GENERAL NOTES:

Concrete work to be constructed of 4000 psi, six sack concrete (compressive strength at 28 days) using materials and requirements as indicated in A.P.W.A., Division 213, with selections noted below.

1) Admixtures:
   a) Air Entrainment: 5%–6%
   b) Other Admixtures: None, unless by written approval received from the City prior to its use.

2) Curing Materials: Must be used, with the method approved by the City prior to its use.

3) Contraction joints to be provided on 10' centers between isolation joints. (1/8" width & 2" depth min.)

4) Vertical face saw cut is required for removal of existing improvements. Remove curb to nearest expansion joint.


---

Dowel Placement - Isolation Joint

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CITY OF KLAMATH FALLS

STANDARD TYPE A CURB

Date: 1/2002

Drwg. No.: 8-100

Approved By: Don Wilcox
GENERAL NOTES:

Concrete work to be constructed of 4000 psi, six sack concrete (compressive strength at 28 days) using materials and requirements as indicated in A.P.W.A., Division 213, with selections noted below.

1) Admixtures:
   a) Air Entrainment: 5%–6%
   b) Other Admixtures: None, unless by written approval received from the City prior to its use.

2) Curing Materials: Must be used, with the method approved by the City prior to its use.

3) Contraction joints to be provided on 10' centers between isolation joints. (1/8" width & 2" depth min.)

4) Vertical face saw cut is required for removal of existing improvements. Remove curb to nearest expansion joint.


Pin Note:
Use #4 rebar spaced 24” on center. Rebar should be 27”–28” in length with 10”–12” into existing PCC Street and remainder into new PCC street section and curb. New PCC street section and curb will be poured monolithic.
GENERAL NOTES:

Concrete work to be constructed of 4000 psi, six sack concrete (compressive strength at 28 days) using materials and requirements as indicated in A.P.W.A., Division 213, with selections noted below.

1) Admixtures:
   a) Air Entrainment: 5%–6%
   b) Other Admixtures: None, unless by written approval received from the City prior to its use.

2) Curing Materials: Must be used, with the method approved by the City prior to its use.

3) Contraction joints to be provided on 10' centers between isolation joints. (1/8" width & 2" depth min.)

4) Saw cutting shall be required on curb removal or reconstruction, if limits of work do not terminate at an existing construction joint.

5) Vertical faced saw cut is required for removal of existing improvements. remove curb to the nearest expansion joint.
Use #4 rebar spaced 24” on center. Rebar should be 27”–28” in length with 10”–12” into existing PCC Street and remainder into new PCC street section and curb. New PCC street section and curb will be poured monolithic.

**GENERAL NOTES:**

Concrete work to be constructed of 4000 psi, six sack concrete (compressive strength at 28 days) using materials and requirements as indicated in A.P.W.A., Division 213, with selections noted below.

1) Admixtures:
   a) Air Entrainment: 5%–6%
   b) Other Admixtures: None, unless by written approval received from the City prior to its use.

2) Curing Materials: Must be used, with the method approved by the City prior to its use.

3) Contraction joints to be provided on 10’ centers between isolation joints. (1/8” width & 2” depth min.)

4) Saw cutting shall be required on curb removal or reconstruction, if limits of work do not terminate at an existing construction joint.

5) Vertical faced saw cut is required for removal of existing improvements. remove curb to the nearest expansion joint.
GENERAL NOTES:

Concrete work to be constructed of 4000 psi, six sack concrete (compressive strength at 28 days) using materials and requirements as indicated in A.P.W.A., Division 213, with selections noted below.

1) Admixtures:
   a) Air Entrainment: 5%–6%
   b) Other Admixtures: None, unless by written approval received from the City prior to its use.

2) Curing Materials: Must be used, with the method approved by the City prior to its use.

3) Contraction joints to be provided on 10’ centers between isolation joints. (1/8” width & 2” depth min.)

4) Vertical faced saw cut is required for removal of existing improvements. Remove curb to the nearest expansion joint.

5) See Drawing No. 8–245.

6) Curb height will remain uniform throughout the project. In areas where the contractor is contiguous with an existing 3” (h) curb, that curb height will be the standard used throughout the project uniformly.

CITY OF KLAMATH FALLS

STANDARD TYPE C CURB
FOR RECONSTRUCTION/REPLACEMENT PURPOSES ONLY

Approved By: Don Wilcox

Drwn. By: GDG
Date: 1/2002
Drwg. No.: 8-110
EXTRUDED CEMENT CONCRETE CURB

SPACING OF JOINTS

NOTES:

1. DUMMY JOINTS SHALL BE PLACED NOT TO EXCEED 15' INTERVALS. "THRU" JOINTS SHALL BE PLACED ONLY AT POINTS OF TANGENCY ON STREET & ALLEY RETURNS.

2. CONCRETE SHALL BE 4000 PSI, SIX SACK CONCRETE (COMPRESSIVE STRENGTH AT 28 DAYS) USING MATERIALS AND REQUIREMENTS INDICATED IN APWA, DIV. 213, WITH THE FOLLOWING SELECTIONS:
   a) ADMIXTURES: AIR ENTRAINMENT=5%-6%; NO OTHER ADMIXTURES WITHOUT WRITTEN APPROVAL FROM THE CITY ENGINEERING PRIOR TO USE.
   b) CURING MATERIALS MUST BE USED, WITH THE METHOD APPROVED BY THE CITY PRIOR TO USE.

3. CONCRETE CURBS SHALL BE ANCHORED TO THE EXISTING PAVEMENT BY USING AN ADHESIVE. FOR ACCEPTABLE ADHESIVES, REFER TO THE O.D.O.T. QUALIFIED PRODUCTS LIST FOR TYPE II EPOXY RESINS.
PLAN VIEW

SECTION A–A

1/2"x20" Plain Bars as per Std Drwg. No. 8-100
Concrete work to be constructed of 4000 psi, six sack concrete (compressive strength at 28 days) using materials and requirements as indicated in ODOT/APWA Standards, with selections noted below.

1) Admixtures:
   a) Air Entrainment: 5%–6%
   b) Other Admixtures: None, unless by written approval received from the City prior to its use.

2) Curing Materials: Must be used, with the method approved by the City prior to its use.

3) Contraction joints to be provided on 10' centers between isolation joints. (1/8" width & 2" depth min.)

4) Saw cutting shall be required on curb removal or reconstruction, if limits of work do not terminate at an existing construction joint.

5) Isolation Joints: 1/2" isolation joint filler, precut to fit cross-section of gutter plate.

6) Reinforcing steel required in valley gutters only when used as part of commercial driveways or as specified.

7) Construct 6" bench monolithically with valley gutter to extend under paving for pavement support. When steel is required, extend reinforcing into bench.

8) When bench is not required, construct 1" batter face along street face of cross-gutter.

9) Total width of the non-symmetrical "V" gutter may be reduced to 30" when construction is done with a curb-extrusion machine.

