DESCHUTES COUNTY ROAD DEPARTMENT

PLANS FOR

PEDESTRIAN RAMP IMPROVEMENTS-LA PINE MAINTENANCE ZONE

FEBRUARY 2022

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TM841	INTERSECTION WORK ZONE DETAILS
TM842	SIGNALIZED INTERSECTION DETAILS
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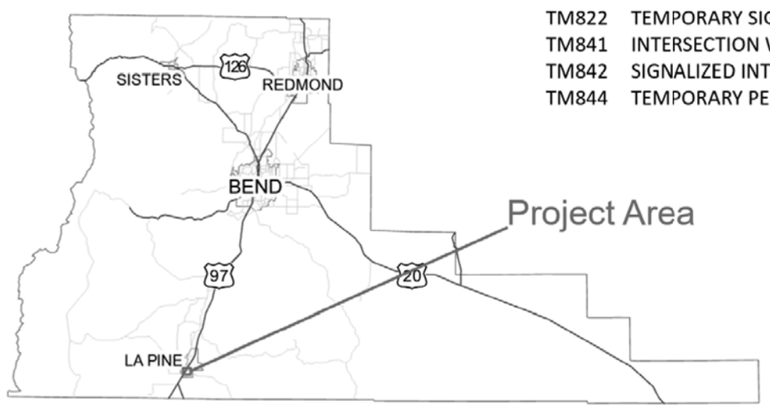
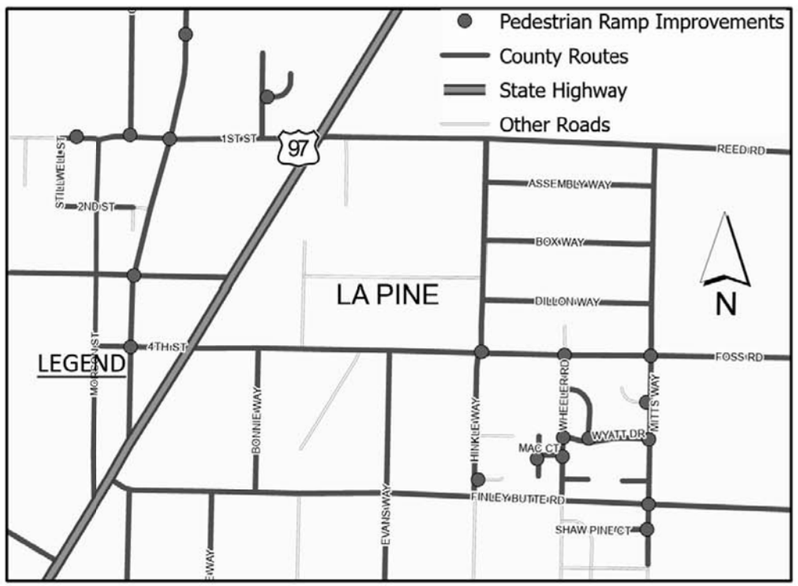




VICINITY MAP

NOT TO SCALE

DESCHUTES COUNTY ROAD DEPARTMENT
61150 S.E. 27TH STREET
BEND, OR, 97702

PHONE: 541-388-6581 FAX: 541-388-2719

PEDESTRIAN RAMP IMPROVEMENTS
LA PINE MAINTENANCE ZONE

Date: 2022.03.04 08:30:25-08'00'

COUNTY ENGINEER DATE

Digitally signed by Chris Doty
DN: cn=Chris Doty, o=Deschutes County, ou=Road Department, email=chris.doty@deschutes.org, c=US
Date: 2022.03.04 08:56:21 -08'00'

ROAD DEPT DIRECTOR DATE

COVER SHEET

SHEET NO. 1 OF 22

ArcGIS_Projects\Sidewalks\ADA Ramps\ADA_Ramp_Maps_LaPine_2021

AREA TO BE REMOVED
APPROX.-314 SF

AREA NEW CONSTRUCTION
APPROX.-314 SF

NOTES:

1. INSTALL SAFETY YELLOW TRUNCATED DOMES PER RD902 AND RD904
2. SEE RD900 SERIES FOR DETAILS NOT SHOWN
3. MAINTAIN TEMPORARY PEDESTRIAN ACCESSIBLE ROUTES ACCORDING TO TM844

LEGEND

- MAIL — EXIST. MAILBOXES
- SIGN
- TREE
- HYDRANT
- WATER MANHOLE
- SEWER MANHOLE
- WATER GATE VALVE
- WATER METER
- W — WATER MAINLINE
- PPL — EXIST. UTILITY POLE
- OH — EXIST. OVERHEAD POWER LINE
- TELEPHONE UTILITY
- FENCE
- RIGHT OF WAY LINE
- EXISTING EDGE OF ROAD
- EXISTING/PROPOSED CL
- SP — APPROXIMATE SEWER PRESSURE LINE LOCATION

REGISTERED PROFESSIONAL ENGINEER
83448PE
OREGON
NOVEMBER 10, 2009
CODY C. SMITH
RENEWS: JUNE 30, 2022

DESCHUTES COUNTY ROAD DEPARTMENT
61150 S.E. 27TH STREET
BEND, OR. 97702
PHONE: 541-388-6581 FAX: 541-388-2719

PEDESTRIAN RAMP IMPROVEMENTS LA PINE MAINTENANCE ZONE

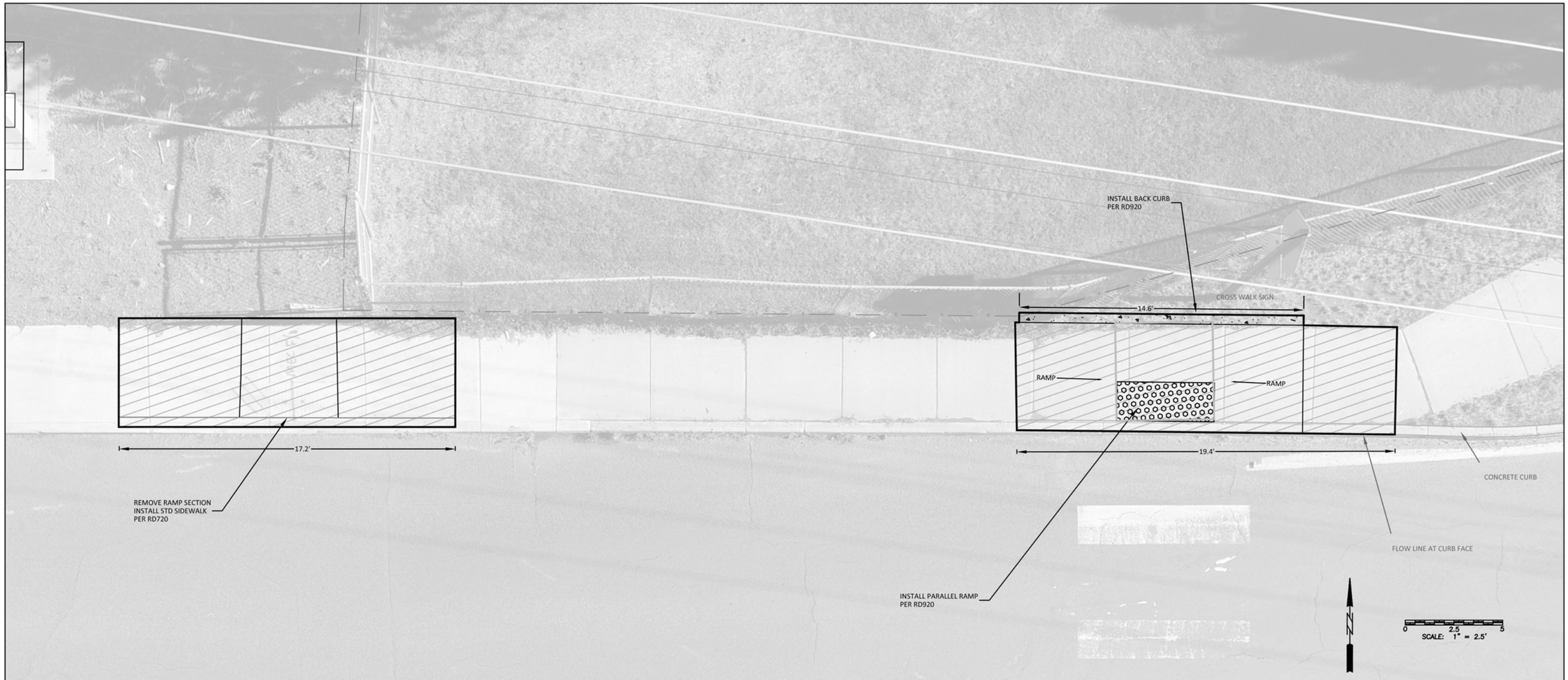
DRAFTER: T. WILSON DATE: 2/14/22

REVIEWED BY: C. SMITH DATE: 2/14/22

1ST ST AND SCHOOL ENTRANCE

SHEET NO. 2 OF 22

WRAMPS_CivilDesign,dwg Proj#WRAMPS - LaPineADA



AREA TO BE REMOVED
APPROX.-203 SF

AREA NEW CONSTRUCTION
APPROX.-212 SF

NOTES:

1. INSTALL SAFETY YELLOW TRUNCATED DOMES PER RD902 AND RD904
2. SEE RD900 SERIES FOR DETAILS NOT SHOWN
3. MAINTAIN TEMPORARY PEDESTRIAN ACCESSIBLE ROUTES ACCORDING TO TM844

LEGEND

- MAIL — EXIST. MAILBOXES
- SIGN
- TREE
- HYDRANT
- W — WATER MANHOLE
- S — SEWER MANHOLE
- WATER GATE VALVE
- WM — WATER METER
- W — WATER MAINLINE
- PP — EXIST. UTILITY POLE
- OE — EXIST. OVERHEAD POWER LINE
- TELEPHONE UTILITY
- FENCE
- RIGHT OF WAY LINE
- EXISTING EDGE OF ROAD
- EXISTING/PROPOSED CL
- SP — APPROXIMATE SEWER PRESSURE LINE LOCATION

REGISTERED PROFESSIONAL ENGINEER
83448PE
OREGON
NOVEMBER 10, 2009
CODY C. SMITH

RENEWS: JUNE 30, 2022

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PEDESTRIAN RAMP IMPROVEMENTS LA PINE MAINTENANCE ZONE

DRAFTER: T. WILSON DATE: 2/14/22

REVIEWED BY: C. SMITH DATE: 2/14/22

1ST ST & MORSON ST

SHEET NO. 3 OF 22

N

0 5 10

SCALE: 1" = 5'

LEGEND

- MAIL — EXIST. MAILBOXES
- SIGN
- TREE
- HYDRANT
- W — WATER MANHOLE
- S — SEWER MANHOLE
- WATER GATE VALVE
- WATER METER
- W — WATER MAINLINE
- PPL — EXIST. UTILITY POLE
- OE — OE — OE — EXIST. OVERHEAD POWER LINE
- TELEPHONE UTILITY
- FENCE
- RIGHT OF WAY LINE
- EXISTING EDGE OF ROAD
- EXISTING/PROPOSED CL
- SP — APPROXIMATE SEWER PRESSURE LINE LOCATION

AREA TO BE REMOVED
APPROX.- 361 SF

AREA NEW CONSTRUCTION
APPROX.-440 SF

AREA TO BE PAVED
APPROX.-37 SF

NOTES:

1. INSTALL SAFETY YELLOW TRUNCATED DOMES PER RD902 AND RD904
2. INSTALL SLIP BASE PER TM688
3. SEE RD900 SERIES FOR DETAILS NOT SHOWN
4. MAINTAIN TEMPORARY PEDESTRIAN ACCESSIBLE ROUTES ACCORDING TO TM844

REGISTERED PROFESSIONAL ENGINEER
83448PE
OREGON
NOVEMBER 10, 2009
CODY C. SMITH
RENEWS: JUNE 30, 2022

DESCHUTES COUNTY ROAD DEPARTMENT
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PEDESTRIAN RAMP IMPROVEMENTS LA PINE MAINTENANCE ZONE

DRAFTER: T. WILSON DATE: 2/14/22

REVIEWED BY: C. SMITH DATE: 2/14/22

1ST ST & COACH RD

SHEET NO. 4 OF 22

AREA TO BE REMOVED
APPROX.-242 SF

AREA NEW CONSTRUCTION
APPROX.-253 SF

NOTES:

1. INSTALL SAFETY YELLOW TRUNCATED DOMES PER RD902 AND RD904
2. SEE RD900 SERIES FOR DETAILS NOT SHOWN
3. MAINTAIN TEMPORARY PEDESTRIAN ACCESSIBLE ROUTES ACCORDING TO TM844

LEGEND

- MAIL — EXIST. MAILBOXES
- SIGN
- TREE
- HYDRANT
- W — WATER MANHOLE
- S — SEWER MANHOLE
- WATER GATE VALVE
- WATER METER
- W — WATER MAINLINE
- PPL — EXIST. UTILITY POLE
- EXIST. OVERHEAD POWER LINE
- TELEPHONE UTILITY
- FENCE
- RIGHT OF WAY LINE
- EXISTING EDGE OF ROAD
- EXISTING/PROPOSED CL
- SP — APPROXIMATE SEWER PRESSURE LINE LOCATION

REGISTERED PROFESSIONAL ENGINEER
83448PE
OREGON
NOVEMBER 10, 2009
CODY C. SMITH
RENEWS: JUNE 30, 2022

DESCHUTES COUNTY ROAD DEPARTMENT
61150 S.E. 27TH STREET
BEND, OR. 97702
PHONE: 541-388-6581 FAX: 541-388-2719

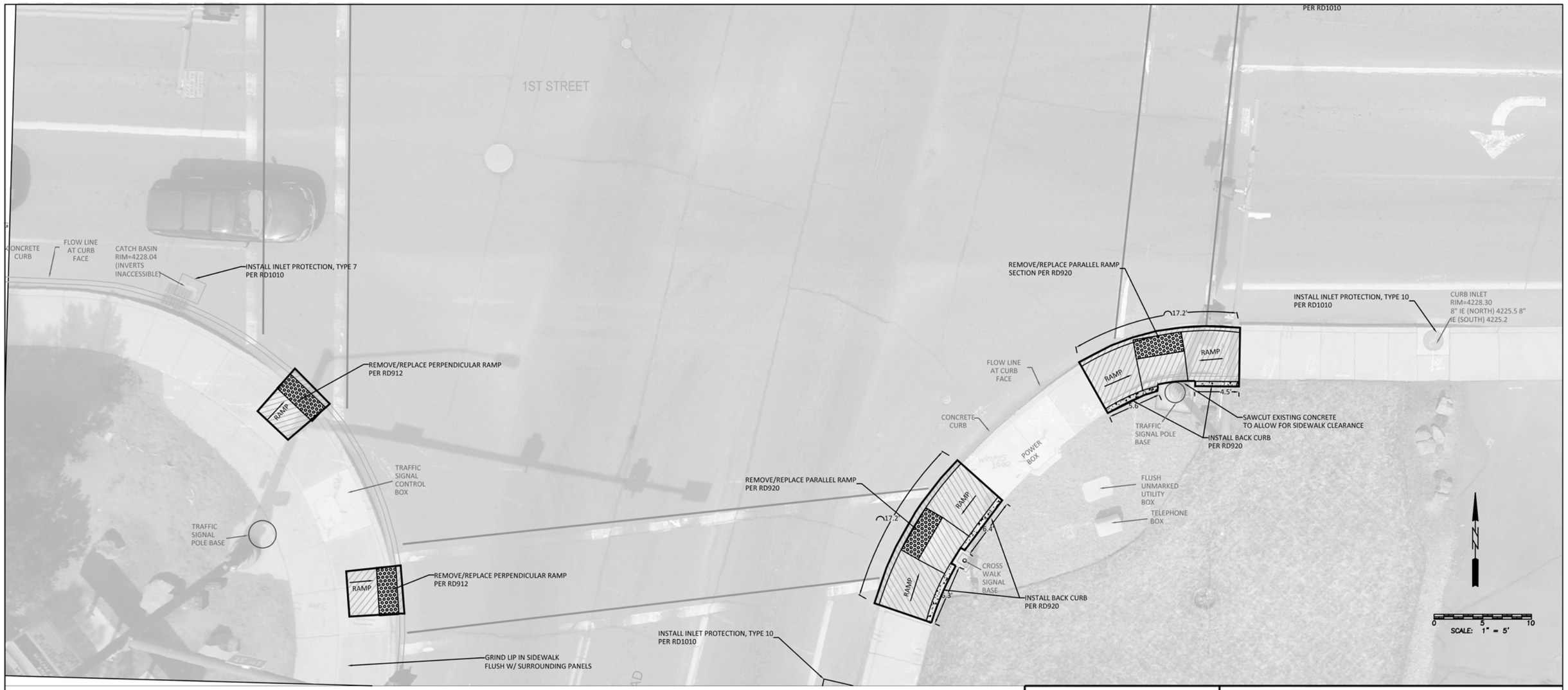
PEDESTRIAN RAMP IMPROVEMENTS LA PINE MAINTENANCE ZONE

DRAFTER: T. WILSON DATE: 2/14/22

REVIEWED BY: C. SMITH DATE: 2/14/22

1ST ST & HUNTINGTON RD (N SIDE)

SHEET NO. 5 OF 22



AREA TO BE REMOVED
APPROX.-248 SF

AREA NEW CONSTRUCTION
APPROX.-259 SF

NOTES:

1. INSTALL SAFETY YELLOW TRUNCATED DOMES PER RD902 AND RD904
2. SEE RD900 SERIES FOR DETAILS NOT SHOWN
3. MAINTAIN TEMPORARY PEDESTRIAN ACCESSIBLE ROUTES ACCORDING TO TM844

LEGEND

- MAIL — EXIST. MAILBOXES
- SIGN
- TREE
- HYDRANT
- W — WATER MANHOLE
- S — SEWER MANHOLE
- WATER GATE VALVE
- WATER METER
- W — WATER MAINLINE
- PPL — EXIST. UTILITY POLE
- OE — EXIST. OVERHEAD POWER LINE
- TELEPHONE UTILITY
- FENCE
- RIGHT OF WAY LINE
- EXISTING EDGE OF ROAD
- EXISTING/PROPOSED CL
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REGISTERED PROFESSIONAL ENGINEER
83448PE
OREGON
NOVEMBER 10, 2009
CODY C. SMITH
RENEWS: JUNE 30, 2022

DESCHUTES COUNTY ROAD DEPARTMENT
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PEDESTRIAN RAMP IMPROVEMENTS LA PINE MAINTENANCE ZONE

DRAFTER: T. WILSON DATE: 2/14/22

REVIEWED BY: C. SMITH DATE: 2/14/22

1ST ST & HUNTINGTON RD (S SIDE)

SHEET NO. 6 OF 22

AREA TO BE REMOVED
APPROX.-302 SF

AREA NEW CONSTRUCTION
APPROX.-294 SF

AREA TO BE PAVED
APPROX.-20 SF

NOTES:

1. INSTALL SAFETY YELLOW TRUNCATED DOMES PER RD902 AND RD904
2. SEE RD900 SERIES FOR DETAILS NOT SHOWN
3. MAINTAIN TEMPORARY PEDESTRIAN ACCESSIBLE ROUTES ACCORDING TO TM844

LEGEND

- MAIL — EXIST. MAILBOXES
- SIGN
- TREE
- HYDRANT
- W — WATER MANHOLE
- S — SEWER MANHOLE
- WATER GATE VALVE
- WATER METER
- W — WATER MAINLINE
- PP1 — EXIST. UTILITY POLE
- OE OE OE — EXIST. OVERHEAD POWER LINE
- TELEPHONE UTILITY
- FENCE
- RIGHT OF WAY LINE
- EXISTING EDGE OF ROAD
- EXISTING/PROPOSED CL
- SP — APPROXIMATE SEWER PRESSURE LINE LOCATION

REGISTERED PROFESSIONAL ENGINEER
83448PE
OREGON
NOVEMBER 10, 2009
CODY C. SMITH
RENEWS: JUNE 30, 2022

DESCHUTES COUNTY ROAD DEPARTMENT
61150 S.E. 27TH STREET
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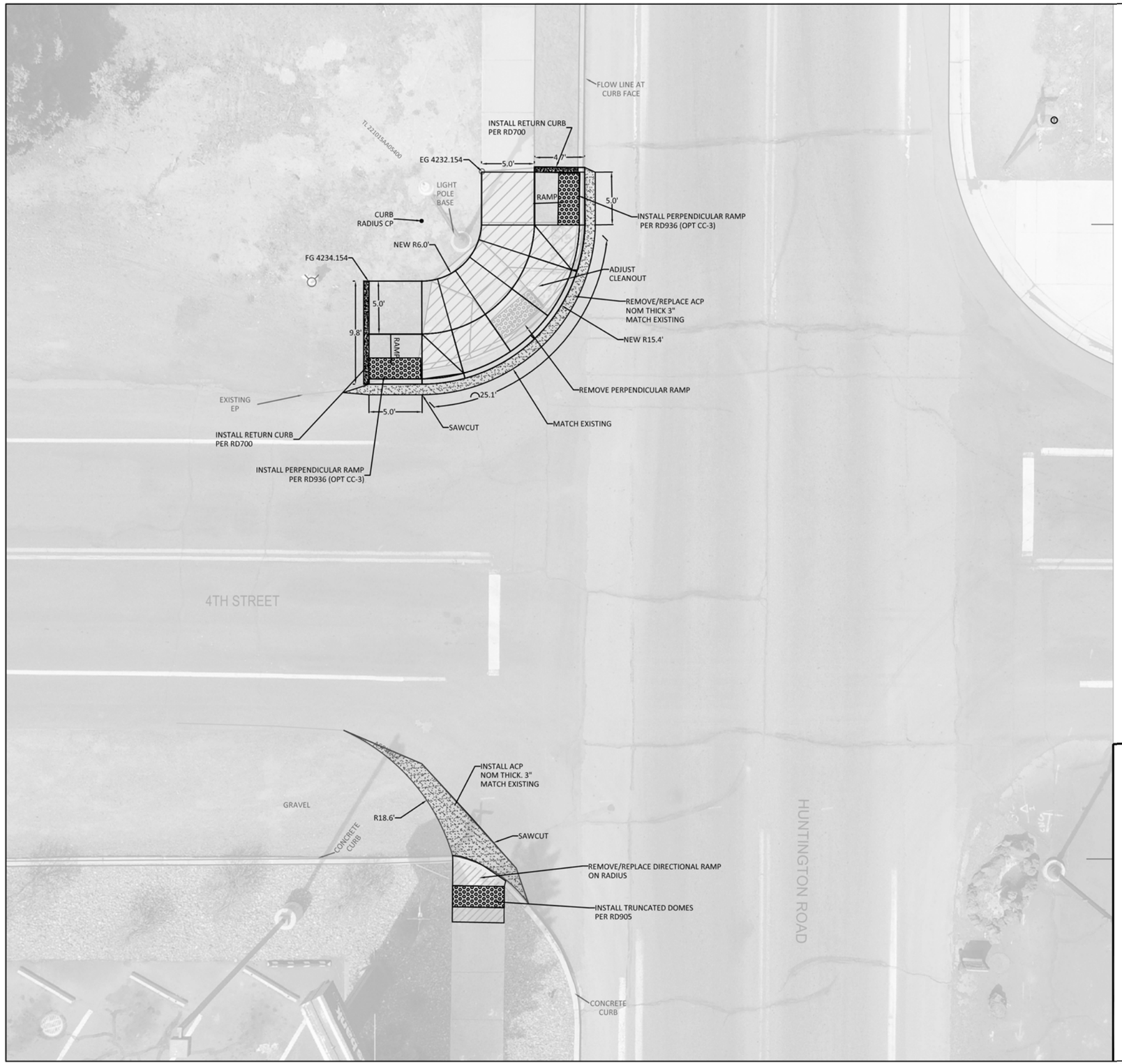
PEDESTRIAN RAMP IMPROVEMENTS LA PINE MAINTENANCE ZONE

DRAFTER: T. WILSON DATE: 2/14/22

REVIEWED BY: C. SMITH DATE: 2/14/22

HUNTINGTON RD & 3RD ST

SHEET NO. 7 OF 22



AREA TO BE REMOVED
APPROX-229 SF

AREA NEW CONSTRUCTION
APPROX.-290 SF

AREA TO BE PAVED
APPROX.-74 SF

NOTES:

1. INSTALL SIDE CURB ACCORDING TO RD700
2. INSTALL SAFETY YELLOW TRUNCATED DOMES PER RD902, RD904 AND RD905
3. CONSTRUCT NEW ACP TO COUNTY STANDARDS PER DCC 17.48 TABLE A. USE LEVEL 2 ($\frac{3}{8}$") ACP
4. SEE RD900 SERIES FOR DETAILS NOT SHOWN
5. MAINTAIN TEMPORARY PEDESTRIAN ACCESSIBLE ROUTES ACCORDING TO TM844

LEGEND

- MAIL — EXIST. MAILBOXES
- SIGN
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- HYDRANT
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- RIGHT OF WAY LINE
- EXISTING EDGE OF ROAD
- EXISTING/PROPOSED CL
- SP — APPROXIMATE SEWER PRESSURE LINE LOCATION

N

0 5 10
SCALE: 1" = 5'

REGISTERED PROFESSIONAL ENGINEER
83448PE
OREGON
NOVEMBER 10, 2009
CODY C. SMITH
RENEWS: JUNE 30, 2022

DESCHUTES COUNTY ROAD DEPARTMENT
61150 S.E. 27TH STREET
BEND, OR. 97702
PHONE: 541-388-6581 FAX: 541-388-2719

PEDESTRIAN RAMP IMPROVEMENTS LA PINE MAINTENANCE ZONE

DRAFTER: T. WILSON DATE: 2/14/22

REVIEWED BY: C. SMITH DATE: 2/14/22

HUNTINGTON RD & 4TH ST

SHEET NO. 8 OF 22

WRAMPS_CivilDesign,dwg WRAMPS - LaPineADA

AREA TO BE REMOVED
APPROX.-172 SF

AREA NEW CONSTRUCTION
APPROX.-172 SF

NOTES:

1. INSTALL SAFETY YELLOW TRUNCATED DOMES PER RD902 AND RD904
2. SEE RD900 SERIES FOR DETAILS NOT SHOWN
3. MAINTAIN TEMPORARY PEDESTRIAN ACCESSIBLE ROUTES ACCORDING TO TM844

LEGEND

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REGISTERED PROFESSIONAL ENGINEER
83448PE
OREGON
NOVEMBER 10, 2009
CODY C. SMITH

