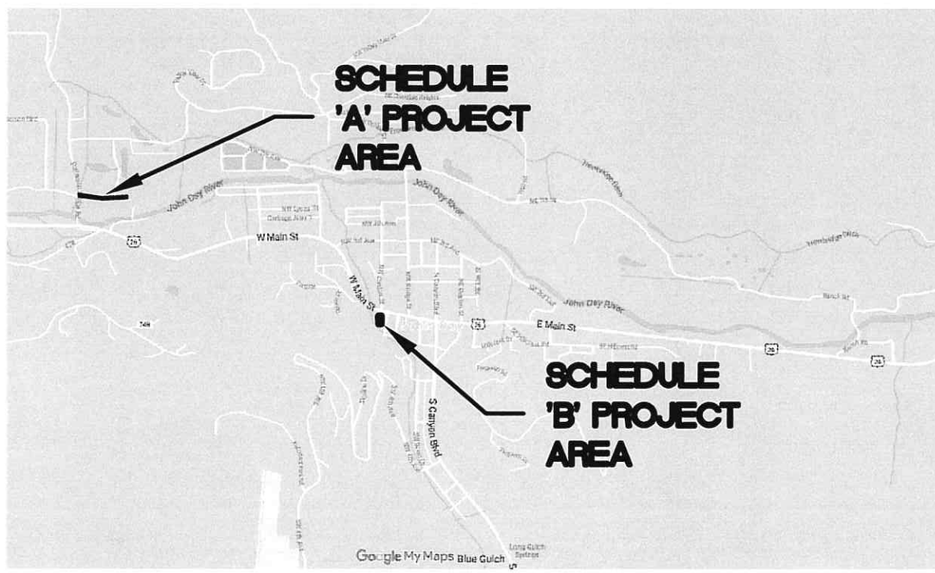
WEST 7TH STREET PROJECT

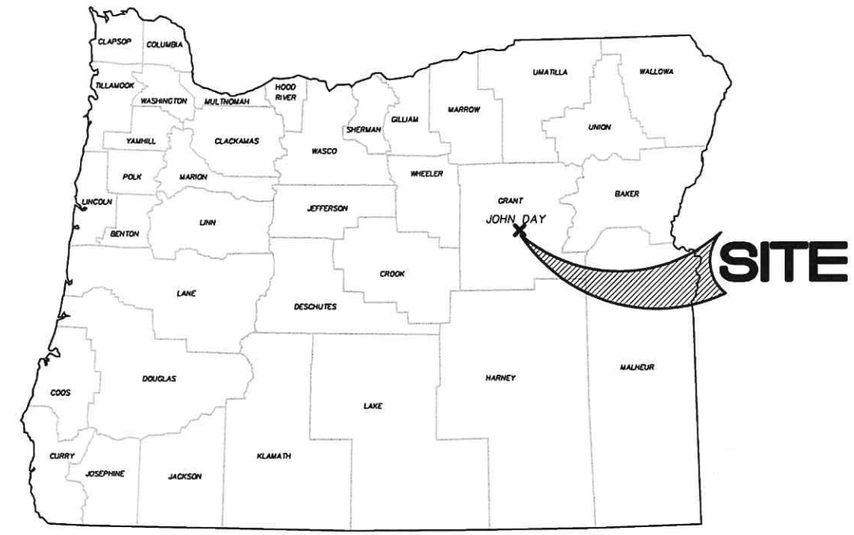
OWNER:

CITY OF JOHN DAY
450 E MAIN ST.
JOHN DAY , OR 97845
CONTACT: CORUM KETCHEM
PH: 541-575-0028

JULYL 2022



SITE MAP
FROM GOOGLE MAPS
NTS



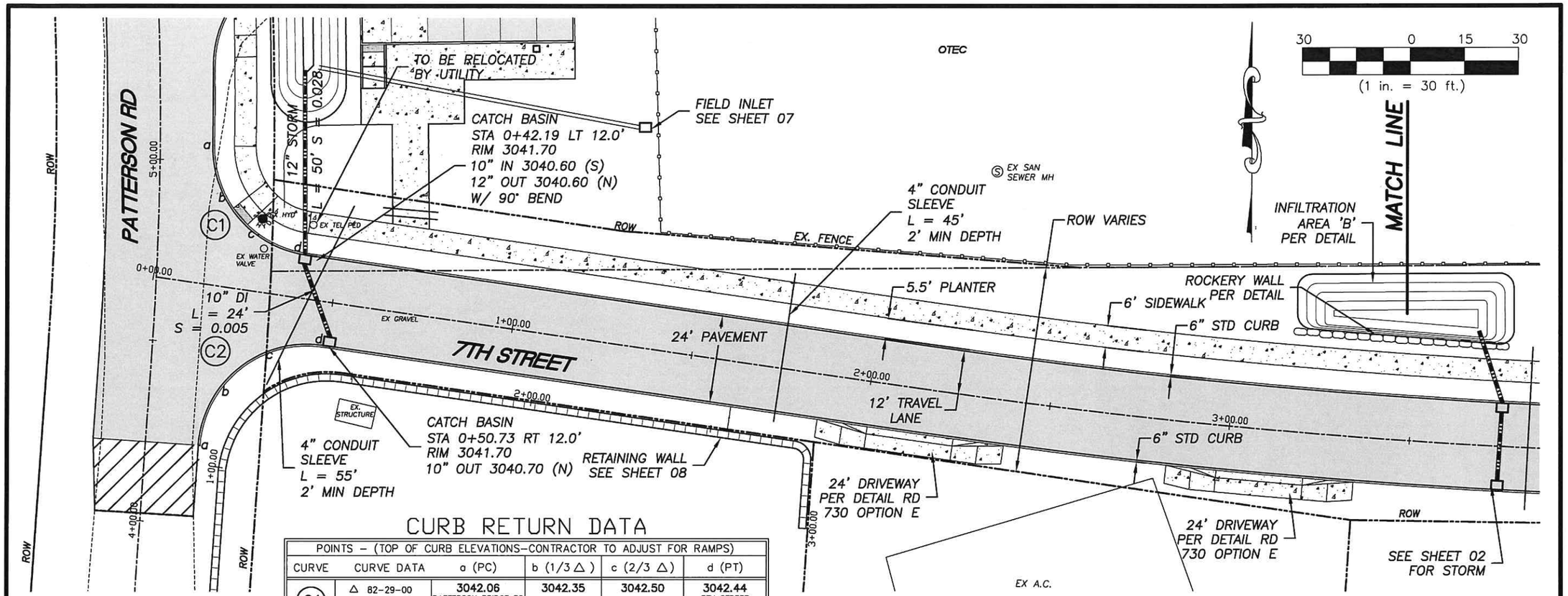
OREGON VICINITY MAP

INDEX

SHEET	*DESCRIPTION*
	COVER
01	7TH STREET STA 0+00 TO STA 3+50
02	7TH STREET STA 3+50 TO STA 7+00
03	7TH STREET STA 7+00 TO STA 9+16
04	PATERSON BRIDGE ROAD
05	CROSS SECTIONS 7TH STREET
06	CROSS SECTIONS 7TH STREET
07	OREGON TRAIL ELECTRIC PARKING LOT
08	RETAINING WALL
09	TRAIL PLAN
10	SPEED TABLE DETAIL
11	DETAILS
12	DETAILS
13	DETAILS
14	PIT STOP PAVERS SCHEDULE 'B'
	ODOT STD DETAILS
	RD364 (MODIFIED)
	RD730
	RD740
	RD916

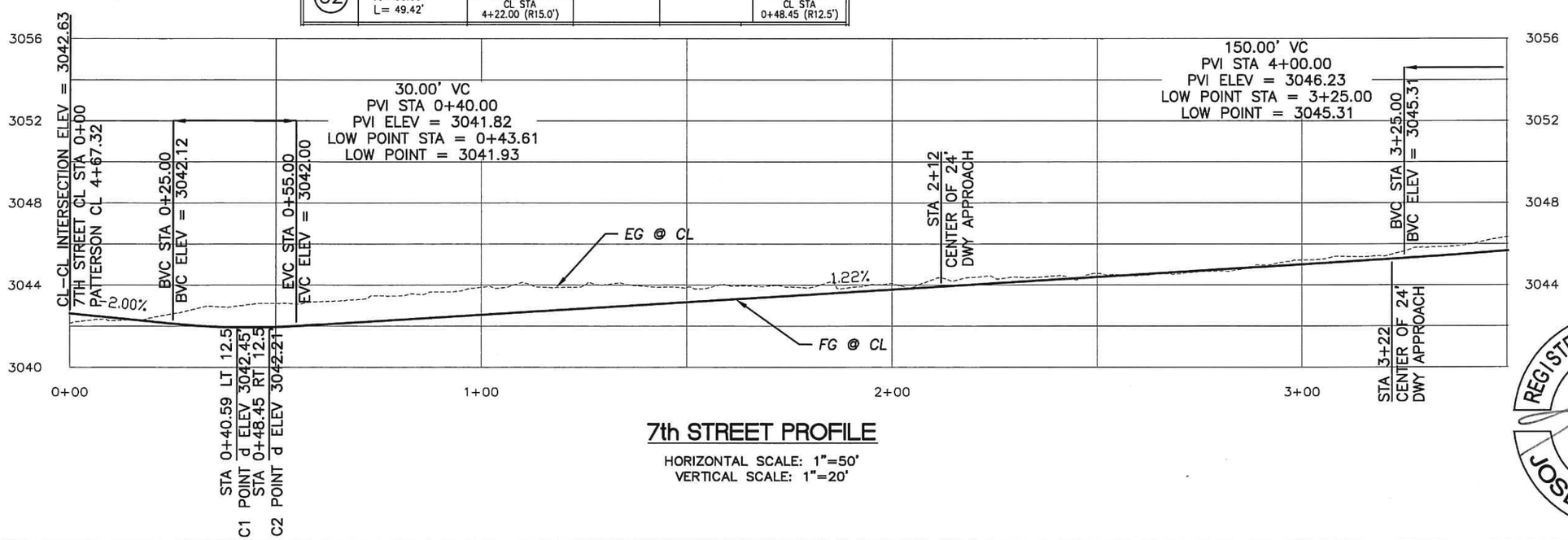
MOST RECENT REVISION TO THIS SET OF PLANS:
7-25-22

SISUL ENGINEERING
158 E. MAIN STREET
JOHN DAY, OR. 97845
(541) 575-3777



CURB RETURN DATA

POINTS – (TOP OF CURB ELEVATIONS–CONTRACTOR TO ADJUST FOR RAMPS)					
CURVE	CURVE DATA	a (PC)	b (1/3 △)	c (2/3 △)	d (PT)
C1	△ 82-29-00 R= 30.00' L= 43.18'	3042.06 PATTERSON BRIDGE RD CL STA 5+03.84 (R15.0')	3042.35	3042.50	3042.44 7TH STREET CL STA 0+40.59 (L12.5')
C2	△ 97-23-53 R= 30.00' L= 49.42'	3043.33 PATTERSON BRIDGE RD CL STA 4+22.00 (R15.0')	3043.05	3042.47	3042.21 7TH STREET CL STA 0+48.45 (R12.5')



7th STREET PROFILE

HORIZONTAL SCALE: 1"=50'
VERTICAL SCALE: 1"=20'

REGISTERED PROFESSIONAL ENGINEER #18,530 OREGON APRIL 19, 1996 JOSEF K HITZ

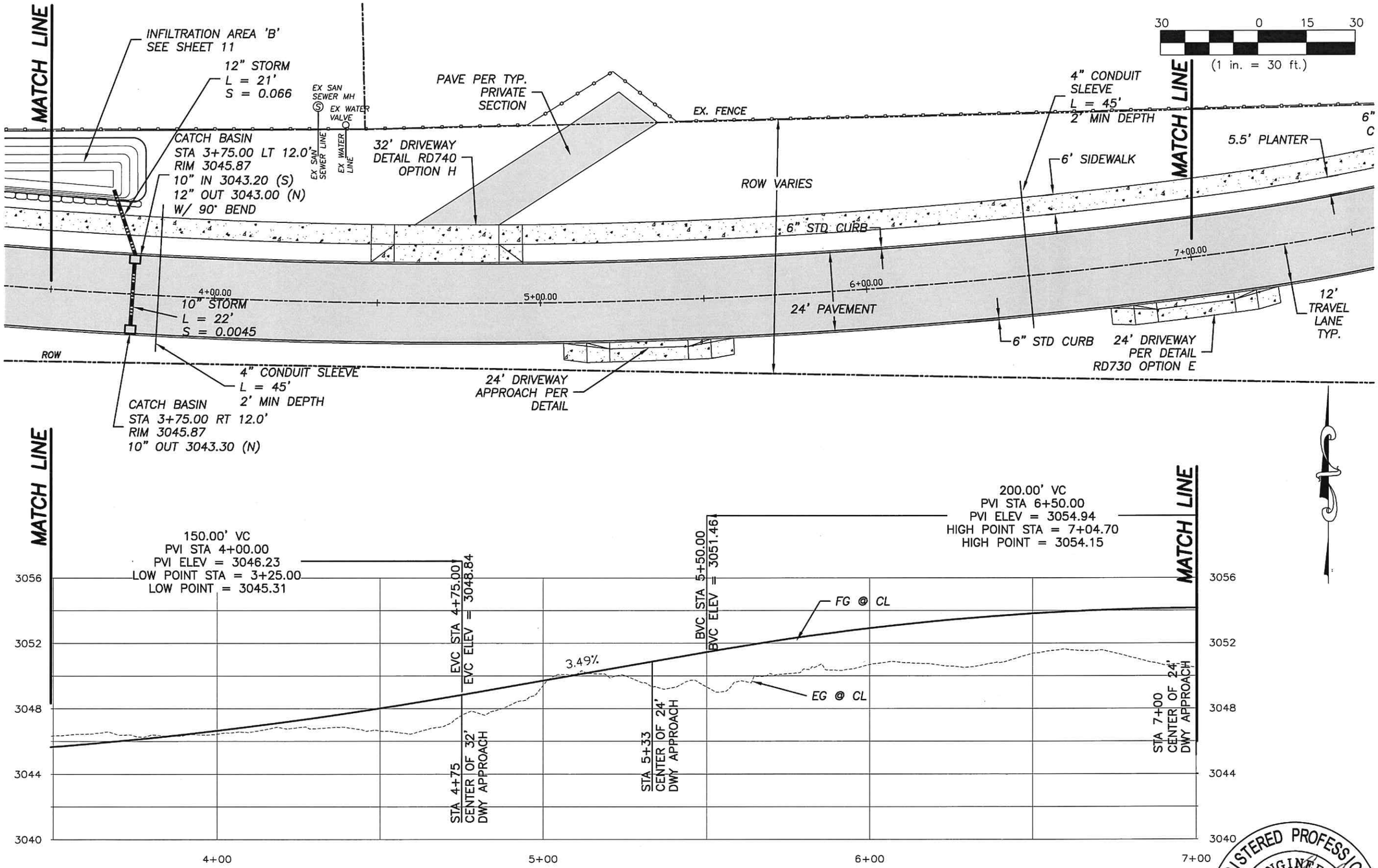
REVISIONS	BY

WEST 7TH STREET PROJECT
CITY OF JOHN DAY

7TH STREET STA 0+00 TO STA 3+50 PLAN AND PROFILE

SISUL ENGINEERING
158 E. MAIN STREET
JOHN DAY, OREGON
(541) 575-3777

DATE JULY 2022
SCALE 1"=30'
DRAWN GJB
JOB 08-001
SHEET 01
OF 14 SHEETS



7th STREET PROFILE

HORIZONTAL SCALE: 1"=50'
VERTICAL SCALE: 1"=20'

