820 & TM821.

- •••• 28" Tubular Markers See TCD Spacing Table on TM800 for max. spacing.
- [Dotted pattern] UNDER TRAFFIC
- [Hatched pattern] UNDER CONSTRUCTION



TYPICAL ROAD CLOSURE

NOTE:
 * If accesses exist between intersection and point of closure, install "ROAD CLOSED TO THRU TRAFFIC" sign as shown.

CALC. BOOK NO. _____ N/A _____ SDR DATE _____ 01-JUL-2020 _____

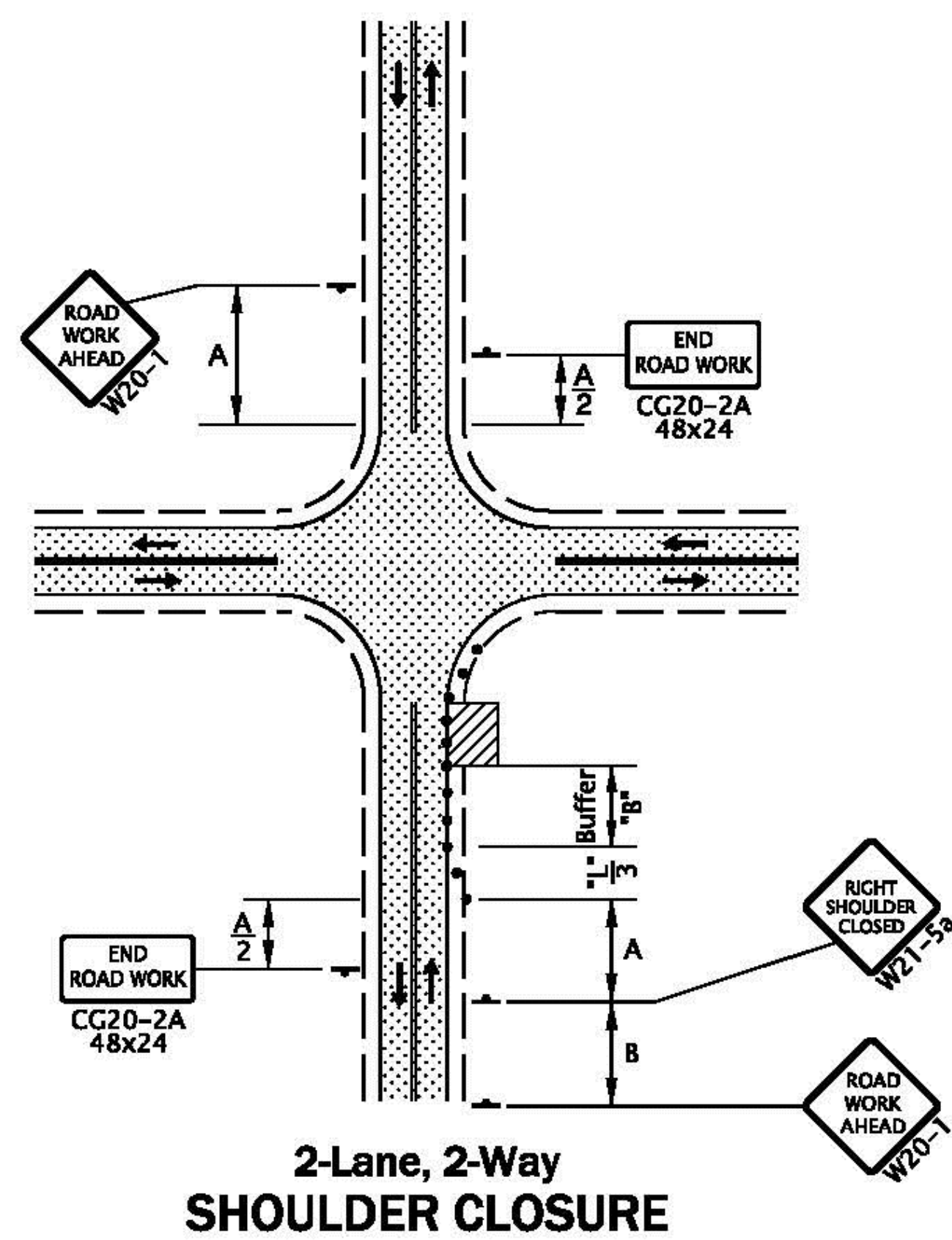
NOTE: All material and workmanship shall be in accordance with the current Oregon Standard Specifications

