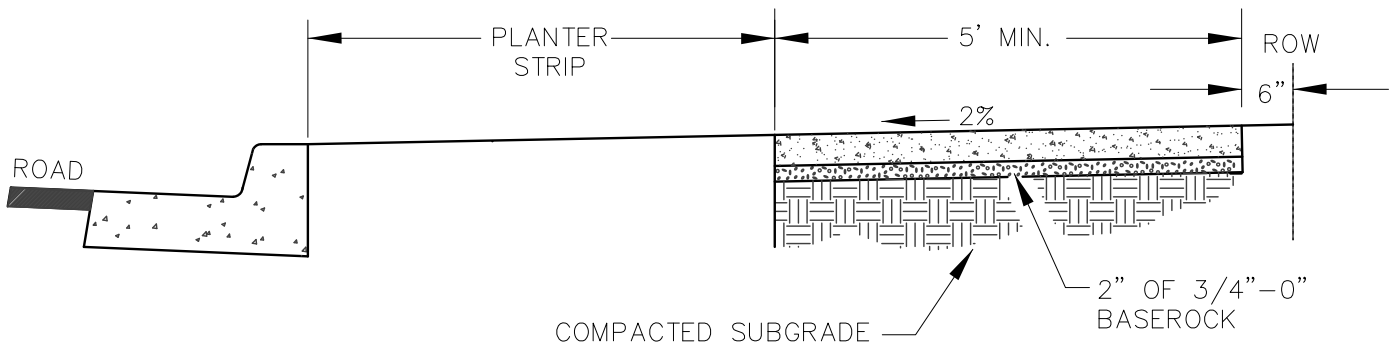


SIDEWALK ADJACENT TO CURB



SIDEWALK AWAY FROM CURB

NOTES:

1. CONCRETE SHALL BE 3000 P.S.I. AFTER 28 DAYS.
2. PANELS TO BE 5 FEET LONG UNLESS OTHERWISE SPECIFIED.
3. EXPANSION JOINTS & CONTRACTION JOINTS SHALL BE 1/2" PREMOLDED ASPHALT IMPREGNATED MATERIAL OR EQUAL EXTENDING FROM SUBGRADE TO FINISH GRADE AND PLACED AT SIDES OF DRIVEWAY APPROACHES, UTILITY VAULTS, WHEELCHAIR RAMPS AND AT SPACING NOT TO EXCEED 45 FEET.
4. FOR SIDEWALK ADJACENT TO THE CURB AND POURED AT THE SAME TIME AS THE CURB, THE JOINT BETWEEN THEM SHALL BE A TROWELED JOINT WITH A MIN. 1/2" RADIUS.
5. SIDEWALK SHALL HAVE A MINIMUM THICKNESS OF 6 INCHES IF MOUNTABLE CURB IS USED OR IF SIDEWALK IS INTENDED AS PORTION OF DRIVEWAY. OTHERWISE SIDEWALK SHALL HAVE A MINIMUM THICKNESS OF 4 INCHES.
6. DRAIN BLOCKOUTS IN CURBS SHALL BE EXTENDED TO BACK OF SIDEWALK WITH 3" DIAMETER SCHEDULE 40 DWV (ABS OR PVC) PIPE AT 2% SLOPE. CONTRACTION JOINT TO BE PLACED OVER PIPE.
7. CONCRETE SHALL HAVE A MEDIUM BROOM FINISH AND TROWELED ON ALL FOUR SIDES



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FAX: (503) 684-7297

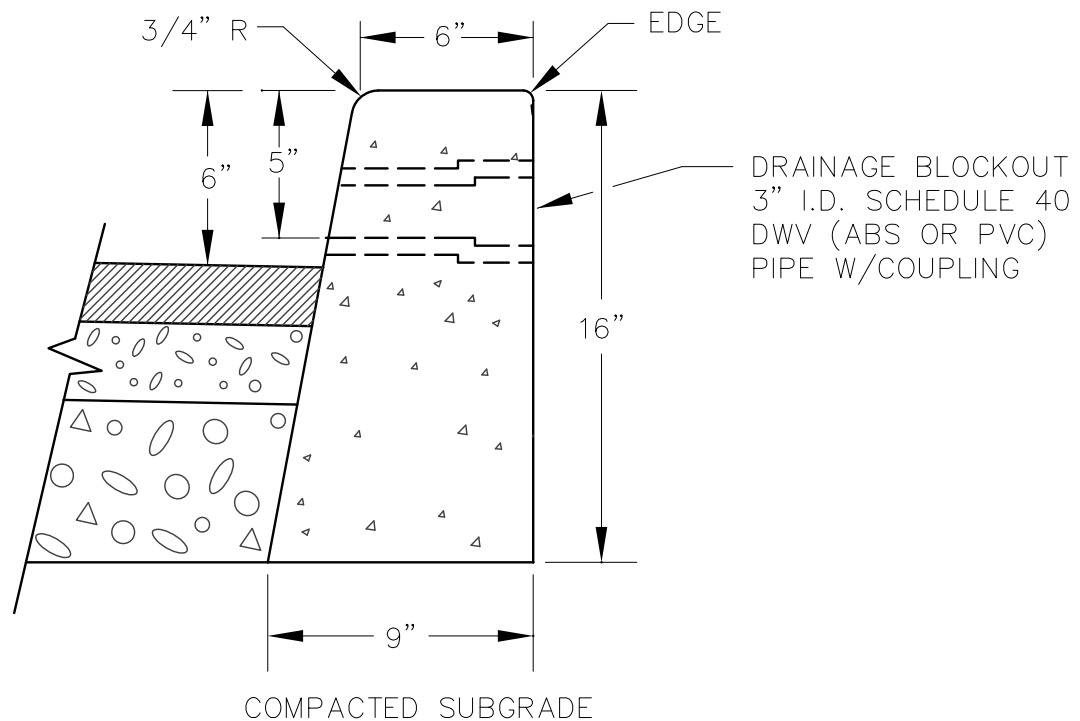
APPROVED BY:
MICHAEL A. STONE, P.E.
CITY ENGINEER
JANUARY 2013
APPROVAL DATE

**CONCRETE
SIDEWALK**

NO SCALE

DWG. NO.

120



NOTES:

1. EXPANSION JOINTS:
 - A. TO BE PROVIDED:
 - 1) AT EACH POINT OF TANGENCY OF THE CURB.
 - 2) AT EACH COLD JOINT.
 - 3) AT EACH SIDE OF INLET STRUCTURES.
 - 4) AT EACH END OF DRIVEWAYS.
 - 5) AT LOCATIONS NECESSARY TO LIMIT SPACING TO 45 FEET.
2. TRAVERSE EXPANSION MATERIAL TO BE PRE-MOLDED NON-EXTRUDED MATERIAL WITH A MINIMUM THICKNESS OF 1/2" AND SHALL COVER ENTIRE CROSS SECTION OF CONCRETE.
3. TRAVERSE CONTRACTION JOINTS TO BE SPACED NOT MORE THAN 15 FEET APART WITH A DEPTH OF AT LEAST ONE FOURTH OF THE CROSS SECTIONAL AREA.
4. CONCRETE BREAKING STRENGTH TO BE 3000 PSI AFTER 28 DAYS.
5. DRAINAGE ACCESS THROUGH NEW CURBS SHALL BE PLACED A MIN. OF 2 FEET AND MAX. OF 3 FEET FROM PROPERTY LINES (SEE NOTE 5 STD DETAIL NO. 126)
6. FOR SUBDIVISIONS AN "S" FOR SANITARY AND A "D" FOR STORM DRAIN SHALL BE STAMPED ON THE TOP OF THE CURB ABOVE THE LATERAL



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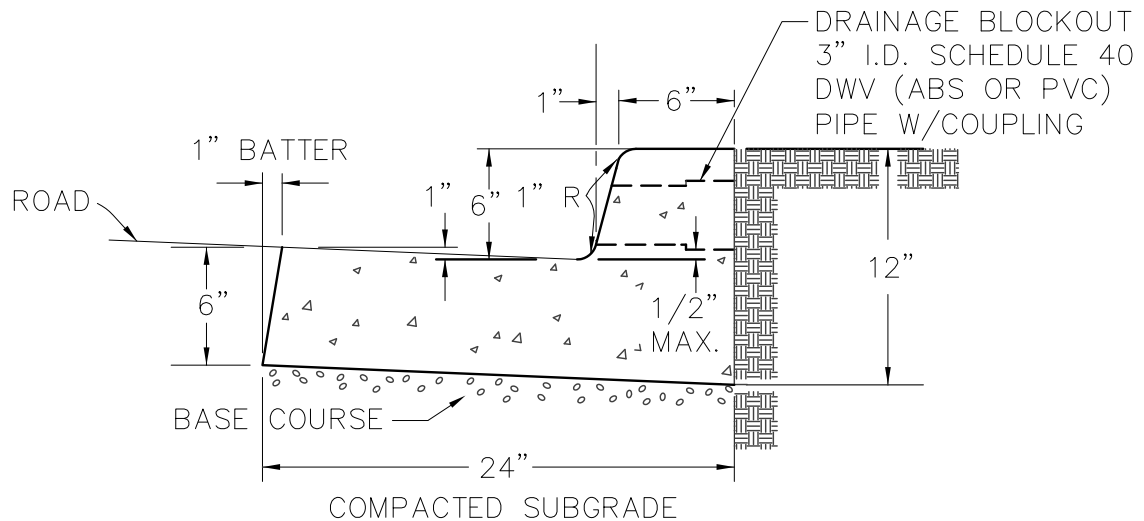
APPROVED BY:
MICHAEL A. STONE, P.E.
CITY ENGINEER
JANUARY 2013
APPROVAL DATE

**STANDARD
CURB**

NO SCALE

DWG. NO.

125



1. CONCRETE TO HAVE A BREAKING STRENGTH OF 3000 P.S.I. AFTER 28 DAYS.
2. EXPANSION JOINTS:
 - A. TO BE PROVIDED:
 - 1) AT EACH POINT OF TANGENCY OF THE CURB.
 - 2) AT EACH COLD JOINT.
 - 3) AT EACH SIDE OF INLET STRUCTURES.
 - 4) AT EACH END OF DRIVEWAYS.
 - 5) AT LOCATIONS NECESSARY TO LIMIT SPACING TO 45 FEET.
 - B. MATERIAL TO BE PRE-MOLDED, ASPHALT IMPREGNATED, NON EXTRUDING, WITH A THICKNESS OF 1/2 INCH AND SHALL COVER ENTIRE CROSS SECTION OF CONCRETE.
3. CONTRACTION JOINTS:
 - A. SPACING TO BE NOT MORE THAN 15 FEET.
 - B. THE DEPTH OF THE JOINT SHALL BE AT LEAST 1-1/2 INCHES.
4. BASE ROCK 2"-0" OR 3/4"-0", 95% COMPACTION. BASE ROCK SHALL BE TO SUBGRADE OF STREET STRUCTURE OR 4" IN DEPTH, WHICHEVER IS GREATER.
5. DRAINAGE BLOCKOUT – 3" DIAMETER PIPE:
 - A. 3" I.D. PIPE WITH COUPLING.
 - B. DRAINAGE ACCESS THROUGH EXISTING CURBS SHALL BE CORE DRILLED OR CURB SAW CUT VERTICALLY 18" EACH SIDE OF DRAIN AND REPOURED TO FULL DEPTH OF CURB.
 - C. DRAINAGE ACCESS THROUGH NEW CURBS SHALL BE PLACED A MINIMUM OF 2.0' AND A MAXIMUM OF 3.0' FROM PROPERTY LINES.
6. FOR SUBDIVISIONS AN "S" FOR SANITARY AND A "D" FOR STORM DRAIN SHALL BE STAMPED ON THE TOP OF THE CURB ABOVE THE LATERAL