REGISTERED PROFESSIONAL ENGINEER #18,530 OREGON APRIL 19, 1996 JOSEF K HITZ

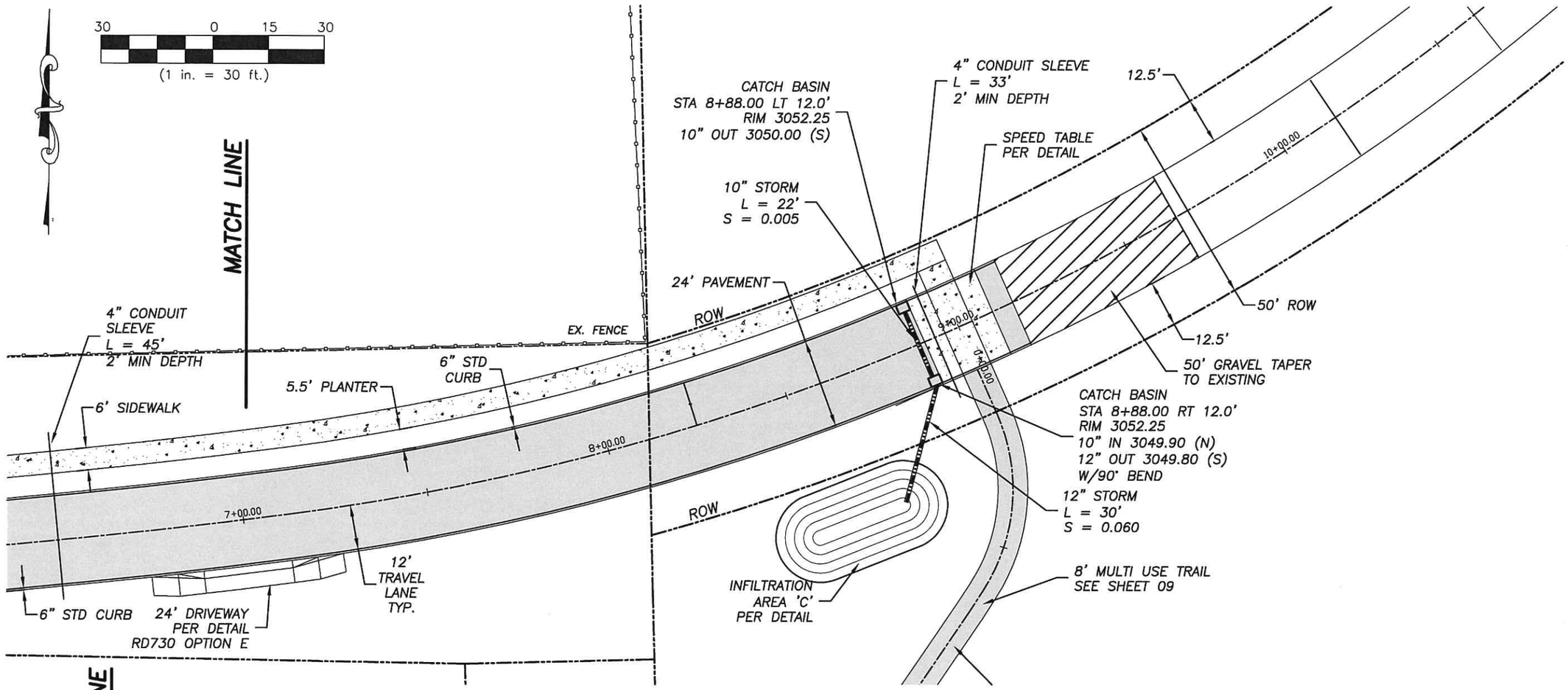
REVISIONS	BY

WEST 7TH STREET PROJECT
CITY OF JOHN DAY

7TH STREET
STA 3+50 TO STA 7+00
PLAN AND PROFILE

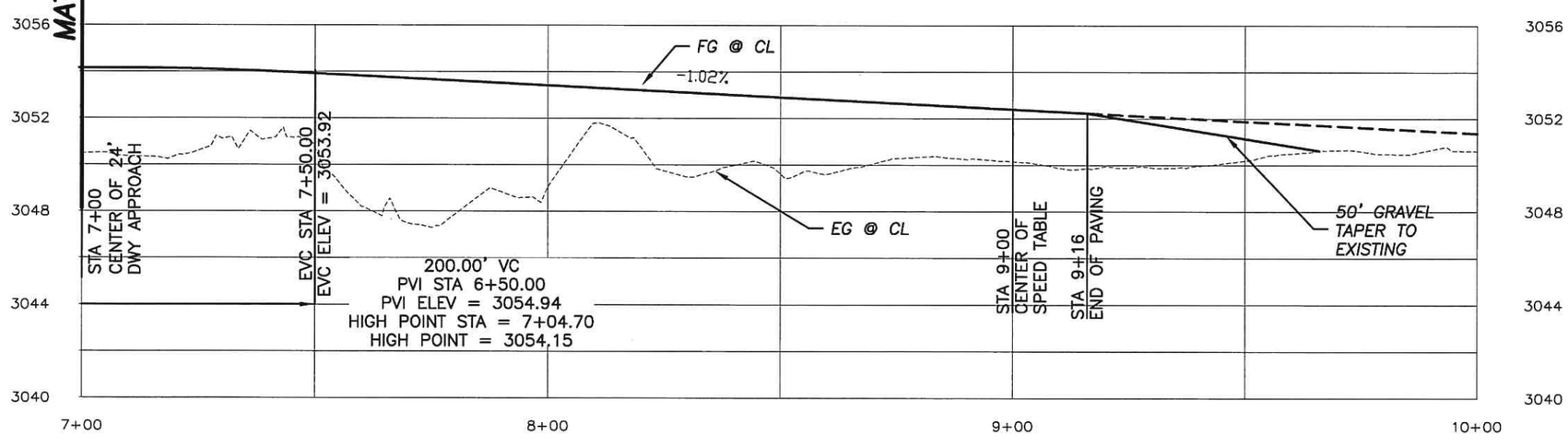
SISUL ENGINEERING
158 E. MAIN STREET
JOHN DAY, OREGON
(541) 575-3777

DATE JULY 2022
SCALE 1"=30'
DRAWN GJB
JOB 08-001
SHEET 02
OF 14 SHEETS



7th STREET PROFILE

HORIZONTAL SCALE: 1"=50'
VERTICAL SCALE: 1"=20'



REGISTERED PROFESSIONAL ENGINEER #18,530 OREGON APRIL 19, 1996 JOSEF K HITZ

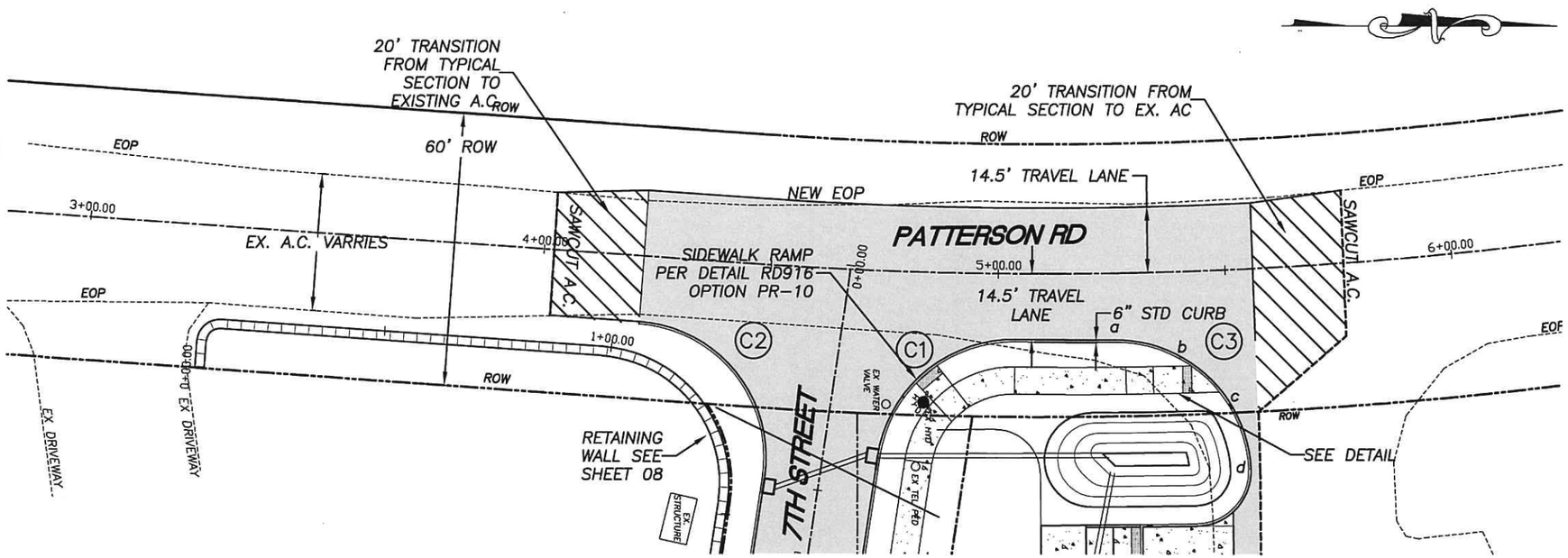
REVISIONS	BY

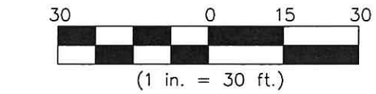
WEST 7TH STREET PROJECT
CITY OF JOHN DAY

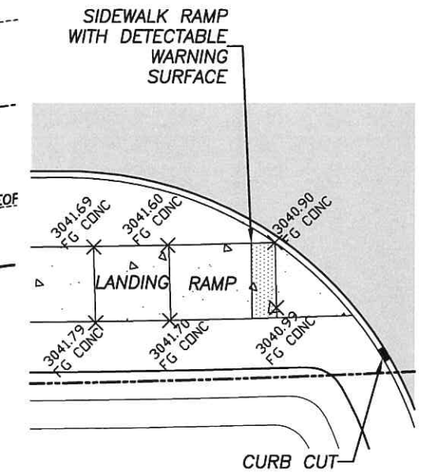
7TH STREET
STA 7+00 TO STA 9+16
PLAN AND PROFILE

SISUL ENGINEERING
158 E. MAIN STREET
JOHN DAY, OREGON
(541) 575-3777

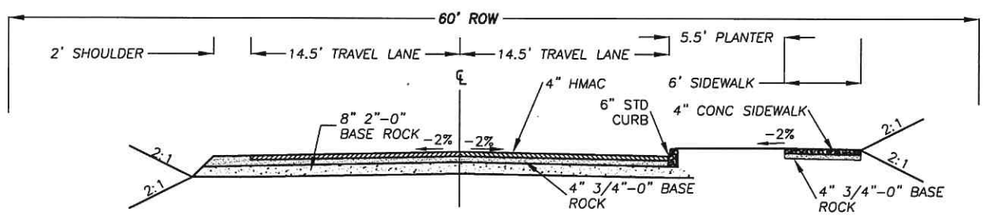
DATE	JULY 2022
SCALE	1"=30'
DRAWN	GJB
JOB	08-001
SHEET	03
OF	14 SHEETS