OREGON STANDARD DRAWINGS

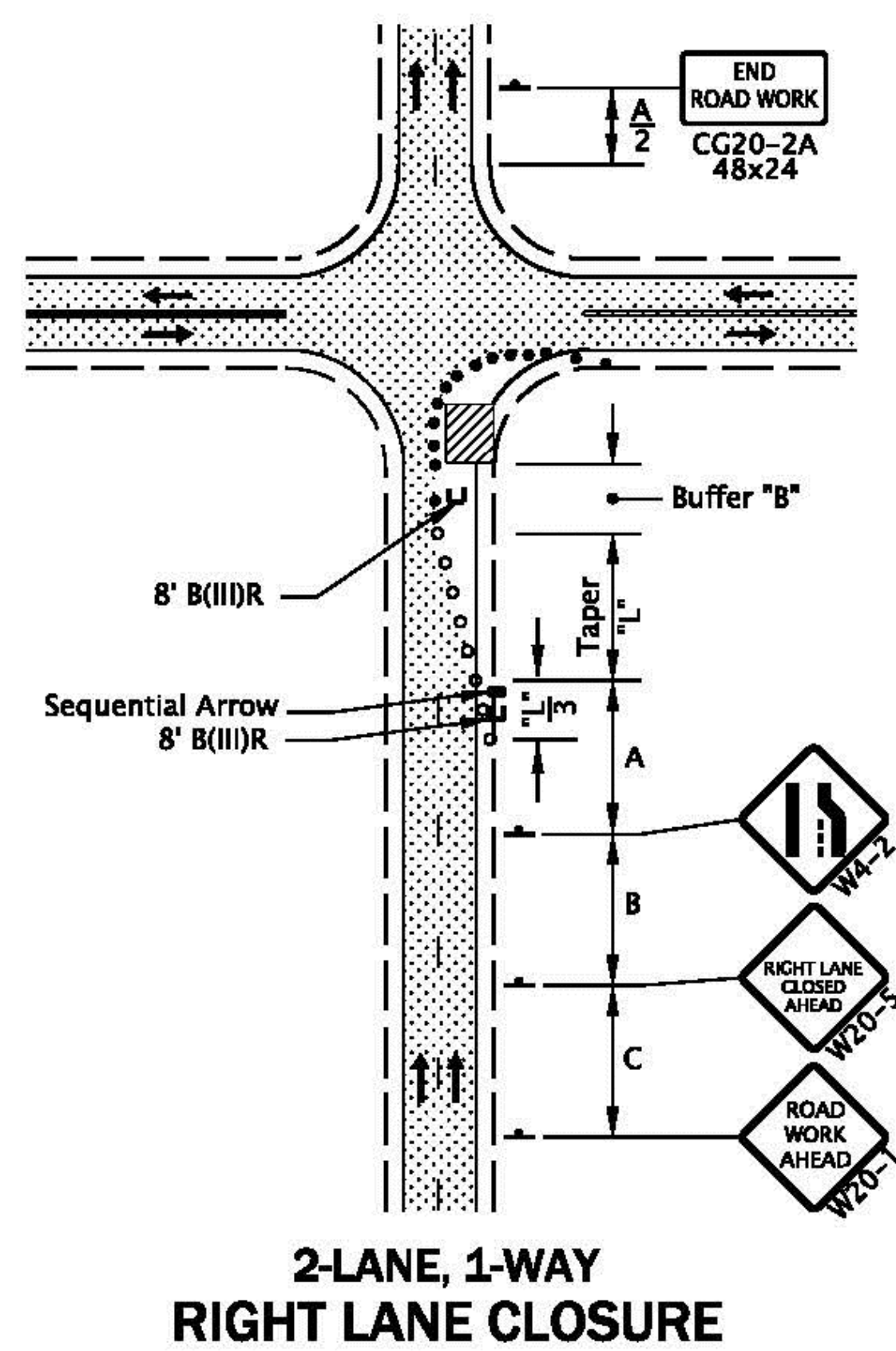
CLOSURE DETAILS

2021	
DATE	REVISION DESCRIPTION

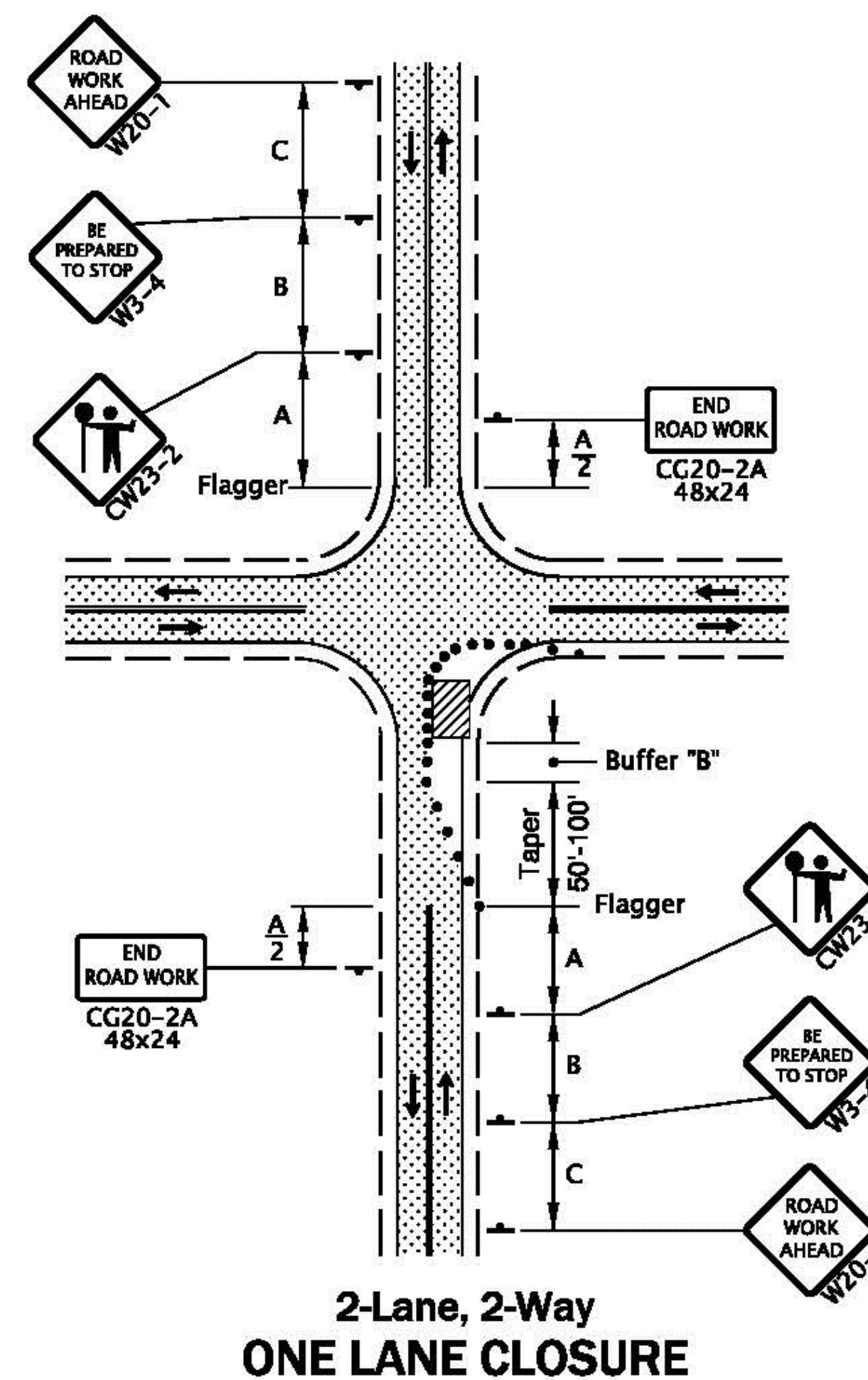
The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user and should not be used without consulting a Registered Professional Engineer.



