GENERAL NOTES FOR STD DWGS R-1A THROUGH R-1H:

1. CENTER STREETS IN THE RIGHT-OF-WAY UNLESS OTHERWISE APPROVED BY CITY ENGINEER FOR UNIQUE TRANSITIONS OR SITE CONSTRAINTS.
2. THE LEVEL OF TRAFFIC STRESS PER THE ODOT APM CH. 14 IS SHOWN ON EACH STANDARD CROSS-SECTION. MODIFICATION OF THE CROSS-SECTIONS MUST PROVIDE THE APPROPRIATE LTS.
3. INSTALL SIDEWALKS/SHARED-USE PATHS PROPERTY TIGHT. SIDEWALKS/SHARE-USE PATHS MAY MEANDER AROUND UTILITIES, TREES, AND OTHER NON-MOVEABLE OBJECTS. METERS, MANHOLES, AND VALVES ARE NOT PERMITTED WITHIN THE SIDEWALK UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER. EXCEPTIONS WILL ONLY BE PERMITTED IF SIDEWALK CANNOT MEANDER AROUND THE EXISTING CONSTRAINT, OR THE OBSTACLE CANNOT BE REMOVED/RELOCATED. EASEMENTS ARE REQUIRED WHERE SIDEWALK/SHARED-USE PATH MEANDERS OUT OF THE RIGHT-OF-WAY.
4. PAVEMENT SECTIONS FOR STREETS AND SIDEWALKS PER THE THICKNESSES NOTED IN TABLE BELOW OR AS SPECIFIED IN A STAMPED GEOTECHNICAL REPORT APPROVED BY THE CITY ENGINEER.
5. RETAINING WALLS AND STAIRS ARE NOT PERMITTED WITHIN THE RIGHT-OF-WAY UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER.
6. STREET CROSS-SECTION/IMPROVEMENT STANDARDS ARE BASED ON STREET CLASSIFICATION. REFERENCE THE BEND DEVELOPMENT CODE SECTION 3.4 PUBLIC IMPROVEMENTS STANDARDS AND STANDARD CROSS-SECTIONS FOR ADDITIONAL DETAIL.
7. THE CROSS-SLOPE OF THE PLANTER STRIP BETWEEN THE CURB AND RIGHT-OF-WAY SHALL NOT BE STEEPER THAN 4H:1V TO PROVIDE A RECOVERABLE ROADSIDE SLOPE. 50H:1V (2%) IS TYPICAL/PREFERRED.
8. MAX 1.5H:1V CUT SLOPES PERMITTED IN ROCK CUTS WHEN APPROVED BY A GEOTECHNICAL ENGINEER.
9. MASTER PLAN DEVELOPMENTS PER BEND DEVELOPMENT CODE 4.5.100(E)(2)(C) MAY PROPOSE MODIFIED STREET SECTIONS THAT INCLUDE ADDITIONS TO OR ENHANCEMENTS OF THE BASIC MINIMUM STANDARD SECTIONS SHOWN HERE.
10. OFF STREET SHARED-USE PATHS (PATHS MEETING THE GENERAL ALIGNMENT OF THE TSP LOW STRESS NETWORK AND ARE MORE THAN 30 FT OUTSIDE OF THE RIGHT-OF-WAY) ARE ENCOURAGED, PARTICULARLY ALONG ARTERIAL STREET CORRIDORS. SIDEWALKS MAY BE REDUCED TO A MINIMUM 6 FT OR ELIMINATED WHEN THE SAME SIDE OF THE ROAD CORRIDOR IS SERVED BY A SHARED-USE PATH DEPENDING ON ADJACENT LAND USE AND PEDESTRIAN/BIKE ACCESS AND WITH CITY ENGINEER APPROVAL.
11. TWELVE-FOOT CENTER MEDIAN ON ARTERIAL AND COLLECTOR CROSS-SECTIONS INCLUDES EITHER A STRIPED MEDIAN (TWO-WAY LEFT TURN LANE, DOUBLE YELLOW, AND/OR TURN BAY) OR A NINE-FOOT RAISED REFUGE ISLAND WITH A ONE AND A HALF FOOT SHY LINE STRIPE EACH SIDE AS REQUIRED PER STANDARDS.
12. RAISED MEDIANS ARE AT THE CITY ENGINEER'S DISCRETION ON ARTERIALS & COLLECTORS. MEDIAN REFUGE ISLANDS FOR STREET CROSSINGS ON A LOW STRESS ROUTE OR AN ENHANCED CROSSING ON A CONNECTOR ROUTE DO NOT REQUIRE CITY ENGINEER APPROVAL.
13. ON-STREET PARKING SPACES ARE NOT STRIPED. IN HIGH PARKING DEMAND AREAS, A PARKING LINE MAY BE USED WITH CITY ENGINEER APPROVAL.
14. SEE BEND DEVELOPMENT CODE 3.4.200(F)(3) FOR STREETS AND INTERSECTIONS NOT IDENTIFIED FOR TRAVEL LANE EXPANSION WHERE ADDITIONAL RIGHT-OF-WAY IS NOT REQUIRED FOR VEHICLE TRAVEL LANES.
15. PLTS = PEDESTRIAN LEVEL OF TRAFFIC STRESS / BLTS = BICYCLISTS LEVEL OF TRAFFIC STRESS.
16. DEVIATIONS FROM THE PAVEMENT SECTIONS PROVIDED IN THE TABLE BELOW REQUIRE A STAMPED GEOTECHNICAL REPORT. PCC ROADWAYS REQUIRE A STAMPED GEOTECHNICAL REPORT.
17. SEE CITY SPEC 00744/00745 FOR MAXIMUM AC PAVEMENT LIFT THICKNESS.
18. WHERE EXISTING GROUND CROSS SLOPE EXCEEDS 12%, CURB-TIGHT SIDEWALK IS ALLOWED PER DESIGN STANDARD 3.4.7 - HILLSIDE.

