Note: Anyone wishing to speak at any Transportation Advisory Committee meeting is encouraged to do so. If you wish to speak, please rise and, after you have been recognized by the Chair, give your name and complete address for the record. You will then be allowed to speak. Please note the public testimony may be limited by the Chair.

TRANSPORTATION ADVISORY COMMITTEE

May 25, 2023

AGENDA

I. CALL TO ORDER: 6:00 PM, Meeting held virtually via Zoom
Link: https://zoom.us/j/96161760895?pwd=SmVMRFJBNkx6UkhpeDN0N2w2MXgxdz09

II. ANNOUNCEMENTS

III. CONSENT AGENDA

A. Approval of April 20, 2023 Minutes

IV. PUBLIC FORUM (6:05-6:20)

A. Public Forum-if you wish to speak during public forum please register with Scott.fleury@ashland.or.us by 10am May 17th.

B. If you wish to discuss an agenda item please contact Scott.fleury@ashland.or.us by May 17th by 10am to register to participate. Written comments can also be submitted in the same time frame.

C. If you are interested in watching the meeting via Zoom please utilize the following link: https://zoom.us/j/96161760895?pwd=SmVMRFJBNkx6UkhpeDN0N2w2MXgxdz09

V. NEW BUSINESS

A. Bike Rack Inventory and Mapping Project (6:20-6:45, action required, discuss and develop plan to inventory and map bike racks in the downtown core).

B. B Street Bike Boulevard and Corridor Analysis (6:45-7:00, action required, discuss engineering analysis requirements for B Street associated with Capital Improvement Plan Project).

VI. UNFINISHED BUSINESS

A. Safe Routes To School Project Identification Program (7:00-7:30, action required, review recommendations and provide comments if any to staff).

B. North Mountain Rehabilitation Bike Facility Discussion (7:00-7:20, action required, discussion bike facility improvements).

C. Parklet Program (7:20-7:40, action required, continue discussing development of parklet program similar to the City of Medford).

VII. INFORMATIONAL ITEMS

A. ODOT ADA Project Update and Schedule

VIII. AGENDA BUILDING – Future Meetings

IX. ADJOURNMENT: 8:00 PM

Next Meeting Date: June 15, 2023

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please email scott.fleury@ashland.or.us. Notification 72 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to the meeting (28 CFR 35.102-35.104 ADA Title 1).

CITY OF ASHLAND

ASHLAND TRANSPORTATION SAFETY AND MODAL EQUITY COMMITTEE
MEETING NOTES
April 20, 2023

CALL TO ORDER: 6:00pm
TAC Members present: Mark Brouillard, Joe Graf, Corinne Vièville, Linda Peterson-Adams, Derrick Claypool-Barns
Staff Present: Scott Fleury
Liaison Present: Eric Hansen
Guests Present: Edem Gomez (RVTD)

ANNOUNCEMENTS
The Transportation Advisory Committee still has spots open. Citizens are encouraged to apply and participate if interested. The Rogue Valley Bike Swap sponsored by RVTD and the Ashland Parks Department is back on Saturday, April 29 from noon to 2:30pm at The Grove, 1195 E Main St.There are multiple Earth Day events this weekend. There's one Friday (April 21) at SOU and Science Works, and one on Saturday in Phoenix.

CONSENT AGENDA
Vièville motioned to approve the minutes from last month's meeting. Brouillard requested the correction of the statistic regarding Speed Awareness Month. There is a 55% increase in traffic related fatalities and injuries in 2022, not 50%. Peterson-Adams requested that "thermos paint" be changed to "thermo paint" as it was originally intended.

Vièville moved to approve the minutes with the noted changes. Brouillard seconded. All ayes.

PUBLIC FORUM
A citizen submitted a letter that Fleury was asked to read. It was presented when the group discussed the North Mountain Rehabilitation Bike Facility.

NEW BUSINESS
Rogue Valley Transportation District Route Update
Edem Gomez presented to the group regarding RVTD route updates. The Ashland Circulator Route 17 will be offered in Ashland starting June 26th. Route 17 was created when RVTD identified a need for transit in unserved neighborhoods of Ashland. It will help fill in gaps left by the Ashland Connector Service that was discontinued in 2021 due to driver shortages during the pandemic. Gomez explained that RVTD is doing a fixed route instead of restarting the Ashland Connector because they're using RVTD's fixed route drivers.

Route 17 will go from the hospital to Helman St, down Oak St to Hersey St, to North Mountain Ave, to East Main St, down Wightman St near the student housing, crossing over with some of the Route 10 stops, then down Tolman Creek Rd near Albertsons, then loop around to Clay Street where there's new housing being developed. It will run from 9am to 4pm and will be an hourly route, meaning about every hour a bus will stop at one of the stops. RVTD is still working on the schedule. Most of the stops will be regular signed stops, but there will possibly be few flag stops. Some will have shelters and seats, depending on the more popular stops. Gomez stated that he has already given information to Dorinda Cottle who will put the route and information in one of the upcoming city newsletters.

Peterson-Adams asked what to say when people ask about the Ashland Connector. Gomez stated that the limitations are that when the Connector was running it took more driver resources to operate because it wasn't using fixed route drivers, also the vehicles used for it are now being used for paratransit services. However, that doesn't mean the Connector is gone forever. RVTD still has the software for running the Connector. Eric Hansen asked if there's a plan to get from point A to point B on Siskiyou Blvd, or if one of the route loops would include Siskiyou Blvd. Gomez stated that there's already Route 10 which services Siskiyou Blvd and the 99 corridor, and Route 17 will be able to get people to and from the outer unserved neighborhoods to stops on Route 10 if needed. Hansen then asked if the funding for this new route was grant driven. Gomez responded that it would be using the Statewide Transportation

Improvement Fund (STIF), which is generated locally through the statewide transit payroll tax.

Brouillard asked where the route would terminate at 4pm and asked if people could take it to the Front Street station at the end. Gomez responded that the route would not stop at the Front Street station, and that the end place will probably be the hospital.

Peterson-Adams asked if there would be a possibility of keeping some RVTD buses in Ashland and building a fueling/charging station, specifically for evacuation purposes. Gomez suggested that at a later time Andy Swanson who is the Emergency Services Coordinator for RVTD could do a presentation to the group on how they plan to handle an evacuation situation. His position was created in response to the Almeda Fire to try to make response times better. Peterson-Adams also asked if there would be an extension of hours on any of the routes. Gomez said they're currently looking at that and have plans for it as part of the STIF planning process, but the next plan of action will be implementing a route like Route 17 in Central Point.

Graf asked why RVTD chose to go down Wightman for Route 17 instead of Walker, since Walker would have stops at all the schools. Gomez responded that they did look at Walker but they felt Wightman better served the needs of the community, particularly SOU. Fleury pointed out that school starts earlier than 9am for most kids.

Brouillard asked if there was a way to get more bike racks on the buses, as there's a lot of bicyclists in Ashland. Gomez said RVTD is looking to see if there are racks that would fit the standard they need that would hold more bikes, and RVTD is aware of the need. Gomez also stated that previously, electric bikes weren't allowed on the buses due to a warranty issue, but as of last month electric bikes are allowed.

Fleury asked how often RVTD plans to survey the users on the route to identify needs and make adjustments. Gomez said there is a way to submit comments and opinions via an online survey. The information on how to do that is displayed on the bus. They also plan to do an on board passenger survey, but generally it's an ongoing process for the first 3 years of a route.

North Mountain Rehabilitation Bike Facility Discussion

Fleury stated that the city won't start the bidding process for construction until the end of this year, so there's time to make adjustments as part of the overall design process, including a potential public hearing and recommendations that have to go to council for council support, especially if talking about eliminating parking. Previously, the discussion was had about Ashland Street, and Dowell came up with a design to reduce some of the travel lane widths and provide a 5 foot wide bike lane with a 2 foot protected buffer along all of Ashland Street. At that same time, Dowell was in the design phase for the North Mountain Ave rehabilitation and they were asked to see if it was feasible to include a protected bike lane on North Mountain from East Main to the I-5 overpass. They did that and there are designs in the packet for this meeting. There's a couple stretches between Hersey and the bridge over Bear Creek where it's feasible if the parking on East Main is removed. It's not feasible between the bridge and Nevada/Fair Oaks, but it's feasible for the stretch past Fair Oaks. The discussion for the committee for this meeting was to decide the next steps, because parking, especially removal of it, tends to need a big discussion. No matter what, there will be disconnected protected bike lane sections throughout. Traffic count and speed for N Mountain Ave is another consideration. Speed reduction is also a component and not just for traffic calming but also for general residential speed limit reduction, like what Portland is doing.

Fleury read a letter from Ann Seltzer who stated that her and her husband live on North Mountain Ave across from the park and have seen the amount of vehicular traffic increase in the last 20 years. They're happy to hear about the North Mountain Rehabilitation project. Recently they met with Karl Johnson (City Associate Engineer) who explained

that one of the traffic calming methods being considered is narrowing the vehicle lanes and widening the bike lanes from the base of the bridge to Hersey St. They fully support the proposed design. Seltzer noted that from Mountain Meadows to Hersey, motorists often speed down the hill, and she and her husband have brought it to the attention of the committee in the past. Traffic counts and speed measurements have been put in place by Public Works. North Mountain Park is very busy year-round, and implementing traffic calming measures in that section of roadway would help reduce the vehicle speeds and make it safer for everyone.

Graf asked if when the study was done if it was with the knowledge that there would be bus service between Hersey and E Main on North Mountain, because that might affect what's possible to do. Fleury stated that a 10ft wide travel lane is a tight fit for buses and they prefer 11ft, but in this circumstance since it's a fairly straight run it may not be as impactful as a road with more curvature. However, it is something that can be raised with RVTD in the future.

In order to accommodate for the 5 ft bike lane with 2 ft buffer, parking needs to be eliminated on the west side. There's no parking on the east side. The nearby subdivisions may have been given credit for their on-street parking, which Fleury will need to check with Planning about. Brouillard later confirmed that 51-61 N Mountain Ave did receive parking credits. Graf stated that the residents will still expect on-street parking and they may not be able to put a buffered bike lane there, especially with the number of driveways and parking bays. Graf questioned if a bike lane that stops and starts and is broken up will provide as much safety as the group is hoping. Fleury stated that that's another reason he mentioned speed reduction as it would help with safety. Also included in the initial design are rapid flash beacons (RFB) at Village Green Drive and Briscoe near the park, which would slow people down. Peterson-Adams asked if the lane width could be reduced so there could be a bike lane without removing the parking. Fleury stated they can take the travel lane down to 10ft and make the bike lane as wide as possible then have it taper into the travel lane. Brouillard expressed concern about the Beach Creek development being built because bicyclists who use the road often won't be used to the extra traffic. Fleury stated that on either side of the development access points they could have green striping to make a visual delineation. Fleury expressed support for getting information out when new developments are built, utilizing reader boards and mailers, as Graf had suggested in the past. The group agreed that speed enforcement by Officer MacLennan would also be helpful in slowing people down.

Fleury stated that it's known that the bike facility can be improved through the whole length of the road by reducing the travel lanes and widening the bike facility, so the question is if the group wants protected bike lanes from E Main St to the bridge and effectively get rid of the parking there. If parking was to be removed, there would need to be a public notice for a hearing for every resident/building along the corridor, then once feedback and comments were collected the Transportation Advisory Committee would make a recommendation on the next steps and take it to city council. Going that route would allow for about 90% of that stretch of road to have a protected bike lane.

Brouillard inquired if by designating that section of N Mountain as a bicycle boulevard if that would automatically get the speed limit reduced to 20 mph, and also asked if it would be possible to do solid green bike lanes as it would be better at visually delineating the bike lane. Brouillard also mentioned that having a bike lane in place may be an issue for the bus stop and the mail carrier truck. He also stated the importance of having a street sweeper for the bike lane, because if it's dirty then bicyclists won't use it, like in Talent.

Graf agreed with Brouillard about doing something to make the road have a 20 mph speed limit, and suggested painting a double line to delineate the bike lane. Graf also inquired if the speed limit could be lowered to 20 mph without designating the road as a bicycle boulevard, as that may come with other requirements.

Brouillard motioned that Public Works recommend to city council that the speed limit be lowered on N Mountain Ave starting at S Mountain Ave and Ivy, all the way to the I-5 overpass. Graf seconded. All ayes.

Brouillard motioned that Public Works ask city council about remediations for both the travel lanes and bicycle boulevards on N Mountain Ave. Graf seconded. Brouillard amended the motion to specify the area of N Mountain Ave from S Mountain Ave and Ivy to the I-5 overpass. All ayes.

Parklet Program

In the last city council meeting Councilor Hansen brought up instituting a parklet program similar to City of Medford's. Brouillard mentioned that Graf has brought up the 21 loading zone spaces in the downtown area for years, and the issue of those would need to be addressed, because they could potentially be new parking spaces since the parklet would take some away. Graf stated that it may cause the issue of having to ask one of the downtown businesses to give up a parking space, but the downtown businesses could work out the parking situation amongst themselves. Fleury stated that he has asked ODOT about the ability and willingness to permit parklets on 99 through downtown but hasn't heard back yet. If they're willing to permit it then it's feasible to move on to the next steps but if not there may need to be a conversation about where a parklet could go. Peterson-Adams suggested S Pioneer, Oak Street where they do the Saturday market, or the plaza as alternatives. Fleury mentioned that logistically there could be issues such as if a business needed to use a crane to replace their HVAC system. Hansen suggested using the Chamber of Commerce's resources to do some of the business investigation prior to doing any heavy lifting, because it would depend on if the adjacent businesses want to participate in the program, and if so how many of them.

Brouillard motioned to add 15 minutes to the meeting time. Vièville seconded. All ayes.

Graf mentioned that if there was to ever be a bike lane downtown then the parklets would need to be removed. Also, there's places like A Street that are too narrow for a parklet as it would take away parking, so there will need to be guidelines about where it's possible. Claypool-Barnes stated that it's critically important to install a bike lane downtown. Fleury suggested that a survey be put together to gauge interest that would be sent to downtown businesses and other eligible areas. Brouillard asked if this process could be done as a CUP to be non-permanent, and Fleury responded that it would align with the Encroachment Permit process that was used for outside dining during the pandemic, so it could be implemented as a resolution instead of a full blown ordinance. The resolution would go away at a certain point and would need to be redone or turned into an ordinance.

UNFINISHED BUSINESS

Near Miss Application

Peterson-Adams noted that information for the Near Miss Application was put in the utility bills, and the police chief posted it on the police department's Facebook page. Fleury encouraged the group to look at the data when they can. Brouillard stated that in 2 days there have been 4 new entries.

INFORMATIONAL ITEMS

ODOT ADA Project Update and Schedule

Fleury stated there isn't much new to report. Van Ness has some ramps now, as well as Nursery St. Hopefully between now and June the crosswalks will be marked.

ADJOURNMENT: @ 8:15

Respectfully submitted,
Elizabeth Beckerich, Administrative Assistant
******Full Video Available by Request*******

Memo

CITY OF ASHLAND

Date: May 17, 2023
From: Scott A. Fleury
To: Transportation Advisory Committee
RE: Bicycle Parking Inventory -Downtown Project

BACKGROUND:
The Committee was previously interested in developing a bicycle parking inventory for the downtown core with a goal aimed and improving access to bike parking.

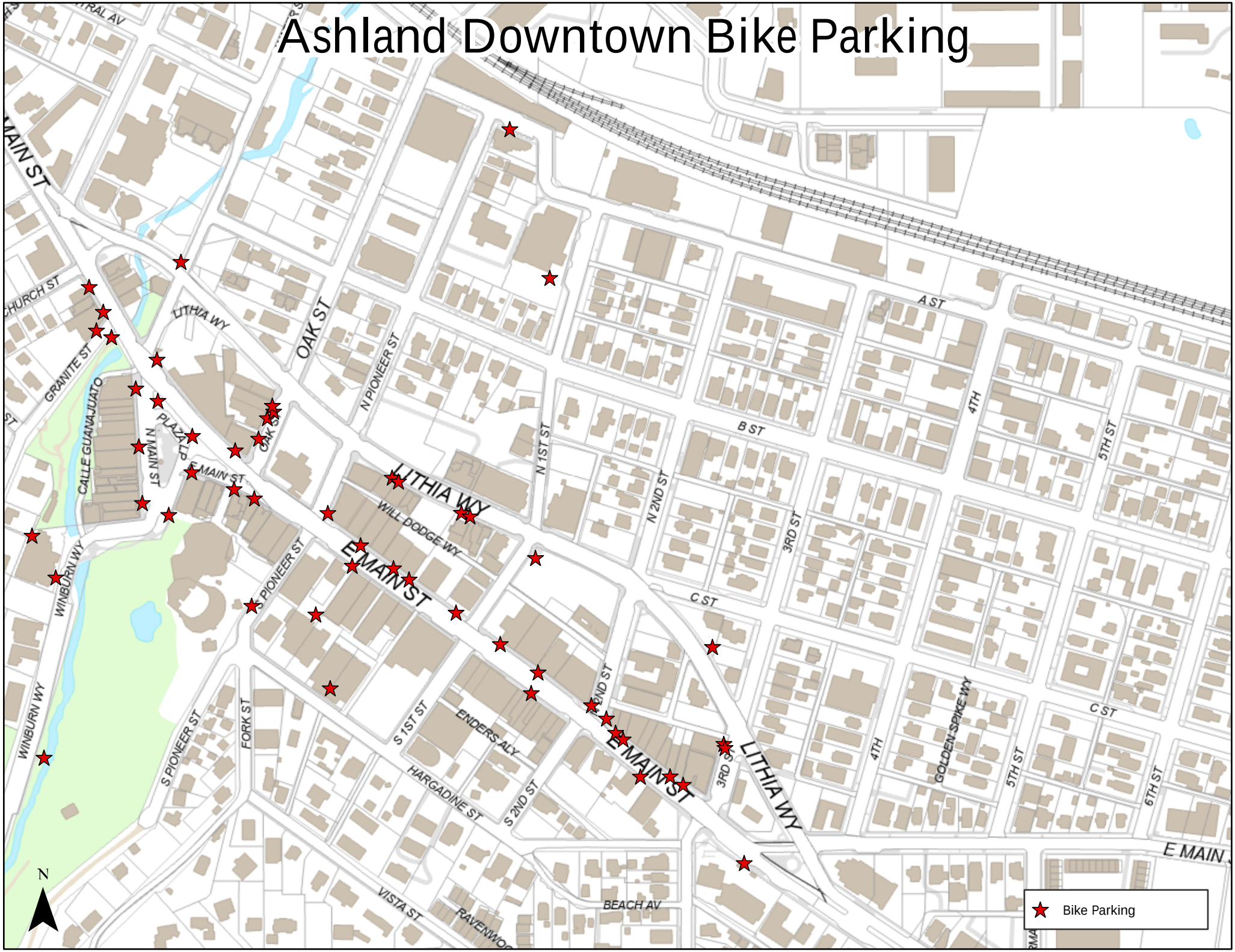
GIS staff have developed an existing conditions map showing known locations for bike parking downtown.

Public Works staff is looking for assistance in doing an actual site survey of the downtown core and confirming bicycle parking locations in order to update the map and also develop locations of need for additional bicycle parking.

GIS has a new technician that could be part of this walking audit in order to help update the map and itemize areas of need for future bicycle parking installations.

CONCLUSION:
Action required; Review and outline a plan of action to survey bicycle parking locations and plan to provide adequate bicycle parking downtown.

Ashland Downtown Bike Parking



Memo

CITY OF ASHLAND

Date: May 17, 2023

From: Scott A. Fleury

To: Transportation Commission

RE: B Street Traffic Calming, Bike Boulevard-Corridor Analysis

BACKGROUND:

In 2022, the B Street neighborhood submitted a traffic calming application. Unfortunately to date because of diminished staffing levels, staff has been unable to compile and analyze corridor data for discussion at the Transportation Committee meetings.

As part of the 2023-2025 Budget Biennium process the City Council recently accepted the Capital Improvement Program (CIP) document. The CIP includes development of a bicycle boulevard along B Street with a functional cost of $125,000 over the biennium.

With the defined project in place, a traffic calming application having been submitted and general concern over safety along the corridor (crashes), staff is recommending engaging a consultant engineer (firm) to develop a corridor study. The general scope of the corridor study is outlined below.

Scope:

1. Review 1999 B Street Transportation Plan relative to today's standards for corridor improvements
2. Evaluate intersections for intersection control (Stop or Yield)
3. Evaluate for Traffic Calming Opportunities
4. Evaluate for Bike Facility Improvements
5. Evaluate Parking (Expansion and Elimination)
6. Evaluate for General Signage, Wayfinding and Striping Improvements
7. Recommended corridor improvements that can be completed in total or phased as an improvement plan

CONCLUSION:

Action required; Does the Transportation Committee support staff's recommendation and will the TC review and make recommendation as part of the corridor study development and final improvement plan?

Memo

CITY OF ASHLAND

Date: May 8, 2023
From: Scott A. Fleury
To: Transportation Advisory Committee
RE: Safe Routes to School Recommendation Review

BACKGROUND:
The City was previously awarded a Safe Routes to School (SRTS) Project Identification Program Grant. Alta Planning has been the lead consultant firm developing project information.

Walking audits occurred in April at the Ashland School District Schools and Alta has since developed a host of "draft" recommendations for each facility.

Staff is requesting the Transportation Committee review the draft recommendations and provide comments/feedback that will be given to Alta Planning for incorporation into the final recommendation report.

Staff has included all of the recommendations along with the proposed final schedule for review.

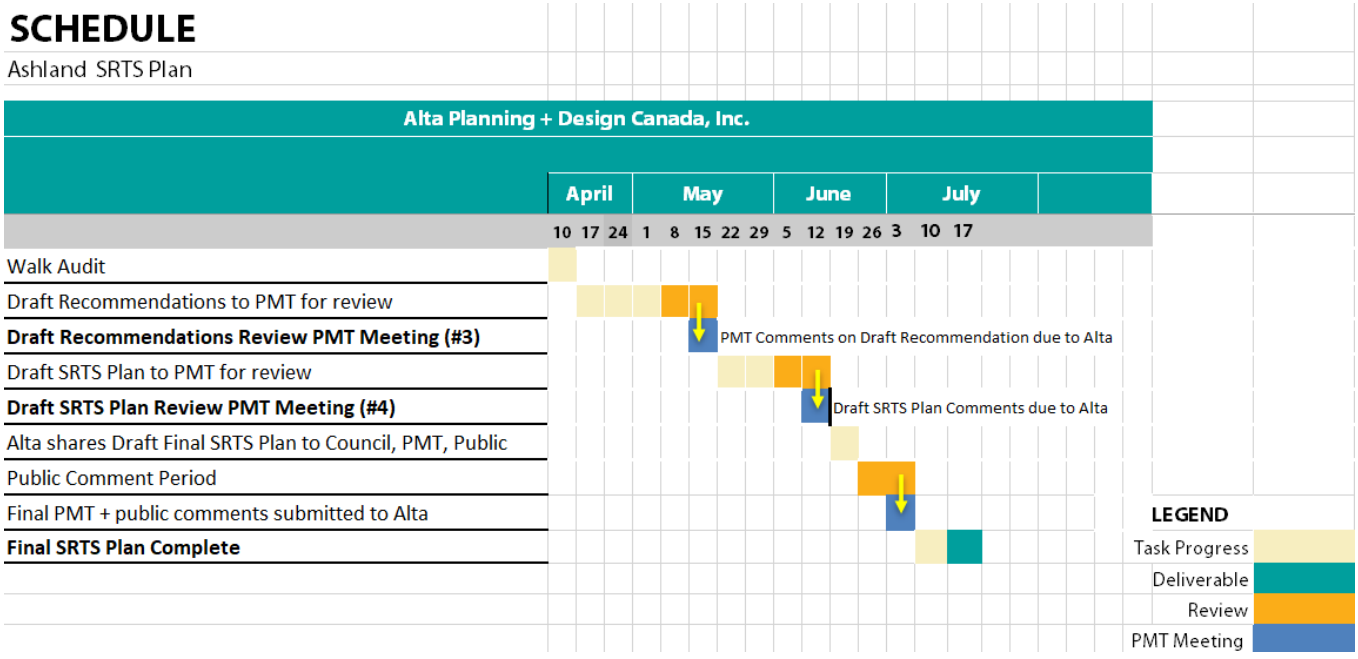
CONCLUSION:
Action required; Review and comment on recommendations developed by Alta Planning as part of the SRTS Project Identification Program.

City of Ashland Safe Routes to School Plan Project Schedule

APRIL 17, 2023

SRTS Plan Process (all dates are end of day)

Draft Recommendations to PMT for review	May 8
Draft Recommendations Review PMT Meeting (#3)	**May 17**
PMT Comments on Draft Recommendation due to Alta	May 19
Memorial Day Holiday	May 29
Draft SRTS Plan to PMT for review	June 2
Draft SRTS Plan Review PMT Meeting (#4)	**Week of June 12 (Date to be confirmed)**
Draft SRTS Plan Comments due to Alta	June 16
Alta shares Draft Final SRTS Plan to Council, PMT, Public	June 23
Public Comment Period	June 26 – July 7
Final PMT + public comments submitted to Alta	Week of July 3
Final SRTS Plan Complete	**Week of July 17**



Ashland High School
Safe Routes to School Plan
DRAFT Infrastructure Recommendations

DATE – APRIL 2023

Table 1. Infrastructure Needs and Recommendations

#	ISSUE/ CHALLENGE	RECOMMENDATION	RESPONSIBLE AGENCY
	On the School Campus		
1	*School leadership reports issues with bike theft.*	*Move most existing bike parking inside the school campus, so that it is more protected for all day bike storage.*	*Ashland School District*
2	*During the walk audit, participants observed congestion issues during student dismissal. Parents or other vehicles picking up students stop and wait in many different parking lots and double park along Mountain Ave and Morse Ave.*	*Consider closing the Siskiyou Blvd entrance into the Oregon Oncology Clinic parking lot to prevent cut-through traffic and school drop-off and pick-up.*	*Ashland School District and private business Oregon Oncology Clinic.*
3	*School leadership reports issues with speeding in the parking lot just south of the track, near the gym.*	*Install speed bumps through the parking lot to reduce vehicle speeds*	*Ashland School District*
4	*School and district leadership are looking for more structured places to stage vehicle pick-up and drop-off to alleviate congestion at main entrances.*	*Consider developing a driving loop around the staff parking lot at the southwest corner of campus. Timing of staff arrival and parents is staggered so it could still be used as staff parking and drop-off.*	*Ashland School District*
	Mountain Ave		

#	ISSUE/ CHALLENGE	RECOMMENDATION	RESPONSIBLE AGENCY
5	*Many students cross Mountain Ave mid-block north of the Iowa St intersection traveling from a student parking lot to the main school entrance and walk along Mountain Ave to the north and south.*	*Stripe a mid-block, high visibility crosswalk and a pedestrian path into the student parking directly across from main school entrance, in addition to the Iowa St crossing.* *Install about 1600 ft of sidewalk along the east side of Mountain Ave between Siskiyou Blvd and E Main St.*	*City of Ashland and Ashland School District*
6	*School district leadership report issues with speeding and high volumes of through traffic along Mountain Ave. Mountain Ave is a designated school zone.*	*Consider installing speed humps or other traffic calming elements along Mountain Ave, between Siskiyou Blvd and E Main St. Coordinate with emergency services on feasibility of installing speed humps.*	*City of Ashland*
Morse Ave			
7	*Morse Ave is a lower volume and lower speed street that is heavily used for student parking, particularly north of the track entrance. Many students access the High School from the north by crossing E Main St at the crosswalk at 8th St, then traveling on Alida St and Blaine St.*	*Designate the route from the Central Bike Path, along 8th St, Alida St, and Blaine St an official SRTS route and neighborhood greenway. Stripe continental, high visibility crosswalks and corner ramps at all legs of the Morse Ave and Blaine intersection. Install school zone signage.*	*City of Ashland*
8	*The City is considering a north/south bike route near the high school.*	*Consider designating Morse Ave as a neighborhood greenway and installing speed humps and sharrows.*	*City of Ashland*

Bellview Elementary School
Safe Routes to School Plan
DRAFT Infrastructure Recommendations

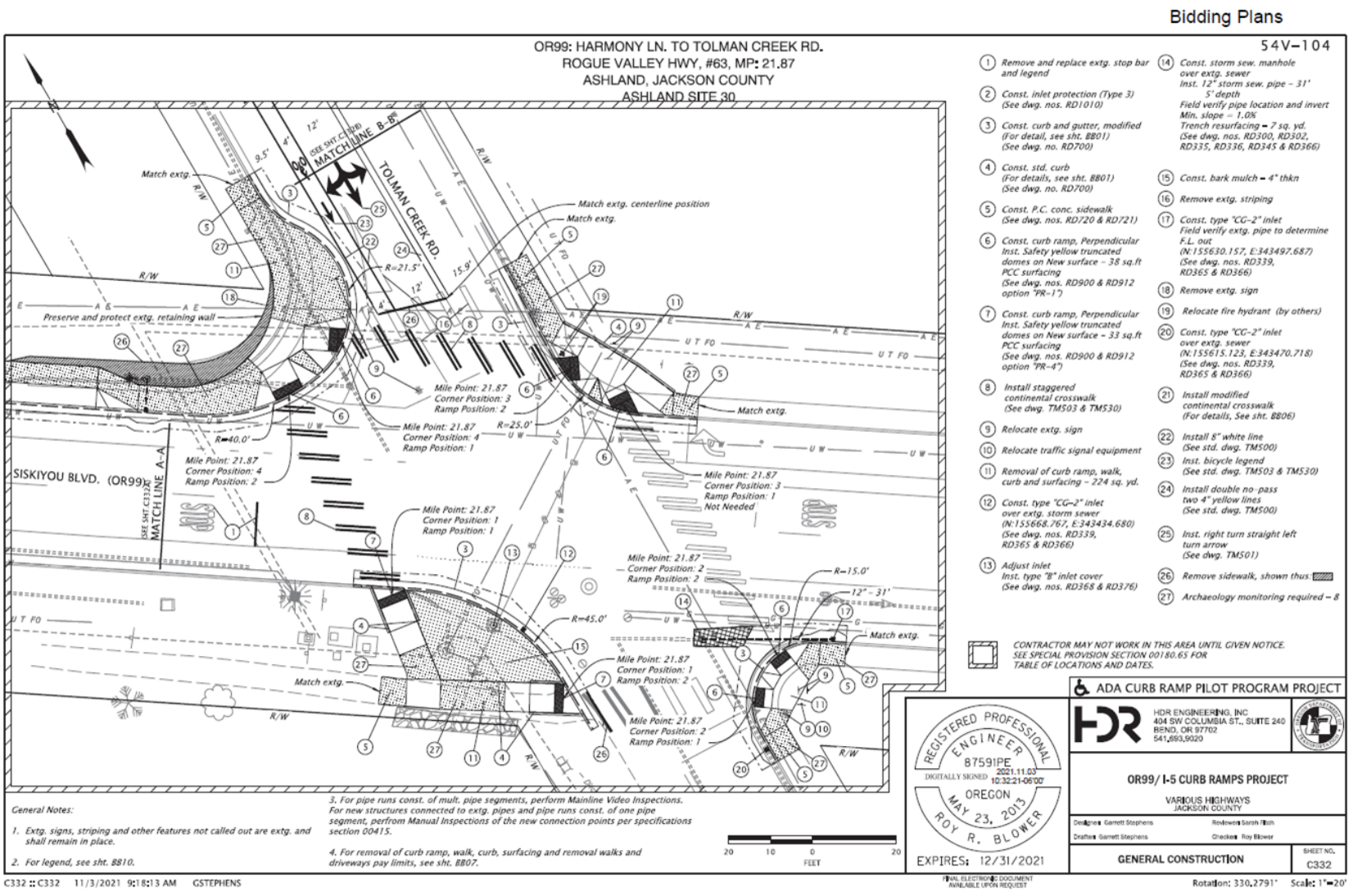
DATE – APRIL 2023

Table 1. Infrastructure Needs and Recommendations

#	ISSUE/ CHALLENGE	RECOMMENDATION	RESPONSIBLE AGENCY
	Siskiyou Blvd		
1	*The intersection of Siskiyou Blvd and Tolman Creek Rd is notorious among the school community for being congested and difficult to cross during rush hour and school arrival and dismissal. A crossing guard is stationed at the intersection in the morning and in the afternoon.* *As of April 2023, ODOT is nearly finished with a project at the intersection, details illustrated in Figure 1 below. During the walk audit, a few issues with roadway striping and sign installation were observed. The pavement markings on the north leg of the intersection are mis-aligned with the curb. The westbound stop sign appears to be installed too high to be properly visible to traffic.*	*Re-stripe pavement markings in southbound lane to align with the curb.* *Lower the westbound stop sign so that it is more visible to traffic. Bottom of the sign should be 7 feet from the ground.* *Install rumble strips as a traffic calming measure for westbound traffic approaching the intersection.* *In the long term, consider an RRFB on the east leg of the intersection, roundabout or traffic signal if the volumes meet the necessary engineering warrants and requirements.*	*ODOT*

#	ISSUE/ CHALLENGE	RECOMMENDATION	RESPONSIBLE AGENCY
2	*As vehicles approach City limits, the first thing they reach is the school zone. In the long-term, complete placemaking and traffic calming efforts to make it feel more like you are entering a city and need to slow down.*	*Reconfigure sidewalks on north side of OR-99 to be more pedestrian- friendly by narrowing driveway widths, straightening alignment for walking routes, and including trees in the furnishing zone. Clarify the pavement markings and appropriate signage for the bike lane, so that that area does not look like a right turn lane.*	*ODOT*
Tolman Creek Rd			
3	*Many students live on Tolman Creek Rd or the surrounding area and walk to and from school.*	*Install approx. 1300ft of sidewalk on the east side of Tolman Creek Rd from Siskiyou Blvd to Morada Ln. Alternatively, consider installing a sidewalk on Bellview Ave.*	*City of Ashland.*
4	*Parents report concerns with lack of visibility at the Eagle Creek Ln intersection.*	*Trim bushes at the south corner of Eagle Creek Ln and Tolman Creek Rd intersection.*	*City of Ashland*

Figure 1. Final Plans for Siskiyou Blvd and Tolman Creek Road



Helman Elementary School
Safe Routes to School Plan
DRAFT Infrastructure Recommendations

DATE – APRIL 2023

Table 1. Infrastructure Needs and Recommendations

#	ISSUE/ CHALLENGE	RECOMMENDATION	RESPONSIBLE AGENCY
	School Campus		
1	*Helman Elementary School was rebuilt several years ago, with covered, u-shaped bike parking and accessible sidewalks. However, there is a curb on the north side of the school on Randy St that prevents students from being able to bike or roll easily onto the sidewalk without going into the school driveway.*	*Install a curb cut to align with the sidewalk and bike parking area to improve safe access for people biking or using a wheelchair.*	*Ashland School District*
	Nevada Street		
2	*Walk audit participants reported issues with visibility crossing W Nevada St to access the Bear Creek Greenway trailhead on the north side.*	*Stripe a high-visibility, continental crosswalk and appropriate signage (S1-1, W16-7P, W16-9P) across Nevada St at the trailhead.*	*City of Ashland*
3	*Walk audit participants reported issues with people parking too close or blocking their driveway for school access.*	*Stripe "No Parking" within 20 feet on both sides of each driveway in areas with specific issues.* *Conduct a school communications campaign reminding parents not to block driveways, as well as other safe travel tips and encouragement to walk, bike and ride the school bus. .*	*City of Ashland, Ashland School District*

#	ISSUE/ CHALLENGE	RECOMMENDATION	RESPONSIBLE AGENCY
Helman Street			
4	*Existing curb extensions lack truncated domes for ADA accessibility.*	*Install truncated domes on the curb extensions along Helman St at the crosswalks adjacent to campus.*	*City of Ashland*
5	*Walk audit participants reported speeding along Helman St.*	*Consider traffic calming measures (such as speed humps, travel lane narrowing, etc.) if necessary to reduce vehicle speeds.*	*City of Ashland*

Willow Wind Learning Center
Safe Routes to School Plan
DRAFT Infrastructure Recommendations

DATE – APRIL 2023

Table 1. Infrastructure Needs and Recommendations

#	ISSUE/ CHALLENGE	RECOMMENDATION	RESPONSIBLE AGENCY
	School Campus		
1	*Currently, students biking to school are asked to ride on a crushed gravel path and then to a sidewalk that wraps around the parking lot. Walk audit participants report issues with conflict with students walking along the path and the lack of easy curb cuts to access it.*	*Install a wider side path along the school access and build a fine gravel path around the outside of the sidewalk for bikes to reach the bike parking area.*	*Ashland School District*
	East Main Street		
3	*Walk audit participants and school leadership observe conflict between students traveling down the school path (west side of the road) then crossing the school driveway.* *E Main St is a proposed protected bikeway. Many students currently travel to reach school from south of the school and east by bike and use the Science Works Driveway as a cut through path.*	*Install buffered or protected bike lanes along E Main St. Relocate the RRFB on the east leg of the E Main St at Campus Way intersection to the west leg of the intersection at the bike path location for the school. Install an additional curb cut for waiting cyclist E Main to activate the RRFB.*	*City of Ashland*
4	*During the walk audit we observed vehicles failing to yield to people walking and biking along the shared use path near California St*	*Stripe a green conflict marking crosswalk across East Main. Install appropriate trail crossing signage (W11-15, W16-7P, W16-9P) to alert vehicles to the crossing.*	*City of Ashland*

#	ISSUE/ CHALLENGE	RECOMMENDATION	RESPONSIBLE AGENCY
5	*Speeding and high volumes of traffic were observed during the walk audit, along E Main St*	*Consider installing speed feedback signs with school zone signage for eastbound and westbound traffic (eastbound priority).*	*City of Ashland*

Ashland Middle School, TRAILS Outdoor School, and Walker Elementary School

Safe Routes to School Plan

DRAFT Infrastructure Recommendations

DATE – APRIL 2023

Table 1. Infrastructure Needs and Recommendations

#	ISSUE/ CHALLENGE	RECOMMENDATION	RESPONSIBLE AGENCY
	School Campus		
1	*All three schools have new campuses with improved pedestrian and bike access and modern, well-designed bike parking. However, a few small issues remain.*	*Stripe a crosswalk or watch for pedestrian signs across the TRAILS school entrance and exit.*	*Ashland School District*
	Walker Ave		
2	*Speeding, parking in the bike lane, and failing to stop for students in the crosswalk were observed during the walk audits in front of Ashland Middle School and TRAILS Outdoor School. The area is a designated school zone.*	*Install speed humps or other traffic calming measures along Walker Ave between Holmes Ave and E Main St, including a raised crosswalk at the Ashland Middle School entrance. Consider installing an RRFB at this location to help with driver compliance and improve safety for students crossing.* *Install "School" pavement markings and End School Zone signs.*	*City of Ashland*

#	ISSUE/ CHALLENGE	RECOMMENDATION	RESPONSIBLE AGENCY
3	*Walker Ave is an important bike route for students and other community members traveling north/south and accessing the college campus.*	*Install additional No Parking or No loading/unloading signs along Walker Ave, particularly north of the railroad tracks. Consider performing a parking study to potentially remove parking to create protected or buffered bike lanes along Walker Ave, between E Main St and Ashland Ave. Another option to provide more bike lane space would be to narrow the travel lanes.*	*City of Ashland*
4	*The Walker Ave and Holmes intersection lacks ADA-compliant curb ramps and is impacted by utility poles limiting access to the sidewalk.*	*At Walker Ave and Holmes Ave intersection, install curb ramps and high visibility continental crosswalks at all legs of the intersection. Consider utility relocates on the southern side of the intersection if feasible.*	*City of Ashland*
5		*Repair sidewalk uplift on south of Iowa St.*	*City of Ashland*
East Main St			
6	*A bike park and pump track are planned for the south side of East Main St, outside of City limits.*	*Install a side path along the south side of E Main St to reach the bike park.*	*Jackson County*
Homes Ave			
7	*With the new school campus construction, more of student arrival and dismissal will take place along Homes and Hunter Ct.*	*Stripe a high visibility continental crosswalk across the north leg of the Homes Ave and Hunter Ct intersection and across the north leg of the Normal Ave intersection to reach the park.*	*City of Ashland*

Memo

CITY OF ASHLAND

Date: May 17, 2023
From: Scott A. Fleury
To: Transportation Advisory Committee
RE: North Mountain Avenue Rehabilitation Design and Bike Facility Improvements

BACKGROUND:
The Committee discussed the potential inclusion of protected bike lanes along North Mountain from East Main St. to the interstate overpass at the April 20th meeting. The Committee recommended pursuing a speed reduction to 20 mph for the corridor in association with bike boulevard treatments as allowed by Oregon Revised Statute 810.180.

The City can through an ordinance adopt a speed that is five miles an hour lower than statutory for roadways within a residence district, see below. Staff's review of the definition for residence district creates issues with a speed reduction along North Mountain Avenue. North Mountain is an Avenue (collector) as defined in the City's Transportation System Plan. North Mountain Avenue does not have the approaches/access spacing defined in ORS 801.430. Staff has included the Ordinance the City of Eugene adopted to lower residential roadway speeds to 20 mph and it specifically states the speed reduction does not impact arterial or collector roadways pursuant to ORS 801.430.

The Committee was also interested in reviewing collected data along the corridor. The data is attached and was used by Dowl as part of the engineering design phase for safety/traffic calming improvements. No other data was collected by Dowl as part of the design process.

ORS 810.180:
(10) A road authority may establish by ordinance a designated speed for a highway under the jurisdiction of the road authority that is five miles per hour lower than the statutory speed. The following apply to the authority granted under this subsection:
(a) The highway is located in a residence district.
(b) The statutory speed may be overridden by a designated speed only if:
(A) The road authority determines that the highway has an average volume of fewer than 2,000 motor vehicles per day, more than 85 percent of which are traveling less than 30 miles per hour; and
(B) There is a traffic control device on the highway that indicates the presence of pedestrians or bicyclists.
(c) The road authority shall post a sign giving notice of the designated speed at each end of the portion of highway where the designated speed is imposed and at such other places on the highway as may be necessary to inform the public. The designated speed shall be effective when signs giving notice of the designated speed are posted.
(11) A city may establish by ordinance a designated speed for a highway under the jurisdiction of the city that is five miles per hour lower than the statutory speed. The following apply to the authority granted under this subsection:

(a) The highway is located in a residence district.
(b) The highway is not an arterial highway.
(c) The city shall post a sign giving notice of the designated speed at each end of the portion of highway where the designated speed is imposed and at such other places on the highway as may be necessary to inform the public. The designated speed shall be effective when signs giving notice of the designated speed are posted.

ORS 801
801.430 "Residence district." "Residence district" means territory not comprising a business district that is contiguous to a highway that:
(1) Has access to property occupied primarily by multifamily dwellings; or
(2) Has an average of 150 feet or less between accesses or approaches to:
(a) Dwellings, churches, public parks within cities or other residential service facilities; or
(b) Dwellings and buildings used for business. [1983 c.338 §79; 1997 c.404 §4]

As part of safety and traffic calming improvements, the project will install Rectangular Rapid Flashing Beacons (RRFBs) at the Village Green intersection along with a raised crosswalk and install an RRFB near the Nepenthe Road and Briscoe Place intersections, see attached advanced plan set.

April 20, 2023 Background:
Dowl Engineering is currently in the design phase for the North Mountain Rehabilitation Project. They are looking at options to include protected bike lanes along the total project length (East Main Street – I-5 overpass). Dowl is also looking at pedestrian crossing enhancement for the corridor and traffic calming options.

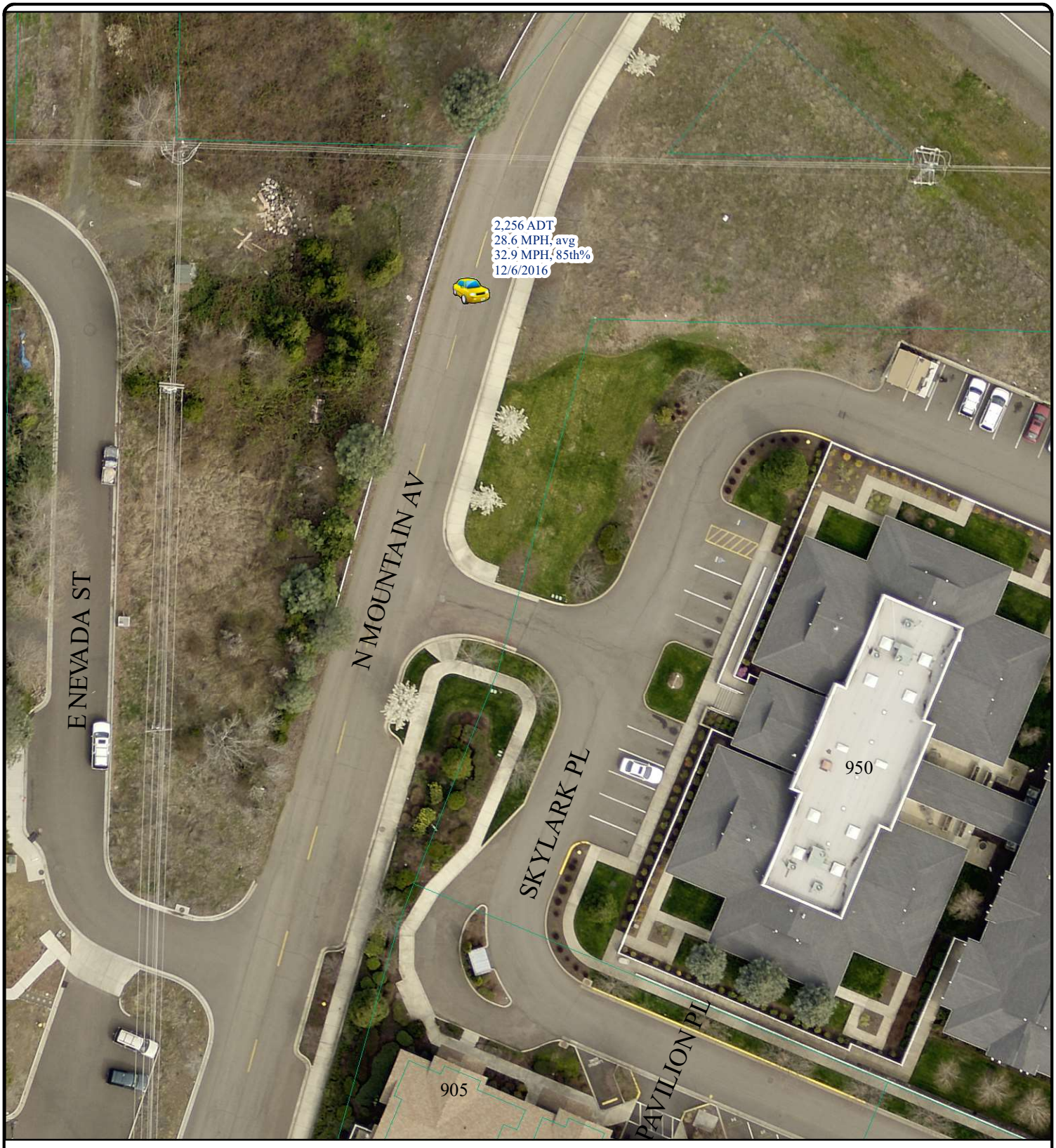
There are functional issues that need to be address regarding providing a protected bike lane facility on North Mountain Ave.

Right of Way (width) Analysis (**reducing to 10' travel lane**):
- All on-street parking from East Main Street to top of hill adjacent to the Avista regulator station would need to be eliminated to allow for a protected bike lane.
- Top of the hill to Bear Creek bridge generally appears to be wide enough to allow for the separated bike lane.
- Bear Creek bridge to Fair Oaks Drive is too narrow for the entire length to allow for a separated bike lane.
- Fair Oaks Drive to E Nevada Street appears to be wide enough to allow for the separated bike lane.
- E Nevada Street to I-5 bridge is too narrow to allow for a separated bike lane

Questions:
- Should the City design a continuous run of protected bike lanes where feasible?
- Should the City increase the existing bike lane width in combination with a travel lane width reduction to 10' and not install protected bike lanes throughout the entire corridor length?
- Do we eliminate all on street parking from East Main Street to the top of the hill at North Mountain Park? What is the process for discussion on this option?

Staff has included a drawing created by Dowl as reference to understand the issues throughout the entire corridor.

CONCLUSION:
The Committee should continue to discuss the issues and develop any recommendations for staff to moving forward with the design process. Staff has requested Dowl Engineering review ORS 810 and 801 in conjunction with the speed reduction and provide there feedback.



N Mountain Ave
Traffic Count Map

Date: 7/7/2022

0 25 50 100
Feet

Mapping is schematic only and bears no warranty of accuracy.
All features, structures, facilities, easement or roadway locations
should be independently field verified for existence and/or location

N Mountain Ave
Traffic Count Map

Date: 7/7/2022

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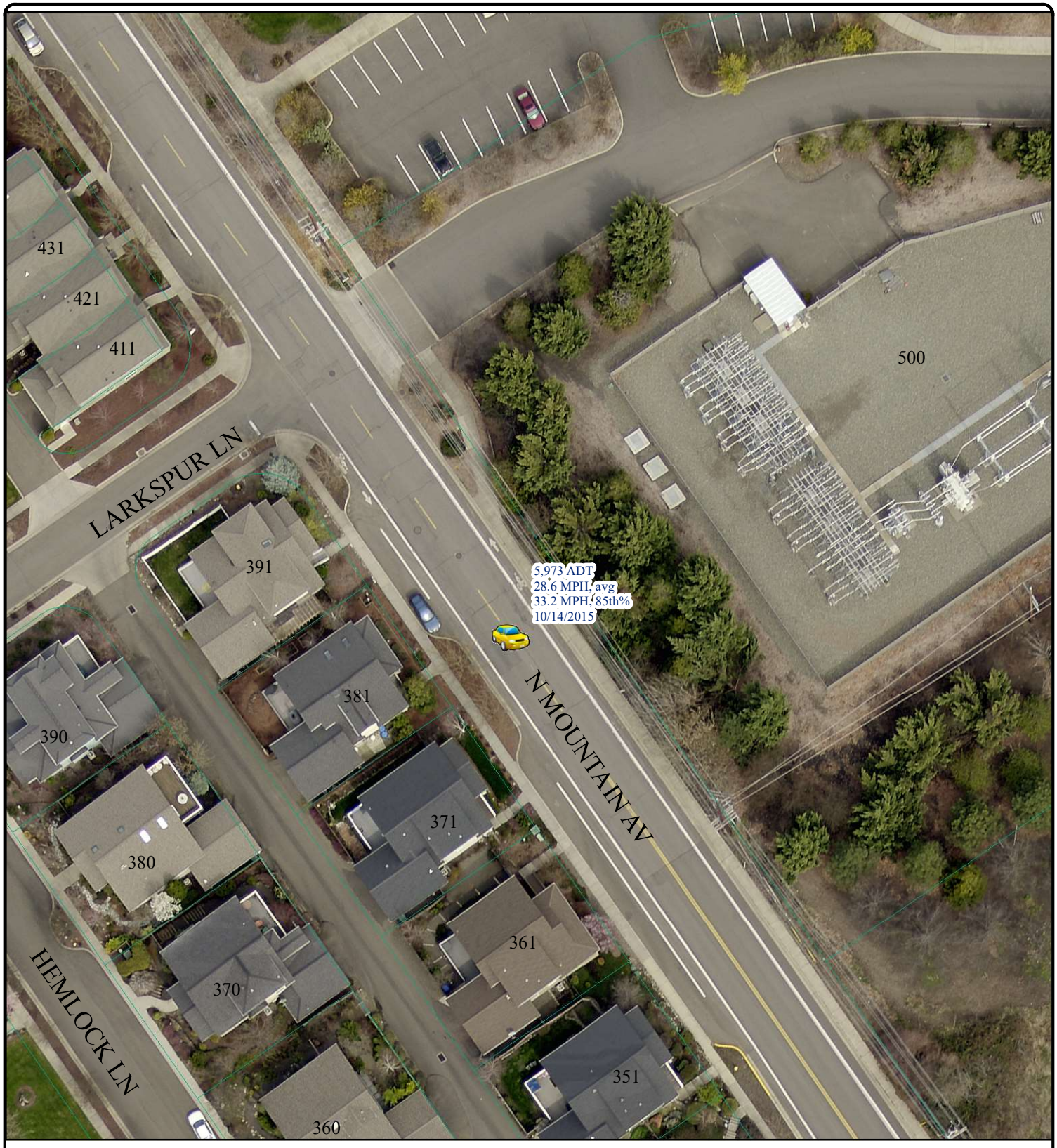

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Date: 7/7/2022

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INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
A01	Title Sheet
A02	Index Of Sheets Cont., Std. Dwg. Nos. & Curb Ramp Details Legend

CITY OF ASHLAND

PUBLIC WORKS DEPT.

PLANS FOR PROPOSED PROJECT

GRADING, DRAINAGE, PAVING, CURB RAMPS, SIGNING & SIGNALS

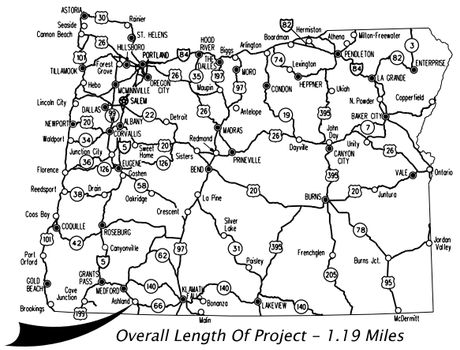
N. MOUNTAIN AVE OVERLAY

I-5 TO E. MAIN

CITY OF ASHLAND

JACKSON COUNTY

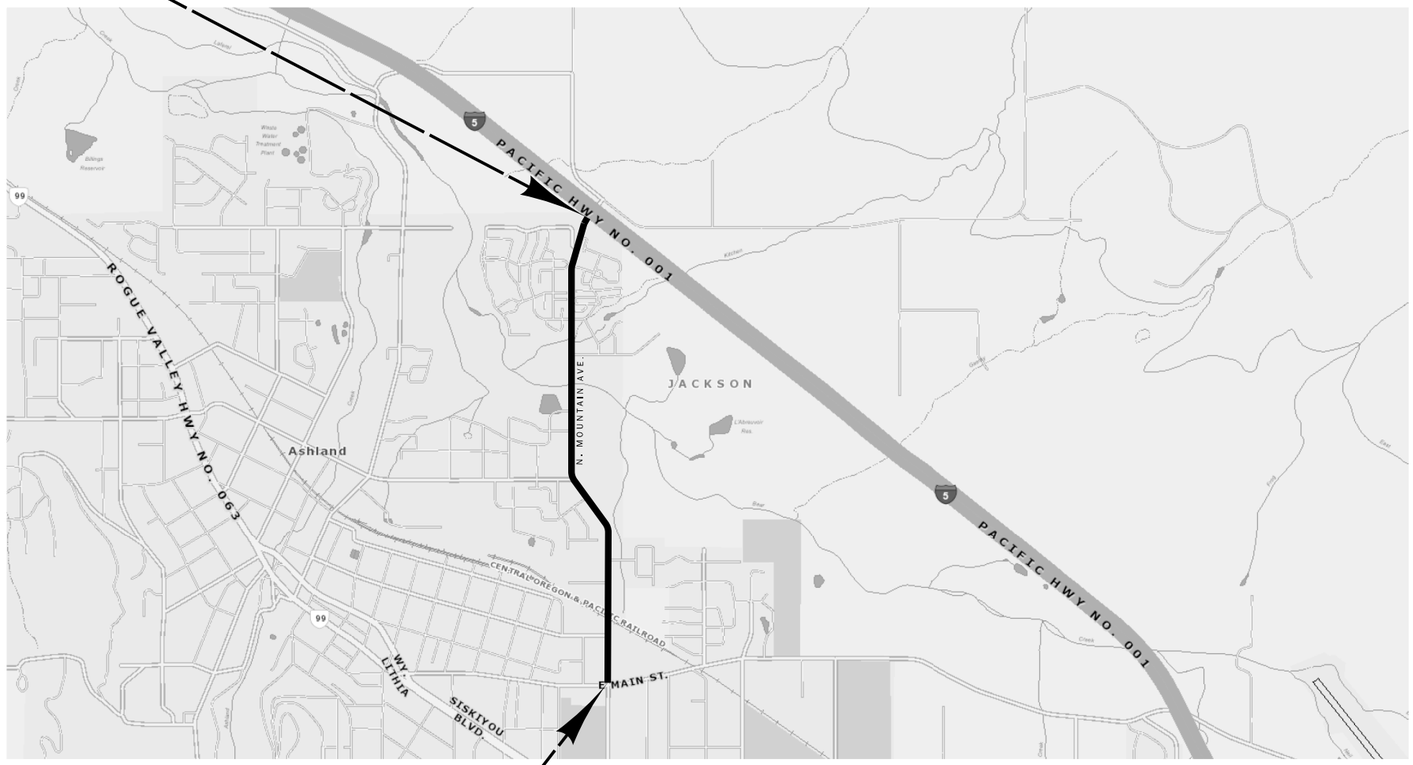
OCTOBER 2023



Overall Length Of Project - 1.19 Miles

BEGINNING OF PROJECT

STA. "M" 503+28.33



N

SEC. 4 & 9, T. 39 S., R. 1 E., W.M.

END OF PROJECT

STA. "M" 566+15.44

REVIEW COMPLETED BY:

PUBLIC WORKS DIRECTOR *DATE*

REGISTERED PROFESSIONAL ENGINEER
65499PE
OREGON
JULY 10, 2006
JAIME LEE JORDAN

ADVANCE COPY
SUBJECT TO CHANGE

EXPIRES: 06/30/23

DOWL
WWW.DOWL.COM

N. MOUNTAIN AVE OVERLAY
I-5 TO E. MAIN

CITY OF ASHLAND
JACKSON COUNTY

Designer: Z.T. Fucini | Reviewer: Jaime Jordan
Drafter: Serban Dinca | Checker: Matthew Phillips

TITLE SHEET | SHEET NO. A01

FINAL ELECTRONIC DOCUMENT AVAILABLE UPON REQUEST

INDEX OF SHEETS, CONT.

SHEET NO.	DESCRIPTION
BA01 Thru BA05	Typical Sections
BB01 Thru BB03	Details
BC01 Thru BC21	Curb Ramp Details
BD01	Pipe Data Sheet
C01 Thru C14	General Construction
D01	Drainage & Utilities
EA01	Traffic Control Plan
EA02	Traffic Control Details
EB01 Thru EB10	Traffic Control Plan
FB01	Erosion And Sediment Control Cover Sheet
FB02	Erosion And Sediment Control Details
FB03 Thru FB10	Erosion And Sediment Control
HA01	Drainage Details
J01	Plan And Elevation
J02	General Notes
J03	Rail And Sidewalk Replacement Details
J04	Joint And Overlay Details
LA01	Signing & Striping Legend
LB01 Thru LB07	Signing & Striping Plan
LC01, LC02	Signing & Striping Details
LC03 Thru LC05	Sign & Post Data Table
MA01	Legend
MB01, MC01, MD01	Flashing Beacon Plan
ME01	Details
PA01	Illumination Legend & LIght Pole Table
PB01 Thru PB08	Illumination Plan

CURB RAMP DETAILS LEGEND

- Marked or intended crossing location
- Sidewalk
- Turning space
  When not constrained 4.5' x 4.5' (4' x 4' min. finished surface).
  When constrained 4.5' x 5.5' (4' x 5' min. finished surface with longer dimension in direction of pedestrian street crossing).
  For the purposes of this application, a max. 2.0% finished surface slope (For drainage) is considered level)
- Truncated dome detectable warning surface
- Landscaping
- Slope 1.5% max.
  (Max. 2.0% finished surface slope)
  (Normal sidewalk cross slope)
- Slope 7.5% max.
  (Max. 8.3% finished surface slope)
- Counter slope
  (Max. 5.0% finished surface slope)
  (Slope as required for drainage)
- Slope 10% max.
- Running slope 4.0% max.
  (Max. 4.9% finished surface slope)
- Station, offset, elevation point

Std. Dwg. Nos.

RD100	- Mailbox support
RD101	- Mailbox installation
RD115	- Monument Box
RD300	- Trench Backfill, Bedding, Pipe Zone And Multiple Installations
RD302	- Street Cut
RD335	- Standard Storm Sewer Manhole
RD336	- Standard Manhole Details
RD339	- Pipe To Structure Connections
RD344	- Standard Manhole Base Section
RD345	- Pipe To Manhole Connections
RD356	- Manhole Covers And Frames
RD360	- Manhole Frame Adjustment
RD365	- Frames & Grates For Concrete Inlets
RD370	- Ditch Inlet Type D
RD371	- Concrete Inlet Base Type CG-3
RD372	- Concrete Inlet Top, Option 1, Type CG-3
RD376	- Miscellaneous Drainage Structures Siphon Box, Inlet Cap & Inlet Adjustment
RD388	- Fill Height Tables For PVC Pipe
RD390	- Fill Height Table For Corrugated HDPE Pipe
RD393	- Fill Height Tables For Polypropylene Pipe
RD402	- Midwest Guardrail System Types
RD403	- Midwest Guardrail System Wood Post And Block
RD404	- Midwest Guardrail System Steel Post And Block
RD407	- Midwest Guardrail System (W-Beam)
RD415	- Guardrail And Metal Median Barrier Parts (29" Rail Height)
RD416	- Midwest Guardrail System Standard Hardware (Nuts, Bolts, Washers And Misc.)
RD419	- Midwest Guardrail System Grading For Terminals
RD420	- Midwest Guardrail System Non-Flared Energy-Absorbing Terminal
RD442	- Midwest Guardrail System Typical Layouts At Bridge Ends
RD700	- Curbs
RD701	- Drainage Curbs
RD710	- Accessible Route Islands
RD715	- Approaches And Non-Sidewalk Driveways
RD720	- Curb Line Sidewalks
RD722	- Sidewalk Joints
RD740	- Separated Sidewalk Driveways Or Alleys (Options H, I & J) Local Jurisdictions
RD900	- Curb Ramp Components And Legend
RD902	- Detectable Warning Surface Details
RD904	- Detectable Warning Surface Placement For Curb Ramps
RD905	- Detectable Warning Surface Placement For Directional Curbs
RD906	- Detectable Warning Surface Placement For Accessible Route
RD910	- Perpendicular Curb Ramp
RD912	- Perpendicular Curb Ramp
RD913	- Perpendicular Curb Ramp With Closure
RD916	- Perpendicular Curb Ramp Single Ramp
RD920	- Parallel Curb Ramp
RD930	- Combination Curb Ramp
RD932	- Combination Curb Ramp
RD936	- Combination Curb Ramp
RD938	- Combination Curb Ramp Single Ramp
RD960	- Unique Curb Ramp
RD1000	- Construction Entrances
RD1006	- Check Dams Type 2 And 6
RD1010	- Inlet Protection Type 2, 3, 6, 7, 10 And 11
RD1040	- Sediment Fence
RD1070	- Concrete Truck Wash Out

City Std. Dwg. Nos.

CD60a	- Residential Street Light
CD115	- Monument Case Detail
CD720	- Sidewalk Detail
CD980	- Electrical Conduit Trench Detail
CD981	- Junction Box Detail

Std. Dwg. Nos.

BR200	- Concrete Bridge Rail Type "F"
BR203	- Transition Concrete Bridge Rail To Guardrail
BR246	- Pedestrian Rail
TM200	- Sign Installation Details
TM201	- Miscellaneous Sign Placement Details
TM223	- Conventional Roads Directional Sign Layout Street Name Signs
TM300	- Illumination Control Cabinets
TM301	- Illumination Control Cabinets
TM457	- Pedestal Foundation And Traffic Signal Assembly
TM467	- Pedestrian Signal Mount And Pedestrian Pushbutton Details
TM470	- Wire & Cable Installations
TM500	- Pavement Marking Standard Detail Blocks
TM501	- Pavement Marking Standard Detail Blocks
TM502	- Pavement Marking Standard Detail Blocks
TM503	- Pavement Marking Standard Detail Blocks
TM504	- Pavement Marking Standard Detail Blocks
TM505	- Rail Crossing Pavement Markings
TM520	- Durable Pavement Markings Method "A" & Method "D" Surface Installed Profiled
TM530	- Intersection Pavement Markings (Crosswalk, Stop Bar & Bike Lane Stencil)
TM531	- Turn Arrow Marking Details
TM539	- Median And Left Turn Channelization Details
TM560	- Alignment Layout: General
TM561	- Alignment Layout: Left Turn Lane, Centerline & Medians
TM671	- 3 Second Gust Wind Speed Map
TM672	- LRFD Ultimate Design Wind Speed Map
TM676	- Sign Attachments
TM677	- Sign Mounts
TM681	- Perforated Steel Square Tube (PSST) Sign Support Installation
TM687	- Perforated Steel Square Tube (PSST) Anchor Foundation
TM635	- Breakaway Sign & Luminaire Supports - Support Location Guidelines
TM688	- Perforated steel Square Tube (PSST) Slip Base Foundation
TM689	- Temporary PSST Vane Anchor Installation
TM821	- Temporary Sign Supports
TM822	- Temporary Sign Supports
TM830	- Temporary Concrete Barrier And Rumble Strip Details
TM840	- Closure Details
TM841	- Intersection Work Zone Details
TM844	- Temporary Pedestrian Access Routes
TM847	- Temporary Pedestrian Access Routes
TM850	- 2-Lane, 2-Way Roadways
TM870	- Bridge Construction

REGISTERED PROFESSIONAL ENGINEER
65499PE
OREGON
JULY 10, 2006
JAIME LEE JORDAN
ADVANCE COPY SUBJECT TO CHANGE
EXPIRES: 06/30/23

FINAL ELECTRONIC DOCUMENT AVAILABLE UPON REQUEST

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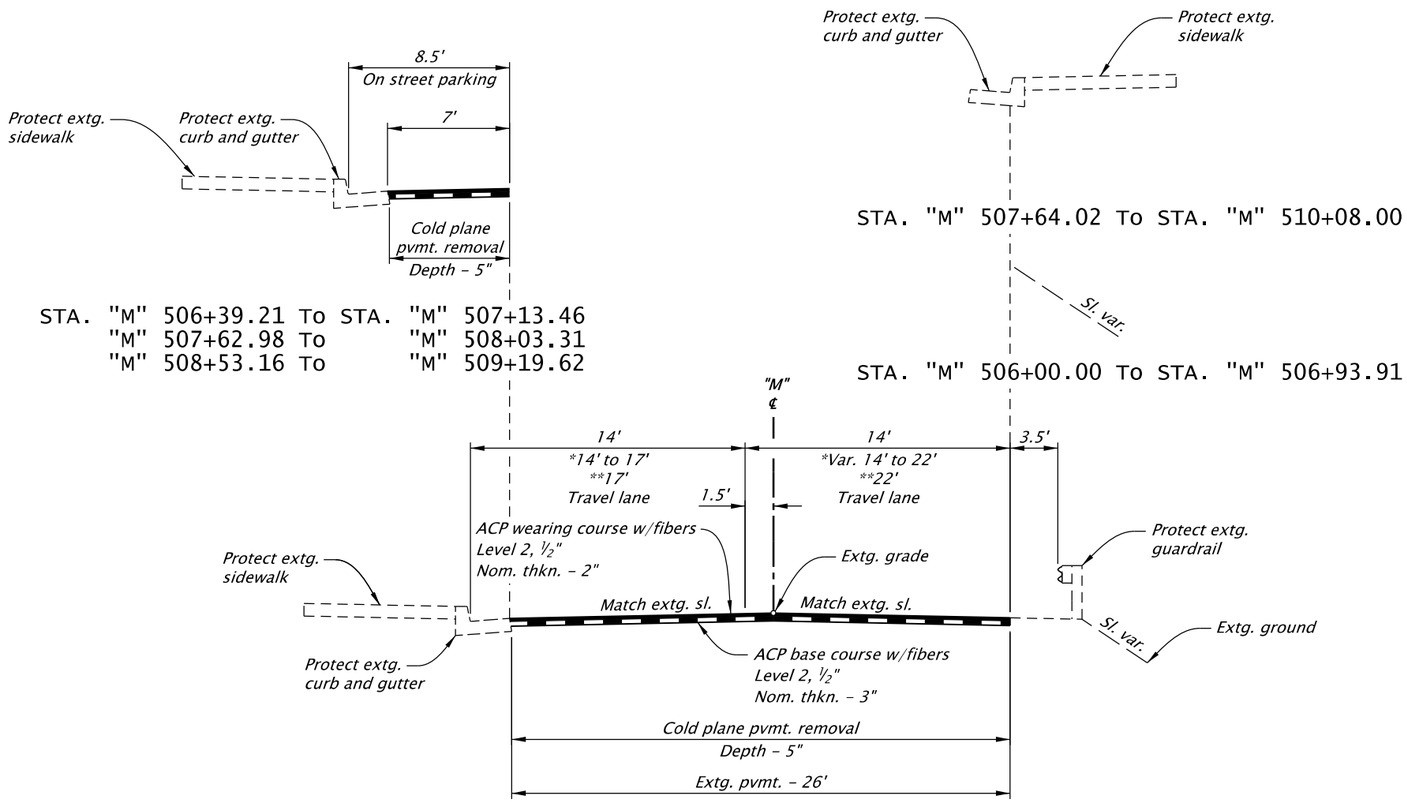
N. MOUNTAIN AVE OVERLAY
I-5 TO E. MAIN

CITY OF ASHLAND
JACKSON COUNTY

Designer: Z.T. Fucini | Reviewer: Jaime Jordan
Drafter: Serban Dinca | Checker: Matthew Phillips

INDEX OF SHEETS CONT., STD. DWG. NOS. & CURB RAMP DETAILS LEGEND

SHEET NO. A02



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"M" 507+62.98 To "M" 508+03.31
"M" 508+53.16 To "M" 509+19.62

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STA. "M" 503+78.33 To STA. "M" 505+50.90

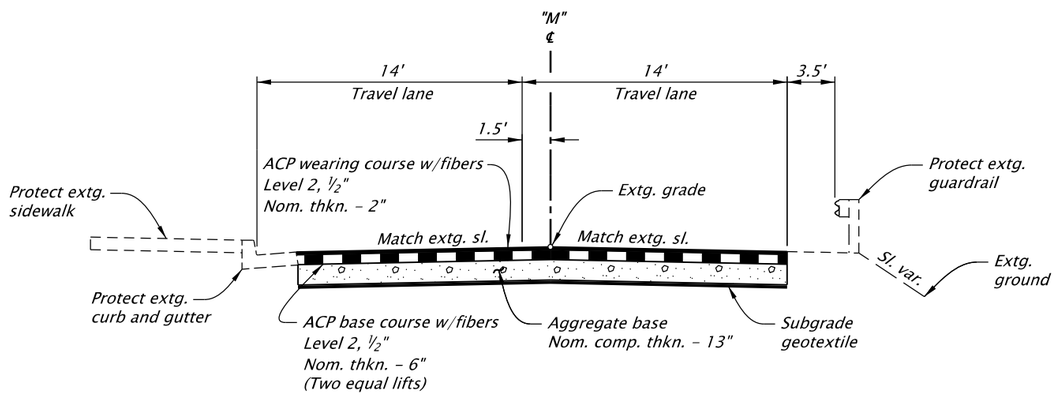
STA. "M" 505+50.90 To "M" 506+14.02 (Intersection - Skylark Pl)

STA. "M" 506+14.02 To "M" 507+01.46

STA. "M" 507+01.46 To "M" 507+64.02 (Intersection - Nevada St.)

STA. *"M" 507+64.02 To "M" 509+37.23

STA. **"M" 509+37.23 To "M" 510+06.17 (Intersection - Fair Oaks Ave.)



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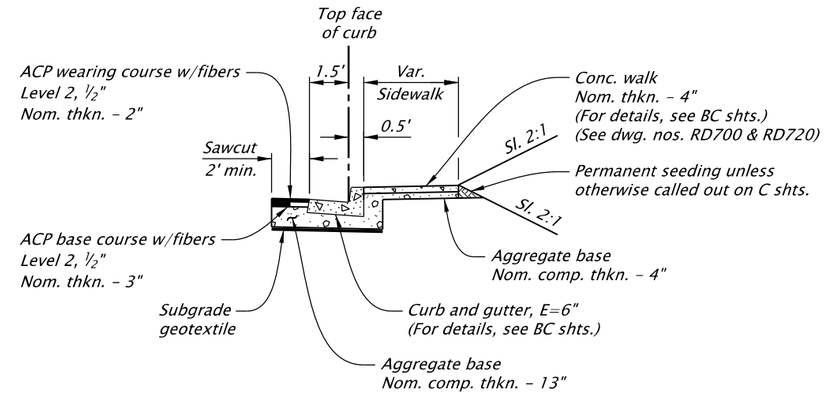

CURB RAMP TYPICAL SECTION

NOTES:

1. *ACP binder shall be PG 70-22.*
2. *Side slopes are shown as horizontal to vertical.*
3. *Pavement width varies at intersections. See BB shts. for details.*
4. *For curb ramp details, see shts. BC01 thru BC21.*
5. *For striping plans, see shts. LB01 thru LB07.*

REGISTERED PROFESSIONAL ENGINEER
65499
OREGON
JULY 10, 2006
JAMES LEE JORDAN
ADVANCE COPY SUBJECT TO CHANGE

EXPIRES: 06/30/23

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N. MOUNTAIN AVE OVERLAY
I-5 TO E. MAIN

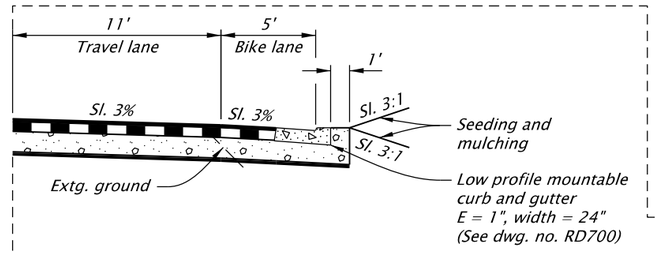
CITY OF ASHLAND
JACKSON COUNTY

Designer: Z.T. Fucini
Drafter: Serban Dinca
Reviewer: Jaime Jordan
Checker: Matthew Phillips

TYPICAL SECTIONS

SHEET NO. BA01

FINAL ELECTRONIC DOCUMENT AVAILABLE UPON REQUEST



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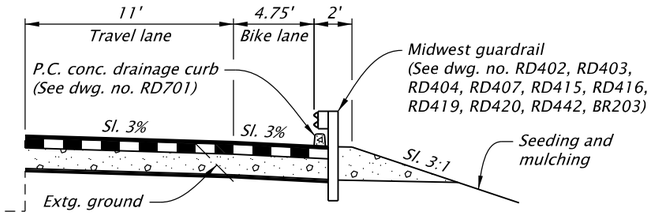

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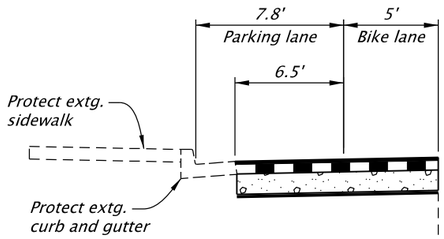

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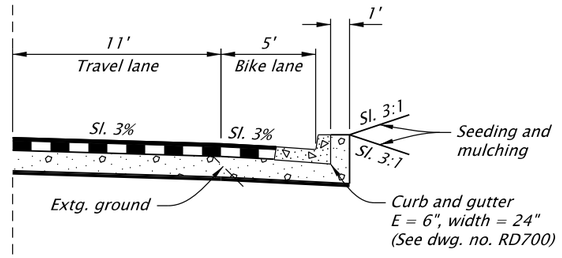

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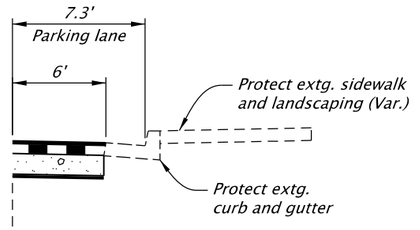

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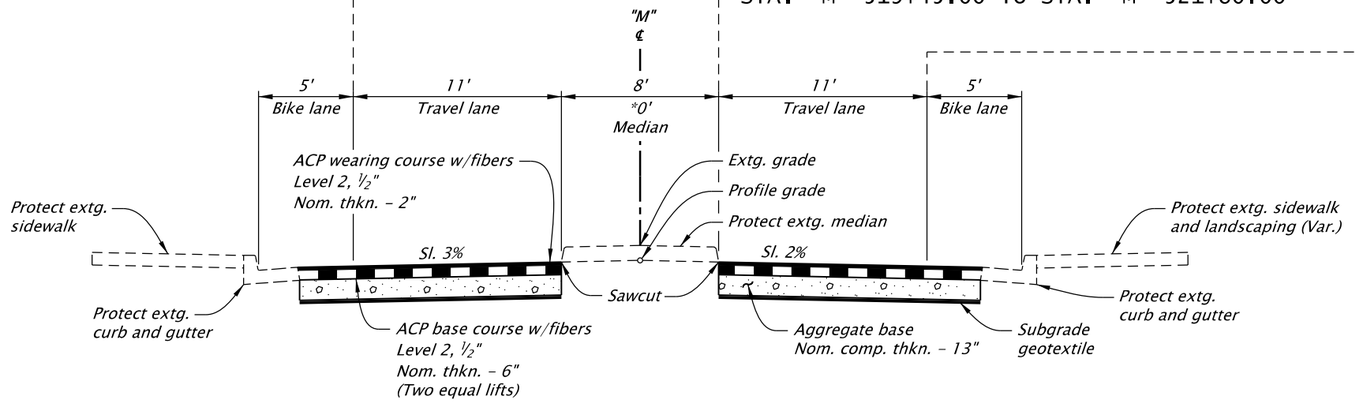

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"M" 516+99.33 To "M" 519+47.00
*"M" 519+47.00 To "M" 521+11.74
*"M" 521+11.74 To "M" 521+78.38 (Intersection - Nepethe Rd.)
*"M" 521+78.38 To "M" 524+75.71
*"M" 524+78.38 To "M" 524+75.71
*"M" 524+75.71 To "M" 525+77.72 (Br. No. 29CY4)

NOTES:
1. ACP binder shall be PG 70-22.
2. Side slopes are shown as horizontal to vertical.
3. Cold plane pavement removal not to be performed on the bridge. Protect extg. bridge deck.
3. Pavement width varies at intersections. See BB shts. for details.
4. For curb ramp details, see shts. BC01 thru BC21.
5. For striping plans, see shts. LB01 thru LB07.

REGISTERED PROFESSIONAL ENGINEER
6549 JAIME LEE JORDAN
OREGON
JANUARY 10, 2006
ADVANCE COPY SUBJECT TO CHANGE
EXPIRES: 06/30/23

DOWL
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N. MOUNTAIN AVE OVERLAY
I-5 TO E. MAIN

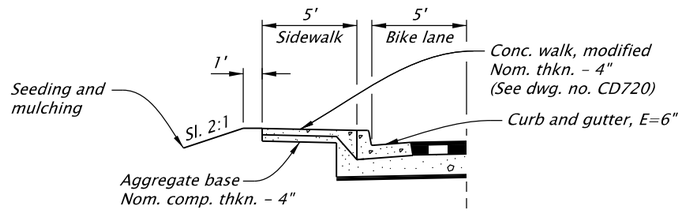
CITY OF ASHLAND
JACKSON COUNTY

Designer: Z.T. Fucini | Reviewer: Jaime Jordan
Drafter: Serban Dinca | Checker: Matthew Phillips

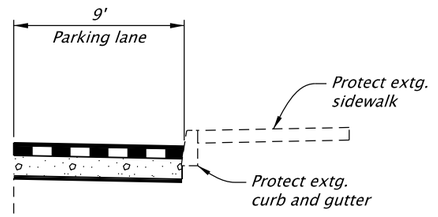
TYPICAL SECTIONS

SHEET NO. BA02

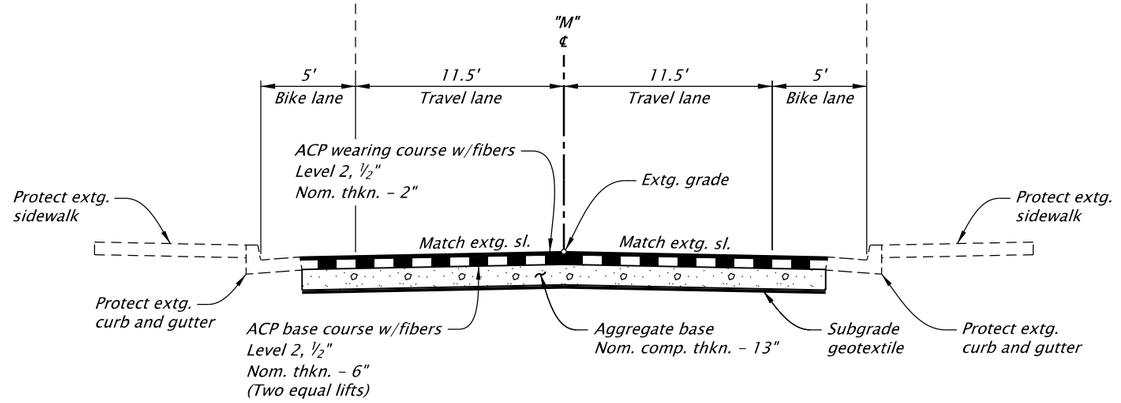
FINAL ELECTRONIC DOCUMENT AVAILABLE UPON REQUEST



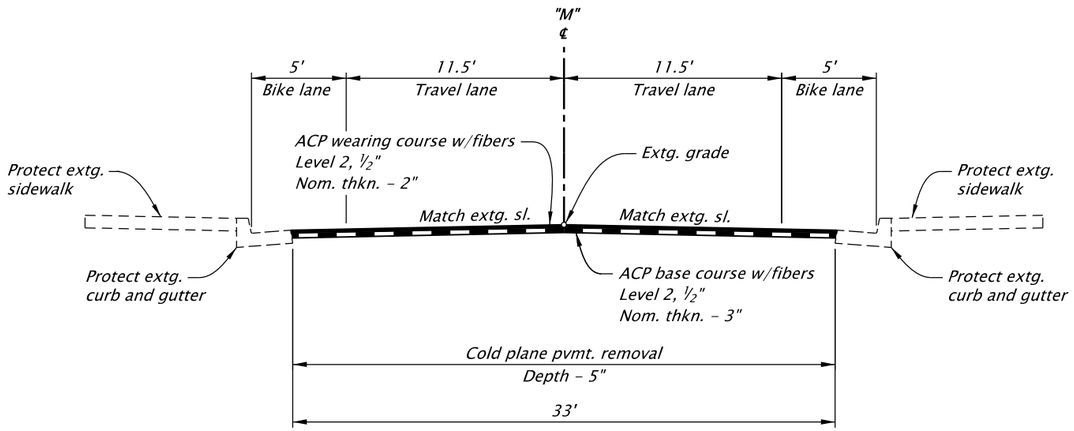
STA. "M" 541+64.94 To STA. "M" 543+09.20



STA. "M" 538+75.40 To STA. "M" 539.25.77
"M" 539+79.55 To "M" 540+28.72
"M" 541+34.36 To "M" 541+82.80
"M" 542+46.94 To "M" 543+09.20



STA. "M" 529+04.20 To STA. "M" 531+10.11
"M" 531+10.11 To "M" 531+75.28 (Intersection - Briscoe Pl.)
"M" 531+75.28 To "M" 537+46.34
"M" 537+46.34 To "M" 538+29.46 (No Work)
"M" 538+29.46 To "M" 540+54.69
"M" 540+54.69 To "M" 541+09.20 (Intersection - Larkspur Ln.)
"M" 541+09.20 To "M" 543+09.20



STA. "M" 525+77.72 To STA. "M" 528+52.19
"M" 528+52.19 To "M" 529+04.20 (Intersection - Clinton St.)