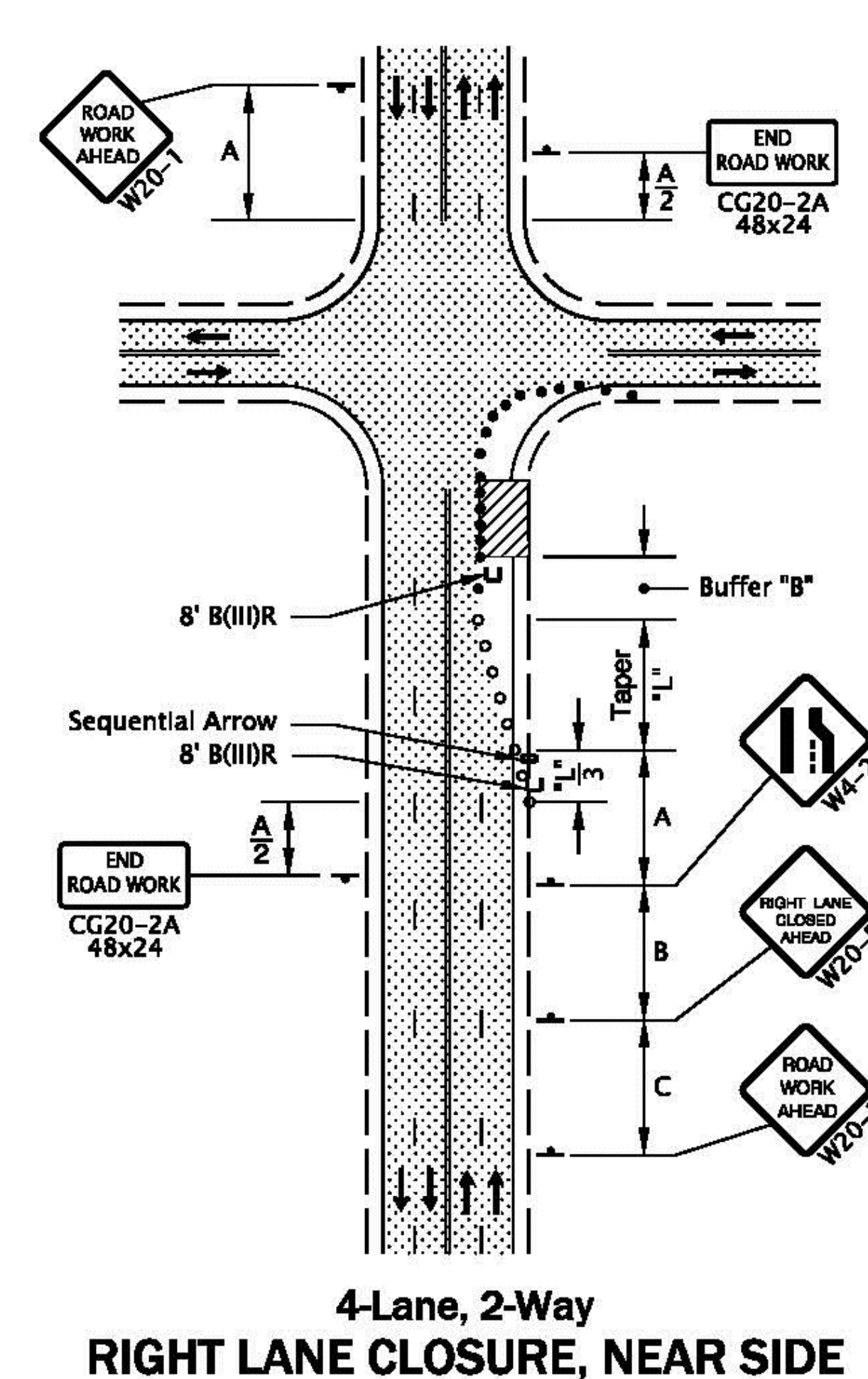
2-Lane, 2-Way SHOULDER CLOSURE



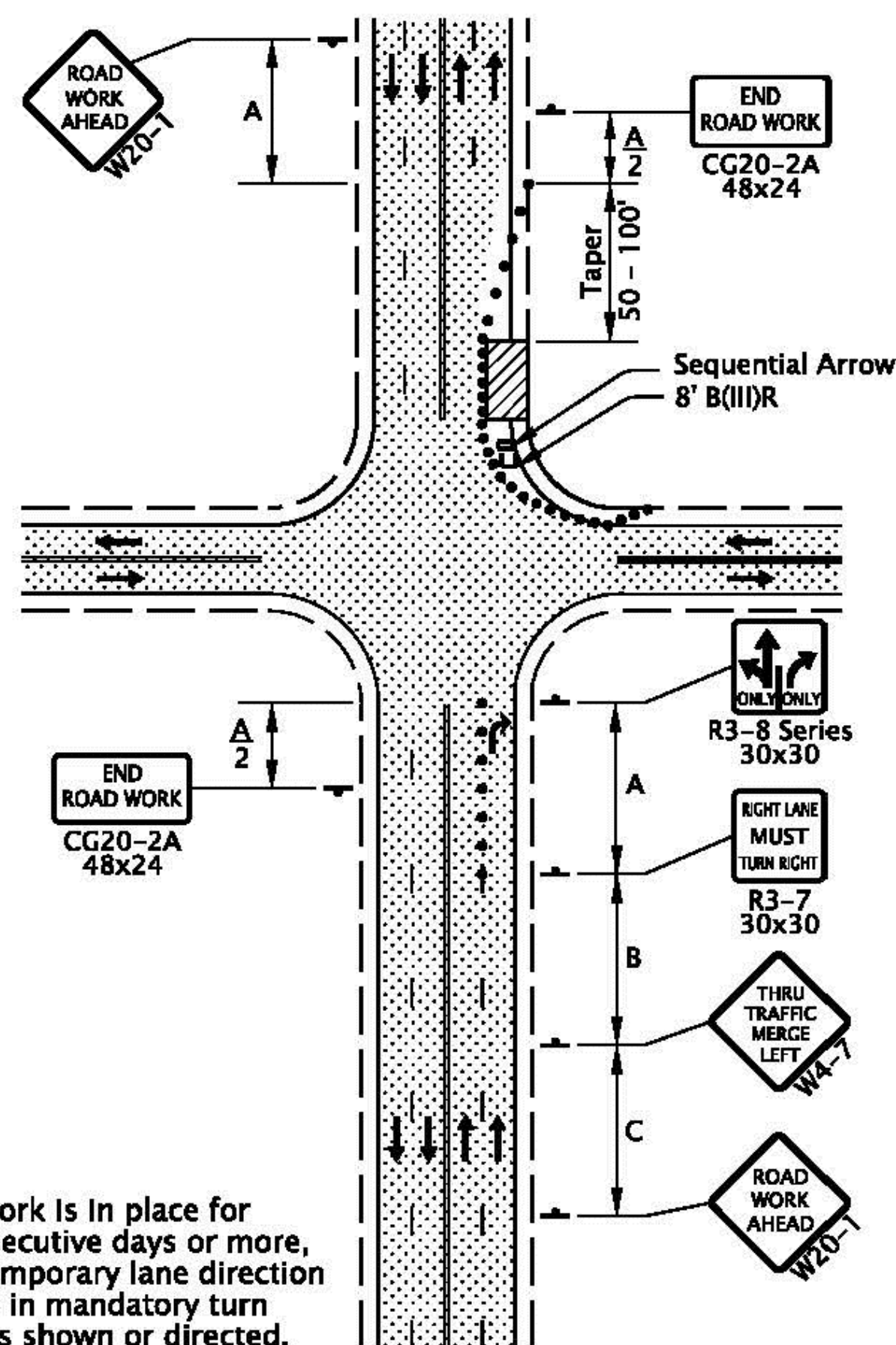
2-LANE, 1-WAY RIGHT LANE CLOSURE



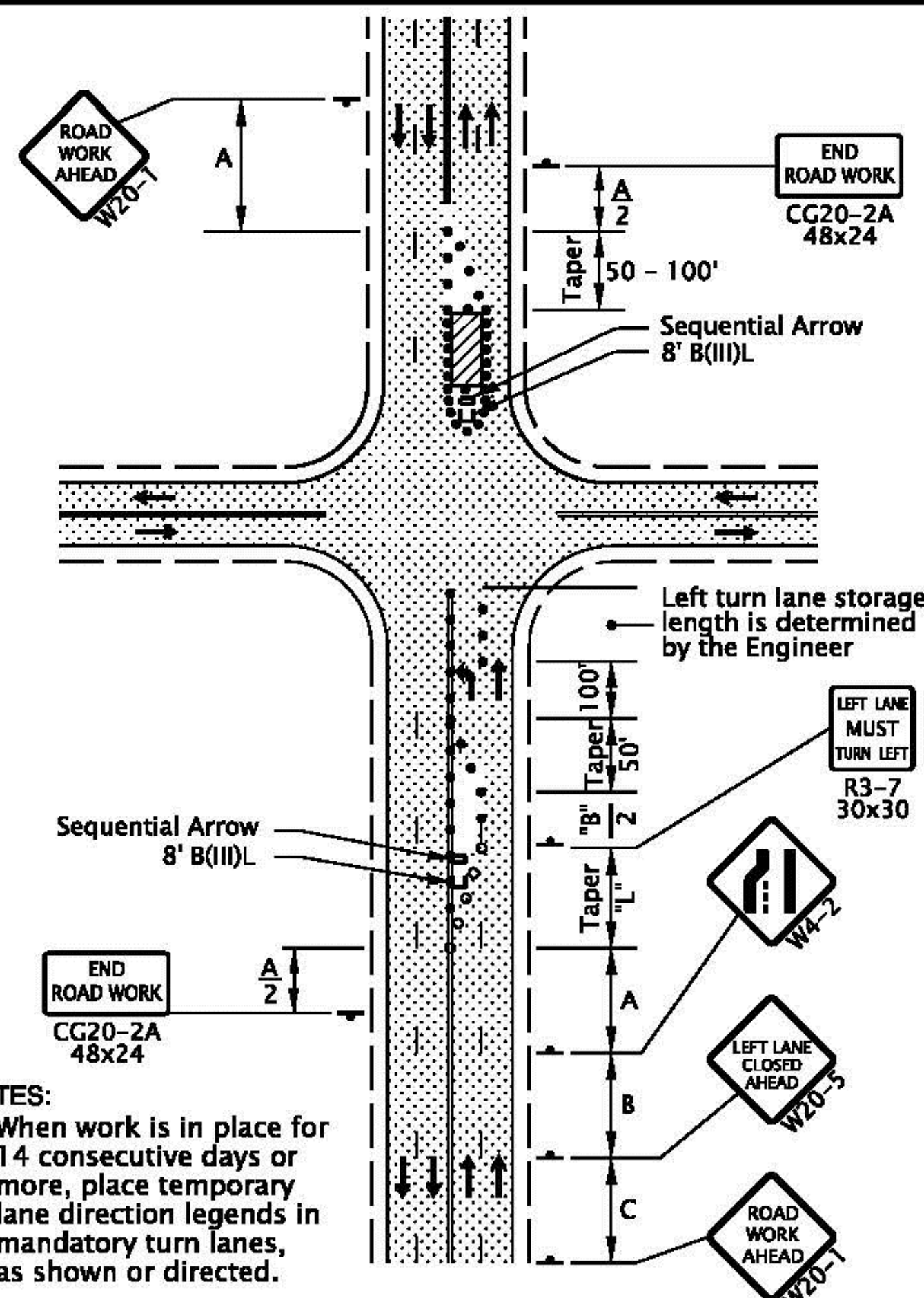
2-Lane, 2-Way ONE LANE CLOSURE



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

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 Dwg. 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 Dwg. 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.