10) All base will be compacted to 95%.

11) Valley of the cross gutter plate shall match the flowline of the gutter plate.
NOTES:

1. Curb return radius is 10' to back of curb. When the distance from property line to curb is greater than 10', construct straight tangent from return end to prop. line.

2. Concrete work to be constructed of 4000 psi, six sack concrete (compressive strength at 28 days) using materials and requirements as indicated in ODOT/APWA Standards, with selections noted below.
   a) Admixtures:
      1) Air Entrainment: 5%-6%
      2) Other Admixtures: None, unless by written approval received from the City prior to its use.
   b) Curing Materials: Must be used, with the method approved by the City prior to its use.
   c) All base will be compacted to 95% of dry density per AASHTO T-99.

SECTION A-A

Curb Face
Slope 3/4" per ft.

SECTION B-B

CASE 1 - D=4" or less

CASE 2 - D greater than 4"

SECTION ON F.L. OF ALLEY

CASE 1 or CASE 2

CITY OF KLAMATH FALLS

TYPICAL ALLEY INTERSECTION

Date: 1/2002

Mike Kuenzi

8-130
Typical Isolation Joint with Dowel

Typical Isolation Joint without Dowel

Typical Contraction/Deep Tooled Joint

Construction Joint

NOTE: Saw cut joints will not be permitted.
RAMP PLAN
CENTER RAMP (PROPERTY LINE WALKS) (RECONSTRUCTION ONLY)

END RAMP SIDE RAMP
(Property Line Walks) (Property Line Walks)

TYPICAL RAMP LOCATIONS

CITY OF KLAMATH FALLS

PUBLIC SIDEWALK CURB RAMPS
NEW W/TYP A OR RECONSTRUCTION W/TYP B CURB

Date: 3/10 5th EDITION
2 6/06 4th EDITION
1 6/04 2nd EDITION

Drwn. By: GDG
Date: 1/2002
Drwg. No.: 8-140a

Approved By: Don Wilcox
CONSTRUCTION NOTES:

1. FOR CURB & GUTTER DETAILS, SEE STD. DWG. NOS. 8-100 & 8-105.

2. FOR SIDEWALK DETAILS, SEE STD. DRAWING NO. 8-215.

3. RAMP WIDTH SHALL BE AS SHOWN ON RAMP PLAN UNLESS INDICATED OTHERWISE ON PROJECT PLANS OR BY ENGINEER.

4. CONCRETE WORK TO BE CONSTRUCTED OF 4000 PSI (COMPRESSIVE STRENGTH AT 28 DAYS), SIX-SACK CONCRETE USING MATERIALS AND REQUIREMENTS AS INDICATED IN "DOT/APWA STANDARD", WITH SELECTIONS NOTED BELOW:

   A) ADMIXTURES:
      1) AIR ENTRAINMENT: 5% TO 6%.
      2) OTHER ADMIXTURES: NONE, UNLESS BY WRITTEN APPROVAL RECEIVED FROM CITY PRIOR TO USE.

   B) CURING MATERIALS MUST BE USED, WITH METHOD APPROVED BY THE CITY PRIOR TO ITS USE.

5. BASE MATERIAL SHALL BE 3" OF 3/4" - 0 CRUSHED AGGREGATE OR MATERIAL APPROVED BY THE CITY COMPACTED TO 95% OF DRY DENSITY PER AASHTO T-99

6. IF CENTER CURB RAMPS ARE PROVIDED AT MARKED CROSSINGS, THE 48" CLEAR SPACE SHALL BE WITHIN THE MARKINGS AS SHOWN ON THE RAMP PLANS.

7. EACH CURB RAMP SHALL HAVE A DETECTABLE WARNING COMPLYING WITH A.D.A. ACCESSIBILITY GUIDELINE 4.29.2. THE DETECTABLE WARNING SHALL EXTEND THE FULL WIDTH AND A 2 FT MINIMUM DEPTH IN THE DIRECTION OF TRAVEL. DETECTABLE WARNINGS SHALL CONSIST OF RAISED TRUNCATED DOMES WITH A DIAMETER OF NOMINAL 0.9 INCH, A HEIGHT OF NOMINAL 0.2 INCH AND A CENTER-TO-CENTER SPACING OF NOMINAL 2.35 INCHES AND SHALL BE SAFETY YELLOW IN COLOR. DETECTABLE WARNINGS SHALL NOT BE FABRICATED FROM STAMPED CONCRETE. MATERIALS USED SHALL BE APPROVED BY THE CITY, PUBLIC SIDEWALK CURB RAMPS LOCATED IN THE DOWNTOWN BUSINESS DISTRICT SHALL REQUIRE A COLOR ADOPTED BY THE DOWNTOWN URBAN DEVELOPMENT ADVISORY COMMITTEE. THAT COLOR MAY BE DIFFERENT FROM SAFETY YELLOW AND MAY BE OBTAINED AT THE CITY PLANNING DEPARTMENT OFFICE.

8. NEW CONSTRUCTION INCLUDES INFILL, A NEW SUBDIVISION OR AN EXPANSION OF JURISDICTIONAL LIMITS TO INCORPORATE AS YET UNDEVELOPED LAND. TYPE "B" CURB IS FOR RECONSTRUCTION/REPLACEMENT ONLY.

9. MAT SHALL NOT BE CUT.

10. STANDARD RAMP SLOPE IS 8.333%

11. LATEST EDITION OF THE FEDERAL A.D.A. GUIDELINES SHALL PREVAIL.
RAMP PLAN
SIDE RAMPS
SIDWALK @ CURB

CENTER RAMP
(PROPERTY LINE WALKS)

CENTER RAMP
(CURB & PROPERTY LINE WALKS)

TRUNCATED DOME DETAIL

TYPICAL RAMP LOCATIONS
W/ OFFSET SIDEWALK

PUBLIC SIDEWALK CURB RAMPS
RECONSTRUCTION W/TYPE C CURB

Drawn By: GDG
Date: 1/2002
Drwg. No.: 8-145a

Approved By: Don Wilcox
CONSTRUCTION NOTES:

1. FOR CURB & GUTTER DETAILS, SEE STD. DWG. NOS. 8–100 & 8–105.

2. FOR SIDEWALK DETAILS, SEE STD. DRAWING NO. 8–215.

3. RAMP WIDTH SHALL BE AS SHOWN ON RAMP PLAN UNLESS INDICATED OTHERWISE ON PROJECT PLANS OR BY ENGINEER.

4. CONCRETE WORK TO BE CONSTRUCTED OF 4000 PSI (COMPRESSIVE STRENGTH AT 28 DAYS), SIX-SACK CONCRETE USING MATERIALS AND REQUIREMENTS AS INDICATED IN "ODOT/APWA STANDARD", WITH SELECTIONS NOTED BELOW:
   A) ADMIXTURES:
      1) AIR ENTRAINMENT: 5% – 6%.
      2) OTHER ADMIXTURES: NONE, UNLESS BY WRITTEN APPROVAL RECEIVED FROM CITY PRIOR TO USE.
   B) CURING MATERIALS MUST BE USED, WITH METHOD APPROVED BY THE CITY PRIOR TO ITS USE.

