

RISER RING

RISER RING TABLE

DIM.	RISER RING			
	ADJUSTMENT HEIGHT			
	1 1/2"	2"	2 1/2"	3"
A	1 1/2"	2"	2 1/2"	3"
B	2 1/4"	2 3/4"	3 1/4"	3 3/4"

GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:

- See project plans for details not shown.

CALC. BOOK NO. N/A

SDR DATE 25-JUL-2017

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

OREGON STANDARD DRAWINGS

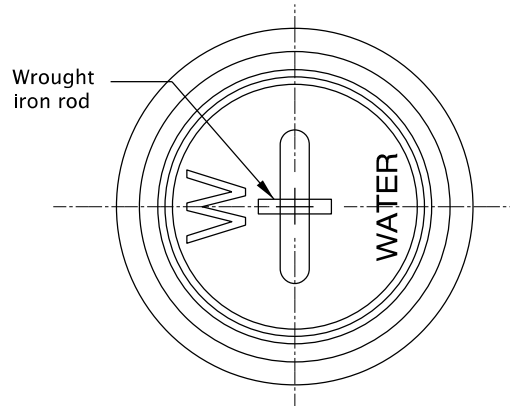
MONUMENT BOX

2021

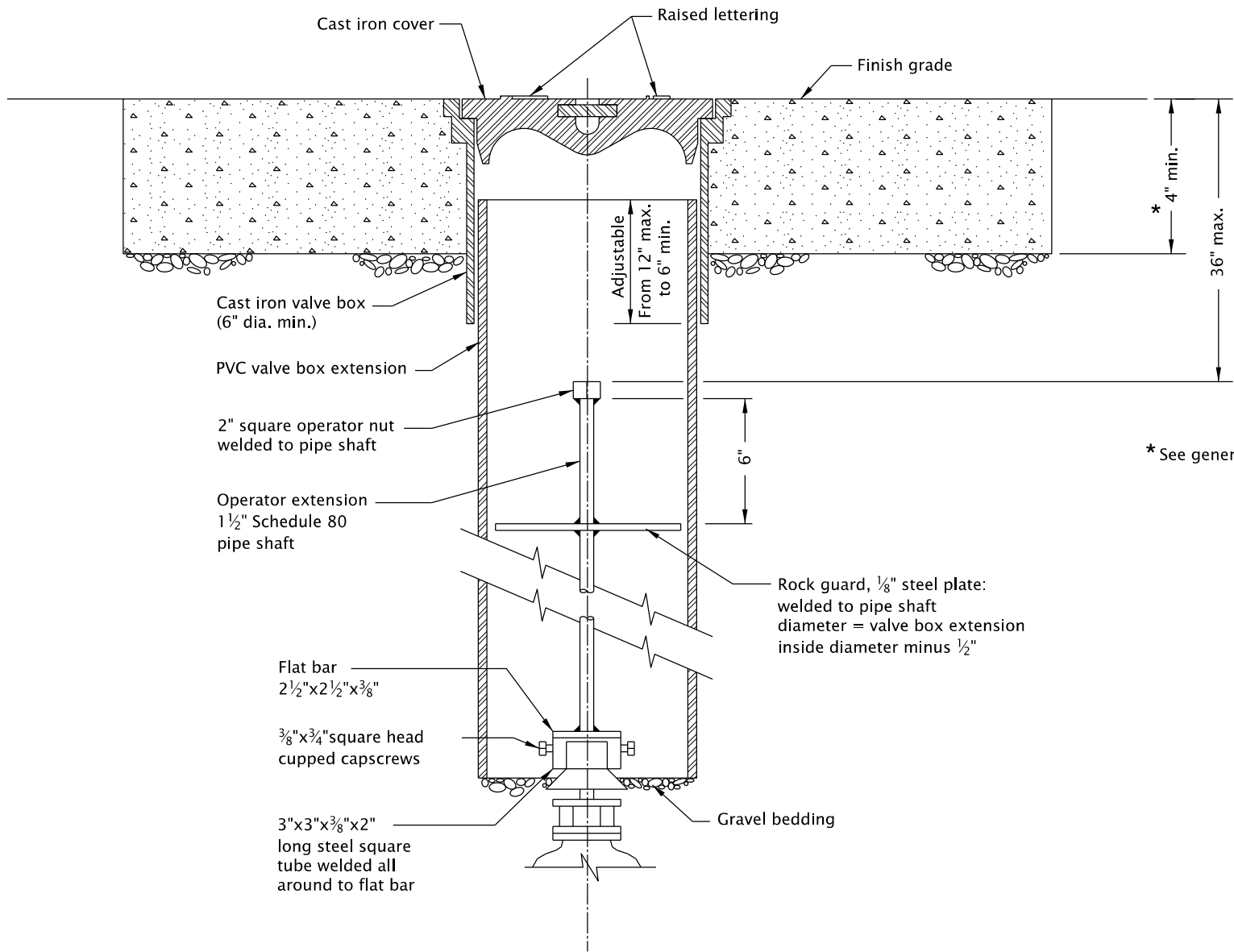
DATE	REVISION	DESCRIPTION

rd258.dgn 20-JUL-2020

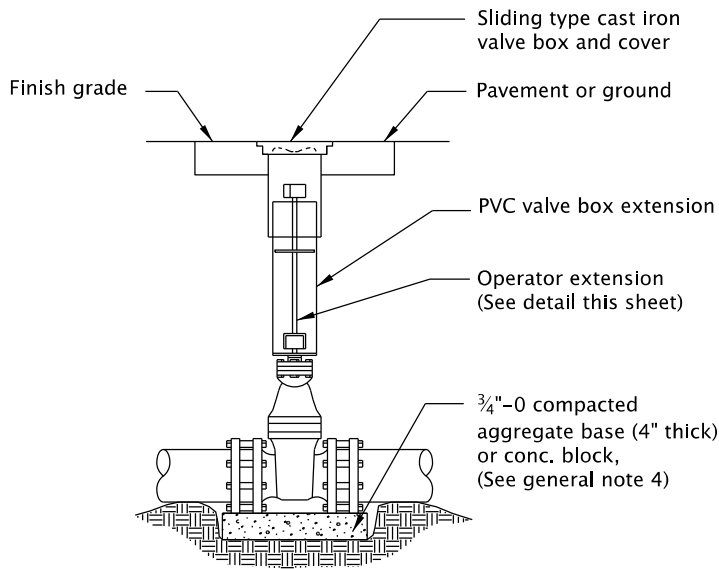
RD258



COVER PLAN



VALVE BOX EXTENSION SECTION



VALVE BOX
ASSEMBLY DETAIL

GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:

1. Valve box not to rest on operating assembly.
2. Operator extension required when valve nut is deeper than 4' from finish grade.
3. Center valve box on axis of operator nut.
4. Valves 12" and smaller shall be provided with compacted aggr. base on undisturbed ground. Valves greater than 12" shall be installed on precast concrete block, (4" thick).
5. Welds shall be minimum 1/4" all around.
6. Hot dip galvanize operator extension after fabrication.
7. Casting shall meet H20 load requirement.
8. Provide concrete or asphalt pad (24" square, 4" thick), when required.
9. See project plans for details not shown.

CALC. BOOK NO. N/A

SDR DATE 25-JUL-2017

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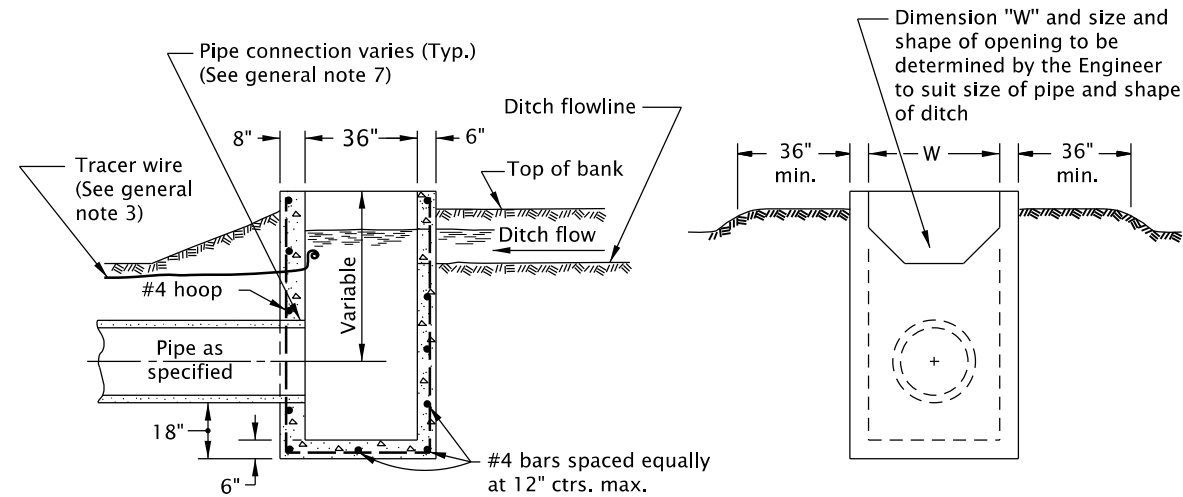
OREGON STANDARD DRAWINGS

VALVE BOX AND OPERATOR
EXTENSION ASSEMBLY

2021

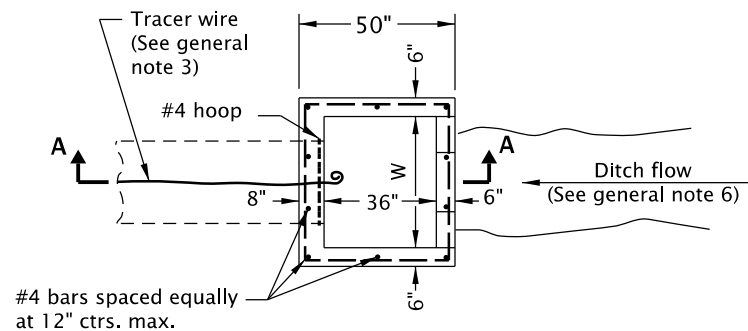
DATE	REVISION	DESCRIPTION

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



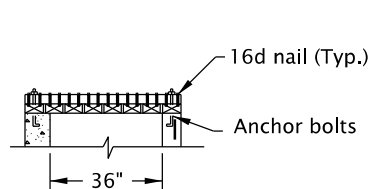
SECTION A-A

END VIEW

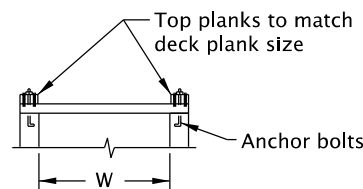


PLAN

SIPHON BOX

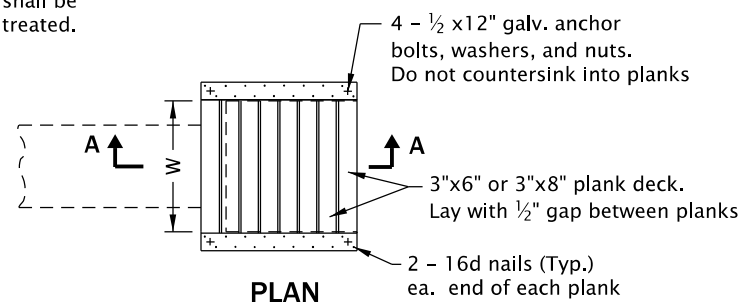


SECTION A-A



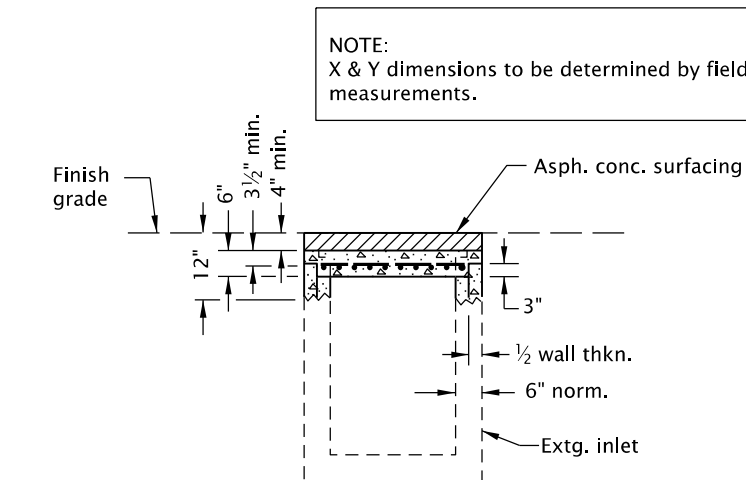
END VIEW

NOTE:
All wood shall be
pressure treated.



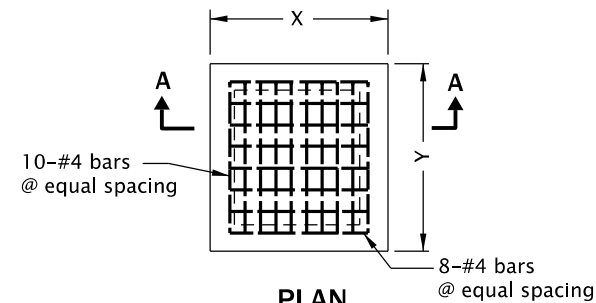
PLAN

SIPHON BOX COVER
SIPHON BOX AND COVER



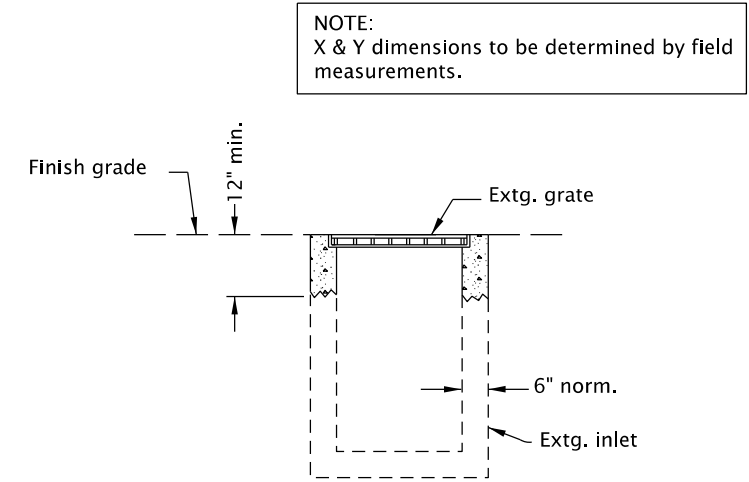
SECTION A-A

Place bars in concrete inlet
cap 1 1/2" min. clear of bottom
face of concrete and 3 1/2" min.
clear of top face of concrete.

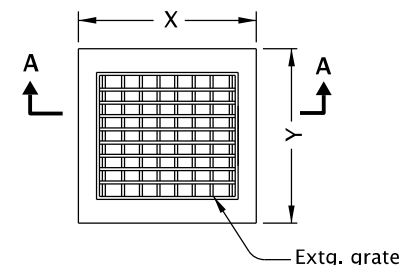


PLAN

CONCRETE INLET CAP



SECTION A-A



PLAN

ADJUST EXISTING INLET
(For details not shown, see Std. Dwg. RD366)

GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:

1. All reinforcement to be placed a minimum of 2" clear of nearest face of concrete unless otherwise shown or noted.
2. If metal frame and grate is reqd, conform to details for Type 1 grate. Size frame and grate to match dimensions of siphon box used, see Std. Dwg. RD364.
3. See Std. Dwg. RD336 for tracer wire details.
4. Max. pipe diameter varies with pipe material.
5. All precast products shall conform to requirements of ASTM C913.
6. Alignment of ditch, siphon box, and pipe varies, see project plans.
7. See Std. Dwg. RD339 for pipe to structure connections.

CALC. BOOK NO. N/A

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SDR DATE 14-JUL-2014

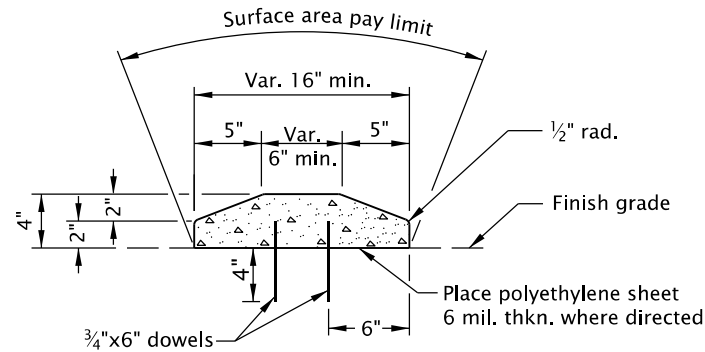
NOTE: All material and workmanship shall be in accordance with the current Oregon Standard Specifications

OREGON STANDARD DRAWINGS
MISCELLANEOUS
DRAINAGE STRUCTURES
SIPHON BOX, INLET CAP &
INLET ADJUSTMENT
2021

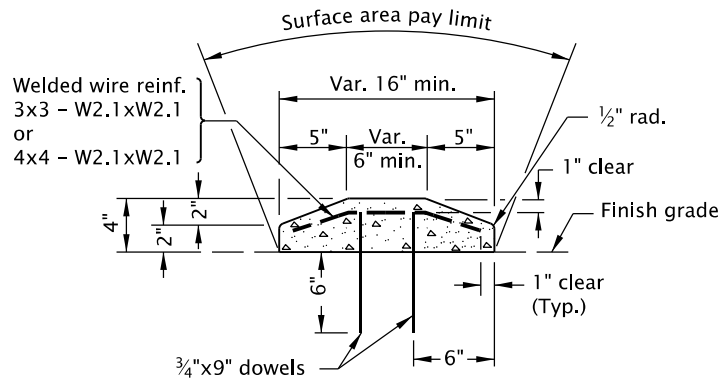
DATE	REVISION	DESCRIPTION

rd706.dgn 20-JUL-2020

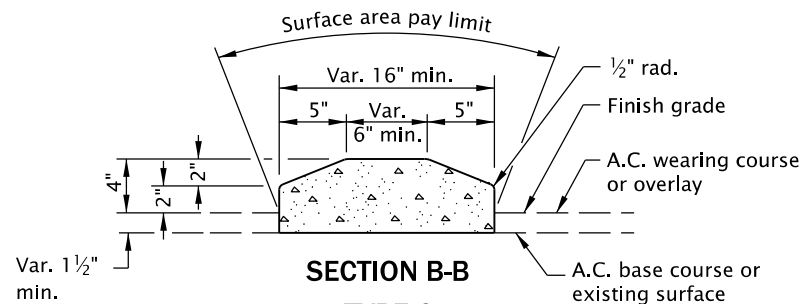
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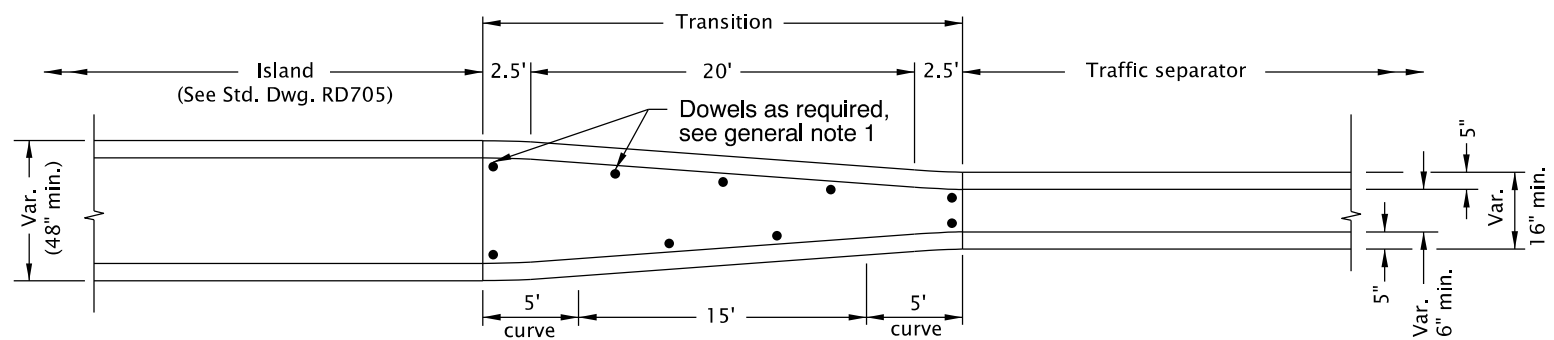
SECTION B-B
TYPE A
TRAFFIC SEPARATOR ON P.C. CONC. PVMT.



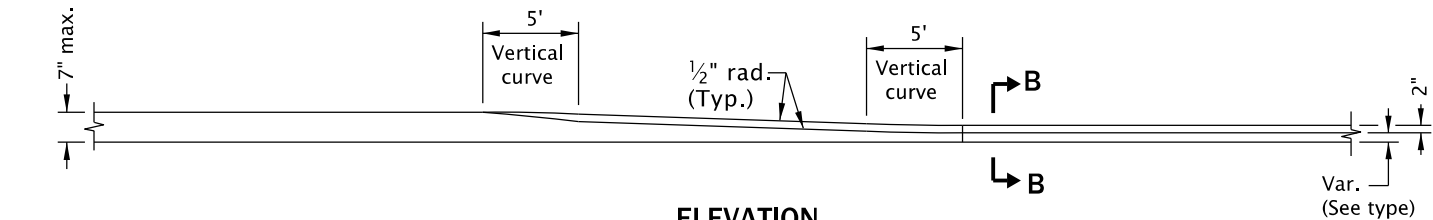
SECTION B-B
TYPE B
TRAFFIC SEPARATOR ON EXTG. A.C. PVMT.



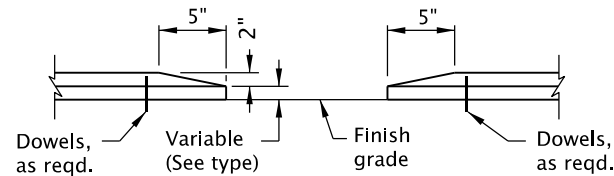
SECTION B-B
TYPE C
TRAFFIC SEPARATOR ON NEW A.C. PVMT.
OR ON EXISTING A.C. PVMT. WITH OVERLAY



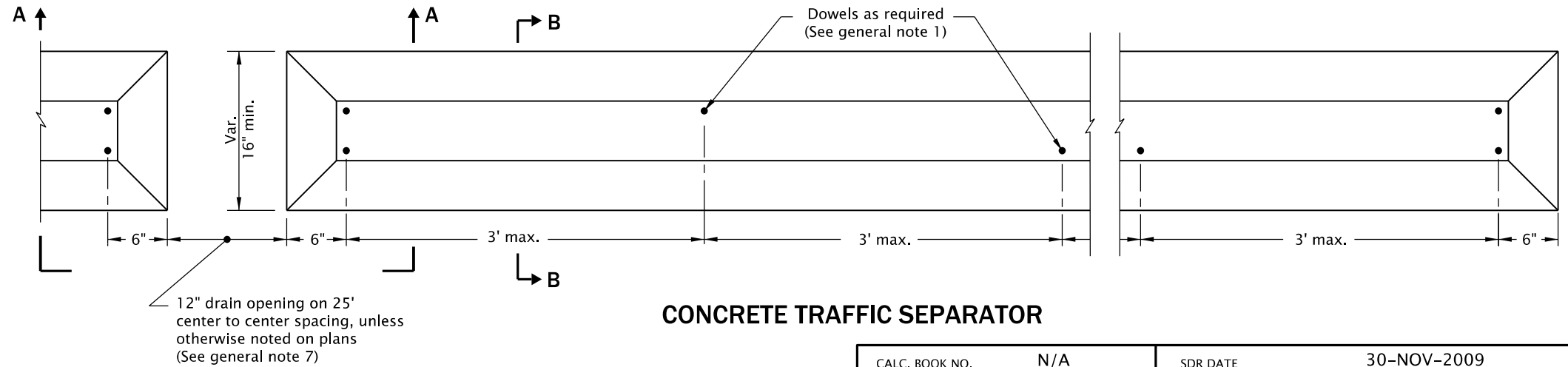
PLAN



ELEVATION
TRANSITION FROM ISLAND TO TRAFFIC SEPARATOR



SECTION A-A



CONCRETE TRAFFIC SEPARATOR

GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:

1. In transitions conform to dowel plan per Std. Dwg. RD705.
2. Standard slope face is shown. Vary as shown on typical section or as directed.
3. Transverse joints in conc. traffic separators and transitions to match joints in conc. pvm. and to be of same type (Omit dowels in expansion joints).
4. Set joint spacing 200' max. for expansion and 15' max. for contraction.
5. Place preformed filler along one side of conc. transitions in conc. pvm. and around all curved ends.