- Tubular markers may be used in lane closure tapers where posted speed is 40 mph or less.
- Where shoulder width is limited, Sequential Arrow may be placed within the lane closure taper.
- Place channelizing devices around intersection radii, business accesses and driveways 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.
- To be accompanied by Dwg. Nos. TM820, TM821 & TM840.

- • • • • 28" Tubular Markers See TCD Spacing Table on TM800 for max. spacing.
- • • • • Temp. Plastic Drums See TCD Spacing Table on TM800 for max. spacing.

UNDER TRAFFIC
 UNDER CONSTRUCTION

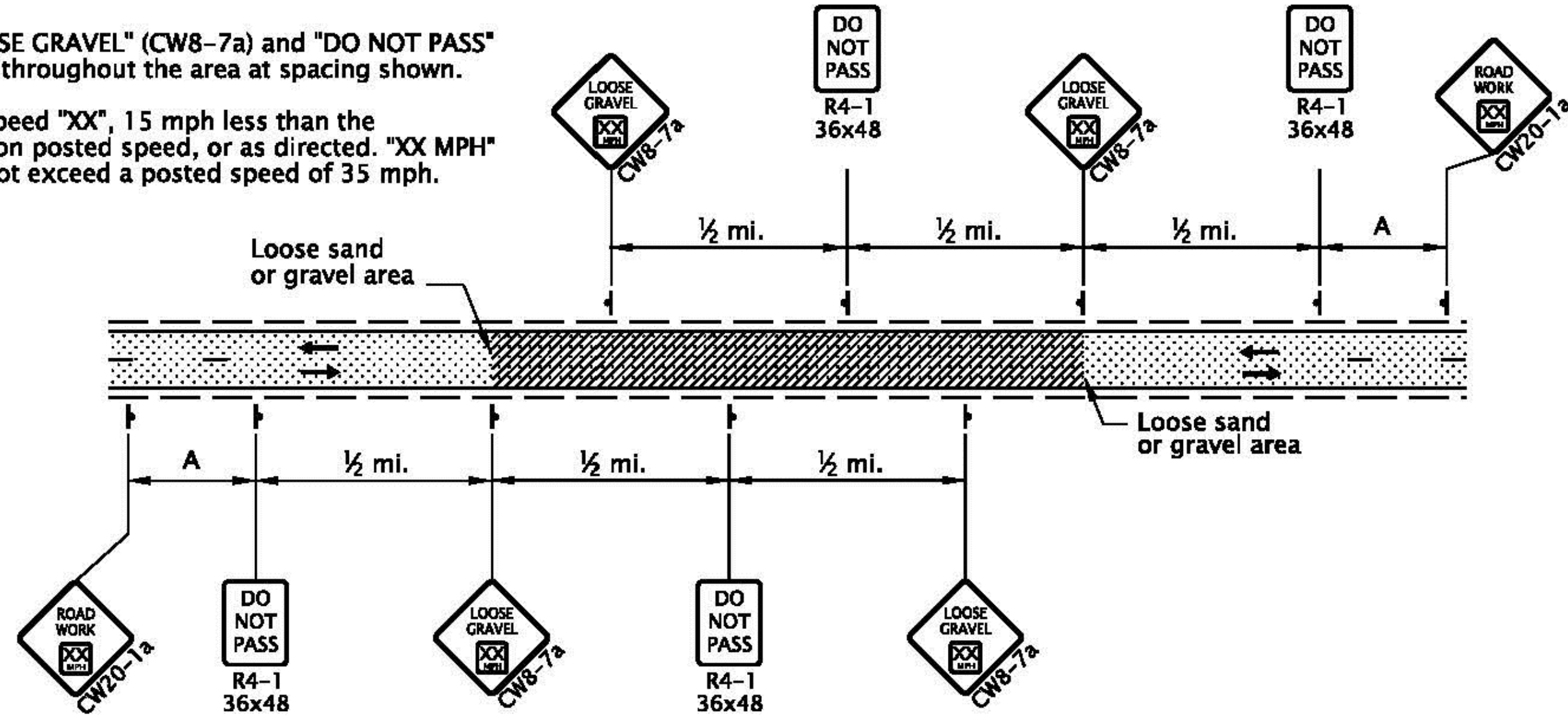
CALC. BOOK NO. _____ N/A _____	SDR DATE _____ 01-JUL-2020 _____
NOTE: All material and workmanship shall be in accordance with the current Oregon Standard Specifications	
OREGON STANDARD DRAWINGS	
INTERSECTION WORK ZONE DETAILS	
2021	
DATE	REVISION DESCRIPTION