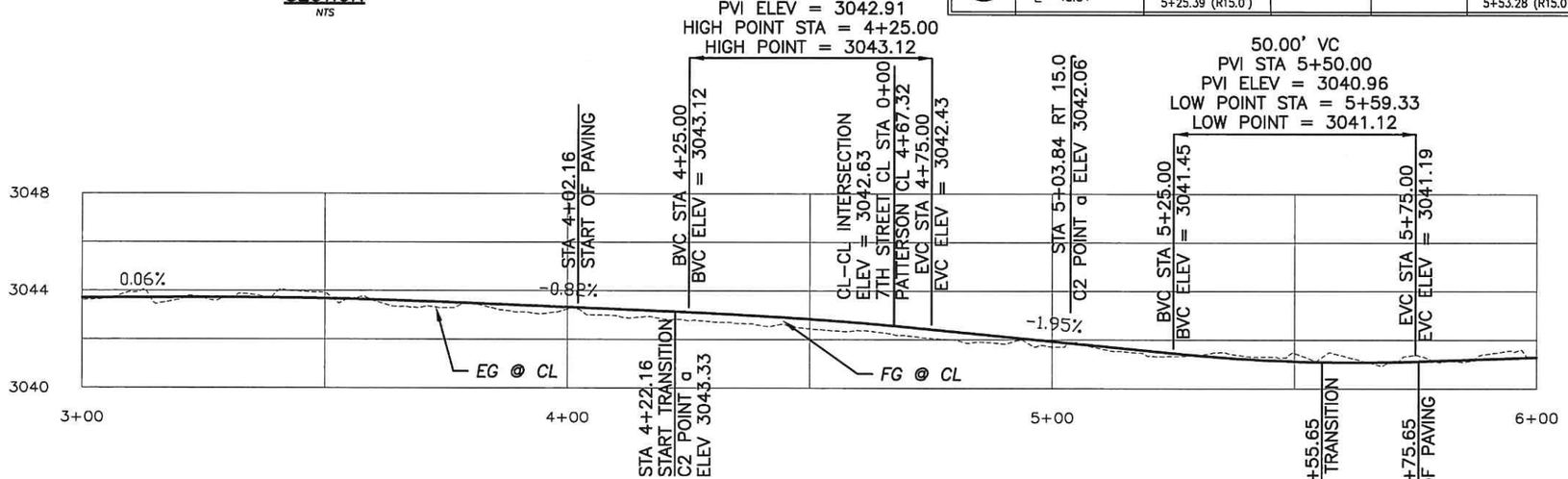
RAMP DETAIL
NTS



PATTERSON BRIDGE ROAD TYP. CROSS SECTION
NTS

CURB RETURN DATA

POINTS – (TOP OF CURB ELEVATIONS–CONTRACTOR TO ADJUST FOR RAMPS)					
CURVE	CURVE DATA	a (PC)	b (1/3 △)	c (2/3 △)	d (PT)
C1	△ 82-29-00 R= 30.00' L= 43.18'	3042.06 PATTERSON BRIDGE RD CL STA 5+03.84 (R15.0')	3042.35	3042.50	3042.44 7TH STREET CL STA 0+40.59 (L12.5')
C2	△ 97-23-53 R= 30.00' L= 49.42'	3043.33 PATTERSON BRIDGE RD CL STA 4+22.00 (R15.0')	3043.05	3042.47	3042.21 7TH STREET CL STA 0+48.45 (R12.5')
C3	△ 87-32-54 R= 30.00' L= 48.84	3041.65 PATTERSON BRIDGE RD CL STA 5+25.39 (R15.0')	3041.50	3041.20	3042.50 PATTERSON BRIDGE RD CL STA 5+53.28 (R15.0')



PATTERSON BRIDGE ROAD

HORIZONTAL SCALE: 1"=50'
VERTICAL SCALE: 1"=20'

REGISTERED PROFESSIONAL ENGINEER #18,530 OREGON APRIL 19, 1996 JOSEF K HITZ
Exp 06/30/23

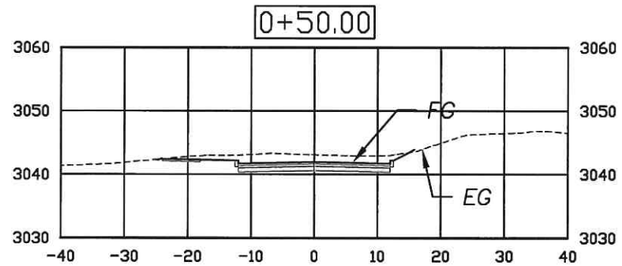
REVISIONS	BY

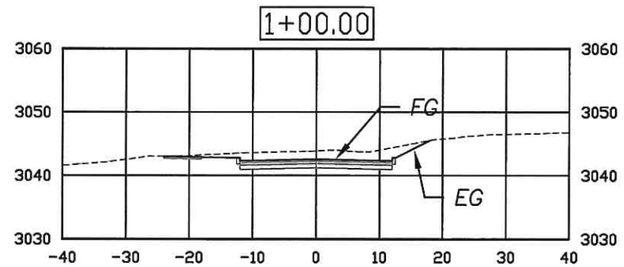
WEST 7TH STREET PROJECT
CITY OF JOHN DAY

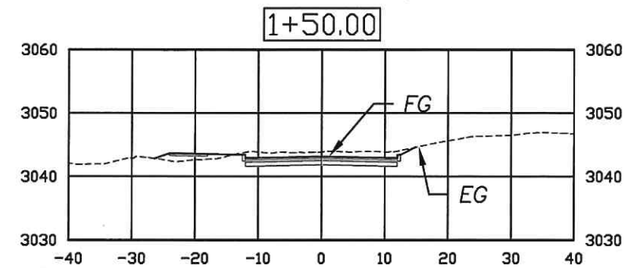
PATTERSON BRIDGE ROAD PLAN AND PROFILE

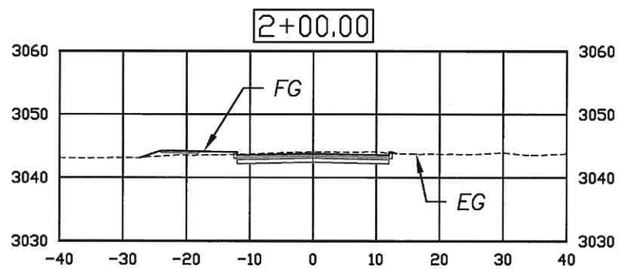
SISUL ENGINEERING
158 E. MAIN STREET
JOHN DAY, OREGON
(541) 575-3777

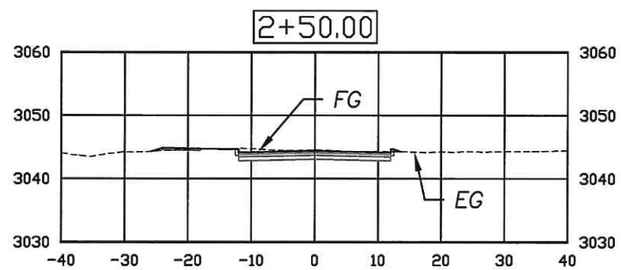
DATE JULY 2022
SCALE 1"=30'
DRAWN GJB
JOB 08-001
SHEET 04
OF 14 SHEETS

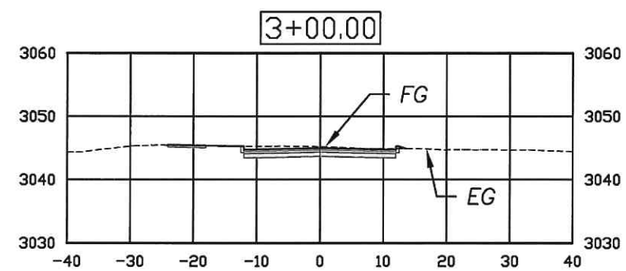


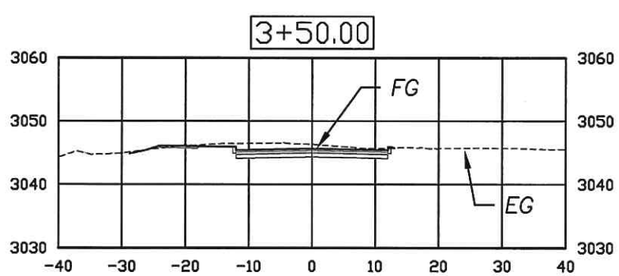


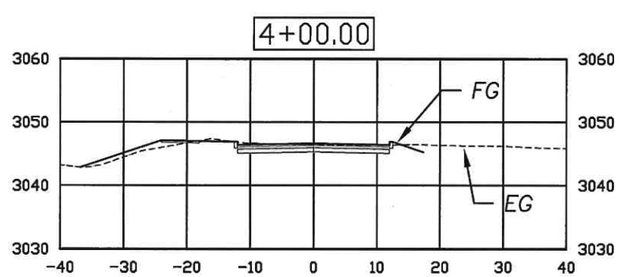


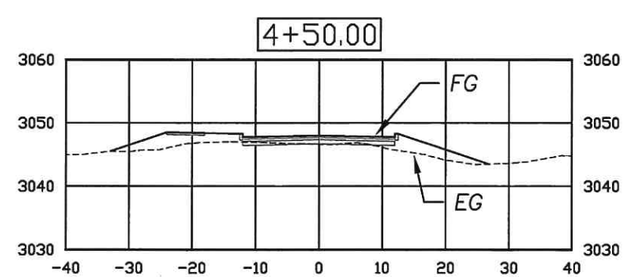


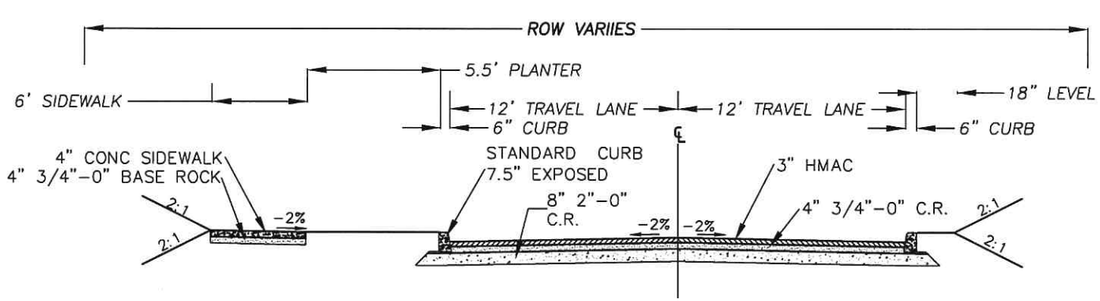












7TH STREET TYP. CROSS SECTION

NTS

REGISTERED PROFESSIONAL ENGINEER #18,530 OREGON APRIL 19, 1996 JOSEF K HITZ

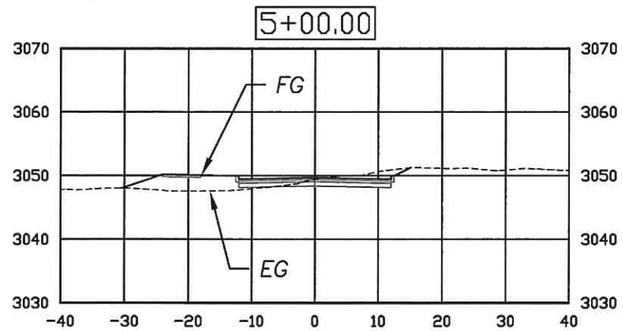
REVISIONS	BY

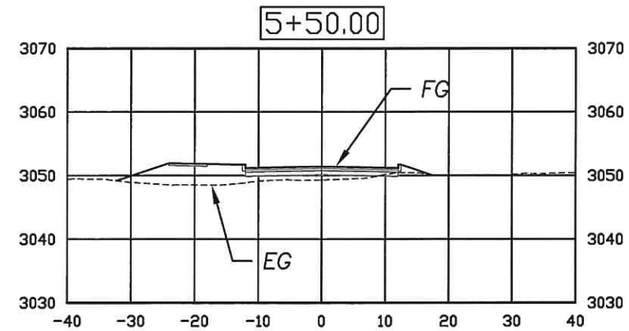
WEST 7TH STREET PROJECT
CITY OF JOHN DAY

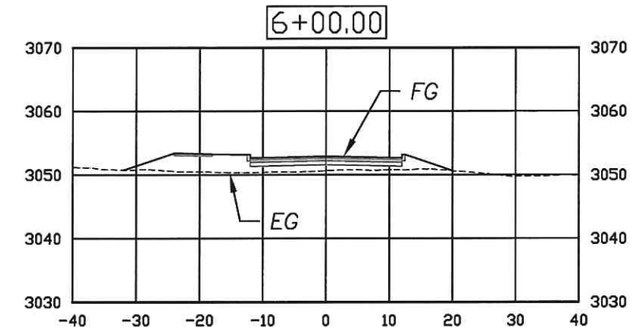
CROSS SECTIONS
7TH STREET

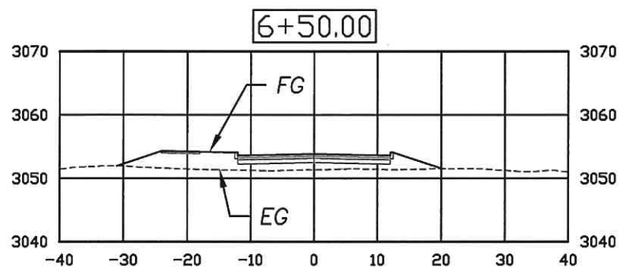
SISUL ENGINEERING
158 E. MAIN STREET
JOHN DAY, OREGON
(541) 575-3777

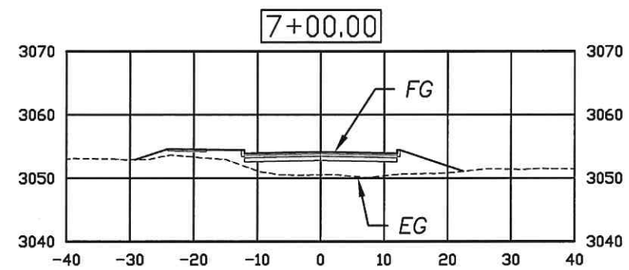
DATE JULY 2022
SCALE 1"=30'
DRAWN GJB
JOB 08-001
SHEET 05
OF 14 SHEETS