5. BASE MATERIAL SHALL BE 3" OF 3/4" – 0 CRUSHED AGGREGATE OR MATERIAL APPROVED BY THE CITY COMPACTED TO 95% OF DRY DENSITY PER AASHTO T-99.

6. IF CENTER CURB RAMPS ARE PROVIDED AT MARKED CROSSINGS, THE 48" CLEAR SPACE SHALL BE WITHIN THE MARKINGS AS SHOWN ON THE RAMP PLANS.

7. EACH CURB RAMP SHALL HAVE A DETECTABLE WARNING COMPLYING WITH A.D.A. ACCESSIBILITY GUIDELINE 4.29.2 THE DETECTABLE WARNING SHALL EXTEND THE FULL WIDTH AND A 2 FT MINIMUM DEPTH IN THE DIRECTION OF TRAVEL. DETECTABLE WARNINGS SHALL CONSIST OF RAISED TRUNCATED DOMES WITH A DIAMETER OF NOMINAL 0.9 INCH, A HEIGHT OF NOMINAL 0.2 INCH AND A CENTER-TO-CENTER SPACING OF NOMINAL 2.35 INCHES AND SHALL BE SAFETY YELLOW IN COLOR. DETECTABLE WARNINGS SHALL NOT BE FABRICATED FROM STAMPED CONCRETE. MATERIALS USED SHALL BE APPROVED BY THE CITY. PUBLIC SIDEWALK CURB RAMPS LOCATED IN THE DOWNTOWN BUSINESS DISTRICT SHALL REQUIRE A COLOR ADOPTED BY THE DOWNTOWN URBAN DEVELOPMENT ADVISORY COMMITTEE. THAT COLOR MAY BE DIFFERENT FROM SAFETY YELLOW AND MAY BE OBTAINED AT THE CITY PLANNING DEPARTMENT OFFICE.

8. NEW CONSTRUCTION INCLUDES INFILL, A NEW SUBDIVISION OR AN EXPANSION OF JURISDICTIONAL LIMITS TO INCORPORATE AS YET UNDEVELOPED LAND. REFER TO DRWG. 8–140a & 8–150 TYPE "A" FOR NEW CONSTRUCTION.

9. MAT SHALL NOT BE CUT.

10. STANDARD RAMP SLOPE IS 8.333%.

10. LATEST EDITION OF THE FEDERAL ADA GUIDELINES SHALL PREVAIL.

CITY OF KLAMATH FALLS

PUBLIC SIDEWALK CURB RAMPS
RECONSTRUCTION W/TYP C CURB

Date: 5/2006
Drwg. No.: 8-145b

Approved By: Don Wilcox

Date: 6/06 4th EDITION
Drwg. No.: 8-145a

Date: 3/10 5th EDITION

Don Wilcox
CONSTRUCTION NOTES:

1. FOR CURB & GUTTER DETAILS, SEE STD. DWG. NOS. 8–100 &
   8–105.
2. FOR SIDEWALK DETAILS, SEE STD. DRAWING NO. 8–215.
3. RAMP WIDTH SHALL BE AS SHOWN ON RAMP PLAN UNLESS
   INDICATED OTHERWISE ON PROJECT PLANS OR BY ENGINEER.
4. CONCRETE WORK TO BE CONSTRUCTED OF 4000 PSI (COMPRESSIVE
   STRENGTH AT 28 DAYS), SIX-SACK CONCRETE USING MATERIALS
   AND REQUIREMENTS AS INDICATED IN "ODOT/APWA STANDARDS",
   WITH SELECTIONS NOTED BELOW:
   A) ADMIXTURES:
      1) AIR ENTRAINMENT: 5% – 6%.
      2) OTHER ADMIXTURES: NONE, UNLESS BY WRITTEN APPROVAL
         RECEIVED FROM CITY PRIOR TO USE.
   B) CURING MATERIALS MUST BE USED, WITH METHOD APPROVED
      BY CITY PRIOR TO ITS USE.
5. BASE MATERIAL SHALL BE 3" OF 3/4" – 0 CRUSHED AGGREGATE
   (OR MATERIAL APPROVED BY CITY) COMPACTED TO 95% OF DRY
   DENSITY PER AASHO T-99.
6. IF CENTER CURB RAMPS ARE PROVIDED AT MARKED CROSSINGS,
   THE 48" CLEAR SPACE SHALL BE WITHIN THE MARKINGS AS SHOWN
7. ON THE RAMP PLAN.
   EACH CURB RAMP SHALL HAVE A DETECTABLE WARNING
   COMPLYING WITH A.D.A. ACCESSIBILITY GUIDELINE 4.29.2. THE
   DETECTABLE WARNING SHALL EXTEND THE FULL WIDTH AND A
   2' MINIMUM DEPTH IN THE DIRECTION OF TRAVEL. DETECTABLE
   WARNINGS SHALL CONSIST OF RAISED TRUNCATED DOMES WITH
   A DIAMETER OF NOMINAL 0.9 IN., A HEIGHT OF NOMINAL 0.2
   IN. AND A CENTER-TO-CENTER SPACING OF NOMINAL 2.35 IN.
   AND SHALL BE SAFETY YELLOW IN COLOR. DETECTABLE
   WARNINGS SHALL NOT BE FABRICATED FROM STAMPED CONC.
   MATERIALS USED SHALL BE APPROVED BY CITY. PUBLIC
   SIDEWALK CURB RAMPS LOCATED IN THE DOWNTOWN BUSINESS
   DISTRICT SHALL REQUIRE A COLOR ADOPTED BY THE DOWNTOWN
   URBAN REDEVELOPMENT ADVISORY COMMITTEE. THAT COLOR
   MAY BE DIFFERENT FROM SAFETY YELLOW AND MAY BE
   OBTAINED AT THE CITY PLANNING DEPARTMENT OFFICE.
8. NEW CONSTRUCTION INCLUDES INFILL, A NEW SUBDIVISION, OR AN
   EXPANSION OF JURISDICTIONAL LIMITS TO INCORPORATE AS YET
   UNDEVELOPED LAND. TYPE "B" CURB IS FOR
   RECONSTRUCTION/REPLACEMENT ONLY.
9. MAT SHALL NOT BE CUT.
10. LATEST EDITION OF THE FEDERAL A.D.A GUIDELINES SHALL PREVAIL.