NOTES:

1. *ACP binder shall be PG 70-22.*
2. *Side slopes are shown as horizontal to vertical.*
3. *Pavement width varies at intersections. See BB shts. for details.*
4. *For curb ramp details, see shts. BC01 thru BC21.*
5. *For striping plans, see shts. LB01 thru LB07.*

REGISTERED PROFESSIONAL ENGINEER
6549 [illegible]
OREGON
JUNE 10, 2006
JAIME LEE JORDAN
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EXPIRES: 06/30/23

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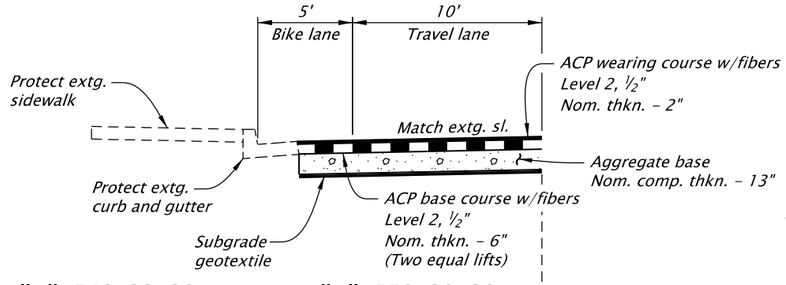
N. MOUNTAIN AVE OVERLAY
I-5 TO E. MAIN

CITY OF ASHLAND
JACKSON COUNTY

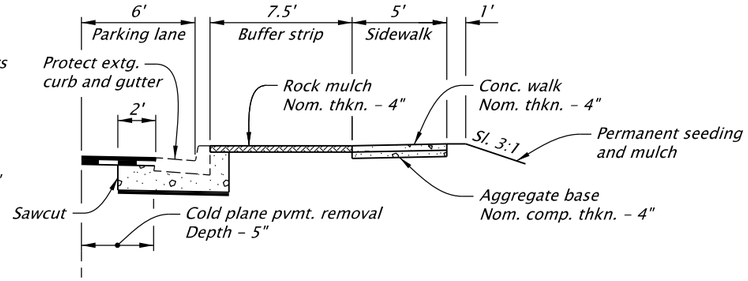
Designer: Z.T. Fucini	Reviewer: Jaime Jordan
Drafter: Serban Dinca	Checker: Matthew Phillips

TYPICAL SECTIONS — SHEET NO. BA03

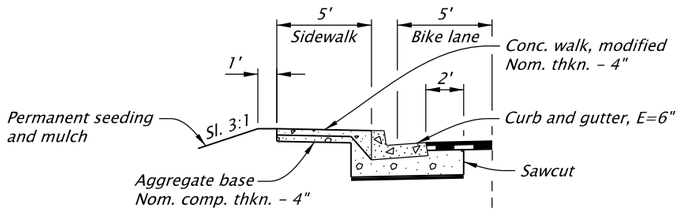
FINAL ELECTRONIC DOCUMENT AVAILABLE UPON REQUEST



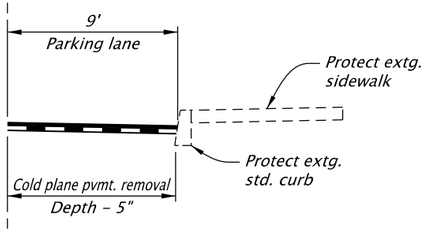
STA. "M" 548+22.20 To STA. "M" 550+29.20



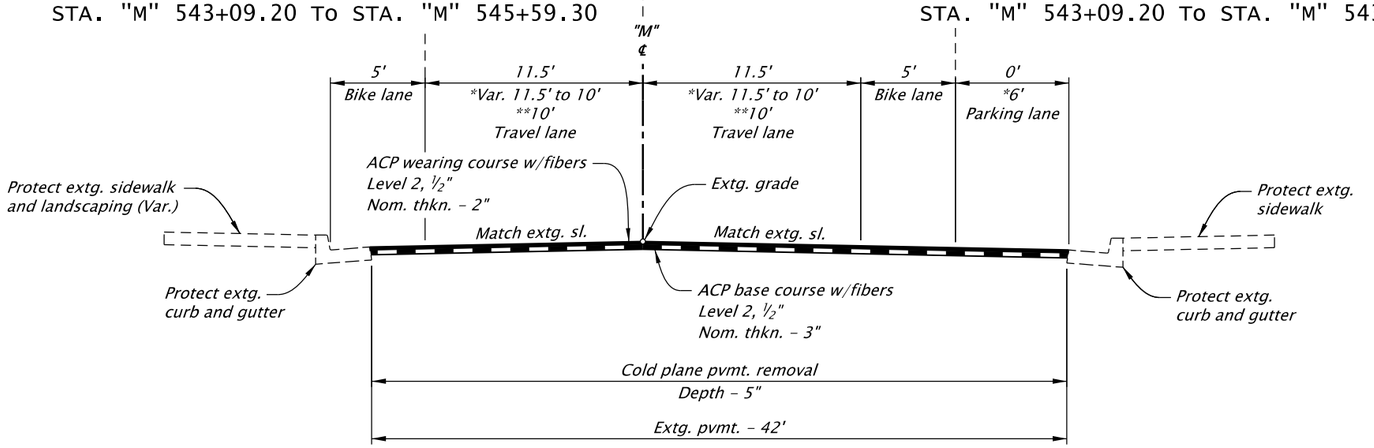
STA. "M" 551+01.90 To STA. "M" 552+70.76



STA. "M" 543+09.20 To STA. "M" 545+59.30



STA. "M" 543+09.20 To STA. "M" 543+66.44



STA. "M" 543+09.20 To STA. "M" 546+93.76
*"M" 546+93.76 To "M" 548+39.00
**"M" 548+39.00 To "M" 549+72.17
**"M" 549+72.17 To "M" 550+38.61 (Intersection - Village Green Dr.)
**"M" 550+38.61 To "M" 552+79.20

NOTES:
1. ACP binder shall be PG 70-22.
2. Side slopes are shown as horizontal to vertical.
3. Pavement width varies at intersections. See BB shts. for details.
4. For curb ramp details, see shts. BC01 thru BC21.
5. Install weed control geotextile under mulch.
6. For striping plans, see shts. LB01 thru LB07.

REGISTERED PROFESSIONAL ENGINEER
6549 OREGON
JANUARY 10, 2006
JAIME LEE JORDAN
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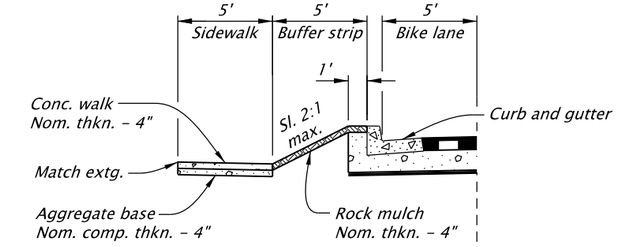
N. MOUNTAIN AVE OVERLAY
I-5 TO E. MAIN
CITY OF ASHLAND
JACKSON COUNTY

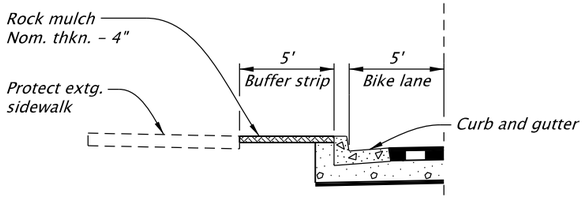
Designer: Z.T. Fucini | Reviewer: Jaime Jordan
Drafter: Serban Dinca | Checker: Matthew Phillips

TYPICAL SECTIONS | SHEET NO. BA04

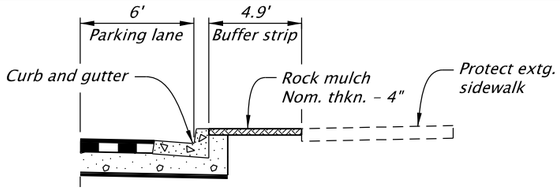
FINAL ELECTRONIC DOCUMENT AVAILABLE UPON REQUEST



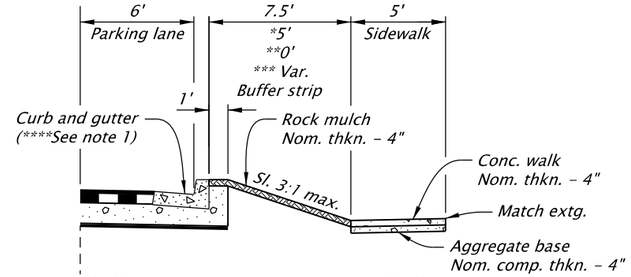
STA. "M" 556+74.41 To STA. "M" 557+64.25



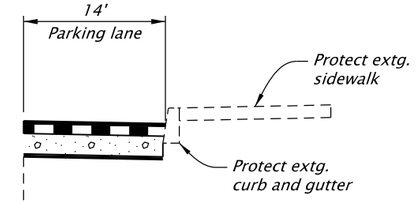
STA. "M" 556+00.00 To STA. "M" 556+74.41



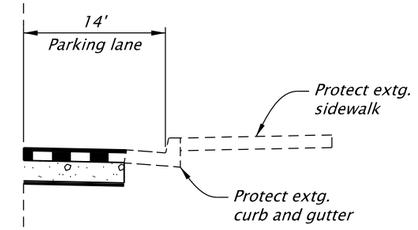
STA. "M" 555+50.16 To STA. "M" 559+56.55



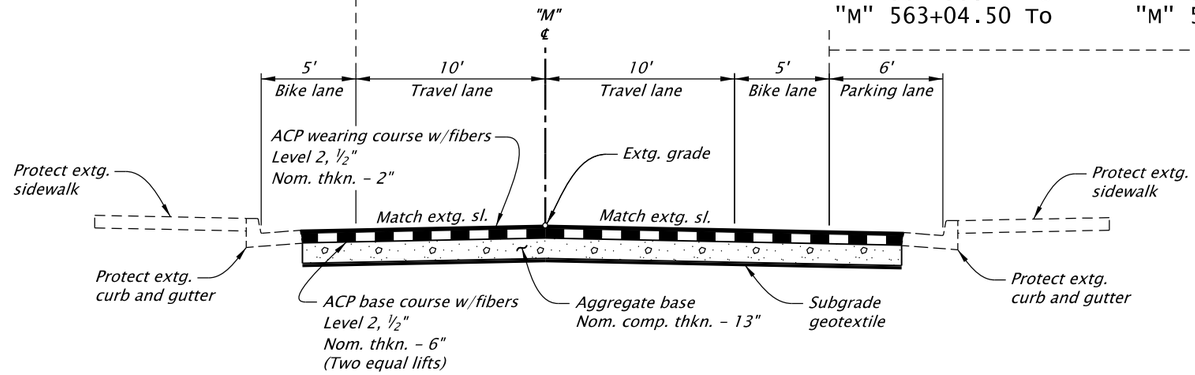
STA. "M" 555+49.72 To STA. "M" 558+40.00
*"M" 560+29.83 To "M" 562+25.55
***"M" 562+25.55 To "M" 562+40.55
**"M" 562+40.55 To "M" 562+98.12
***"M" 562+98.12 To "M" 563+04.50
"M" 563+04.50 To "M" 563+21.72



STA. "M" 565+14.21 To STA. "M" 565+88.99



STA. "M" 563+35.51 To STA. "M" 564+01.42



STA. "M" 552+79.20 To STA. "M" 553+19.02 (Intersection - Clear Creek Dr.)
"M" 553+19.02 To "M" 557+40.34
"M" 557+40.34 To "M" 557+98.43 (Railroad At-Grade Crossing)
"M" 557+98.43 To "M" 559+61.56
"M" 559+61.56 To "M" 560+17.20 (Intersection - B St.)
"M" 560+17.20 To "M" 566+15.44

*****CURB AND GUTTER NOTE:*
1. Protect extg. curb and gutter from Sta. "M" 560+29.83 to Sta. "M" 563+21.72 except for driveway approaches.

NOTES:
1. ACP binder shall be PG 70-22.
2. Side slopes are shown as horizontal to vertical.
3. Pavement width varies at intersections. See BB shts. for details.
4. For curb ramp details, see shts. BC01 thru BC21.
5. Install weed control geotextile under mulch.
6. For striping plans, see shts. LB01 thru LB07.

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OREGON
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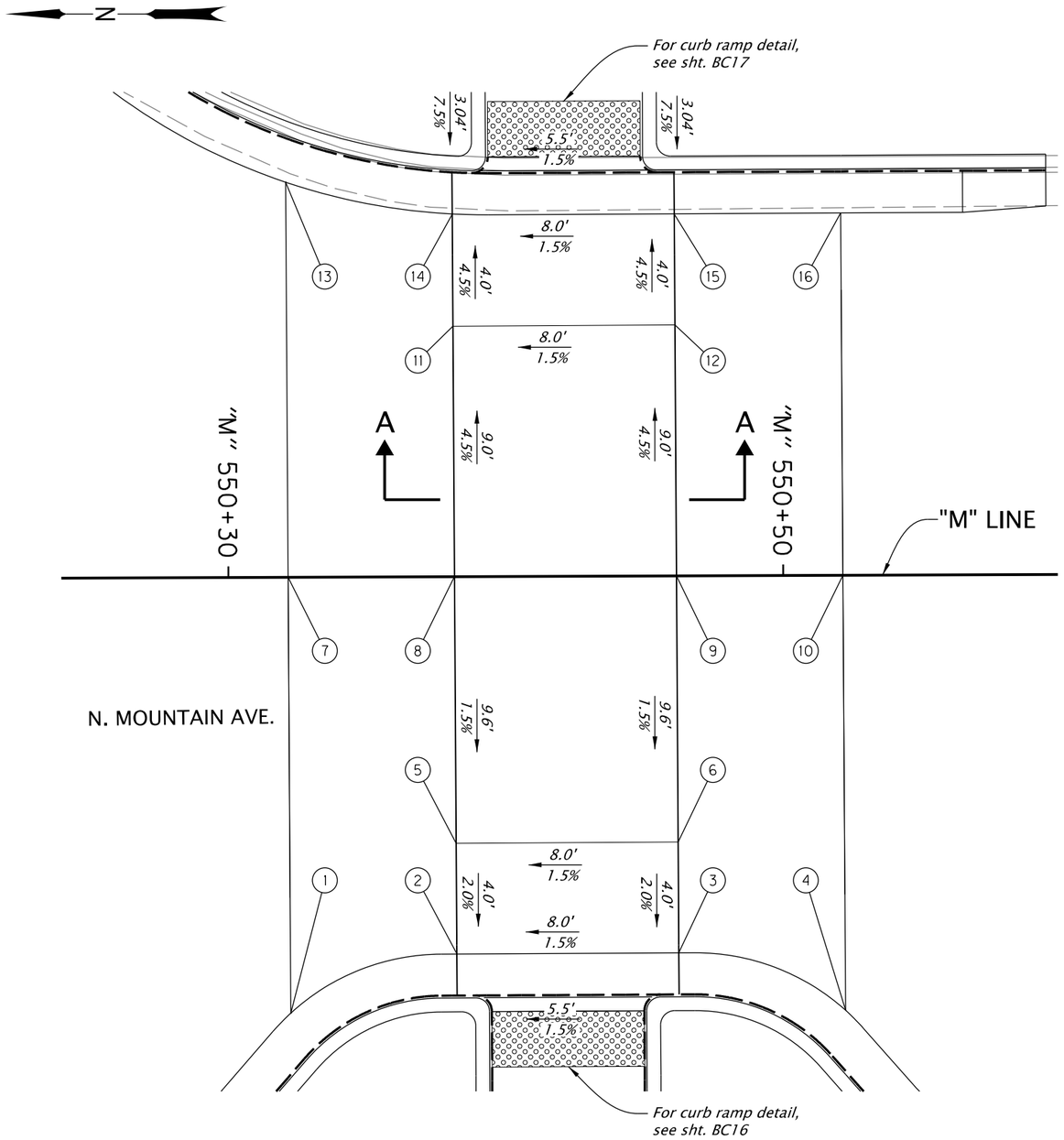
N. MOUNTAIN AVE OVERLAY
I-5 TO E. MAIN

CITY OF ASHLAND
JACKSON COUNTY

Designer: Z.T. Fucini | Reviewer: Jaime Jordan
Drafter: Serban Dinca | Checker: Matthew Phillips

TYPICAL SECTIONS

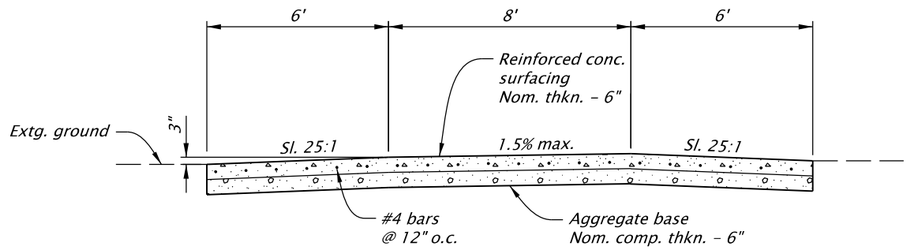
SHEET NO. BA05



RAISED CROSSING DETAIL

Scale: 1"=5'

RAMP POINT	STATION	OFFSET	ELEVATION
1	"M" 550+32.19	15.71' Rt.	1842.17
2	"M" 550+38.19	13.60' Rt.	1842.23
3	"M" 550+46.19	13.59' Rt.	1842.37
4	"M" 550+52.19	15.68' Rt.	1842.34
5	"M" 550+38.18	9.61' Rt.	1842.36
6	"M" 550+46.18	9.59' Rt.	1842.11
7	"M" 550+32.15	0.00	1842.47
8	"M" 550+38.15	0.00	1842.59
9	"M" 550+46.15	0.00	1842.51
10	"M" 550+52.15	0.00	1842.56
11	"M" 550+38.13	9.03' Lt.	1842.07
12	"M" 550+46.13	9.05' Lt.	1842.19
13	"M" 550+32.12	14.24' Lt.	1841.69
14	"M" 550+38.12	13.07' Lt.	1841.89
15	"M" 550+46.12	13.05' Lt.	1842.01
16	"M" 550+52.12	13.06' Lt.	1841.98



SECTION A-A

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OREGON
JANUARY 10, 2006
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N. MOUNTAIN AVE OVERLAY
I-5 TO E. MAIN

CITY OF ASHLAND
JACKSON COUNTY

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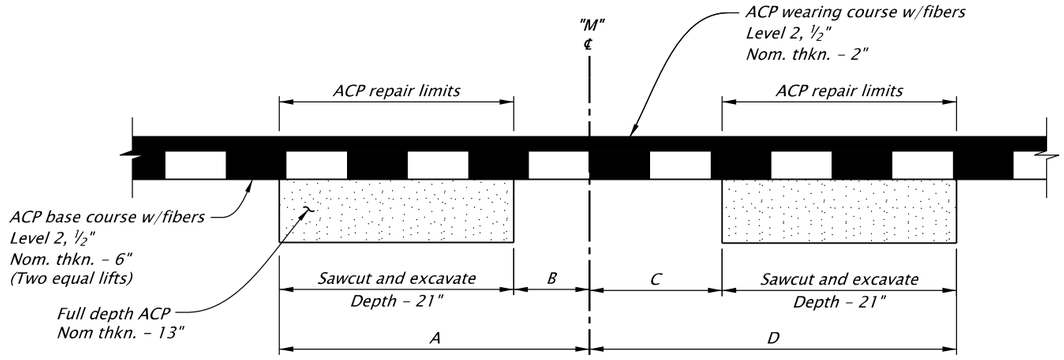
Drafter: Serban Dinca | Checker: Matthew Phillips

DETAILS

SHEET NO. BB01

FINAL ELECTRONIC DOCUMENT AVAILABLE UPON REQUEST

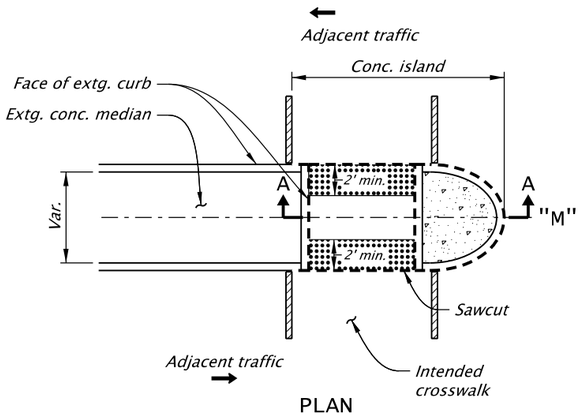


21 INCH ASPHALT CONCRETE PAVEMENT REPAIR

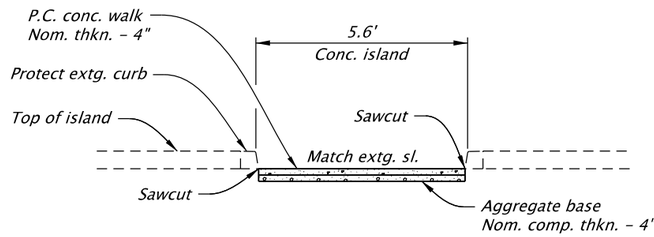
LEGEND

Full depth ACP

REPAIR LOCATIONS					
STA. START	STA. END	LEFT OFFSET		RIGHT OFFSET	
		A	B	C	D
"M" 505+39.20	"M" 505+58.20	0	0	1.25'	6.75'
"M" 505+53.20	"M" 505+59.20	2'	6'	0	0
"M" 506+06.20	"M" 506+36.20	0	0	1.5'	6.5'
"M" 506+55.20	"M" 506+75.20	5.5'	9.5'	0	0
"M" 506+88.20	"M" 506+94.20	5.5'	9.5'	0	0
"M" 506+91.20	"M" 507+11.20	0	0	3'	8'
"M" 507+15.20	"M" 507+30.20	6'	9'	0	0
"M" 507+99.20	"M" 508+10.20	0	0	3'	8'
"M" 508+09.20	"M" 508+45.20	5.5'	9.5'	0	0
"M" 508+47.20	"M" 508+71.20	0	0	2'	6'
"M" 544+89.20	"M" 544+92.20	0	0	1'	5'
"M" 545+11.20	"M" 545+19.20	2.5'	5'	0	0
"M" 545+35.20	"M" 545+53.20	5'	10'	0	0
"M" 545+78.20	"M" 545+81.20	3.5'	7.5'	0	0
"M" 546+66.20	"M" 546+88.20	0	0	1'	7'
"M" 546+92.20	"M" 547+02.20	0	0	4.5'	10.5'
"M" 547+09.20	"M" 548+07.20	5.5'	9.5'	0	0
"M" 548+22.20	"M" 548+29.20	0	0	0	11'
"M" 548+64.20	"M" 548+76.20	0	0	2'	6'
"M" 549+08.20	"M" 549+22.20	0	0	6'	9'
"M" 550+29.20	"M" 551+07.20	2.5'	5.5'	0	0
"M" 550+44.20	"M" 550+59.20	0	0	1.5'	6.5'
"M" 551+26.20	"M" 552+17.20	2.5'	5.5'	0	0

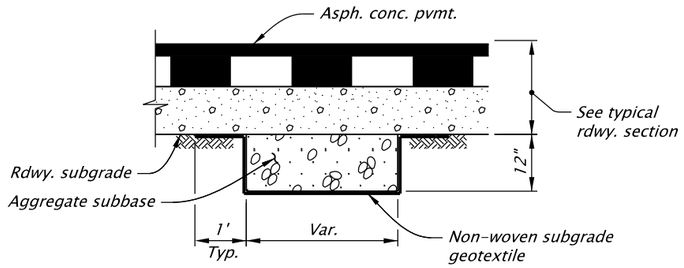


PLAN



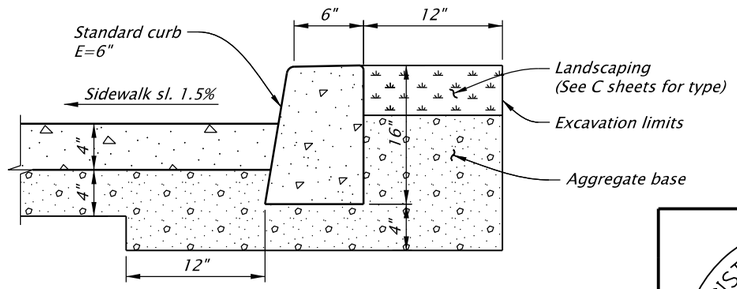
SECTION A-A

CUT THROUGH CURB RAMP DETAIL



12" SUBGRADE STABILIZATION

NOTE:
1. Subgrade stabilization to be used in areas not meeting compaction requirements.
2. Depth of subgrade stabilization to be determined per field conditions.



BACK OF WALK STANDARD CURB DETAIL

NOTES:
1. See C sheets for landscaping type and location.
2. Subgrade surface to be weed-free prior to placement of landscaping.
3. Lawn seeding:
   3a: Mix ¼" fine compost with lawn seeding.
   3b: Place mix over 2" of topsoil.
4. Bark mulch:
   4a: Nominal thickness - 4".
   4b: Match existing color/size.
5. Rock mulch:
   5a: Nominal thickness - 4".

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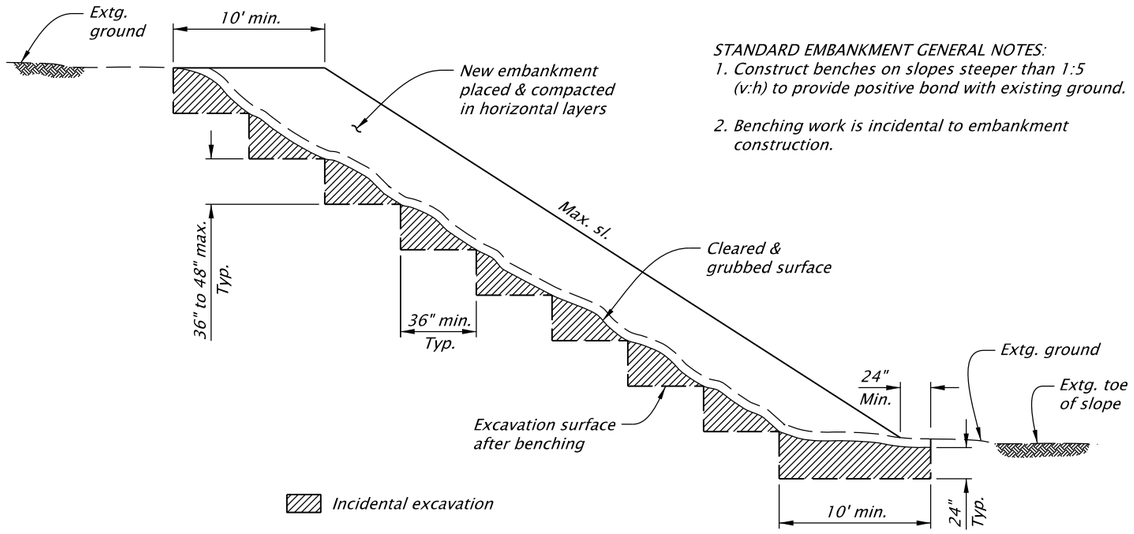
N. MOUNTAIN AVE OVERLAY
I-5 TO E. MAIN

CITY OF ASHLAND
JACKSON COUNTY

Designer: Z.T. Fucini	Reviewer: Jaime Jordan
Drafter: Serban Dinca	Checker: Matthew Phillips

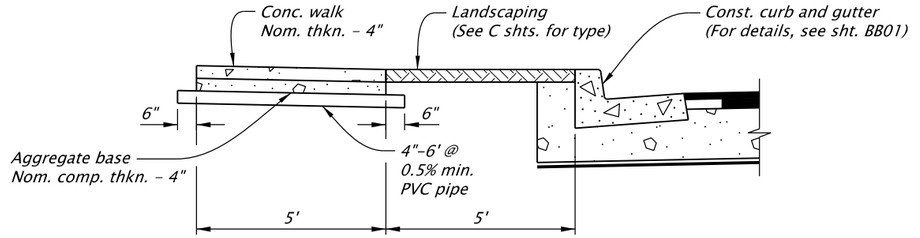
DETAILS | SHEET NO. BB02



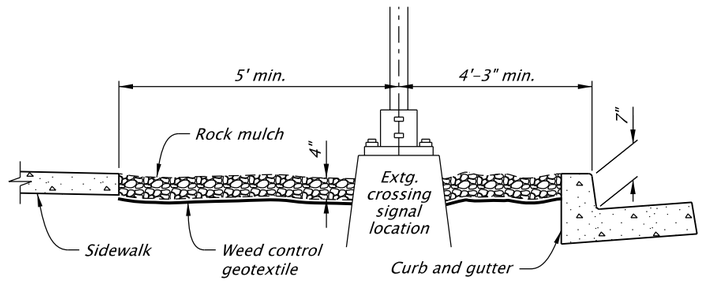
STANDARD EMBANKMENT GENERAL NOTES:

1. Construct benches on slopes steeper than 1:5 (v:h) to provide positive bond with existing ground.
2. Benching work is incidental to embankment construction.

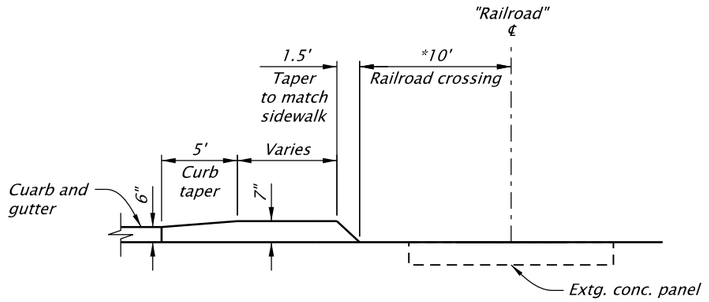
STANDARD EMBANKMENT CONSTRUCTION



IRRIGATION SLEEVE DETAIL



LANDSCAPE STRIP DETAIL

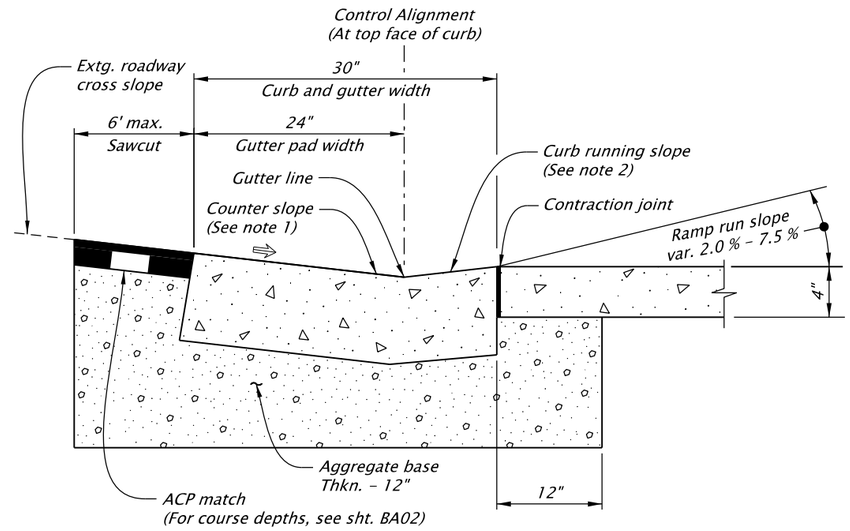


CURB EXPOSURE DETAIL

*Measured perpendicular to railroad centerline.

NOTES:

1. Curb exposure shall be 7" at rail signal locations.
2. No curb exposure (Above the level of track) is allowed within 10'-0" of the track centerline. At railroad panels transition gutter pan to match flush with crossing panel.



CURB RAMP CURB AND GUTTER DETAIL

NOTES:

1. Maximum counter slope is 5.0% (Positive or negative grade). This applies to gutter at the curb ramp throat and road surfaces within 2' of the curb ramp and shall be measured perpendicular to the curb flow line.

2a. Maximum curb running slope on parallel style ramps is 2% (Positive or negative grade).

2b. Maximum curb running slope on perpendicular and combination style ramps is 4% (Positive or negative grade). Match ramp running slope until maximum is reached.

3. Maximum ACP cross slope is +/-2% of the existing ACP cross slope. Adjust sawcut width up to 6' maximum if needed.

4. Maximum gutter flow slopes (GFS) are as follows:
   a) Midblock (MB) = prop. GFS < extg. GFS
   b) Signalized or Uncontrolled (SU) = prop. GFS < 5.0%
   c) Stop/yield (SY) = prop. GFS < 2.0%

5. Maintain existing drainage patterns.

REGISTERED PROFESSIONAL ENGINEER 65498 OREGON JULY 10, 2006 JAIME LEE JORDAN

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I-5 TO E. MAIN

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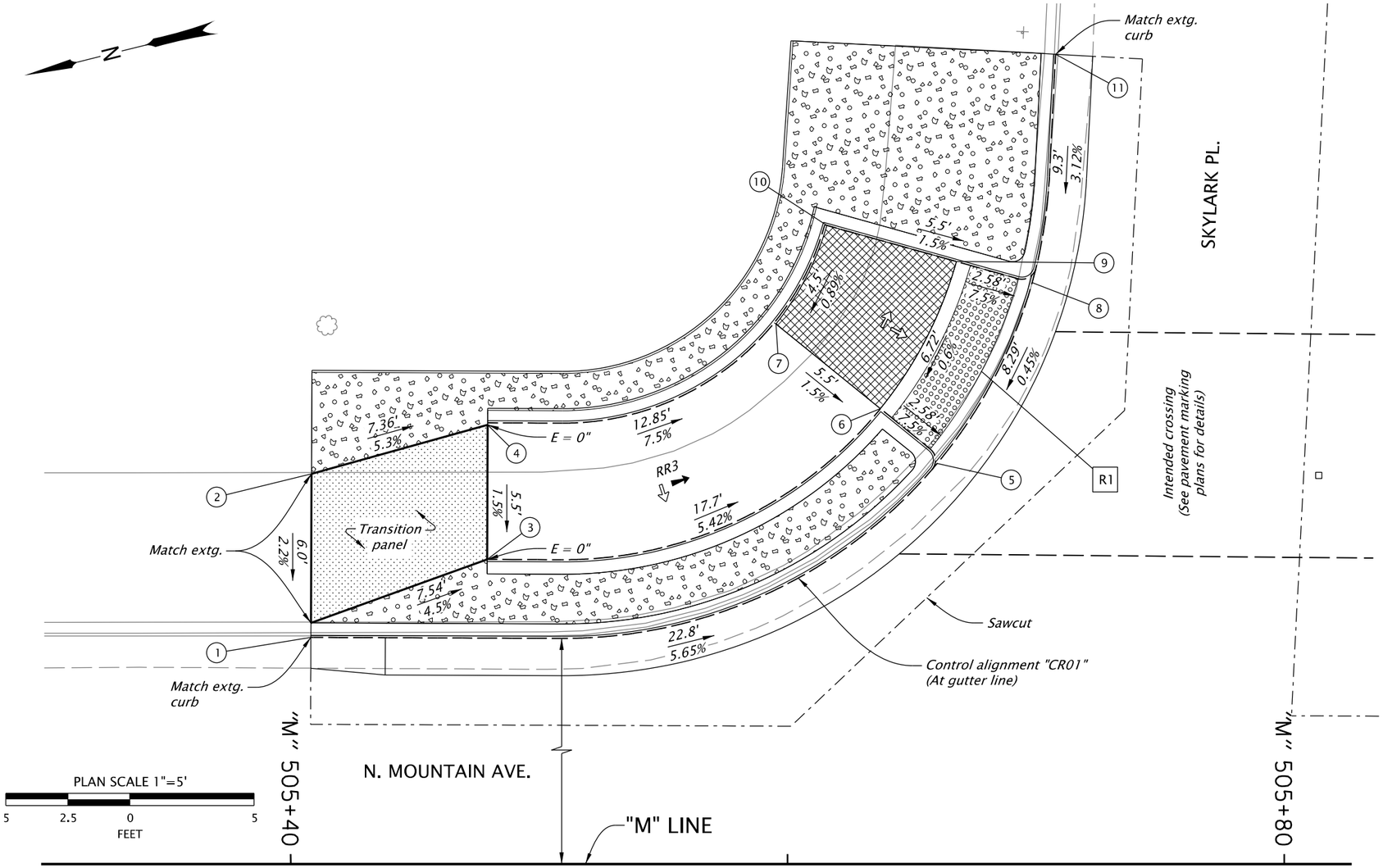
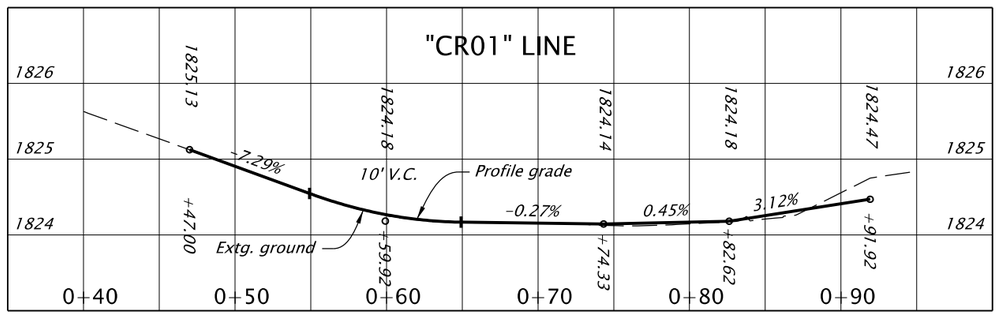
JACKSON COUNTY

Designer: Z.T. Fucini	Reviewer: Jaime Jordan
Drafter: Serban Dinca	Checker: Matthew Phillips

DETAILS — SHEET NO. BB03





PROFILE AT GUTTER
Horiz. scale: 1"=10'
Vert. scale: 1"=2'

RAMP POINT	STATION	OFFSET	FL ELEVATION	TFC/SW ELEVATION
1	"M" 505+40.81	15.40' Lt.	FL=1825.13	TFC=1825.63
	"CR01" 0+47.00	0.00' Lt.		
2	"M" 505+40.84	21.98' Lt.	N/A	SW=1825.76
	"CR01" 0+47.00	6.58' Lt.		
3	"M" 505+47.91	18.54' Lt.	N/A	SW=1825.29
	"CR01" 0+54.08	3.17' Lt.		
4	"M" 505+47.93	23.96' Lt.	N/A	SW=1825.37
	"CR01" 0+54.08	8.58' Lt.		
5	"M" 505+66.20	22.62' Lt.	FL=1824.14	TFC=1824.64
	"CR01" 0+74.33	0.00' Lt.		
6	"M" 505+63.74	24.61' Lt.	N/A	SW=1824.33
	"CR01" 0+74.60	3.17' Lt.		
7	"M" 505+59.53	28.02' Lt.	N/A	SW=1824.41
	"CR01" 0+74.60	8.58' Lt.		
8	"M" 505+69.85	29.69' Lt.	FL=1824.18	TFC=1824.68
	"CR01" 0+82.62	0.00' Lt.		
9	"M" 505+61.58	30.54' Lt.	N/A	SW=1824.37
	"CR01" 0+82.61	3.17' Lt.		
10	"M" 505+61.58	31.99' Lt.	N/A	SW=1824.45
	"CR01"0+82.61	8.58' Lt.		
11	"M" 505+70.79	38.88' Lt.	FL=1824.75	TFC=1825.25
	"CR01" 0+91.92	0.00' Lt.		

FL – Flow line
SW – Sidewalk
TFC – Top face of curb

CONSTRUCTION NOTES:

1. *Slopes hold over elevations.*
2. *Max. cross slope change on ramp 0.5% per foot.*
3. *See std. dwgs. for details not shown.*
4. *All work is within existing right-of-way or perm. sidewalk ease.*
5. *Construct concrete joints as shown on plans, or as directed by Engineer.*
6. *See sheets LB01 through LB07 for signing and striping.*
7. *See sheets MA01 through PB08 for flashing beacon and illumination.*
8. *E = 6" unless otherwise shown.*

REGISTERED PROFESSIONAL ENGINEER
6549 JAIME LEE JORDAN
JULY 10, 2006
ADVANCE COPY SUBJECT TO CHANGE
EXPIRES: 06/30/23

FINAL ELECTRONIC DOCUMENT AVAILABLE UPON REQUEST

DOWL
WWW.DOWL.COM

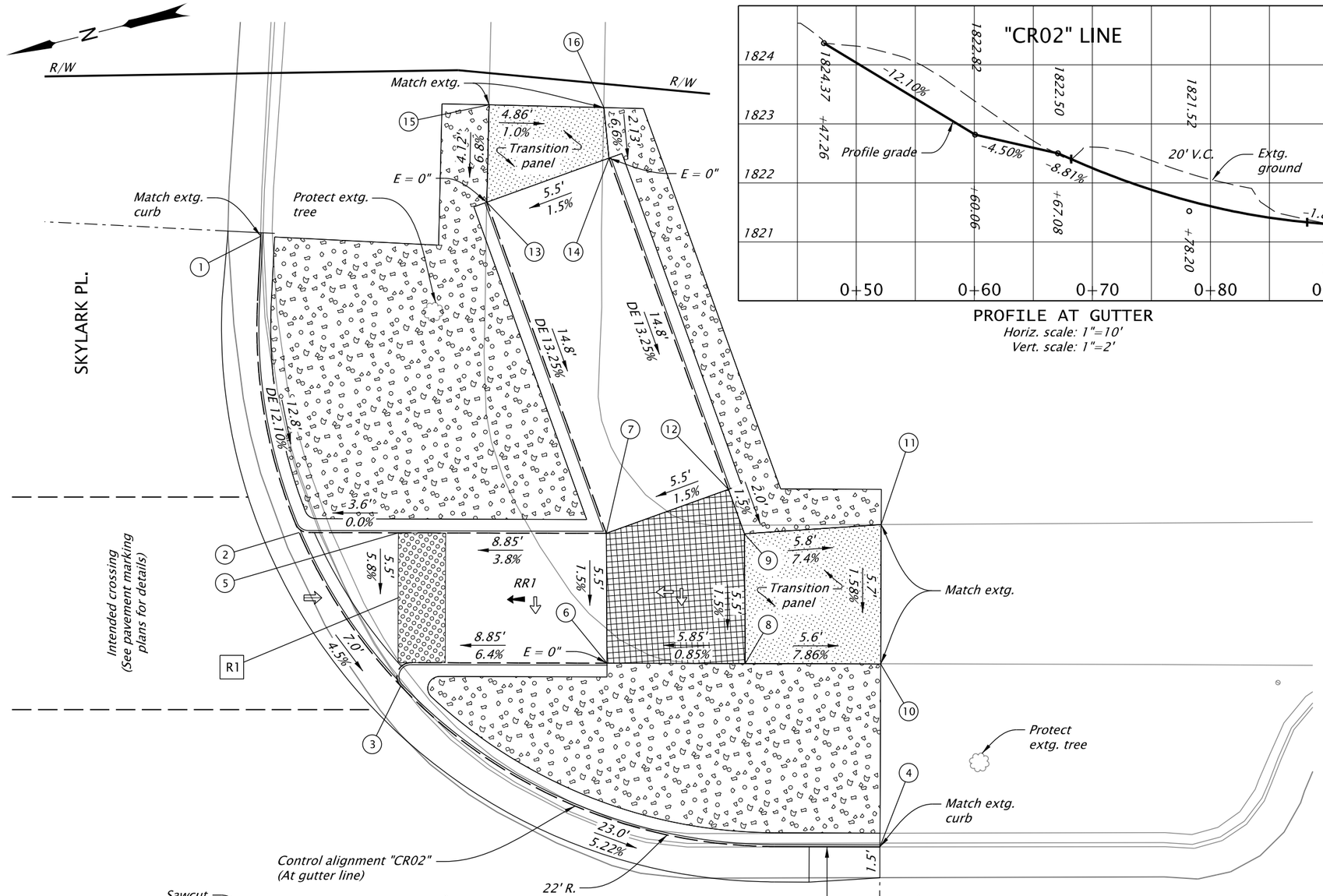
N. MOUNTAIN AVE OVERLAY
I-5 TO E. MAIN

CITY OF ASHLAND
JACKSON COUNTY

Designer: Z.T. Fucini | Reviewer: Jaime Jordan
Drafter: Serban Dinca | Checker: Matthew Phillips

CURB RAMP DETAILS

SHEET NO. BC01



PROFILE AT GUTTER
Horiz. scale: 1"=10'
Vert. scale: 1"=2'

RAMP POINT	STATION	OFFSET	FL ELEVATION	TFC/SW ELEVATION
1	"M" 505+92.28	41.46' Lt.	FL=1824.37	TFC=1824.87
	"CR02" 0+47.26	0.00' Lt.		
2	"M" 505+93.91	28.91' Lt.	FL=1822.82	TFC=1822.82
	"CR02" 0+60.06	0.00' Lt.		
3	"M" 505+97.66	23.01' Lt.	FL=1822.50	TFC=1823.00
	"CR02" 0+67.08	0.00' Lt.		
4	"M" 506+18.51	15.59' Lt.	FL=1821.30	TFC=1821.80
	"CR02" 0+90.06	0.00' Lt.		
5	"M" 505+98.11	28.90' Lt.	N/A	SW=1822.82
	"CR02" 0+62.08	3.78' Lt.		
6	"M" 506+06.95	23.37' Lt.	N/A	SW=1823.07
	"CR02" 0+75.41	6.06' Lt.		
7	"M" 506+06.92	28.87' Lt.	N/A	SW=1823.15
	"CR02" 0+70.51	10.68' Lt.		
8	"M" 506+12.80	23.36' Lt.	N/A	SW=1823.12
	"CR02" 0+83.65	7.69' Lt.		
9	"M" 506+12.77	28.86' Lt.	N/A	SW=1823.20
	"CR02" 0+82.32	13.15' Lt.		
10	"M" 506+18.54	23.34' Lt.	N/A	SW=1822.68
	"CR02" 0+90.06	7.75' Lt.		
11	"M" 506+18.57	29.24' Lt.	N/A	SW=1822.77
	"CR02" 0+90.06	13.65' Lt.		
12	"M" 506+12.09	30.74' Lt.	N/A	SW=1823.23
	"CR02" 0+79.37	14.84' Lt.		
13	"M" 506+01.86	42.90' Lt.	N/A	SW=1825.10
	"CR02" 0+45.34	9.49' Lt.		
14	"M" 506+07.03	44.77' Lt.	N/A	SW=1825.19
	"CR02" 0+43.21	14.56' Lt.		
15	"M" 506+01.96	47.02' Lt.	N/A	SW=1825.38
	"CR02" 0+41.21	9.38' Lt.		
16	"M" 506+06.82	46.91' Lt.	N/A	SW=1825.33
	"CR02" 0+41.08	14.24' Lt.		

FL – Flow line
SW – Sidewalk
TFC – Top face of curb

CONSTRUCTION NOTES:
1. *Slopes hold over elevations.*
2. *Max. cross slope change on ramp 0.5% per foot.*
3. *See std. dwgs. for details not shown.*
4. *All work is within existing right-of-way or perm. sidewalk ease.*
5. *Construct concrete joints as shown on plans, or as directed by Engineer.*
6. *See sheets LB01 through LB07 for signing and striping.*
7. *See sheets MA01 through PB08 for flashing beacon and illumination.*
8. *E = 6" unless otherwise shown.*

REGISTERED PROFESSIONAL ENGINEER
6549[illegible]
OREGON
JULY 10, 2006
JAIME LEE JORDAN
ADVANCE COPY SUBJECT TO CHANGE
EXPIRES: 06/30/23

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N. MOUNTAIN AVE OVERLAY
I-5 TO E. MAIN

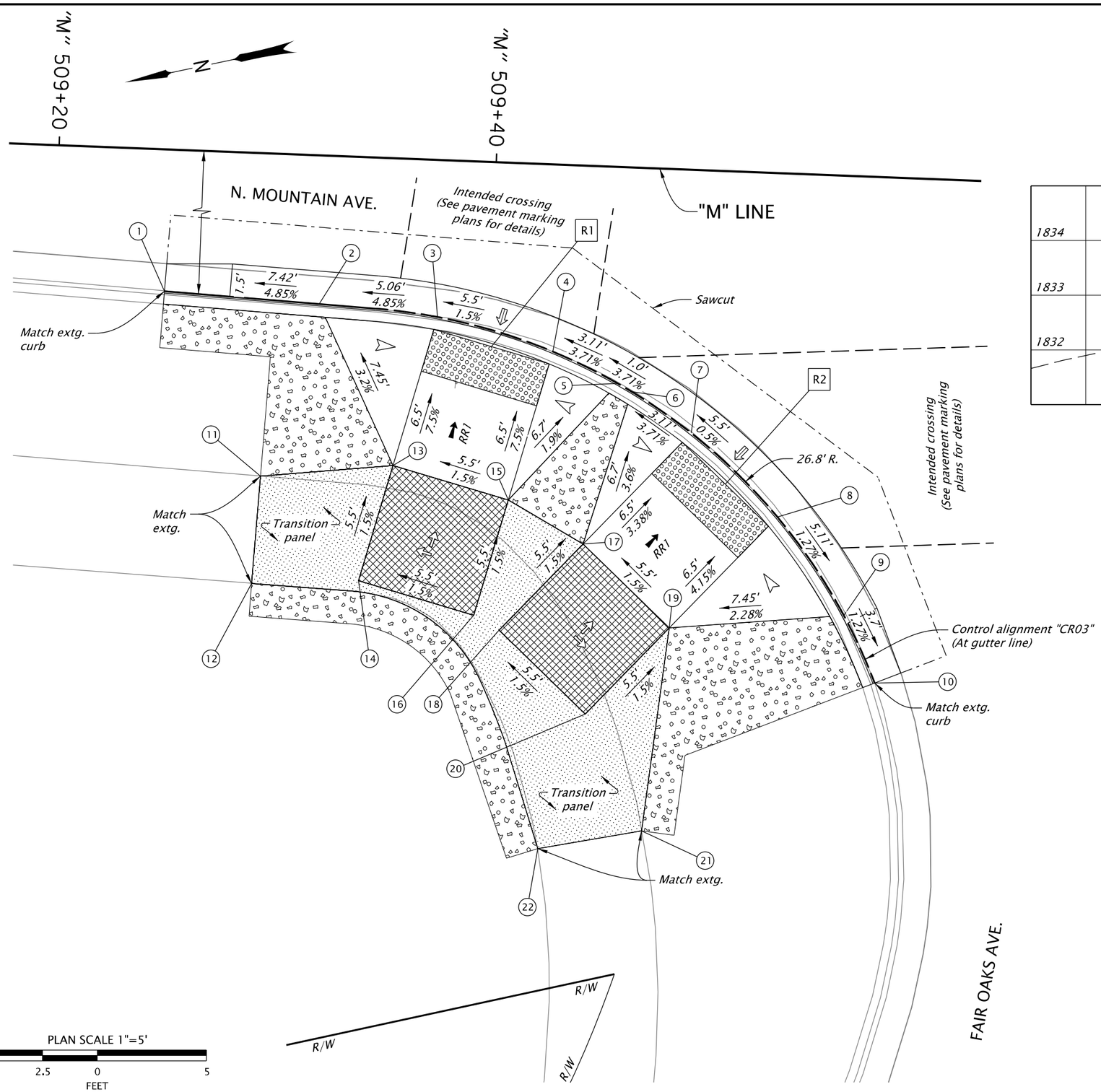
CITY OF ASHLAND
JACKSON COUNTY

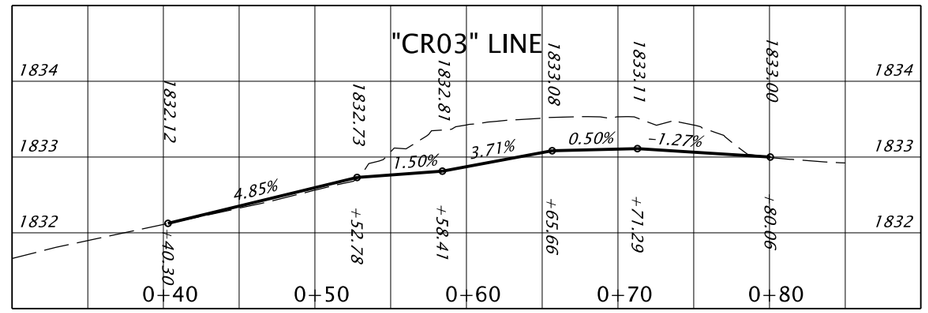
Designer: Z.T. Fucini | Reviewer: Jaime Jordan
Drafter: Serban Dinca | Checker: Matthew Phillips

CURB RAMP DETAILS

SHEET NO. BC02

FINAL ELECTRONIC DOCUMENT AVAILABLE UPON REQUEST





PROFILE AT GUTTER
Horiz. scale: 1"=10'
Vert. scale: 1"=2'

NOTE:
See sht. BC03A for Curb Ramp Table.

CONSTRUCTION NOTES:

1. *Slopes hold over elevations.*
2. *Max. cross slope change on ramp 0.5% per foot.*
3. *See std. dwgs. for details not shown.*
4. *All work is within existing right-of-way or perm. sidewalk ease.*
5. *Construct concrete joints as shown on plans, or as directed by Engineer.*
6. *See sheets LB01 through LB07 for signing and striping.*
7. *See sheets MA01 through PB08 for flashing beacon and illumination.*
8. *E = 6" unless otherwise shown.*

REGISTERED PROFESSIONAL ENGINEER
65499
OREGON
JULY 10, 2006
JAMES LEE JORDAN
ADVANCE COPY SUBJECT TO CHANGE
EXPIRES: 06/30/23

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N. MOUNTAIN AVE OVERLAY
I-5 TO E. MAIN

CITY OF ASHLAND
JACKSON COUNTY

Designer: Z.T. Fucini | Reviewer: Jaime Jordan
Drafter: Serban Dinca | Checker: Matthew Phillips

CURB RAMP DETAILS | SHEET NO. BC03

FINAL ELECTRONIC DOCUMENT AVAILABLE UPON REQUEST

RAMP POINT	STATION	OFFSET	FL ELEVATION	TFC/SW ELEVATION
1	"M" 509+25.65	22.33' Rt.	FL=1832.12	TFC=1832.62
	"CR03" 0+40.30	0.00' Rt.		
2	"M" 509+33.08	22.65' Rt.	FL=1832.48	TFC=1832.98
	"CR03" 0+47.72	0.00' Rt.		
3	"M" 509+38.11	23.01' Rt.	FL=1832.73	TFC=1832.73
	"CR03" 0+52.78	0.00' Rt.		
4	"M" 509+43.56	24.42' Rt.	FL=1832.81	TFC=1832.81
	"CR03" 0+58.41	0.00' Rt.		
5	"M" 509+46.40	25.68' Rt.	FL=1832.92	TFC=1833.17
	"CR03" 0+61.52	0.00' Rt.		
6	"M" 509+47.30	26.16' Rt.	FL=1832.97	TFC=1833.22
	"CR03" 0+62.55	0.00' Rt.		
7	"M" 509+49.92	27.84' Rt.	FL=1833.08	TFC=1833.08
	"CR03" 0+65.66	0.00' Rt.		
8	"M" 509+54.09	31.60' Rt.	FL=1833.11	TFC=1833.11
	"CR03" 0+71.29	0.00' Rt.		
9	"M" 509+57.12	35.71' Rt.	FL=1833.05	TFC=1833.55
	"CR03" 0+76.40	0.00' Rt.		
10	"M" 509+58.79	38.97' Rt.	FL=1833.00	TFC=1833.50
	"CR03" 0+80.06	0.00' Rt.		
11	"M" 509+30.37	30.53' Rt.	N/A	SW=1833.01
	"CR03" 0+45.36	7.99' Rt.		
12	"M" 509+30.15	35.53' Rt.	N/A	SW=1833.16
	"CR03" 0+45.36	12.99' Rt.		
13	"M" 509+36.40	29.88' Rt.	N/A	SW=1833.22
	"CR03" 0+51.85	7.04' Rt.		
14	"M" 509+35.03	35.21' Rt.	N/A	SW=1833.30
	"CR03" 0+50.42	12.46' Rt.		
15	"M" 509+41.73	31.26' Rt.	N/A	SW=1833.30
	"CR03" 0+59.34	7.04' Rt.		
16	"M" 509+40.35	36.58' Rt.	N/A	SW=1833.38
	"CR03" 0+60.78	12.46' Rt.		
17	"M" 509+45.22	33.14' Rt.	N/A	SW=1833.30
	"CR03" 0+64.73	7.04' Rt.		
18	"M" 509+41.54	37.22' Rt.	N/A	SW=1833.38
	"CR03" 0+63.29	12.46' Rt.		
19	"M" 509+49.30	36.82' Rt.	N/A	SW=1833.38
	"CR03" 0+72.22	7.04' Rt.		
20	"M" 509+45.64	40.88' Rt.	N/A	SW=1833.46
	"CR03" 0+73.65	12.46' Rt.		
21	"M" 509+48.40	46.14' Rt.	N/A	SW=1833.31
	"CR03" 0+82.58	12.36' Rt.		
22	"M" 509+43.69	47.14' Rt.	N/A	SW=1833.47
	"CR03" 0+81.65	17.09' Rt.		

FL – Flow line
SW – Sidewalk
TFC – Top face of curb

REGISTERED PROFESSIONAL ENGINEER
6549 LE
OREGON
JULY 10, 2006
JAMES LEE JORDAN
ADVANCE COPY SUBJECT TO CHANGE
EXPIRES: 06/30/23

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N. MOUNTAIN AVE OVERLAY
I-5 TO E. MAIN

CITY OF ASHLAND
JACKSON COUNTY

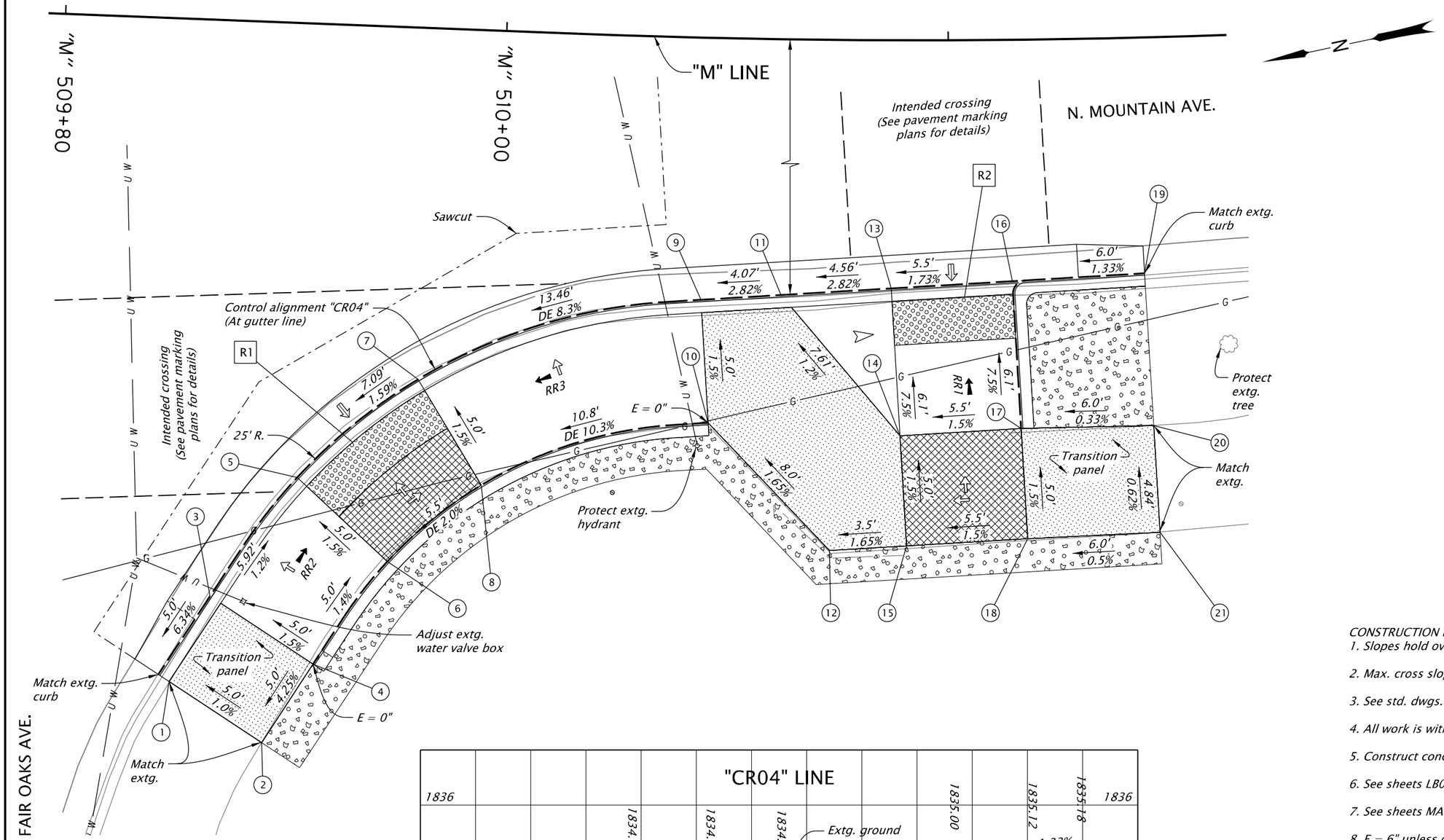
Designer: Z.T. Fucini | Reviewer: Jaime Jordan
Drafter: Serban Dinca | Checker: Matthew Phillips

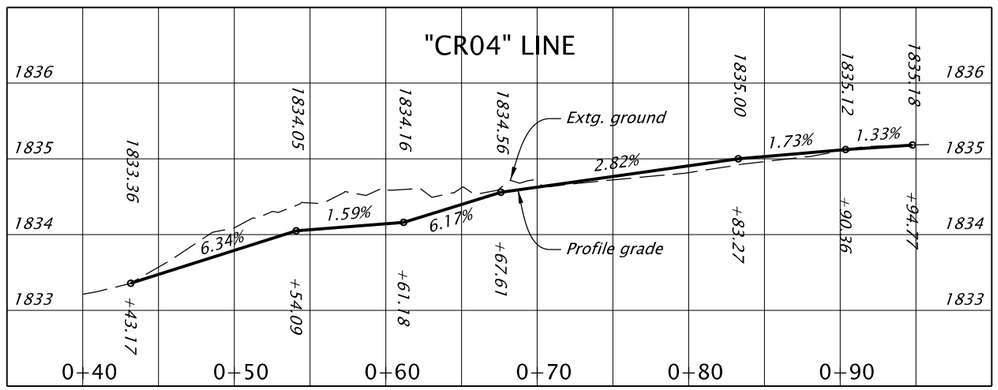
CURB RAMP DETAILS

SHEET NO. BC03A

FINAL ELECTRONIC DOCUMENT AVAILABLE UPON REQUEST

NOTE:
See sht. BC04A for
Curb Ramp Table.





PROFILE AT GUTTER
Horiz. scale: 1"=10'
Vert. scale: 1"=2'

CONSTRUCTION NOTES:

1. *Slopes hold over elevations.*
2. *Max. cross slope change on ramp 0.5% per foot.*
3. *See std. dwgs. for details not shown.*
4. *All work is within existing right-of-way or perm. sidewalk ease.*
5. *Construct concrete joints as shown on plans, or as directed by Engineer.*
6. *See sheets LB01 through LB07 for signing and striping.*
7. *See sheets MA01 through PB08 for flashing beacon and illumination.*
8. *E = 6" unless otherwise shown.*

REGISTERED PROFESSIONAL ENGINEER
6549 JAMES LEE JORDAN
OREGON
JULY 10, 2006
ADVANCE COPY (SUBJECT TO CHANGE)
EXPIRES: 06/30/23

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N. MOUNTAIN AVE OVERLAY
I-5 TO E. MAIN

CITY OF ASHLAND
JACKSON COUNTY

Designer: Z.T. Fucini	Reviewer: Jaime Jordan
Drafter: Serban Dinca	Checker: Matthew Phillips

CURB RAMP DETAILS — SHEET NO. BC04

FINAL ELECTRONIC DOCUMENT
AVAILABLE UPON REQUEST

RAMP POINT	STATION	OFFSET	FL ELEVATION	TFC/SW ELEVATION
①	"M" 509+85.71	38.93' Rt.	FL=1833.36	TFC=1833.86
	"CR04" 0+43.17	0.00' Rt.		
②	"M" 509+90.51	41.84' Rt.	N/A	SW=1834.13
	"CR04" 0+43.17	5.61' Rt.		
③	"M" 509+88.30	34.66' Rt.	FL=1833.63	TFC=1834.21
	"CR04" 0+48.17	0.00' Rt.		
④	"M" 509+93.07	37.55' Rt.	N/A	SW=1834.05
	"CR04" 0+48.17	5.58' Rt.		
⑤	"M" 509+91.65	29.78' Rt.	FL=1834.05	TFC=1834.05
	"CR04" 0+54.09	0.00' Rt.		
⑥	"M" 509+95.88	33.42' Rt.	N/A	SW=1834.16
	"CR04" 0+54.09	5.58' Rt.		
⑦	"M" 509+96.95	25.12' Rt.	FL=1834.16	TFC=1834.16
	"CR04" 0+61.18	0.00' Rt.		
⑧	"M" 509+99.99	29.80' Rt.	N/A	SW=1835.28
	"CR04" 0+61.18	5.58' Rt.		
⑨	"M" 510+09.29	21.07' Rt.	FL=1834.76	TFC=1835.35
	"CR04" 0+74.64	0.00' Rt.		
⑩	"M" 510+09.73	26.64' Rt.	N/A	SW=1835.37
	"CR04" 0+74.64	5.58' Rt.		
⑪	"M" 510+13.15	20.76' Rt.	FL=1834.87	TFC=1835.48
	"CR04" 0+78.71	0.00' Rt.		
⑫	"M" 510+14.93	32.33' Rt.	N/A	SW=1835.00
	"CR04" 0+79.77	11.68' Rt.		
⑬	"M" 510+17.48	20.44' Rt.	FL=1835.00	TFC=1835.00
	"CR04" 0+83.27	0.00' Rt.		
⑭	"M" 510+17.87	27.12' Rt.	N/A	SW=1835.54
	"CR04" 0+83.27	6.68' Rt.		
⑮	"M" 510+18.16	32.11' Rt.	N/A	SW=1835.12
	"CR04" 0+83.27	11.68' Rt.		
⑯	"M" 510+22.71	20.14' Rt.	FL=1835.12	TFC=1835.62
	"CR04" 0+90.36	0.00' Rt.		
⑰	"M" 510+23.02	26.81' Rt.	N/A	SW=1835.66
	"CR04" 0+88.77	6.68' Rt.		
⑱	"M" 510+23.25	31.81' Rt.	N/A	SW=1835.54
	"CR04" 0+88.77	11.68' Rt.		
⑲	"M" 510+28.42	19.88' Rt.	FL=1835.18	TFC=1835.68
	"CR04" 0+94.77	0.00' Rt.		
⑳	"M" 510+28.65	26.79' Rt.	N/A	SW=1835.60
	"CR04" 0+94.77	6.91' Rt.		
㉑	"M" 510+28.80	31.62' Rt.	N/A	SW=1835.63
	"CR04" 0+94.77	11.68' Rt.		

FL – Flow line
SW – Sidewalk
TFC – Top face of curb

REGISTERED PROFESSIONAL ENGINEER
6549[illegible]
OREGON
JULY 10, 2006
JAIME LEE JORDAN
EXPIRES: 06/30/23

ADVANCE COPY
SUBJECT TO CHANGE

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N. MOUNTAIN AVE OVERLAY
I-5 TO E. MAIN

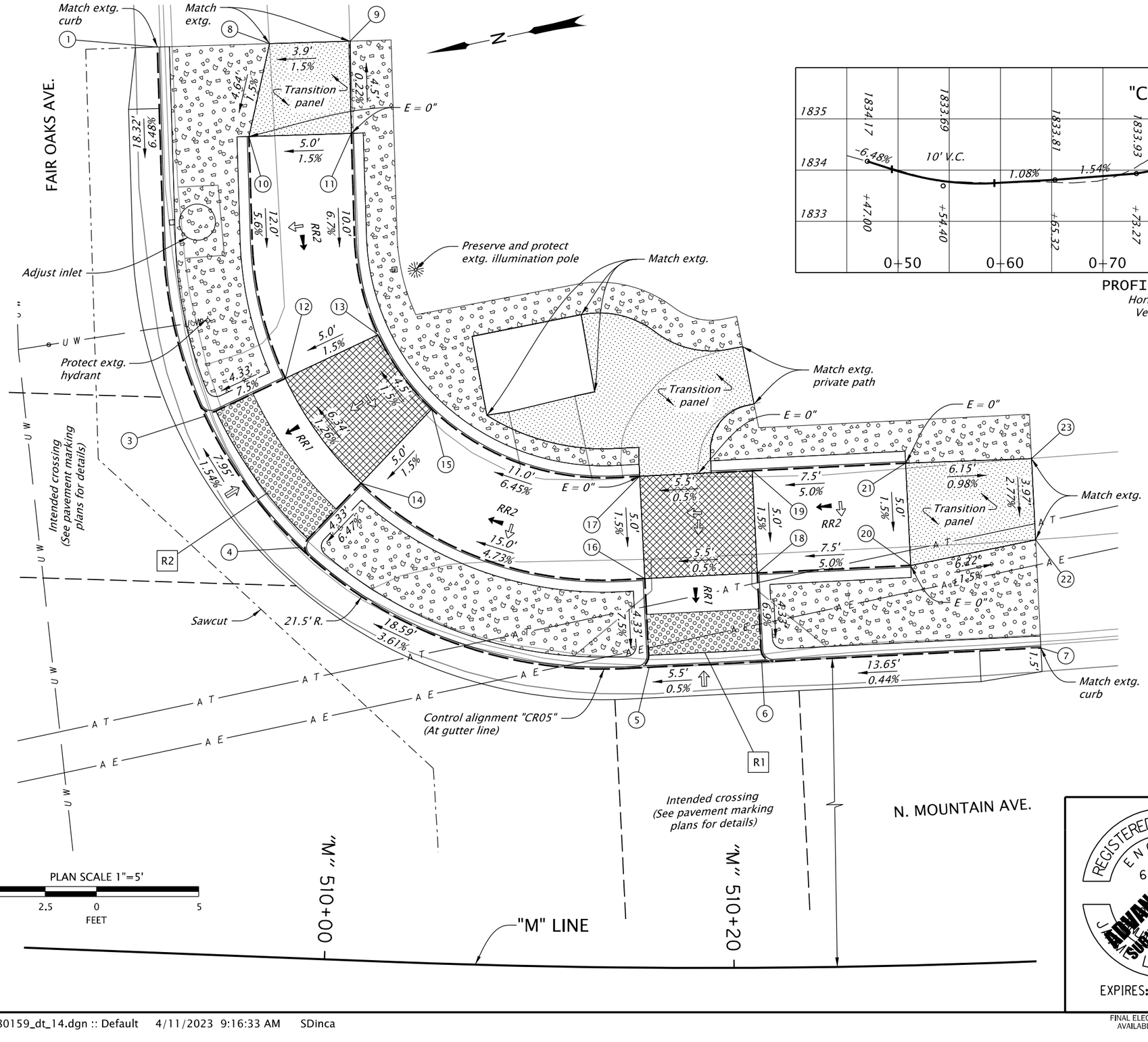
CITY OF ASHLAND
JACKSON COUNTY

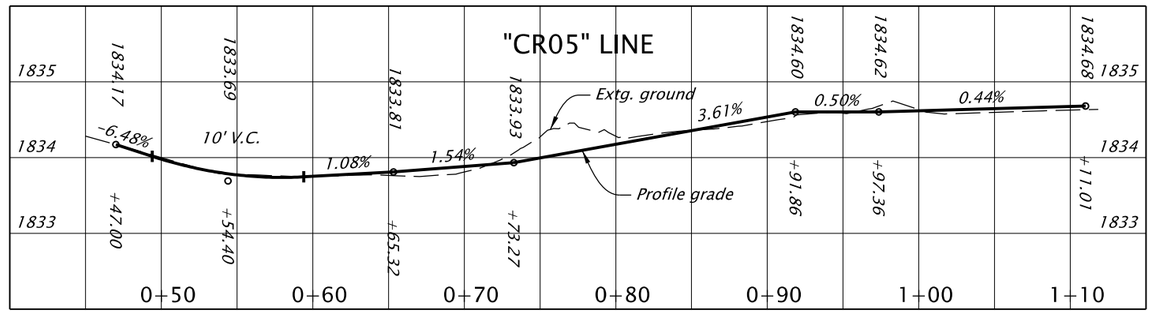
Designer: Z.T. Fucini | Reviewer: Jaime Jordan
Drafter: Serban Dinca | Checker: Matthew Phillips

CURB RAMP DETAILS

SHEET NO. BC04A

FINAL ELECTRONIC DOCUMENT
AVAILABLE UPON REQUEST





PROFILE AT GUTTER
Horiz. scale: 1"=10'
Vert. scale: 1"=2'

NOTE:
See sht. BC05A for Curb Ramp Table.

CONSTRUCTION NOTES:

1. *Slopes hold over elevations.*
2. *Max. cross slope change on ramp 0.5% per foot.*
3. *See std. dwgs. for details not shown.*
4. *All work is within existing right-of-way or perm. sidewalk ease.*
5. *Construct concrete joints as shown on plans, or as directed by Engineer.*
6. *See sheets LB01 through LB07 for signing and striping.*
7. *See sheets MA01 through PB08 for flashing beacon and illumination.*
8. *E = 6" unless otherwise shown.*

REGISTERED PROFESSIONAL ENGINEER
65499
OREGON
JULY 10, 2006
JAMES LEE JORDAN
ADVANCE COPY SUBJECT TO CHANGE
EXPIRES: 06/30/23

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N. MOUNTAIN AVE OVERLAY
I-5 TO E. MAIN

CITY OF ASHLAND
JACKSON COUNTY

Designer: Z.T. Fucini
Drafter: Serban Dinca
Reviewer: Jaime Jordan
Checker: Matthew Phillips

CURB RAMP DETAILS

SHEET NO. BC05

RAMP POINT	STATION	OFFSET	FL ELEVATION	TFC/SW ELEVATION
1	"M" 509+89.95	48.82' Lt.	FL=1834.17	TFC=1834.67
	"CR05" 0+47.00	0.00' Lt.		
3	"M" 509+92.97	30.91' Lt.	FL=1833.81	TFC=1833.31
	"CR05" 0+65.32	0.00' Lt.		
4	"M" 509+97.84	24.68' Lt.	FL=1833.93	TFC=1834.43
	"CR05" 0+73.27	0.00' Lt.		
5	"M" 510+15.71	19.32' Lt.	FL=1834.60	TFC=1834.60
	"CR05" 0+91.86	0.00' Lt.		
6	"M" 510+21.49	19.59' Lt.	FL=1834.62	TFC=1835.12
	"CR05" 0+97.36	0.00' Lt.		
7	"M" 510+35.84	19.93' Lt.	FL=1834.68	TFC=1835.18
	"CR05" 1+11.01	0.00' Lt.		
8	"M" 509+95.41	49.20' Lt.	N/A	SW=1834.87
	"CR05" 0+47.00	5.48' Lt.		
9	"M" 509+99.27	49.27' Lt.	N/A	SW=1834.87
	"CR05" 0+47.00	9.41' Lt.		
10	"M" 509+94.58	44.63' Lt.	N/A	SW=1834.80
	"CR05" 0+51.50	4.33' Lt.		
11	"M" 509+99.57	44.98' Lt.	N/A	SW=1834.88
	"CR05" 0+51.50	9.33' Lt.		
12	"M" 509+96.82	32.91' Lt.	N/A	SW=1834.13
	"CR05" 0+65.32	4.33' Lt.		
13	"M" 510+01.26	35.21' Lt.	N/A	SW=1834.21
	"CR05" 0+65.32	9.33' Lt.		
14	"M" 510+00.71	27.94' Lt.	N/A	SW=1834.21
	"CR05" 0+73.27	4.33' Lt.		
15	"M" 510+04.08	31.69' Lt.	N/A	SW=1834.29
	"CR05" 0+73.27	9.33' Lt.		
16	"M" 510+15.45	23.64' Lt.	N/A	SW=1834.92
	"CR05" 0+91.86	4.33' Lt.		
17	"M" 510+15.14	28.63' Lt.	N/A	SW=1835.00
	"CR05" 0+91.86	9.33' Lt.		
18	"M" 510+21.29	23.92' Lt.	N/A	SW=1834.94
	"CR05" 0+97.36	4.33' Lt.		
19	"M" 510+21.09	28.91' Lt.	N/A	SW=1835.02
	"CR05" 0+97.36	9.33' Lt.		
20	"M" 510+29.27	24.17' Lt.	N/A	SW=1835.31
	"CR05" 1+04.86	4.33' Lt.		
21	"M" 510+29.14	29.17' Lt.	N/A	SW=1835.39
	"CR05" 1+04.86	9.33' Lt.		
22	"M" 510+35.80	25.20' Lt.	N/A	SW=1835.22
	"CR05" 1+11.01	5.27' Lt.		
23	"M" 510+35.78	29.17' Lt.	N/A	SW=1835.33
	"CR05" 1+11.01	9.25' Lt.		

FL – Flow line
SW – Sidewalk
TFC – Top face of curb

REGISTERED PROFESSIONAL ENGINEER
65490PE
OREGON
JULY 10, 2006
JAIME LEE JORDAN
ADVANCE COPY
SUBJECT TO CHANGE
EXPIRES: 06/30/23

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N. MOUNTAIN AVE OVERLAY
I-5 TO E. MAIN

CITY OF ASHLAND
JACKSON COUNTY

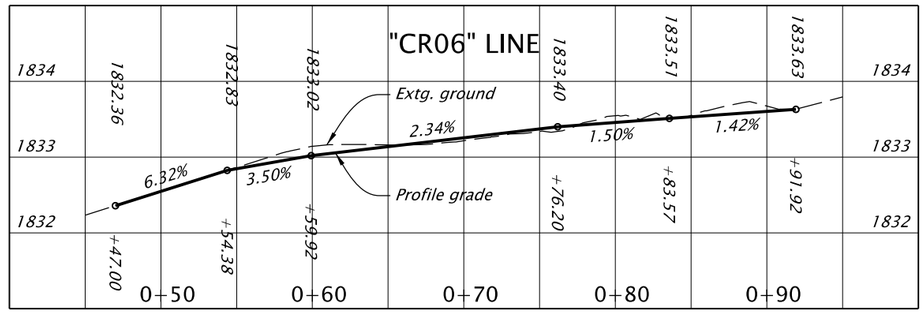
Designer: Z.T. Fucini | Reviewer: Jaime Jordan
Drafter: Serban Dinca | Checker: Matthew Phillips

CURB RAMP DETAILS

SHEET NO.
BC05A

FINAL ELECTRONIC DOCUMENT
AVAILABLE UPON REQUEST

NOTE:
See sht. BC06A for
Curb Ramp Table.



PROFILE AT GUTTER
Horiz. scale: 1"=10'
Vert. scale: 1"=2'

CONSTRUCTION NOTES:

1. *Slopes hold over elevations.*
2. *Max. cross slope change on ramp 0.5% per foot.*
3. *See std. dwgs. for details not shown.*
4. *All work is within existing right-of-way or perm. sidewalk ease.*
5. *Construct concrete joints as shown on plans, or as directed by Engineer.*
6. *See sheets LB01 through LB07 for signing and striping.*
7. *See sheets MA01 through PB08 for flashing beacon and illumination.*
8. *E = 6" unless otherwise shown.*

REGISTERED PROFESSIONAL ENGINEER
65498PE
OREGON
JANUARY 10, 2006
JAIME LEE JORDAN
ADVANCE COPY SUBJECT TO CHANGE
EXPIRES: 06/30/23

DOWL
WWW.DOWL.COM

N. MOUNTAIN AVE OVERLAY
I-5 TO E. MAIN

CITY OF ASHLAND
JACKSON COUNTY

Designer: Z.T. Fucini	Reviewer: Jaime Jordan
Drafter: Serban Dinca	Checker: Matthew Phillips

CURB RAMP DETAILS — SHEET NO. BC06

RAMP POINT	STATION	OFFSET	FL ELEVATION	TFC/SW ELEVATION
1	"M" 509+35.26	16.89' Lt.	FL=1832.36	TFC=1832.86
	"CR06" 0+47.00	0.00' Lt.		
2	"M" 509+39.64	16.92' Lt.	FL=1832.63	TFC=1833.13
	"CR06" 0+51.38	0.00' Lt.		
3	"M" 509+42.64	16.95' Lt.	FL=1832.83	TFC=1832.83
	"CR06" 0+54.38	0.00' Lt.		
4	"M" 509+48.14	17.03' Lt.	FL=1833.02	TFC=1833.52
	"CR06" 0+59.88	0.00' Lt.		
5	"M" 509+62.44	24.43' Lt.	FL=1833.40	TFC=1833.90
	"CR06" 0+76.40	0.00' Lt.		
6	"M" 509+66.01	30.81' Lt.	FL=1833.51	TFC=1834.01
	"CR06" 0+83.78	0.00' Lt.		
7	"M" 509+66.84	38.85' Lt.	FL=1833.63	TFC=1834.13
	"CR06" 0+91.92	0.00' Lt.		
8	"M" 509+35.20	24.61' Lt.	N/A	SW=1833.00
	"CR06" 0+47.00	7.73' Lt.		
9	"M" 509+35.16	30.46' Lt.	N/A	SW=1833.06
	"CR06" 0+47.00	13.57' Lt.		
10	"M" 509+37.26	30.51' Lt.	N/A	SW=1833.17
	"CR06" 0+49.10	13.60' Lt.		
11	"M" 509+37.37	35.51' Lt.	N/A	SW=1833.36
	"CR06" 0+49.26	18.60' Lt.		
12	"M" 509+41.16	30.60' Lt.	N/A	SW=1833.38
	"CR06" 0+53.00	13.66' Lt.		
13	"M" 509+41.25	35.60' Lt.	N/A	SW=1833.52
	"CR06" 0+53.13	18.66' Lt.		
14	"M" 509+42.58	24.63' Lt.	N/A	SW=1833.36
	"CR06" 0+54.38	7.68' Lt.		
15	"M" 509+42.53	30.63' Lt.	N/A	SW=1833.45
	"CR06" 0+54.38	13.68' Lt.		
16	"M" 509+48.08	24.67' Lt.	N/A	SW=1833.44
	"CR06" 0+60.68	7.61' Lt.		
17	"M" 509+48.03	30.67' Lt.	N/A	SW=1833.53
	"CR06" 0+62.54	13.55' Lt.		
18	"M" 509+54.46	24.72' Lt.	N/A	SW=1833.63
	"CR06" 0+69.66	5.53' Lt.		
19	"M" 509+59.97	24.76' Lt.	N/A	SW=1833.55
	"CR06" 0+74.96	2.07' Lt.		
20	"M" 509+59.93	30.76' Lt.	N/A	SW=1833.64
	"CR06" 0+80.98	5.60' Lt.		

FL – Flow line
SW – Sidewalk
TFC – Top face of curb

RAMP POINT	STATION	OFFSET	FL ELEVATION	TFC/SW ELEVATION
21	"M" 509+54.92	30.73' Lt.	N/A	SW=1833.72
	"CR06" 0+76.56	9.81' Lt.		
22	"M" 509+60.94	41.10' Lt.	N/A	SW=1833.41
	"CR06" 0+94.61	5.97' Lt.		
23	"M" 509+55.96	41.58' Lt.	N/A	SW=1833.44
	"CR06" 0+95.07	10.76' Lt.		
24	"M" 509+60.69	46.93' Lt.	N/A	SW=1834.10
	"CR06" 1+00.44	5.82' Lt.		
25	"M" 509+55.77	46.51' Lt.	N/A	SW=1834.91
	"CR06" 1+00.37	10.75' Lt.		

FL – Flow line
SW – Sidewalk
TFC – Top face of curb

REGISTERED PROFESSIONAL ENGINEER
6549 LE
OREGON
JANUARY 10, 2006
JAIME LEE JORDAN
ADVANCE COPY SUBJECT TO CHANGE
EXPIRES: 06/30/23

DOWL
WWW.DOWL.COM

N. MOUNTAIN AVE OVERLAY
I-5 TO E. MAIN

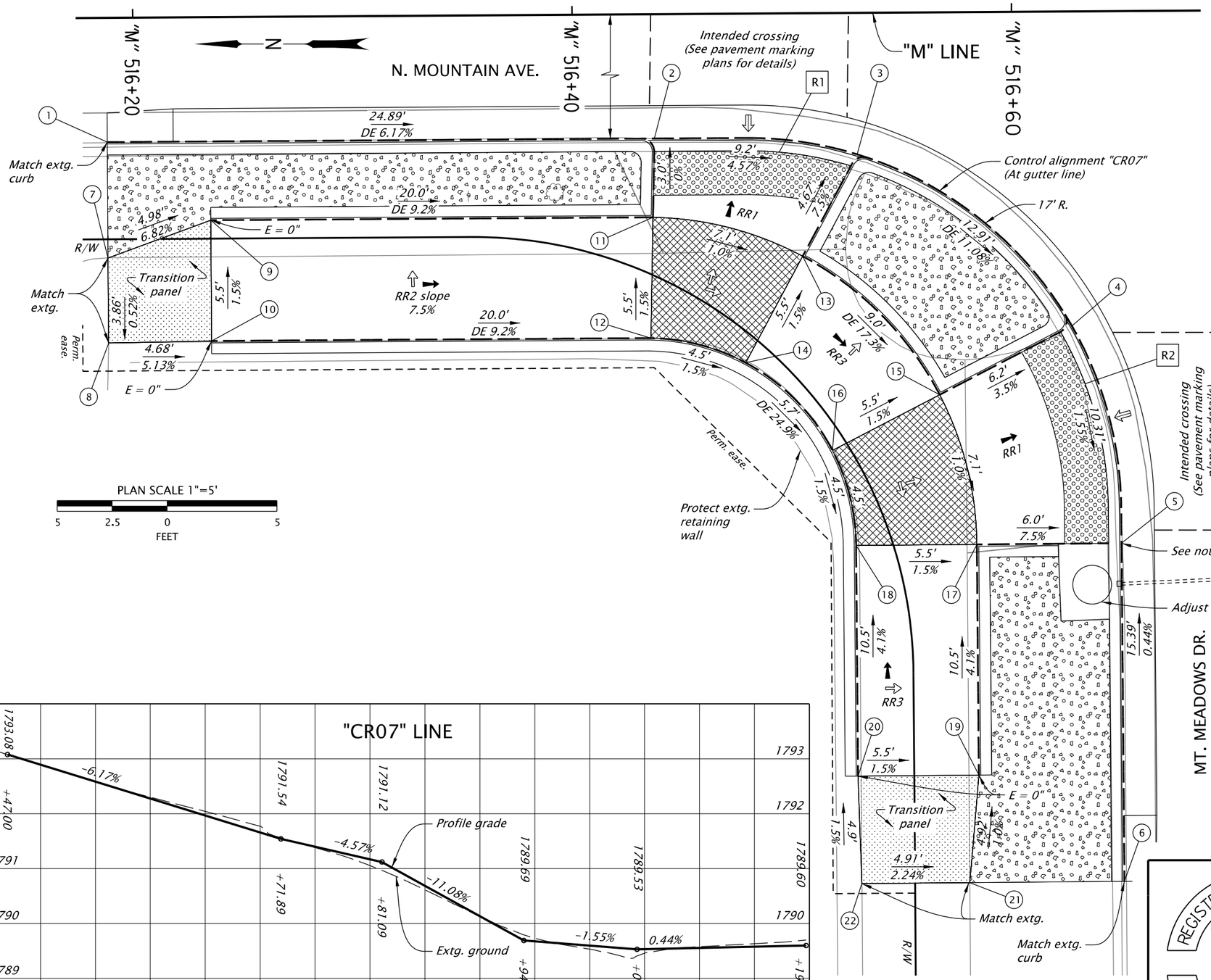
CITY OF ASHLAND
JACKSON COUNTY

Designer: Z.T. Fucini | Reviewer: Jaime Jordan
Drafter: Serban Dinca | Checker: Matthew Phillips

CURB RAMP DETAILS

SHEET NO. BC06A

FINAL ELECTRONIC DOCUMENT AVAILABLE UPON REQUEST



NOTE:
See sht. BC07A for
Curb Ramp Table.

CONSTRUCTION NOTES:

1. Slopes hold over elevations.
2. Max. cross slope change on ramp 0.5% per foot.
3. See std. dwgs. for details not shown.
4. All work is within existing right-of-way or perm. sidewalk ease.
5. Construct concrete joints as shown on plans, or as directed by Engineer.
6. See sheets LB01 through LB07 for signing and striping.
7. See sheets MA01 through PB08 for flashing beacon and illumination.
8. E = 6" unless otherwise shown.
9. Do not construct gutter transition through ramp.