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JANUARY 2013
APPROVAL DATE

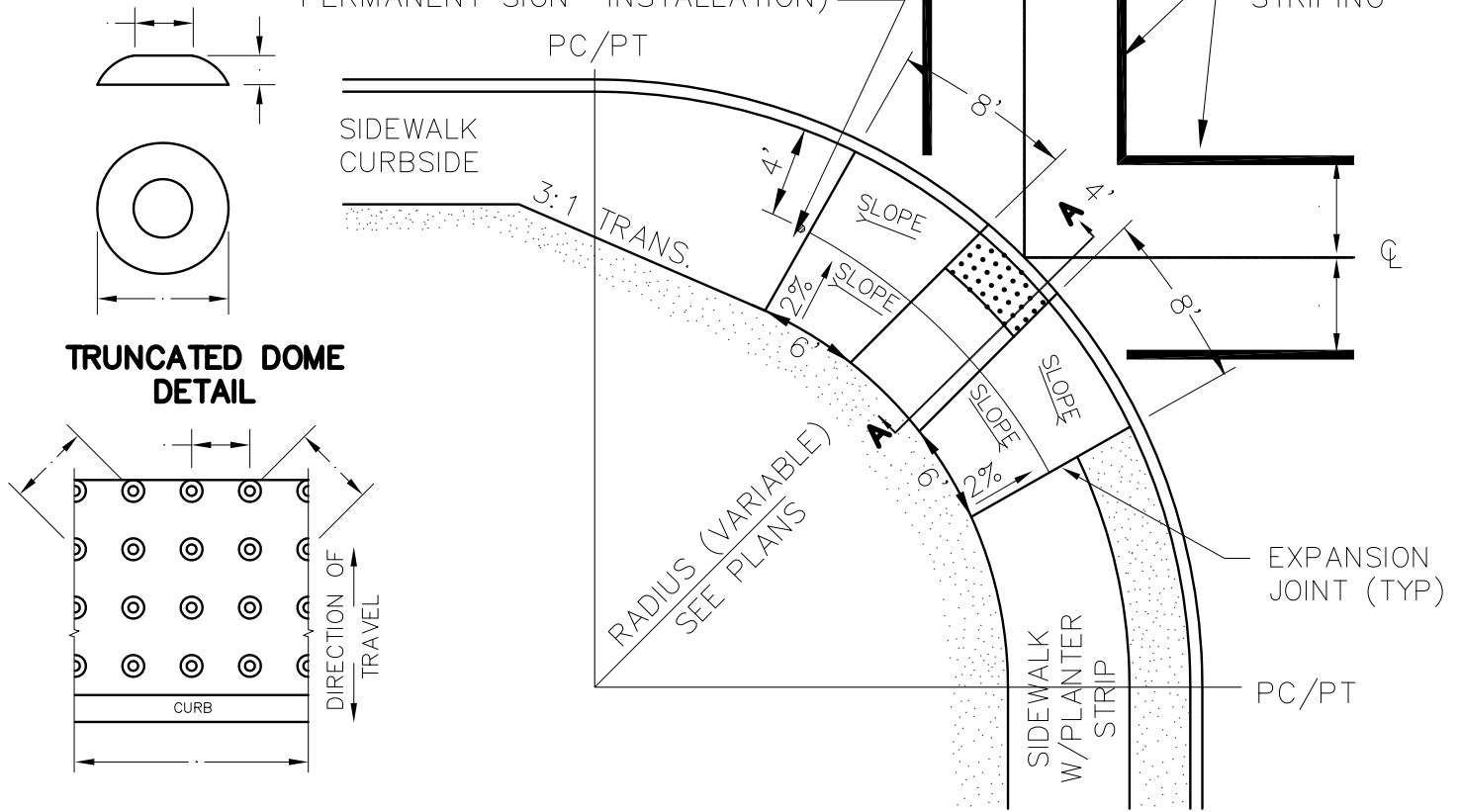
CURB & GUTTER

NO SCALE

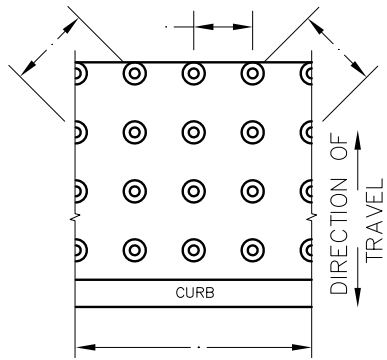
DWG. NO.

126

STOP SIGN LOCATION
(INSTALL 4" PVC SLEEVE UNTIL
PERMANENT SIGN INSTALLATION)

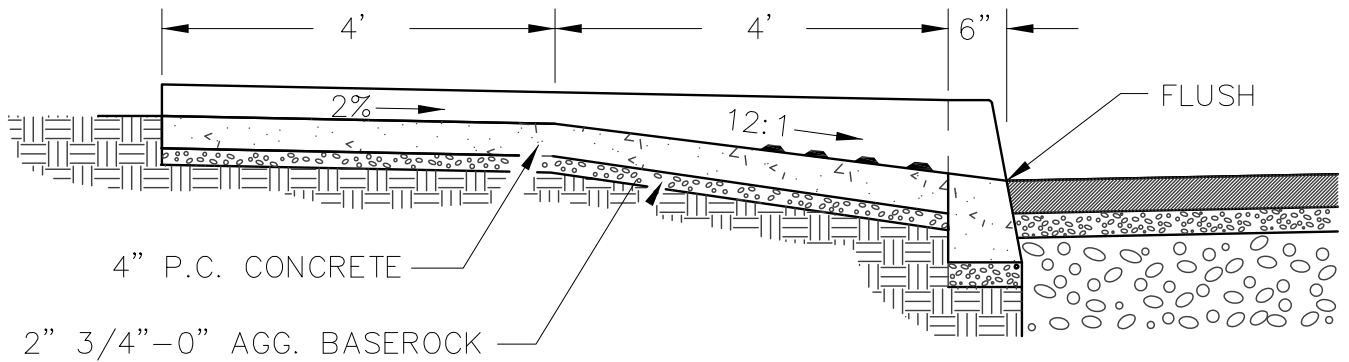


**TRUNCATED DOME
DETAIL**



**RAMP TEXTURE
PATTERN DETAIL**

PLAN VIEW



SECTION A-A

NOTES:

1. CONCRETE SHALL ATTAIN A MINIMUM COMPRESSIVE STRENGTH OF 3000 P.S.I. IN 28 DAYS.
2. CONTRACTION JOINTS SHALL BE SCRIBED 3/4" DEEP AND RAMP PANELS SHALL BE BE EDGED ON 4 SIDES.
3. EXPANSION JOINTS SHALL BE 1/2" ASPHALT IMPREGNATED MATERIAL OR EQUAL.
4. SURFACE SHALL HAVE A MEDIUM BROOM FINISH WITH TROWLED EDGES ON ALL SIDES..
5. COLOR OF DOME AREA SHALL BE COLONIAL RED OR AS APPROVED BY ENGINEER.
6. SEE STD DETAIL NO. 146

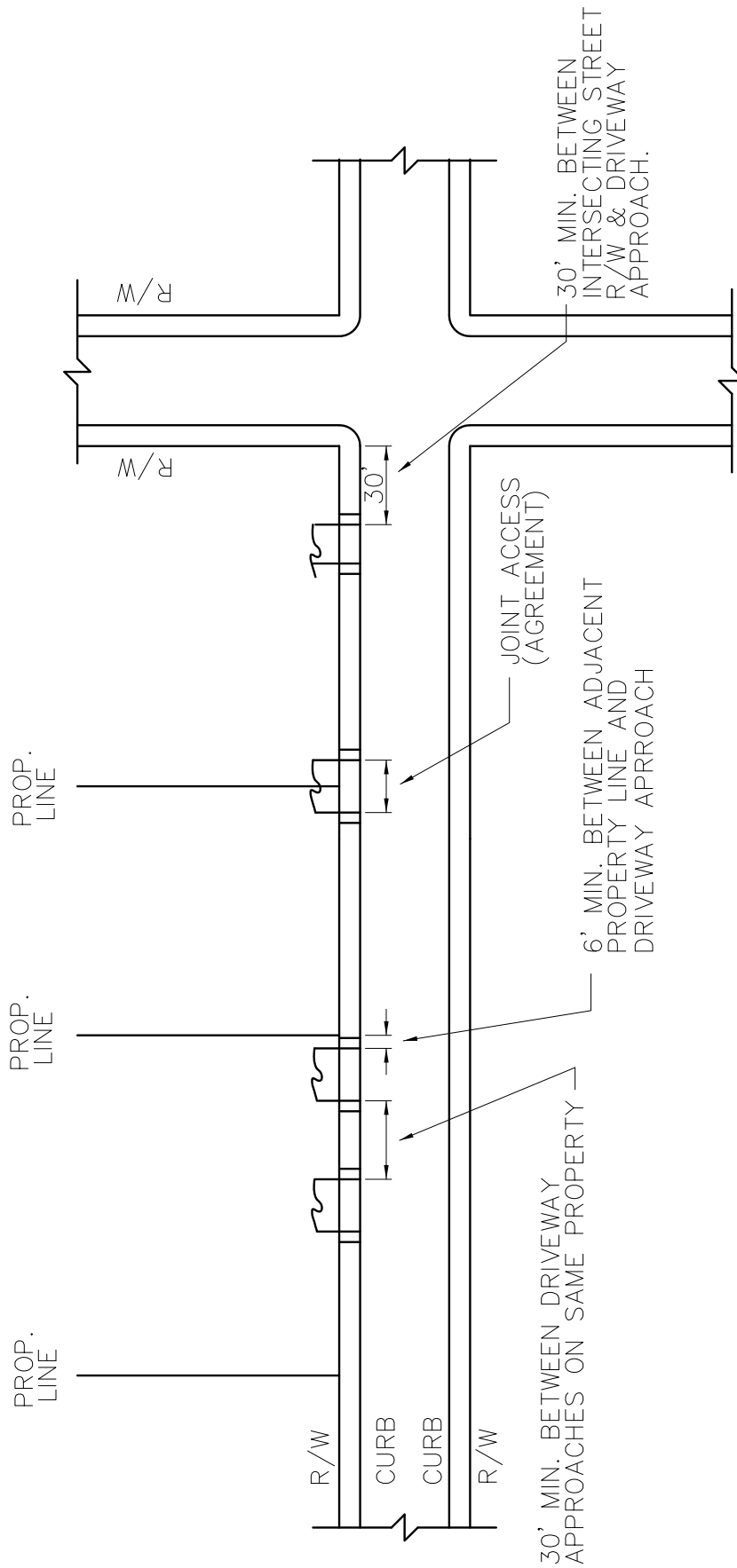


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APPROVED BY:
MICHAEL A. STONE, P.E.
CITY ENGINEER
JANUARY 2013
APPROVAL DATE