CITY OF Klamath Falls

PUBLIC SIDEWALK CURB RAMPS
TAPERED CURBS – TYPE A & B CURBS

Don Wilcox

Date: 1/2002
Drwg. No.: 8-150

Approved By:

2/3/10 5th EDITION
1/6/04 2nd EDITION
CONSTRUCTION NOTES:

1. FOR CURB & GUTTER DETAILS, SEE STD. DWG. NO. 8–100 & 8–105.
2. FOR SIDEWALK DETAILS, SEE STD. DRAWING NO. 8–215.
3. RAMP WIDTH SHALL BE AS SHOWN ON RAMP PLAN UNLESS INDICATED OTHERWISE ON PROJECT PLANS OR BY ENGINEER.
4. CONCRETE WORK TO BE CONSTRUCTED OF 4000 PSI (COMPRESSIVE STRENGTH AT 28 DAYS), SIX-SACK CONCRETE USING MATERIALS AND REQUIREMENTS AS INDIcATED IN "UDDT/APWA STANDARDS", WITH SELECTIONS NOTED BELOW:
   A) ADMIXTURES:
      1) AIR ENTRAINMENT: 5% – 6%.
      2) OTHER admixtures: NONE, UNLESS BY WRITTEN APPROVAL RECEIVED FROM CITY PRIOR TO USE.
   B) CURING MATERIALS MUST BE USED, WITH METHOD APPROVED BY CITY PRIOR TO ITS USE.
5. BASE MATERIAL SHALL BE 3” OF 3/4” – 0 CRUSHED AGGREGATE (OR MATERIAL APPROVED BY CITY) COMPACTED TO 95% OF DRY DENSITY PER AASHTO T-99.
6. IF CENTER CURB RAMPS ARE PROVIDED AT MARKED CROSSINGS, THE 48” CLEAR SPACE SHALL BE WITHIN THE MARKINGS AS SHOWN ON THE RAMP PLAN.
7. EACH CURB RAMP SHALL HAVE A DETECTABLE WARNING COMPLYING WITH A.D.A. ACCESSIBILITY GUIDELINE 4.29.2. THE DETECTABLE WARNING SHALL EXTEND THE FULL WIDTH AND A 2” MINIMUM DEPTH IN THE DIRECTION OF TRAVEL. DETECTABLE WARNINGS SHALL CONSIST OF RAISED TRUNCATED DOMES WITH A DIAMETER OF NOMINAL 0.9 IN., A HEIGHT OF NOMINAL 0.2 IN., AND A CENTER–TO–CENTER SPACING OF NOMINAL 2.5 IN. AND SHALL BE SAFETY YELLOW IN COLOR. DETECTABLE WARNINGS SHALL NOT BE FABRICATED FROM STAMPED CONC. MATERIALS USED SHALL BE APPROVED BY CITY. PUBLIC SIDEWALK CURB RAMPS LOCATED IN THE DOWNTOWN BUSINESS DISTRICT SHALL REQUIRE A COLOR ADOPTED BY THE DOWNTOWN URBAN REDEVELOPMENT ADVISORY COMMITTEE. THAT COLOR MAY BE DIFFERENT FROM SAFETY YELLOW AND MAY BE OBTAINED AT THE CITY PLANNING DEPARTMENT OFFICE.
8. NEW CONSTRUCTION INCLUDES INFILL, A NEW SUBDIVISION, OR AN EXPANSION OF JURISDICTIONAL LIMITS TO INCORPORATE AS YET UNDEVELOPED LAND. TYPE “B” CURB IS FOR RECONSTRUCTION/REPLACEMENT ONLY.
9. MAT SHALL NOT BE CUT.
10. LATEST EDITION OF FEDERAL ADA GUIDELINES SHALL PREVAIL.

SECTION A–A

GROOVING DETAIL
A 12-inch minimum pipe is required under all driveways. Cover over pipe shall conform to the pipe manufacturer’s recommendations. Install reinforced concrete, galvanized corrugated steel pipe or corrugated aluminum pipe per manufacturer’s specifications. See section 4-13:6.1.
STANDARD PAVEMENT SECTION


NOTES:

1. CONCRETE CURB AND GUTTER TYPE A, SEE STD DETAIL 8-100.
2. PCC SIDEWALK, SEE STD. DRWG. NO. 8-209.
3. PLANTER STRIP.
4. TURN LANE OR LANDSCAPED CENTER MEDIAN
5. SLOPE EASEMENTS MAY BE REQUIRED. (TYPICAL)
6. REFER TO SECT. 8-5.3.3 FOR STRUCTURAL REQS.

MULTIUSE PATH
PAVEMENT SECTION
IF USED, REQUIRED BOTH SIDES
STANDARD PAVEMENT SECTION


NOTES:
1. CONCRETE CURB AND GUTTER TYPE A, SEE STD DETAIL 8-100.
2. PCC SIDEWALK, SEE STD. DRWG. NO. 8-209.
3. PLANTER STRIP.
4. TURN LANE.
5. SLOPE EASEMENTS MAY BE REQUIRED. (TYPICAL)
6. REFER TO SECT. 8-5.3.3 FOR STRUCTURAL REQS.

MULTIUSE PATH
PAVEMENT SECTION
IF USED, REQUIRED BOTH SIDES

CITY OF KLAMATH FALLS
TYPICAL ROADWAY SECTION
MAJOR COLLECTOR

Date: 1/2002
Drwg. No.: 8-170

Approved By: Don Wilcox
STANDARD PAVEMENT SECTION


NOTES:

1. CONCRETE CURB AND GUTTER TYPE A, SEE STD DETAIL 8–100.
2. PCC SIDEWALK, SEE STD. DRWG. NO. 8–209.
3. PLANTER STRIP.
4. SLOPE EASEMENTS MAY BE REQUIRED. (TYPICAL)
5. REFER TO SECT. 8–5.3.3 FOR STRUCTURAL REQS.
STANDARD PAVEMENT SECTION


NOTES:

① FOR CONCRETE CURB AND GUTTER, TYPE A, SEE STD. DWG. NO. 8–100.

② PCC SIDEWALK, SEE STD. DRWG. NO. 8–209.

③ PLANTER STRIP.