REGISTERED PROFESSIONAL ENGINEER
65499PE
OREGON
JULY 10, 2006
JAMES LEE JORDAN
ADVANCE COPY
SUBJECT TO CHANGE
EXPIRES: 06/30/23

DOWL
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N. MOUNTAIN AVE OVERLAY
I-5 TO E. MAIN

CITY OF ASHLAND
JACKSON COUNTY

Designer: Z.T. Fucini
Drafter: Serban Dinca
Reviewer: Jaime Jordan
Checker: Matthew Phillips

CURB RAMP DETAILS

SHEET NO.
BC07

RAMP POINT	STATION	OFFSET	FL ELEVATION	TFC/SW ELEVATION
①	"M" 516+18.71	20.20' Rt.	FL=1793.08	TFC=1793.58
	"CR07" 0+47.00	0.00' Rt.		
②	"M" 516+43.62	20.20' Rt.	FL=1791.54	TFC=1792.04
	"CR07" 0+71.89	0.00' Rt.		
③	"M" 516+52.84	20.98' Rt.	FL=1791.12	TFC=1791.62
	"CR07" 0+81.09	0.00' Rt.		
④	"M" 516+62.56	28.85' Rt.	FL=1789.69	TFC=1790.19
	"CR07" 0+94.00	0.00' Rt.		
⑤	"M" 516+64.76	38.76' Rt.	FL=1789.53	TFC=1790.03
	"CR07" 1+04.31	0.00' Rt.		
⑥	"M" 516+64.79	54.16' Rt.	FL=1789.20	TFC=1789.70
	"CR07" 1+19.70	0.00' Rt.		
⑦	"M" 516+18.71	25.48' Rt.	N/A	SW=1793.72
	"CR07" 0+47.00	5.28' Rt.		
⑧	"M" 516+18.72	29.34' Rt.	N/A	SW=1793.70
	"CR07" 0+47.01	9.14' Rt.		
⑨	"M" 516+23.40	23.78' Rt.	N/A	SW=1793.38
	"CR07" 0+51.69	3.58' Rt.		
⑩	"M" 516+23.40	29.28' Rt.	N/A	SW=1793.46
	"CR07" 0+51.69	9.08' Rt.		
⑪	"M" 516+43.53	23.79' Rt.	N/A	SW=1791.54
	"CR07" 0+71.82	3.59' Rt.		
⑫	"M" 516+43.40	29.29' Rt.	N/A	SW=1791.62
	"CR07" 0+71.69	9.09' Rt.		
⑬	"M" 516+50.33	25.60' Rt.	N/A	SW=1791.47
	"CR07" 0+79.76	5.12' Rt.		
⑭	"M" 516+47.71	30.43' Rt.	N/A	SW=1791.55
	"CR07" 0+75.99	10.23' Rt.		
⑮	"M" 516+56.53	31.95' Rt.	N/A	SW=1789.91
	"CR07" 0+93.57	6.78' Rt.		
⑯	"M" 516+51.63	34.45' Rt.	N/A	SW=1790.13
	"CR07" 0+92.26	12.25' Rt.		
⑰	"M" 516+58.17	38.78' Rt.	N/A	SW=1789.98
	"CR07" 1+04.31	6.58' Rt.		
⑱	"M" 516+52.67	38.79' Rt.	N/A	SW=1790.06
	"CR07" 1+04.31	12.08' Rt.		
⑲	"M" 516+58.20	49.28' Rt.	N/A	SW=1790.41
	"CR07" 1+14.81	6.58' Rt.		
⑳	"M" 516+52.70	49.29' Rt.	N/A	SW=1790.49
	"CR07" 1+14.81	12.08' Rt.		
㉑	"M" 516+57.75	54.17' Rt.	N/A	SW=1790.46
	"CR07" 1+19.70	7.04' Rt.		
㉒	"M" 516+52.84	54.19' Rt.	N/A	SW=1790.57
	"CR07" 1+19.70	11.95' Rt.		

FL – Flow line
SW – Sidewalk
TFC – Top face of curb

REGISTERED PROFESSIONAL ENGINEER
65498 PE
OREGON
JULY 10, 2006
JAMES LEE JORDAN
ADVANCE COPY SUBJECT TO CHANGE
EXPIRES: 06/30/23

DOWL
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N. MOUNTAIN AVE OVERLAY
I-5 TO E. MAIN

CITY OF ASHLAND
JACKSON COUNTY

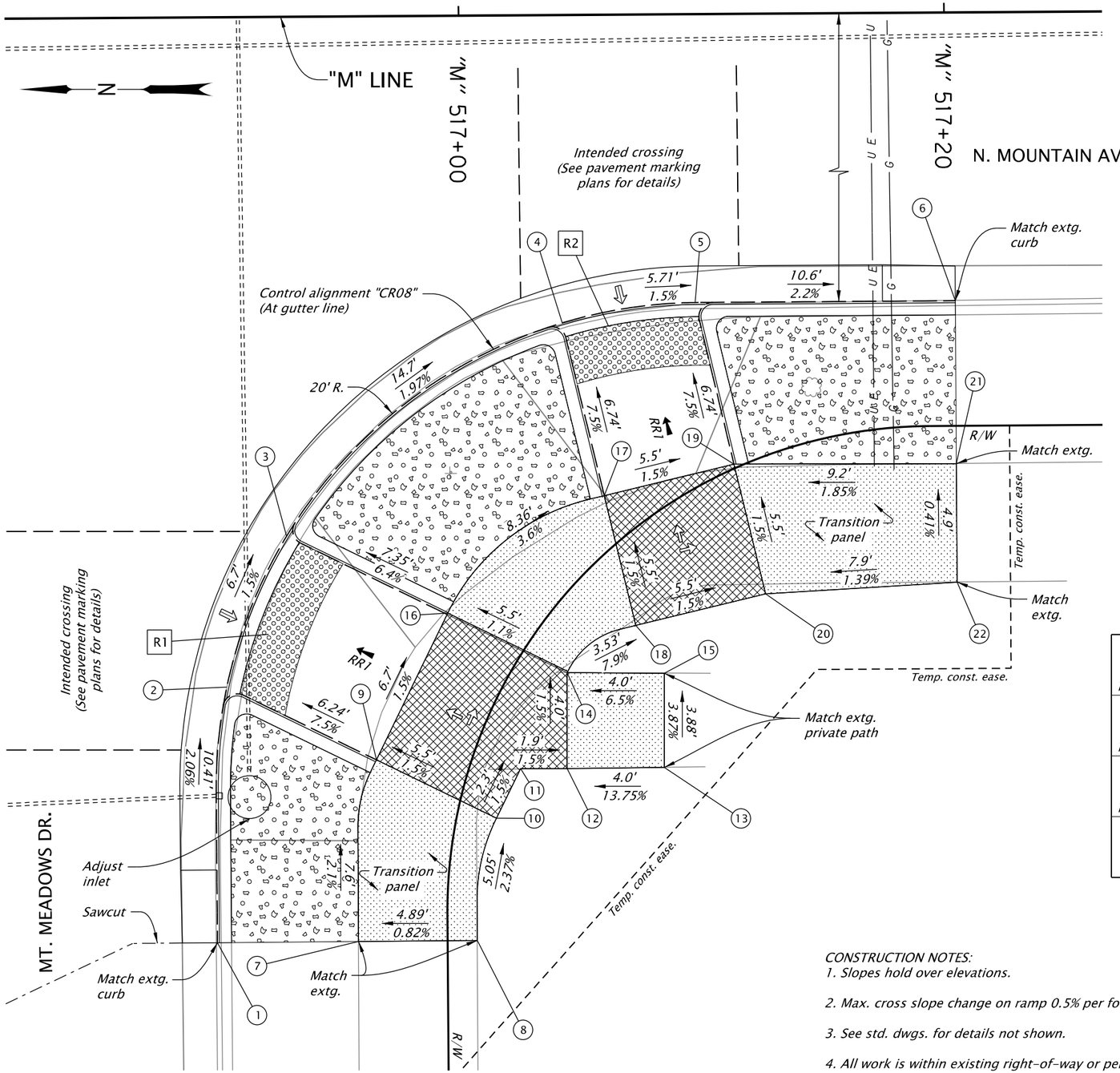
Designer: Z.T. Fucini | Reviewer: Jaime Jordan
Drafter: Serban Dinca | Checker: Matthew Phillips

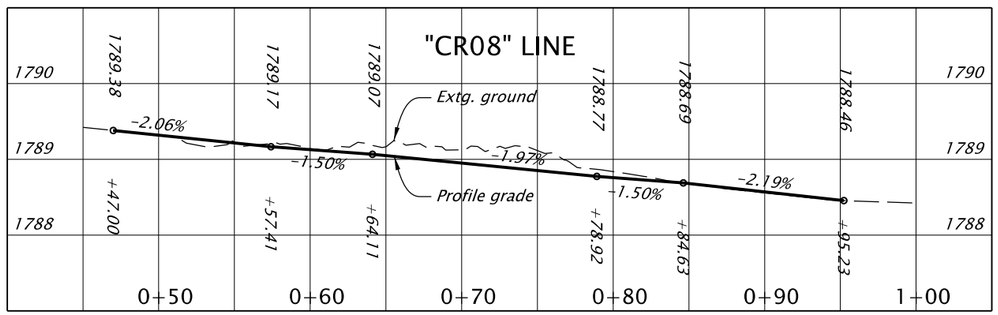
CURB RAMP DETAILS

SHEET NO. BC07A

FINAL ELECTRONIC DOCUMENT AVAILABLE UPON REQUEST

NOTE:
See sht. BC08A for Curb Ramp Table.





PROFILE AT GUTTER
Horiz. scale: 1"=10'
Vert. scale: 1"=2'

CONSTRUCTION NOTES:

1. *Slopes hold over elevations.*
2. *Max. cross slope change on ramp 0.5% per foot.*
3. *See std. dwgs. for details not shown.*
4. *All work is within existing right-of-way or perm. sidewalk ease.*
5. *Construct concrete joints as shown on plans, or as directed by Engineer.*
6. *See sheets LB01 through LB07 for signing and striping.*
7. *See sheets MA01 through PB08 for flashing beacon and illumination.*
8. *E = 6" unless otherwise shown.*

REGISTERED PROFESSIONAL ENGINEER
6549 JAMES LEE JORDAN
OREGON
JULY 10, 2006
ADVANCE COPY SUBJECT TO CHANGE
EXPIRES: 06/30/23

DOWL
WWW.DOWL.COM

N. MOUNTAIN AVE OVERLAY
I-5 TO E. MAIN

CITY OF ASHLAND
JACKSON COUNTY

Designer: Z.T. Fucini	Reviewer: Jaime Jordan
Drafter: Serban Dinca	Checker: Matthew Phillips

CURB RAMP DETAILS — SHEET NO. BC08

FINAL ELECTRONIC DOCUMENT
AVAILABLE UPON REQUEST

RAMP POINT	STATION	OFFSET	FL ELEVATION	TFC/SW ELEVATION
1	"M" 516+89.77	45.74' Rt.	FL=1789.38	TFC=1789.88
	"CR08" 0+47.00	0.00' Rt.		
2	"M" 516+90.19	35.36' Rt.	FL=1789.17	TFC=1789.67
	"CR08" 0+57.41	0.00' Rt.		
3	"M" 516+92.76	28.97' Rt.	FL=1789.07	TFC=1789.57
	"CR08" 0+64.32	0.00' Rt.		
4	"M" 517+04.11	20.31' Rt.	FL=1788.77	TFC=1789.27
	"CR08" 0+78.92	0.00' Rt.		
5	"M" 517+09.77	19.50' Rt.	FL=1788.69	TFC=1789.19
	"CR08" 0+84.63	0.00' Rt.		
6	"M" 517+20.34	19.50' Rt.	FL=1788.46	TFC=1788.96
	"CR08" 0+95.23	0.00' Rt.		
7	"M" 516+95.58	45.73' Rt.	N/A	SW=1789.80
	"CR08" 0+47.01	5.81' Rt.		
8	"M" 517+00.47	45.72' Rt.	N/A	SW=1789.84
	"CR08" 0+47.02	10.71' Rt.		
9	"M" 516+96.35	38.24' Rt.	N/A	SW=1789.64
	"CR08" 0+55.10	6.54' Rt.		
10	"M" 517+01.30	40.69' Rt.	N/A	SW=1789.72
	"CR08" 0+52.05	11.53' Rt.		
11	"M" 517+02.33	38.65' Rt.	N/A	SW=1789.69
	"CR08" 0+55.51	12.49' Rt.		
12	"M" 517+04.22	38.66' Rt.	N/A	SW=1789.66
	"CR08" 0+56.24	14.40' Rt.		
13	"M" 517+08.22	38.64' Rt.	N/A	SW=1790.21
	"CR08" 0+63.39	18.24' Rt.		
14	"M" 517+04.25	34.71' Rt.	N/A	SW=1789.60
	"CR08" 0+67.53	12.70' Rt.		
15	"M" 517+08.25	34.76' Rt.	N/A	SW=1790.06
	"CR08" 0+78.46	15.03' Rt.		
16	"M" 516+99.32	32.28' Rt.	N/A	SW=1789.54
	"CR08" 0+65.34	7.30' Rt.		
17	"M" 517+05.82	27.43' Rt.	N/A	SW=1789.24
	"CR08" 0+78.35	7.30' Rt.		
18	"M" 517+07.09	32.78' Rt.	N/A	SW=1789.32
	"CR08" 0+77.08	12.77' Rt.		
19	"M" 517+11.18	26.17' Rt.	N/A	SW=1789.16
	"CR08" 0+86.07	6.67' Rt.		
20	"M" 517+12.44	31.52' Rt.	N/A	SW=1789.24
	"CR08" 0+87.33	12.02' Rt.		
21	"M" 517+20.34	26.21' Rt.	N/A	SW=1789.33
	"CR08" 0+95.23	6.71' Rt.		
22	"M" 517+20.34	31.09' Rt.	N/A	SW=1789.35
	"CR08" 0+95.23	11.58' Rt.		

FL – Flow line
SW – Sidewalk
TFC – Top face of curb

REGISTERED PROFESSIONAL ENGINEER
65495 PE
OREGON
JULY 10, 2006
JAMES LEE JORDAN
ADVANCE COPY SUBJECT TO CHANGE
EXPIRES: 06/30/23

DOWL
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N. MOUNTAIN AVE OVERLAY
I-5 TO E. MAIN

CITY OF ASHLAND
JACKSON COUNTY

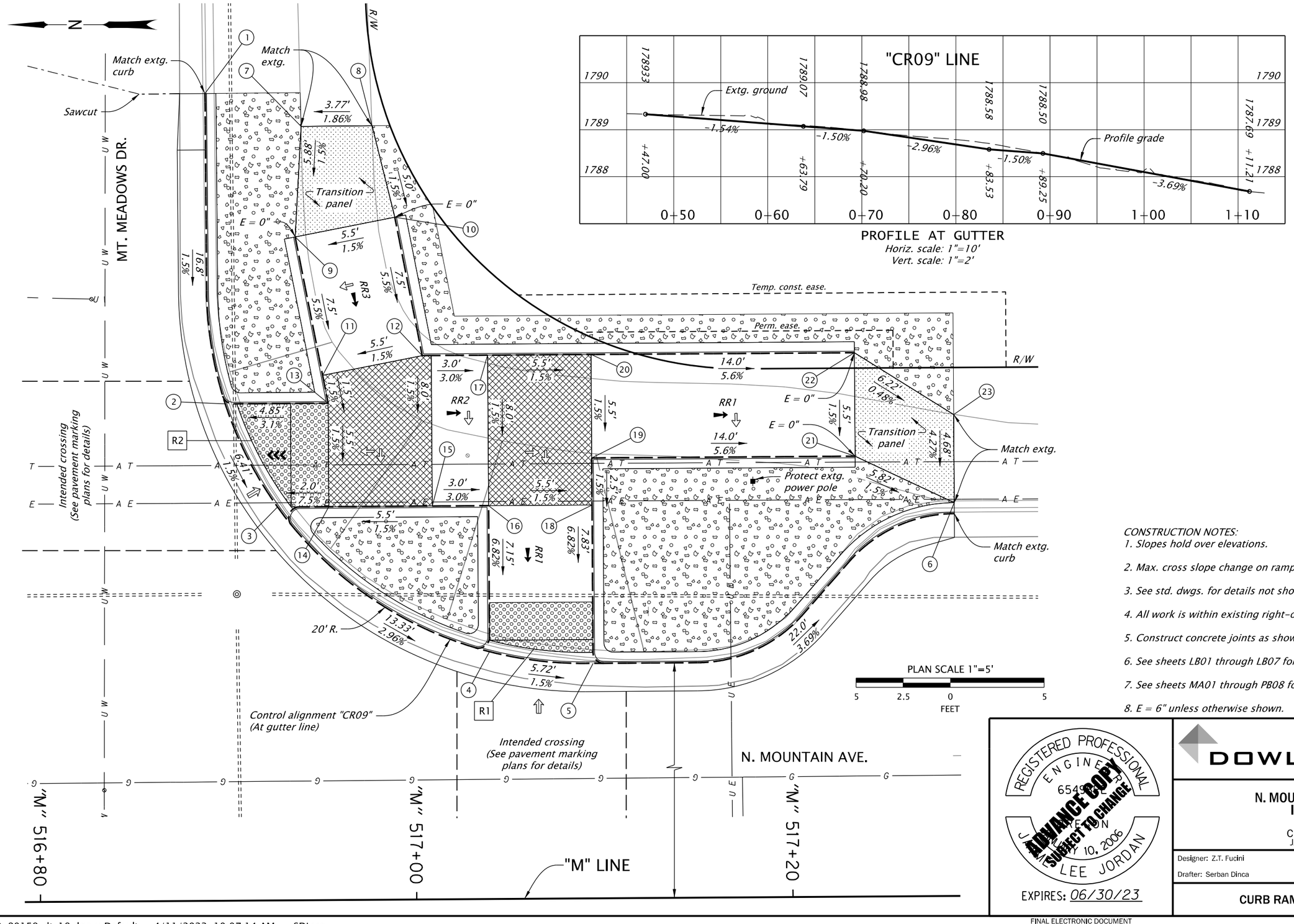
Designer: Z.T. Fucini | Reviewer: Jaime Jordan
Drafter: Serban Dinca | Checker: Matthew Phillips

CURB RAMP DETAILS

SHEET NO. BC08A

FINAL ELECTRONIC DOCUMENT AVAILABLE UPON REQUEST

NOTE:
See sht. BC09A for Curb Ramp Table.



PROFILE AT GUTTER
Horiz. scale: 1"=10'
Vert. scale: 1"=2'

CONSTRUCTION NOTES:

1. *Slopes hold over elevations.*
2. *Max. cross slope change on ramp 0.5% per foot.*
3. *See std. dwgs. for details not shown.*
4. *All work is within existing right-of-way or perm. sidewalk ease.*
5. *Construct concrete joints as shown on plans, or as directed by Engineer.*
6. *See sheets LB01 through LB07 for signing and striping.*
7. *See sheets MA01 through PB08 for flashing beacon and illumination.*
8. *E = 6" unless otherwise shown.*

REGISTERED PROFESSIONAL ENGINEER
6549 LEE
OREGON
JANUARY 10, 2006
JAIME LEE JORDAN
ADVANCE COPY SUBJECT TO CHANGE
EXPIRES: 06/30/23

DOWL
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N. MOUNTAIN AVE OVERLAY
I-5 TO E. MAIN

CITY OF ASHLAND
JACKSON COUNTY

Designer: Z.T. Fucini | Reviewer: Jaime Jordan
Drafter: Serban Dinca | Checker: Matthew Phillips

CURB RAMP DETAILS

SHEET NO. BC09

FINAL ELECTRONIC DOCUMENT
AVAILABLE UPON REQUEST

RAMP POINT	STATION	OFFSET	FL ELEVATION	TFC/SW ELEVATION
①	"M" 516+89.07	50.17' Lt.	FL=1789.33	TFC=1789.83
	"CR09" 0+47.00	0.00' Lt.		
②	"M" 516+90.04	33.67' Lt.	FL=1789.07	TFC=1789.57
	"CR09" 0+63.79	0.00' Lt.		
③	"M" 516+93.04	27.82' Lt.	FL=1788.98	TFC=1789.48
	"CR09" 0+70.36	0.00' Lt.		
④	"M" 517+04.00	20.41' Lt.	FL=1788.58	TFC=1789.08
	"CR09" 0+83.51	0.00' Lt.		
⑤	"M" 517+09.50	19.75' Lt.	FL=1788.50	TFC=1789.00
	"CR09" 0+89.25	0.00' Lt.		
⑥	"M" 517+28.75	27.58' Lt.	FL=1787.69	TFC=1788.19
	"CR09" 1+11.21	0.00' Lt.		
⑦	"M" 516+94.17	48.39' Lt.	N/A	SW=1789.74
	"CR09" 0+48.79	5.09' Lt.		
⑧	"M" 516+97.94	48.40' Lt.	N/A	SW=1789.81
	"CR09" 0+48.79	8.87' Lt.		
⑨	"M" 516+93.81	42.52' Lt.	N/A	SW=1789.65
	"CR09" 0+54.66	4.73' Lt.		
⑩	"M" 516+99.12	43.53' Lt.	N/A	SW=1789.73
	"CR09" 0+53.66	10.04' Lt.		
⑪	"M" 516+95.22	35.15' Lt.	N/A	SW=1789.24
	"CR09" 0+63.82	5.39' Lt.		
⑫	"M" 517+01.01	36.17' Lt.	N/A	SW=1789.32
	"CR09" 0+65.77	11.16' Lt.		
⑬	"M" 516+95.51	33.67' Lt.	N/A	SW=1789.22
	"CR09" 0+65.84	5.12' Lt.		
⑭	"M" 516+95.51	28.17' Lt.	N/A	SW=1789.13
	"CR09" 0+71.54	2.15' Lt.		
⑮	"M" 517+01.01	28.17' Lt.	N/A	SW=1789.21
	"CR09" 0+76.65	5.88' Lt.		
⑯	"M" 517+04.00	28.17' Lt.	N/A	SW=1789.12
	"CR09" 0+80.56	7.35' Lt.		
⑰	"M" 517+04.00	36.17' Lt.	N/A	SW=1789.23
	"CR09" 0+69.69	13.78' Lt.		
⑱	"M" 517+09.50	28.17' Lt.	N/A	SW=1789.03
	"CR09" 0+89.25	8.42' Lt.		
⑲	"M" 517+09.50	60.67' Lt.	N/A	SW=1789.07
	"CR09" 0+89.25	10.92' Lt.		
⑳	"M" 517+09.50	36.17' Lt.	N/A	SW=1789.15
	"CR09" 0+89.25	16.42' Lt.		
㉑	"M" 517+23.50	30.67' Lt.	N/A	SW=1788.28
	"CR09" 1+07.75	4.32' Lt.		
㉒	"M" 517+23.50	36.17' Lt.	N/A	SW=1788.36
	"CR09" 1+08.84	9.42' Lt.		
㉓	"M" 517+28.75	32.84' Lt.	N/A	SW=1788.39
	"CR09" 1+11.21	5.26' Lt.		

FL – Flow line
SW – Sidewalk
TFC – Top face of curb

REGISTERED PROFESSIONAL ENGINEER
6549 LE
OREGON
JULY 10, 2006
JAMES LEE JORDAN
ADVANCE COPY SUBJECT TO CHANGE
EXPIRES: 06/30/23

DOWL
WWW.DOWL.COM

N. MOUNTAIN AVE OVERLAY
I-5 TO E. MAIN

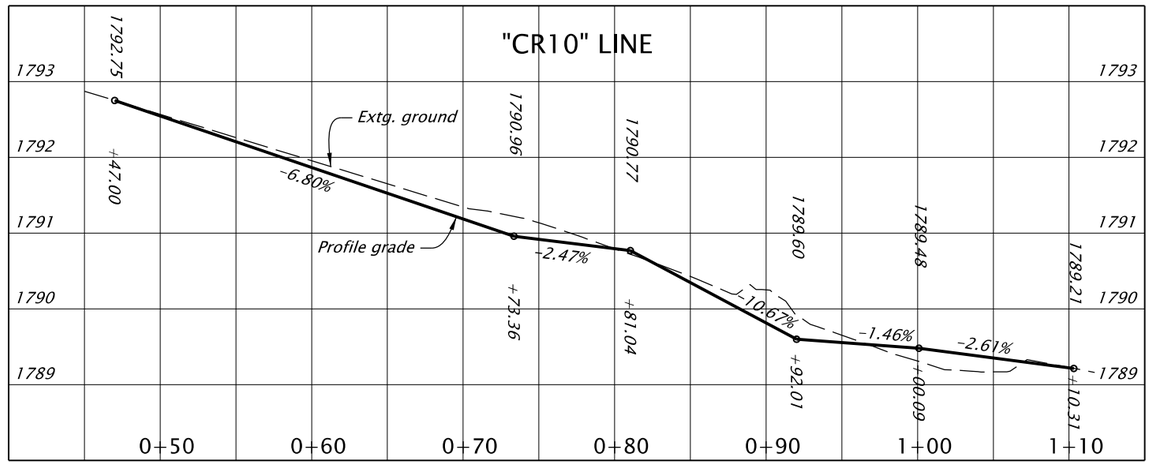
CITY OF ASHLAND
JACKSON COUNTY

Designer: Z.T. Fucini | Reviewer: Jaime Jordan
Drafter: Serban Dinca | Checker: Matthew Phillips

CURB RAMP DETAILS

SHEET NO. BC09A

FINAL ELECTRONIC DOCUMENT AVAILABLE UPON REQUEST



PROFILE AT GUTTER
Horiz. scale: 1"=10'
Vert. scale: 1"=2'

PLAN SCALE 1"=5'

5 2.5 0 5
FEET

NOTE:
See sht. BC10A for Curb Ramp Table.

CONSTRUCTION NOTES:

1. *Slopes hold over elevations.*
2. *Max. cross slope change on ramp 0.5% per foot.*
3. *See std. dwgs. for details not shown.*
4. *All work is within existing right-of-way or perm. sidewalk ease.*
5. *Construct concrete joints as shown on plans, or as directed by Engineer.*
6. *See sheets LB01 through LB07 for signing and striping.*
7. *See sheets MA01 through PB08 for flashing beacon and illumination.*
8. *E = 6" unless otherwise shown.*

REGISTERED PROFESSIONAL ENGINEER
6549 OREGON
JANUARY 10, 2006
JAIME LEE JORDAN
EXPIRES: 06/30/23

ADVANCE COPY
SUBJECT TO CHANGE

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N. MOUNTAIN AVE OVERLAY
I-5 TO E. MAIN

CITY OF ASHLAND
JACKSON COUNTY

Designer: Z.T. Fucini | Reviewer: Jaime Jordan
Drafter: Serban Dinca | Checker: Matthew Phillips

CURB RAMP DETAILS

SHEET NO. BC10

FINAL ELECTRONIC DOCUMENT
AVAILABLE UPON REQUEST

RAMP POINT	STATION	OFFSET	FL ELEVATION	TFC/SW ELEVATION
1	"M" 516+17.99	19.50' Lt.	FL=1792.75	TFC=1793.25
	"CR10" 0+47.00	0.00' Lt.		
2	"M" 516+44.34	19.50' Lt.	FL=1790.96	TFC=1791.46
	"CR10" 0+73.36	0.00' Lt.		
3	"M" 516+51.88	20.75' Lt.	FL=1790.77	TFC=1791.27
	"CR10" 0+81.04	0.00' Lt.		
4	"M" 516+60.71	27.03' Lt.	FL=1789.60	TFC=1790.10
	"CR10" 0+92.01	0.00' Lt.		
5	"M" 516+64.48	34.12' Lt.	FL=1789.48	TFC=1789.98
	"CR10" 1+00.09	0.00' Lt.		
6	"M" 516+65.31	54.47' Lt.	FL=1789.21	TFC=1789.71
	"CR10" 1+20.53	0.00' Lt.		
7	"M" 516+17.99	24.77' Lt.	N/A	SW=1793.38
	"CR10" 0+47.00	5.27' Lt.		
8	"M" 516+17.99	28.70' Lt.	N/A	SW=1793.41
	"CR10" 0+47.00	9.20' Lt.		
9	"M" 516+24.34	23.08' Lt.	N/A	SW=1792.91
	"CR10" 0+53.36	3.58' Lt.		
10	"M" 516+24.34	28.58' Lt.	N/A	SW=1792.99
	"CR10" 0+53.36	9.08' Lt.		
11	"M" 516+44.34	23.08' Lt.	N/A	SW=1791.07
	"CR10" 0+73.36	3.58' Lt.		
12	"M" 516+44.34	28.58' Lt.	N/A	SW=1791.15
	"CR10" 0+73.36	9.08' Lt.		
13	"M" 516+50.65	24.11' Lt.	N/A	SW=1791.00
	"CR10" 0+81.04	3.58' Lt.		
14	"M" 516+48.76	29.28' Lt.	N/A	SW=1791.08
	"CR10" 0+81.04	9.08' Lt.		
15	"M" 516+57.94	29.29' Lt.	N/A	SW=1789.78
	"CR10" 0+92.01	3.58' Lt.		
16	"M" 516+53.68	32.78' Lt.	N/A	SW=1789.86
	"CR10" 0+92.01	9.08' Lt.		
17	"M" 516+61.05	35.15' Lt.	N/A	SW=1789.71
	"CR10" 1+00.09	3.58' Lt.		
18	"M" 516+55.78	36.72' Lt.	N/A	SW=1789.79
	"CR10" 1+00.09	9.08' Lt.		
19	"M" 516+61.74	46.69' Lt.	N/A	SW=1789.63
	"CR10" 1+12.75	3.58' Lt.		
20	"M" 516+56.27	46.68' Lt.	N/A	SW=1789.71
	"CR10" 1+12.75	9.08' Lt.		
21	"M" 516+60.10	49.69' Lt.	N/A	SW=1789.58
	"CR10" 1+15.75	5.22' Lt.		
22	"M" 516+56.16	49.68' Lt.	N/A	SW=1789.66
	"CR10" 1+15.75	9.16' Lt.		

FL – Flow line
SW – Sidewalk
TFC – Top face of curb

REGISTERED PROFESSIONAL ENGINEER
65498 PE
OREGON
JULY 10, 2006
JAIME LEE JORDAN
ADVANCE COPY SUBJECT TO CHANGE
EXPIRES: 06/30/23

DOWL
WWW.DOWL.COM

N. MOUNTAIN AVE OVERLAY
I-5 TO E. MAIN

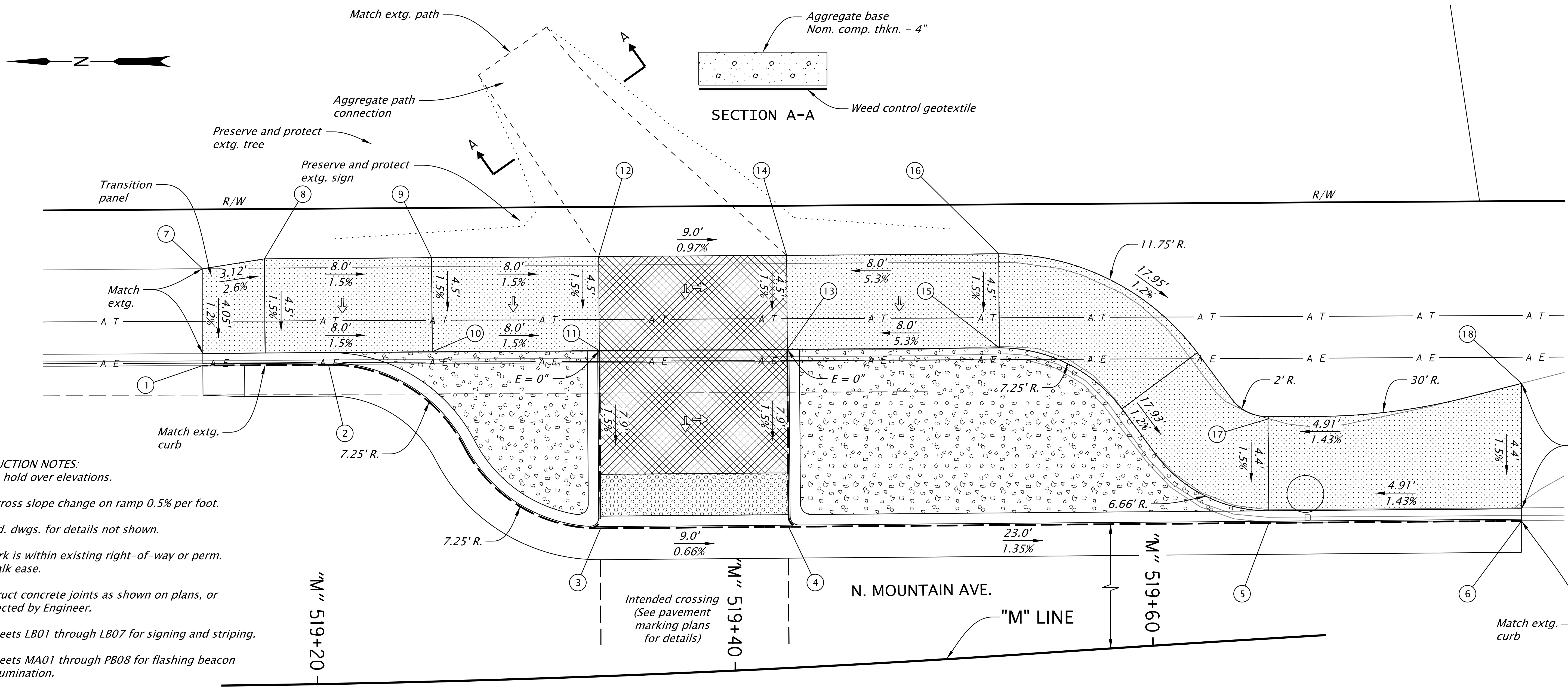
CITY OF ASHLAND
JACKSON COUNTY

Designer: Z.T. Fucini | Reviewer: Jaime Jordan
Drafter: Serban Dinca | Checker: Matthew Phillips

CURB RAMP DETAILS

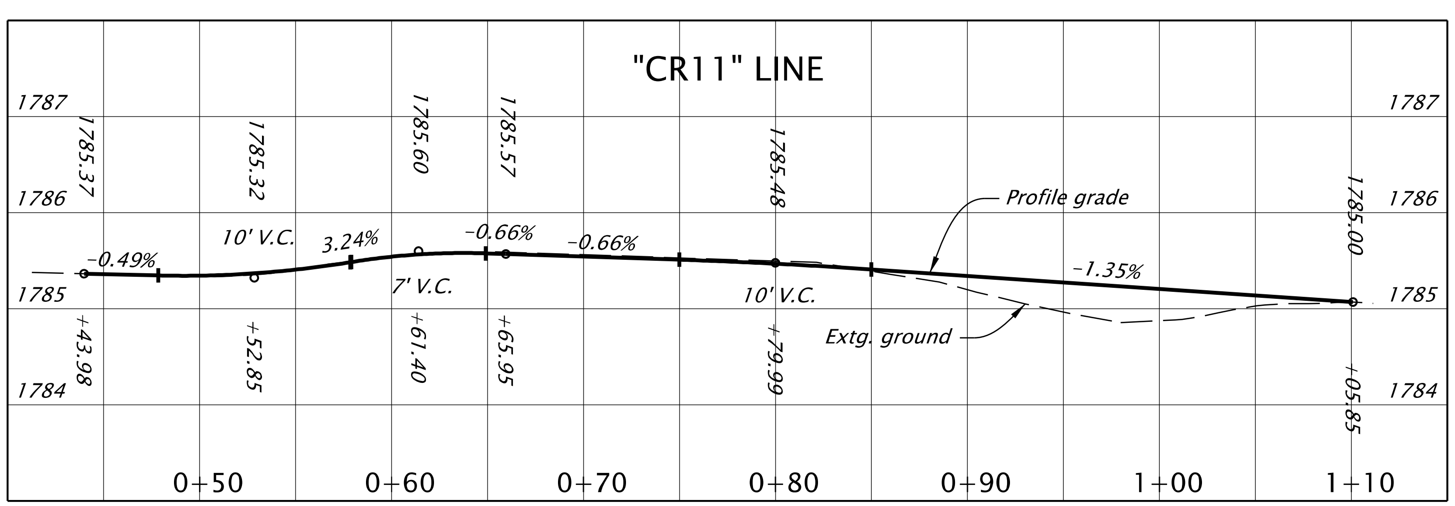
SHEET NO. BC10A

FINAL ELECTRONIC DOCUMENT AVAILABLE UPON REQUEST



CONSTRUCTION NOTES:

1. Slopes hold over elevations.
2. Max. cross slope change on ramp 0.5% per foot.
3. See std. dwgs. for details not shown.
4. All work is within existing right-of-way or perm. sidewalk ease.
5. Construct concrete joints as shown on plans, or as directed by Engineer.
6. See sheets LB01 through LB07 for signing and striping.
7. See sheets MA01 through PB08 for flashing beacon and illumination.
8. E = 6" unless otherwise shown.



PROFILE AT GUTTER

Horiz. scale: 1"=10'
Vert. scale: 1"=2'

PLAN SCALE 1"=5'

REGISTERED PROFESSIONAL ENGINEER
65499PE
OREGON
JULY 10, 2006
JAIME LEE JORDAN
ADVANCE COPY SUBJECT TO CHANGE
EXPIRES: 06/30/23

DOWL
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N. MOUNTAIN AVE OVERLAY
I-5 TO E. MAIN

CITY OF ASHLAND
JACKSON COUNTY

Designer: Z.T. Fucini | Reviewer: Jaime Jordan
Drafter: Serban Dinca | Checker: Matthew Phillips

CURB RAMP DETAILS

SHEET NO. BC11

RAMP POINT	STATION	OFFSET	FL ELEVATION	TFC/SW ELEVATION
①	"M" 519+14.80	27.80' Lt.	FL=1785.37	TFC=1785.92
	"CR11" 0+43.98	0.00' Lt.		
②	"M" 519+21.13	27.77' Lt.	FL=1785.32	TFC=1785.82
	"CR11" 0+50.05	0.00' Lt.		
③	"M" 519+34.30	19.57' Lt.	FL=1785.59	TFC=1785.59
	"CR11" 0+65.99	0.00' Lt.		
④	"M" 519+43.55	19.24' Lt.	FL=1785.53	TFC=1785.53
	"CR11" 0+74.99	0.00' Lt.		
⑤	"M" 519+66.67	18.00' Lt.	FL=1784.86	TFC=1785.36
	"CR11" 0+97.99	0.00' Lt.		
⑥	"M" 519+74.47	18.20' Lt.	FL=1785.00	TFC=1785.39
	"CR11" 1+05.85	0.00. Lt.		
⑦	"M" 519+17.95	32.44' Lt.	N/A	SW=1785.97
	"CR11" 0+43.99	4.63' Lt.		
⑧	"M" 519+21.20	32.86' Lt.	N/A	SW=1785.93
	"CR11" 0+50.03	5.08' Lt.		
⑨	"M" 519+26.25	28.27' Lt.	N/A	SW=1785.85
	"CR11" 0+54.10	2.03' Lt.		
⑩	"M" 519+26.35	32.77' Lt.	N/A	SW=1785.77
	"CR11" 0+52.78	6.05' Lt.		
⑪	"M" 519+34.59	28.06' Lt.	N/A	SW=1785.69
	"CR11" 0+57.45	7.90' Lt.		
⑫	"M" 519+34.74	32.56' Lt.	N/A	SW=1785.77
	"CR11" 0+55.88	10.65' Lt.		
⑬	"M" 519+43.95	27.72' Lt.	N/A	SW=1785.65
	"CR11" 0+75.00	8.49' Lt.		
⑭	"M" 519+44.17	32.21' Lt.	N/A	SW=1785.71
	"CR11" 0+75.01	12.99' Lt.		
⑮	"M" 519+54.50	27.30' Lt.	N/A	SW=1785.15
	"CR11" 0+85.16	8.48' Lt.		
⑯	"M" 519+54.90	31.80' Lt.	N/A	SW=1785.21
	"CR11" 0+85.16	12.98' Lt.		
⑰	"M" 519+66.92	22.99' Lt.	N/A	SW=1785.43
	"CR11" 0+97.99	4.99' Lt.		
⑱	"M" 519+74.47	23.12' Lt.	N/A	SW=1785.31
	"CR11" 1+05.85	5.53' Lt.		

FL – Flow line
SW – Sidewalk
TFC – Top face of curb

REGISTERED PROFESSIONAL ENGINEER
6549PE
OREGON
JULY 10, 2006
JAIME LEE JORDAN
ADVANCE COPY SUBJECT TO CHANGE
EXPIRES: 06/30/23

DOWL
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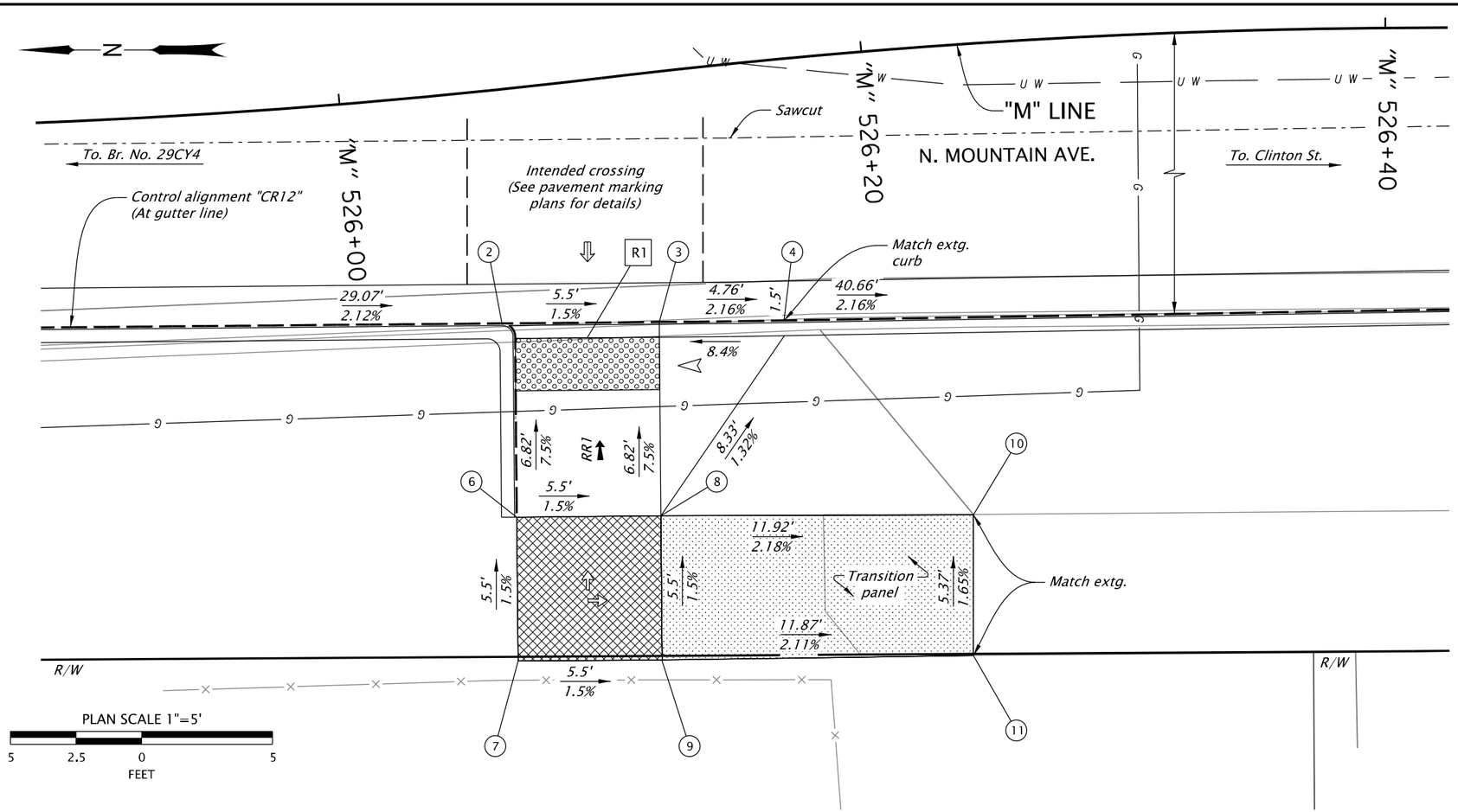
N. MOUNTAIN AVE OVERLAY
I-5 TO E. MAIN

CITY OF ASHLAND
JACKSON COUNTY

Designer: Z.T. Fucini | Reviewer: Jaime Jordan
Drafter: Serban Dinca | Checker: Matthew Phillips

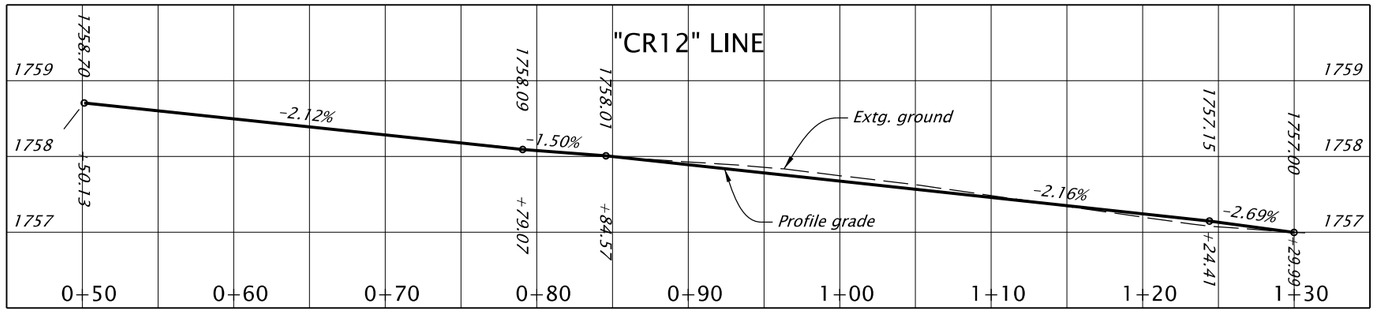
CURB RAMP DETAILS

SHEET NO.
BC11A



RAMP POINT	STATION	OFFSET	FL ELEVATION	TFC/SW ELEVATION
1	"M" 525+77.48	14.23' Rt.	FL=1758.70	TFC=1759.20
	"CR12" 0+50.00	0.00' Rt.		
2	"M" 526+05.16	15.44' Rt.	FL=1758.09	TFC=1758.59
	"CR12" 0+79.07	0.00' Rt.		
3	"M" 526+10.37	16.00' Rt.	FL=1758.01	TFC=1758.01
	"CR12" 0+84.57	0.00' Rt.		
4	"M" 526+15.41	16.45' Rt.	FL=1757.91	TFC=1758.41
	"CR12" 0+89.33	0.00' Rt.		
5	"M" 526+57.62	17.15' Rt.	FL=1757.00	TFC=1757.50
	"CR12" 1+29.99	0.00' Rt.		
6	"M" 526+04.54	22.81' Rt.	N/A	SW=1758.60
	"CR12" 0+79.07	7.40' Rt.		
7	"M" 526+04.09	28.28' Rt.	N/A	SW=1758.68
	"CR12" 0+79.07	12.90' Rt.		
8	"M" 526+09.58	23.35' Rt.	N/A	SW=1758.52
	"CR12" 0+84.57	7.40' Rt.		
9	"M" 526+09.04	28.82' Rt.	N/A	SW=1758.60
	"CR12" 0+84.57	12.90' Rt.		
10	"M" 526+22.51	24.47' Rt.	N/A	SW=1758.26
	"CR12" 0+96.44	7.54' Rt.		
11	"M" 526+22.07	29.82' Rt.	N/A	SW=1758.35
	"CR12" 0+96.35	12.91' Rt.		

FL – Flow line
SW – Sidewalk
TFC – Top face of curb



PROFILE AT GUTTER
Horiz. scale: 1"=10'
Vert. scale: 1"=2'

CONSTRUCTION NOTES:

1. *Slopes hold over elevations.*
2. *Max. cross slope change on ramp 0.5% per foot.*
3. *See std. dwgs. for details not shown.*
4. *All work is within existing right-of-way or perm. sidewalk ease.*
5. *Construct concrete joints as shown on plans, or as directed by Engineer.*
6. *See sheets LB01 through LB07 for signing and striping.*
7. *See sheets MA01 through PB08 for flashing beacon and illumination.*
8. *E = 6" unless otherwise shown.*

REGISTERED PROFESSIONAL ENGINEER
6549 PE
OREGON
JULY 10, 2006
JAMES LEE JORDAN
ADVANCE COPY SUBJECT TO CHANGE
EXPIRES: 06/30/23

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N. MOUNTAIN AVE OVERLAY
I-5 TO E. MAIN

CITY OF ASHLAND
JACKSON COUNTY

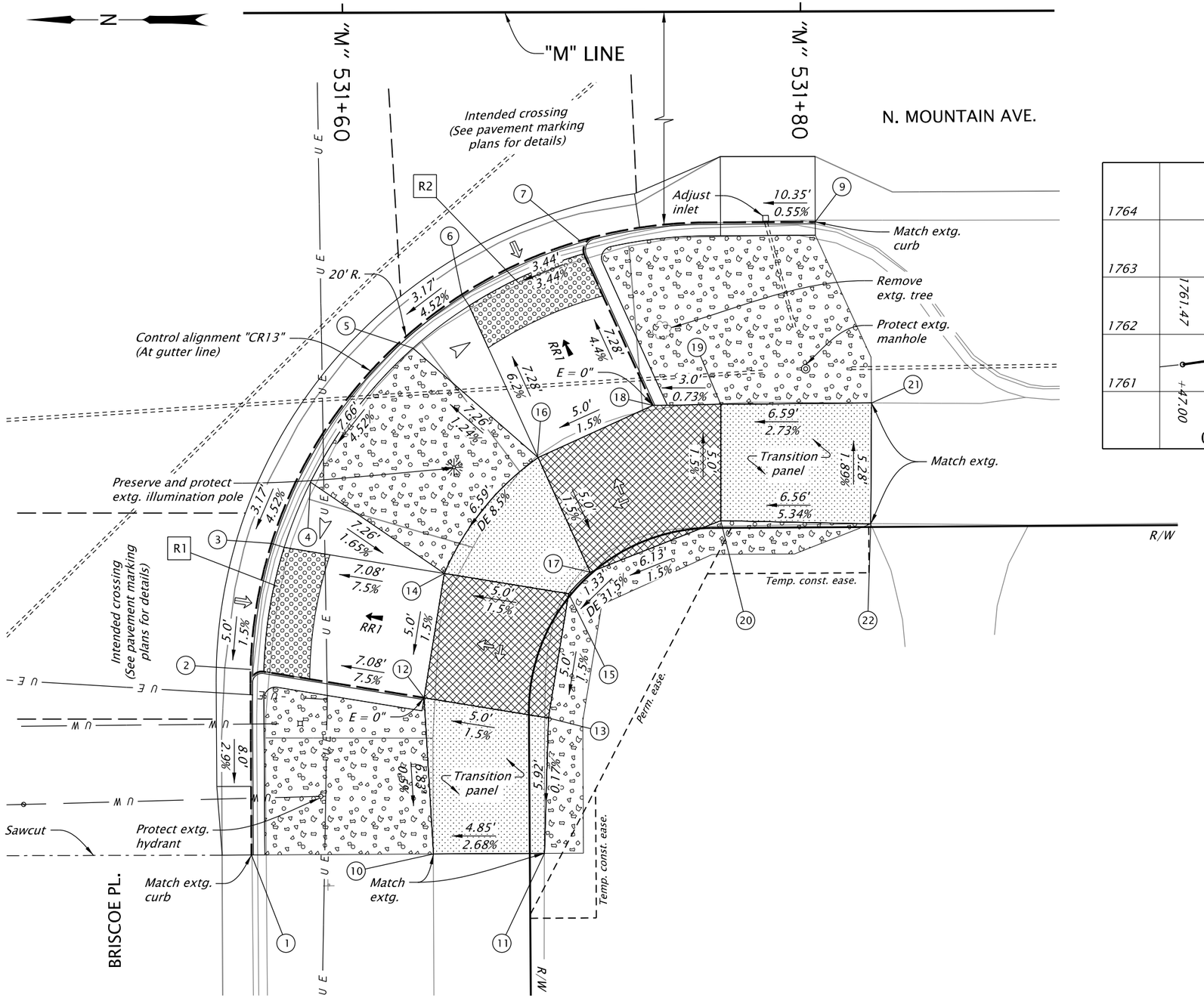
Designer: Z.T. Fucini | Reviewer: Jaime Jordan
Drafter: Serban Dinca | Checker: Matthew Phillips

CURB RAMP DETAILS

SHEET NO. BC12

FINAL ELECTRONIC DOCUMENT AVAILABLE UPON REQUEST

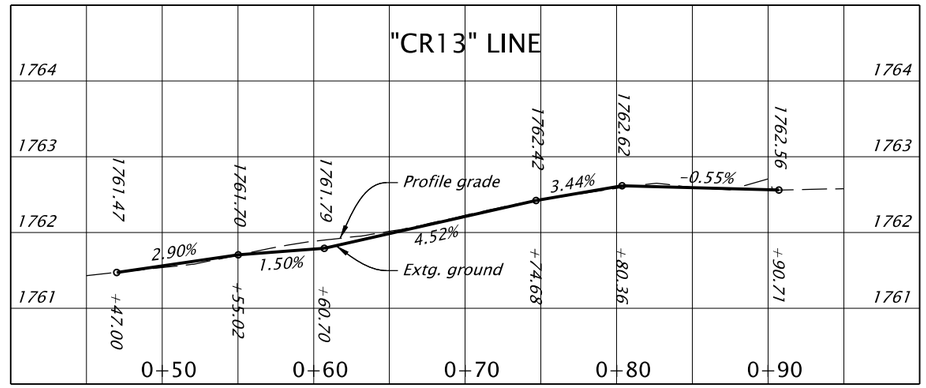
Rotation: 270° Scale: 1"=5'



PLAN SCALE 1"=5'

5 2.5 0 5

FEET



PROFILE AT GUTTER

Horiz. scale: 1"=10'
Vert. scale: 1"=2'

NOTE:
See sht. BC13A for Curb Ramp Table.

CONSTRUCTION NOTES:

1. *Slopes hold over elevations.*
2. *Max. cross slope change on ramp 0.5% per foot.*
3. *See std. dwgs. for details not shown.*
4. *All work is within existing right-of-way or perm. sidewalk ease.*
5. *Construct concrete joints as shown on plans, or as directed by Engineer.*
6. *See sheets LB01 through LB07 for signing and striping.*
7. *See sheets MA01 through PB08 for flashing beacon and illumination.*
8. *E = 6" unless otherwise shown.*

REGISTERED PROFESSIONAL ENGINEER
6549 JAMES LEE JORDAN
OREGON
JULY 10, 2006
ADVANCE COPY (SUBJECT TO CHANGE)
EXPIRES: 06/30/23

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N. MOUNTAIN AVE OVERLAY
I-5 TO E. MAIN

CITY OF ASHLAND
JACKSON COUNTY

Designer: Z.T. Fucini | Reviewer: Jaime Jordan
Drafter: Serban Dinca | Checker: Matthew Phillips

CURB RAMP DETAILS

SHEET NO. BC13

FINAL ELECTRONIC DOCUMENT
AVAILABLE UPON REQUEST

RAMP POINT	STATION	OFFSET	FL ELEVATION	TFC/SW ELEVATION
1	"M" 531+55.91	43.62' Rt.	FL=1761.47	TFC=1761.97
	"CR13" 0+47.00	0.00' Rt.		
2	"M" 531+55.89	35.52' Rt.	FL=1761.70	TFC=1762.20
	"CR13" 0+55.10	0.00' Rt.		
3	"M" 531+56.82	30.01' Rt.	FL=1761.79	TFC=1761.79
	"CR13" 0+60.70	0.00' Rt.		
4	"M" 531+58.01	27.08' Rt.	FL=1761.93	TFC=1762.43
	"CR13" 0+63.87	0.00' Rt.		
5	"M" 531+62.63	21.06' Rt.	FL=1762.28	TFC=1762.78
	"CR13" 0+71.51	0.00' Rt.		
6	"M" 531+65.16	19.16' Rt.	FL=1762.42	TFC=1762.42
	"CR13" 0+74.68	0.00' Rt.		
7	"M" 531+70.33	16.83' Rt.	FL=1762.62	TFC=1762.62
	"CR13" 0+80.36	0.00' Rt.		
9	"M" 531+80.60	16.03' Rt.	FL=1762.56	TFC=1763.06
	"CR13" 0+90.71	0.00' Rt.		
10	"M" 531+63.85	43.60' Rt.	N/A	SW=1762.19
	"CR13" 0+47.00	7.95' Rt.		
11	"M" 531+68.70	43.58' Rt.	N/A	SW=1762.32
	"CR13" 0+47.00	12.80' Rt.		
12	"M" 531+63.46	36.77' Rt.	N/A	SW=1762.23
	"CR13" 0+53.83	7.58' Rt.		
13	"M" 531+68.89	37.67' Rt.	N/A	SW=1762.31
	"CR13" 0+52.91	13.00' Rt.		
14	"M" 531+64.36	31.35' Rt.	N/A	SW=1762.31
	"CR13" 0+62.32	7.56' Rt.		
15	"M" 531+69.79	32.24' Rt.	N/A	SW=1762.38
	"CR13" 0+65.72	12.82' Rt.		
16	"M" 531+68.47	26.29' Rt.	N/A	SW=1762.87
	"CR13" 0+72.99	7.75' Rt.		
17	"M" 531+70.73	31.31' Rt.	N/A	SW=1762.80
	"CR13" 0+69.44	13.00' Rt.		
18	"M" 531+73.48	24.03' Rt.	N/A	SW=1762.94
	"CR13" 0+82.85	7.75' Rt.		
19	"M" 531+76.45	23.99' Rt.	N/A	SW=1762.96
	"CR13" 0+86.54	7.95' Rt.		
20	"M" 531+76.44	29.08' Rt.	N/A	SW=1762.89
	"CR13" 0+86.51	13.03' Rt.		
21	"M" 531+83.04	23.95' Rt.	N/A	SW=1763.14
	"CR13" 0+93.12	7.93' Rt.		
22	"M" 531+82.99	29.23' Rt.	N/A	SW=1763.24
	"CR13" 0+93.06	13.21' Rt.		

FL – Flow line
SW – Sidewalk
TFC – Top face of curb

REGISTERED PROFESSIONAL ENGINEER
65498 PE
OREGON
JULY 10, 2006
JAIME LEE JORDAN
ADVANCE COPY SUBJECT TO CHANGE
EXPIRES: 06/30/23

DOWL
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N. MOUNTAIN AVE OVERLAY
I-5 TO E. MAIN

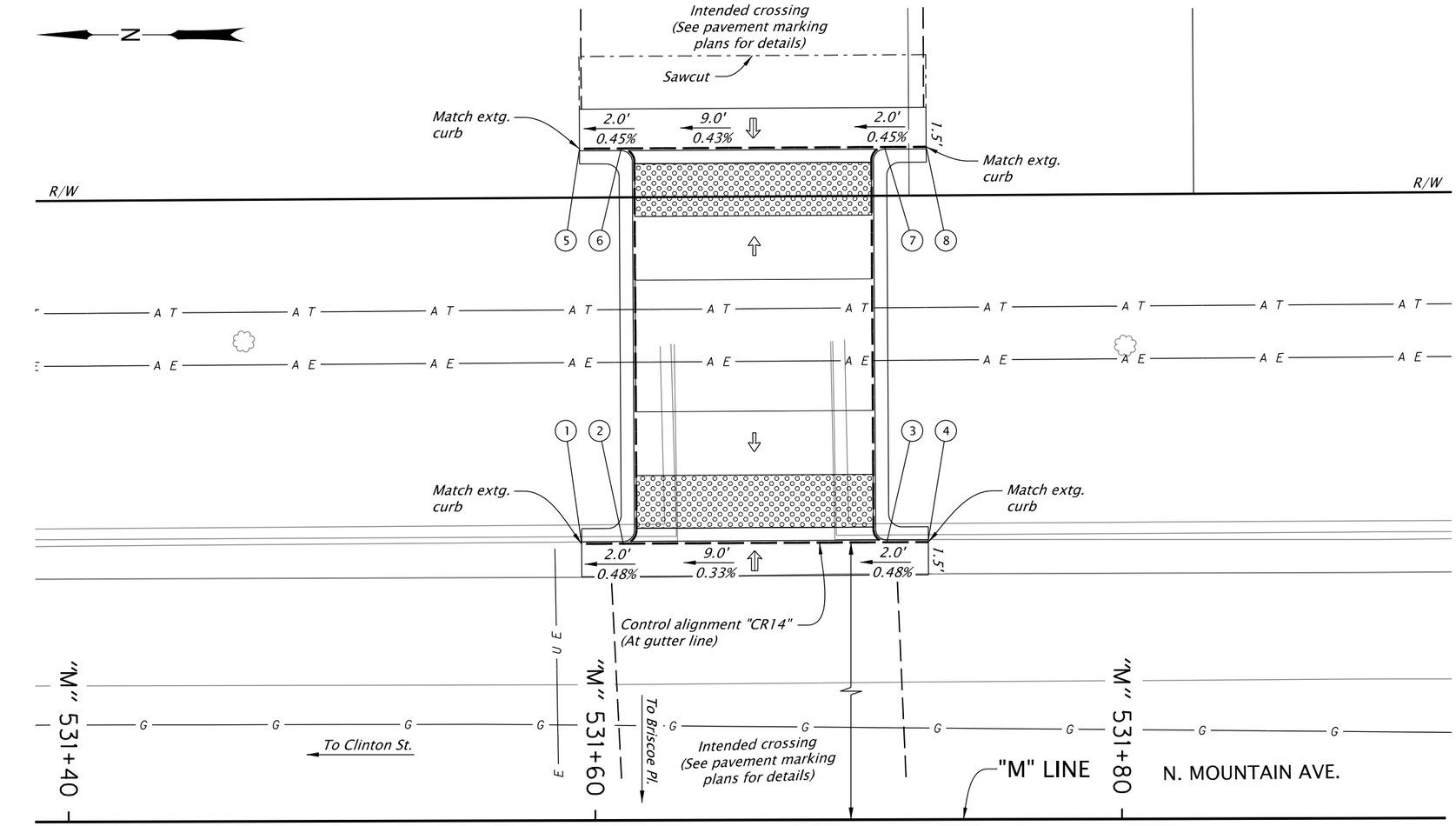
CITY OF ASHLAND
JACKSON COUNTY

Designer: Z.T. Fucini | Reviewer: Jaime Jordan
Drafter: Serban Dinca | Checker: Matthew Phillips

CURB RAMP DETAILS

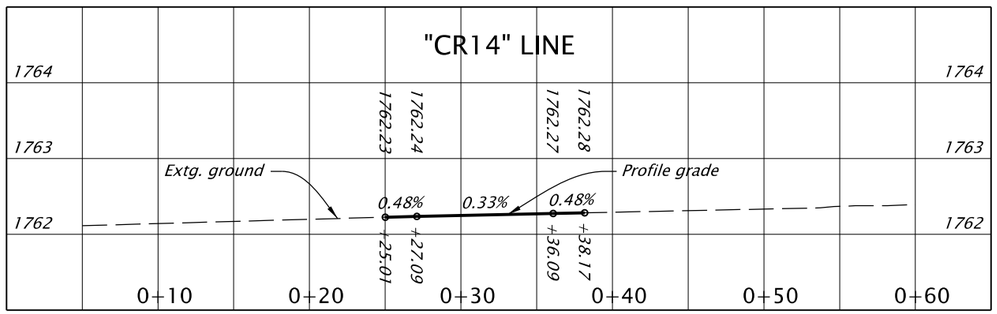
SHEET NO. BC13A

FINAL ELECTRONIC DOCUMENT AVAILABLE UPON REQUEST



RAMP POINT	STATION	OFFSET	FL ELEVATION	TFC/SW ELEVATION
1	"M" 531+59.53	17.41' Lt.	FL=1762.23	TFC=1762.73
	"CR14" 0+25.01	0.00' Lt.		
2	"M" 531+61.61	17.42' Lt.	FL=1762.24	TFC=1762.74
	"CR14" 0+27.09	0.00' Lt.		
3	"M" 531+70.61	17.44' Lt.	FL=1762.27	TFC=1762.77
	"CR14" 0+36.09	0.00' Lt.		
4	"M" 531+72.69	17.41' Lt.	FL=1762.28	TFC=1762.78
	"CR14" 0+38.17	0.00' Lt.		
5	"M" 531+59.53	32.41' Lt.	FL=1762.33	TFC=1762.83
	"CR14" 0+25.01	15.00' Lt.		
6	"M" 531+61.61	32.41' Lt.	FL=1762.34	TFC=1762.84
	"CR14" 0+27.09	15.00' Lt.		
7	"M" 531+70.61	32.41' Lt.	FL=1762.37	TFC=1762.87
	"CR14" 0+36.09	15.00' Lt.		
8	"M" 531+72.69	32.41' Lt.	FL=1762.38	TFC=1762.88
	"CR14" 0+38.17	15.00' Lt.		

FL – Flow line
SW – Sidewalk
TFC – Top face of curb



PROFILE AT GUTTER
Horiz. scale: 1"=10'
Vert. scale: 1"=2'

CONSTRUCTION NOTES:
1. *Slopes hold over elevations.*
2. *Max. cross slope change on ramp 0.5% per foot.*
3. *See std. dwgs. for details not shown.*
4. *All work is within existing right-of-way or perm. sidewalk ease.*
5. *Construct concrete joints as shown on plans, or as directed by Engineer.*
6. *See sheets LB01 through LB07 for signing and striping.*
7. *See sheets MA01 through PB08 for flashing beacon and illumination.*
8. *E = 6" unless otherwise shown.*

REGISTERED PROFESSIONAL ENGINEER
65498PE
OREGON
JANUARY 10, 2006
JAIME LEE JORDAN
ADVANCE COPY SUBJECT TO CHANGE
EXPIRES: 06/30/23

DOWL
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N. MOUNTAIN AVE OVERLAY
I-5 TO E. MAIN

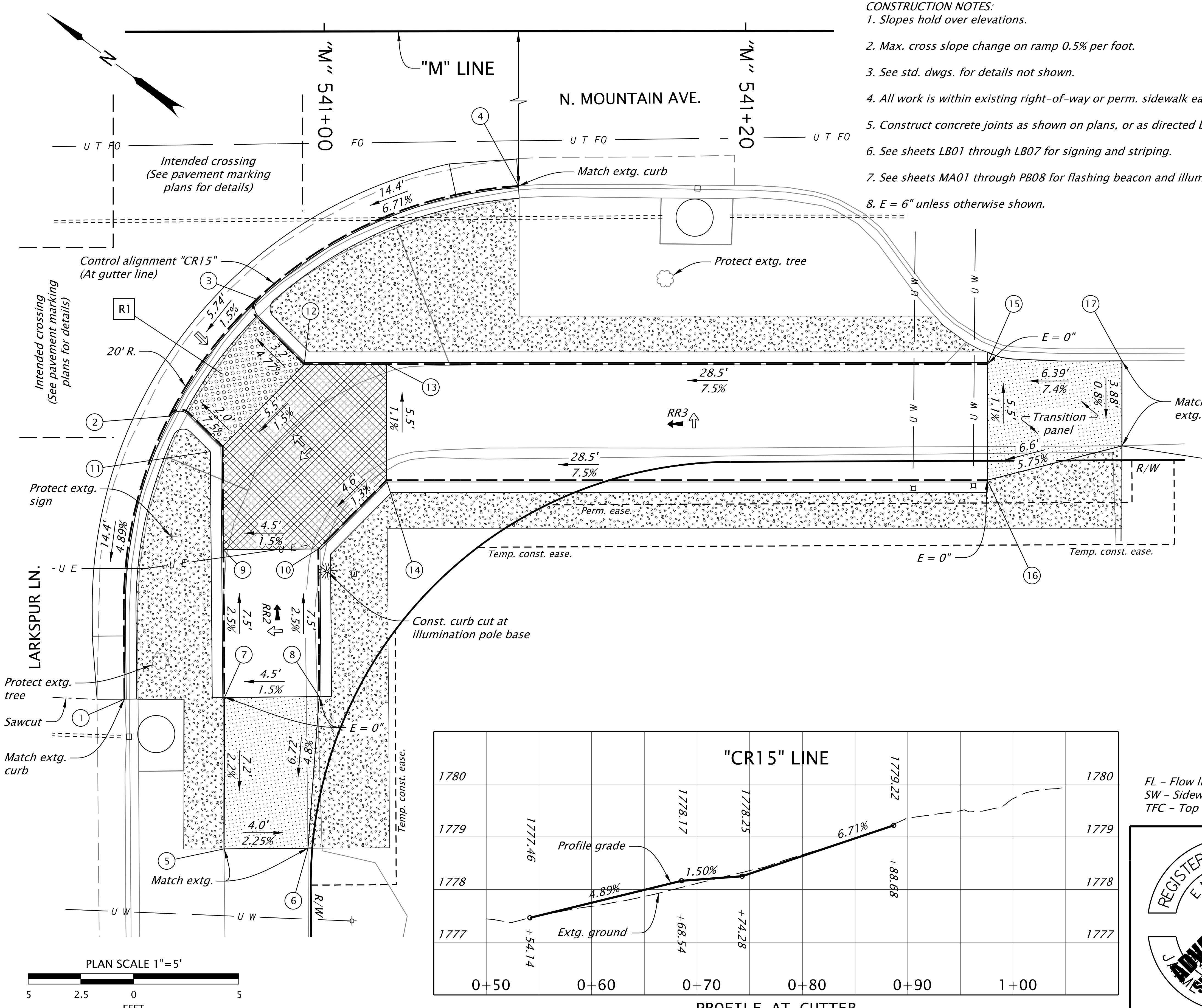
CITY OF ASHLAND
JACKSON COUNTY

Designer: Z.T. Fucini | Reviewer: Jaime Jordan
Drafter: Serban Dinca | Checker: Matthew Phillips

CURB RAMP DETAILS

SHEET NO. BC14

FINAL ELECTRONIC DOCUMENT AVAILABLE UPON REQUEST



PROFILE AT GUTTER
Horiz. scale: 1"=10'
Vert. scale: 1"=2'

CONSTRUCTION NOTES:
1. Slopes hold over elevations.
2. Max. cross slope change on ramp 0.5% per foot.
3. See std. dwgs. for details not shown.
4. All work is within existing right-of-way or perm. sidewalk ease.
5. Construct concrete joints as shown on plans, or as directed by Engineer.
6. See sheets LB01 through LB07 for signing and striping.
7. See sheets MA01 through PB08 for flashing beacon and illumination.
8. E = 6" unless otherwise shown.

RAMP POINT	STATION	OFFSET	FL ELEVATION	TFC/SW ELEVATION
1	"M" 540+90.47	40.67' Rt.	FL=1777.46	TFC=1777.96
	"CR15" 0+54.14	0.00' Rt.		
2	"M" 540+92.99	26.54' Rt.	FL=1778.17	TFC=1778.67
	"CR15" 0+68.54	0.00' Rt.		
3	"M" 540+96.34	22.12' Rt.	FL=1778.25	TFC=1778.75
	"CR15" 0+74.28	0.00' Rt.		
4	"M" 541+10.47	16.31' Rt.	FL=1779.22	TFC=1779.72
	"CR15" 0+89.95	0.00' Rt.		
5	"M" 540+95.19	47.79' Rt.	N/A	SW=1778.41
	"CR15" 0+47.00	4.68' Rt.		
6	"M" 540+99.17	47.77' Rt.	N/A	SW=1778.32
	"CR15" 0+47.00	8.66' Rt.		
7	"M" 540+95.22	40.59' Rt.	N/A	SW=1778.57
	"CR15" 0+54.19	4.75' Rt.		
8	"M" 540+99.72	41.07' Rt.	N/A	SW=1778.64
	"CR15" 0+53.69	9.25' Rt.		
9	"M" 540+95.17	33.59' Rt.	N/A	SW=1778.38
	"CR15" 0+62.04	4.49' Rt.		
10	"M" 540+99.67	33.56' Rt.	N/A	SW=1778.46
	"CR15" 0+63.51	8.89' Rt.		
11	"M" 540+95.14	28.69' Rt.	N/A	SW=1778.32
	"CR15" 0+67.75	2.91' Rt.		
12	"M" 540+99.02	24.79' Rt.	N/A	SW=1778.40
	"CR15" 0+74.30	3.79' Rt.		
13	"M" 541+02.93	24.80' Rt.	N/A	SW=1778.46
	"CR15" 0+78.36	6.26' Rt.		
14	"M" 541+02.92	30.30' Rt.	N/A	SW=1778.52
	"CR15" 0+71.99	10.37' Rt.		
15	"M" 541+31.44	24.84' Rt.	N/A	SW=1780.60
	"CR15" 1+10.94	8.50' Rt.		
16	"M" 541+31.43	30.34' Rt.	N/A	SW=1780.66
	"CR15" 1+10.94	14.00' Rt.		
17	"M" 541+37.83	24.85' Rt.	N/A	SW=1781.07
	"CR15" 1+17.32	8.50' Rt.		
18	"M" 541+37.83	28.72' Rt.	N/A	SW=1781.04
	"CR15" 1+17.33	12.38' Rt.		

FL – Flow line
SW – Sidewalk
TFC – Top face of curb

REGISTERED PROFESSIONAL ENGINEER
65493PE
OREGON
JULY 10, 2006
JAIME LEE JORDAN
ADVANCE COPY
SUBJECT TO CHANGE
EXPIRES: 06/30/23

DOWL
WWW.DOWL.COM

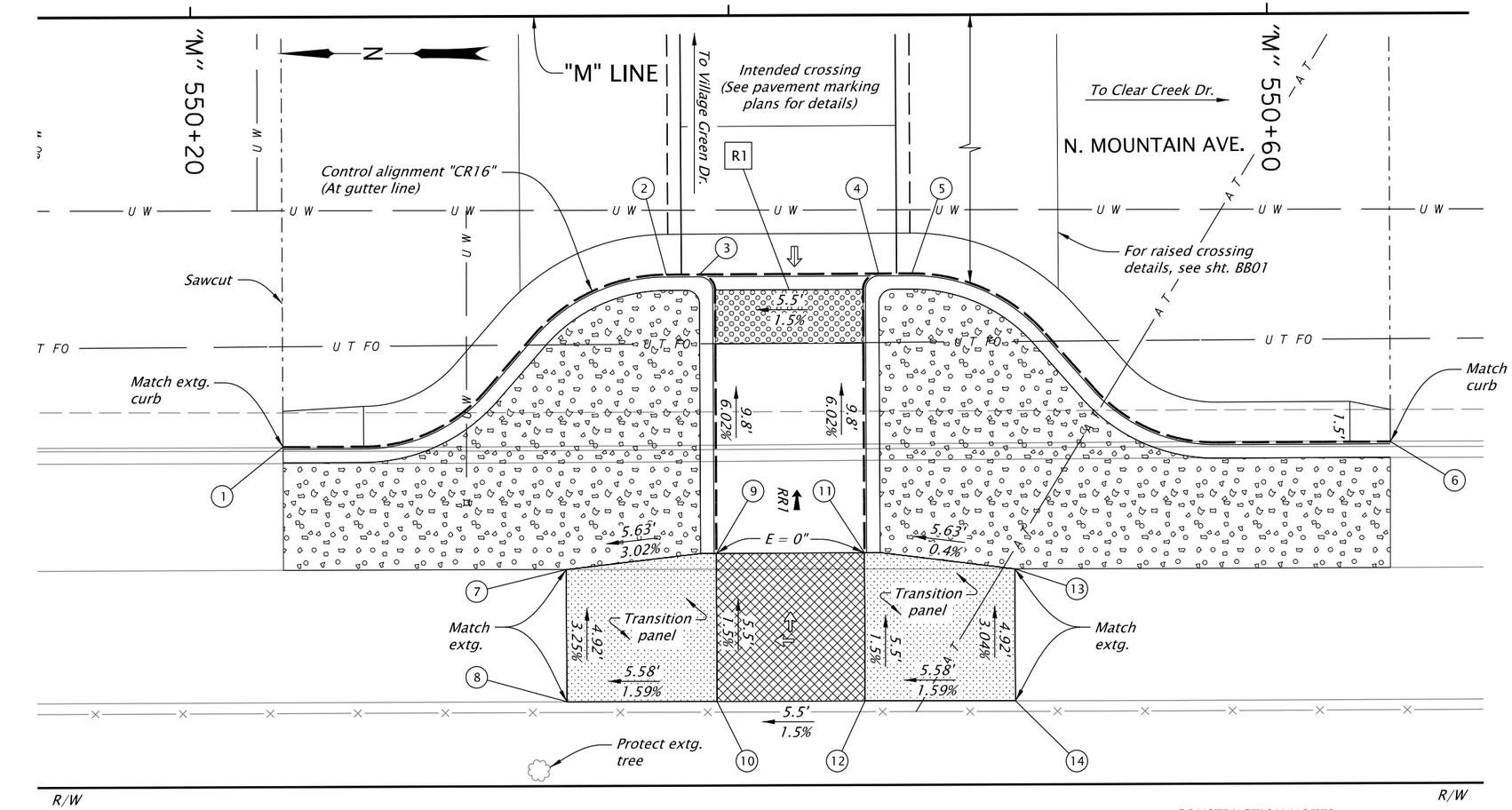
N. MOUNTAIN AVE OVERLAY
I-5 TO E. MAIN

CITY OF ASHLAND
JACKSON COUNTY

Designer: Z.T. Fucini
Reviewer: Jaime Jordan
Drafter: Serban Dinca
Checker: Matthew Phillips

CURB RAMP DETAILS

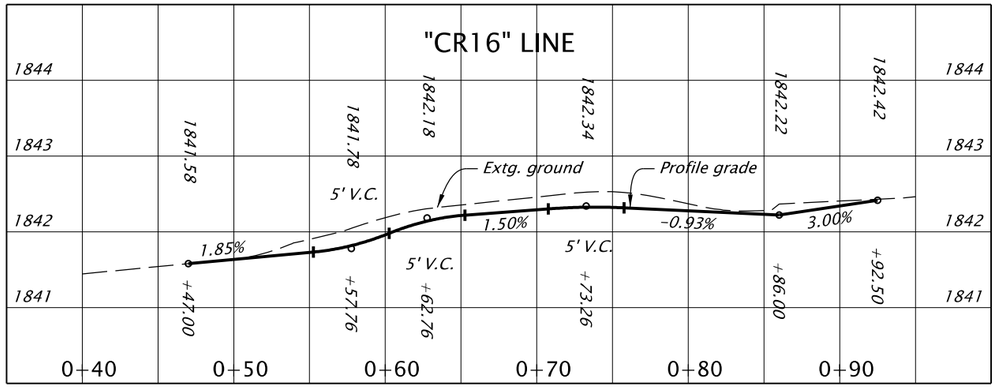
SHEET NO.
BC15



PLAN SCALE 1"=5'

5 2.5 0 5

FEET



PROFILE AT GUTTER

Horiz. scale: 1"=10'

Vert. scale: 1"=2'

RAMP POINT	STATION	OFFSET	FL ELEVATION	TFC/SW ELEVATION
1	"M" 550+23.37	21.46' Rt.	FL=1841.58	TFC=1842.08
	"CR16" 0+47.00	0.00' Rt.		
2	"M" 550+37.63	15.10' Rt.	FL=1842.17	TFC=1842.62
	"CR16" 0+63.45	0.00' Rt.		
3	"M" 550+39.44	15.10' Rt.	FL=1841.22	TFC=1842.72
	"CR16" 0+65.26	0.00' Rt.		
4	"M" 550+44.94	15.09' Rt.	FL=1842.30	TFC=1842.80
	"CR16" 0+70.76	0.00' Rt.		
5	"M" 550+46.75	15.09' Rt.	FL=1842.32	TFC=1842.82
	"CR16" 0+72.57	0.00' Rt.		
6	"M" 550+61.03	21.40' Rt.	FL=1842.42	TFC=1842.88
	"CR16" 0+92.52	0.00' Rt.		
7	"M" 550+33.87	26.04' Rt.	N/A	SW=1842.37
	"CR16" 0+53.70	6.98' Rt.		
8	"M" 550+33.88	30.96' Rt.	N/A	SW=1842.53
	"CR16" 0+52.71	11.23' Rt.		
9	"M" 550+39.46	25.47' Rt.	N/A	SW=1842.54
	"CR16" 0+65.27	10.37' Rt.		
10	"M" 550+39.46	30.97' Rt.	N/A	SW=1842.62
	"CR16" 0+54.21	14.30' Rt.		
11	"M" 550+44.96	25.46' Rt.	N/A	SW=1842.62
	"CR16" 0+70.76	10.37' Rt.		
12	"M" 550+44.96	30.95' Rt.	N/A	SW=1842.70
	"CR16" 0+81.81	14.30' Rt.		
13	"M" 550+50.54	26.08' Rt.	N/A	SW=1842.64
	"CR16" 0+82.33	7.02' Rt.		
14	"M" 550+50.55	30.98' Rt.	N/A	SW=1842.79
	"CR16" 0+83.31	11.27' Rt.		

FL – Flow line
SW – Sidewalk
TFC – Top face of curb

CONSTRUCTION NOTES:

1. Slopes hold over elevations.

2. Max. cross slope change on ramp 0.5% per foot.

3. See std. dwgs. for details not shown.

4. All work is within existing right-of-way or perm. sidewalk ease.

5. Construct concrete joints as shown on plans, or as directed by Engineer.

6. See sheets LB01 through LB07 for signing and striping.

7. See sheets MA01 through PB08 for flashing beacon and illumination.

8. E = 6" unless otherwise shown.

REGISTERED PROFESSIONAL ENGINEER
6549 JAMES LEE JORDAN
OREGON
JULY 10, 2006
ADVANCE COPY SUBJECT TO CHANGE
EXPIRES: 06/30/23

DOWL
WWW.DOWL.COM

N. MOUNTAIN AVE OVERLAY
I-5 TO E. MAIN

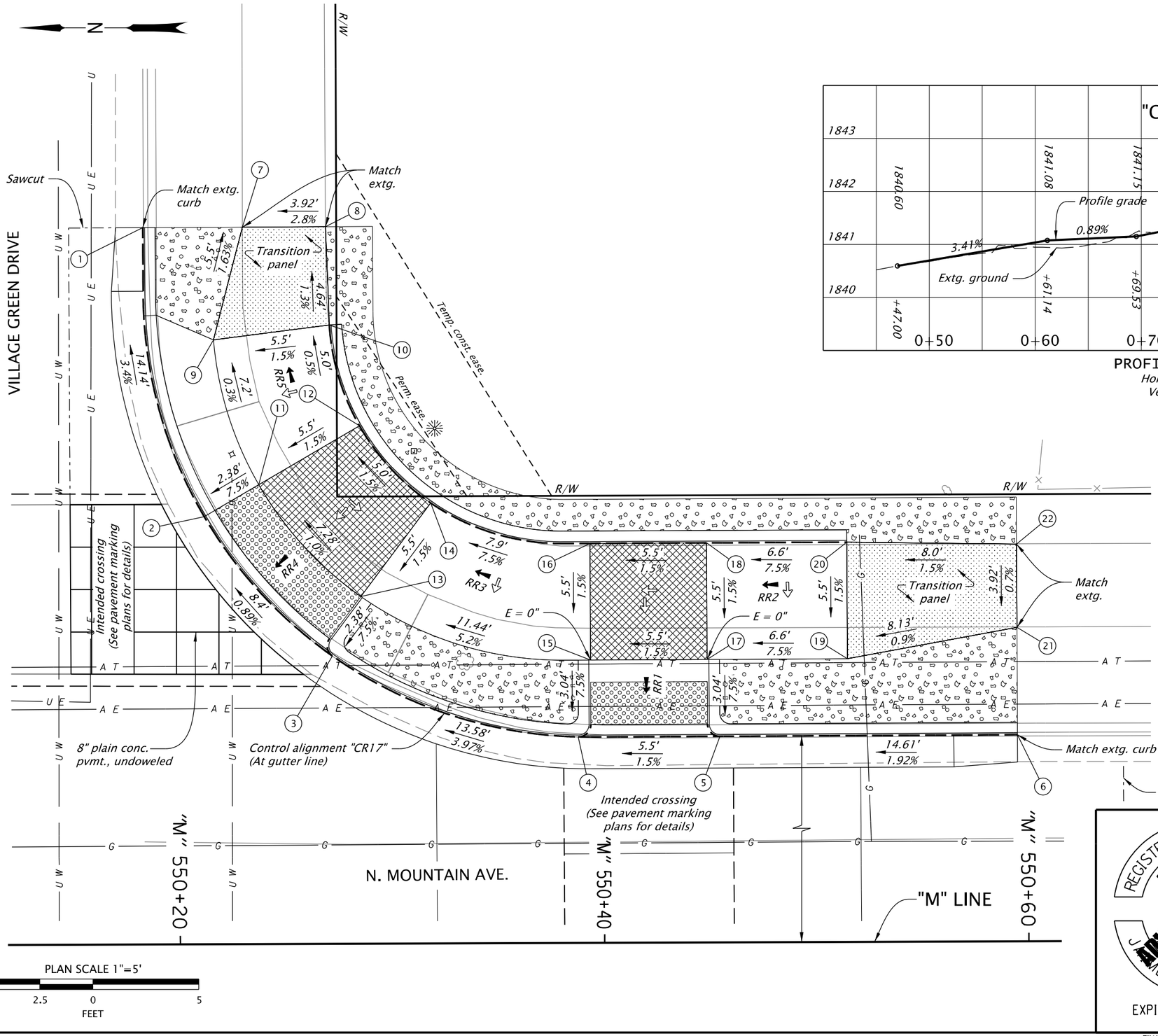
CITY OF ASHLAND
JACKSON COUNTY

Designer: Z.T. Fucini | Reviewer: Jaime Jordan
Drafter: Serban Dinca | Checker: Matthew Phillips

CURB RAMP DETAILS | SHEET NO. BC16

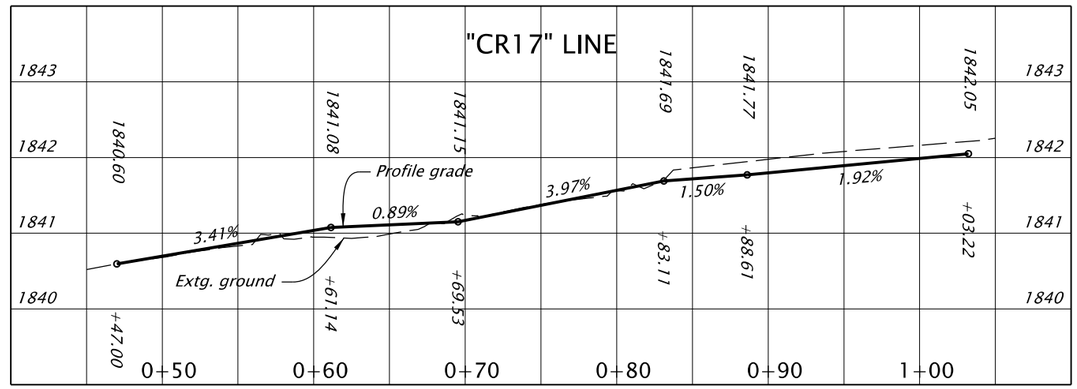
FINAL ELECTRONIC DOCUMENT
AVAILABLE UPON REQUEST

NOTE:
See sht. BC17A for
Curb Ramp Table.



