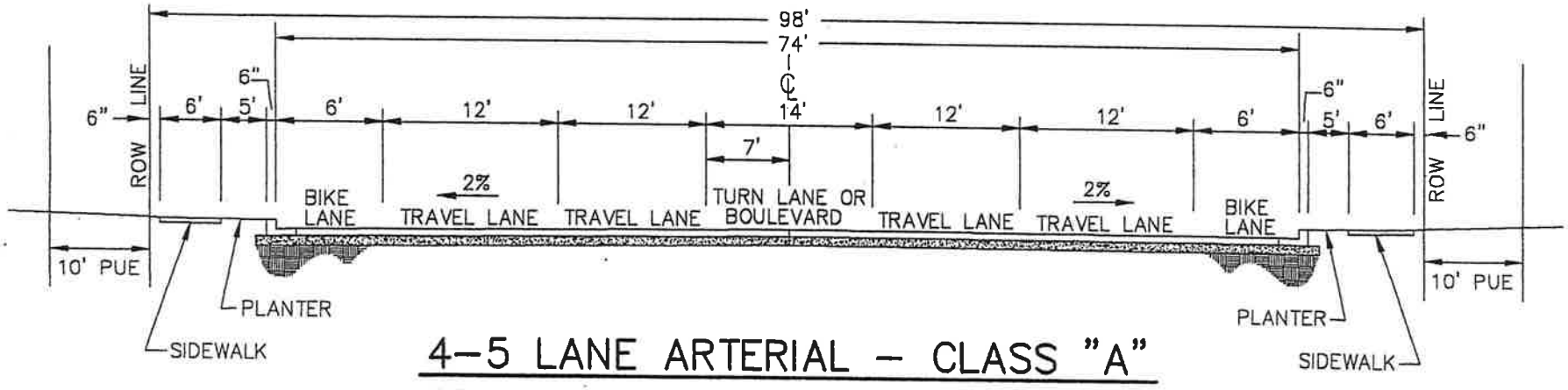
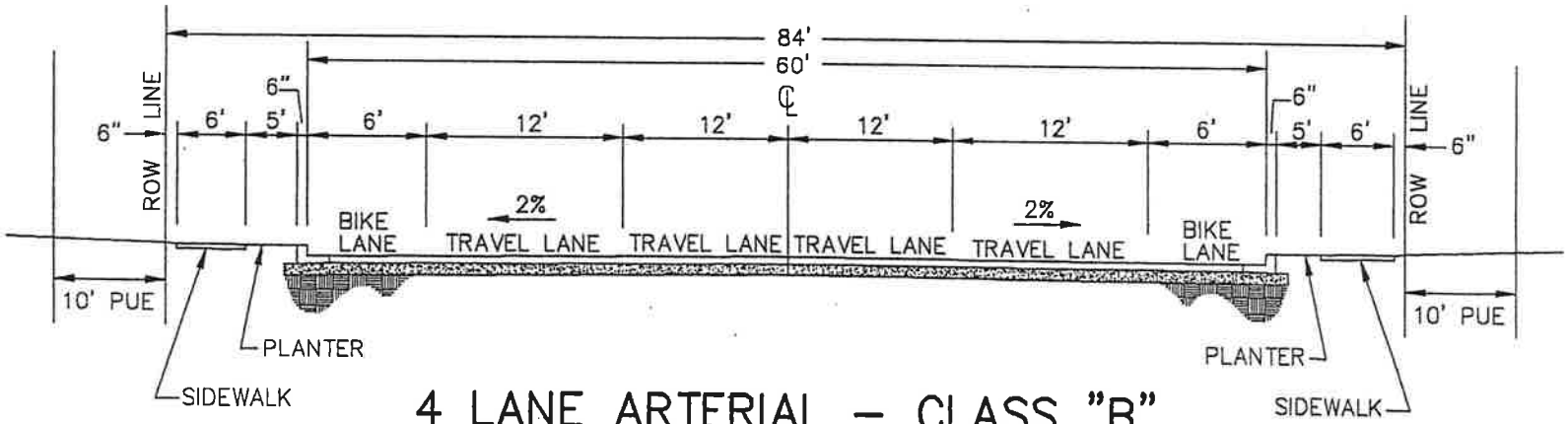
STREET DETAILS

INDX.DWG



4–5 LANE ARTERIAL – CLASS "A"

NOT TO SCALE



4 LANE ARTERIAL – CLASS "B"

NOT TO SCALE

NO.	DATE	INITIAL	REVISIONS
DESIGN:		DRAWN:	APPROVED: 2001

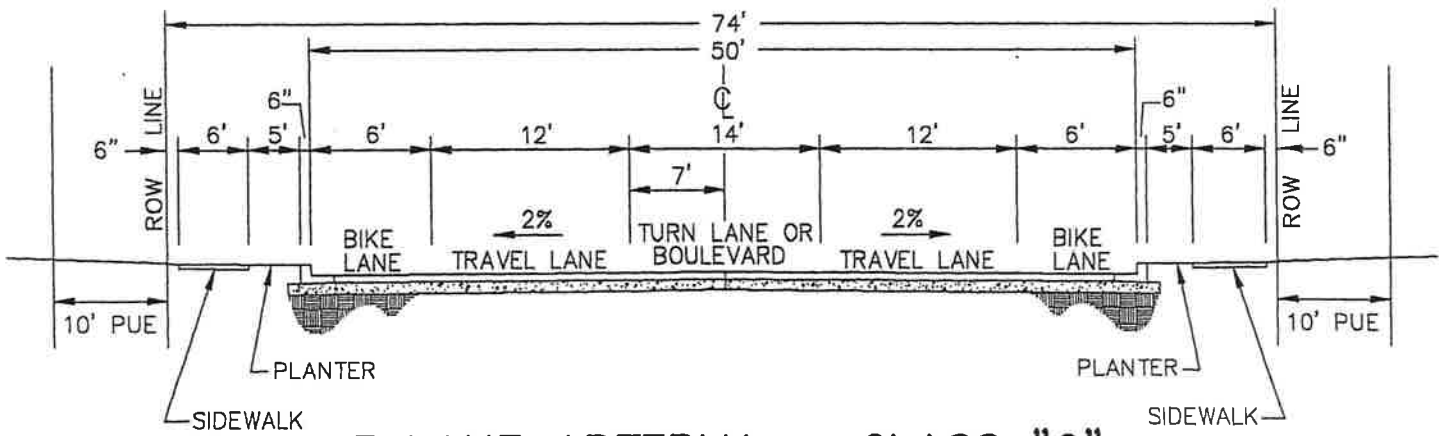
CITY OF EAGLE POINT
ENGINEERING DEPT.

ARTERIAL STREET SECTION

SCALE: NONE

DWG. NO. EP–200A

EP–200A.DWG



3 LANE ARTERIAL – CLASS "C"

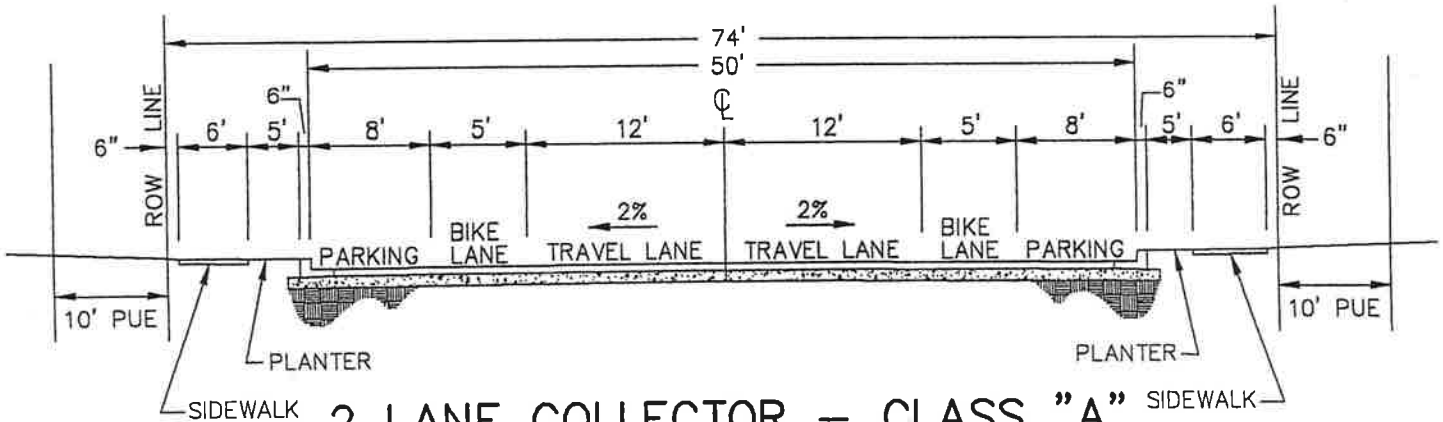
NOT TO SCALE

NO.	DATE	INITIAL	REVISIONS
DESIGN:		DRAWN:	APPROVED: 2001

CITY OF EAGLE POINT
ENGINEERING DEPT.

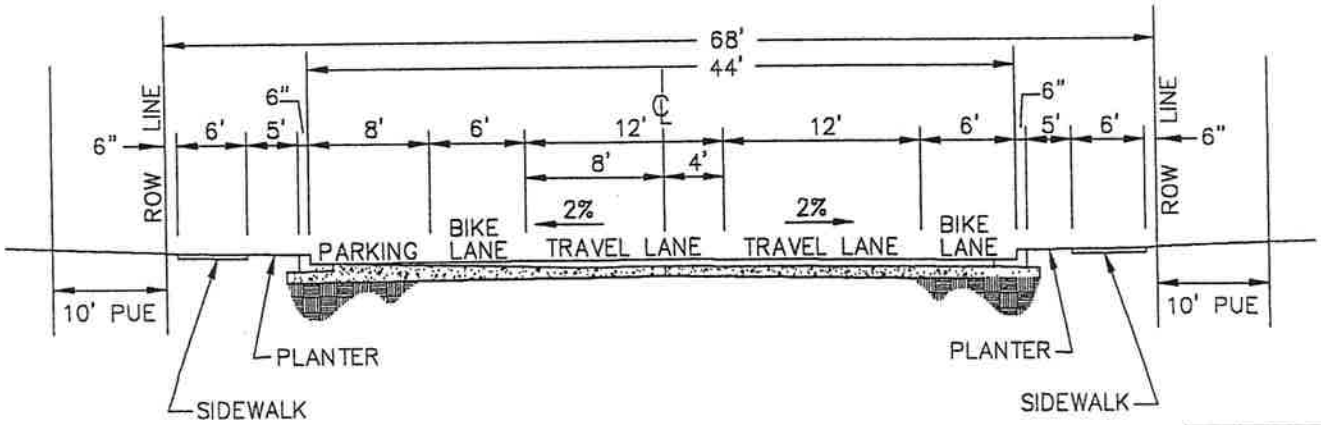
ARTERIAL STREET SECTION

SCALE: NONE | DWG. NO. **EP–200B**



2 LANE COLLECTOR – CLASS "A"

NOT TO SCALE



2 LANE COLLECTOR – CLASS "B"

NOT TO SCALE

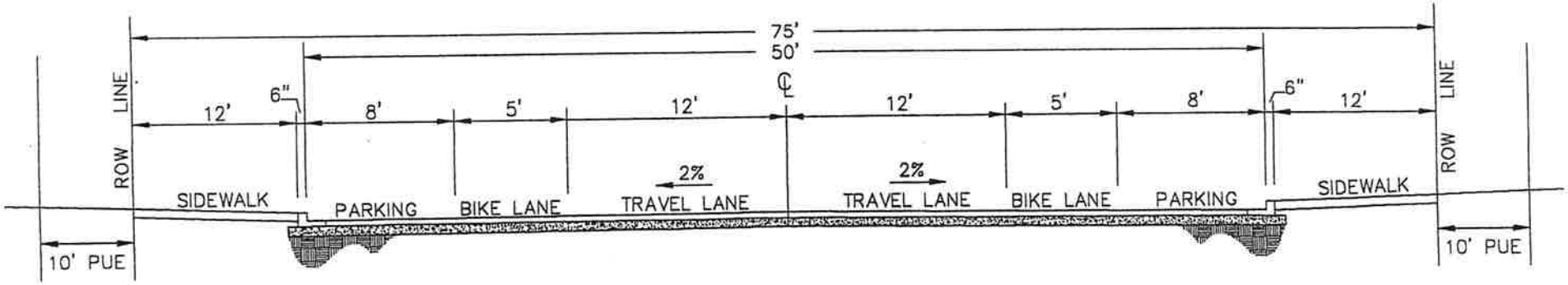
NO.	DATE	INITIAL	REVISIONS
DESIGN:		DRAWN:	APPROVED: 2001

CITY OF EAGLE POINT
ENGINEERING DEPT.

COLLECTOR STREET SECTION

SCALE: **NONE** | DWG. NO. **EP–200C**

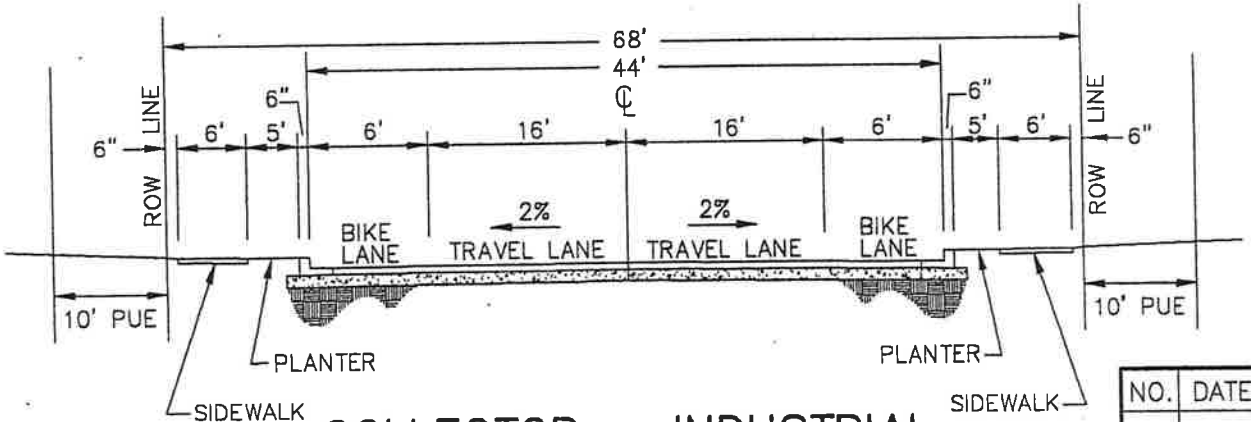
EP-200C.DWG



2 LANE COLLECTOR – COMMERCIAL

NOT TO SCALE

NOTE:
COMMERCIAL STREETS – SEE STREET SCAPE STANDARDS FOR PLACEMENT AND STANDARDS FOR TREES AND ORNAMENTAL LIGHTING IN SIDEWALKS



COLLECTOR – INDUSTRIAL

NOT TO SCALE

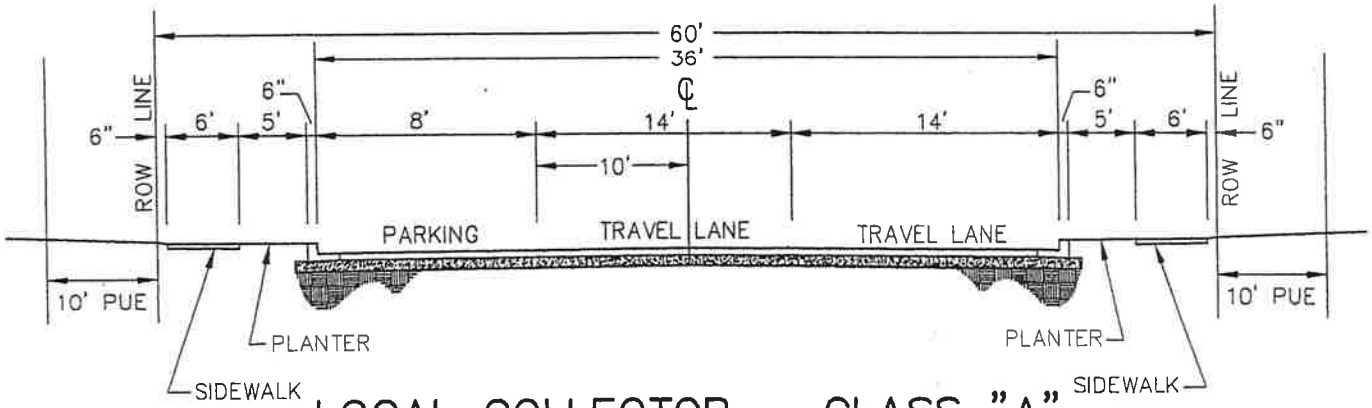
NO.	DATE	INITIAL	REVISIONS
DESIGN:		DRAWN:	APPROVED: 2001

CITY OF EAGLE POINT
ENGINEERING DEPT.

COLLECTOR STREET SECTION

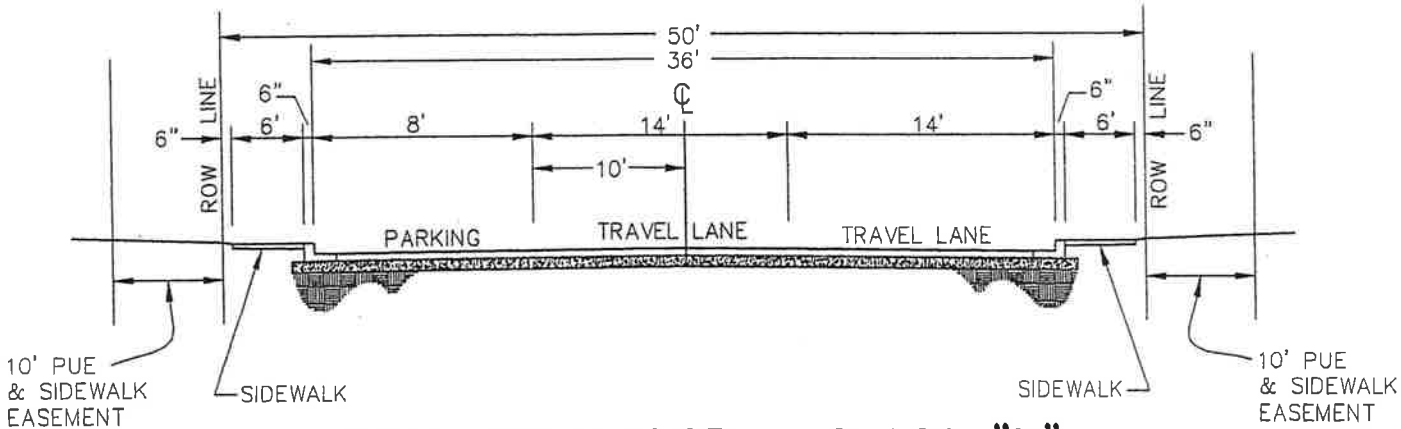
SCALE: NONE | DWG. NO. EP–200E

FP–200F.DWG



LOCAL COLLECTOR – CLASS "A"

NOT TO SCALE



LOCAL COLLECTOR – CLASS "B"

NOT TO SCALE

NOTE: TOP OF CURB ELEVATION IS THE SAME AS CROWN LINE ELEVATION

NO.	DATE	INITIAL	REVISIONS

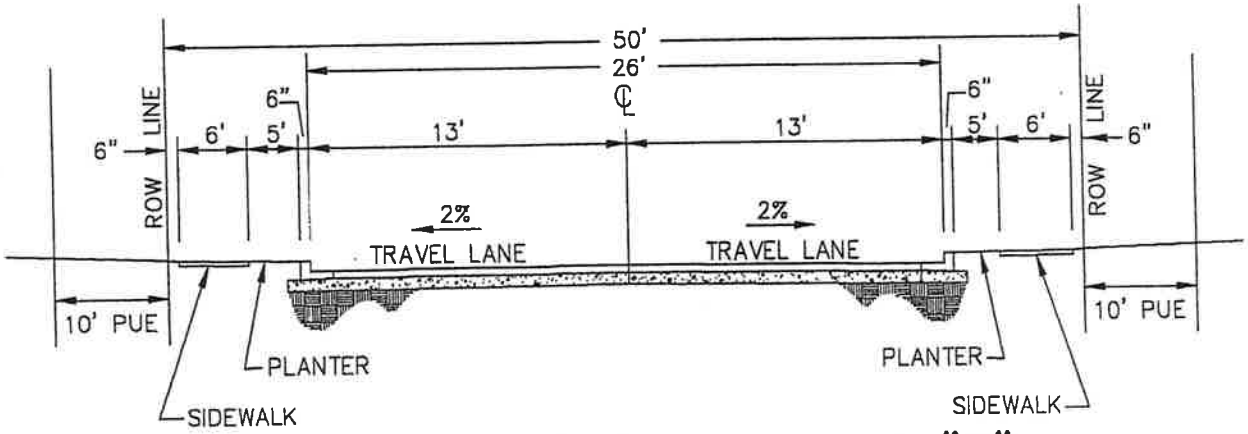
DESIGN:	DRAWN:	APPROVED: 2001

CITY OF EAGLE POINT
ENGINEERING DEPT.