RENEWS: JUNE 30, 2022

DESCHUTES COUNTY ROAD DEPARTMENT
61150 S.E. 27TH STREET
BEND, OR. 97702
PHONE: 541-388-6581 FAX: 541-388-2719

PEDESTRIAN RAMP IMPROVEMENTS LA PINE MAINTENANCE ZONE

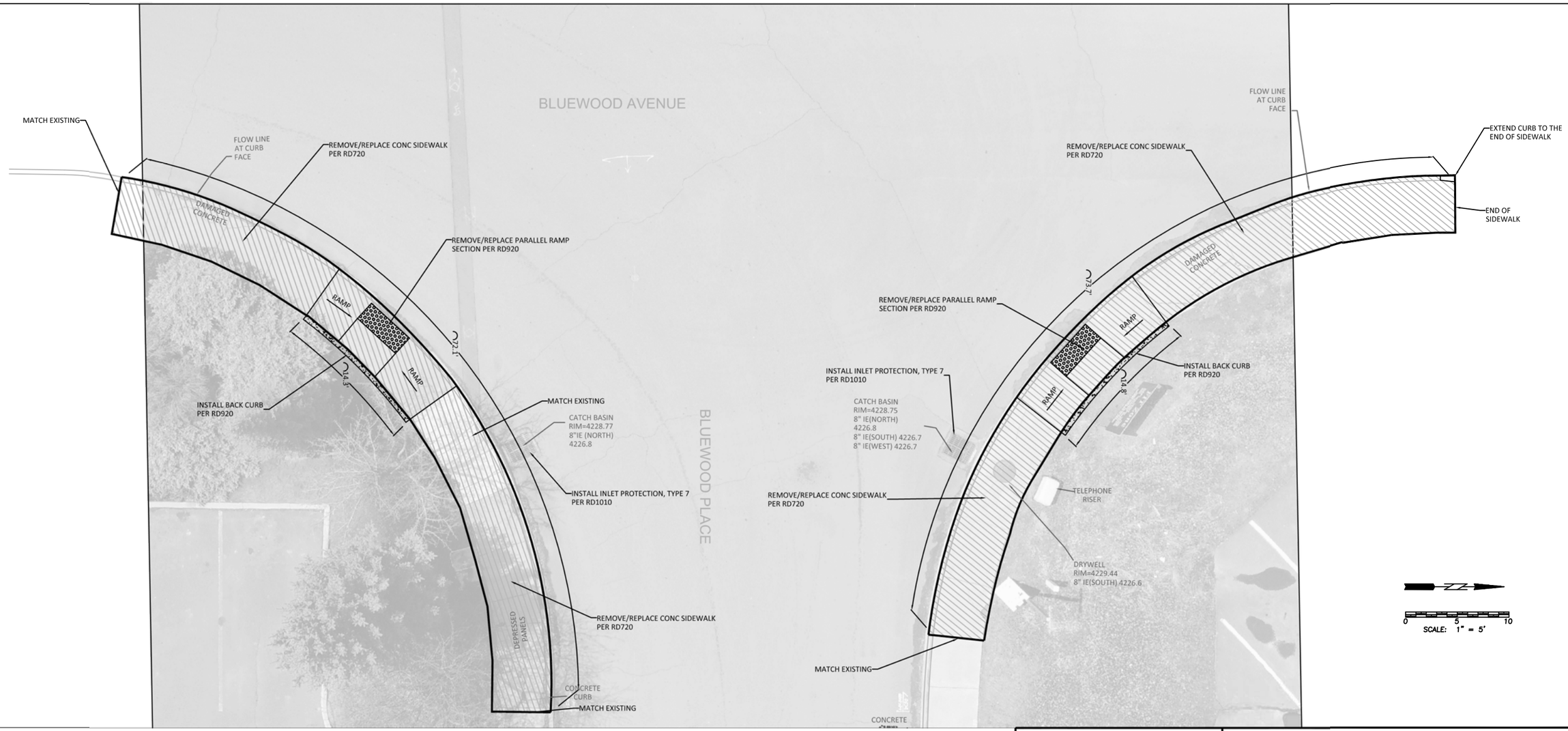
DRAFTER: T. WILSON DATE: 2/14/22

REVIEWED BY: C. SMITH DATE: 2/14/22

HUNTINGTON - MID BLOCK

SHEET NO. 9 OF 22

WRAMPS_CivilDesign.dwg WRAMPS - LaPineADA



AREA TO BE REMOVED
APPROX.-770 SF

AREA NEW CONSTRUCTION
APPROX.-784 SF

NOTES:

1. INSTALL SAFETY YELLOW TRUNCATED DOMES PER RD902 AND RD904
2. SEE RD900 SERIES FOR DETAILS NOT SHOWN
3. MAINTAIN TEMPORARY PEDESTRIAN ACCESSIBLE ROUTES ACCORDING TO TM844

LEGEND

- MAIL — EXIST. MAILBOXES
- SIGN
- TREE
- HYDRANT
- W — WATER MANHOLE
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- WATER GATE VALVE
- WM — WATER METER
- W — WATER MAINLINE
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- TELEPHONE UTILITY
- FENCE
- RIGHT OF WAY LINE
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REGISTERED PROFESSIONAL ENGINEER
83448PE
OREGON
NOVEMBER 10, 2009
CODY C. SMITH
RENEWS: JUNE 30, 2022

DESCHUTES COUNTY ROAD DEPARTMENT
61150 S.E. 27TH STREET
BEND, OR. 97702
PHONE: 541-388-6581 FAX: 541-388-2719

PEDESTRIAN RAMP IMPROVEMENTS LA PINE MAINTENANCE ZONE

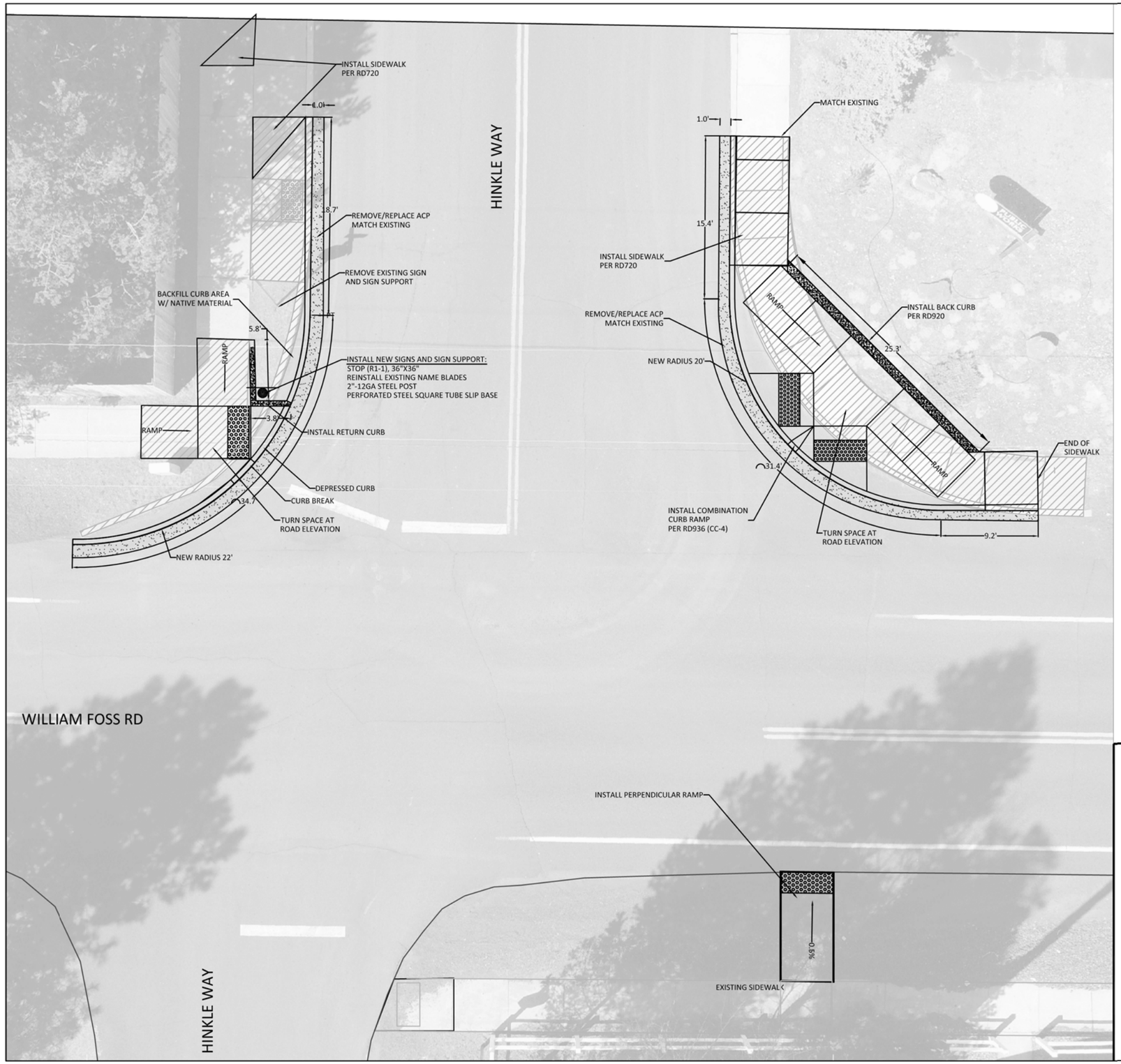
DRAFTER: T. WILSON DATE: 2/14/22

REVIEWED BY: C. SMITH DATE: 2/14/22

BLUEWOOD AVE AND BLUEWOOD PL

SHEET NO. 10 OF 22

WRAMPS_CivilDesign,dwg WRAMPS - LaPineADA



AREA TO BE REMOVED
APPROX.-457 SF

AREA NEW CONSTRUCTION
APPROX.-607 SF

AREA TO BE PAVED
APPROX.-130 SF

NOTES:

1. INSTALL SAFETY YELLOW TRUNCATED DOMES PER RD902 AND RD904
2. SEE RD900 SERIES FOR DETAILS NOT SHOWN
3. MAINTAIN TEMPORARY PEDESTRIAN ACCESSIBLE ROUTES ACCORDING TO TM844

N

0 5 10
SCALE: 1" = 5'

REGISTERED PROFESSIONAL ENGINEER
83448PE
OREGON
NOVEMBER 10, 2009
CODY C. SMITH

RENEWS: JUNE 30, 2022

DESCHUTES COUNTY ROAD DEPARTMENT
61150 S.E. 27TH STREET
BEND, OR. 97702
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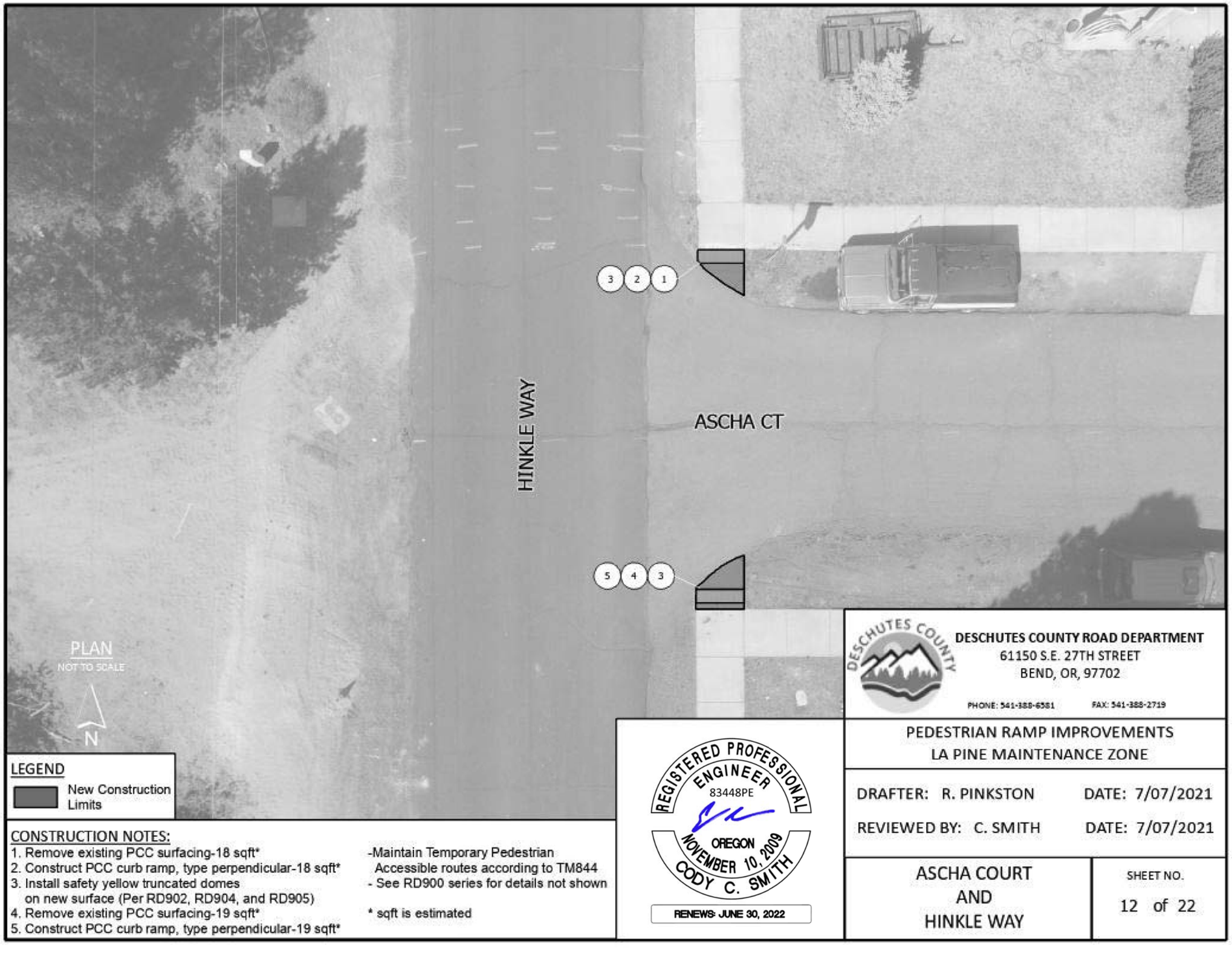
PEDESTRIAN RAMP IMPROVEMENTS LA PINE MAINTENANCE ZONE

DRAFTER: T. WILSON DATE: 2/14/22

REVIEWED BY: C. SMITH DATE: 2/14/22

Wm FOSS RD & HINKLE WAY

SHEET NO. 11 OF 22



LEGEND

New Construction Limits

CONSTRUCTION NOTES:

1. Remove existing PCC surfacing-18 sqft*
2. Construct PCC curb ramp, type perpendicular-18 sqft*
3. Install safety yellow truncated domes on new surface (Per RD902, RD904, and RD905)
4. Remove existing PCC surfacing-19 sqft*
5. Construct PCC curb ramp, type perpendicular-19 sqft*

-Maintain Temporary Pedestrian Accessible routes according to TM844
- See RD900 series for details not shown

* sqft is estimated

REGISTERED PROFESSIONAL ENGINEER
83448PE
OREGON
NOVEMBER 10, 2009
CODY C. SMITH
RENEWS: JUNE 30, 2022

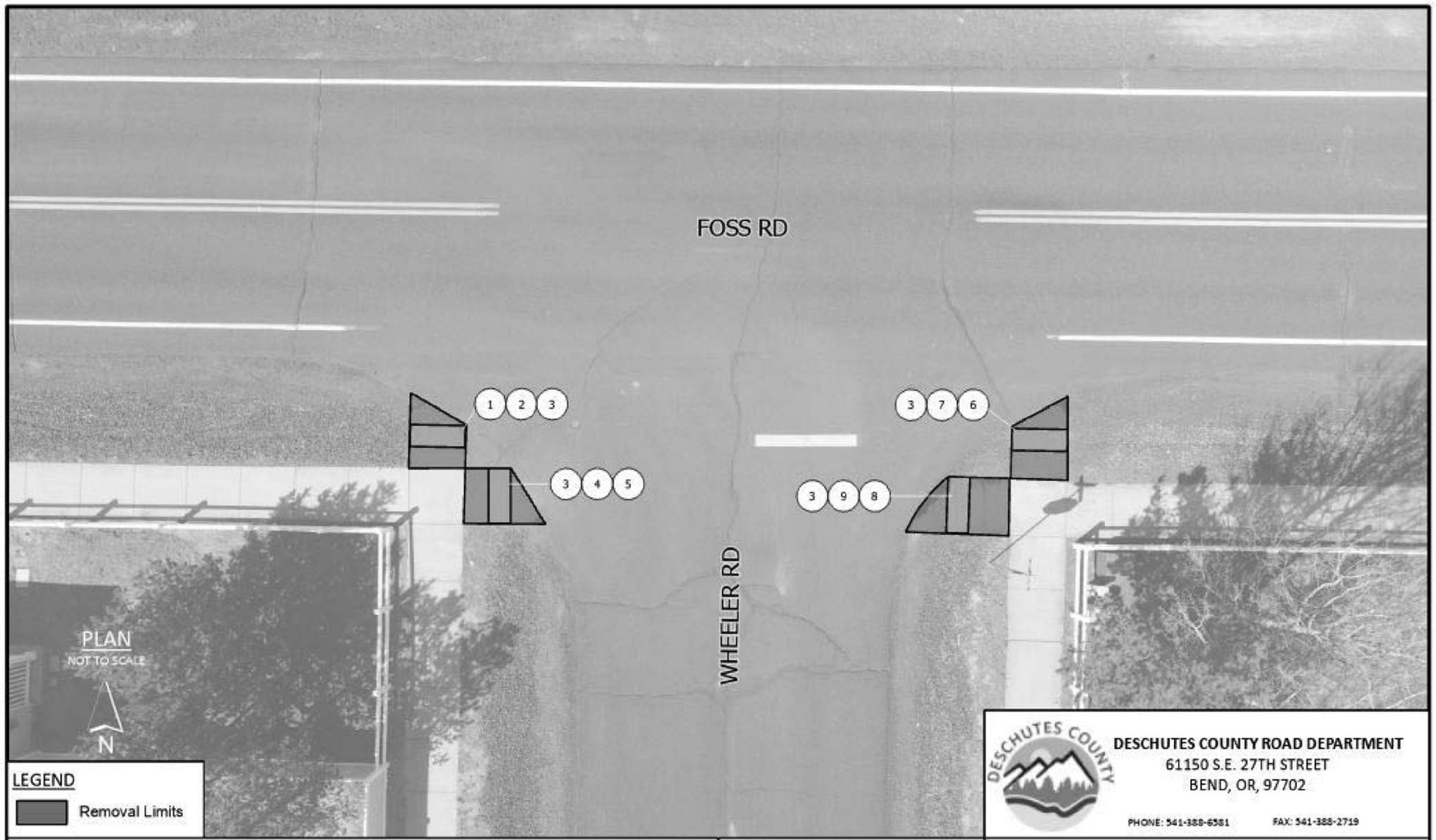
DESCHUTES COUNTY ROAD DEPARTMENT
61150 S.E. 27TH STREET
BEND, OR, 97702
PHONE: 541-388-6581 FAX: 541-388-2719

PEDESTRIAN RAMP IMPROVEMENTS
LA PINE MAINTENANCE ZONE

DRAFTER: R. PINKSTON DATE: 7/07/2021

REVIEWED BY: C. SMITH DATE: 7/07/2021

ASCHA COURT
AND
HINKLE WAY



CONSTRUCTION NOTES:

1. Remove existing PCC surfacing-28 sqft*
2. Construct PCC curb ramp, type perpendicular-28 sqft*
3. Install safety yellow truncated domes on new surface (Per RD902, RD904, and RD905)
4. Remove existing PCC surfacing-28 sqft*
5. Construct PCC curb ramp, type perpendicular-28 sqft*
6. Remove existing PCC surfacing-34 sqft*
7. Construct PCC curb ramp, type perpendicular-34 sqft*
8. Remove existing PCC surfacing-37 sqft*
9. Construct PCC curb ramp, type perpendicular-37 sqft*

- Maintain Temporary Pedestrian Accessible routes according to TM844
- See RD900 series for details not shown

* sqft is estimated

REGISTERED PROFESSIONAL ENGINEER
83448PE
OREGON
NOVEMBER 10, 2009
CODY C. SMITH
RENEWS: JUNE 30, 2022

DESCHUTES COUNTY ROAD DEPARTMENT
61150 S.E. 27TH STREET
BEND, OR, 97702
PHONE: 541-388-6581 FAX: 541-388-2719

PEDESTRIAN RAMP IMPROVEMENTS
LA PINE MAINTENANCE ZONE

DRAFTER: R. PINKSTON DATE: 7/07/2021

REVIEWED BY: C. SMITH DATE: 7/07/2021

FOSS ROAD
AND
WHEELER ROAD

SHEET NO.
13 of 22

LEGEND

Removal Limits

CONSTRUCTION NOTES:

1. Remove existing PCC surfacing-23 sqft*
2. Construct PCC curb ramp, type perpendicular-23 sqft*
3. Install safety yellow truncated domes on new surface (Per RD902, RD904, and RD905)
4. Remove existing PCC surfacing-24 sqft*
5. Construct PCC curb ramp, type perpendicular-24 sqft*

- Maintain Temporary Pedestrian Accessible routes according to TM844
- See RD900 series for details not shown

* sqft is estimated

REGISTERED PROFESSIONAL ENGINEER
83448PE
OREGON
NOVEMBER 10, 2009
CODY C. SMITH
RENEWS: JUNE 30, 2022

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BEND, OR, 97702
PHONE: 541-388-6581 FAX: 541-388-2719

PEDESTRIAN RAMP IMPROVEMENTS
LA PINE MAINTENANCE ZONE

DRAFTER: R. PINKSTON DATE: 7/07/2021

REVIEWED BY: C. SMITH DATE: 7/07/2021

CONIFER COURT
AND
MITTS WAY

SHEET NO.
14 of 22

CONSTRUCTION NOTES:

1. Remove existing PCC-32 sqft*
2. Construct PCC curb ramp, type parallel-32 sqft*
3. Install safety yellow truncated domes on new surface (Per RD902, RD904, and RD905)
4. Remove existing ACP surfacing-28 sqft*
5. Construct ACP surfacing- 28 sqft (Match Existing)

- Maintain Temporary Pedestrian Accessible routes according to TM844
- See RD900 series for details not shown

* sqft is estimated

REGISTERED PROFESSIONAL ENGINEER
83448PE
OREGON
NOVEMBER 10, 2009
CODY C. SMITH
RENEWS: JUNE 30, 2022

DESCHUTES COUNTY ROAD DEPARTMENT
61150 S.E. 27TH STREET
BEND, OR, 97702
PHONE: 541-388-6581 FAX: 541-388-2719

PEDESTRIAN RAMP IMPROVEMENTS
LA PINE MAINTENANCE ZONE

DRAFTER: R. PINKSTON DATE: 7/07/2021

REVIEWED BY: C. SMITH DATE: 7/07/2021

FINLEY BUTTE ROAD AND MITTS WAY

LEGEND

Removal Limits

CONSTRUCTION NOTES:

1. Remove existing PCC surfacing-37.5 sqft*
2. Construct PCC curb ramp, type perpendicular-37.5 sqft*
3. Install safety yellow truncated domes on new surface (Per RD902, RD904, and RD905)
4. Remove existing PCC surfacing-26.5 sqft*
5. Construct PCC curb ramp, type perpendicular-26.5 sqft*

- Maintain Temporary Pedestrian Accessible routes according to TM844
- See RD900 series for details not shown

* sqft is estimated

REGISTERED PROFESSIONAL ENGINEER
83448PE
OREGON
NOVEMBER 10, 2009
CODY C. SMITH
RENEWS: JUNE 30, 2022

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PEDESTRIAN RAMP IMPROVEMENTS
LA PINE MAINTENANCE ZONE

DRAFTER: R. PINKSTON DATE: 7/07/2021

REVIEWED BY: C. SMITH DATE: 7/07/2021

MAC COURT
AND
MAC COURT

LEGEND

Removal Limits

CONSTRUCTION NOTES:

1. Remove existing PCC surfacing-23 sqft*
2. Construct PCC curb ramp, type perpendicular-23 sqft*
3. Install safety yellow truncated domes on new surface (Per RD902, RD904, and RD905)
4. Remove existing PCC surfacing-23.5 sqft*
5. Construct PCC curb ramp, type perpendicular-23.5 sqft*

- Maintain Temporary Pedestrian Accessible routes according to TM844
- See RD900 series for details not shown

* sqft is estimated

REGISTERED PROFESSIONAL ENGINEER
83448PE
OREGON
NOVEMBER 10, 2009
CODY C. SMITH
RENEWS: JUNE 30, 2022

DESCHUTES COUNTY ROAD DEPARTMENT
61150 S.E. 27TH STREET
BEND, OR, 97702
PHONE: 541-388-6581 FAX: 541-388-2719

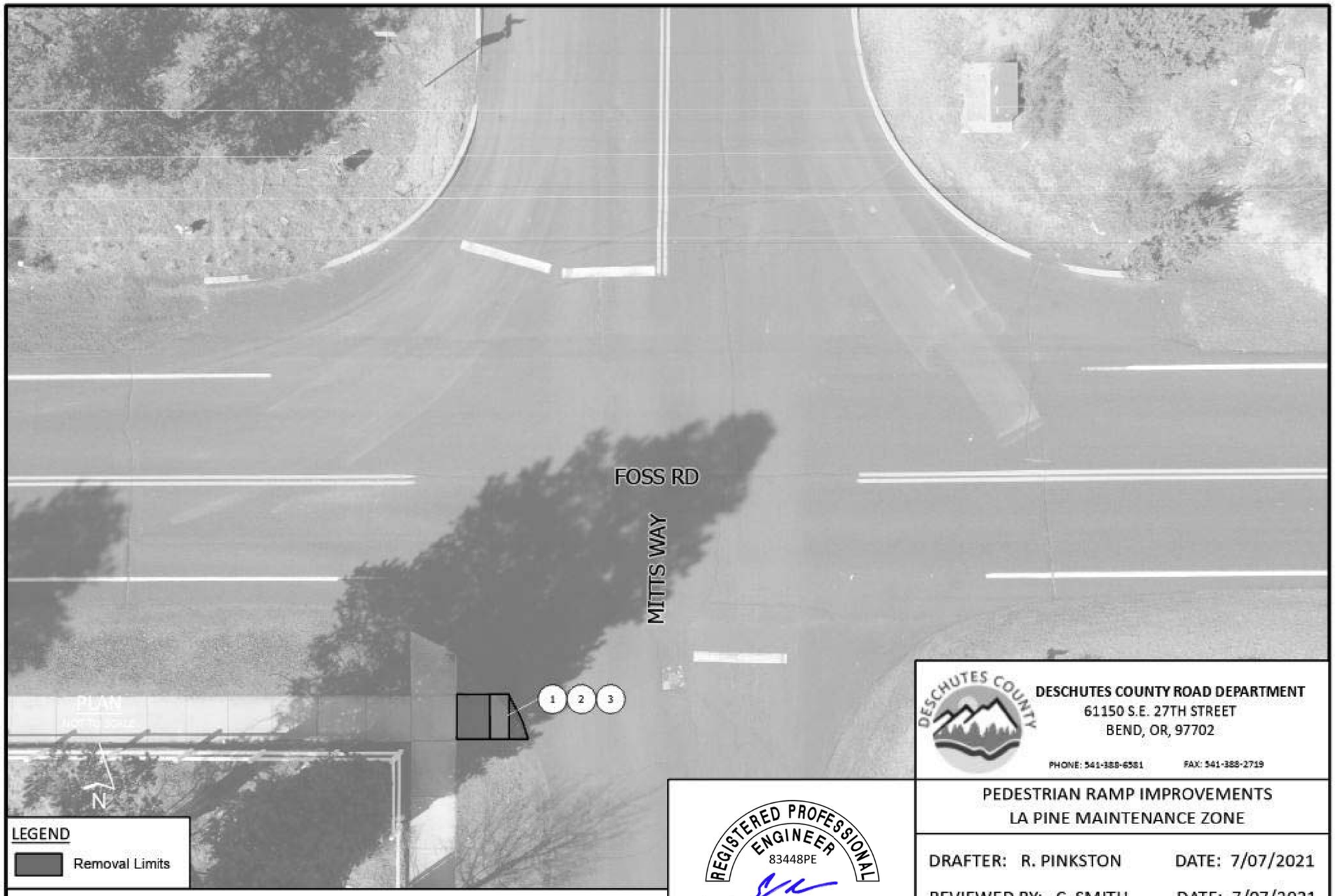
PEDESTRIAN RAMP IMPROVEMENTS
LA PINE MAINTENANCE ZONE

DRAFTER: R. PINKSTON DATE: 7/07/2021

REVIEWED BY: C. SMITH DATE: 7/07/2021

MAC COURT AND WHEELER ROAD

SHEET NO. 17 of 22



LEGEND

Removal Limits

CONSTRUCTION NOTES:

1. Remove existing PCC surfacing-29 sqft*
2. Construct PCC curb ramp, type perpendicular-29 sqft*
3. Install safety yellow truncated domes on new surface (Per RD902, RD904, and RD905)

- Maintain Temporary Pedestrian Accessible routes according to TM844
- See RD900 series for details not shown