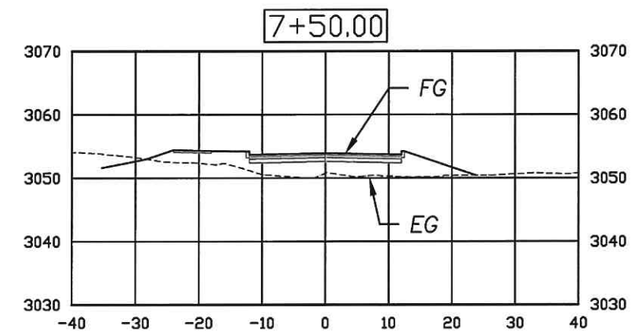


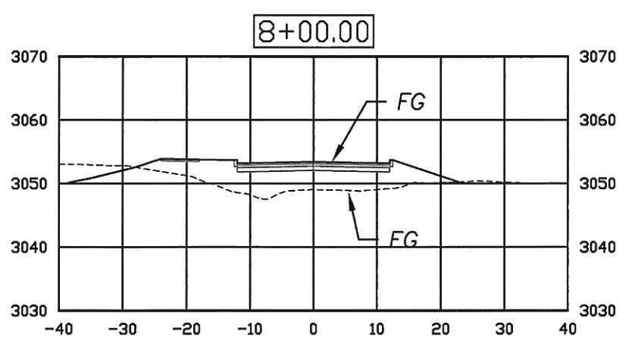


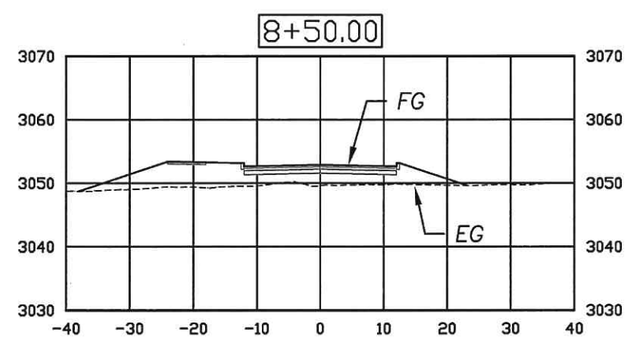


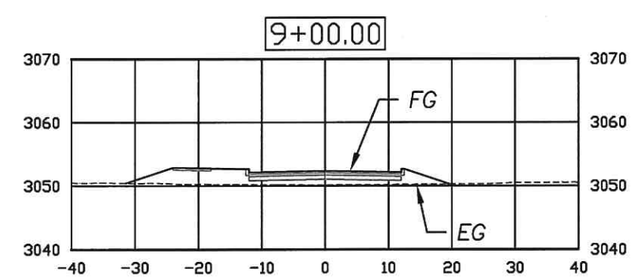


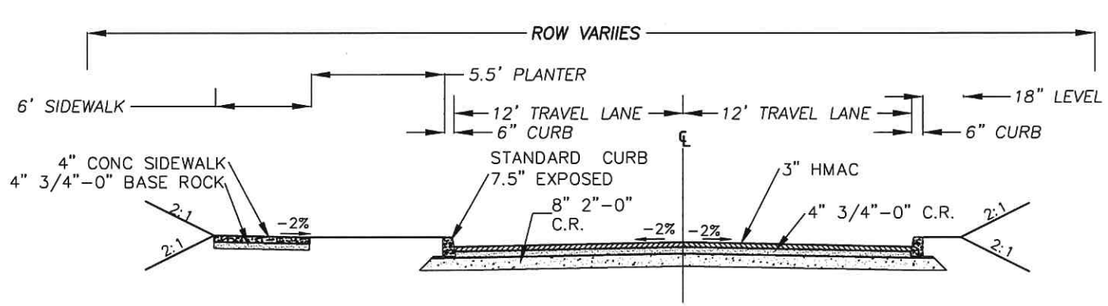












7TH STREET TYP. CROSS SECTION

NTS

REGISTERED PROFESSIONAL ENGINEER #18,530 OREGON APRIL 19, 1996 JOSEF K HITZ

REVISIONS	BY

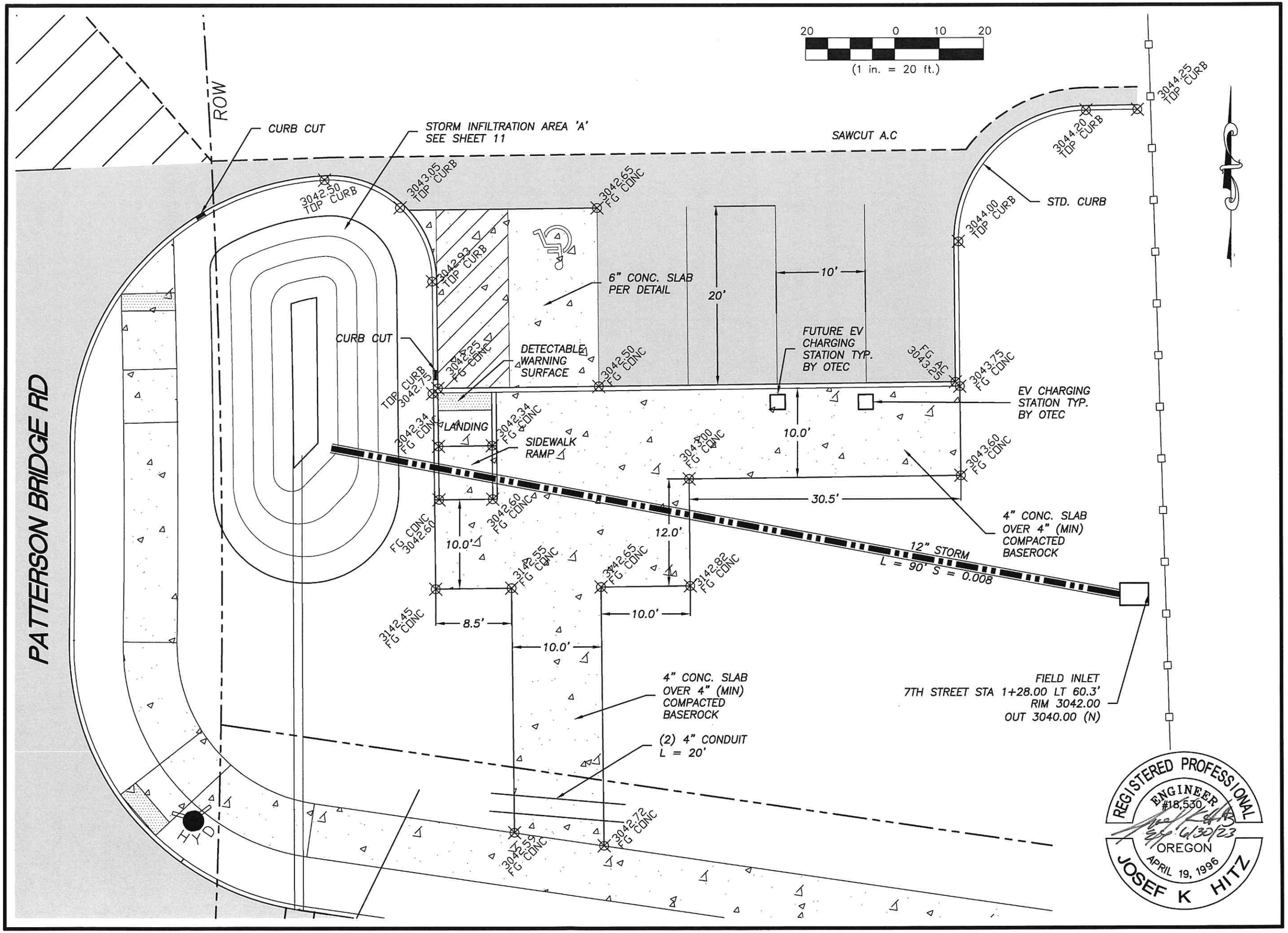
WEST 7TH STREET PROJECT

CITY OF JOHN DAY

CROSS SECTIONS 7TH STREET

SISUL ENGINEERING
158 E. MAIN STREET
JOHN DAY, OREGON
(541) 575-3777

DATE	JULY 2022
SCALE	1"=30'
DRAWN	GJB
JOB	08-001
SHEET	06
OF	14 SHEETS



REVISIONS	BY

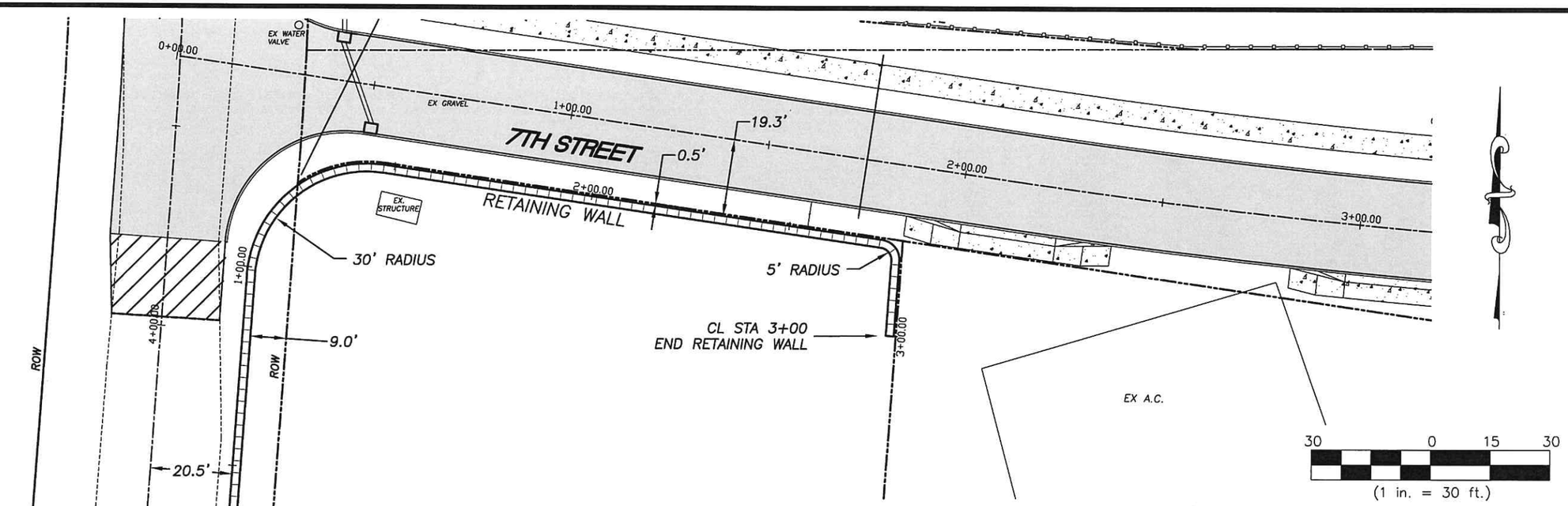
WEST 7TH STREET PROJECT

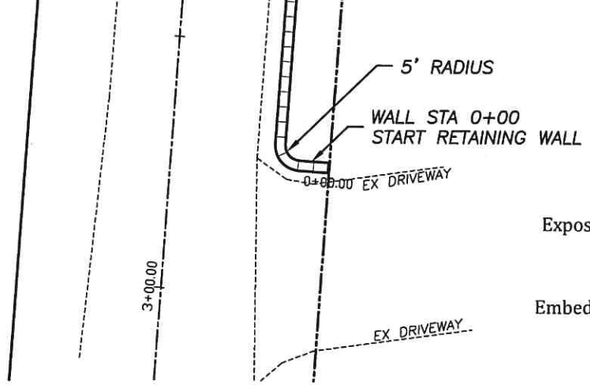
CITY OF JOHN DAY

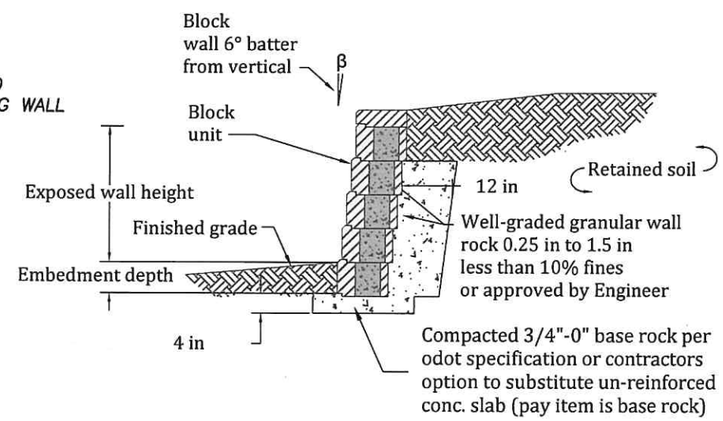
OREGON TRAIL ELECTRIC
PARKING LOT

SISUL ENGINEERING
158 E. MAIN STREET
JOHN DAY, OREGON
(541) 575-3777

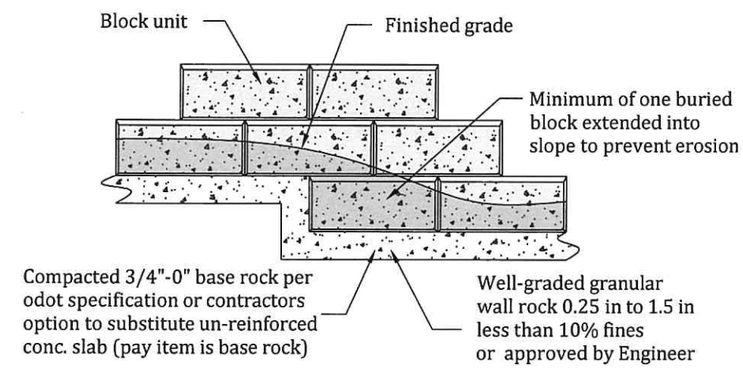
DATE JULY 2022
SCALE 1"=20'
DRAWN GJB
JOB 08-001
SHEET 07
OF 14 SHEETS



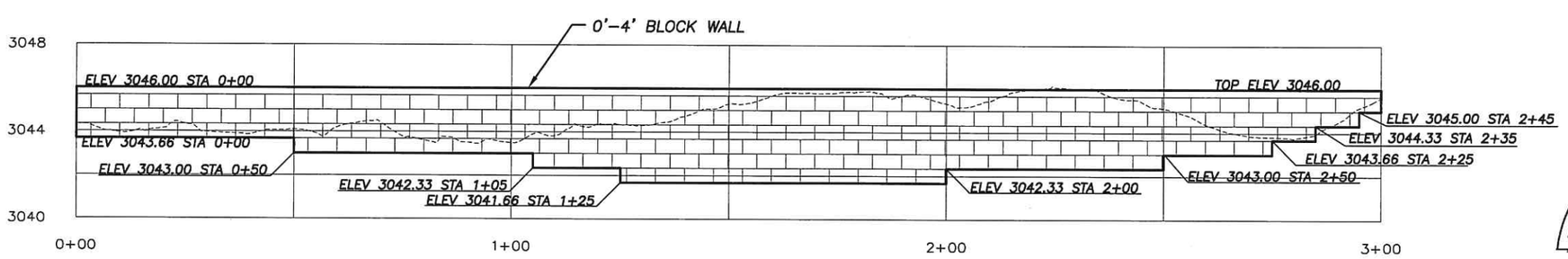




RETAINING WALL TYP SECTION
NTS



WALL STEP UP DETAIL
NTS



RETAINING WALL

HORIZONTAL SCALE: 1"=50'
VERTICAL SCALE: 1"=20'