④ SLOPE EASEMENTS MAY BE REQUIRED. (TYPICAL)

⑤ REFER TO SECT. 8–5.3.3 FOR STRUCTURAL REQS.
NOTES

1. DRAINAGE TO BE COLLECTED AT LOW END OF IMPROVED SECTION WITH CATCH BASIN CONNECTED TO STORM DRAINAGE SYSTEM.

2. FOR SUBGRADE, ROCK AND A/C COMPACTION AND TESTING REQUIREMENTS, SEE STANDARD DRAWING NO. 8-200.

3. ALL BASE ROCK WILL BE STATE SPEC.

CITY OF KLAMATH FALLS

TYPICAL ALLEY SECTION

Approved By: Don Wilcox

Drawn By: GDG

Date: 1/2002

No.: 8-185
ROAD CLOSED & NO PARKING SIGN PER MUTCD R8-3

4"X4" TREATED POST WITH 3' EMBEDMENT DEPTH SET IN CONCRETE

WHITE AND RED REFLECTORIZED SHEETING ON 2"X8" RAIL
8" WHITE LINE UNLESS OTHERWISE INDICATED ON CHANNELIZATION PLANS AND SPECIAL PROVISIONS

NOTE:
DIMENSION IS FROM FACE OF GUTTER PLATE. FOR REQUIRED DIMENSION, SEE TABLE OF STREET CLASSIFICATIONS WITH VARIABLE DIMENSIONS ON STANDARD DRWG. NO. 8-200.
<table>
<thead>
<tr>
<th>VARIABLE</th>
<th>COMMERCIAL ZONED AREAS</th>
<th>RESIDENTIAL AREAS</th>
<th>WITH MULTI-USE PATH</th>
<th>WITH ON-STREET BIKE LANES</th>
<th>WITH MULTI-USE PATH</th>
<th>WITH ON-STREET BIKE LANES (NO PARKING)</th>
<th>SHARE-THE-LANE (PARKING BOTH SIDES)</th>
<th>NO PARKING</th>
<th>PARKING ON ONE SIDE</th>
<th>PARKING ON BOTH SIDES</th>
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<tr>
<td>MEDIAN OR TURN LANE</td>
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<td>14'</td>
<td>14'</td>
<td>12'</td>
<td>12'</td>
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<tr>
<td>TRAVEL LANES (12')</td>
<td>4@12'</td>
<td>4@12'</td>
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<td>2@14'</td>
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<td>2@14'</td>
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<tr>
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<td>ON-STREET PARKING (7')</td>
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<td>2@1.5'</td>
<td>2@1.5'</td>
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<tr>
<td>SIDEWALKS</td>
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<td>2@6'</td>
<td>--</td>
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<td>2@6'</td>
<td>2@6'</td>
<td>2@5'</td>
<td>2@5'</td>
<td>2@5'</td>
</tr>
<tr>
<td>MULTI-USE PATH</td>
<td>--</td>
<td>--</td>
<td>2@10'</td>
<td>2@6'</td>
<td>2@10'</td>
<td>--</td>
<td>--</td>
<td>--</td>
<td>--</td>
<td>--</td>
</tr>
<tr>
<td>PROPERTY LINE OFFSETS</td>
<td>2@1'</td>
<td>2@1'</td>
<td>2@1'</td>
<td>2@1'</td>
<td>2@1'</td>
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<td>2@1'</td>
</tr>
<tr>
<td>R.O.W. WIDTHS</td>
<td>107'</td>
<td>103'</td>
<td>99'</td>
<td>73'</td>
<td>69'</td>
<td>73'</td>
<td>67'</td>
<td>51'</td>
<td>58'</td>
<td>65'</td>
</tr>
<tr>
<td>PAVEMENT WIDTH (GUTTER FACE TO GUTTER FACE)</td>
<td>74'</td>
<td>74'</td>
<td>62'</td>
<td>48'</td>
<td>36'</td>
<td>48'</td>
<td>42'</td>
<td>28'</td>
<td>35'</td>
<td>42'</td>
</tr>
</tbody>
</table>

**NOTE**

1. FOR ALL STREET CLASSIFICATIONS SHOWN ON STANDARD DRAWINGS 8–165 THRU 8–180, COMPAC TION TESTS ON SUBGRADE, TOP OF ROCK AND ASPHALT, WILL BE REQUIRED. NUMBER OF TESTS SHALL BE AT THE DISCRETION OF THE CITY. ALL TESTING SHALL BE THROUGH A LICENSED TESTING LABORATORY. THE MINIMUM COMPACTION SHALL BE 95% OF MAXIMUM DENSITY (AASHTO T-99) OF SUBGRADE AND TOP OF ROCK, 92% FOR ASPHALT (ODOT TM306).

2. NO PARKING & PARKING ON ONE SIDE OF LOCAL STREETS REQUIRES CITY ENGINEERING VARIANCE.
REFER TO CURRENT AASHTO GUIDELINES
AND CITY OF KLAMATH FALLS CDO 14.390
FOR VISUAL CLEARANCE GUIDELINES

PUBLIC STREET

PER AASHTO

X

PER AASHTO

X

ROW / PROPERTY LINE

EDGE OF ROADWAY

FACE OF CURB

15' x 15' MIN. AT R.
*10' FOR ALLEYS

STREET OR

DRIVEWAY

CITY OF KLAMATH FALLS

DRIVEWAY & INTERSECTIONS
SIGHT TRIANGLES

Drawn By: GDG
Date: 1/2002
Drwg. No.: 8-205

Approved By: Don Wilcox

1 3/10 5th EDITION
1. Standard sidewalk cross slope shall be 1/4" per foot. When lot is below top of curb and slopes away from curb, 1/4" per foot may be required.

2. Concrete depth for standard sidewalks shall be a nominal 4" min. Sidewalks across driveways and adjacent to Type "C" Curb (See Std. Dwg. 8–110) shall be 6" deep (min.), except in area zoned Commercial or Industrial, in which case sidewalks shall be 8" deep (min.) and reinforced with 4 x 4" WWF supported by stirrups or dories or #4 @ 18" OC rebar, base shall be 3" thick of 3/4"–0" crushed aggregate or material approved by the City. (See Std Dwg 8–210 & 8–215 for sidewalk requirements across driveways. Base rock shall be State Spec.)

3. Contraction joints as shown on Std. Dwg. 8–135 shall be installed at 15' intervals. "Dummy" shallow tooled joints shall be installed at 5'± intervals.

4. Install approved bond breaker material or isolation joint between curb and sidewalk and around any obstruction within sidewalk area.

5. See Public Sidewalk Curb Ramp details (Std. Dwg. 8–140 thru 8–155) for required sidewalk patterns at intersection curb returns.

6. Concrete work to be constructed of 4000 psi (compressive strength at 28 days), six–sack concrete, using materials and requirements as indicated in "ODOT/APWA Standards", with selections noted below:
A) Admixtures: Air entrainment – 0% – 6%
B) Other: None, unless written approval of the City is received prior to its use.
C) Saw cutting materials must be used, with the method approved by the City prior to its use.
D) Saw cutting shall be required on sidewalk removal or reconstruction, if limits of work do not terminate at an existing construction joint.

7. Sidewalk width varies with street classification. Refer to Std. Dwg. 8–200 and Std Section 8–10.
CURB TRANSITION DETAIL

NOTES

1. Standard sidewalk cross slope shall be $\frac{1}{2}''$ per foot. When lot is below top of curb and slopes away from curb, $\frac{1}{2}''$ per foot may be required.

2. Concrete depth for standard sidewalks shall be a nominal 4" min. Sidewalks across driveways and adjacent to Type "A" Curb (See Std. Dwgs. 8–110) shall be 6" deep (min.), except in areas zoned Commercial or Industrial, in which case sidewalks shall be 8" deep (min.) and reinforced with 4x4 WWF supported by stirrups, dories or #4 @ 18" oc rebar. Base shall be 3" of 2"-0 crushed aggregate or material approved by City. Base shall be State Spec and compacted to 95% Min.