**WHEELCHAIR RAMP
STANDARD CORNER**

NO SCALE
DWG. NO.
128



NOTE:
 DRIVEWAYS LOCATED ON OR ADJACENT TO ARTERIAL OR
 COLLECTOR STREETS SHALL MEET 18.705.030 42

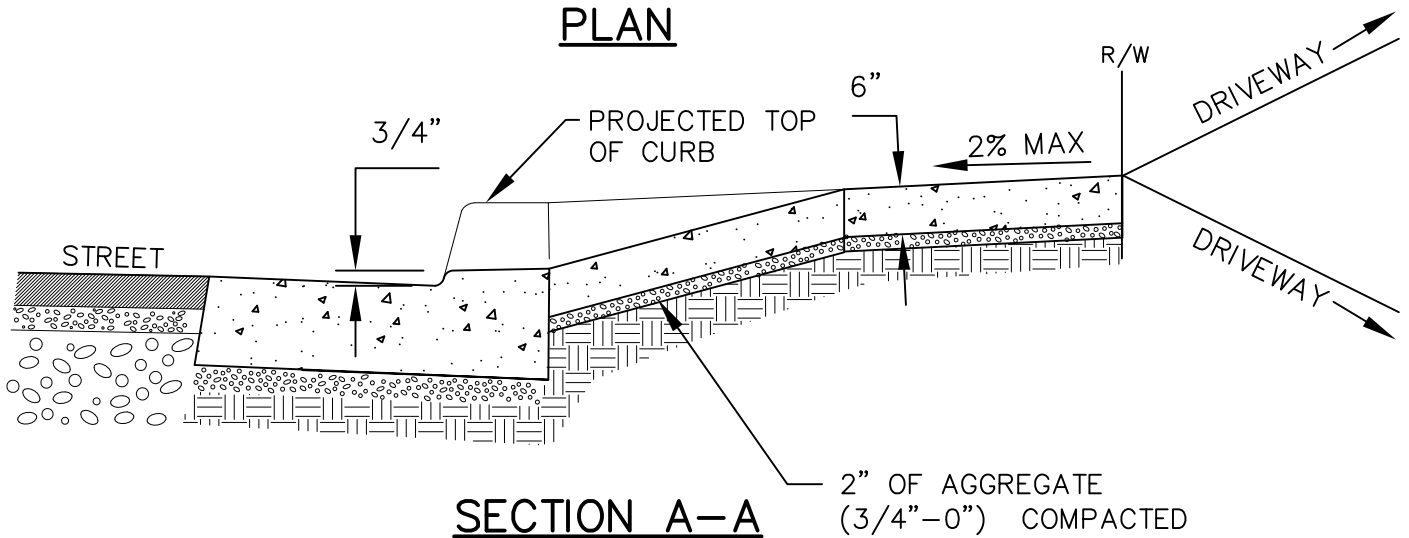
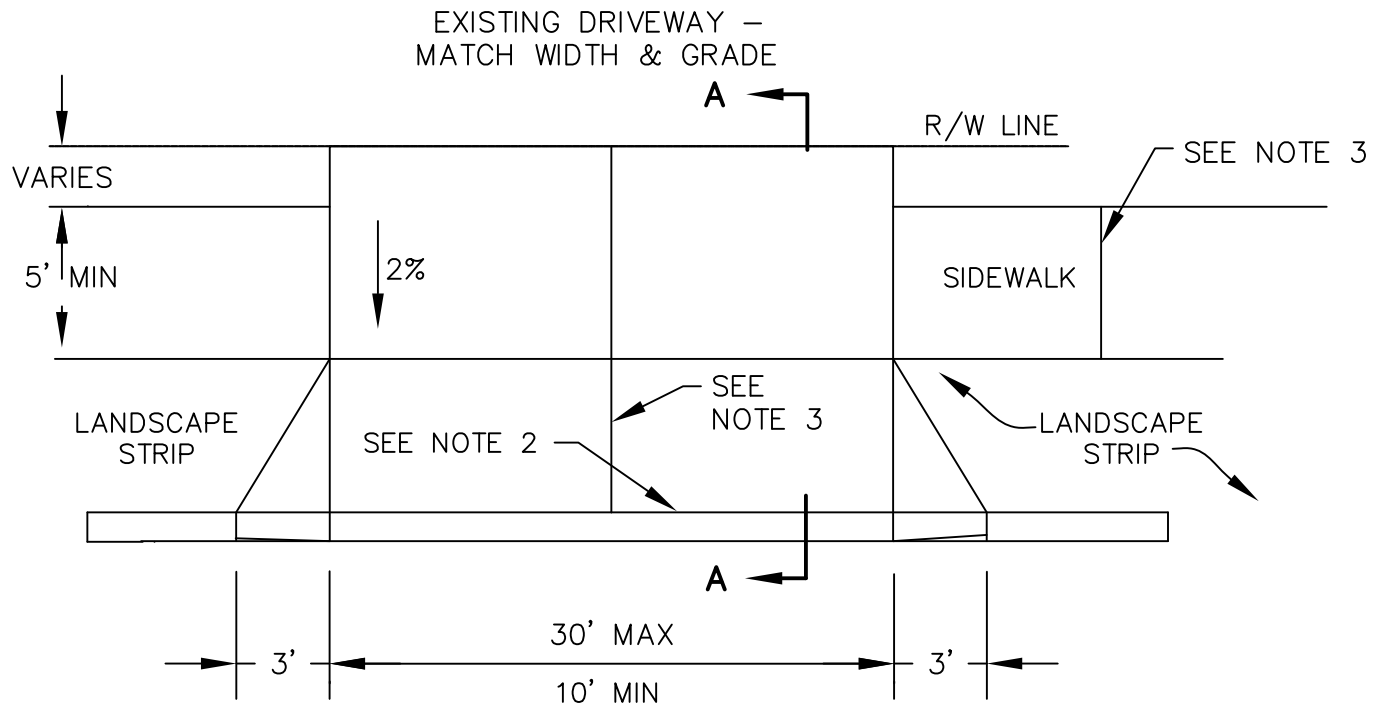


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APPROVED BY:
MICHAEL A. STONE, P.E.
 CITY ENGINEER
 JANUARY 2013
 APPROVAL DATE

**DRIVEWAY
 APPROACH LOCATIONS**

NO SCALE
 DWG. NO.
140



NOTES:

1. CONCRETE COMPRESSIVE STRENGTH SHALL BE A MINIMUM OF 3000 PSI AFTER 28 DAYS.
2. CURB JOINT SHALL BE TROWELED WITH A MIN 1/2" RADIUS ALONG BACK OF CURB.
3. EXPANSION & CONTRACTION JOINTS SHALL BE 1/2" PREMOLDED ASPHALT IMPREGNATED MATERIAL OR EQUAL EXTENDING FROM SUBGRADE TO FINISH GRADE.

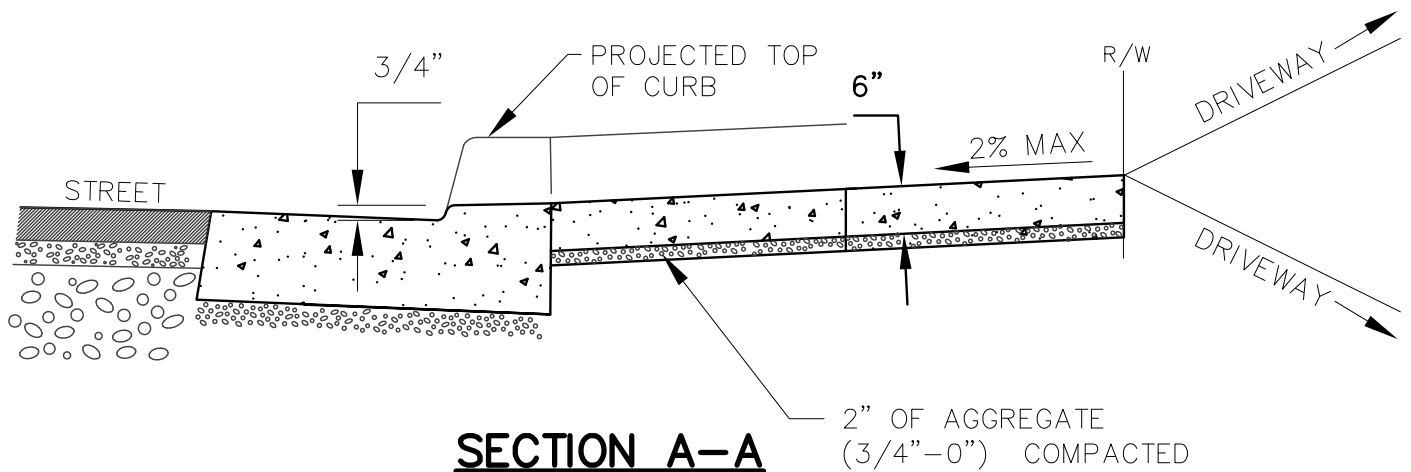
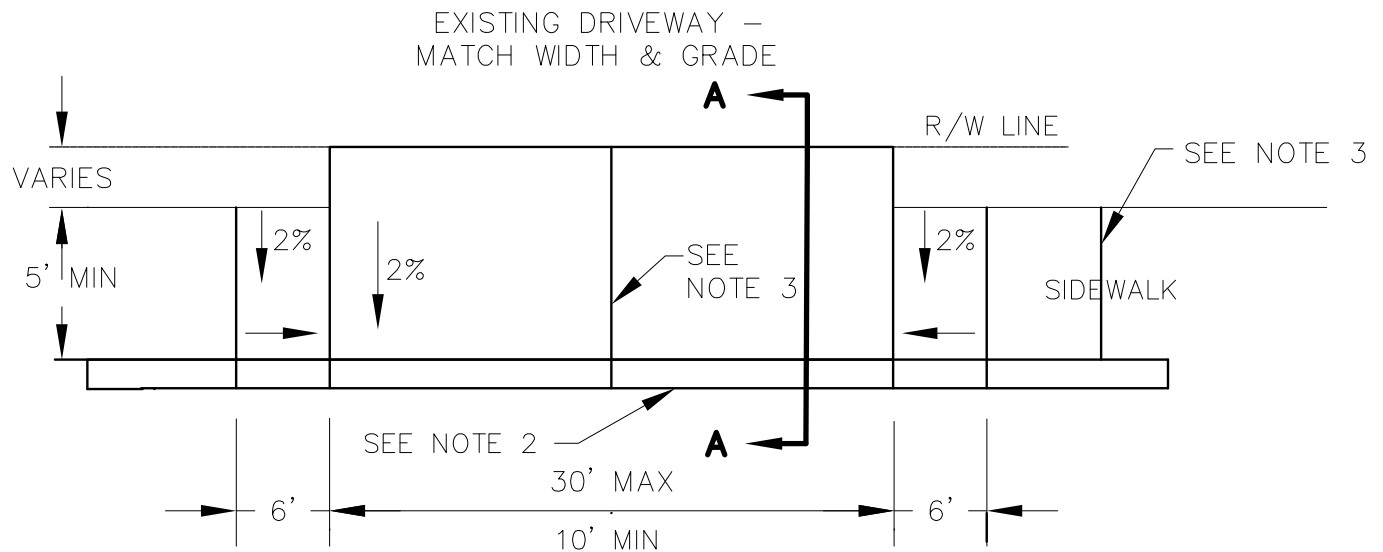


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APPROVED BY:
LORI FAHA, P.E.
CITY ENGINEER
JANUARY 2016
APPROVAL DATE

**STANDARD DRIVEWAY
w/LANDSCAPE STRIPS**

NO SCALE
DWG. NO.
141



NOTES:

1. CONCRETE COMPRESSIVE STRENGTH SHALL BE A MINIMUM OF 3000 PSI AFTER 28 DAYS.
2. CURB JOINT SHALL BE TROWELED WITH A MIN 1/2" RADIUS ALONG BACK OF CURB.
3. EXPANSION & CONTRACTION JOINTS SHALL BE 1/2" PREMOLDED ASPHALT IMPREGNATED MATERIAL OR EQUAL EXTENDING FROM SUBGRADE TO FINISH GRADE.
4. SEE STD DETAIL NO. 146