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

CALC. BOOK NO. N/A

SDR DATE 30-NOV-2009

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

OREGON STANDARD DRAWINGS
TRAFFIC SEPARATORS
AND TRANSITIONS

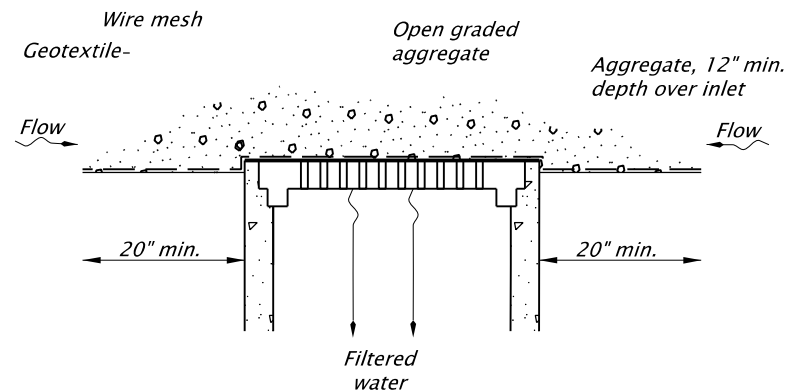
2021

DATE REVISION DESCRIPTION

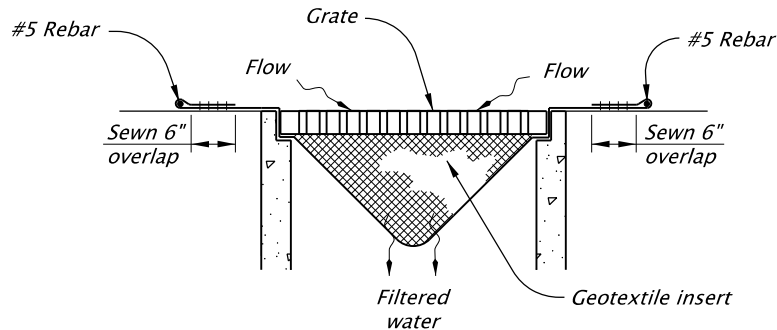
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rd1010.dgn 01-20-2021

RD1010

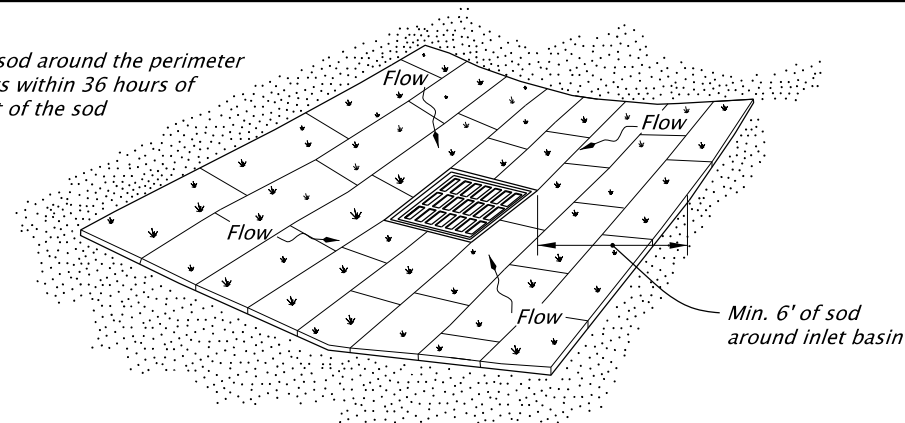


GEOTEXTILE/WIRE MESH/AGGREGATE - TYPE 2
NOT TO SCALE

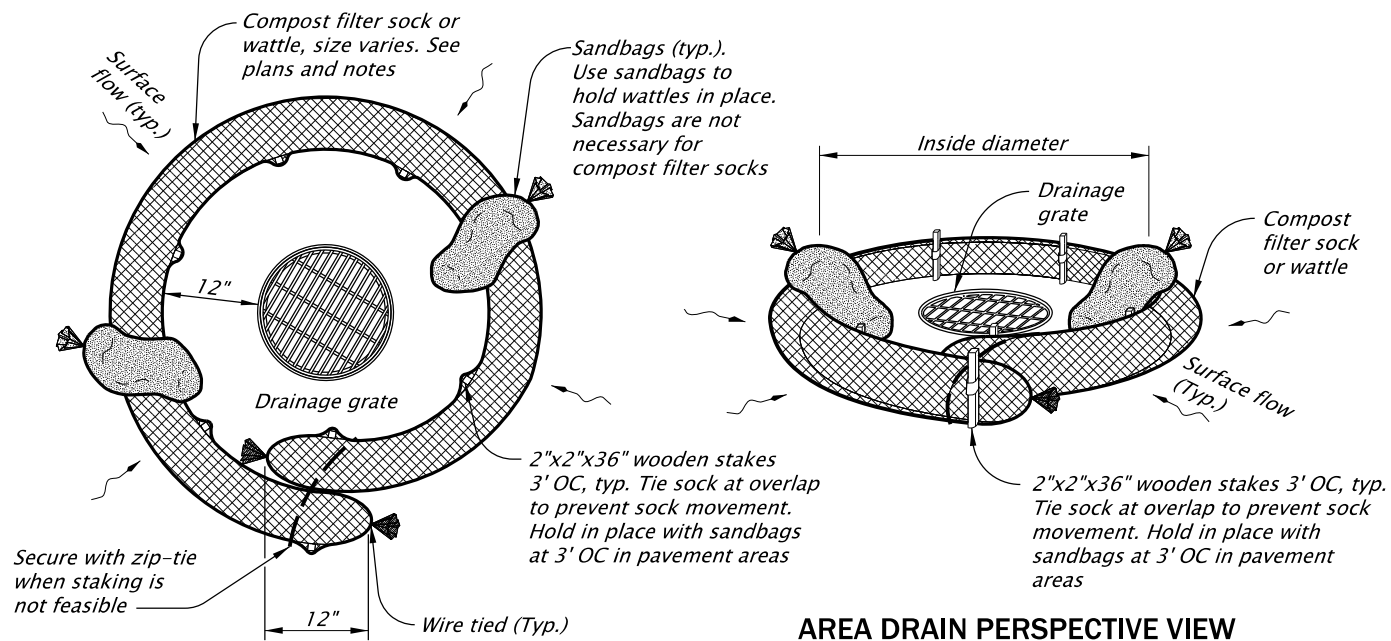


PREFABRICATED FILTER INSERT - TYPE 3
NOT TO SCALE

NOTE:
Install sod around the perimeter
of inlets within 36 hours of
harvest of the sod

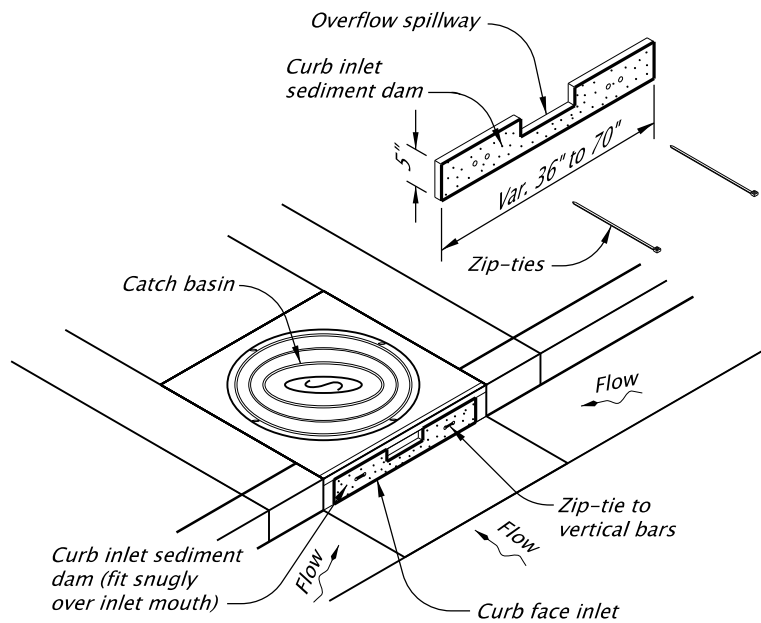


SOD PROTECTION - TYPE 6
NOT TO SCALE

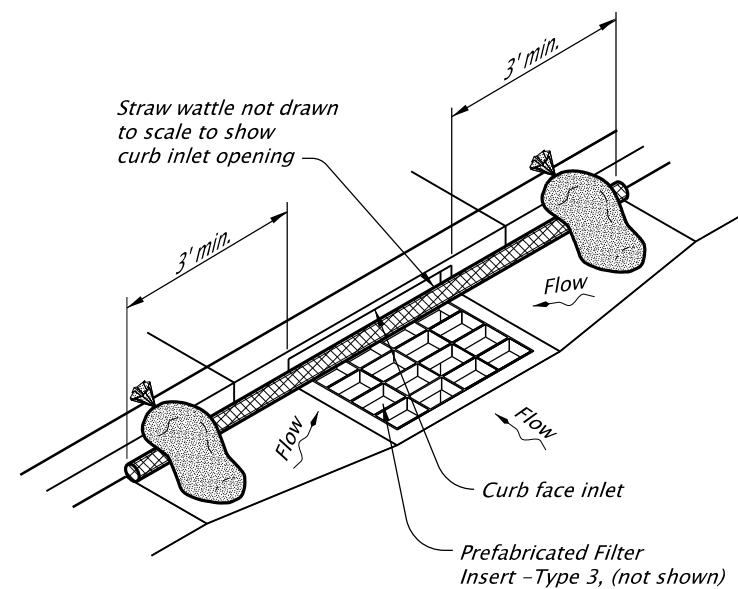


AREA DRAIN PLAN

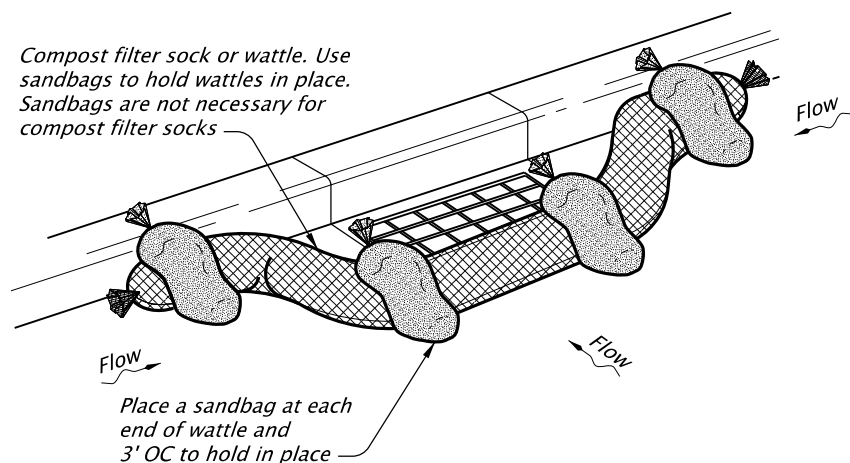
AREA DRAIN PERSPECTIVE VIEW



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.

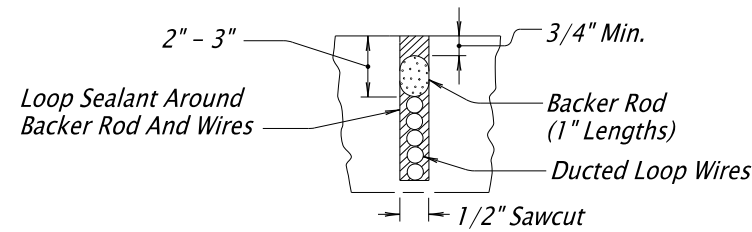
(Type 7 cont.)
Use 12" to 18" dia sock in non-traffic areas
or areas where the larger socks can be
used safely.
use synthetic mesh socks for temporary
installations.

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.

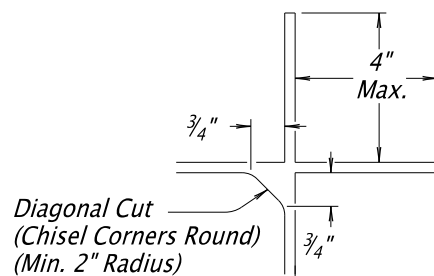
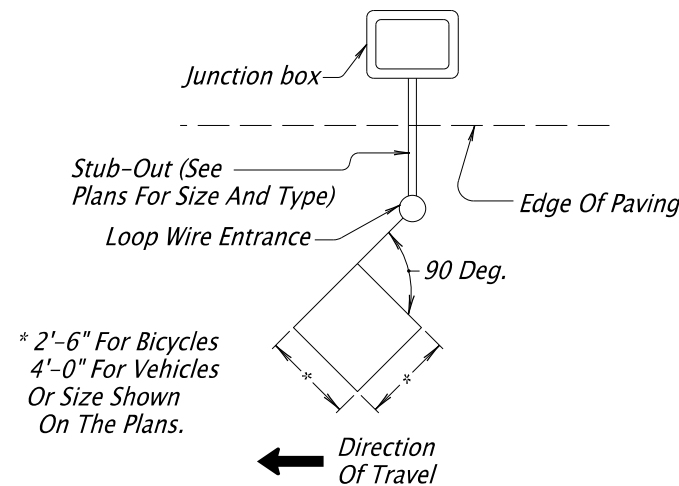
Type 11 - Wattle barrier with filter insert
Install prefabricated filter insert per Type 3
detail.
Install wattles over opening and 36" to each
side of opening tight against curb. Adjust
wattle to force storm water to flow through
filter insert or wattle prior to leaving the
site.
Adjust, replace or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

CALC. BOOK NO. <u>N/A</u>	SDR DATE <u>January, 2021</u>
NOTE: All material and workmanship shall be in accordance with the current Oregon Standard Specifications	
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

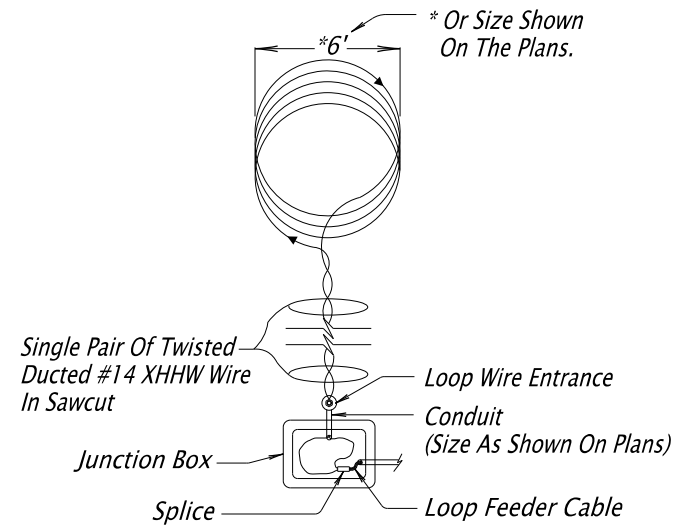
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Registered Professional En-
gineer.



SAWCUT CROSS SECTION
LOOP WIRE INSTALLATION IN EXISTING
CONCRETE OR STANDARD ASPHALT MIXES



DIAMOND LOOP LAYOUT

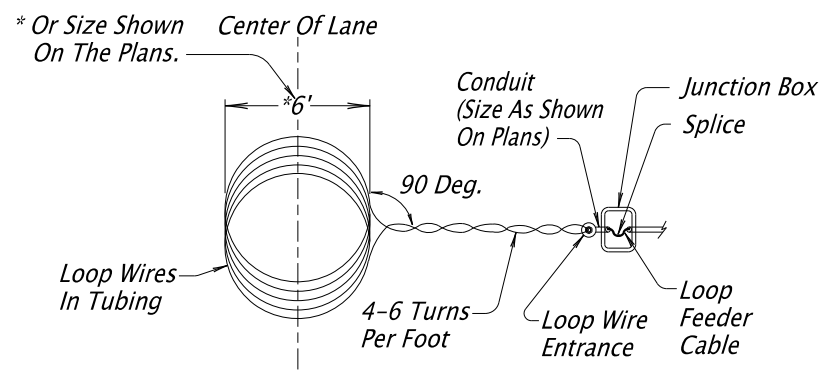


SINGLE LOOP

LOOP DETECTOR WINDING PATTERN

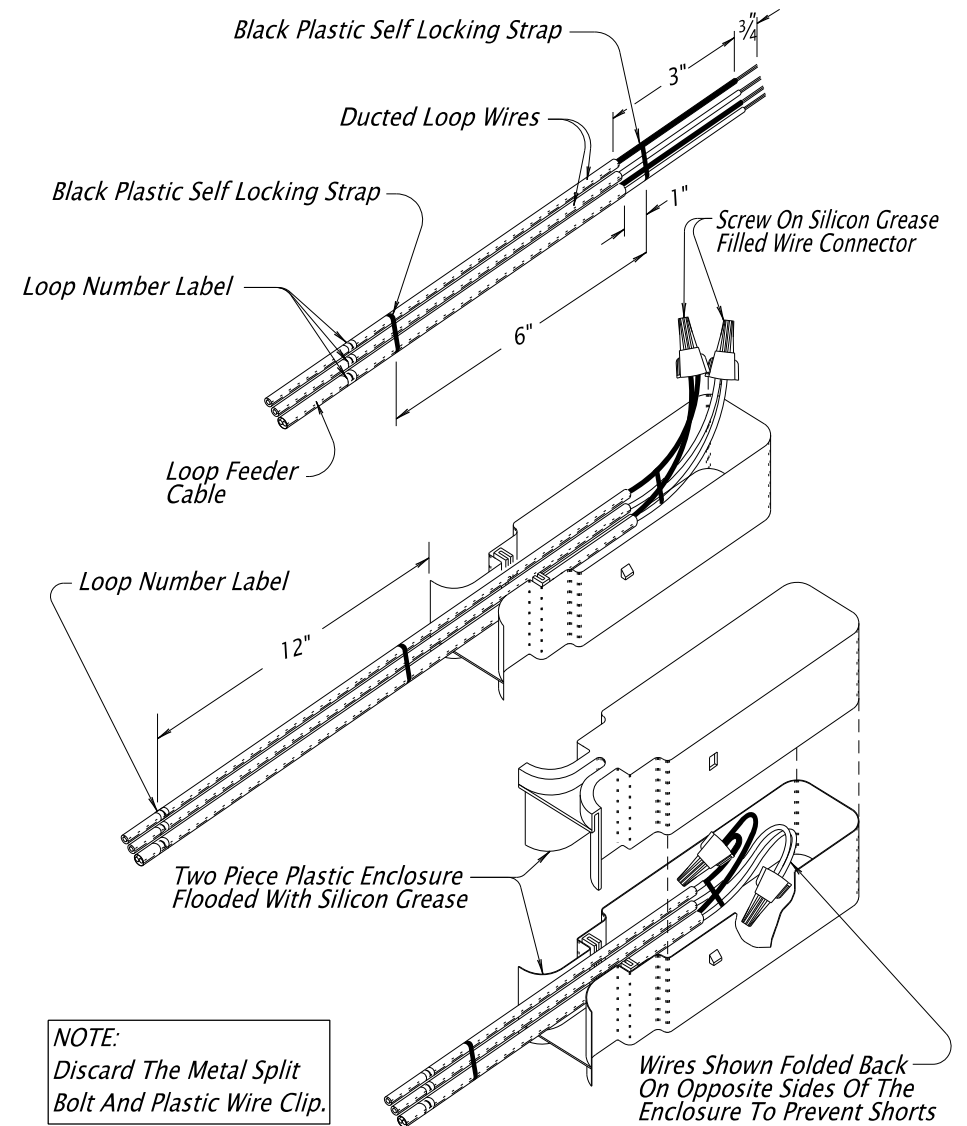
(Arrows Indicate Direction Of Loop Winding)

Loops Shall Be Round Or Square With 5 Turns Of Ducted No. 14 XHHW Stranded Wire Centered In The Traffic Lane Or As Shown On Plans. Loop Wire Shall Be Twisted 4 To 6 Turns Per Foot Between Loop And Junction Box. All Loops Shall Be Individually Wired As Shown.



ROUND LOOP LAYOUT

Use Round Loop As Shown On Plans

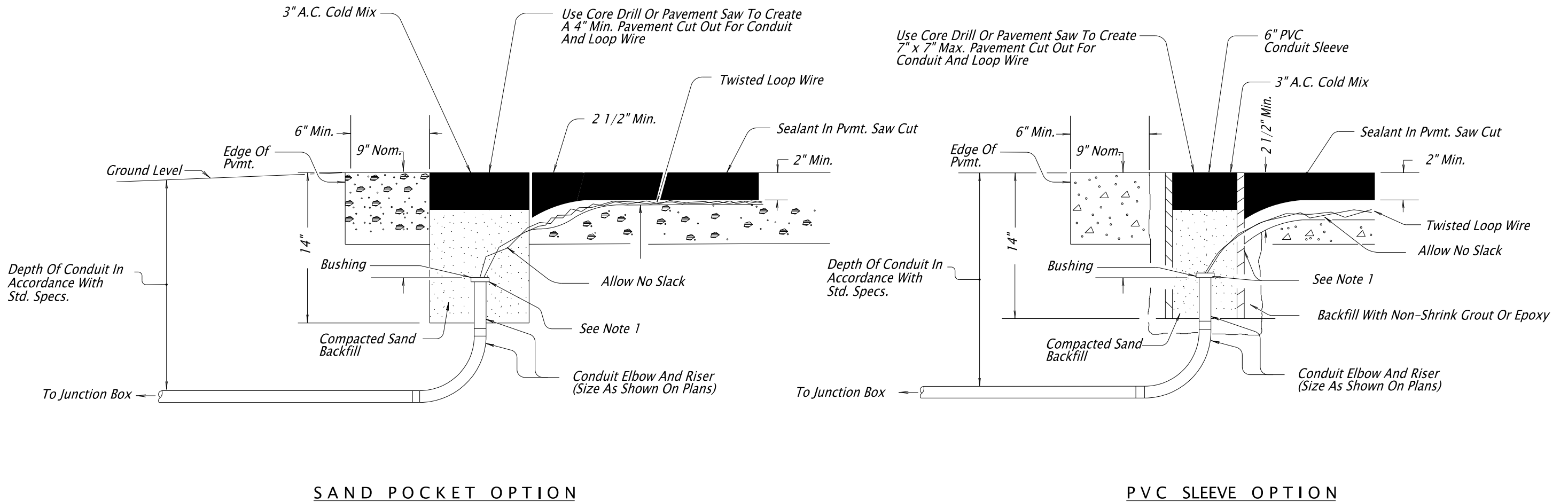


LOOP WIRE TO LOOP FEEDER SPLICES

Mark Loop Number On All Exposed Locations Of Loop Wire And Loop Feeder With Permanent Tags. Use Hand-held Labeler (Brady IDXPRT With XC-1500-580-WT-BK Tags, Or Approved Equal).

At Existing Installations The Contractor Is Responsible For Re-wiring And Re-numbering Of New And Existing Detector Loops And Loop Feeders, In JunctionBoxes And Cabinet, To Match Wiring Diagram.



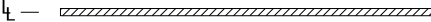
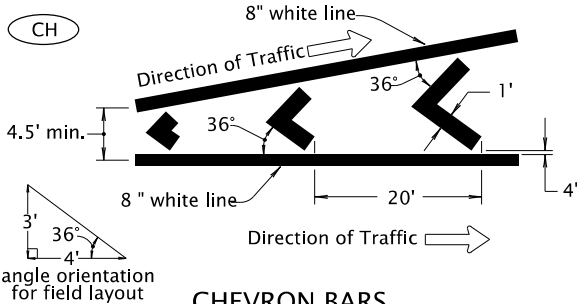
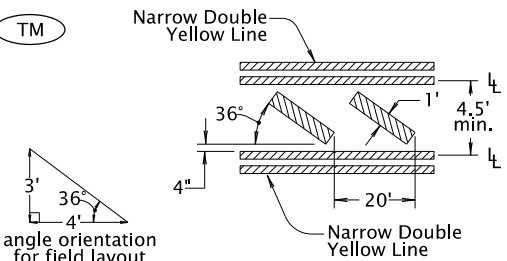
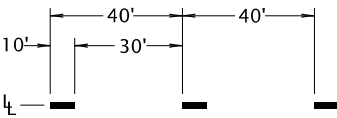
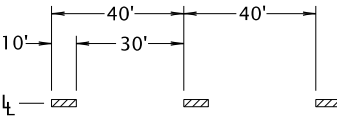
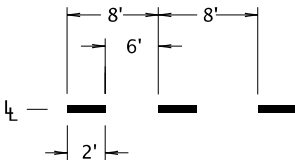
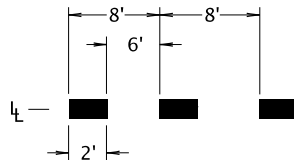
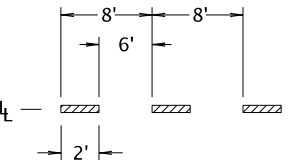
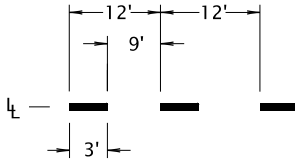
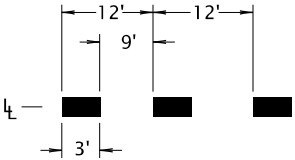
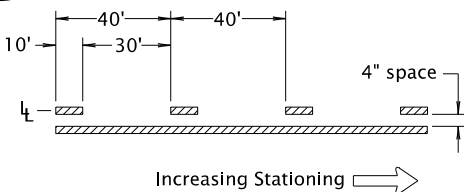
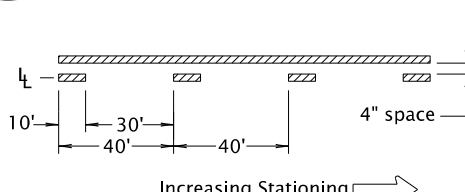
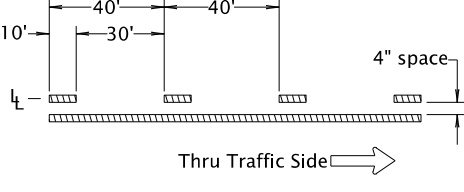
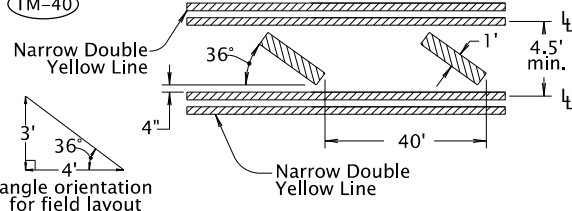
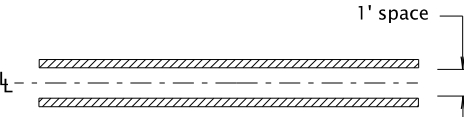
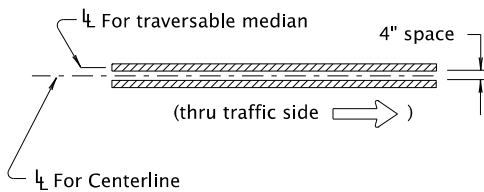