STREET TYPE	"A" ROW	"B" STREET	"C" SIDEWALK	"D" CURB	"E" ACP DEPTH/LEVEL	"F" BASE	"G" CUT/FILL
ARTERIAL	PER R-1A			7"/16"	8" - LEVEL III	10"	4H:1V
COLLECTOR	PER R-1B & R-1C			6"/14"	6" - LEVEL III	8"	4H:1V
LOCAL	PER R-1D & R-1E			6"/12"	4" - LEVEL III	6"	2H:1V
INDUSTRIAL LOCAL	PER R-1F			6"/12"	4" - LEVEL III	8"	2H:1V
ALLEY	PER R-1G			--	4" - LEVEL III	6"	2H:1V
ROUNDABOUT - ACP	VARIES	VARIES	VARIES	**	8" - LEVEL IV	10"	4H:1V
ROUDABOUT - PCC ***	VARIES	VARIES	VARIES	**	*	*	4H:1V

* THE STANDARD PAVEMENT SECTION FOR ARTERIAL STREETS IS ASPHALT. FOR RECONSTRUCTION, NEW STREETS MORE THAN 1/4 MILE LONG, AND FOR ROUNDABOUTS, A LIFE CYCLE COST ANALYSIS EVALUATING ASPHALT, PERPETUAL PAVEMENT, CONCRETE, AND OTHER SECTIONS SHALL BE SUBMITTED TO AND APPROVED BY THE CITY ENGINEER.

* CURBS AT ROUNDABOUTS AND ON SPLITTER ISLANDS SHALL BE HIGH-STRENGTH PER CITY SPEC 00759.13.

*** DOWELING REQUIRED AT ROUNDABOUT JOINTS

DRAWN AJD	CITY OF BEND	CITY OF BEND	SCALE NTS
DIV ROADWAY		STANDARD DRAWING	DATE 01/31/2022
REV / DATE		710 NW WALL ST., BEND, OREGON 97701	APPR
	CITY OF BEND	TYPICAL STREET CROSS-SECTIONS - GENERAL NOTES	STD DWG R-1