* sqft is estimated

REGISTERED PROFESSIONAL ENGINEER
83448PE
OREGON
NOVEMBER 10, 2009
CODY C. SMITH
RENEWS: JUNE 30, 2022

DESCHUTES COUNTY ROAD DEPARTMENT
61150 S.E. 27TH STREET
BEND, OR, 97702
PHONE: 541-388-6581 FAX: 541-388-2719

PEDESTRIAN RAMP IMPROVEMENTS
LA PINE MAINTENANCE ZONE

DRAFTER: R. PINKSTON DATE: 7/07/2021

REVIEWED BY: C. SMITH DATE: 7/07/2021

MITTS WAY
AND
FOSS RD

SHEET NO.
18 of 22

LEGEND

Removal Limits

CONSTRUCTION NOTES:

1. Remove existing PCC surfacing-24 sqft*
2. Construct PCC curb ramp, type perpendicular-24 sqft*
3. Install safety yellow truncated domes on new surface (Per RD902, RD904, and RD905)
4. Remove existing PCC surfacing-30 sqft*
5. Construct PCC curb ramp, type perpendicular-30 sqft*

- Maintain Temporary Pedestrian Accessible routes according to TM844
- See RD900 series for details not shown

* sqft is estimated

REGISTERED PROFESSIONAL ENGINEER
83448PE
OREGON
NOVEMBER 10, 2009
CODY C. SMITH
RENEWS: JUNE 30, 2022

DESCHUTES COUNTY ROAD DEPARTMENT
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BEND, OR, 97702
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PEDESTRIAN RAMP IMPROVEMENTS
LA PINE MAINTENANCE ZONE

DRAFTER: R. PINKSTON DATE: 7/07/2021

REVIEWED BY: C. SMITH DATE: 7/07/2021

MITTS WAY
AND
SHAW PINE COURT

SHEET NO.
19 of 22

CONSTRUCTION NOTES:

1. Remove existing PCC surfacing-22 sqft*
2. Construct PCC curb ramp, type perpendicular-22 sqft*
3. Install safety yellow truncated domes on new surface (Per RD902, RD904, and RD905)

- Maintain Temporary Pedestrian Accessible routes according to TM844
- See RD900 series for details not shown

* sqft is estimated

REGISTERED PROFESSIONAL ENGINEER
83448PE
OREGON
NOVEMBER 10, 2009
CODY C. SMITH
RENEWS: JUNE 30, 2022

DESCHUTES COUNTY ROAD DEPARTMENT
61150 S.E. 27TH STREET
BEND, OR, 97702
PHONE: 541-388-6581 FAX: 541-388-2719

PEDESTRIAN RAMP IMPROVEMENTS
LA PINE MAINTENANCE ZONE

DRAFTER: R. PINKSTON DATE: 7/07/2021

REVIEWED BY: C. SMITH DATE: 7/07/2021

WYATT DRIVE
AND
MITTS WAY

SHEET NO.
20 of 22

LEGEND

Removal Limits

CONSTRUCTION NOTES:

1. Remove existing PCC surfacing-23 sqft*
2. Construct PCC curb ramp, type perpendicular-23 sqft*
3. Install safety yellow truncated domes on new surface (Per RD902, RD904, and RD905)
4. Remove existing PCC surfacing-23.5 sqft*
5. Construct PCC curb ramp, type perpendicular-23.5 sqft*

- Maintain Temporary Pedestrian Accessible routes according to TM844
- See RD900 series for details not shown

* sqft is estimated

REGISTERED PROFESSIONAL ENGINEER
83448PE
OREGON
NOVEMBER 10, 2009
CODY C. SMITH
RENEWS: JUNE 30, 2022

DESCHUTES COUNTY ROAD DEPARTMENT
61150 S.E. 27TH STREET
BEND, OR, 97702
PHONE: 541-388-6581 FAX: 541-388-2719

PEDESTRIAN RAMP IMPROVEMENTS
LA PINE MAINTENANCE ZONE

DRAFTER: R. PINKSTON DATE: 7/07/2021

REVIEWED BY: C. SMITH DATE: 7/07/2021

WYATT DRIVE
AND
WHEELER ROAD

SHEET NO.
21 of 22

LEGEND

Removal Limits

CONSTRUCTION NOTES:

1. Remove existing PCC surfacing-25 sqft*
2. Construct PCC curb ramp, type perpendicular-25 sqft*
3. Install safety yellow truncated domes on new surface (Per RD902, RD904, and RD905)

- Maintain Temporary Pedestrian Accessible routes according to TM844
- See RD900 series for details not shown

* sqft is estimated

REGISTERED PROFESSIONAL ENGINEER
83448PE
OREGON
NOVEMBER 10, 2009
CODY C. SMITH
RENEWS: JUNE 30, 2022

DESCHUTES COUNTY ROAD DEPARTMENT
61150 S.E. 27TH STREET
BEND, OR, 97702
PHONE: 541-388-6581 FAX: 541-388-2719

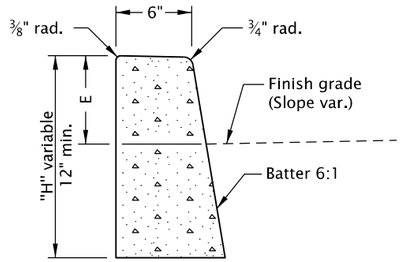
PEDESTRIAN RAMP IMPROVEMENTS
LA PINE MAINTENANCE ZONE

DRAFTER: R. PINKSTON DATE: 7/06/2021

REVIEWED BY: C. SMITH DATE: 7/06/2021

LASSO LANE
AND
WYATT DRIVE

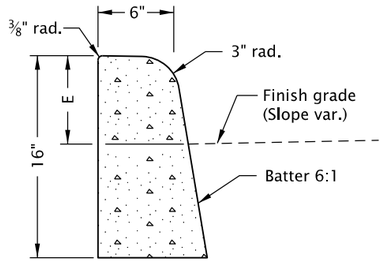
SHEET NO.
22 of 22



O.D.O.T. & City of Portland Standard "H"=16"

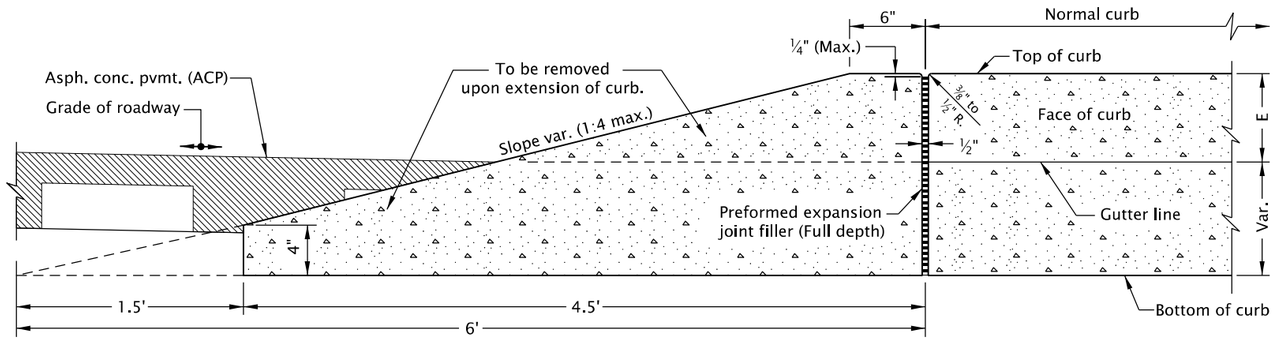
STANDARD CURB

(See general note 11)

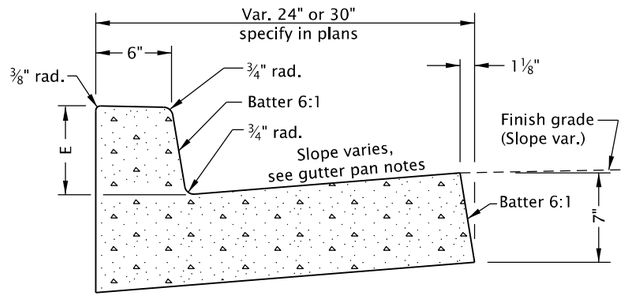


MOUNTABLE CURB

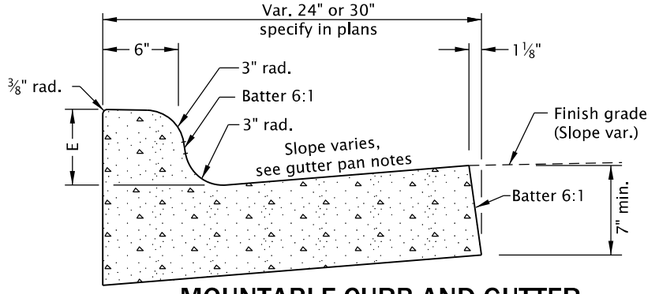
(See general note 11)



CURB ENDING DETAIL



CURB AND GUTTER



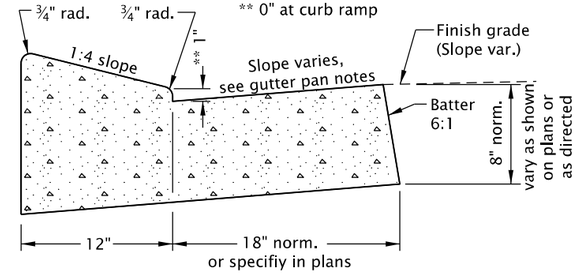
MOUNTABLE CURB AND GUTTER

GUTTER PAN NOTES:

Slope 5.0% normal.

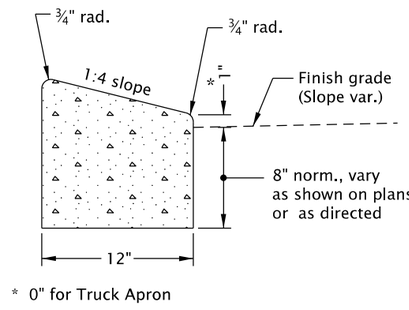
Slope 4.0% max. at curb ramps.

Vary slope as reqd. for drainage. Vary where shown on plans, and allowed by jurisdiction.



LOW PROFILE MOUNTABLE CURB AND GUTTER

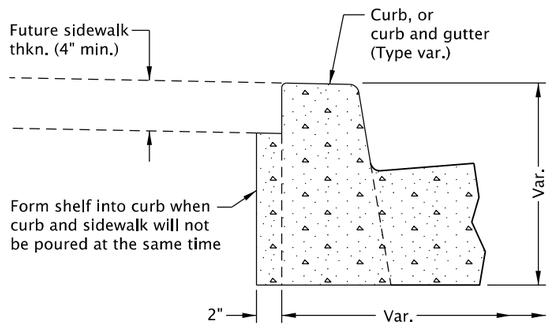
(Where shown on plans)



* 0" for Truck Apron

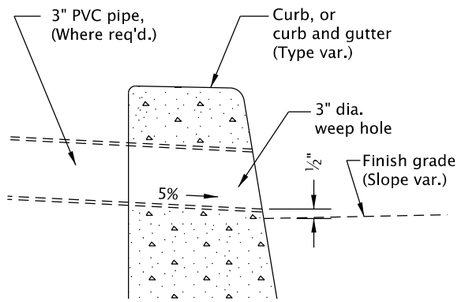
LOW PROFILE MOUNTABLE CURB

(See general note 11)



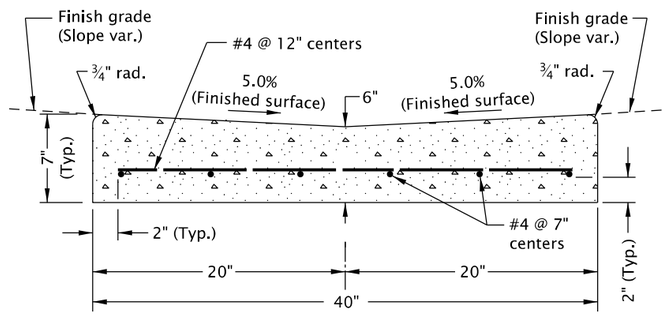
MODIFICATION FOR KEYWAY

(Where shown on plans)



WEEP HOLE DETAIL

(Where shown on plans, and allowed by jurisdiction)



VALLEY GUTTER

GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:

1. Curb exposure "E" = 6" to 9", as measured vertically from flowline to highest point on curb. Vary as shown on plans or as directed. O.D.O.T standard "E"=7".
2. Const. curb expansion joints at 200' maximum spacing, and at points of tangency, and at ends of each driveways.
3. Const. curb contraction joints at 15' maximum spacing, and at ends of each inlet and curb ramp.
4. Transitions shall be used to connect curbs of different exposures "E". ("E" Is the total vertical dimension of those curb surfaces having a slope of 1:1 or steeper). Minimum desirable transition length shall be 20' for each 1" difference in "E".
5. Tops of all curbs shall slope toward the roadway at 1.5% max. (Max. 2.0% finished surface slope), unless otherwise shown, or as directed.
6. Dimensions are nominal, vary to conform with curb machine approved by the engineer.
7. Dimensions adjacent to radii are measured to the point of intersection of curb surfaces.
8. For sidewalk details, and monolithic curb & sidewalk, see Std. Dwgs. RD720 & RD721.
9. For drainage curbs, see Std. Dwg. RD701.
10. For curb ramp details, see Std. Dwgs. RD900 series.
11. On or along state highways, curb and gutter is required at curb ramp.

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.

CALC. BOOK NO. N/A

SDR DATE 20-JUL-2020

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

OREGON STANDARD DRAWINGS

CURBS

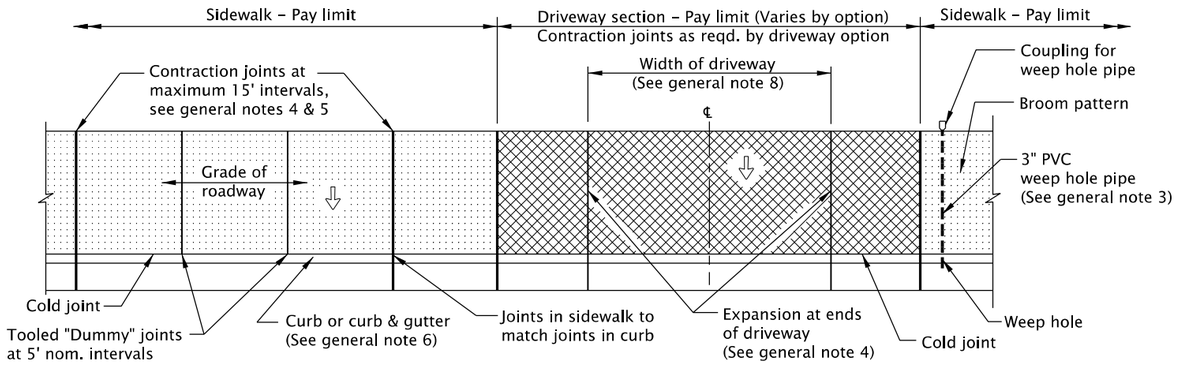
2021

DATE	REVISION DESCRIPTION

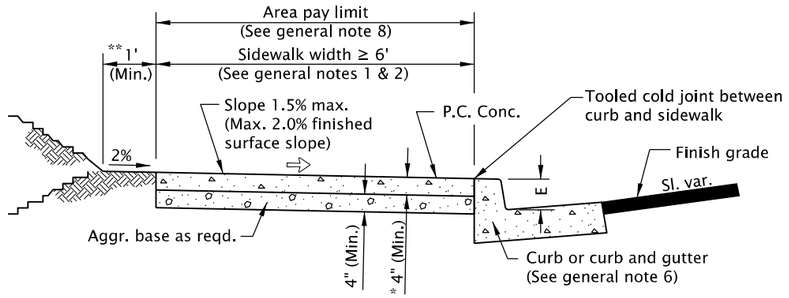
rd700.dgn 20-JUL-2020

RD700

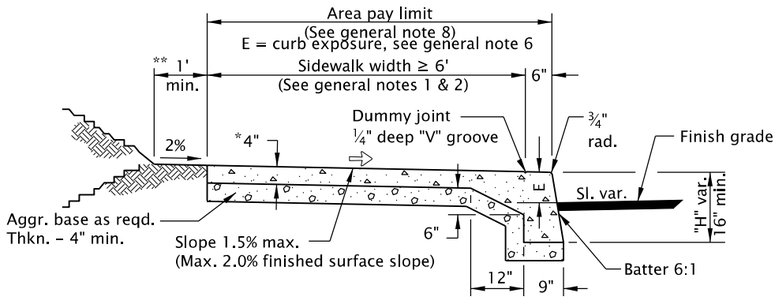
Effective Date: December 1, 2021 - May 31, 2022



TYPICAL PLAN VIEW - CURB LINE SIDEWALK



TYPICAL CURB SIDEWALK CROSS SECTION



TYPICAL MONOLITHIC CURB & SIDEWALK CROSS SECTION

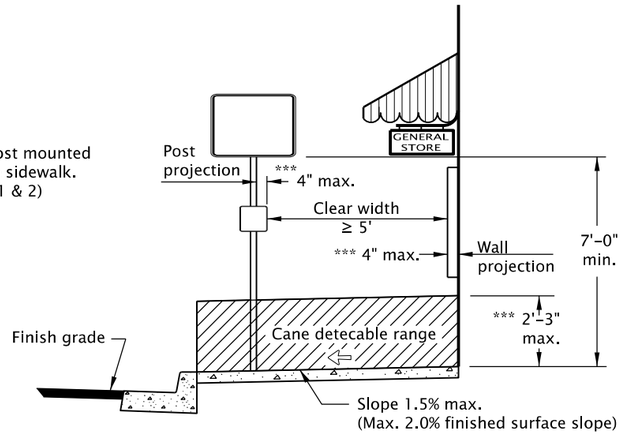
E = curb exposure, see general note 6

* Min. 4" or as specified in plans. A thickness ≥ 6" if sidewalk is intended as portion of a driveway or mountable curb is used.

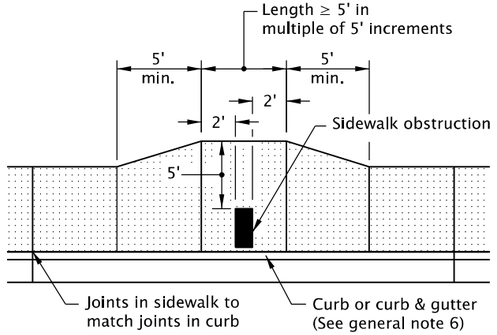
** Provide compacted backfill adjacent to curb and sidewalk

*** Objects with base below 2'–3" may protrude any distance as long as the 5' circulation path is maintained. When an object with a base higher than 2'–3" protrudes further than 4" provide a detection below protrusion to delineate edge.

Building, wall, or post mounted obstruction outside sidewalk. (See general notes 1 & 2)



CLEAR CIRCULATION PATH



REQUIRED SIDEWALK WIDENING AROUND OBSTRUCTIONS

GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:

1. Include additional paved or unpaved 2' shy distance to vertical faces higher than 5' such as retaining walls, sound walls, fences and buildings.
2. Curb type and sidewalk width as shown on plans or as directed. On sidewalks 8' and wider, provide a longitudinal joint at the midpoint.
3. Install 3" pvc weep hole pipes in sidewalks where shown on plans, and allowed by jurisdiction. Place contraction joint over top of pipe. See Std. Dwg. RD700 for weep hole details.
4. Provide expansion joints around poles, posts, boxes, at ends of each driveway, and other fixtures which protrude through or against the structures. For sidewalk, monolithic curb & sidewalk, const. expansion joints at 45' maximum spacing. See Std. Dwg. RD722 for expansion joints details.
5. Const. contraction joints at 15' maximum spacing, and at ends of each curb ramp. See Std. Dwg. RD722 for contraction joints details.
6. For curb details, see Std. Dwgs. RD700 & RD701. ODOT standard E=7".
7. Sidewalk details are based on applicable ODOT standards.
8. Fully lowered sidewalk shown; see project plans for the diveway design specified. For driveway details not shown, see Std. Dwgs. RD725, RD730, RD735, RD740, RD745 & RD750.
9. See project plans for details not shown.

LEGEND

- Sidewalk pay limit.
- Driveway pay limit, varies by option, (See general note 8).
- ⇦ Cross slope 1.5% max. (Max. 2.0% finished surface slope) (Normal sidewalk cross slope)

CALC. BOOK NO. N/A

SDR DATE 21-JUN-2019

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

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.

OREGON STANDARD DRAWINGS

CURB LINE SIDEWALKS

2021

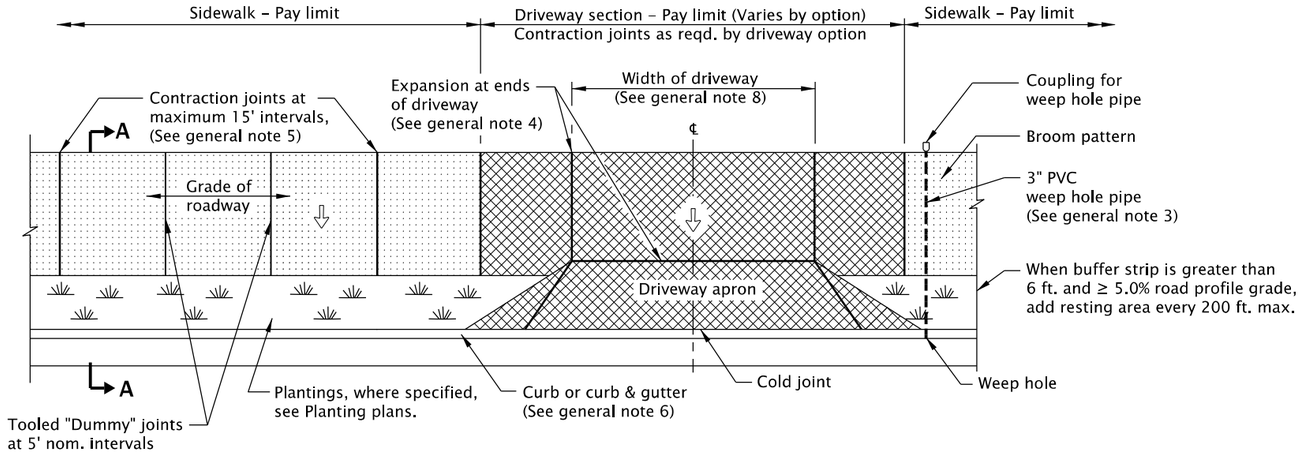
DATE	REVISION DESCRIPTION

Effective Date: December 1, 2021 - May 31, 2022

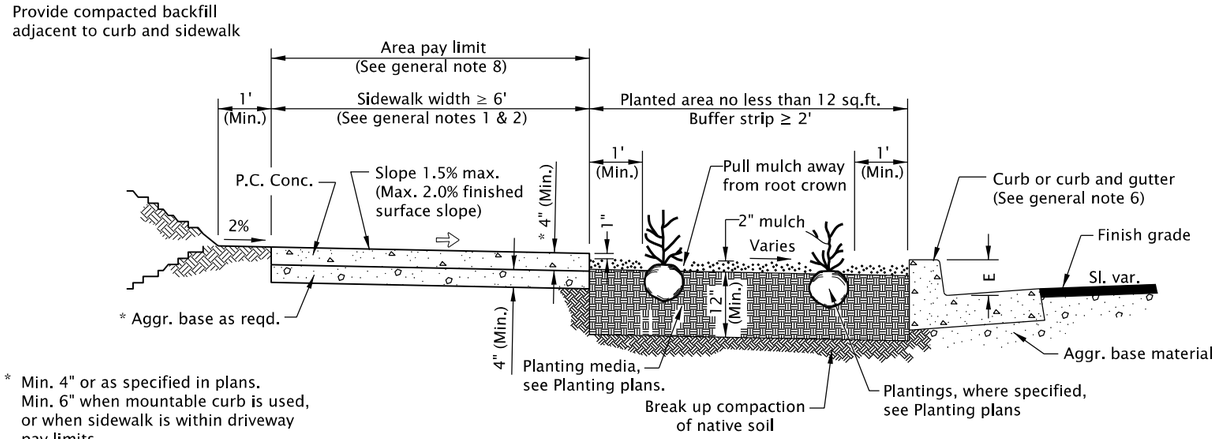
RD720

rd720.dgn 20-JUL-2020

RD720



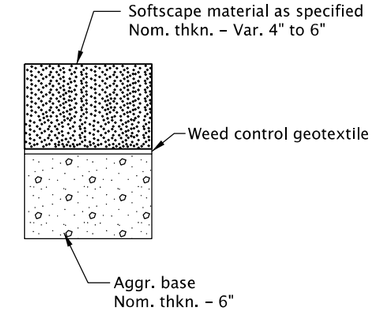
TYPICAL PLAN VIEW - SEPARATED SIDEWALK



SECTION A-A

TYPICAL SETBACK SIDEWALK CROSS SECTION

E = curb exposure, see general note 6



NON-PLANTED SOFTSCAPE CROSS SECTION

NOTES:
1 Use softscape materials allowed by jurisdiction.
2. Approved softscape materials:
   a) Loose, durable round rock 2"–4"in diameter
   b) Lava rock 2"–4"diameter
   c) Wood chips/bark mulch
   d) Sand
3. No crushed aggregate or pea gravel allowed.
4. Install softscape material flush with the top of sidewalk.

LEGEND

Sidewalk pay limit.

Driveway pay limit, varies by option, (See general note 8).

⇦ Cross slope 1.5% max. (Max. 2.0% finished surface slope) (Normal sidewalk cross slope)

GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:

1. Include additional paved or unpaved 2' shy distance to vertical faces higher than 5' such as retaining walls, sound walls, fences and buildings.
2. Curb type and sidewalk width as shown on plans or as directed. On sidewalks 8' and wider, provide a longitudinal joint at the midpoint.
3. Install 3" pvc weep hole pipes in sidewalks where shown on plans, and allowed by jurisdiction. Place contraction joint over top of pipe. See Std. Dwg. RD700 for weep hole details.
4. Provide expansion joints around poles, posts, boxes, at ends of each driveway, and other fixtures which protrude through or against the structures. For sidewalk, monolithic curb & sidewalk, const. expansion joints at 45' maximum spacing. See Std. Dwg. RD722 for expansion joint details.
5. Const. contraction joints at 15' maximum spacing, and at ends of each curb ramp. See Std. Dwg. RD722 for contraction joint details.
6. Curb and gutter shown; see project plans for the curb design specified. For curb details, see Std. Dwgs. RD700 & RD701. ODOT standard E=7".
7. Sidewalk details are based on ODOT applicable standards.
8. Driveway encroaches into sidewalk shown; see project plans for the driveway design specified. For driveway details not shown, see Std. Dwgs. RD725, RD730, RD735, RD740, RD745 & RD750.
9. See project plans for details not shown.
10. Provide plantings in areas 12 SF or greater, as shown or directed. Treat areas less than 12 SF with mulch surfacing.

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.