REGISTERED PROFESSIONAL ENGINEER #18,530 OREGON APRIL 19, 1996 JOSEF K HITZ

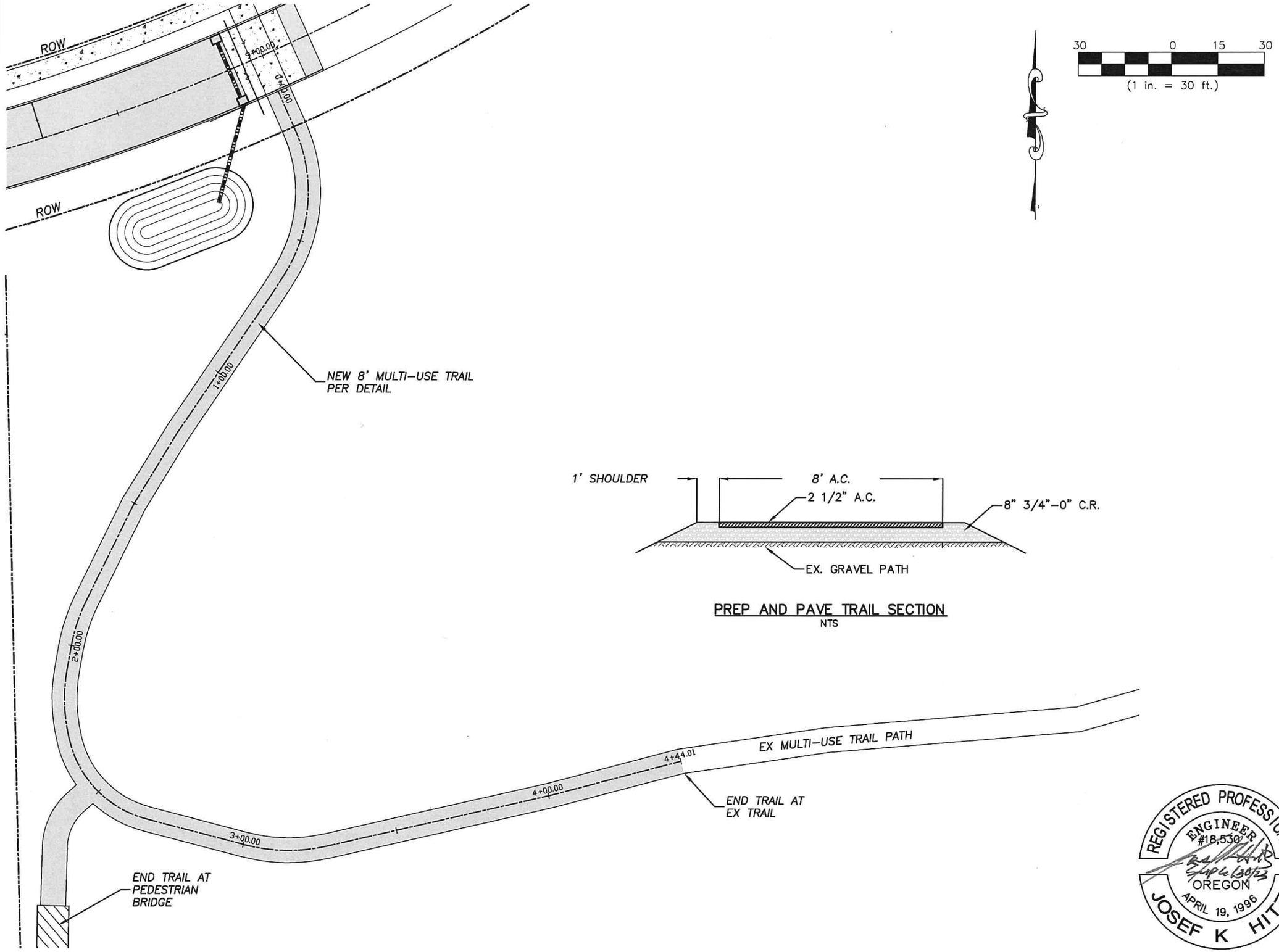
REVISIONS	BY

WEST 7TH STREET PROJECT
CITY OF JOHN DAY

RETAINING WALL

SISUL ENGINEERING
168 E. MAIN STREET
JOHN DAY, OREGON
(541) 575-3777

DATE JULY 2022
SCALE 1"=30'
DRAWN GJB
JOB 08-001
SHEET 08
OF 14 SHEETS



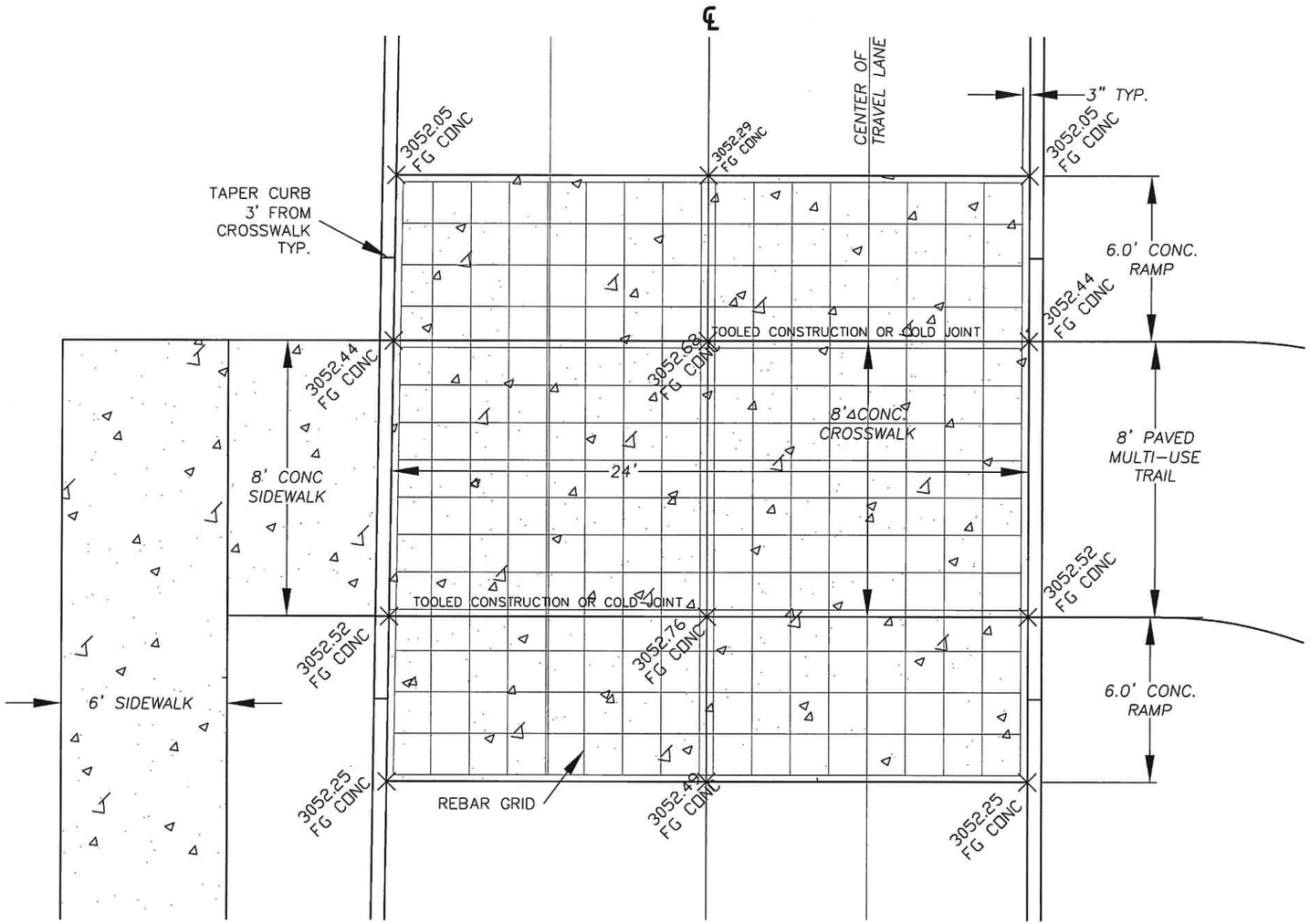
REVISIONS	BY

WEST 7TH STREET PROJECT
CITY OF JOHN DAY

TRAIL PLAN VIEW

SISUL ENGINEERING
158 E. MAIN STREET
JOHN DAY, OREGON
(541) 575-3777

DATE JULY 2022
SCALE 1"=30'
DRAWN GJB
JOB 08-001
SHEET 09
OF 14 SHEETS



SPEED TABLE DETAIL

NTS

NOTES
1. 6" 3000 PSI CONC. OVER TYPICAL SUBBASE
2. #4 REBAR 18" ON CENTER GRID (MIN.)
3. 1 LB. FIBER REINFORCEMENT PER YARD OF CONC. TO BE ADDED (TO BE APPROVED BY PROJECT ENGINEER)
4. BROOM FINISH

REGISTERED PROFESSIONAL ENGINEER #18,530 OREGON APRIL 19, 1996 JOSEF K HITZ
6/30/23

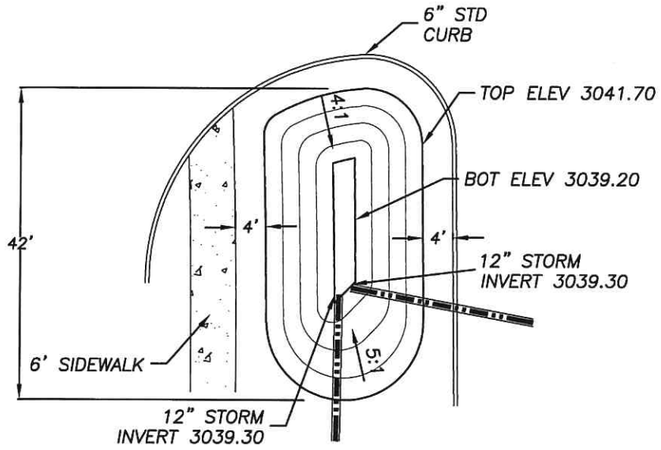
REVISIONS	BY

WEST 7TH STREET PROJECT
CITY OF JOHN DAY

SPEED TABLE DETAIL

SISUL ENGINEERING
158 E. MAIN STREET
JOHN DAY, OREGON
(541) 575-3777

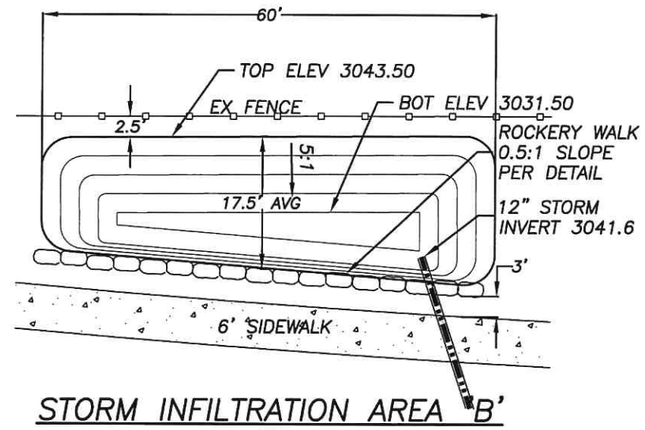
DATE JULY 2022
SCALE 1"=30'
DRAWN GJB
JOB 08-001
SHEET 10
OF 14 SHEETS



STORM INFILTRATION AREA 'A'

NTS

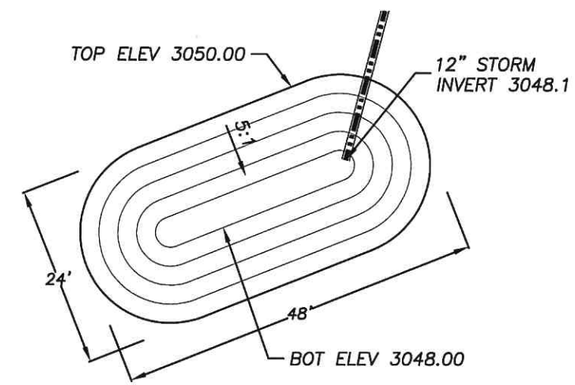
VOLUME: 38 CY MIN.



STORM INFILTRATION AREA 'B'

NTS

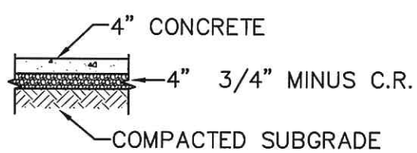
VOLUME: 43 CY MIN.



STORM INFILTRATION AREA 'C'

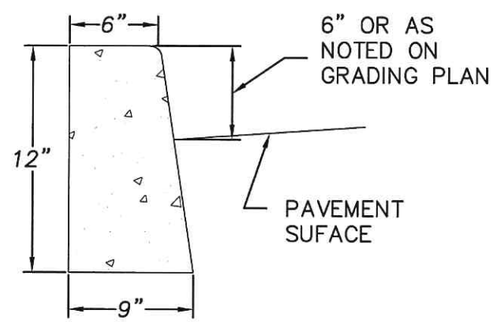
NTS

VOLUME: 40 CY MIN.