3. Contraction joints as shown on Std. Dwg. 8–135 shall be installed at 15' intervals. "Dummy" shallow tooled joints shall be installed at 5' intervals.

4. Install approved bond breaker material or isolation joint between curb and sidewalk and around any obstruction within sidewalk area.

5. See Public Sidewalk Curb Ramp details (Std. Dwgs. 8–140 thru 8–155) for required sidewalk patterns at intersection curb returns.

6. Concrete work to be constructed of 4000 psi (compressive strength at 28 days), six-sack concrete, using materials and requirements as indicated in ODOT/APWA Standards, with selections noted below:
   A) Admixtures: Air entrainment – 5%–6%; Other: None, unless written approval of the City is received prior to its use.
   B) Curing materials must be used, with the method approved by the City prior to its use.
   C) Saw cutting shall be required on sidewalk removal or reconstruction, if limits of work do not terminate at an existing construction joint.

7. The following requirements apply to sidewalks across a driveway section:
   a) Equals width of the driveway at the property line. (Minimum Width = 10")
   b) Full depth isolation joint with premolded filler.
   c) Full depth isolation joint with premolded filler is required at centerline of driveway.
   d) Driveway is to be surfaced with asphaltic concrete or PCC.
   e) 1" Min. grooving (See grooving detail).

CITY OF KLAMATH FALLS

PCC DRIVEWAY ACROSS SIDEWALK

TYPE 1

Date: 1/2002
Drwng. No.: 8-210

Approved By: Don Wilcox

3 5/10 5th EDITION
2 6/06 4th EDITION
1 6/04 2nd EDITION

Drawn By: GDG
Curb Transition Detail

1. Standard sidewalk cross slope shall be \( \frac{1}{4} \)" per foot. When lot is below top of curb and slopes away from curb, \(-\frac{1}{4}" \) per foot may be required.

2. Concrete depth for standard sidewalks shall be a nominal 4'" min. Sidewalks across driveways and adjacent to Type "C" Curb (See Std. Dwg. 8-110) shall be 6" deep (min.), except in area zoned Commercial or Industrial, in which case sidewalks shall be 8" deep (min.) and reinforced with 4x4 WWF supported by stirrups, dowels or #4 @ 18" oc rebar. Base shall be 3" of 3"-0 crushed aggregate or material approved by City. Base rock shall be State Spec and compacted to 95% Min.

3. Contraction joints as shown on Std. Dwg. 8-135 shall be installed at 15' intervals. "Dummy" shallow tooled joints shall be installed at 5' intervals.

4. Install approved bond breaker material or isolation joint between curb and sidewalk and around any obstruction within sidewalk area.

5. See Public Sidewalk Curb Ramp details (Std. Dwgs. 8-140 thru 8-155) for required sidewalk patterns at intersection curb returns.

6. A 4' minimum separation between curb and setback sidewalk is recommended for landscape maintenance.

7. Concrete work to be constructed of 4000 psi (compressive strength at 28 days), six-sack concrete, using materials and requirements as indicated in ODOT/APWA Standards, with selections noted below:
   A) Admixtures: Air entrainment = 5%-6%; Other: None, unless written approval of the City is received prior to its use.
   B) Curing materials must be used, with the method approved by the City prior to its use.
   C) Saw cutting shall be required on sidewalk removal or reconstruction, if limits of work do not terminate at an existing construction joint.

8. The following requirements apply to sidewalks across a driveway section:
   a) Equals width of the driveway at the property line. (Minimum Width = 10')
   b) Full depth isolation joint with premolded filler.
   c) Full depth isolation joint with premolded filler is required at centerline of driveway.
   d) Driveway is to be surfaced with asphaltic concrete or PCC.

City of Klamath Falls

PCC Driveway Across Sidewalk

Type 2

Date: 1/2002

Drwng. No.: 8-215

Approved By: Don Wilcox
CURB TRANSITION DETAIL

NOTES

1. Standard sidewalk cross slope shall be $\frac{1}{2}$' per foot. When lot is below top of curb and slopes away from curb, $-\frac{1}{2}$' per foot may be required.

2. Concrete depth for standard sidewalks shall be a nominal 4' min. Sidewalks across driveways and adjacent to Type "C" Curb (See Std. Dwg. 8-110) shall be 6' deep (min.), except in area zoned Commercial or Industrial, in which case sidewalks shall be 8' deep (min.) and reinforced with 4x4 WWF supported by stirrups, doliels or #4 @ 18" oc rebar. Base shall be 3" of 3/4"-0 crushed aggregate or material approved by City. Base rock shall be State Spec and compacted to 95% Min.

3. Contraction joints as shown on Std. Dwg. 8-135 shall be installed at 15' intervals. "Dummy" shallow tooled joints shall be installed at 5' intervals.

4. Install approved bond breaker material or isolation joint between curb and sidewalk and around any obstruction within sidewalk area.

5. See Public Sidewalk Curb Ramp details (Std. Dwgs. 8-140 thru 8-155) for required sidewalk patterns at intersection curb returns.

6. A 4' minimum separation between curb and setback sidewalk is recommended for landscape maintenance.

7. Concrete work to be constructed of 4000 psi (compressive strength at 28 days), six-sack concrete, using materials and requirements as indicated in ODOT/APWA Standards, with selections noted below:
   A) Admixtures: Air entrainment = 5%-6%; Other: None, unless written approval of the City is received prior to its use.
   B) Curing materials must be used, with the method approved by the City prior to its use.
   C) Saw cutting shall be required on sidewalk removal or reconstruction, if limits of work do not terminate at an existing construction joint.

8. The following requirements apply to sidewalks across a driveway section:
   a) Equals width of the driveway at the property line. (Minimum Width = 10')
   b) Full depth isolation joint with premolded filler.
   c) Full depth isolation joint with premolded filler is required at centerline of driveway.
   d) Driveway is to be surfaced with asphaltic concrete or PCC.

CITY OF KLAMATH FALLS

PCC DRIVEWAY ACROSS SIDEWALK
TYPE 'C' CURB

Date: 5/2006

Drwg. No.: 8-216

Approved By: Don Wilcox

Orwn. By: WEM
TYPICAL STAIRWAY WITH OPEN HANDRAIL

TYPICAL BALUSTERED HANDRAIL
(Where required — see Note 7, Std 8-222)
SECTION A-A

WIDTH OF CONCRETE STAIRS OR LANDING TO BE FINISHED TO THIS LINE.

DETAIL 1
TYPICAL STAIR

12" O.C.