CALC. BOOK NO. N/A

SDR DATE 20-JUL-2020

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

OREGON STANDARD DRAWINGS

SEPARATED SIDEWALKS

2021

DATE	REVISION DESCRIPTION

rd721.dgn 20-JUL-2020

RD721

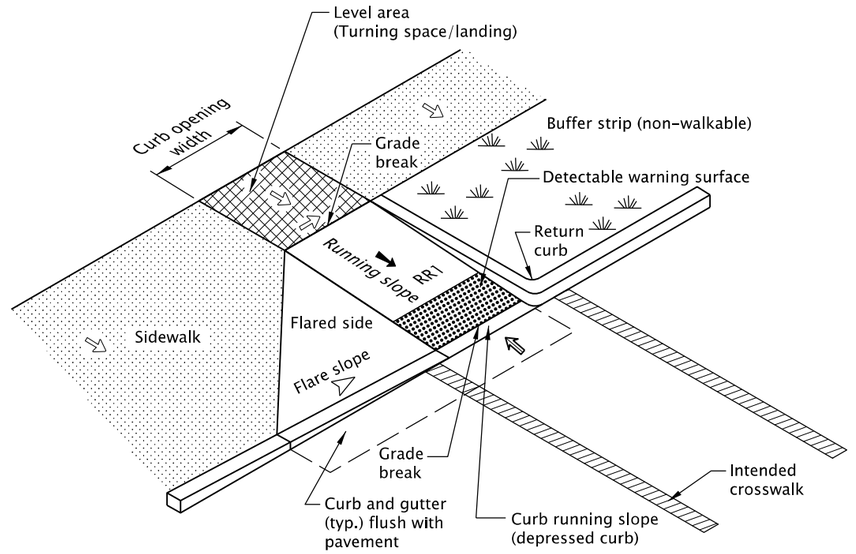
rd900.dgn 19-JUL-2021

CURB RAMP INDEX

STD. DWG. NO.	STD. DWG. TITLE
RD900	Curb Ramp Components And Legend
RD901	Curb Ramp Legend And Corner Identification
RD902	Detectable Warning Surface Details
RD904	Detectable Warning Surface Placement For Curb Ramps
RD905	Detectable Warning Surface Placement For Directional Curbs
RD906	Detectable Warning Surface Placement For Accessible Route Island
RD908	Detectable Warning Surface Placement
RD910, RD912	Perpendicular Curb Ramp
RD913	Perpendicular Curb Ramp With Closure
RD916	Perpendicular Curb Ramp Single Ramp
RD920	Parallel Curb Ramp
RD922	Parallel Curb Ramp Single Ramp
RD930, RD932 & RD936	Combination Curb Ramp
RD938	Combination Curb Ramp Single Ramp
RD940	Blended Transition Curb Ramp Single Ramp
RD950 & RD952	End Of Walk Curb Ramp
RD960	Unique Curb Ramp

LEGEND:

- Sidewalk or other traversable surface
- Detectable warning surface (DWS)
- Level area (Turning space/landing)
- Cross slope 1.5% max. (Max. 2.0% finished surface slope) (Normal sidewalk cross slope)
- Running slope 4.0% max. (Max. 4.9% finished surface slope)
- Running slope 7.5% max. (Max. 8.3% finished surface slope)
- Counter slope 4.0% max. ascending or descending (Max. 5.0% finished surface slope) Slope as required for drainage
- Flare slope (Max. 10.0% finished surface slope)
- 4'x4' clear space
- RR1 Ramp Run Position 1



TYPICAL CURB RAMP SYSTEM COMPONENTS

(PERPENDICULAR TYPE SHOWN)

CALC. BOOK NO. N/A

SDR DATE 19-JUL-2021

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

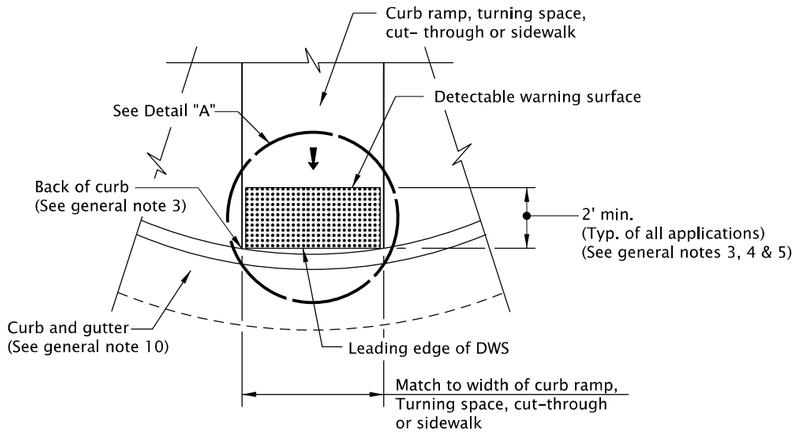
The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user and should not be used without consulting a Registered Professional Engineer.

OREGON STANDARD DRAWINGS

CURB RAMP COMPONENTS AND LEGEND

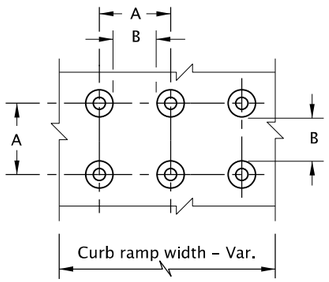
2021

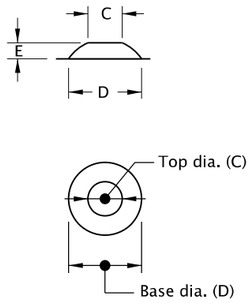
DATE	REVISION DESCRIPTION
07-2020	DRAWING CREATED
07-2021	REVISED DETAILS AND NOTES



DETECTABLE WARNING SURFACE DETAIL

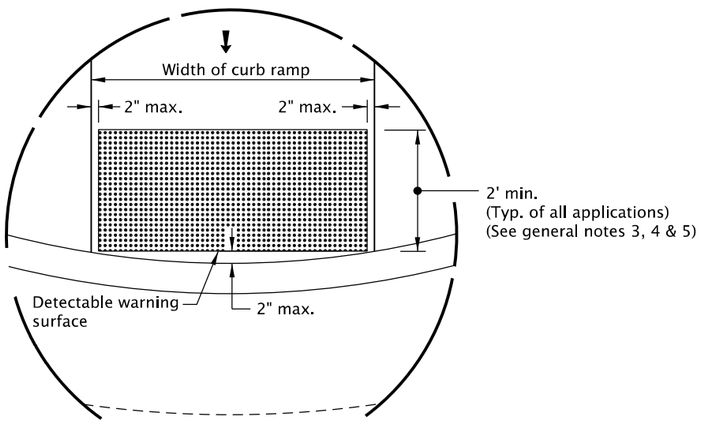
	A	B	C	D	E
MIN.	1.60"	0.65"	0.45"	0.90"	0.20"
MAX.	2.40"	--	0.91"	1.40"	0.20"





TRUNCATED DOME SPACING TRUNCATED DOME

TRUNCATED DOME DETAILS



DETAIL "A"

GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:

1. Detectable warning surface details & locations are based on applicable ODOT Standards.

2. See project plans for details not shown.
   See Std. Dwgs. RD700 & RD701 for curbs.

3. The detectable warning surface shall extend the full width of the curb ramp opening, shared use path, blended transition, turning space, or other roadway entrance as applicable. A gap of up to 2 inches on each side of the detectable warning surface is permitted (measured at the leading edge of the detectable warning surface panel as shown in Detail "A").

4. Detectable warning surface shall be placed at the back of curb for a minimum depth of 2 ft. in the direction of pedestrian travel at curb ramps that are adjacent to traffic. Detectable warning surface may be radial or rectangular, but must comply with the truncated dome size and spacing standards. Detectable warning surface may be cut to meet necessary shape as shown in plans. Detectable warning surface across a grade break is prohibited. Place abutting panels within¼ inch of each other and install anchors, as specified by manufacturers, along cut edge.

5. Color to be safety yellow if no color specified in construction note. Alternative colors require a design exception on or along state highways.

6. Detectable warning surface shall be used in the following locations:
   a) Curb ramps at street crossings.
   b) Crossing islands (Accessible Route Islands).
   c) Rail crossings.

7. Where public transportation stations (rail, bus, etc.) use platform boarding, detectable warning surface shall be placed along the full edge length of the station, when not protected by platform screens or guards, (see Std. Dwg. RD908).

8. Detectable warning surface shall not be used on the following locations:
   a) End of sidewalk transitions that are not at a crosswalk, (see Std. Dwgs. RD950, RD952 and RD960).
   b) Driveways, unless constructed with curb return or are signalized.
   c) Parking lots, access aisles and passenger loading zones where curb ramp does not lead to vehicular way.

9. Where no curb is present, the detectable warning surface shall be placed at the edge of the roadway.

10. On or along state highways, curb and gutter is required at curb ramps.

LEGEND:

Detectable warning surface

Cross slope 1.5% max.
(Max. 2.0% finished surface slope)
(Normal sidewalk cross slope)

Running slope 7.5% max.
(Max. 8.3% finished surface slope)

CALC. BOOK NO. N/A

SDR DATE 19-JUL-2021

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

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.

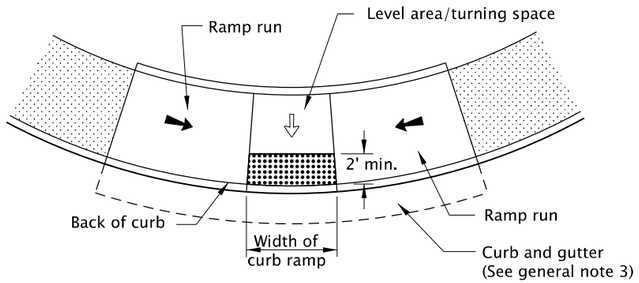
OREGON STANDARD DRAWINGS

DETECTABLE WARNING SURFACE DETAILS

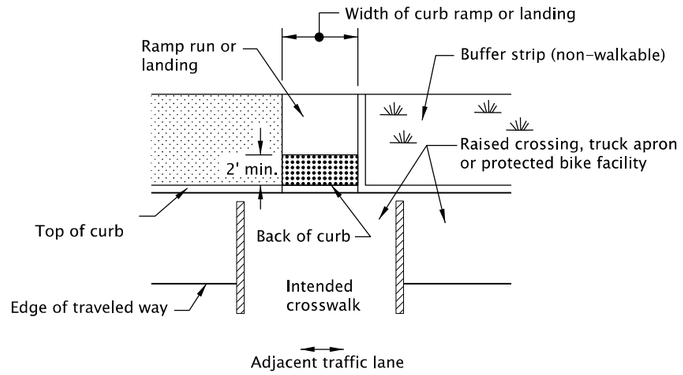
2021

DATE	REVISION DESCRIPTION
07-2020	DRAWING CREATED
07-2021	REVISED DETAIL AND NOTES

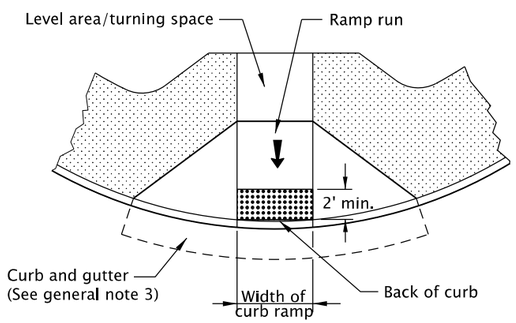
rd902.dgn 19-JUL-2021



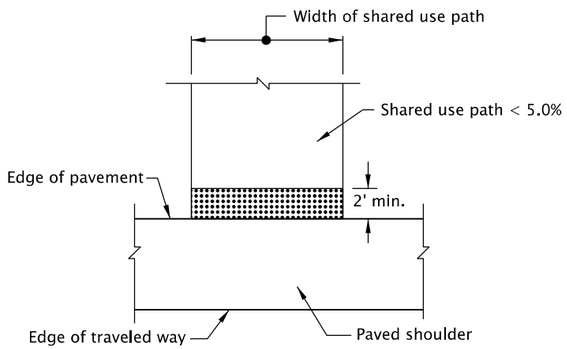
PARALLEL CURB RAMP



RAISED CROSSING, TRUCK APRON OR PROTECTED BIKE FACILITY



PERPENDICULAR CURB RAMP
GRADE BREAK IN FRONT OF CURB



SHARED-USE PATH CONNECTION

GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:

1. Detectable warning surface details & locations are based on applicable ODOT Standards.
2. See project plans for details not shown.
   See Std. Dwgs. RD700 & RD701 for curbs.
   See Std. Dwg. RD902 for detectable warning surface installation details.
3. On or along state highways, curb and gutter is required at curb ramps.
4. Detectable warning surface placement for perpendicular ramps vary as shown.

LEGEND:

- Marked or intended crossing location
- Sidewalk
- Detectable warning surface
- Cross slope 1.5% max. (Max. 2.0% finished surface slope) (Normal sidewalk cross slope)
- Running slope 7.5% max. (Max. 8.3% finished surface slope)

CALC. BOOK NO. N/A

SDR DATE 20-JULY-2020

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

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.

OREGON STANDARD DRAWINGS

DETECTABLE WARNING SURFACE PLACEMENT FOR CURB RAMPS

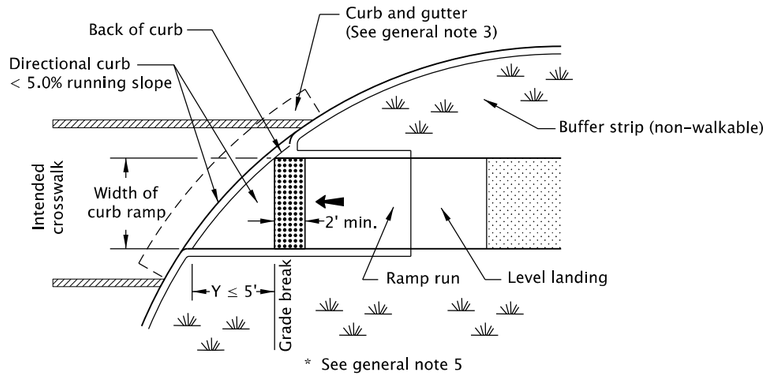
2021

DATE	REVISION DESCRIPTION
07-2020	DRAWING CREATED

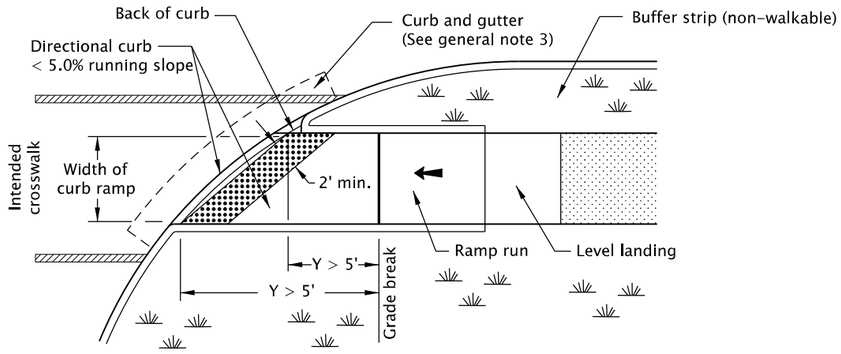
rd904.dgn 20-JUL-2020

RD904

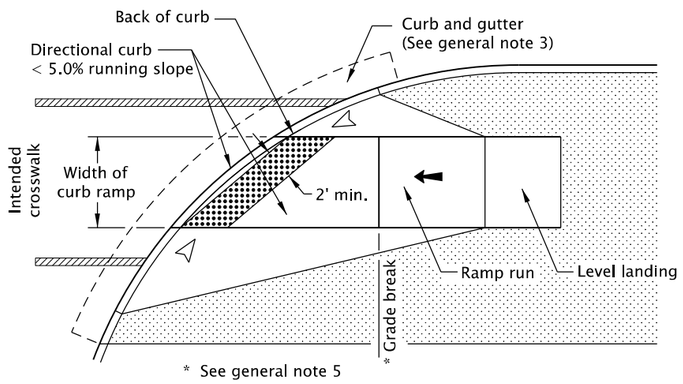
Effective Date: December 1, 2021 - May 31, 2022



CURB RAMP CROSSING
GRADE BREAK ≤ 5 FT. FROM BACK OF CURB



CURB RAMP CROSSING
GRADE BREAK > 5 FT. FROM BACK OF CURB



CURB RAMP CROSSING
DIRECTIONAL CURB WITH FLARED CONSTRUCTION

GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:

1. Detectable warning surface details & locations are based on applicable ODOT Standards.
2. See project plans for details not shown.
   See Std. Dwgs. RD700 & RD701 for curbs.
   See Std. Dwg. RD902 for detectable warning surface installation details.
3. On or along state highways, curb and gutter is required at curb ramps.
4. Detectable warning surface placement for perpendicular ramps vary as shown.
5. Detectable warning surface placement across the grade break is prohibited.

LEGEND:

- Marked or intended crossing location
- Sidewalk
- Detectable warning surface
- Running slope 7.5% max. (Max. 8.3% finished surface slope)
- Flare slope (Max. 10.0% finished surface slope)

CALC. BOOK NO. N/A

SDR DATE 20-JULY-2020

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

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.

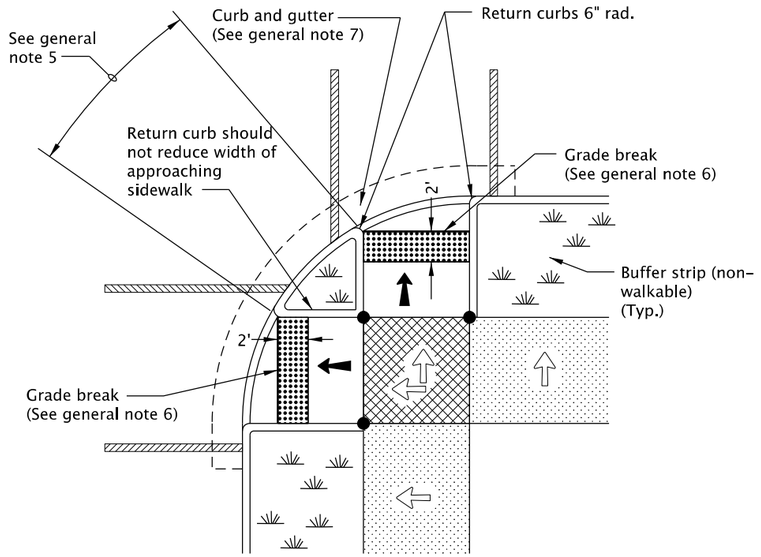
OREGON STANDARD DRAWINGS
DETECTABLE WARNING SURFACE PLACEMENT FOR DIRECTIONAL CURBS

2021

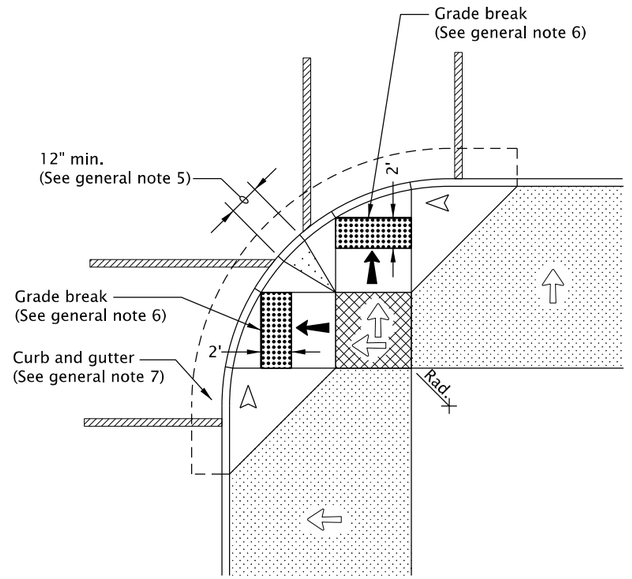
DATE	REVISION DESCRIPTION
07-2020	DRAWING CREATED

rd905.dgn 20-JUL-2020

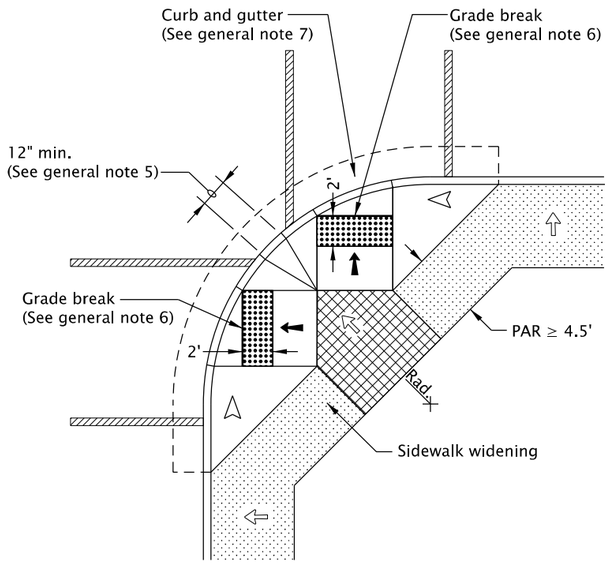
RD905



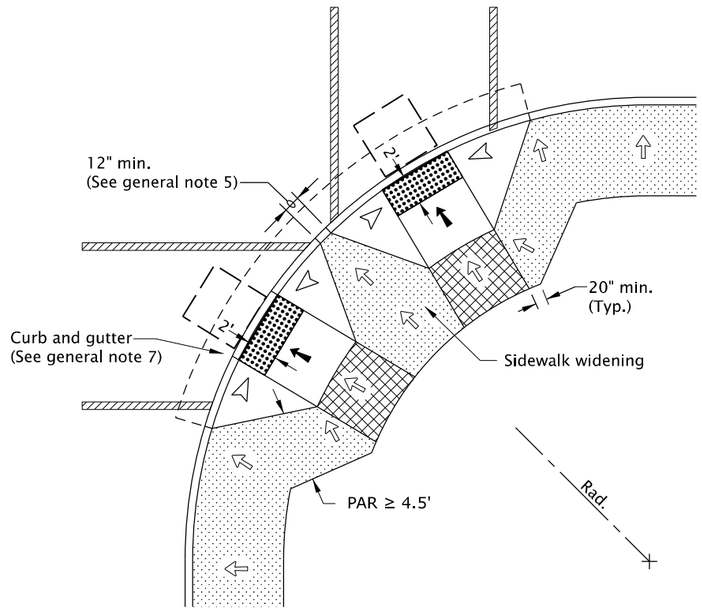
WITH LANDSCAPED BUFFER STRIP OPTION "PR-1"



FOR WIDE SIDEWALKS OPTION "PR-2"



FOR NARROW SIDEWALKS OPTION "PR-3"



FOR NARROW SIDEWALKS OPTION "PR-4"

GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:

1. Curb ramp details are based on applicable ODOT Standards.
2. See project plans for details not shown.
   See Std. Dwgs. RD700 & RD701 for curbs.
   See Std. Dwgs. RD720 & RD721 for sidewalks.
   See Std. Dwg. RD910 for perpendicular curb ramp details.
   See Std. Dwgs. RD902 through RD908 for detectable warning surface installation details.
3. Tooled dummy joints are required at all curb ramp grade break lines, (see Std. Dwg. RD722).
4. Curb ramp slopes shown are relative to the true level horizon (zero bubble).
5. When 2 curb ramps are immediately adjacent, the curb exposure (E) between the adjacent side flares may range between 3" and full design exposure.
6. Grade breaks at the top and bottom of curb ramp runs shall be perpendicular to the direction of the ramp run. Grade breaks shall not be permitted on the surface of ramp runs and turning spaces. Surface slopes that meet at grade breaks shall be flush.
7. On or along state highways, curb and gutter is required at curb ramps.

LEGEND:

- Marked or intended crossing location
- Sidewalk
- Detectable warning surface
- Level area (Turning space/landing)
  Unobstructed 4.5' x 4.5'
  With obstruction 4.5' x 5.5' (Longer dimension in direction of pedestrian street crossing).
  For the purposes of this application, a max. 2.0% finished surface slope (for drainage) measured perpendicular in two directions is considered level.
- ⇦ Cross slope 1.5% max.
  (Max. 2.0% finished surface slope)
  (Normal sidewalk cross slope)
- ⬅ Running slope 7.5% max.
  (Max. 8.3% finished surface slope)
- ◁ Flare slope
  (Max. 10% finished surface slope)
- • Zero curb exposure
- 4' x 4' clear space
- PAR Pedestrian Access Route

CALC. BOOK NO. N/A

SDR DATE 19-JUL-2021

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

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.

OREGON STANDARD DRAWINGS

PERPENDICULAR CURB RAMP

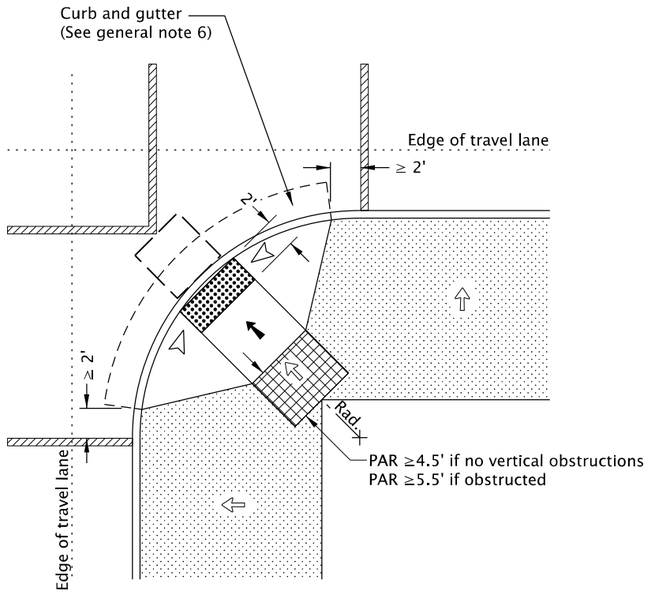
2021

DATE	REVISION DESCRIPTION
07-2020	DRAWING CREATED
07-2021	REVISED DETAIL AND NOTES

rd912.dgn 19-JUL-2021

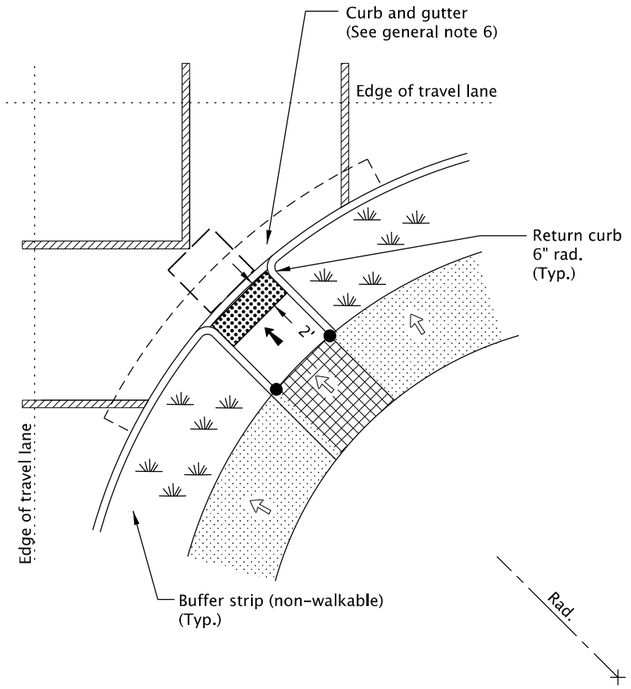
Effective Date: December 1, 2021 - May 31, 2022

RD912



DIAGONAL CURB RAMP FOR WIDE SIDEWALKS OPTION "PR-9"

(Use only when site constraints prohibit installing two curb ramps)



DIAGONAL CURB RAMP WITH LANDSCAPED BUFFER STRIP OPTION "PR-10"

(Use only when site constraints prohibit installing two curb ramps)

GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:

1. Curb ramp details are based on applicable ODOT Standards.

2. See project plans for details not shown.
   See Std. Dwgs. RD700 & RD701 for curbs.
   See Std. Dwgs. RD720 & RD721 for sidewalks.
   See Std. Dwg. RD910 for perpendicular curb ramp details.
   See Std. Dwgs. RD902 through RD908 for detectable warning surface installation details.

3. Tooled dummy joints are required at all curb ramp slope break lines, (see Std. Dwg. RD722).

4. Curb ramp slopes shown are relative to the true level horizon (zero bubble).

5. Only use curb ramp options allowed by jurisdiction. Single ramps required design exceptions on or along state highways.