COLLECTOR STREET SECTION

SCALE: NONE | DWG. NO. EP–200F

EP-200F.DWG



LOCAL COLLECTOR – CLASS "C"

NOT TO SCALE

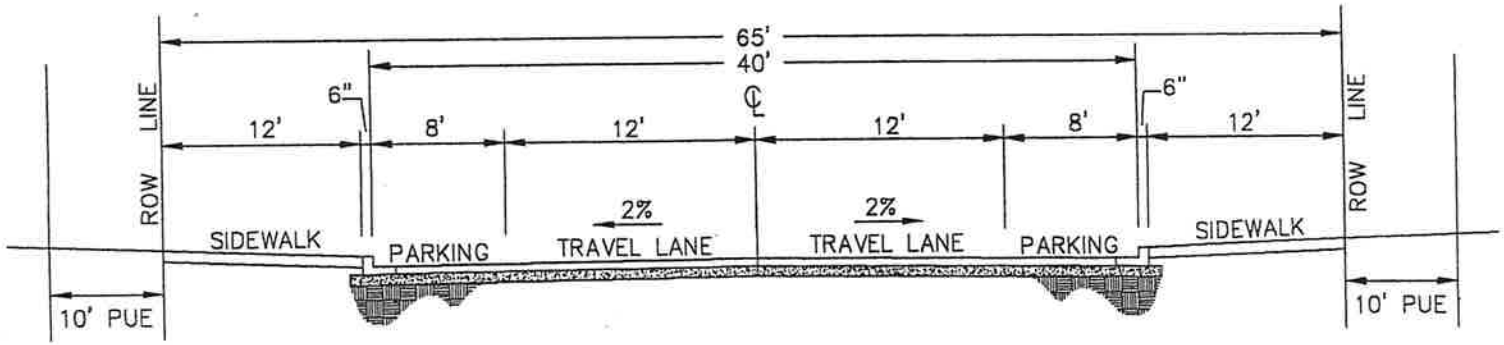
NO.	DATE	INITIAL	REVISIONS
DESIGN:		DRAWN:	APPROVED: 2001

CITY OF EAGLE POINT
ENGINEERING DEPT.

COLLECTOR STREET SECTION

SCALE: NONE | DWG. NO. EP-200G

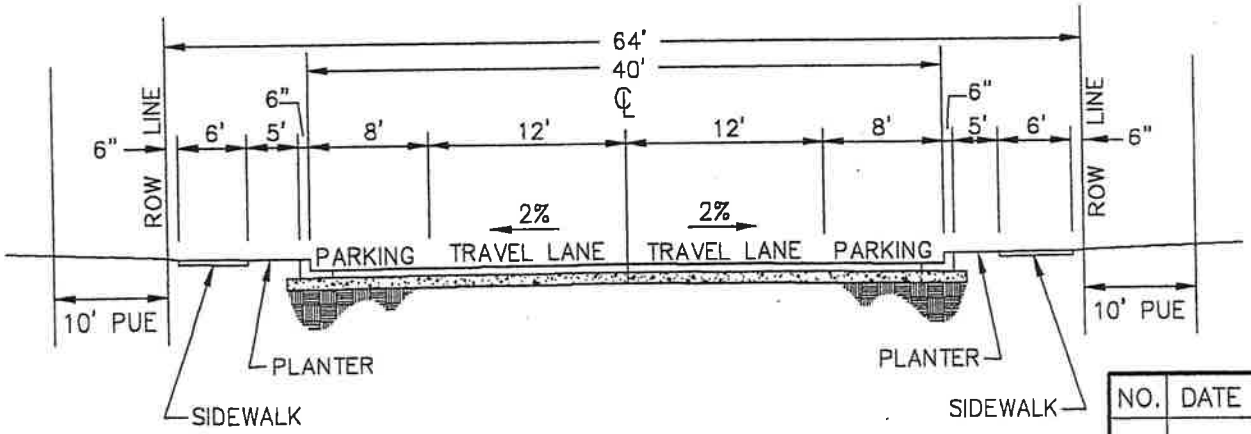
EP-200G.DWG



LOCAL COLLECTOR – COMMERCIAL

NOT TO SCALE

NOTE:
COMMERCIAL STREETS – SEE STREET SCAPE STANDARDS FOR PLACEMENT AND STANDARDS FOR TREES AND ORNAMENTAL LIGHTING IN SIDEWALKS



LOCAL COLLECTOR – INDUSTRIAL

NOT TO SCALE

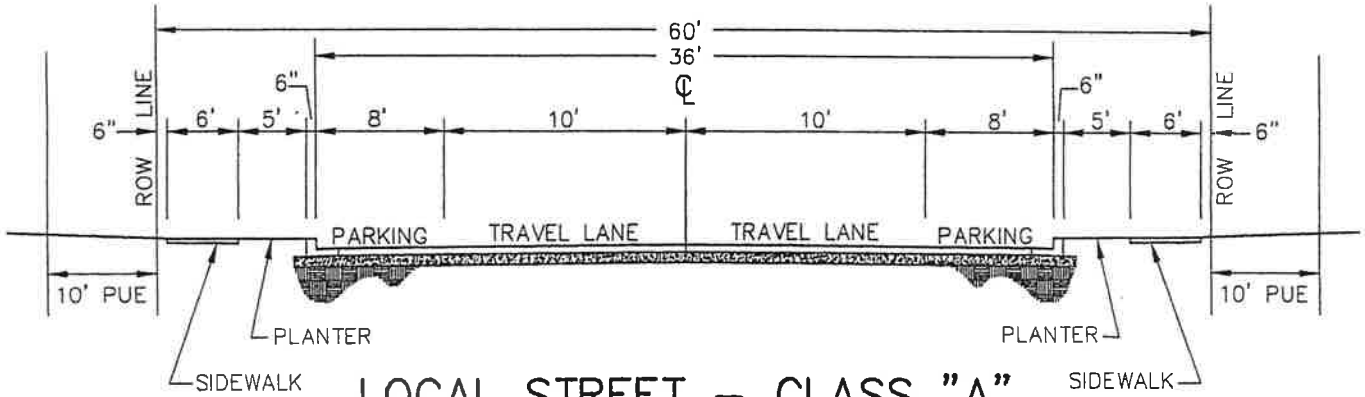
NO.	DATE	INITIAL	REVISIONS
DESIGN:		DRAWN:	APPROVED: 2001

CITY OF EAGLE POINT
ENGINEERING DEPT.

COLLECTOR STREET SECTION

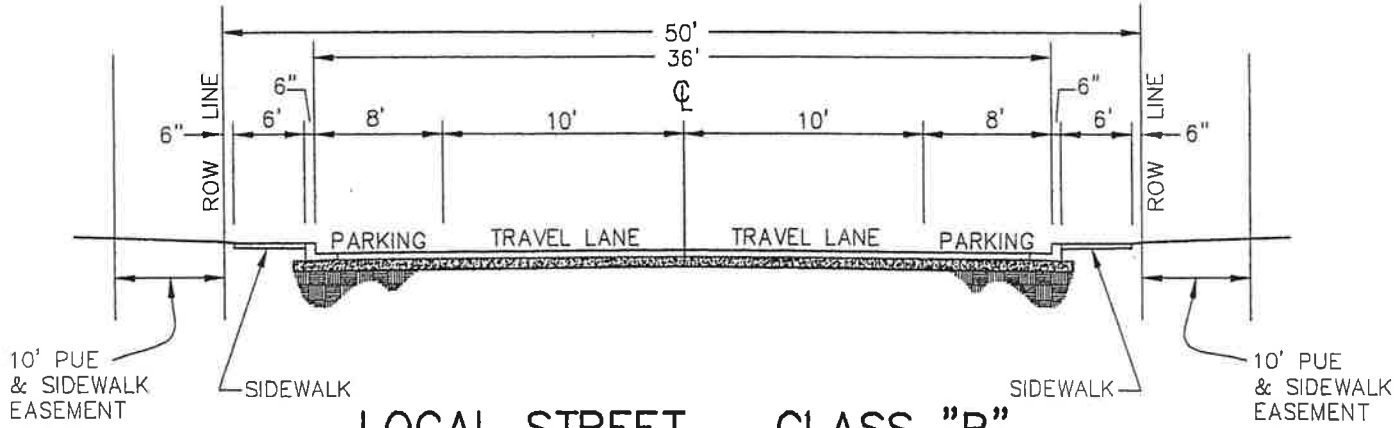
SCALE: NONE | DWG. NO. **EP–200H**

EP-200H.DWG



LOCAL STREET – CLASS "A"

NOT TO SCALE



LOCAL STREET – CLASS "B"

NOT TO SCALE

NOTE: TOP OF CURB ELEVATION IS THE SAME AS CROWN LINE ELEVATION

NO.	DATE	INITIAL	REVISIONS

DESIGN:	DRAWN:	APPROVED: 2001

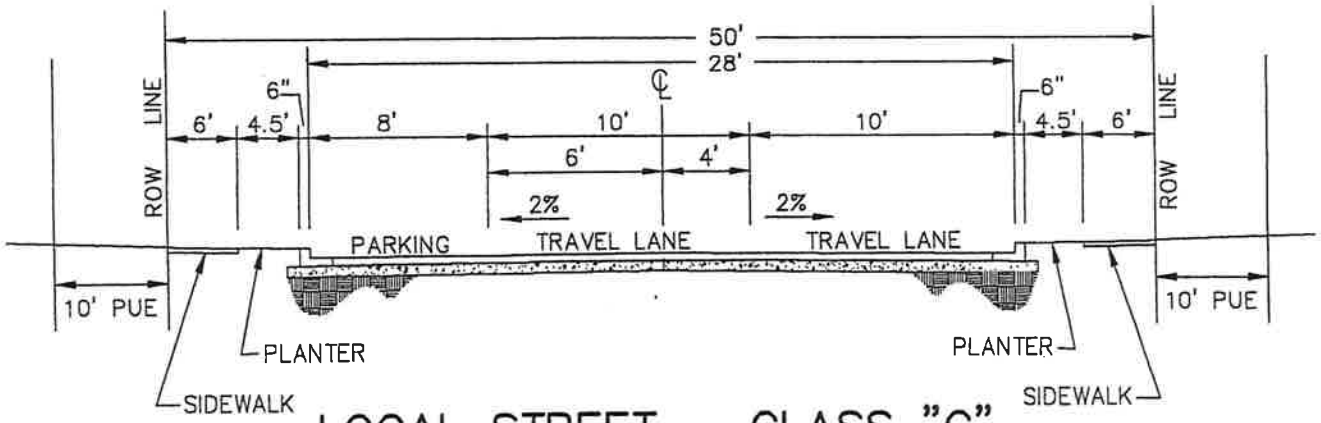
CITY OF EAGLE POINT
ENGINEERING DEPT.

LOCAL STREET SECTION

SCALE: NONE

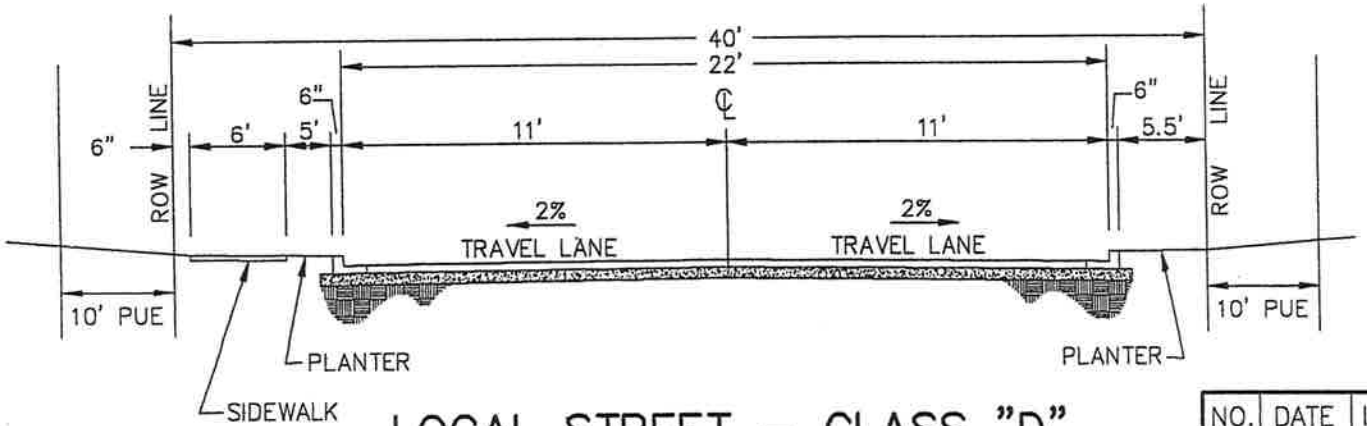
DWG. NO. EP-2001

EP-2001.DWG



LOCAL STREET – CLASS "C"

NOT TO SCALE



LOCAL STREET – CLASS "D"

NOT TO SCALE

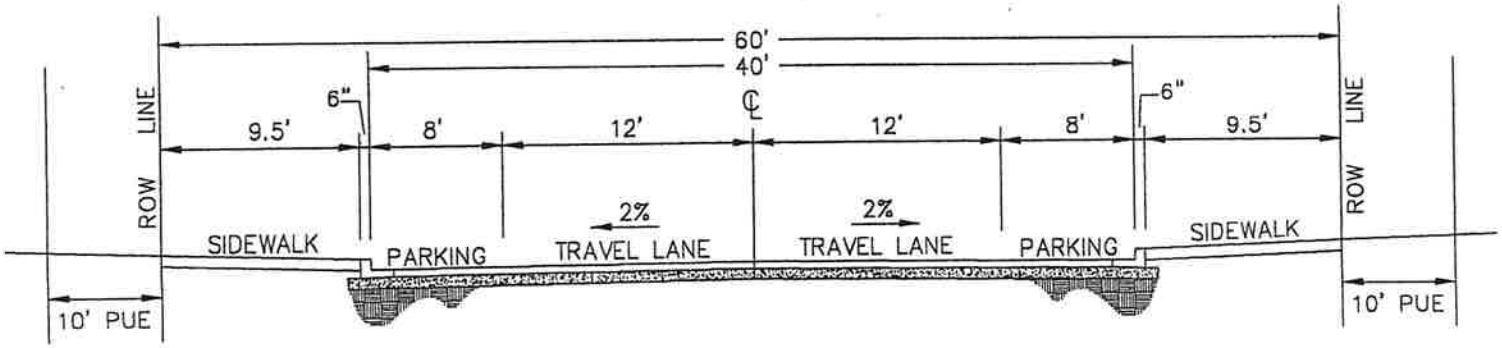
NO.	DATE	INITIAL	REVISIONS
DESIGN:		DRAWN:	APPROVED: 2001

CITY OF EAGLE POINT
ENGINEERING DEPT.

LOCAL STREET SECTION

SCALE: **NONE** | DWG. NO. **EP–200J**

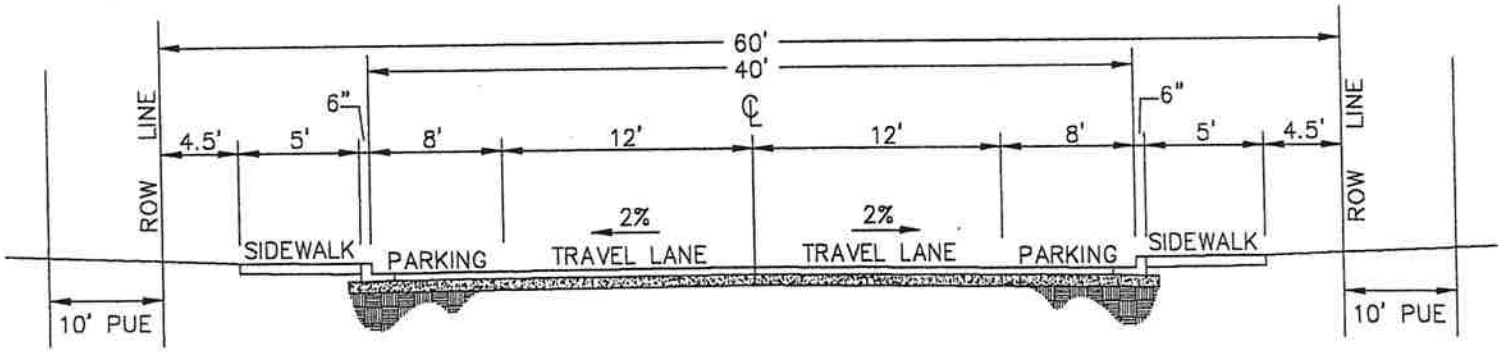
EP-200J.DWG



LOCAL STREET – COMMERCIAL

NOT TO SCALE

NOTE:
COMMERCIAL STREETS – SEE STREET SCAPE STANDARDS FOR PLACEMENT AND STANDARDS FOR TREES AND ORNAMENTAL LIGHTING IN SIDEWALKS



LOCAL STREET – INDUSTRIAL

NOT TO SCALE

NO.	DATE	INITIAL	REVISIONS
DESIGN:		DRAWN:	APPROVED: 2001

CITY OF EAGLE POINT
ENGINEERING DEPT.