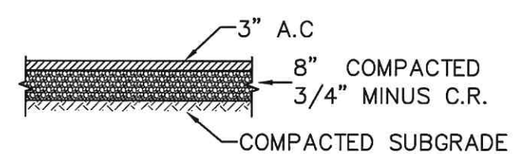
CONC. SIDEWALK/SLAB SECTION

NTS



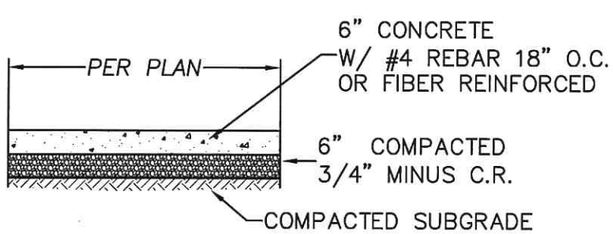
STANDARD CURB

NTS



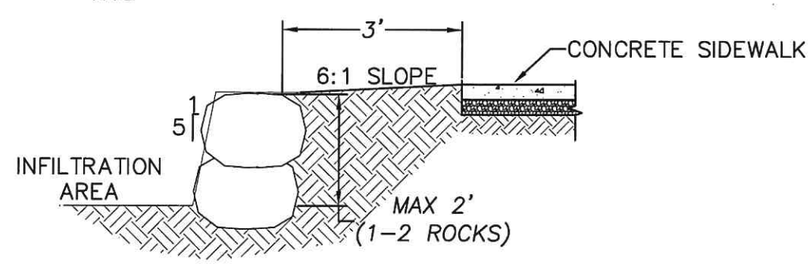
TYPICAL PRIVATE A.C. SECTION

NTS



TYPICAL 6" REINFORCED CONC. SECTION

NTS



ROCKERY WALL DETAIL

NTS

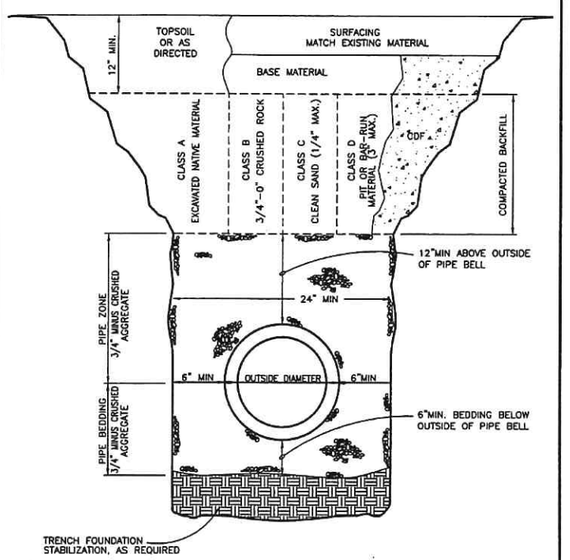
REVISIONS	BY

WEST 7TH STREET PROJECT
CITY OF JOHN DAY

DETAILS

SISUL ENGINEERING
158 E. MAIN STREET
JOHN DAY, OREGON
(541) 575-3777

DATE JULY 2022
SCALE 1"=30'
DRAWN GJB
JOB 08-001
SHEET 11
OF 14 SHEETS



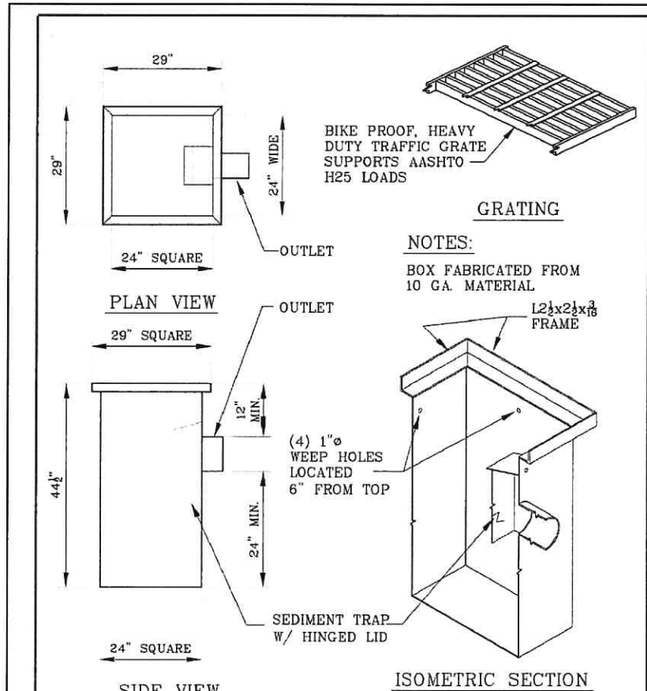
NOTE:
SURFACING OF PAVED AREAS SHALL COMPLY WITH STREET CUT STANDARD DRAWING.

APWA OREGON CHAPTER

TRENCH BACKFILL, BEDDING, AND PIPE ZONE

DATE: AUG 1996 | DRAWING NO. 301

FILENAME: APWA0015.DWG



STATE APPROVED – ASPHALT DIPPED

GSB Gibson Steel Basins SINCE 1972

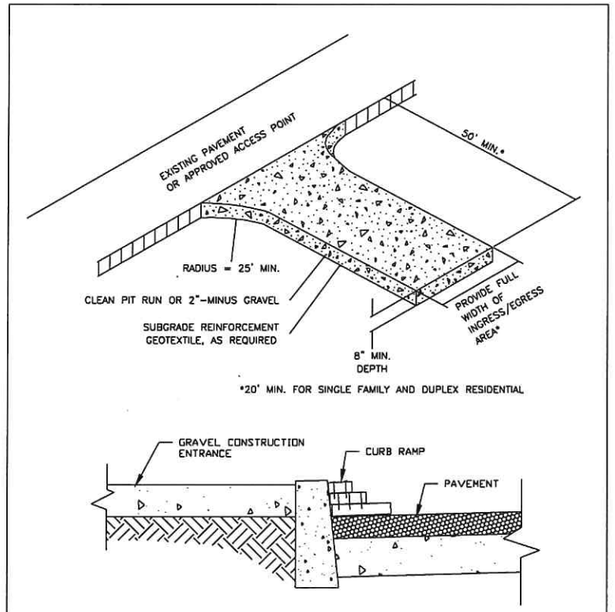
24" SQUARE – 4"ø OR 6"ø OR 8"ø OUTLET

STORM WATER ~~CATCH BASIN~~ AREA DRAIN

PROJ. MAN. DOUG P.	DWN. PAUL G.	SCALE NONE
DATE: JAN. 23, 06	MODEL: MPCB10-42HB-4&6&8-4WH	

DWG # T2

247 Washington St. Eugene, Or. 97401 ph:(541) 687 - 8672 fax:344-0207



NOTES:
DIMENSIONS
SINGLE FAMILY
20' LONG BY 20' WIDE
8" DEEP OF ¾" MINUS CLEAN ROCK.
COMMERCIAL
50' LONG BY 20' WIDE
3-6" CLEAN ROCK,
GOVERNING AUTHORITY MAY REQUIRE GEOTEXTILE FABRIC TO PREVENT SUB-SOIL PUMPING.

CONSTRUCTION ENTRANCE | Detail Drawing 4-5

REGISTERED PROFESSIONAL ENGINEER #18530 OREGON APRIL 19, 1996 JOSEF K HITZ

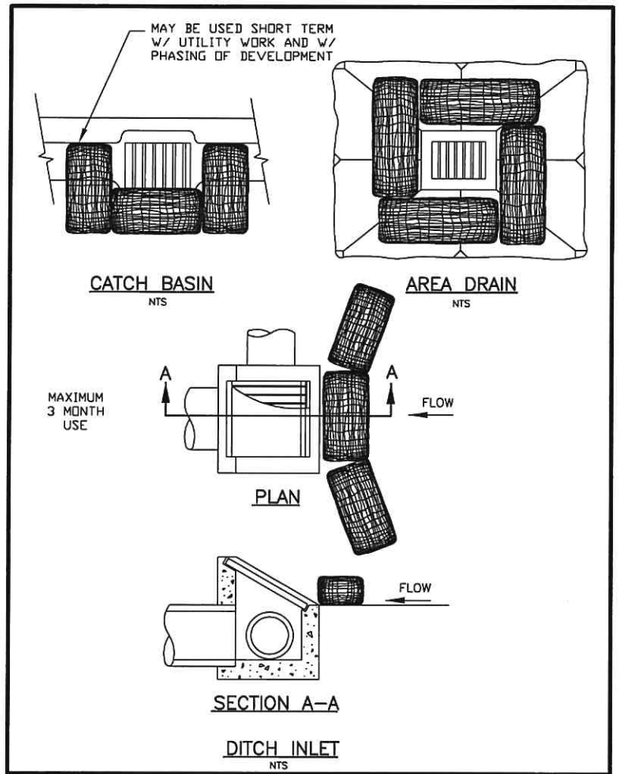
REVISIONS	BY

WEST 7TH STREET PROJECT
CITY OF JOHN DAY

DETAILS

SISUL ENGINEERING
158 E. MAIN STREET
JOHN DAY, OREGON
(541) 575-3777

DATE JULY 2022
SCALE 1"=30'
DRAWN GJB
JOB 08-001
SHEET 12 OF 14 SHEETS



EROSION CONTROL MANUAL	BIO–FILTER BAGS FOR TEMPORARY INLET PROTECTION Detail Drawing 4.2C

SIGN DESIGN

SIGN NO. R7-8

Sign Background: *White, Retroreflective sheeting*

Sign Legend: *Green, Retroreflective sheeting*

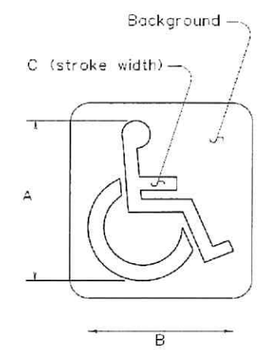
Sign Symbol: *White on Blue, Retroreflective sheeting*

Refer to Standard Highway Signs book for details.

The Disabled Person parking sign is used to designate a parking area reserved for vehicles with DMV permit as stated.

Figure 7

PAVEMENT MARKING STENCIL



Pavement Marking Background: *Optional: Blue, Retroreflective*

Pavement Marking Stencil: *White, Retroreflective*

LEGEND	DIMENSIONS (INCHES)						
	A	B	C	D	E	F	G
MINIMUM	28	24	3				
STANDARD	41	36	4				

The pavement marking stencil shall be used to designate an accessible parking area reserved for vehicles with DMV permits.

Figure 6

REGISTERED PROFESSIONAL ENGINEER #18530 OREGON APRIL 19, 1996 JOSEF K HITZ

6/30/23

REVISIONS	BY

WEST 7TH STREET PROJECT

CITY OF JOHN DAY

DETAILS

SISUL ENGINEERING
166 E. MAIN STREET
JOHN DAY, OREGON
(541) 575-3777

DATE JULY 2022

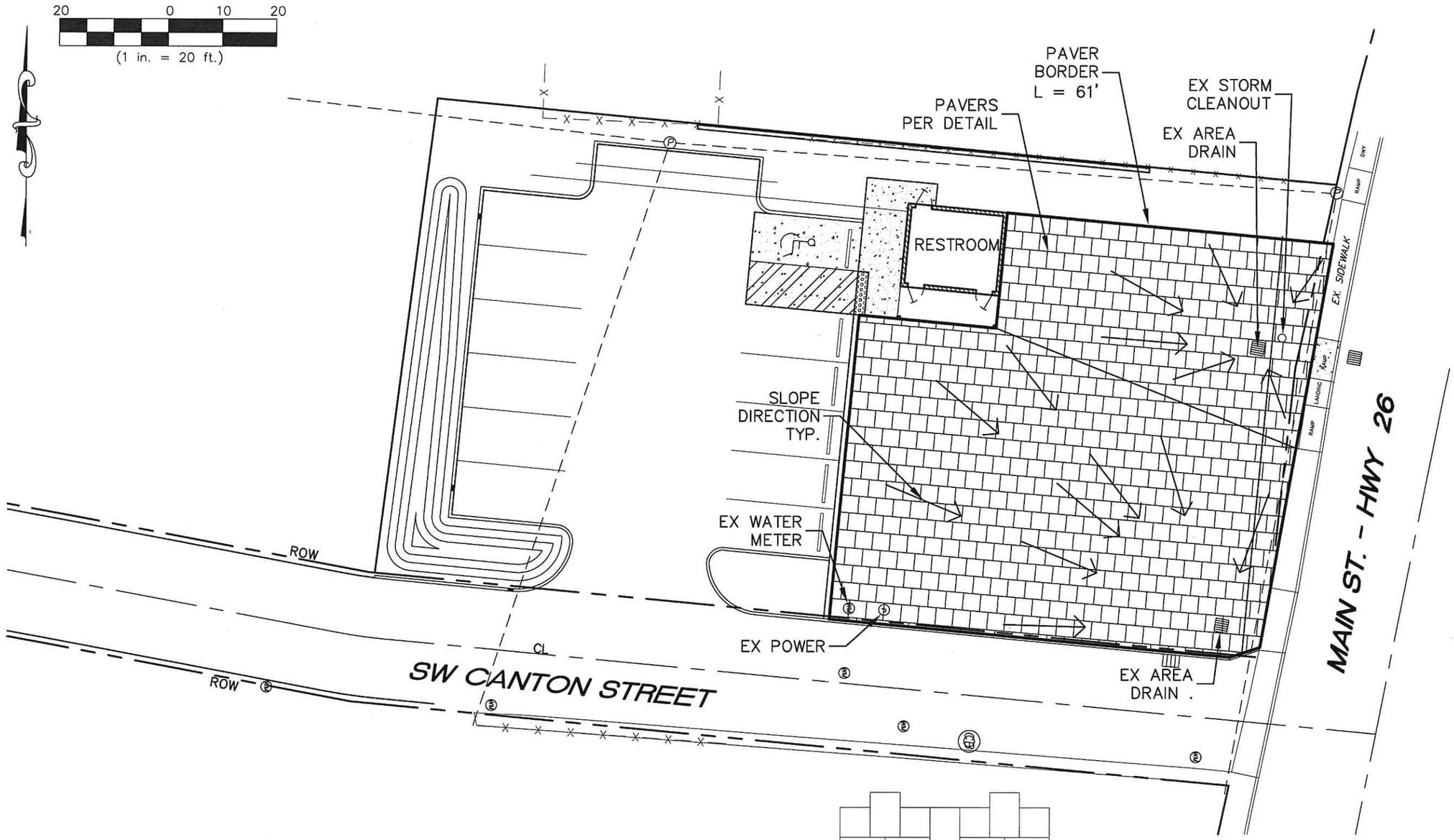
SCALE 1"=30'