6. On or along state highways, curb and gutter is required at curb ramps.

LEGEND:

- Marked or intended crossing location
- Sidewalk
- Detectable warning surface
- Level area (Turning space/landing)
  Unobstructed 4.5' x 4.5'
  With obstruction 4.5' x 5.5' (Longer dimension in direction of pedestrian street crossing).
  For the purposes of this application, a max. 2.0% finished surface slope (for drainage) measured perpendicular in two directions is considered level.
- Cross slope 1.5% max.
  (Max. 2.0% finished surface slope)
  (Normal sidewalk cross slope)
- Running slope 7.5% max.
  (Max. 8.3% finished surface slope)
- Flare slope
  (Max. 10% finished surface slope)
- 4'x4' clear space
- PAR — Pedestrian Access Route
- Zero curb exposure

CALC. BOOK NO. N/A

SDR DATE 20-JULY-2020

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

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.

OREGON STANDARD DRAWINGS

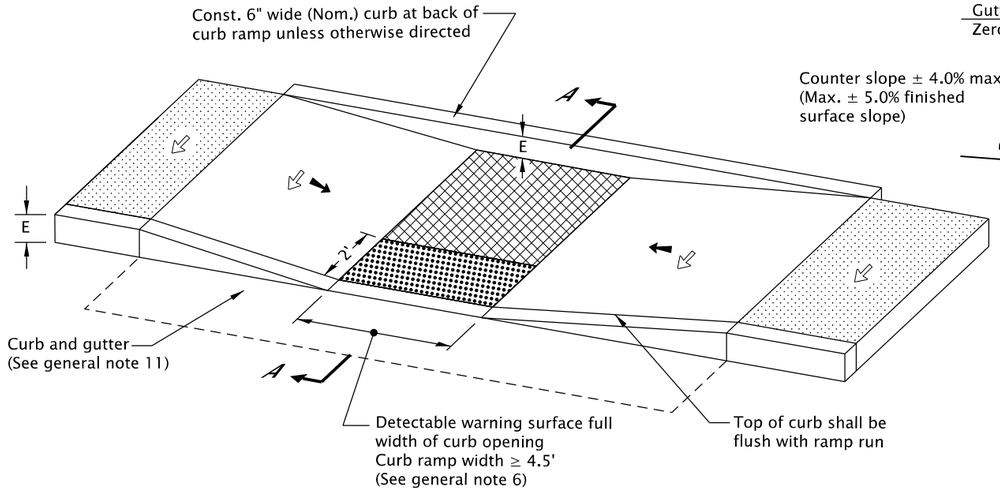
PERPENDICULAR CURB RAMP SINGLE RAMP

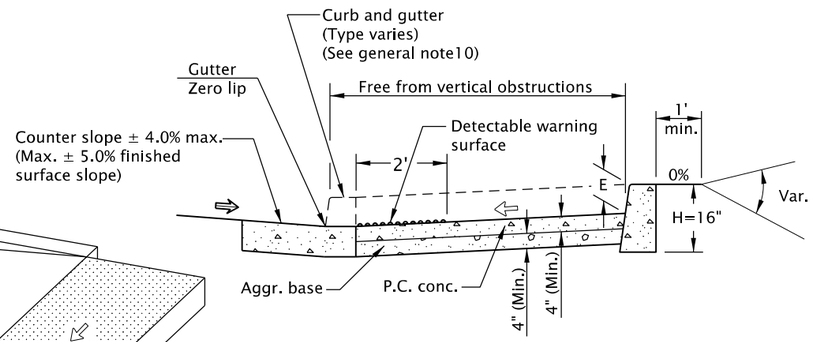
2021

DATE	REVISION DESCRIPTION
07-2020	DRAWING CREATED

rd916.dgn 20-JUL-2020

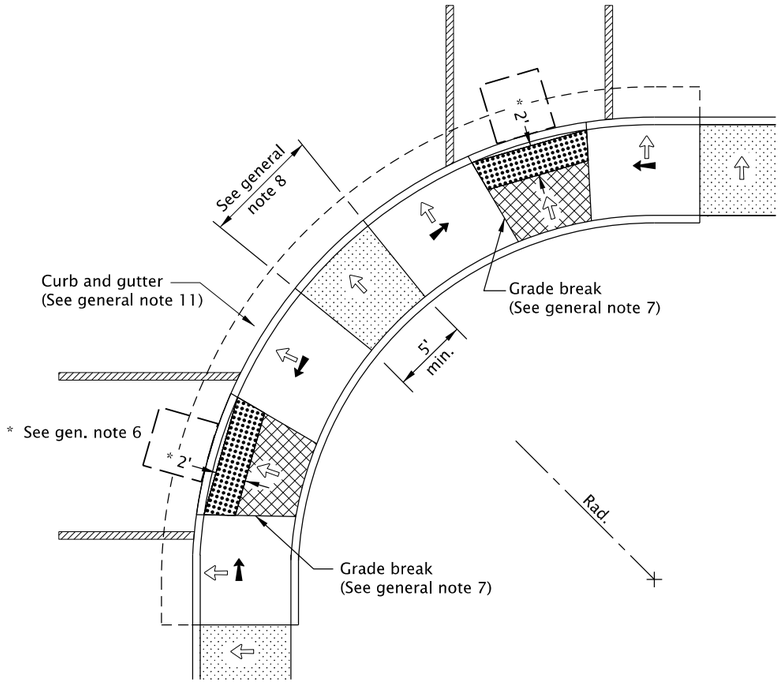
RD916



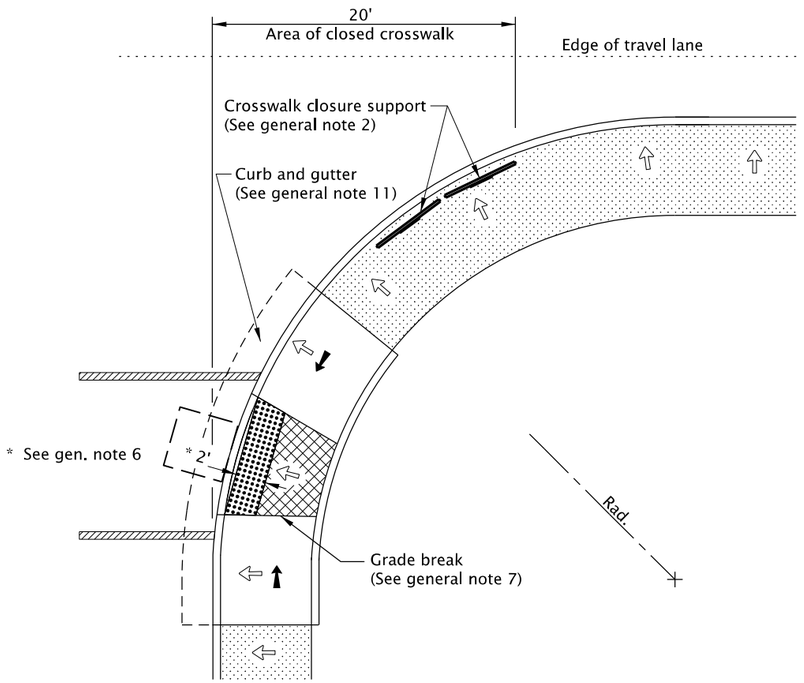


SECTION A-A

PARALLEL CURB RAMP DETAIL



PARALLEL CURB RAMPS OPTION "PL-1"



PARALLEL CURB RAMP WITH CROSSWALK CLOSURE OPTION "PL-2"

GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:

1. Curb ramp details are based on applicable ODOT Standards.
2. See Std. Dwgs. RD700 & RD701 for curbs.
   See Std. Dwgs. RD720 & RD721 for sidewalks.
   See Std. Dwgs. RD902 through RD908 for detectable warning surface installation details.
   See Std. Dwg. TM240 for crosswalk closure detail.
3. Site conditions normally require a project specific design. See project plans for details not shown.
4. Tooled dummy joints are required at all curb ramp grade break lines, (see Std. Dwg. RD722).
5. Curb ramp slopes shown are relative to the true level horizon (zero bubble).
6. Place detectable warning surface at the back of curb for a minimum depth of 2' in the direction of pedestrian travel full width of curb ramp opening that is adjacent to traffic.
7. Grade breaks at the top and bottom of curb ramp runs shall be perpendicular to the direction of the ramp run. Grade breaks shall not be permitted on the surface of ramp runs and turning spaces. Surface slopes that meet at grade breaks shall be flush.
8. When 2 ramp runs are immediately adjacent, the curb exposure (E) between the adjacent side may range between 3" and full design exposure.
9. Curb ramps for shared use paths intersecting a roadway shall be full width of path, excluding flares. When a curb ramp is used to provide bicycle access from a roadway to a sidewalk, the curb ramp opening will be ≥ 8' wide.
10. Place an inlet at upstream side of curb ramp or perform other approved design mitigation. Check the gutter flow depth at curb ramp locations to assure that the design flood does not overtop the back of sidewalk.
11. On or along state highways, curb and gutter is required at curb ramps.

LEGEND:

- Sidewalk
- Detectable warning surface
- Level area (Turning space/landing)
  Unobstructed 4.5' x 4.5'
  With obstruction 4.5' x 5.5' (Longer dimension in direction of pedestrian street crossing).
  For the purposes of this application, a max. 2.0% finished surface slope (for drainage) measured perpendicular in two directions is considered level.
- Cross slope 1.5% max.
  (Max. 2.0% finished surface slope)
  (Normal sidewalk cross slope)
- Running slope 7.5% max.
  (Max. 8.3% finished surface slope)
- Counter slope 4.0% max. ascending or descending,
  (Max. 5.0% finished surface slope)
  Slope as required for drainage
- 4'x4' clear space

CALC. BOOK NO. N/A

SDR DATE 19-JUL-2021

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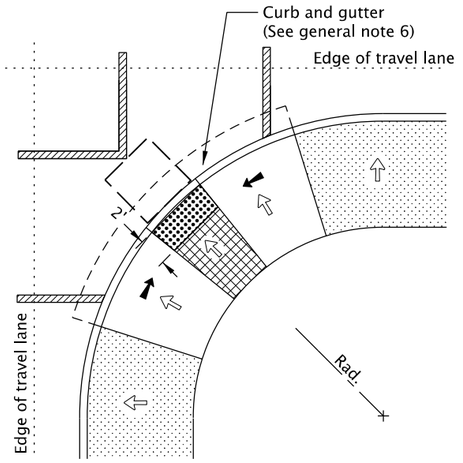
OREGON STANDARD DRAWINGS

PARALLEL CURB RAMP

2021

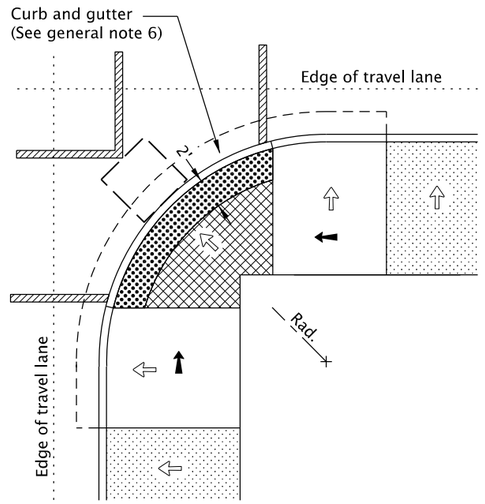
DATE	REVISION DESCRIPTION
07-2020	DRAWING CREATED
07-2021	REVISED DETAIL AND NOTES

rd920.dgn 19-JUL-2021



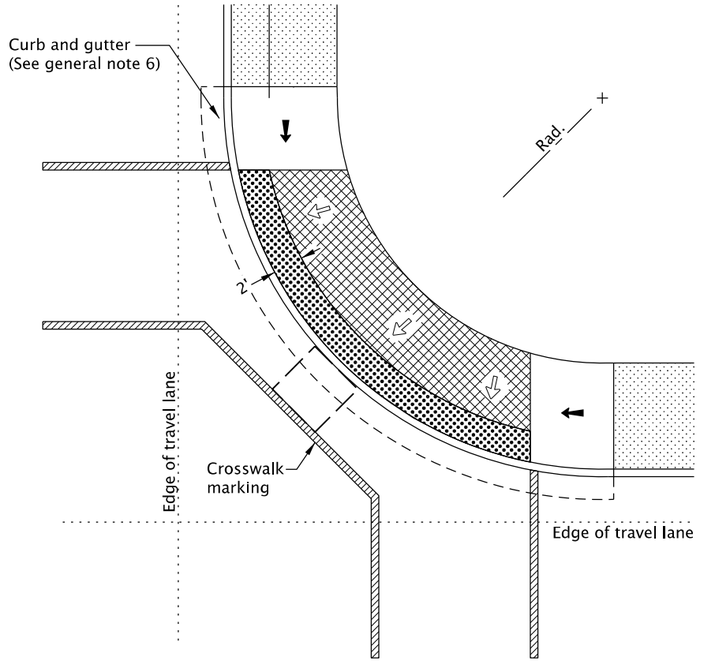
DIAGONAL PARALLEL CURB RAMP
OPTION "PL-3"

(Use only when site constraints prohibit installing two curb ramps)



DEPRESSED CURB RAMP SMALL RADIUS
OPTION "PL-4"

(Use only when site constraints prohibit installing two curb ramps)



DEPRESSED CURB RAMP LARGE RADIUS
OPTION "PL-5"

(Use only when site constraints prohibit installing two curb ramps)

GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:

1. Curb ramp details are based on applicable ODOT Standards.
2. See project plans for details not shown.
   See Std. Dwgs. RD700 & RD701 for curbs.
   See Std. Dwgs. RD720 & RD721 for sidewalks.
   See Std. Dwgs. RD902 through RD908 for detectable warning surface installation details.
   See Std. Dwg. RD920 for parallel curb ramp details.
3. Tooled dummy joints are required at all curb ramp slope break lines, (see Std. Dwg. RD722).
4. Curb ramp slopes shown are relative to the true level horizon (zero bubble).
5. Place an inlet at upstream side of curb ramp or perform other approved design mitigation. Check the gutter flow depth at curb ramp locations to assure that the design flood does not overtop the back of sidewalk.
6. On or along state highways, curb and gutter is required at curb ramps.
7. Grade breaks at the top and bottom of curb ramp runs shall be perpendicular to the direction of the ramp run. Grade breaks shall not be permitted on the surface of ramp runs and turning spaces. Surface slopes that meet at grade breaks shall be flush.
8. Only use curb ramp options allowed by jurisdiction. Single ramps require design exceptions on or along state highways.

LEGEND:

- Marked or intended crossing location
- Sidewalk
- Detectable warning surface
- Level area (Turning space/landing)
  Unobstructed 4.5' x 4.5'
  With obstruction 4.5' x 5.5' (Longer dimension in direction of pedestrian street crossing).
  For the purposes of this application, a max. 2.0% finished surface slope (for drainage) measured perpendicular in two directions is considered level.
- Cross slope 1.5% max.
  (Max. 2.0% finished surface slope)
  (Normal sidewalk cross slope)
- Running slope 7.5% max.
  (Max. 8.3% finished surface slope)
- 4'x4' clear space

CALC. BOOK NO. N/A

SDR DATE 20-JULY-2020

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

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.

OREGON STANDARD DRAWINGS

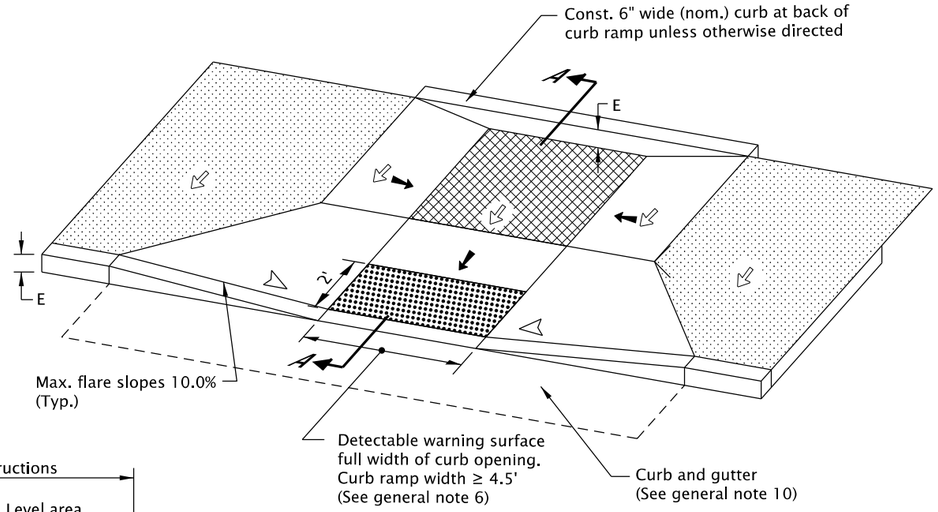
PARALLEL CURB RAMP
SINGLE RAMP

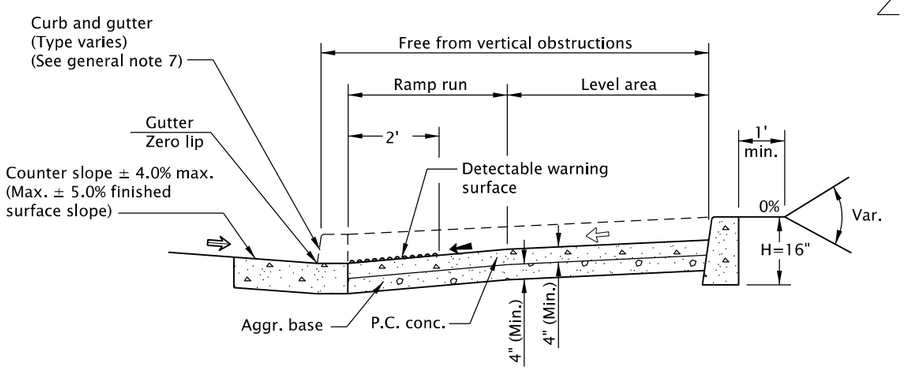
2021

DATE	REVISION DESCRIPTION
07-2020	DRAWING CREATED

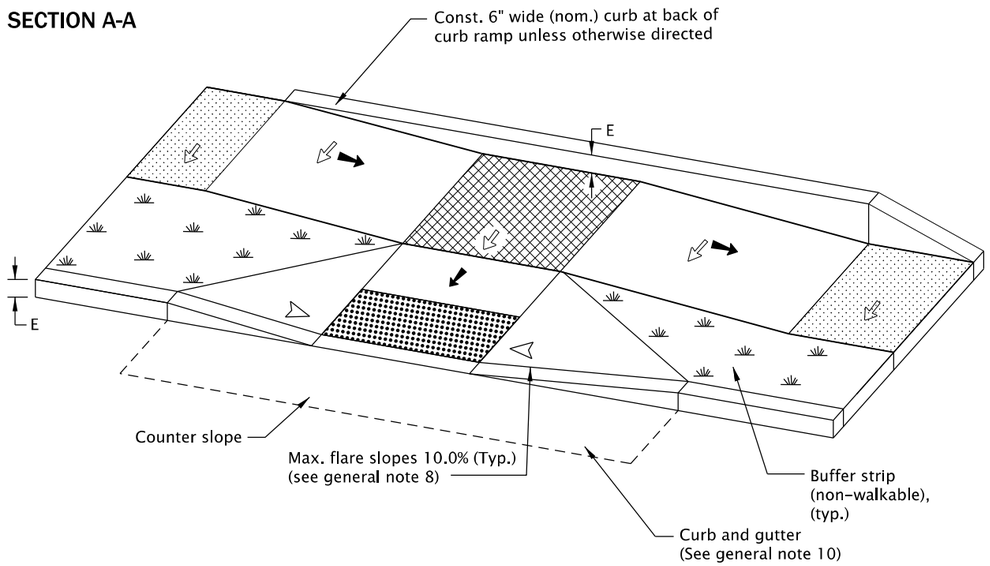
rd922.dgn 20-JUL-2020

RD922





SECTION A-A



COMBINATION CURB RAMP DETAIL

GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:

1. Curb ramp details are based on applicable ODOT Standards.
2. See project plans for details not shown.
   See Std. Dwgs. RD700 & RD701 for curbs.
   See Std. Dwgs. RD720 & RD721 for sidewalks.
   See Std. Dwgs. RD902 through RD908 for detectable warning surface installation details.
3. Site conditions normally require a project specific design. See project plans for details not shown.
4. Tooled dummy joints are required at all curb ramp slope break lines, (see Std. Dwg. RD722).
5. Curb ramp slopes shown are relative to the true level horizon (zero bubble).
6. Place detectable warning surface at the back of curb for a minimum depth of 2' in the direction of pedestrian travel full width of curb ramp opening that is adjacent to traffic.
7. Place an inlet at upstream side of curb ramp or perform other approved design mitigation. Check the gutter flow depth at curb ramp locations to assure that the design flood does not overtop the back of sidewalk.
8. Return curb may be provided in lieu of flared slope only if protected from traverse travel by landscaping, see Std. Dwg. RD721. Return curb shall not reduce width of approaching sidewalk.
9. Curb ramps for shared use paths intersecting a roadway shall be full width of path, excluding flares. When a curb ramp is used to provide bicycle access from a roadway to a sidewalk, the curb ramp opening will be ≥ 8' wide.
10. On or along state highways, curb and gutter is required at curb ramps.
11. Grade breaks at the top and bottom of curb ramp runs shall be perpendicular to the direction of the ramp run. Grade breaks shall not be permitted on the surface of ramp runs and turning spaces. Surface slopes that meet at grade breaks shall be flush.

LEGEND:

- Marked or intended crossing location
- Sidewalk
- Detectable warning surface
- Level area (Turning space/landing)
  Unobstructed 4.5' x 4.5'
  With obstruction 4.5' x 5.5' (Longer dimension in direction of pedestrian street crossing).
  For the purposes of this application, a max. 2.0% finished surface slope (for drainage) measured perpendicular in two directions is considered level.
- ⇦ Cross slope 1.5% max.
  (Max. 2.0% finished surface slope)
  (Normal sidewalk cross slope)
- ⬅ Running slope 7.5% max.
  (Max. 8.3% finished surface slope)
- ⇦ Counter slope 4.0% max. ascending or descending,
  (Max. 5.0% finished surface slope)
  Slope as required for drainage
- ◁ Flare slope
  (Max. 10% finished surface slope)

CALC. BOOK NO. N/A

SDR DATE 19-JUL-2021

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

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.

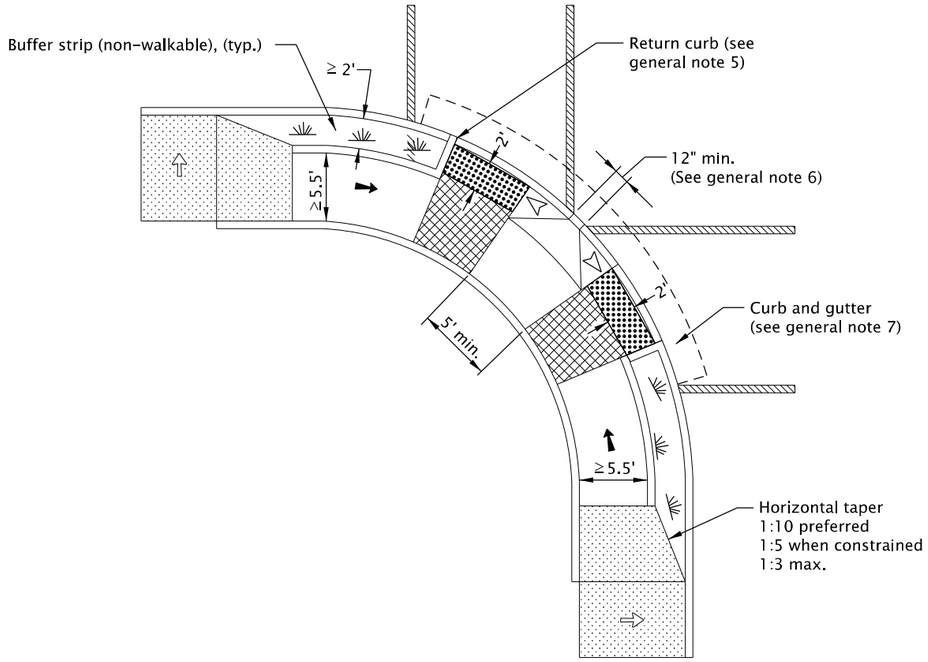
OREGON STANDARD DRAWINGS

COMBINATION CURB RAMP

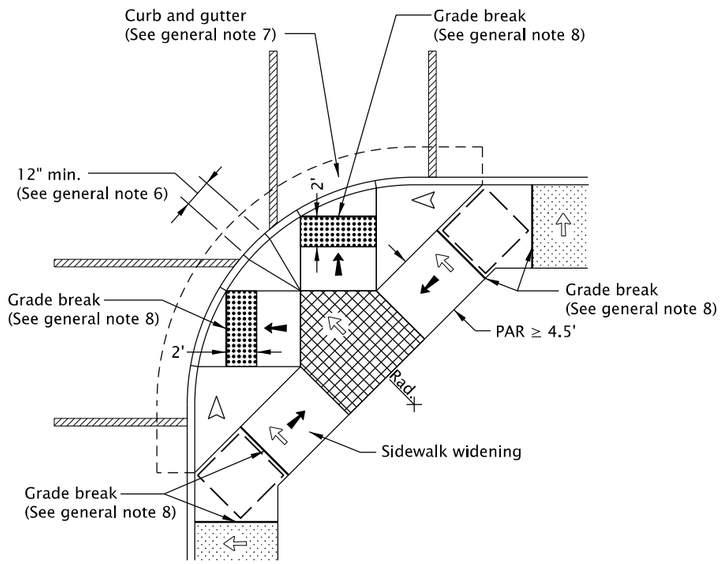
2021

DATE	REVISION DESCRIPTION
07-2020	DRAWING CREATED
07-2021	REVISED DETAILS AND NOTES

rd930.dgn 19-JUL-2021



PARALLEL COMBINATION WITH LANDSCAPE BUFFER STRIP
OPTION "CC-3"



FOR NARROW SIDEWALKS
OPTION "CC-4"

GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:

1. Curb ramp details are based on applicable ODOT Standards.
2. See project plans for details not shown.
   See Std. Dwgs. RD700 & RD701 for curbs.
   See Std. Dwgs. RD720 & RD721 for sidewalks.
   See Std. Dwgs. RD902 through RD908 for detectable warning surface installation details.
   See Std. Dwg. RD930 for combination curb ramp details.
3. Tooled dummy joints are required at all curb ramp grade break lines, (see Std. Dwg. RD722).
4. Curb ramp slopes shown are relative to the true level horizon (zero bubble).
5. Return curb may be provided in lieu of flared slope only if protected from traverse travel by landscaping, see Std. Dwg. RD721. Return curb shall not reduce width of approaching sidewalk.
6. When 2 curb ramps are immediately adjacent, the curb exposure (E) between the adjacent side flares may range between 3" and full design exposure.
7. On or along state highways, curb and gutter is required at curb ramps.
8. Grade breaks at the top and bottom of curb ramp runs shall be perpendicular to the direction of the ramp run. Grade breaks shall not be permitted on the surface of ramp runs and turning spaces. Surface slopes that meet at grade breaks shall be flush.

LEGEND:

	Marked or intended crossing location
	Sidewalk
	Detectable warning surface
	Level area (Turning space/landing) Unobstructed 4.5' x 4.5' With obstruction 4.5' x 5.5' (Longer dimension in direction of pedestrian street crossing). For the purposes of this application, a max. 2.0% finished surface slope (for drainage) measured perpendicular in two directions is considered level.
⇦	Cross slope 1.5% max. (Max. 2.0% finished surface slope) (Normal sidewalk cross slope)
⬅	Running slope 7.5% max. (Max. 8.3% finished surface slope)
◁	Flare slope (Max. 10% finished surface slope)
E	Curb height
⌐¬	4' x 4' clear space
PAR	Pedestrian Access Route

CALC. BOOK NO. N/A

SDR DATE 19-JUL-2021

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

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.