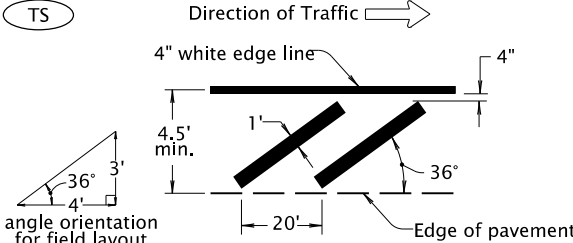
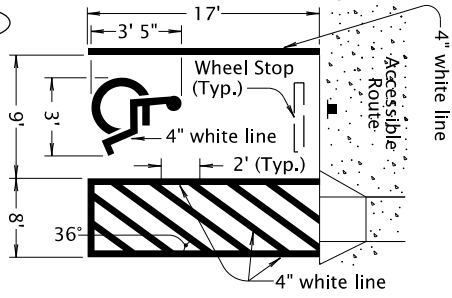
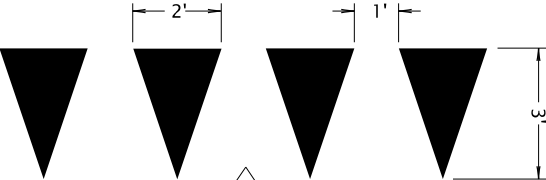
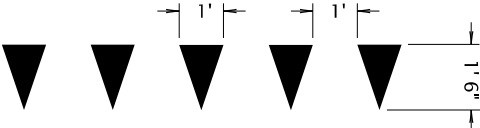
CALC. BOOK NO. <u> N/A </u>		BASELINE REPORT DATE <u> 30-Jun-2017 </u>	
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		OREGON STANDARD DRAWINGS	
		LOOP DETAILS	
		2018	
		DATE	REVISION DESCRIPTION



LOOP WIRE ENTRANCES

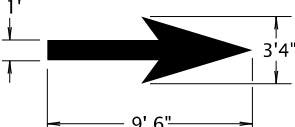
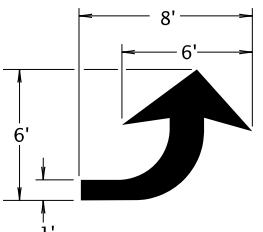
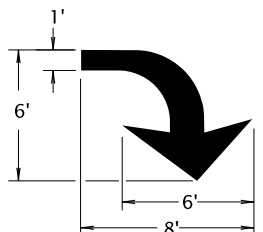
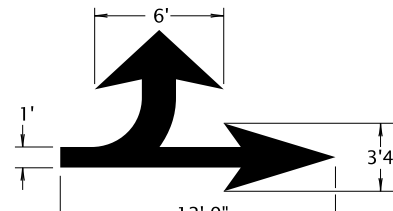
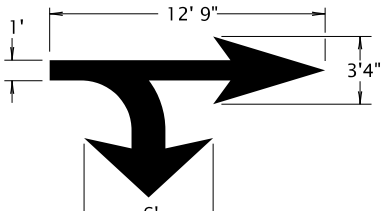
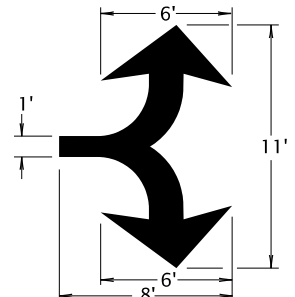
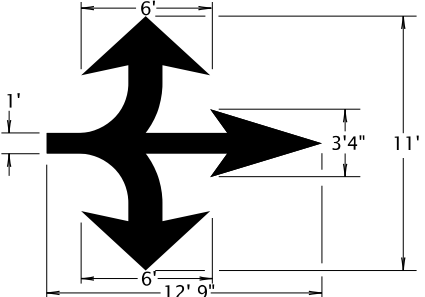
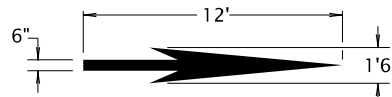
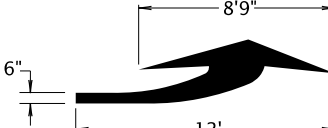
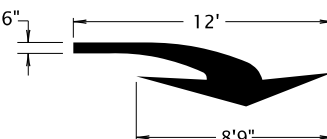
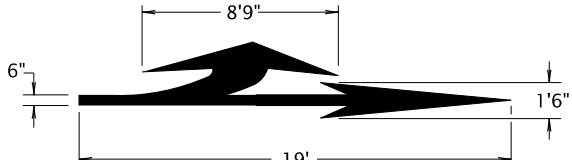
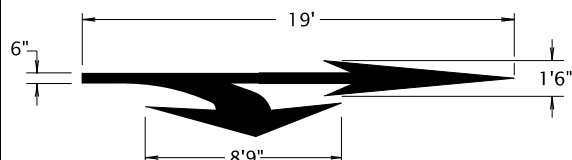
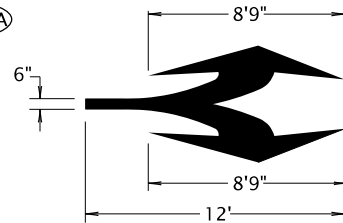
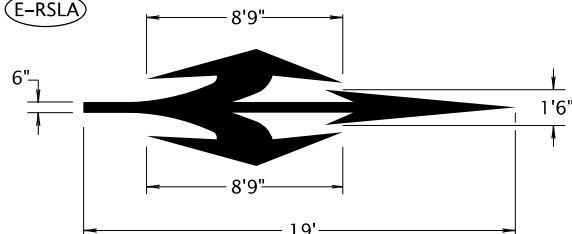
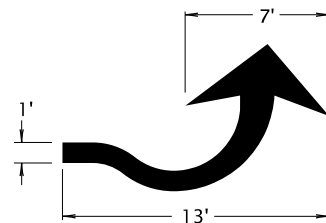
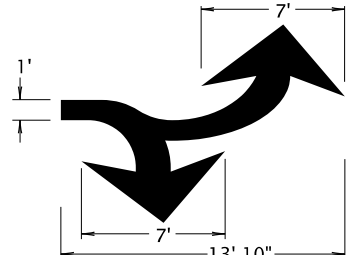
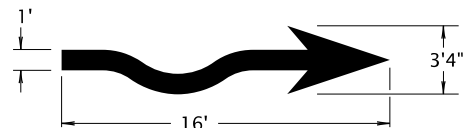
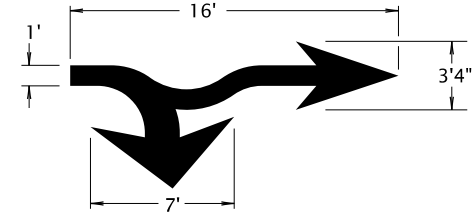
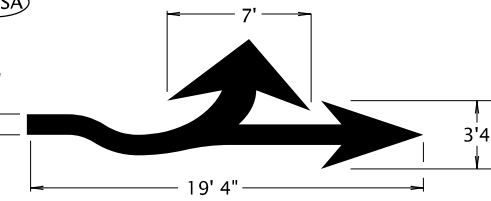
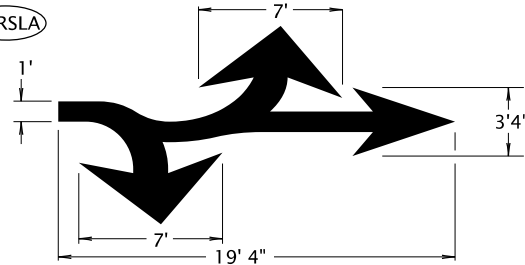
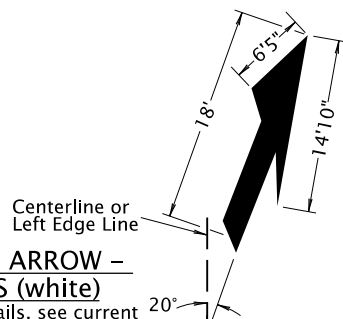
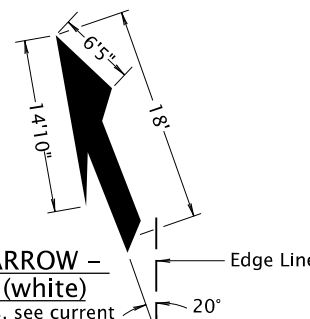
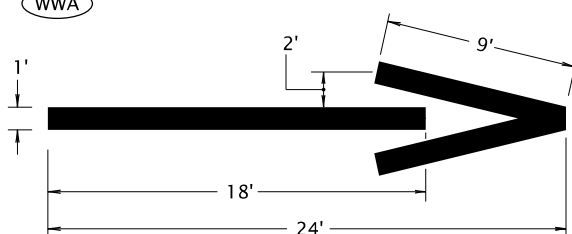
- SAND POCKET OPTION OR P.V.C. SLEEVE INTALLATION NOTES:
- 1.) Install Conduit Plug To Each End Of Conduit Before Installing Sand And A.C.
 - 2.) Elbows And Risers For Conduit Back Into The First Junction Box May Be Any Rigid Non-Metallic Conduit.
 - 3.) Uncurbed Sections As Shown Above.
 - 4.) On Monolithic Curbs, Locate Loop Entrance In Pavement At Edge Of Concrete Gutter.
(Notes 1 And 2 Apply To Curbed And Uncurbed Installations).

CALC. BOOK NO. <u> N/A </u>		BASELINE REPORT DATE <u> 30-Jun-2017 </u>	
<i>The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user and should not be used without consulting a Registered Professional Engineer.</i>		NOTE: All material and workmanship shall be in accordance with the current Oregon Standard Specifications	
		OREGON STANDARD DRAWINGS	
		LOOP ENTRANCE DETAILS	
		2018	
		DATE	REVISION DESCRIPTION

<div>W</div> <div></div> <div>4" WHITE LINE</div>	<div>W-2</div> <div></div> <div>8" WHITE LINE</div>	<div>Y</div> <div></div> <div>4" YELLOW LINE</div>	<div>CH</div> <div></div> <div>CHEVRON BARS 1' WHITE BARS AT 20' SPACING</div>	<div>TM</div> <div></div> <div>TRANSVERSE MEDIAN BARS 1' YELLOW BARS AT 20' SPACING</div>
<div>WB</div> <div></div> <div>4" WHITE BROKEN LINE</div>	<div>YB</div> <div></div> <div>4" YELLOW BROKEN LINE</div>	<div>WD</div> <div></div> <div>4" WHITE DOTTED LINE For lane extensions</div>	<div>WD-2</div> <div></div> <div>8" WHITE DOTTED LINE For lane extensions and bike lane extensions</div>	<div>YD</div> <div></div> <div>4" YELLOW DOTTED LINE For lane extensions</div>
<div>DLL</div> <div></div> <div>4" WHITE DOTTED LANE LINE For lane lines in acceleration/deceleration lanes</div>	<div>DLL-2</div> <div></div> <div>8" WHITE DOTTED LANE LINE For lane lines in drop lanes</div>	<div>NPR</div> <div></div> <div>NO-PASS RIGHT 4" YELLOW LINES</div>	<div>NPL</div> <div></div> <div>NO-PASS LEFT 4" YELLOW LINES</div>	<div>TWL</div> <div></div> <div>TWO-WAY LEFT TURN 4" YELLOW LINES</div>
<div>TM-40</div> <div></div> <div>TRANSVERSE MEDIAN BARS 1' YELLOW BARS AT 40' SPACING For use at painted medians where distance between left turn refuges exceeds 200'</div>	<div>D</div> <div></div> <div>DOUBLE NO-PASS TWO 4" YELLOW LINES</div>	<div>ND</div> <div></div> <div>NARROW DOUBLE NO-PASS TWO 4" YELLOW LINES</div>	<div>NDW</div> <div></div> <div>NARROW DOUBLE NO-LANE CHANGE TWO 4" WHITE LINES</div>	<div>TS</div> <div></div> <div>TRANSVERSE SHOULDER BARS 1' WHITE BARS AT 20' SPACING</div>
<div>HC</div> <div></div> <div>DISABLED PARKING DETAIL (white)</div>	<div>YLD</div> <div></div> <div>YIELD LINE (white)</div>	<div>BYLD</div> <div></div> <div>BICYCLE YIELD LINE (white)</div>	<div>CALC. BOOK NO. _ _ _ N/A _ _ _ _ _</div> <div>SDR DATE _ _ _ 07/01/2020 _ _ _</div> <div>NOTE: All material and workmanship shall be in accordance with the current Oregon Standard Specifications.</div> <div>OREGON STANDARD DRAWINGS</div> <div>PAVEMENT MARKING STANDARD DETAIL BLOCKS</div> <div>2021</div> <div>DATE 07/2020 REVISION Changed Min. widths for CH, TM, TM-40, and TS DESCRIPTION</div>	

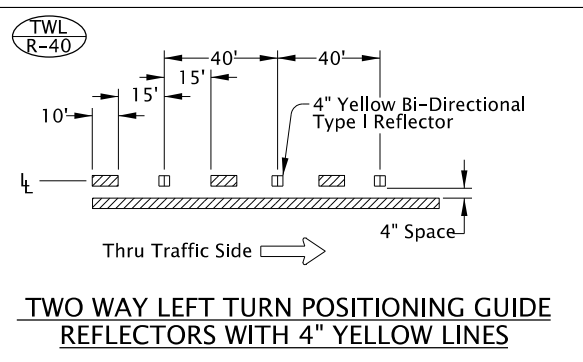
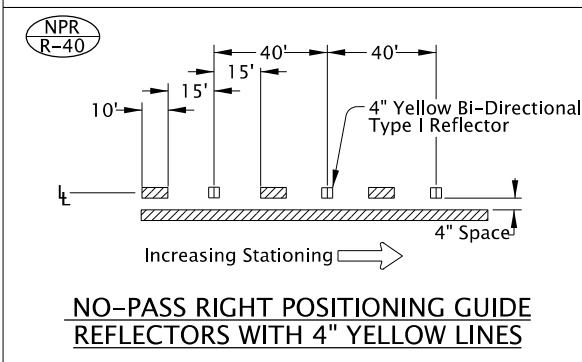
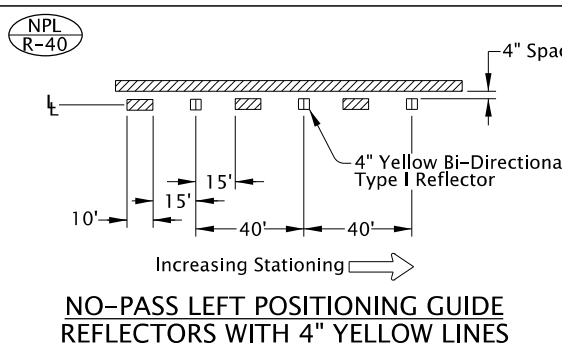
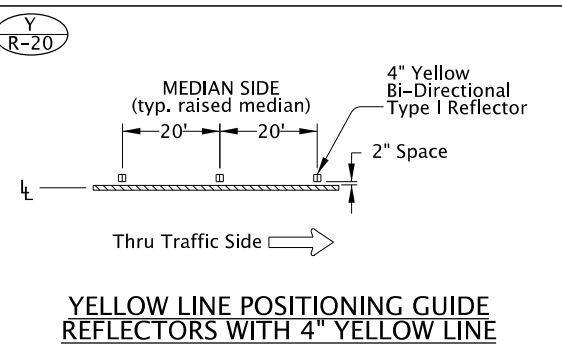
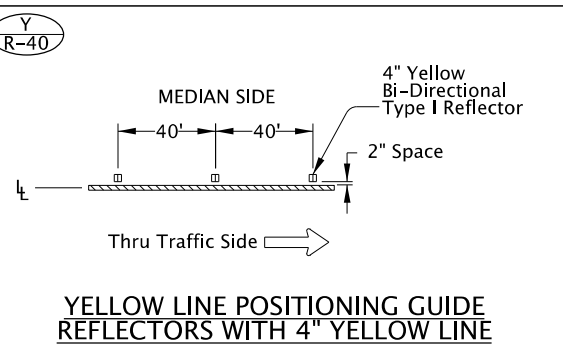
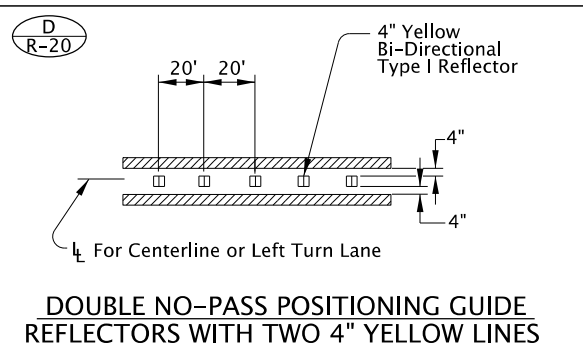
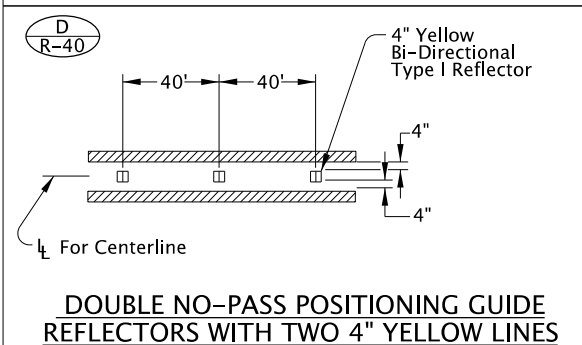
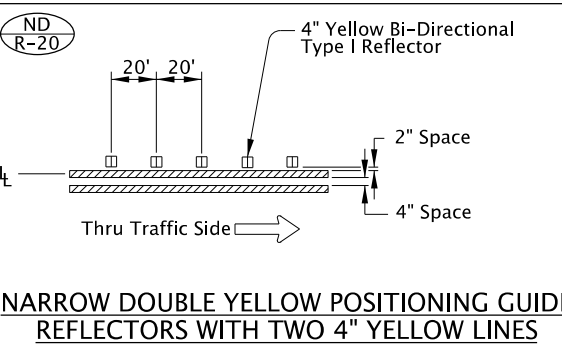
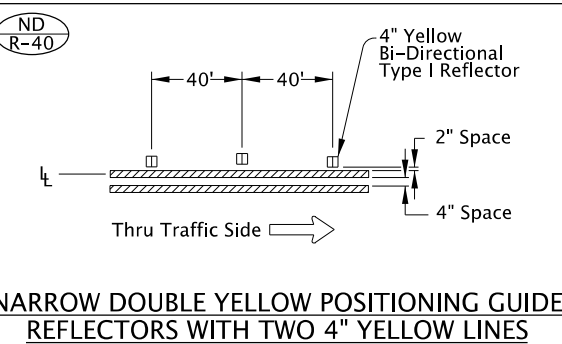
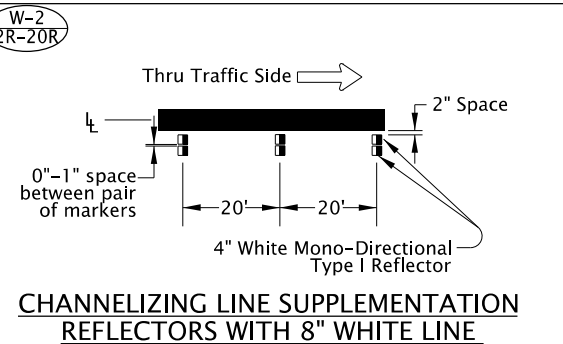
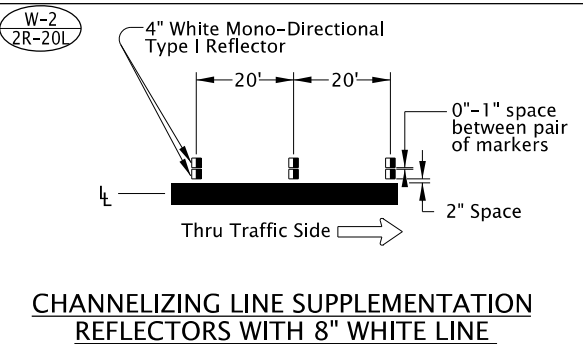
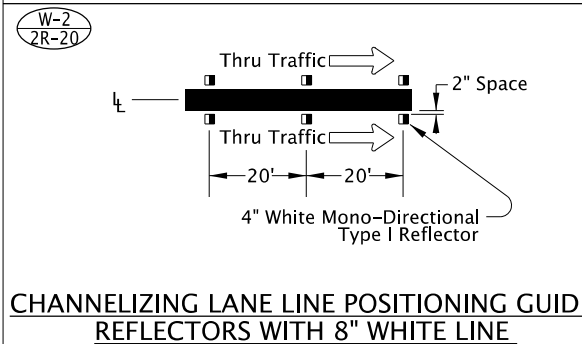
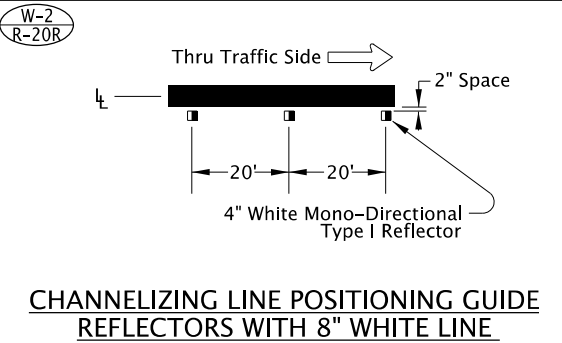
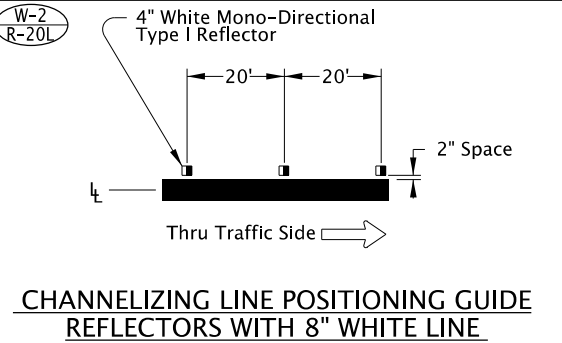
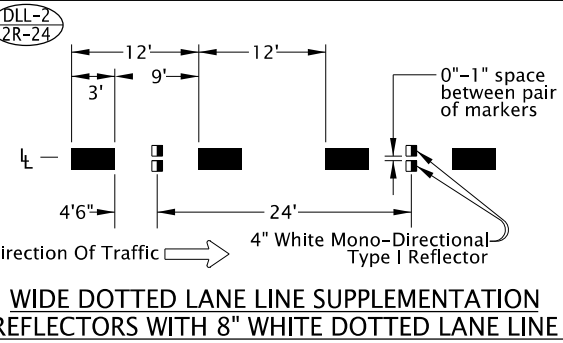
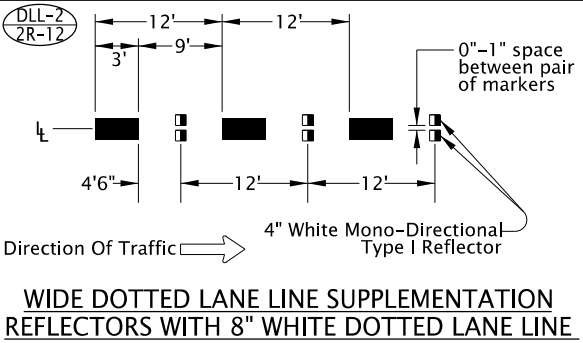
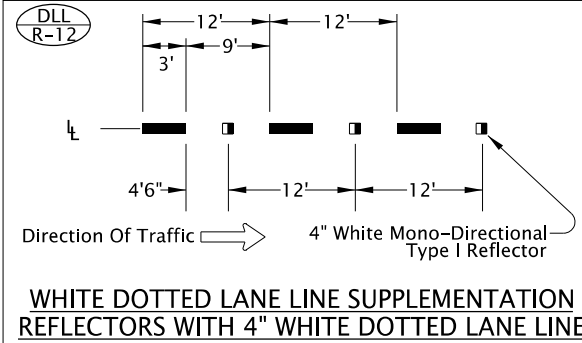
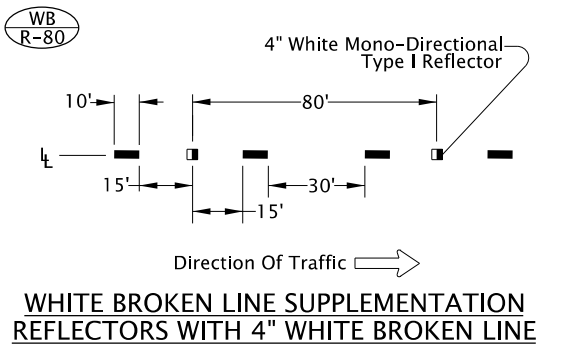
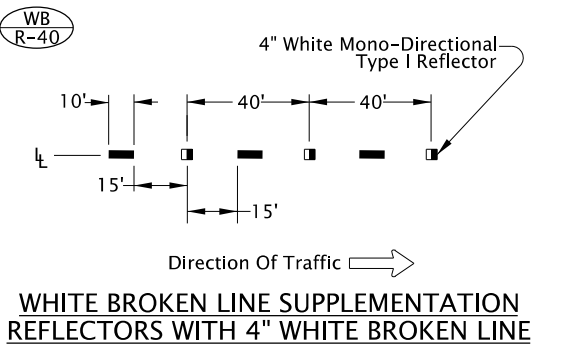
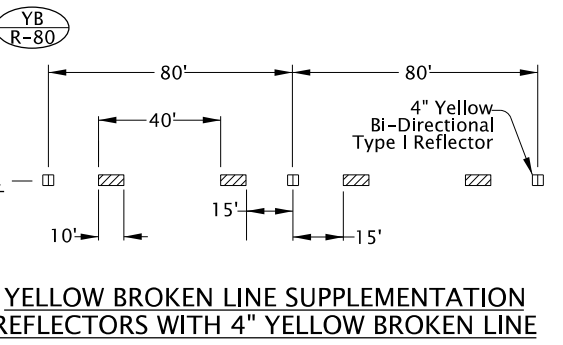
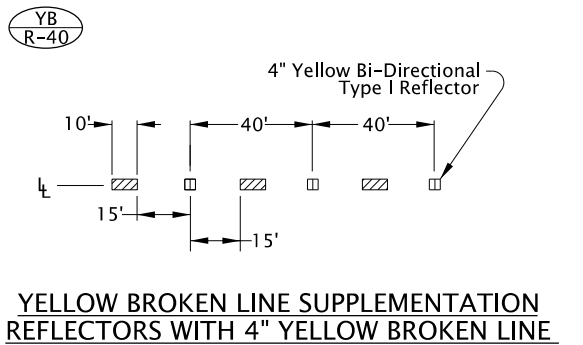
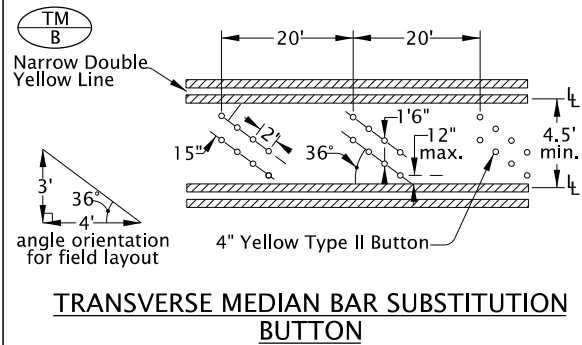
← Direction Of Traffic, Increasing Stationing Or Thru Traffic Side