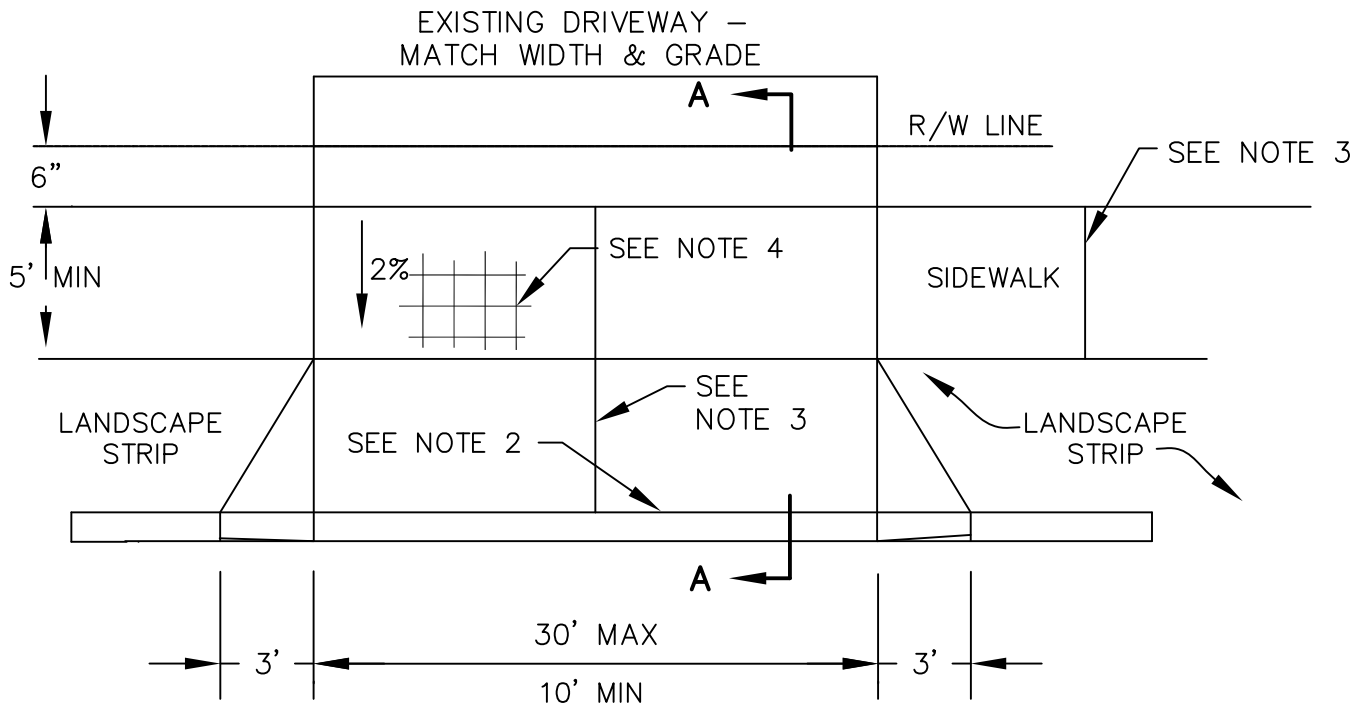


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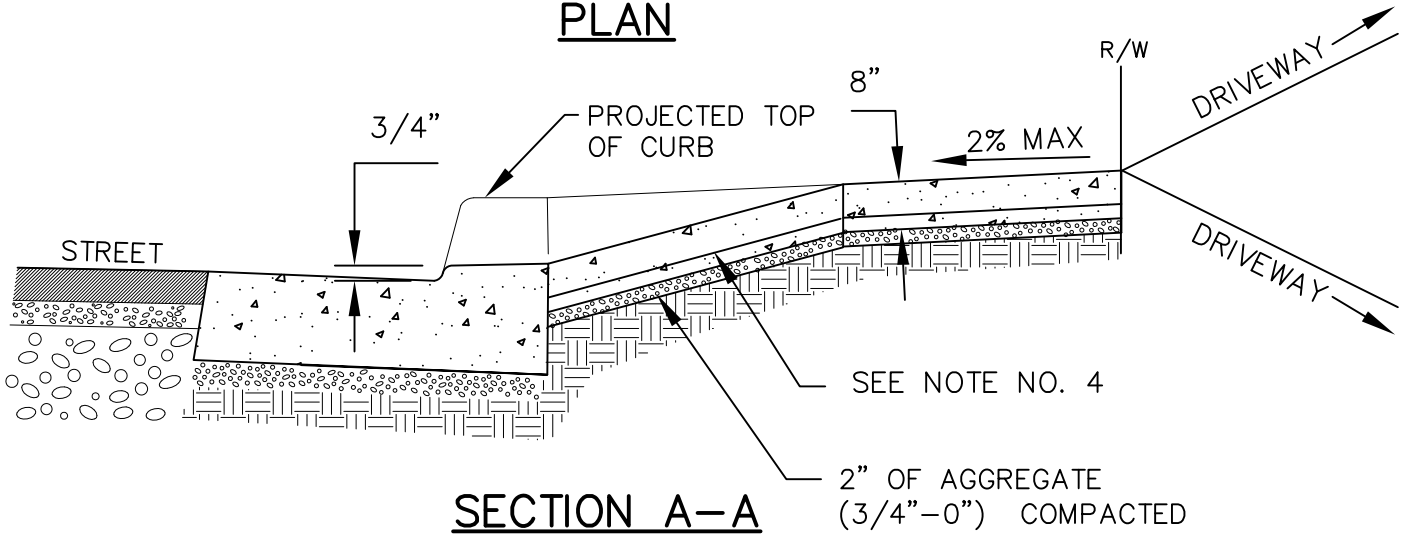
APPROVED BY:
MICHAEL A. STONE, P.E.
CITY ENGINEER
JANUARY 2013
APPROVAL DATE

**STANDARD DRIVEWAY
w/CURB-TIGHT SIDEWALK**

NO SCALE
DWG. NO.
142



PLAN



SECTION A-A

NOTES:

1. CONCRETE COMPRESSIVE STRENGTH SHALL BE A MINIMUM OF 3000 PSI AFTER 28 DAYS.
2. CURB JOINT SHALL BE TROWELED WITH A MIN 1/2" RADIUS ALONG BACK OF CURB.
3. EXPANSION & CONTRACTION JOINTS SHALL BE 1/2" PREMOLDED ASPHALT IMPREGNATED MATERIAL OR EQUAL EXTENDING FROM SUBGRADE TO FINISH GRADE.
4. DEFORMED #3 REBAR AT 12" EACH WAY. PLACE 3" CLEAR OF AGGREGATE. TIE ALL BARS. (FOR COMMERCIAL DIRVEWAYS ONLY)



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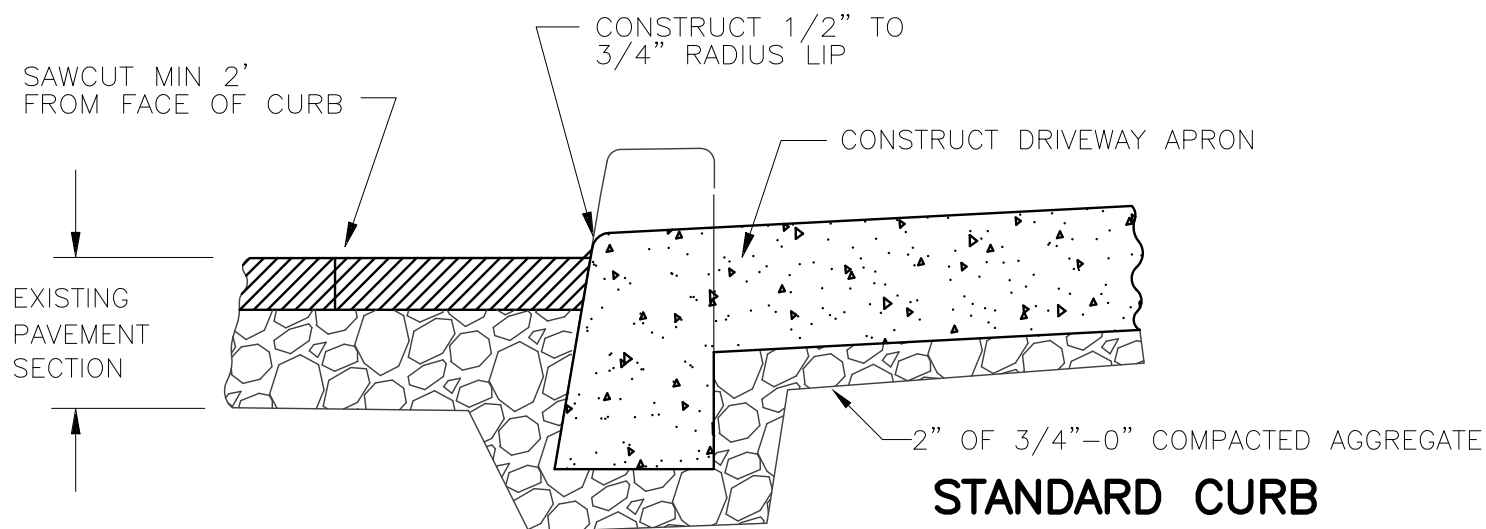
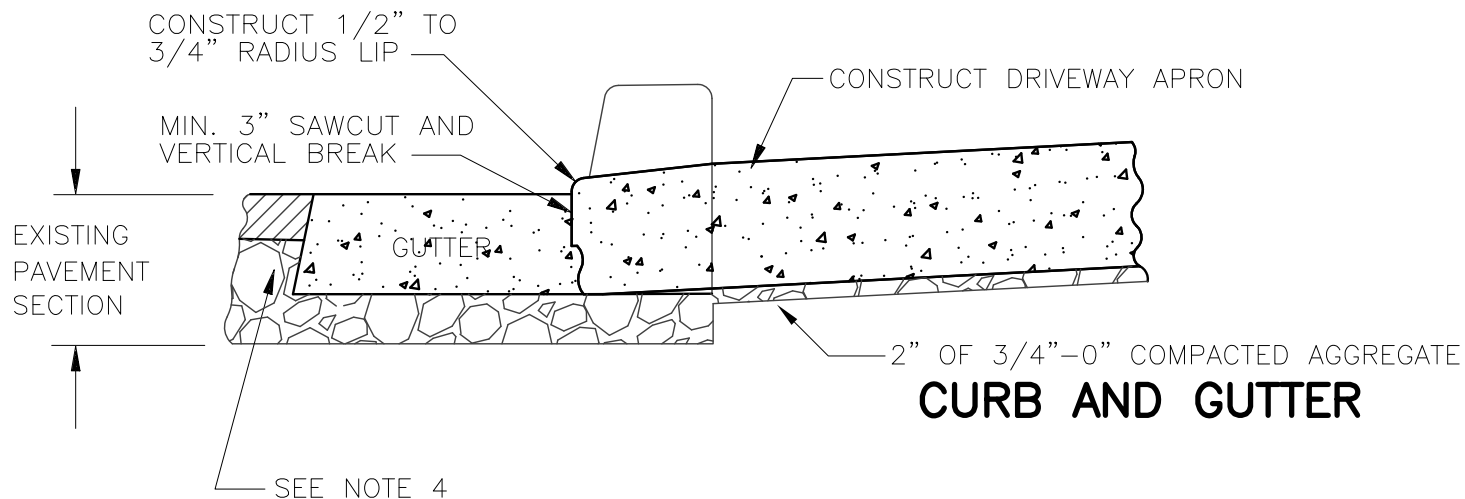
APPROVED BY:
LORI FAHA, P.E.
 CITY ENGINEER

FEBRUARY 2016
 APPROVAL DATE

**COMMERCIAL
 DRIVEWAY**

NO SCALE

DWG. NO.
143



NOTES:

1. SAWCUT THROUGH GUTTER PLATE SHALL BE MADE AS CLOSE TO CURB FACE AS POSSIBLE.
2. COMPLETE CURB AND GUTTER SHALL NOT BE REMOVED UNLESS DIRECTED BY THE ENGINEER.
3. WHEN STRAIGHT CURBS ARE REMOVED, A MINIMUM OF 2 FEET OF PAVEMENT FROM THE FACE OF CURB SHALL BE REMOVED AND REPLACED.
4. WHEN ENTIRE GUTTER PLATE IS REMOVED THE EXISTING PAVEMENT SHALL BE CUT BACK AND A NEW 6" MONOLITHIC CONCRETE GUTTER CONSTRUCTED.
5. AFTER CONCRETE HAS CURED, REPLACE REMOVED ASPHALT AND SEAL JOINT.



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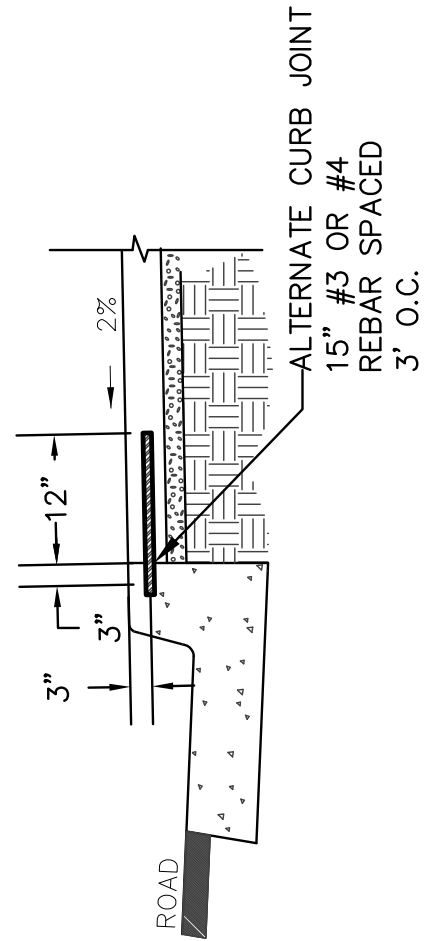
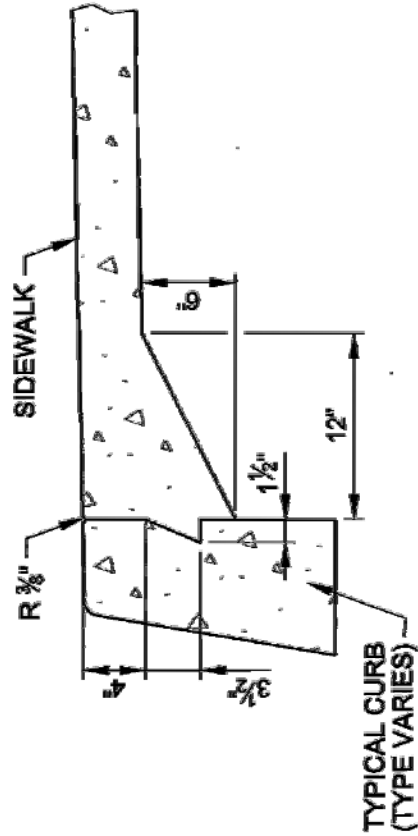
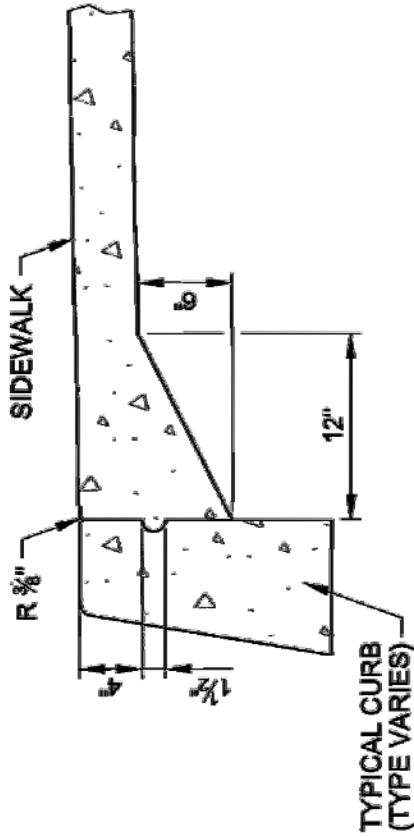
APPROVED BY:
MICHAEL A. STONE, P.E.
CITY ENGINEER
JANUARY 2013
APPROVAL DATE

**CURB KNOCKOUT
FOR DRIVEWAYS**

NO SCALE

DWG. NO.