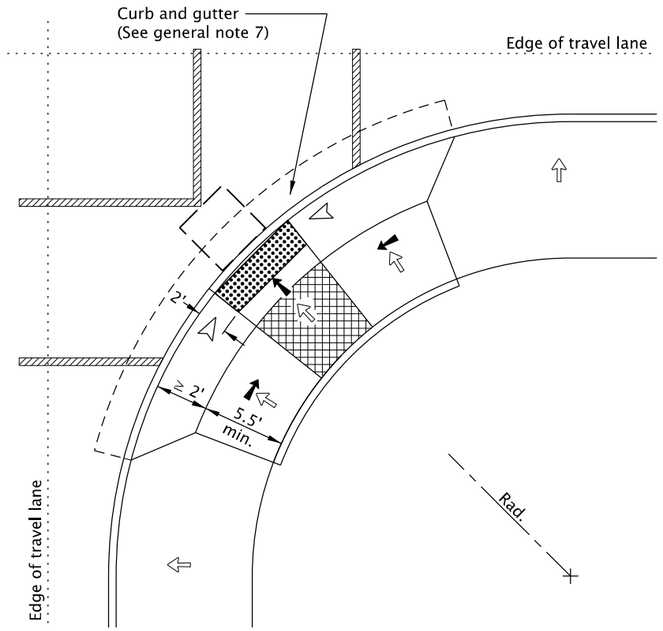
OREGON STANDARD DRAWINGS

COMBINATION CURB RAMP

2021

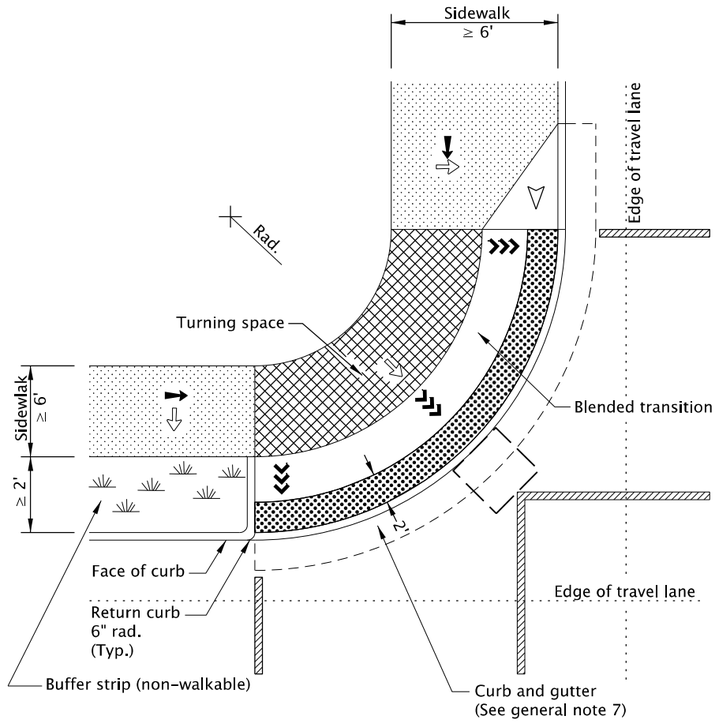
DATE	REVISION DESCRIPTION
07-2021	DRAWING CREATED

rd936.dgn 19-JUL-2021



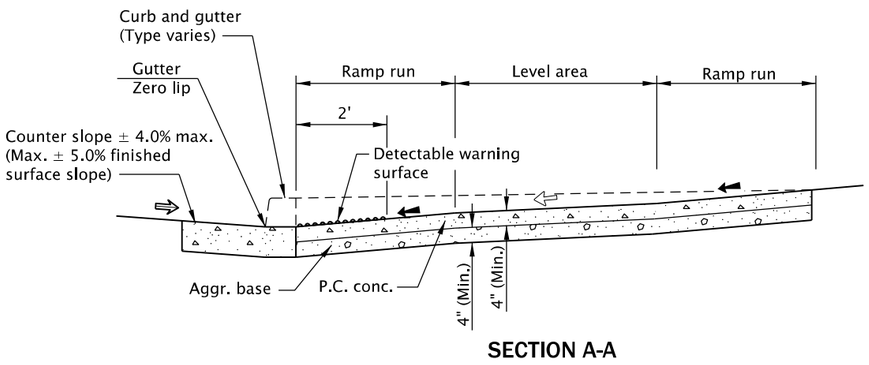
DIAGONAL COMBINATION CURB RAMP OPTION "CC-10"

(Use only when site constraints prohibit installing two curb ramps)

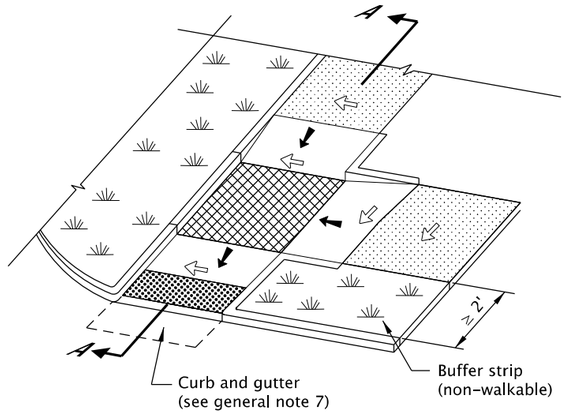


BLENDED TRANSITION COMBINATION CURB RAMP OPTION "CC-11"

(Use only when site constraints prohibit installing two curb ramps)



SECTION A-A



DIRECTIONAL COMBINATION CURB RAMP OPTION "CC-12"

GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:

1. Curb ramp details are based on applicable ODOT Standards.
2. See project plans for details not shown.
   See Std. Dwgs. RD700 & RD701 for curbs.
   See Std. Dwgs. RD720 & RD721 for sidewalks.
   See Std. Dwgs. RD902 through RD908 for detectable warning surface installation details.
   See Std. Dwg. RD930 for combination curb ramp details.
3. Tooled dummy joints are required at all curb ramp slope break lines, (see Std. Dwg. RD722).
4. Curb ramp slopes shown are relative to the true level horizon (zero bubble).
5. Return curb may be provided in lieu of flared slope only if protected from traverse travel by landscaping, (see Std. Dwg. RD721). Return curb shall not reduce width of approaching sidewalk .
6. Only use curb ramp options allowed by jurisdiction. Single ramps require design exceptions on or along state highways.
7. On or along state highways, curb and gutter is required at curb ramps.
8. Grade breaks at the top and bottom of curb ramp runs shall be perpendicular to the direction of the ramp run. Grade breaks shall not be permitted on the surface of ramp runs and turning spaces. Surface slopes that meet at grade breaks shall be flush.

LEGEND:

- Marked or intended crossing location
- Sidewalk
- Detectable warning surface
- Level area (Turning space/landing)
  Unobstructed 4.5' x 4.5'
  With obstruction 4.5' x 5.5' (Longer dimension in direction of pedestrian street crossing).
  For the purposes of this application, a max. 2.0% finished surface slope (for drainage) measured perpendicular in two directions is considered level.
- Cross slope 1.5% max.
  (Max. 2.0% finished surface slope)
  (Normal sidewalk cross slope)
- Running slope 7.5% max.
  (Max. 8.3% finished surface slope)
- Running slope 4.0% max.
  (Max. 4.9% finished surface slope)
- Flare slope
  (Max. 10% finished surface slope)
- 4'x4' clear space

CALC. BOOK NO. N/A

SDR DATE 19-JUL-2021

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

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.

OREGON STANDARD DRAWINGS

COMBINATION CURB RAMP SINGLE RAMP

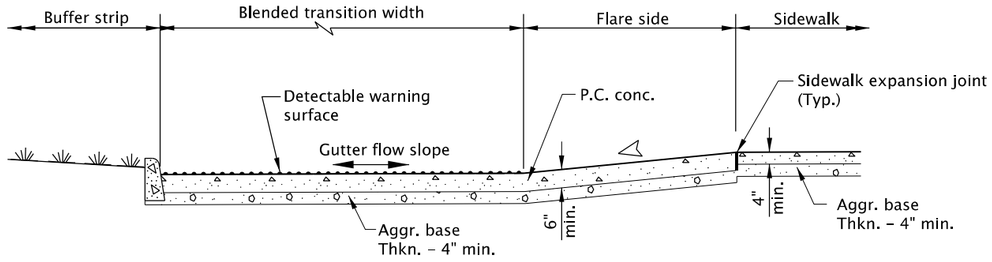
2021

DATE	REVISION DESCRIPTION
07-2020	DRAWING CREATED
01-2021	REVISED DETAIL & NOTES
07-2021	REVISED DETAIL & NOTES

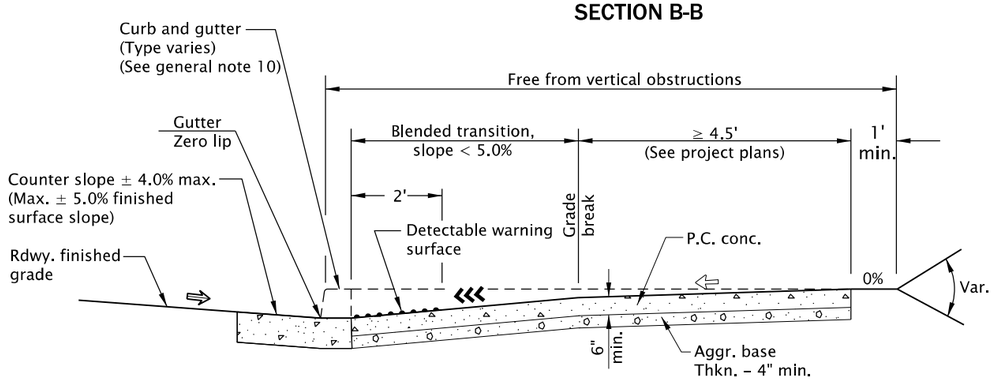
rd938.dgn 19-JUL-2021

Effective Date: December 1, 2021 - May 31, 2022

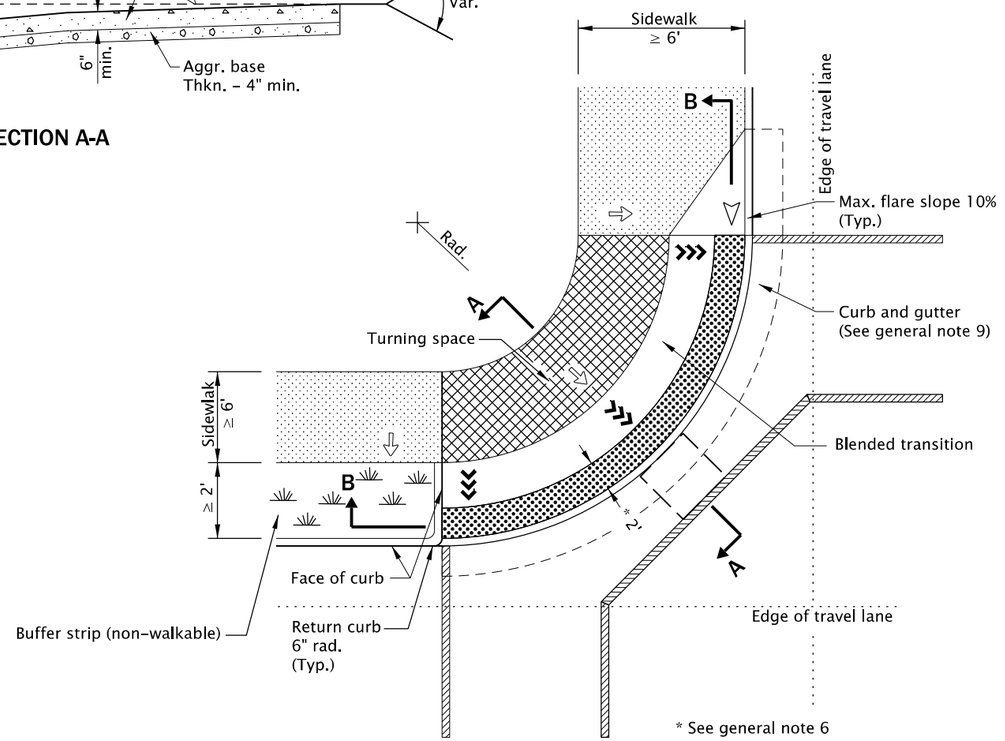
RD938



SECTION B-B



SECTION A-A



DIAGONAL BLENDED TRANSITION CURB RAMP

GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:

1. Curb ramp details are based on applicable ODOT Standards.
2. See project plans for details not shown.
   See Std. Dwgs. RD700 & RD701 for curbs.
   See Std. Dwgs. RD720 & RD721 for sidewalks.
   See Std. Dwgs. RD902 through RD908 for detectable warning surface installation details.
3. Site conditions normally require a project specific design. See project plans for details not shown.
4. Tooled dummy joints are required at all curb ramp slope break lines, (see Std. Dwg. RD722).
5. Curb ramp slopes shown are relative to the true level horizon (zero bubble).
6. Place detectable warning surface at the back of curb for a minimum depth of 2' in the direction of pedestrian travel full width of curb ramp opening that is adjacent to traffic.
7. Grade breaks shall not be permitted on the surface of ramp runs and turning spaces. Surface slopes that meet at grade breaks shall be flush.
8. Return curb may be provided in lieu of flared slope only if protected from traverse by landscaping. Return curb shall not reduce width of approaching sidewalk.
9. Curb ramps for shared use paths intersecting a roadway shall be full width of path, excluding flares. When a curb ramp is used to provide bicycle access from a roadway to a sidewalk, the curb ramp opening will be ≥ 8' wide.
10. Place an inlet at upstream side of curb ramp or perform other approved design mitigation. Check the gutter flow depth at curb ramp locations to assure that the design flood does not overtop the back of sidewalk.
11. On or along state highways, curb and gutter is required at curb ramps.
12. Only use curb ramp options allowed by jurisdiction. Single ramp requires design exceptions on or along state highways.

LEGEND:

- Marked or intended crossing location
- Sidewalk
- Detectable warning surface
- Level area (Turning space/landing)
  Unobstructed 4.5' x 4.5'
  With obstruction 4.5' x 5.5' (Longer dimension in direction of pedestrian street crossing).
  For the purposes of this application, a max. 2.0% finished surface slope (for drainage) measured perpendicular in two directions is considered level.
- Cross slope 1.5% max.
  (Max. 2.0% finished surface slope)
  (Normal sidewalk cross slope)
- Counter slope 4.0% max. ascending or descending
  (Max. 5.0% finished surface slope)
  Slope as required for drainage
- Running slope 4.0% max.
  (Max. 4.9% finished surface slope)
- Flare slope
  (Max. 10% finished surface slope)
- 4'x4' clear space

CALC. BOOK NO. N/A

SDR DATE 19-JUL-2021

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

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.

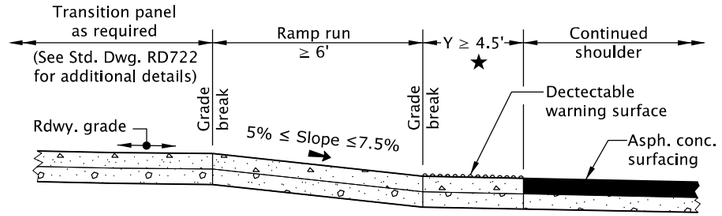
OREGON STANDARD DRAWINGS

BLENDED TRANSITION CURB RAMP SINGLE RAMP

2021

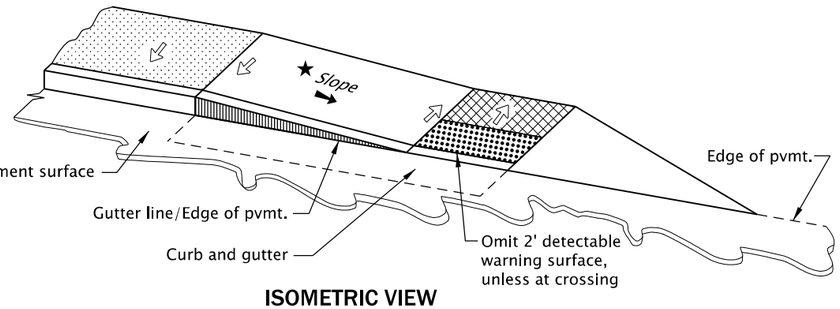
DATE	REVISION DESCRIPTION
07-2020	DRAWING CREATED
07-2021	REVISED NOTES

rd940.dgn 19-JUL-2021

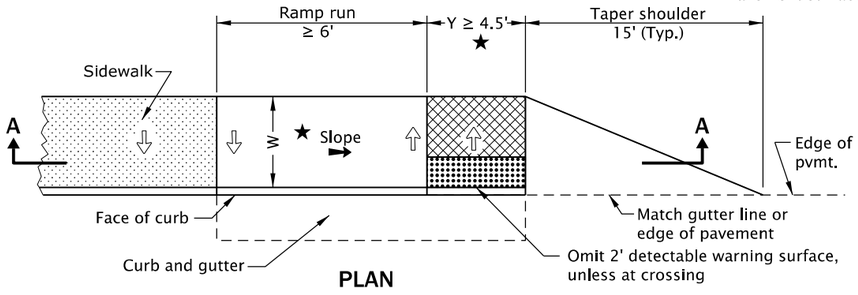


SECTION A-A

★ See general note 12

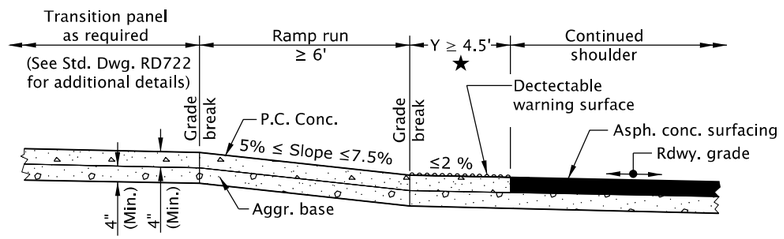


ISOMETRIC VIEW



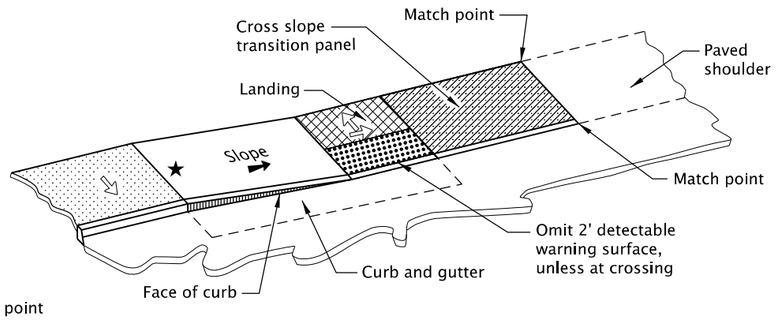
PLAN

TAPER OPTION "EW-1"

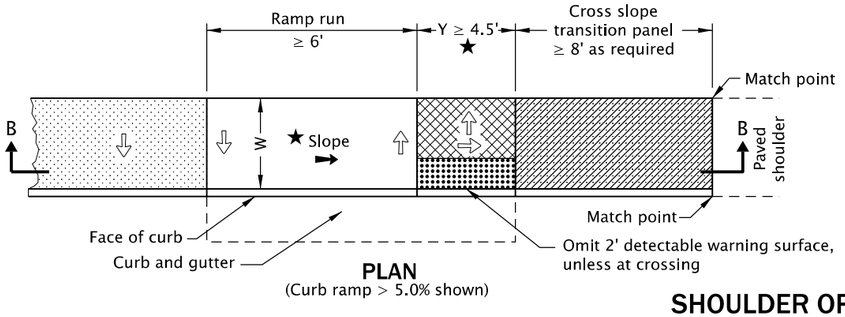


SECTION B-B

★ See general note 12



ISOMETRIC VIEW



PLAN
(Curb ramp > 5.0% shown)

SHOULDER OPTION "EW-2"

GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:

1. Curb ramp details are based on applicable ODOT Standards.
2. See project plans for details not shown.
   See Std. Dwgs. RD700 & RD701 for curbs.
   See Std. Dwgs. RD720 & RD721 for sidewalks.
   See Std. Dwg. RD722 for transition panel details.
   See Std. Dwgs. RD902 through RD908 for detectable warning surface installation details.
3. Site conditions normally require a project special design. See project plans for details not shown.
4. Tooled dummy joints are required at all curb ramp grade break lines, (see Std. Dwg. RD722).
5. Curb ramp slopes shown are relative to the true level horizon (zero bubble).
6. Place detectable warning surface at the back of curb for a minimum depth of 2' at curb ramp that is adjacent to traffic.
7. Place an inlet at upstream side of curb ramp or perform other approved design mitigation. Check the gutter flow depth at curb ramp locations to assure that the design flood does not overtop the back of sidewalk.
8. When a shared use path terminates, the curb ramp shall be the full width of the path, the turning space Y-dimension should be minimum 8' wide to enable bicycles to ride from ramp to shoulder.
9. Grade breaks at the top and bottom of curb ramp runs shall be perpendicular to the direction of the ramp run. Grade breaks shall not be permitted on the surface of ramp runs and turning spaces. Surface slopes that meet at grade breaks shall be flush.
10. On or along state highways, curb and gutter is required at curb ramps.
11. All end of sidewalk options can be used for curved or tangent roadway sections. Superelated roadways require site specific details.
12. When the slope of the ramp run is greater than 5.0%, a min. landing space of 4.5' x 4.5' with a 1.5% max. slope (2.0% finished surface) is required at the bottom of the curb ramp. See section A-A & section B-B.

LEGEND:

- Sidewalk
- Transition panel
- Detectable warning surface
- Level area (Turning space/landing)
  Unobstructed 4.5' x 4.5'
  With obstruction 4.5' x 5.5' (Longer dimension in direction of pedestrian street crossing).
  For the purposes of this application, a max. 2.0% finished surface slope (for drainage) measured perpendicular in two directions is considered level.
- ⇦ Cross slope 1.5% max.
  (Max. 2.0% finished surface slope)
  (Normal sidewalk cross slope)
- ⬅ Running slope 7.5% max.
  (Max. 8.3% finished surface slope)
- W New construction sidewalk width.
  See contract plans for dimension.

CALC. BOOK NO. N/A

SDR DATE 20-JULY-2020

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

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.

OREGON STANDARD DRAWINGS

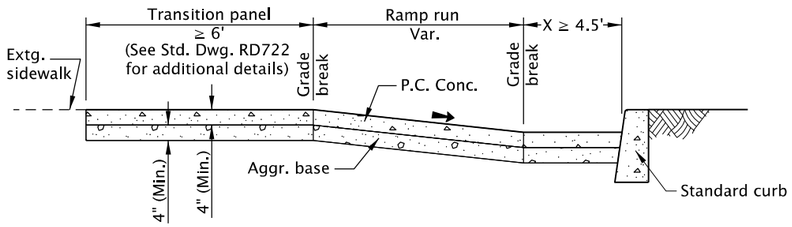
END OF WALK CURB RAMP

2021

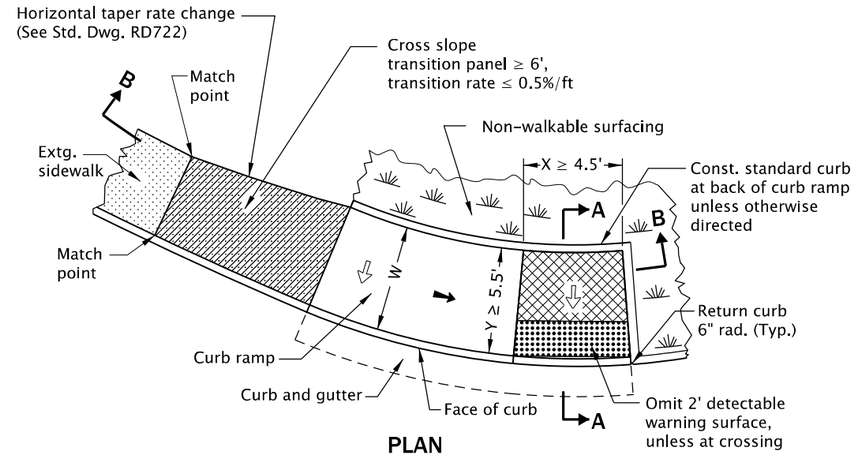
DATE	REVISION DESCRIPTION
07-2020	DRAWING CREATED

rd950.dgn 20-JUL-2020

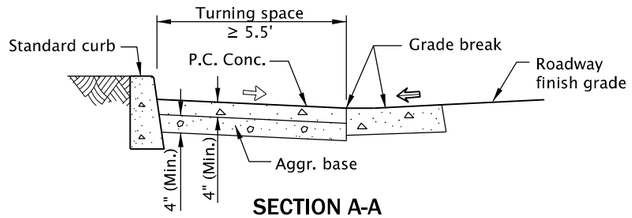
RD950



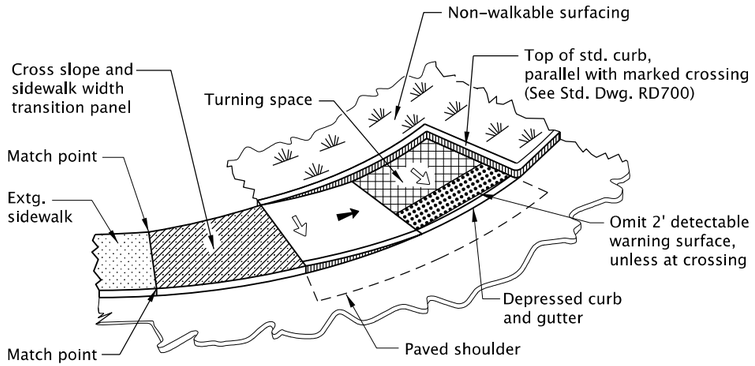
SECTION B-B



PLAN



SECTION A-A



ISOMETRIC VIEW

CURBED OPTION

GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:

1. Curb ramp details are based on applicable ODOT applicable Standards.
2. See project plans for details not shown.
   See Std. Dwgs. RD700 & RD701 for curbs.
   See Std. Dwgs. RD720 & RD721 for sidewalks.
   See Std. Dwg. RD722 for transition panel details.
   See Std. Dwgs. RD902 through RD908 for detectable warning surface installation details.
   See Std. Dwg. RD920 for parallel curb ramp details.
3. Site conditions normally require a project special design. See project plans for details not shown.
4. Tooled dummy joints are required at all curb ramp grade break lines, (see Std. Dwg. RD722).
5. Curb ramp slopes shown are relative to the true level horizon (zero bubble).
6. Place detectable warning surface at the back of curb for a minimum depth of 2' in the direction of pedestrian travel full width of curb ramp opening that is adjacent to traffic.
7. Place an inlet at upstream side of curb ramp or perform other approved design mitigation. Check the gutter flow depth at curb ramp locations to assure that the design flood does not overtop the back of sidewalk.
8. When a shared use path terminates, the curb ramp shall be the full width of the path, the turning space Y-dimension should be minimum 8' wide to enable bicycles to ride from ramp to shoulder.
9. Grade breaks at the top and bottom of curb ramp runs shall be perpendicular to the direction of the ramp run. Grade breaks shall not be permitted on the surface of ramp runs and turning spaces. Surface slopes that meet at grade breaks shall be flush.
10. On or along state highways, curb and gutter is required at curb ramps.
11. Unique curb ramp option can be used for curved or tangent roadway sections. Superelevated roadways require a site specific detail.

LEGEND:

- Sidewalk
- Transition panel
- Detectable warning surface
- Level area (Turning space/landing)
  Unobstructed 4.5' x 4.5'
  With obstruction 4.5' x 5.5' (Longer dimension in direction of pedestrian street crossing).
  For the purposes of this application, a max. 2.0% finished surface slope (for drainage) measured perpendicular in two directions is considered level.
- ⇦ Cross slope 1.5% max.
  (Max. 2.0% finished surface slope)
  (Normal sidewalk cross slope)
- ⬅ Running slope 7.5% max.
  (Max. 8.3% finished surface slope)
- ⇦ Counter slope 4.0% max. ascending or descending,
  (Max. 5.0% finished surface slope)
  Slope as required for drainage
- W New construction sidewalk width. See contract plans for dimension

CALC. BOOK NO. N/A

SDR DATE 19-JUL-2021

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

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.