⊥ — Lane line dimensions are shown on the striping plans

<div>SA</div>  <div>STRAIGHT ARROW (white)</div> <div>For arrow proportion details, see current version of Standard Highway Signs</div>	<div>LA</div>  <div>LEFT TURN ARROW (white)</div> <div>For arrow proportion details, see current version of Standard Highway Signs</div>	<div>RA</div>  <div>RIGHT TURN ARROW (white)</div> <div>For arrow proportion details, see current version of Standard Highway Signs</div>	<div>LSA</div>  <div>LEFT TURN STRAIGHT ARROW (white)</div> <div>For arrow proportion details, see current version of Standard Highway Signs</div>	<div>RSA</div>  <div>RIGHT TURN STRAIGHT ARROW (white)</div> <div>For arrow proportion details, see current version of Standard Highway Signs</div>
<div>RALA</div>  <div>RIGHT TURN LEFT TURN ARROW (white)</div> <div>For arrow proportion details, see current version of Standard Highway Signs</div>	<div>RSLA</div>  <div>RIGHT TURN STRAIGHT LEFT TURN ARROW (white)</div> <div>For arrow proportion details, see current version of Standard Highway Signs</div>	<div>E-SA</div>  <div>ELONGATED STRAIGHT ARROW (white)</div> <div>For arrow proportion details, see current version of Standard Highway Signs</div>	<div>E-LA</div>  <div>ELONGATED LEFT TURN ARROW (white)</div> <div>For arrow proportion details, see current version of Standard Highway Signs</div>	<div>E-RSA</div>  <div>ELONGATED RIGHT TURN ARROW (white)</div> <div>For arrow proportion details, see current version of Standard Highway Signs</div>
<div>E-LSA</div>  <div>ELONGATED LEFT TURN STRAIGHT ARROW (white)</div> <div>For arrow proportion details, see current version of Standard Highway Signs</div>	<div>E-RSA</div>  <div>ELONGATED RIGHT TURN STRAIGHT ARROW (white)</div> <div>For arrow proportion details, see current version of Standard Highway Signs</div>	<div>E-RALA</div>  <div>ELONGATED RIGHT TURN LEFT TURN ARROW (white)</div> <div>For arrow proportion details, see current version of Standard Highway Signs</div>	<div>E-RSLA</div>  <div>ELONGATED RIGHT TURN STRAIGHT LEFT TURN ARROW (white)</div> <div>For arrow proportion details, see current version of Standard Highway Signs</div>	<div>F-LA</div>  <div>FISH-HOOK LEFT TURN ARROW (white)</div> <div>For arrow proportion details, see the current ODOT Traffic Line Manual</div>
<div>F-RALA</div>  <div>FISH-HOOK RIGHT TURN LEFT TURN ARROW (white)</div> <div>For arrow proportion details, see the current ODOT Traffic Line Manual</div>	<div>F-SA</div>  <div>FISH-HOOK STRAIGHT ARROW (white)</div> <div>For arrow proportion details, see the current ODOT Traffic Line Manual</div>	<div>F-RSA</div>  <div>FISH-HOOK RIGHT TURN STRAIGHT ARROW (white)</div> <div>For arrow proportion details, see the current ODOT Traffic Line Manual</div>	<div>F-LSA</div>  <div>FISH-HOOK LEFT TURN STRAIGHT ARROW (white)</div> <div>For arrow proportion details, see the current ODOT Traffic Line Manual</div>	<div>F-RSLA</div>  <div>FISH-HOOK RIGHT TURN STRAIGHT LEFT TURN ARROW (white)</div> <div>For arrow proportion details, see the current ODOT Traffic Line Manual</div>
<div>LRA-L</div>  <div>LANE REDUCTION ARROW – LEFT LANE ENDS (white)</div> <div>For arrow proportion details, see current version of Standard Highway Signs</div>	<div>LRA-R</div>  <div>LANE REDUCTION ARROW – RIGHT LANE ENDS (white)</div> <div>For arrow proportion details, see current version of Standard Highway Signs</div>	<div>WWA</div>  <div>WRONG-WAY ARROW (white)</div>	<div>CALC. BOOK NO. _ _ _ N/A _ _ _ _ _</div> <div>SDR DATE _ _ _ 01/03/2022 _ _ _ _ _</div> <div>NOTE: All material and workmanship shall be in accordance with the current Oregon Standard Specifications.</div> <div>OREGON STANDARD DRAWINGS</div> <div>PAVEMENT MARKING STANDARD DETAIL BLOCKS</div> <div>2021</div> <div>DATE REVISION DESCRIPTION</div> <div>07/2020 Some Detail Blocks moved to new Std. Drawing TM504</div> <div>01/2022 Fish-hook Arrows added, LRA split into LRA-L and LRA-R</div> <div>01/2022 Corrected bubble callout of LRA-L and typo in LRA-R</div>	

General Note:

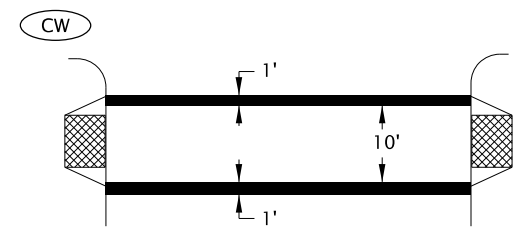
- Center pavement markings within the lane width.
- Arrow and letter dimensions nominal, excluding WWA.



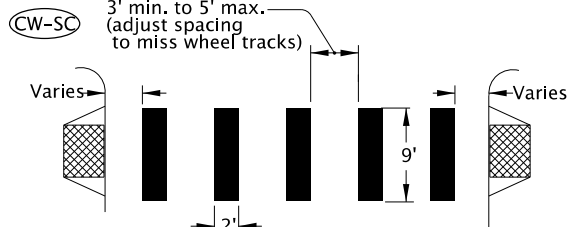
General note:
1) Surface mount Raised Pavement Markers (RPMs) unless otherwise specified.

- LEGEND**
- Direction Of Travel, Increasing Stationing or Thru Traffic Side
- Lane line dimensions are shown on the striping plans
- Mono-directional crystal white marker reflects white to the left in this symbol
- Bi-directional yellow marker reflects yellow both left and right in this symbol

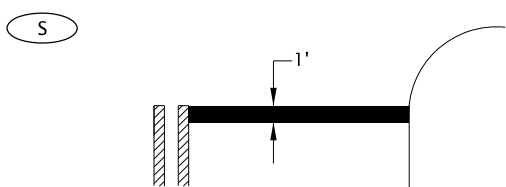
CALC. BOOK NO. _ _ _ _ N/A _ _ _ _		SDR DATE _ _ _ _ 01/03/2022 _ _ _ _	
<i>The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user and should not be used without consulting a Registered Professional Engineer.</i>		NOTE: All material and workmanship shall be in accordance with the current Oregon Standard Specifications.	
		OREGON STANDARD DRAWINGS	
		PAVEMENT MARKING STANDARD DETAIL BLOCKS	
		2021	
		DATE	REVISION DESCRIPTION
		07/2020	Changed min. width of TM/B from 6' to 4.5'
		01/2022	Removed 'LANE' from W-2/R-20R title



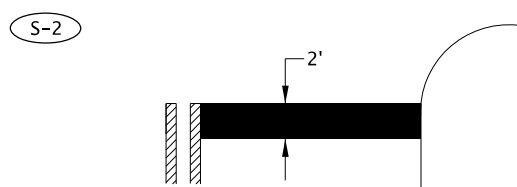
**STANDARD CROSSWALK
TWO 1' WHITE BARS**
Install per Standard Drawing TM530



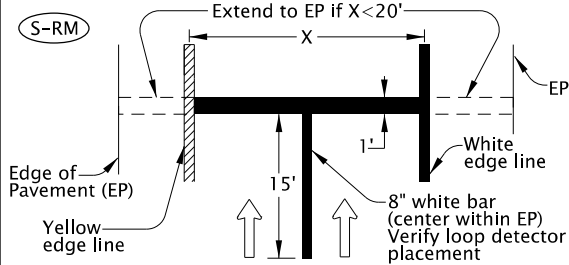
**STAGGERED CONTINENTAL CROSSWALK
2' WHITE BARS**
Install per Standard Drawing TM530



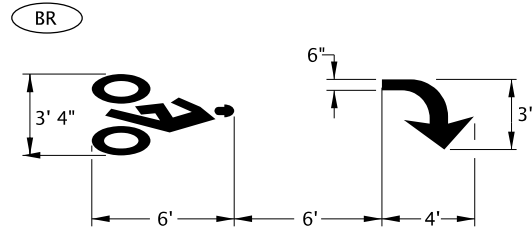
**STOP BAR
1' WHITE BAR**
Install per Standard Drawing TM530



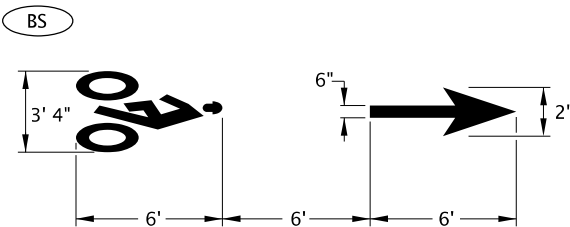
**STOP BAR - LARGE
2' WHITE BAR**
Install per Standard Drawing TM530



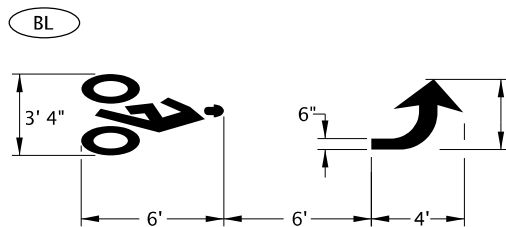
**RAMP METER STOP BAR
1' & 8" WHITE BARS**
For multi-lane ramp meter applications



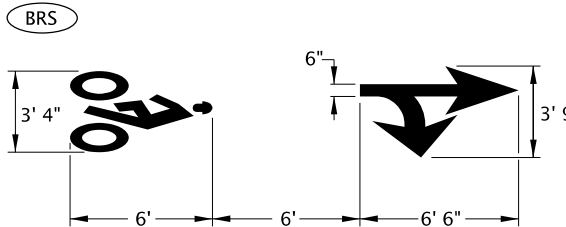
BIKE RIGHT TURN STENCIL (white)
Center marking within lane width
For proportion details, see current version of Standard Highway Signs



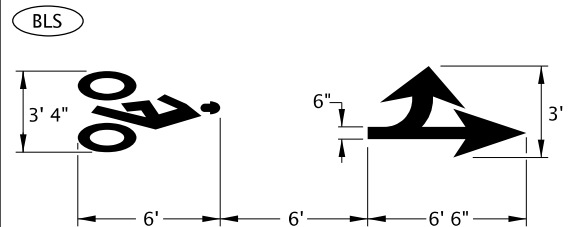
BIKE LANE STANDARD STENCIL (white)
Center marking within lane width
For proportion details, see current version of Standard Highway Signs



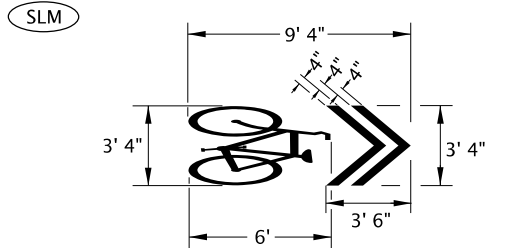
BIKE LEFT TURN STENCIL (white)
Center marking within lane width
For proportion details, see current version of Standard Highway Signs



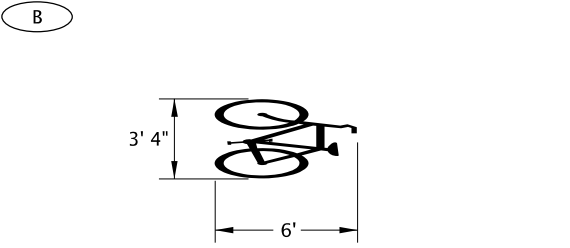
BIKE RIGHT TURN STRAIGHT STENCIL (white)
Center marking within lane width
For proportion details, see current version of Standard Highway Signs



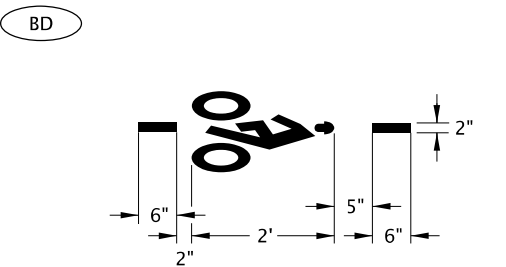
BIKE LEFT TURN STRAIGHT STENCIL (white)
Center marking within lane width
For proportion details, see current version of Standard Highway Signs



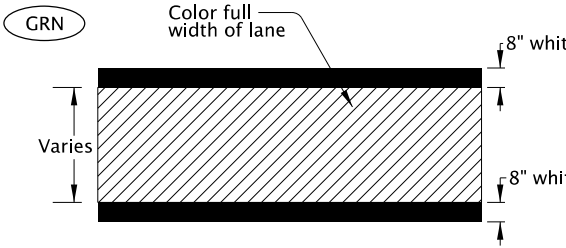
SHARED LANE MARKING (white)
Center marking within lane width or as shown
For proportion details, see current version of Standard Highway Signs



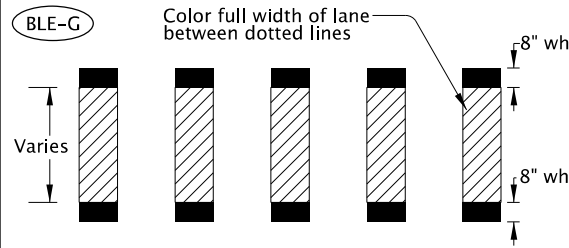
BIKE STENCIL (white)
Used for Intersection Bicycle Box applications
Place marking within bicycle box, centered with motor vehicle lane width



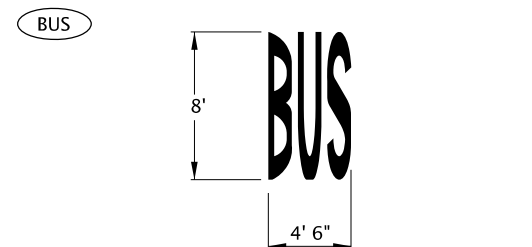
BICYCLE DETECTOR MARKING (white)
Place Bicycle Detector Pavement Marking in optimum location
where bicycle acuates the traffic signal



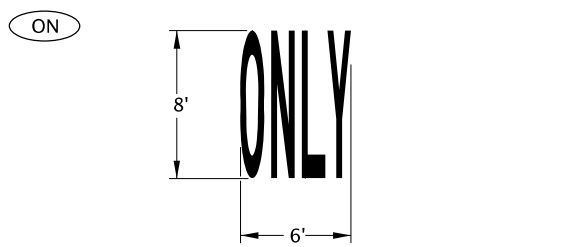
**GREEN SUPPLEMENTAL BICYCLE LANE
SOLID LINE (green)**



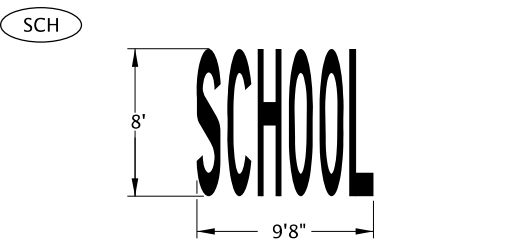
**GREEN SUPPLEMENTAL BICYCLE LANE
DOTTED LINE EXTENSION (green)**



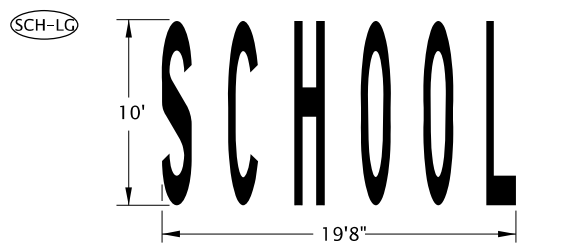
BUS (white)
Center marking within lane width
For letter proportion details, see current version of Standard Highway Signs



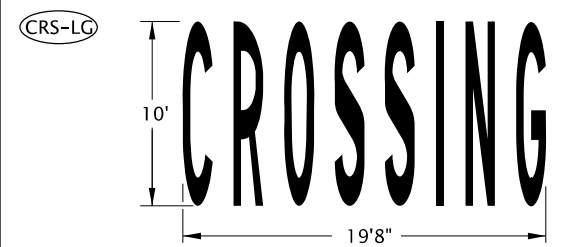
ONLY (white)
Center marking within lane width
For letter proportion details, see current version of Standard Highway Signs



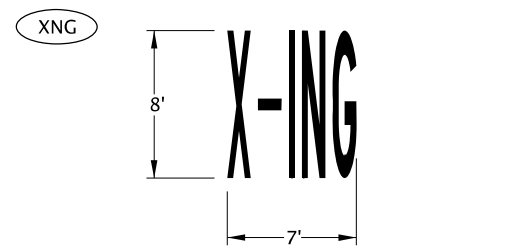
SCHOOL (white)
Center marking within lane width
For letter proportion details, see current version of Standard Highway Signs



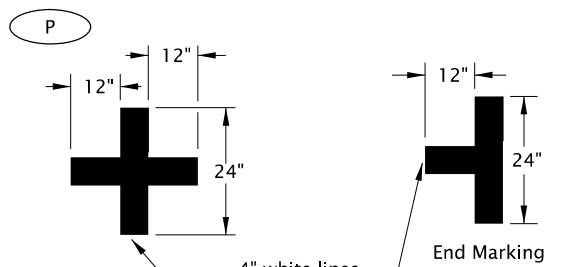
SCHOOL - LARGE (white)
Center marking within width of two lanes
For letter proportion details, see current version of Standard Highway Signs



CROSSING - LARGE (white)
Center marking within width of two lanes
For letter proportion details, see current version of Standard Highway Signs



X-ING (white)
Center marking within lane width
For letter proportion details, see current version of Standard Highway Signs



ON-STREET PARKING DETAIL (white)

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

LEGEND



CALC. BOOK NO. _ _ _ _ _ N/A _ _ _ _ _

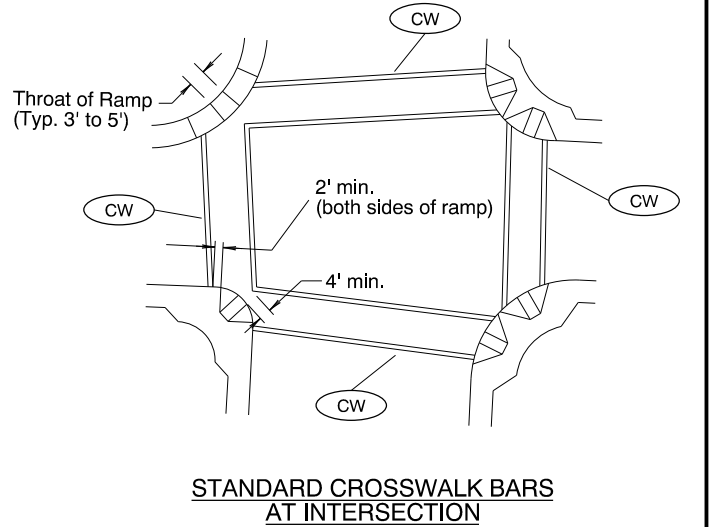
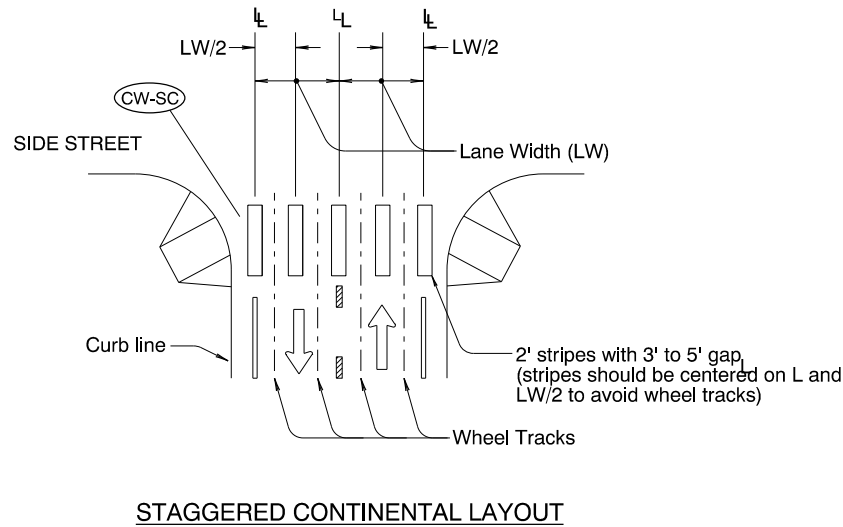
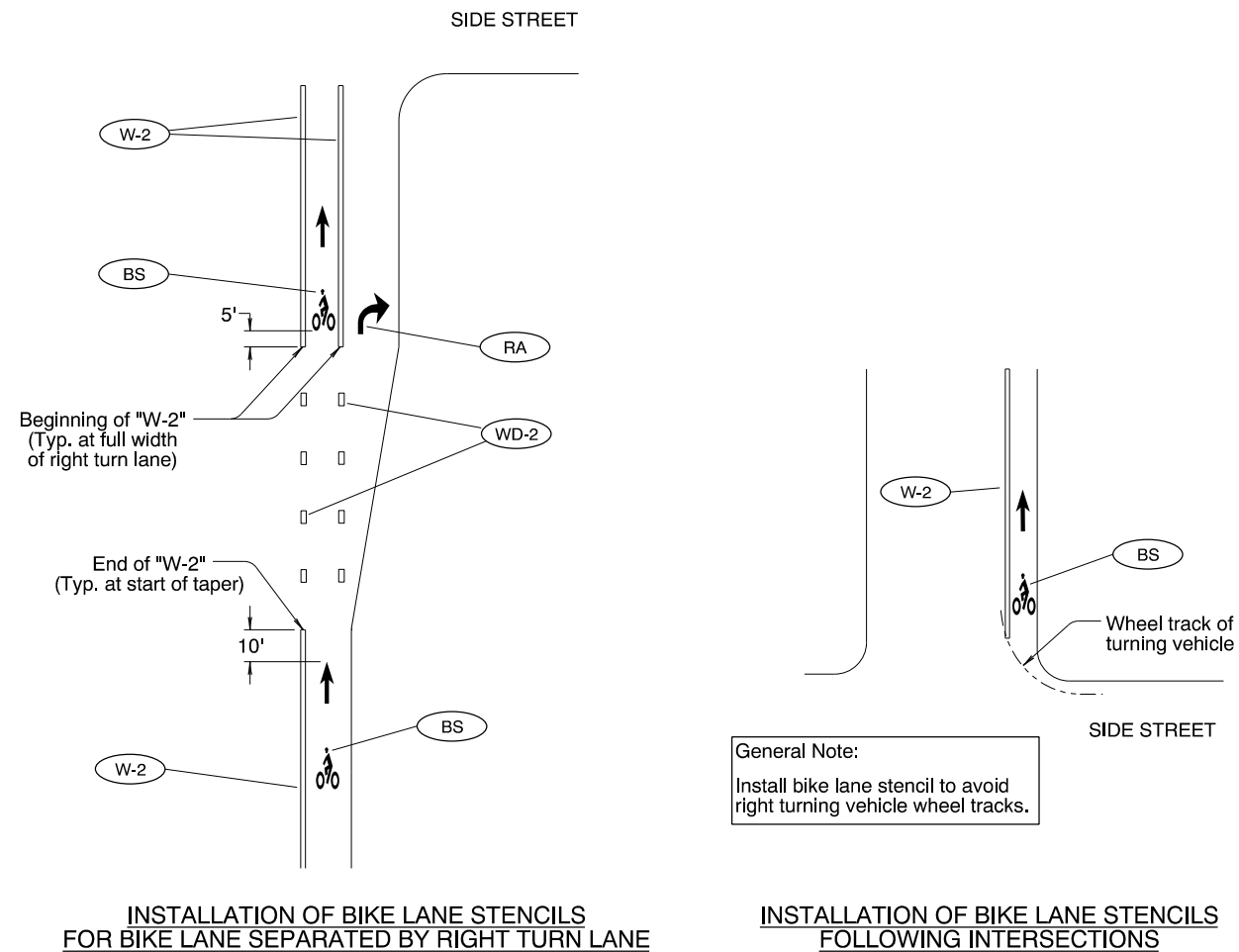
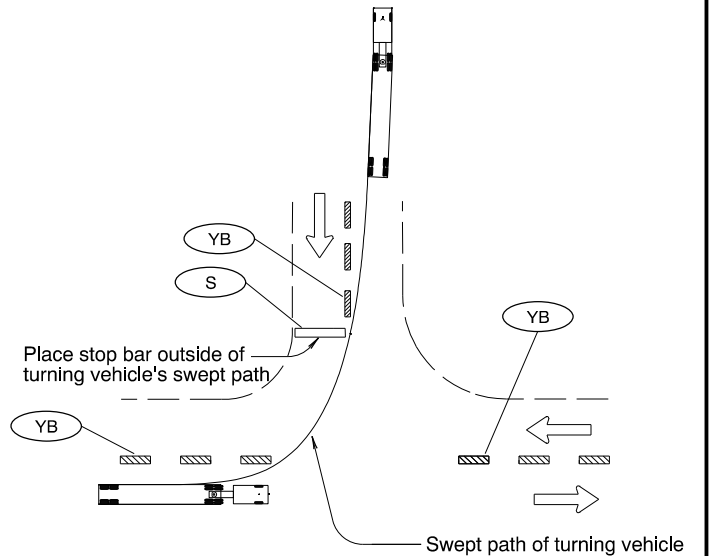
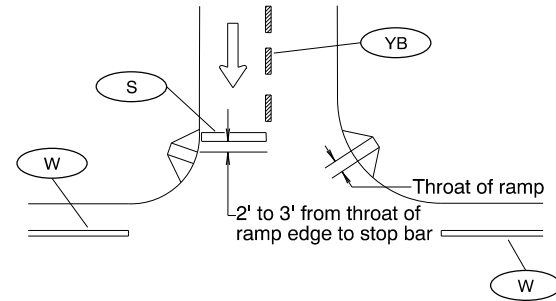
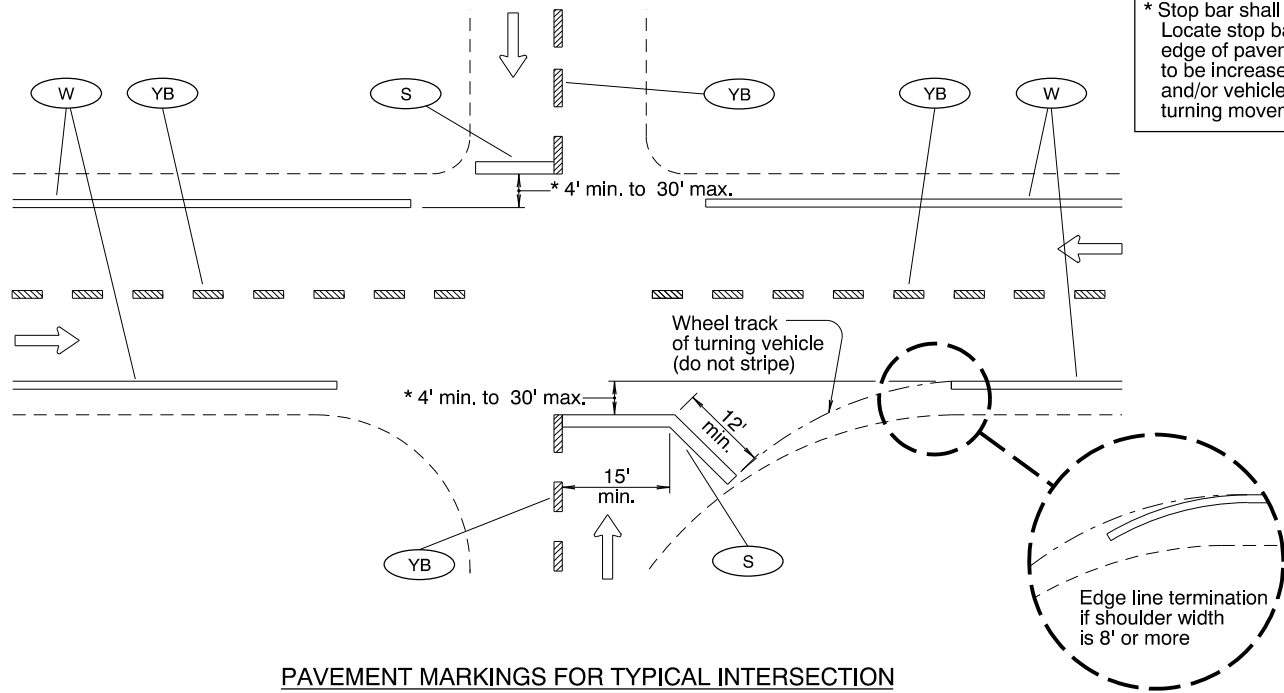
SDR DATE _ _ _ _ _ 01/03/2020 _ _ _ _ _