145



1. KEYED COMBINATION CURB AND SIDEWALK WILL ONLY BE APPROVED WHEN IT IS NOT FEASIBLE TO CONSTRUCT MONOLITHIC COMBINATION CURB AND SIDEWALK
2. ALL THREE OPTIONS SHOWN ARE ACCEPTABLE. A TRAPEZOIDAL KEYWAY IS NOT AN APPROVED OPTION.

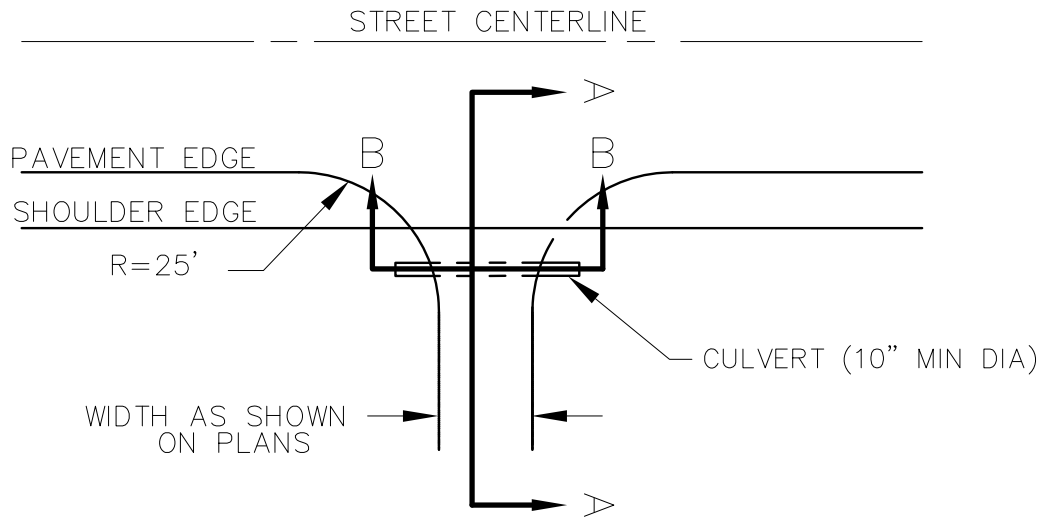


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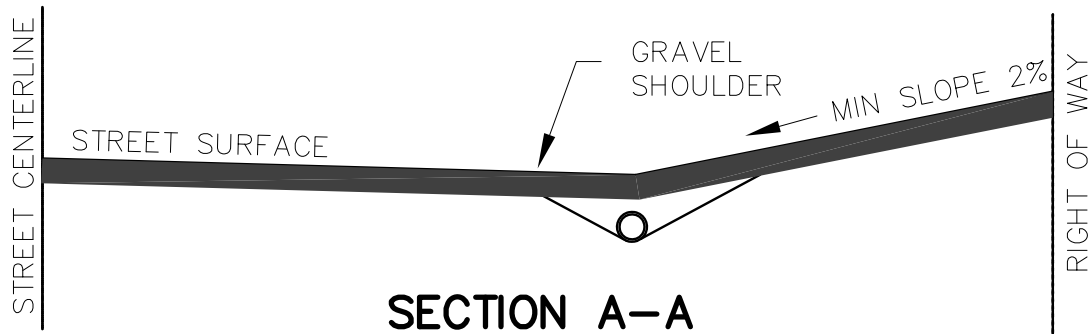
APPROVED BY:
MICHAEL A. STONE, P.E.
 CITY ENGINEER
 JANUARY 2013
 APPROVAL DATE

**KEYED COMBINATION
 CURB & SIDEWALK**

NO SCALE
 DWG. NO.
146



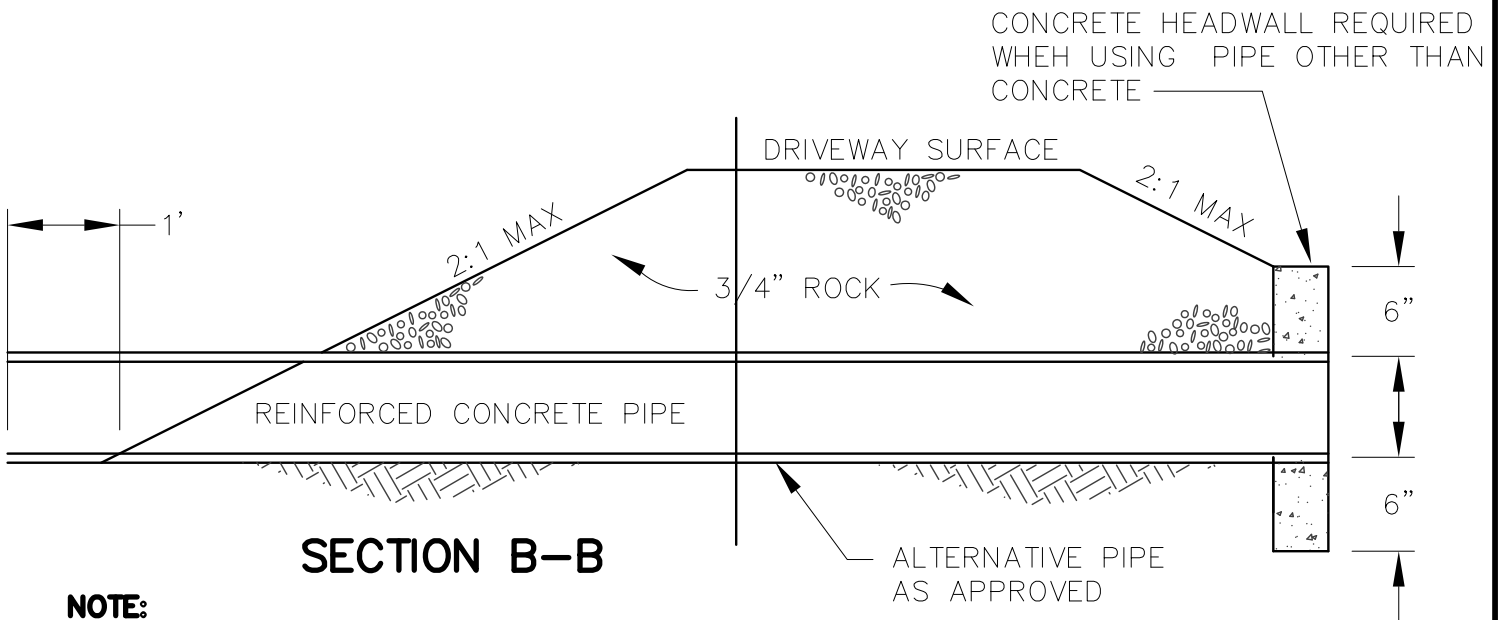
PLAN VIEW



SECTION A-A

NOTE:

A.C. DRIVEWAY IS TO BE CONSTRUCTED OF 3" CLASS "C" MIX ON APPROVED BASE WITHIN PUBLIC RIGHT OF WAY.



SECTION B-B

NOTE:

PIPE SIZE TO BE DETERMINED BY CITY ENGINEER



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 JANUARY 2013
 APPROVAL DATE

**DRIVEWAY CULVERT
 STREETS W/O CURB**

NO SCALE
 DWG. NO.
148

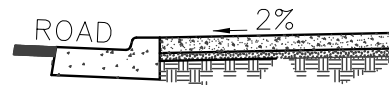
NOTE:

FOR CURB TIGHT SIDEWALK
SEE STD DETAIL NO. 146

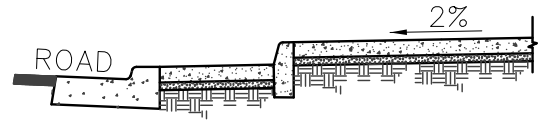
FOR CURB INFORMATION
SEE CURB DETAIL

PUBLIC ROAD

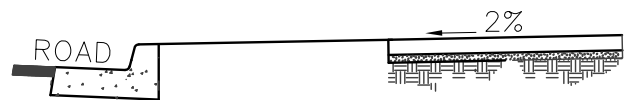
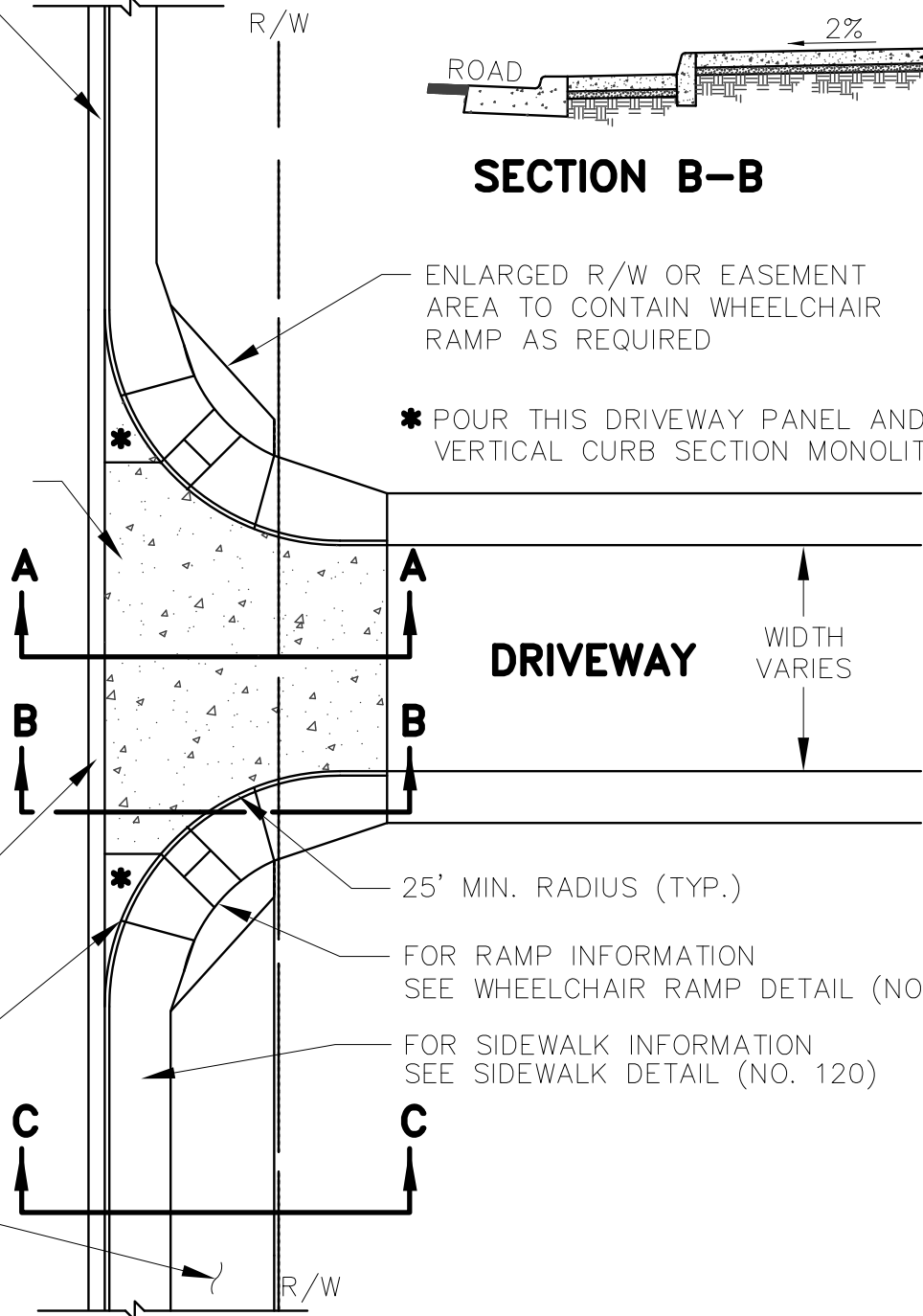
CONCRETE APRON
STRUCTURAL SECTION
TO CONFORM WITH
COMMERCIAL DRIVEWAY
(SEE DWG NO. 143)