PLAN SCALE 1"=5'

5 2.5 0 5
FEET



PROFILE AT GUTTER
Horiz. scale: 1"=10'
Vert. scale: 1"=2'

CONSTRUCTION NOTES:

1. *Slopes hold over elevations.*
2. *Max. cross slope change on ramp 0.5% per foot.*
3. *See std. dwgs. for details not shown.*
4. *All work is within existing right-of-way or perm. sidewalk ease.*
5. *Construct concrete joints as shown on plans, or as directed by Engineer.*
6. *See sheets LB01 through LB07 for signing and striping.*
7. *See sheets MA01 through PB08 for flashing beacon and illumination.*
8. *E = 6" unless otherwise shown.*

REGISTERED PROFESSIONAL ENGINEER
65499PE
OREGON
JULY 10, 2006
JAIME LEE JORDAN
ADVANCE COPY
SUBJECT TO CHANGE
EXPIRES: 06/30/23

DOWL
WWW.DOWL.COM

N. MOUNTAIN AVE OVERLAY
I-5 TO E. MAIN

CITY OF ASHLAND
JACKSON COUNTY

Designer: Z.T. Fucini	Reviewer: Jaime Jordan
Drafter: Serban Dinca	Checker: Matthew Phillips

CURB RAMP DETAILS

SHEET NO.
BC17

RAMP POINT	STATION	OFFSET	FL ELEVATION	TFC/SW ELEVATION
①	"M" 550+18.37	38.63' Lt.	FL=1840.60	TFC=1841.10
	"CR17" 0+47.00	0.00' Lt.		
②	"M" 550+21.21	24.99' Lt.	FL=1841.08	TFC=1841.58
	"CR17" 0+61.14	0.00' Lt.		
③	"M" 550+26.75	18.76' Lt.	FL=1841.15	TFC=1841.65
	"CR17" 0+69.53	0.00' Lt.		
④	"M" 550+39.40	14.54' Lt.	FL=1841.69	TFC=1842.19
	"CR17" 0+83.11	0.00' Lt.		
⑤	"M" 550+44.90	14.55' Lt.	FL=1841.77	TFC=1842.27
	"CR17" 0+88.61	0.00' Lt.		
⑥	"M" 550+59.51	14.57' Lt.	FL=1842.05	TFC=1842.55
	"CR17" 1+03.22	0.00' Lt.		
⑦	"M" 550+23.06	38.64' Lt.	N/A	SW=1841.15
	"CR17" 0+47.00	4.70' Lt.		
⑧	"M" 550+26.98	38.64' Lt.	N/A	SW=1841.26
	"CR17" 0+47.00	8.61' Lt.		
⑨	"M" 550+21.68	33.32' Lt.	N/A	SW=1841.24
	"CR17" 0+52.71	3.17'Lt.		
⑩	"M" 550+27.15	34.01' Lt.	N/A	SW=1841.32
	"CR17" 0+52.71	8.68' Lt.		
⑪	"M" 550+23.79	26.49' Lt.	N/A	SW=1841.26
	"CR17" 0+61.14	2.98' Lt.		
⑫	"M" 550+28.55	29.25' Lt.	N/A	SW=1841.34
	"CR17" 0+61.14	8.48' Lt.		
⑬	"M" 550+28.59	21.20' Lt.	N/A	SW=1841.33
	"CR17" 0+69.53	3.06' Lt.		
⑭	"M" 550+31.89	25.60' Lt.	N/A	SW=1841.41
	"CR17" 0+69.53	8.56' Lt.		
⑮	"M" 550+39.40	18.16' Lt.	N/A	SW=1841.92
	"CR17" 0+83.11	3.63' Lt.		
⑯	"M" 550+39.39	23.66' Lt.	N/A	SW=1842.00
	"CR17" 0+83.12	9.12' Lt.		
⑰	"M" 550+44.90	18.17' Lt.	N/A	SW=1842.00
	"CR17" 0+88.61	3.63' Lt.		
⑱	"M" 550+44.89	23.67' Lt.	N/A	SW=1842.08
	"CR17" 0+88.61	9.13' Lt.		
⑲	"M" 550+51.51	18.18' Lt.	N/A	SW=1842.50
	"CR17" 0+95.22	3.63' Lt.		
⑳	"M" 550+51.50	23.68' Lt.	N/A	SW=1842.58
	"CR17" 0+95.22	9.13' Lt.		
㉑	"M" 550+59.51	19.64' Lt.	N/A	SW=1842.57
	"CR17" 1+03.22	5.07' Lt.		
㉒	"M" 550+59.50	23.56' Lt.	N/A	SW=1842.6
	"CR17" 1+03.22	8.99' Lt.		

FL – Flow line
SW – Sidewalk
TFC – Top face of curb

REGISTERED PROFESSIONAL ENGINEER
6549 LE
OREGON
JUNE 10, 2006
JAIME LEE JORDAN
ADVANCE COPY SUBJECT TO CHANGE
EXPIRES: 06/30/23

DOWL
WWW.DOWL.COM

N. MOUNTAIN AVE OVERLAY
I-5 TO E. MAIN

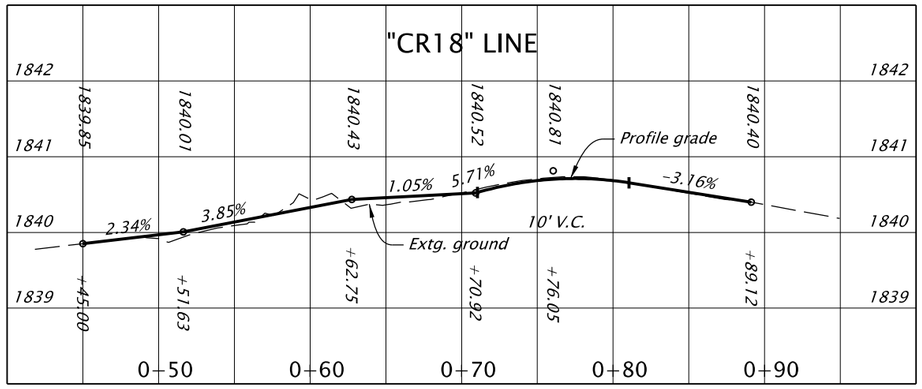
CITY OF ASHLAND
JACKSON COUNTY

Designer: Z.T. Fucini | Reviewer: Jaime Jordan
Drafter: Serban Dinca | Checker: Matthew Phillips

CURB RAMP DETAILS

SHEET NO. BC17A

FINAL ELECTRONIC DOCUMENT AVAILABLE UPON REQUEST



PROFILE AT GUTTER
Horiz. scale: 1"=10'
Vert. scale: 1"=2'

RAMP POINT	STATION	OFFSET	FL ELEVATION	TFC/SW ELEVATION
1	"M" 549+67.22	14.43' Lt.	FL=1839.85	TFC=1840.35
	"CR18" 0+45.00	0.00' Lt.		
2	"M" 549+67.21	19.93' Lt.	N/A	SW=1840.30
	"CR18" 0+45.00	5.50' Lt.		
3	"M" 549+73.85	14.51' Lt.	FL=1840.00	TFC=1840.50
	"CR18" 0+51.63	0.00' Lt.		
4	"M" 549+73.35	20.08' Lt.	N/A	SW=1840.58
	"CR18" 0+51.63	5.58' Lt.		
5	"M" 549+83.99	18.66' Lt.	FL=1840.43	TFC=1840.43
	"CR18" 0+62.75	0.00' Lt.		
6	"M" 549+80.44	22.98' Lt.	N/A	SW=1840.51
	"CR18" 0+62.75	5.58'Lt.		
7	"M" 549+88.98	25.05' Lt.	FL=1840.52	TFC=1840.52
	"CR18" 0+70.92	0.00' Lt.		
8	"M" 549+83.94	27.45' Lt.	N/A	SW=1840.60
	"CR18" 0+70.92	5.58' Lt.		
9	"M" 549+90.77	34.98' Lt.	FL=1840.65	TFC=1841.06
	"CR18" 0+81.12	0.00' Lt.		
10	"M" 549+85.19	34.97' Lt.	N/A	SW=1841.13
	"CR18" 0+81.12	5.58' Lt.		
11	"M" 549+90.76	42.98' Lt.	FL=1840.40	TFC=1840.90
	"CR18" 0+89.12	0.00' Lt.		
12	"M" 549+87.15	42.98' Lt.	N/A	SW=1840.89
	"CR18" 0+89.12	3.61' Lt.		

FL - Flow line
SW - Sidewalk
TFC - Top face of curb

CONSTRUCTION NOTES:
1. *Slopes hold over elevations.*
2. *Max. cross slope change on ramp 0.5% per foot.*
3. *See std. dwgs. for details not shown.*
4. *All work is within existing right-of-way or perm. sidewalk ease.*
5. *Construct concrete joints as shown on plans, or as directed by Engineer.*
6. *See sheets LB01 through LB07 for signing and striping.*
7. *See sheets MA01 through PB08 for flashing beacon and illumination.*
8. *E = 6" unless otherwise shown.*

REGISTERED PROFESSIONAL ENGINEER
6549[illegible]
OREGON
JULY 10, 2006
JAIME LEE JORDAN
ADVANCE COPY SUBJECT TO CHANGE
EXPIRES: 06/30/23

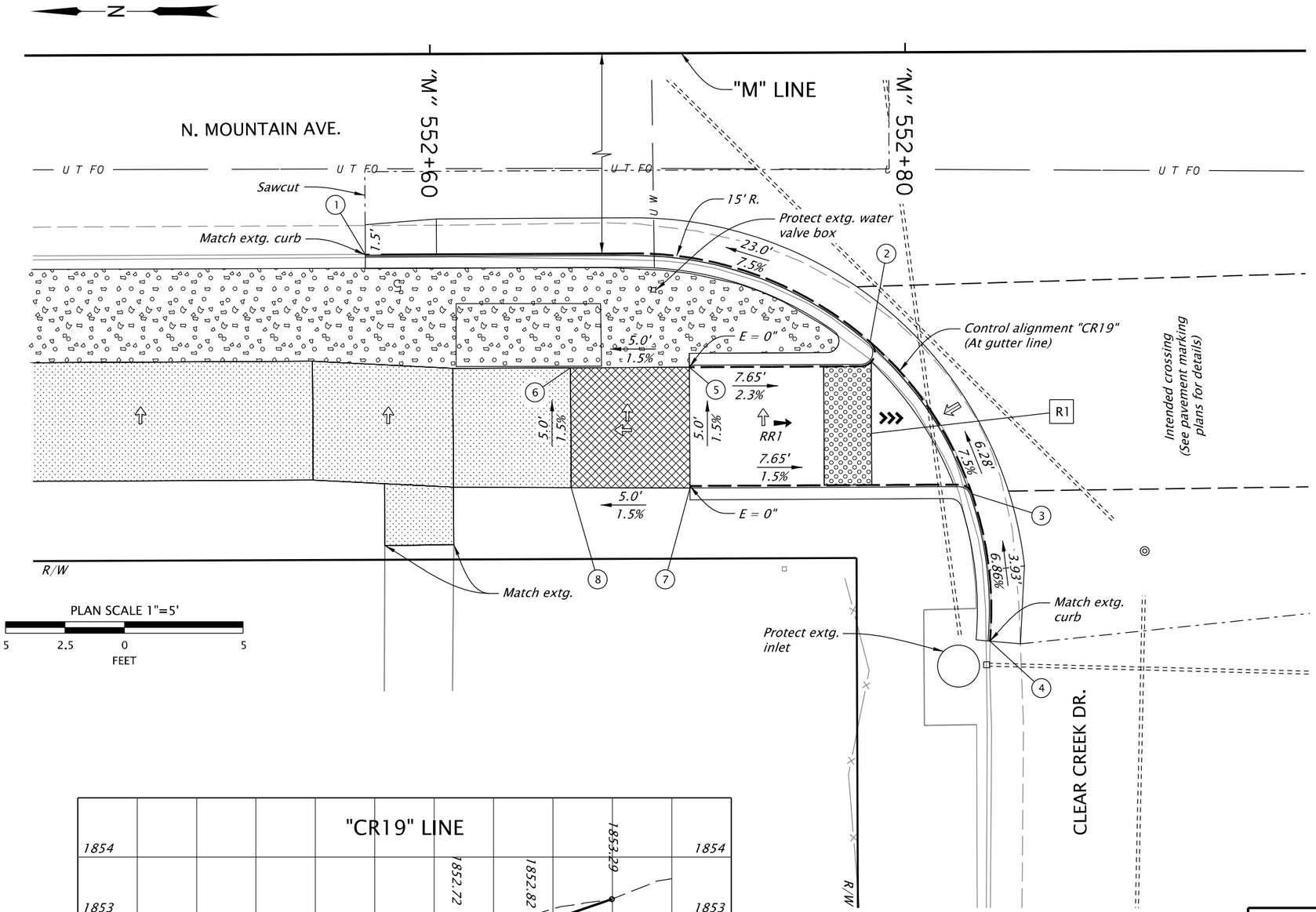
DOWL
WWW.DOWL.COM

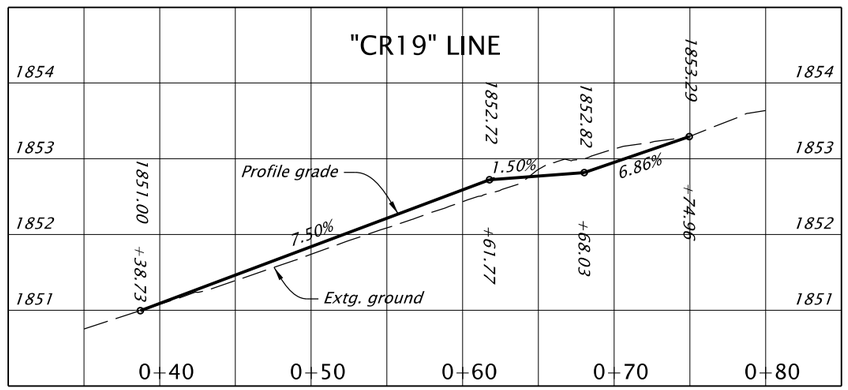
N. MOUNTAIN AVE OVERLAY
I-5 TO E. MAIN
CITY OF ASHLAND
JACKSON COUNTY

Designer: Z.T. Fucini | Reviewer: Jaime Jordan
Drafter: Serban Dinca | Checker: Matthew Phillips

CURB RAMP DETAILS | SHEET NO. BC18

FINAL ELECTRONIC DOCUMENT AVAILABLE UPON REQUEST





PROFILE AT GUTTER
Horiz. scale: 1"=10'
Vert. scale: 1"=2'

RAMP POINT	STATION	OFFSET	FL ELEVATION	TFC/SW ELEVATION
①	"M" 552+57.20	21.25' Rt.	FL=1851.00	TFC=1851.50
	"CR19" 0+38.73	0.00' Rt.		
②	"M" 552+78.48	25.83' Rt.	FL=1852.72	TFC=1853.22
	"CR19" 0+61.77	0.00' Rt.		
③	"M" 552+81.93	31.01' Rt.	FL=1852.81	TFC=1853.31
	"CR19" 0+68.05	0.00' Rt.		
④	"M" 552+83.43	37.60' Rt.	FL=1853.22	TFC=1853.72
	"CR19" 0+74.96	0.00' Rt.		
⑤	"M" 552+70.82	26.03' Rt.	N/A	SW=1852.90
	"CR19" 0+53.39	4.54' Rt.		
⑥	"M" 552+65.82	26.04' Rt.	N/A	SW=1852.83
	"CR19" 0+47.34	4.80' Rt.		
⑦	"M" 552+70.83	31.03' Rt.	N/A	SW=1852.98
	"CR19" 0+56.35	9.30' Rt.		
⑧	"M" 552+65.83	31.08' Rt.	N/A	SW=1852.90
	"CR19" 0+47.34	9.80' Rt.		

FL – Flow line
SW – Sidewalk
TFC – Top face of curb

CONSTRUCTION NOTES:

1. *Slopes hold over elevations.*
2. *Max. cross slope change on ramp 0.5% per foot.*
3. *See std. dwgs. for details not shown.*
4. *All work is within existing right-of-way or perm. sidewalk ease.*
5. *Construct concrete joints as shown on plans, or as directed by Engineer.*
6. *See sheets LB01 through LB07 for signing and striping.*
7. *See sheets MA01 through PB08 for flashing beacon and illumination.*
8. *E = 6" unless otherwise shown.*

REGISTERED PROFESSIONAL ENGINEER
6549PE
OREGON
JANUARY 10, 2006
JAIME LEE JORDAN
ADVANCE COPY SUBJECT TO CHANGE
EXPIRES: 06/30/23

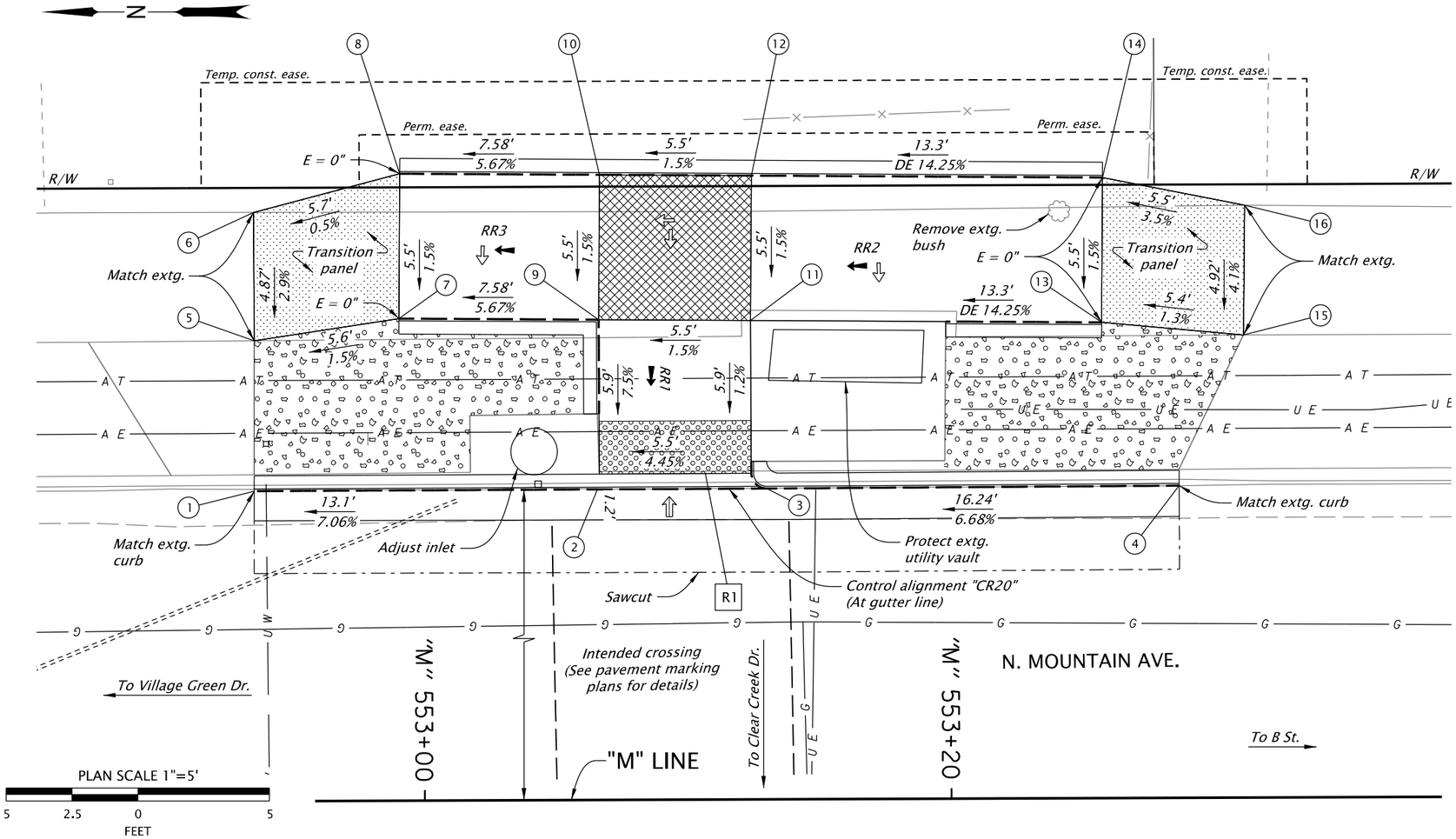
DOWL
WWW.DOWL.COM

N. MOUNTAIN AVE OVERLAY
I-5 TO E. MAIN

CITY OF ASHLAND
JACKSON COUNTY

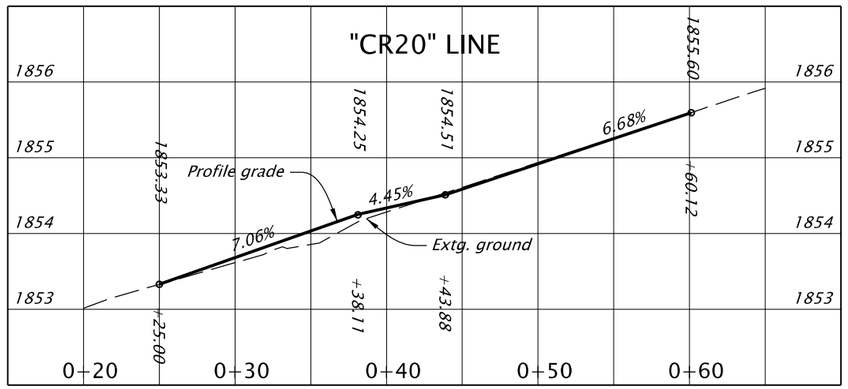
Designer: Z.T. Fucini	Reviewer: Jaime Jordan
Drafter: Serban Dinca	Checker: Matthew Phillips

CURB RAMP DETAILS — SHEET NO. BC19



RAMP POINT	STATION	OFFSET	FL ELEVATION	TFC/SW ELEVATION
1	"M" 552+93.57	14.40' Lt.	FL=1853.33	TFC=1853.83
	"CR20" 0+25.00	0.00' Lt.		
2	"M" 553+06.68	14.42' Lt.	FL=1854.25	TFC=1854.25
	"CR20" 0+38.11	0.00' Lt.		
3	"M" 553+12.46	14.43' Lt.	FL=1854.51	TFC=1855.01
	"CR20" 0+43.88	0.00' Lt.		
4	"M" 553+28.69	14.46' Lt.	FL=1855.60	TFC=1856.10
	"CR20" 0+60.12	0.00' Lt.		
5	"M" 552+93.59	20.11' Lt.	N/A	SW=1853.98
	"CR20" 0+25.03	5.71' Lt.		
6	"M" 552+93.58	24.98' Lt.	N/A	SW=1854.12
	"CR20" 0+25.03	10.58' Lt.		
7	"M" 552+99.09	20.93' Lt.	N/A	SW=1854.06
	"CR20" 0+30.53	6.52' Lt.		
8	"M" 552+99.14	26.43' Lt.	N/A	SW=1854.15
	"CR20" 0+30.59	12.02' Lt.		
9	"M" 553+06.67	20.87' Lt.	N/A	SW=1854.49
	"CR20" 0+38.11	6.44' Lt.		
10	"M" 553+06.72	26.37' Lt.	N/A	SW=1854.57
	"CR20" 0+38.17	11.94' Lt.		
11	"M" 553+12.44	20.81' Lt.	N/A	SW=1854.58
	"CR20" 0+43.88	6.38' Lt.		
12	"M" 553+12.49	26.31' Lt.	N/A	SW=1854.66
	"CR20" 0+43.94	11.88' Lt.		
13	"M" 553+25.77	20.69' Lt.	N/A	SW=1856.48
	"CR20" 0+57.21	6.24' Lt.		
14	"M" 553+25.82	26.19' Lt.	N/A	SW=1856.56
	"CR20" 0+57.27	11.74' Lt.		
15	"M" 553+31.16	20.20' Lt.	N/A	SW=1856.55
	"CR20" 0+62.60	5.74' Lt.		
16	"M" 553+31.22	25.12' Lt.	N/A	SW=1856.75
	"CR20" 0+62.67	10.66' Lt.		

FL - Flow line
SW - Sidewalk
TFC - Top face of curb



PROFILE AT GUTTER
Horiz. scale: 1"=10'
Vert. scale: 1"=2'

CONSTRUCTION NOTES:

1. *Slopes hold over elevations.*
2. *Max. cross slope change on ramp 0.5% per foot.*
3. *See std. dwgs. for details not shown.*
4. *All work is within existing right-of-way or perm. sidewalk ease.*
5. *Construct concrete joints as shown on plans, or as directed by Engineer.*
6. *See sheets LB01 through LB07 for signing and striping.*
7. *See sheets MA01 through PB08 for flashing beacon and illumination.*
8. *E = 6" unless otherwise shown.*

REGISTERED PROFESSIONAL ENGINEER
6549 JAMES LEE JORDAN
OREGON
JULY 10, 2006
ADVANCE COPY SUBJECT TO CHANGE
EXPIRES: 06/30/23

DOWL
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N. MOUNTAIN AVE OVERLAY
I-5 TO E. MAIN

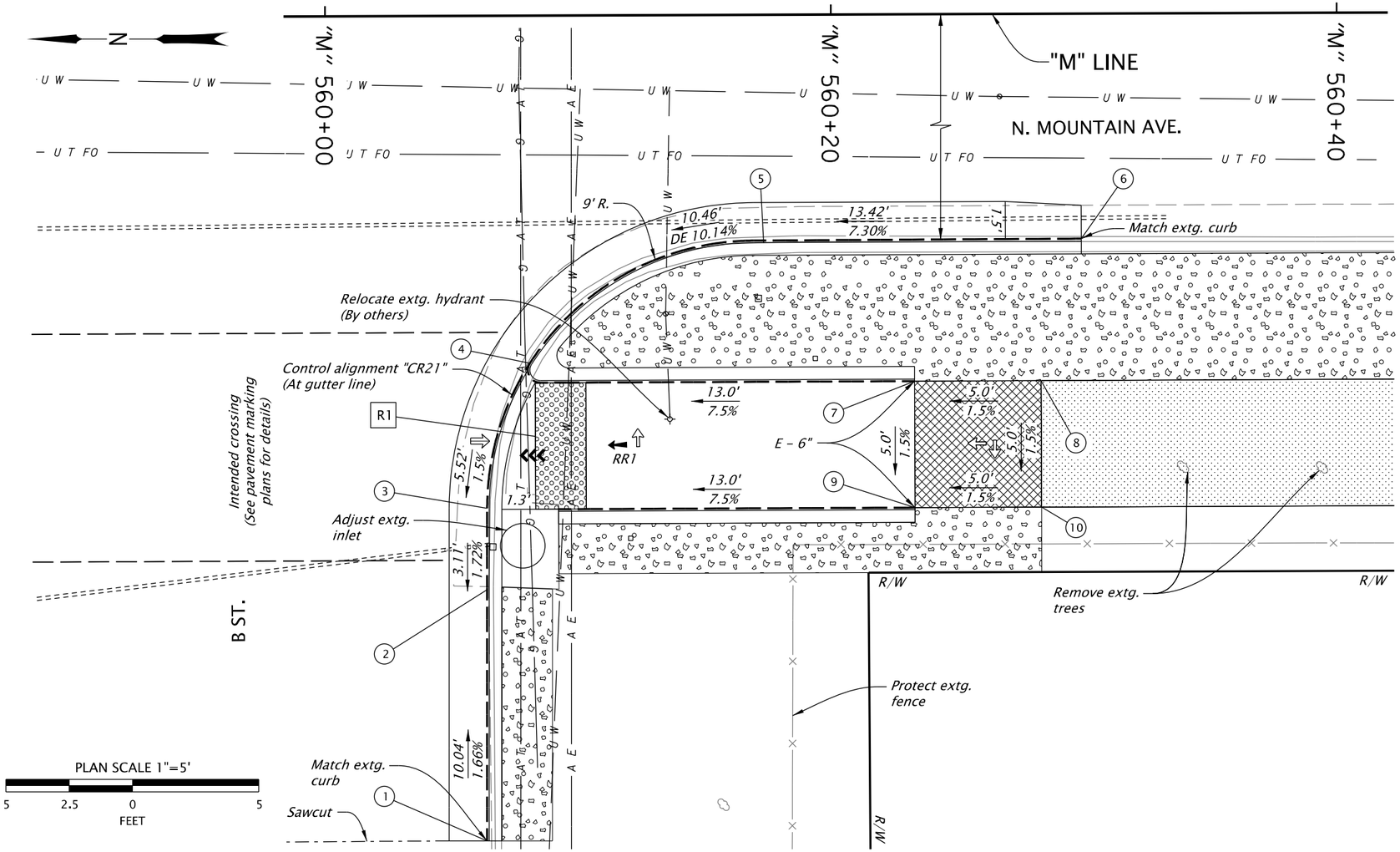
CITY OF ASHLAND
JACKSON COUNTY

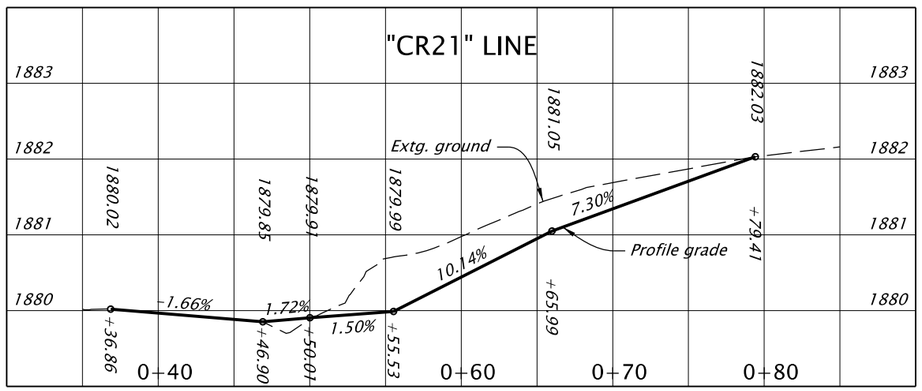
Designer: Z.T. Fucini | Reviewer: Jaime Jordan
Drafter: Serban Dinca | Checker: Matthew Phillips

CURB RAMP DETAILS

SHEET NO. BC20

FINAL ELECTRONIC DOCUMENT AVAILABLE UPON REQUEST





PROFILE AT GUTTER
Horiz. scale: 1"=10'
Vert. scale: 1"=2'

RAMP POINT	STATION	OFFSET	FL ELEVATION	TFC/SW ELEVATION
1	"M" 560+06.25	44.62' Rt.	FL=1880.02	TFC=1880.52
	"CR21" 0+36.86	0.00' Rt.		
2	"M" 560+06.29	34.66' Rt.	FL=1879.85	TFC=1880.35
	"CR21" 0+46.90	0.00' Rt.		
3	"M" 560+06.30	31.52' Rt.	FL=1879.91	TFC=1879.91
	"CR21" 0+50.01	0.00' Rt.		
4	"M" 560+07.79	26.22' Rt.	FL=1879.99	TFC=1879.99
	"CR21" 0+55.53	0.00' Rt.		
5	"M" 560+24.69	20.93' Rt.	FL=1881.05	TFC=1881.55
	"CR21" 0+65.99	0.00' Rt.		
6	"M" 560+29.83	20.91' Rt.	FL=1882.03	TFC=1882.53
	"CR21" 0+79.41	0.00' Rt.		
7	"M" 560+23.22	26.51' Rt.	N/A	SW=1881.12
	"CR21" 0+72.80	5.47' Rt.		
8	"M" 560+28.22	26.51' Rt.	N/A	SW=1881.21
	"CR21" 0+77.80	5.48' Rt.		
9	"M" 560+23.22	31.50' Rt.	N/A	SW=1881.05
	"CR21" 0+72.79	10.47' Rt.		
10	"M" 560+28.22	31.51' Rt.	N/A	SW=1881.12
	"CR21" 0+77.79	10.48' Rt.		

FL - Flow line
SW - Sidewalk
TFC - Top face of curb

CONSTRUCTION NOTES:
1. *Slopes hold over elevations.*
2. *Max. cross slope change on ramp 0.5% per foot.*
3. *See std. dwgs. for details not shown.*
4. *All work is within existing right-of-way or perm. sidewalk ease.*
5. *Construct concrete joints as shown on plans, or as directed by Engineer.*
6. *See sheets LB01 through LB07 for signing and striping.*
7. *See sheets MA01 through PB08 for flashing beacon and illumination.*
8. *E = 6" unless otherwise shown.*

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CITY OF ASHLAND
JACKSON COUNTY

Designer: Z.T. Fucini | Reviewer: Jaime Jordan
Drafter: Serban Dinca | Checker: Matthew Phillips

CURB RAMP DETAILS | SHEET NO. BC21

FINAL ELECTRONIC DOCUMENT AVAILABLE UPON REQUEST

PIPE DATA SHEET

- SHEET NUMBER; NOTE No. ON PLANS; DESIGN HEIGHT OF COVER (FEET) ①
- PIPE: CIRCULAR OR ELLIPTICAL – SIZE IN (Inches): 12 – LENGTH IN FEET; PIPE - ARCH: HELICAL Riveted Welded or Lock Seam – EQUIV. RND SIZE (Inches); LENGTH (Feet); CROSS-SECTIONAL DIMENSIONS ② – SPAN, RISE (Feet-Inches), CORNER RADII (Inches)
- USE / INSTALLATION CRITERIA: DRAIN (PERFORATED); CULVERT (ROAD APPROACH); CULVERT (CONDUIT); CULVERT; IRRIGATION; SIPHON; STORM SEWER; SANITARY SEWER; OTHERS (SEE REMARKS); WATERTIGHT JOINTS; SLOPE ANCHORS; IMPERFECT TRENCH; PH; RESISTIVITY (HUNDREDS)
- TERMINAL TREATMENT: LT./RT.; SLOPED ENDS; SKEW NUMBER; Not For Conc. Pipe Over 60" Dia.; PAVED END SLOPES – No.
- ALTERNATE MATERIALS – HELICAL CORRUGATED METAL:
  - ALUMINUM – SIZE OF CORRUGATIONS: RIVETED, WELDED OR LOCK SEAM – 1½" x ¼" (PLATE THKN. (Inches), CROSS SECTION ③); 2⅔" x ½" (PLATE THKN. (Inches), CROSS SECTION ③); 3" x 1" (PLATE THKN. (Inches), CROSS SECTION ③, COATING ⑤); LOCK SEAM – SMOOTH WALL SPIRAL RIB ¾" x ¾" @ 7½" O.C. Or ¾" x 1" @ 11½" O.C. PLATE THKN. (Inches), CROSS SECTION ③, COATING ⑤
  - ALUMINIZED OR GALVANIZED IRON AND STEEL – SIZE OF CORRUGATIONS: RIVETED, WELDED OR LOCK SEAM – 1½" x ¼" (PLATE THKN. (Inches), CROSS SECTION ③); 2⅔" x ½" (PLATE THKN. (Inches), CROSS SECTION ③); 3" x 1" (PLATE THKN. (Inches), CROSS SECTION ③); COATING – GALVANIZED ⑤, ALUMINIZED ⑤; LOCK SEAM – SMOOTH WALL SPIRAL RIB ¾" x ¾" @ 7½" O.C. Or ¾" x 1" @ 11½" O.C. PLATE THKN. (Inches), CROSS SECTION ③; COATING – GALVANIZED ⑤, ALUMINIZED ⑤
- RIGID – PRE-CAST CONCRETE: PLAIN ④ 1, 2, 3; REINF. III, IV, V
- PLASTIC & IRON: CORRUGATED HDPE; SOLID WALL HDPE; REINFORCED HDPE; PVC (C900); POLYPROPYLENE, DOUBLE WALL; POLYPROPYLENE, TRIPLE WALL; DUCTILE IRON
- APPURTENANCES: MANHOLES – DEPTH, TOP OF COVER TO INVERT (Feet); DIAMETER OF LARGEST PIPE IN BASE (In.); CONC. – PRECAST, CAST-IN-PLACE; DROP MANHOLE; SPECIAL; INLETS – TYPE: D, CG-3 – Number Required
- EXTENSION: LEFT, RIGHT (Feet); EXTG. PIPE MATERIAL ⑥
- REMARKS

SHEET NUMBER	NOTE No. ON PLANS	DESIGN HEIGHT OF COVER (FEET)	12" LENGTH IN FEET	STORM SEWER	WATERTIGHT JOINTS	CORRUGATED HDPE	PVC (C900)	POLYPROPYLENE, DOUBLE WALL	DUCTILE IRON	MANHOLE DEPTH (Feet)	DIAMETER OF LARGEST PIPE IN BASE (In.)	PRECAST	INLET D	INLET CG-3	REMARKS
C04	3	2.0	3	✓	✓	✓	✓	✓	✓						
C04	19	X.X	7	✓	✓		✓	✓	✓					1	
C04	20									X.X	12	✓			Over extg.
C09	7	2.5	52	✓	✓	✓							1		Connect to extg.
C09	10	1.0	39	✓	✓										Connect to extg.
C09	11	2.0	62	✓	✓	✓	✓	✓	✓					1	
C09	12	2.0	16	✓	✓	✓	✓	✓	✓	4.4	12				48" dia., shallow
C10	20	X.X	27	✓	✓		✓	✓	✓					1	
C10	21									X.X	12	✓			Over extg.

GENERAL NOTES:

1. A check (✓) indicates column heading applies.
2. A new pipe culvert installation shall be of like material throughout.
3. Extension of existing metal culverts may be of unlike metal or corrugations. For connecting details, see Std Drg. No. RD326.
4. Dimensions shown are nominal.
5. All pipes shall conform to the AASHTO specification applicable for the type of material and the diameter of the pipe involved.

FOOTNOTES:

① Design height of cover is the critical design height used to select pipe materials. The height of cover for any given run of pipe may vary. Design height of cover shall be measured to subgrade.

② Cross-sectional dimensions may vary with different materials. When galvanized iron or steel and aluminum are acceptable alternates use a separate line for each type of material.

③ Cross-sectional shape of pipe normal to longitudinal axis, prior to loading
A = Pipe - Arch
R = Round
E = Elliptical (5% nominal elongation)

④ Minimum allowable diameter for Class 1 nonreinforced concrete pipe is 15".

⑤ Abbreviations for protective coatings for metal pipe
PM = Polymeric, 10 Mil. thkn. coated both sides
PO = Polyethylene inside lining, polymeric outside
U = Uncoated
CIM = Chevron industrial membrane
Ep = Epoxy coated

⑥ Abbreviations for existing pipe materials
AB = Asbestos cement
Al = Corrugated aluminum
Co = Concrete
Pl = Plastic
St = Corrugated steel
X = Other material, see remarks column

■	RD300	Trench Backfill, Bedding, Pipe Zone And Multiple Installations
■	RD302	Street Cut
□	RD304	Arch Pipe Backfill/Compaction
□	RD306	Concrete Encasement, Cradle, and Cap Details
□	RD308	Bore Casing Detail
□	RD310	Shallow/Deep Trench Service Connection, Blocking and Markers
□	RD312	Subsurface Drain
□	RD316	Sloped Ends For Metal Pipe
□	RD317	Culvert Embankment Protection And Riprap Pads
□	RD318	Sloped Ends For Concrete Pipe
□	RD319	Miscellaneous Culvert Details
□	RD320	Paved End Slope For Culverts 60" Maximum Pipe Size
□	RD321	Paved End Slope With Removable Safety Bar(s)
□	RD322	Safety End Section For Metal Pipe
□	RD324	Safety End Section For Concrete, PVC, HDPE & Polypropylene Pipe
□	RD325	Coupling Bands For Corrugated Metal Pipe
□	RD326	Coupling Bands For Corrugated Metal Pipe
□	RD327	Coupling Bands For Corrugated Metal Pipe
□	RD328	Slotted C.M.P. Drain Details
□	RD330	Pipe Slope Anchors - Metal
□	RD332	Pipe Slope Anchors - Concrete
□	RD334	Locator Post
■	RD335	Standard Storm Sewer Manhole
■	RD336	Standard Manhole Details
□	RD338	Standard Sanitary Sewer Manhole
■	RD339	Pipe To Structure Connections
□	RD340	Storm Sewer Pollution Control Manhole
□	RD342	Shallow Manholes
□	RD343	24" Manholes
■	RD344	Standard Manhole Base Section
■	RD345	Pipe To Manhole Connections
□	RD346	Large Precast Manhole
□	RD348	Manhole With Inlet
□	RD350	Sanitary Sewer Piped Inside Drop Connection for Manholes
□	RD352	Outside Drop Manholes
□	RD354	Carry Through Manhole - Storm
■	RD356	Manhole Covers And Frames
□	RD358	Manhole Slope Protectors
■	RD360	Manhole Frame Adjustment
□	RD362	Sanitary Cleanout
□	RD363	Gutter Transition At Inlet
□	RD364	Concrete Inlets Type G-1, G-2, G-2M, & G-2MA
■	RD365	Frames & Grates For Concrete Inlets
□	RD366	Concrete Inlets Type CG-1, CG-2
□	RD367	Curb Inlet Channel
□	RD368	Concrete Inlets Type M-E, M-O, B And B-SL
■	RD370	Ditch Inlet Type D
■	RD371	Concrete Inlet Base Type CG-3
■	RD372	Concrete Inlet Top, Option 1 Type CG-3
□	RD373	Concrete Inlet Top, Option 2 Type CG-3
□	RD374	Area Drainage Basin Or Field Inlet
■	RD376	Miscellaneous Drainage Structures Siphon Box, Inlet Cap & Inlet Adjustment
□	RD378	Type "3" Catch Basin, Frame and Grate
□	RD380	Fill Height Tables For Aluminum & Steel Corrugated Pipe
□	RD382	Fill Height Tables For Aluminum & Steel Arch Pipe
□	RD384	Fill Height Tables For Aluminum & Steel Spiral Rib Pipe
□	RD386	Fill Height Table For Circular Concrete Pipe
■	RD388	Fill Height Tables For PVC Pipe
■	RD390	Fill Height Table For Corrugated HDPE Pipe
□	RD391	Fill Height Table For Steel Reinforced HDPE Pipe
■	RD393	Fill Height Tables For Polypropylene Pipe
□	RD398	Culvert ID Marker
□	RD399	Stormwater Treatment and Storage Facility Field Markers

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N. MOUNTAIN AVE OVERLAY
I-5 TO E. MAIN

CITY OF ASHLAND
JACKSON COUNTY

Designer: Abigail Hale | Reviewer: Jaime Jordan
Drafter: Serban Dinca | Checker: Ben Wewerka

PIPE DATA SHEET | SHEET NO. BD01

0052-80159_pd_01.dgn :: Default 4/4/2023 3:16:13 PM BWewerka | Rotation: 0° Scale: 1"=100'

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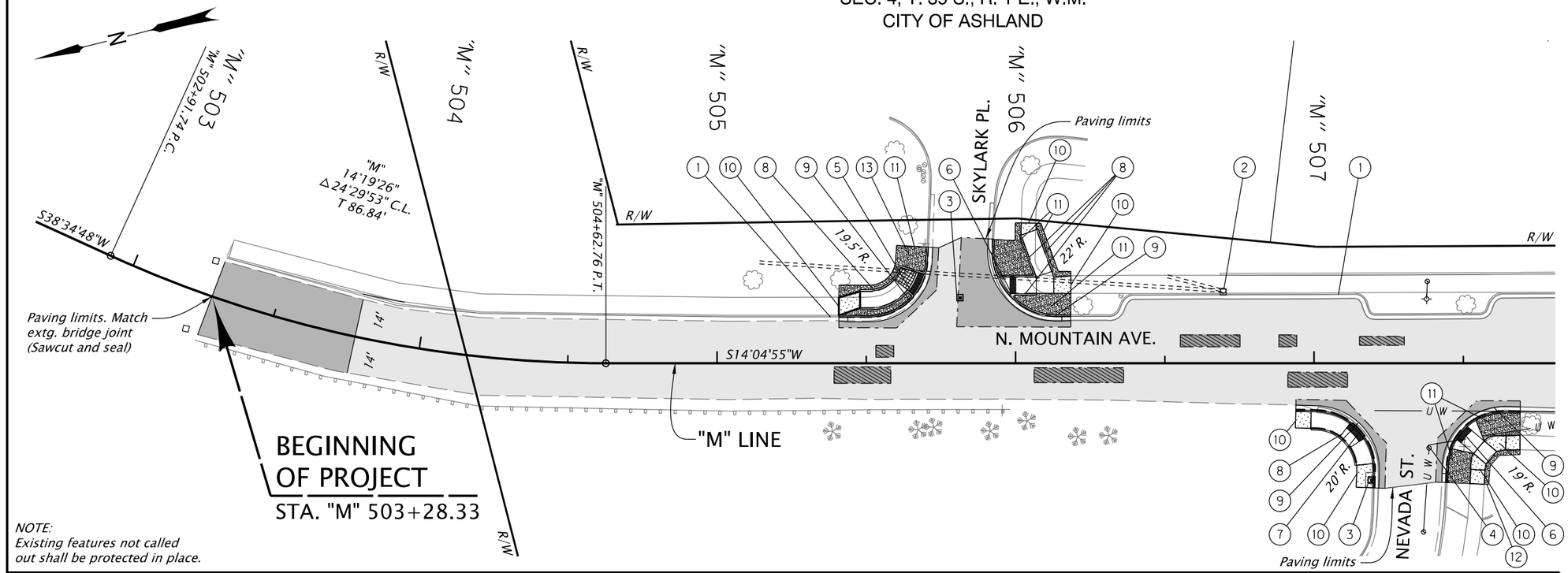
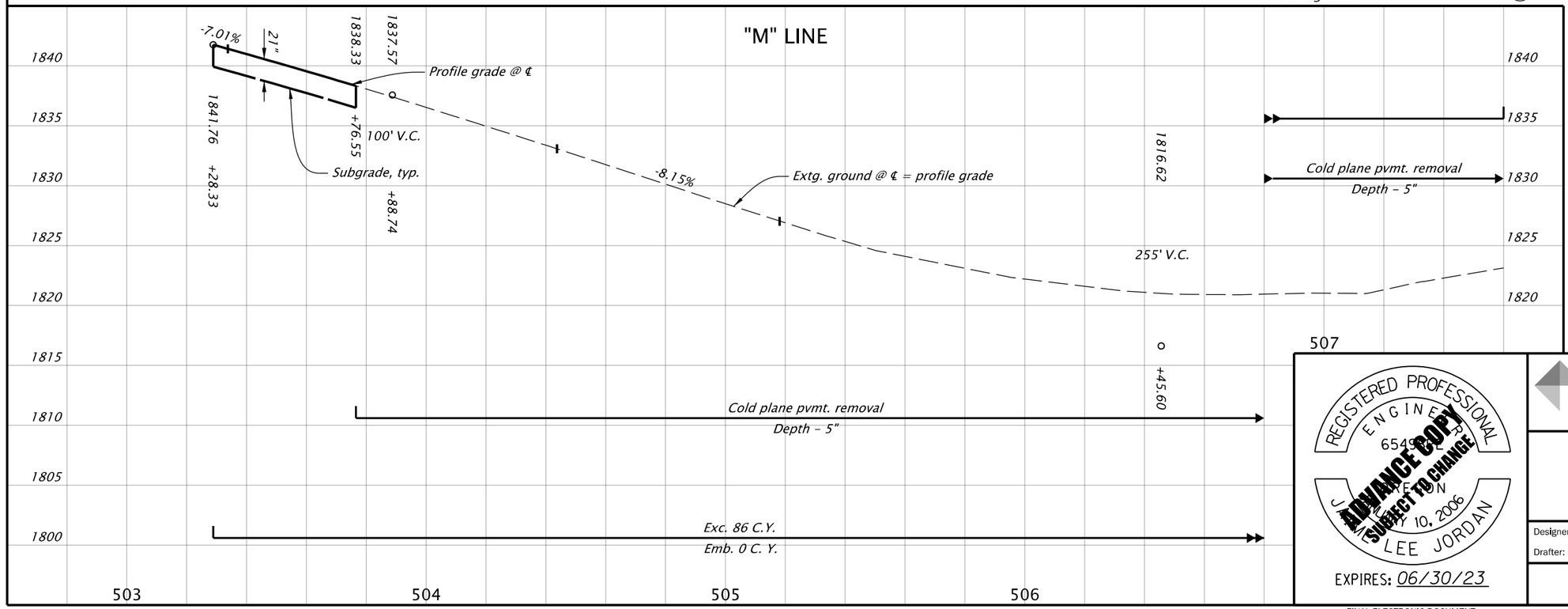
CITY OF ASHLAND



NOTE:
Existing features not called out shall be protected in place.



1. Protect extg. curb and gutter
2. Protect extg. inlet
3. Adjust inlet – 2 ea.
   (See dwg. no. RD376)
4. Adjust box – 1 ea.
5. Const. curb ramp, unique
   Inst. brick red radial truncated domes on new surface – 15 sq. ft.
   Wet Set on PCC surfacing
   (For details, see sht. BC01)
   (See dwg. no. RD960)
6. Const. curb ramp, perpendicular – 2 ea.
   Inst. brick red radial truncated domes on new surface – 22 sq. ft.
   Wet Set on PCC surfacing
   (For Skylark Pl. SE corner details, see sht. BC02)
   (See dwg. nos. RD910, RD912, RD913 & RD916)
7. Const. curb ramp, parallel
   Inst. brick red radial truncated domes on new surface – 15 sq. ft.
   Wet Set on PCC surfacing
   (See dwg. nos. RD900, RD902, RD904 & RD920)
8. Const. std. curb
   (See dwg. no. RD700)
9. Const. curb and gutter
   (See dwg. no. RD700)
10. Const. P.C. conc. walks – 813 sq. ft.
11. Inst. lawn seeding over topsoil
12. Inst. bark mulch
    Thkn. – 4"
13. Remove sidewalk

LEGEND

- 5" grind and inlay
- Full depth ACP
- Full depth ACP repair
- Sidewalk
- Landscaping

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6549 JAIME LEE JORDAN
OREGON
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JACKSON COUNTY

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Drafter: Serban Dinca | Checker: Matthew Phillips

GENERAL CONSTRUCTION | SHEET NO. C01

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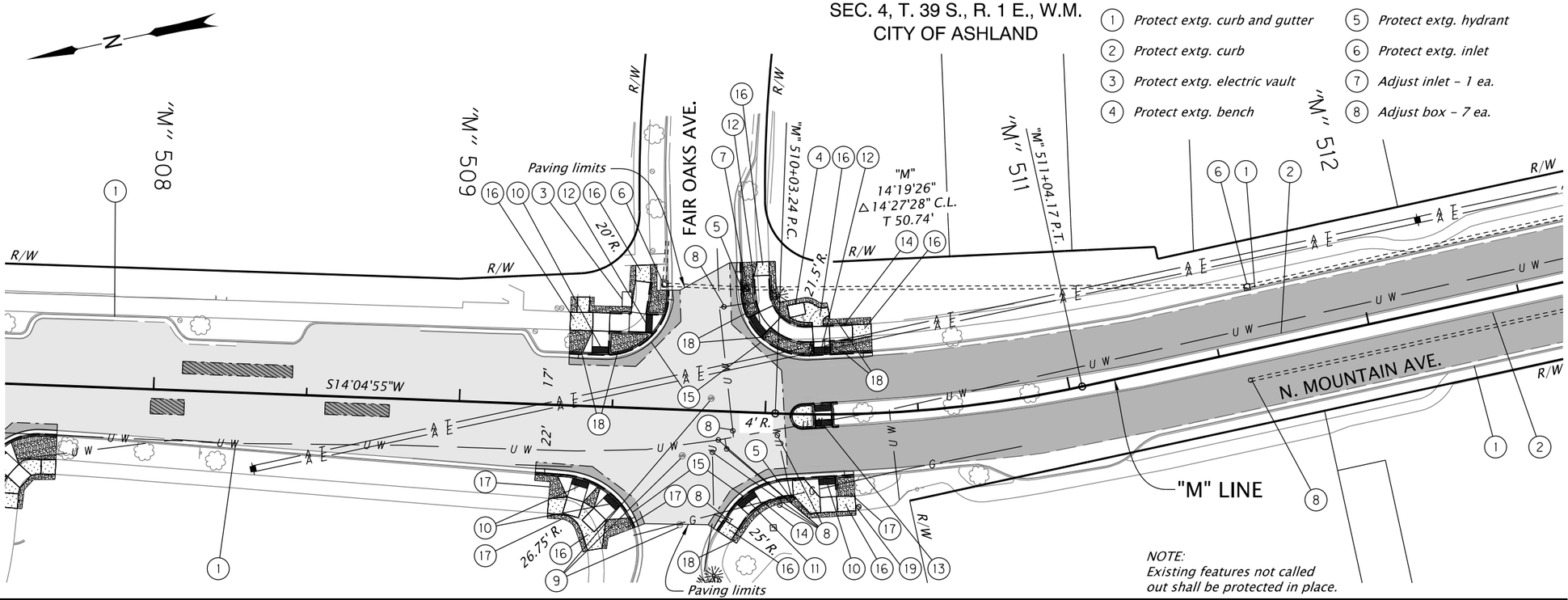
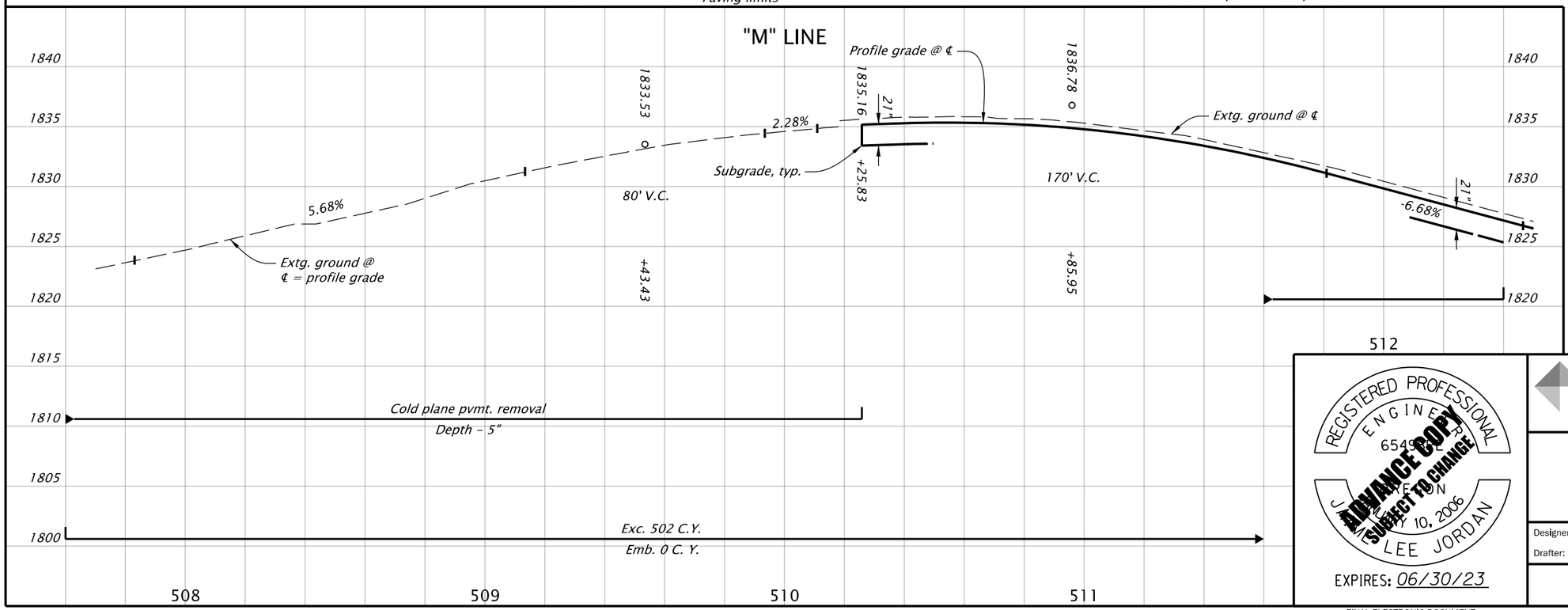
CITY OF ASHLAND



1. Protect extg. curb and gutter
2. Protect extg. curb
3. Protect extg. electric vault
4. Protect extg. bench
5. Protect extg. hydrant
6. Protect extg. inlet
7. Adjust inlet – 1 ea.
8. Adjust box – 7 ea.
9. Protect monument case
10. Const. curb ramp, perpendicular – 4 ea.
    Inst. brick red radial truncated domes on new surface – 44 sq. ft.
    Wet Set on PCC surfacing
    (For NW corner details, see sht. BC03
    (For SW corner details, see sht. BC04)
    (For NE corner details, see sht. BC06)
11. Const. curb ramp, parallel
    Inst. brick red radial truncated domes on new surface – 13 sq. ft.
    Wet Set on PCC surfacing
    (For SW corner details, see sht. BC04)
12. Const. curb ramp, combination – 3 ea.
    Inst. brick red radial truncated domes on new surface – 38 sq. ft.
    Wet Set on PCC surfacing
    (For NE corner details, see shts. BC05 & BC06)
    (See dwg. nos. RD930, RD932, RD936 & RD938)
13. Const. curb ramp, cut through
    Inst. brick red radial truncated domes on new surface – 22 sq. ft.
    Wet Set on PCC surfacing
    (For details, see sht. BB02)
    (See dwg. nos. RD710, RD905 & RD906)
14. Const. std. curb
15. Const. curb and gutter
16. Const. P.C. concrete walks – 1300 sq. ft.
17. Inst. lawn seeding over topsoil
18. Inst. bark mulch
    Thkn. – 4"
19. Protect extg. box

NOTE:
Existing features not called out shall be protected in place.



LEGEND

- 5" grind and inlay
- Full depth ACP
- Full depth ACP repair
- Sidewalk
- Landscaping

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GENERAL CONSTRUCTION | SHEET NO. C02

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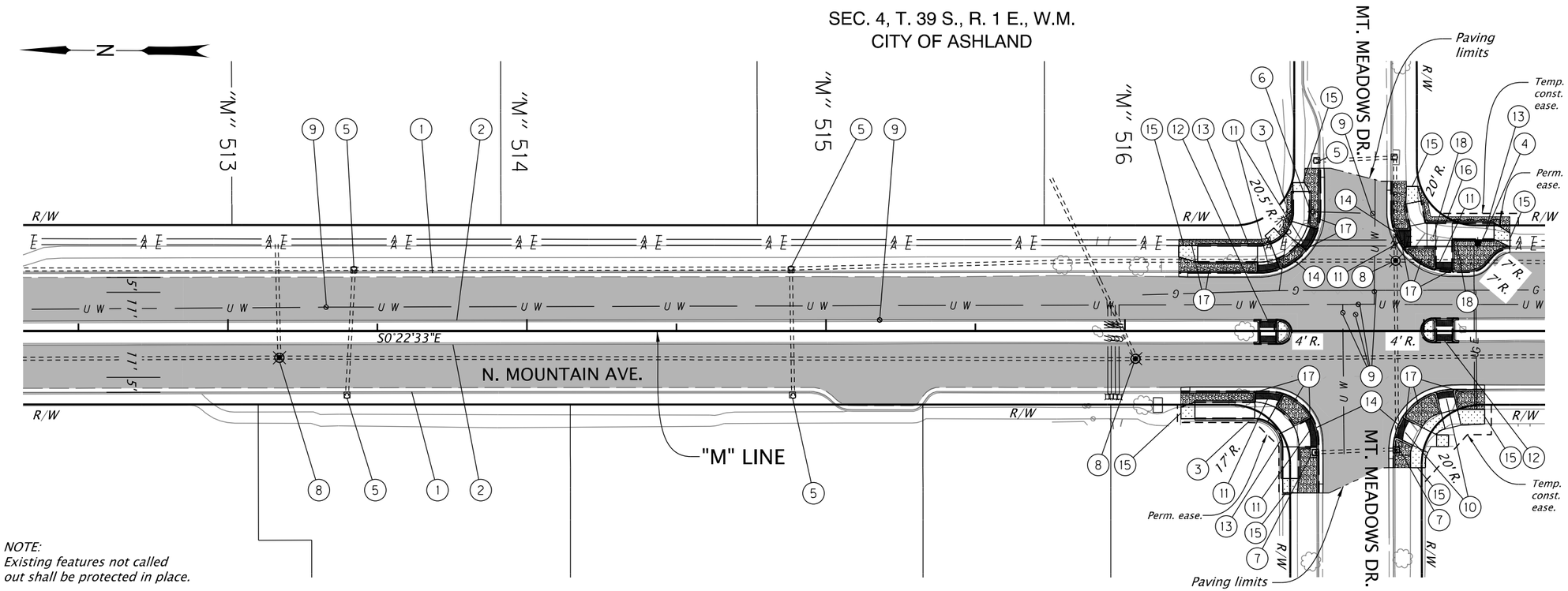
CITY OF ASHLAND



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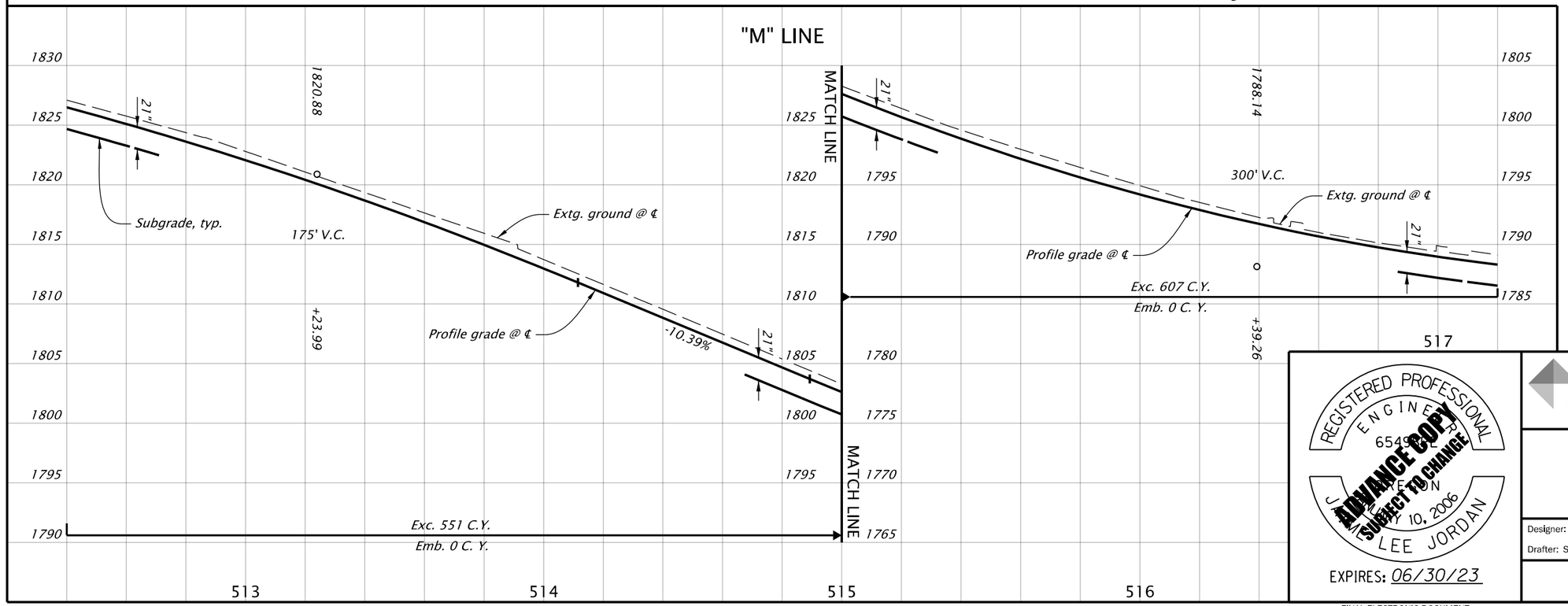

1. Protect extg. curb and gutter
2. Protect extg. curb
3. Protect extg. landscape wall
4. Protect extg. power pole
5. Protect extg. inlet
6. Protect extg. hydrant
7. Adjust inlet – 2 ea.
8. Minor adjust manhole – 3 ea. (See dwg. no. RD360)
9. Adjust box – 7 ea.
10. Const. curb ramp, perpendicular – 2 ea. Inst. brick red radial truncated domes on new surface – 22 sq. ft. Wet Set on PCC surfacing (For details, see sht. BC08)
11. Const. curb ramp, combination – 6 ea. Inst. brick red radial truncated domes on new surface – 87 sq. ft. Wet Set on PCC surfacing (For NW corner details, see sht. BC07) (For SE corner details, see sht. BC09) (For SW corner details, see sht. BC10)
12. Const. curb ramp, cut through – 2 ea. Inst. brick red radial truncated domes on new surface – 44 sq. ft. Wet Set on PCC surfacing
13. Const. std. curb
14. Const. curb and gutter
15. Const. P.C. conc. walks – 1391 sq. ft.
16. Inst. lawn seeding over topsoil
17. Inst. bark mulch Thkn. – 4"
18. Relocate extg. irr. riser

LEGEND

- Full depth ACP
- Sidewalk
- Landscaping

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GENERAL CONSTRUCTION | SHEET NO. C03

SEC. 4, T. 39 S., R. 1 E., W.M.
CITY OF ASHLAND

N

(1) Protect extg. curb and gutter
(2) Protect extg. curb
(3) Remove inlet
Inst. 12" storm sew. pipe – 3'
5' depth
Connect to extg. pipe
(4) Protect extg. landscape wall

"M" 518
"M" 519
"M" 520
"M" 521
"M" 522
NEPENTHE RD.
R/W
Paving limits
"M" 519+11.88 P.C.
"M" 519+54.57 P.R.C.
"M"
8°11'06"
Δ 3°29'39" C.L.
T 21.35'
20.5' R.
Perm. ease.
Temp. const. ease.
Temp. const. ease.
8' 5' 11'
11' 5'
12" – 7'
N. MOUNTAIN AVE.
Catch lines
"M"
3°49'11"
Δ 3°27'49" C.R.
T 45.35'
"M" 520+45.25 P.T.
"M" LINE
S0°24'23"E
A E
U W
G

NOTE:
1. Existing features not called out shall be protected in place.

(5) Adjust inlet – 2 ea.
(6) Minor adjust manhole – 4 ea.
(7) Adjust box – 7 ea.
(8) Const. curb ramp, unique
Inst. brick red truncated domes on new surface – 18 sq. ft.
Wet Set on PCC surfacing
(9) Const. curb ramp, parallel – 2 ea.
Inst. brick red radial truncated domes on new surface – 26 sq. ft.
Wet Set on PCC surfacing
(10) Const. curb ramp, combination
Inst. brick red truncated domes on new surface – 18 sq. ft.
Wet set on PCC surfacing
(For details, see sht. BC11)
(11) Const. curb ramp, cut through – 2 ea.
Inst. brick red truncated domes on new surface – 36 sq. ft.
(12) Const. std. curb
(13) Const. curb and gutter
(14) Const. P.C. conc. walks – 893 sq. ft.
(15) Protect monument case
(16) Inst. lawn seeding over topsoil
(17) Inst. bark mulch
Thkn. – 4"
(18) Inst. flashing beacon
(For details, see shts. MB01 & MC01)
(19) Sta. "M" 519+19.33, 27.80' Lt.
Const. type "CG-3" inlet
Inst. 12" storm sew. pipe – 7'
5' depth
(See dwg. no. RD300, RD302, RD339, RD371, RD372, RD388, RD390 & RD393)
(20) Sta. "M" 519+19.33, 21.87' Lt.
Const. manhole over ext. sew.
(See dwg. no. RD335, RD336, RD344 & RD345)

"M" LINE

519+19.33, 27.80' Lt.
Type "CG-3" inlet
Rim: 1785.86
FL out: XXXX.XX (W)
Extg. ground @ ℄
Subgrade, typ.
Profile grade @ ℄
Extg. 12"
-0.75%
12" – 7'
@ X.XX%
Extg. 12"
519+19.33, 21.87' Lt.
48" manhole
Rim: 1785.62
FL in: XXXX.XX (N)
FL in: XXXX.XX (E)
FL out: XXXX.XX (S)
21"
178461 ∅
170' V.C.
+09.83
Exc. 1297 C.Y.
Emb. 2 C.Y.
1790
1785
1780
1775
1770
1765
1760
1755
1750
518
519
520
521
522

LEGEND
Full depth ACP
Sidewalk
Landscaping

REGISTERED PROFESSIONAL ENGINEER
6549 PE
OREGON
JANUARY 10, 2006
JAIME LEE JORDAN
ADVANCE COPY SUBJECT TO CHANGE
EXPIRES: 06/30/23

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N. MOUNTAIN AVE OVERLAY
I-5 TO E. MAIN
CITY OF ASHLAND
JACKSON COUNTY

Designer: Z.T. Fucini
Reviewer: Jaime Jordan
Drafter: Serban Dinca
Checker: Matthew Phillips

GENERAL CONSTRUCTION
SHEET NO. C04

FINAL ELECTRONIC DOCUMENT AVAILABLE UPON REQUEST

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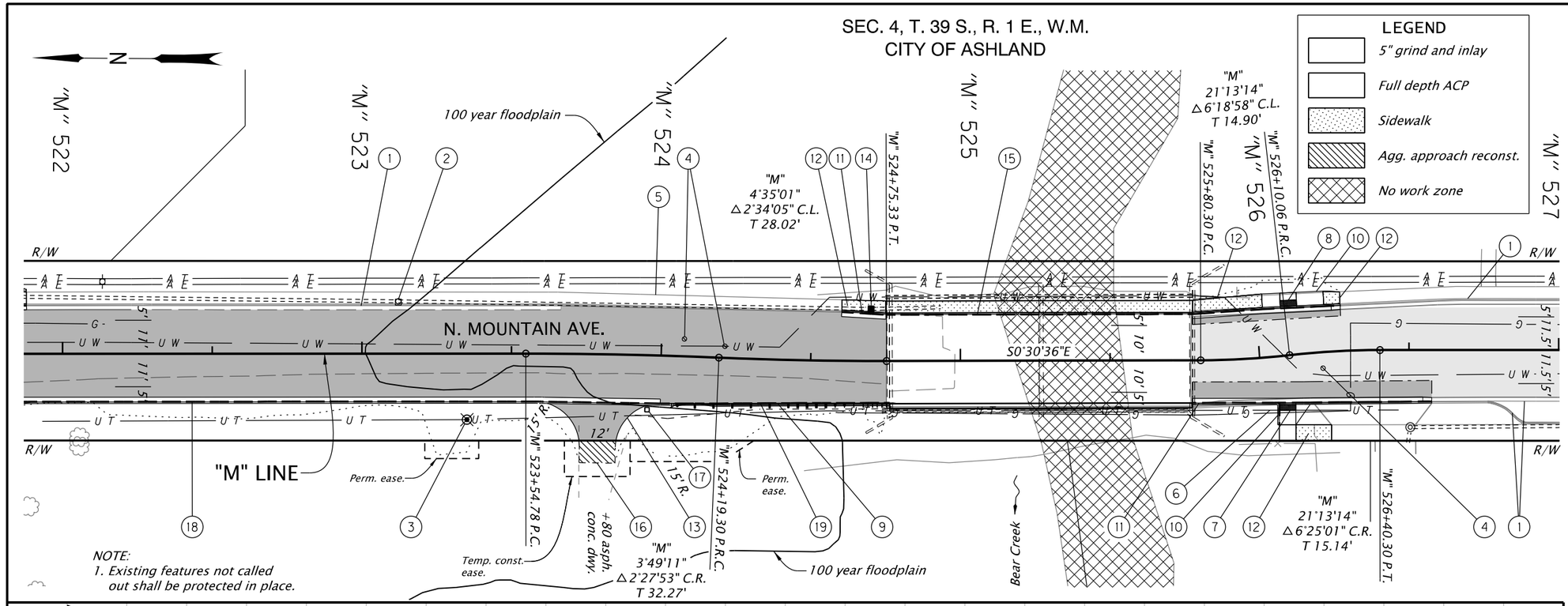
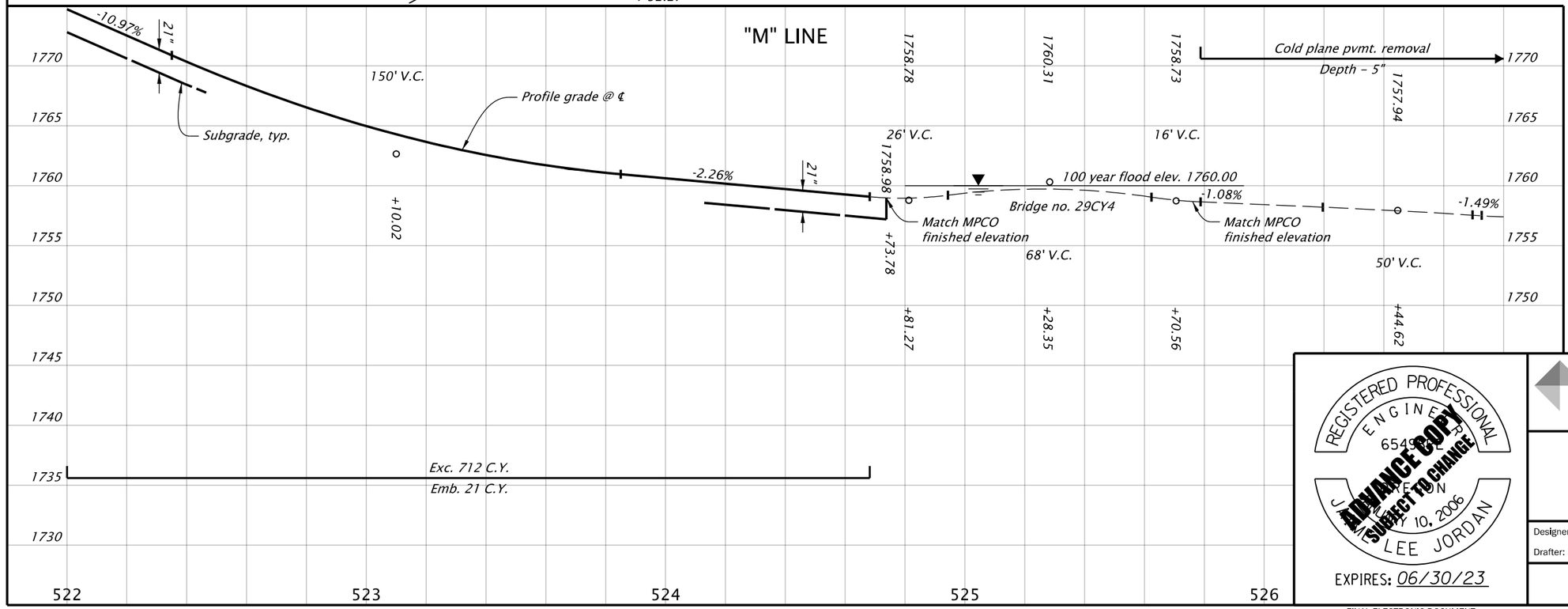
SEC. 4, T. 39 S., R. 1 E., W.M.
CITY OF ASHLAND



NOTE:
1. Existing features not called out shall be protected in place.



LEGEND
- 5" grind and inlay
- Full depth ACP
- Sidewalk
- Agg. approach reconst.
- No work zone

1. Protect extg. curb and gutter
2. Protect extg. inlet
3. Adjust extg. manhole (By others)
4. Adjust box – 3 ea.
5. Protect extg. hydrant
6. Relocate extg. comm. line (By others)
7. Const. curb ramp, perpendicular
   Inst. brick red radial truncated domes on new surface – 11 sq. ft.
   Wet Set on PCC surfacing
   (For details, see sht. BC12)
8. Const. curb ramp, parallel
   Inst. brick red radial truncated domes on new surface – 11 sq. ft.
   Wet Set on PCC surfacing
9. Sta. "M" 524+03.76 to Sta. "M" 524+76.35
   Const. midwest guardrail system – 12.5' (type 2A)
   Const. midwest guardrail system – 12.5' (Type 3)
   Const. guardrail terminal, non-flared – 25'
   W=0' E=0'
   Test level 2
   Const. guardrail transition
   (See dwg. no. RD402, RD403, RD404, RD407, RD415, RD416, RD419, RD420, RD442, BR203)
10. Const. std. curb
11. Const. curb and gutter
12. Const. P.C. conc. walks – 828 sq. ft.
13. Const. asphalt approach – 1 ea.
    (See dwg. no. RD715)
14. Inst. "Floguard Plus" catch basin insert
    (Or approved equivalent) per manufacturers specifications
15. Structure no. 29CY4
    (For sht. nos. see sht. A02)
16. Const. gravel approach – 1 ea.
    (See dwg. no. RD715)
17. Inst. multiple mailbox support
    Relocate extg. box
    (See dwg. no. RD100 & RD101)
18. Const. low profile mountable curb and gutter
    (See dwg. no. RD700)
19. Const. drainage curb
    (See dwg. no. RD701)

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JANUARY 10, 2006
JAIME LEE JORDAN
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EXPIRES: 06/30/23

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N. MOUNTAIN AVE OVERLAY
I-5 TO E. MAIN

CITY OF ASHLAND
JACKSON COUNTY

Designer: Z.T. Fucini | Reviewer: Jaime Jordan
Drafter: Serban Dinca | Checker: Matthew Phillips

GENERAL CONSTRUCTION | SHEET NO. C05

FINAL ELECTRONIC DOCUMENT AVAILABLE UPON REQUEST

SEC. 4, T. 39 S., R. 1 E., W.M.
CITY OF ASHLAND

N

"M" 527 | "M" 528 | "M" 529 | "M" 530 | "M" 531

100 year floodplain

LEGEND
- 5" grind and inlay
- Full depth ACP
- Sidewalk
- Landscaping

"M" LINE

N. MOUNTAIN AVE.

S0°24'33"E | S0°09'41"E

R/W | 5'|11.5'|11.5'|5'

5' R. | 4' R. | 20' R. | 21' R.

Sawcut

Temp. const. ease. | Perm. ease. | Temp. const. ease. | Perm. ease. | Paving limits | 100 year floodplain

"M" 528+42.05 P.C.

"M" 528+74.48 P.T.

"M" R 7500' 0°45'50" Δ 0°14'52" C.R. T 16.21'

CLINTON ST.

BRISCOE PL.

NOTE:
1. Existing features not called out shall be protected in place.

1 Protect extg. curb and gutter
2 Protect extg. inlet
3 Protect extg. manhole
4 Protect extg. fire hydrant
5 Protect extg. illumination pole
6 Adjust inlet - 1 ea.
7 Minor adjust manhole - 1 ea.
8 Adjust box - 7 ea.
9 Const. curb ramp, perpendicular - 6 ea.
Inst. brick red radial truncated domes on new surface - 66 sq. ft.
Wet Set on PCC surfacing
(For Briscoe Pl. SW corner details, see sht. BC13)
10 Const. curb ramp, parallel
Inst. brick red radial truncated domes on new surface - 11 sq. ft.
Wet Set on PCC surfacing
11 Const. curb ramp, cut through
Inst. brick red radial truncated domes on new surface - 24 sq. ft.
Wet Set on PCC surfacing
(For details, see sht. BC14)
12 Const. std. curb
13 Const. curb and gutter
14 Const. P.C. conc. walks - 1131 sq. ft.
15 Protect monument case
16 Inst. lawn seeding over topsoil
17 Inst. bark mulch
Thkn. - 4"
18 Inst. flashing beacon
(For details, see shts. MB02 & MC01)
19 Protect extg. sign
20 Protect extg. turf grass

"M" LINE

1775 / 1770 / 1765 / 1760 / 1755 / 1750 / 1745 / 1740 / 1735

1756.14 | 1759.01 | 1761.18 | 1762.21

Extg. ground @ ℄ = profile grade

185' V.C. | 50' V.C. | 100' V.C.

2.05% | 2.58% | 1.17% | 0.45%

1758.97 | 21" | 21"

Profile grade @ ℄

Subgrade, typ.

+65.15 | +01.90 | +05.09 | +89.27 | +77.19

Cold plane pvmt. removal
Depth - 5"

Exc. 654 C.Y.
Emb. 0 C. Y.

527 | 528 | 529 | 530 | 531

REGISTERED PROFESSIONAL ENGINEER
654[illegible] PE
OREGON
JANUARY 10, 2006
JAIME LEE JORDAN
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N. MOUNTAIN AVE OVERLAY
I-5 TO E. MAIN
CITY OF ASHLAND
JACKSON COUNTY

Designer: Z.T. Fucini | Reviewer: Jaime Jordan
Drafter: Serban Dinca | Checker: Matthew Phillips

GENERAL CONSTRUCTION | SHEET NO. C06

FINAL ELECTRONIC DOCUMENT AVAILABLE UPON REQUEST

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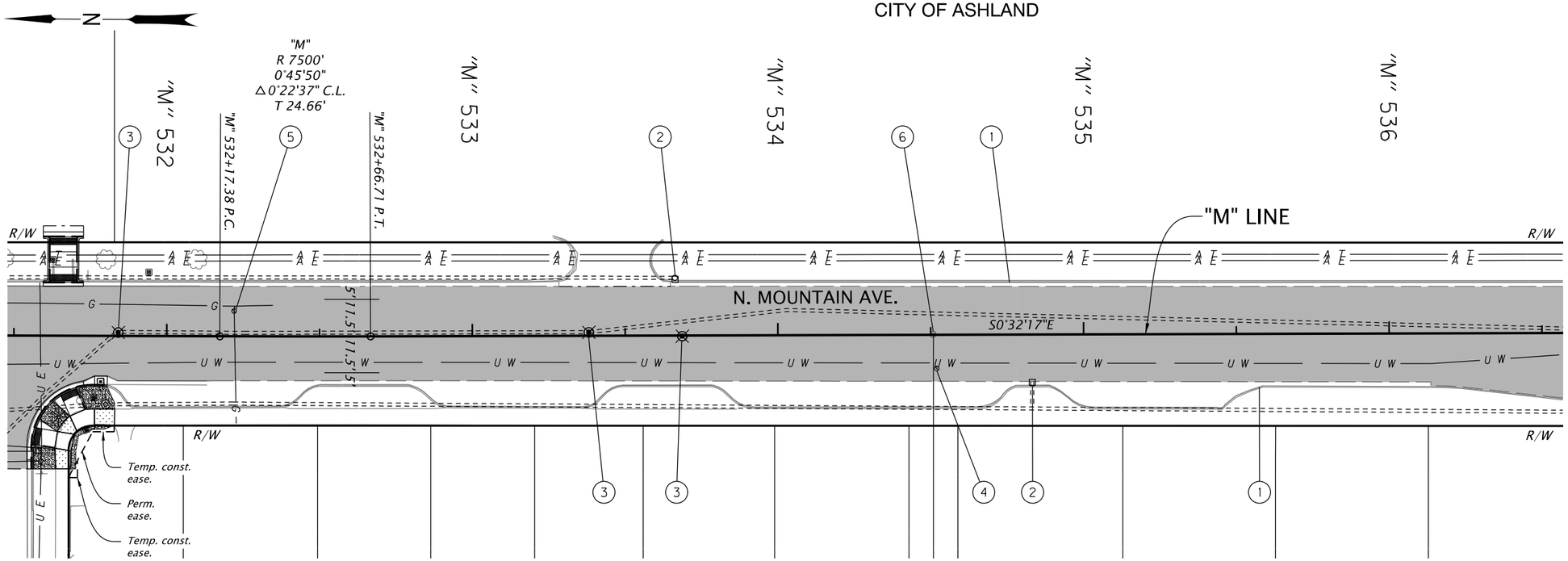
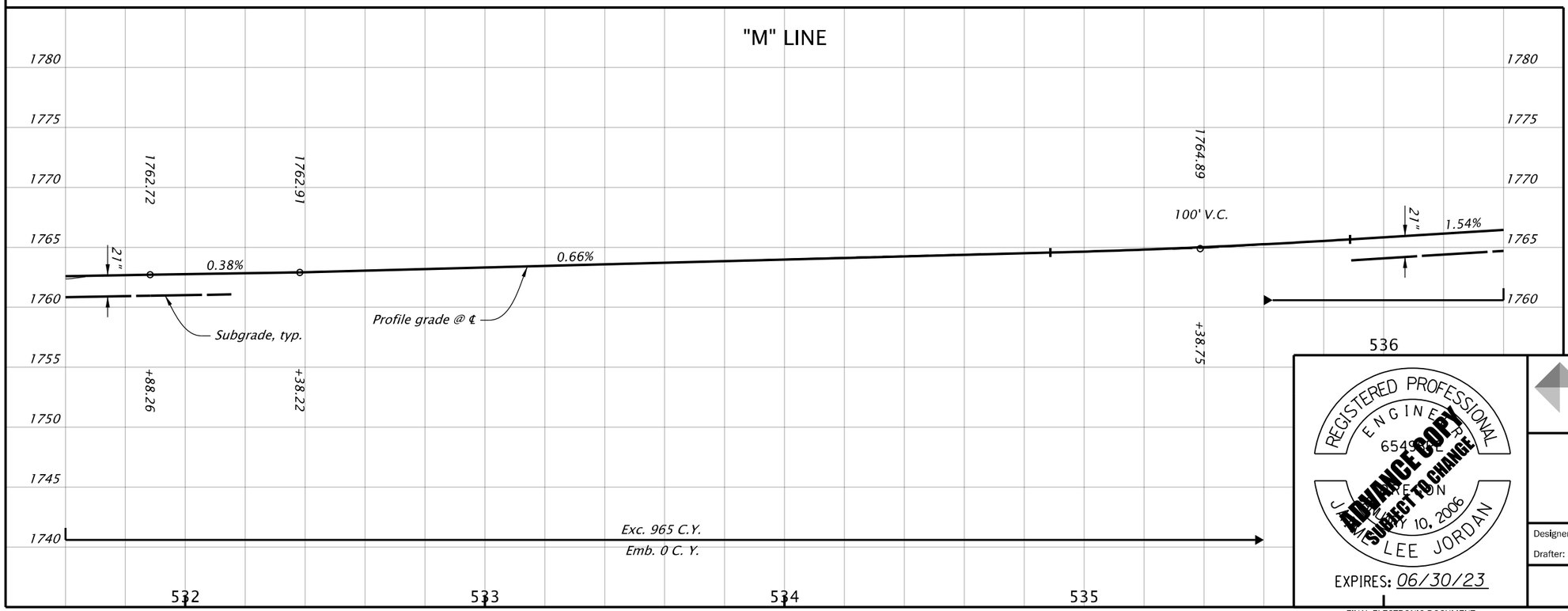
CITY OF ASHLAND

1. Protect extg. curb and gutter
2. Protect extg. inlet
3. Minor adjust manhole – 3 ea.
4. Adjust box – 1 ea.
5. Adjust gas valve box (By others)
6. Protect monument case





LEGEND

- Full depth ACP
- Sidewalk
- Landscaping

NOTE:
1. Existing features not called out shall be protected in place.