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

OREGON STANDARD DRAWINGS
PAVEMENT MARKING
STANDARD DETAIL BLOCKS

2021

DATE	REVISION	DESCRIPTION



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

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

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

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

TAPER TYPES & FORMULAS	
TAPER	FORMULA
Merging (Lane Closure)	"L"
Shifting	"L"/2 or ½"L"
Shoulder Closure	"L"/3 or ⅓"L"
Flagging (See Drg. TM850)	50' – 100'
Downstream (Termination)	Varies (See Drawings)

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

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

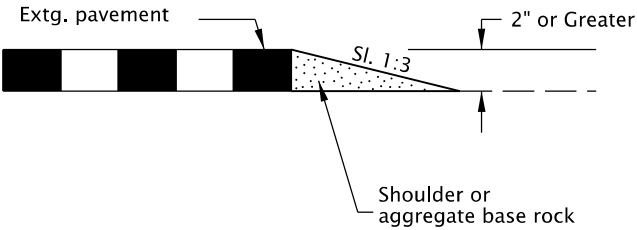
MINIMUM LENGTHS TABLE					
"L" VALUE FOR TAPERS (ft)					BUFFER "B" (ft)
★ SPEED (mph)	W = Lane or Shoulder Width being closed or shifted				
	W ≤ 10	W = 12	W = 14	W = 16	
25	105	125	145	165	75
30	150	180	210	240	100
35	205	245	285	325	125
40	265	320	375	430	150
45	450	540	630	720	180
50	500	600	700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

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

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

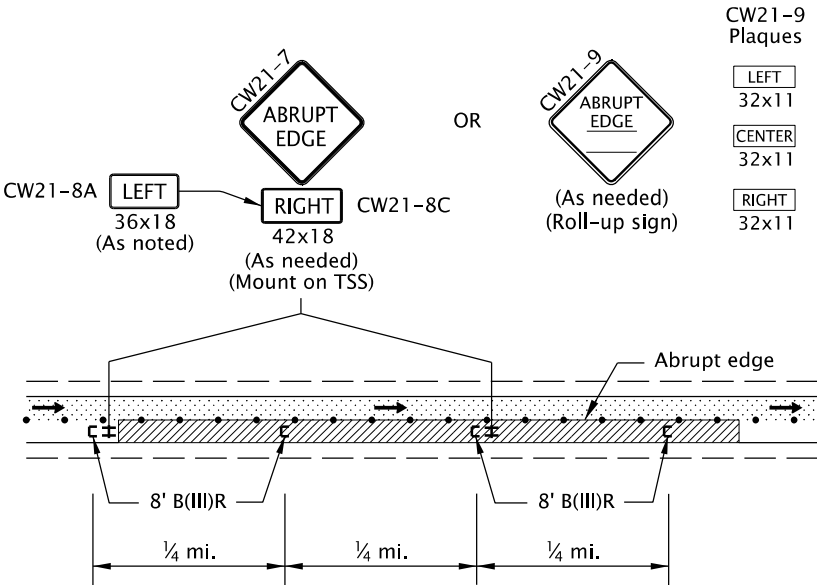
- NOTES:
- Place traffic control devices on 10 ft. spacing for intersection and access radii.
 - When necessary, sign spacing may be adjusted to fit site conditions. Limit spacing adjustments to 30% of the "A" dimension for all speeds.

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



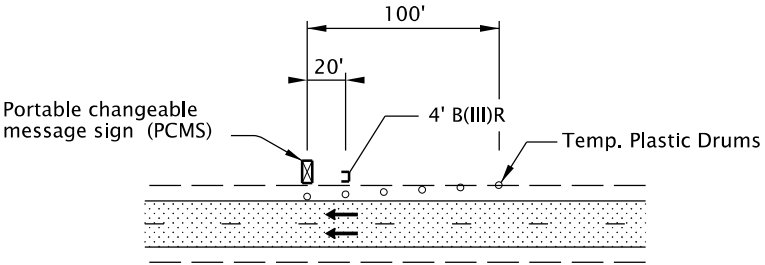
EXCAVATION ABRUPT EDGE

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



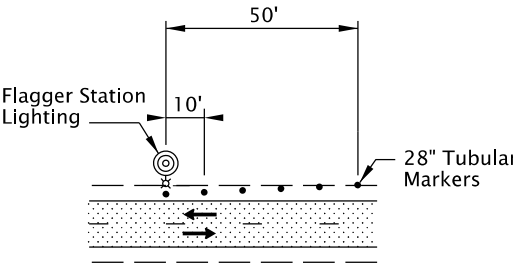
TYPICAL ABRUPT EDGE DELINEATION

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



PORTABLE CHANGEABLE MESSAGE SIGN (PCMS) INSTALLATION

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

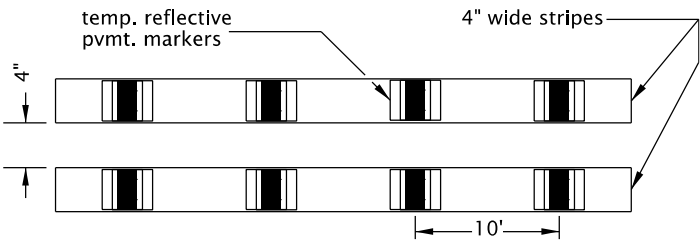


FLAGGER STATION LIGHTING DELINEATION

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

CALC. BOOK NO. _ _ _ _ TM09-01 _ _ _ _ SDR DATE _ _ _ _ 04-JAN-2022 _ _ _ _

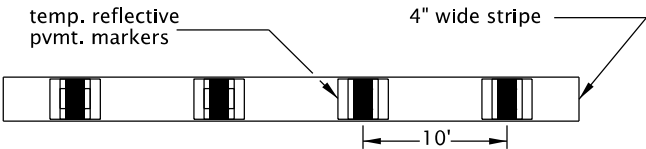
<i>The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user and should not be used without consulting a Registered Professional Engineer.</i>		NOTE: All material and workmanship shall be in accordance with the current Oregon Standard Specifications	
		OREGON STANDARD DRAWINGS	
		TABLES, ABRUPT EDGE AND PCMS DETAILS	
		2021	
DATE		REVISION	DESCRIPTION



LAYOUT "A"
(Supplemented double solid lines)

TYPICAL APPLICATIONS:

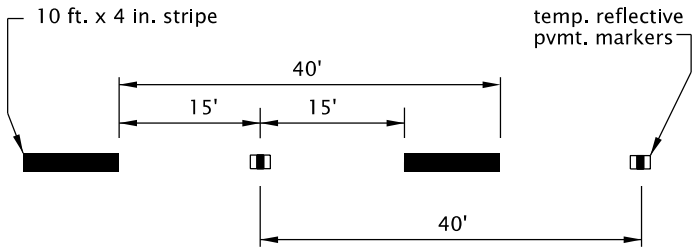
- To prohibit lane changes or passing (include appropriate regulatory signs).
- Freeway or multilane shifts and crossovers.
- For projects in place through winter months.
- Two-lane, two-way centerlines.



LAYOUT "B"
(Supplemented solid line)

TYPICAL APPLICATIONS:

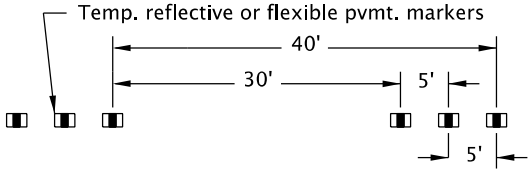
- Alignment shifts or crossovers.
- To discourage lane changes in multilane sections.
- For projects in place through winter months.



LAYOUT "C"
(Supplemented broken lines)

TYPICAL APPLICATIONS:

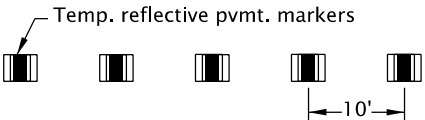
- Freeway and multilane broken lines.
- High ADT 2 lane roads (greater than 10,000).
- For projects in place through winter months.



LAYOUT "D"
(Simulated broken lines)

TYPICAL APPLICATIONS:

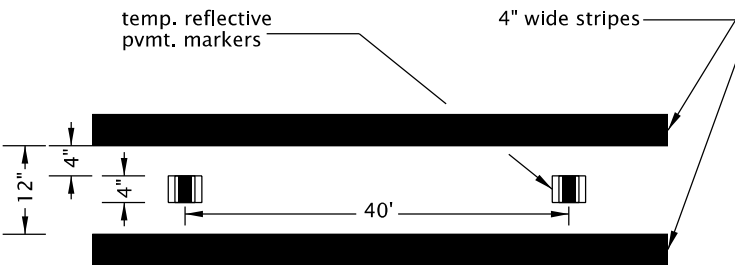
- During staging on finished/existing surfaces.
- HMAC intermediate surfaces.
- Emulsified asphalt surface treatments (chip seals) where permanent pavement markings cannot be placed within two weeks.



LAYOUT "E"
(Simulated Solid Lines)

TYPICAL APPLICATIONS:

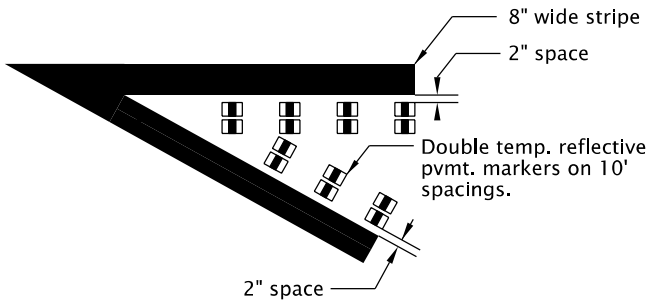
- Alignment shifts or crossovers.
- To discourage lane changes in multilane sections.
- Edge lines for short durations, less than 14 days.



LAYOUT "F"
(Supplemented wide double solid lines)

TYPICAL APPLICATIONS:

- To prohibit lane changes or passing (include appropriate regulatory signs).
- 2 lane, 2 way centerlines.
- 2 lane, 1 way alignments on freeways or multi-lane highways.



LAYOUT "G"
(Supplemented solid 8" line)

TYPICAL APPLICATIONS:

- Gore areas
- Alignment splits (bifurcations)

GENERAL NOTES FOR ALL DETAILS:

- When using Supplemented or Simulated lines:
 1. Yellow Bi-Directional Pavement Markers are required for Two-Way Traffic.
 2. White Mono-Directional Pavement Markers are required for one-way traffic or edge lines.
- Supplemented lines are painted lines enhanced with Reflective Pavement Markers.
- Simulated lines are Reflective Pavement Markers placed in a pattern to substitute for a painted line.
- Pavement marking colors shall conform to the MUTCD.

CALC. BOOK NO. _ _ _ _ _ N/A _ _ _ _ _

SDR DATE _ _ _ _ _ 01-JUL-2020 _ _ _ _ _

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

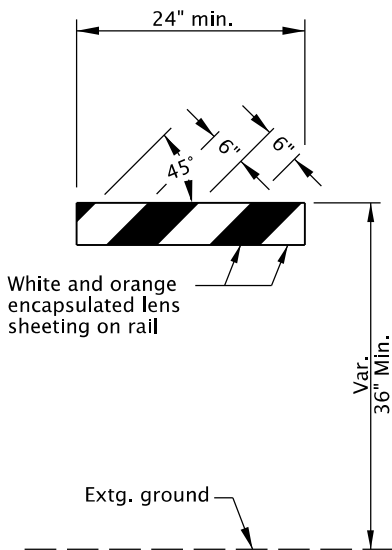
OREGON STANDARD DRAWINGS

TEMPORARY PAVEMENT MARKINGS

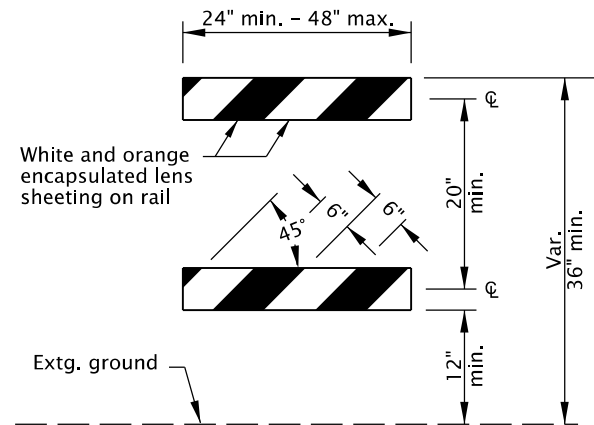
2021

DATE	REVISION	DESCRIPTION

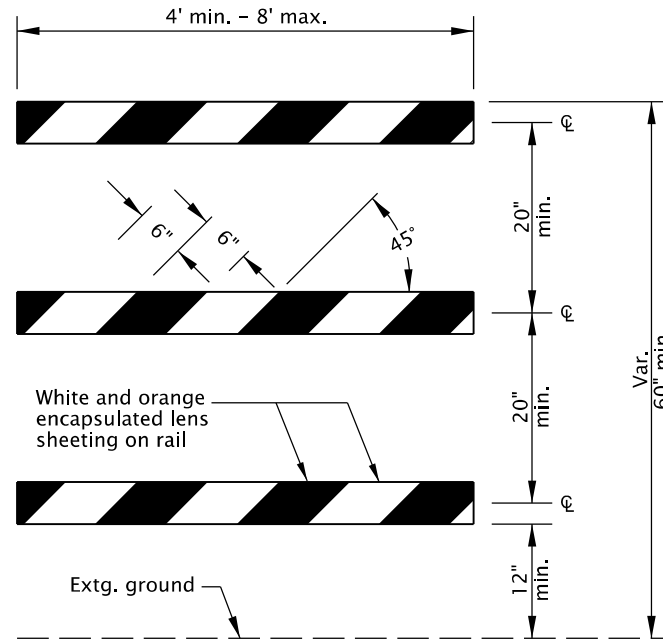
The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user and should not be used without consulting a Registered Professional Engineer.



TYPE I



TYPE II



TYPE III

BARRICADE RAIL LAYOUT

GENERAL NOTES FOR ALL DETAILS:

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

NOTES:

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

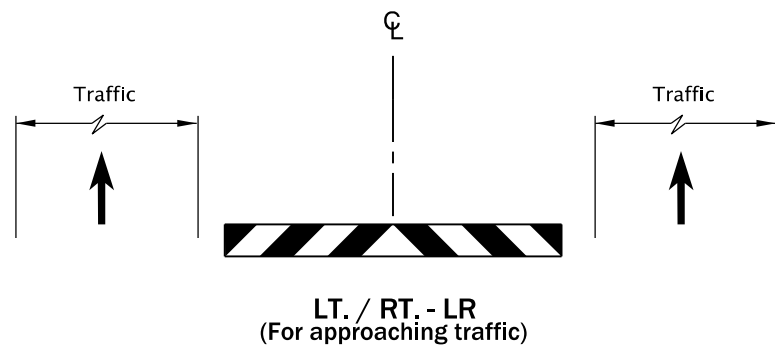
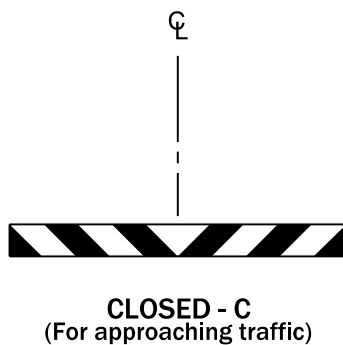
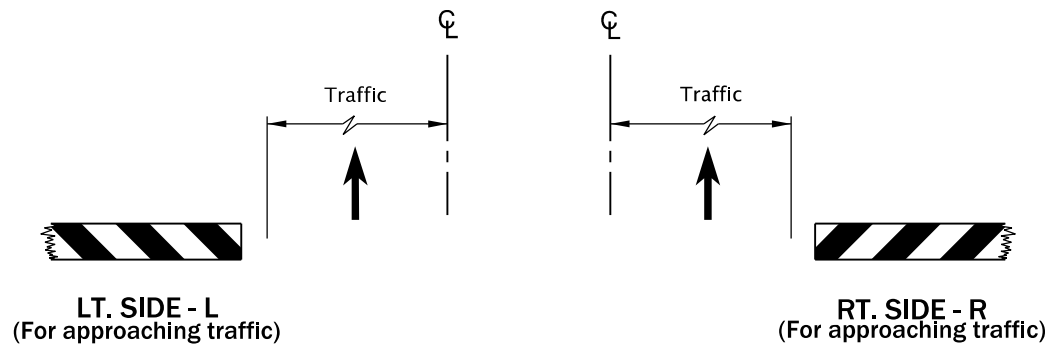
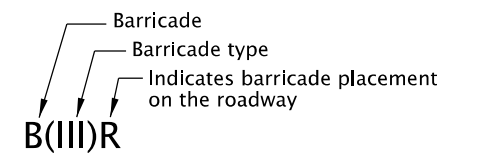


DIAGRAM FOR BARRICADE PLACEMENT AND SLOPE MARKING

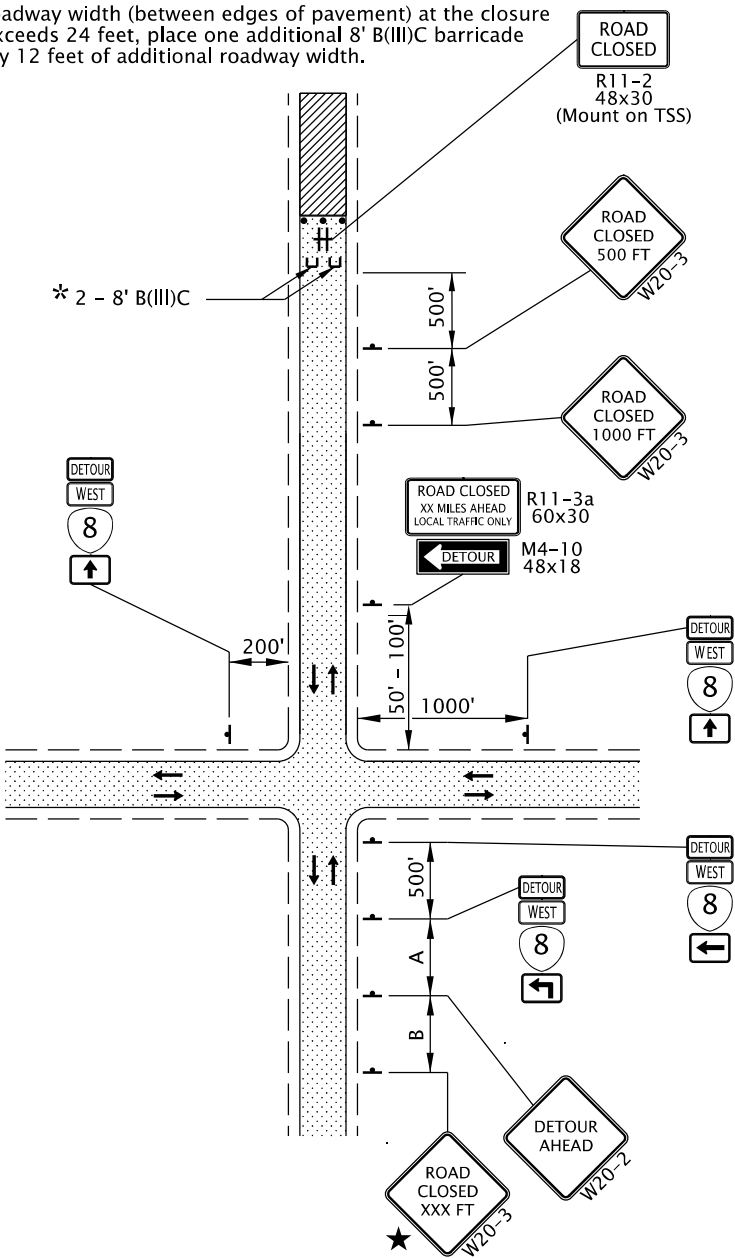


BARRICADE NOTATION

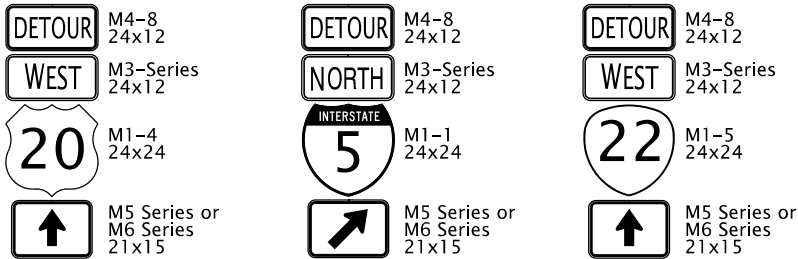
CALC. BOOK NO. _ _ _ _ _ N/A _ _ _ _ _		SDR DATE _ _ _ _ _ 01-JUL-2020 _ _ _ _ _	
<i>The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user and should not be used without consulting a Registered Professional Engineer.</i>		NOTE: All material and workmanship shall be in accordance with the current Oregon Standard Specifications	
		OREGON STANDARD DRAWINGS	
		TEMPORARY BARRICADES	
		2021	
		DATE	REVISION DESCRIPTION

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

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

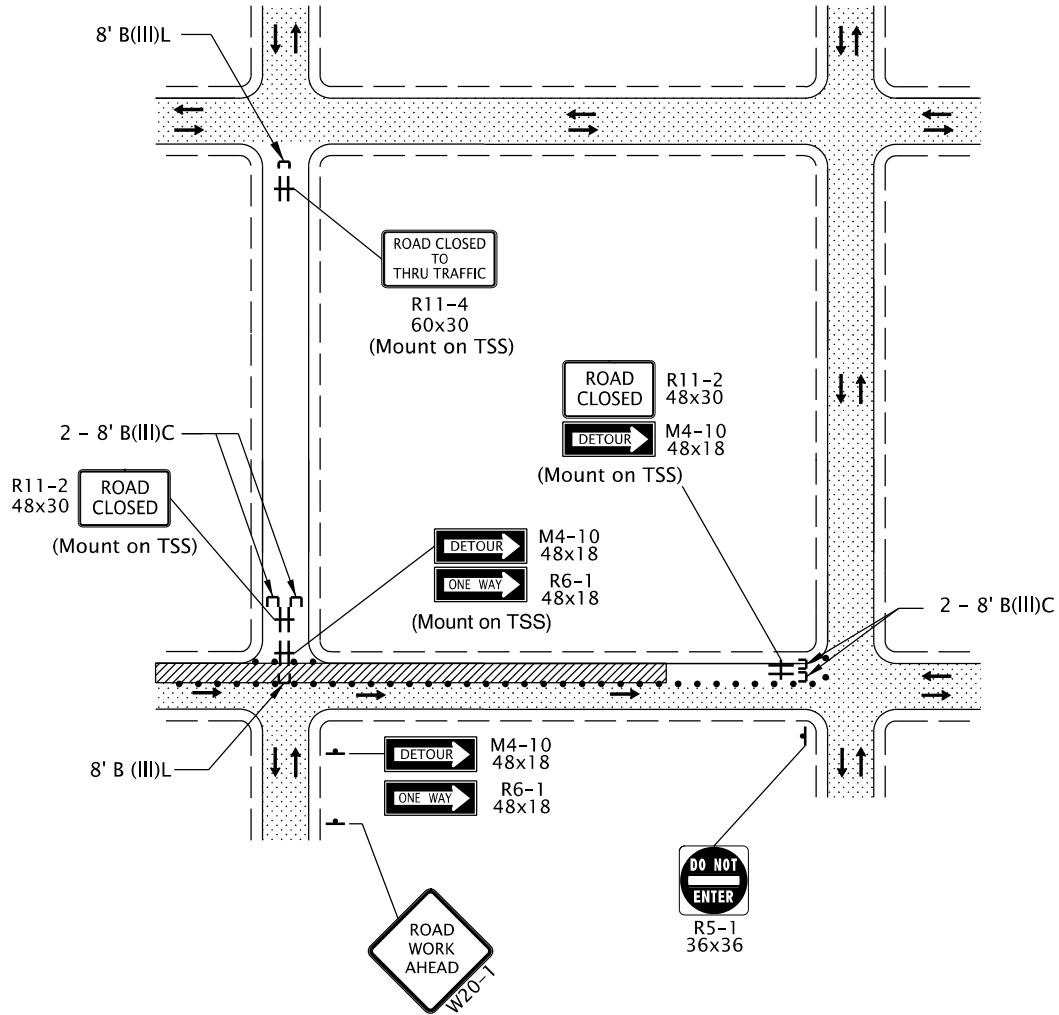


TYPICAL ROAD CLOSURE WITH DETOUR



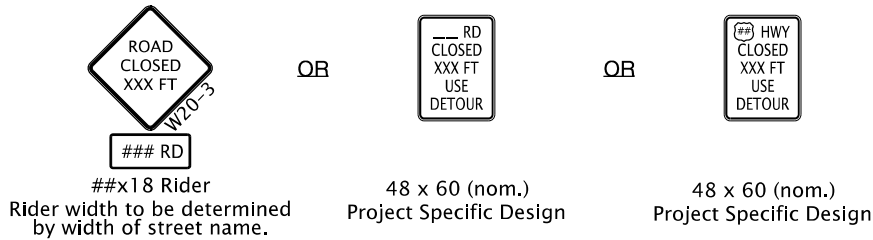
NOTE:
• When detour routes overlap, each Route Shield will include a separate cardinal direction, detour, and directional arrow auxiliary sign assembly.