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

- 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.

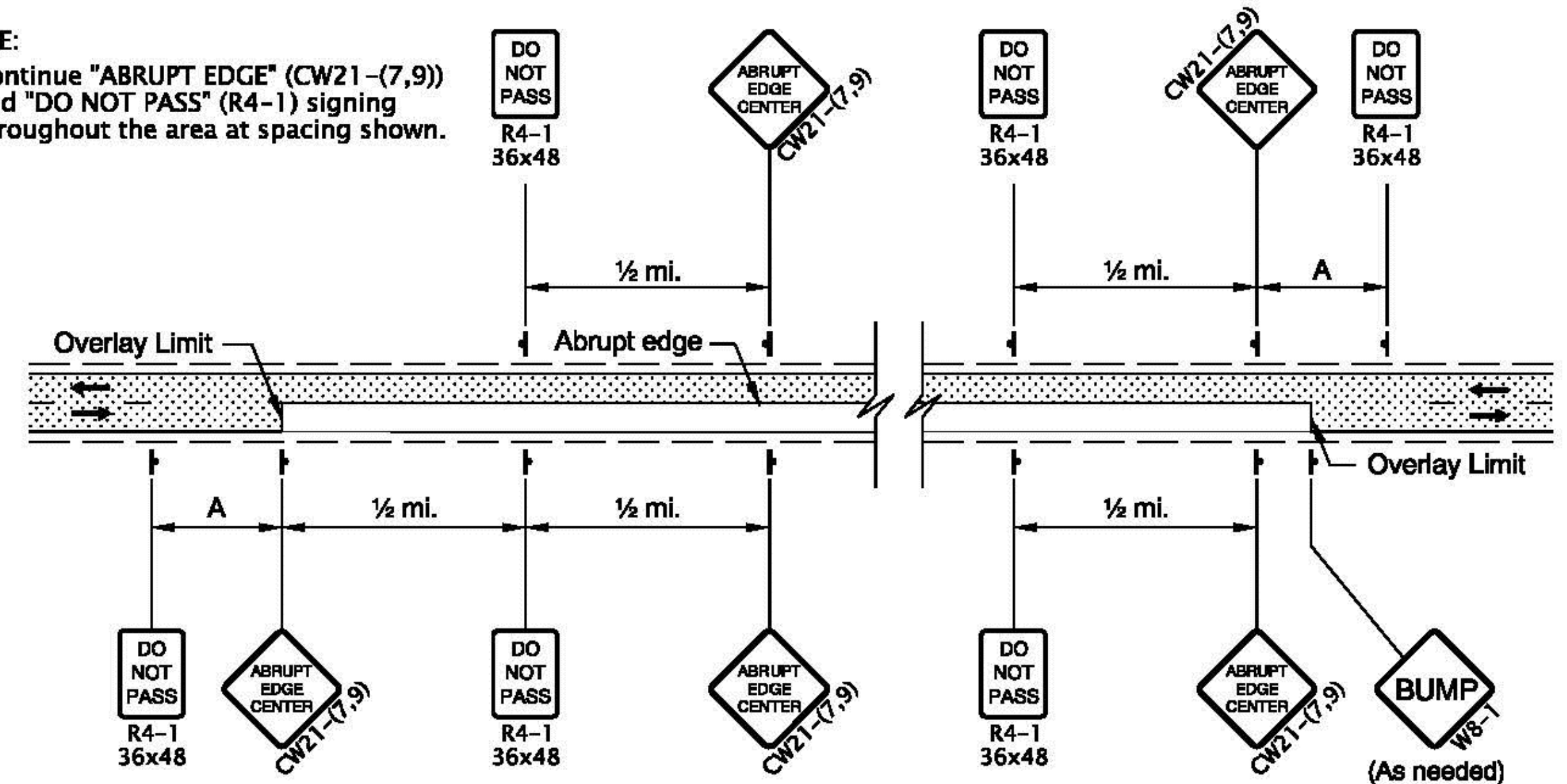
01-JUL-2020
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- NOTE:
- Continue "LOOSE GRAVEL" (CW8-7a) and "DO NOT PASS" (R4-1) signing throughout the area at spacing shown.
 - Use advisory speed "XX", 15 mph less than the pre-construction posted speed, or as directed. "XX MPH" placard shall not exceed a posted speed of 35 mph.