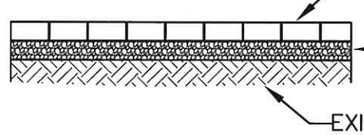
DRAWN GJB

JOB 08-001

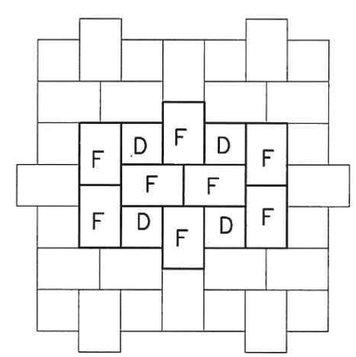
SHEET 13

OF 14 SHEETS





TYPICAL 4" CONC. SECTION
NTS



PAVER PATTERN
NTS

BLOCK DIMS
D = 8.25"x8.25"
F = 12.375"x8.25"

COLOR PER SPECS

REGISTERED PROFESSIONAL ENGINEER #18,530 OREGON APRIL 19, 1996 JOSEF K HITZ

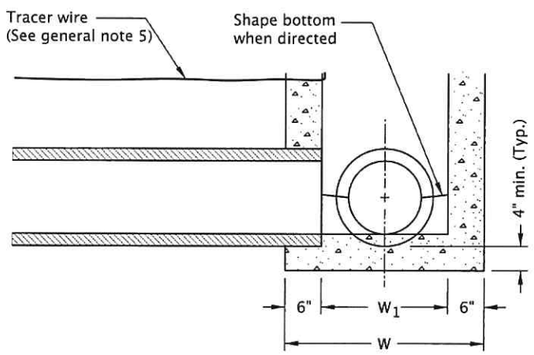
REVISIONS	BY

WEST 7TH STREET PROJECT
CITY OF JOHN DAY

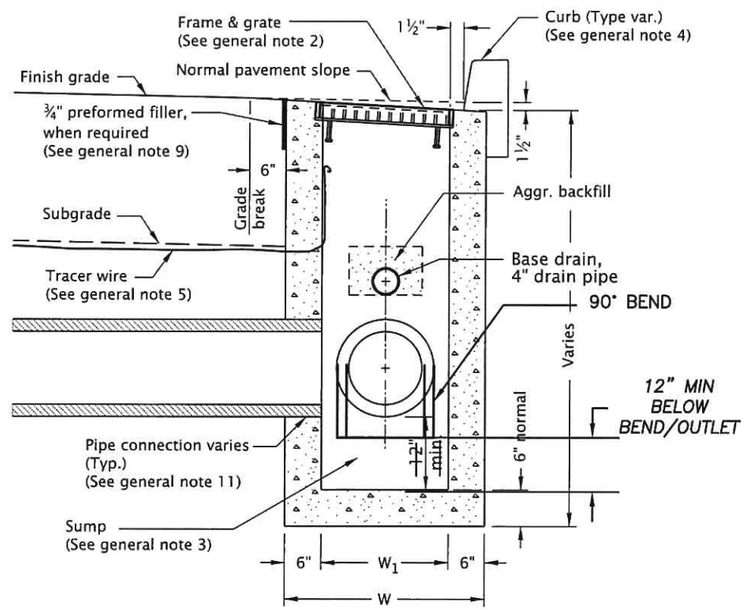
PIT STOP PAVERS SCHEDULE B

SISUL ENGINEERING
158 E. MAIN STREET
JOHN DAY, OREGON
(541) 575-3777

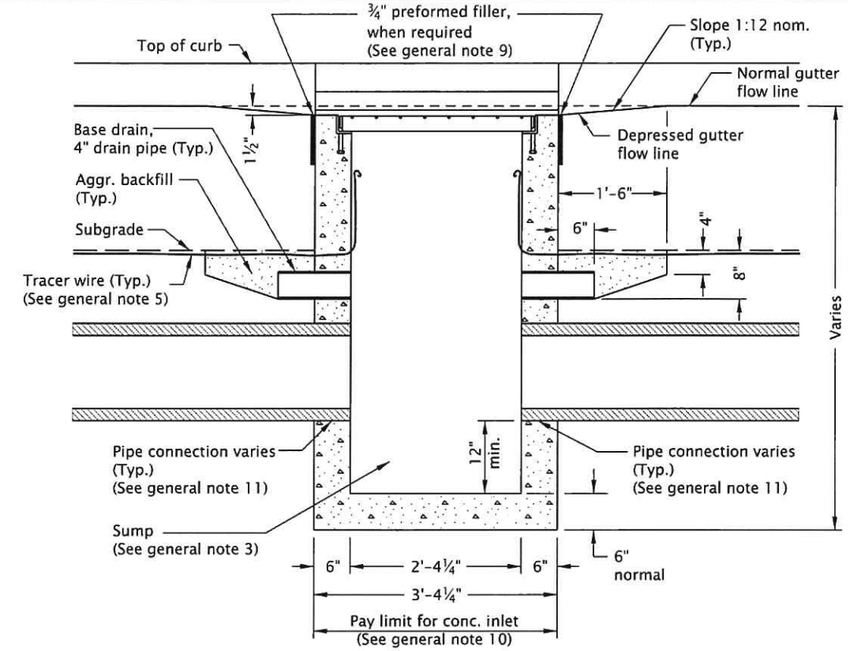
DATE JULY 2022
SCALE 1"=20'
DRAWN GJB
JOB 08-001
SHEET 14
OF 01 SHEETS



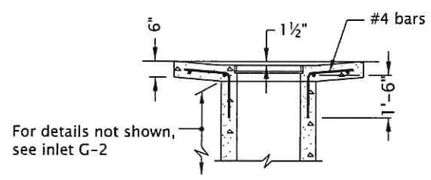
DETAIL A
WITHOUT SUMP



SECTION B - B



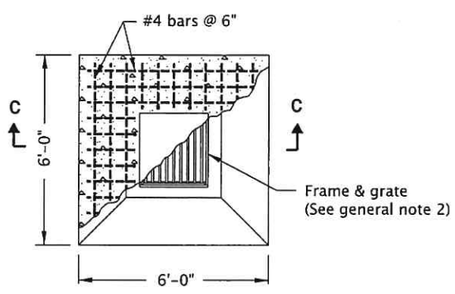
SECTION A - A



SECTION C-C

NOTE:

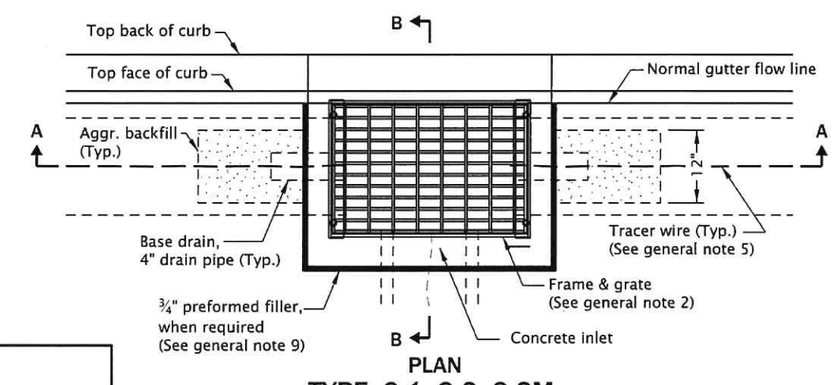
All reinforcement to be placed 2" clear of nearest face of concrete unless shown or noted otherwise



PLAN

TYPE G-2MA

TABLE A		
INLET TYPE	W	W_1
~~G-1~~	~~2'-8⅞"~~	~~1'-8⅞"~~
G-2, ~~G-2M, G-2MA~~	3'-3⅜"	2'-3⅜"



PLAN

TYPE G-1, G-2, G-2M

GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:

1. Where precast inlets are used as an alternate to cast-in-place inlets, a 4" compacted leveling bed of sand or ¼"-0 crushed aggregate shall be provided. All precast inlets shall conform to requirements of ASTM C913.
2. Graphics show G-1 inlet with Type 2 grate. See Table A for inlet dimensions.
   Type 1 grate allowed only in locations not subject to bicycle or pedestrian use.
   For frame and grate details, see Std. Dwg. RD365.
3. Provide sump only where shown on plans, and allowed by jurisdiction. See Detail A for inlet without sump.
4. For curb details, see Std. Dwgs. RD700 & RD701.
5. See Std. Dwg. RD336 for tracer wire details, or approved alternate.
6. Max. pipe diameter varies with pipe material.
7. Location, elevation, diameter, slope, and number of pipe(s) varies, see project plans.
8. All concrete shall be commercial grade concrete.
9. ¾" preformed filler (in concrete pavement or gutter only) to extend through thickness of concrete.
10. See Std. Dwg. RD363 for gutter transition section, when curb and gutter are required.
11. See Std. Dwg. RD339 for pipe to structure connections.

CALC. BOOK NO. N/A

SDR DATE 21-JUL-2015

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

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

OREGON STANDARD DRAWINGS

CONCRETE INLETS
TYPE G-1, G-2, G-2M, & G-2MA

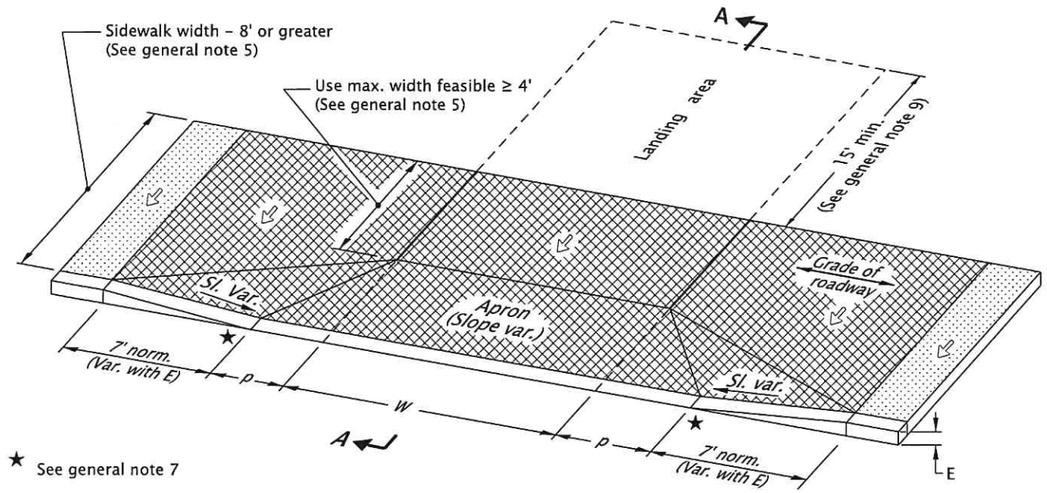
2021

DATE	REVISION DESCRIPTION

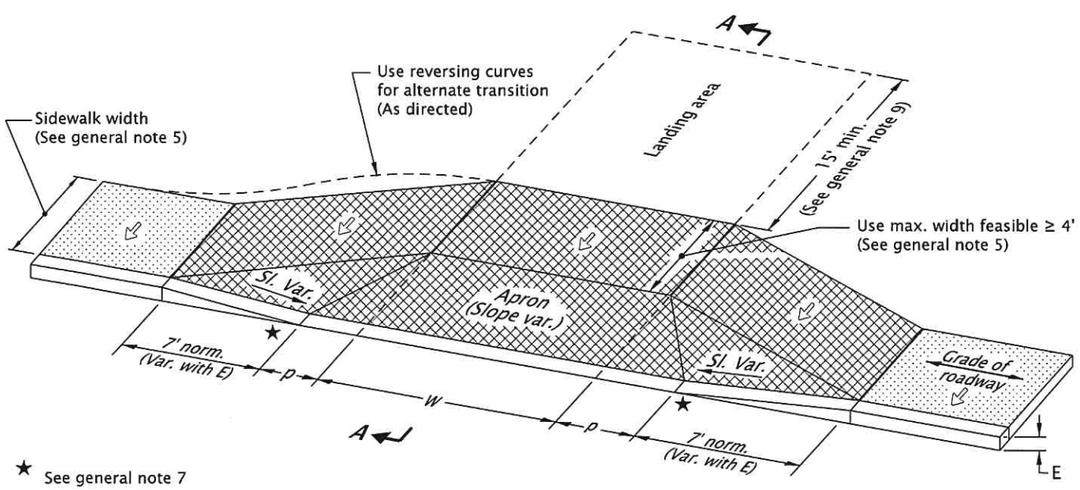
rd364.dgn 20-JUL-2020

RD364

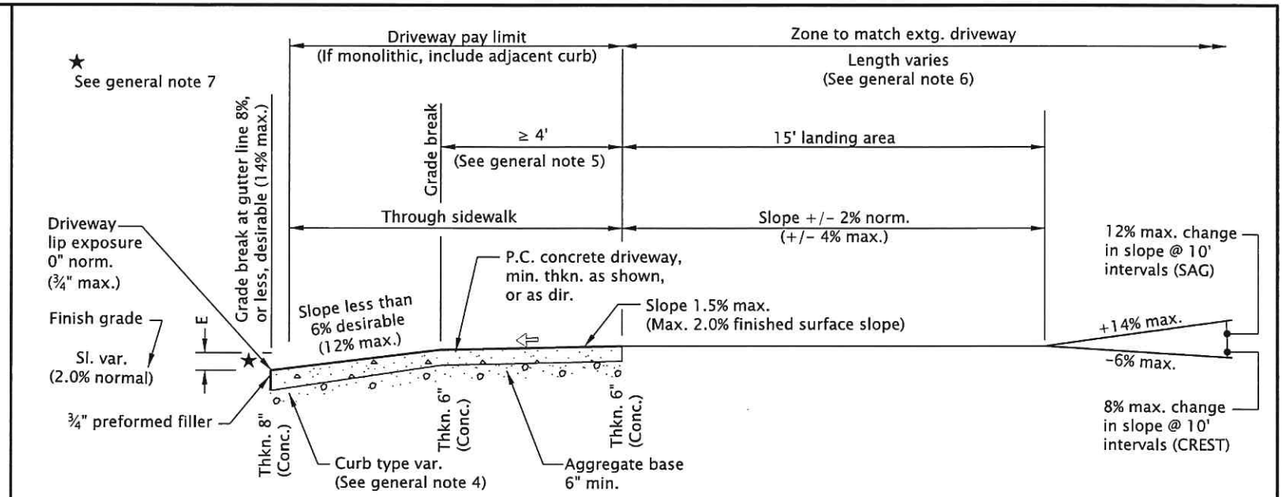
Effective Date: June 1, 2022 - November 30, 2022