LOCAL STREET SECTION

SCALE: NONE | DWG. NO. **EP–200K**

EP-200K.DWG

City of Eagle Point
Transportation Element - Design Standards

Classification	Street Width	ROW Width	Max Grade	Speed	Lanes	Parking	Side-walks	Bike Lane	Planter Strip	Comments
State Highway - Design Per ODOT										
Arterial Street >6,000 Average Daily Traffic (ADT)										
Class A	74'	98'	7%	30-45	4-5	No	2@6'	2@6'	Both Sides	CBD Areas, sidewalk shall be at least 12' wide on both sides. Adjust right-of-way as needed.
Class B	60'	84'	7%	30-45	4	No	2@6'	2@6'	Both Sides	300 foot minimum horizontal centerline radius.
Class C	50'	74'	7%	30-45	3	No	2@6'	2@6'	Both Sides	
Collector Street 3,000-6,000 Average Daily Traffic (ADT)										
Class A	50'	74'	10%	25-35	2	2 Sides	2@6'	2@5'	Both Sides	200 foot minimum horizontal centerline radius
Class B	44'	68'	10%	25-35	2	1 Side	2@6'	2@6'	Both Sides	
Class C	36'	60'	10%	25-35	2	No	2@6'	2@6'	Both Sides	
Commercial	50'	75'	10%	25-35	2	2 Sides	2@12'	2@5'	No	
Industrial	44'	68'	10%	25-35	2	No	2@6'	2@6'	Both Sides	

NO.	DATE	INITIAL	REVISIONS
1	7/05	BWD	Added min.radius

DESIGN:	DRAWN:	APPROVED: 2001

CITY OF EAGLE POINT
ENGINEERING DEPT.

STREET DESIGN STANDARDS

SCALE: NONE | DWG. NO EP-200L

City of Eagle Point
Transportation Element - Design Standards (Continued)

Classification	Street Width	ROW Width	Max Grade	Speed	Lanes	Parking	Side-walks	Bike Lane	Planter Strip	Comments
Local Collector Street 1,000-3,000 Average Daily Traffic (ADT)										
Class A	36'	60'	10%	25	2	1 Side	2@6'	Shared	Both Sides	200 foot minimum horizontal centerline radius.
Class B	36'	50'	10%	25	2	1 Side	2@6'	Shared	No	
Class C	26'	50'	10%	25	2	No	2@6'	Shared	Both Sides	
Commercial	40'	65'	10%	25	2	2 Sides	2@12'	Shared	No	
Industrial	40'	64'	10%	25	2	2 Sides	2@6'	Shared	Both Sides	

NO.	DATE	INITIAL	REVISIONS
1	7/05	BWD	Added min. radius

DESIGN:	DRAWN:	APPROVED: 2001

CITY OF EAGLE POINT ENGINEERING DEPT.

STREET DESIGN STANDARDS

SCALE: NONE | DWG. NO EP-200M

City of Eagle Point
Transportation Element - Design Standards (Continued)

Classification	Street Width	ROW Width	Max Grade	Speed	Lanes	Parking	Side-walks	Bike Lane	Planter Strip	Comments
Local Street <1,000 Average Daily Traffic (ADT)										
Class A	36'	60'	12%	25	2	2 Sides	2@6'	Shared	Both Sides	15% Allowed for Max. of 300'
Class B	36'	50'	12%	25	2	2 Sides	2@6'	Shared	No	15% Allowed for Max. of 300'
Class C	28'	50'	12%	25	2	1 Side	2@6'	Shared	Both Sides	Serves Maximum of 40 Dwelling Units 15% Allowed for Max. of 300'
Class D	22'	40'	12%	25	2	No	1@6'	Shared	Both Sides	Serves Maximum of 10 Dwelling Units 15% Allowed
Commercial	40'	60'	10%	25	2	2 Sides	2@9.5'	Shared	No	
Industrial	40'	60'	10%	25	2	2 Sides	2@5'	Shared	No	

Note: Minimum 100 foot horizontal centerline radius for all local streets.

INTERSECTIONS:

Local and collector intersections shall have a minimum 30' radius to meet Oregon Fire Code.

Arterial intersections shall have a minimum 35' radius, subject to city engineer approval.

NO.	DATE	INITIAL	REVISIONS
1	7/05	BWD	Added radii reqmts.

DESIGN: DRAWN: APPROVED: 2001

CITY OF EAGLE POINT ENGINEERING DEPT.

STREET DESIGN STANDARDS

SCALE: NONE DWG. NO EP-200N

City of Eagle Point
Transportation Element - Design Standards (Continued)

Classification	Street Width	ROW Width	Max Grade	Speed	Lanes	Parking	Side-walks	Bike Lane	Planter Strip	Comments
Cul-de-Sacs										
Class A	50' Radius	60' Radius	6%	N/A	N/A	Yes	1@5'	N/A	No	400' Maximum Length - Sidewalk Adjacent to Curb for industrial, commercial and residential applications. Minimum 28' reverse curb radius.
Separated Bike/Pedestrian Path										
Class A	10'	20'	5%	N/A	N/A	N/A	N/A	N/A	N/A	When in ROW, parallel w/existing street, grades can match existing street. Min. centerline radius is 50'.
Class B	8'	16'	5%	N/A	N/A	N/A	N/A	N/A	N/A	
Alleys										
Commercial	20'	20'	10%	15	2	No	No	N/A	N/A	
Residential	20'	20'	12%	15	2	No	No	N/A	N/A	15% Allowed for Max. of 300'
Miscellaneous Design Elements										
Right Turn Lanes	12'	N/A	Per Applicable Street Standard			N/A	N/A	N/A	N/A	Length and ROW Per Design Requirements Widths may be modified depending on design constraints.
Left Turn Lanes	14'	N/A				N/A	N/A	N/A	N/A	
Center Turn Lanes	14"	N/A				N/A	N/A	N/A	N/A	
Residential Private Drive	Must comply with Oregon Fire Code Standards									150' Maximum Length 15% Allowed for Max. of 300' Serwelling Units

Note: Sidewalks in the Central Business District shall extend from the curb to the right of way. Refer to the design standards for this area of town.

General Street Designation
1. Arterials provide access to other arterials and minimal direct property access. Generally continuous for long distances, providing connections with highways, major destinations and other arterials. Serves longer trips (5+ miles).
2. Collectors connect neighborhoods to each other and to major arterials and/or freeways. Generally continuous facilities for moderate distances, serving shorter trips of 2-5 miles in length.
3. Local Collectors provides local circulation within neighborhoods to "collect" and "distribute" trips and connect to higher level arterials.
4. Local Streets are designed for short trips within neighborhoods connecting to collectors and higher level arterial.

NO.	DATE	INITIAL	REVISIONS
1	7/05	BWD	Rev. Cul-de-Sac Stds.
2	8/05	JLH	Min. Curb Radius

DESIGN: DRAWN: APPROVED: 2001

CITY OF EAGLE POINT ENGINEERING DEPT.

STREET DESIGN STANDARDS

SCALE: NONE DWG. NO EP-200O

Miscellaneous Pavement Structural Sections

Street Classification	Level 3-1/2" HMAC Pavement Thickness	3/4"-0 Crushed Rock Leveling Course	4"-0 Crushed Rock Base Course	Filter Fabric	Subgrade Compaction
Arterial Streets	5"	6"	24"	Yes	98% T99
Collector Streets	3"	6"	18"	Yes	98% T99
Commercial Collector Streets	4"	6"	24"	Yes	98% T99
Industrial Collector Streets	4"	6"	24"	Yes	98% T99
Local Collector Streets	3"	6"	18"	Yes	98% T99
Local Collector Commercial Streets	4"	6"	24"	Yes	98% T99
Local Collector Industrial Streets	4"	6"	24"	Yes	98% T99
Local Streets - Class A and B	3"	6"	12"	Yes	98% T99
Local Streets - Class C and D	3"	4"	10"	Yes	98% T99
Local Commercial Streets	3"	6"	18"	Yes	98% T99
Local Industrial Streets	3"	6"	18"	Yes	98% T99
Cul-de-Sacs	Same as Street Standard Serving Cul-de-Sac				
Separated Bike/Pedestrian Paths	2.5"	3"	6"	Yes	98% T99
Alleys - Commercial	3"	6"	18"	Yes	98% T99
Alleys - Residential	3"	6"	10"	Yes	98% T99
Residential Private Drive	Must comply with Oregon Fire Code Standards			Yes	98% T99

Note:
1. Soft spots may require over excavation and installation of additional rock base.
2. Pavement sections may be adjusted with the approval of the City Engineer. Supporting data must include approved geotechnical report and pavement design.
3. Subgrade Geotextile shall be woven unless approved otherwise.
4. Private, commercial and residential developments shall be designed to accommodate projected traffic loading over a 20 year life.

P:\Agency Details & Drawings\Eagle Point Details\EAGLE-P\R-2000\Street Standards.wpd

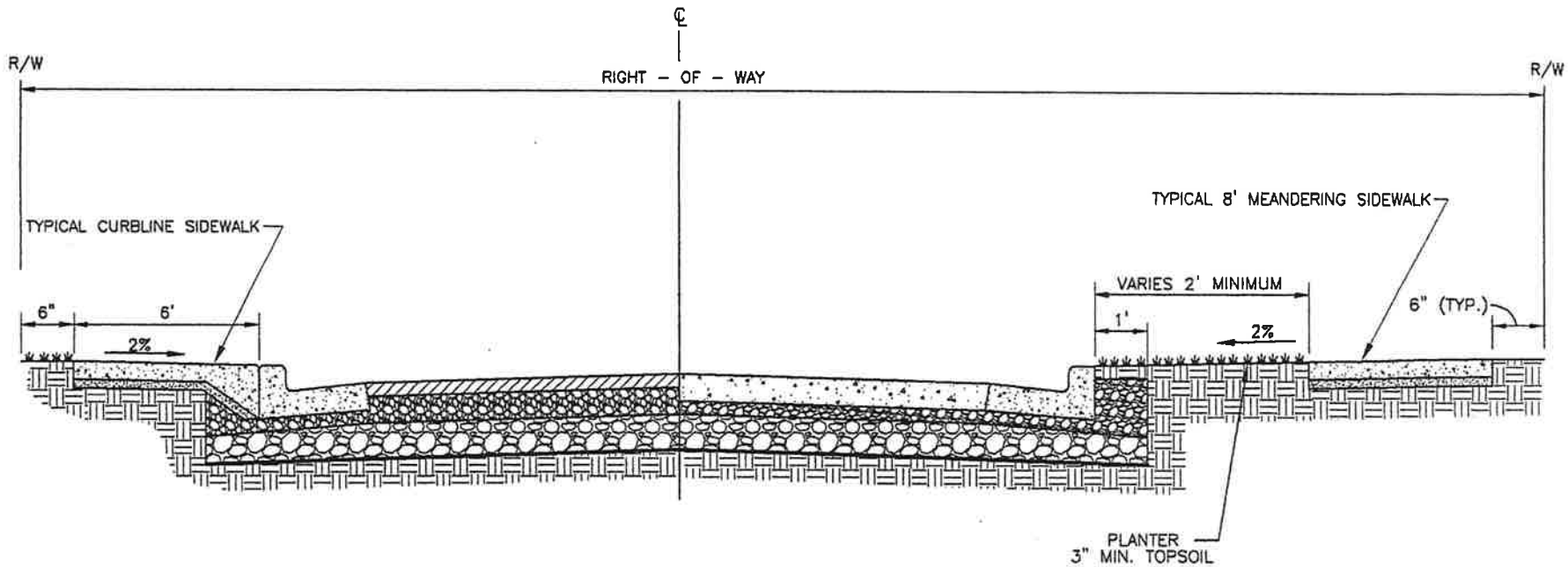
NO.	DATE	INITIAL	REVISIONS
1	7/05	BWD	Woven Geotextile & HMAC

DESIGN:	DRAWN:	APPROVED: 2001

CITY OF EAGLE POINT ENGINEERING DEPT.

STREET DESIGN STANDARDS

SCALE: NONE | DWG. NO EP-200P



NOTES:

1. MEANDERING SIDEWALK OPTION REQUIRES SIDEWALK MASTER PLAN APPROVED BY CITY AND BUILT BY THE DEVELOPER AT THE TIME OF STREET CONSTRUCTION.
2. MINIMUM SIDEWALK CENTERLINE RADIUS SHALL NOT EXCEED 50 FEET.

NO.	DATE	INITIAL	REVISIONS
1	07/05	BWD	SIDEWALK WIDTH

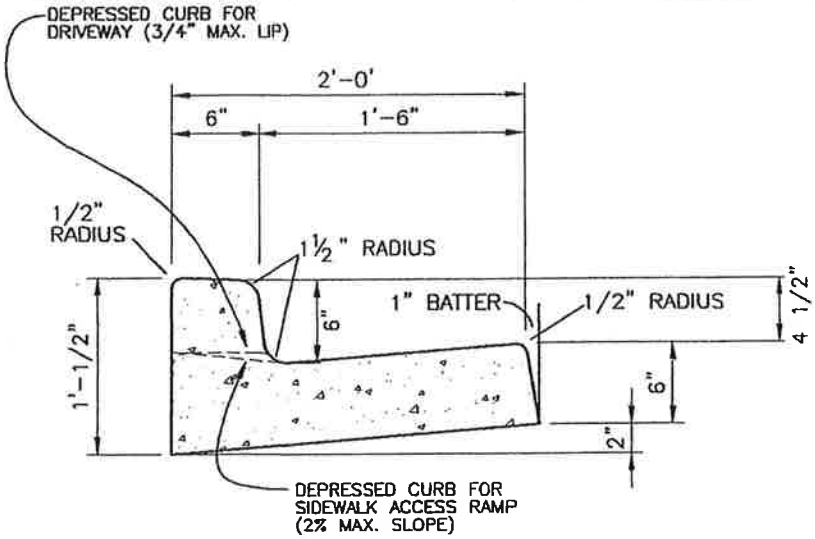
DESIGN:	DRAWN:	APPROVED: 2001

CITY OF EAGLE POINT
ENGINEERING DEPT.

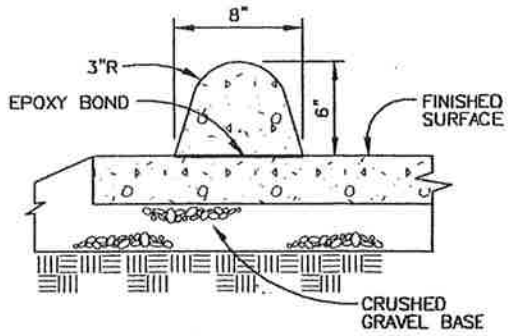
STREET SECTION WITH
MEANDERING SIDEWALK OPTION

SCALE: NONE | DWG. NO. EP–201A

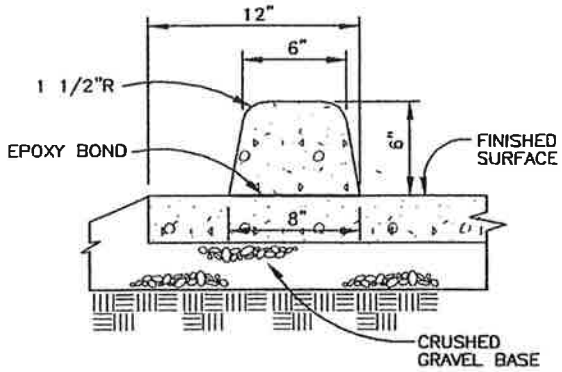
EP–201A.DWG



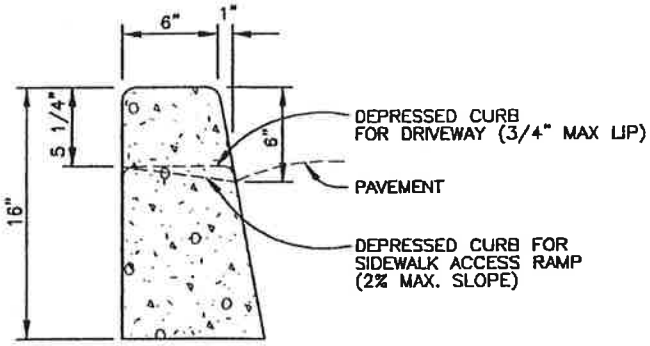
TYPICAL CURB & GUTTER



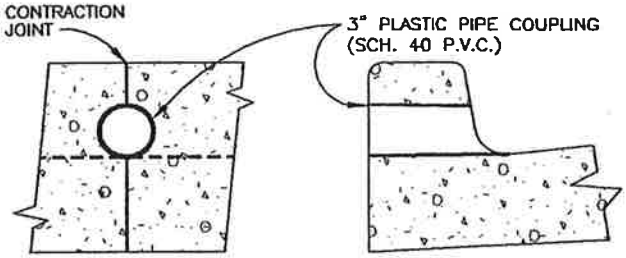
EXTRUDED AC BONDED CURB



EXTRUDED CONCRETE BONDED CURB



TYPICAL STRAIGHT CURB



WEEP HOLE THROUGH CURB

NOTES:

1. ALL CONCRETE SHALL BE CLASS 3300 – 3/4" 0.54 W/C RATIO
2. ALL WORK & MATERIALS SHALL CONFORM TO CURRENT OREGON APWA STANDARD SPEC'S. AS AMENDED BY THE CITY OF EAGLE POINT.
3. CONTRACTION JOINTS SHALL BE PLACED AT 10' INTERVALS, AND SHALL EXTEND AT LEAST 50% THROUGH THE CURB OR CURB AND GUTTER.
4. 3/8" ISOLATION JOINTS SHALL BE PLACED EVERY 50', AND AT END OF CURB RETURNS.
5. ALL RADII SHALL BE 3/4" EXCEPT AS OTHERWISE SHOWN.
6. REFER TO STANDARD SIDEWALK ACCESS RAMP DETAILS FOR INTERSECTION CURB RADII DETAILS.
7. THE USE OF EXTRUDED BONDED CURBS SHALL BE ONLY BY SPECIFIC APPROVAL OF THE ENGINEER.
8. WEEP HOLES TO BE CONSRUCTED USING 3" I.D. PLASTIC DRAIN PIPE (SCH. 40 P.V.C.) AND COUPLING. PLACE 2 PER LOT – AT CENTER AND 1 5' FROM THE LOWEST CORNER. ADJUSTMENTS ARE ALLOWED DEPENDING ON TOPOGRAPHY AND LOT SHAPE.
9. WHEN SIDEWALKS ARE CONSTRUCTED, EXTEND 3" PIPE (SCH. 40 P.V.C.) TO BACK OF SIDEWALK AND INSTALL COUPLING.
10. A CONTRACTION JOINT SHALL BE PLACED ALONG AND OVER WEEP HOLE THROUGH THE CURB AND THROUGH THE SIDEWALK.