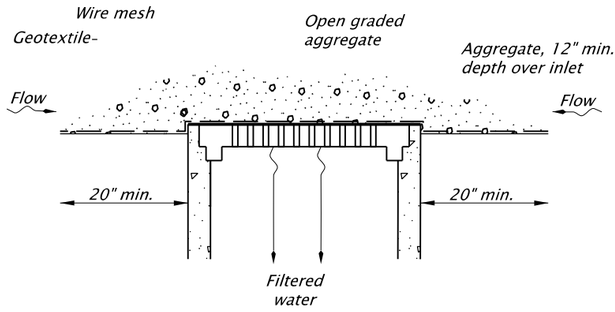
OREGON STANDARD DRAWINGS

UNIQUE CURB RAMP

2021

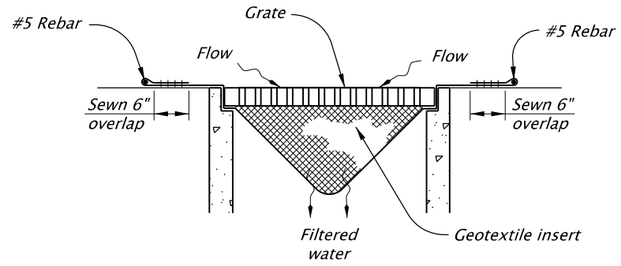
DATE	REVISION DESCRIPTION
07-2020	DRAWING CREATED
07-2021	REVISED DETAILS AND NOTES

rd960.dgn 19-JUL-2021



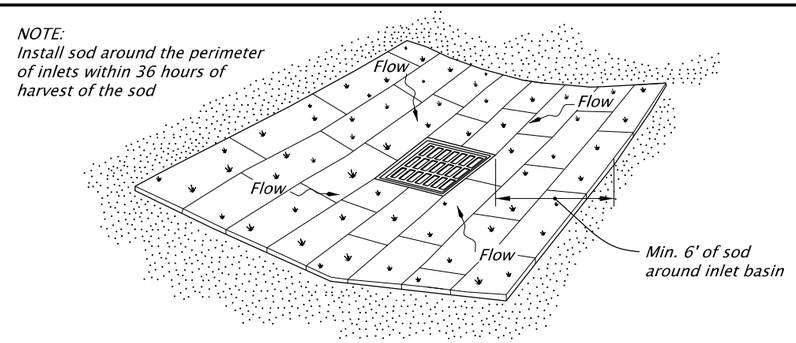
GEOTEXTILE/WIRE MESH/AGGREGATE - TYPE 2

NOT TO SCALE



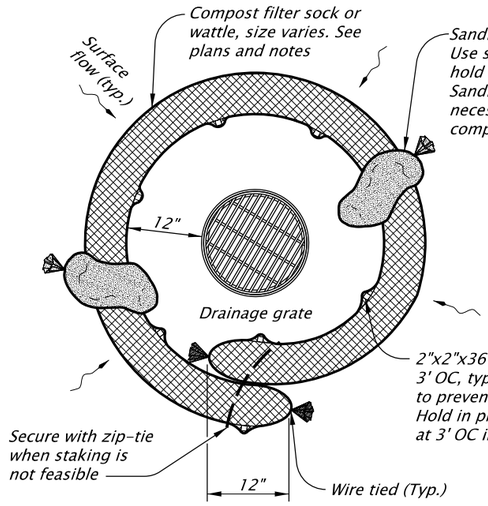
PREFABRICATED FILTER INSERT - TYPE 3

NOT TO SCALE

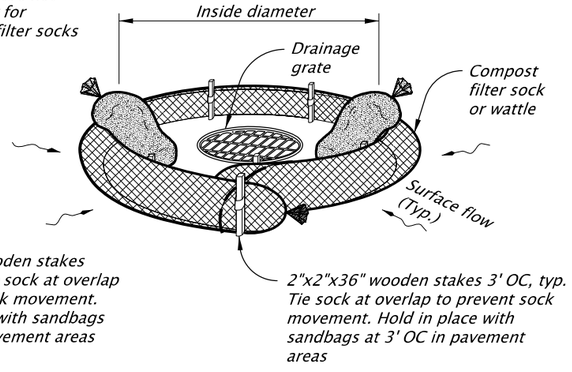


SOD PROTECTION - TYPE 6

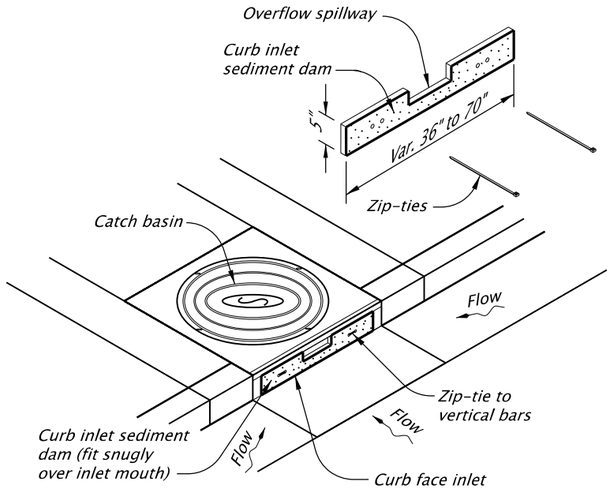
NOT TO SCALE



AREA DRAIN PLAN

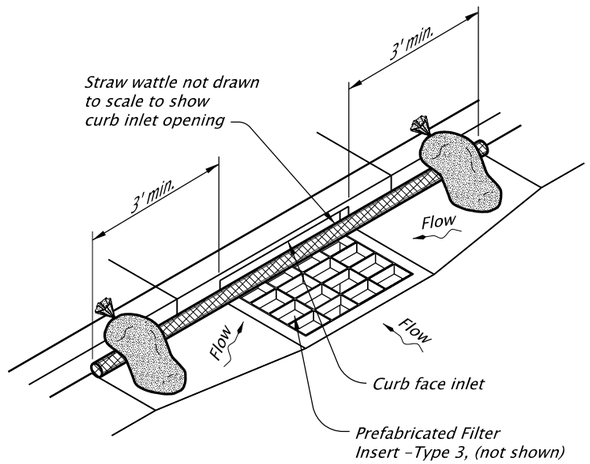


AREA DRAIN PERSPECTIVE VIEW



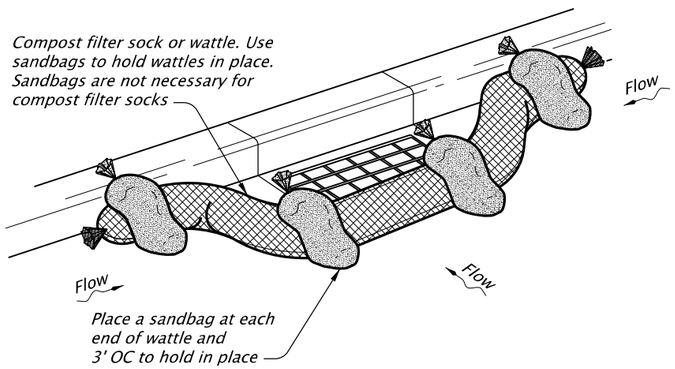
CURB INLET SEDIMENT DAM - TYPE 10

NOT TO SCALE



WATTLE BARRIER WITH FILTER INSERT - TYPE 11

NOT TO SCALE



CURB INLET PERSPECTIVE VIEW

COMPOST FILTER SOCK OR WATTLE - TYPE 7

NOT TO SCALE

NOTES:
Type 2 - Geotextile/wire mesh/aggregate
Place the wire mesh over the grate.
Place sediment fence geotextile over the wire mesh and perimeter area around structure.
Install aggregate over the geotextile fabric.

Type 3 - Prefabricated filter inserts
Install prefabricated filter inserts according to the plans, special provisions, and manufacturer recommendations.
Prefabricated inserts with provisions for overflow are allowed only when accompanied by additional BMP's to prevent the potential of sediments entering project storm systems.
Field fabricated inserts are not allowed.

Type 7 - Compost filter sock
Drive 2"x2" wood stakes a minimum of 6" into ground and flush with the top of the sock.
Overlap ends of sock per manufacturers recommendations (12"min., 36" max.).
Use 8" to 12" dia sock on curbside in traffic areas.
(Type 7 cont.)
Use 12" to 18" dia sock in non-traffic areas or areas where the larger socks can be used safely.
use synthetic mesh socks for temporary installations.

Type 10 - Curb inlet sediment dam
Fit curb inlet sediment dam snugly into inlet mouth. Curb inlet sediment dam is required for use with inlet filter insert where at-grade inlet grate and curb inlet are combined at a catch basin.

Type 11 - Wattle barrier with filter insert
Install prefabricated filter insert per Type 3 detail.
Install wattles over opening and 36" to each side of opening tight against curb. Adjust wattle to force storm water to flow through filter insert or wattle prior to leaving the site.
Adjust, replace or modify the inlet protection as needed to prevent sediment laden water from entering the catch basin.

CALC. BOOK NO. N/A

SDR DATE January, 2021

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

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.

OREGON STANDARD DRAWINGS

INLET PROTECTION TYPE 2, 3, 6, 7, 10 AND 11

2021

DATE	REVISION DESCRIPTION
Jan 2021	Removed Calc book numbers
Jan 2021	Moved notes up from overlappIng the sheet border

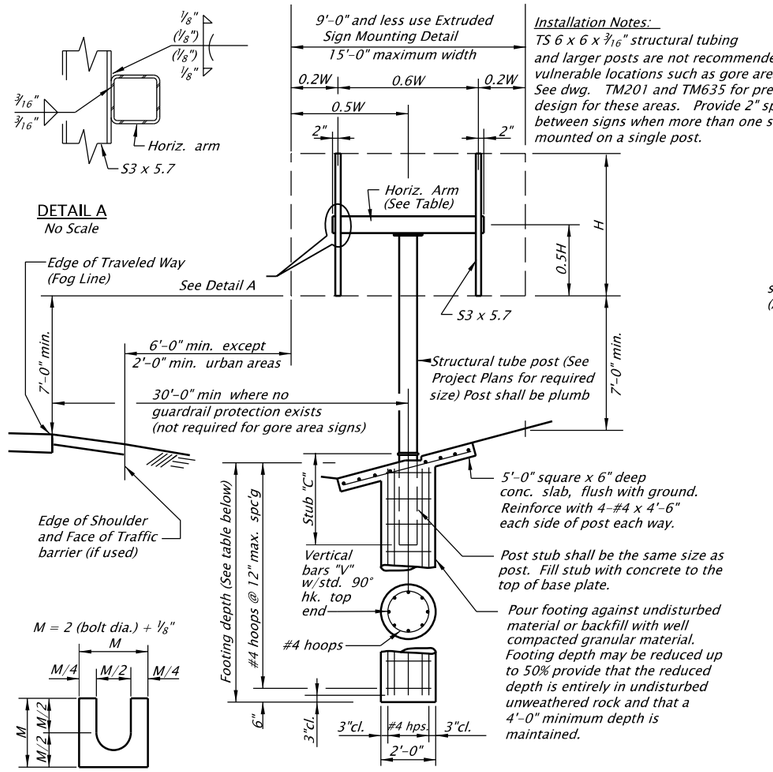
rd1010.dgn 01-20-2021

RD1010

Effective Date: December 1, 2021 - May 31, 2022

RD1010

tm602.dgn 10-JUL-2020



		Slip Base Data								Footing Data				
Structural Tubing Post and Post Stub Size	Structural Tubing Horiz. Arm (if req'd)	Base Plate		Bolt						Post Stub Length	Vert. Reinf. Bars "V"	Footing Depth		Max. Slope Rise per ft. "γ"
		"t"	"A"	Dia. "B"	Length	Circle "BC"	"T1" ft-lbs torque	"T2" ft-lbs torque	Num. of additional washers			2'-0" Dia.	4'-0" Dia.	
TS 3 x 3 x 3/16	TS 3 x 3 x 3/16	¾"	10"	½"	5"	6"	50	30	2	1'-6"	8-#4	3'-0"	——	6.3"
TS 3½ x 3½ x 3/16	TS 3 x 3 x 3/16	¾"	11⅜"	⅜"	5"	6¾"	150	50	-	1'-9"	8-#4	3'-6"	——	5.5"
TS 4 x 4 x 3/16	TS 3 x 3 x 3/16	1"	1'-0⅜"	⅝"	5½"	7½"	150	50	-	2'-0"	8-#4	4'-0"	——	5.2"
TS 5 x 5 x 3/16	TS 3 x 3 x 3/16	1"	1'-2⅜"	¾"	5½"	9"	280	70	-	2'-3"	8-#4	4'-6"	4'-0"	4.4"
TS 6 x 6 x 3/16	TS 3 x 3 x 3/16	1¼"	1'-4⅞"	⅞"	6½"	10½"	450	75	1	2'-6"	8-#5	5'-0"	4'-0"	3.8"
TS 7 x 7 x 3/16	TS 4 x 4 x 3/16	1¼"	1'-6¼"	⅞"	6½"	12"	450	75	1	3'-0"	8-#5	6'-0"	4'-6"	3.5"
TS 8 x 8 x 3/16	TS 5 x 5 x 3/16	1⅜"	1'-8½"	1"	7"	1'-1½"	680	75	1	3'-6"	12-#5	7'-0"	5'-0"	3.1"

GENERAL NOTES:

1. Sign supports are designed in accordance with the AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals 1994. Use a wind velocity with a 10-year mean reccurrence interval.
2. All concrete shall be Commercial Grade Concrete (f'c = 3000 psi)
3. All reinforcing steel shall conform to AASHTO Specification M31, Grade 60, or ASTM A706.
4. The following splice lengths shall be used unless otherwise shown:

Bar Size	#4	#5
Splice Length (mm)	1'-1"	1'-5"

5. Structural steel shall conform to AASHTO M223 (ASTM A572) Grade 50. unless shown otherwise.
6. Structural tubing shall conform to ASTM Specification A500,Grade B, or A501.
7. Shims shall be fabricated from brass shim stock conforming to ASTM B36.
8. All bolts shall be high strength bolts conforming to to ASTM Specification A325 (AASHTO M164). Nuts for high strength bolts shall be well lubricated heavy hexagon nuts conforming to ASTM Specification A563, (AASHTO M291), Grade DH. Hardened steel washers shall conform to ASTM Specification F436 (AASHTO M293).
9. Steel sheet for keepers shall conform to ASTM Specification A653.
10. Base plate holes shall be sub-drilled and reamed to size. Base plate slot shall be saw cut or machine guided flame cut.
11. Keeper sheet metal shall be galvanized in accordance with ASTM A653, Coating G165. All other steel including fasteners shall be hot-dip galvanized after fabrication. Remove galvanizing runs and beads on all slip surfaces. Nuts for high strength bolts may be retapped after galvanizing.
12. The use of post larger than required by design will not be permitted.
13. See Dwg. TM675 for sign and sign mounting details.

BASE PLATE BOLTING PRODEDURE:

1. Assemble post to stub as shown in Base Assembly Detail.
2. Shim as required to plumb post. (± 1/16"/vert. 12") (2 shims maximum per bolt)
3. Tighten bolts in a systematic order to the "T1" ft-lbs torque.
4. Loosen and retighten bolts to the "T2" ft-lbs torque. Use the same order as the intitial tightening and DO NOT OVER TIGHTEN!
5. Burr threads at junction with nut using a center punch.

Accompanied by dwgs. TM200, TM201, TM635, TM675

CALC. BOOK NO. 1493

SDR DATE 09-JAN-2015

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

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.

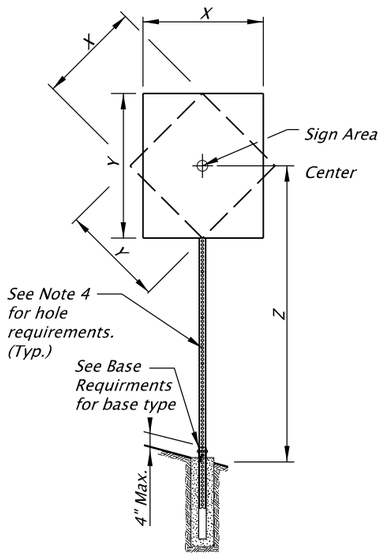
OREGON STANDARD DRAWINGS

TRIANGULAR BASE BREAKAWAY MULTI-DIRECTIONAL SLIP BASE DESIGN

2021

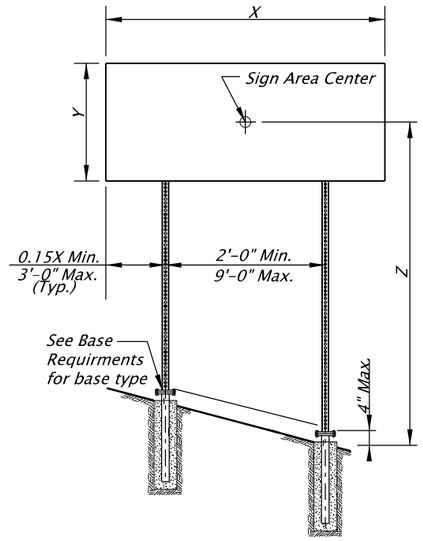
DATE	REVISION DESCRIPTION

TM602



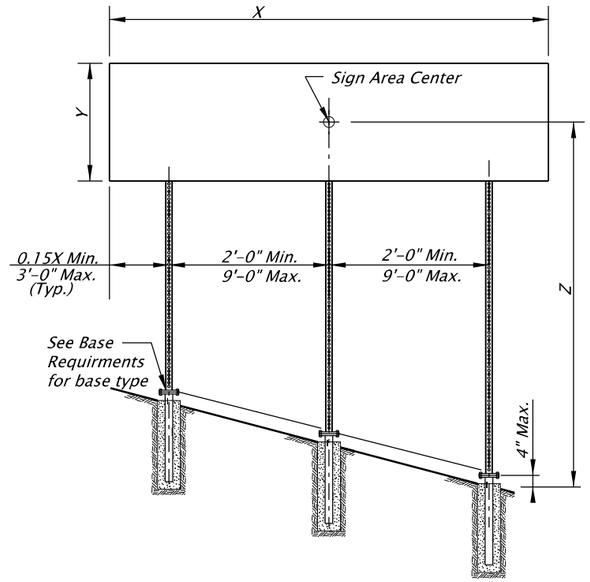
SINGLE POST ELEVATION

No scale



TWO POST ELEVATION

No scale



THREE POST ELEVATION

No scale

GENERAL NOTES:

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

(X * Y * Z) in ft³ - Maximum									
3 Second Gust Wind Speed (TM671)									
	85 MPH			95 MPH			105 or 110 MPH		
	Number of Posts			Number of Posts			Number of Posts		
Square Tube Size	1	2	3	1	2	3	1	2	3
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

(X * Y * Z) in ft³ - Maximum									
3 Second Gust Wind Speed (TM671)									
	85 MPH			95 MPH			105 or 110 MPH		
	Number of Posts			Number of Posts			Number of Posts		
Square Tube Size	1	2	3	1	2	3	1	2	3
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

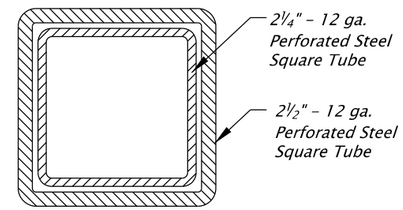
TEMPORARY PERFORATED STEEL SQUARE TUBE TABLE

* - See 2¼" & 2½" - 12 ga. detail.

	Number of Posts		
Square Tube Size	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



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

2¼" & 2½" - 12 GA. DETAIL

No scale

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

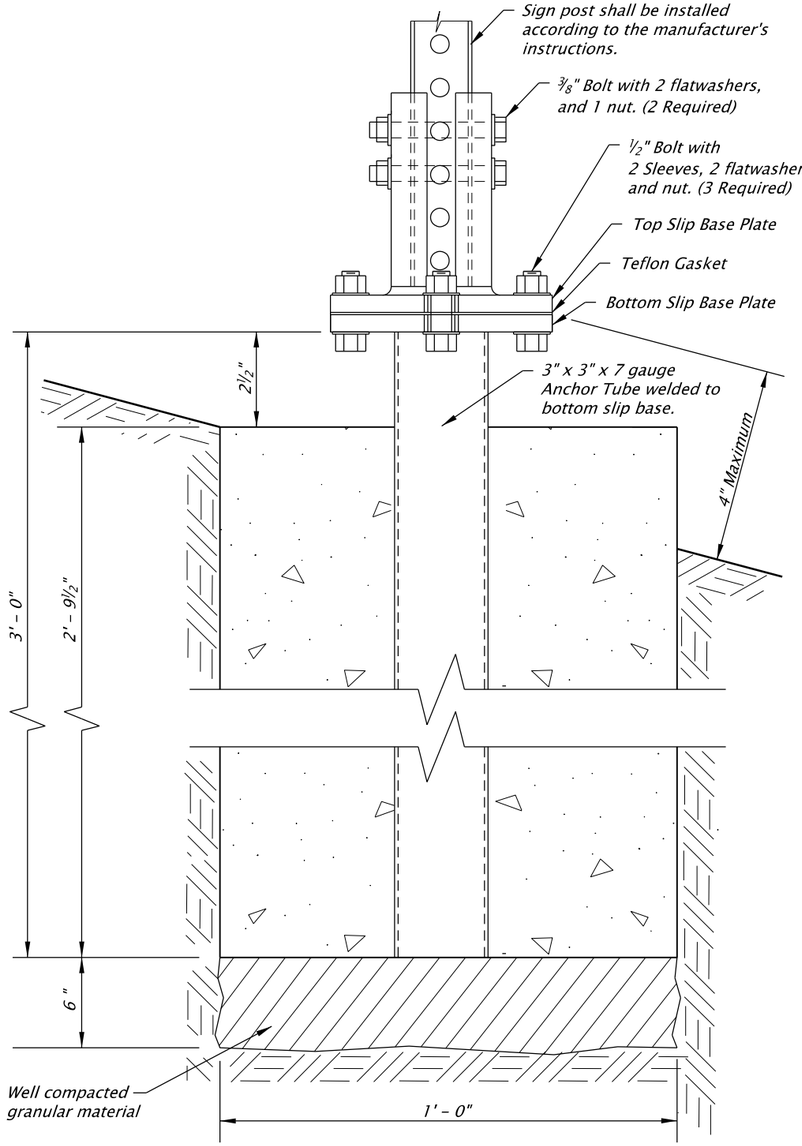
The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user and should not be used without consulting a Registered Professional Engineer.

OREGON STANDARD DRAWINGS

PERFORATED STEEL SQUARE TUBE (PSST) SIGN SUPPORT INSTALLATION

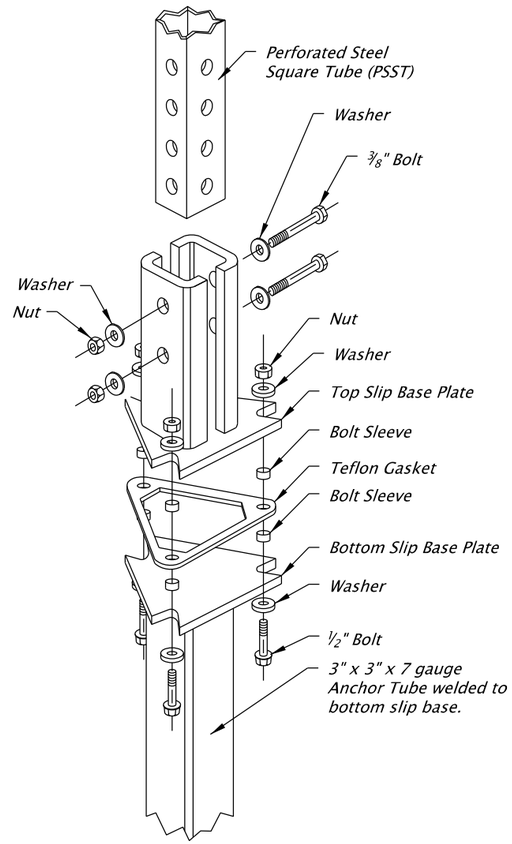
2021

DATE	REVISION DESCRIPTION



SLIP BASE ELEVATION

No scale

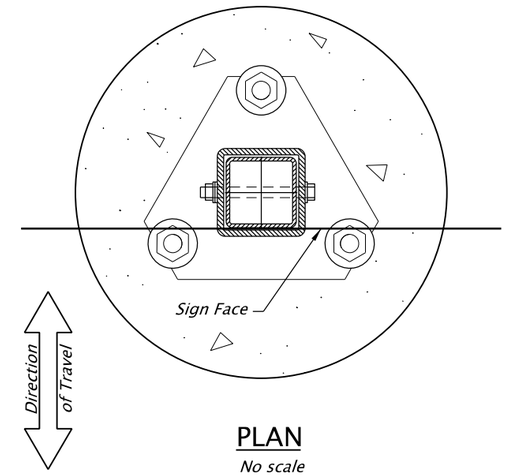


SLIP BASE EXPLODED VIEW

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 (fc = 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 acccording to the manufacturer's documentation.*



PLAN

No scale

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

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.

OREGON STANDARD DRAWINGS

PERFORATED STEEL SQUARE TUBE (PSST) SLIP BASE FOUNDATION

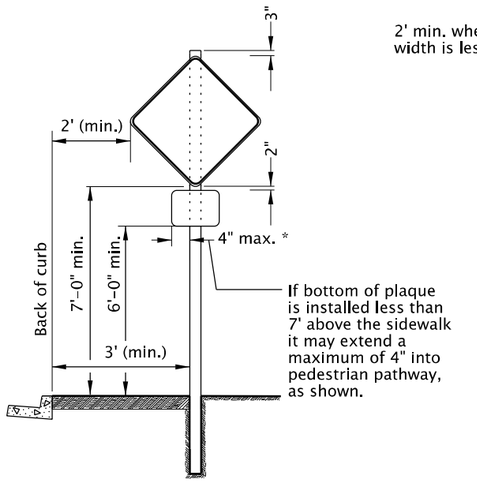
2021

DATE	REVISION DESCRIPTION

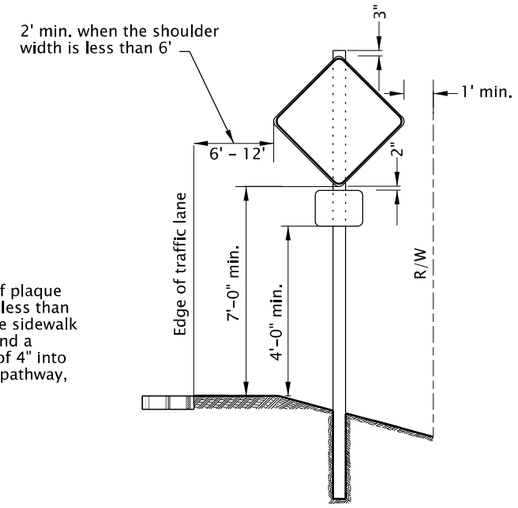
Effective Date: December 1, 2021 – May 31, 2022

NOTES:

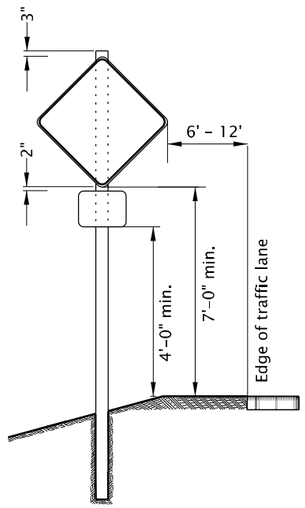
- Do not block bicycle lanes, sidewalks, or TPAR's with sign supports. Maintain minimum widths for these facilities according TCP Design Manual, MUTCD, ADA, or as directed.
- To be accompanied by Dwg. Nos. TM670, TM671, TM687, TM688 & TM689.