REGISTERED PROFESSIONAL ENGINEER
6549PE
OREGON
JANUARY 10, 2006
JAIME LEE JORDAN
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FINAL ELECTRONIC DOCUMENT AVAILABLE UPON REQUEST

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N. MOUNTAIN AVE OVERLAY
I-5 TO E. MAIN

CITY OF ASHLAND
JACKSON COUNTY

Designer: Z.T. Fucini
Reviewer: Jaime Jordan
Drafter: Serban Dinca
Checker: Matthew Phillips

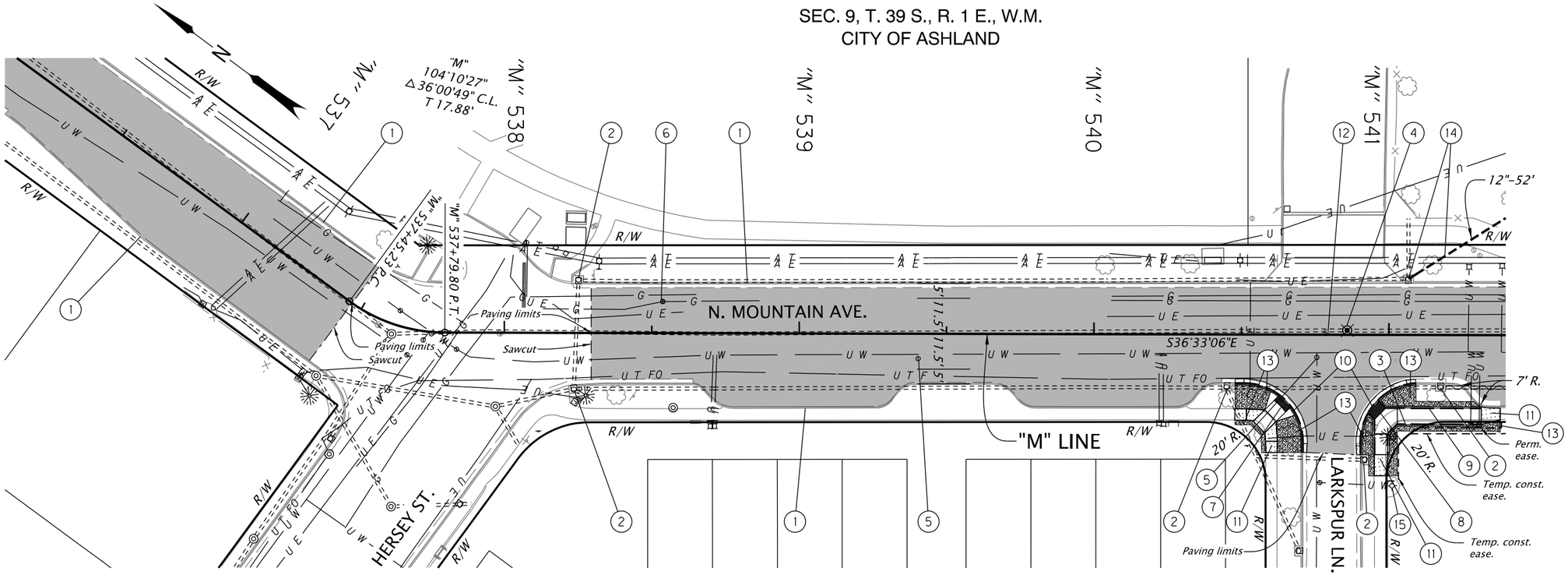
GENERAL CONSTRUCTION

SHEET NO. C07

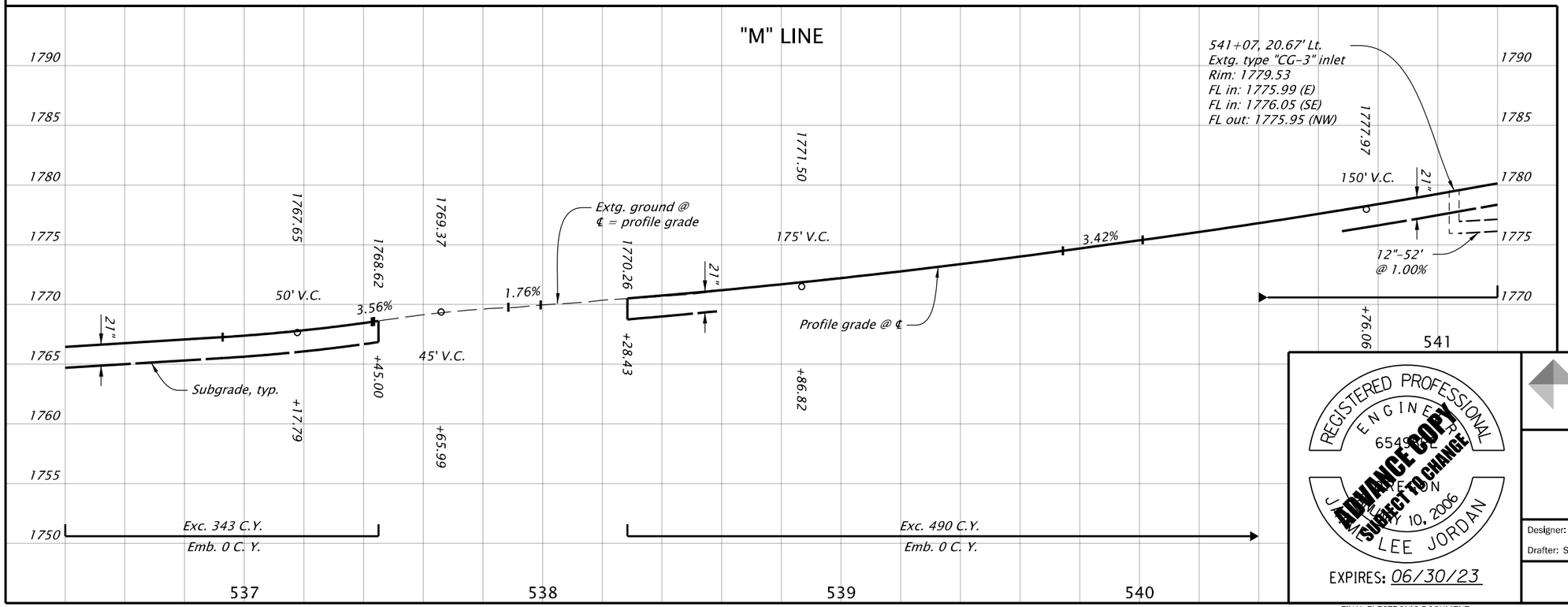
0052-80159_pl_07.dgn :: Default 4/13/2023 8:24:07 AM SDinca

Rotation: 270.3757° Scale: 1"=40'

SEC. 9, T. 39 S., R. 1 E., W.M.
CITY OF ASHLAND



1. Protect extg. curb and gutter
2. Protect extg. inlet
3. Remove extg. landscape wall
4. Minor adjust manhole – 1 ea.
5. Adjust box – 2 ea.
6. Adjust gas valve box (By others)
7. Const. curb ramp, perpendicular Inst. brick red radial truncated domes on new surface – 11 sq. ft. Wet Set on PCC surfacing
8. Const. curb ramp, combination Inst. brick red radial truncated domes on new surface Wet Set on PCC surfacing (For details, see sht. BC15)
9. Const. std. curb
10. Const. curb and gutter
11. Const. P.C. conc. walks – 473 sq. ft.
12. Protect monument case
13. Inst. bark mulch Thkn. – 4"
14. See sht. C09, note 7
15. Protect extg. hydrant



LEGEND

- Full depth ACP
- Sidewalk
- Landscaping

NOTE:
1. Existing features not called out shall be protected in place.

REGISTERED PROFESSIONAL ENGINEER
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JANUARY 10, 2006
JAIME LEE JORDAN
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EXPIRES: 06/30/23

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N. MOUNTAIN AVE OVERLAY
I-5 TO E. MAIN

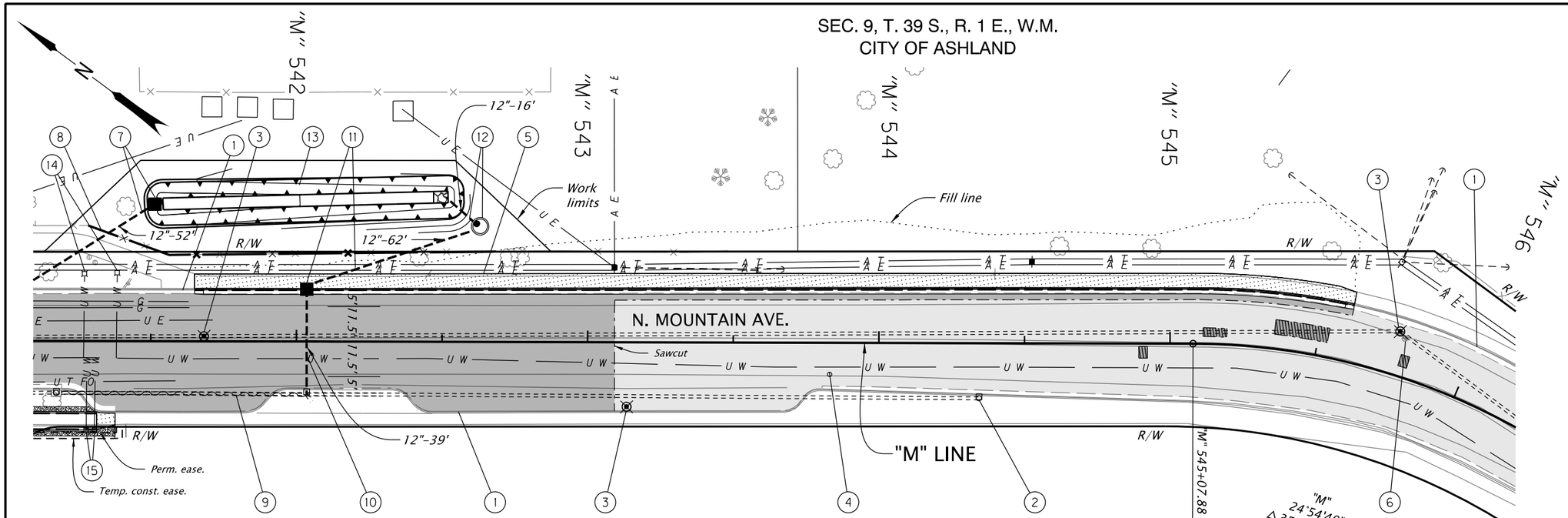
CITY OF ASHLAND
JACKSON COUNTY

Designer: Z.T. Fucini | Reviewer: Jaime Jordan
Drafter: Serban Dinca | Checker: Matthew Phillips

GENERAL CONSTRUCTION | SHEET NO. C08

FINAL ELECTRONIC DOCUMENT AVAILABLE UPON REQUEST

SEC. 9, T. 39 S., R. 1 E., W.M.
CITY OF ASHLAND



NOTE:
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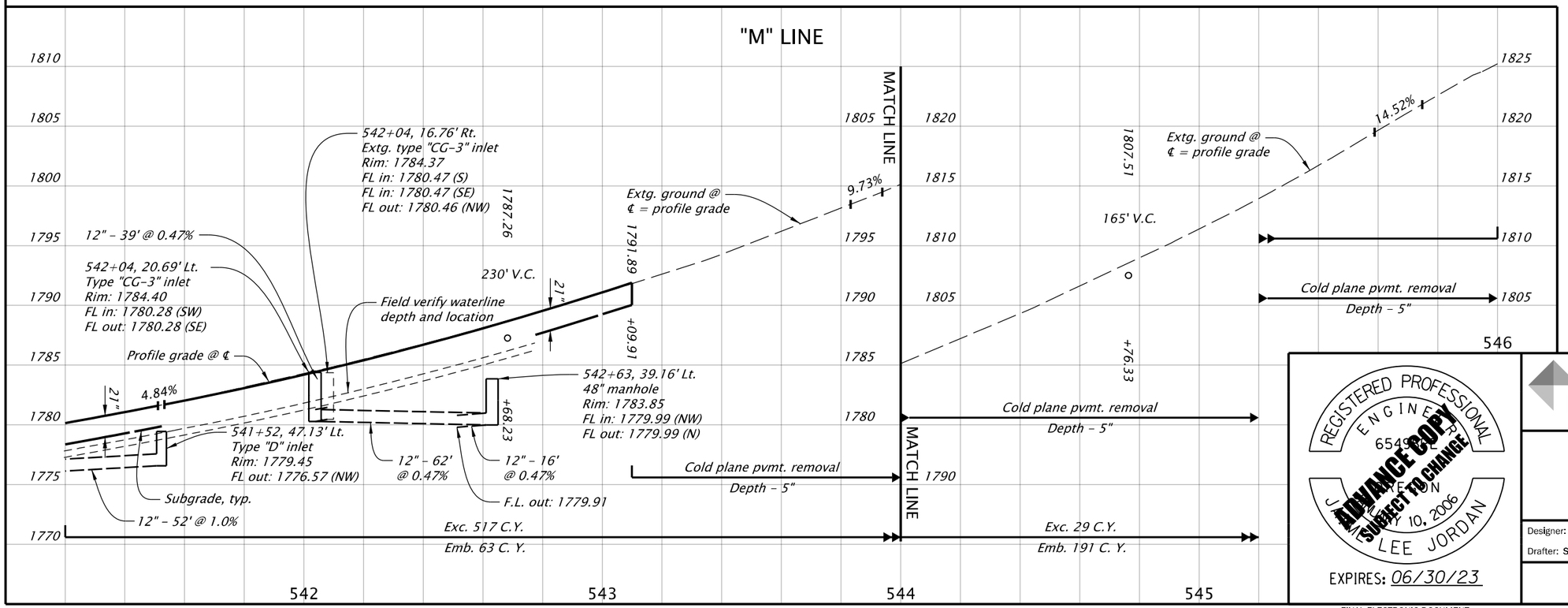

1. *Protect extg. curb and gutter*
2. *Protect extg. inlet*
3. *Minor adjust manhole – 3 ea.*
4. *Adjust box – 1 ea.*
5. *Const. P.C. conc. walks – 1993 sq. ft.*
6. *Protect monument case*
7. *Sta. "M" 541+52, 47.13' Lt.*
   Const. type "D" inlet
   Inst. 12" storm sew. pipe – 52'
   5' depth
   Connect to extg. inlet
   (See dwg. nos. RD339 & RD390)
8. *Remove and reinstall fence – 145'*
9. *Abandon 12" storm sew. pipe*
10. *Sta. "M" 542+04, 16.76' Rt.*
    Inst. 12" storm sew. pipe – 39'
    5' depth
    Connect to extg. inlet
11. *Sta. "M" 542+04, 20.69' Lt.*
    Const. type "CG-3" inlet
    Inst. 12" storm sew. pipe – 62'
    5' depth
12. *Sta. "M" 542+63, 39.16' Lt.*
    Const. manhole, 48"
    Inst. 12" storm sew. pipe – 16'
    5' depth
13. *Sta. "M" 542+00*
    Const. water quality swale "SW"
    (For details, see sht. HA01)
14. *Reconnect extg. water service, 2" – 2*
15. *Relocate extg. box – 2 ea.*
    (By others)

LEGEND

- *5" grind and inlay*
- *Full depth ACP*
- *Full depth ACP repair*
- *Sidewalk*
- *Landscaping*

REGISTERED PROFESSIONAL ENGINEER
6549 PE
OREGON
JANUARY 10, 2006
JAIME LEE JORDAN
ADVANCE COPY SUBJECT TO CHANGE
EXPIRES: 06/30/23

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N. MOUNTAIN AVE OVERLAY
I-5 TO E. MAIN

CITY OF ASHLAND
JACKSON COUNTY

Designer: Z.T. Fucini/Abigail Hale | Reviewer: Jaime Jordan
Drafter: Serban Dinca | Checker: Matthew Phillips/Ben Wewerka

GENERAL CONSTRUCTION | SHEET NO. C09

FINAL ELECTRONIC DOCUMENT AVAILABLE UPON REQUEST

SEC. 9, T. 39 S., R. 1 E., W.M.
CITY OF ASHLAND

1. Protect extg. curb and gutter
2. Protect extg. curb
3. Protect extg. inlet
4. Remove extg. fence from offse 27.43' Lt. to 33.63' Lt.
5. Protect extg. fence
6. Minor adjust manhole – 6 ea.
7. Adjust box – 5 ea.
8. Const. curb ramp, parallel
Inst. brick red radial truncated domes on new surface – 15 sq. ft.
Wet Set on PCC surfacing
(For details, see sht. BC18)
9. Const. curb ramp, combination – 2 ea.
Inst. brick red radial truncated domes on new surface – 30 sq. ft.
Wet Set on PCC surfacing
(For SW corner details, see sht. BC16)
(For SE corner details, see sht. BC17)
10. Const. std. curb
11. Const. curb and gutter
12. Const. P.C. conc. walks – 793 sq. ft.
13. Const. conc. driveway, option H – 2 ea.
(See dwg. no. RD740)
14. Const. asphalt approaches – 2 ea.
(See dwg. no. RD715)
15. Inst. lawn seeding over topsoil
16. Inst. bark mulch
Thkn. – 4"
17. Inst. irrigation sleeve – 2 ea.
(For details, see sht. BB03)
18. Const. raised crossing
(For details, see sht. BB01)
19. Const. P.C. conc. crosswalk
Const. plain conc. surfacing, undoweled
Width – 10'
Score – 2' x 2'
Thkn. – 8"
20. Sta. "M" 550+59.73, 22.56' Rt.
Const. type "CG-3" inlet
Inst. 12" storm sew. pipe – 27'
5' depth
(Field verify underground comm. water, san. sew. conflicts)
21. Sta. "M" 550+55.70, 4.85' Rt.
Const. manhole over extg. sew.

N

"M" 547
"M" 548
"M" 549
"M" 550
"M" 551
VILLAGE GREEN DR.
N. MOUNTAIN AVE.
"M" LINE
"M" 546+93.76 P.C.
"M" 547+31.50 P.R.C.
"M" 546+51.28 P.T.
"M" 547+74.63 P.T.
"M" 11°27'33" Δ 4°19'27" C.L. T 18.88'
"M" 11°27'33" Δ 4°56'32" C.R. T 21.58'
S0°49'44"E
R/W
Ditch
Sawcut
Paving limits
18.5' R.
21' R.
Perm. ease.
Temp. const. ease.
5' 10' 10' 5' 6'
8'
15'
+36 agg. dwy.
+56 agg. dwy.
12"–27"

NOTE:
1. Existing features not called out shall be protected in place.

"M" LINE

550+59.73, 22.56' Rt.
Type "CG-3" inlet
Rim: 1842.72
FL out: XXXX.XX (E)

550+55.70, 4.85' Rt.
48" manhole
Rim: 1842.43
FL in: XXXX.XX (S)
FL in: XXXX.XX (W)
FL out: XXXX.XX (N)

1840.93
1842.05
+29.20
+73.86
1837.08
+22.22
1832.70
+49.77
150' V.C.
100' V.C.
2.54%
2.02%
-2.1%
Profile grade @ ℄
Extg. ground @ ℄ = profile grade
Subgrade, typ.
Extg. 12" storm
12"–27" @ x.xx%
Exc. 337 C.Y.
Emb. 0 C. Y.
Cold plane pvmt. removal
Depth – 5"

1855
1850
1845
1840
1835
1830
1825
1820
1815
546
547
548
549
550

LEGEND
- 5" grind and inlay
- Full depth ACP
- Full depth ACP repair
- Sidewalk
- Asph. approach reconst.
- 8" plain conc. surfacing, undoweled
- Landscaping

REGISTERED PROFESSIONAL ENGINEER
6549 JAIME LEE JORDAN
JANUARY 10, 2006
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EXPIRES: 06/30/23

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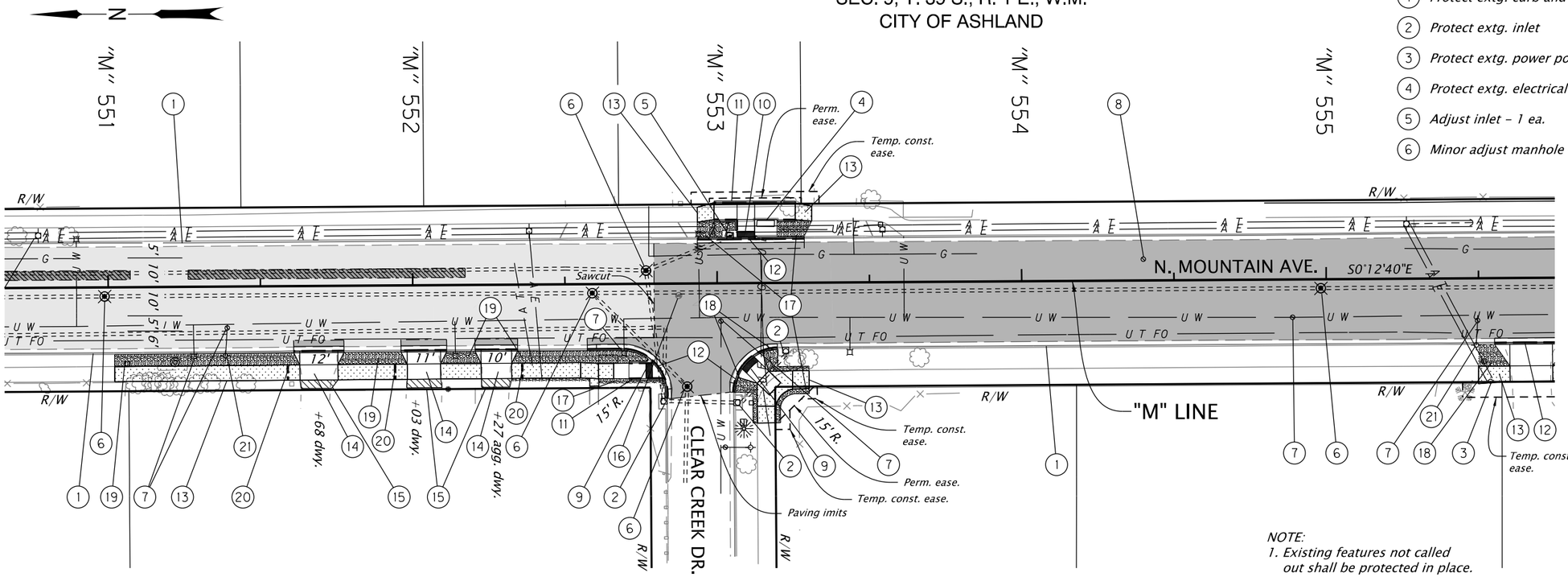
N. MOUNTAIN AVE OVERLAY
I-5 TO E. MAIN
CITY OF ASHLAND
JACKSON COUNTY

Designer: Z.T. Fucini
Reviewer: Jaime Jordan
Drafter: Serban Dinca
Checker: Matthew Phillips

GENERAL CONSTRUCTION
SHEET NO. C10

FINAL ELECTRONIC DOCUMENT AVAILABLE UPON REQUEST

SEC. 9, T. 39 S., R. 1 E., W.M.
CITY OF ASHLAND



NOTE:
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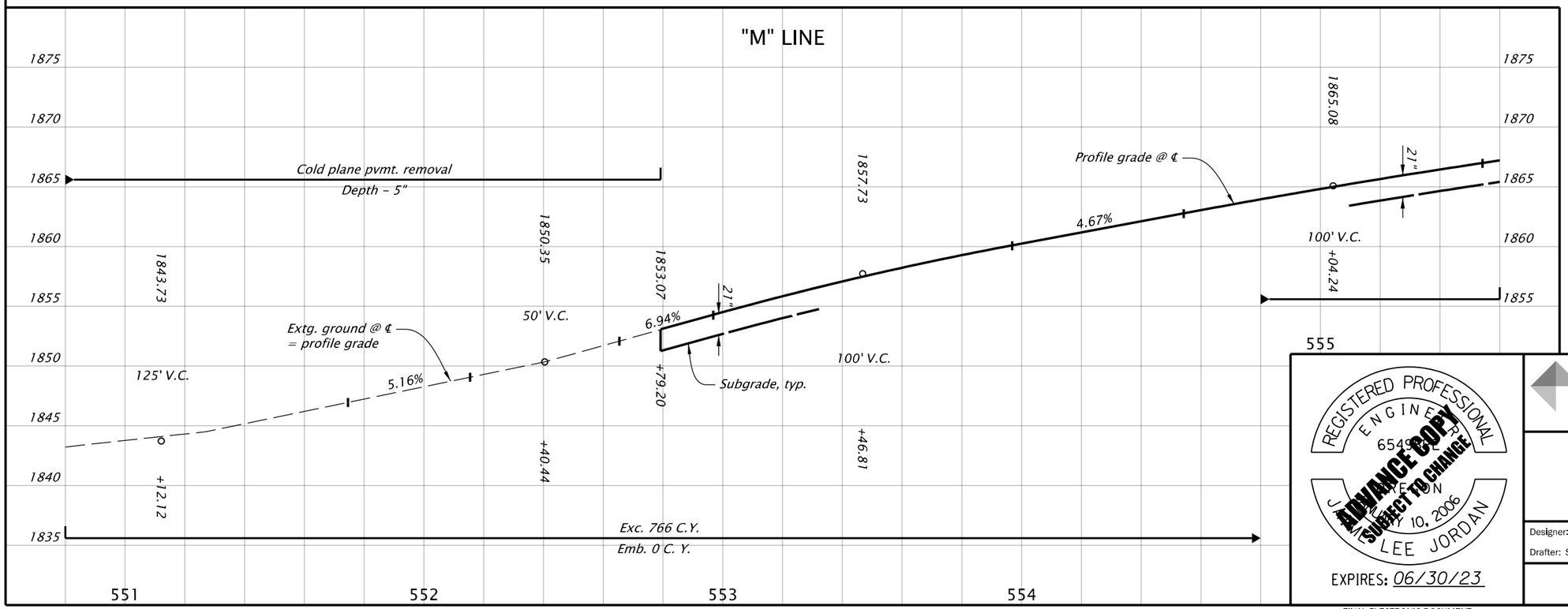

1. Protect extg. curb and gutter
2. Protect extg. inlet
3. Protect extg. power pole
4. Protect extg. electrical box
5. Adjust inlet - 1 ea.
6. Minor adjust manhole - 3 ea.
7. Adjust box - 5 ea.
8. Adjust gas valve box (By others)
9. Const. curb ramp, perpendicular - 2 ea. Inst. brick red radial truncated domes on new surface - 21 sq. ft. Wet Set on PCC surfacing (For SW corner details, see sht. BC19)
10. Const. curb ramp, combination Inst. brick red radial truncated domes on new surface - 11 sq. ft. Wet Set on PCC surfacing (For details, see sht. BC20)
11. Const. std. curb
12. Const. curb and gutter
13. Const. P.C. conc. walks - 1200 sq. ft.
14. Const. conc. driveway, option H - 3 ea.
15. Const. asphalt approaches - 3 ea.
16. Protect monument case
17. Inst. lawn seeding over topsoil
18. Inst. bark mulch Thkn. - 4"
19. Inst. rock mulch Thkn. - 4"
20. Inst. irrigation sleeve - 3 ea. (For details, see sht. BB03)
21. Protect extg. fire hydrant

LEGEND

- 5" grind and inlay
- Full depth ACP
- Full depth ACP repair
- Sidewalk
- Asph. approach reconst.
- Landscaping

REGISTERED PROFESSIONAL ENGINEER
6549 PE
JEFFERSON
JANUARY 10, 2006
JAIME LEE JORDAN
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EXPIRES: 06/30/23

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N. MOUNTAIN AVE OVERLAY
I-5 TO E. MAIN

CITY OF ASHLAND
JACKSON COUNTY

Designer: Z.T. Fucini | Reviewer: Jaime Jordan
Drafter: Serban Dinca | Checker: Matthew Phillips

GENERAL CONSTRUCTION | SHEET NO. C11

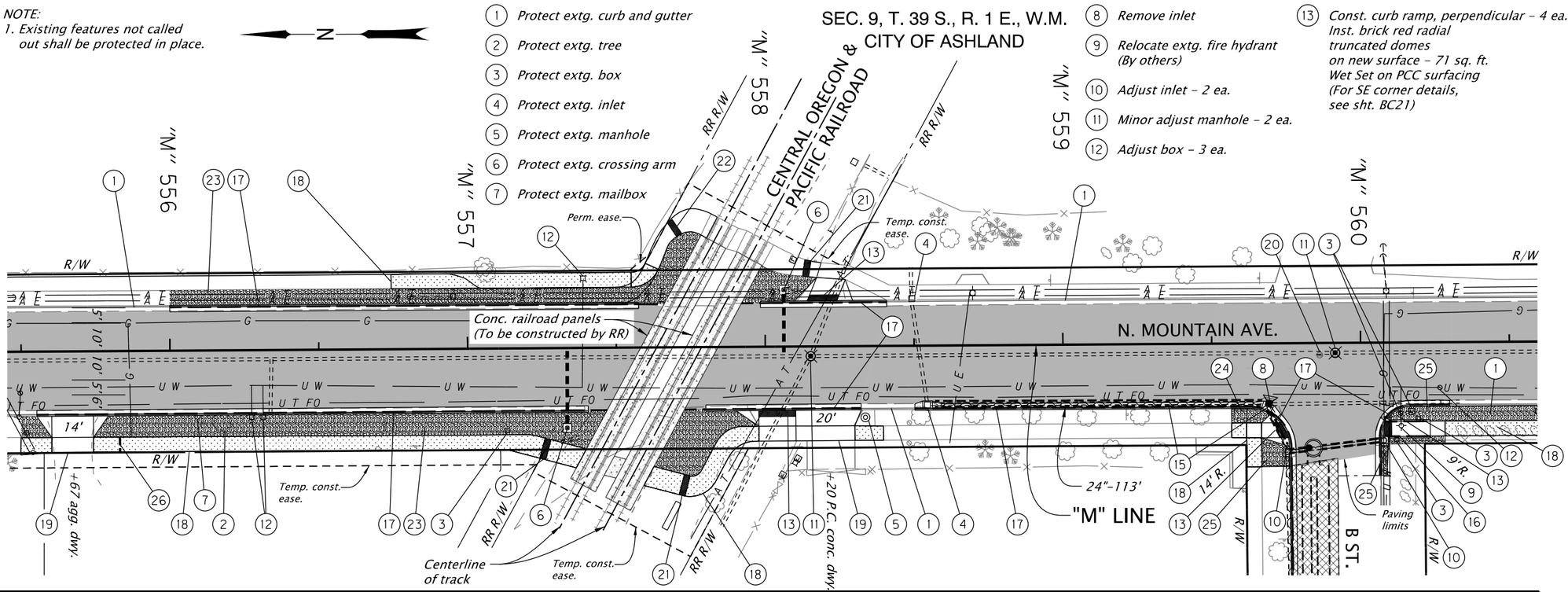
FINAL ELECTRONIC DOCUMENT AVAILABLE UPON REQUEST

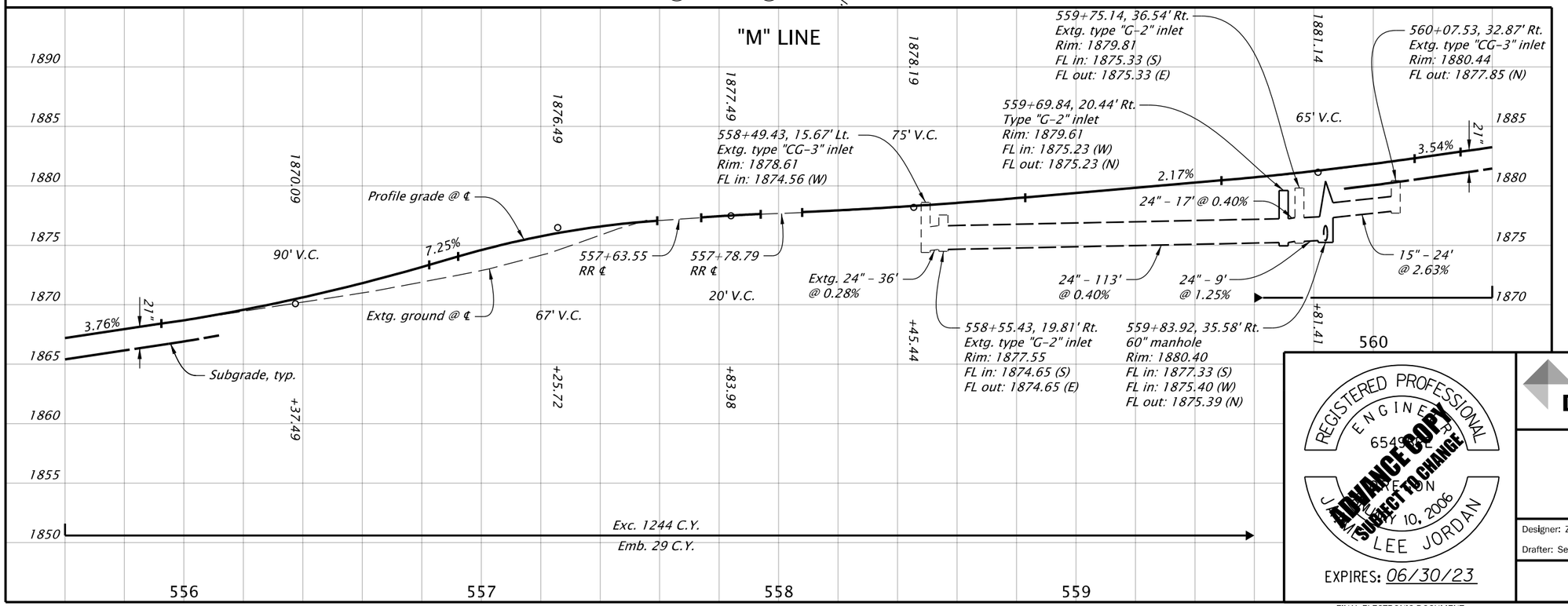
NOTE:
1. Existing features not called out shall be protected in place.

N

SEC. 9, T. 39 S., R. 1 E., W.M.
CITY OF ASHLAND

1. Protect extg. curb and gutter
2. Protect extg. tree
3. Protect extg. box
4. Protect extg. inlet
5. Protect extg. manhole
6. Protect extg. crossing arm
7. Protect extg. mailbox
8. Remove inlet
9. Relocate extg. fire hydrant (By others)
10. Adjust inlet – 2 ea.
11. Minor adjust manhole – 2 ea.
12. Adjust box – 3 ea.
13. Const. curb ramp, perpendicular – 4 ea. Inst. brick red radial truncated domes on new surface – 71 sq. ft. Wet Set on PCC surfacing (For SE corner details, see sht. BC21)
14. Const. curb ramp, blended transition – 2 ea. Inst. brick red radial truncated domes on new surface – 30 sq. ft. Wet Set on PCC surfacing
15. Remove pipe – 113' Const. type "G-2" inlet Inst. 24" storm sew pipe – 113' 5' depth Connect to extg. inlet (See dwg. nos. RD364, RD365, RD386, RD388, RD390, RD393)
16. Const. std. curb
17. Const. curb and gutter
18. Const. P.C. conc. walks – 2498 sq. ft.
19. Const. conc. driveway, option H – 2 ea.
20. Protect monument case
21. Inst. brick red radial truncated domes on new surface – 21 sq. ft. Wet Set on PCC surfacing
22. Inst. brick red radial truncated domes on new surface – 11 sq. ft. Surface Appl. on PCC surfacing
23. Inst. rock mulch Thkn. – 4"
24. Inst. bark mulch Thkn. – 4"
25. Inst. lawn seeding over topsoil
26. Inst. irrigation sleeve – 1 ea. (For details, see sht. BB03)





LEGEND

- Full depth ACP
- Sidewalk
- Landscaping
- Conc. crossing panel (By railroad)
- Trench resurfacing

REGISTERED PROFESSIONAL ENGINEER
6549 JAIME LEE JORDAN
JANUARY 10, 2006
ADVANCE COPY SUBJECT TO CHANGE
EXPIRES: 06/30/23

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N. MOUNTAIN AVE OVERLAY
I-5 TO E. MAIN

CITY OF ASHLAND
JACKSON COUNTY

Designer: Z.T. Fucini | Reviewer: Jaime Jordan
Drafter: Serban Dinca | Checker: Matthew Phillips

GENERAL CONSTRUCTION | SHEET NO. C12

FINAL ELECTRONIC DOCUMENT AVAILABLE UPON REQUEST

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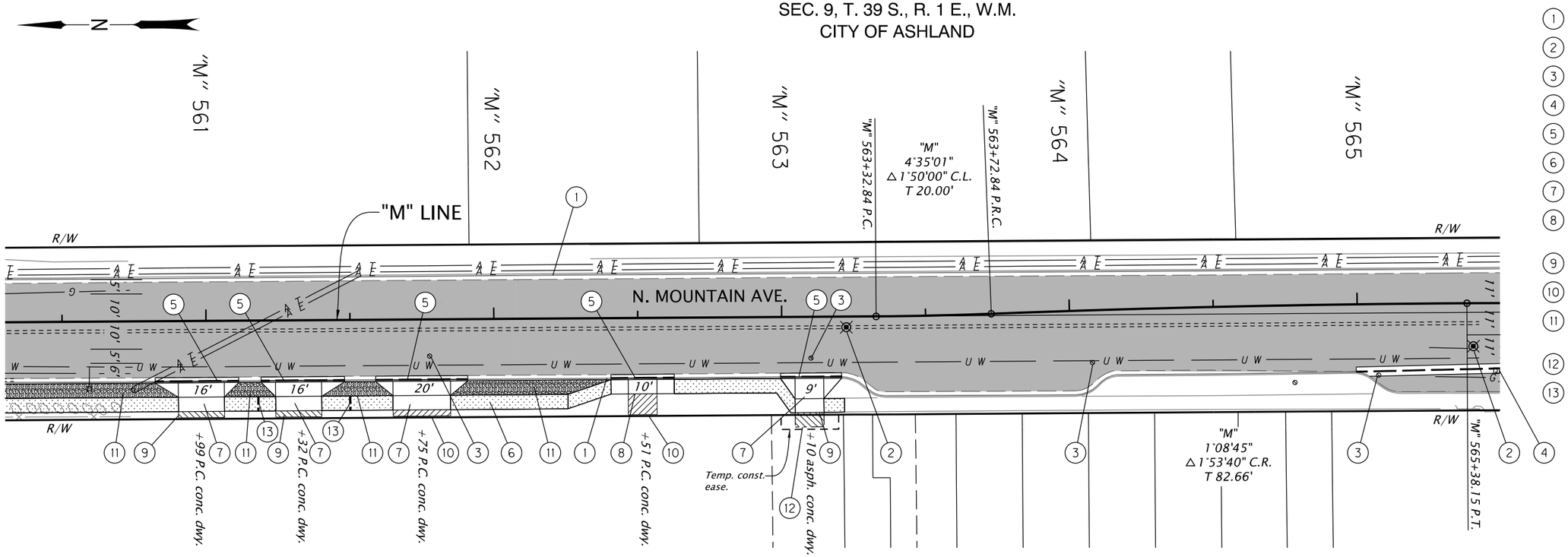
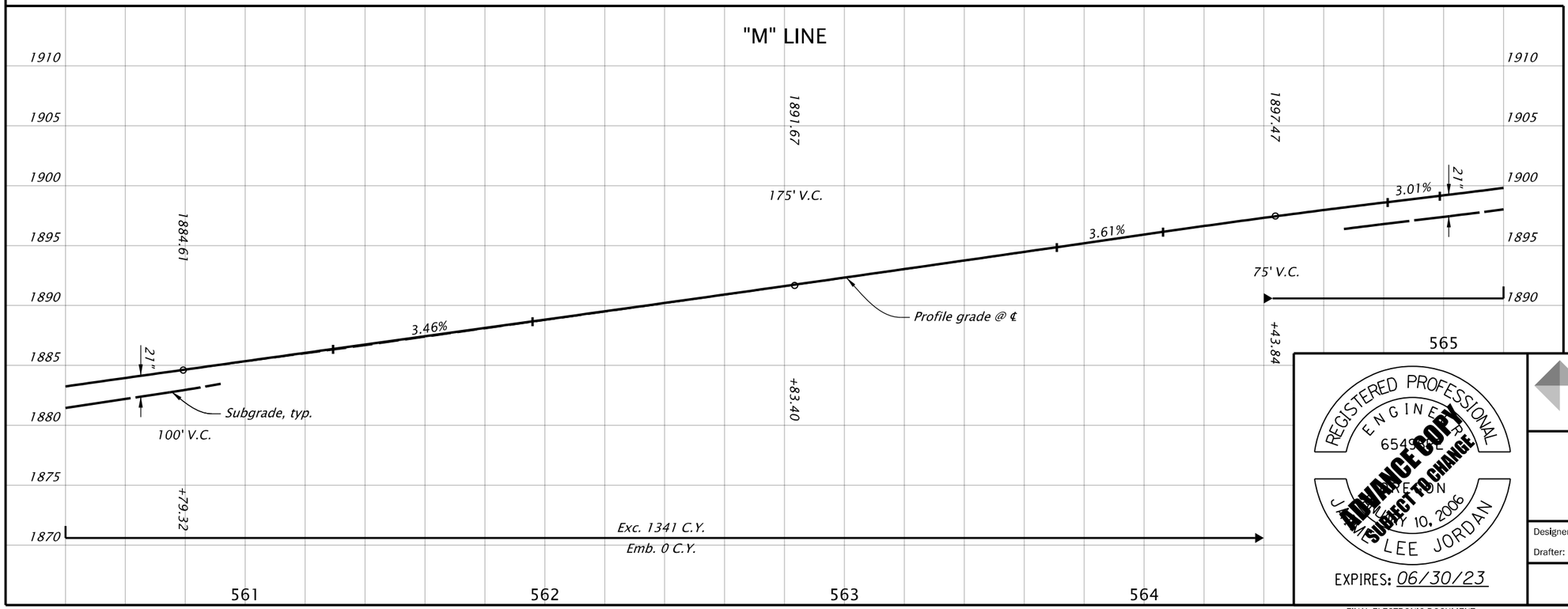
CITY OF ASHLAND



1. Protect extg. curb and gutter
2. Minor adjust manhole – 2 ea.
3. Adjust box – 4 ea.
4. Adjust junction box – 1 ea.
5. Const. curb and gutter
6. Const. P.C. conc. walks – 997 sq. ft.
7. Const. conc. driveway, option H – 4 ea.
8. Const. conc. driveway, option N – 1 ea. (See dwg. no. RD750)
9. Const. asphalt approaches – 3 ea.
10. Const. 6" conc. surfacing
11. Inst. bark mulch Thkn. – 4"
12. Const. gravel approach – 1 ea.
13. Inst. irrigation sleeve – 2 ea. (For details, see sht. BB03)



LEGEND

- Full depth ACP
- Sidewalk
- Asph. approach reconst.
- P.C. conc. approach reconst.
- Landscaping

NOTE:
1. Existing features not called out shall be protected in place.

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N. MOUNTAIN AVE OVERLAY
I-5 TO E. MAIN

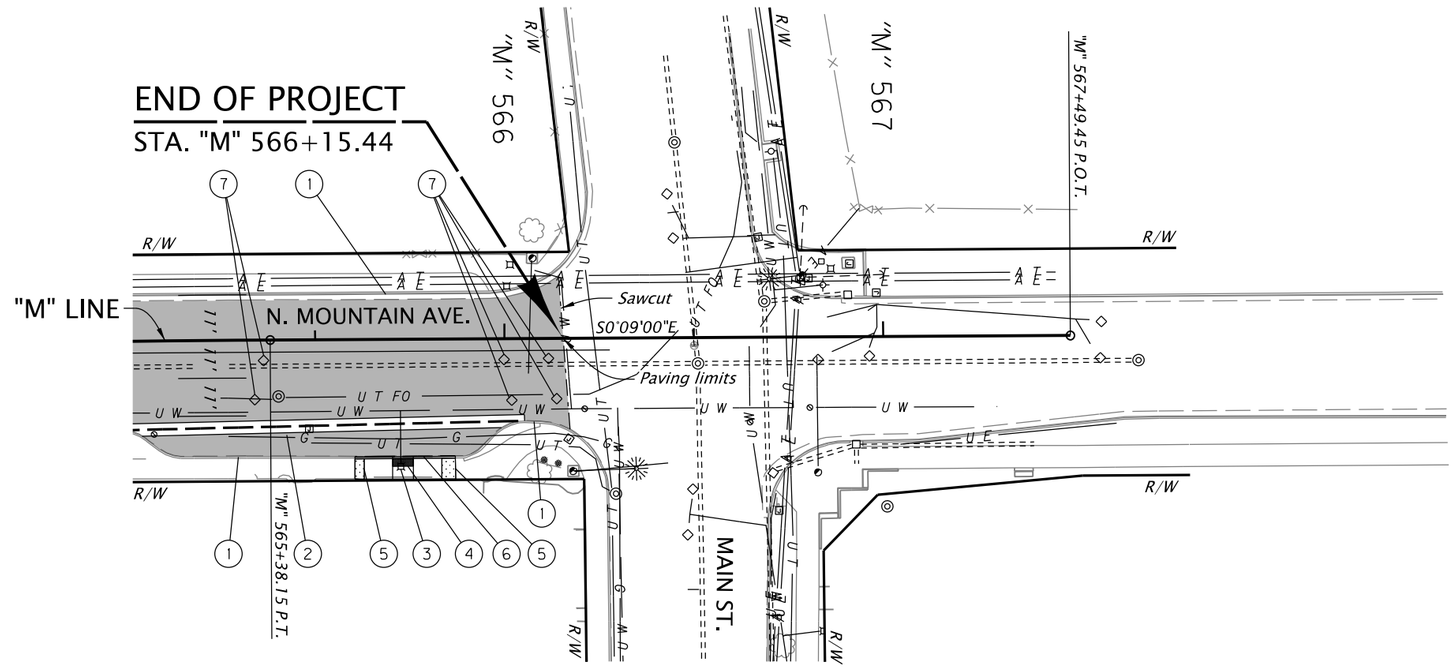
CITY OF ASHLAND
JACKSON COUNTY

Designer: Z.T. Fucini	Reviewer: Jaime Jordan
Drafter: Serban Dinca	Checker: Matthew Phillips

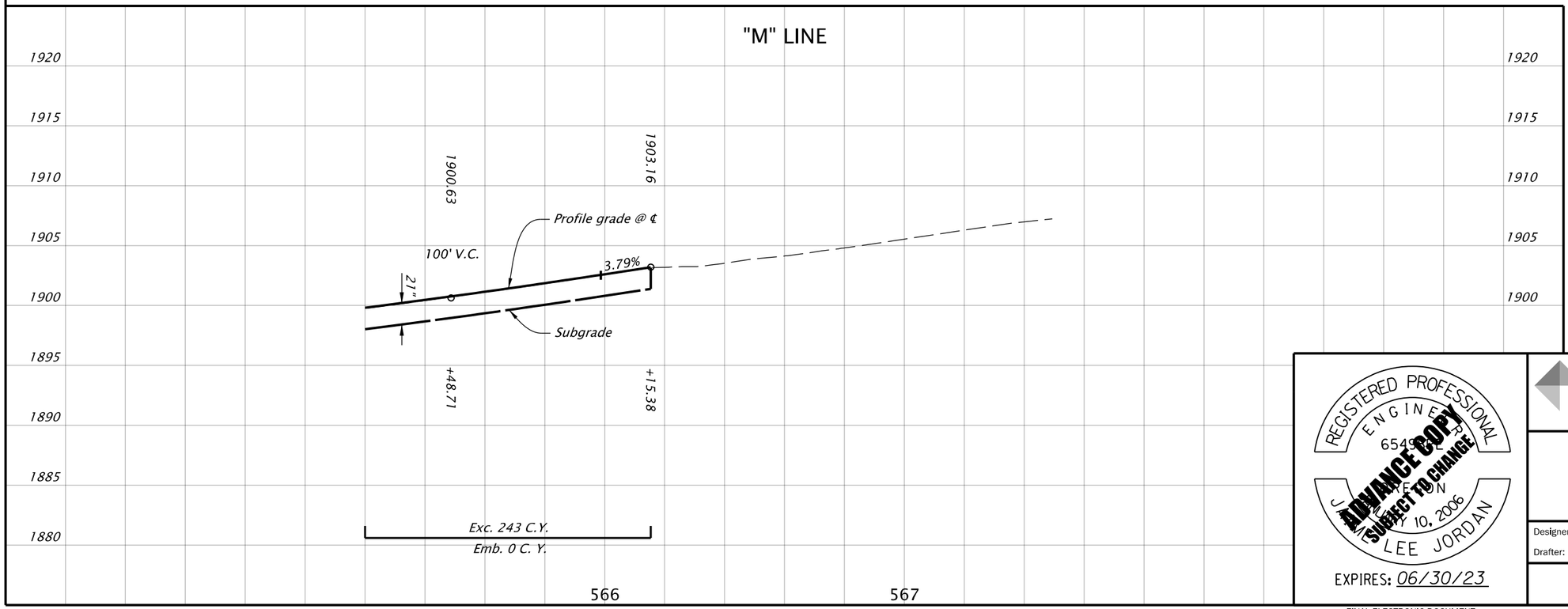
GENERAL CONSTRUCTION | SHEET NO. C13

FINAL ELECTRONIC DOCUMENT AVAILABLE UPON REQUEST

SEC. 9, T. 39 S., R. 1 E., W.M.
CITY OF ASHLAND



1. Protect extg. curb and gutter
2. Const. conc. valley gutter (See dwg. no. CD702)
3. Relocate extg. box (By others)
4. Const. curb ramp, parallel Inst. brick red radial truncated domes on new surface – 11 sq. ft. Wet Set on PCC surfacing
5. Const. P.C. conc. walks – 146 sq. ft.
6. Const. std. curb
7. Replace loop detectors – 6 ea. (See general note 2)



LEGEND

Full depth ACP

NOTES:
1. Existing features not called out shall be protected in place.
2. Replace loop detectors in-kind at the same location as existing. Maintain and protect the existing sand pocket, restore as necessary with paving operations. Slice new loop wires to existing loop feeder cables in the existing junction box.

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N. MOUNTAIN AVE OVERLAY
I-5 TO E. MAIN

CITY OF ASHLAND
JACKSON COUNTY

Designer: Z.T. Fucini | Reviewer: Jaime Jordan
Drafter: Serban Dinca | Checker: Matthew Phillips

GENERAL CONSTRUCTION | SHEET NO. C14

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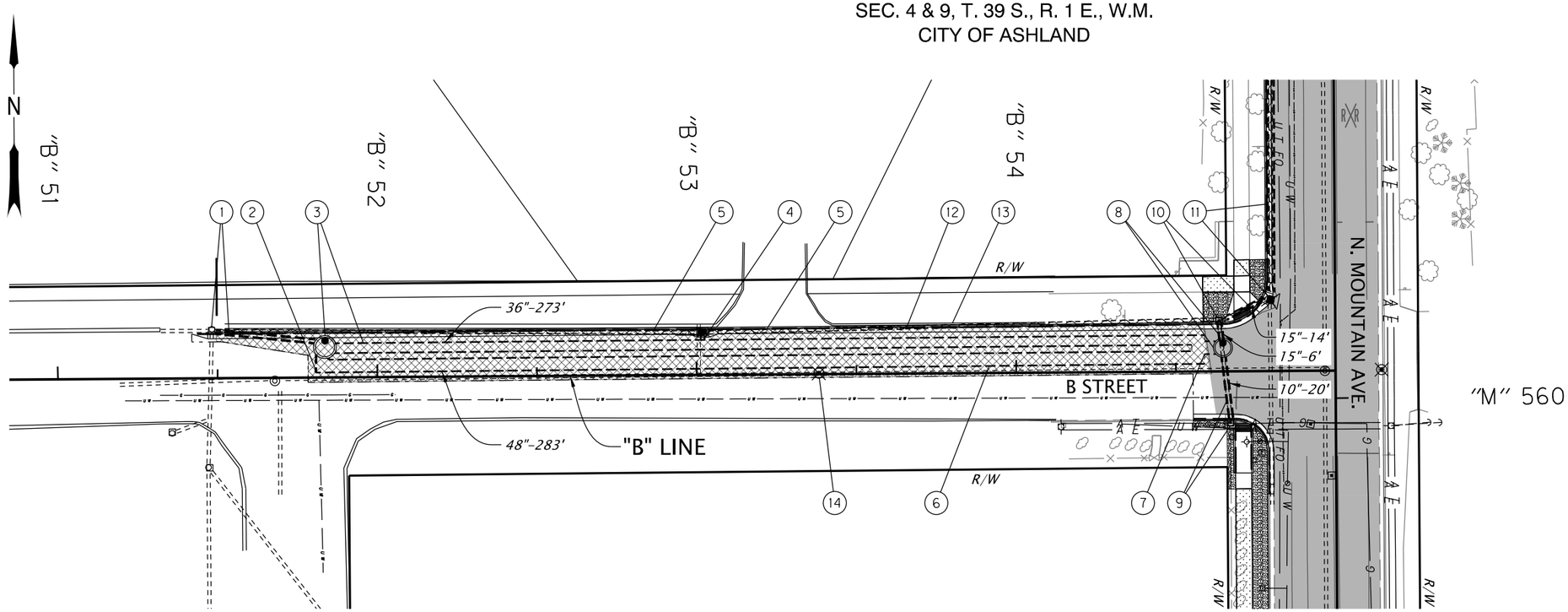
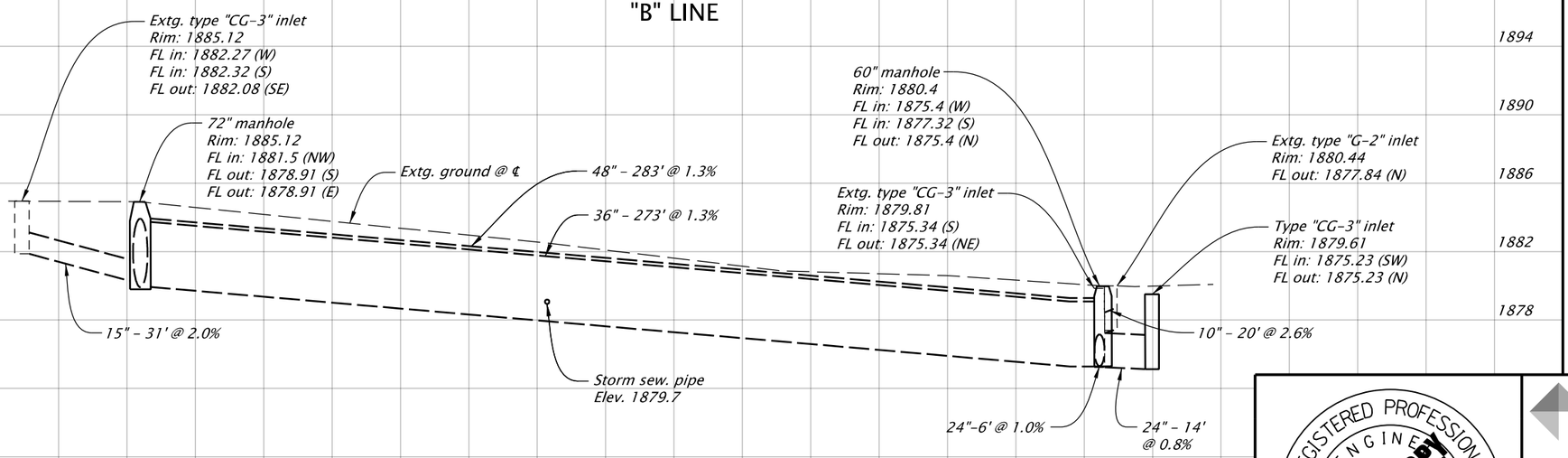
SEC. 4 & 9, T. 39 S., R. 1 E., W.M.
CITY OF ASHLAND



1. Adjust inlet
   Inst. 15" storm sew. pipe – 31'
   10' depth
2. Inst. 3 piece 90° elbow – 1
3. Const. manhole 72" dia.
   F.L. in – 1881.5 (NW 15")
   F.L. out – 1878.91 (S 48")
   F.L. out – 1878.91' (E 36")
   Inst. 36" storm sew. pipe – 273'
   10' depth
   (See dwg. nos. RD345, RD356)
4. Inst. 15" storm sew. pipe – 2'
   5' depth
5. Remove 15" storm sew. pipe – 218'
6. Inst. 48" storm sew. pipe – 283'
   10' depth
7. Inst. 48" manifold connector
8. Const. flow control manhole 60" dia.
   FL in – 1877.32 (S 10")
   FL in – 1875.40 (W 48")
   FL out – 1875.40 (N 15")
   Inst. 24" storm sew. pipe – 6'
   5' depth
9. Adjust inlet
   Remove 10" storm sew. pipe – 20'
   Inst. 10" storm sew. pipe – 20'
   5' depth
   Connect to extg. inlet
10. Adjust inlet
    Remove 15" storm sew. pipe – 14'
    Inst. 24" storm sew. pipe – 14'
    5' depth
    Connect to extg. inlets
11. See sht. C12, note 14
12. Trench resurfacing – 509 sq. yd.
13. Const. curb and gutter
14. Minor adjust manhole



LEGEND

Trench resurfacing

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7913
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JANUARY 14, 2007
BENJAMIN P. WEWERKA
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N. MOUNTAIN AVE OVERLAY
I-5 TO E. MAIN

CITY OF ASHLAND
JACKSON COUNTY

Designer: Abigail Hale	Reviewer: Jaime Jordan
Drafter: Serban Dinca	Checker: Ben Wewerka

DRAINAGE & UTILITIES | SHEET NO. D01

FINAL ELECTRONIC DOCUMENT
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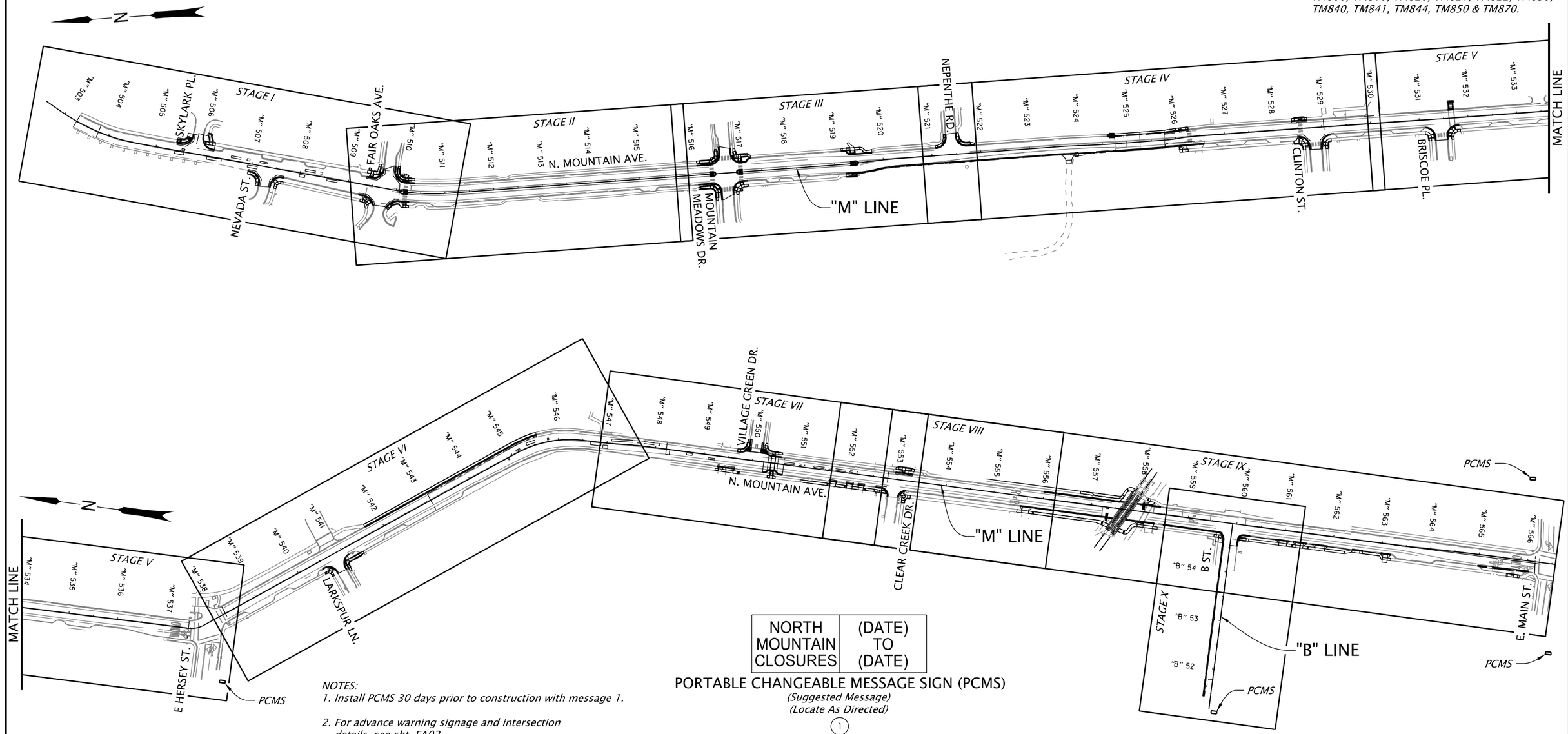
INDEX

To be accompanied by dwg. nos.:
TM800, TM810, TM820, TM821, TM822, TM830, TM840, TM841, TM844, TM850 & TM870.



NORTH MOUNTAIN CLOSURES	(DATE) TO (DATE)

PORTABLE CHANGEABLE MESSAGE SIGN (PCMS)
(Suggested Message)
(Locate As Directed)
(1)

FLAGGER AHEAD	PREPARE TO STOP

PORTABLE CHANGEABLE MESSAGE SIGN (PCMS)
(Suggested Message)
(Locate As Directed)
(2)

SCALE IN FEET
100 50 0 100 200

AT THE END OF EACH WORK DAY:
1. *Square off work area for full width of lane and provide temporary ACP wedges at transverse joints.*
2. *Provide temporary ACP wedges at driveways and side streets.*
3. *Roadway shall be graded, compacted, and open to local traffic outside work hours.*

AT THE END OF EACH STAGE:
1. *Install temporary striping with temporary reflective pavement markers on 20' spacing.*

NOTES:
1. *Install PCMS 30 days prior to construction with message 1.*
2. *For advance warning signage and intersection details, see sht. EA02.*
3. *Install "R11-4" at each end of the work zone and remove at the end of each work day.*
4. *Stage construction to appropriately maintain pedestrian connectivity (see dwg. no. TM844).*
5. *Driveways to remain open at all times. Contractor to ensure local access to all driveways within work zone at all times, unless otherwise coordinated with Engineer.*
6. *Break stages into separate phases as necessary and approved by the Engineer to maintain local traffic. Use 10' min. travel lanes through the work zone. Local traffic allowed on rock.*

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6549[illegible]
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N. MOUNTAIN AVE OVERLAY
I-5 TO E. MAIN

CITY OF ASHLAND
JACKSON COUNTY

Designer: Z.T. Fucini | Reviewer: Jaime Jordan
Drafter: Serban Dinca | Checker: Matthew Phillips

TRAFFIC CONTROL PLAN | SHEET NO. EA01

0052-80159_tc_01.dgn :: Default 4/10/2023 9:21:39 PM AZavala

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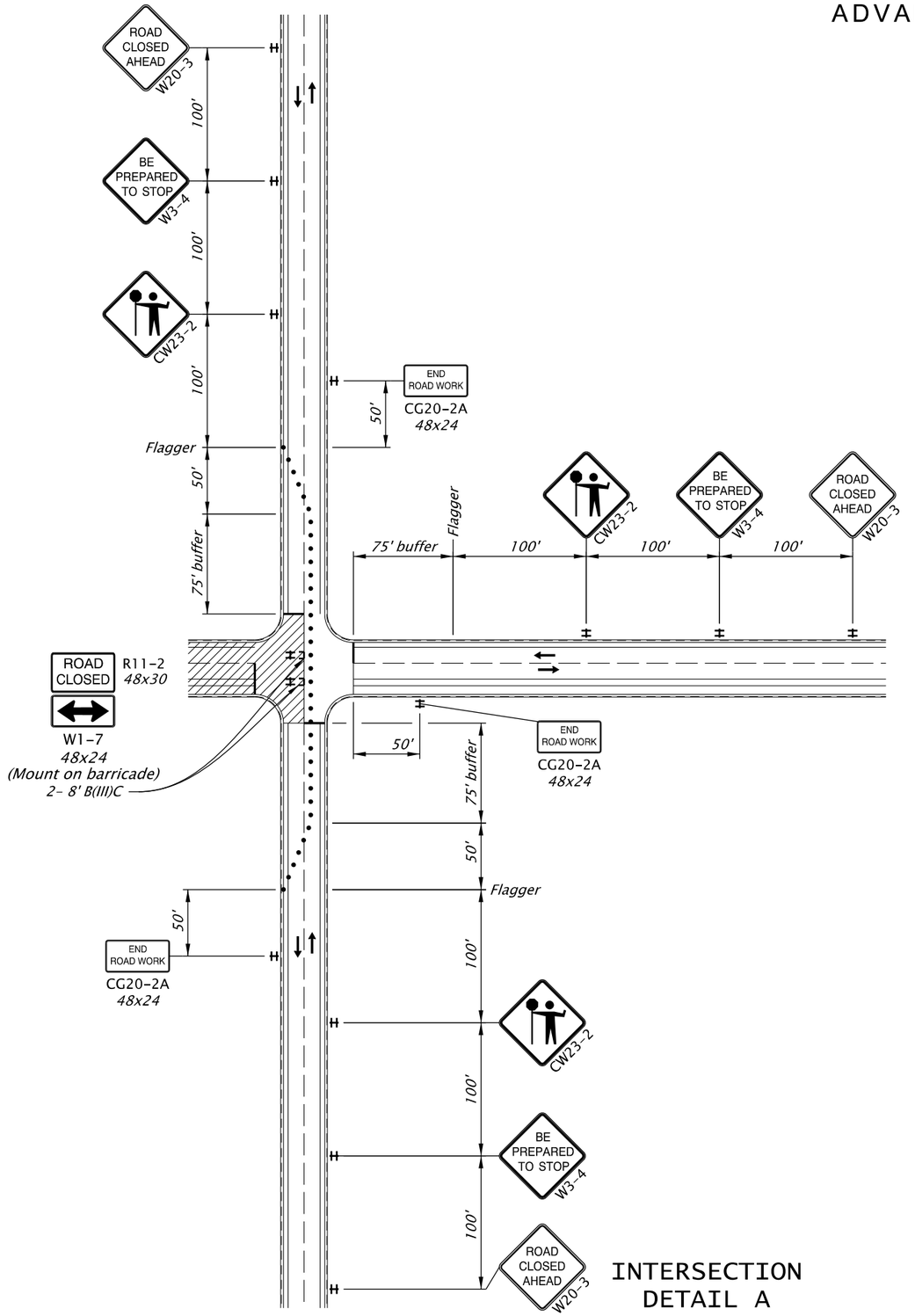
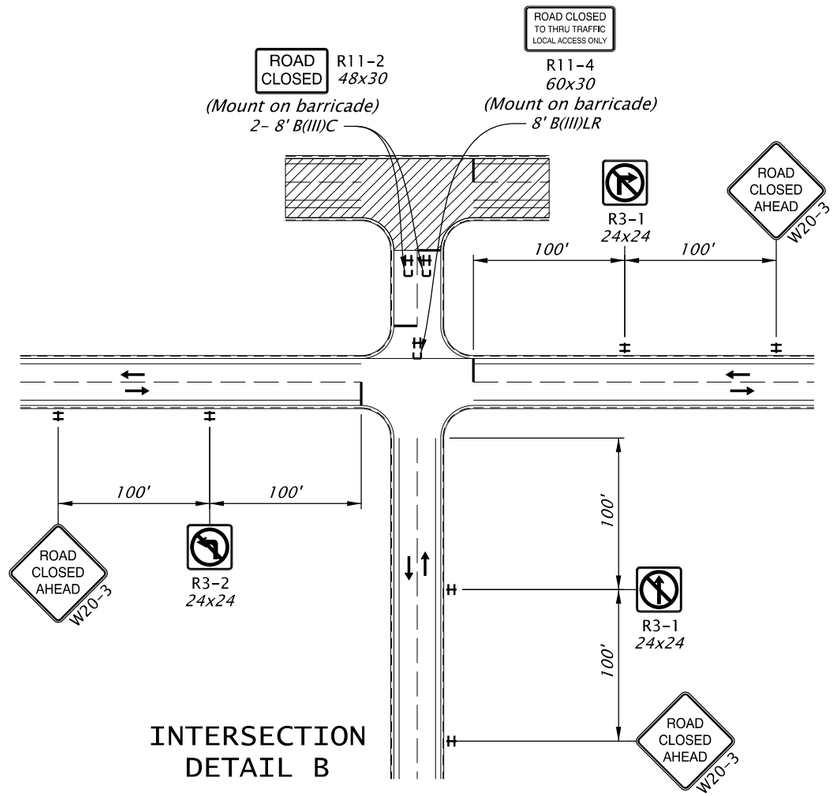
Rotation: 255.918° Scale: 1"=200'

ADVANCE SIGNING DETAILS

GENERAL NOTES:
1. *Cover extg. signs as needed or directed.*
2. *Unless otherwise specified, mount temp. traffic control signs on TSS.*
3. *Stage construction appropriately to maintain pedestrian connectivity. (For addtional details, see dwg. no. TM844).*



INTERSECTION DETAIL A



INTERSECTION DETAIL B

LEGEND

- 28" tubular markers on 10' max. spacing
- Barricade
- Temporary sign support (TSS)
- Through traffic arrow

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65499PE
OREGON
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N. MOUNTAIN AVE OVERLAY
I-5 TO E. MAIN

CITY OF ASHLAND
JACKSON COUNTY

Designer: Z.T. Fucini	Reviewer: Jaime Jordan
Drafter: Serban Dinca	Checker: Matthew Phillips

TRAFFIC CONTROL DETAILS | SHEET NO. EA02

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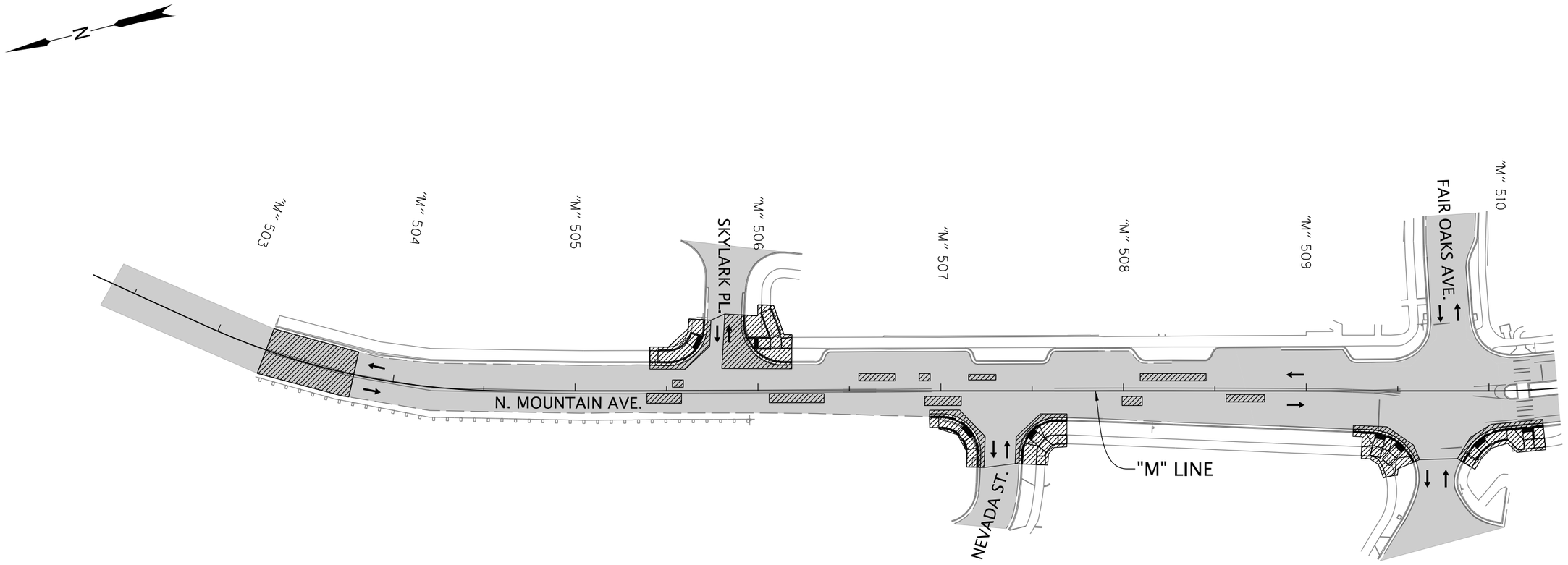
STAGE I



LEGEND

- Direction of traffic
- Under traffic
- Under construction
- Construction under traffic

Stage I Work:

1. *Full depth pavement reconstruction at bridge no. 08739 approach.*
2. *Construct full depth pavement repair.*
3. *ADA ramp and sidewalk improvements at Skylark Pl., Nevada St. and west side of Fair Oaks Ave.*
4. *Install temporary striping.*

NOTES:

1. *Construct Stage I using daytime flagging. Install advance signing per dwg. no. TM850.*
2. *Maintain existing sidewalk access. Install temporary pedestrian detour per dwg. no. TM844 at Skylark Pl., Nevada St. and Fair Oaks Ave. when necessary.*
3. *Close Skylark Pl. when working in the intersection. Detour route is Mountain Meadows Dr. For intersection closure details, see sht. EA02 and dwg. no. TM840.*
4. *Close Nevada St. when working in the intersection. Detour route is Camelot Dr. to Plum Ridge Dr. to Mountain Meadows Dr.*
5. *Close Fair Oaks Ave. when working in the intersection. Detour route is Mountain Meadows Dr.*

SCALE IN FEET
30 15 0 30 60

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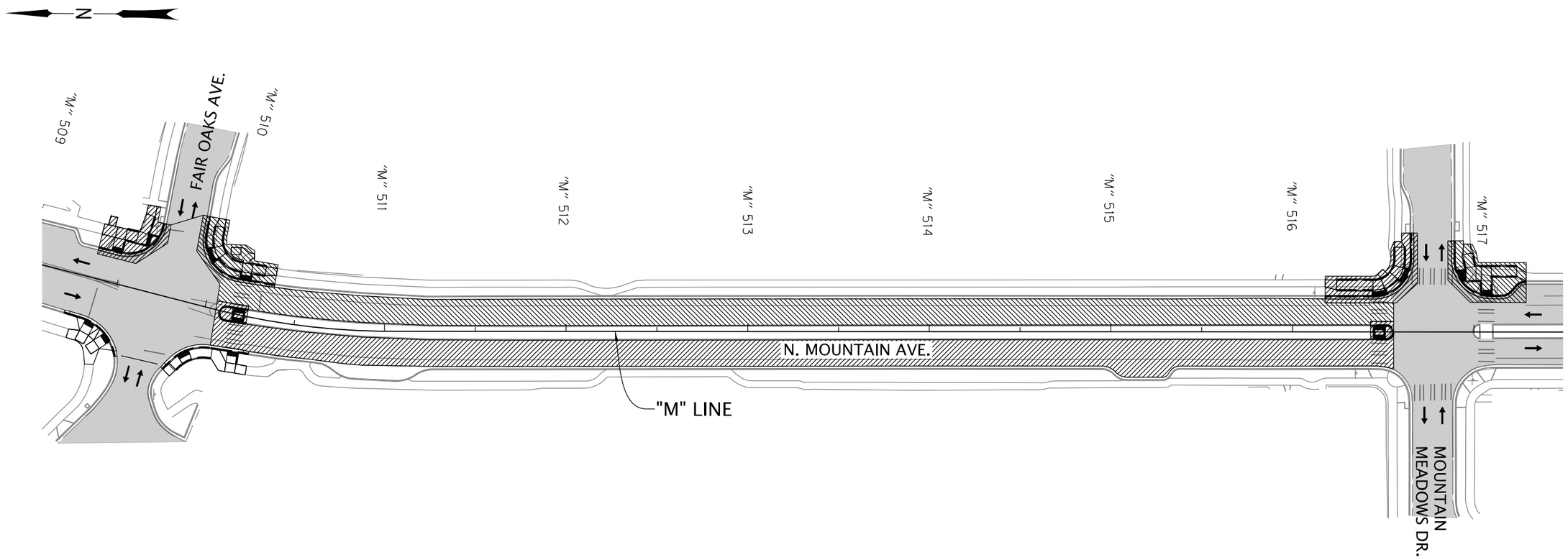
N. MOUNTAIN AVE OVERLAY
I-5 TO E. MAIN

CITY OF ASHLAND
JACKSON COUNTY

Designer: Z.T. Fucini | Reviewer: Jaime Jordan
Drafter: Serban Dinca | Checker: Matthew Phillips

TRAFFIC CONTROL PLAN | SHEET NO. EB01

STAGE II



LEGEND

- Direction of traffic
- Under traffic
- Under construction, Phase 1
- Under construction, Phase 2
- Construction under traffic, Phase 1
- Construction under traffic, Phase 2

Stage II Work:
Phase 1:
1. *Full depth pavement reconstruction southbound between Fair Oaks Ave. and Mountain Meadows Dr.*
2. *ADA ramp and sidewalk improvements at northeast corner of Fair Oaks Ave., Mountain Meadows Dr. intersections and medians.*

Phase 2:
1. *Full depth pavement reconstruction northbound between Fair Oaks Ave. and Mountain Meadows Dr.*
2. *ADA ramp and sidewalk improvements at southeast side of Fair Oaks Ave. intersection and Mountain Meadows Dr. intersection.*

NOTES:
1. *Construct Stage II under partial closure, detouring a single direction of traffic. Install advanced signing and TCDs per dwg. no. TM840.*
2. *Close N. Mountain Ave. at Fair Oaks Ave. and Mountain Meadows Dr. Detour route is Fair Oaks Ave. to Mountain Meadows Dr. for northbound detour. Detour route is Fair Oaks Ave. to Plum Ridge Dr. to Mountain Meadows Dr. for southbound detour.*
3. *Maintain existing sidewalk access.*
4. *For intersection details, see sht. EA02.*

SCALE IN FEET
30 15 0 30 60

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N. MOUNTAIN AVE OVERLAY
I-5 TO E. MAIN

CITY OF ASHLAND
JACKSON COUNTY

Designer: Z.T. Fucini | Reviewer: Jaime Jordan
Drafter: Serban Dinca | Checker: Matthew Phillips

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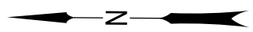
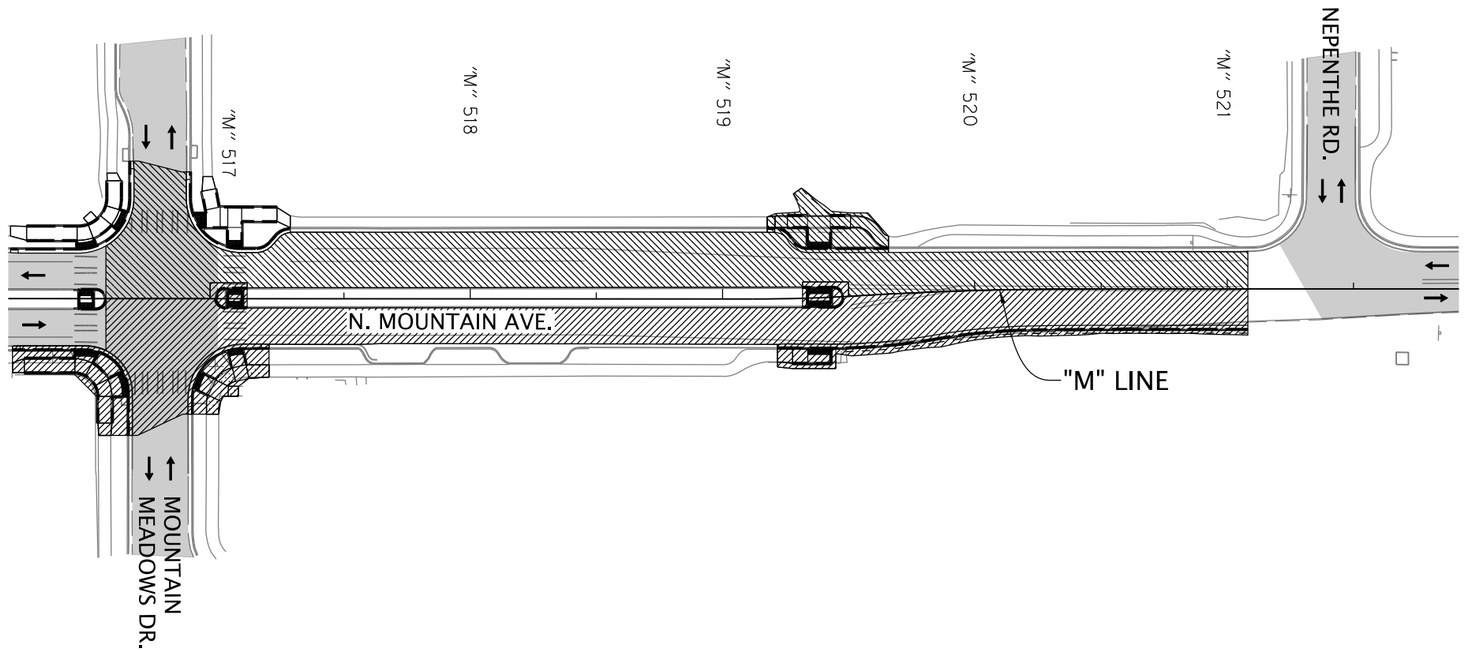
STAGE III





LEGEND

- Direction of traffic
- Under traffic
- Under construction, Phase 1
- Under construction, Phase 2
- Construction under traffic, Phase 1
- Construction under traffic, Phase 2

Stage III Work:
Phase 1:
1. *Full depth pavement reconstruction southbound between Mountain Meadows Dr. and Nepenthe Rd.*
2. *ADA ramp and sidewalk improvements on the west side of N. Mountain Ave and medians.*

Phase 2:
1. *Full depth pavement reconstruction northbound between Mountain Meadows Dr. and Nepenthe Rd.*
2. *ADA ramp and sidewalk improvements on the east side of N. Mountain Ave.*

NOTES:
1. *Construct Stage III under partial closure, detouring a single direction of traffic. Install advanced signing and TCDs per dwg. no. TM840.*
2. *Close N. Mountain Ave. at Mountain Meadows Dr. and Nepenthe Rd. Detour route is from Mountain Meadow Dr. to Lark Way to Nepenthe Rd.*
3. *Maintain existing sidewalk access. Detour pedestrians onto the opposite side of N. Mountain Ave. from the work.*
4. *Maintain traffic and pedestrian access to Mountain Meadows Dr. and Nepenthe Rd. intersections.*
5. *For intersection details, see sht. EA02.*

SCALE IN FEET
30 15 0 30 60

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N. MOUNTAIN AVE OVERLAY
I-5 TO E. MAIN
CITY OF ASHLAND
JACKSON COUNTY

Designer: Z.T. Fucini | Reviewer: Jaime Jordan
Drafter: Serban Dinca | Checker: Matthew Phillips

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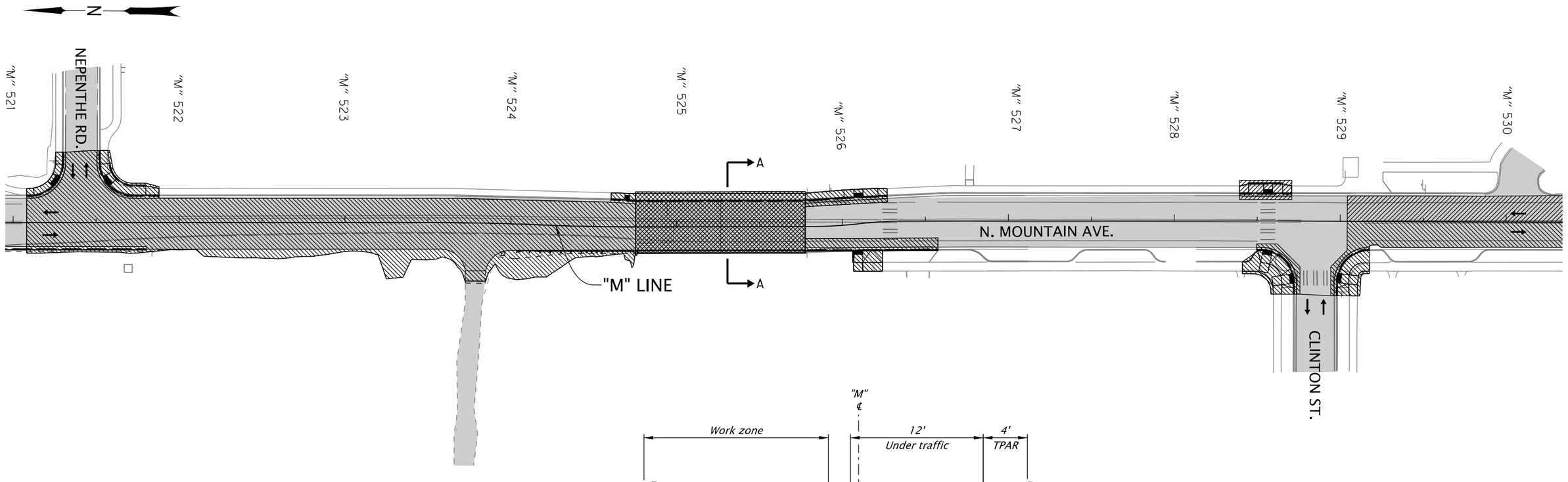
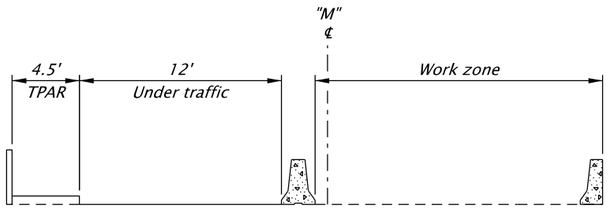
STAGE IV



SECTIONS A-A
(Phase 1)



SECTIONS A-A
(Phase 2)

Stage IV Work:
Phase 1:
1. Construct northbound bridge improvements.