SECTION A-A



SECTION B-B



SECTION C-C

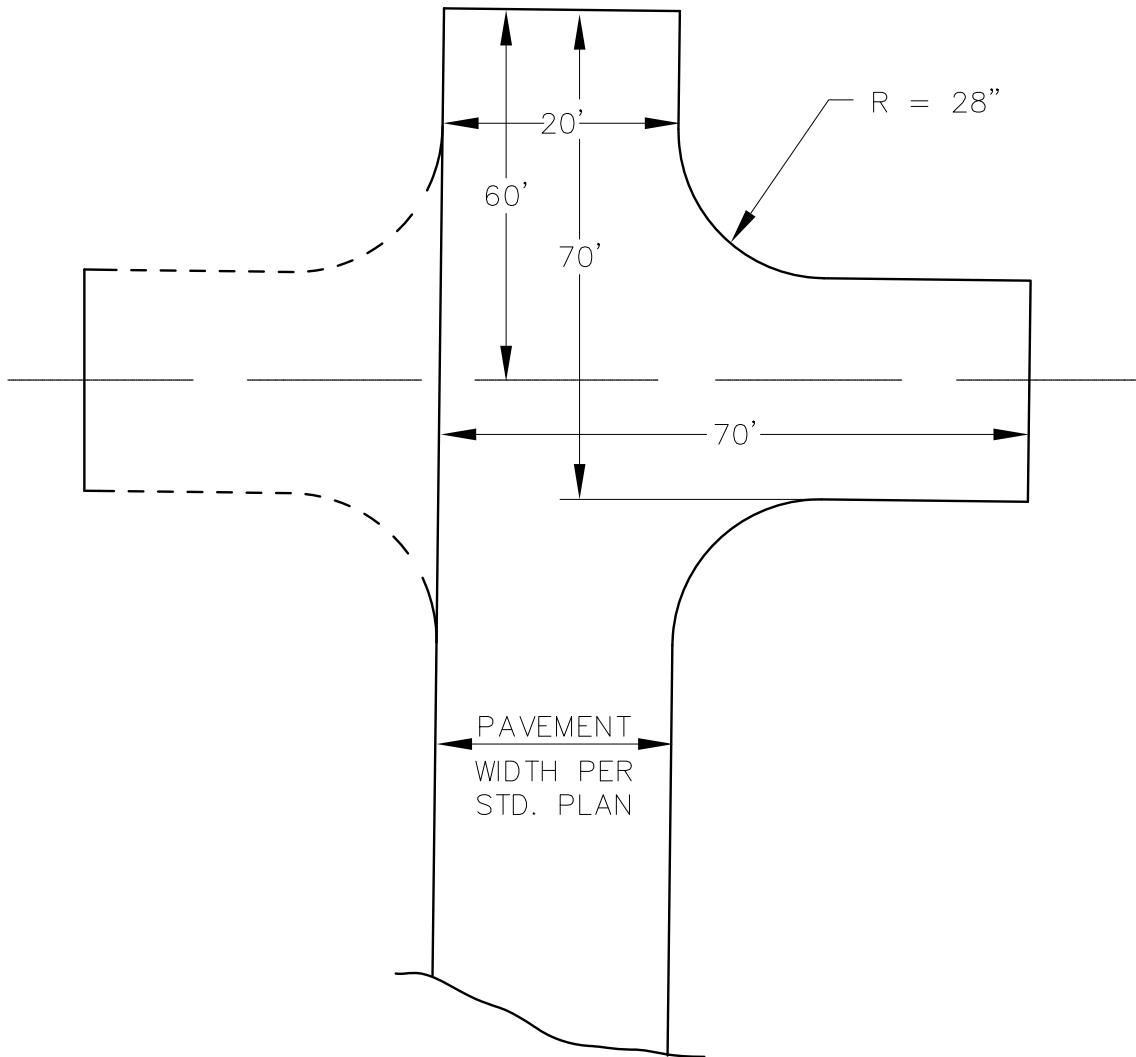


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CITY ENGINEER
JANUARY 2013
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**ALTERNATE
COMMERCIAL DRIVEWAY**

NO SCALE
DWG. NO.
162



NOTE:

APPROPRIATE SIGNING SHALL BE DETERMINED BY THE FIRE MARSHALL.

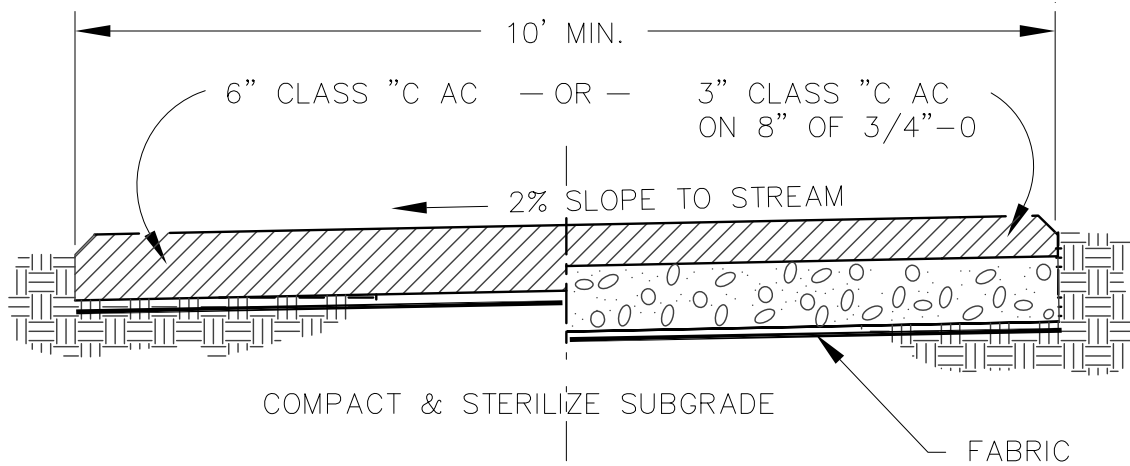


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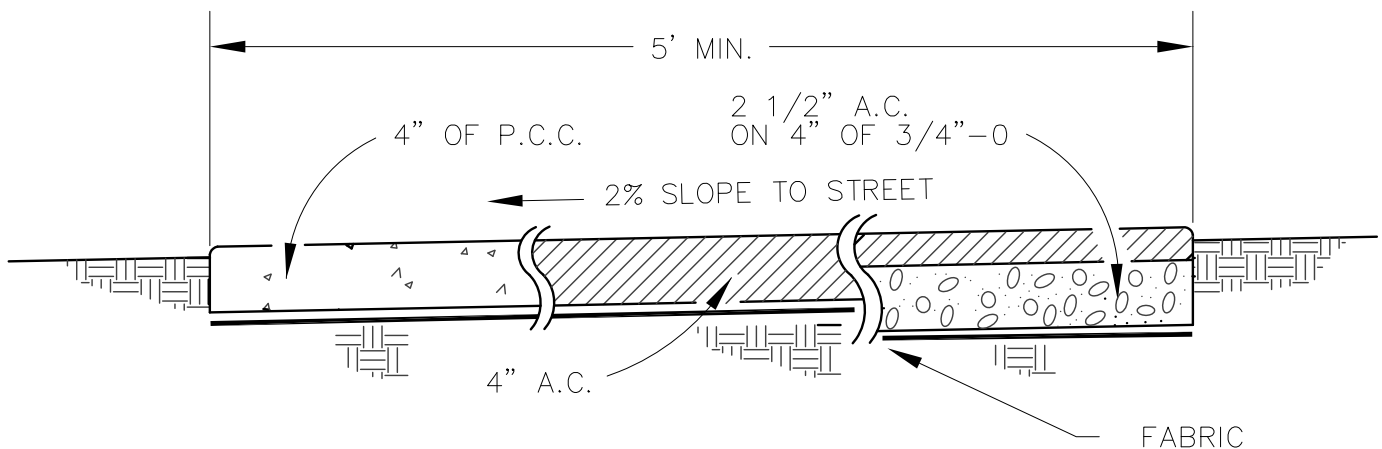
APPROVED BY:
MICHAEL A. STONE, P.E.
 CITY ENGINEER
 JANUARY 2013
 APPROVAL DATE

**FIRE TRUCK
 TURNAROUND**

NO SCALE
 DWG. NO.
165



MAINTENANCE ACCESS



PEDESTRIAN PATH OR BIKEWAY

NOTES:

1. CONCRETE SHALL BE 3000 P.S.I. AT 28 DAYS, 6 SACK MIX, SLUMP RANGE OF 1 1/2"–3"
2. CONCRETE PANELS SHALL BE SQUARE, 3/4" DEEP SCRIBES AT JOINTS 6 FEET APART, EDGED ON 4 SIDES AND HAVE A LIGHT BROOM FINISH.
3. FABRIC TO BE A WOVEN GEOTEXTILE (AMOCO 2006) OR APPROVED EQUAL.
4. COMPACT AND STERILIZE SUBGRADE.

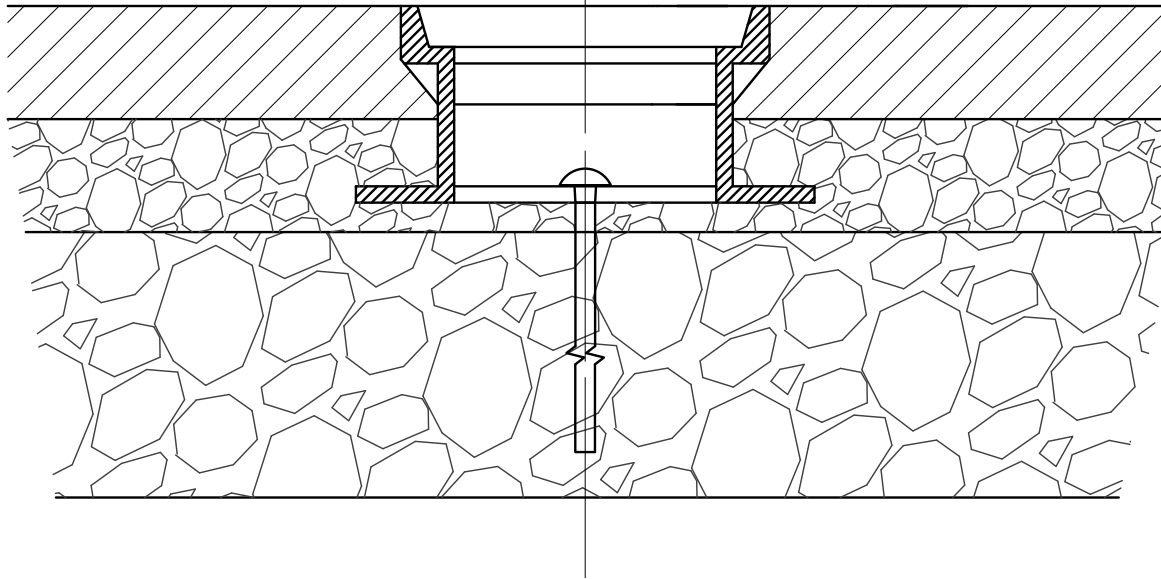


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APPROVED BY:
MICHAEL A. STONE, P.E.
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 JANUARY 2013
 APPROVAL DATE

**MAINTENANCE ACCESS OR
 PEDESTRIAN/BIKE PATH**

NO SCALE
 DWG. NO.
166



MONUMENT CASE & COVER

NOTES:

1. MONUMENT BOXES TO BE CAST IRON OR ALLOY SUITABLE FOR HEAVEY TRAFFIC LOADING #1036 OR 1033 SUPPLIED BY:

EAST JORDAN IRON WORKS, INC.
(PART NUMBER 3680)
13127 STATE AVE
MARYSVILLE WA 98271
(360)651-6144
SALES REP: (503)367-7925

2. ALTERNATIVE TYPES MUST BE APPROVED BY THE CITY ENGINEERING DEPARTMENT.
3. APPROVED FOR ALL STREET CLASSIFICATIONS.
4. MONUMENT TO BE NO DEEPER THAN 6" BELOW FINISH GRADE.