DETAIL 2
HANDRAIL POST SET

16 GA. GALV.
STEEL SLEEVE
3" DIA.

NON-SHRINK GROUT

SLOPE TO DRAIN

6" 4"

DETAIL 3
TOP HANDRAIL EXTENSION

SEE NOTE #5,
STD. DWG. 8-222

DETAIL 4
BOTTOM HANDRAIL EXTENSION

SEE NOTE #5,
STD. DWG. 8-222

CITY OF KLAMATH FALLS

PCC STAIRWAY REPLACEMENT WITHIN PUBLIC ROW

Drwn. By: GDG
Date: 1/2002
Dwrg. No.: 8-221

Approved By: Mike Kuenzi
STAIRWAY AND HANDRAILING NOTES:

1. RISERS SHALL BE 4” (MIN.) TO 7” (MAX.). THE GREATEST HEIGHT WITHIN ANY FLIGHT (BETWEEN LANDINGS) SHALL NOT EXCEED THE SMALLEST BY MORE THAN \( \frac{3}{8} \)“.

2. TREADS SHALL BE 11” (MINIMUM). THE GREATEST TREAD RUN WITHIN ANY FLIGHT (BETWEEN LANDINGS) SHALL NOT EXCEED THE SMALLEST BY MORE THAN \( \frac{3}{8} \)“.

3. THERE SHALL BE A LANDING AT THE TOP AND THE BOTTOM OF EACH STAIRWAY OR STAIR RUN. INTERMEDIATE LANDINGS SHALL BE PROVIDED FOR EACH 12 FEET OF VERTICAL STAIRWAY RISE, MEASURED BETWEEN EACH LANDING.

4. LANDING LENGTH SHALL BE 44” (MINIMUM) WHERE THE STAIRWAY HAS A STRAIGHT RUN. WHERE THE STAIRWAY IS NOT A STRAIGHT RUN, THE MINIMUM LENGTH OF THE LANDING SHALL BE EQUAL TO THE STAIRWAY WIDTH.

5. STAIRWAYS HAVING FOUR OR MORE RISERS SHALL HAVE HANDRAILS ON BOTH SIDES. HANDRAILS SHALL BE CONTINUOUS FOR THE FULL LENGTH OF THE STAIRS AND AT LEAST ONE HANDRAIL SHALL EXTEND IN THE DIRECTION OF THE STAIR 12” (MIN.) BEYOND THE TOP RISER AND 12” PLUS THE WIDTH OF ONE TREAD (MIN.) BEYOND THE BOTTOM RISER. ENDS OF HANDRAILS SHALL BE RETURNED SMOOTHLY TO FLOOR, WALL OR POST. (SEE STD. DRWG. 8–221, DETAILS 3 & 4)

6. GRIPPING SURFACE ON TOP OF HANDRAILS SHALL BE MOUNTED 34 INCHES (MIN.) TO 38 INCHES (MAX.) ABOVE STAIR NOSINGS. THE HANDGRIP PORTION OF THE HANDRAILS SHALL NOT BE LESS THAN 1¼” NOR MORE THAN 2” IN CROSS-SECTIONAL DIMENSION. IF HANDRAILS ARE MOUNTED TO A WALL, THERE SHALL BE A CLEAR SPACE OF 1½ INCHES BETWEEN THE HANDRAIL AND THE WALL.

7. IF THE STAIRWAY IS LOCATED SO THAT THERE IS A VERTICAL DROP OF 30 INCHES OR MORE TO THE ADJACENT GRADE, A BALLUSTERED HANDRAIL SHALL BE REQUIRED, REGARDLESS OF THE NUMBER OF RISERS. CLEAR SPACE BETWEEN BALUSTERS SHALL BE SUCH THAT A SPHERE FOUR INCHES IN DIAMETER CANNOT PASS THROUGH. THE TRIANGULAR OPENINGS FORMED BY THE RISER, TREAD AND BOTTOM ELEMENT OF A HANDRAIL SHALL BE OF SUCH SIZE THAT A SPHERE SIX INCHES IN DIAMETER CANNOT PASS THROUGH. (SEE STD. DRWG. 8–221, "TYPICAL BALLUSTERED HANDRAIL" DETAIL AND U.B.C., SUBSECTION 509.3)

8. IF STAIRWAY CONSTRUCTION REQUIRES A RETAINING WALL IN EXCESS OF FOUR FEET (FROM BOTTOM OF FOOTING TO TOP OF WALL), APPLICANT SHALL PROVIDE THE PUBLIC WORKS DEPARTMENT WITH A DESIGN STAMPED BY A CIVIL ENGINEER REGISTERED IN THE STATE OF OREGON.

9. SPECIFICATIONS FOR CONCRETE USED IN STAIRS SHALL BE AS SHOWN ON STANDARD DRAWING 8–100.

10. HANDRAIL MATERIAL SHALL BE AS DIRECTED BY THE PUBLIC WORKS DEPARTMENT.
NOTES:

1. ROCK FACINGS SHALL BE CONSTRUCTED BY INTERLOCKING THE ROCKS SO THAT EACH ROCK IS IN CONTACT WITH AT LEAST TWO OTHER ROCKS WITH EACH ROCK HAVING A MINIMUM OF THREE BEARING SURFACES PER ROCK.

2. EACH ROCK SHALL BE LAYED WITH A FLAT SURFACE ON THE FACE OF THE ROCK AND WITH THE LONG EXTENSION HORIZONTAL.

3. THE DENSITY OF ROCK MATERIAL SHALL BE A MINIMUM OF 160 POUNDS PER CUBIC FOOT. THE SIZE CATEGORIES FOR ROCK SHALL BE AS FOLLOWS:

<table>
<thead>
<tr>
<th>SIZE</th>
<th>APPROXIMATE WEIGHT</th>
<th>MINIMUM DIMENSIONS</th>
<th>APPROXIMATE VOLUME</th>
</tr>
</thead>
<tbody>
<tr>
<td>ONE-MAN ROCK</td>
<td>160 TO 400 LB</td>
<td>12 INCHES</td>
<td>1.75 CF</td>
</tr>
<tr>
<td>TWO-MAN ROCK</td>
<td>500 TO 800 LB</td>
<td>13 INCHES</td>
<td>4.00 CF</td>
</tr>
<tr>
<td>THREE-MAN ROCK</td>
<td>900 TO 1,200 LB</td>
<td>16 INCHES</td>
<td>6.60 CF</td>
</tr>
<tr>
<td>FOUR-MAN ROCK</td>
<td>1,300 TO 1,600 LB</td>
<td>18 INCHES</td>
<td>9.00 CF</td>
</tr>
</tbody>
</table>

ROCKS LESS THAN 1 CUBIC FOOT IN VOLUME OR WEIGHING LESS THAN 160 POUNDS SHALL NOT BE USED

4. THE CONTRACTOR SHALL USE THE ROCK SIZES AS SET FORTH IN THE ABOVE TABLE AND SHALL ENSURE A DISTRIBUTION OF ROCK SIZES WITH THE LARGEST ROCKS ON THE BOTTOM AND PROGRESSIVELY SMALLER ON TOP.