2-Lane, 2-Way Roadway
LOOSE GRAVEL IN ROADWAY SIGNING

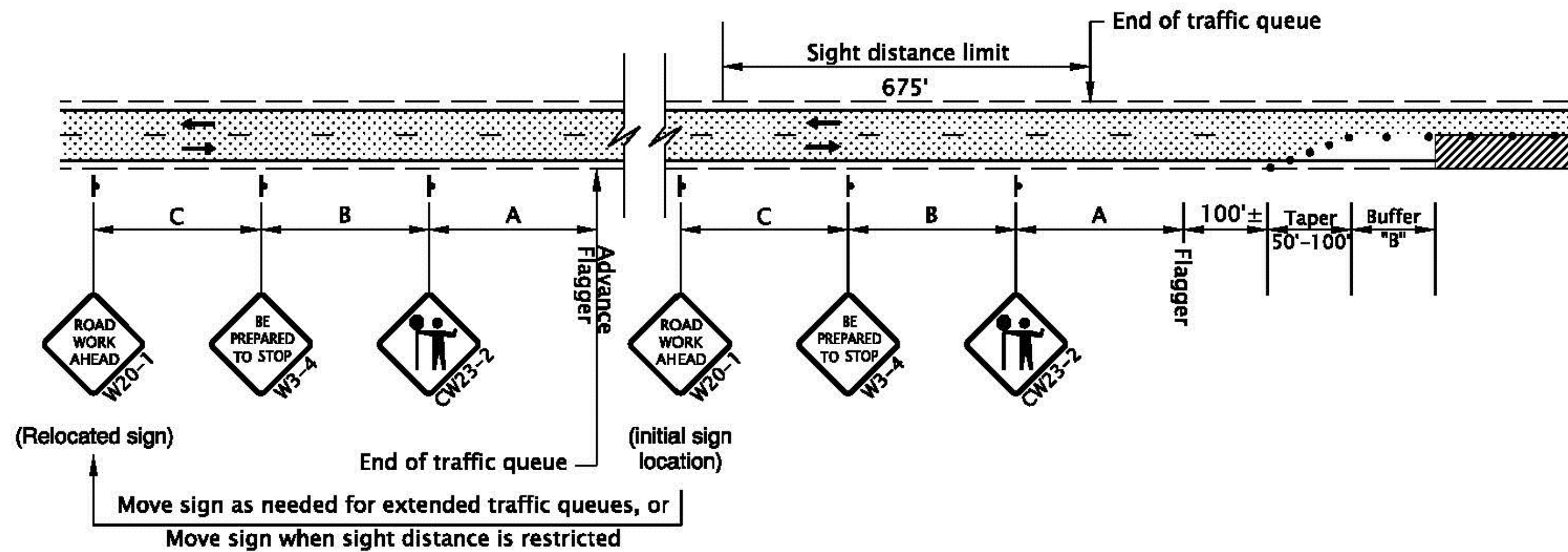
- NOTE:
- Continue "ABRUPT EDGE" (CW21-(7,9)) and "DO NOT PASS" (R4-1) signing throughout the area at spacing shown.



2-Lane, 2-Way Roadway
OVERLAY AREA SIGNING

- NOTES:
- Place Advance Flagger and additional signing when traffic queues extend beyond initial warning signing OR when sight distance is restricted.
 - Relocate initial "ROAD WORK AHEAD" (W20-1) sign in advance of additional "BE PREPARED TO STOP" (W3-4) and Flagger Ahead (CW23-2) signs, as shown.

- Place additional Tubular Markers for Flagger and Advance Flagger Stations according to FLAGGER STATION DELINEATION detail.