TYPICAL TRAILBLAZER ASSEMBLY

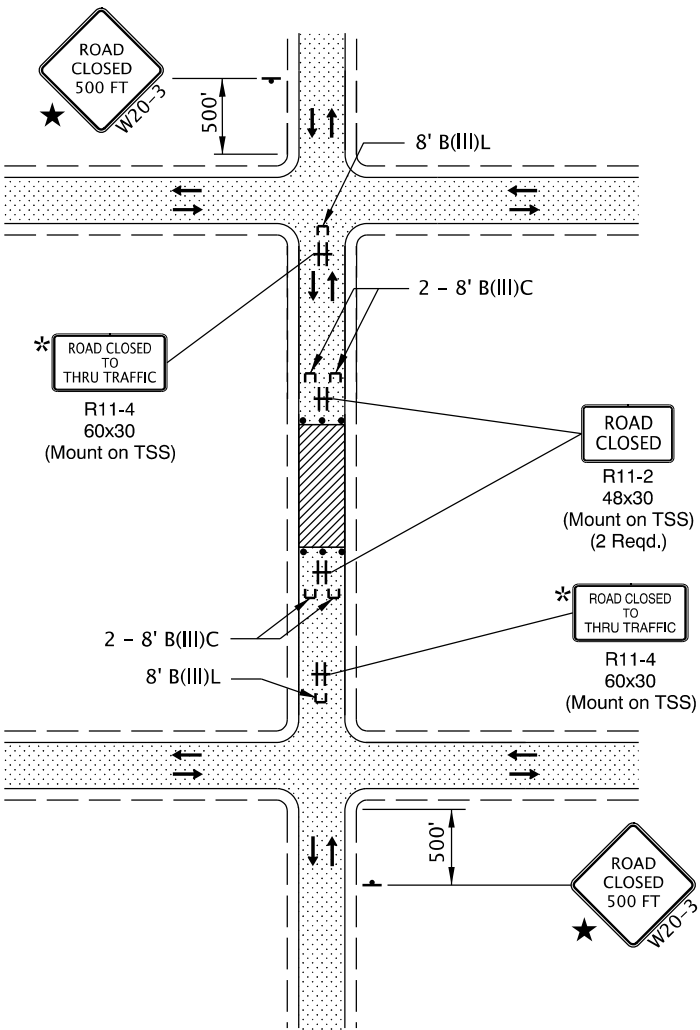


TYPICAL PARTIAL ROAD CLOSURE

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



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



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

TYPICAL ROAD CLOSURE

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

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

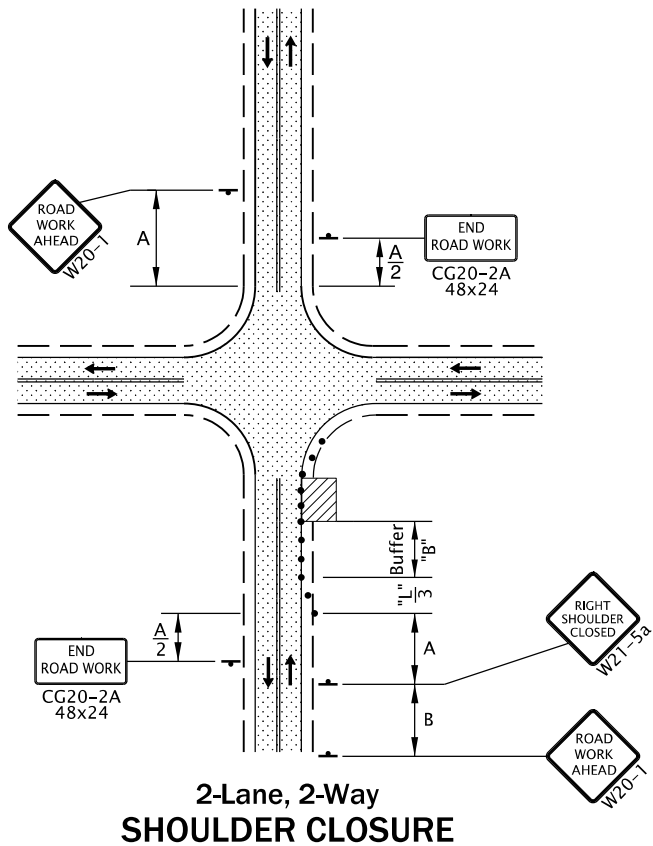
OREGON STANDARD DRAWINGS

CLOSURE DETAILS

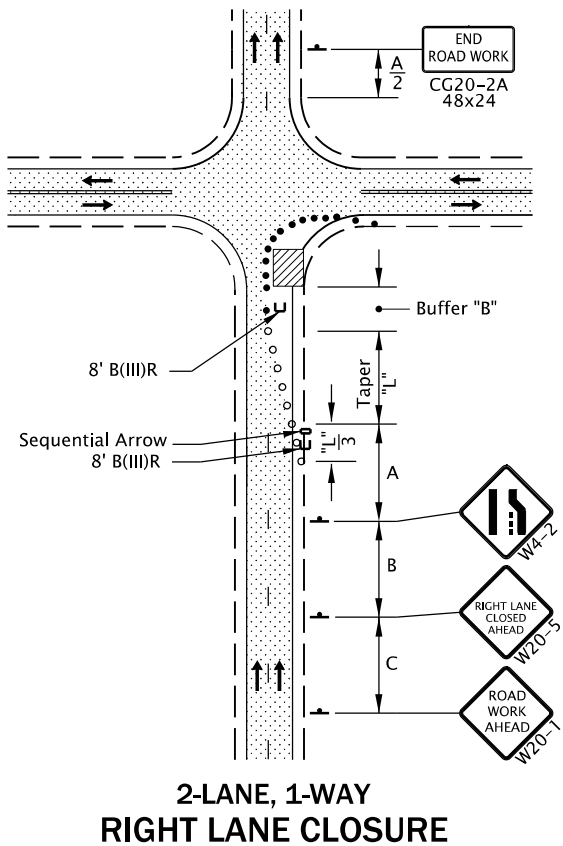
2021

DATE	REVISION	DESCRIPTION

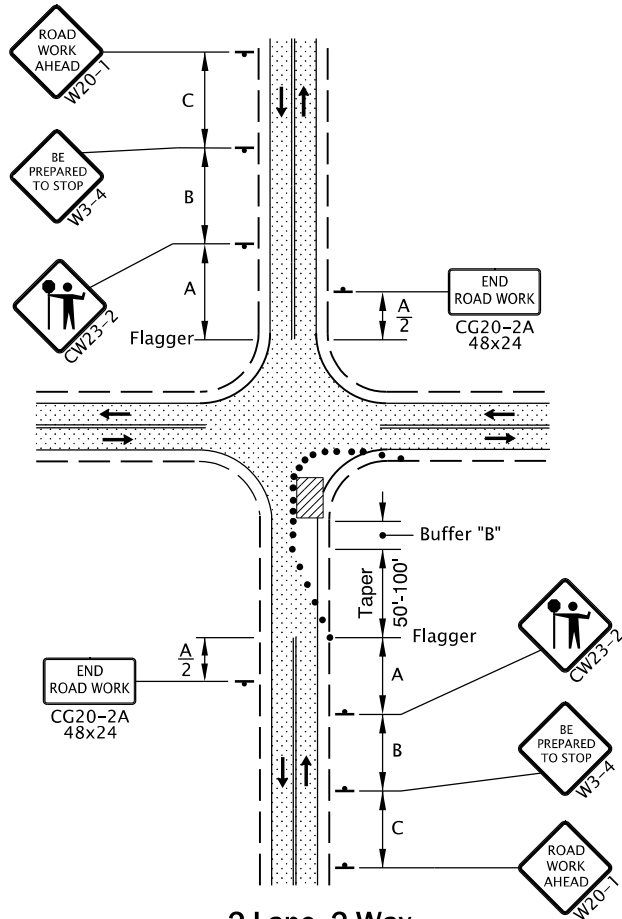
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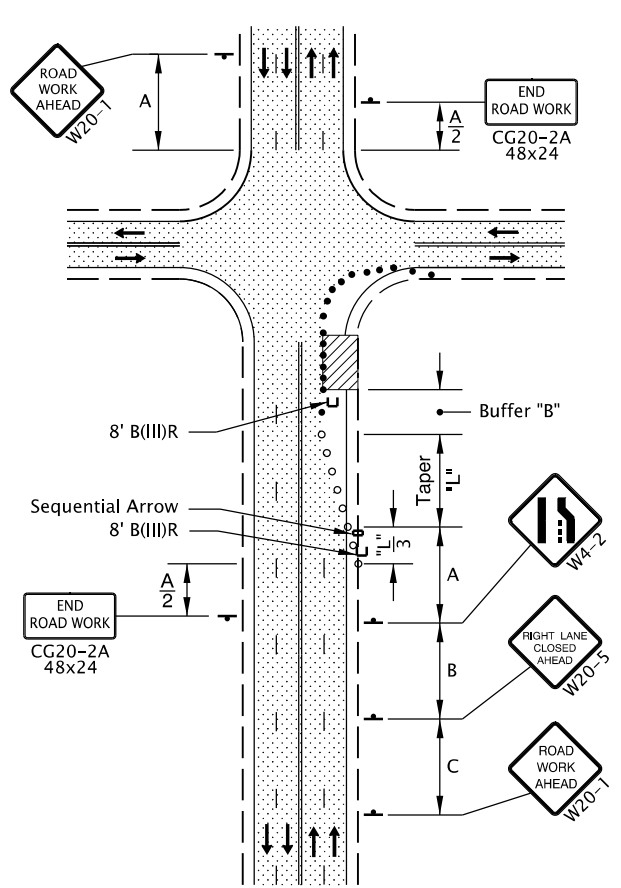
2-Lane, 2-Way
SHOULDER CLOSURE



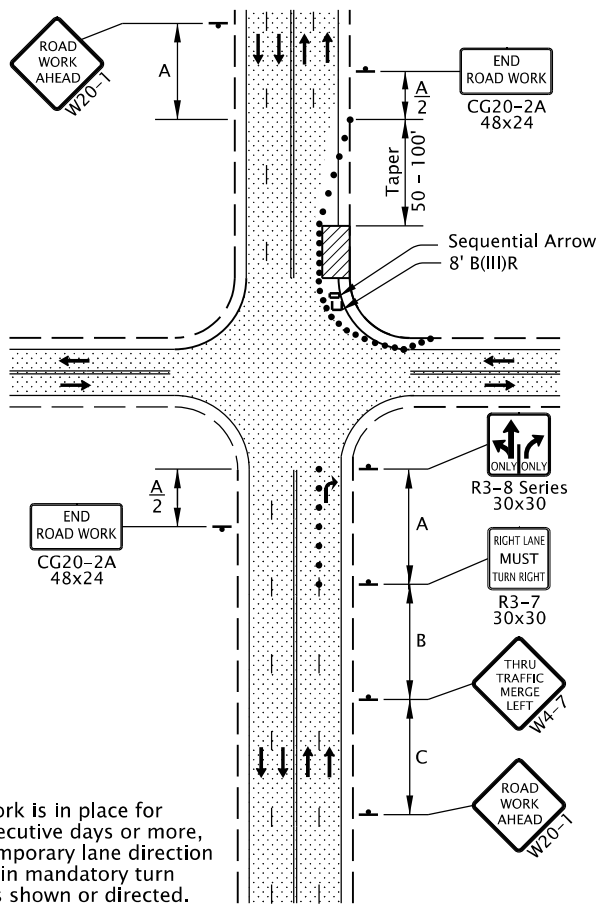
2-LANE, 1-WAY
RIGHT LANE CLOSURE



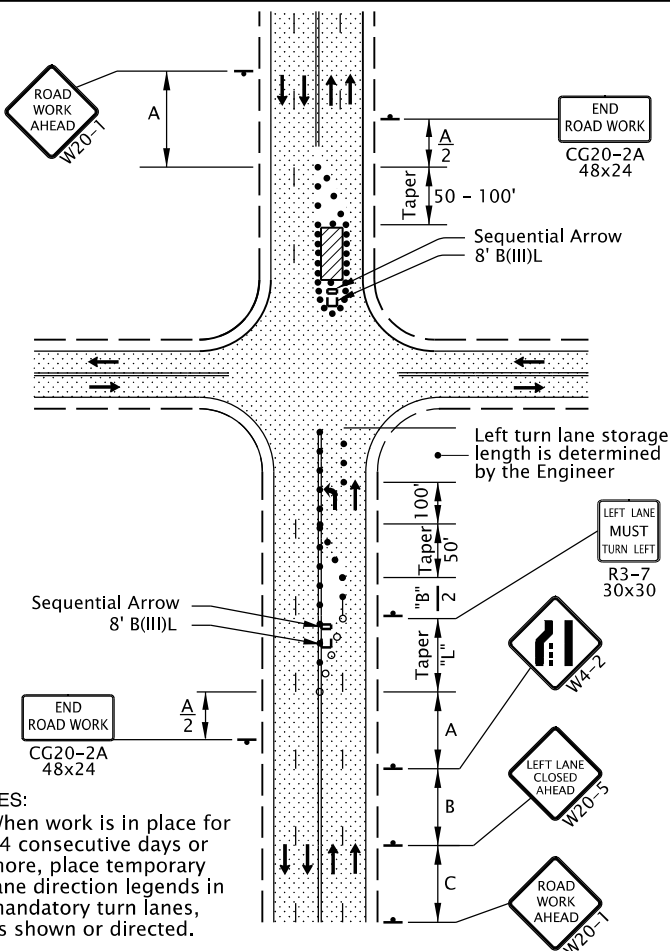
2-Lane, 2-Way
ONE LANE CLOSURE



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



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



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

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

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

GENERAL NOTES FOR ALL DETAILS:

- Additional Traffic Control Measures (TCM) may be required for all legs of the intersection.
- The "FLAGGER" (CW23-2) symbol sign shall be used only in conjunction with the "BE PREPARED TO STOP" (W3-4) sign.
- To determine Taper Length ("L") and Buffer Length ("B"), use the "MINIMUM LENGTHS TABLE" on Dwg. TM800.
- For left lane or shoulder work, place TCD to close left lane or shoulder. Use "LEFT LANE CLOSED AHEAD" (W20-5) sign, "LEFT LANE ENDS" (W4-2L) symbol sign, or "LEFT SHOULDER CLOSED" (W21-5a) sign, where applicable.
- To determine sign spacing A, B, and C, use "TRAFFIC CONTROL DEVICES (TCD) SPACING TABLE" on Dwg. TM800.
- When a through road intersects within the work zone, place a "ROAD WORK AHEAD" (W20-1) sign in advance of the intersection at sign spacing A.
- Tubular markers may be used in lane closure tapers where posted speed is 40 mph or less.
- Where shoulder width is limited, Sequential Arrow may be placed within the lane closure taper.
- Place channelizing devices around intersection radii, business accesses and driveways at 10' spacing.
- Install a "BICYCLES ON ROADWAY" (CW11-1) sign in advance of the closure when a bike lane is closed, or when the shoulder is closed and bikes are expected.
- To be accompanied by Dwg. Nos. TM820, TM821 & TM840.

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

- UNDER TRAFFIC
- UNDER CONSTRUCTION

CALC. BOOK NO. _____ N/A _____

SDR DATE _____ 01-JUL-2020 _____

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

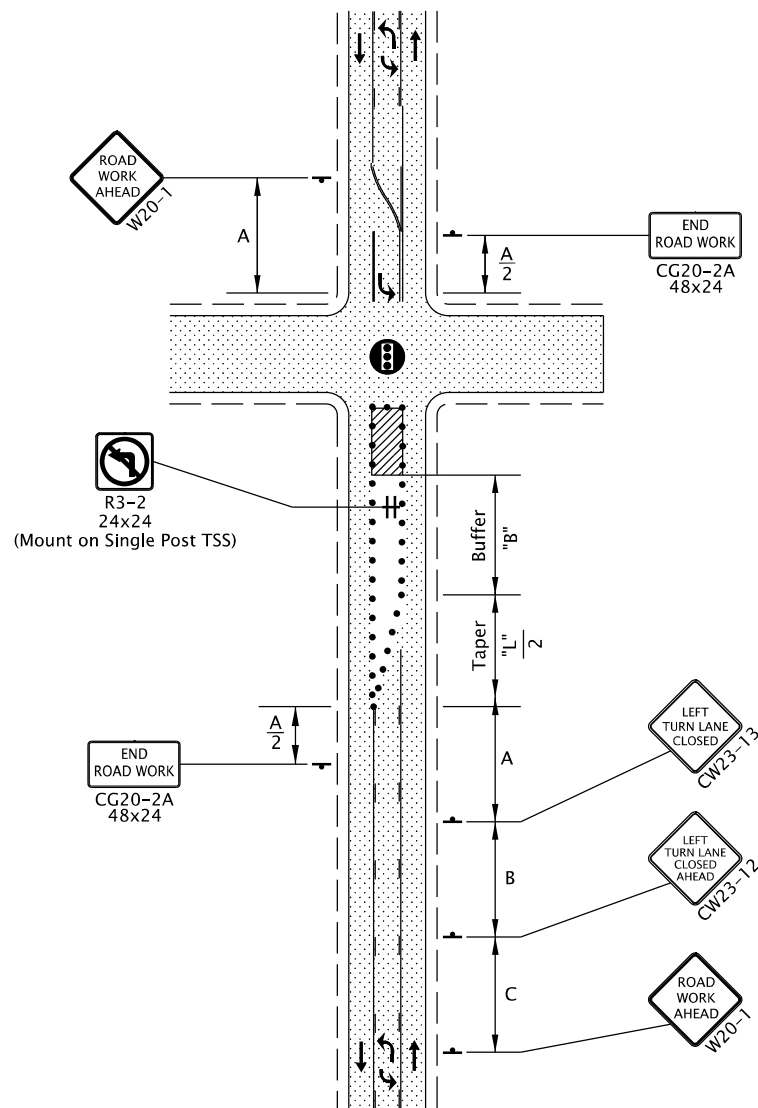
OREGON STANDARD DRAWINGS

INTERSECTION WORK ZONE DETAILS

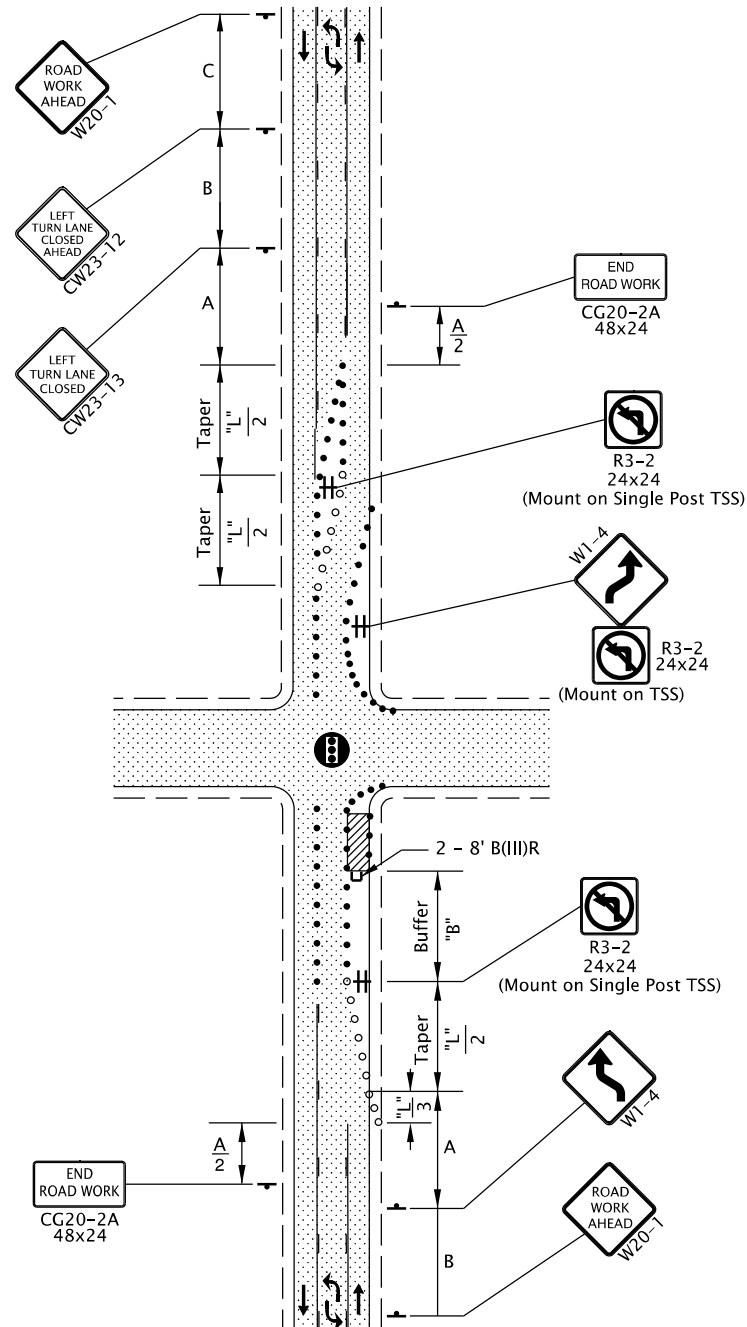
2021

DATE	REVISION	DESCRIPTION

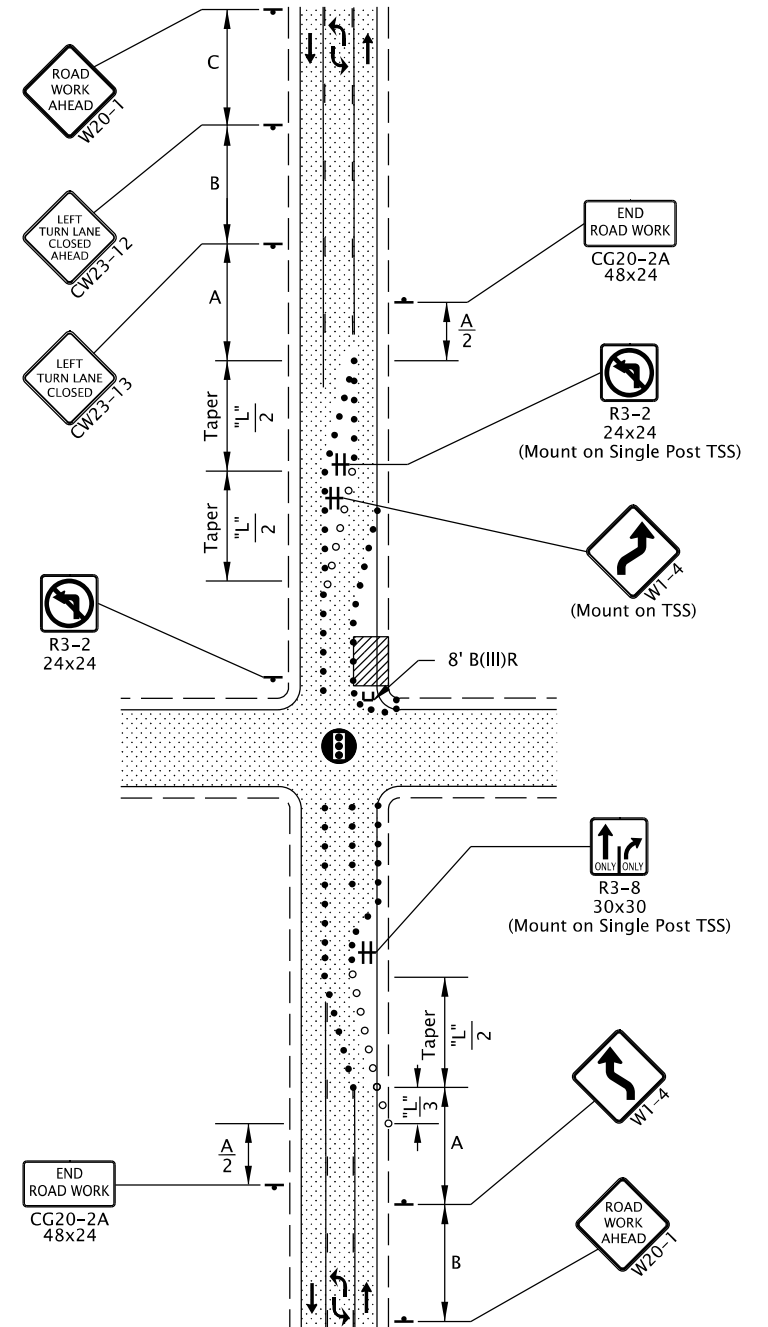
The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user and should not be used without consulting a Registered Professional Engineer.