Phase 2:
2. Construct southbound bridge improvements.

Phase 3:
1. Full depth pavement reconstruction southbound between Nepenthe Rd. and Briscoe Pl.

2. ADA ramp and sidewalk improvements on the west side of N. Mountain Ave.

Phase 4:
1. Full depth pavement reconstruction northbound between Nepenthe Rd. and Briscoe Pl.

2. ADA ramp and sidewalk improvements on the east side of N. Mountain Ave.

NOTES:
1. Construct Stage IV, Phase 1 and 2 using 24 hour flagging. Install advance signing and TCDs per dwg. no. TM850.

2. Maintain existing sidewalk access. Detour pedestrians onto the opposite side of N. Mountain Ave. from the work.

3. Close Nepenthe Rd. at N. Mountain Ave. Detour route is Meadow Lark Wy. to Mountain Meadow Dr.

4. Close Clinton St. at N. Mountain Ave. Detour route is Briscoe Pl.

5. Install temporary barrier and AFADs during bridge construction (Phase 1 and 2) per dwg. no. TM870.

6. For intersection details, see sht. EA02.

7. Install temporary removable tape on the bridge before and after Phase 1 and Phase 2 work.

SCALE IN FEET
30 15 0 30 60

Under traffic
Existing ground

LEGEND

- *Direction of traffic*
- *Under traffic*
- *Under construction, Phase 3*
- *Under construction, Phase 4*
- *Construction under traffic, Phase 1 & 2*
- *Construction under traffic, Phase 3*
- *Construction under traffic, Phase 4*

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N. MOUNTAIN AVE OVERLAY
I-5 TO E. MAIN

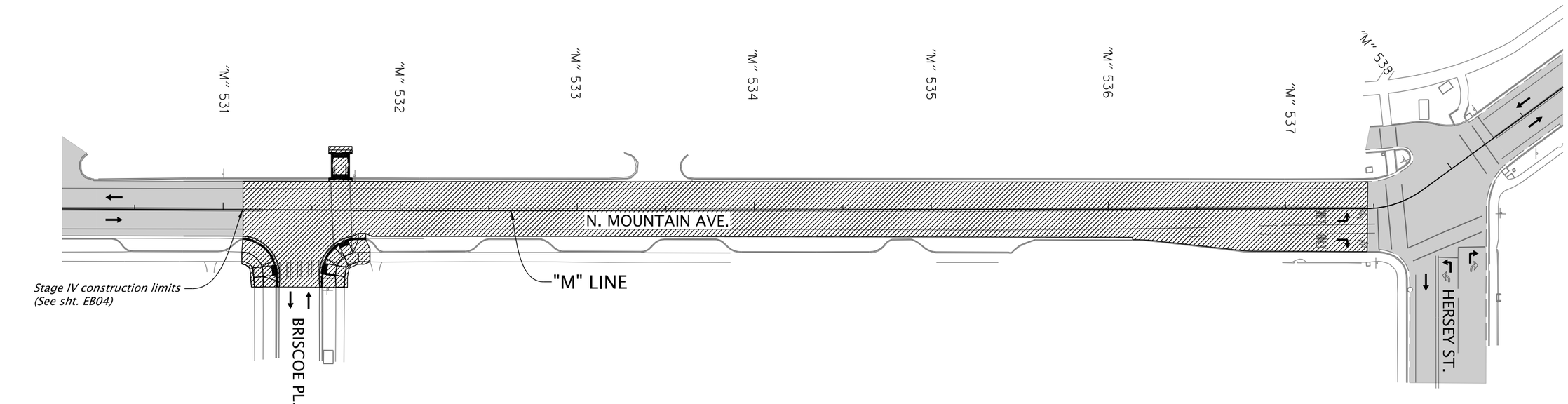
CITY OF ASHLAND
JACKSON COUNTY

Designer: Z.T. Fucini | Reviewer: Jaime Jordan
Drafter: Serban Dinca | Checker: Matthew Phillips

TRAFFIC CONTROL PLAN

SHEET NO. EB04

STAGE V



Stage V Work:
1. *Full depth pavement reconstruction northbound between Briscoe Pl. and Hersey St.*

2. *ADA ramp and sidewalk improvements.*

NOTES:
1. *Maintain existing sidewalk access. Detour pedestrians onto the opposite side of N. Mountain Ave. from the work.*

2. *Close N. Mountain Ave. at Hersey St. Detour route is Hersey St. to Carol St. to Clinton St.*

3. *Close N. Mountain Ave. at Clinton St. Detour route is Clinton St. to Carol St. to Hersey St.*

4. *Close Briscoe Pl. Detour route is Clinton St.*

5. *For intersection details, see sht. EA02.*

LEGEND
- *Direction of traffic*
- *Under traffic*
- *Under construction*

SCALE IN FEET
30 15 0 30 60

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CITY OF ASHLAND
JACKSON COUNTY

Designer: Z.T. Fucini | Reviewer: Jaime Jordan
Drafter: Serban Dinca | Checker: Matthew Phillips

TRAFFIC CONTROL PLAN | SHEET NO. EB05

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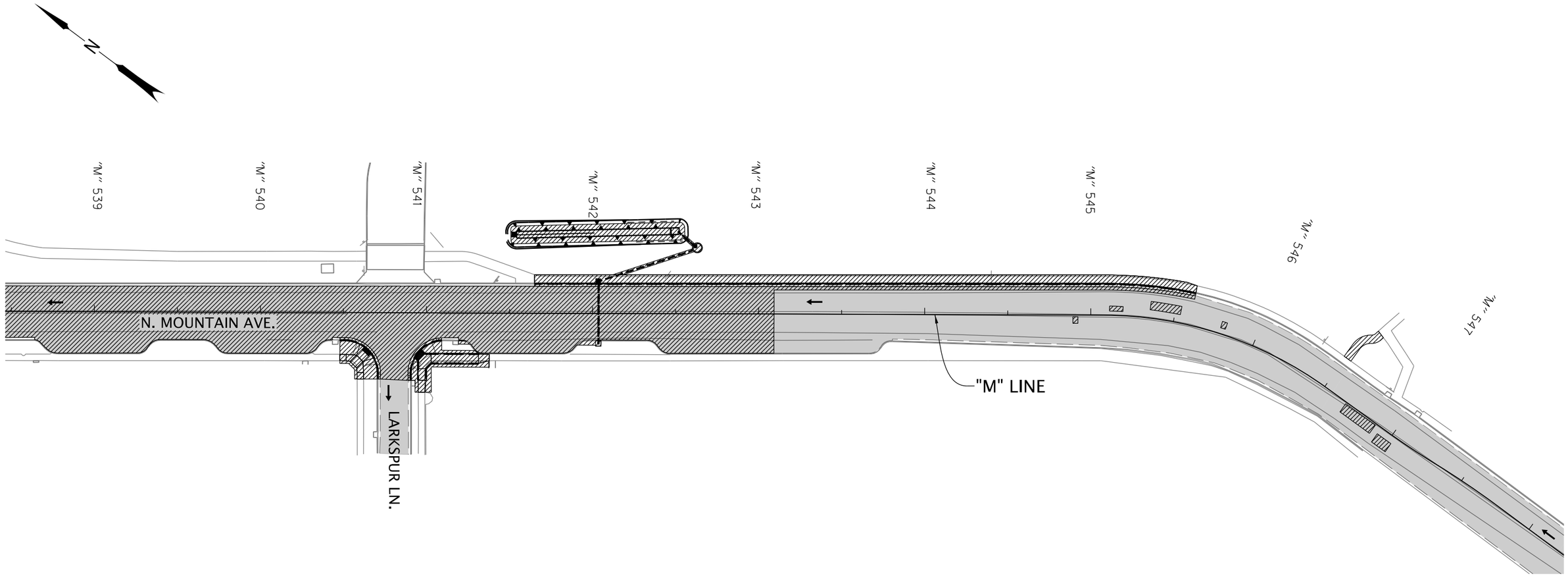
Rotation: 270.407° Scale: 1"=60'

STAGE VI



LEGEND

- Direction of traffic
- Under traffic
- Under construction
- Construction under traffic

Stage VI Work:

1. *Full depth pavement reconstruction northbound between Hersey St. and Sta. "M" 547+00.*
2. *Construct full depth pavement repair.*
3. *ADA ramp and sidewalk improvements.*
4. *Stormwater conveyance and water quality swale.*

NOTES:

1. *Construct Stage VI under partial road closure, detouring southbound traffic. Install advance signing and TCDs per dwg. no. TM840.*
2. *Maintain existing sidewalk access. Detour pedestrians onto the opposite side of N. Mountain Ave. from the work.*
3. *Close southbound N. Mountain Ave. at Hersey St. Detour route is Hersey St. to Oak St. to B St.*
4. *Maintain northbound traffic on N. Mountain Ave.*
5. *Close Larkspur Ln. Detour route is Hersey St.*
6. *For intersection details, see sht. EA02.*

SCALE IN FEET
30 15 0 30 60

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N. MOUNTAIN AVE OVERLAY
I-5 TO E. MAIN

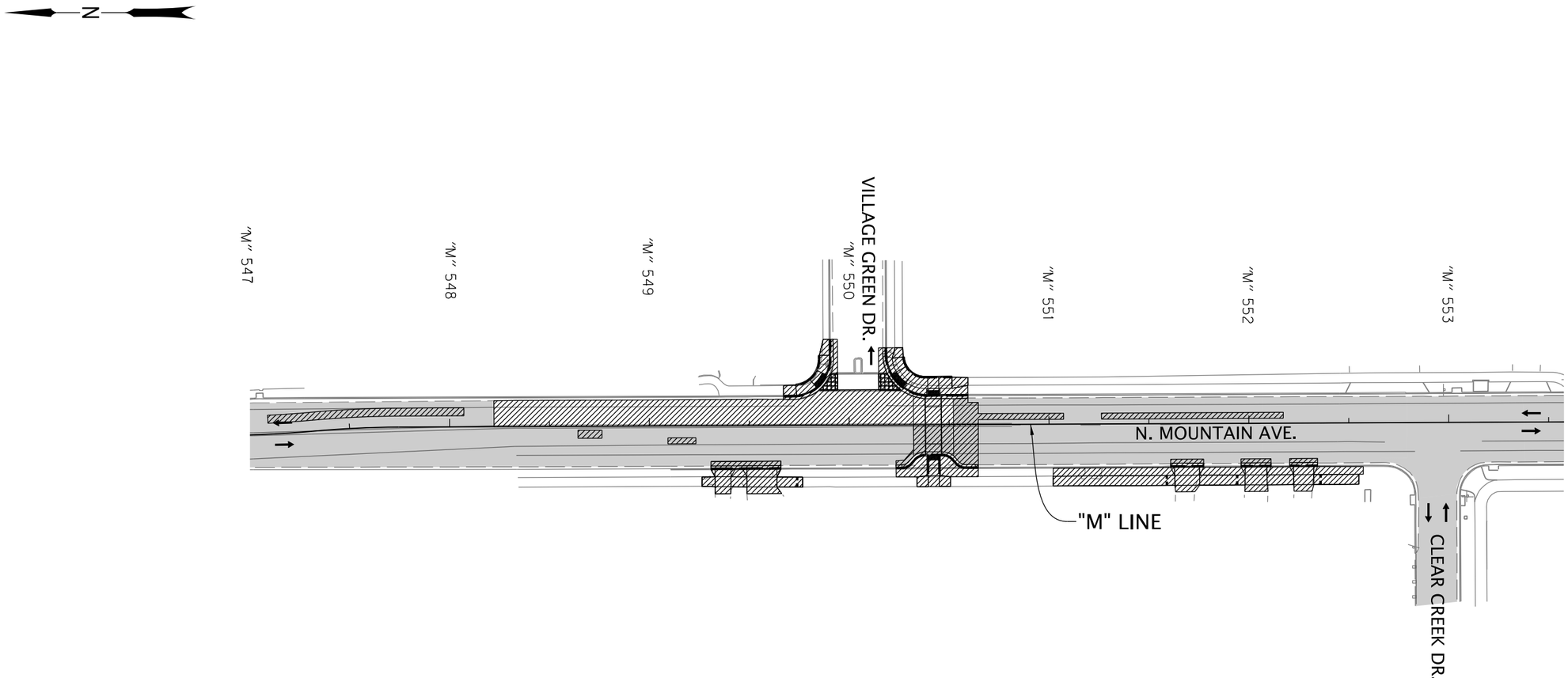
CITY OF ASHLAND
JACKSON COUNTY

Designer: Z.T. Fucini | Reviewer: Jaime Jordan
Drafter: Serban Dinca | Checker: Matthew Phillips

TRAFFIC CONTROL PLAN

SHEET NO. EB06

STAGE VII



LEGEND

- Direction of traffic
- Under traffic
- Under construction
- Construction under traffic

Stage VII Work:

1. *Full depth pavement reconstruction and near and raised crossing near Village Green Dr.*
2. *Construct full depth pavement repair between Sta. "M" 547+00 and Clear Creek Dr.*
3. *ADA ramp and sidewalk improvements.*

NOTES:

1. *Construct Stage VII using daytime flagging. Install advance signing per dwg. no. TM850.*
2. *Maintain existing sidewalk access. Install temporary pedestrian detour per dwg. no. TM844 at Village Green Dr. and Clear Creek Dr. when necessary. Detour pedestrians onto the opposite side of N. Mountain Ave. from the work.*
3. *Close Village Green Dr. Detour route is Fordyce St. to Main St.*
4. *At the end of each work day, provide two 10' min. travel lanes on N. Mountain Ave.*
5. *For intersection details, see sht. EA02.*

SCALE IN FEET
30 15 0 30 60

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OREGON
JUNE 10, 2006
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EXPIRES: 06/30/23

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N. MOUNTAIN AVE OVERLAY
I-5 TO E. MAIN

CITY OF ASHLAND
JACKSON COUNTY

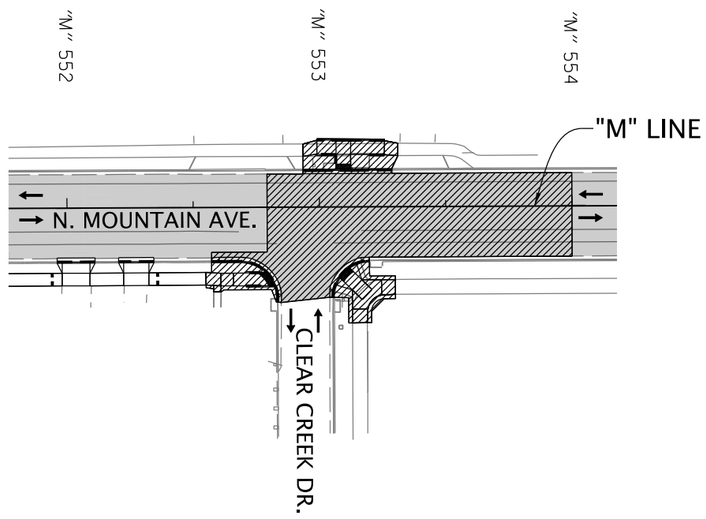
Designer: Z.T. Fucini | Reviewer: Jaime Jordan
Drafter: Serban Dinca | Checker: Matthew Phillips

TRAFFIC CONTROL PLAN | SHEET NO. EB07

FINAL ELECTRONIC DOCUMENT AVAILABLE UPON REQUEST

STAGE VIII

N



LEGEND

- Direction of traffic
- Under traffic
- Under construction
- Construction under traffic

Stage VIII Work:

1. *Full depth pavement reconstruction at Clear Creek Dr.*
2. *ADA ramp and sidewalk improvements.*

NOTES:

1. *Construct Stage VIII using 24 hour flagging. Install advance signing per dwg. no. TM850.*
2. *Maintain existing sidewalk access. Install temporary pedestrian detour per dwg. no. TM844 at Village Green Dr. and Clear Creek Dr. when necessary.*
3. *Maintain traffic and pedestrian access to Clear Creek Dr.*

SCALE IN FEET
30 15 0 30 60

REGISTERED PROFESSIONAL ENGINEER
65499 OREGON
JULY 10, 2006
JAIME LEE JORDAN
ADVANCE COPY SUBJECT TO CHANGE
EXPIRES: 06/30/23

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N. MOUNTAIN AVE OVERLAY
I-5 TO E. MAIN

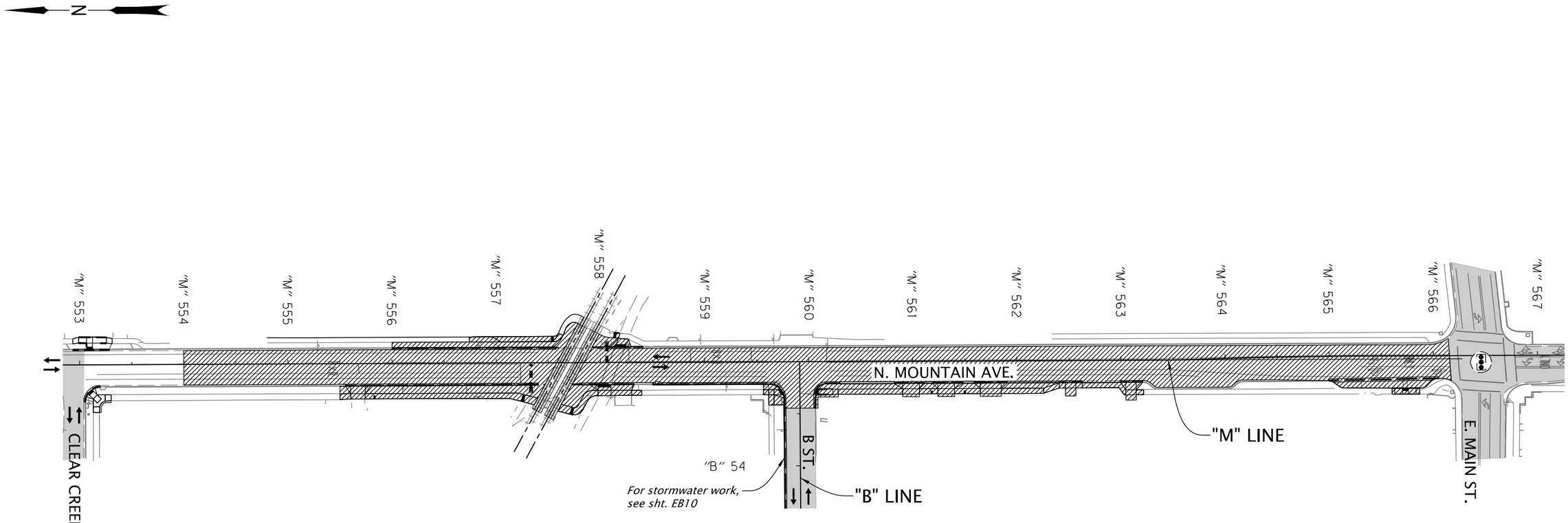
CITY OF ASHLAND
JACKSON COUNTY

Designer: Z.T. Fucini | Reviewer: Jaime Jordan
Drafter: Serban Dinca | Checker: Matthew Phillips

TRAFFIC CONTROL PLAN

SHEET NO. EB08

STAGE IX



LEGEND

- Direction of traffic
- Existing traffic signal
- Under traffic
- Under construction

Stage IX Work:

1. *Full depth pavement reconstruction between Clear Creek Dr. and E. Main St.*
2. *Railroad crossing improvements.*
3. *ADA ramp and sidewalk improvements.*
4. *Stormwater conveyance.*
5. *Signal modifications.*

NOTES:

1. *Construct Stage IX under staged partial road closure. Install advance signing and TCDs per dwg. no. TM840.*
2. *Maintain existing sidewalk access. Detour pedestrians onto the opposite side of N. Mountain Ave. from the work when necessary.*
3. *Detour thru traffic onto Hersey St. and E. Main St. and Oak St. Provide access to local traffic through the work zone at all times.*
4. *Close B St. Detour route is Oak St. to Hersey St.*
5. *For intersection details, see sht. EA02.*

SCALE IN FEET
50 25 0 50 100

REGISTERED PROFESSIONAL ENGINEER
6549 OREGON
JANUARY 10, 2006
JAIME LEE JORDAN
ADVANCE COPY SUBJECT TO CHANGE
EXPIRES: 06/30/23

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N. MOUNTAIN AVE OVERLAY
I-5 TO E. MAIN

CITY OF ASHLAND
JACKSON COUNTY

Designer: Z.T. Fucini | Reviewer: Jaime Jordan
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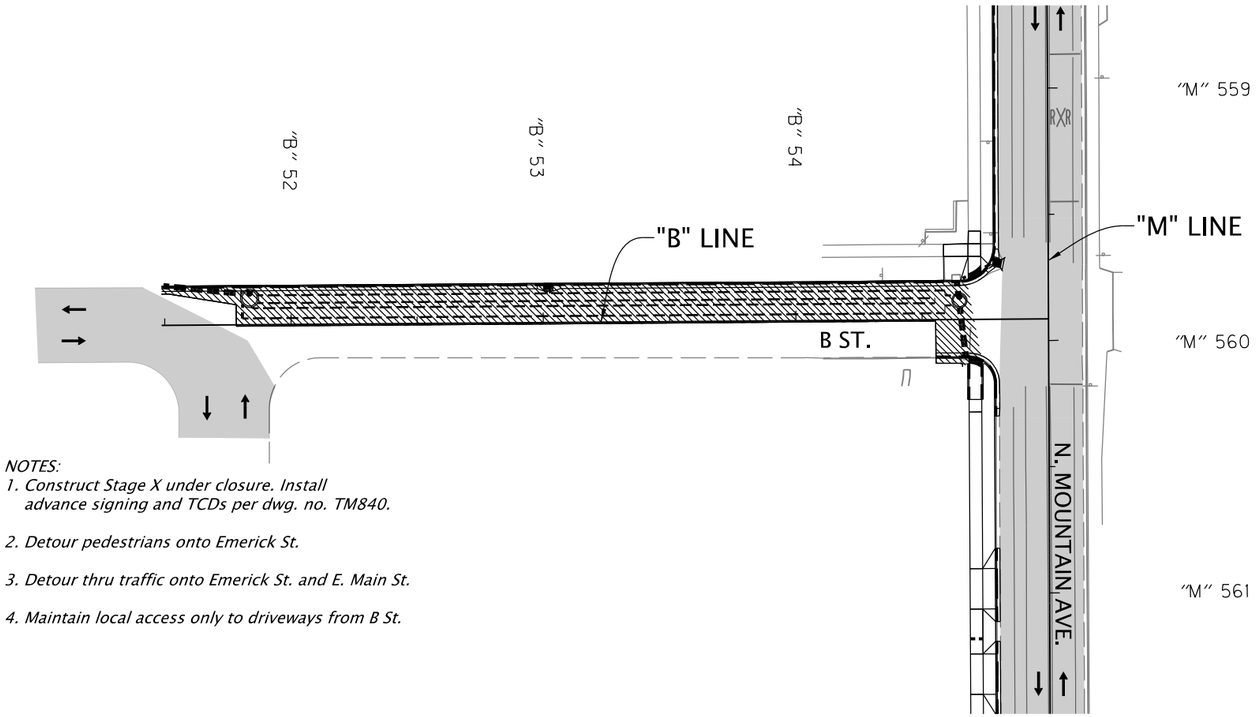
TRAFFIC CONTROL PLAN | SHEET NO. EB09

STAGE X



Stage X Work:
1. Stormwater conveyance and trench resurfacing.

NOTES:
1. Construct Stage X under closure. Install advance signing and TCDs per dwg. no. TM840.

2. Detour pedestrians onto Emerick St.

3. Detour thru traffic onto Emerick St. and E. Main St.

4. Maintain local access only to driveways from B St.

STAGE XI

Stage XI Work:
1. Construct 5" grind and inlay.

2. Construct ACP wearing course.

3. Install permanent striping.

NOTE:
1. Construct Stage XI using daytime flagging. Install advance signing and TCDs per dwg. no. TM850.

LEGEND

- *Direction of traffic*
- *Under traffic*
- *Under construction*

SCALE IN FEET

30 15 0 30 60

REGISTERED PROFESSIONAL ENGINEER
65498PE
OREGON
JANUARY 10, 2006
JAIME LEE JORDAN
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EXPIRES: 06/30/23

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N. MOUNTAIN AVE OVERLAY
I-5 TO E. MAIN

CITY OF ASHLAND
JACKSON COUNTY

Designer: Z.T. Fucini | Reviewer: Jaime Jordan
Drafter: Serban Dinca | Checker: Matthew Phillips

TRAFFIC CONTROL PLAN

SHEET NO. EB10

0052-80159_tc_12.dgn :: Default 3/29/2023 10:07:56 PM AZavala

Rotation: 359.9595° Scale: 1"=60'

ESC PLAN FOR SITES GREATER THAN 1 ACRE

1. Once known, include a list of all contractors that will engage in construction activities on site, and the areas of the site where the contractor(s) will engage in construction activities. Revise the list as appropriate until permit coverage is determined (Section 15.4.c.i). In addition, include a list of all personnel (By name and position) that are responsible for the design, installation and maintenance of stormwater control measures (e.g. ESCP developer, BMP installer (See Section 15.10), as well as their individual responsibilities (Section 15.4.c.ii).

2. Visual monitoring inspection reports must be made in accordance with DEQ 1200-C permit requirements (Section 17.5).

3. Inspection logs must be kept in accordance with DEQ's 1200-C permit requirements (Section 17.5.q).

4. Retain a copy of the ESCP and all revisions on site and make it available on request to DEQ, Agent, or the local municipality (Section 15.7).

5. The permit registrant must implement the ESCP. Failure to implement any of the control measures or practices described in the ESCP is a violation of the permit (Section 15 and 15.11).

6. The ESCP must be accurate and reflect site conditions (Section 15.8).

7. Submission of all ESCP revisions is not required. Submittal of ESCP revisions is only under specific conditions. Submit all necessary revision to DEQ or Agent within 10 days (Section 15.9).

8. Sequence clearing and grading to the maximum extent practical to prevent exposed inactive areas from becoming a source of erosion (Section 13.2.2).

9. Create smooth surfaces between soil surface and erosion and sediment controls to prevent stormwater from bypassing controls and ponding (Section 13.2.3).

10. Identify, mark, and protect (By construction fencing or other means) critical riparian areas and vegetation including important trees and associated rooting zones, and vegetation areas to be preserved. Identify vegetative buffer zones between the site and sensitive areas (e.g. wetlands), and other areas to be preserved, especially in perimeter areas (Section 13.2.1).

11. Preserve existing vegetation when practical and re-vegetate open areas. Re-vegetate open areas when practicable before and after grading or construction. Identify the type of vegetative seed mix used (Section 13.2.5).

12. Maintain and delineate any existing natural buffer within the 50-feet of waters of the state (Section 13.2.4).

13. Install perimeter sediment control, including storm drain inlet protection as well as all sediment basins, traps, and barriers prior to land disturbance (Sections 13.1.3).

14. Control both peak flow rates and total stormwater volume, to minimize erosion at outlets and downstream channels and stream banks (Sections 13.1.1 and 13.2.16).

15. Control sediment as needed along the site perimeter and at all operational internal storm drain inlets at all times during construction, both internally and at the site boundary (Sections 13.2.6 and 13.2.13).

16. Establish concrete truck and other concrete equipment washout areas before beginning concrete work (Section 13.2.14).

17. Apply temporary and/or permanent soil stabilization measures immediately on all disturbed areas as grading progresses. Temporary or permanent stabilization measures are not required for areas that are intended to be left unvegetated, such as dirt access roads or utility pole pads (Sections 13.2.2.0 and 13.2.2.1).

18. Establish material and waste storage areas, and other non-stormwater controls (Section 13.3.7).

19. Keep waste container lids closed when not in use and close lids at the end of the business day for those containers that are actively used throughout the day. For waster containers that do not have lids, provide either (1) cover (e.g. a tarp, plastic sheeting, temporary roof) to prevent exposure of wastes to precipitation, or (2) a similarly effective means designed to prevent the discharge of pollutants (e.g. secondary containment) (Section 13.3.7).

20. Prevent tracking of sediment onto public or private roads using BMPs such as: construction entrance, graveled (Or paved) exits and parking areas, gravel all unpaved roads located on site, or use and exit tire wash. These BMPs must be in place prior to land disturbing activities. (Section 13.2.7).

21. When trucking saturated soils from the site, either use water-tight trucks or drain loads on site (Section 13.2.7.f).

22. Control prohibited discharges from leaving the construction site, i.e. concrete wash-out, wastewater from cleanout of stucco, paint and curing compounds (Sections 12 and 13.3.9).

23. Ensure that steep slope areas where construction activities are not occurring are not disturbed (Section 13.2.10).

24. Prevent soil compaction in areas where post-construction infiltration facilities are to be installed (Section 13.2.12).

25. Use BMPs to prevent or minimize stormwater exposure to pollutants from spills; vehicle and equipment fueling, maintenance, and storage; other cleaning and maintenance activities; and waste handling activities. These pollutants include fuel, hydraulic fluid, and other oils from vehicles and machinery, as well as debris, fertilized, pesticides and herbicides, paints, solvents, curing compounds and adhesives from construction operations (Sections 13.2.15 and 13.3).

26. Provide plans for sedimentation basins that have been designed per Section 13.2.17 and stamped by an Oregon Professional Engineer (Section 13.2.17.a).

27. If engineered soils are used on site, a sedimentation basin/impoundment must be installed (Sections 13.2.17 and 13.2.18).

28. Provide a dewatering plan for accumulated water from precipitation and uncontaminated groundwater seepage due to shallow excavation activities (Section 13.4).

29. Implement the following BMPs when applicable: written spill prevention and response procedures, employee training on spill prevention and proper disposal procedures, spill kits in all vehicles, regular maintenance schedule for vehicles and machinery, material delivery and storage controls, training and signage, and covered storage areas for waste and supplies (Section 13.3).

30. Use water, soil-binding agent or other dust control technique as needed to avoid wind-blown soil (Section 13.2.9).

31. The application rate of fertilizers used to reestablish vegetation must follow manufacturer's recommendations to minimize nutrient releases to surface waters. Exercise caution when using time-release fertilizers within any waterway riparian zone (Section 13.3.5).

32. If an active treatment system (For example, electro-coagulation, flocculation, filtration, etc.) for sediment or other pollutant removal is employed, submit an operation and maintenance plan (Including system schematic, location of system, location of inlet, location of discharge, discharge dispersion device design, and a sampling plan and frequency) before operation the treatment system. Obtain Environmental Management Plan approval from DEQ before operating the treatment system. Operate and maintain the treatment system according to manufacturer's specifications (Section 6).

33. Temporarily stabilize soils at the end of the shift before holidays and weekends, if needed. The registrant is responsible for ensuring that soils are stable during rain events at all times of the year (Section 13.2).

34. As needed based on weather conditions, at the end of each workday soil stockpiles must be stabilized or covered, or other BMPs must be implemented to prevent discharges to surface waters or conveyance systems leading to surface waters (Section 13.2.8).

35. Sediment fence: remove trapped sediment before it reaches one third of the above ground fence height and before fence removal (Section 13.1.5.b).

36. Other sediment barriers (Such as biobags): remove sediment before it reaches two inches depth above ground height and before BMP removal (Section 13.1.5.c).

37. Catch basins: clean before retention capacity has been reduced by fifty percent. Sediment basins and sediment traps: remove trapped sediments before design capacity has been reduced by fifty percent and at completion of project (Section 13.1.5.d).

38. Within 24 hours, significant sediment that has left the construction site, must be remediated. Investigate the cause of the sediment release and implement steps to prevent a recurrence of the discharge within the same 24 hours. Any in-stream clean-up of sediment shall be performed according to the Oregon Department Of State Lands required time frame (Section 13.2.19.a).

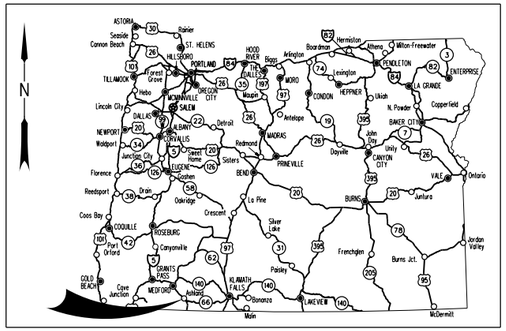
39. The intentional washing of sediment into storm sewers or drainage ways must not occur. Vacuuming or dry sweeping and material pickup must be used to clean up released sediments (Section 13.2.19).

40. Document any portion(s) of the site where land disturbing activities have permanently ceased or will be temporarily inactive for 14 or more calendar days (Section 17.5.f).

41. Provide temporary stabilization for that portion of the site where construction activities cease for 14 days or more with a covering of blown straw and a tackifier, loose straw, or an adequate covering of compost mulch until work resumes on that portion of the site (Section 13.2.20).

42. Do not remove temporary sediment control practices until permanent vegetation or other cover or exposed areas is established. Once construction is complete and the site is stabilized, all temporary erosion controls are retained, moved and disposed of properly, unless needed for long term use following termination of permit coverage (Section 13.2.21).

SITE MAP
NTS



VICINITY MAP
NTS

BMP MATRIX FOR CONSTRUCTION PHASE		
PHASE/BMP	CLEARING	MASS GRADING
EROSION PREVENTION		
Groud cover		
Plastic sheeting		
Dust control	X	X
Temporary stabilization (Straw mulch/ hydroseed)		X
Permanent stabilization		X
Buffer zone (From ravine)		
SEDIMENT CONTROL		
Sediment fence (Perimeter)	X	X
Sediment fence (Interior)		
Straw wattles		
Inlet protection	X	X
Dewatering		
RUNOFF CONTROL		
Construction entrance	X	X
Existing outlet protection		
New outlet protection		
Existing curb inlet check dams	X	X
POLLUTION PREVENTION		
Hazard waste management	X	X
Spill kit onsite	X	X
Concrete washout area	X	X

BUSINESS DAYS/HOURS:

Monday	*7:00 - 4:30*
Tuesday	*7:00 - 4:30*
Wednesday	*7:00 - 4:30*
Thursday	*7:00 - 4:30*
Friday	*7:00 - 4:30*
Saturday	*- no work -*
Sunday	*- no work -*

STANDARD DRAWINGS

- ■ *RD1000 Construction Entrances*
- ☐ *RD1005 Check Dams Type 1, 3 and 4*
- ■ *RD1006 Check Dams Type 2 and 6*
- ■ *RD1010 Inlet Protection Type 2, 3, 6, 7, 10 and 11*
- ☐ *RD1015 Inlet Protection Type 4*
- ☐ *RD1030 Sediment Barrier Type 2, 3 and 4*
- ☐ *RD1031 Sediment Barrier Type 5 and 6*
- ☐ *RD1032 Sediment Barrier Type 8*
- ☐ *RD1033 Sediment Barrier Type 9*
- ■ *RD1040 Sediment Fence*
- ☐ *RD1045 Temporary Slope Drain With Energy Dissipator*
- ☐ *RD1050 Temporary Scour Basin / Energy Dissipator*
- ☐ *RD1055 Slope and Channel Matting*
- ☐ *RD1060 Tire Wash Facility Type 1 and 2*
- ☐ *RD1065 Sediment Trap*
- ■ *RD1070 Concrete Truck Wash Out*

SITE INFORMATION

1. *Type of development: Public roadway reconstruction.*

2. *Construction activity will consist of:*
   - *A) Asphalt rehabilitation and repair*
   - *B) Sidewalk construction and curb ramps*
   - *C) Storm water drainage system*
     - *Storm water piping*
     - *Storm water swale*
   - *D) Bridge deck overlay and rail replacement*

3. *Project timeline:*
   Beginning date: 2023
   Completion date: 2024

4. *Project site areas:*
   - *Total area: 11.09 acres*
   - *Disturbed area: 6.06 acres*
   - *Percent of site disturbed: 54.6%*

5. *Onsite soil types:*
   Kubli loam - 41%
   Darrow silty clay loam - 18%
   Coker clay - 12%
   Camas/Newberg/Evans Complex - 11%
   Medford silty clay loam - 7%
   Carney cobbly clay - 5%
   Cove clay - 3%
   Brader Debenger loam - 3%

6. *Cut and fill data:*
   - *Cut: 10,586 cu. yds.*
   - *Fill: 306 cu. yds.*
   - *Net adjusted: 10,280 cu. yds. (Cut)*

SHEET INDEX

OWNER/DEVELOPER
City of Ashland

SURVEYOR
Andy Silbernagel (DOWL)

SITE CONTRACTOR
Site Contractor to be determined at a later date

DESIGN ENGINEER
Z.T. Fucini (DOWL)

GEOTECHNICAL ENGINEER
James Walters (Shannon & Wilson)

ESCP INSPECTOR
Inspector to be determined at a later date

BMP INSTALLER/MAINTENANCE
Site Contractor to be determined at a later date

ESCP PREPARER
Kassidy Kightlinger (DOWL)

RAIN GAUGE
Rogue Valley International Airport (KMFR)
https://forecast.weather.gov/data/obhistory/KMFR.html

LEGEND

- *Existing R/W*
- *Perm. ease.*
- *Temp. ease.*
- *Existing contours, 1' interval*
- *Proposed contours, 0.5' interval*
- *Protect deciduous tree*
- *Protect coniferous tree*
- *Remove deciduous tree*
- *Remove coniferous tree*
- *Flow direction*
- *Check dam*
- *Inlet protection*
- *Sediment fence*
- *Sediment barrier*
- *Orange plastic mesh fencing*
- *Construction entrance*
- *Compost erosion blanket*
- *No work zone*
- *Concrete wash out*

REGISTERED PROFESSIONAL ENGINEER
65498PE
OREGON
JULY 10, 2006
JAIME LEE JORDAN
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I-5 TO E. MAIN

CITY OF ASHLAND
JACKSON COUNTY

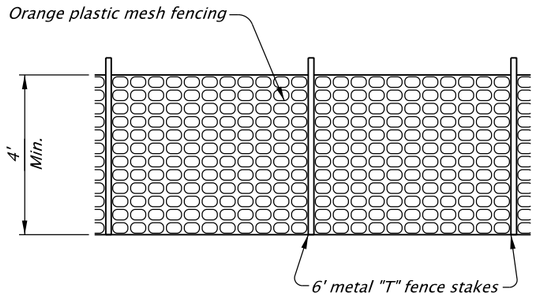
Designer: Kassidy Kightlinger
Reviewer: Jaime Jordan
Drafter: Serban Dinca
Checker: Matthew Phillips

EROSION AND SEDIMENT CONTROL COVER SHEET

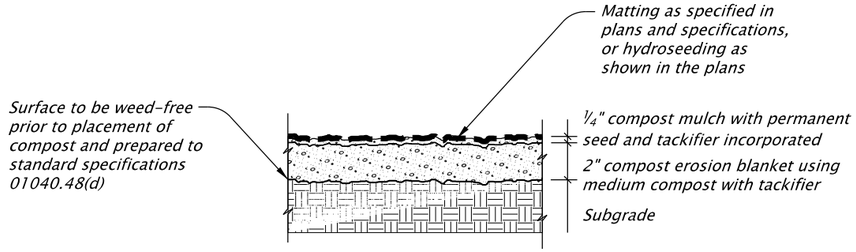
SHEET NO. FB01

FINAL ELECTRONIC DOCUMENT AVAILABLE UPON REQUEST

BMP DETAILS



TEMP. TYPE ORANGE
PLASTIC MESH FENCE DETAIL



NOTE:
See standard specifications 03020 for compost specifications.
See plans and specifications for matting when required.

APPLICATION - STEEP SLOPES,
SHALLOW DITCHES & WATER QUALITY SWALES

POTENTIAL POLLUTANT ACTIVITY
VEHICLE TRACKING:

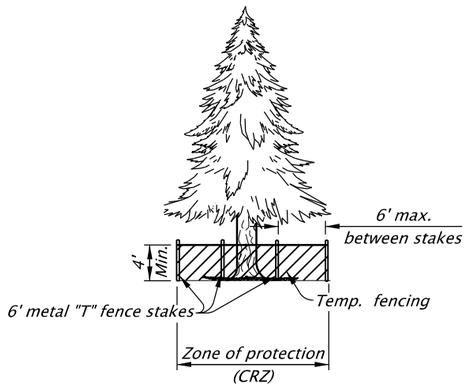
1. Exhaust emissions.
2. Possible fuel and system leakage.
3. Tire wear.
4. Mechanical parts and braking systems.

CONSTRUCTION ITEMS:

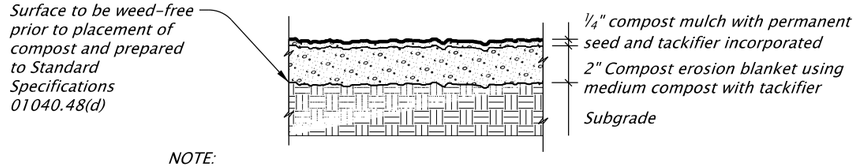
1. Asphalt and P.C. concrete.
2. Paint.
3. Road sediment.

PERMANENT SEEDING:

1. For permanent seed and water qaulity seed mix, see SP01030.13(f).

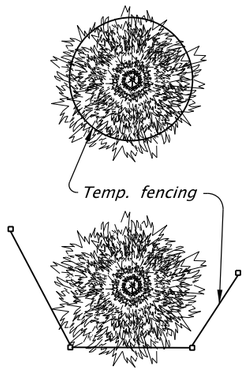


FENCING DETAIL



NOTE:
See standard specifications 03020
for compost specifications.

APPLICATION - PERMANENT VEGETATIVE COVER



TYPICAL TREE PROTECTION

NOTES:
1. Trees adjacent to designated clearing limits shall be protected within the critical root zone (CRZ) as directed.
2. The CRZ for trees 4" dia. or smaller shall be an area with a radius at least 5' from the trunk.
3. The CRZ for trees over 4" dia. shall be an area with a radius of at least 18" from the trunk for every 1" of dia. size.
4. No soil grade changes or compaction shall take place within the CRZ, except as directed.
5. If work is done within the CRZ, care must be taken to minimize root disturbance. Special care shall be taken during excavation.
6. Additional protective fencing may be required when the work area is within the CRZ of trees.
7. Use lane closures for means of ingress/egress.

DBH = Diameter at breast height

SITE CONDITION	MINIMUM FREQUENCY
1. Acrive period.	On initial date that land disturbance activities commence. Within 24 hours of any storm event, including runoff from snow melt, that results in discharge from the site. At least once every 14 days, regardless of wether stormwater runoff is occurring.
2. Inactive periods greater than fourteen (14) consecutive calendar days.	The inspector may reduce the frequency of inspections in any area of the site where the stabilization steps in Section 2.2.20 have been completed to twice per month for the first month, no less that 14 calendar days apart, then once per month.
3. Periods during which the site is inaccessible due to inclement weather.	If safe, accessible and practical, inspections must occur daily at a relevant discharge point or downstream location of the receiving water body.
4. Periods during which construction activities are suspended and runoff is unlikely due to frozen conditions.	Visual monitoring inspections may be temporarily suspended. Immediately resume monitoring upon thawing, or when weather conditions make discharges likely.
5. Periods during which construction activities are conducted and runoff is unlikely during frozen conditions.	Visual monitoring inspections may be reduced to once a month. Immediately resume monitoring upon thawing, or when weather conditions make discharges likely.

POTENTIAL POLLUTANT ACTIVITY:

Vehicle traffic
- Exhaust emissions
- Possible fuel and system leakage
- Tire wear
- Mechanical parts and braking systems
- Bodywork (Corrosion, etc.)

Road sediment

Construction Items
- Asphalt and Portland cement concrete
- Joint sealants, concrete curing compounds
- Paint, solvents, glues, thinners, caulking, joint compounds
- Wood products
- Material packaging waste

REGISTERED PROFESSIONAL ENGINEER
6549
OREGON
APR 10, 2006
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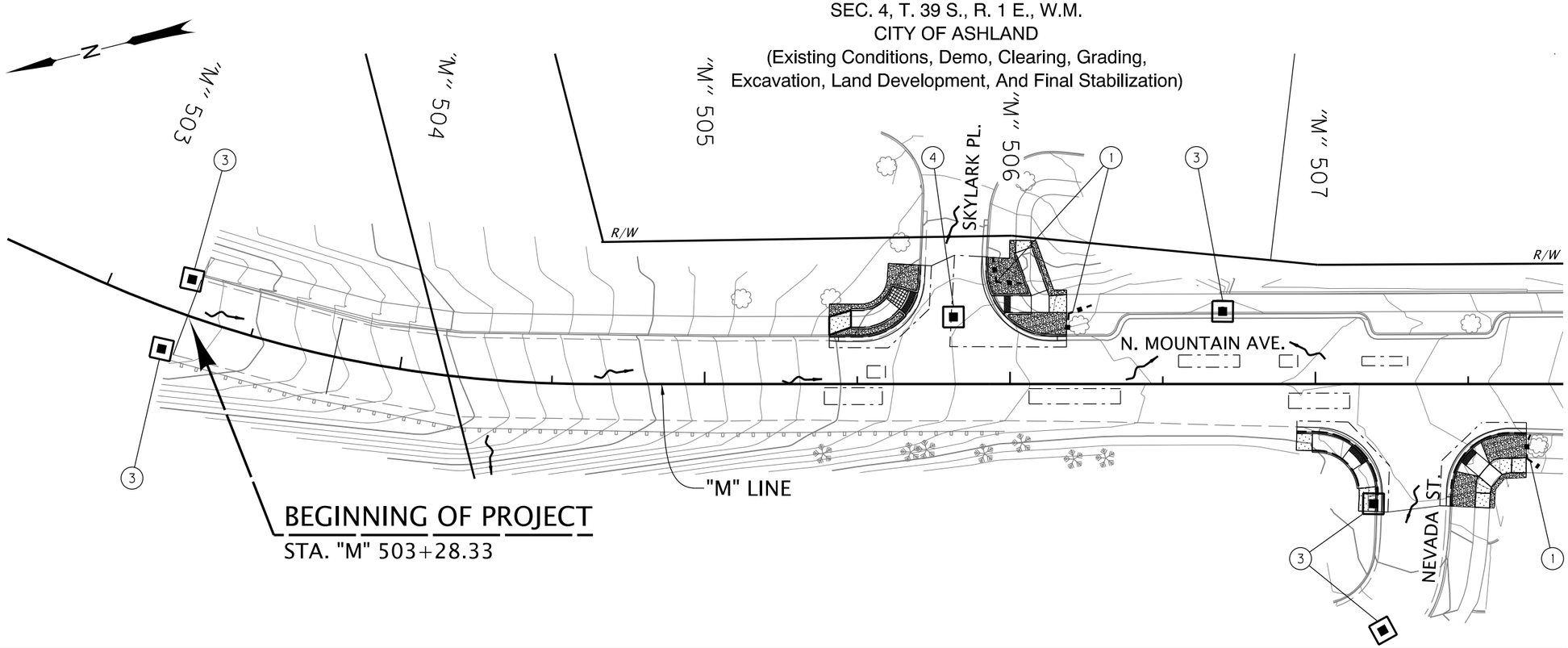
CITY OF ASHLAND
JACKSON COUNTY

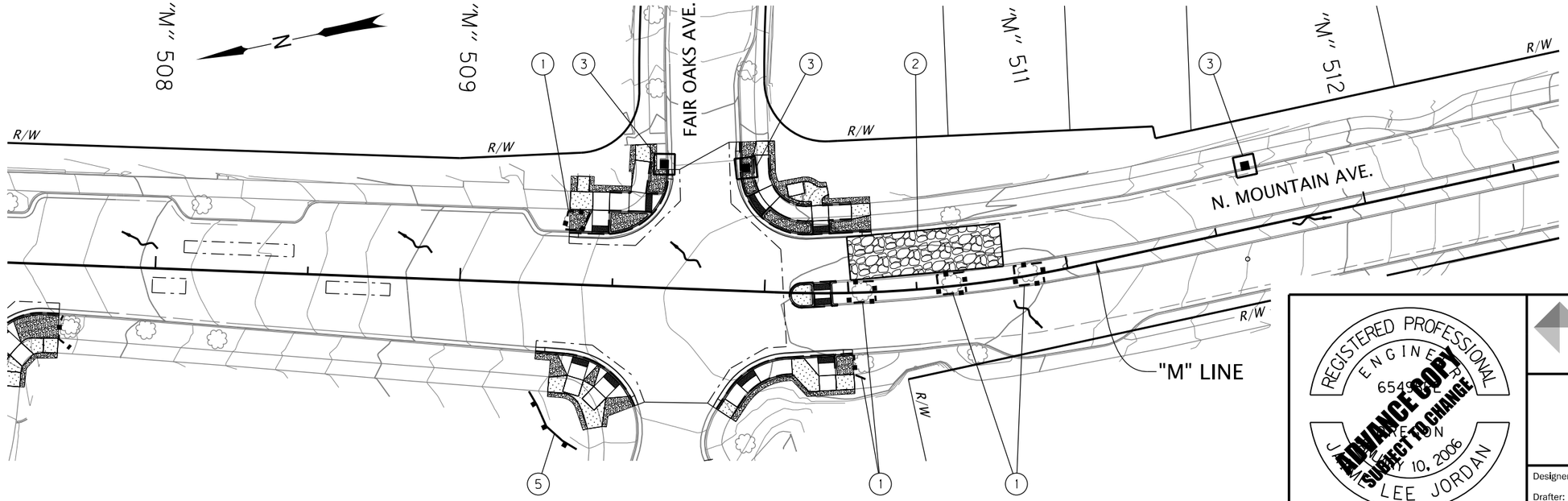
Designer: Kassidy Kightlinger | Reviewer: Jaime Jordan
Drafter: Serban Dinca | Checker: Matthew Phillips

EROSION AND SEDIMENT CONTROL DETAILS

SHEET NO. FB02

SEC. 4, T. 39 S., R. 1 E., W.M.
CITY OF ASHLAND
(Existing Conditions, Demo, Clearing, Grading,
Excavation, Land Development, And Final Stabilization)





1. *Protect extg. tree using orange plastic mesh fence (For details, see sht. FB02)*
2. *Const. aggregate construction entrance (Type 1) (See dwg. no. RD1000)*
3. *Inst. inlet protection (Type 7, straw wattle) (See dwg. no. RD1010)*
4. *Inst. inlet protection (Type 3, filter insert) (See dwg. no. RD1010)*
5. *Inst. sediment fence (Type 1) (See dwg. no. RD1040)*

REGISTERED PROFESSIONAL ENGINEER
6549 [illegible]
OREGON
APRIL 10, 2006
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N. MOUNTAIN AVE OVERLAY
I-5 TO E. MAIN

CITY OF ASHLAND
JACKSON COUNTY

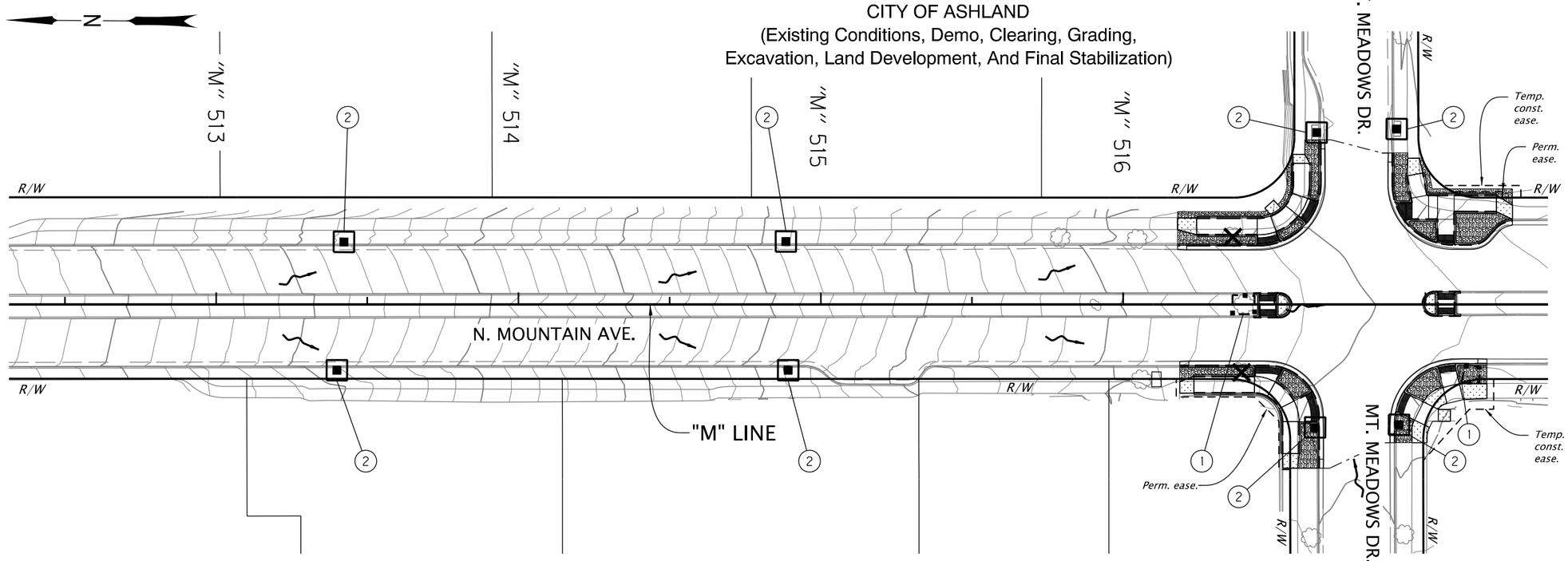
Designer: Kassidy Kightlinger | Reviewer: Jaime Jordan
Drafter: Serban Dinca | Checker: Matthew Phillips

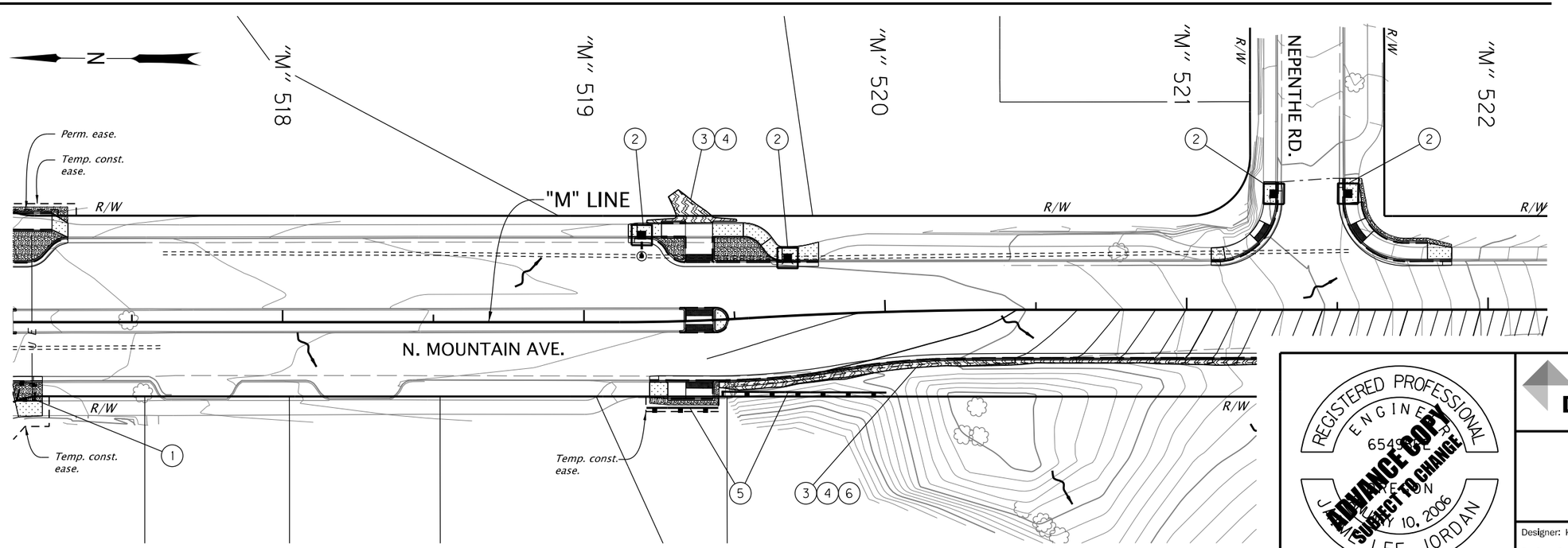
EROSION AND SEDIMENT CONTROL

SHEET NO. FB03

FINAL ELECTRONIC DOCUMENT AVAILABLE UPON REQUEST

SEC. 4, T. 39 S., R. 1 E., W.M.
CITY OF ASHLAND
(Existing Conditions, Demo, Clearing, Grading,
Excavation, Land Development, And Final Stabilization)





1. Protect extg. tree using orange plastic mesh fence (For details, see sht. FB02)
2. Inst. inlet protection (Type 7, straw wattle)
3. Inst. compost erosion blanket (Medium compost, 2" min.) on disturbed soil (For details, see sht. FB02)
4. For final stabilization, apply permanent seeding mix on top of compost erosion blanket
5. Inst. sediment fence (Type 1)
6. For temporary stabilization, inst. temporary straw mulch

REGISTERED PROFESSIONAL ENGINEER
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OREGON
JULY 10, 2006
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N. MOUNTAIN AVE OVERLAY
I-5 TO E. MAIN

CITY OF ASHLAND
JACKSON COUNTY

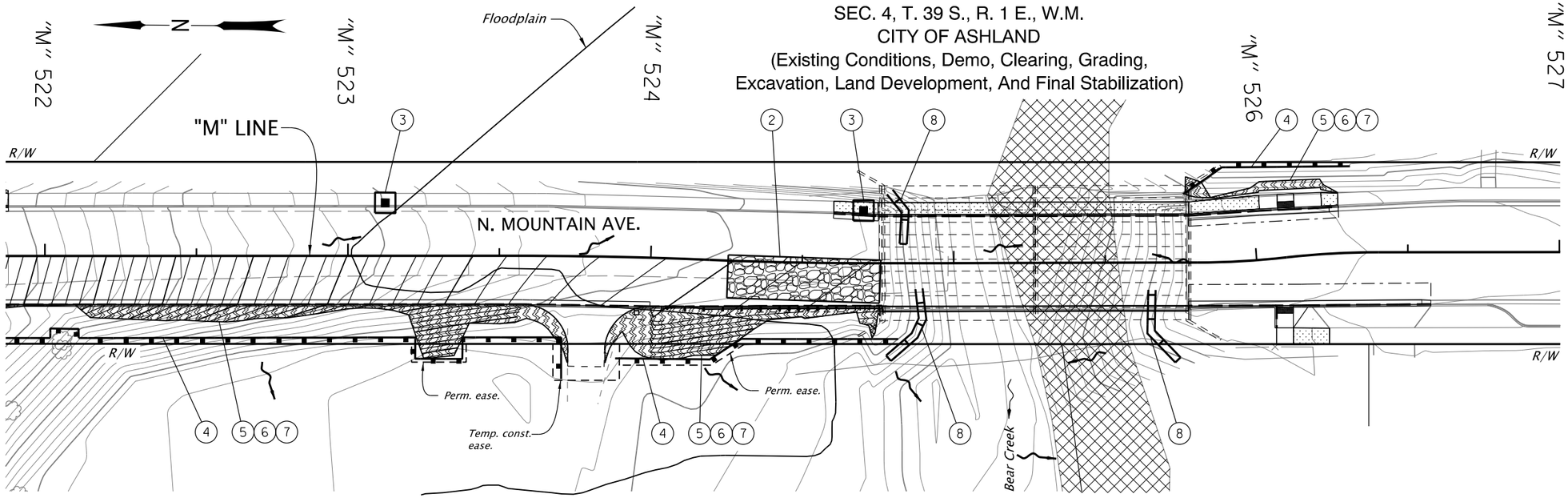
Designer: Kassidy Kightlinger | Reviewer: Jaime Jordan
Drafter: Serban Dinca | Checker: Matthew Phillips

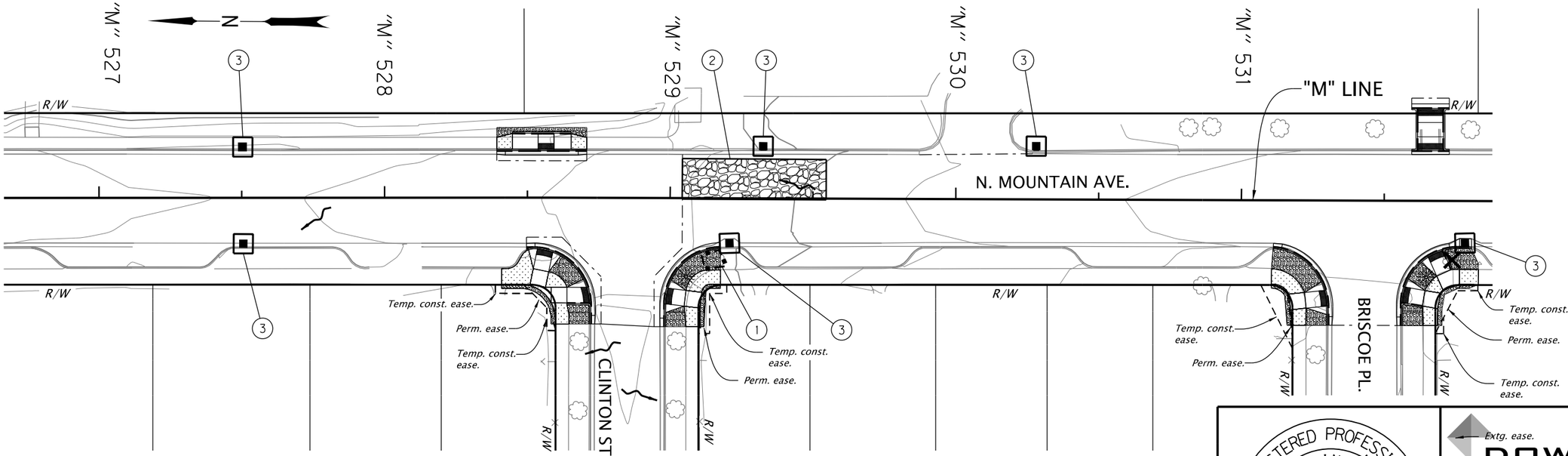
EROSION AND SEDIMENT CONTROL

SHEET NO. FB04

FINAL ELECTRONIC DOCUMENT AVAILABLE UPON REQUEST

SEC. 4, T. 39 S., R. 1 E., W.M.
CITY OF ASHLAND
(Existing Conditions, Demo, Clearing, Grading, Excavation, Land Development, And Final Stabilization)





1. Protect extg. tree using orange plastic mesh fence (For details, see sht. FB02)
2. Const. aggregate construction entrance (Type 1)
3. Inst. inlet protection (Type 7, straw wattle)
4. Inst. sediment fence (Type 1)
5. Inst. compost erosion blanket (Medium compost, 2" min.) on disturbed soil (For details, see sht. FB02)
6. For final stabilization, apply permanent seeding mix on top of compost erosion blanket
7. For temporary stabilization, inst. temporary straw mulch
8. Inst. sediment barrier (Type 8, compost filter sock) (See dwg. no. RD1032)

REGISTERED PROFESSIONAL ENGINEER
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OREGON
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EXPIRES: 06/30/23

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N. MOUNTAIN AVE OVERLAY
I-5 TO E. MAIN

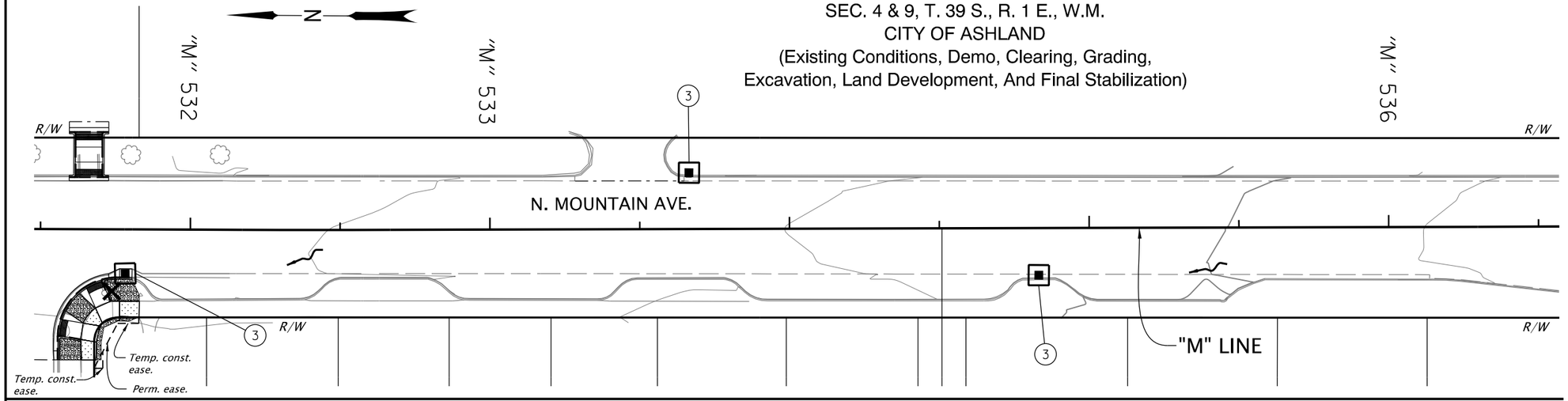
CITY OF ASHLAND
JACKSON COUNTY

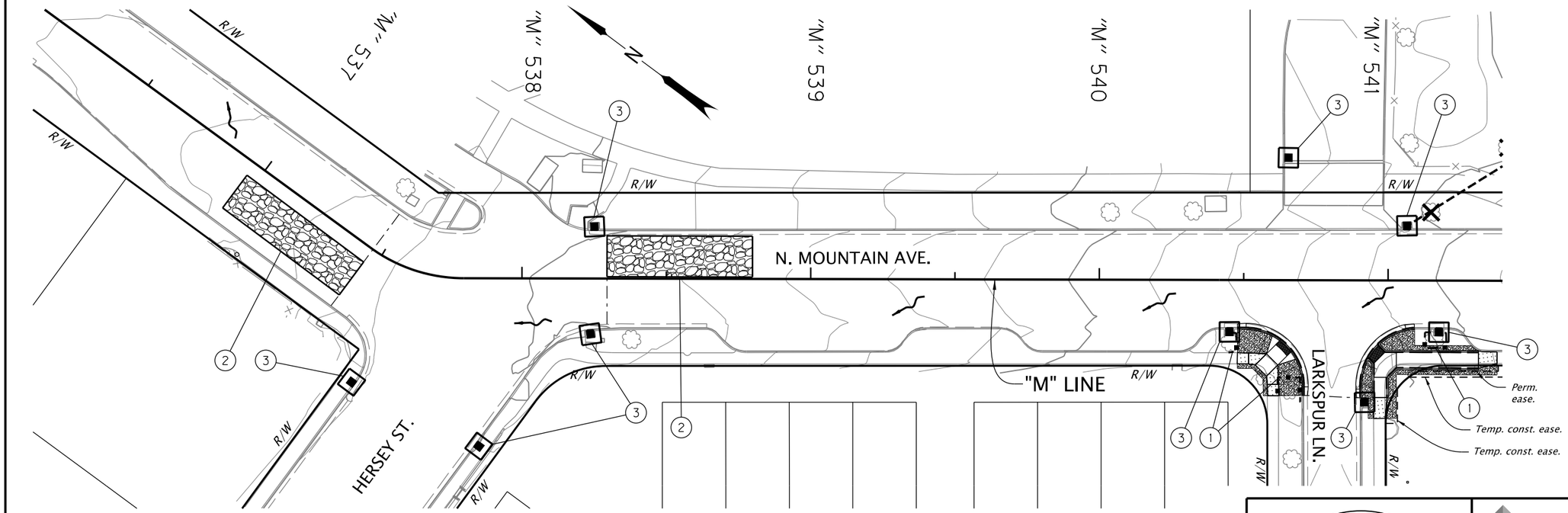
Designer: Kassidy Kightlinger | Reviewer: Jaime Jordan
Drafter: Serban Dinca | Checker: Matthew Phillips

EROSION AND SEDIMENT CONTROL | SHEET NO. FB05

FINAL ELECTRONIC DOCUMENT AVAILABLE UPON REQUEST

SEC. 4 & 9, T. 39 S., R. 1 E., W.M.
CITY OF ASHLAND
(Existing Conditions, Demo, Clearing, Grading,
Excavation, Land Development, And Final Stabilization)





1. Protect extg. tree using orange plastic mesh fence (For details, see sht. FB02)
2. Const. aggregate construction entrance (Type 1)
3. Inst. inlet protection (Type 7, straw wattle)

REGISTERED PROFESSIONAL ENGINEER
6549 OREGON
JULY 10, 2006
JAIME LEE JORDAN
EXPIRES: 06/30/23

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N. MOUNTAIN AVE OVERLAY
I-5 TO E. MAIN

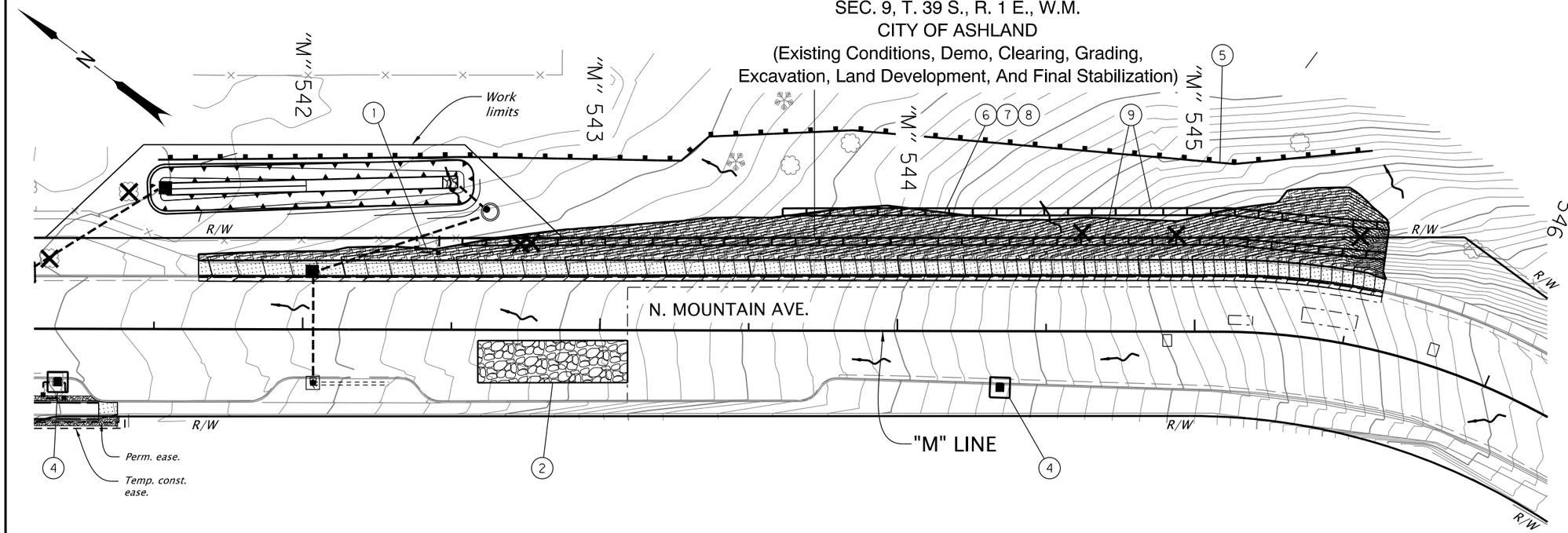
CITY OF ASHLAND
JACKSON COUNTY

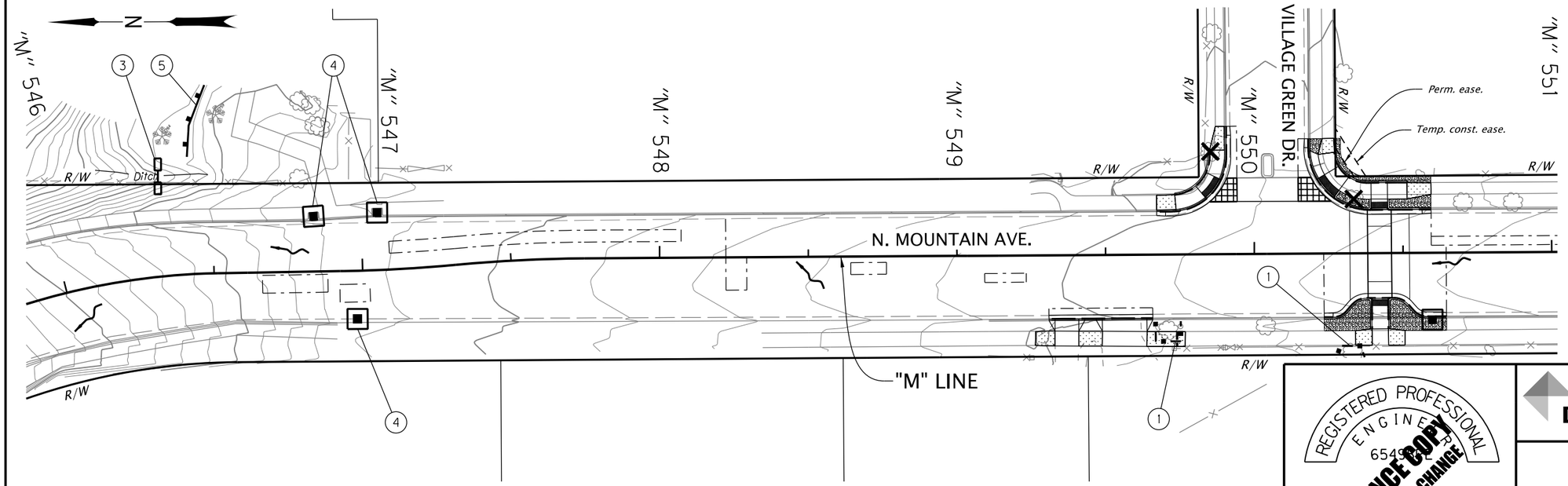
Designer: Kassidy Kightlinger | Reviewer: Jaime Jordan
Drafter: Serban Dinca | Checker: Matthew Phillips

EROSION AND SEDIMENT CONTROL

SHEET NO. FB06

SEC. 9, T. 39 S., R. 1 E., W.M.
CITY OF ASHLAND
(Existing Conditions, Demo, Clearing, Grading,
Excavation, Land Development, And Final Stabilization)





1. Protect extg. tree using orange plastic mesh fence (For details, see sht. FB02)
2. Const. aggregate construction entrance (Type 1)
3. Const. check dam (Type 6, filter sock) (See dwg. no. RD1006)
4. Inst. inlet protection (Type 7, straw wattle)
5. Inst. sediment fence (Type 1)
6. Inst. compost erosion blanket (Medium compost, 2" min.) on disturbed soil (For details, see sht. FB02)
7. For final stabilization, apply permanent seeding mix on top of compost erosion blanket
8. For temporary stabilization, inst. temporary straw mulch
9. Inst. sediment barrier (Type 8, compost filter sock)

REGISTERED PROFESSIONAL ENGINEER
65499PE
OREGON
JULY 10, 2006
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EXPIRES: 06/30/23

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N. MOUNTAIN AVE OVERLAY
I-5 TO E. MAIN

CITY OF ASHLAND
JACKSON COUNTY

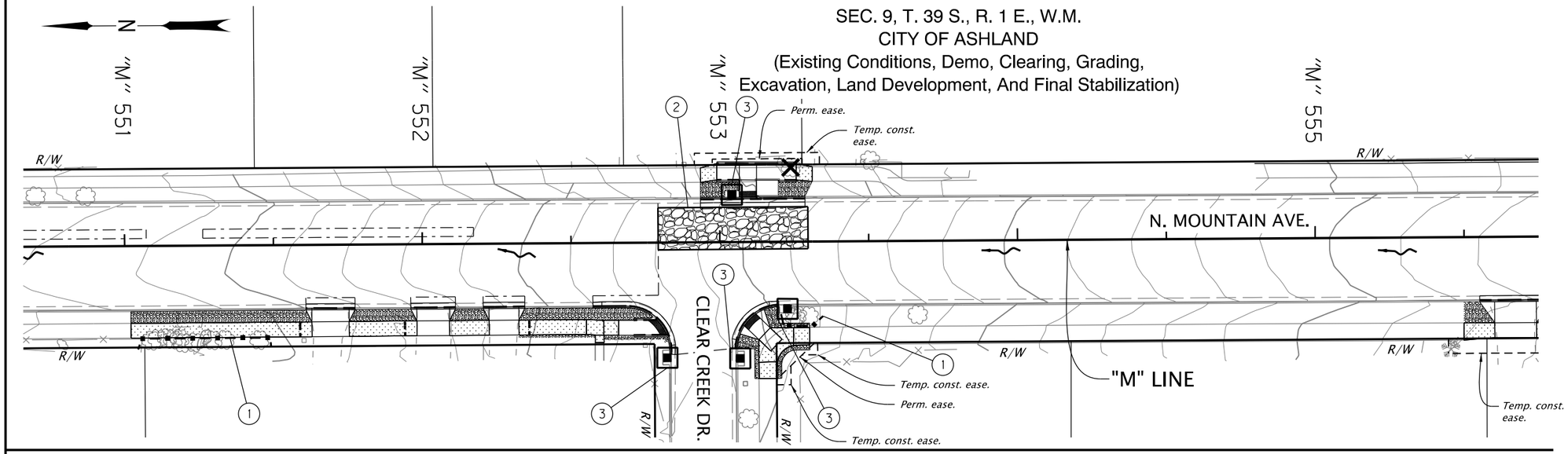
Designer: Kassidy Kightlinger	Reviewer: Jaime Jordan
Drafter: Serban Dinca	Checker: Matthew Phillips

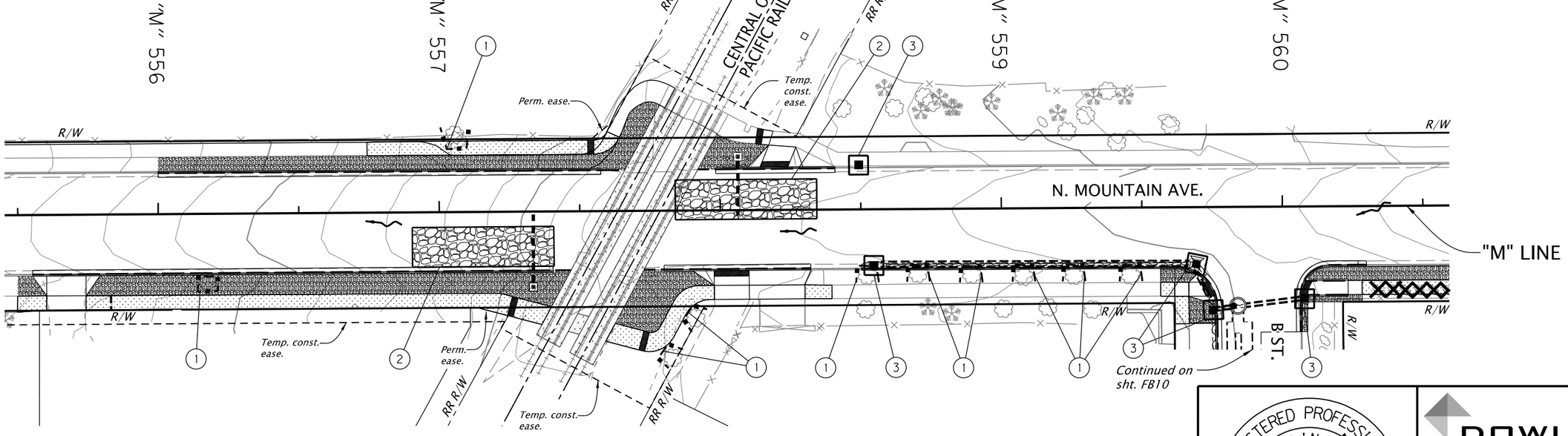
EROSION AND SEDIMENT CONTROL

SHEET NO. FB07

FINAL ELECTRONIC DOCUMENT AVAILABLE UPON REQUEST

SEC. 9, T. 39 S., R. 1 E., W.M.
CITY OF ASHLAND
(Existing Conditions, Demo, Clearing, Grading,
Excavation, Land Development, And Final Stabilization)





1 *Protect extg. tree using orange plastic mesh fence (For details, see sht. FB02)*

2 *Const. aggregate construction entrance (Type 1)*

3 *Inst. inlet protection (Type 7, straw wattle)*

REGISTERED PROFESSIONAL ENGINEER
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OREGON
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EXPIRES: 06/30/23

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N. MOUNTAIN AVE OVERLAY
I-5 TO E. MAIN

CITY OF ASHLAND
JACKSON COUNTY

Designer: Kassidy Kightlinger	Reviewer: Jaime Jordan
Drafter: Serban Dinca	Checker: Matthew Phillips

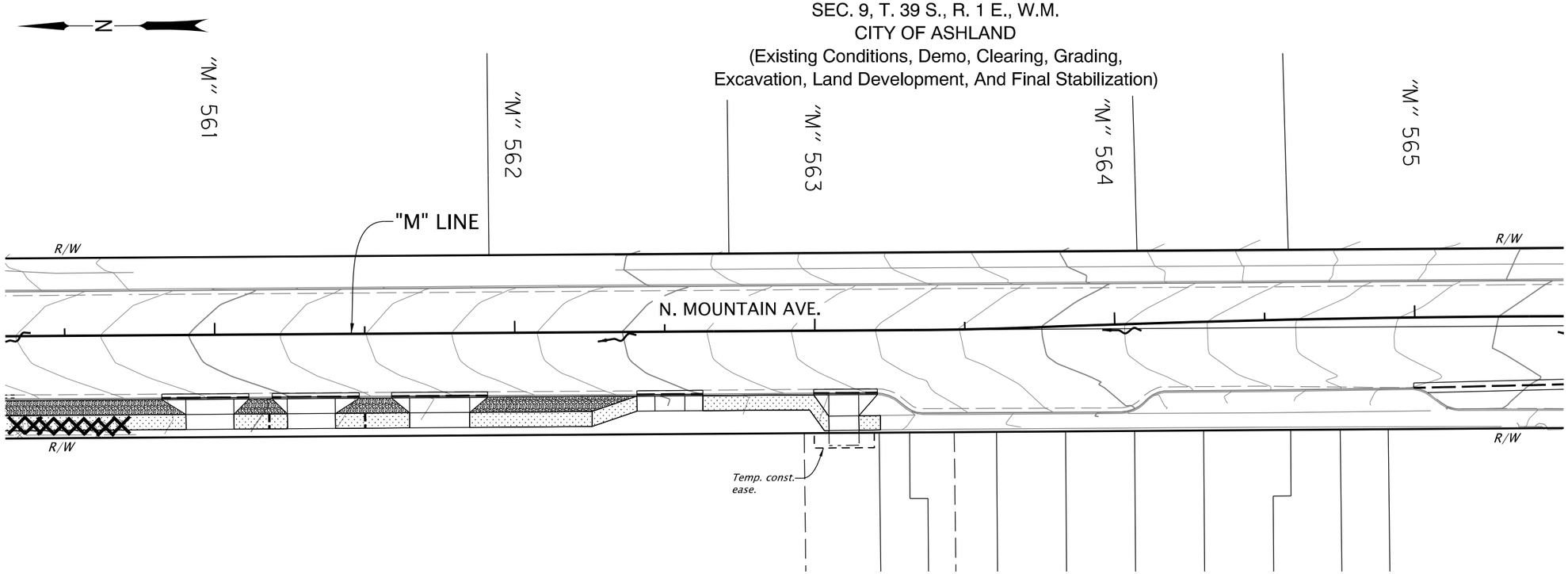
EROSION AND SEDIMENT CONTROL | SHEET NO. FB08