Urban Areas With Curb/Sidewalk

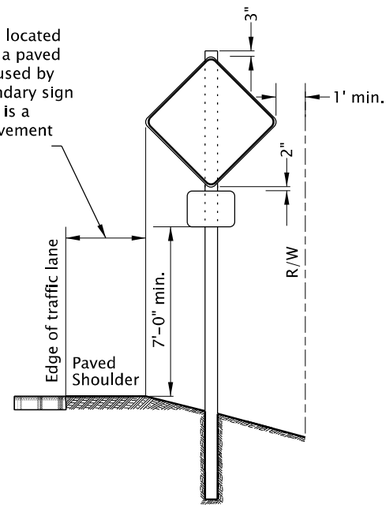


Rural Areas



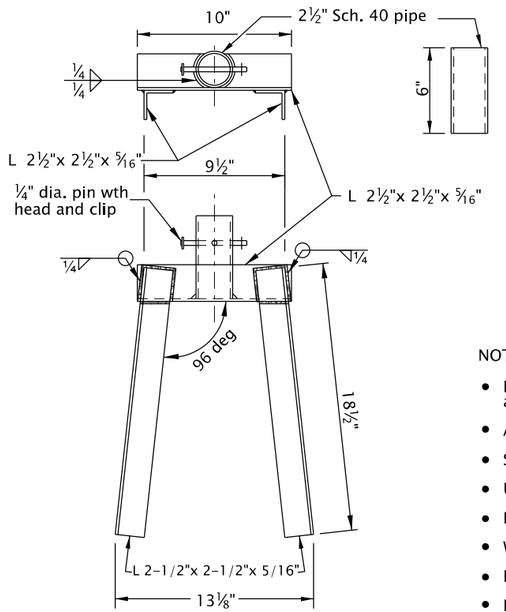
Divided Highway/Freeway Medians
No Curb/Sidewalk

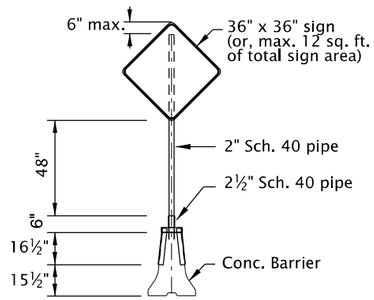
Where temporary signs are located adjacent to or intrude into a paved shoulder or other surface used by bicycle traffic, install secondary sign (plaque) so bottom of sign is a minimum of 7'0" above pavement surface, as shown.



Rural or Urban Areas - Curb or No Curb
Bicycles On Shoulder

TEMPORARY SIGN PLACEMENT





NOTES:

- Drill additional holes so sign can be rotated 90 degrees and pinned when not in use.
- All structural steel shall conform to ASTM A36.
- Support fits both 32" and 42" tall "F" barrier.
- Use for supporting a maximum 12 sq. ft. of total sign area.
- Place support at connection between two concrete barrier sections.
- Weld steel according to American Welding Society (AWS) D.1.1.
- Do not use clipped signs.
- Follow manufacturer recommendation when installing signs on barrier other than concrete.

CONCRETE BARRIER SIGN SUPPORT

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

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OREGON STANDARD DRAWINGS

TEMPORARY SIGN SUPPORTS

2021

DATE	REVISION DESCRIPTION

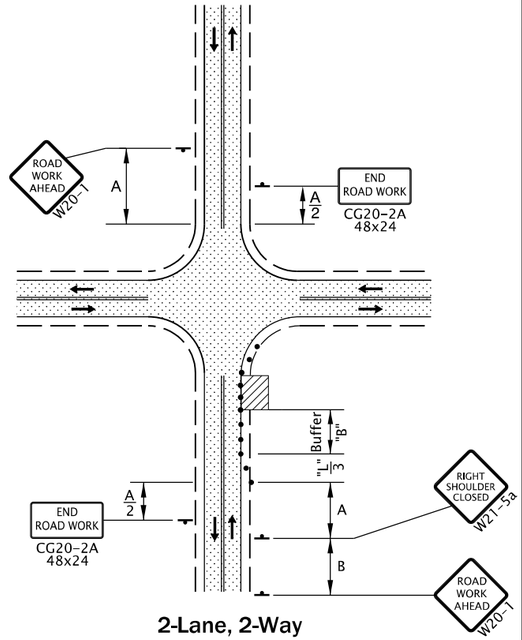
tm822.dgn 01-JUL-2020

TM822

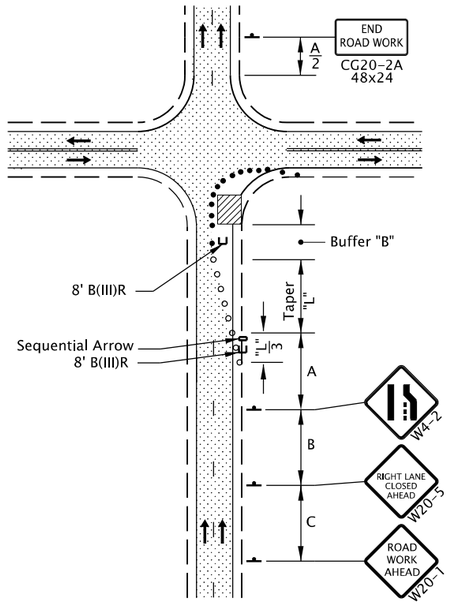
Effective Date: December 1, 2021 – May 31, 2022

TM822

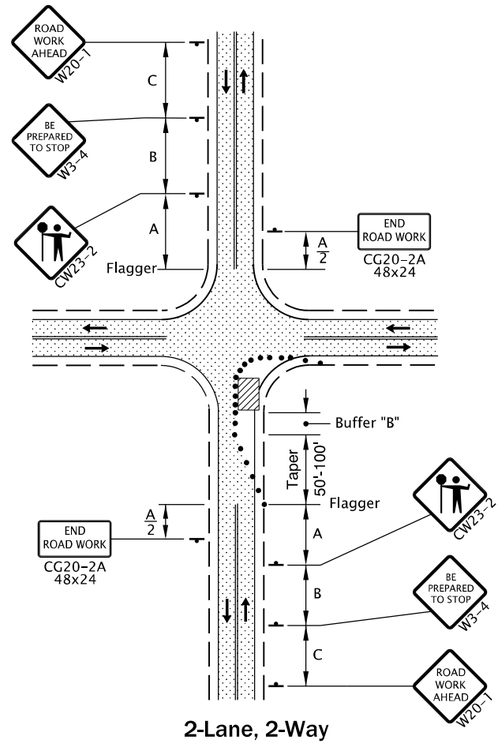
tm841.dgn 01-JUL-2020



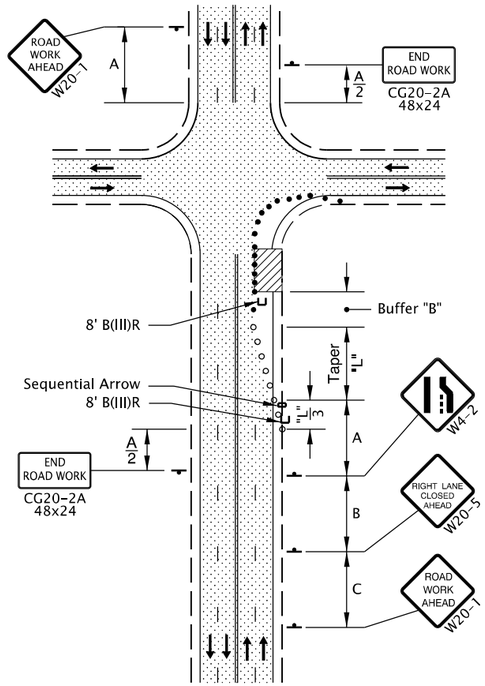
2-Lane, 2-Way
SHOULDER CLOSURE



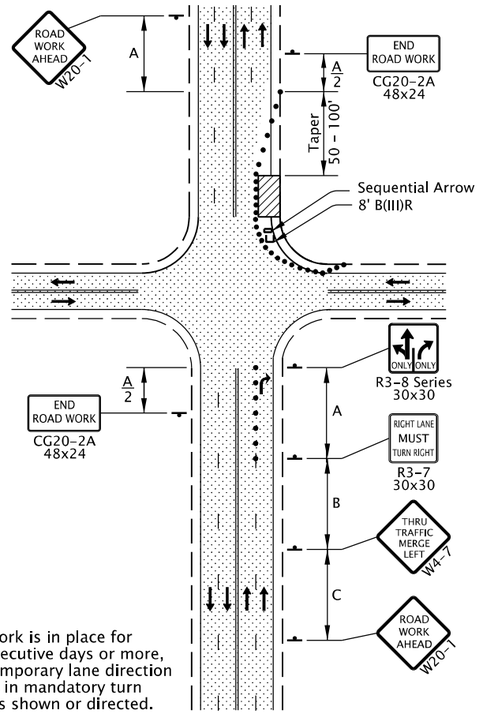
2-LANE, 1-WAY
RIGHT LANE CLOSURE



2-Lane, 2-Way
ONE LANE CLOSURE

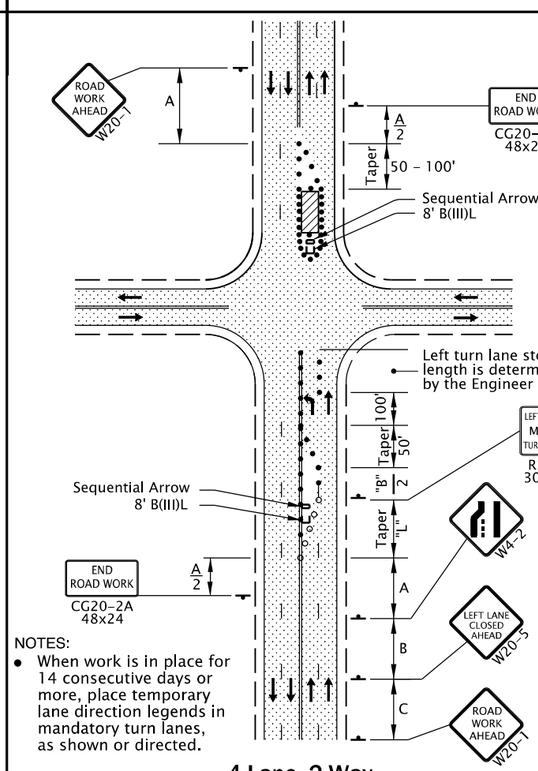


4-Lane, 2-Way
RIGHT LANE CLOSURE, NEAR SIDE



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.

4-Lane, 2-Way
RIGHT LANE CLOSURE, FAR SIDE



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.

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

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OREGON STANDARD DRAWINGS

INTERSECTION WORK ZONE DETAILS

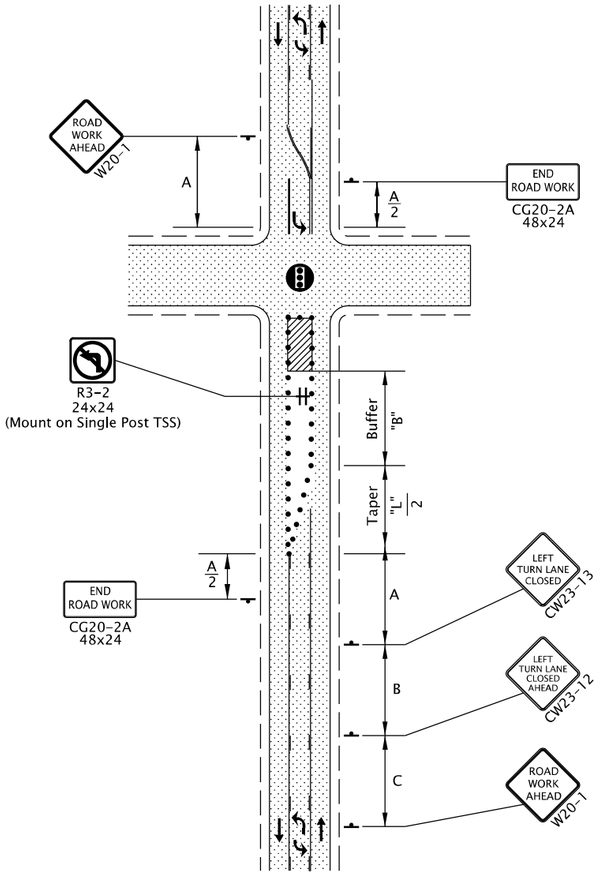
2021

DATE	REVISION DESCRIPTION

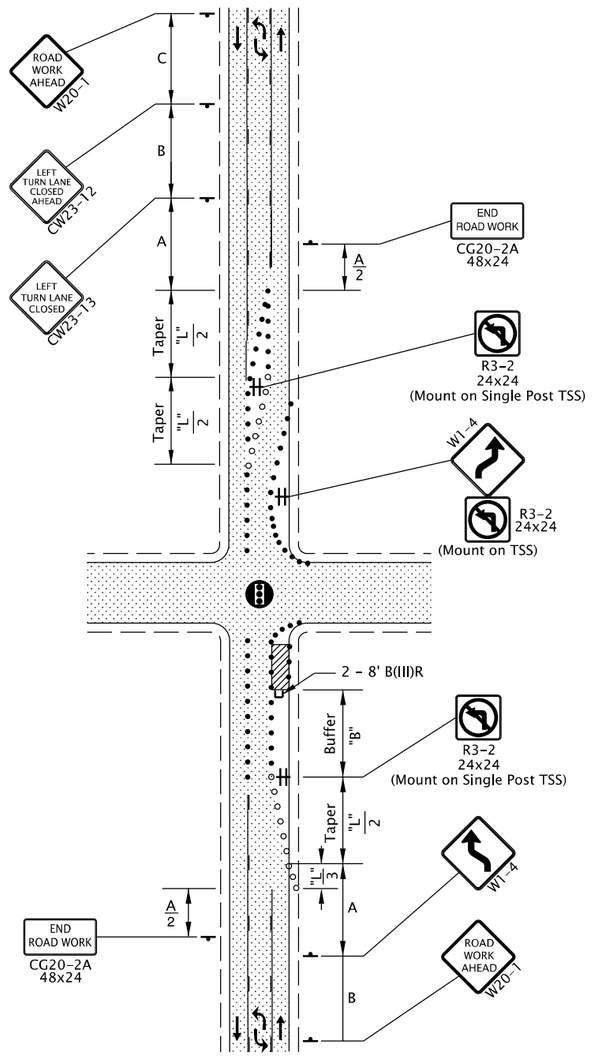
TM841

Effective Date: December 1, 2021 – May 31, 2022

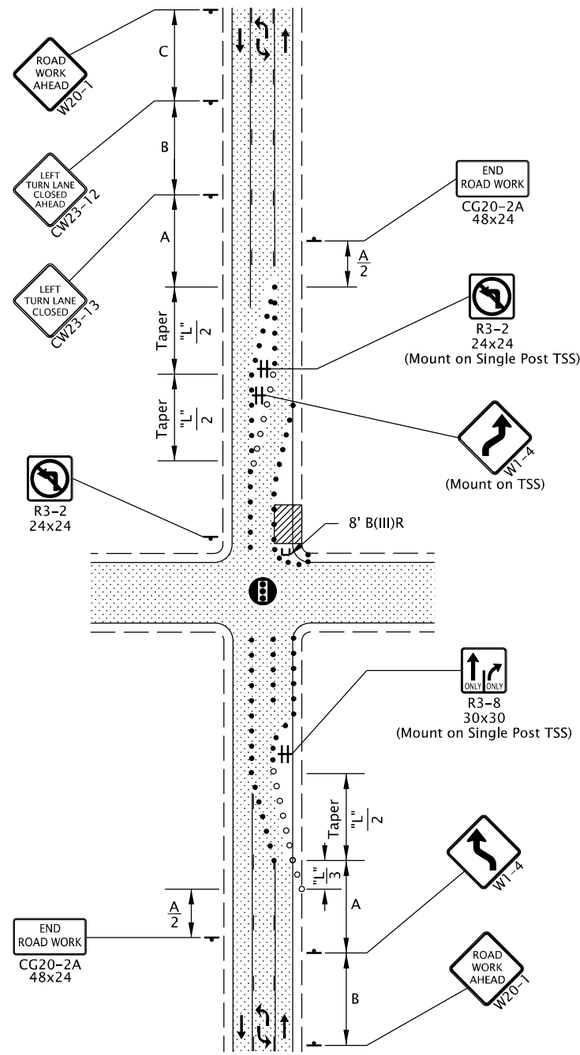
tm842.dgn 01-JUL-2020



2-Lane, 2-Way Roadway With Left Turn Median
LEFT TURN MEDIAN CLOSURE



2-Lane, 2-Way Roadway With Left Turn Median
RIGHT LANE CLOSURE, NEAR SIDE



2-Lane, 2-Way Roadway With Left Turn Median
RIGHT LANE CLOSURE, FAR SIDE

GENERAL NOTES FOR ALL DETAILS:

- Additional Traffic Control Measures (TCM) may be required for all legs of the intersection.
- To determine Taper Length ("L") and Buffer Length ("B") shown on this sheet, use the "MINIMUM LENGTHS TABLE" on Dwg. TM800.
- Taper length of "L" for through lane shifting tapers may be used for higher speed roads.
- Taper length of "L"/2 for center turn lane closure may be used in areas with a high number of accesses within the work zone.
- 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.
- To determine sign spacing A, B, and C, use "TRAFFIC CONTROL DEVICES (TCD) SPACING TABLE" on Dwg. TM800.
- Place channelizing devices around intersection radii, business accesses, and driveways at 10' spacing.
- Tubular markers may be used in lane closure tapers where the posted speed is 40 mph or less.
- 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.
- Signal timing adjustments determined by Engineer.
- To be accompanied by Dwg. Nos. TM820 & TM821.

Signal

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

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SDR DATE 01-JUL-2020

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OREGON STANDARD DRAWINGS

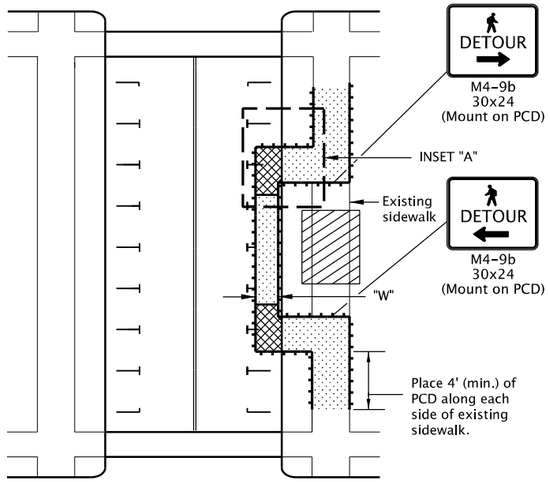
SIGNALIZED INTERSECTION DETAILS

2021

DATE	REVISION DESCRIPTION

TM842

Effective Date: December 1, 2021 – May 31, 2022



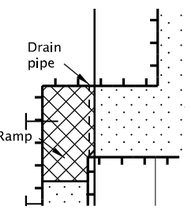
Within Roadway
SIDEWALK DIVERSION

NOTES:

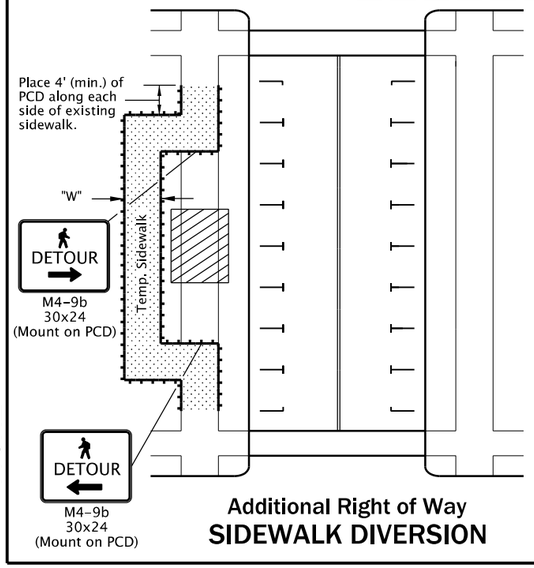
- Place or construct temp. sidewalk ramp, as needed.
- For roadways with a pre-construction posted speed of 40 mph or less.
- See inset "A" for Temp. Sidewalk Ramp details.
- "W" = 60", or, where 60" width cannot be maintained through the entire route, provide 48" min. width with 60" x 60" passing spaces every 200 ft.
- Use temporary ADA compliant surfaces to cross planter strips or other non-traversable surfaces.

NOTES:

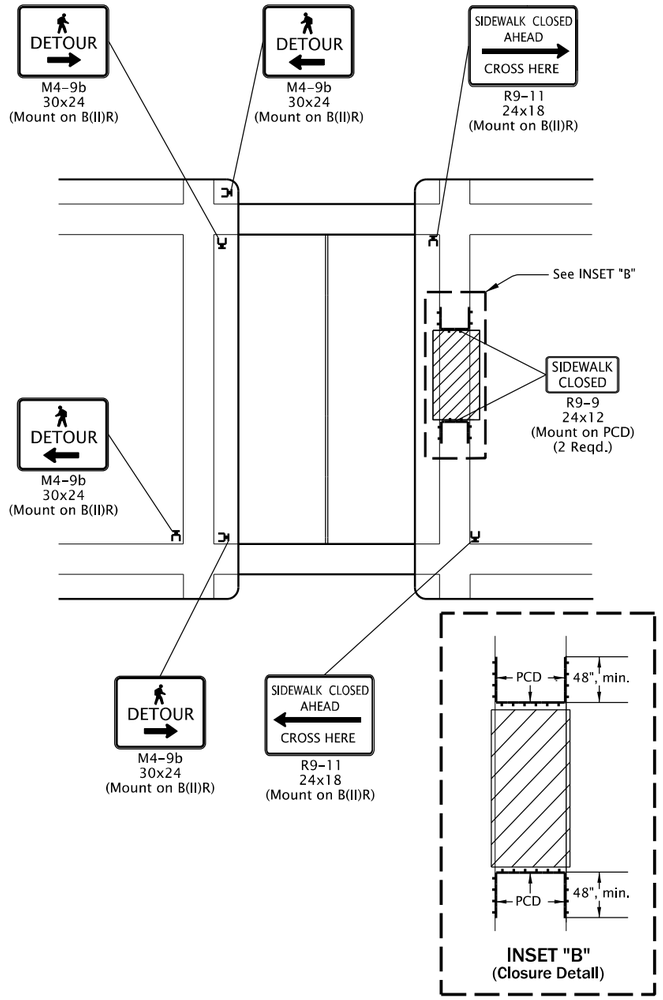
- Ramp size will vary. Ramp must meet ADA requirements incl. max design grade of 7.5% and max design cross slope of 1.5%.



INSET "A"
(Temp. Sidewalk Ramp)



Additional Right of Way
SIDEWALK DIVERSION

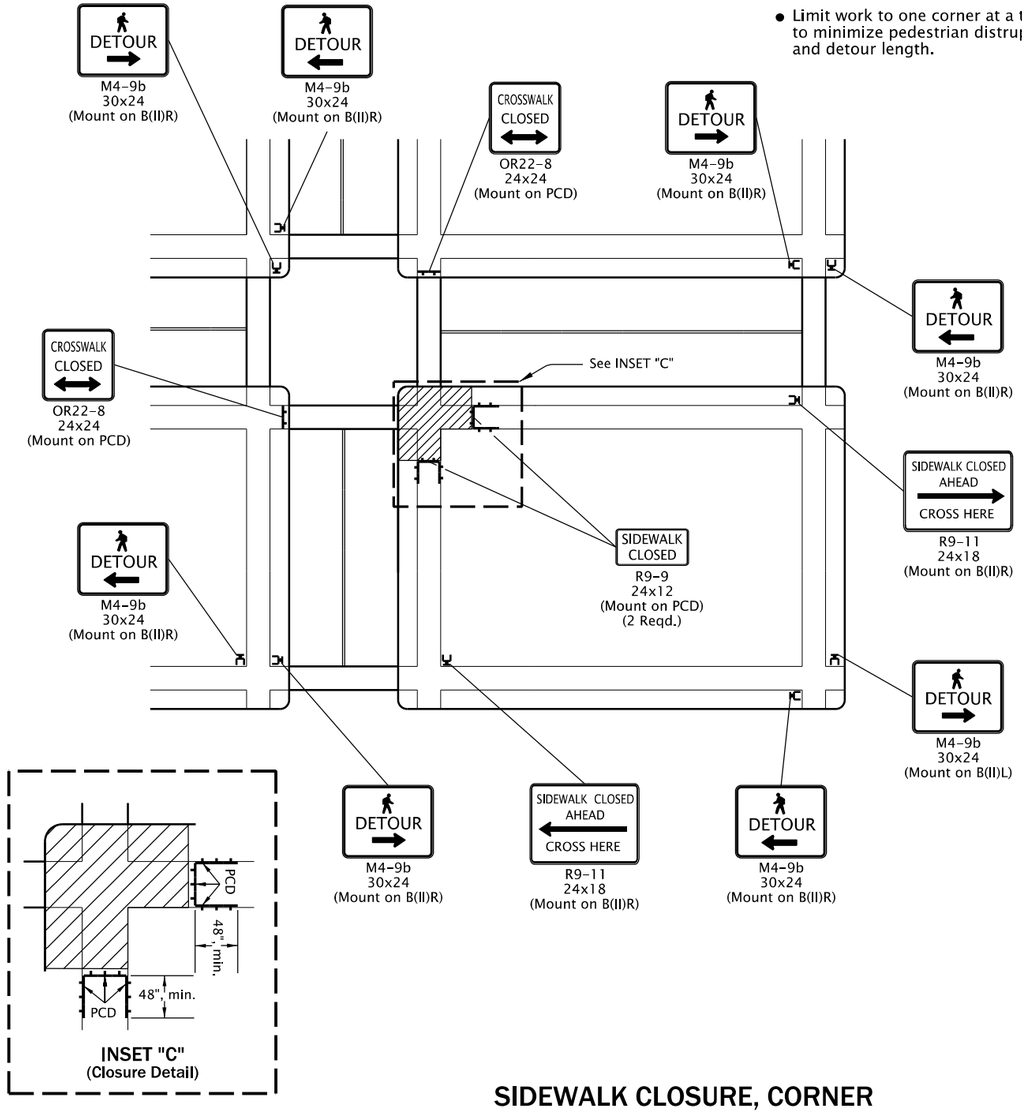


INSET "B"
(Closure Detail)

SIDEWALK CLOSURE, MIDBLOCK

NOTE:

- Limit work to one corner at a time to minimize pedestrian distruption and detour length.



INSET "C"
(Closure Detail)

SIDEWALK CLOSURE, CORNER

GENERAL NOTES FOR ALL DETAILS:

- When closing or relocating crosswalks or other pedestrian facilities provide ADA compliant facilities. Include accessibility features consistent with existing pedestrian facilities by providing adequate slope transitions and surfacing.
- Provide non-slip, 60 inch minimum wide surface through entire pedestrian route. If not possible, provide 48" min. width with 60" x 60" passing spaces every 200 feet along the route.
- Only TCD for pedestrians are shown. Other devices may be necessary to control vehicular traffic.
- Stage work, as necessary, to provide a temporary pedestrian access route at all times. For roadways with no available detours, maintain one open sidewalk at all times.
- Minimize pedestrian out-of-direction travel.
- To be accompanied by Dwg. Nos. TM820 & TM821.

UNDER PEDESTRIAN TRAFFIC

UNDER CONSTRUCTION

PEDESTRIAN CHANNELIZING DEVICE (PCD)

CALC. BOOK NO. N/A

SDR DATE 01-JUL-2020

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OREGON STANDARD DRAWINGS

TEMPORARY PEDESTRIAN ACCESSIBLE ROUTES

2021

DATE	REVISION DESCRIPTION

tm844.dgn 01-JUL-2020

TM844

Effective Date: December 1, 2021 – May 31, 2022