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 ____

SDR DATE ____ 01-JUL-2020 ____

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

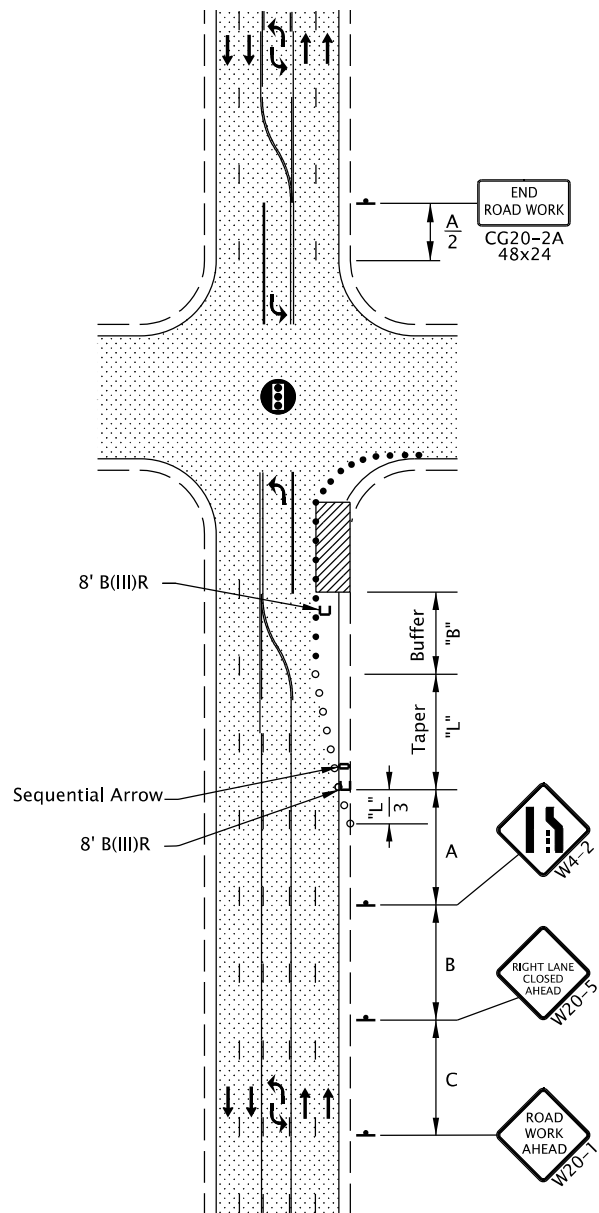
OREGON STANDARD DRAWINGS

SIGNALIZED INTERSECTION DETAILS

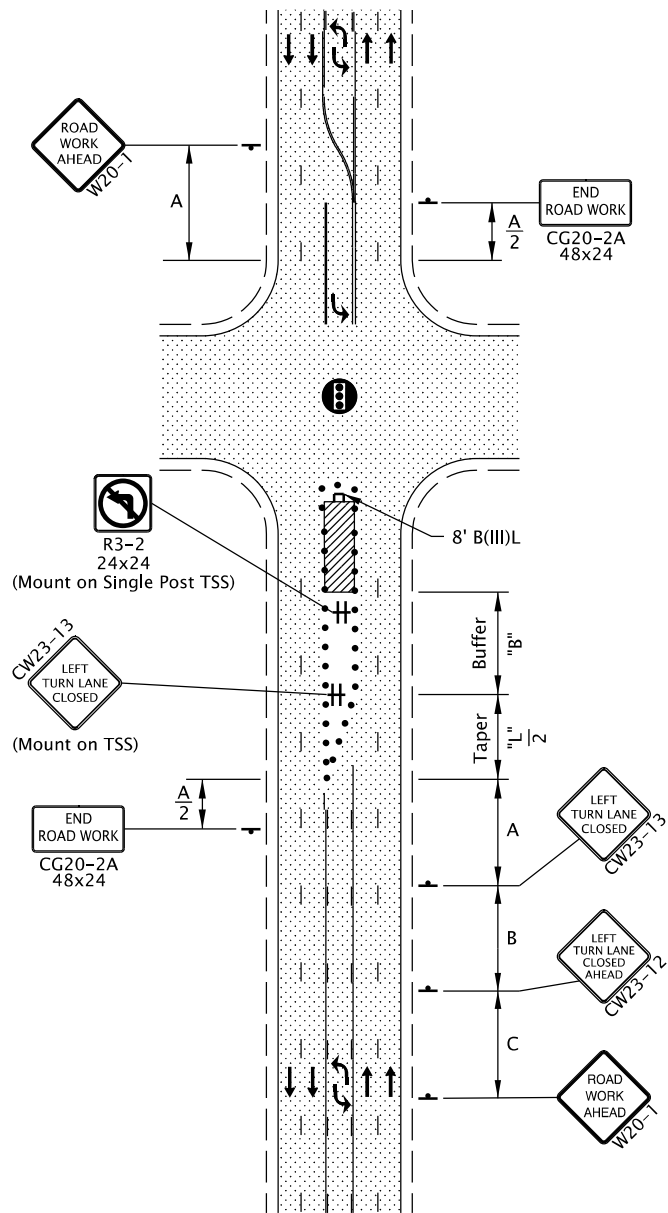
2021

DATE	REVISION	DESCRIPTION

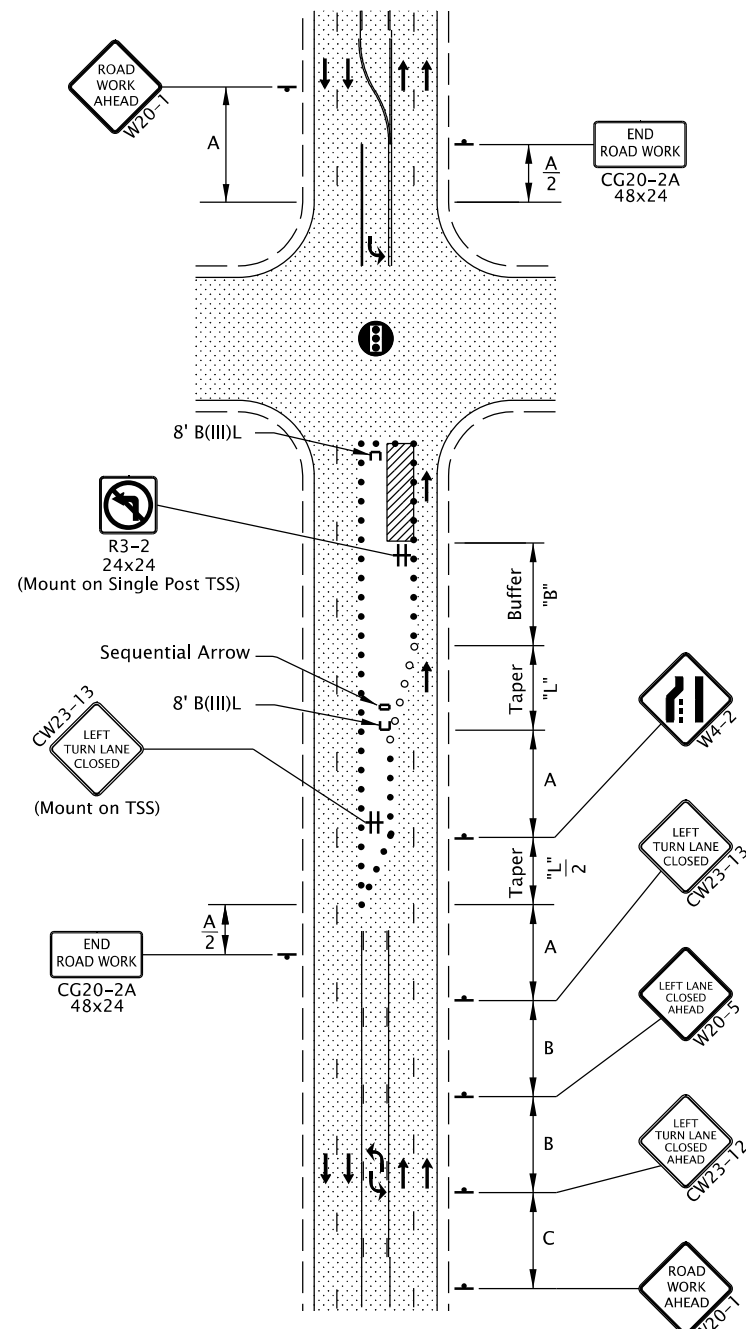
The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user and should not be used without consulting a Registered Professional Engineer.



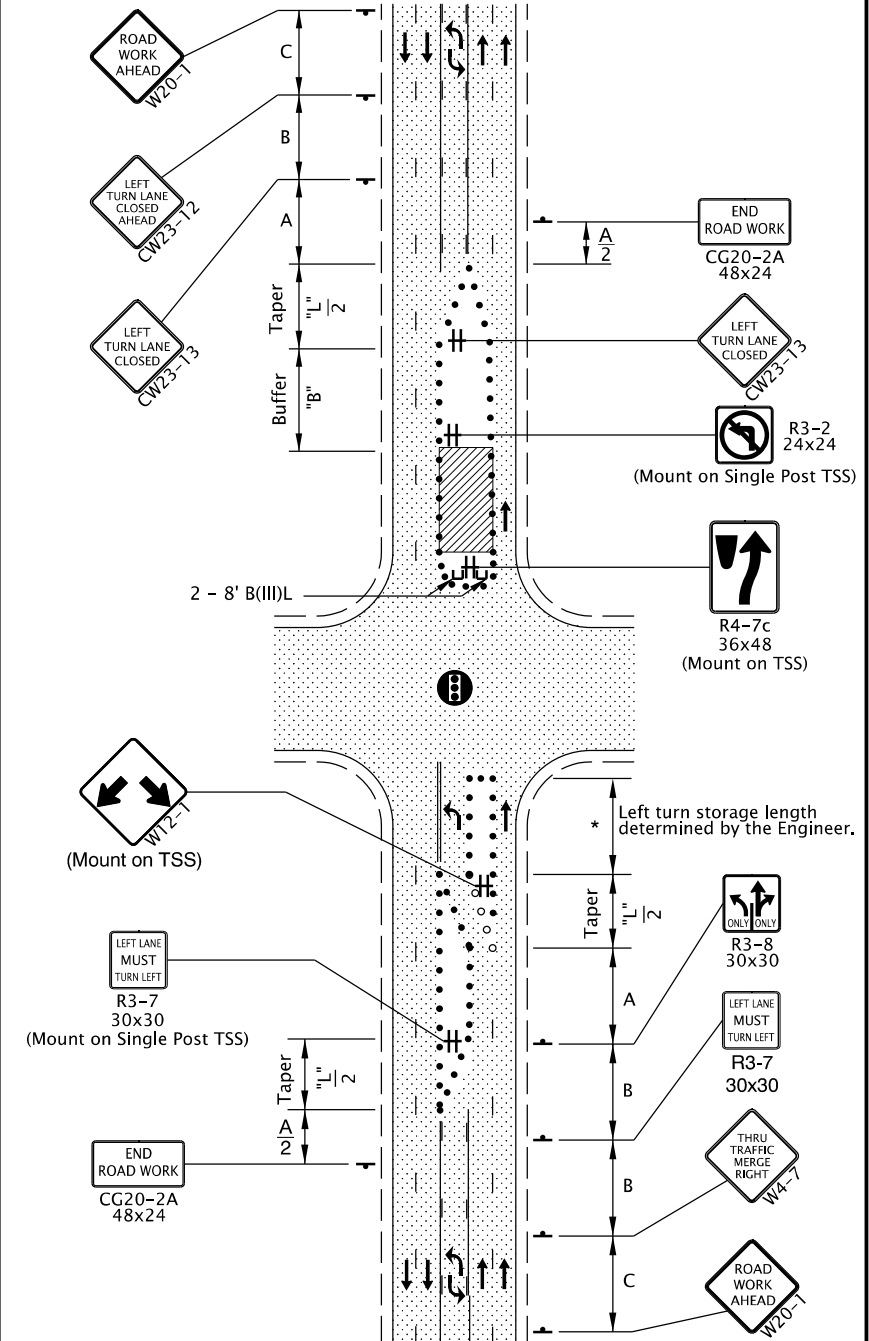
4-Lane, 2-Way Roadway With Left Turn Median
RIGHT LANE CLOSURE



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



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



4-Lane, 2-Way Roadway With Left Turn Median
LEFT TURN MEDIAN & LEFT 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.
- 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.
- Tubular markers may be used in lane closure tapers where the posted speed is 40 mph or less.
- Taper Length of "L" for the 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 high number of accesses within the work zone.
- 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.
- Signal timing adjustments determined by the 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 _ _ _ _

SDR DATE _ _ _ _ 01-JUL-2020 _ _ _ _

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

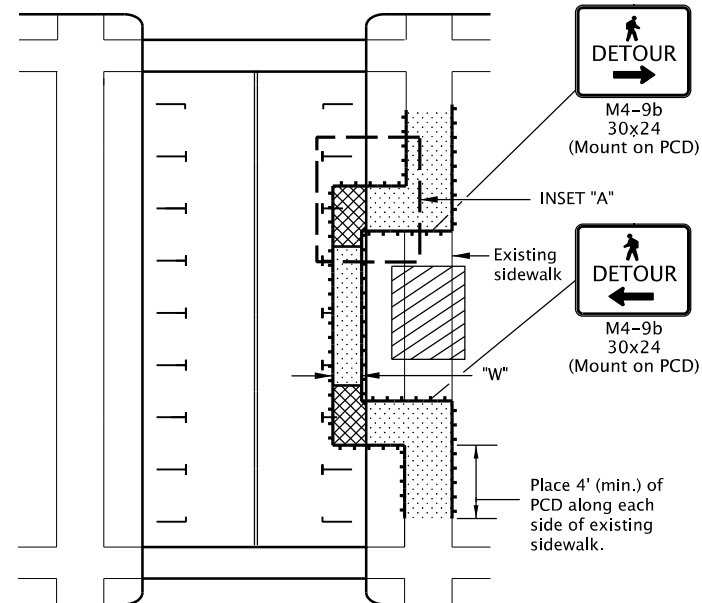
OREGON STANDARD DRAWINGS

MULTI-LANE SIGNALIZED INTERSECTION DETAILS

2021

DATE	REVISION	DESCRIPTION

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



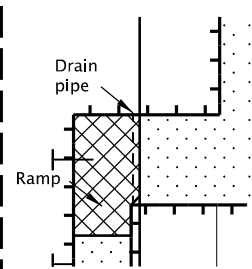
Within Roadway SIDEWALK DIVERSION

NOTES:

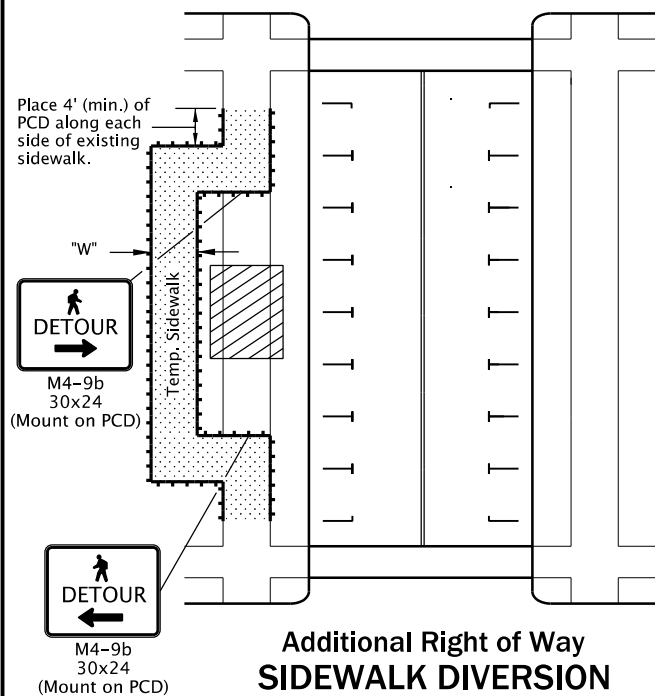
- Place or construct temp. sidewalk ramp, as needed.
- For roadways with a pre-construction posted speed of 40 mph or less.
- See inset "A" for Temp. Sidewalk Ramp details.
- "W" = 60", or, where 60" width cannot be maintained through the entire route, provide 48" min. width with 60" x 60" passing spaces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

NOTES:

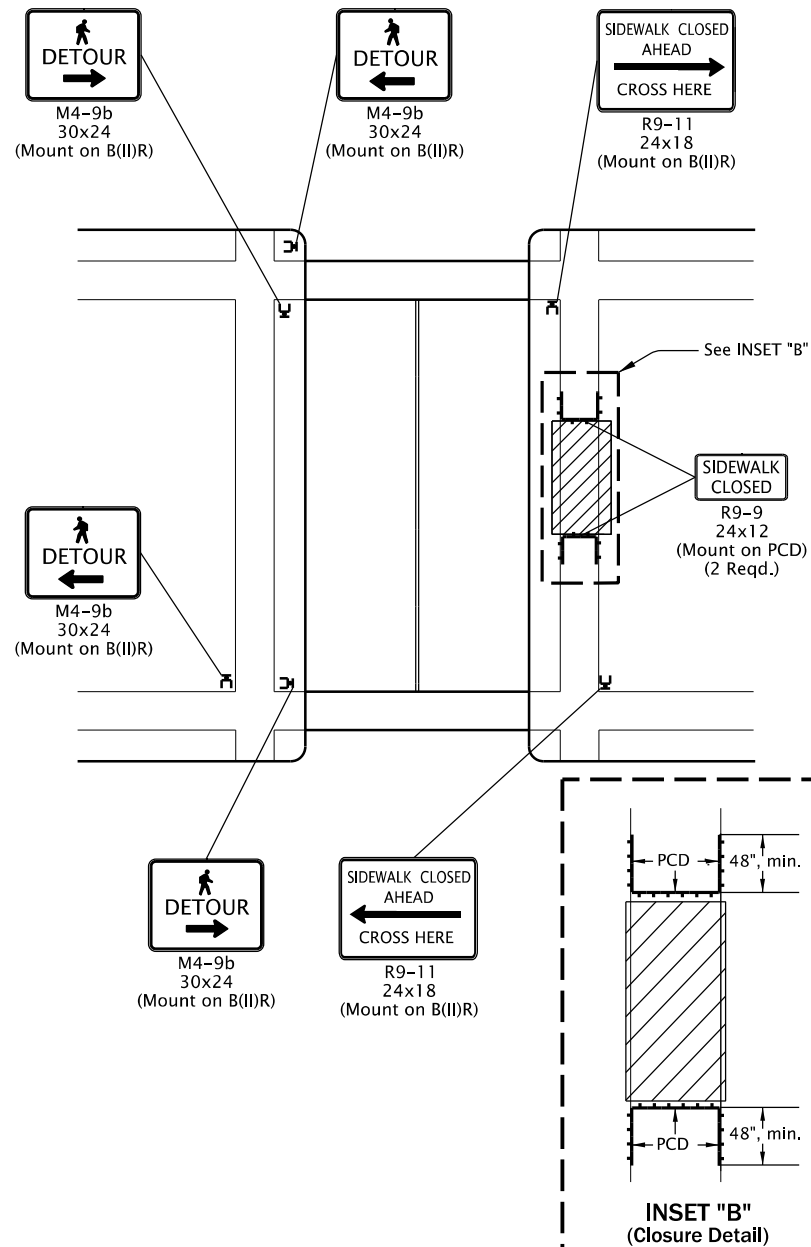
- Ramp size will vary. Ramp must meet ADA requirements incl. max. finished surf. slope of 8.3% and max. finished cross slope of 2.0%.



INSET "A"
(Temp. Sidewalk Ramp)



Additional Right of Way SIDEWALK DIVERSION

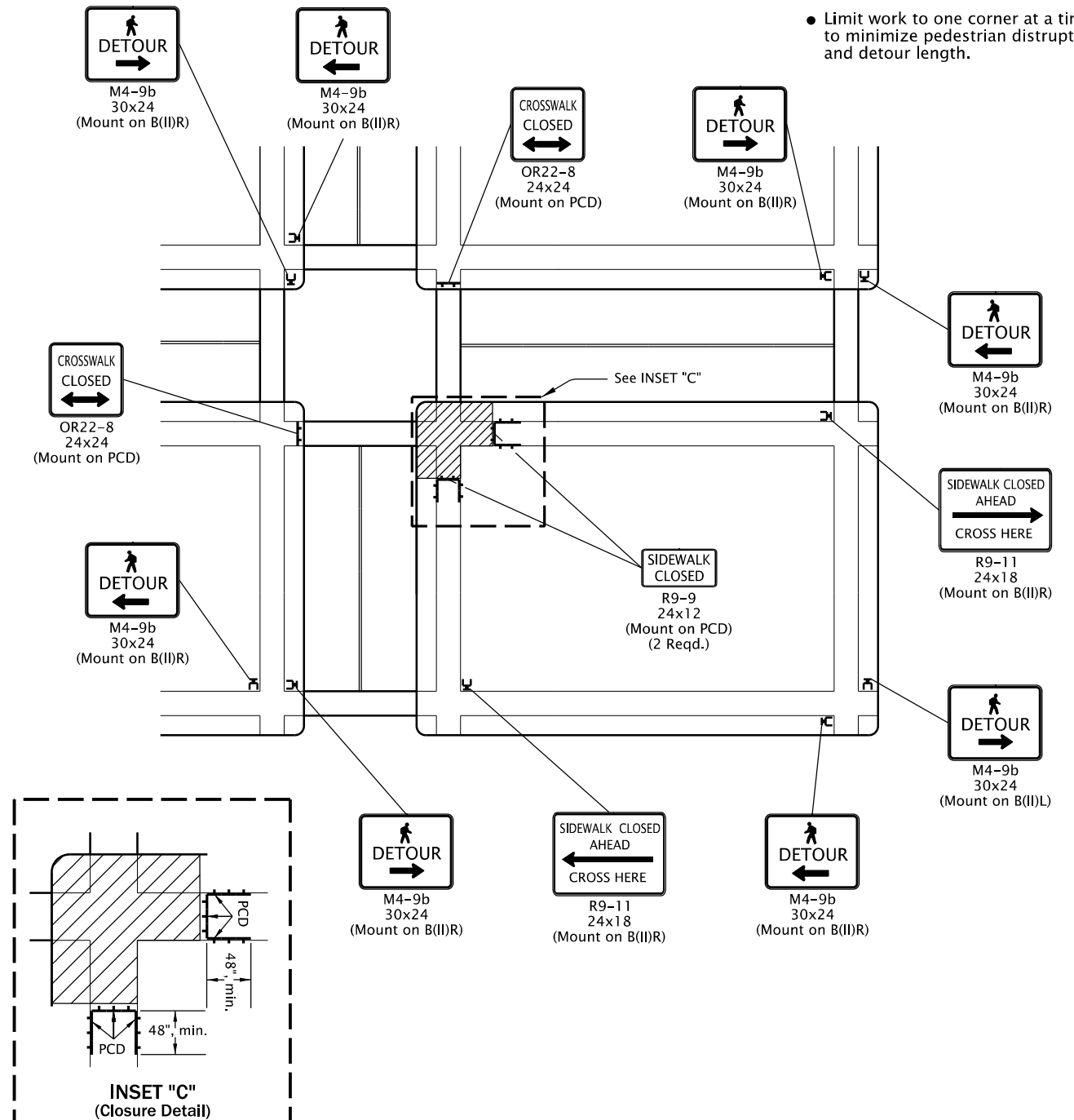


SIDEWALK CLOSURE, MIDBLOCK

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)



SIDEWALK CLOSURE, CORNER

NOTE:

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

CALC. BOOK NO. _____ N/A _____

SDR DATE _____ 04-JAN-2022 _____

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

OREGON STANDARD DRAWINGS

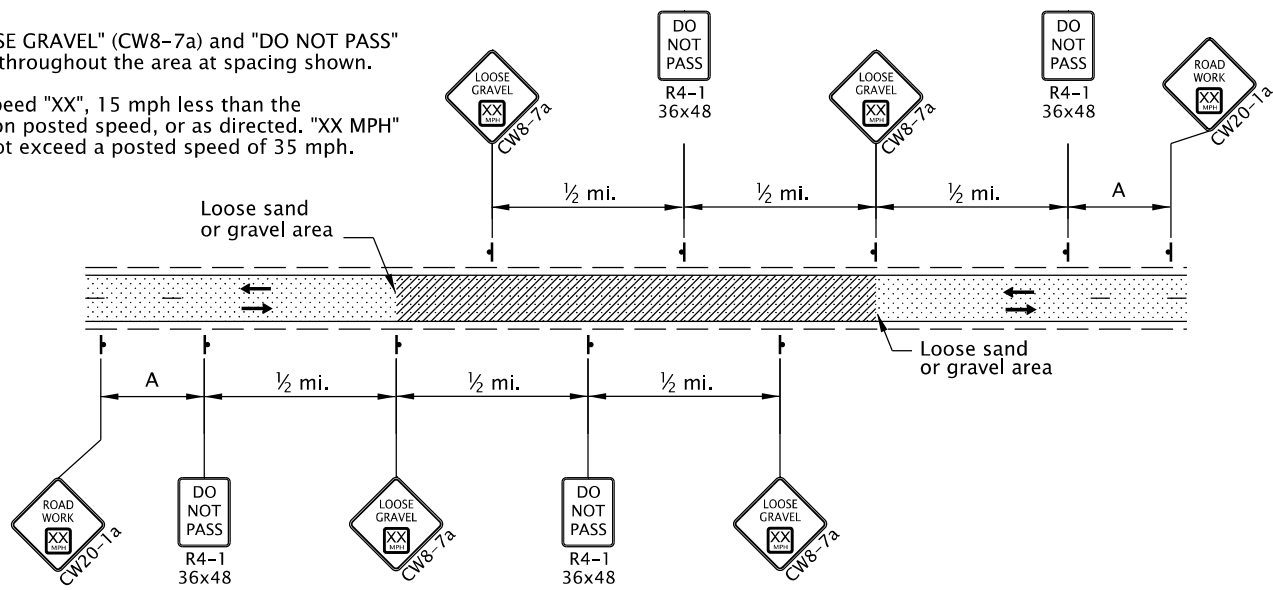
TEMPORARY PEDESTRIAN ACCESSIBLE ROUTES

2021

DATE	REVISION	DESCRIPTION
01/01/22	Revised note for temporary sidewalk ramp.	