NO.	DATE	INITIAL	REVISIONS
1	07/05	BWD	UPDATED NOTES

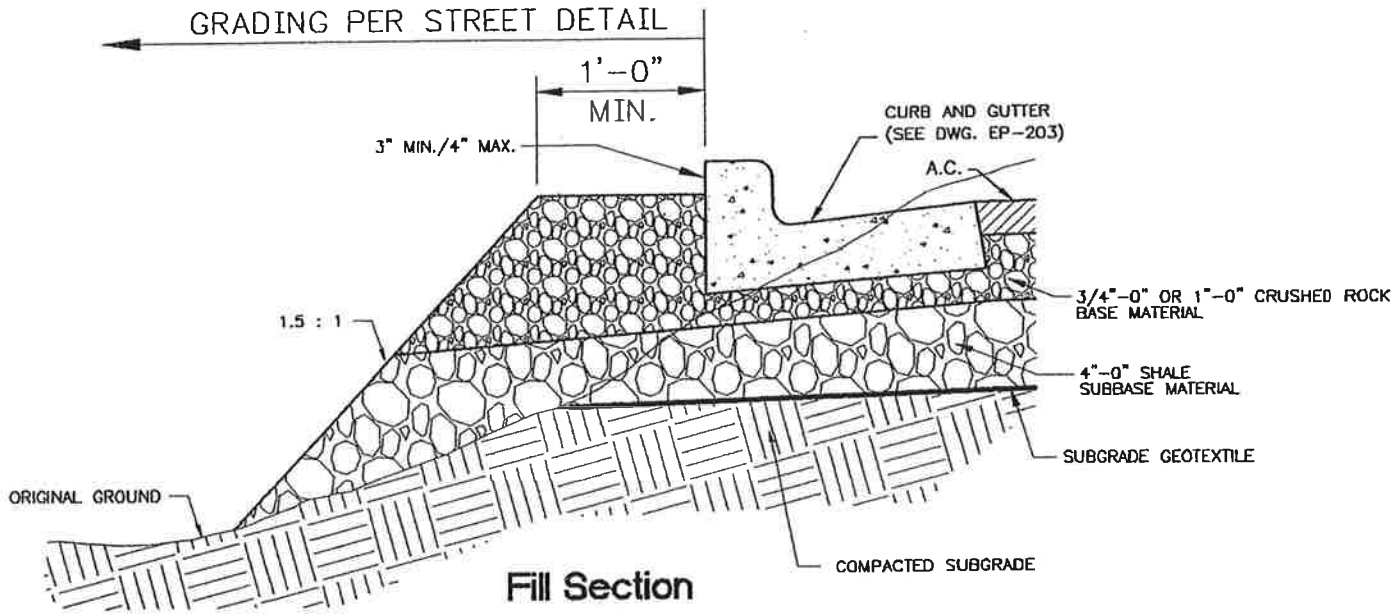
DESIGN:	DRAWN:	APPROVED: 2001

CITY OF EAGLE POINT
ENGINEERING DEPT.

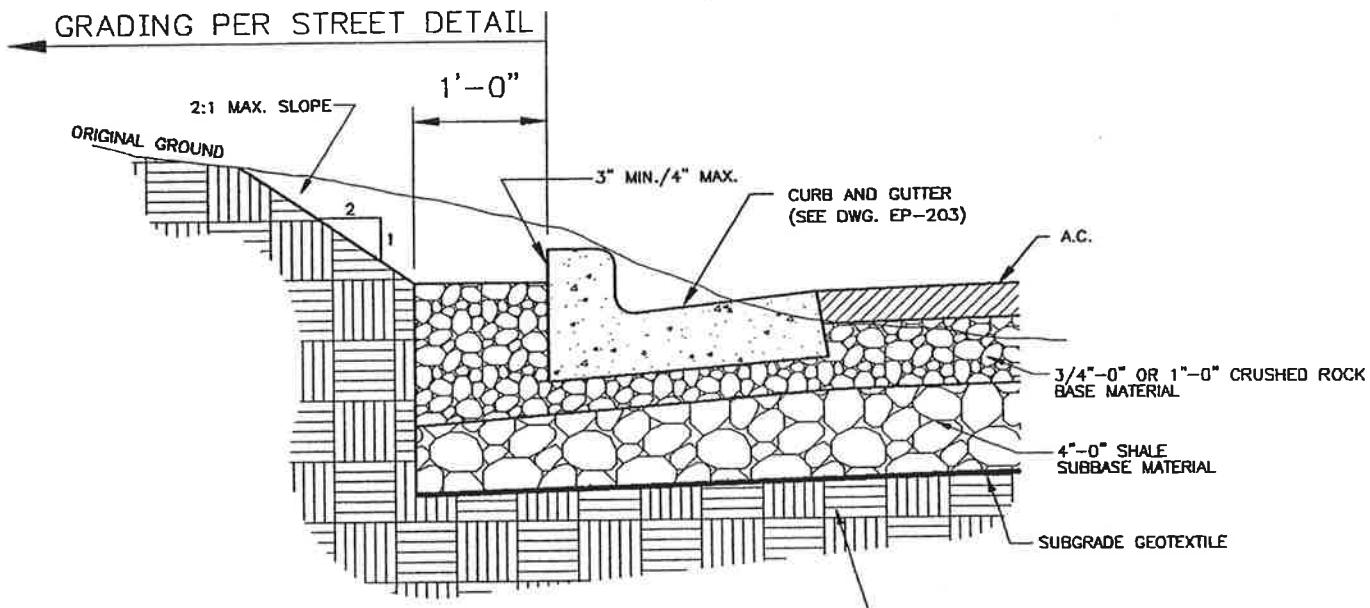
CURB AND GUTTER,
CURB,
AND WEEP HOLE

SCALE: NONE | DWG. NO. EP–203

EP-203.DWG



Fill Section



Cut Section

NOTES:

1) COMPACT ALL BACKFILL BEHIND CURBS TO 95% MINIMUM, OF AASHTO T-99 TEST.

NO.	DATE	INITIAL	REVISIONS
1	07/05	BWD	COMPACTION REQ.

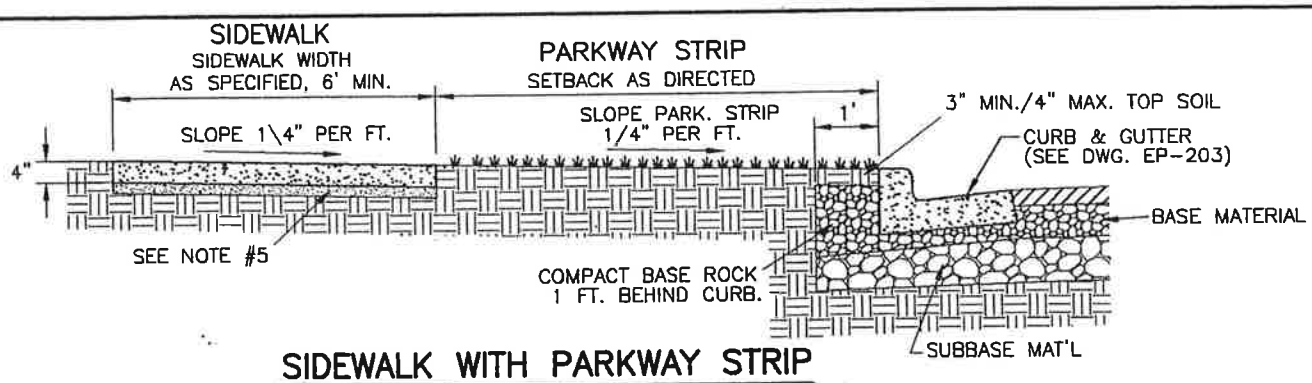
DESIGN:	DRAWN:	APPROVED: 2001

CITY OF EAGLE POINT ENGINEERING DEPT.

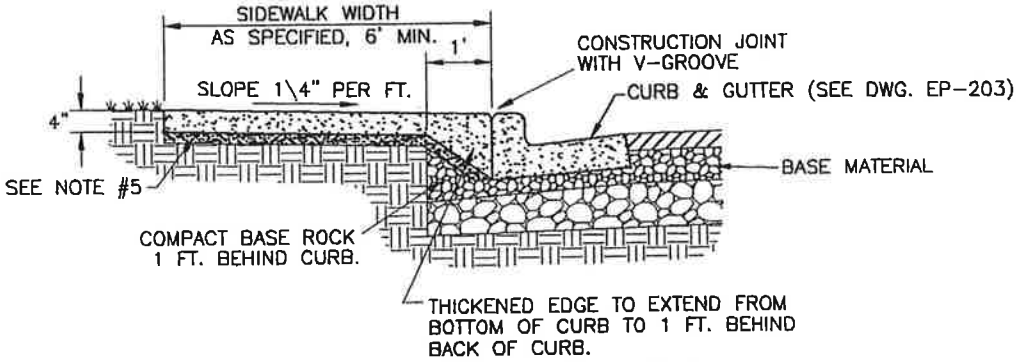
CURB BACKFILL DETAIL

SCALE: NONE | DWG. NO. EP-204

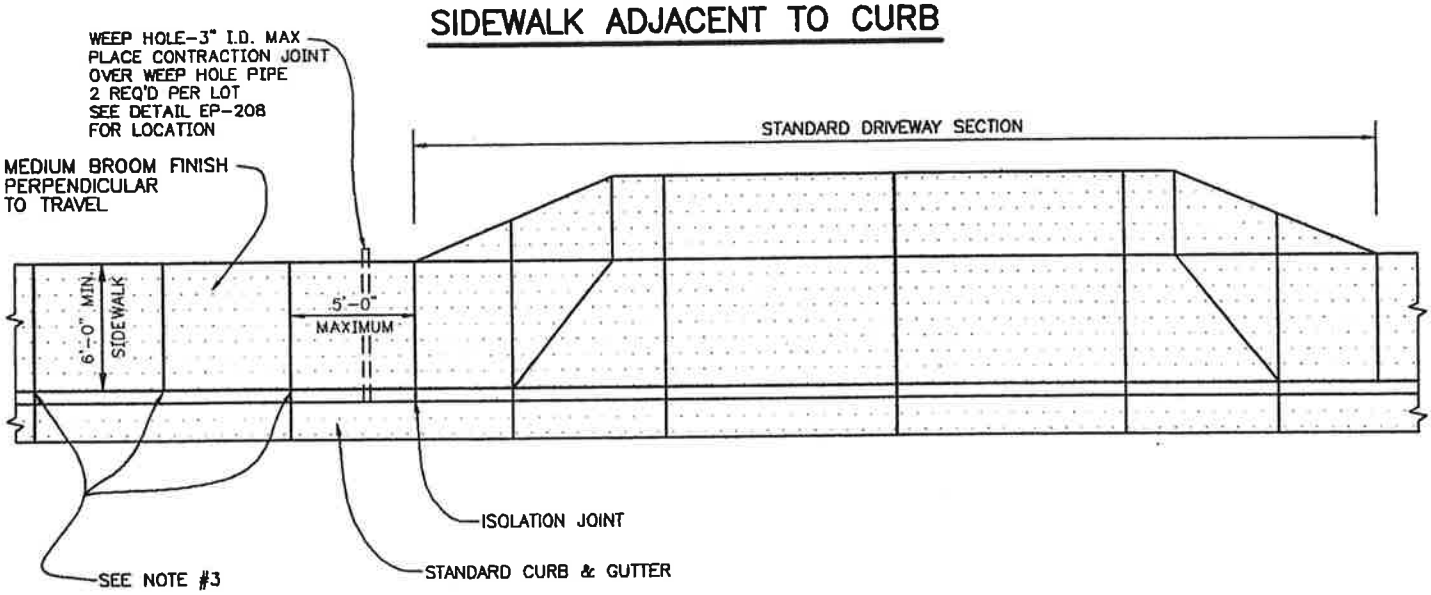
EP-204.DWG



SIDEWALK WITH PARKWAY STRIP



SIDEWALK ADJACENT TO CURB



TYPICAL PLAN VIEW

NOTES:

1. SIDEWALKS SHALL HAVE A NOMINAL THICKNESS OF 4".
2. SIDEWALK SECTIONS THROUGH DRIVEWAYS SHALL BE CONSTRUCTED TO THE SAME SPECIFICATIONS AS THE DRIVEWAY APRON – SEE DWG NO. EP-208 NOTE 3.
3. WHERE SIDEWALK IS ADJACENT TO CURB, PLACE CONSTRUCTION JOINT IN LINE WITH CURB JOINT (10') AND IN BETWEEN (5').
4. ALL MIX SHALL BE VIBRATED OR TAMPED, AS DIRECTED, FOR COMPACTION.
5. GRANULAR MATERIAL UNDER SIDEWALKS & DRIVEWAY SHALL BE 3/4"-0" OR 1"-0" CRUSHED ROCK, COMPACTED TO 95% MINIMUM, OF AASHTO T-99.
   a. 4" MIN. THICKNESS UNDER SIDEWALKS.
   b. 6" MIN. THICKNESS UNDER DRIVEWAYS.
6. ALL CONCRETE SHALL BE CLASS 3300 – 3/4" 0.54 W/C RATIO
7. ALL WORK & MATERIALS SHALL CONFORM TO CURRENT OREGON APWA STANDARD SPECS. AS AMENDED BY THE CITY OF EAGLE POINT.
8. SIDEWALKS 8 FEET OVER AND WIDER SHALL HAVE A LONGITUDINAL CONTRACTION JOINT AT THE MIDPOINT.
9. INSTALL 3" PVC WEEPHOLE PIPES IN SIDEWALKS IN LOCATIONS AS DIRECTED BY THE ENGINEERS. PLACE CONTRACTION JOINT OVER THE TOP OF THE PIPE.
10. PLACE ISOLATION JOINTS EVERY 50 FEET.
11. IF SIDEWALK IS TO BE CONSTRUCTED AT A LATER DATE, BACKFILL BEHIND CURB WITH 3/4" MINUS. 3/4" MINUS TO BE 4" FROM TOP OF CURB AND COMPACTED TO 95% OF AASHTO T-99 COMPACTION TEST.

EP-205.DWG

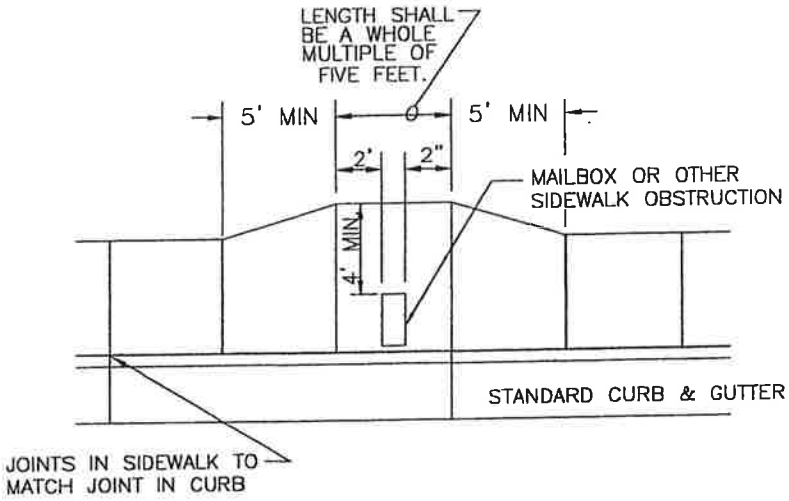
NO.	DATE	INITIAL	REVISIONS
1	07/05	BWD	UPDATED NOTES

DESIGN:	DRAWN:	APPROVED: 2001

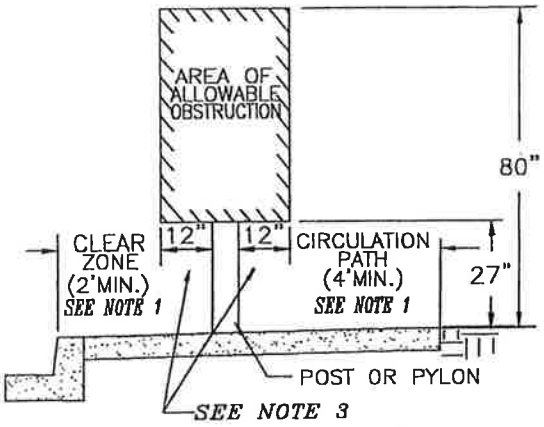
CITY OF EAGLE POINT ENGINEERING DEPT.

SIDEWALK DETAILS

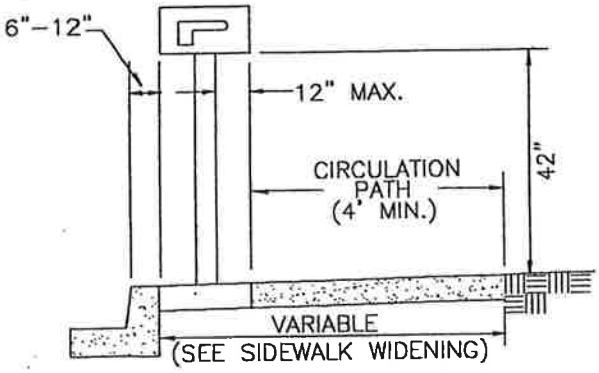
SCALE: NONE | DWG. NO. EP-205



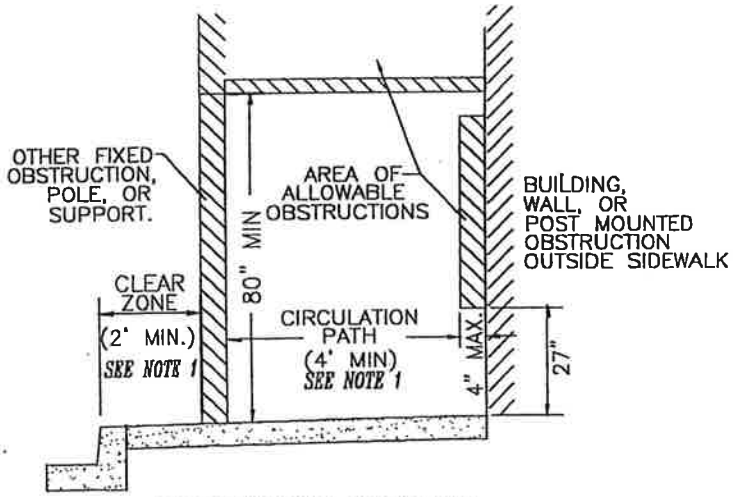
REQUIRED SIDEWALK WIDENING AROUND OBSTRUCTIONS



POST MOUNTED OBSTRUCTION WITHIN SIDEWALK



TYPICAL MAILBOX INSTALLATION



PROTRUDING OBJECTS AND OTHER OBSTRUCTIONS

NOTES:

1) CLEAR ZONE AND THE CIRCULATION PATH MAY BE COMBINED PROVIDING A 5 FOOT MINIMUM SIDEWALK WIDTH IS MAINTAINED.
2) DEFLECT SIDEWALK AROUND AREA OF OBSTRUCTION WHEN OVERHANGS EXCEED ALLOWABLE LIMITS.
3) WHEN OBSTRUCTIONS ARE LOCATED WITHIN THE SIDEWALK AREA THE DIMENSION APPLIES IN ALL DIRECTIONS.
4) INSTALL FULL DEPTH EXPANSION JOINT AROUND ALL OBSTRUCTIONS PENETRATING SIDEWALK SURFACE.
5) ON CUL-DE-SACS, PLACE FRONT EDGE OF MAILBOX 6 INCHES BEHIND BACK OF CURB.
6) EXCEPTIONS TO THE REQUIREMENTS IN THIS DRAWING MUST BE APPROVED BY THE ENGINEER AND MUST COMPLY WITH 'AMERICANS WITH DISABILITY ACT.'