OPTION D
DRIVEWAY IN WIDE (8' OR GREATER) SIDEWALK



OPTION E
SIDEWALK WRAPPED AROUND DRIVEWAY



SECTION A-A

GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:

1. Details are based on applicable ODOT Standards.
2. Only use details allowed by jurisdiction.
3. The following dimensions are as shown on plans, or as directed: driveway width, driveway slope, sidewalk width, curb exposure, driveway lip exposure, landing area length and width. See project plans for details not shown.
4. Curb, gutter, and sidewalk types varies, see plans.
   See Std. Dwgs. RD700 & RD701 for curb details.
   See Std. Dwg. RD720 for sidewalk details.
   See Std. Dwg. RD722 for joint details.
5. A greater than or equal 4' unobstructed clear passage with cross slope 1.5% max. (Max. 2.0% finished surface slope) is required behind driveway apron.
6. Where existing driveway is in good condition, and meets slope requirements, construct only as much landing area as required for satisfactory connection with new work.
7. Check the gutter flow depth at driveway locations to assure that the design flood does not overtop the back of sidewalk at driveway. If overtopping occurs place an inlet at upstream side of driveway or perform other approved design mitigation.
8. Construct a full deph expansion joints with 1#2" (In) preformed joint filler at ends of each driveway. Tooled joints are required at all driveway slope break lines.
9. 15' min. of the driveway behind the sidewalk should be surfaced to prevent tracking of gravel onto the sidewalk.
10. Monolithic curb & sidewalk shall retain thickened edge through lowered profile, to accommodate driveway use. See Std. Dwg. RD720 for details.

LEGEND:

	Sidewalk
	Driveway pay limit (If monolithic, include adjacent curb) (See project plans for details not shown)
⇦	Cross slope 1.5% max. (Max. 2.0% finished surface slope) (Normal sidewalk cross slope)
W	Width of driveway
E	Curb exposure
p	7.0' in commercial land use types 3.5' in residential land use types

CALC. BOOK NO. N/A

SDR DATE 20-JUL-2020

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

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

OREGON STANDARD DRAWINGS

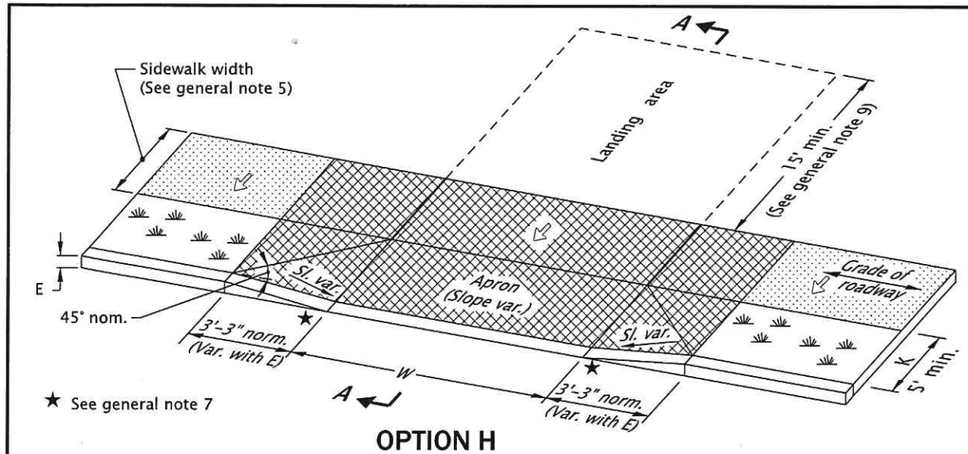
CURB LINE SIDEWALK DRIVEWAYS OR ALLEYS (OPTIONS D & E) ODOT HIGHWAYS

2021

DATE	REVISION DESCRIPTION

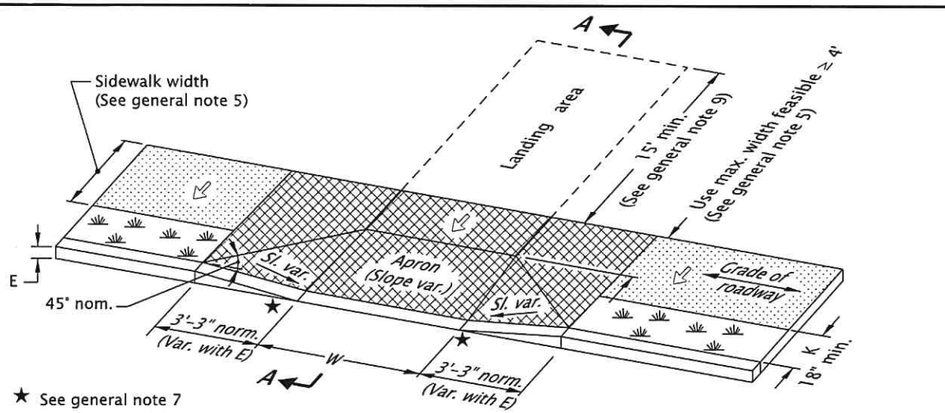
rd730.dgn 14-JAN-2022

RD730

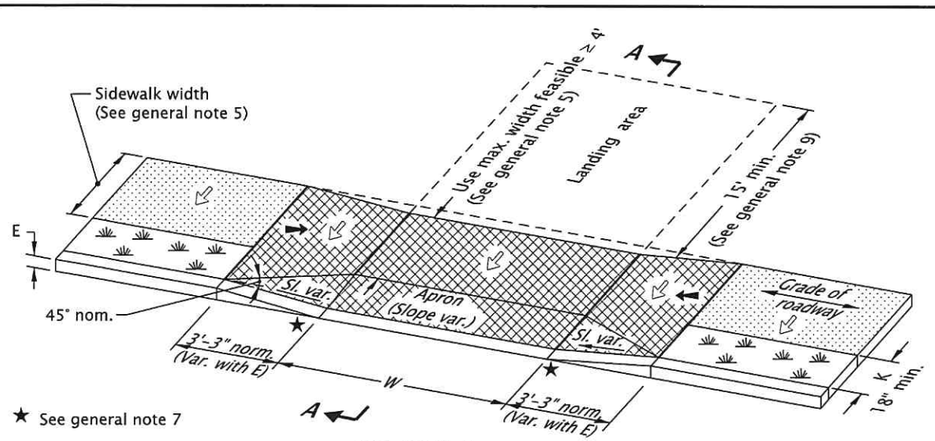


OPTION H
TYPICAL SEPARATED SIDEWALK DRIVEWAY

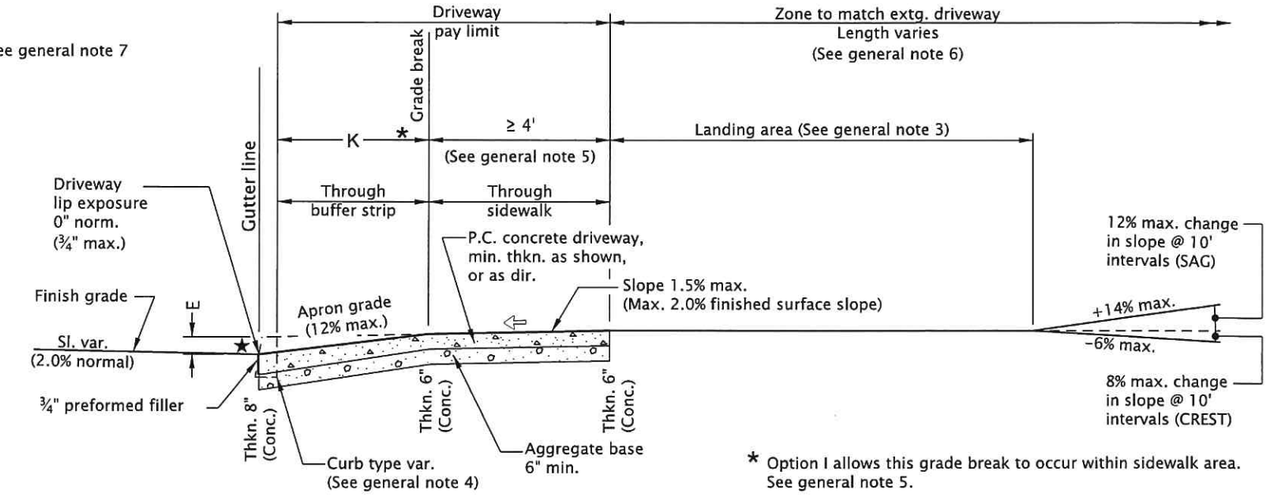
(Use one of the options below if slope requirements shown in Section A-A cannot be met)



OPTION I
DRIVEWAY ENCROACHES INTO SIDEWALK



OPTION J
LOWERED SIDEWALK



SECTION A-A

GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:

1. Details are based on applicable ODOT Standards.
2. Only use details allowed by jurisdiction.
3. The following dimensions are as shown on plans, or as directed: driveway width, driveway slope, sidewalk width, buffer strip width, curb exposure, driveway lip exposure, landing area length and width. See project plans for details not shown.
4. Curb, gutter, and sidewalk types varies, see plans.
   See Std. Dwgs. RD700 & RD701 for curb details.
   See Std. Dwg. RD721 for sidewalk details.
   See Std. Dwg. RD722 for joint details.
5. A greater than or equal 4' unobstructed clear passage with cross slope 1.5% max. (Max. 2.0% finished surface slope) is required behind driveway apron.
6. Where existing driveway is in good condition, and meets slope requirements, construct only as much landing area as required for satisfactory connection with new work.
7. Check the gutter flow depth at driveway locations to assure that the design flood does not overtop the back of sidewalk at driveway. If overtopping occurs place an inlet at upstream side of driveway or perform other approved design mitigation.
8. Construct a full deph expansion joints with 1#2" (In) preformed joint filler at ends of each driveway. Tooled joints are required at all driveway slope break lines.
9. 15' min. of the driveway behind the sidewalk should be surfaced to prevent tracking of gravel onto the sidewalk.
10. Any dimensions except those of general note 5 may be amended by local agencies for their use.

LEGEND:

- Sidewalk
- Driveway pay limit (See project plans for details not shown)
- 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 Width of driveway
K Buffer strip width
E Curb exposure

NOTE:
This drawing is to be used by local agencies to assist them in the design of driveways on their facilities.

CALC. BOOK NO. N/A

SDR DATE 20-JUL-2020

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

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

OREGON STANDARD DRAWINGS

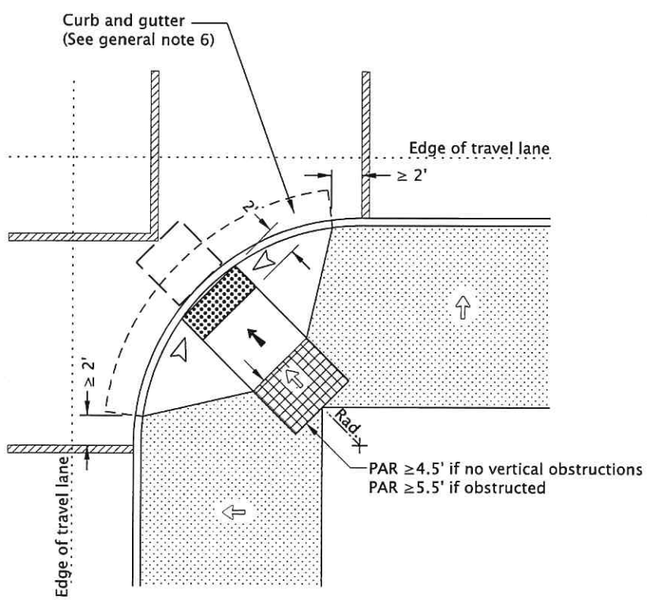
SEPARATED SIDEWALK DRIVEWAYS OR ALLEYS (OPTIONS H, I & J) LOCAL JURISDICTIONS

2021

DATE	REVISION DESCRIPTION

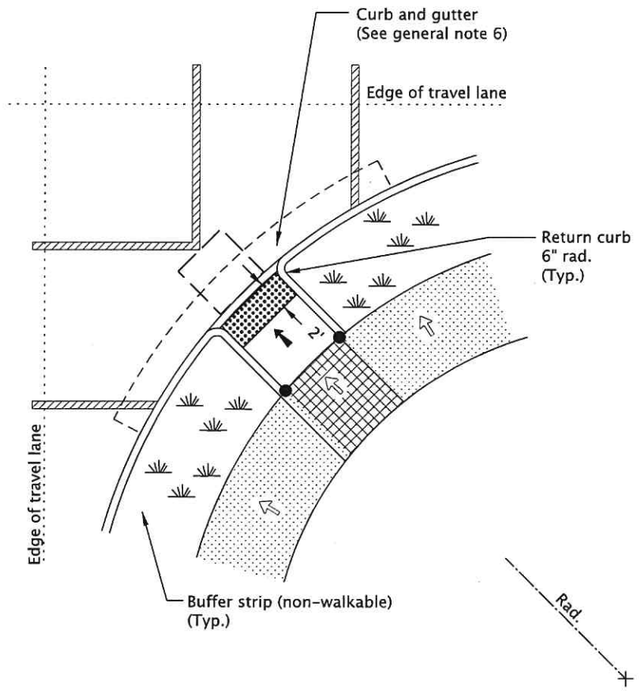
rd740.dgn 20-JUL-2020

RD740



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