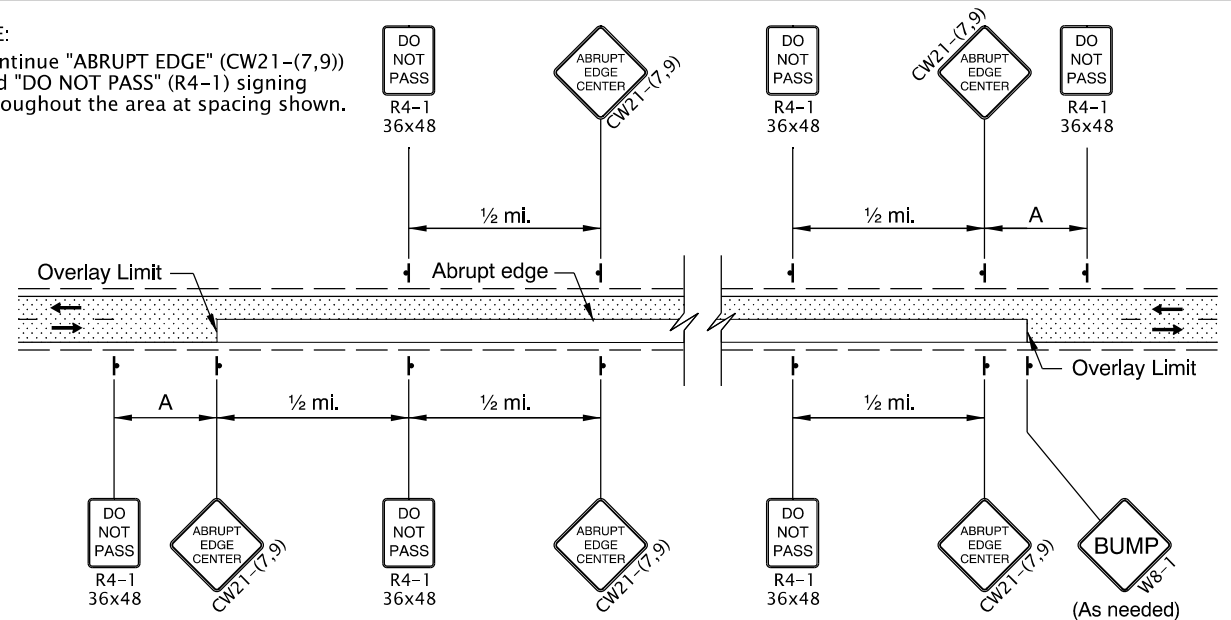
The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user and should not be used without consulting a Registered Professional Engineer.

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



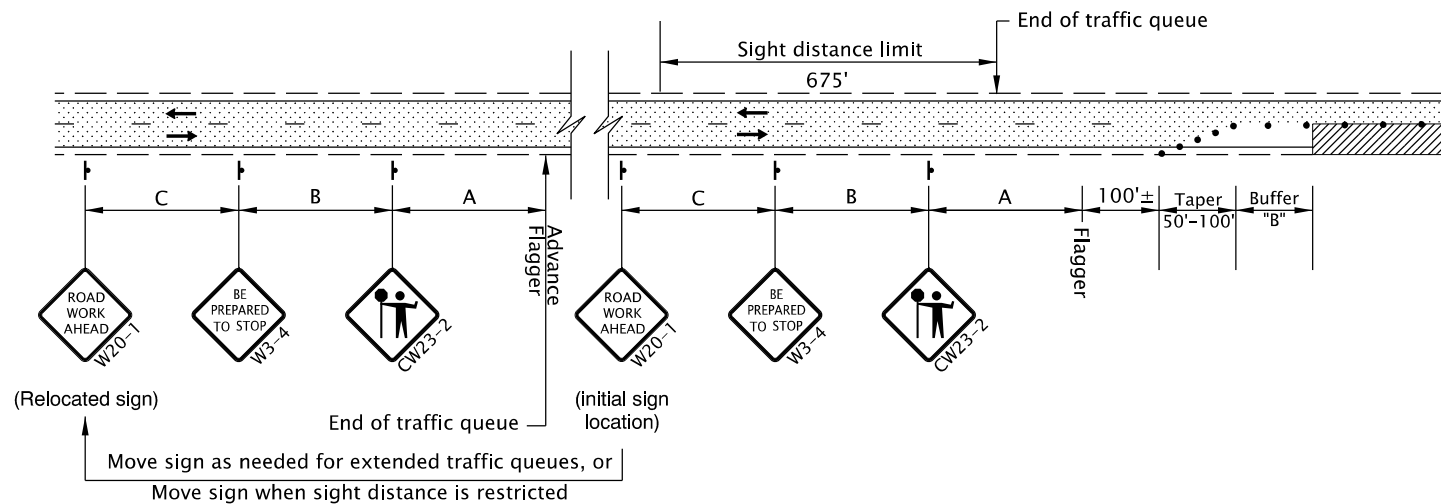
2-Lane, 2-Way Roadway
LOOSE GRAVEL IN ROADWAY SIGNING

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



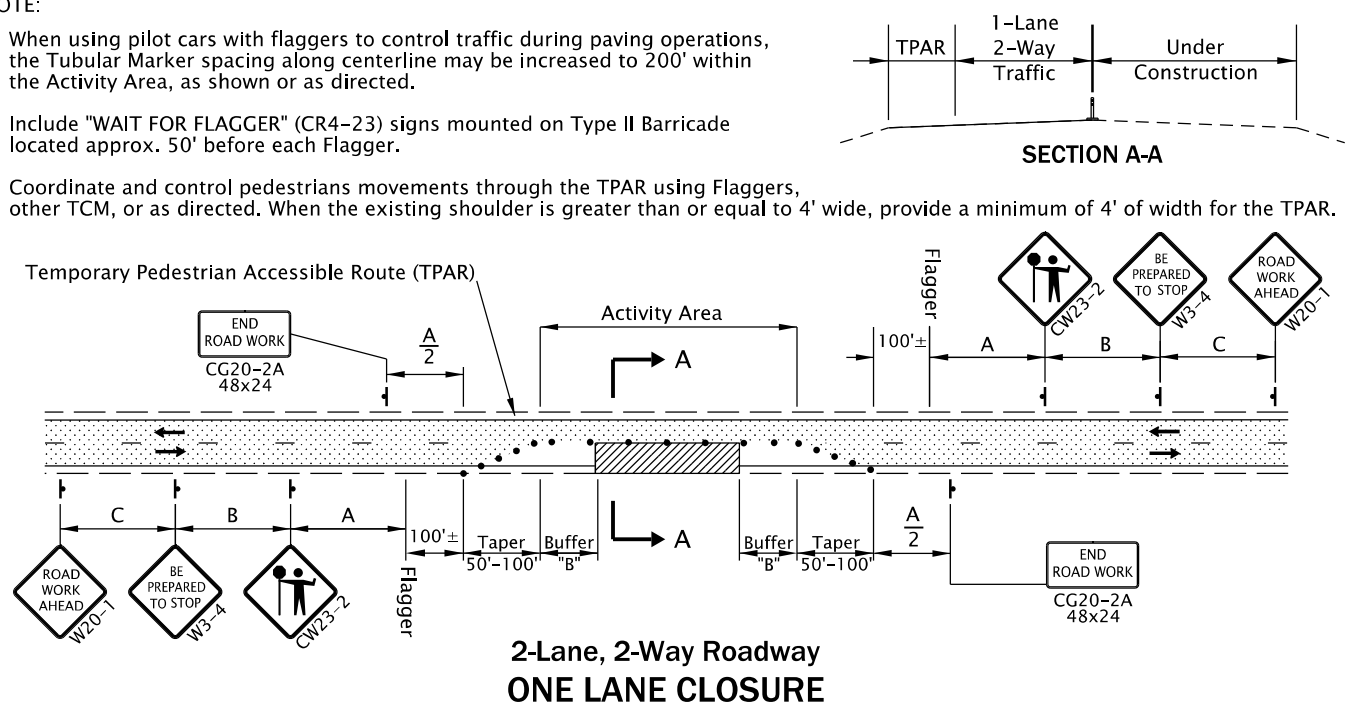
2-Lane, 2-Way Roadway
OVERLAY AREA SIGNING

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



ADVANCE FLAGGER FOR EXTENDED TRAFFIC QUEUES

- NOTE:
- When using pilot cars with flaggers to control traffic during paving operations, the Tubular Marker spacing along centerline may be increased to 200' within the Activity Area, as shown or as directed.
 - Include "WAIT FOR FLAGGER" (CR4-23) signs mounted on Type II Barricade located approx. 50' before each Flagger.
 - Coordinate and control pedestrians movements through the TPAR using Flaggers, other TCM, or as directed. When the existing shoulder is greater than or equal to 4' wide, provide a minimum of 4' of width for the TPAR.



2-Lane, 2-Way Roadway
ONE LANE CLOSURE

GENERAL NOTES FOR ALL DETAILS:

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

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

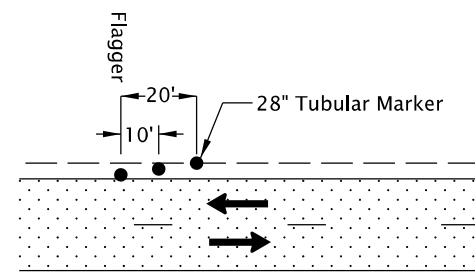
- 28" Tubular Markers on 20' max. spacing for flagger tapers and stations

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

- UNDER TRAFFIC
- UNDER CONSTRUCTION
- CONSTRUCTION UNDER TRAFFIC

NOTE:

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



FLAGGER STATION DELINEATION

CALC. BOOK NO. _ _ _ _ N/A _ _ _ _

SDR DATE _ _ _ _ 01-JUL-2020 _ _ _ _

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

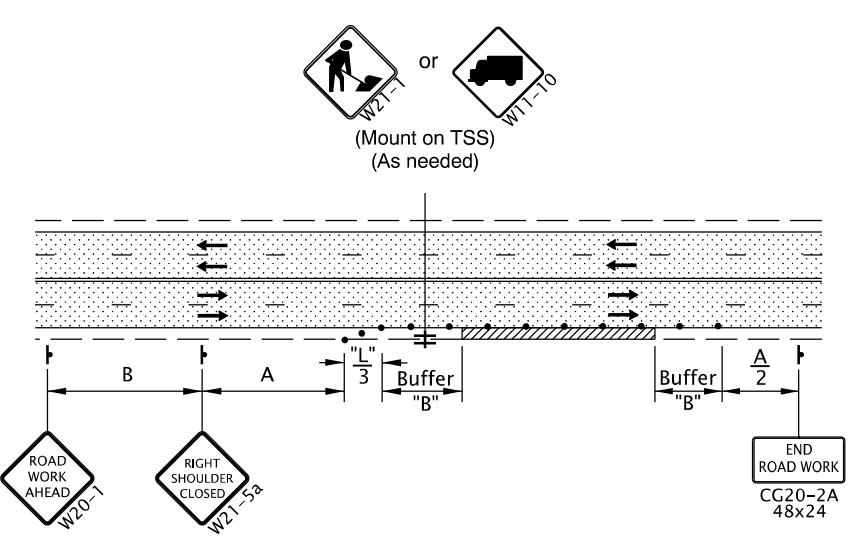
OREGON STANDARD DRAWINGS

2-LANE, 2-WAY ROADWAYS

2021

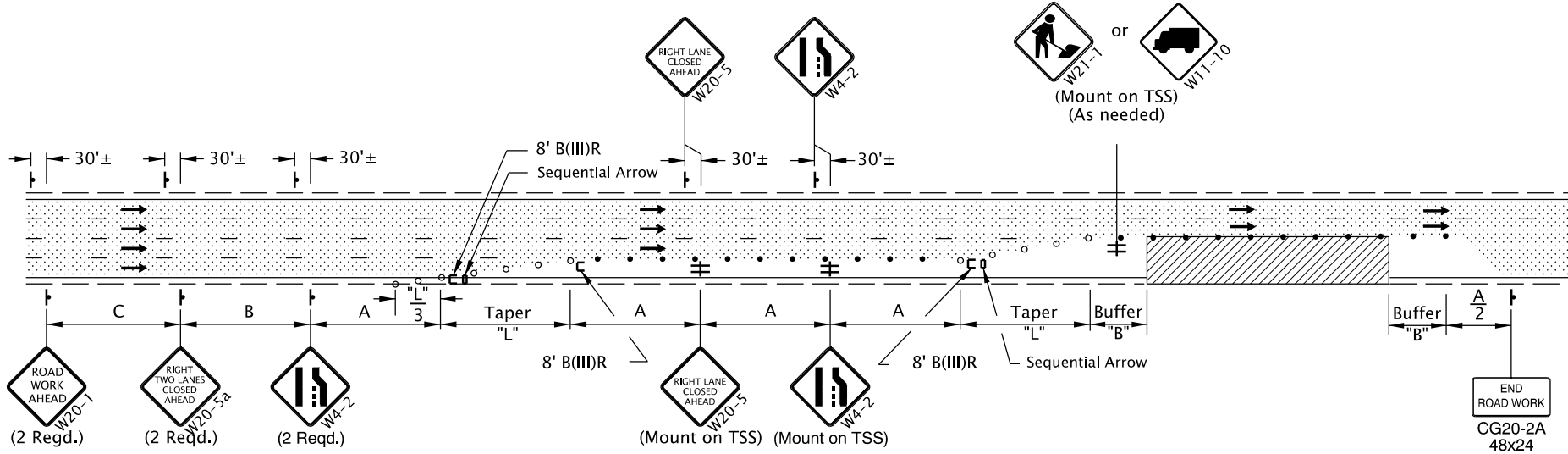
DATE	REVISION	DESCRIPTION

NOTE:
• For left shoulder work, place TCD to close the left shoulder. Use "LEFT SHOULDER CLOSED" (W21-5a) sign.

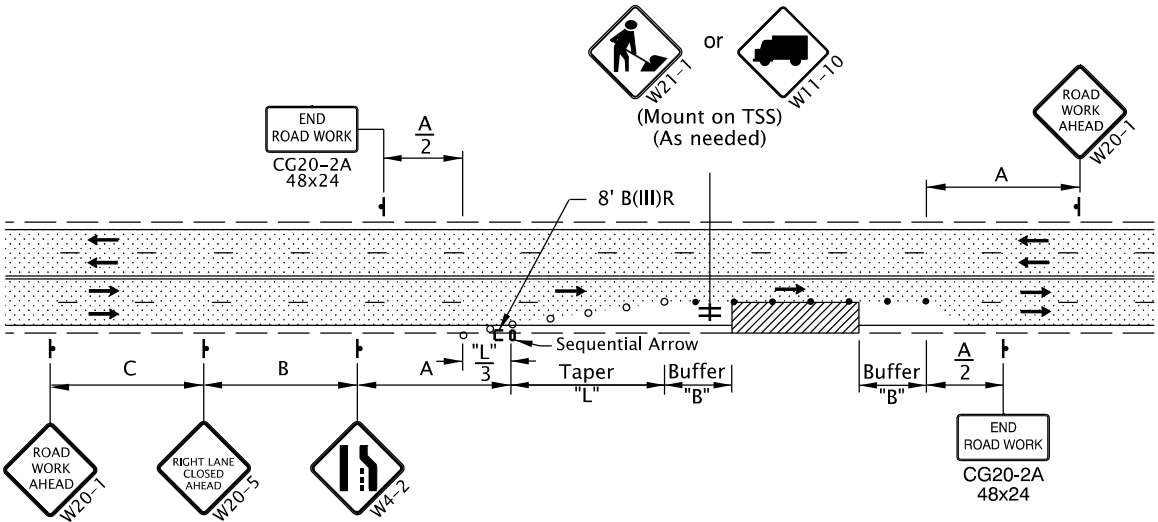


4-Lane, 2-Way Roadway
SHOULDER CLOSURE

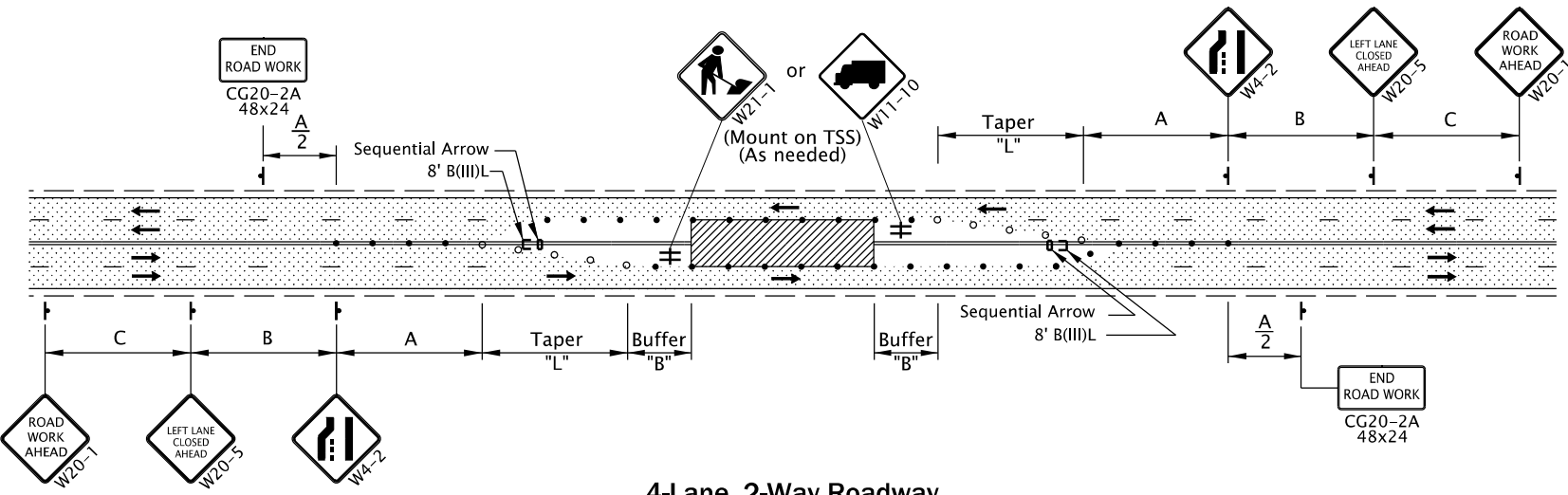
NOTE:
• For left lane work, place TCD to close the left lane. Use "LEFT TWO LANES CLOSED AHEAD" (W20-5a), "LEFT LANE CLOSED AHEAD" (W20-5) and "LEFT LANE ENDS" (W4-2) symbol signs.



4-Lane, 1-Way Roadway
TWO LANE CLOSURE



4-Lane, 2-Way Roadway
EXTERIOR LANE CLOSURE



4-Lane, 2-Way Roadway
INTERIOR LANE CLOSURE

GENERAL NOTES FOR ALL DETAILS:

- Install temporary striping as directed.
- Signing and other TCD shown to be installed in conjunction with the work areas, shall move with the work areas.
- To determine Taper Length ("L") and Buffer Length ("B"), use the "MINIMUM LENGTHS TABLE" on Dwg. No. TM800.
- To determine sign spacing A, B, and C, use "TRAFFIC CONTROL DEVICES (TCD) SPACING TABLE" on Dwg. No. TM800.
- Channelization devices may be placed at 10' spacing around the Work Area for emphasis or if the area is exposed to traffic on both sides simultaneously.
- 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.

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

CALC. BOOK NO. _____ N/A _____

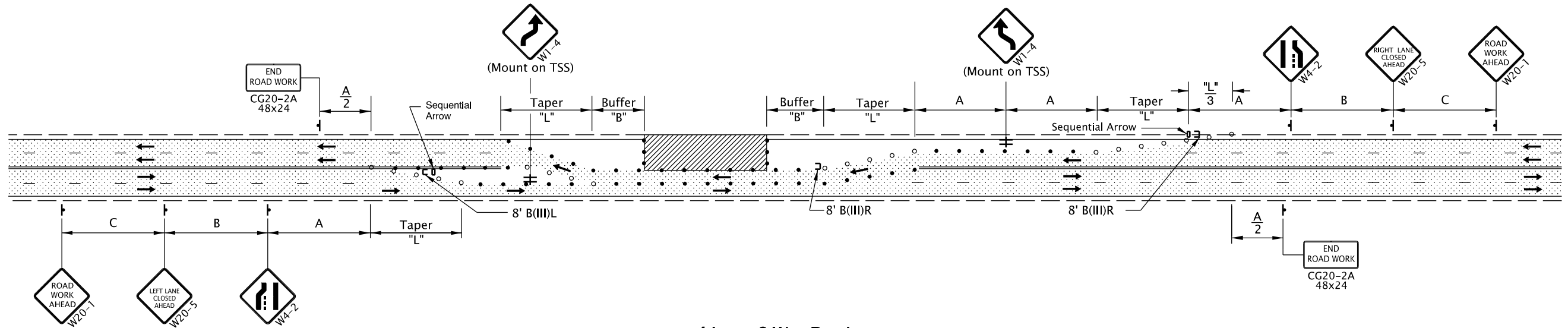
SDR DATE _____ 01-JUL-2020 _____

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

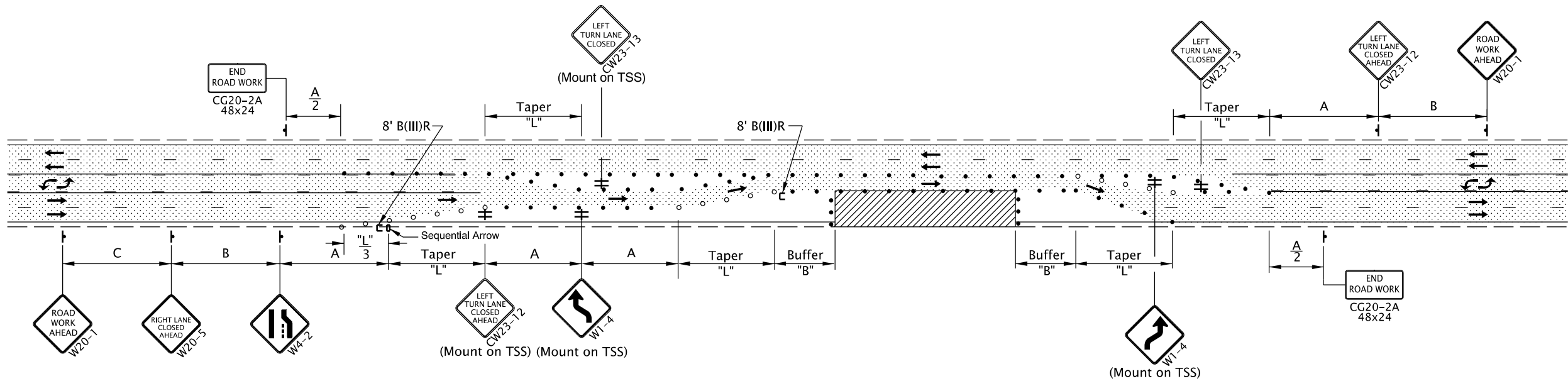
OREGON STANDARD DRAWINGS
NON-FREEWAY MULTI-LANE
SECTIONS

2021

DATE	REVISION	DESCRIPTION



4-Lane, 2-Way Roadway
TWO LANE CLOSURE, CROSSOVER



4-Lane, 2-Way Roadway With (TWLTL)
TWO LANE AND MEDIAN CLOSURE

GENERAL NOTES FOR ALL DETAILS:

- Install temporary striping as directed.
- Signing and other TCD shown to be installed in conjunction with the work areas, shall move with the work areas.
- To determine Taper Length ("L") and Buffer Length ("B"), use the "MINIMUM LENGTHS TABLE" on Dwg. No. TM800.
- When the length of the area under construction is less than 600 ft. use a DOUBLE REVERSE CURVE (W24-1) sign in place of the first REVERSE CURVE (W1-4) sign in each direction.
- 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 determine sign spacing A, B, and C, use "TRAFFIC CONTROL DEVICES (TCD) SPACING TABLE" on Dwg. No. TM800.
- Shifting tapers of length "L" recommended for high-speed (>40 mph) roadways; however taper lengths of "L"/2 may be used for low-speed roadways (≤40 mph) or where space is limited.
- Channelization devices may be placed at 10' spacing around the Work Area for emphasis.
- To be accompanied by Dwg. Nos. TM820 & TM821.

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

UNDER TRAFFIC
UNDER CONSTRUCTION

CALC. BOOK NO. _ _ _ _ _ N/A _ _ _ _ _

SDR DATE _ _ _ _ _ 01-JUL-2020 _ _ _ _ _

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

OREGON STANDARD DRAWINGS
NON-FREEWAY MULTI-LANE
SECTIONS

2021

DATE REVISION DESCRIPTION

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