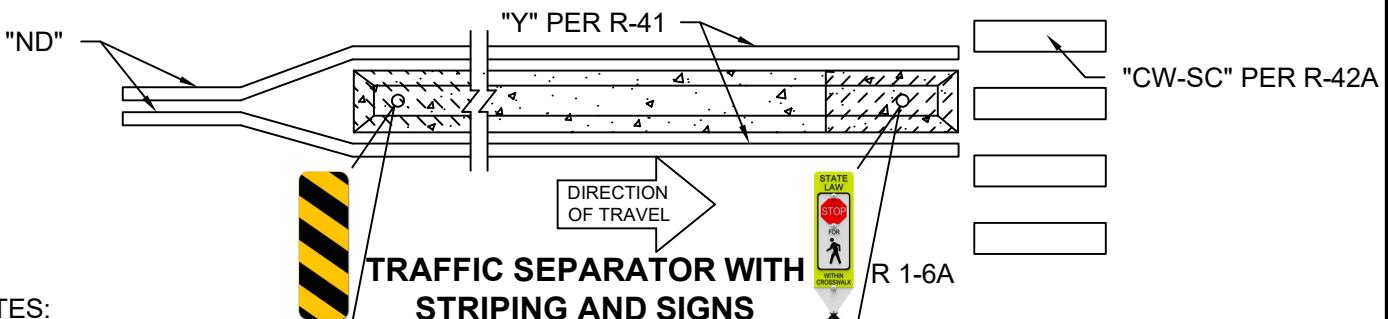
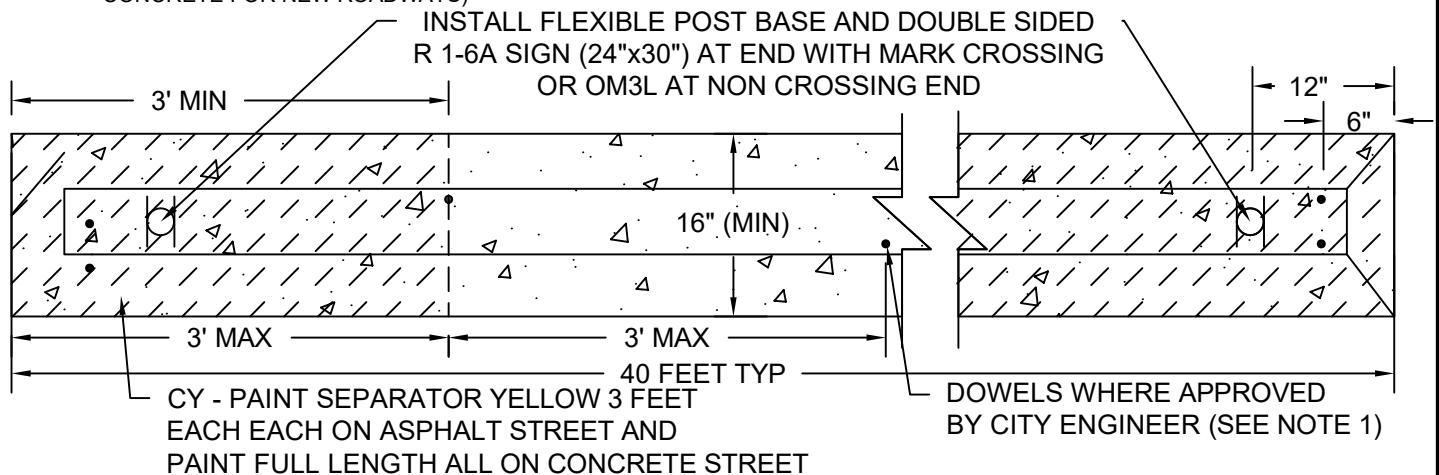


TRAFFIC SEPARATOR ON CONCRETE PAVEMENT

(ONLY USED WITH CITY ENGINEER APPROVAL.
SEPARATOR SHOULD BE IMBEDDED WITHIN CONCRETE FOR NEW ROADWAYS)



NOTES:

1. DOWELS TO BE USED IN LIMITED CASES WERE APPROVED BY THE CITY ENGINEER (TEMPORARY INSTALLATIONS OR WHERE THE SEPARATOR IS SHORT AND MAY NOT HAVE SUBSTANTIAL WEIGHT TO KEEP IN PLACE). WHEN DOWELS ARE APPROVED, THEY MUST BE 3/4" DIAMETER WITH LENGTH EXTENDING A MINIMUM 6" BELOW THE BOTTOM OF THE SEPARATOR. DOWELS TO BE SET BEFORE CONCRETE HARDENS.
2. TRANSVERSE JOINTS IN CONCRETE TRAFFIC SEPARATORS AND TRANSITIONS TO MATCH JOINTS IN CONCRETE PAVEMENT AND TO BE OF SAME TYPE.
3. SET JOINT SPACING 200' MAX FOR EXPANSION AND 15' MAX FOR CONTRACTION.
4. SITE CONDITIONS MAY REQUIRE A PROJECT SPECIFIC DRAIN OPENING WHICH CONSIDERS ROADWAY CONDITIONS (SHEET FLOW LIMITS, CROSS SLOPE, SUPER ELEVATION, ETC). WHERE BREAKS ARE REQUIRED IN THE SEPARATOR, THE OPENS MUST BE 12".
5. PLACE APPROVED PREFORMED FILLER ALONG ONE SIDE OF THE CONC. TRANSITIONS IN CONCRETE PAVEMENT AND AROUND ALL CURBED POINTS. WHERE SEPARATOR IS INSTALLED WITHIN ASPHALT, APPLY TACK COATS TO CONCRETE PRIOR TO PAVING.

DRAWN AJD	 CITY OF BEND	CITY OF BEND STANDARD DRAWING 710 NW WALL ST., BEND, OREGON 97701 TRAFFIC SEPERATOR	SCALE NTS
DIV ROADWAY			DATE 11/01/2024
REV			APPR
			STD DWG R-46A