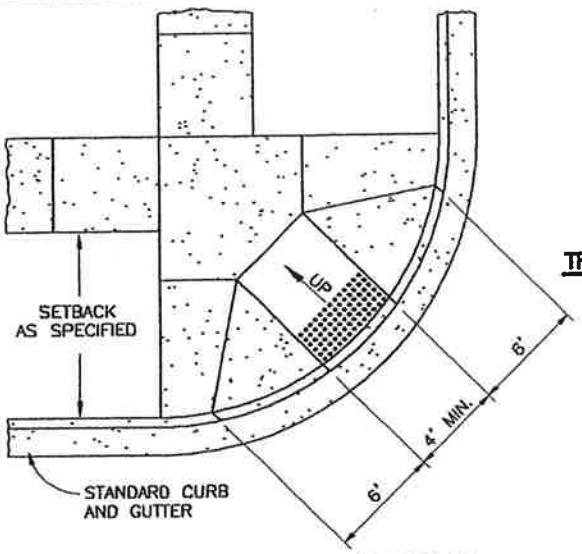
NO.	DATE	INITIAL	REVISIONS
DESIGN:		DRAWN:	APPROVED: 2001

CITY OF EAGLE POINT
ENGINEERING DEPT.

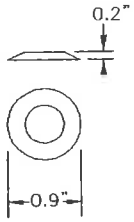
SIDEWALK DETAILS:
OBSTRUCTIONS &
PROTRUDING OBJECTS

SCALE: NONE | DWG. NO. EP-205A

EP-205A.DWG

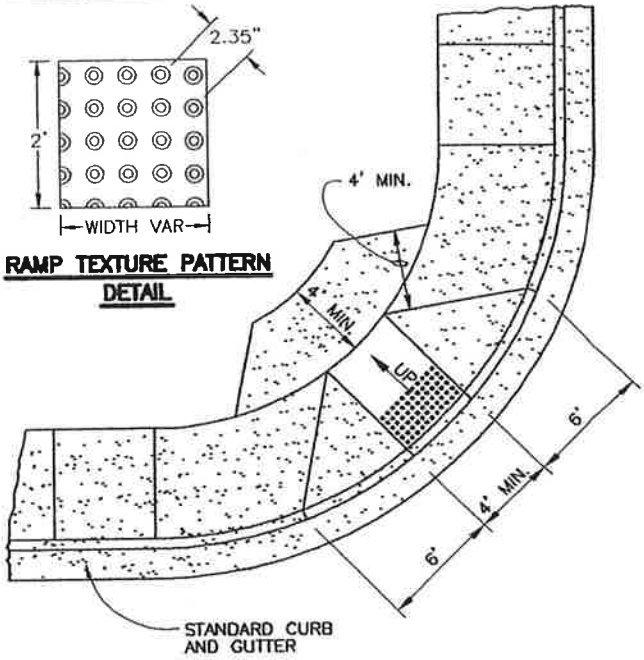


CENTERED CURB RAMP (TYPE 1)



TRUNCATED DOME DETAIL

RAMP TEXTURE PATTERN DETAIL



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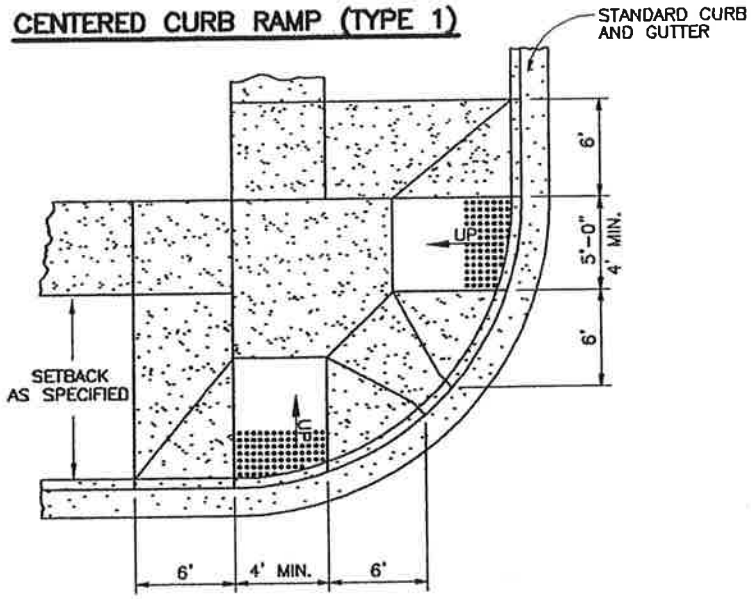
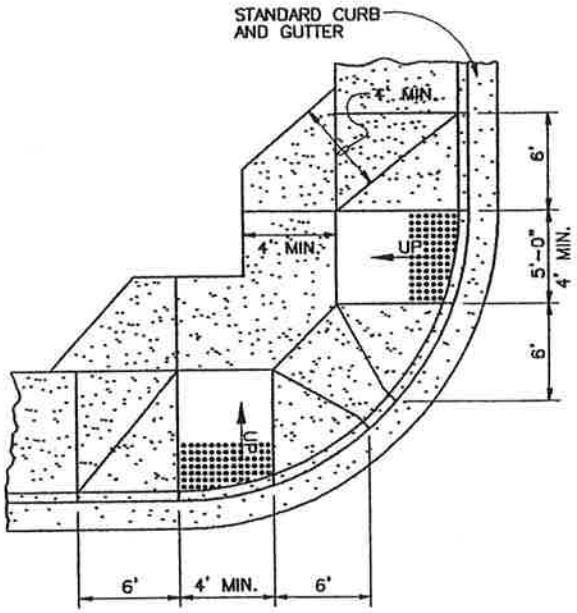
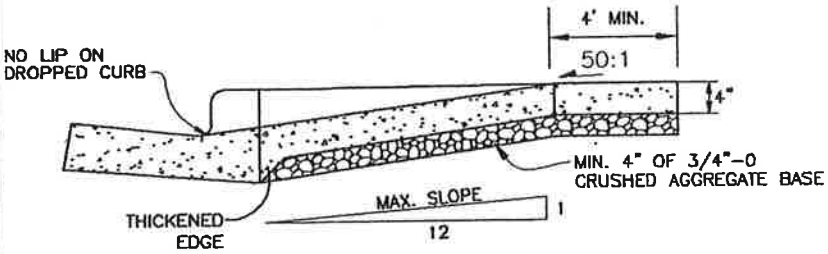


PERPENDICULAR CURB RAMPS (TYPE 1)



PERPENDICULAR CURB RAMPS (TYPE 2)



TYPICAL SECTION THROUGH RAMP

NOTES:

1. THE "AMERICANS WITH DISABILITIES ACT" (ADA) REQUIRES THAT ACCESS RAMPS TO SIDEWALKS CONFORM TO ALL FEDERAL GUIDELINES.
2. NO ABOVE GROUND UTILITIES ARE PERMITTED WITHIN RAMP AREA.
3. LANDINGS SHALL BE PLACED AT THE TOP OF EACH RAMP. LANDING SLOPES SHALL NOT EXCEED 50:1 IN ANY DIRECTION.
4. MINIMUM LANDING DIMENSIONS SHALL BE 4' X 4'.
5. TRUNCATED DOME DETECTABLE WARNING SURFACES SHALL BE MASCO CAST-IN-TACT CEMENTITOUS PANEL OR APPROVED EQUAL. POLYMER OR RUBBER TRUNCATED DOMES WILL NOT BE ACCEPTED.
6. PLACE TRUNCATED DOME DETECTABLE WARNING SURFACE IN THE LOWER 2' OF THE THROAT OF RAMP ONLY. ARRANGE DOMES USING IN-LINE PATTERN ONLY AS SHOWN IN DETAIL ABOVE. COLOR OF TEXTURE TO BE GRAY, OR AS DIRECTED BY ENGINEER.
7. MIN. OF 4" GRANULAR CUSHION.
8. P.C.C. SHALL BE CLASS 3300 – 3/4" 0.54 W/C RATIO

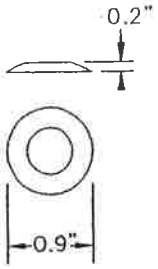
EP-206.DWG

NO.	DATE	INITIAL	REVISIONS
1	04/05	BWD	ADDED TRUNCATED DOME DETAIL
2	07/05	BWD	ADDED 4" BASE
DESIGN:		DRAWN:	APPROVED: 2001

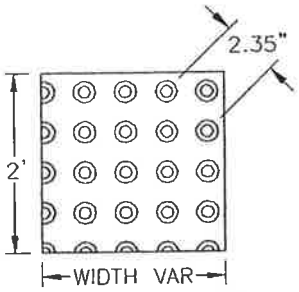
CITY OF EAGLE POINT
ENGINEERING DEPT.

SIDEWALK ACCESS RAMPS

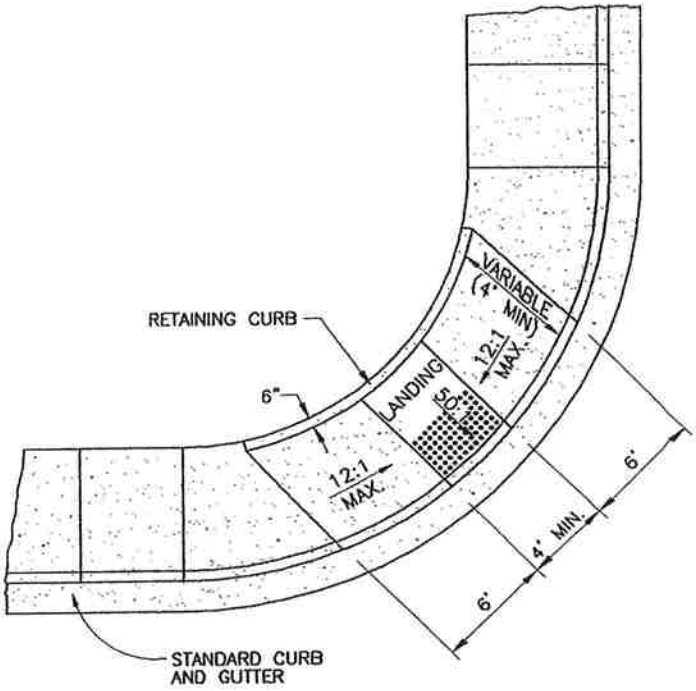
SCALE: NONE | DWG. NO. EP-206



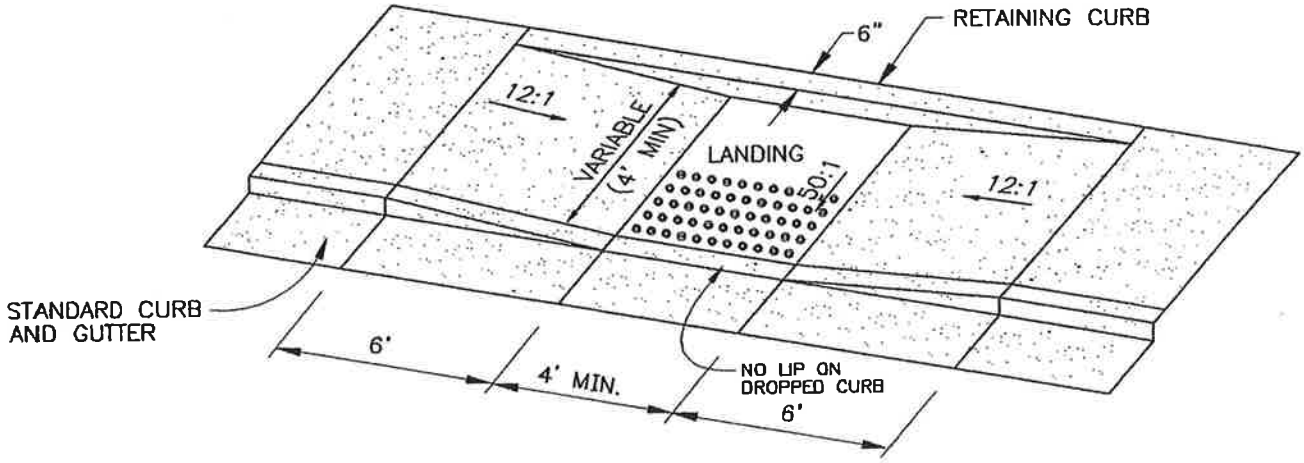
TRUNCATED DOME DETAIL



RAMP TEXTURE PATTERN DETAIL



CENTERED CURB RAMP (TYPE 3)



PARALLEL CURB RAMP

NOTES:

1. THE "AMERICANS WITH DISABILITIES ACT" (ADA) REQUIRES THAT ACCESS RAMPS TO SIDEWALKS CONFORM TO ALL FEDERAL GUIDELINES.
2. NO ABOVE GROUND UTILITIES ARE PERMITTED WITHIN RAMP AREA.
3. LANDINGS SHALL BE PLACED AT THE TOP OF EACH RAMP. LANDING SLOPES SHALL NOT EXCEED 50:1 IN ANY DIRECTION.
4. MINIMUM LANDING DIMENSIONS SHALL BE 4' X 4'.
5. TRUNCATED DOME DETECTABLE WARNING SURFACES SHALL BE MASCO CAST-IN-TACT CEMENTITOUS PANEL OR APPROVED EQUAL. POLYMER OR RUBBER TRUNCATED DOMES WILL NOT BE ACCEPTED.
6. PLACE TRUNCATED DOME DETECTABLE WARNING SURFACE IN THE LOWER 2' OF THE THROAT OF RAMP ONLY. ARRANGE DOMES USING IN-LINE PATTERN ONLY AS SHOWN IN DETAIL ABOVE. COLOR OF TEXTURE TO BE GRAY, OR AS DIRECTED BY ENGINEER.
7. MIN. OF 4" GRANULAR CUSHION.
8. P.C.C. SHALL BE CLASS 3300 – 3/4" 0.54 W/C RATIO

EP-206A.DWG

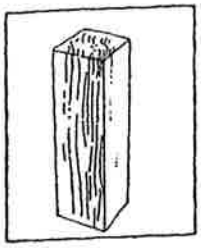
NO.	DATE	INITIAL	REVISIONS
1	04/05	BWD	ADDED TRUNCATED DOME DETAIL
2	07/05	BWD	ADDED 4" BASE
DESIGN:		DRAWN:	APPROVED: 2001

CITY OF EAGLE POINT ENGINEERING DEPT.

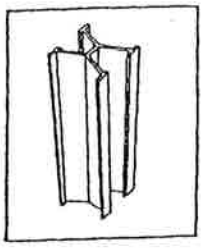
SIDEWALK ACCESS RAMPS

SCALE: NONE | DWG. NO. EP-206A

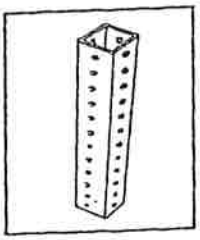
POST TYPES



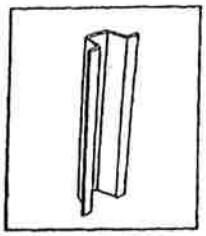
b. Wood Post



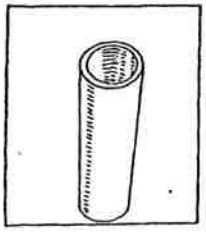
e. Aluminum Type X Post



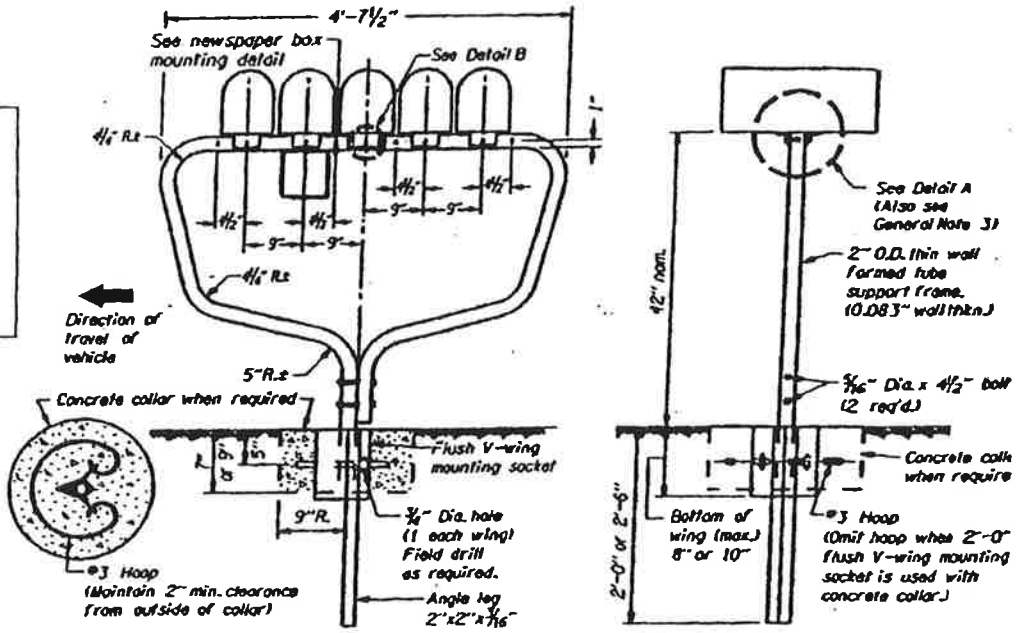
d. Square Steel Tube



a. Steel U-Post

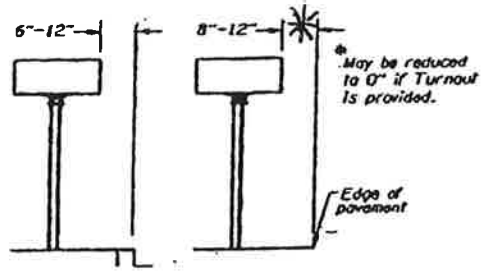


c. Steel Pipe Post



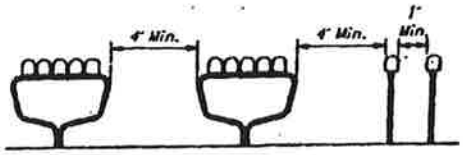
TOP, FRONT (BASE) FRONT SIDE

MULTIPLE SUPPORT



CURBED SECTION NON-CURBED SECTION

LATERAL PLACEMENT

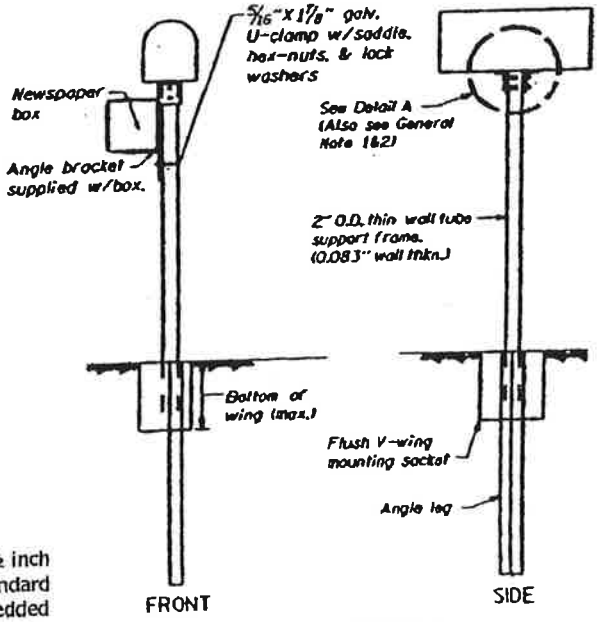


SUPPORT SPACING

*use 30 inches (750mm)

Note: inch = 25mm 1 foot = 0.3048m

Source: ODOT, Standard Drawings



FRONT SIDE

SINGLE SUPPORT

NOTE:

- Mailbox supports which should be considered are nominal 4 inch x 4 inch or 4½ inch diameter wood posts, or a metal post with no greater than a 2 inch diameter standard strength steel pipe, with a height of 42 inches to the bottom part of box, embedded no more than 24 inches into the ground with a lateral distance of 30 inches from the edge of pavement. Fox example, a single 2 pound per foot U-channel support would be acceptable under this structural limitation. Mailbox supports should not be set in concrete unless the support design has been shown to be safe by crash tests.
- Mailbox-to-post attachments should ideally prevent mailboxes from separating from their supports under vehicle impacts. The mailbox guide contains information on attachments that prevent their separation.
- Multiple mailbox installations should meet the same criteria as single mailbox installations. Multiple mailbox installations should have their supports separated a minimum distance of 4 feet above ground. This distance is 12 inches for the single support. This will reduce interaction between adjacent mailboxes and supports.