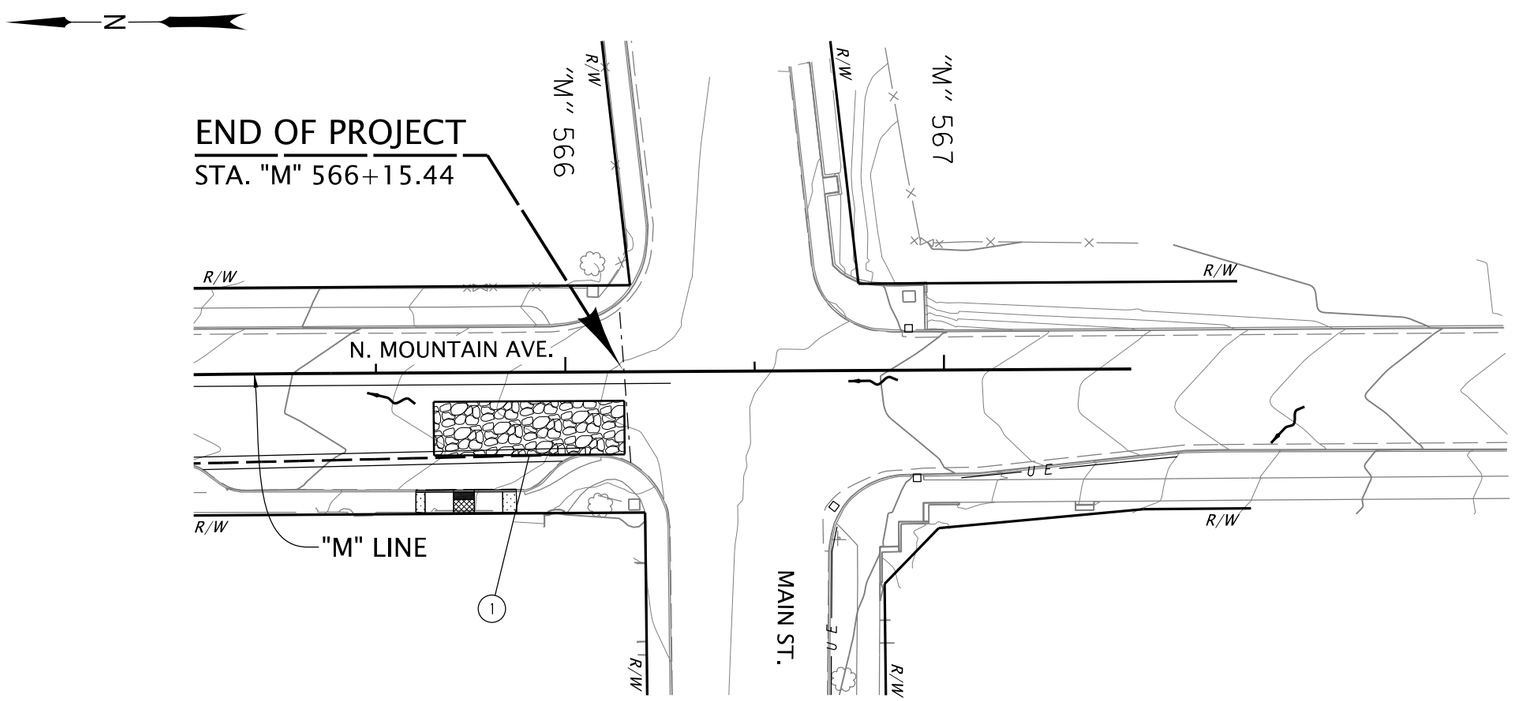
FINAL ELECTRONIC DOCUMENT AVAILABLE UPON REQUEST

SEC. 9, T. 39 S., R. 1 E., W.M.
CITY OF ASHLAND
(Existing Conditions, Demo, Clearing, Grading,
Excavation, Land Development, And Final Stabilization)

1 *Const. aggregate construction entrance (Type 1)*

2 *Inst. inlet protection (Type 7, straw wattle)*





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6549 OREGON
JANUARY 10, 2006
JAMES LEE JORDAN
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EXPIRES: 06/30/23

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N. MOUNTAIN AVE OVERLAY
I-5 TO E. MAIN

CITY OF ASHLAND
JACKSON COUNTY

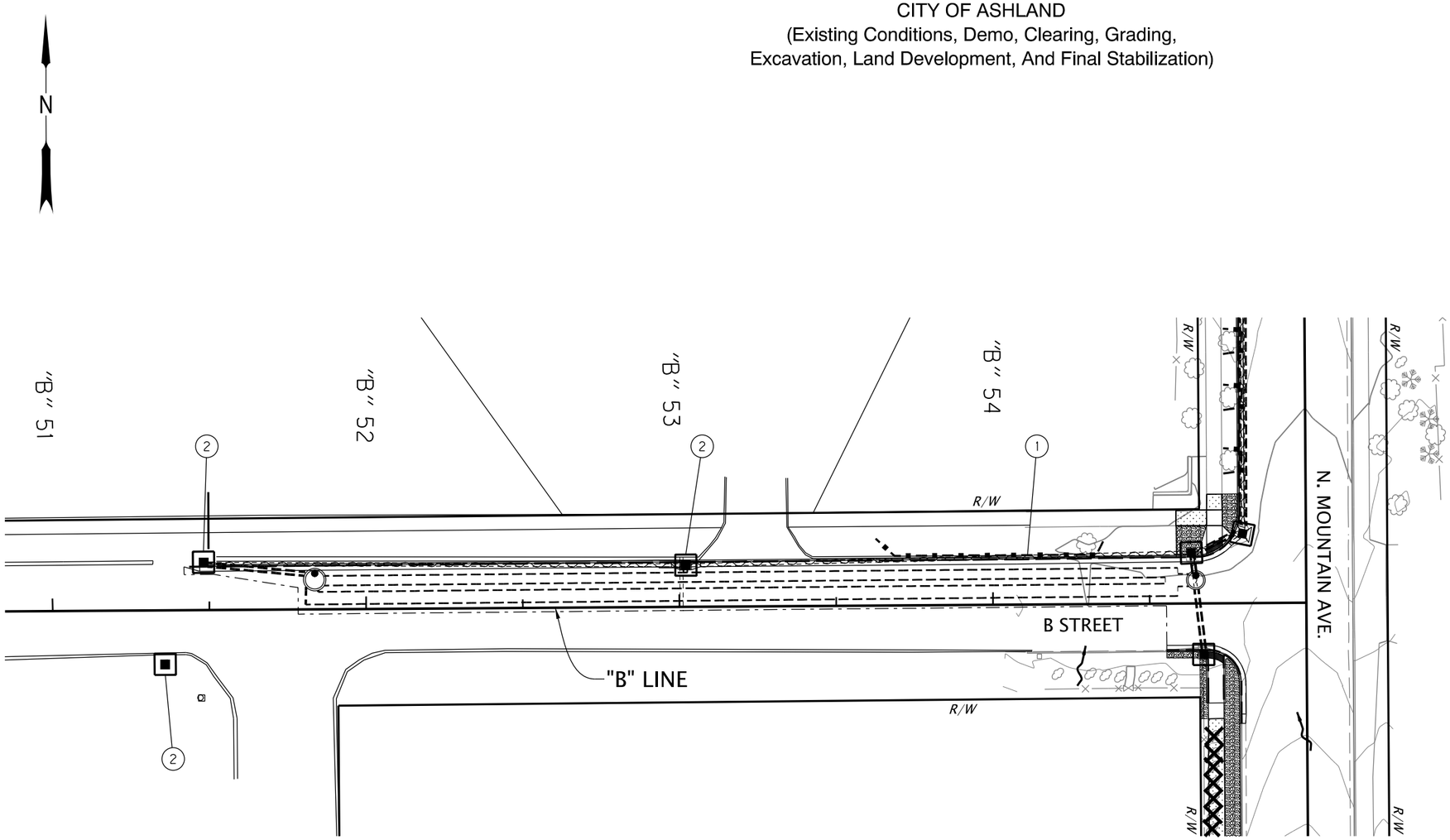
Designer: Kassidy Kightlinger | Reviewer: Jaime Jordan
Drafter: Serban Dinca | Checker: Matthew Phillips

EROSION AND SEDIMENT CONTROL | SHEET NO. FB09

FINAL ELECTRONIC DOCUMENT AVAILABLE UPON REQUEST

SEC. 9, T. 39 S., R. 1 E., W.M.
CITY OF ASHLAND
(Existing Conditions, Demo, Clearing, Grading,
Excavation, Land Development, And Final Stabilization)

1. *Protect extg. tree using orange plastic mesh fence (For details, see sht. FB02)*
2. *Inst. inlet protection (Type 7, straw wattle)*



REGISTERED PROFESSIONAL ENGINEER
6549 OREGON
JULY 10, 2006
JAMES LEE JORDAN
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EXPIRES: 06/30/23

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N. MOUNTAIN AVE OVERLAY
I-5 TO E. MAIN

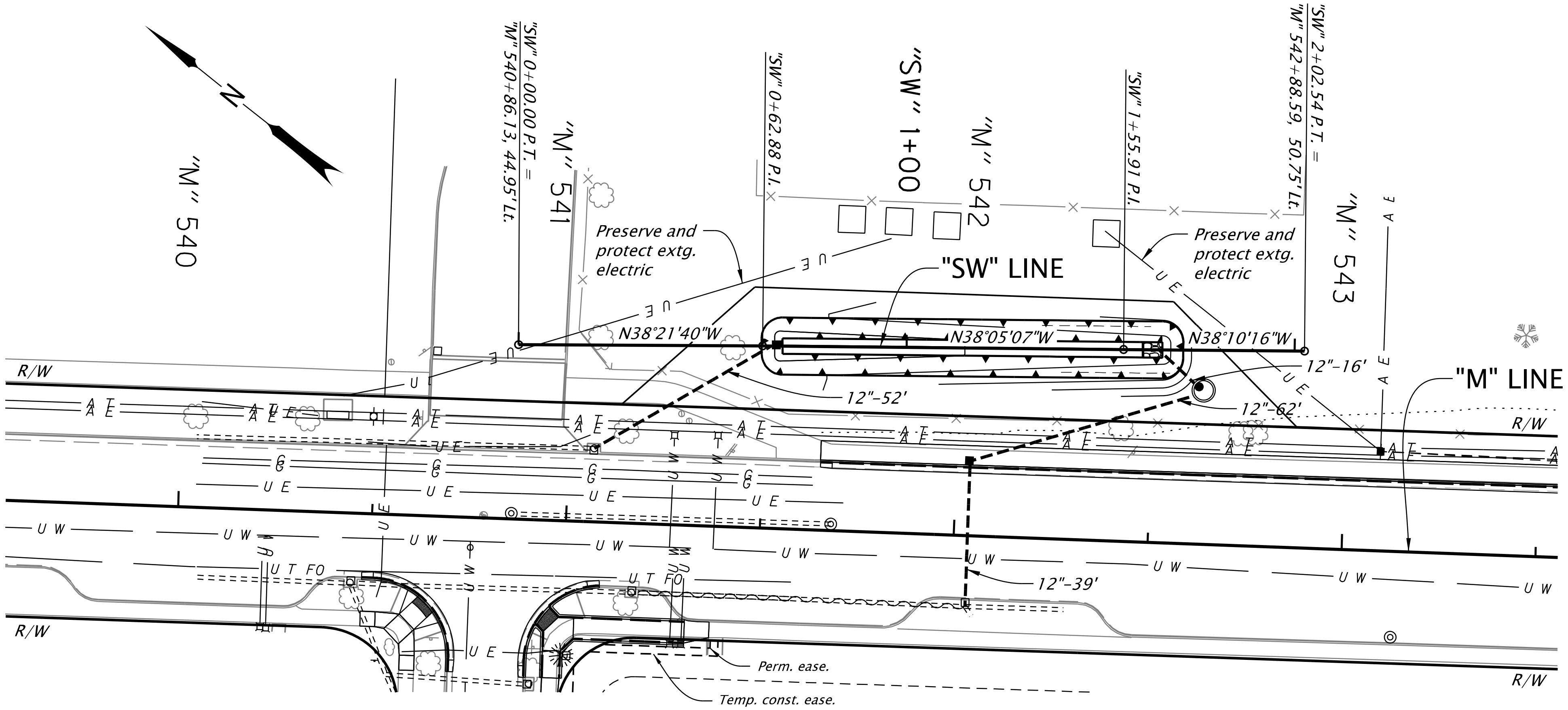
CITY OF ASHLAND
JACKSON COUNTY

Designer: Abigail Halehtlinger | Reviewer: Jaime Jordan
Drafter: Serban Dinca | Checker: Ben Wewerka

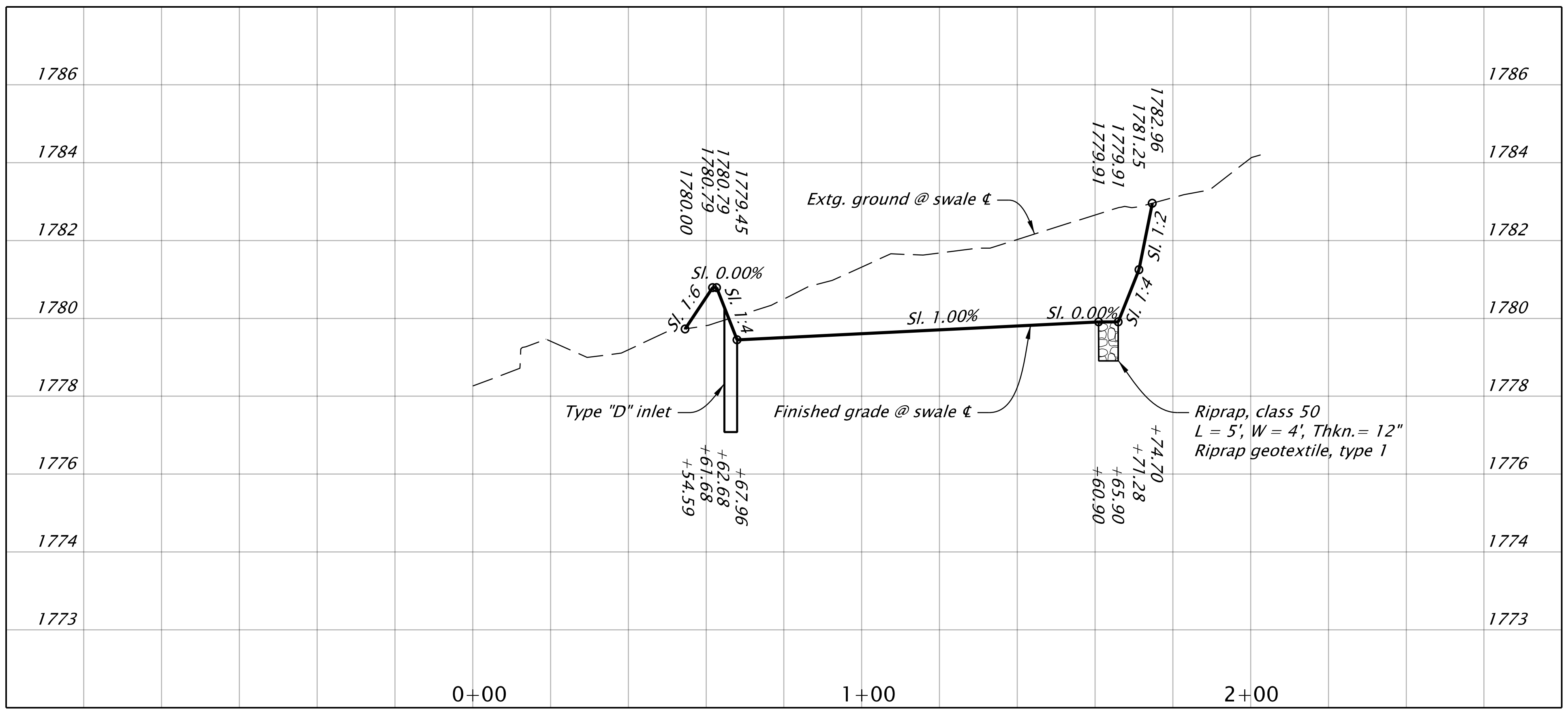
EROSION AND SEDIMENT CONTROL

SHEET NO. FB10

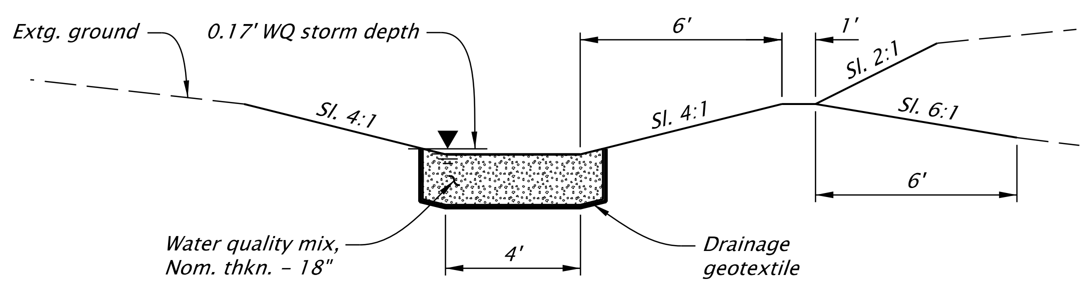
FINAL ELECTRONIC DOCUMENT AVAILABLE UPON REQUEST



WATER QUALITY SWALE "SW" PLAN



WATER QUALITY SWALE "SW" PROFILE



TYPICAL SECTION

REGISTERED PROFESSIONAL ENGINEER
OREGON
BENJAMIN P. WEWERKA
EXPIRES: 06/30/

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N. MOUNTAIN AVE OVERLAY
I-5 TO E. MAIN

CITY OF ASHLAND
JACKSON COUNTY

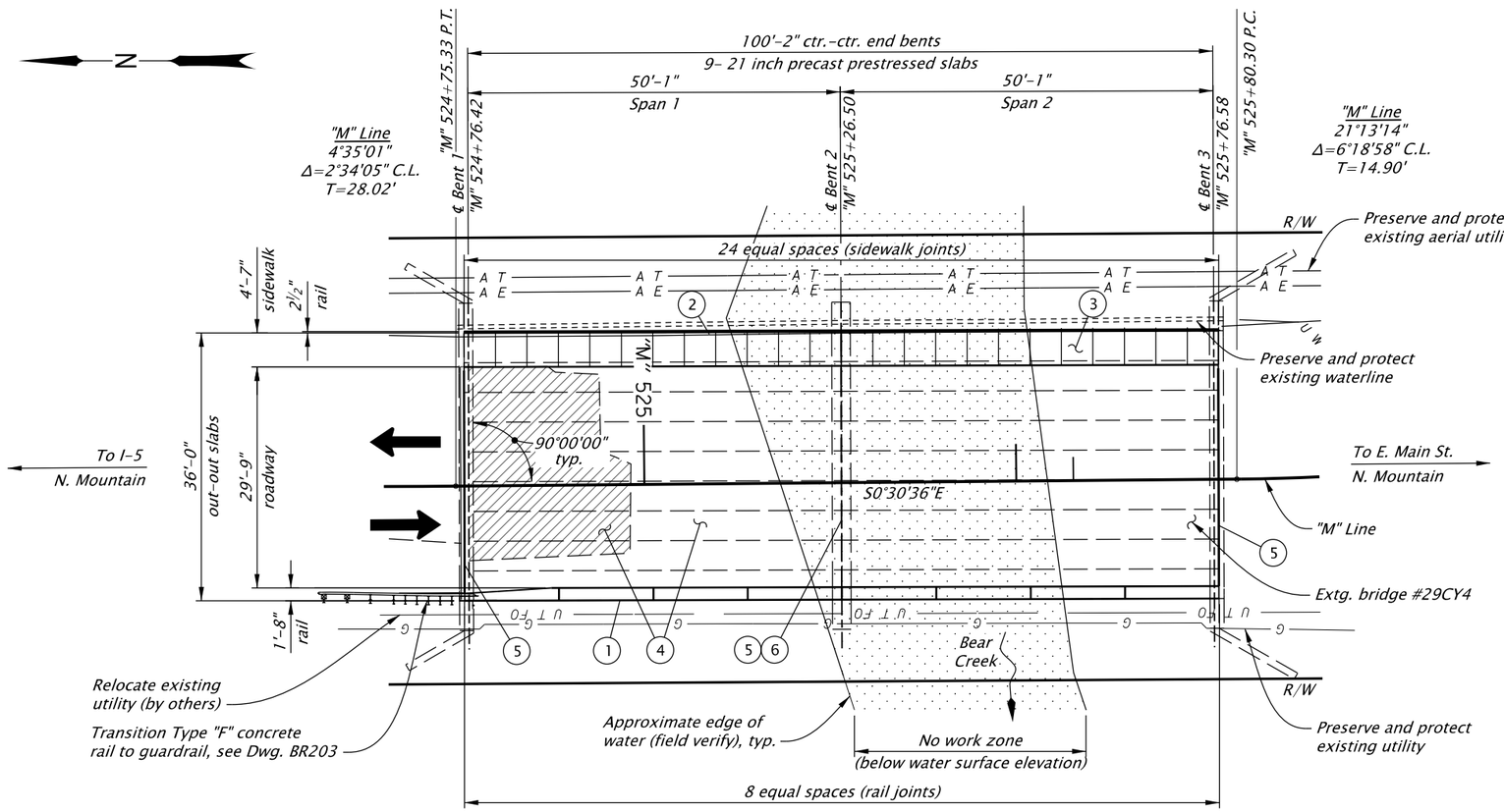
Designer: Abigail Hale
Reviewer: Jaime Jordan
Drafter: Serban Dinca
Checker: Ben Wewerka

DRAINAGE DETAILS

SHEET NO. HA01

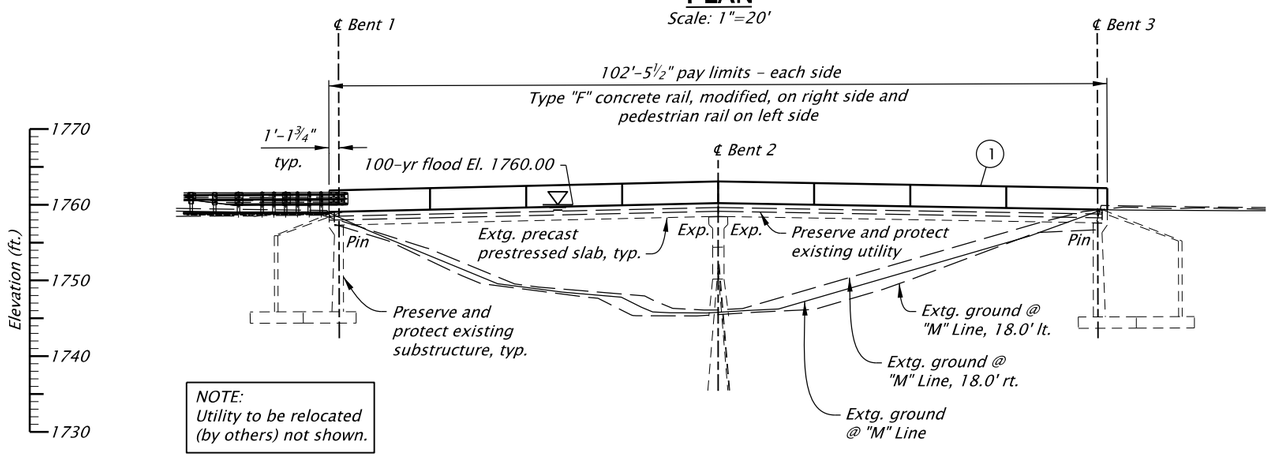
0052-80159_pl_16.dgn :: Default 4/4/2023 2:29:40 PM BWewerka

Rotation: 218.6619° Scale: 1"=40'



PLAN

Scale: 1"=20'



NOTE:
Utility to be relocated (by others) not shown.

ELEVATION

Scale: 1"=20'

NOTE:
Elevations shown are based on North American Vertical Datum 1988 (NAVD88).

ACCOMPANIED BY DWGS.:
J02-J04, BR200, BR203, BR246, and RD722

SCALE WARNING
IF THIS SCALE LINE DOES NOT MEASURE ONE INCH, THEN DRAWING IS NOT TO SCALE

LOCATION MAP
SEC. 3, T. 39 S., R. 01 E., W.M.
LAT. 42.20484, LONG. -122.70098

DETAIL REFERENCES:

1. Remove existing timber rail and curb and construct Type "F" concrete rail, modified, see Sht. J03 and Dwg. BR200.
2. Remove existing timber rail and construct pedestrian rail, see Sht. J03 and Dwg. BR246.
3. Remove existing concrete sidewalk and construct new concrete sidewalk, see Sht. J03.
4. Perform bridge deck cold plane pavement removal, 0-4 inches deep (where applicable), perform deck preparation, and construct MPCO, see Sht. J04.
5. Install sawcut joint, see Sht. J04.
6. Replace filled joint, see Sht. J04.

STRUCTURE NO.	29CY4
BDS DWG NO.	00000
CALC. BOOK	0000
HWY: M.P.:	2.70
COUNTY	Jackson
DATE	10/2023

REGISTERED PROFESSIONAL ENGINEER
OREGON
OCTOBER 13, 2022
PAVAN PATEL
ADVANCE COPY SUBJECT TO CHANGE
EXPIRES: 12/31/2024

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Bear Creek_Mountain Ave

N. MOUNTAIN AVE OVERLAY

I-5 TO E. MAIN
JACKSON COUNTY

Designer: Pavan Patel, P.E.
Drafter: Gwenyn Sasaki
Reviewer: Andrew D. Howe, P.E.
Checker: Peter G. Slocum, P.E., S.E.

PLAN AND ELEVATION

SHEET NO. J01

FINAL ELECTRONIC DOCUMENT AVAILABLE UPON REQUEST

GENERAL NOTES:

DESIGN NOTES:

Provide all materials and perform all work according to the "Oregon Standard Specifications for Construction 2021".

Existing features and dimensions shown are based on original construction records. Measure and verify these dimensions in the field prior to ordering materials.

The overlay has been designed in accordance with the 2020 edition of the "AASHTO LRFD Bridge Design Specifications" and the October 2022 edition of the "Oregon Bridge Design Manual". The overlay replacement has been designed for an allowance of 0 psf future wearing surface.

The Type "F" concrete rail replacement connection has been designed to meet NCHRP TL-2 loading.

CONSTRUCTION NOTES:

Provide all reinforcing steel according to ASTM Specification A706, or AASHTO M31 (ASTM A615) Grade 60.

Use a 1'-9" splice length for #4 bars. Increase splice lengths 30% for horizontal or nearly horizontal bars placed so that more than 1'-0" of fresh concrete is cast below the bar.

Splice reinforcing steel at alternate bars, staggered at least one splice length or as far as possible, unless shown otherwise.

Place bars 2" clear of the nearest face of concrete unless shown otherwise.

Provide General Structural Concrete Class 3300 $^{3}/_{4}$, 1, or 1$^{1}/_{2}$ concrete in sidewalk.

Resin Bonded Anchor Notes:

Provide and install #5 ASTM A706 Grade 60 or ASTM A615 Grade 60 resin bonded anchors with epoxy resin from the QPL for the Type "F" concrete rail. The characteristic bond strength used in the design is 1200 psi. The minimum pullout strength is 9000 lb with a minimum embedment (h_{ef}) of 4$^{1}/_{2}$". Install anchors according to the manufacturer's recommendations.

Temporary Work Notes:

Provide work containment at bridge #29CY4.

Utility Notice:

Oregon law requires the rules set forth in OAR 952-001-0010 through 952-001-0090, adopted by the Oregon Utility Notification Center, to be observed. Copies of these rules may be obtained from the Center by calling 1-800-332-2344 or 811.

For accompanied by drawings, see Sht. J01

STRUCTURE NO.	29CY4
BDS DWG NO.	00000
CALC. BOOK	0000
HWY: M.P.:	2.70
COUNTY	Jackson
DATE	10/2023

SCALE WARNING
IF THIS SCALE LINE DOES NOT MEASURE ONE INCH, THEN DRAWING IS NOT TO SCALE

REGISTERED PROFESSIONAL ENGINEER
999
OREGON
OCTOBER 13, 2022
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EXPIRES: 12/31/2024

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Bear Creek_Mountain Ave

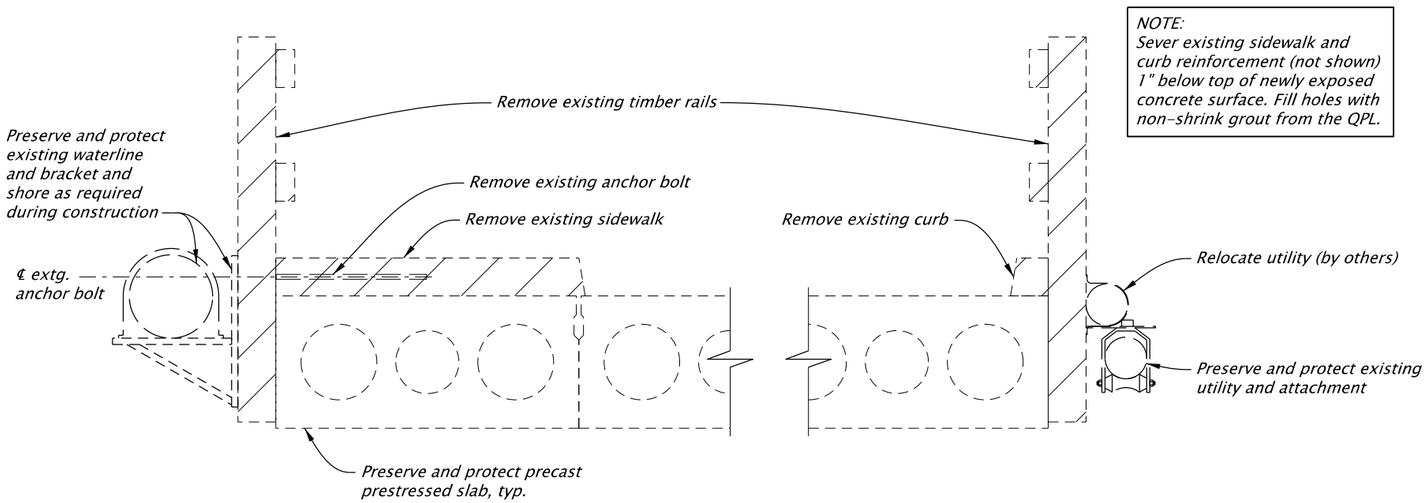
N. MOUNTAIN AVE OVERLAY

I-5 TO E. MAIN
JACKSON COUNTY

Designer: Pavan Patel, P.E. | Reviewer: Andrew D. Howe, P.E.
Drafter: Gwenyn Sasaki | Checker: Peter G. Slocum, P.E., S.E.

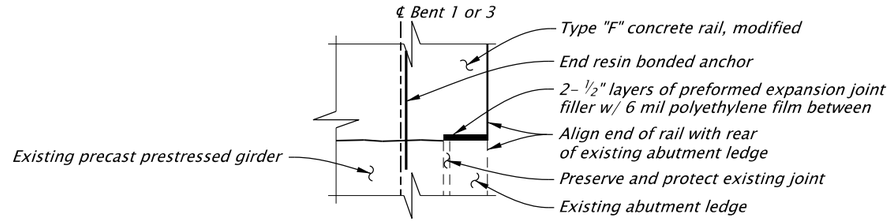
GENERAL NOTES | SHEET NO. J02

FINAL ELECTRONIC DOCUMENT AVAILABLE UPON REQUEST



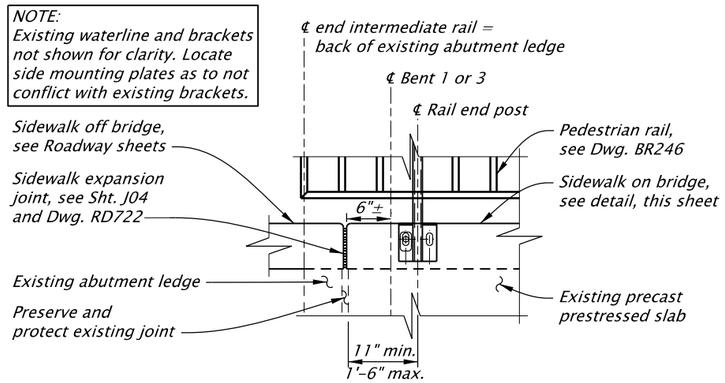
BRIDGE REMOVAL WORK

Scale: 1/2" = 1'-0"



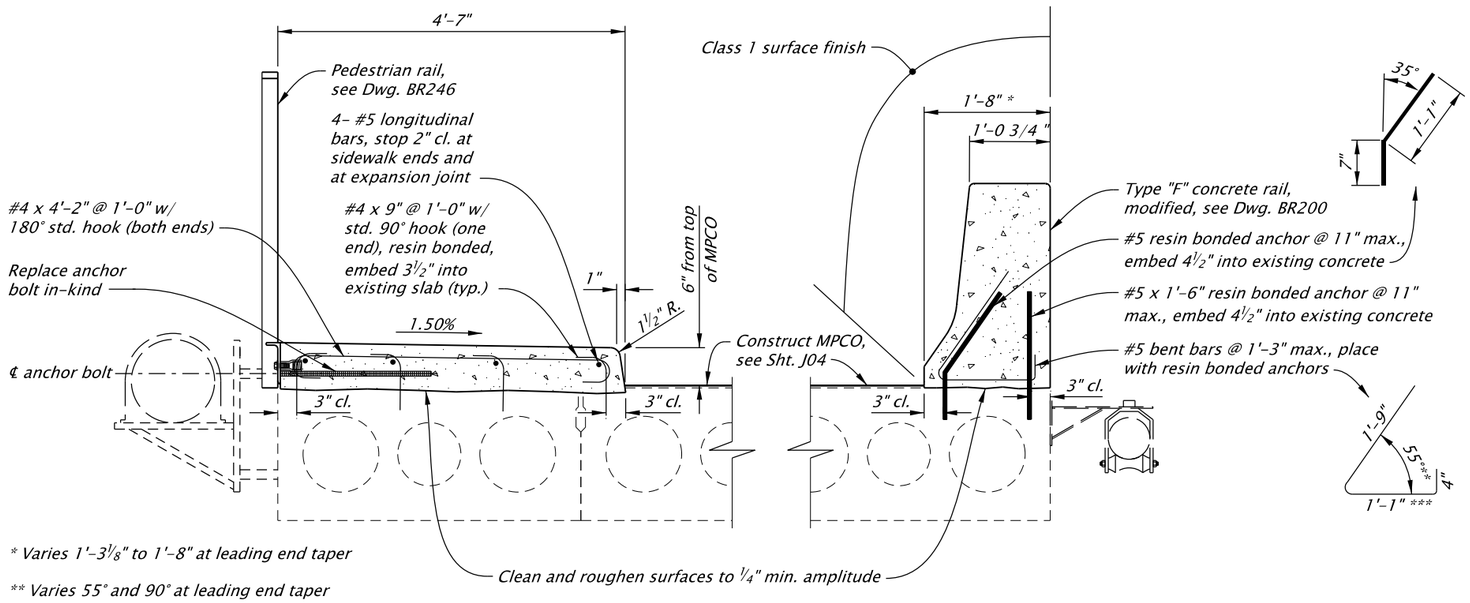
TYPE "F" CONCRETE RAIL, MODIFIED, ENDS

Scale: 1/2"=1'-0"



PEDESTRIAN RAIL AND SIDEWALK ENDS

Scale: 1/2"=1'-0"



SIDEWALK AND RAILS

Scale: 1/2" = 1'-0"

* Varies 1'-3⅛" to 1'-8" at leading end taper

** Varies 55° and 90° at leading end taper

*** Varies 1'-1" to 1'-5" at leading end taper.

NOTE:
See Dwg. BR203 for leading end taper details.

NOTES:

Locate slab reinforcement, using ground penetrating radar or other method approved by the Engineer, prior to drilling for resin bonded anchors. Locate holes so as to not conflict with existing reinforcement (including prestressing strands). Individual hole spacing for resin bonded anchors may vary provided the average spacing meets the designed density and are as near as possible to the planned spacings.

See detail, this sheet, for locations of resin bonded anchors at sidewalk and rail ends.

See Sht. J01 for sidewalk and rail joint locations.

Construct sidewalk expansion joints at all bents, see Sht. J04. Construct contraction and dummy joints between expansion joints. See Dwg. RD722 for sidewalk joint details, including contraction and dummy joint locations.

Construct open Type "B" joint in Type "F" concrete rail, modified, at Bent 2. See Dwg. BR200 for rail score joint, open Type "B" joint, and reinforcing details not shown.

Splice horizontal pedestrian rail members at Bent 2. See Dwg. BR246 for splice details.

Locate existing waterline brackets and adjust pedestrian rail post spacings and panel lengths to avoid conflicts.

For accompanied by drawings, see Sht. J01

SCALE WARNING
IF THIS SCALE LINE DOES NOT MEASURE ONE INCH, THEN DRAWING IS NOT TO SCALE

STRUCTURE NO.	29CY4
BDS DWG NO.	00000
CALC. BOOK	0000
HWY: M.P.:	2.70
COUNTY	Jackson
DATE	10/2023

REGISTERED PROFESSIONAL ENGINEER 99[illegible] OREGON JULY 13, 2022 PAVAN PATEL
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OREGON DEPARTMENT OF TRANSPORTATION

Bear Creek_Mountain Ave

N. MOUNTAIN AVE OVERLAY

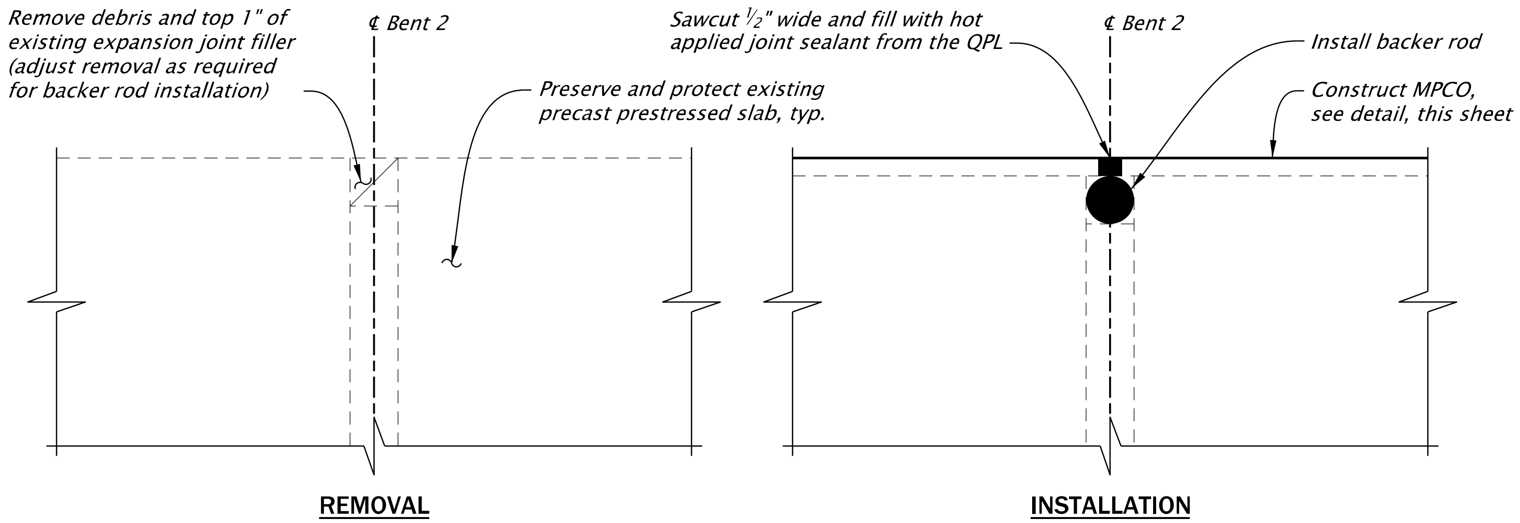
I-5 TO E. MAIN
JACKSON COUNTY

Designer: Pavan Patel, P.E. Reviewer: Andrew D. Howe, P.E.
Drafter: Gwenyn Sasaki Checker: Peter G. Slocum, P.E., S.E.

RAIL AND SIDEWALK REPLACEMENT DETAILS

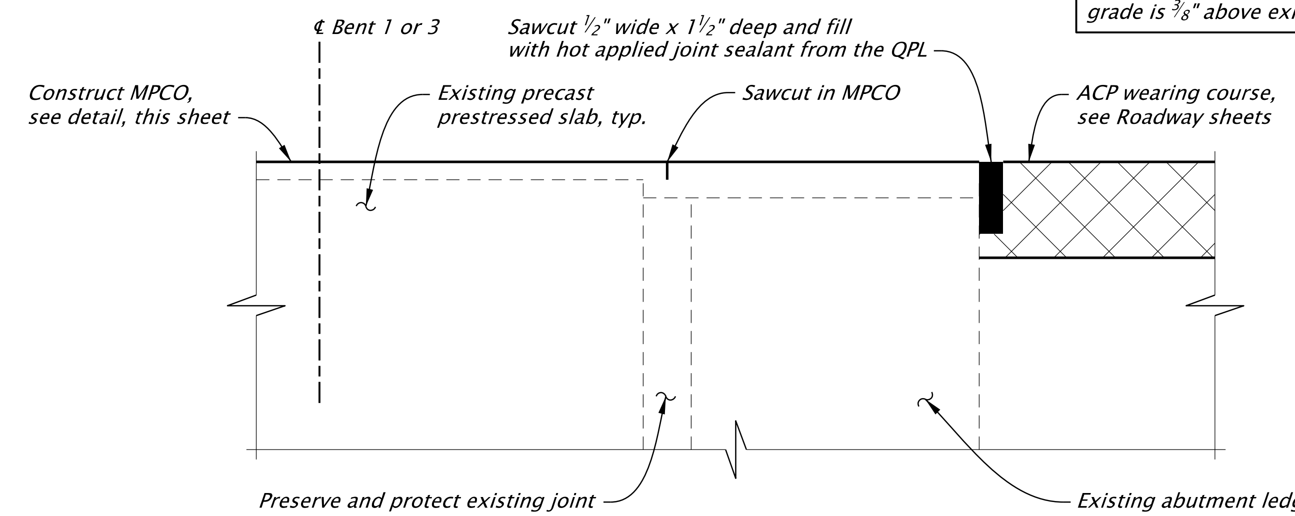
SHEET NO. J03

FINAL ELECTRONIC DOCUMENT AVAILABLE UPON REQUEST



BENT 2 FILLED JOINT REPLACEMENT

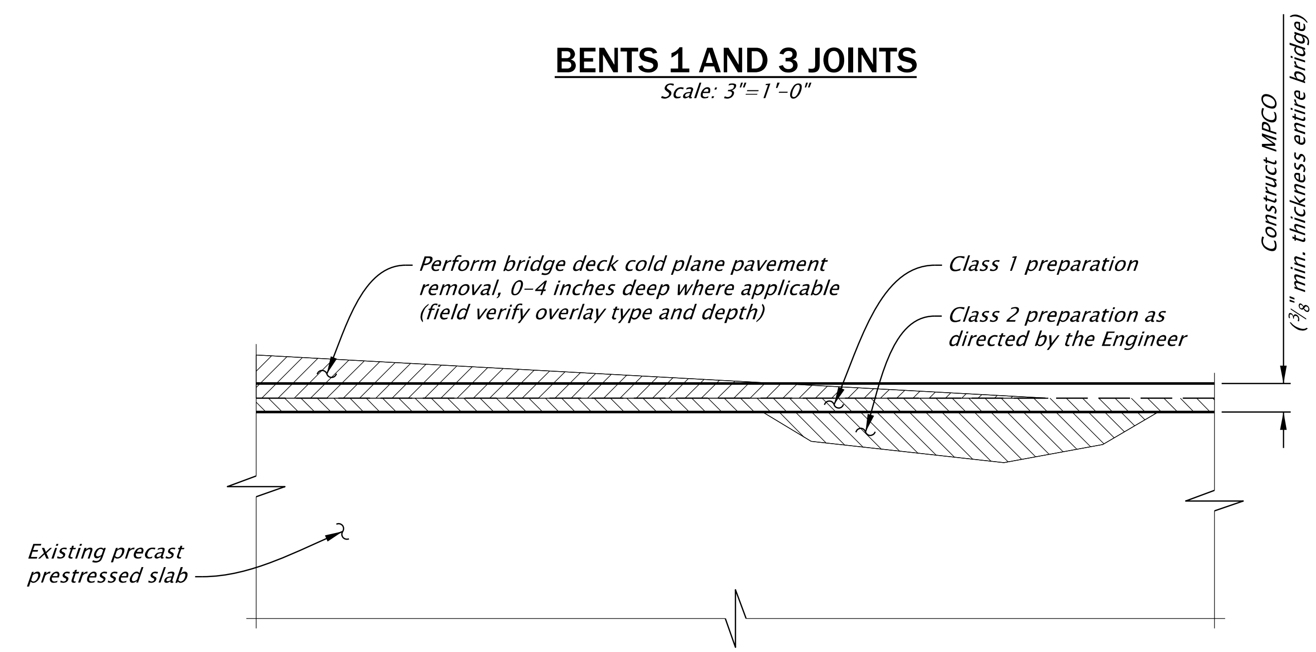
Scale: 3/4"=1'-0"



NOTE:
Field verify existing grade at abutment ledges and install additional MPCO such that finish grade is ⅜" above existing grade.

BENTS 1 AND 3 JOINTS

Scale: 3"=1'-0"



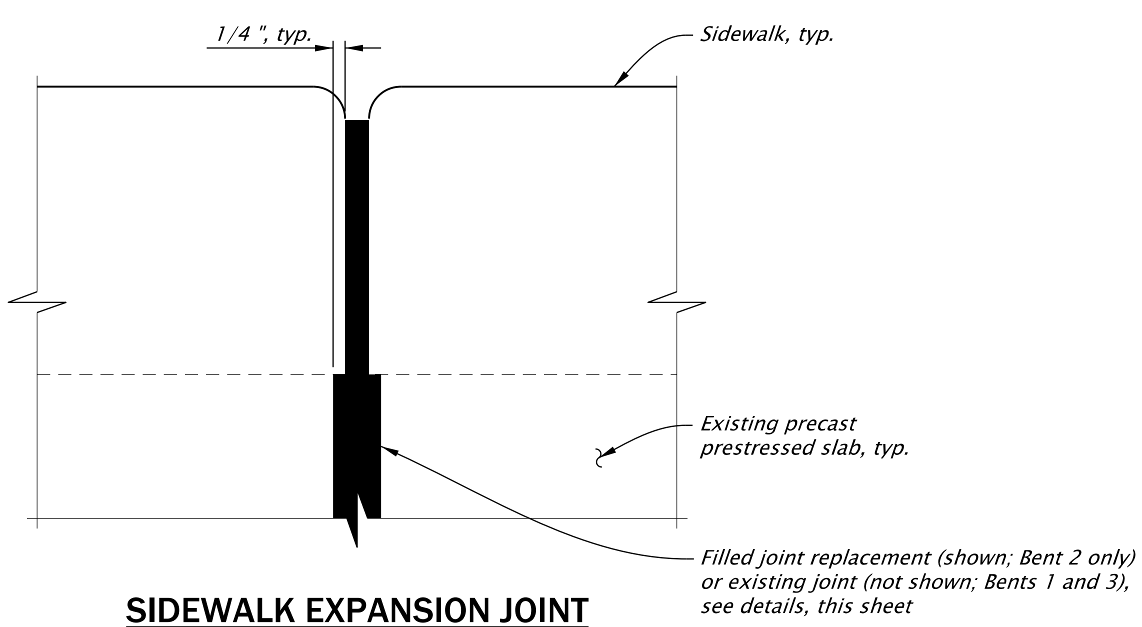
MPCO DETAIL

No Scale

NOTES:

Construct sidewalk expansion joints above bridge expansion joints (see details, this sheet).

See Dwg. RD722 for sidewalk expansion joint details not shown.



SIDEWALK EXPANSION JOINT

Scale: 3"=1'-0"

For accompanied by drawings, see Sht. J01

STRUCTURE NO.	29CY4
BDS DWG NO.	00000
CALC. BOOK	0000
HWY: / M.P.:	2.70
COUNTY	Jackson
DATE	10/2023

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Bear Creek_Mountain Ave

N. MOUNTAIN AVE OVERLAY

I-5 TO E. MAIN
JACKSON COUNTY

Designer: Pavan Patel, P.E. | Reviewer: Andrew D. Howe, P.E.
Drafter: Gwenyn Sasaki | Checker: Peter G. Slocum, P.E., S.E.

JOINT AND OVERLAY DETAILS | SHEET NO. J04

FINAL ELECTRONIC DOCUMENT AVAILABLE UPON REQUEST

SIGNING & STRIPING LEGEND

L E G E N D

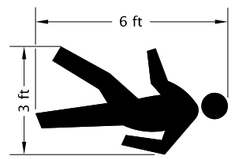
- W — *Inst. 4" white line*
- W-2 — *Inst. 8" white line*
- Y — *Inst. 4" yellow line*
- YB — *Inst. 4" yellow broken line*
- WD — *Inst. 4" white dotted line*
- ND — *Inst. narrow double no-pass two 4" yellow lines*
- S — *Inst. stop bar 1' white bar*
- CW — *Inst. standard crosswalk two 1' white bars*
- CW-SC2 — *Inst. staggered continental crosswalk 1' white bars*
- LA — *Inst. left turn arrow (white)*
- RA — *Inst. right turn arrow (white)*
- RSA — *Inst. right turn straight arrow (white)*
- BS — *Inst. bike lane standard stencil (white)*
- BLE-G — *Inst. green supplemental bicycle lane dotted line extension (green)*
- BRR — *Inst. bike path railroad crossing marking (white)*
- RR — *Inst. railroad crossing marking (white)*
- ON — *Inst. "ONLY" (white)*
- P — *Inst. on-street parking markings (white)*
- PED — *Inst. pedestrian stencil (white)*
- HC — *Inst. disabled parking detail (white)*

- N — *Install new sign (N)*
- N / M — *Install new sign (N) on new (M) sign support*
- EXN — *Maintain and protect existing sign (N) and support*
- RSN — *Remove and save existing sign (N)*
- RSN / M — *Remove and save existing sign (N) and remove (M) sign support*
- RSN / RSM — *Remove and save existing sign (N) and (M) sign support*
- RIN — *Reinstall existing sign (N)*
- RIN / M — *Reinstall existing sign (N) on new (M) sign support*
- RIN / RIM — *Reinstall existing sign (N) and (M) sign support*
- RXN / M — *Remove existing sign (N) and (M) sign support*
- RXN — *Remove existing sign (N)*

N = Sign Number
M = Material
Material options:

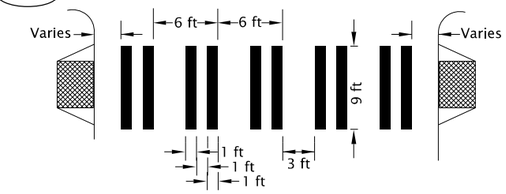
P = Round Pipe Support
SSC = Stainless Steel Clamp
ST = Perforated Steel Square Tube Sign Support

PED



PEDESTRIAN STENCIL (white)
Center marking within lane width

CW-SC2



STAGGERED CONTINENTAL CROSSWALK
1 ft WHITE BARS
Install per Standard Drawing TM530.

General Notes:

1. Match points to existing pavement marking and station call-outs are approximate and shall be field verified.
2. All permanent longitudinal pavement markings shall be Method A except as noted. See Section 00865 in Special Provisions. All permanent transverse pavement markings shall be Type B-HS.
3. Existing signs not shown are to remain in place unless otherwise directed by Engineer.
4. Remove existing conflicting pavement markings outside of paving limits.

ACCOMPANIED BY:
ODOT Standard Drawing TM200, TM201, TM223, TM500, TM501, TM502, TM503, TM504, TM505, TM520, TM530, TM531, TM539, TM560, TM561, TM671, TM672, TM676, TM677, TM681, TM687, TM688.

REGISTERED PROFESSIONAL ENGINEER
75,800
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SUBJECT TO CHANGE
SIGNATURE
DATE
NATHANIEL N. SCHROEDER
EXPIRES: JUN. 30, 2024

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www.dksassociates.com

OREGON DEPARTMENT OF TRANSPORTATION

N. MOUNTAIN AVE OVERLAY

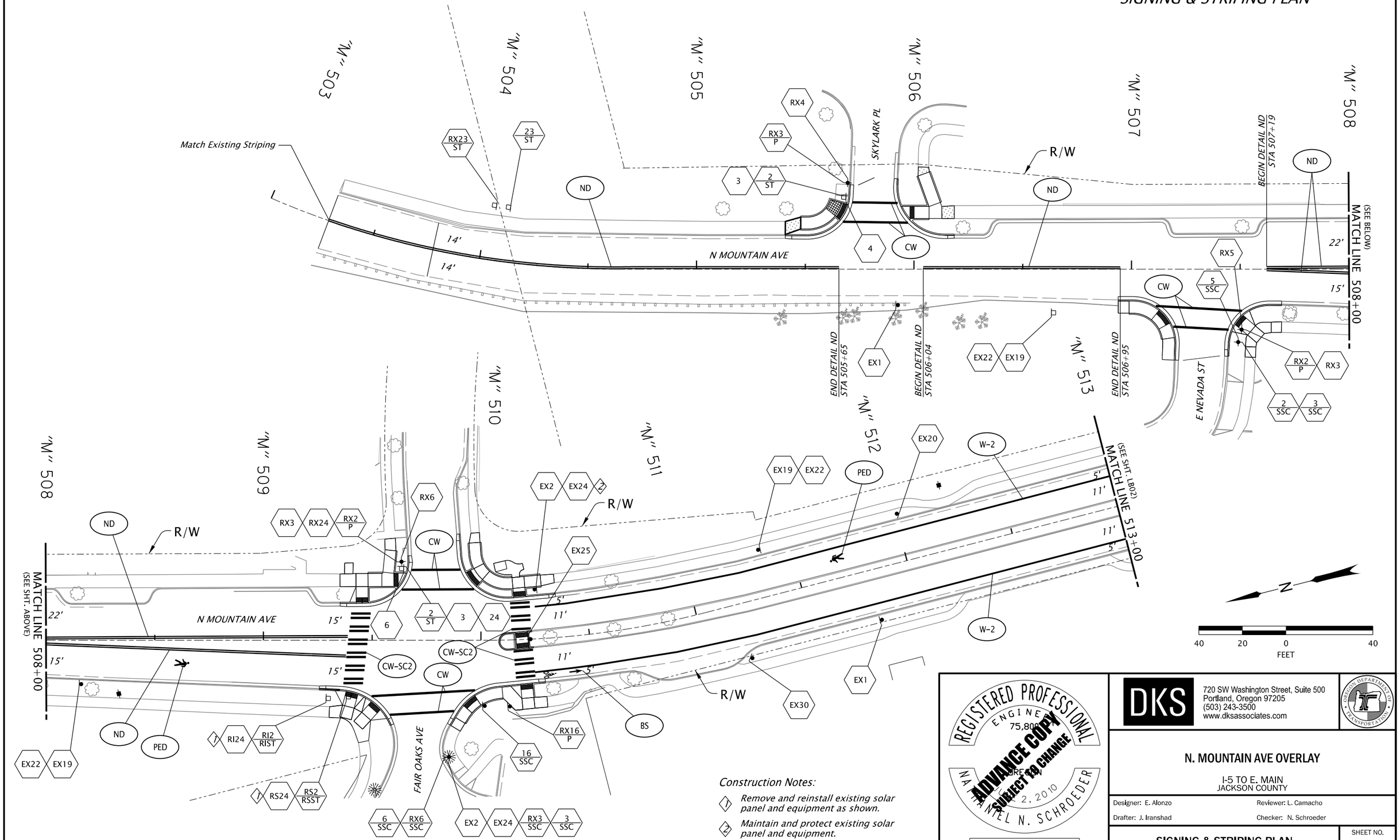
I-5 TO E. MAIN
JACKSON COUNTY

Designer: E. Alonzo
Reviewer: L. Camacho
Drafter: J. Iranshad
Checker: N. Schroeder

SIGNING & STRIPING LEGEND

SHEET NO.
LA01

SIGNING & STRIPING PLAN



Construction Notes:

1. *Remove and reinstall existing solar panel and equipment as shown.*
2. *Maintain and protect existing solar panel and equipment.*

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OREGON DEPARTMENT OF TRANSPORTATION

N. MOUNTAIN AVE OVERLAY

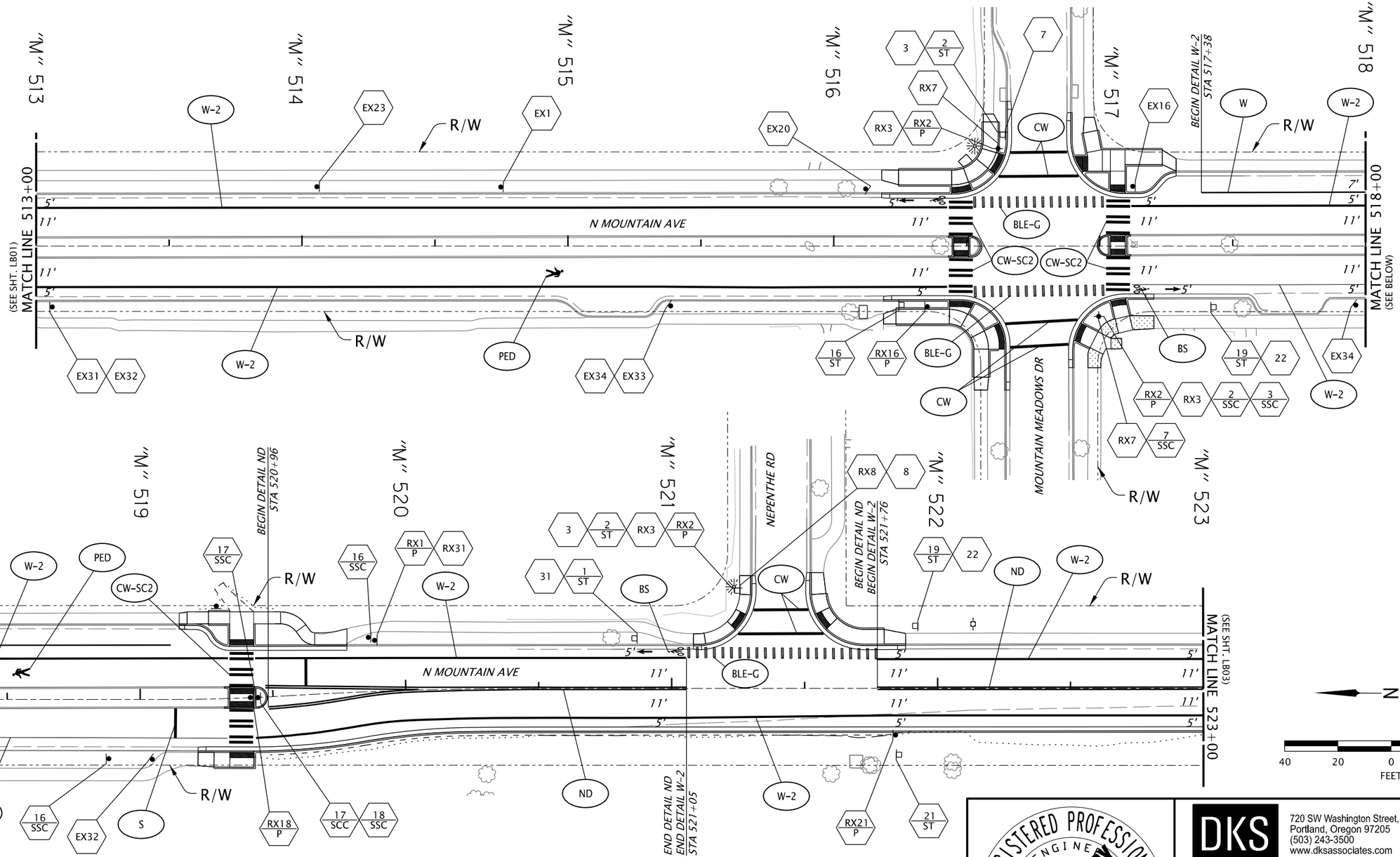
I-5 TO E. MAIN
JACKSON COUNTY

Designer: E. Alonzo
Reviewer: L. Camacho
Drafter: J. Iranshad
Checker: N. Schroeder

SIGNING & STRIPING PLAN

SHEET NO. LB01

SIGNING & STRIPING PLAN



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OREGON DEPARTMENT OF TRANSPORTATION

N. MOUNTAIN AVE OVERLAY

I-5 TO E. MAIN
JACKSON COUNTY

Designer: E. Alonzo	Reviewer: L. Camacho
Drafter: J. Iranshad	Checker: N. Schroeder

SIGNING & STRIPING PLAN

SHEET NO. LB02

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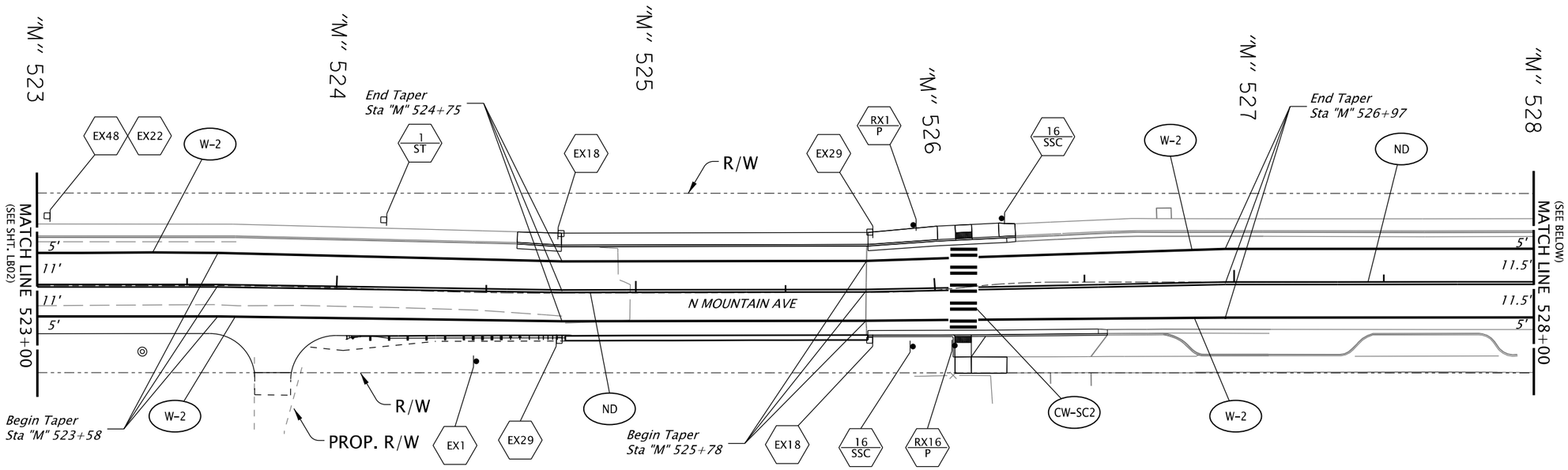
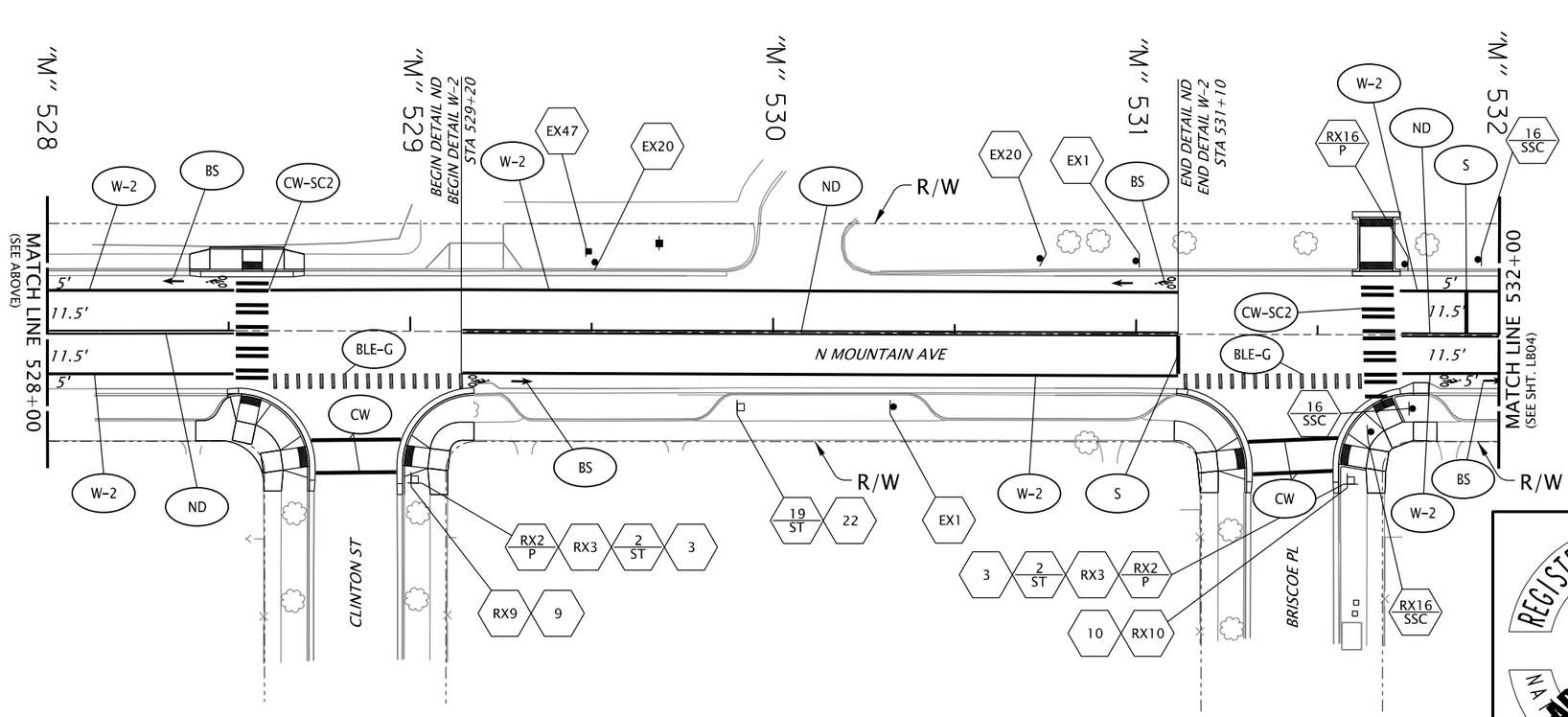
SIGNING & STRIPING PLAN





N

40 20 0 40

FEET

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OREGON DEPARTMENT OF TRANSPORTATION

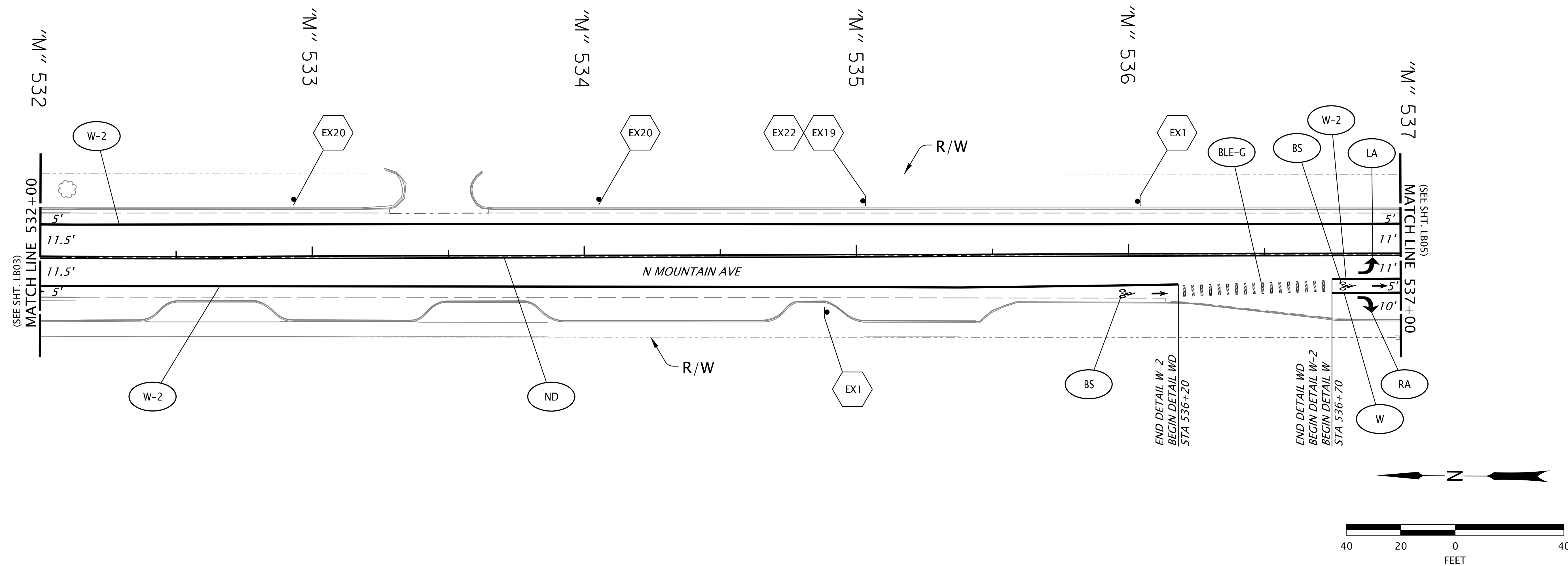
N. MOUNTAIN AVE OVERLAY

I-5 TO E. MAIN
JACKSON COUNTY

Designer: E. Alonzo
Reviewer: L. Camacho
Drafter: J. Iranshad
Checker: N. Schroeder

SIGNING & STRIPING PLAN

SHEET NO.
LB03



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N. MOUNTAIN AVE OVERLAY

I-5 TO E. MAIN
JACKSON COUNTY

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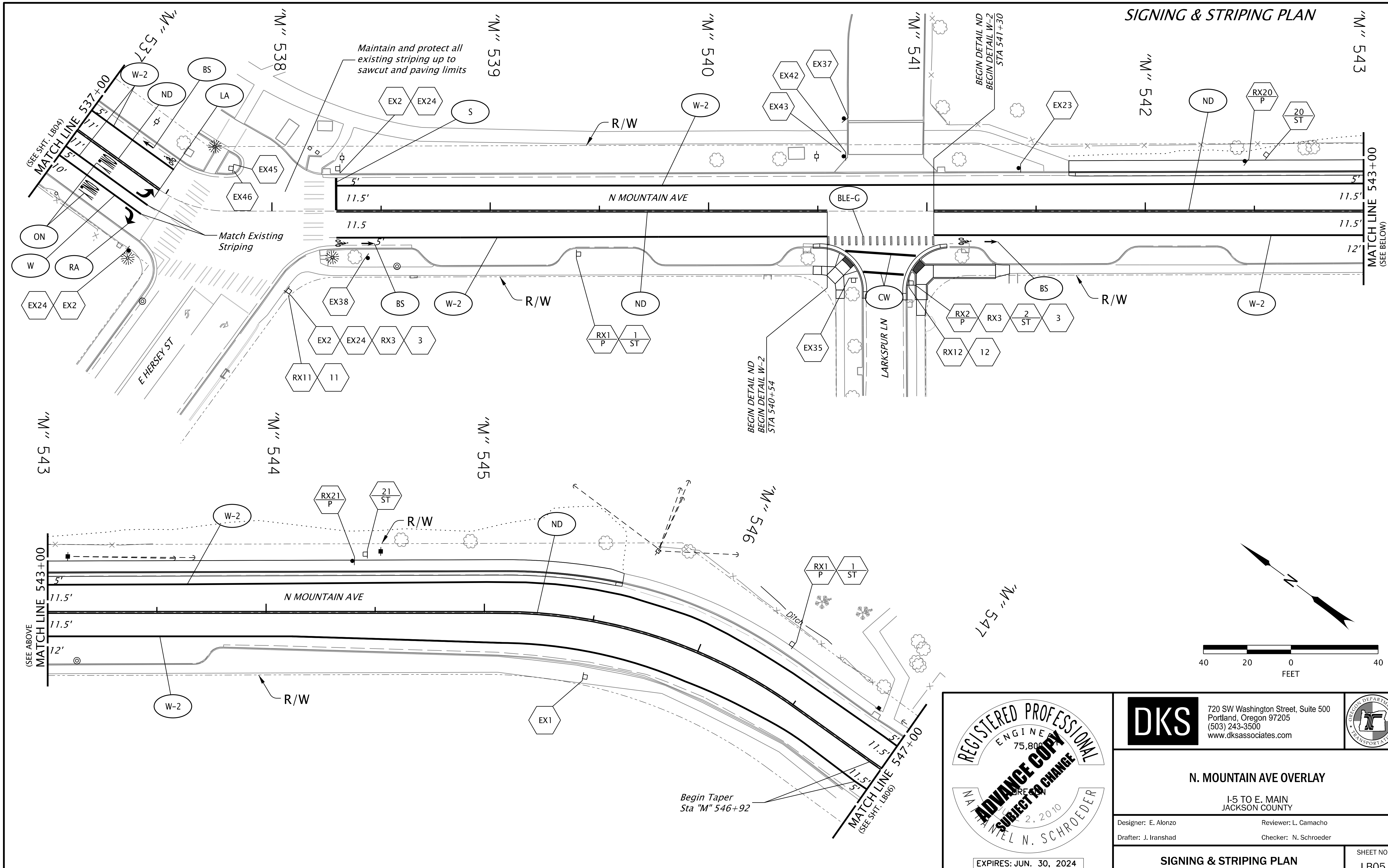
Reviewer: L. Camacho
Drafter: J. Iranshad
Checker: N. Schroeder

SIGNING & STRIPING PLAN

SHEET NO.
LB04

SIGNING & STRIPING PLAN



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OREGON DEPARTMENT OF TRANSPORTATION

N. MOUNTAIN AVE OVERLAY

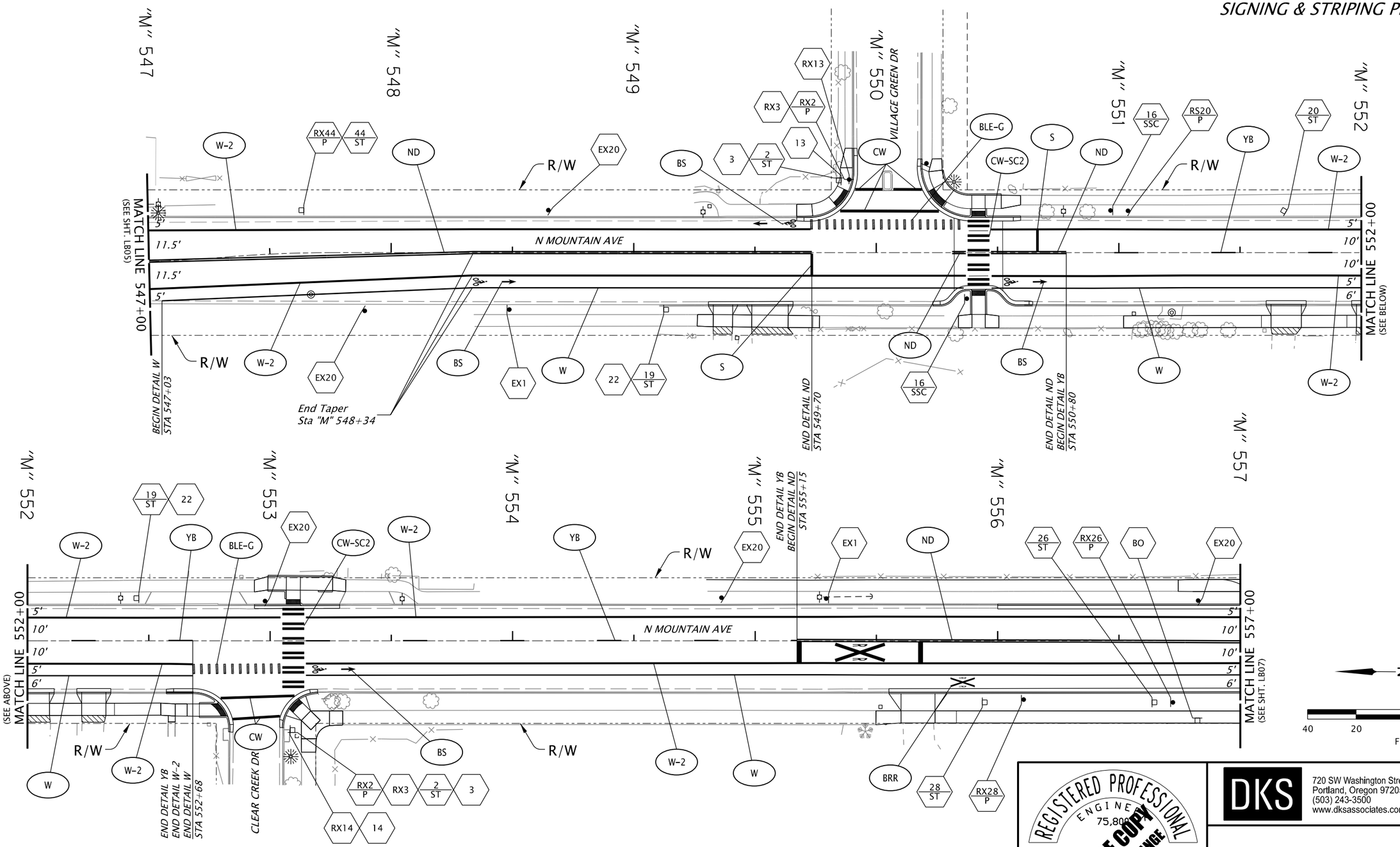
I-5 TO E. MAIN
JACKSON COUNTY

Designer: E. Alonzo | Reviewer: L. Camacho
Drafter: J. Iranshad | Checker: N. Schroeder

SIGNING & STRIPING PLAN

SHEET NO. LB05

SIGNING & STRIPING PLAN



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OREGON DEPARTMENT OF TRANSPORTATION

N. MOUNTAIN AVE OVERLAY

I-5 TO E. MAIN
JACKSON COUNTY

Designer: E. Alonzo
Reviewer: L. Camacho
Drafter: J. Iranshad
Checker: N. Schroeder

SIGNING & STRIPING PLAN

SHEET NO.
LB06

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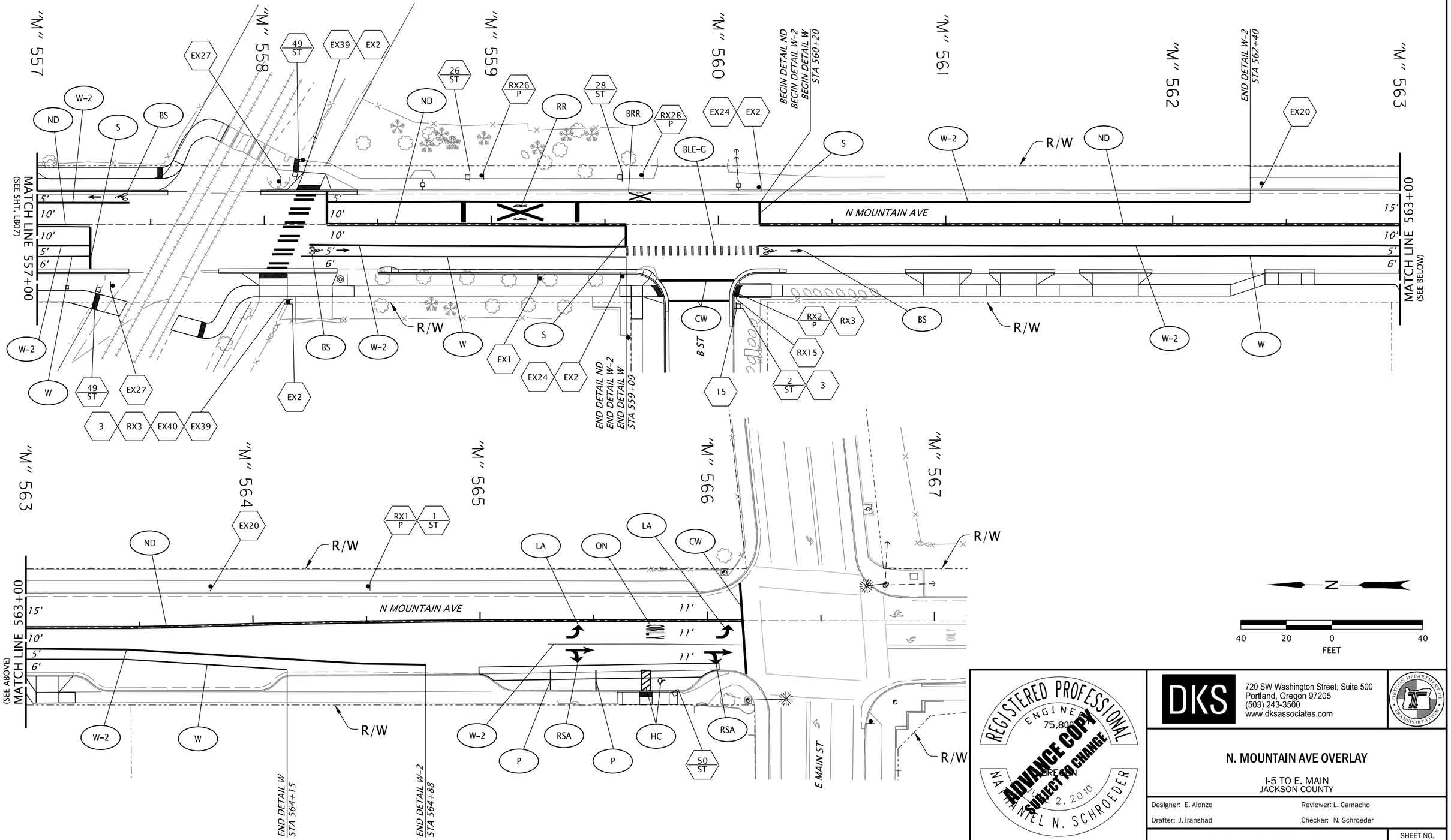
SIGNING & STRIPING PLAN



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EXPIRES: JUN. 30, 2024

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OREGON DEPARTMENT OF TRANSPORTATION

N. MOUNTAIN AVE OVERLAY

I-5 TO E. MAIN
JACKSON COUNTY

Designer: E. Alonzo
Reviewer: L. Camacho
Drafter: J. Iranshad
Checker: N. Schroeder

SIGNING & STRIPING PLAN

SHEET NO.
LB07

Sign No. 1
OR2-1

Sign No. 2
R1-1

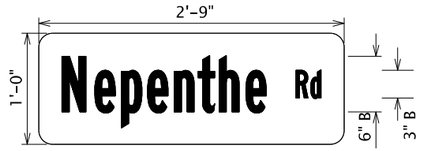
Sign No. 3*

Sign No. 4*

Sign No. 5*

Sign No. 6*

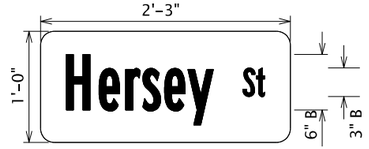
Sign No. 7*



Sign No. 8*

Sign No. 9*

Sign No. 10*

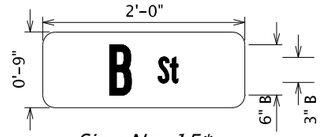


Sign No. 11*

Sign No. 12*

Sign No. 13*

Sign No. 14*



Sign No. 15*

Sign No. 16a
W16-7PL

Sign No. 16
W11-2

Sign No. 17a
W16-7PR

Sign No. 17
W11-2

Sign No. 18
OM-3L

* Street name signs are double sided

NOTE:
Signs shown with broken borders are existing signs.

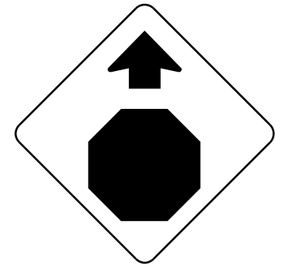
Sign No. 19
W11-2

Sign No. 20

Sign No. 21
W11-3

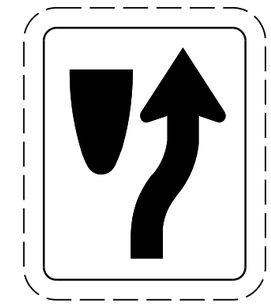
SIGN DETAILS

Sign No. 22
W16-9p



Sign No. 23
W3-1

Sign No. 24
R1-3P



Sign No. 25
R4-7

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DATE: JUN. 2, 2010
NATHANIEL N. SCHROEDER
EXPIRES: JUN. 30, 2024

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OREGON DEPARTMENT OF TRANSPORTATION

N. MOUNTAIN AVE OVERLAY

I-5 TO E. MAIN
JACKSON COUNTY

Designer: E. Alonzo
Reviewer: L. Camacho
Drafter: J. Iranshad
Checker: N. Schroeder

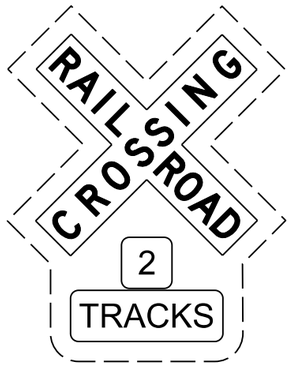
SIGN DETAILS

SHEET NO.
LC01

SIGN DETAILS

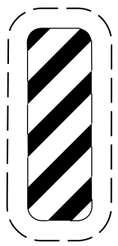
Sign No. 26
W11-15

Sign No. 26a
W11-15P



Sign No. 27

Sign No. 28
W10-1



Sign No. 29
OM-3R

Sign No. 30

Sign No. 31

Sign No. 32

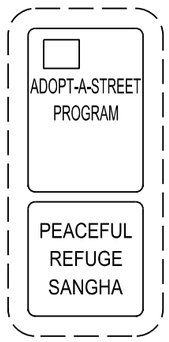
Sign No. 33

Sign No. 34

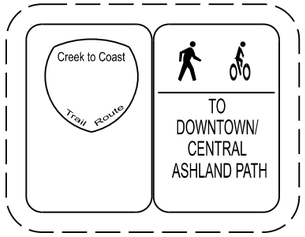
Sign No. 35

Sign No. 36

Sign No. 37



Sign No. 38



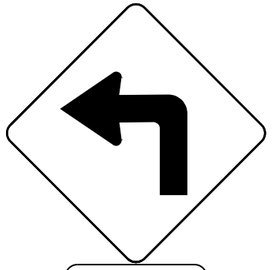
Sign No. 39

Sign No. 40

Sign No. 41

Sign No. 42

Sign No. 43



Sign No. 44
W1-1

Sign No. 44a
W13-1P

Sign No. 45

Sign No. 46

Sign No. 47

Sign No. 48
W6-1

Sign No. 49
R15-8

Sign No. 50
R7-5

* Street name signs are double sided

NOTE:
Signs shown with broken borders are existing signs.