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CITY ENGINEER

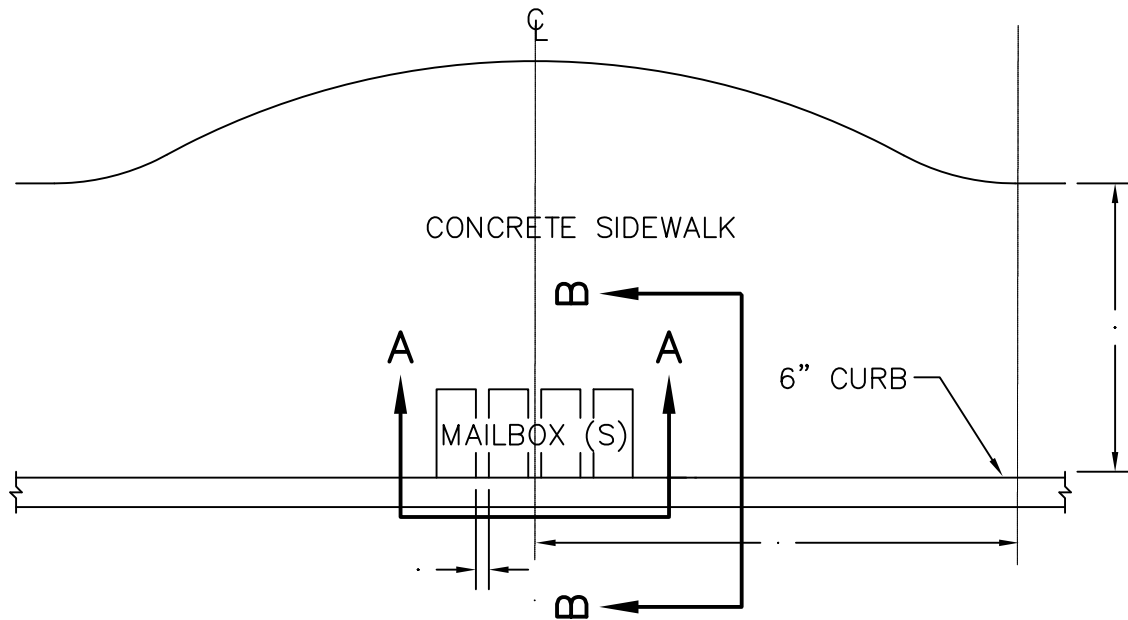
JANUARY 2013
APPROVAL DATE

**MONUMENT
BOX**

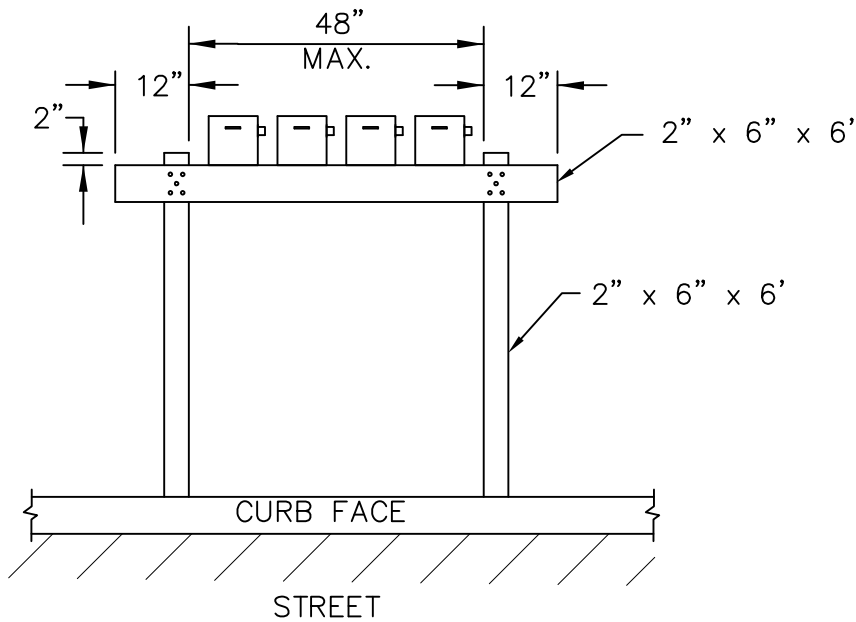
NO SCALE

DWG. NO.

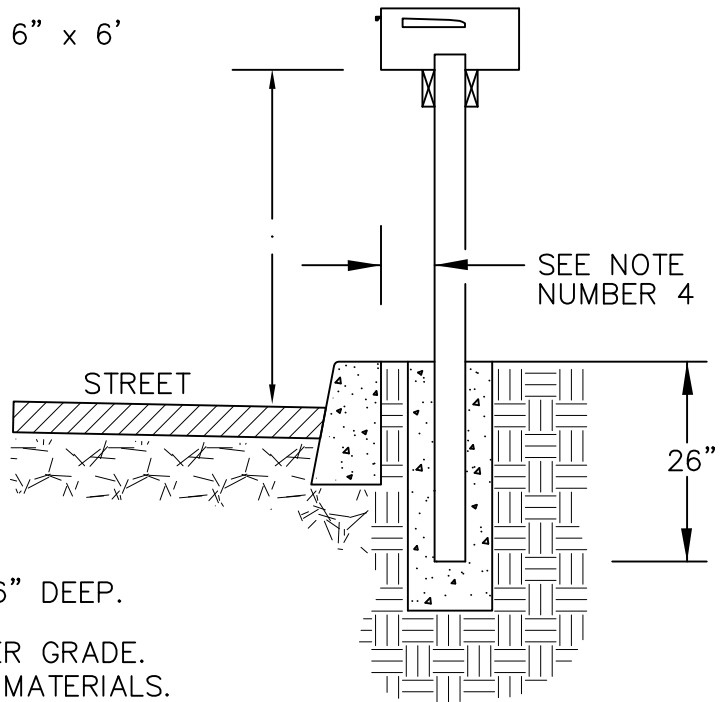
170



PLAN



SECTION A-A



SECTION B-B

NOTES:

1. POST SHALL BE SET IN CONCRETE ± 26" DEEP.
2. LUMBER IS TO BE STANDARD OR BETTER GRADE. UTILIZE CEDAR OR PRESSURE TREATED MATERIALS.
3. FACE OF BOX TO BE FLUSH WITH BACK OF CURB.
4. MAX. OF 4 MAILBOXES EVENLY SPACED IN EACH CLUSTER.
5. CURVE SHALL BE FIELD FIT & APPROVED BY CITY.



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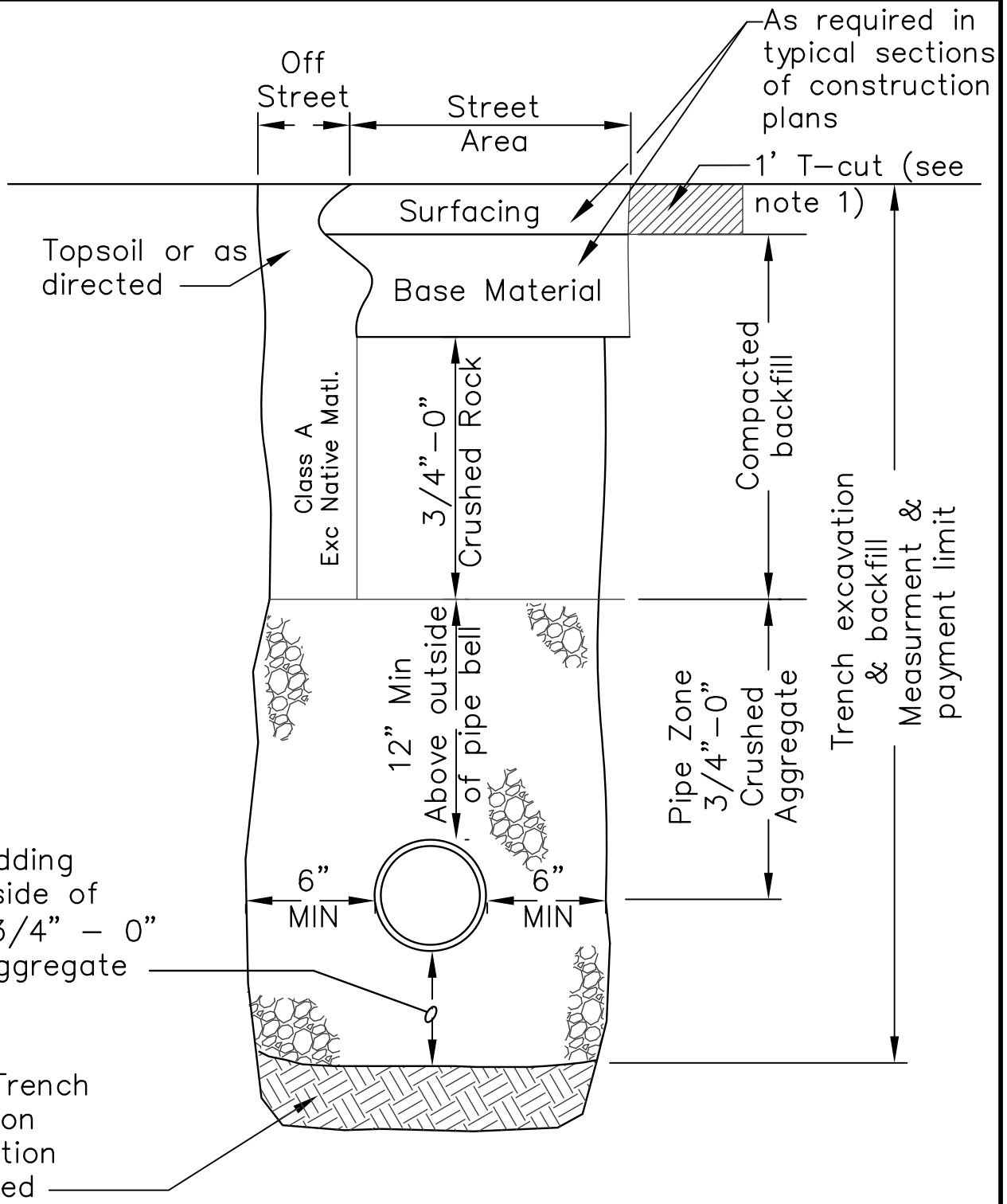
APPROVED BY:
THEODORE S. KYLE, P.E.
CITY ENGINEER
JANUARY 2011
APPROVAL DATE

**MAILBOX
ALTERNATIVE**

NO SCALE

DWG. NO.

172



NOTE:

1. 1' T-CUT FOR PIPE ONLY PROJECTS.
2. JOINTS TO BE TACK AND SANDED.
3. SAWCUT SHALL BE TACK COATED WITH BITUMINUS ASPHALT EMULSION.