5. VOIDS IN THE ROCKERY FACE SHALL NOT BE GREATER THAN 50 SQUARE INCHES FOR ROCKS OVER 3 FEET HIGH AND 36 SQUARE INCHES FOR ROCKS UNDER 3 FEET HIGH.

6. ROCKERIES OVER FOUR (4) FEET HIGH MUST BE DESIGNED BY A CIVIL ENGINEER LICENSED IN THE STATE OF OREGON PER RECOMMENDATIONS OF A LICENSED GEOTECHNICAL ENGINEER.

7. ROCKERIES WHICH ARE MORE THAN 30 INCHES ABOVE GRADE OR FLOOR BELOW SHALL BE PROTECTED BY A GUARDRAIL OR PEDESTRIAN RAILING. TYPE TO BE APPROVED BY THE CITY THROUGH FENCE PERMIT PROCESS.
CAST IRON TRAFFIC COVER
WEIGHT = 10 lbs

11"

14 ¼"

12"

10 ¾"

CAST IRON FRAME
CONCRETE CASE

USE CHRISTY VALVE BOX G5BOX OR EQUAL, W/TRAFFIC COVER G5C OR EQUAL, WITH "MONUMENT" WHEN AVAILABLE) MARKED ON THE COVER. IF NEEDED, EXTENSIONS AND GRADE RINGS MAY BE USED.

MONUMENT CASE A
FOR CENTERLINE CONTROL SURVEY MONUMENTS

NOTES:
1. FRAME AND COVER SHALL NOT REST ON OR BE IN CONTACT WITH MONUMENT.
2. MONUMENT SET SHALL BE IN ACCORDANCE WITH O.R.S. 92.060.
3. CAST IRON FRAME WILL BE SET 1/4" BELOW THE FINISH GRADE OF PAVEMENT.

CAST IRON TRAFFIC COVER
WEIGHT = 15 lbs

13 ¾"

12"

10"

CAST IRON FRAME
CONCRETE CASE

USE UTILITY VAULT VALVE BOX G4BOX OR EQUAL, W/TRAFFIC COVER G4C OR EQUAL, WITH "MONUMENT" MARKED ON THE COVER. IF NEEDED, EXTENSIONS MAY BE USED.

MONUMENT CASE B
FOR GEODETC SURVEY CONTROL MONUMENTS

CITY OF KLAMATH FALLS

SURVEY CONTROL MONUMENT CASES

Approved By: Mike Kuenzi

Drwn. By: GDG
Date: 1/2002
Dwng. No.: 8-230
PLAN VIEW

EXIST. TRAFFIC SURFACE
12" Min.  
18" Max.

TOP OF COVER WILL BE SET 1/4" BELOW THE FINISH GRADE OF PAVEMENT.

REFER TO SECT. 8-8.1 FOR A/C MIX DESIGN

TACK FACE & SEAL W/ APPROVED HOT RUBBER SEALER

UNDERGROUND UTILITY ACCESS STRUCTURE (MH, CLEAN-OUT VALVE BOX, ETC.)

CDF, 100 PSI MAX @ 28 DAYS (6" MIN. DEPTH)

COMPACTED 3/4"-0 BASEROCK OR, EXISTING UNDISTURBED BASE MATERIAL

SECTION A-A
AREA OF PROPOSED CONSTRUCTION

EXISTING EDGE OF A/C

EXISTING PAVEMENT TO BE REMOVED

SAWCUT FOR REMOVAL SHALL BE IN A STRAIGHT LINE AND ENCOMPASS ALL DAMAGED A/C FOR THE LATERAL LIMITS OF THE PROJECT.

EXISTING A/C PAVEMENT

PLAN VIEW

TACK FACE EXIST. PRIOR TO PLACING NEW A/C

REMOVE EXISTING A/C & EXCAVATE FOR NEW BASEROCK

AREA OF PROPOSED CONSTRUCTION

EXISTING PAVEMENT

SAWCUT VERTICAL FACE FOR REMOVAL

SECTION A–A

3" A/C
3"–¾"–0 BASEROCK
3"–1½"–0 BASEROCK
OR, PER PROJECT DESIGN

CITY OF KLAMATH FALLS

STANDARD METHOD FOR MATCHING EXISTING A/C SURFACE

Drawn By: GDG
Date: 1/2002
Drwg. No.: 8-240

Approved By: Mike Kuenzi
TYPES "A" & "C" CURB

TYPE "B" CURB

NOTES

1. THESE STANDARDS SHALL APPLY WHENEVER EXISTING IMPROVEMENTS ARE BEING REMOVED TO ALLOW FOR CONSTRUCTION OF NEW CURB. REMOVAL OF EXISTING PAVEMENT FOR A MINIMUM OF 24 INCHES FROM THE GUTTER LIP (FOR TYPE "A" OR "C" CURB) OR THE FACE (FOR TYPE "B" CURB) OF PROPOSED NEW CURB IS REQUIRED, EVEN WHEN THERE IS NO EXISTING CURB.

2. VERTICAL FACED SAW CUT IS REQUIRED FOR REMOVAL OF EXISTING IMPROVEMENTS. REMOVE CURB TO THE NEAREST EXPANSION JOINT.

3. SEE STANDARD DRAWINGS 8–100 THRU 8–110 FOR CURB CONSTRUCTION REQUIREMENTS.
CITY OF Klamath Falls
CURB REMOVAL
NO-CUT STREET

Saw cut at nearest joint outside of driveway.
Saw cut 2" to 3" apart break up and detour center section.
Carefully pull curb away from existing pavement.
Saw cut at the face of the gutter plate.
Saw cut in the nearest joints outside of the driveway.

Approved By:
Don Wilcox

Date: 7/2007

Drawing No.: 8-245a
SAWCUT EXISTING PRIOR TO PLACING APPROVED COLD MIX PATCH

EXIST AC

TRENCH WIDTH AS REQ'D

LIMITS OF SAWCUT

EXIST AC

TRENCH SECTION
PER STD
DETAIL 2-105

NEW COLD MIX PATCH

MATCH EXIST AC DEPTH
4" MIN (TYP)

TYPICAL TRENCH PATCH
(TEMPORARY COLD PATCH)

CONSTRUCTION NOTES:

1. ALL WORK AND MATERIALS SHALL CONFORM TO THE MOST CURRENT EDITION OF THE CITY OF KLAMATH FALLS PUBLIC WORKS ENGINEERING STANDARDS (PWES) DRAWINGS.

2. TO BE USED TEMPORARILY ONLY. SEE 2-105 FOR PERMANENT TRENCH PATCH.

3. TO BE MAINTAINED DAILY UNTIL PERMANENT TRENCH PATCH IS PLACED AND ACCEPTED.

CITY OF KLAMATH FALLS

TYPICAL TRENCH PATCH
(TEMPORARY COLD PATCH)

Approved By:  Don Wilcox

Date:  5/2006
Drwg. No.:  8-250