Neighborhood delivery and collection box units are owned by the postal service and are a specialized type of multiple mailbox installation that should be located outside the clear zone, particularly on high speed or heavily traveled highways. It is incumbent upon local highway officials and local postal officials to communicate with each other to ensure that this type of installation does not become a safety hazard to the motorist.

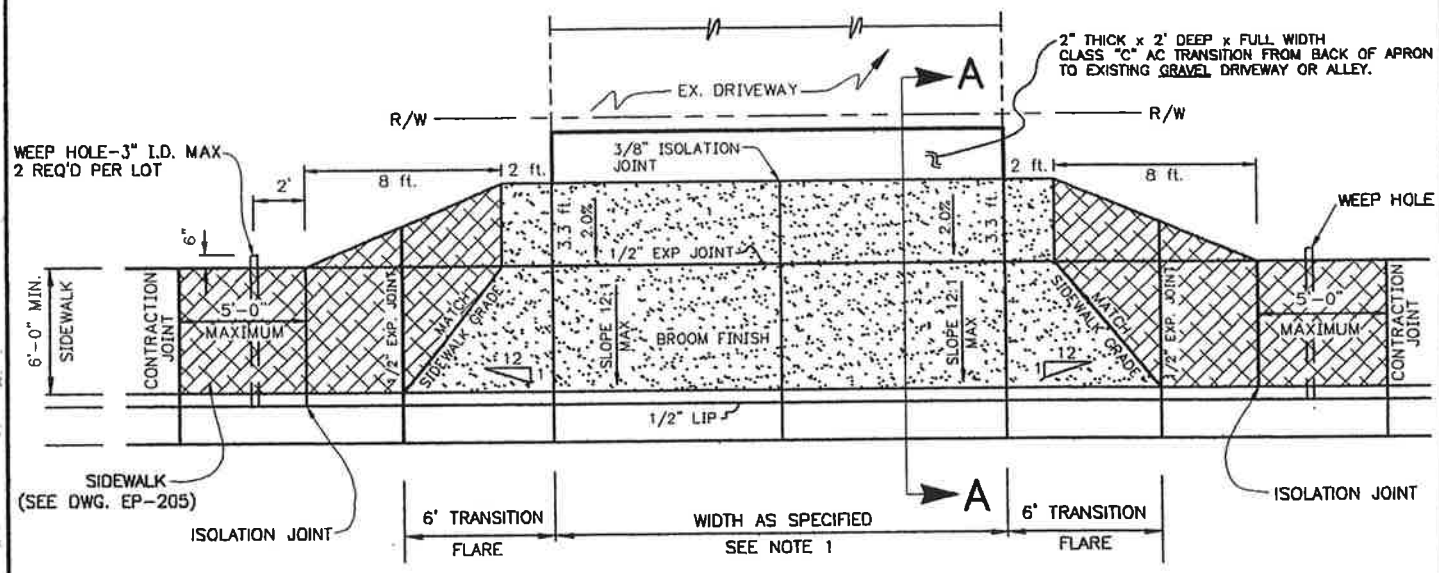
NO.	DATE	INITIAL	REVISIONS
DESIGN:		DRAWN:	APPROVED: 2001

CITY OF EAGLE POINT
ENGINEERING DEPT.

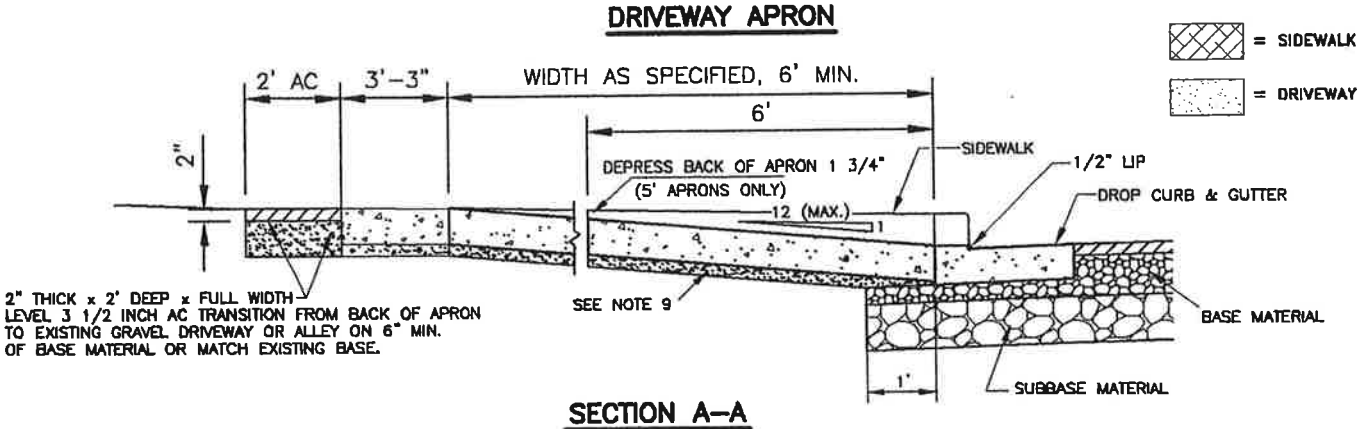
MAILBOX SUPPORTS

SCALE: NONE DWG. NO. EP-207

EP-207.DWG



DRIVEWAY APRON



SECTION A–A

NOTES:

1. DRIVEWAYS WITHIN THE PUBLIC RIGHT-OF-WAY SHALL NOT EXCEED THE FOLLOWING MAXIMUM WIDTHS, UNLESS OTHERWISE DIRECTED.

FRONTAGE	ONE DRIVEWAY DRIVEWAY WIDTH (MAXIMUM)
UP TO 75 FEET	25 FEET
OVER 75 FEET	30 FEET

2. NO DRIVEWAYS SHALL BE BUILT WITHIN 15 FEET OF THE END OF ANY CURB RETURN UNLESS OTHERWISE DIRECTED.
3. NO DRIVEWAYS SHALL BE BUILT CLOSER THAN 3 FEET TO ANY PROPERTY LINE UNLESS OTHERWISE DIRECTED.
4. RESIDENTIAL DRIVEWAYS AND SIDEWALK SECTIONS THROUGH DRIVEWAYS SHALL HAVE A NOMINAL THICKNESS OF 6" WITH #4 REBAR 24" O.C. BOTH WAYS (2" CLEAR).
5. CONCRETE FOR COMMERCIAL USE AND ALLEY APPROACHES SHALL HAVE A NOMINAL THICKNESS OF 9" WITH #4 REBAR 6" O.C. BOTH WAYS. (2" CLEAR)
6. MINIMUM DRIVEWAY WIDTH 12 FEET.
7. IF DRIVEWAY IS LESS THAN 15' WIDE DO NOT PLACE ISOLATION JOINT AT CENTER.
8. IF APRON AND DRIVEWAY ARE POURED AT THE SAME TIME, PLACE ISOLATION JOINT WHERE THEY MEET.
9. GRANULAR MATERIAL UNDER DRIVEWAYS AND SIDEWALK SECTIONS THROUGH DRIVEWAYS SHALL BE 3/4"-0" OR 1"-0" CRUSHED ROCK, MINIMUM 6", COMPACTED TO 95% MINIMUM, OF AASHTO T-99.
10. ALL CONCRETE SHALL BE CLASS 3300 – 3/4" 0.54 W/C RATIO
11. ALL WORK, MATERIALS & CURING SHALL CONFORM TO CURRENT OREGON APWA STANDARD SPEC'S, AS AMENDED BY THE CITY OF EAGLE POINT.
12. WHERE SIDEWALK IS ADJACENT TO CURB, CONSTRUCT A CONTRACTION JOINT WITH CURB JOINT (10') AND IN BETWEEN (5').
13. ALL MIX SHALL BE VIBRATED OR TAMPED, AS DIRECTED, FOR COMPACTION.

NO.	DATE	INITIAL	REVISIONS
1	07/05	BWD	UPDATED NOTES

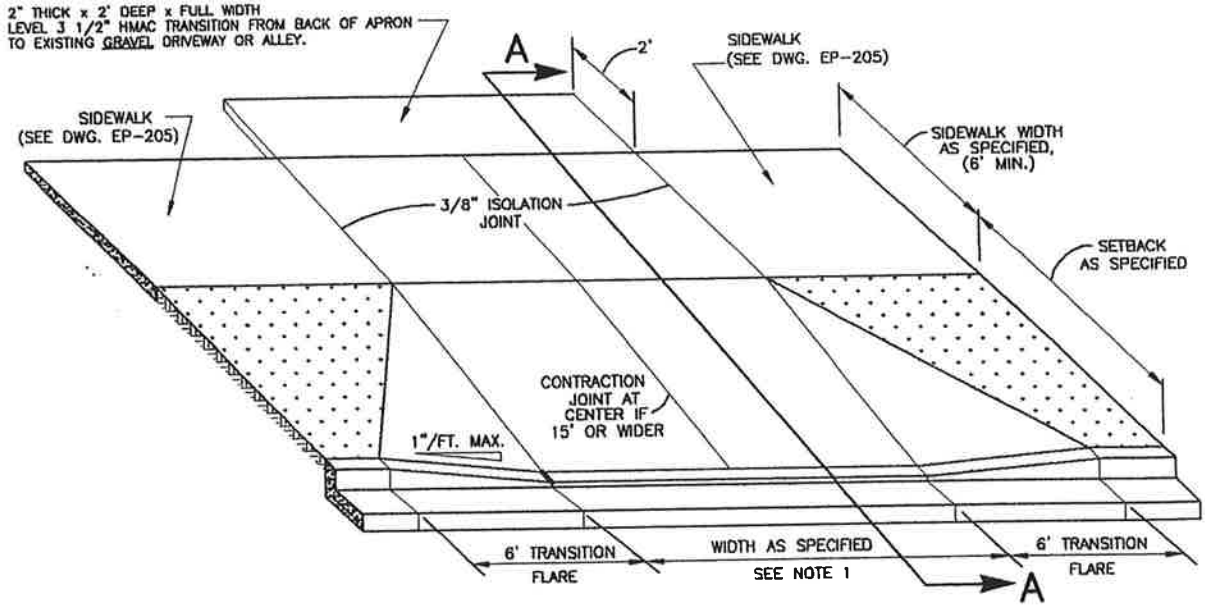
DESIGN: | DRAWN: | APPROVED: 2001

CITY OF EAGLE POINT
ENGINEERING DEPT.

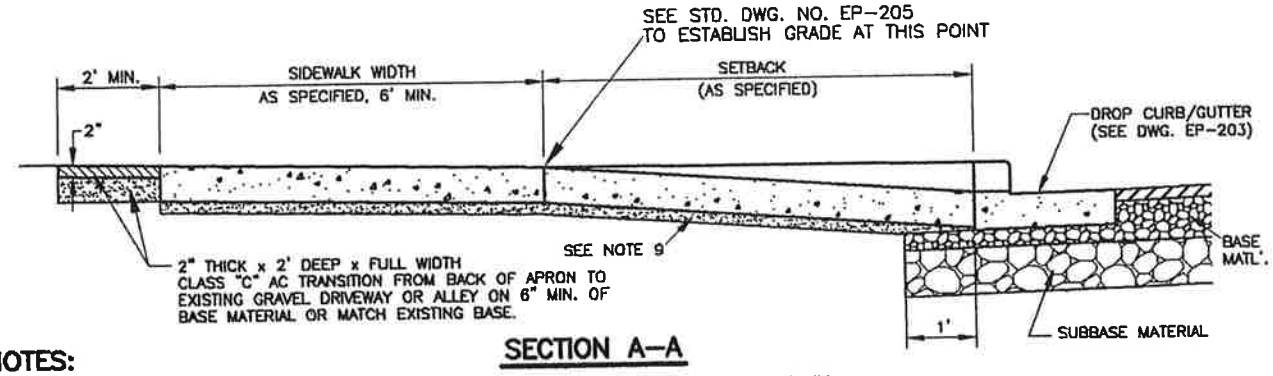
DRIVEWAY APRON
ADJACENT TO CURB

SCALE: NONE | DWG. NO. EP-208

EP-208.DWG



DRIVEWAY APRON FOR SETBACK SIDEWALK



SECTION A–A

NOTES:

1. DRIVEWAYS WITHIN THE PUBLIC RIGHT-OF-WAY SHALL NOT EXCEED THE FOLLOWING MAXIMUM WIDTHS, UNLESS OTHERWISE DIRECTED.

FRONTAGE	ONE DRIVEWAY DRIVEWAY WIDTH (MAXIMUM)
UP TO 75 FEET	25 FEET
OVER 75 FEET	30 FEET

2. NO DRIVEWAYS SHALL BE BUILT WITHIN 15 FEET OF THE END OF ANY CURB RETURN UNLESS OTHERWISE DIRECTED.
3. NO DRIVEWAYS SHALL BE BUILT CLOSER THAN 3 FEET TO ANY PROPERTY LINE UNLESS OTHERWISE DIRECTED.
4. RESIDENTIAL DRIVEWAYS AND SIDEWALK SECTIONS THROUGH DRIVEWAYS SHALL HAVE A NOMINAL THICKNESS OF 6" WITH #4 REBAR 24" O.C. BOTH WAYS (2" CLEAR).
5. CONCRETE FOR COMMERCIAL USE AND ALLEY APPROACHES SHALL HAVE A NOMINAL THICKNESS OF 9" WITH #4 REBAR 6" O.C. BOTH WAYS. (2" CLEAR)
6. MINIMUM DRIVEWAY WIDTH 12 FEET.
7. IF DRIVEWAY IS LESS THAN 15' WIDE DO NOT PLACE ISOLATION JOINT AT CENTER.
8. IF APRON AND DRIVEWAY ARE POURED AT THE SAME TIME, PLACE ISOLATION JOINT WHERE THEY MEET.
9. GRANULAR MATERIAL UNDER DRIVEWAYS AND SIDEWALK SECTIONS THROUGH DRIVEWAYS SHALL BE 3/4"-0" OR 1"-0" CRUSHED ROCK, MINIMUM 6", COMPACTED TO 95% MINIMUM, OF AASHTO T-99.
10. ALL CONCRETE SHALL BE CLASS 3300 – 3/4" 0.54 W/C RATIO
11. ALL WORK, MATERIALS & CURING SHALL CONFORM TO CURRENT OREGON APWA STANDARD SPEC'S, AS AMENDED BY THE CITY OF EAGLE POINT.
12. WHERE SIDEWALK IS ADJACENT TO CURB, CONSTRUCT A CONTRACTION JOINT WITH CURB JOINT (10') AND IN BETWEEN (5').
13. ALL MIX SHALL BE VIBRATED OR TAMPED, AS DIRECTED, FOR COMPACTION.

EP-208A.DWG

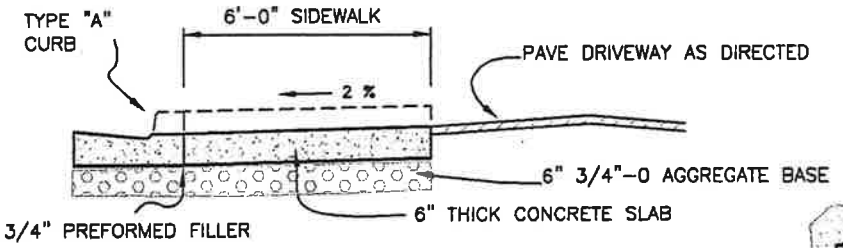
NO.	DATE	INITIAL	REVISIONS
1	07/05	BWD	NOTES

DESIGN:	DRAWN:	APPROVED: 2001

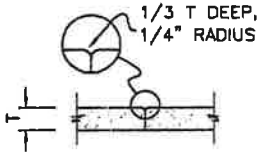
CITY OF EAGLE POINT
ENGINEERING DEPT.