CITY OF TIGARD
 OREGON
 ENGINEERING DIVISION
 PUBLIC WORKS DEPARTMENT
 13125 S.W. HALL BLVD.
 TIGARD, OREGON 97223
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 FAX: (503) 684-7297

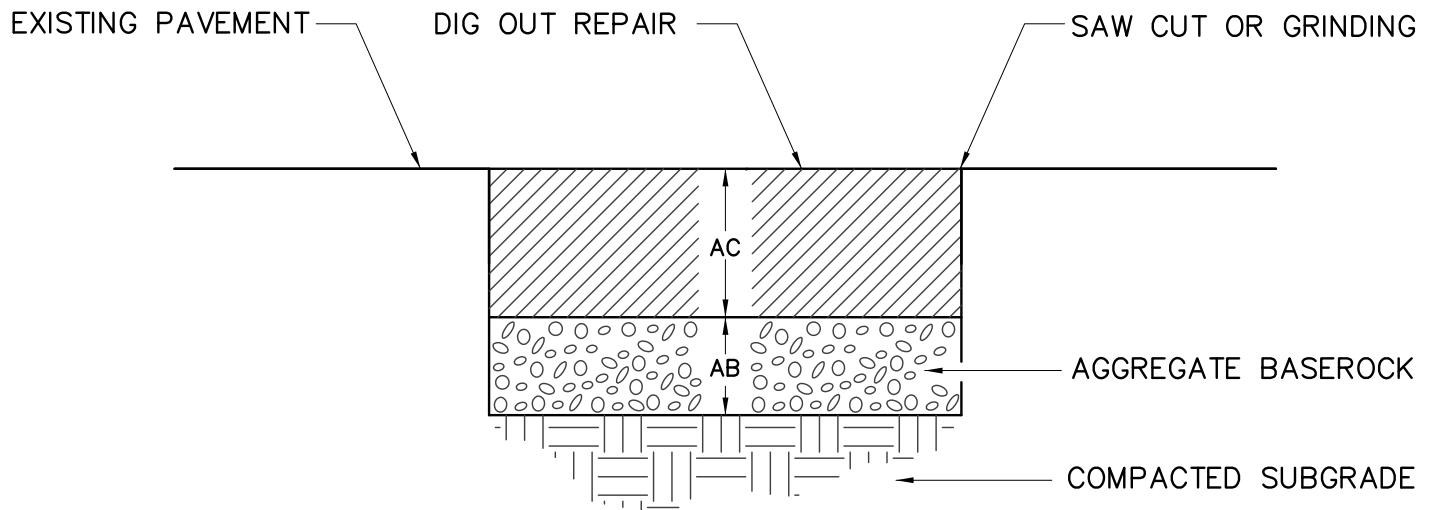
APPROVED BY:
MICHAEL A. STONE, P.E.
 CITY ENGINEER

JANUARY 2013
 APPROVAL DATE

**TRENCH
 BACKFILL**

NO SCALE

DWG. NO.
180



LOCAL STREETS:

AC – 6” CLASS "C" ASPHALTIC CONCRETE,
 AB – 4” (1-1/2” – 0”) AGGREGATE BASEROCK

OR

AC – 8” CLASS "C" ASPHALTIC CONCRETE

MAJOR COLLECTOR STREETS:

AC – 9” CLASS "C" ASPHALTIC CONCRETE,
 AB – 4” (1-1/2” – 0”) AGGREGATE BASEROCK

NOTES:

1. JOINTS TO BE TACK AND SANDED WITH BITUMINUS ASPHALT EMULSION..
2. ASPHALT PLACED IN MAX. 3” LIFTS EACH COMPACTED TO 92% MIN.



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APPROVED BY:
MICHAEL A. STONE, P.E.
 CITY ENGINEER

 JANUARY 2013
 APPROVAL DATE

**PAVEMENT DIG-OUT
 AND REPAIR**

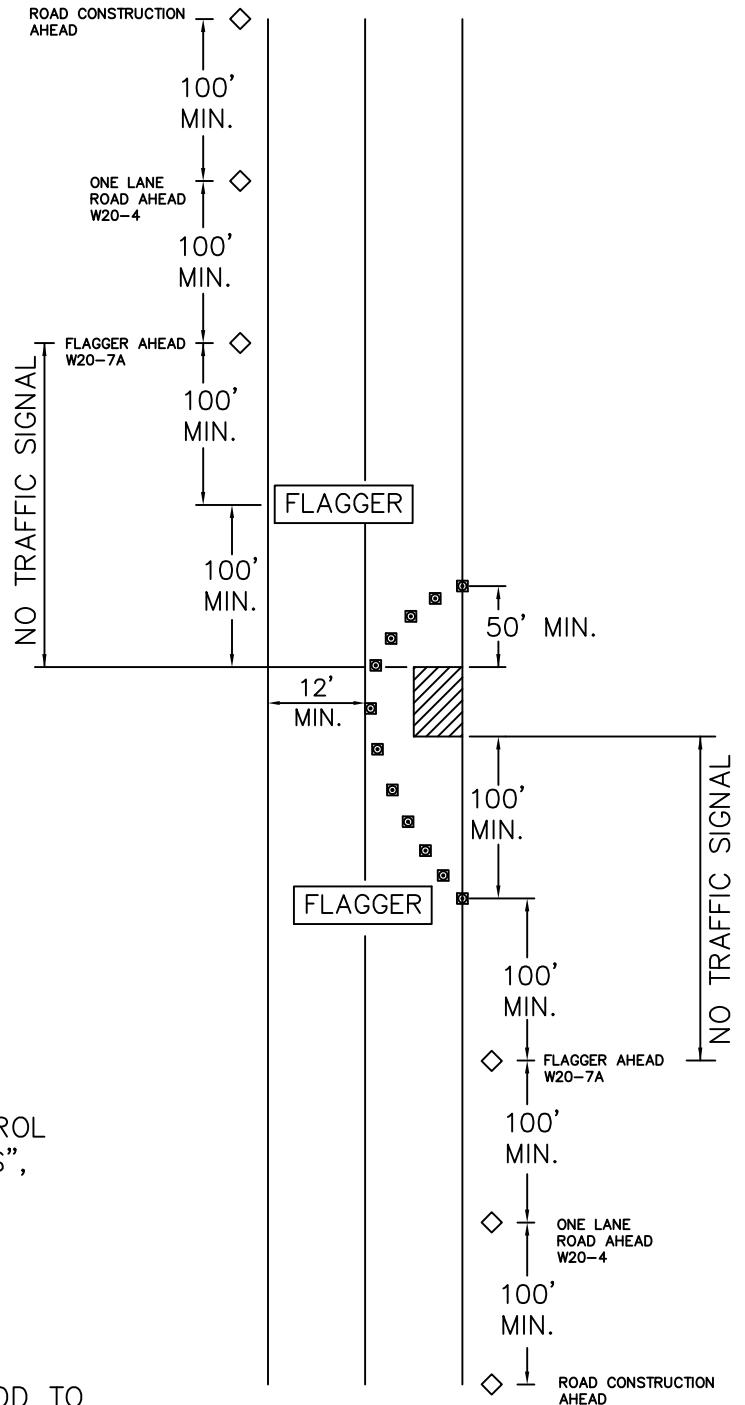
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 DWG. NO.
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LEGEND

- ◇ TRAFFIC SIGN
- ▨ CONSTRUCTION ZONE
- ⊠ TRAFFIC CONES OR APPROPRIATE DELINEATION DEVICE.

1. TRAFFIC CONTROL PLANS REQUIRED.
2. TRAFFIC SIGNS TO BE 48" X 48" BLACK ON ORANGE.
3. NO COLLECTOR STREET LANE OR LOCAL STREET CLOSURES DURING THE FOLLOWING TIME PERIODS:

7:00 – 9:00 A.M.
 3:30 – 6:00 P.M.
4. INSTALL IN ACCORDANCE WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS", U.S. DEPT. OF TRANSPORTATION, FHUA, 1988 EDITION.
5. ACTUAL SIGN PLACEMENT TO BE ADJUSTED IN FIELD.
6. THE CITY RESERVES THE RIGHT TO ADD TO OR MODIFY TRAFFIC CONTROL REQUIREMENTS AS MAY BE NECESSARY TO EFFECTIVELY CONTROL TRAFFIC AND TO ENSURE PUBLIC SAFETY.
7. NO LANE CLOSURES WITHIN 200 FEET OF A TRAFFIC SIGNAL WITHOUT PRIOR CITY APPROVAL.



CITY OF TIGARD
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 CAPITAL CONSTRUCTION AND
 TRANSPORTATION DIVISION
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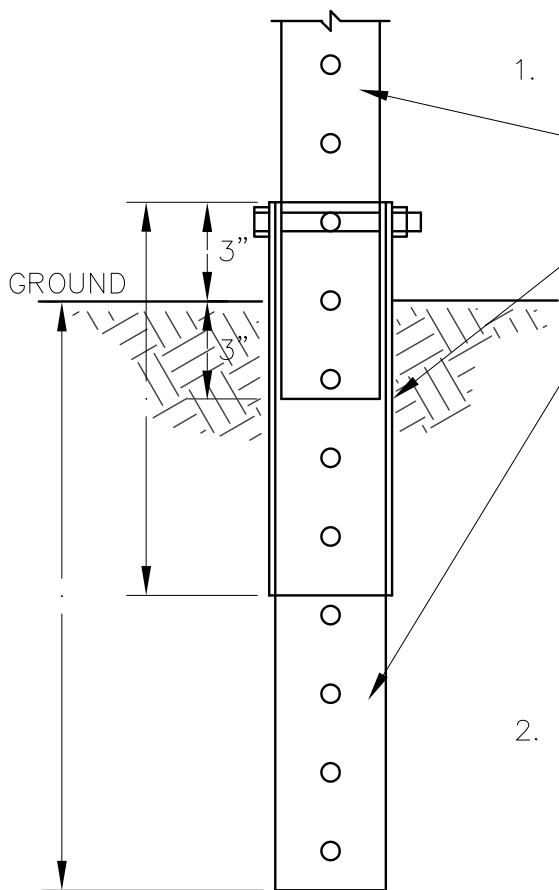
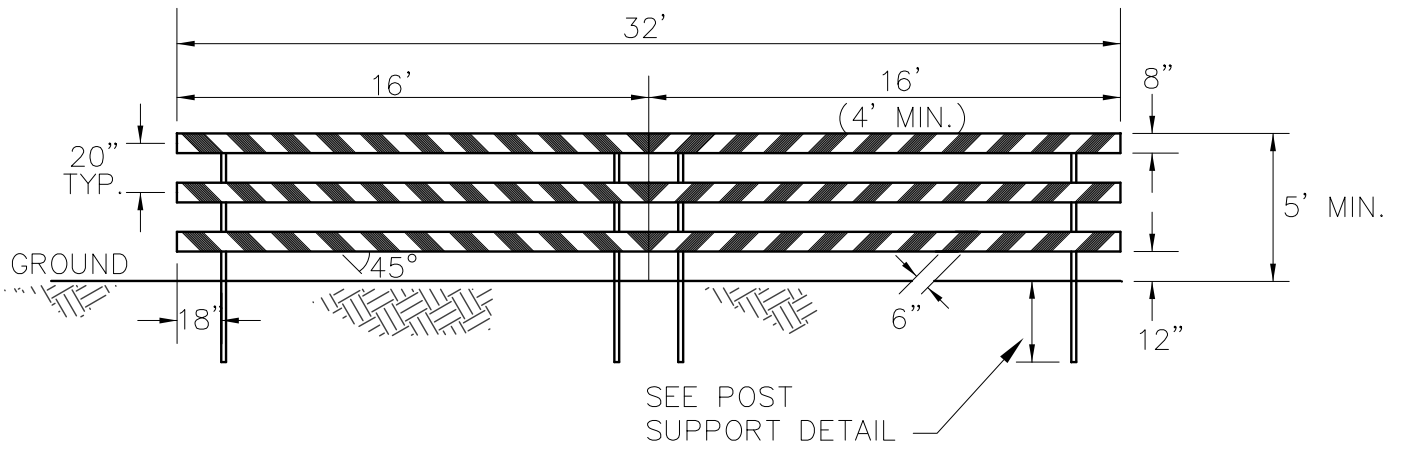
APPROVED BY:
AGUSTIN P. DUENAS, P.E.
 CITY ENGINEER
 AUGUST 2009
 APPROVAL DATE

**TYPICAL TRAFFIC
 CONTROL PLAN**

NO SCALE

DWG. NO.

190



1. MATERIALS:

2" X 2" X 63", 12 GA. GALV. PERFORATED STEEL POST.

2 1/2" X 2 1/2" X 18", 12 GA. GALV. PERFORATED STEEL STIFFNER POST.

2 1/4" X 2 1/4" X 36", 12 GA. GALV. PERFORATED STEEL ANCHOR.

3/8" X 3 1/2", GALVANIZED HEX HEAD BOLT WITH LOCK WASHER, OR 5/16" CORNER BOLT.

7/16" X 5", GALVANIZED CARRIAGE WITH FLAT AND LOCK WASHER, 2 BOLTS PER RAIL PER POST.

2" X 8" CROSSRAILS WITH REFLECTORIZED RED AND WHITE CROSS RAILS.

2. SEE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS AND THE OREGON SUPPLEMENT.

3F-1 BARRICADES

6C-8 BARRICADE DESIGN

6C-9 BARRICADE APPLICATION

3. ALL MATERIALS AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH THE CURRENT STATE OF OREGON STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION

4. BARRICADE FOR SIDEWALK IS SIMILAR.

POST SUPPORT DETAIL



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APPROVED BY:
MICHAEL A. STONE, P.E.

CITY ENGINEER

JANUARY 2013

APPROVAL DATE

**STREET
BARRICADE**

NO SCALE

DWG. NO.

192