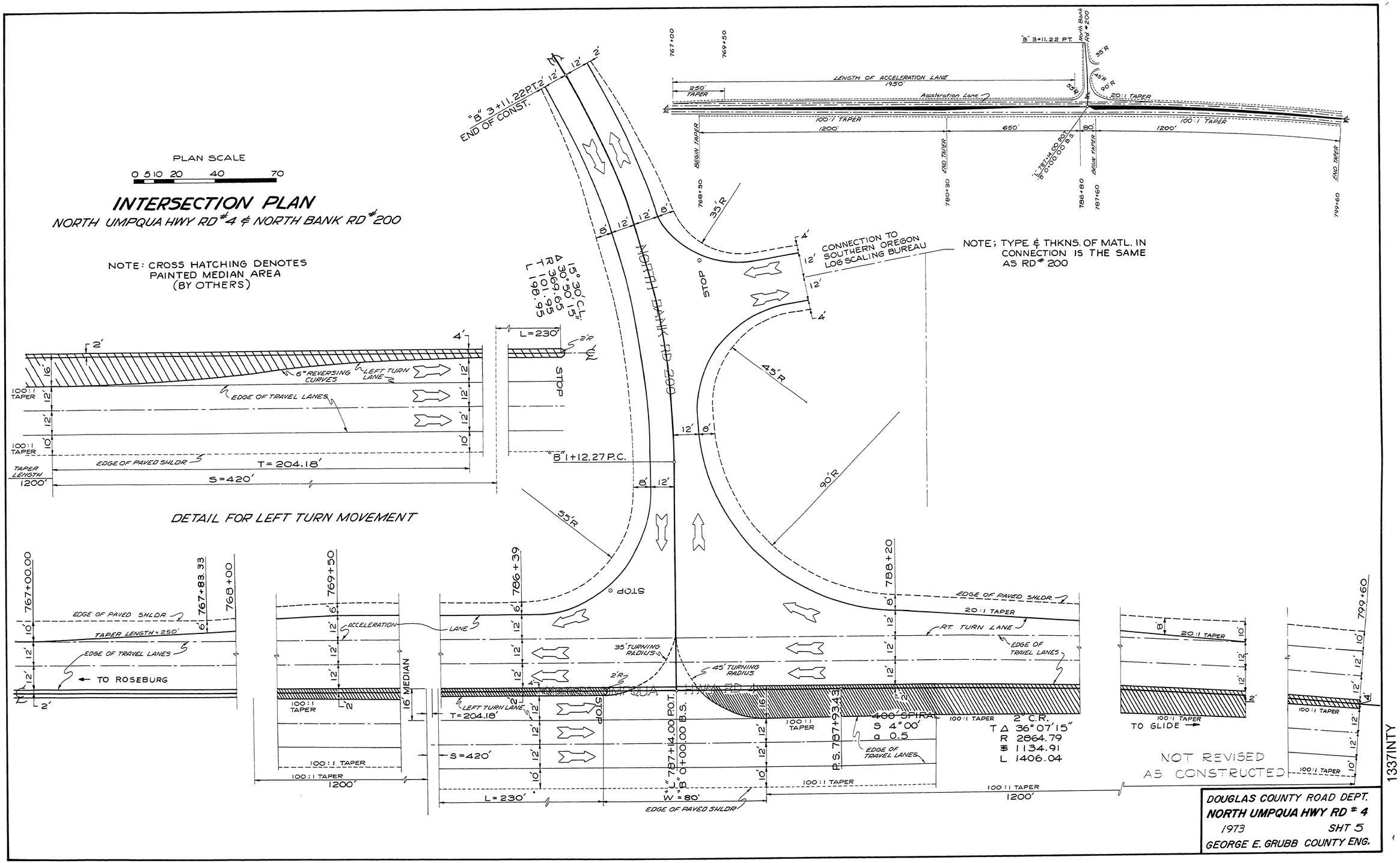
PLAN SCALE
0 5 10 20 40 70
INTERSECTION PLAN
NORTH UMPQUA HWY RD # 4 & NORTH BANK RD # 200
NOTE: CROSS HATCHING DENOTES PAINTED MEDIAN AREA (BY OTHERS)
"B" 3+11.22 P.T.
END OF CONST.
LENGTH OF ACCELERATION LANE 1950'
250' TAPER
Acceleration Lane
20:1 TAPER
100:1 TAPER
1200'
650'
80'
BEGIN TAPER
END TAPER
"L" 787+14.00 BK
"B" 0+00.00 B.S.
35'R
45'R
90'R
55'R
STOP
NORTH BANK RD 200
CONNECTION TO SOUTHERN OREGON LOG SCALING BUREAU
NOTE; TYPE & THKNS. OF MATL. IN CONNECTION IS THE SAME AS RD # 200
15° 30' C.L.
Δ 30° 50' 15"
R 369.65
T 101.95
L 198.95
L=230'
2'R
"B" 1+12.27 P.C.
6" REVERSING CURVES
LEFT TURN LANE
EDGE OF TRAVEL LANES
EDGE OF PAVED SHLDR
T=204.18'
S=420'
TAPER LENGTH 1200'
DETAIL FOR LEFT TURN MOVEMENT
767+00.00
767+83.33
768+00
769+50
786+39
788+20
799+60
TAPER LENGTH = 250'
TO ROSEBURG
ACCELERATION LANE
16' MEDIAN
35' TURNING RADIUS
45' TURNING RADIUS
NORTH UMPQUA HWY RD 4
LEFT TURN LANE
RT. TURN LANE
400' SPIRAL
S 4°00'
a 0.5
2° C.R.
T Δ 36°07'15"
R 2864.79
S 1134.91
L 1406.04
P.S. 787+93.43
W=80'
TO GLIDE
NOT REVISED AS CONSTRUCTED
DOUGLAS COUNTY ROAD DEPT.
NORTH UMPQUA HWY RD # 4
1973
SHT 5
GEORGE E. GRUBB COUNTY ENG.
1337INTY