See General Note 1: DOWELS AS REQUIRED.

Variation: 16" MIN.

In transitions, conform to dowel plan per STD. DRG P-555.

Standard slope face is shown. Vary as shown on typical section or as directed.

Transverse joints in conc. traffic separators and transitions to match joints in conc. PVMT. and to be of same type (omit dowels in expansion joints).

Set joint spacing 230 MAX. for expansion and 15' MAX. for contraction.

1. Place preformed filler along one side of conc. transitions in conc. PVMT. and around all curved ends.

Dowels shall be 1/2" dia. with length as shown in new conc. PVMT. Set dowels before conc. hardens. In extg. conc. PVMT. drill holes 1/2" dia. and grout dowels in. In A.C. PVMT. drive dowels.

2. Site conditions normally require a project-specific drain opening spacing design, which considers roadway conditions (sheet flow limits, cross slope, super-elevation, profile, pavement type, lane and shoulder widths, etc.).

3. General Notes for all details:

- All material and workmanship shall be in accordance with the City of Portland Standard Construction 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.

Effective Date: 05-11-2020

City Engineer: Steve Tommasi

Standard Construction Title: Traffic Separators and Transitions

Note: Calc. Book No.: 2020-0504

City of Portland

Portland Bureau of Transportation

PBOT

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