TRAFFIC DESIGN

ROADWAY ENGINEERING SECTION

Oregon

INTEROFFICE MEMO

DATE: February 19, 1993

TO: Specifications, Roadway Designers, and Roadway Design Supervisors

FROM: Sam Johnston
Standards Engineer

SUBJECT: Delineators

This memo replaces the July 12, 1990 memo to designers located in Section 27 of the Memos to Designers notebook.

Effective with the April 22, 1993 contract letting, specify delineator posts as follows:

Type 1 Post	-	Use in all snow zones (as identified by Region during project development).
Type 1U Post	-	Use in all non-snow zone areas except as noted below.
Type 2 Post	-	Use in areas with high delineator post damage history (as identified by Region during Project Development).
Type 3 Post	-	Use as shown on Standard Drawing Nos. 2129 and 2130.

File Under: Letters to Designers, Part 27, Traffic Design.

SJ:bjm

cc: Jack Sullivan
John Sheldrake
Region Construction Engineers

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 31, 1984

In Reply Refer to
File No.
TRA
DES 9-1

Dave Hill
Arterial Street Division
Bureau of Transportation Engineering
City of Portland
1120 SW Fifth Avenue, Rm. 702
Portland, OR 97204-1957

Vertical Curves

In the heat of getting jobs to contract and the press of other business, your letter of May 14, 1984 to Don Fantz got side-tracked on my desk and I just uncovered it. My apologies.

In your letter you proposed a modification of AASHTO standards for projects on City streets which allow an algebraic difference of 1% in grades without using a sag vertical curve. Your proposal would allow the City to install algebraic differences up to 2% without requiring a sag vertical curve. When the algebraic difference between the two grades becomes more than 2%, a 50-foot sag vertical curve would be required.

Your proposal is approved because the elimination of the 50-foot sag vertical curve for grade differentials of 2% and less will improve drainage on curved sections.

These sags will have a minor adverse influence on ride; however, the ride will be acceptable in a City street environment.

J. H. Versteeg
Road Design Engineer

By

Donald R. Adams, PE
Final Design Engineer

DRA:mg

cc: J. H. Versteeg
Glenn Hossner
Frank Terpin
Don Fantz

bc: Bud Mann
Fred Eriksen
Norm Henry
Norm Cuno
[redacted]

Dave Bryson

Form 734-3122