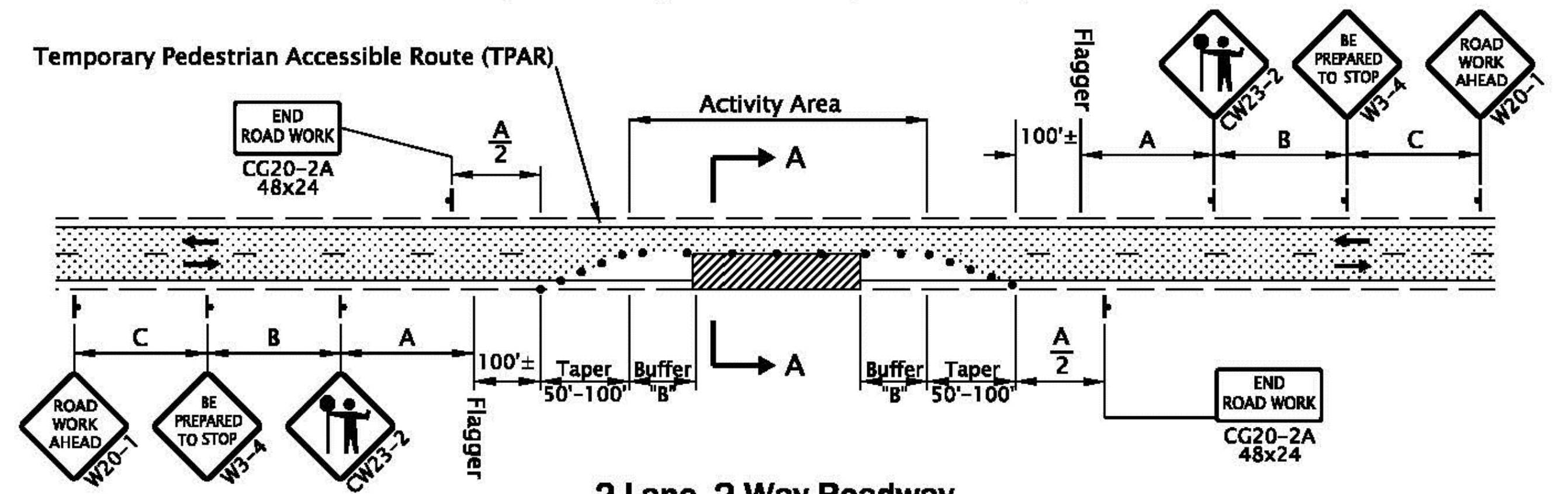


ADVANCE FLAGGER FOR EXTENDED TRAFFIC QUEUES

- NOTE:
- When using pilot cars with flaggers to control traffic during paving operations, the Tubular Marker spacing along centerline may be increased to 200' within the Activity Area, as shown or as directed.

- Include "WAIT FOR FLAGGER" (CR4-23) signs mounted on Type II Barricade located approx. 50' before each Flagger.

- Coordinate and control pedestrians movements through the TPAR using Flaggers, other TCM, or as directed. When the existing shoulder is greater than or equal to 4' wide, provide a minimum of 4' of width for the TPAR.



2-Lane, 2-Way Roadway
ONE LANE CLOSURE

GENERAL NOTES FOR ALL DETAILS:

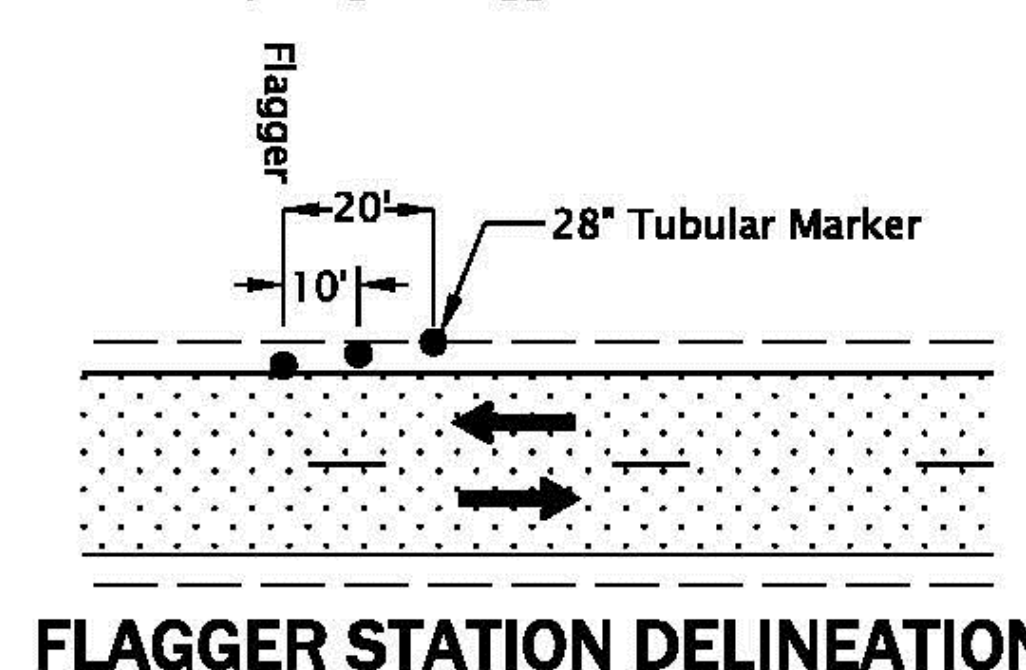
- The "FLAGGER" (CW23-2) symbol sign shall be used only in conjunction with the "BE PREPARED TO STOP" (W3-4) sign.
- Cover existing passing zone signing, as directed.
- Install temporary striping as required.
- To determine Taper Length ("L") and Buffer Length ("B"), use the "MINIMUM LENGTHS TABLE" shown on Dwg. No. TM800.
- To determine sign spacing A, B, and C, use "TRAFFIC CONTROL DEVICES (TCD) SPACING TABLE" on Dwg. 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.
- At night, flagger stations shall be illuminated according to the FLAGGER STATION LIGHTING DELINEATION detail on Dwg No. TM800.

- To be accompanied by Dwg. Nos. TM820 & TM821.

- • • • • 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

- NOTE:
- Use a minimum of 3 tubular markers in shoulder taper on 10' spacing for flagger station delineation.



FLAGGER STATION DELINEATION

CALC. BOOK NO. _____ N/A _____ SDR DATE _____ 01-JUL-2020 _____

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

OREGON STANDARD DRAWINGS

2-LANE, 2-WAY ROADWAYS

DATE	REVISION DESCRIPTION

TM850