DRIVEWAY APRON
FOR SETBACK SIDEWALK

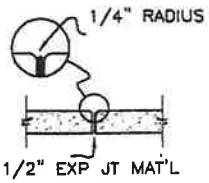
SCALE: NONE DWG. NO. EP-208A



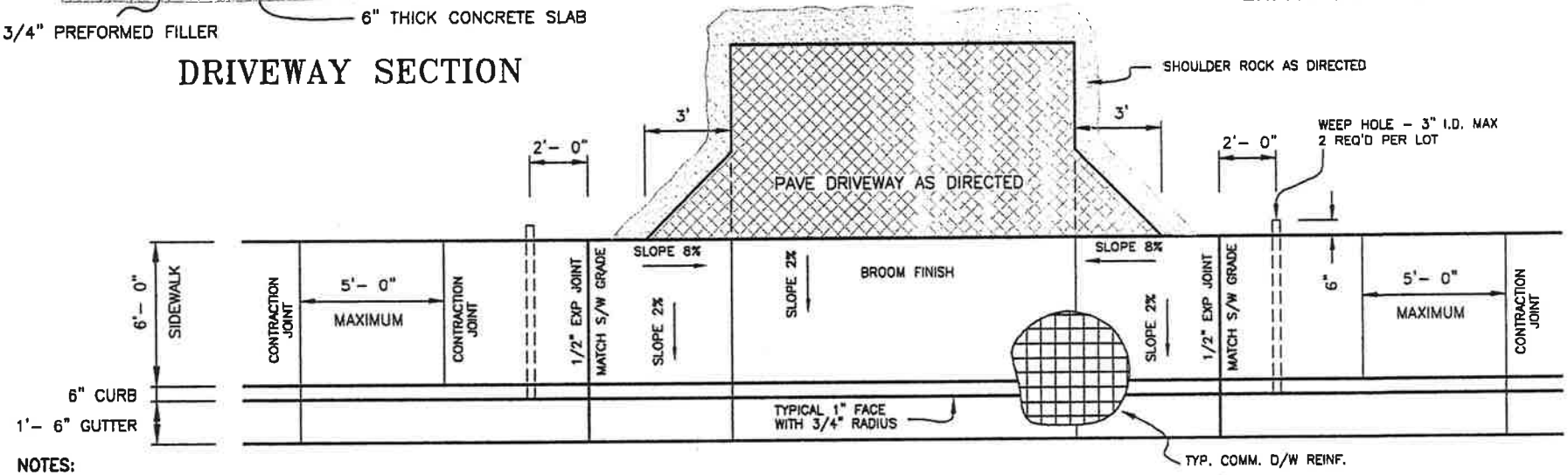
DRIVEWAY SECTION

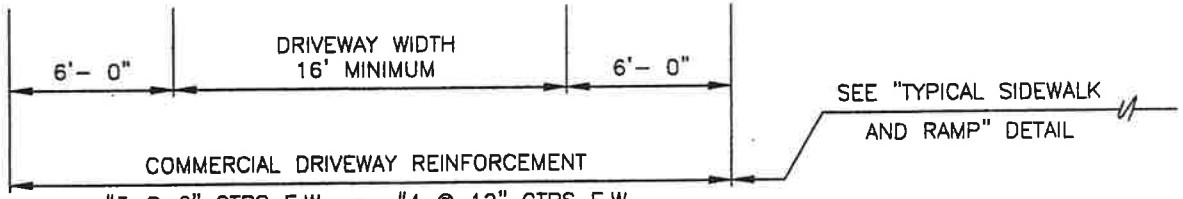


CONTRACTION JOINT



EXPANSION JOINT





#3 @ 6" CTRS E.W. or #4 @ 12" CTRS E.W.
(CURB & GUTTER MONOLITHIC w/ DRIVEWAY)

NOTES:

1. DRIVEWAYS WITHIN THE PUBLIC RIGHT-OF-WAY SHALL NOT EXCEED THE FOLLOWING MAXIMUM WIDTHS, UNLESS OTHERWISE DIRECTED.

FRONTAGE	ONE DRIVEWAY OF MAXIMUM WIDTH
UP TO 75 FEET	25 FEET
OVER 75 FEET	30 FEET

2. NO DRIVEWAYS SHALL BE BUILT WITHIN 15 FEET OF THE END OF ANY CURB RETURN UNLESS OTHERWISE DIRECTED.
3. NO DRIVEWAYS SHALL BE BUILT CLOSER THAN 3 FEET TO ANY PROPERTY LINE UNLESS OTHERWISE DIRECTED.
4. RESIDENTIAL DRIVEWAYS AND SIDEWALK SECTIONS THROUGH DRIVEWAYS SHALL HAVE A NOMINAL THICKNESS OF 6" WITH #4 REBAR 24" O.C. BOTH WAYS (2" CLEAR).
5. CONCRETE FOR COMMERCIAL USE AND ALLEY APPROACHES SHALL HAVE A NOMINAL THICKNESS OF 9" WITH #4 REBAR 6" O.C. BOTH WAYS. (2" CLEAR)
6. MINIMUM DRIVEWAY WIDTH 12 FEET.
7. IF DRIVEWAY IS LESS THAN 15' WIDE DO NOT PLACE ISOLATION JOINT AT CENTER.
8. IF APRON AND DRIVEWAY ARE POURED AT THE SAME TIME, PLACE ISOLATION JOINT WHERE THEY MEET.
9. GRANULAR MATERIAL UNDER DRIVEWAYS AND SIDEWALK SECTIONS THROUGH DRIVEWAYS SHALL BE 3/4"-0" OR 1"-0" CRUSHED ROCK, MINIMUM 6", COMPACTED TO 95% MINIMUM, OF AASHTO T-180.
10. ALL CONCRETE SHALL BE CLASS 3300 - 3/4" 0.54 W/C RATIO
11. ALL WORK, MATERIALS & CURING SHALL CONFORM TO CURRENT OREGON APWA STANDARD SPEC'S, AS AMENDED BY THE CITY OF EAGLE POINT.
12. WHERE SIDEWALK IS ADJACENT TO CURB, CONSTRUCT A CONTRACTION JOINT WITH CURB JOINT (10') AND IN BETWEEN (5'), AND AT WEEPHOLE CROSSING.
13. ALL MIX SHALL BE VIBRATED OR TAMPED, AS DIRECTED, FOR COMPACTION.

DRIVEWAYS

MAX 10% GRADE WITHIN R/W
MAX 15% GRADE OUTSIDE R/W
MAX 5% GRADE DIFFERENCE

NO.	DATE	INITIAL	REVISIONS

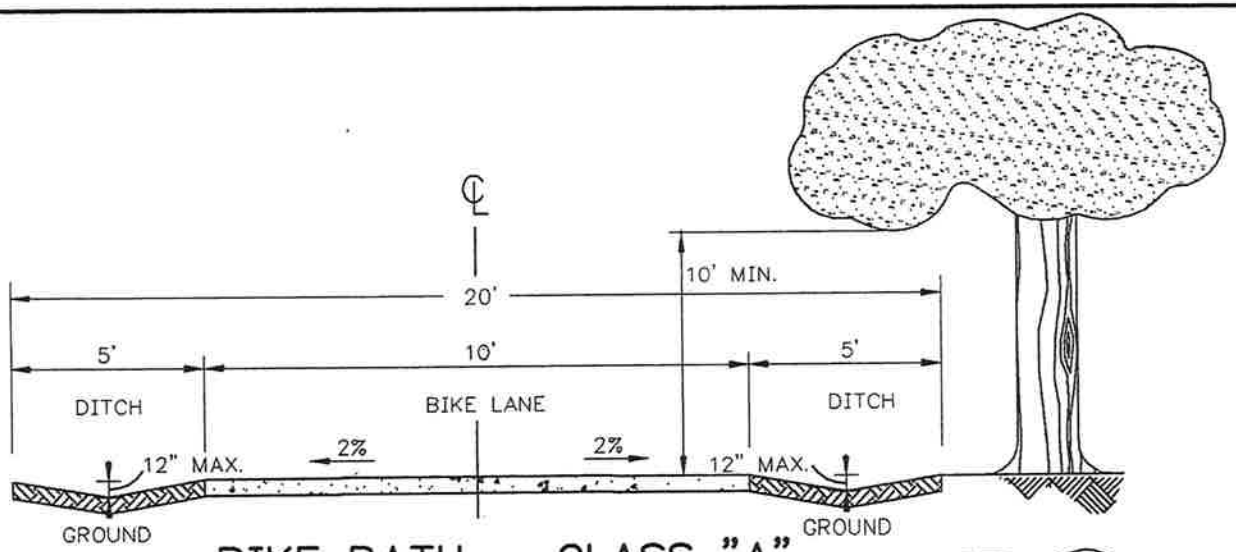
DESIGN: DRAWN: APPROVED: 2001

CITY OF EAGLE POINT
ENGINEERING DEPT.

DRIVEWAY/SIDEWALK ALTERNATIVE

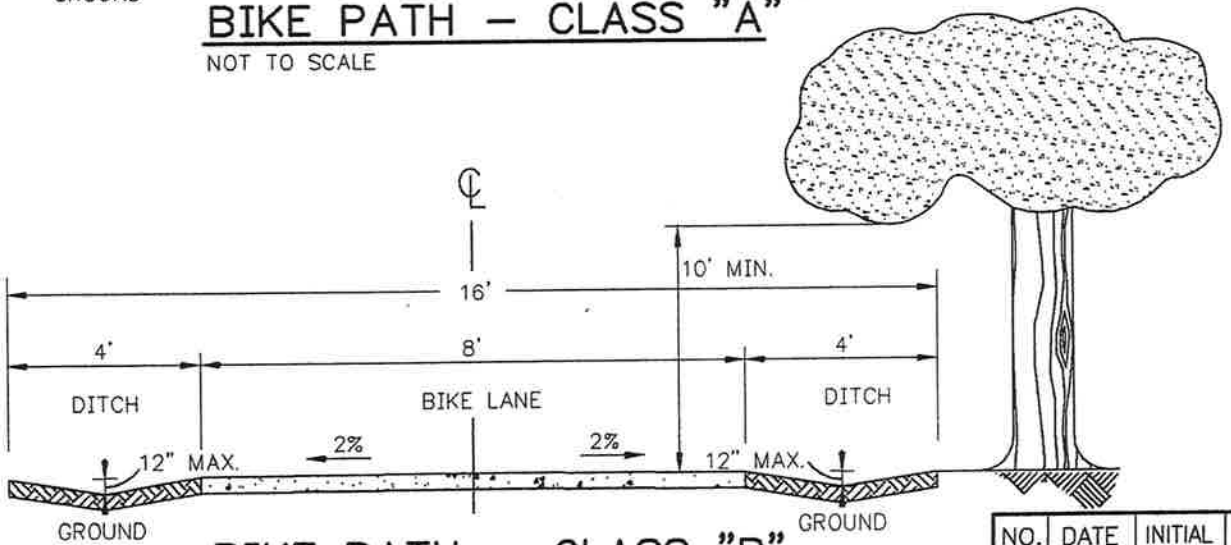
SCALE: NONE DWG. NO. EP-208B

EP-504.DWG



BIKE PATH – CLASS "A"

NOT TO SCALE



BIKE PATH – CLASS "B"

NOT TO SCALE

NOTES:

1. FOR PAVEMENT SECTION REFER TO EP-200P.
2. A BARRIER IS NEEDED IF THERE IS LESS THAN A 5' SEPARATION FROM TRAFFIC TO BIKE PATH.

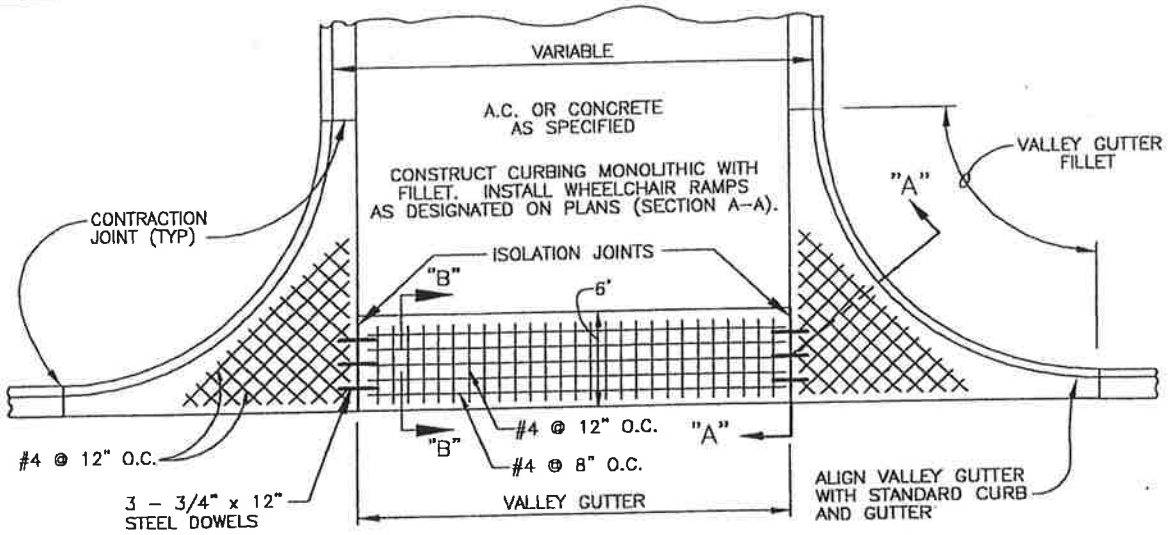
NO.	DATE	INITIAL	REVISIONS
DESIGN:		DRAWN:	APPROVED: 2001

CITY OF EAGLE POINT
ENGINEERING DEPT.

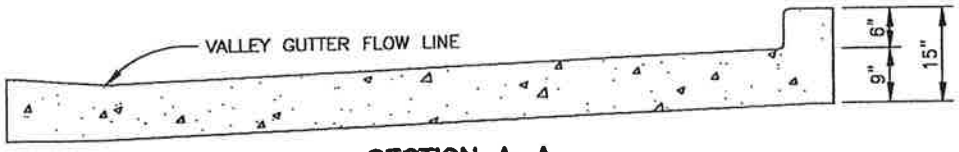
BIKE PATH

SCALE: NONE | DWG. NO. EP-209

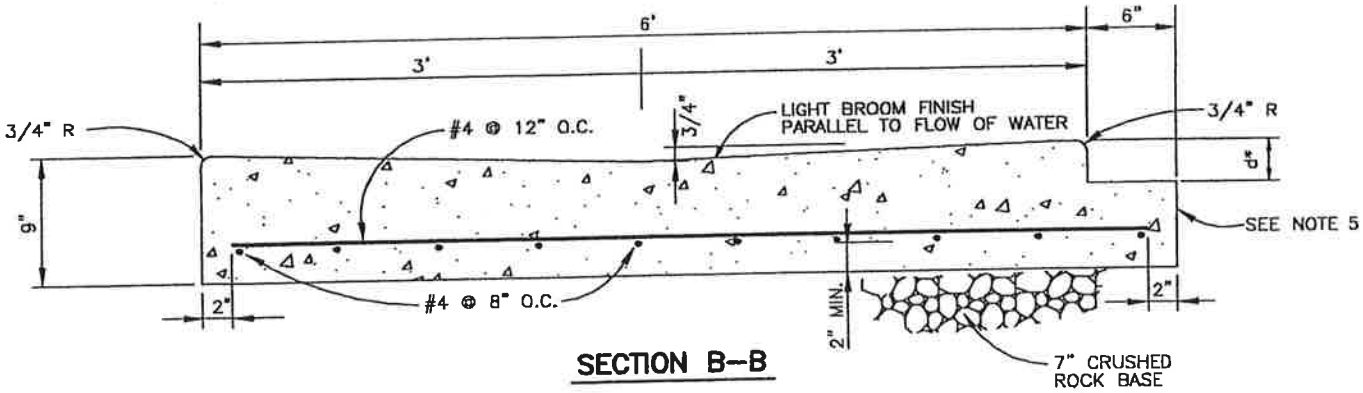
EP-209.DWG



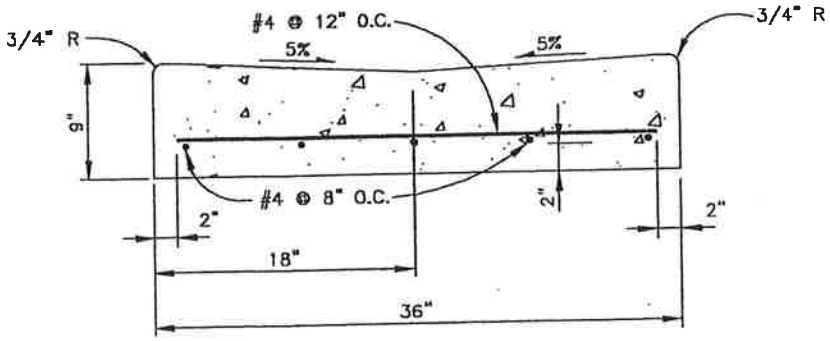
INTERSECTION VALLEY GUTTER
PLAN VIEW



SECTION A-A



SECTION B-B



STANDARD VALLEY GUTTER

NOTES:

1. CONCRETE SHALL BE CLASS 3300 - 3/4" 0.54 W/C RATIO
2. EXPANSION JOINTS SHALL BE CONSTRUCTED OF 3/8" ASPHALT IMPREGNATED FELT.
3. d* = THICKNESS OF ASPHALT PAVING.
4. CONSTRUCT 6" BENCH MONOLITHICALLY WITH VALLEY GUTTER TO EXTEND UNDER PAVING FOR PAVEMENT SUPPORT.
5. CONSTRUCT 6" x d DEPRESSED BENCH WHERE VALLEY GUTTER ABUTS ASPHALT PAVEMENT.
6. MIX WILL BE VIBRATED OR TAMPED AS DIRECTED BY THE ENGINEER.
7. VALLEY GUTTER SHALL PASS A WATER TEST TO ASSURE FLOW.

EP-210.DWG

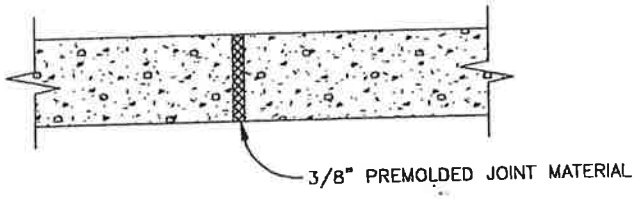
NO.	DATE	INITIAL	REVISIONS

DESIGN:	DRAWN:	APPROVED: 2001

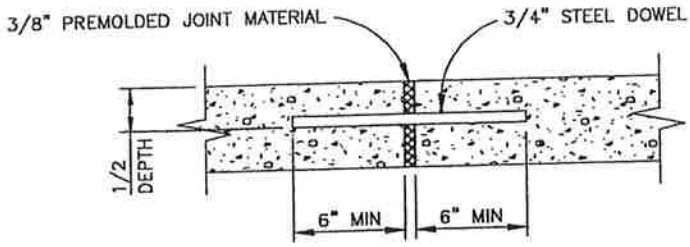
CITY OF EAGLE POINT
ENGINEERING DEPT.

INTERSECTION VALLEY GUTTER
AND
STANDARD VALLEY GUTTER

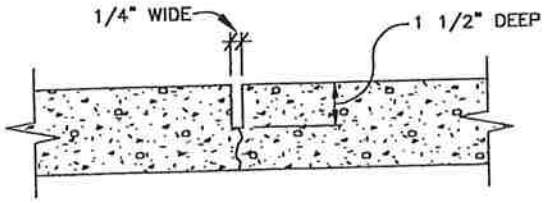
SCALE: NONE | DWG. NO. EP-210



TYPICAL ISOLATION (EXPANSION) JOINT



TYPICAL ISOLATION (EXPANSION) JOINT WITH DOWEL



TYPICAL CONTRACTION JOINT

NOTES:

ALL JOINTS TO BE TOOLED WITH 1/2" RADIUS UNLESS SAWCUT

NO.	DATE	INITIAL	REVISIONS
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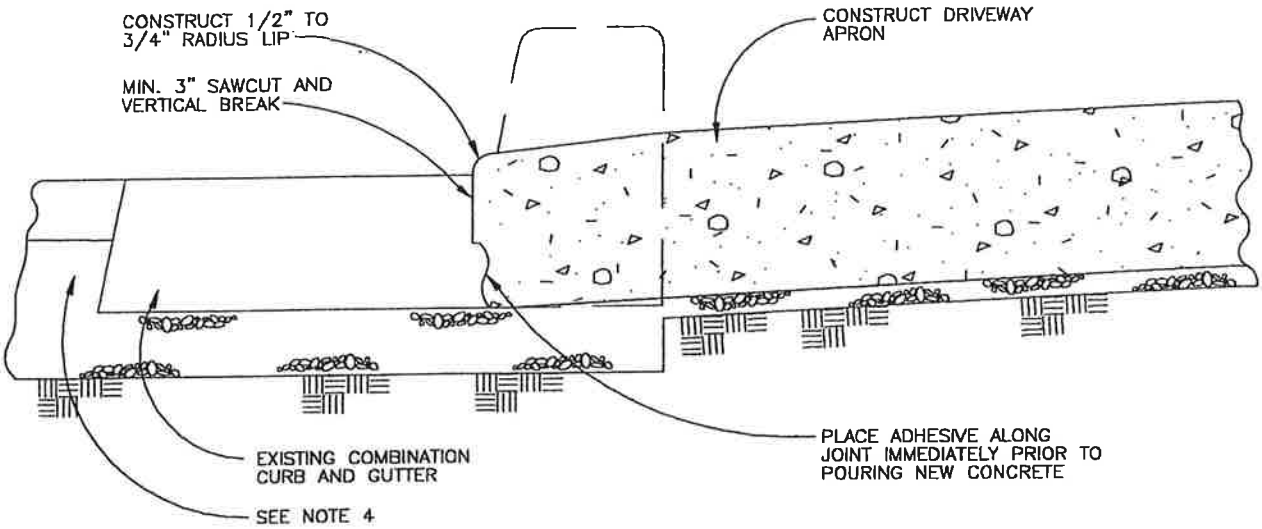
CITY OF EAGLE POINT
ENGINEERING DEPT.