REGISTERED PROFESSIONAL ENGINEER
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JULY 2, 2010
NATHANIEL N. SCHROEDER
EXPIRES: JUN. 30, 2024

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OREGON DEPARTMENT OF TRANSPORTATION

N. MOUNTAIN AVE OVERLAY

I-5 TO E. MAIN
JACKSON COUNTY

Designer: E. Alonzo
Reviewer: L. Camacho
Drafter: J. Iranshad
Checker: N. Schroeder

SIGN DETAILS

SHEET NO.
LC02

FINAL ELECTRONIC DOCUMENT
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SIGN & POST DATA TABLE

SHT. NO.	SIGN NO.	SIGN LOCATION 4/ (TM200-TM201, TM635)	SIGN DIMENSIONS		SUB-STRATE			COLOR 1/ BACKGROUND		COLOR 1/ LEGEND			LEGEND TYPE		ANTI-GRAFFITI COATING	DOUBLE SIDED	SIGN NO. 2/	TYPE OF SUPPORT																	POST		FOOTING		REMARKS
			WIDTH	HEIGHT	PLYWOOD	SHEET ALUMINUM	EXTRUDED ALUMINUM BLANK D3	ASTM TYPE III OR TYPE IV	ASTM TYPE IX	ASTM TYPE III OR TYPE IV	ASTM TYPE IX	NON-REFLECTIVE	PERMANENT	REMOVABLE				WOOD POST (TM670-TM671, TM676)	PERF. STEEL SQUARE TUBE (TM671, TM676, TM681, TM687-TM689)	TRIANGULAR BASE BREAKAWAY (TM602)	MULTI-POST BREAKAWAY (TM220, TM600-TM601)	STAINLESS STEEL CLAMP (SSC) (TM677)	SIGNAL POLE MONT (TM680)	MAST ARM SIGN MOUNT (TM679)	2" Pipe Anchor Sign Suport (PBOT P405)	2" Pipe Dome Sign Suport (PBOT P-406)	CROSSWALK CLOSURE BARRICADE	"H" FRAME	CUSTOM VARIABLE SUPPORT	SECONDARY SIGN MOUNT			SIZE (BASED ON ESTIMATED LENGTH) (IN)	LENGTH (MUST BE FIELD VERIFIED) (FT)	LOCATION 3/ (FT)	MIN. DEPTH 5/ (IN)	
																														C 4X5.4	C 4X7.25	LENGTH					
LB03	1	STA 520+86 (18.8' LT)	24"	30"		X			W			BK	X		X		1		X													21/2" - 12 ga.	12.2	2.6 LT	36	Inst. Above Sign 31
LB03	1	STA 524+15 (23.2' LT)	24"	30"		X			W			BK	X		X		1		X													2" - 12 ga.	9.7	6.9 LT	36	
LB05	1	STA 539+41 (19.6' RT)	24"	30"		X			W			BK	X		X		1		X													2" - 12 ga.	9.7	2.9 RT	36	
LB05	1	STA 546+33 (23.2' LT)	24"	30"		X			W			BK	X		X		1		X													2" - 12 ga.	9.7	5.7 LT	36	
LB07	1	STA 564+50 (15.6' LT)	24"	30"		X			W			BK	X		X		1		X													2" - 12 ga.	9.7	3.0 LT	36	
LB01	2	STA 505+82 (33.1' LT)	30"	30"		X			R		W		X		X		2		X													21/2" - 12 ga.	9.7	2.8 LT	36	Inst. Below Sign 3 & 4
LB01	2	STA 507+49 (33.5' RT)	30"	30"		X			R		W		X		X		2					X														Inst. On LP Below Sign 3 & 5
LB01	2	STA 509+30 (26.8' RT)	(30")	(30")		EX			EX		EX		EX		EX		2		EX													EX	EX	4.0 RT		Reinstall Above Sign 24
LB01	2	STA 509+64 (32.9' LT)	30"	30"		X			R		W		X		X		2		X													21/2" - 12 ga.	10.4	3.1 LT	36	Inst. Below Sign 3 & 6
LB02	2	STA 516+13 (41.9' LT)	30"	30"		X			R		W		X		X		2		X													21/2" - 12 ga.	9.7	1.9 LT	36	Inst. Below Sign 3 & 7
LB02	2	STA 517+00 (26.4' RT)	30"	30"		X			R		W		X		X		2					X														Inst. On LP Below Sign 3 & 7
LB02	2	STA 521+25 (36.8' LT)	30"	30"		X			R		W		X		X		2		X													21/2" - 12 ga.	9.7	5.6 LT	36	Inst. Below Sign 3 & 8
LB03	2	STA 529+01 (40.8' RT)	30"	30"		X			R		W		X		X		2		X													21/2" - 12 ga.	9.7	3.4 RT	36	Inst. Below Sign 3 & 9
LB03	2	STA 531+59 (40.1' RT)	30"	30"		X			R		W		X		X		2		X													21/2" - 12 ga.	9.7	3.4 RT	36	Inst. Below Sign 3 & 10
LB05	2	STA 540+93 (32.9' RT)	30"	30"		X			R		W		X		X		2		X													21/2" - 12 ga.	9.7	2.0 RT	36	Inst. Below Sign 3 & 12
LB06	2	STA 549+85 (29.8' LT)	30"	30"		X			R		W		X		X		2		X													21/2" - 12 ga.	9.7	5.9 LT	36	Inst. Below Sign 3 & 13
LB06	2	STA 553+09 (36.8' RT)	30"	30"		X			R		W		X		X		2		X													21/2" - 12 ga.	9.7	4.0 RT	36	Inst. Below Sign 3 & 14
LB07	2	STA 560+09 (35.8' RT)	30"	30"		X			R		W		X		X		2		X													21/2" - 12 ga.	9.7	2.5 RT	36	Inst. Below Sign 3 & 15
LB01	3	STA 505+82 (33.1' LT)	39"	9"			X	G		SW			X		X	X	3																			
LB01	3	STA 507+49 (33.5' RT)	39"	9"			X	G		SW			X		X	X	3					X												*		Inst. Perp To Sign 5 On LP
LB01	3	STA 509+64 (32.9' LT)	39"	9"			X	G		SW			X		X	X	3																			
LB01	3	STA 509+85 (53.7' RT)	39"	9"			X	G		SW			X		X	X	3					X												*		Inst. Perp. To Sign 6 On Ex. LP
LB02	3	STA 516+13 (41.9' LT)	39"	9"			X	G		SW			X		X	X	3																			
LB02	3	STA 517+00 (26.4' RT)	39"	9"			X	G		SW			X		X	X	3					X												*		Inst. Perp. To Sign 7 On LP
LB02	3	STA 521+25 (36.8' LT)	39"	9"			X	G		SW			X		X	X	3																			
LB03	3	STA 529+01 (40.8' RT)	39"	9"			X	G		SW			X		X	X	3																			
LB03	3	STA 531+59 (40.1' RT)	39"	9"			X	G		SW			X		X	X	3																			
LB05	3	STA 538+08 (36.5' RT)	39"	9"			X	G		SW			X		X	X	3																			Inst. Below Sign 11 On Ex. Post
LB05	3	STA 540+93 (32.9' RT)	39"	9"			X	G		SW			X		X	X	3																			
LB06	3	STA 549+85 (29.8' LT)	39"	9"			X	G		SW			X		X	X	3																			
LB06	3	STA 553+09 (36.8' RT)	39"	9"			X	G		SW			X		X	X	3																			
LB07	3	STA 558+10 (34.1' RT)	39"	9"			X	G		SW			X		X	X	3																			Extg. at Railroad X-ing
LB07	3	STA 560+09 (35.8' RT)	39"	9"			X	G		SW			X		X	X	3																			
LB01	4	STA 505+82 (33.1' LT)	30"	12"			X	G		SW			X		X	X	4																			
LB01	5	STA 507+49 (33.5' RT)	30"	9"			X	G		SW			X		X	X	5					X												*		Inst. Perp. To Sign 3 On LP
LB01	6	STA 509+64 (32.9' LT)	36"	9"			X	G		SW			X		X	X	6																			
LB01	6	STA 509+85 (53.7' RT)	36"	9"			X	G		SW			X		X	X	6					X												*		Inst. Perp. To Sign 3 On Ex. LP
LB02	7	STA 516+13 (41.9' LT)	36"	9"			X	G		SW			X		X	X	7																			Inst. Above Sign 2 & 3
LB02	7	STA 517+00 (26.4' RT)	36"	9"			X	G		SW			X		X	X	7					X												*		Inst. Perp. To Sign 3 On LP
LB02	8	STA 521+25 (36.8' LT)	33"	12"			X	G		SW			X		X	X	8																			Inst. Above Sign 2 & 3

1/ BK=BLACK
BL=BLUE
BR=BROWN
FY=FLUORESCENT YELLOW
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O=ORANGE
R=RED
RB=RED-BLUE
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Y=YELLOW
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L=LEFT POST
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3/ DISTANCE FROM EDGE OF TRAVEL LANE, FACE OF CURB, GUARDRAIL, OR BARRIER TO THE CENTERLINE OF FOOTING. FOR ADDITIONAL INFORMATION SEE STANDARD DRAWINGS TM601, TM602 AND TM635.

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5/ MINIMUM DEPTH OF FOOTING FOR TRIANGULAR BASE BREAKAWAY AND MULTI-POST BREAKAWAY INSTALLATIONS IS FOR A 2' DIAMETER FOOTING. FOR ADDITIONAL INFORMATION SEE STANDARD DRAWINGS TM601 AND TM602.

* SEE SIGNAL PLANS

(##) = EXISTING SIGN DIMENSIONS

LP = LIGHT POLE

REGISTERED PROFESSIONAL ENGINEER
75,800PE
ADVANCE COPY
SUBJECT TO CHANGE
SIGNATURE
DATE: JUNE 2, 2010
NATHANIEL N. SCHROEDER
EXPIRES: JUN. 30, 2024

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DKS
720 SW Washington Street, Suite 500
Portland, Oregon 97205
(503) 243-3500
www.dksassociates.com

OREGON DEPARTMENT OF TRANSPORTATION

N. MOUNTAIN AVE OVERLAY

I-5 TO E. MAIN
JACKSON COUNTY

Designer: E. Alonzo
Reviewer: L. Camacho
Drafter: J. Iranshad
Checker: N. Schroeder

SIGN & POST DATA TABLE

SHEET NO. LC03

SIGN & POST DATA TABLE

SHT. NO.	SIGN NO.	SIGN LOCATION 4/ (TM200-TM201, TM635)	SIGN DIMENSIONS		SUB-STRATE			COLOR 1/ BACKGROUND		COLOR 1/ LEGEND			LEGEND TYPE		ANTI-GRAFFITI COATING	DOUBLE SIDED	SIGN NO. 2/	TYPE OF SUPPORT																POST		FOOTING		REMARKS
			WIDTH	HEIGHT	PLYWOOD	SHEET ALUMINUM	EXTRUDED ALUMINUM BLANK D3	ASTM TYPE III OR TYPE IV	ASTM TYPE IX	ASTM TYPE III OR TYPE IV	ASTM TYPE IX	NON-REFLECTIVE	PERMANENT	REMOVABLE				WOOD POST (TM670-TM671, TM676)	PERF. STEEL SQUARE TUBE (TM671, TM676, TM681, TM687-TM689)	TRIANGULAR BASE BREAKAWAY (TM602)	MULTI-POST BREAKAWAY (TM220, TM600-TM601)	STAINLESS STEEL CLAMP (SSC) (TM677)	SIGNAL POLE MONT (TM680)	MAST ARM SIGN MOUNT (TM679)	2" Pipe Anchor Sign Suport (PBOT P405)	2" Pipe Dome Sign Suport (PBOT P-406)	CROSSWALK CLOSURE BARRICADE	"H" FRAME	CUSTOM VARIABLE SUPPORT	SECONDARY SIGN MOUNT C 4X5.4	SECONDARY SIGN MOUNT C 4X7.25	SECONDARY SIGN MOUNT LENGTH	SIZE (BASED ON ESTIMATED LENGTH) (IN)	LENGTH (MUST BE FIELD VERIFIED) (FT)	LOCATION 3/ (FT)	MIN. DEPTH 5/ (IN)	
LB03	9	STA 529+01 (40.8' RT)	30"	9"			X	G		SW			X		X	X	9																			
LB03	10	STA 531+59 (40.1' RT)	30"	9"			X	G		SW			X		X	X	10																			
LB05	11	STA 538+08 (36.5' RT)	27"	12"			X	G		SW			X		X	X	11																			Inst. Above Sign 3 On Ex. Post
LB05	12	STA 540+93 (32.9' RT)	33"	12"			X	G		SW			X		X	X	12																			Inst. Above Sign 2 & 3
LB06	13	STA 549+85 (29.8' LT)	45"	12"			X	G		SW			X		X	X	13																			Inst. Above Sign 2 & 3
LB06	14	STA 553+09 (36.8' RT)	39"	9"			X	G		SW			X		X	X	14																			Inst. Above Sign 2 & 3
LB07	15	STA 560+09 (35.8' RT)	24"	9"			X	G		SW			X		X	X	15																			Inst. Above Sign 2 & 3
LB02	16	STA 510+02 (30.2' RT)	36"	36"		X		FYG				BK	X		X		16					X														Inst. On LP
LB02	16A	STA 510+07 (30.0' RT)	24"	12"		X		FYG				BK	X		X		16A					X														Inst. On LP
LB02	16	STA 516+25 (22.1' RT)	36"	36"		X		FYG				BK	X		X		16		X														21/2" - 12 ga.	12.3	2.5 RT	36	
LB02	16A	STA 516+25 (22.1' RT)	24"	12"		X		FYG				BK	X		X		16A																			
LB02	16	STA 518+88 (22.3' RT)	36"	36"		X		FYG				BK	X		X		16					X												*		
LB02	16A	STA 518+88 (22.3' RT)	24"	12"		X		FYG				BK	X		X		16A					X												*		
LB02	16	STA 519+86 (20.5' LT)	36"	36"		X		FYG				BK	X		X		16					X												*		
LB02	16A	STA 519+86 (20.5' LT)	24"	12"		X		FYG				BK	X		X		16A					X												*		
LB03	16	STA 525+92 (18.4' RT)	36"	36"		X		FYG				BK	X		X		16					X												*		
LB03	16A	STA 525+92 (18.4' RT)	24"	12"		X		FYG				BK	X		X		16A					X												*		
LB03	16	STA 526+24 (21.9' LT)	36"	36"		X		FYG				BK	X		X		16					X												*		
LB03	16A	STA 526+24 (21.9' LT)	24"	12"		X		FYG				BK	X		X		16A					X												*		
LB03	16	STA 531+76 (20.1' RT)	36"	36"		X		FYG				BK	X		X		16					X												*		
LB03	16A	STA 531+76 (20.1' RT)	24"	12"		X		FYG				BK	X		X		16A					X												*		
LB03	16	STA 531+93 (20.6' LT)	36"	36"		X		FYG				BK	X		X		16					X												*		
LB03	16A	STA 531+93 (20.6' LT)	24"	12"		X		FYG				BK	X		X		16A					X												*		
LB06	16	STA 550+37 (18.8' RT)	36"	36"		X		FYG				BK	X		X		16					X												*		
LB06	16A	STA 550+37 (18.8' RT)	24"	12"		X		FYG				BK	X		X		16A					X												*		
LB06	16	STA 550+97 (17.5' LT)	36"	36"		X		FYG				BK	X		X		16					X												*		
LB06	16A	STA 550+97 (17.5' LT)	24"	12"		X		FYG				BK	X		X		16A					X												*		
LB02	17	STA 519+44 (00.0' C)	36"	36"		X		FYG				BK	X		X		17					X												*		
LB02	17A	STA 519+44 (00.0' C)	24"	12"		X		FYG				BK	X		X		17A					X												*		
LB02	17	STA 519+44 (00.0' C)	36"	36"		X		FYG				BK	X		X		17					X												*		
LB02	17A	STA 519+44 (00.0' C)	24"	12"		X		FYG				BK	X		X		17A					X												*		
LB02	18	STA 519+44 (00.0' C)	12"	36"		X		Y				BK	X		X		18					X												*		
LB02	19	STA 517+43 (23.0' RT)	36"	36"		X		FYG				BK	X		X		19		X														21/2" - 12 ga.	12.3	3.6 RT	36	Install Above Sign 22
LB02	19	STA 521+92 (23.5' LT)	36"	36"		X		FYG				BK	X		X		19		X														21/2" - 12 ga.	12.3	6.0 LT	36	Install Above Sign 22
LB03	19	STA 529+91 (20.7' RT)	36"	36"		X		FYG				BK	X		X		19		X														21/2" - 12 ga.	12.3	4.0 RT	36	Install Above Sign 22
LB06	19	STA 549+13 (24.5' RT)	36"	36"		X		FYG				BK	X		X		19		X														21/2" - 12 ga.	12.3	2.8 RT	36	Install Above Sign 22
LB06	19	STA 552+45 (17.4' LT)	36"	36"		X		FYG				BK	X		X		19		X														21/2" - 12 ga.	12.3	3.0 LT	36	Install Above Sign 22

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* SEE SIGNAL PLANS

(##) = EXISTING SIGN DIMENSIONS

LP = LIGHT POLE

REGISTERED PROFESSIONAL ENGINEER
75,800PE
ADVANCE COPY
SUBJECT TO CHANGE
SIGNATURE
DATE: JUNE 2, 2010
NATHANIEL N. SCHROEDER
EXPIRES: JUN. 30, 2024

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DKS
720 SW Washington Street, Suite 500
Portland, Oregon 97205
(503) 243-3500
www.dksassociates.com

OREGON DEPARTMENT OF TRANSPORTATION

N. MOUNTAIN AVE OVERLAY

I-5 TO E. MAIN
JACKSON COUNTY

Designer: E. Alonzo
Reviewer: L. Camacho
Drafter: J. Iranshad
Checker: N. Schroeder

SIGN & POST DATA TABLE

SHEET NO. LC04

SIGN & POST DATA TABLE

SHT. NO.	SIGN NO.	SIGN LOCATION 4/ (TM200-TM201, TM635)	SIGN DIMENSIONS		SUB-STRATE			COLOR 1/ BACKGROUND		COLOR 1/ LEGEND			LEGEND TYPE		ANTI-GRAFFITI COATING	DOUBLE SIDED	SIGN NO. 2/	TYPE OF SUPPORT																	POST		FOOTING		REMARKS
			WIDTH	HEIGHT	PLYWOOD	SHEET ALUMINUM	EXTRUDED ALUMINUM BLANK D3	ASTM TYPE III OR TYPE IV	ASTM TYPE IX	ASTM TYPE III OR TYPE IV	ASTM TYPE IX	NON-REFLECTIVE	PERMANENT	REMOVABLE				WOOD POST (TM670-TM671, TM676)	PERF. STEEL SQUARE TUBE (TM671, TM676, TM681, TM687-TM689)	TRIANGULAR BASE BREAKAWAY (TM602)	MULTI-POST BREAKAWAY (TM220, TM600-TM601)	STAINLESS STEEL CLAMP (SSC) (TM677)	SIGNAL POLE MONT (TM680)	MAST ARM SIGN MOUNT (TM679)	2" Pipe Anchor Sign Suport (PBOT P405)	2" Pipe Dome Sign Suport (PBOT P-406)	CROSSWALK CLOSURE BARRICADE	"H" FRAME	CUSTOM VARIABLE SUPPORT	SECONDARY SIGN MOUNT			SIZE (BASED ON ESTIMATED LENGTH) (IN)	LENGTH (MUST BE FIELD VERIFIED) (FT)	LOCATION 3/ (FT)	MIN. DEPTH 5/ (IN)	
																														C 4X5.4	C 4X7.25	LENGTH					
LB05	20	STA 542+55 (25.8' LT)	12"	18"		X			W		R		X		X		20		X														2" - 12 ga.	8.5	8.0 LT	36	
LB06	20	STA 551+68 (17.2' LT)	12"	18"		X			W		R		X		X		20		X														2" - 12 ga.	8.5	2.9 LT	36	
LB02	21	STA 521+35 (24.9' RT)	36"	36"		X		Y				BK	X		X		21		X														21/2" - 12 ga.	11.1	8.9 RT	36	
LB05	21	STA 544+45 (26.7' LT)	36"	36"		X		Y				BK	X		X		21		X														21/2" - 12 ga.	11.1	8.3 LT	36	
LB02	22	STA 517+43 (23.0' RT)	24"	12"		X		Y				BK	X		X		22																				Inst. Below Sign 19
LB02	22	STA 521+92 (23.5' LT)	24"	12"		X		Y				BK	X		X		22																				Inst. Below Sign 19
LB03	22	STA 529+91 (20.7' RT)	24"	12"		X		Y				BK	X		X		22																				Inst. Below Sign 19
LB06	22	STA 549+13 (23.5' RT)	24"	12"		X		Y				BK	X		X		22																				Inst. Below Sign 19
LB06	22	STA 552+45 (17.4' LT)	24"	12"		X		Y				BK	X		X		22																				Inst. Below Sign 19
LB01	23	STA 504+XX (25.0' LT)	36"	36"		X		Y			R	BK	X		X		23		X														21/2" - 12 ga.	11.1	10.9 LT	36	
LB00	24	STA 509+30 (26.8' RT)	(18")	(6")		EX			EX		EX		EX		EX		24																				
LB01	24	STA 509+64 (32.9' LT)	18"	6"		X			R		W		X		X		24																				
LB06	26	STA 556+65 (25.3' RT)	36"	36"		X		Y				BK	X		X		26		X														21/2" - 12 ga.	12.7	4.3 RT	36	Inst. On Slip Base
LB06	26A	STA 556+65 (25.3' RT)	24"	18"		X		Y				BK	X		X		26A																				
LB07	26	STA 558+90 (21.1' LT)	36"	36"		X		Y				BK	X		X		26		X														21/2" - 12 ga.	12.7	6.1 LT	36	Inst. On Slip Base
LB07	26A	STA 558+90 (21.1' LT)	24"	18"		X		Y				BK	X		X		26A																				
LB06	28	STA 555+95 (25.3' RT)	36"	36"		X		Y				BK	X		X		28		X														21/2" - 12 ga.	10	4.3 RT	36	
LB07	28	STA 559+57 (21.1' LT)	36"	36"		X		Y				BK	X		X		28		X														21/2" - 12 ga.	10	6.1 LT	36	
LB03	31	STA 520+86 (18.8' LT)	18"	30"		X			W			BK	X		X		31																				Inst. Below Sign 1
LB06	44	STA 547+63 (17.6' LT)	36"	36"		X		Y				BK	X		X		44		X														21/2" - 12 ga.	12.7	8.3 LT	36	Inst. On Slip Base
LB06	44A	STA 547+63 (17.6' LT)	18"	18"		X		Y				BK	X		X		44A																				
LB07	49	STA 557+27 (28.7' RT)	36"	18"		X		Y				BK	X		X		49		X														2" - 12 ga.	8.5	7.5 LT	36	
LB07	49	STA 558+14 (22.4' LT)	36"	18"		X		Y				BK	X		X		49		X														2" - 12 ga.	8.5	7.5 RT	36	
LB07	50	STA 565+36 (32.0' RT)	12"	18"		X			W		G		X		X		50		X														2" - 12 ga.	8.5	1.0 RT	36	

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RB=RED-BLUE
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* SEE SIGNAL PLANS

(##) = EXISTING SIGN DIMENSIONS

LP = LIGHT POLE

REGISTERED PROFESSIONAL ENGINEER
75,800
ADVANCE COPY SUBJECT TO CHANGE
OREGON
JUNE 2, 2010
NATHANIEL N. SCHROEDER
EXPIRES: JUN. 30, 2024

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OREGON DEPARTMENT OF TRANSPORTATION

N. MOUNTAIN AVE OVERLAY

I-5 TO E. MAIN
JACKSON COUNTY

Designer: E. Alonzo
Reviewer: L. Camacho
Drafter: J. Iranshad
Checker: N. Schroeder

SIGN & POST DATA TABLE

SHEET NO. LC05

L E G E N D

C O N T R O L L E R S

(CC) *Install rectangular rapid flashing beacon controller cabinet*

P O L E S

(PP / N) *Install pedestrian signal pedestal with frangible base on (N=Number) foundation. See TM457 for details.*

(XR / PP) *Install (X=number) sided rectangular rapid flashing beacon system, (Pedestrian pedestal) (See Sheet No. ME01)*

(EX / 2) *Retain and protect existing Utility pole*

S I G N A L S

(PBH) *Install pushbutton with mount and sign ("PUSHBUTTON TO TURN ON WARNING LIGHTS" R10-25)*

C O N D U I T S

(S) *Install (S=size) inch conduit*

(HDD) *Install conduit by horizontal directional drilling, open trench not allowed*

W I R E S & C A B L E S

(X-N / G) *Install (X=number of cables) control cable(s) with (N=number) (G= AWG wire size) AWG conductors*

S I G N S

(*) *See signing plans for details on sign and attachment*

ACCOMPANIED BY DWGS.:
ODOT Standard Drawings TM457, TM467, TM470 and City of Ashland Standard Drawings CD980, CD981

REGISTERED PROFESSIONAL ENGINEER
75,80[illegible]
OREGON
JANUARY 12, 2010
NATHANIEL N. SCHROEDER
EXPIRES: JUN. 30, 2024

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OREGON DEPARTMENT OF TRANSPORTATION

N. MOUNTAIN AVE OVERLAY

I-5 TO E. MAIN
JACKSON COUNTY

Designer: E. Alonzo
Reviewer: L. Camacho
Drafter: J. Iranshad
Checker: N. Schroeder

LEGEND

SHEET NO.
MA01

FINAL ELECTRONIC DOCUMENT
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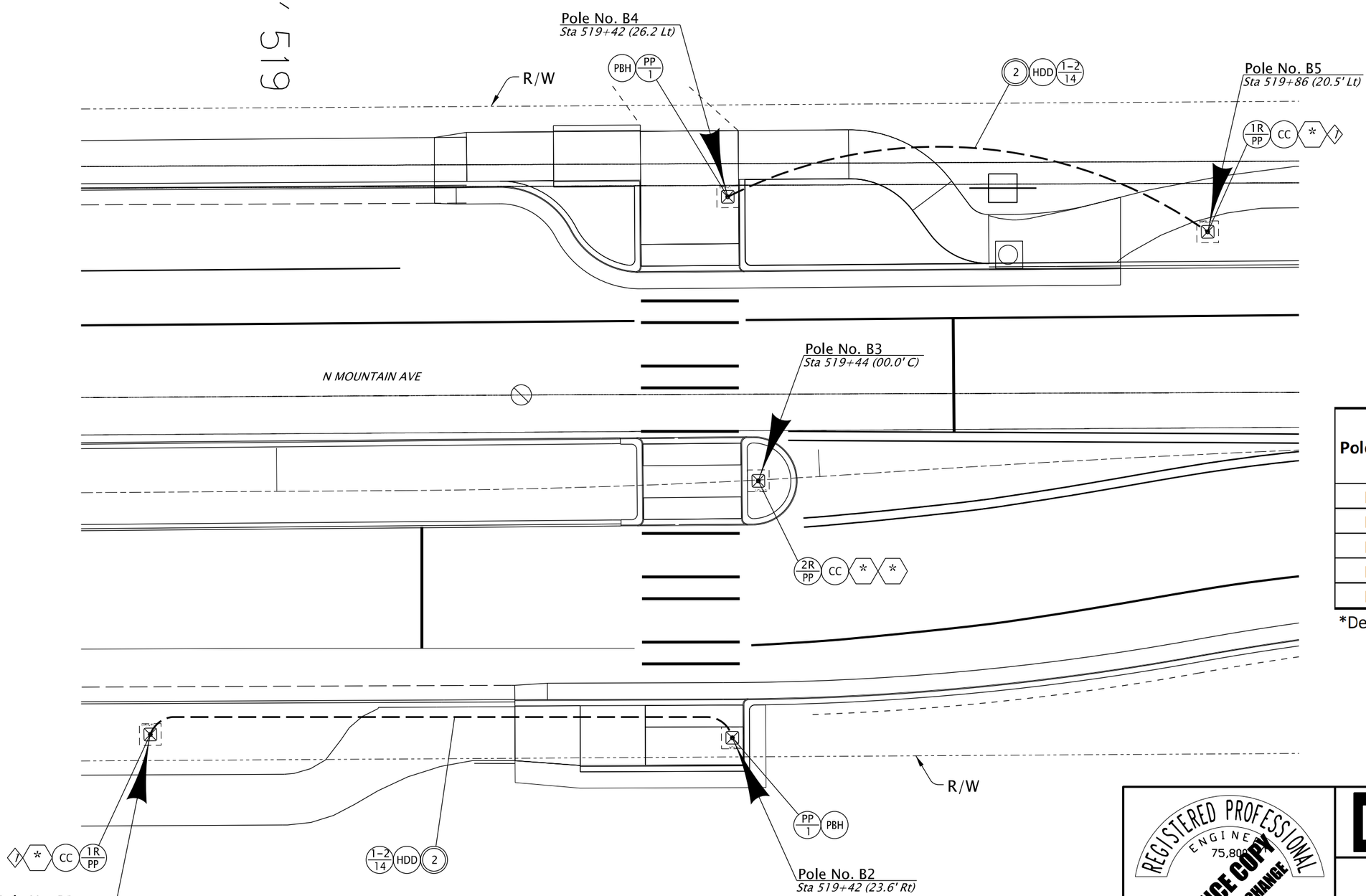
FLASHING BEACON PLAN
MOUNTAIN AVE – NORTH OF NEPENTHE RD

"M" 519



POLE ENTRANCE CHART

Pole No.	Pole Type	Ped Pushbutton Deg.*	Ped Signal Deg.*
B1	PP	N/A	0
B2	PP	90	N/A
B3	PP	N/A	0/180
B4	PP	270	N/A
B5	PP	N/A	180

*Degrees are clockwise from north

N

10 5 0 10
FEET

Construction Note:

◇7 *Coordinate with City of Ashland maintenance to trim curbside trees to provide adequate sight distance to rectangular rapid flashing beacon assembly.*

REGISTERED PROFESSIONAL ENGINEER
75,800
ADVANCE COPY SUBJECT TO CHANGE
SIGNATURE ON FILE
NATHANIEL N. SCHROEDER
EXPIRES: JUN. 30, 2024

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N. MOUNTAIN AVE OVERLAY

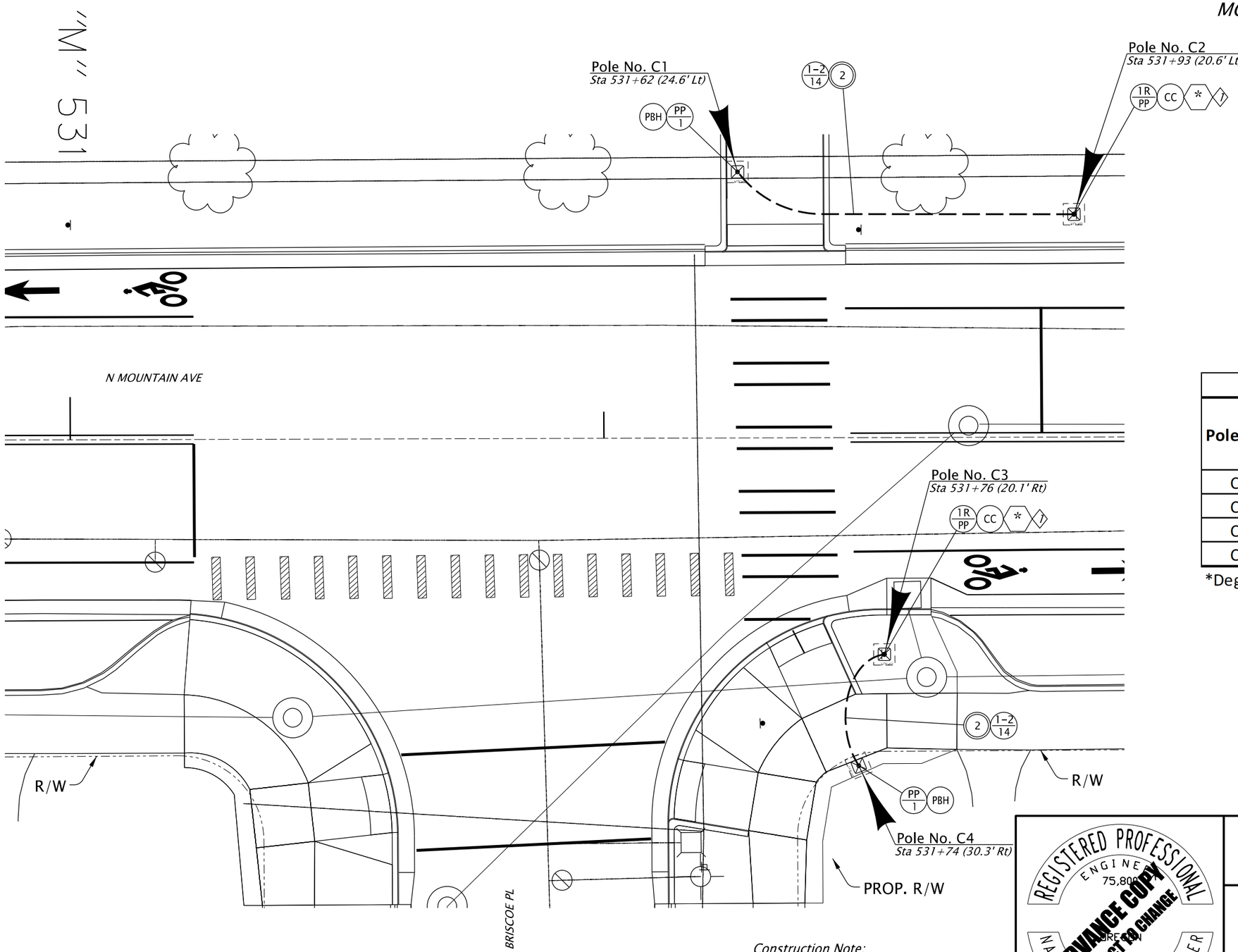
I-5 TO E. MAIN
JACKSON COUNTY

Designer: E. Alonzo
Drafter: J. Iranshad
Reviewer: L. Camacho
Checker: N. Schroeder

FLASHING BEACON PLAN

SHEET NO.
MB01

FLASHING BEACON PLAN
MOUNTAIN AVE AT BRISCOE PL



POLE ENTRANCE CHART			
Pole No.	**Pole Type**	**Ped Pushbutton Deg.***	**Ped Signal Deg.***
C1	PP	270	N/A
C2	PP	N/A	180
C3	PP	N/A	0
C4	PP	90	N/A

*Degrees are clockwise from north

Construction Note:

1. *Coordinate City of Ashland maintenance to trim curbside trees to provide adequate sight distance to rectangular rapid flashing beacon assembly.*

N

10 5 0 10
FEET

REGISTERED PROFESSIONAL ENGINEER
75,800
OREGON
JULY 2, 2010
NATHANIEL N. SCHROEDER
EXPIRES: JUN. 30, 2024

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OREGON DEPARTMENT OF TRANSPORTATION

N. MOUNTAIN AVE OVERLAY

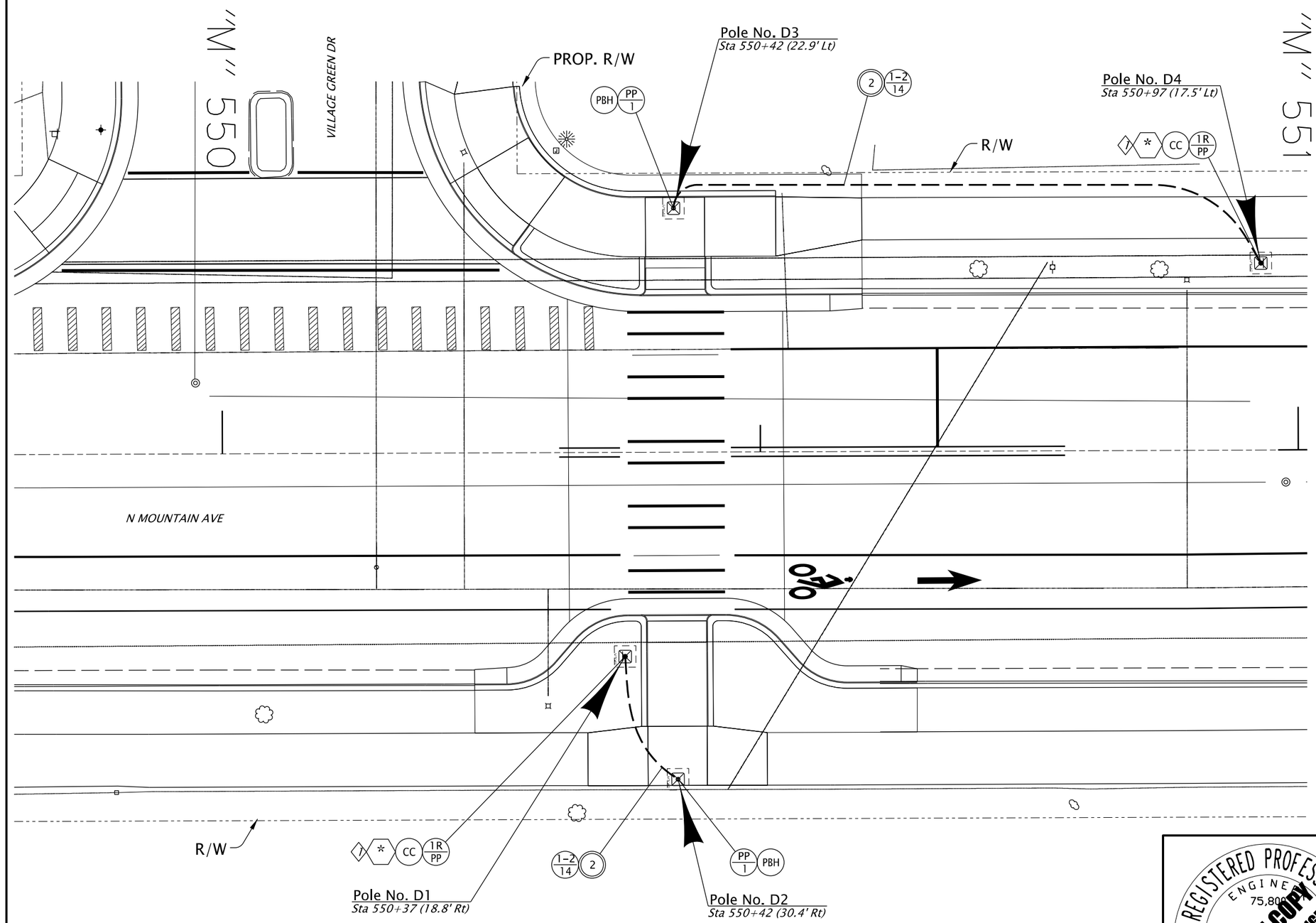
I-5 TO E. MAIN
JACKSON COUNTY

Designer: E. Alonzo
Drafter: J. Iranshad
Reviewer: L. Camacho
Checker: N. Schroeder

FLASHING BEACON PLAN

SHEET NO.
MC01

FLASHING BEACON PLAN
MOUNTAIN AVE AT VILLAGE CREEK DR



POLE ENTRANCE CHART			
Pole No.	**Pole Type**	**Ped Pushbutton Deg.***	**Ped Signal Deg.***
D1	PP	N/A	0
D2	PP	90	N/A
D3	PP	270	N/A
D4	PP	N/A	180

*Degrees are clockwise from north

N

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FEET

Construction Note:

1 *Coordinate with City of Ashland maintenance to trim curbside trees to provide adequate sight distance to rectangular rapid flashing beacon assembly.*

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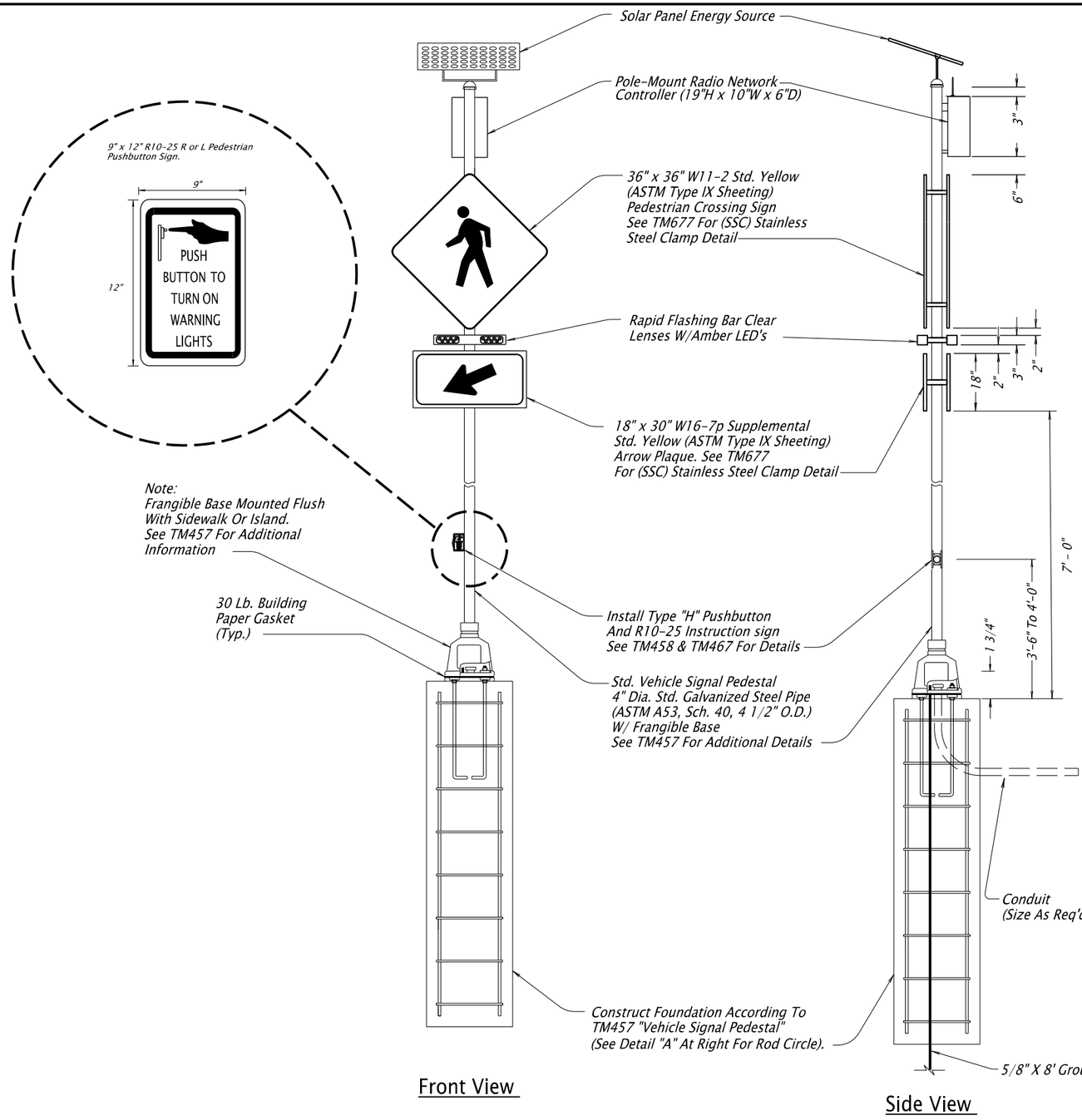
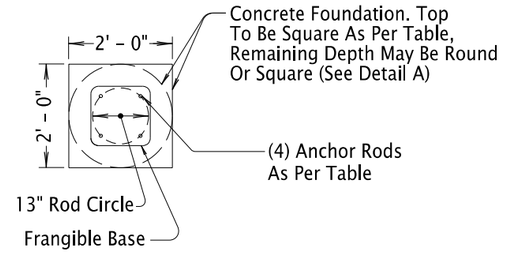
FLASHING BEACON PLAN

SHEET NO.
MD01

SIGNAL DETAILS





DETAIL "A"

RECTANGULAR RAPID FLASHING BEACON SYSTEM PEDESTRIAN PEDESTAL INSTALLATION (ONE SIDED*, TWO SIDED, SOLAR POWERED)

* When shown on plans

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I-5 TO E. MAIN
JACKSON COUNTY

Designer: E. Alonzo | Reviewer: L. Camacho
Drafter: J. Iranshad | Checker: N. Schroeder

DETAILS

SHEET NO. ME01

ILLUMINATION LEGEND AND LIGHT POLE TABLE

LEGEND

POLES

- EX/LP — *Retain and protect existing illumination pole and appurtenances.*
- EX/WP — *Retain and protect existing wood illumination pole and appertunances.*
- FDN — *Install City of Ashland standard 5-LB precast footing.*
- N — *Install light pole (N=number) (See metal light pole table).*

LUMINAIRES

- EX/Lum — *Retain and protect existing luminaire.*
- LED — *Install light emitting diode luminaire. (See light pole table). Bond luminaire to pole grounding terminal.*

CONDUITS

- S — *Install (S=size) inch conduit.*
- W — *Install conduit and wire as required by power company.*
- EX/EC — *Retain and protect existing electrical conduit.*
- HDD — *Install conduit by horizontal directional drilling, open trench not allowed.*

JUNCTION BOXES

- EX/JB — *Retain and protect existing junction box.*
- JB/1 — *Install 17"x10"x12" (min. dimension) precast concrete junction box.*
- JB/1A — *Install 17"x10"x12" (min. dimension) precast concrete junction box with concrete apron.*
- JB/2A — *Install 22"x12"x12" (min. dimension) precast concrete junction box with concrete apron.*

WIRES & CABLES

- N G — *Install (N=number) No. (G=AWG wire size) XHHW wires.*
- L#N — *Roadway illumination circuit no. (N).*
- G(S) — *Install one No. (S) copper ground wire.*
- PS — *Power source for 120 volt.*
- EX/W — *Retain and protect existing wiring.*

CABINETS

- FSD — *Install free standing streetlight disconnect per City of Ashland Electric Department Standards, Figure 10.3.7.*

LIGHT POLE TABLE

Pole No.	Street	Station	Offset	Style	Mounting Height (ft)	Luminaire Wattage	Notes
1	N Mountain Avenue	505+55.0	26.5' L	Antique Street Lamps EML17-ST-49LED350MA-3K-GCF-MVOLT-R2-DBL	18	59	
2	N Mountain Avenue	506+08.6	20.4' L	Antique Street Lamps EML17-ST-49LED350MA-3K-GCF-MVOLT-R2-DBL	18	59	
3	N Mountain Avenue	507+21.0	19.9' L	Antique Street Lamps EML17-ST-49LED350MA-3K-GCF-MVOLT-R2-DBL	18	59	
4	N Mountain Avenue	507+49.1	33.5' R	Antique Street Lamps EML17-ST-49LED350MA-3K-GCF-MVOLT-R2-DBL	18	59	
5	N Mountain Avenue	509+31.5	27.0' R	Antique Street Lamps EML17-ST-49LED350MA-3K-GCF-MVOLT-R2-DBL	18	59	
6	N Mountain Avenue	509+51.7	32.4' L	Antique Street Lamps EML17-ST-49LED350MA-3K-GCF-MVOLT-R2-DBL	18	59	
7	N Mountain Avenue	510+01.7	30.2' R	Antique Street Lamps EML17-ST-49LED350MA-3K-GCF-MVOLT-R2-DBL	18	59	
8	N Mountain Avenue	516+55.6	26.4' R	Antique Street Lamps EML17-ST-49LED350MA-3K-GCF-MVOLT-R2-DBL	18	59	
9	N Mountain Avenue	516+99.5	26.4' R	Antique Street Lamps EML17-ST-49LED350MA-3K-GCF-MVOLT-R2-DBL	18	59	
10	N Mountain Avenue	519+21.8	25.9' R	Antique Street Lamps EML17-ST-49LED350MA-3K-GCF-MVOLT-R2-DBL	18	59	
11	N Mountain Avenue	519+58.0	22.1' L	Antique Street Lamps EML17-ST-49LED350MA-3K-GCF-MVOLT-R2-DBL	18	59	
12	N Mountain Avenue	525+91.8	18.4' R	Antique Street Lamps EML17-ST-49LED350MA-3K-GCF-MVOLT-R2-DBL	18	59	
13	N Mountain Avenue	526+23.7	21.9' L	Antique Street Lamps EML17-ST-49LED350MA-3K-GCF-MVOLT-R2-DBL	18	59	
14	N Mountain Avenue	531+11.4	19.8' R	Antique Street Lamps EML17-ST-49LED350MA-3K-GCF-MVOLT-R2-DBL	18	59	
15	N Mountain Avenue	531+74.0	20.9' L	Antique Street Lamps EML17-ST-49LED350MA-3K-GCF-MVOLT-R2-DBL	18	59	
16	N Mountain Avenue	550+14.8	24.1' R	Antique Street Lamps EML17-ST-49LED350MA-3K-GCF-MVOLT-R2-DBL	18	59	
17	N Mountain Avenue	550+62.9	17.4' L	Antique Street Lamps EML17-ST-49LED350MA-3K-GCF-MVOLT-R2-DBL	18	59	
18	N Mountain Avenue	559+62.3	24.2' R	Antique Street Lamps EML17-ST-49LED350MA-3K-GCF-MVOLT-R2-DBL	18	59	

INTERSECTION LIGHT LEVELS SUMMARY

Road Name	Roadway Classification	Pedestrian Conflict Area	Target Values		Achieved Values	
			Avg Maintained Horizontal Illuminance (fc)	Horizontal Uniformity (Avg/Min)	Avg Maintained Horizontal Illuminance (fc)	Horizontal Uniformity (Avg/Min)
Mountain Ave/Skylark Pl	Collector/Local	Low	≥0.9	≤4.0:1	1.1	2.7
Mountain Ave/Nevada St	Collector/Collector	Low	≥1.1	≤4.0:1	1.4	3.5
Mountain Ave/Fair Oaks Ave	Collector/Local	Low	≥0.9	≤4.0:1	1.2	3.9
Mountain Ave/Mountain Meadows Dr	Collector/Local	Low	≥0.9	≤4.0:1	1.3	3.3
Mountain Ave/Briscoe Pl	Collector/Local	Low	≥0.9	≤4.0:1	1.5	3.8
Mountain Ave/Village Green Dr	Collector/Local	Low	≥0.9	≤4.0:1	1.0	3.3
Mountain Ave/B St	Collector/Local	Low	≥0.9	≤4.0:1	0.9	3.1

PEDESTRIAN CROSSING LIGHT LEVELS SUMMARY

Road Name	Roadway Classification	Pedestrian Conflict Area	Target Values			Achieved Values		
			Avg. Maintained Horizontal Illuminance (fc)	Horizontal Uniformity (Avg/Min)	Avg. Maintained Vertical Illuminance (fc)	Avg. Maintained Horizontal Illuminance (fc)	Horizontal Uniformity (Avg/Min)	Avg. Maintained Vertical Illuminance (fc)
Midblock Crosswalk 1 - Mountain Ave (Mountain Meadows Dr to Nepenthe Rd)	Collector	Low	≥0.9	≤4.0:1	≥0.95	1.4	1.4	1.6/1.5*
Crosswalk 2 - Briscoe Pl/Mountain Ave	Collector/Local	Low	≥0.9	≤4.0:1	≥0.95	2.0	1.3	1.6/1.0*
Midblock Crosswalk 3 - Mountain Ave (East Dr to Clinton St)	Collector	Low	≥0.9	≤4.0:1	≥0.95	1.9	1.2	1.8/1.8*
Crosswalk 4 - Village Green Dr/Mountain Ave	Collector	Low	≥0.9	≤4.0:1	≥0.95	1.4	1.2	1.0/1.0*

*(Looking North)/(Looking South)

ACCOMPANIED BY DWGS.:
ODOT Standard Drawings TM300, TM301, and City of Ashland Standard Drawings CD60a, CD980, CD981

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75,800
OREGON
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OREGON DEPARTMENT OF TRANSPORTATION

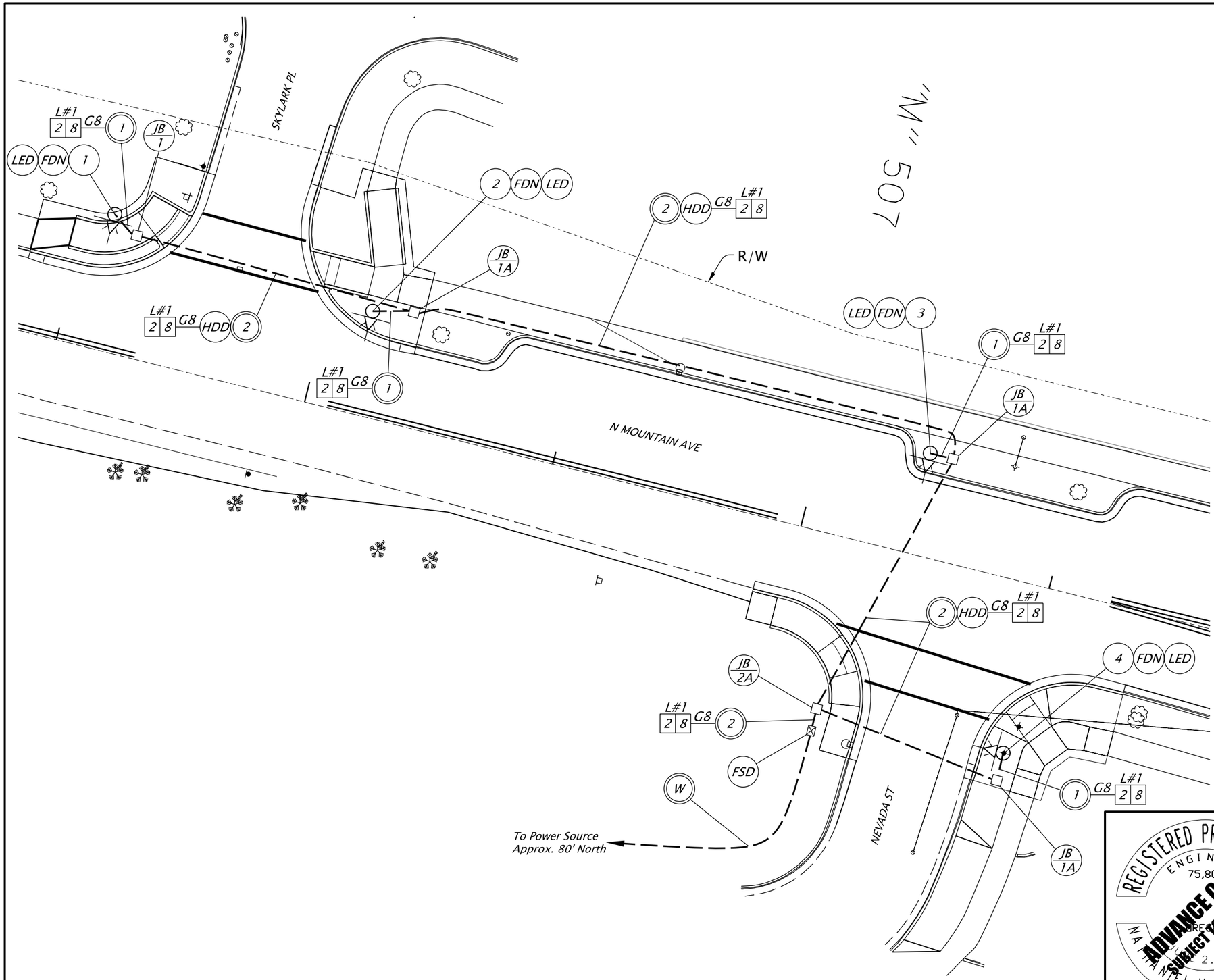
N. MOUNTAIN AVE OVERLAY
I-5 TO E. MAIN
JACKSON COUNTY

Designer: E. Alonzo | Reviewer: L. Comacho
Drafter: J. Iranshad | Checker: N. Schroeder

ILLUMINATION LEGEND AND LIGHT POLE TABLE

SHEET NO. PA01

ILLUMINATION PLAN
MOUNTAIN AVE AT SKYLARK PL
MOUNTAIN AVE AT NEVADA ST



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I-5 TO E. MAIN
JACKSON COUNTY

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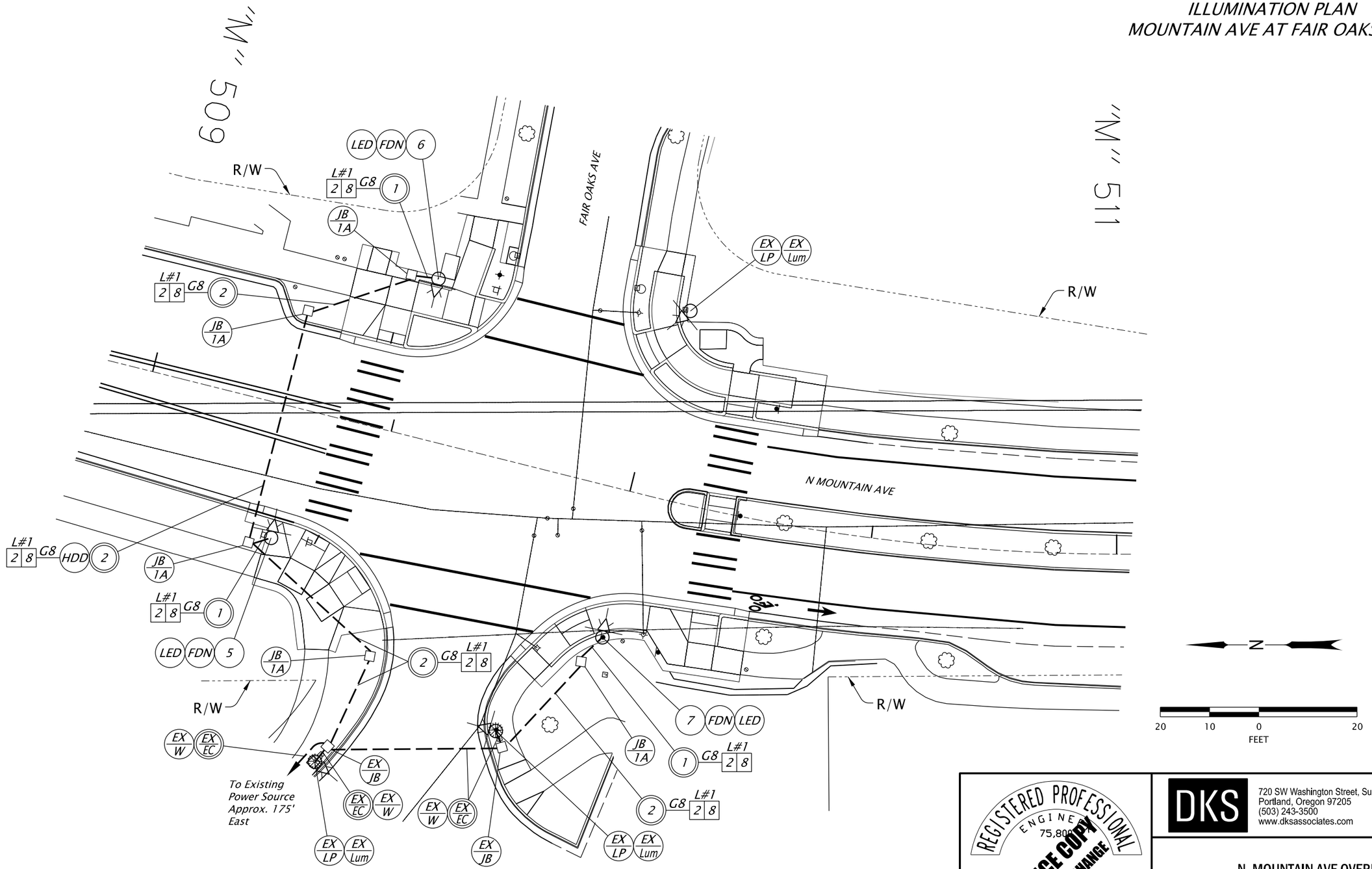
Checker: N. Schroeder

ILLUMINATION PLAN

SHEET NO.
PB01

ILLUMINATION PLAN
MOUNTAIN AVE AT FAIR OAKS AVE



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N. MOUNTAIN AVE OVERLAY

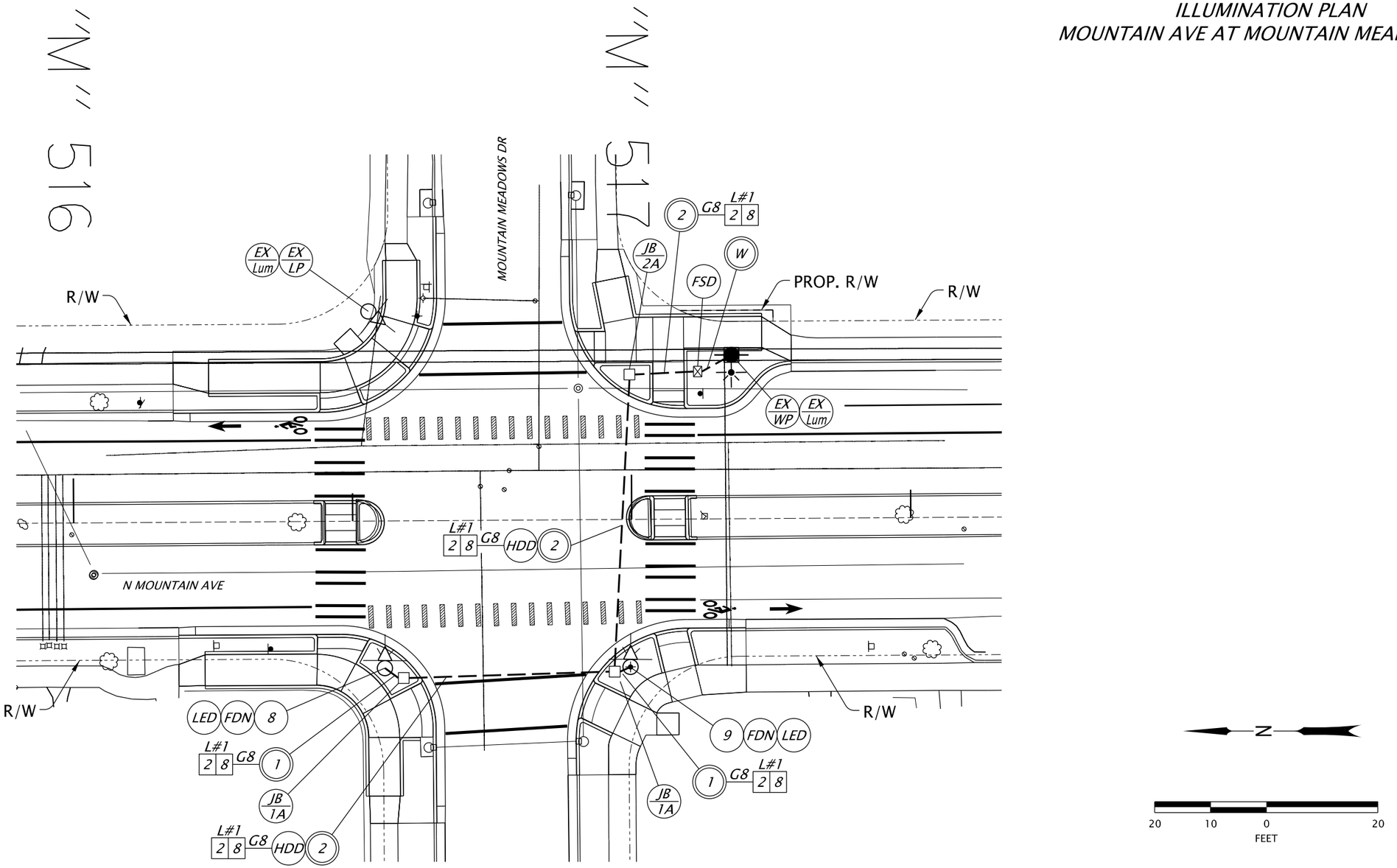
I-5 TO E. MAIN
JACKSON COUNTY

Designer: E. Alonzo	Reviewer: L. Comacho
Drafter: J. Iranshad	Checker: N. Schroeder

ILLUMINATION PLAN

SHEET NO.
PB02

ILLUMINATION PLAN
MOUNTAIN AVE AT MOUNTAIN MEADOWS DR



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I-5 TO E. MAIN
JACKSON COUNTY

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Drafter: J. Iranshad	Checker: N. Schroeder

ILLUMINATION PLAN — SHEET NO. PB03

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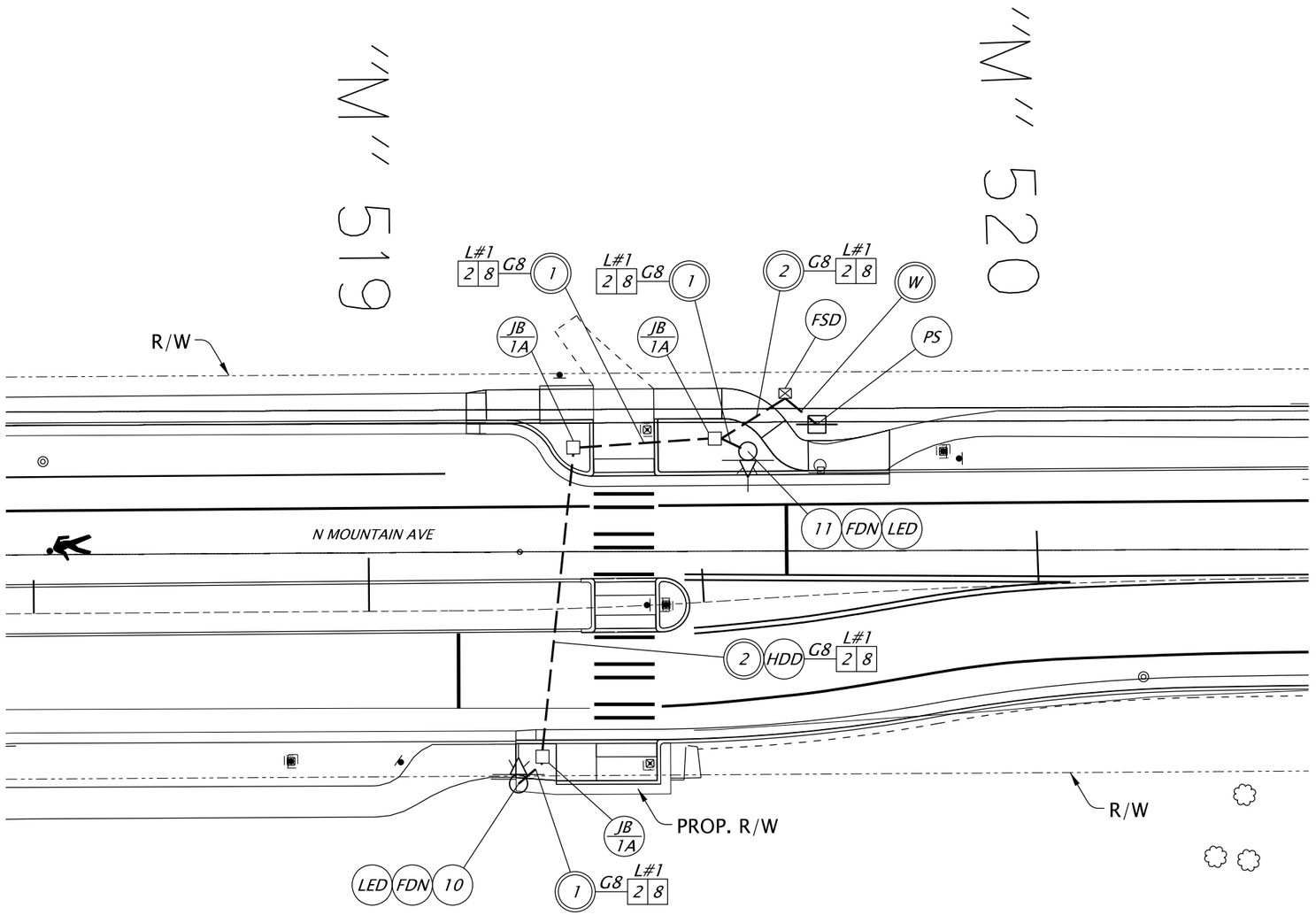
ILLUMINATION PLAN
MOUNTAIN AVE – NORTH OF NEPENTHE RD



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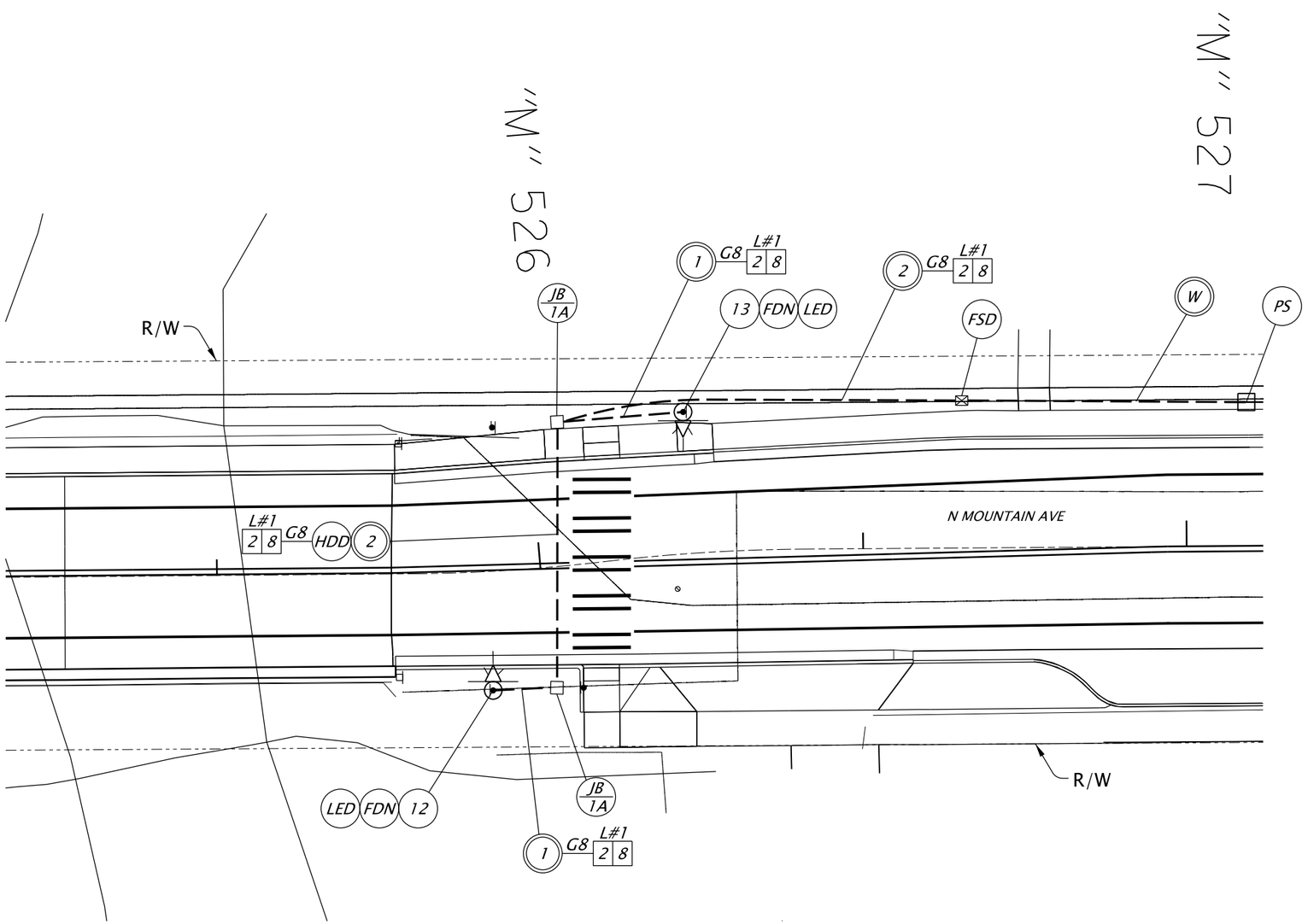
ILLUMINATION PLAN

SHEET NO.
PB04

ILLUMINATION PLAN
MOUNTAIN AVE – NORTH OF CLINTON ST



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JACKSON COUNTY

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Reviewer: L. Comacho
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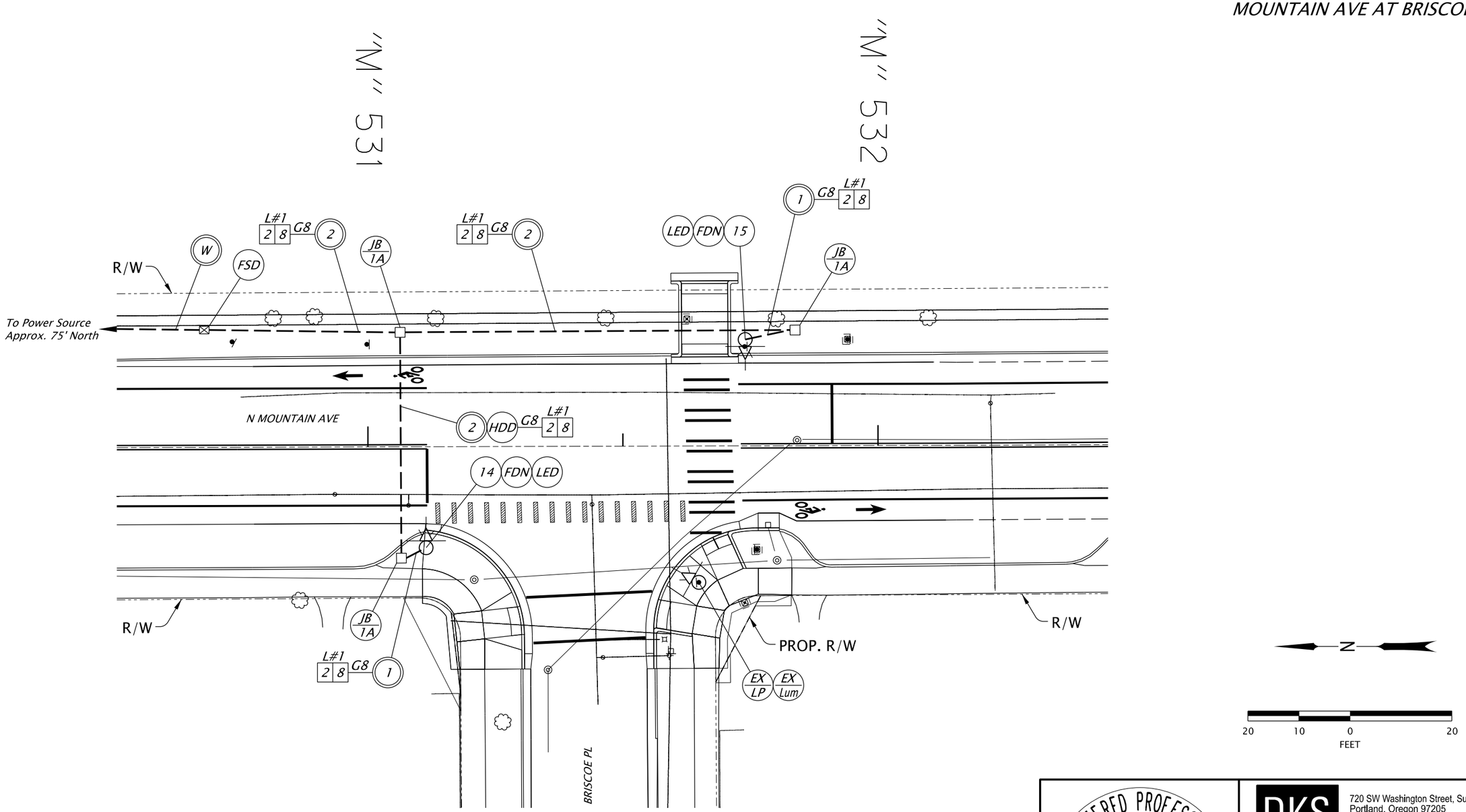
Checker: N. Schroeder

ILLUMINATION PLAN

SHEET NO.
PB05

ILLUMINATION PLAN
MOUNTAIN AVE AT BRISCOE PL



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Reviewer: L. Comacho
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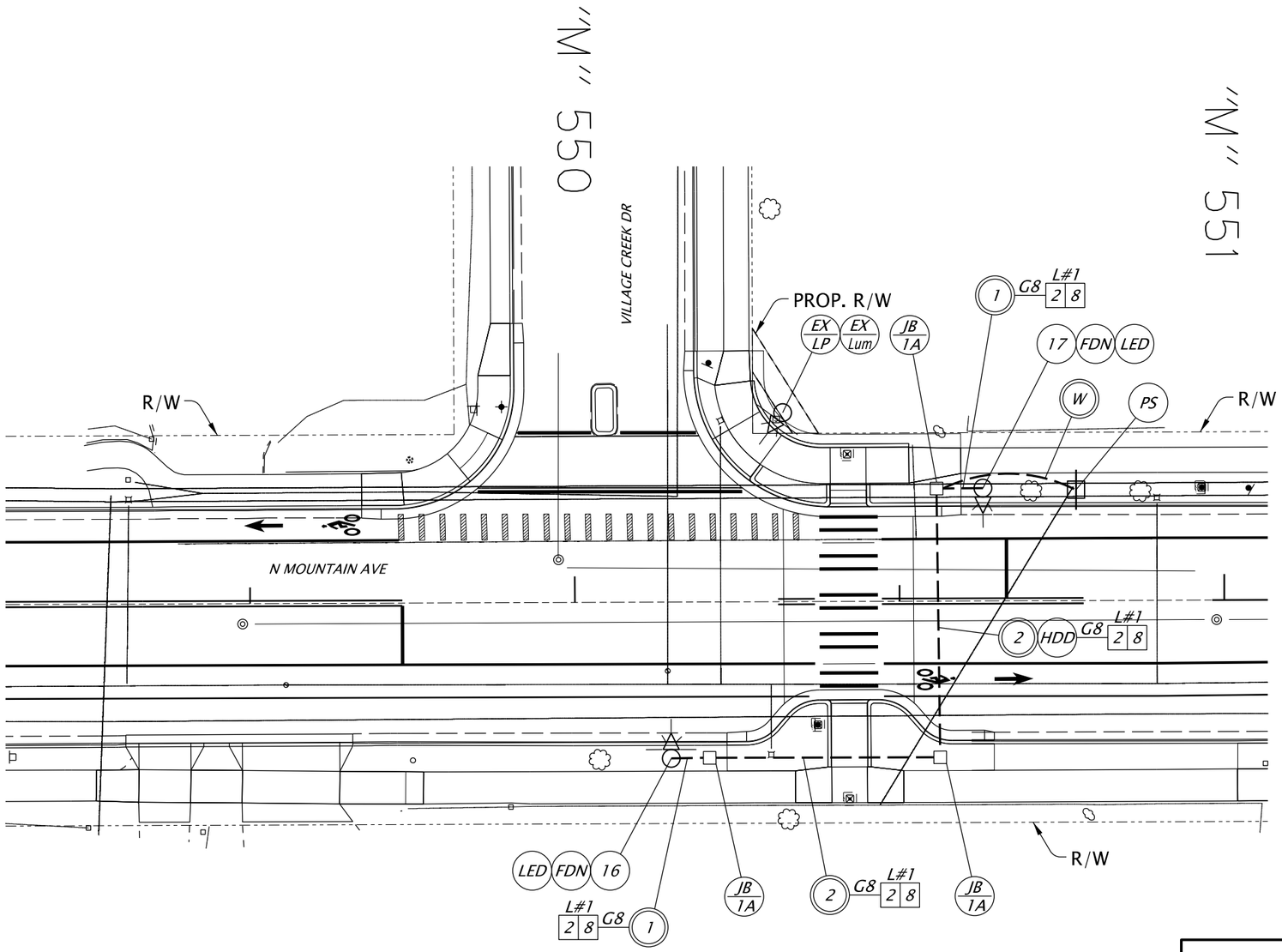
ILLUMINATION PLAN

SHEET NO.
PB06

ILLUMINATION PLAN
MOUNTAIN AVE AT VILLAGE CREEK DR



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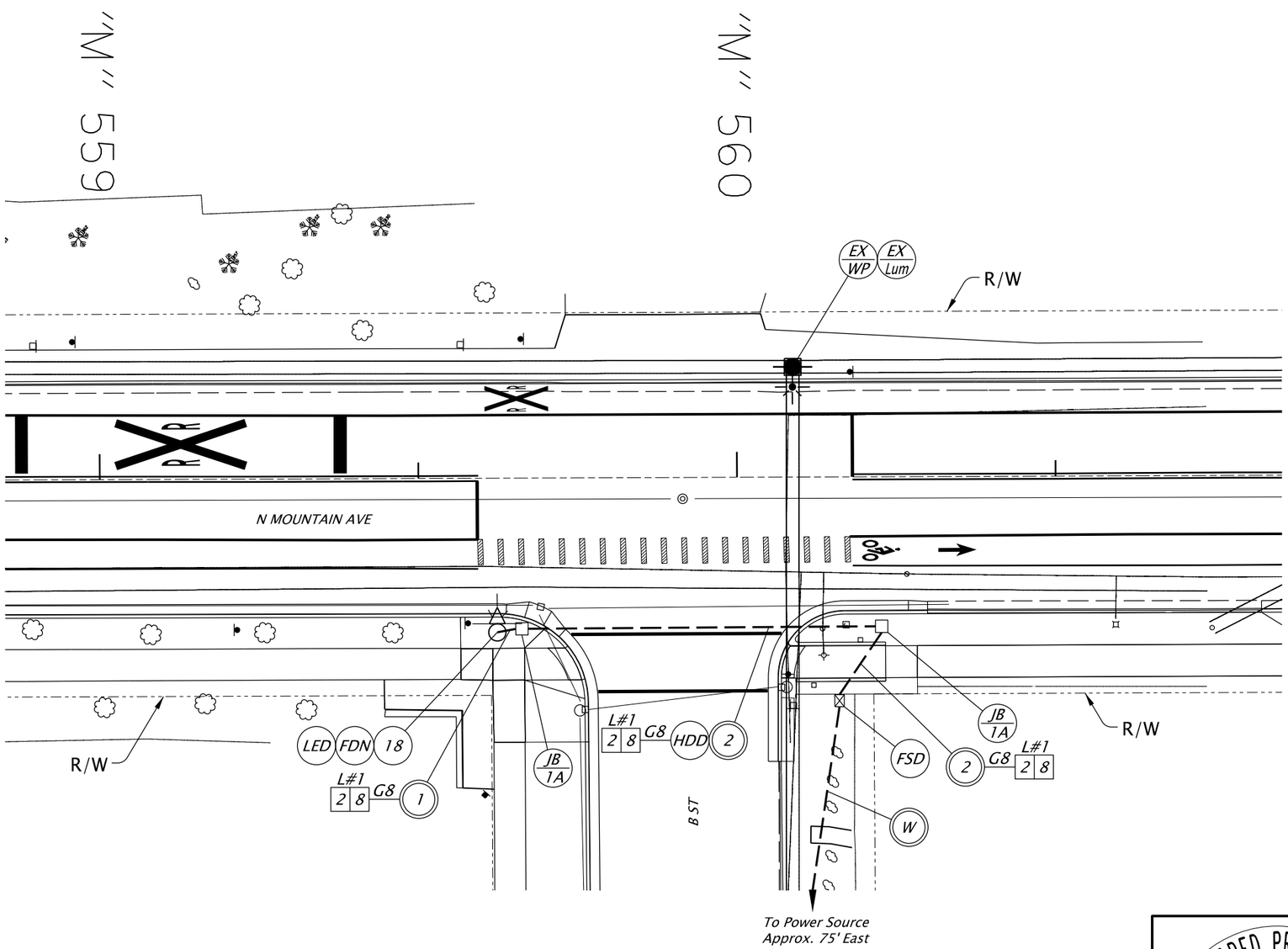
Drafter: J. Iranshad	Checker: N. Schroeder

ILLUMINATION PLAN

SHEET NO.
PB07

ILLUMINATION PLAN
MOUNTAIN AVE AT B ST



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ILLUMINATION PLAN

SHEET NO.
PB08

Memo

CITY OF ASHLAND

Date: May 17, 2023
From: Scott A. Fleury
To: Transportation Advisory Committee
RE: Parklet Program

BACKGROUND:
The Parklet Program was discussed at the April 20th Transportation Committee meeting. The outcome of the discussion was to work with the Chamber of Commerce to develop a survey to gauge interest of downtown business for pursuing a Parklet Program.

At that time, staff was also waiting for a decision from the Oregon Department of Transportation on if they would permit a Parklet Program within their right of way. ODOT has informed staff they will not be permitting parklets within their jurisdiction moving forward. The only remedy to this situation would be jurisdictional transfer from ODOT to the City and thus City rules/regulations could apply within the right of way.

Since ODOT won't be permitting a Parklet Program, this only leaves the side streets under City jurisdiction within the downtown corridor and Railroad District Businesses that could support a Parklet Program.

Next Steps:
- Schedule meeting with Chamber representatives and City staff to discuss and develop survey questions (June/July).
- Develop map of survey/outreach area (June/July)
- Send out survey (July/August)
- Obtain business feedback (August/September)
- Determine next steps (September)

Previous Background April 20, 2023 Meeting:
At the April 4, 2023 Business Meeting the City Council requested staff begin the process of reviewing and developing a parklet program similar to what the City of Medford previously developed and adopted.

In brief the Council motioned for the Transportation Committee to "Develop a feasibility study on a parklet program".

Staff has included background information the City of Medford has developed for their program as initial reference materials.

The following items should be considered in the feasibility analysis:
1. **Code Review:**

a. Implementing a Parklet will require a new section to the municipal code and review of the existing encroachment guidelines to avoid generating confusion or problems. The current encroachment code only focuses on sidewalk dining, not dining in parking spots.

2. **Permitting:**
    a. To implement this approach along E. Main Street, Public Works will be required to coordinate with the Oregon Department of Transportation (ODOT). E. Main is ODOT right-of-way necessitation their review of permitting and proposed design standards for parklets.
    b. Application of the program in Ashland right of way would be more straightforward as the City controls the right of way and can permit applications once the code is developed and approved by the City Council. A parklet program limited to Ashland right of way could generate questions of unfair competition by E. Main Street businesses if ODOT denied the use of their right-of-way for parklets.
3. **Parking:**
    a. Parking in general is an issue downtown and the loss of parking spaces in the right of way is very likely to be a point of contention for all business operations downtown. It would be best to conduct an outreach effort to involve downtown businesses in any discussion/development of a parklet program.
4. **Design Standards:**
    a. Design standards either similar to Medford's or another jurisdiction need to be developed. These design standards also need to account for safety of the traveling public and appropriate accessibility needs.
5. **Stakeholder Engagement:**
    a. Who are the stakeholders and how are all of the parties engaged in the process to generate appropriate information and recommendations to bring forward to Council for discussion?

Developing a parklet program for Ashland will involve most City Departments and various stakeholders and outside agencies in order to develop a successful outcome. This type of process takes time to put together and navigate.

CONCLUSION:
Action required, this is a continued discussion on the parklet program, and the Transportation Committee is asked to weigh in on next steps, including participation in survey development and meetings with the chamber.