CONCRETE PAVEMENT JOINTS

SCALE: NONE | DWG. NO. EP-211

EP-211.DWG



NOTES:

1. SAWCUT THROUGH GUTTER PLATE SHALL BE MADE AS CLOSE TO CURB FACE AS POSSIBLE.
2. COMPLETE CURB AND GUTTER SHALL NOT BE REMOVED UNLESS DIRECTED BY THE ENGINEER.
3. WHEN STRAIGHT CURBS ARE REMOVED, A MINIMUM OF 2 FEET OF PAVEMENT FROM THE FACE OF CURB SHOULD BE REMOVED AND REPLACED.
4. WHEN ENTIRE GUTTER PLATE IS REMOVED THE EXISTING PAVEMENT SHALL BE CUT BACK AND A 6" MONOLITHIC CONCRETE BENCH SHALL BE CONSTRUCTED WITH THE NEW GUTTER TO PROVIDE SUPPORT UNDER PAVEMENT. (SEE VALLEY GUTTER DETAILS).

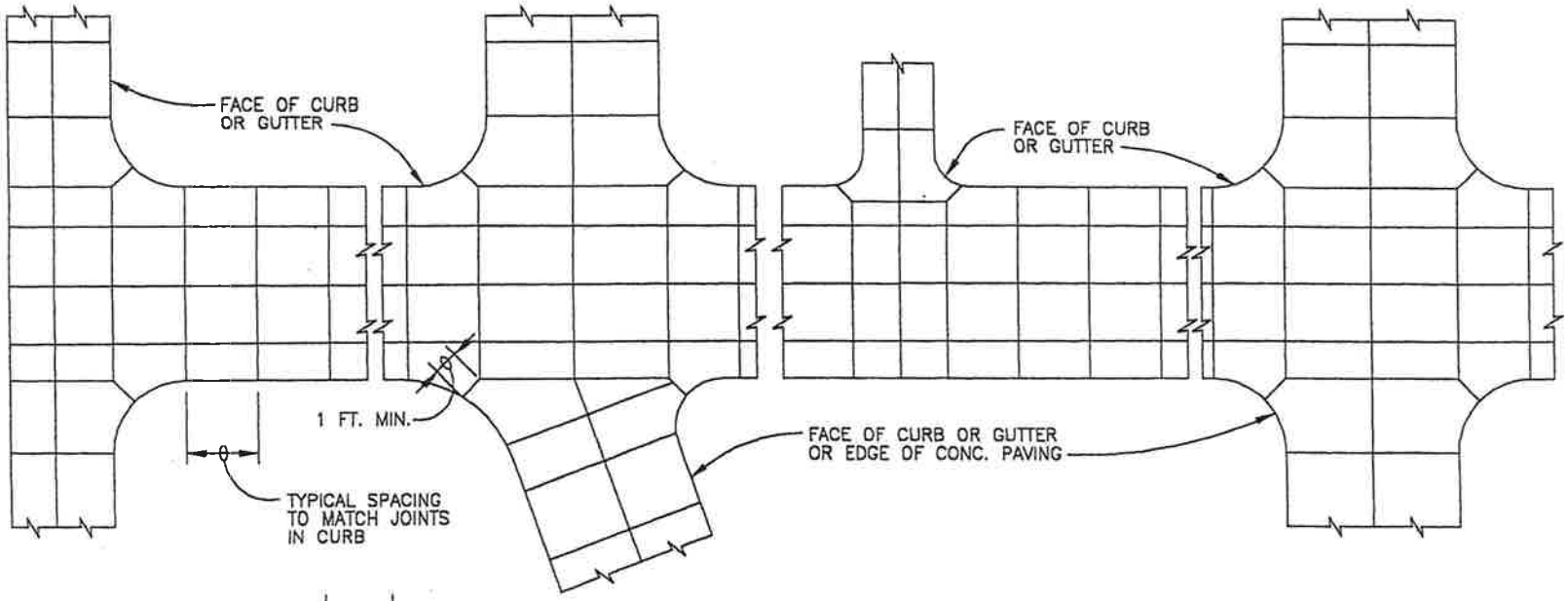
NO.	DATE	INITIAL	REVISIONS
DESIGN:		DRAWN:	APPROVED: 2001

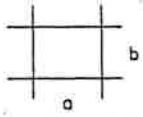
CITY OF EAGLE POINT
ENGINEERING DEPT.

CURB KNOCKOUT
FOR DRIVEWAYS

SCALE: NONE | DWG. NO. EP-212

EP-212.DWG



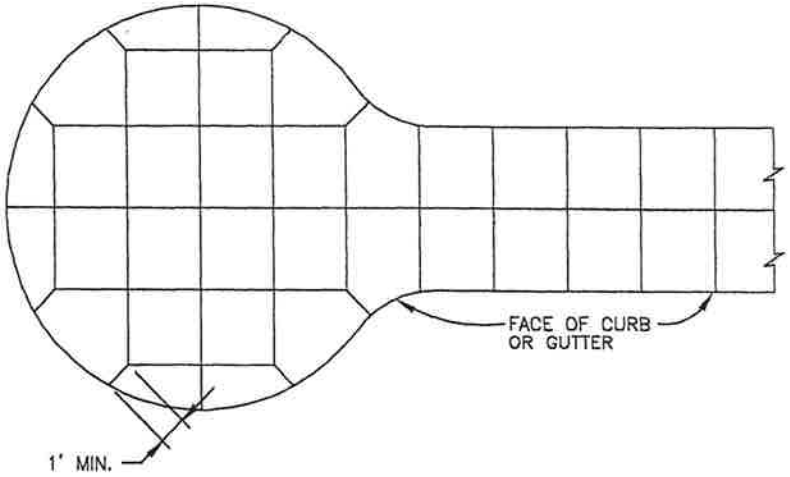


a/b=1.25 MAXIMUM

JOINT SPACING

NOTES:

1. ALL TRANSVERSE CONTRACTION JOINTS SHALL MATCH AND ALIGN WITH JOINTS IN CURB AND GUTTER UNLESS PAVING AND CURBS ARE SEPARATED BY AN ISOLATION JOINT. JOINTS IN CUL DE SAC CURB SHOULD BE PLANNED TO MATCH JOINT PATTERN IN PAVING.
2. MAXIMUM JOINT SPACING IN FEET SHALL BE 2 1/2 TIMES THE PAVEMENT THICKNESS IN INCHES.
3. SPECIAL TREATMENT WILL BE REQUIRED FOR JOINTING ADJACENT TO MANHOLES, VAULTS, OR OTHER STRUCTURES INTRUDING INTO PAVING SURFACE.



NO.	DATE	INITIAL	REVISIONS

DESIGN: DRAWN: APPROVED: 2001

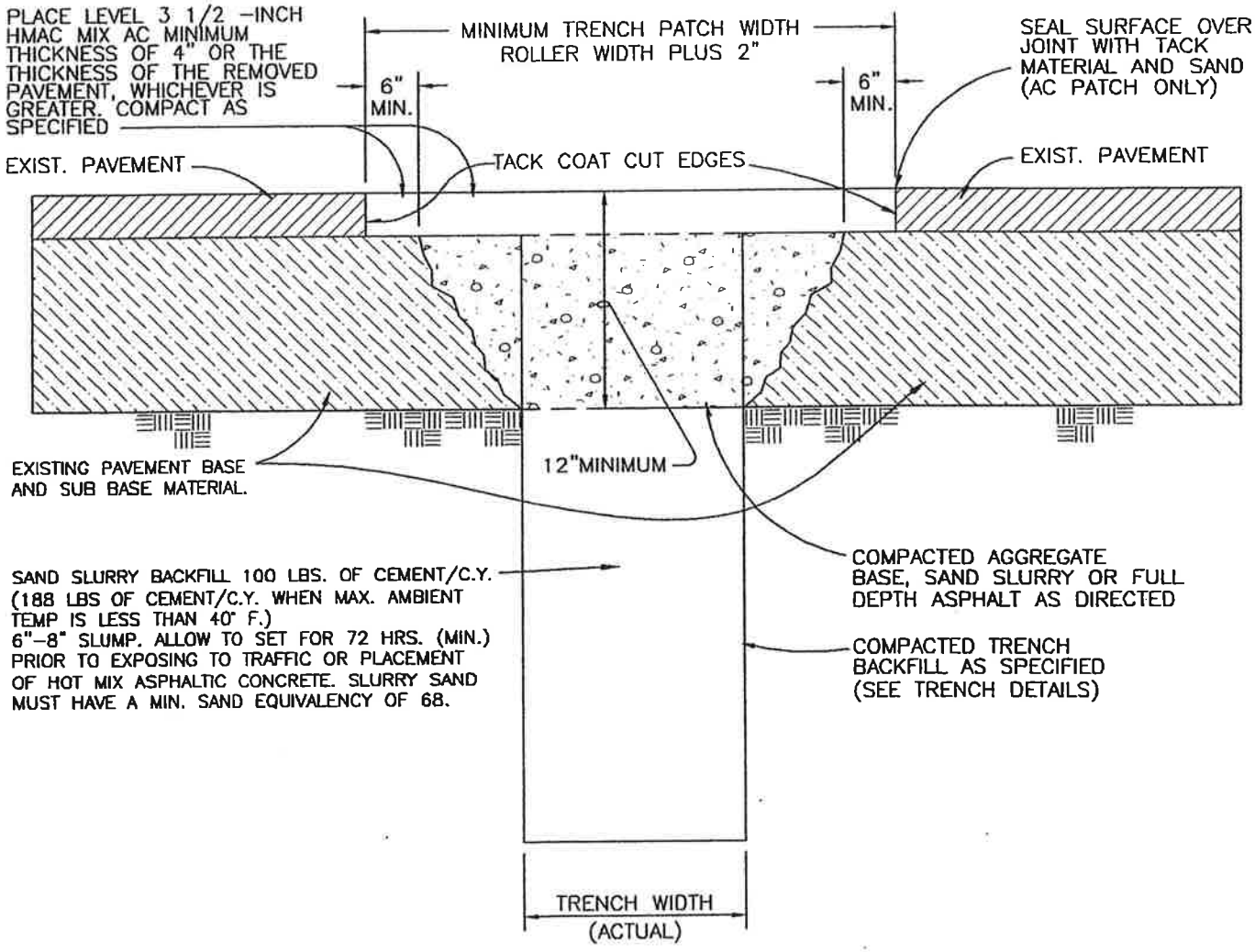
CITY OF EAGLE POINT
ENGINEERING DEPT.

CONTRACTION JOINT DETAIL
FOR CONCRETE PAVING

SCALE: NONE

DWG. NO. EP-213

EP-213.DWG



NOTES:

1. A PERMIT IS REQUIRED PRIOR TO ANY STREET CUTS. PERMIT MUST BE PRESENT AT TIME OF CONSTRUCTION.
2. ALL EXISTING AC OR PCC PAVEMENT SHALL BE SAWCUT PRIOR TO REPAVING.
3. CONCRETE PAVEMENT SHALL BE REPLACED WITH CONCRETE TO A MINIMUM THICKNESS OF 6" OR TO THE THICKNESS OF REMOVED PAVEMENT, WHICHEVER IS GREATER.
4. IF EXISTING BASE MATERIAL IS CTB OR ATB, THEN REPLACEMENT BASE MATERIAL SHALL MATCH EXISTING.

NO.	DATE	INITIAL	REVISIONS
1	07/05	BWD	HMAC

DESIGN:	DRAWN:	APPROVED: 2001

CITY OF EAGLE POINT ENGINEERING DEPT.

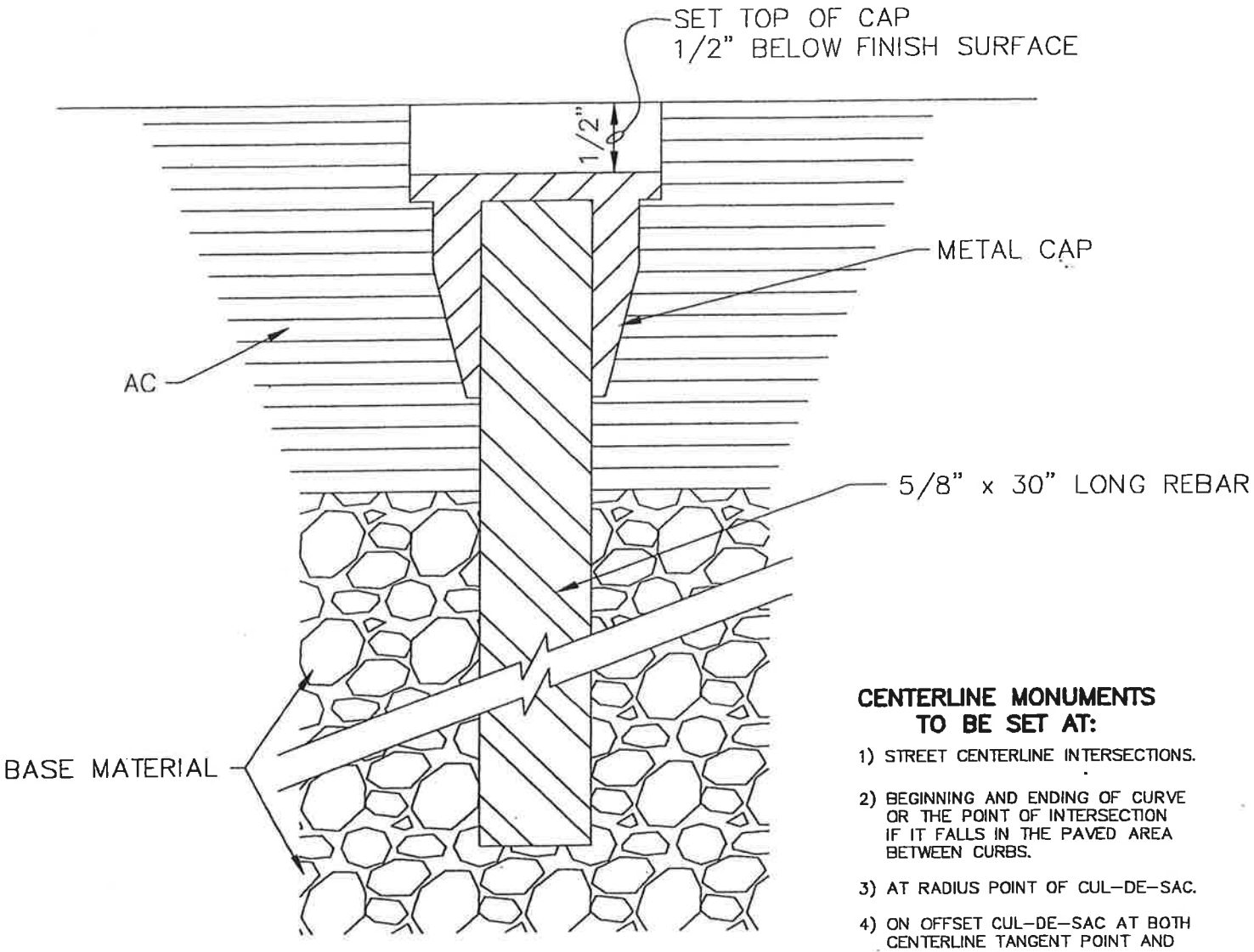
STREET CUT

SCALE: **NONE** DWG. NO. **EP-214**

EP-214.DWG

DETAIL EP-215 HAS BEEN DELETED.

EP-215-DELETED.DWG



CENTERLINE MONUMENTS TO BE SET AT:

1) STREET CENTERLINE INTERSECTIONS.
2) BEGINNING AND ENDING OF CURVE OR THE POINT OF INTERSECTION IF IT FALLS IN THE PAVED AREA BETWEEN CURBS.
3) AT RADIUS POINT OF CUL-DE-SAC.
4) ON OFFSET CUL-DE-SAC AT BOTH CENTERLINE TANGENT POINT AND AT RADIUS POINT.
5) AT ANY OTHER POINTS THAT THE CITY ENGINEER MAY REQUIRE MONUMENTS TO BE PLACED.

NOTES:

1) PIN SHALL BE A MIN. OF 5/8" x 30" WITH METAL CAP SET 1/2" BELOW FINISH SURFACE.
2) FOUR REFERENCE POINTS WILL BE TAKEN WITHIN 100 FEET OF THE CENTERLINE MONUMENT. THE TYPE AND LOCATION OF REFERENCE POINTS WILL BE SUBJECT TO APPROVAL BY THE CITY ENGINEER. THE BEARING AND DISTANCE TO THE REFERENCE POINT SHALL BE WITHIN THE PRECISION REQUIRED BY O.R.S. 92.060.
   a) IF SUBDIVISION CENTERLINE MONUMENTS ARE NOT DEFERRED, THE REFERENCE POINT INFORMATION (BEARING AND DISTANCE FROM THE POINT BEING REFERENCED) SHALL BE IN TABULAR OF GRAPHIC FORM AND SUBMITTED TO THE CITY SEPARATELY AT THE TIME OF FINAL PLAT SUBMITTAL. THE REFERENCE POINT INFORMATION SHALL REMAIN WITH THE CITY AND SHALL BE SO REFERENCED ON THE FINAL PLAT.
   b) IF SUBDIVISION CENTERLINE MONUMENTS ARE DEFERRED, THE REFERENCE POINT INFORMATION (BEARING AND DISTANCE FROM THE POINT BEING REFERENCED) SHALL BE IN TABULAR OF GRAPHIC FORM AND SUBMITTED TO THE CITY SEPARATELY ALONG WITH THE AFFIDAVIT OF DEFERRED MONUMENTATION. THE REFERENCE POINT INFORMATION SHALL REMAIN WITH THE CITY AND SHALL BE SO REFERENCED ON THE AFFIDAVIT.
3) CENTERLINE PINS AND REFERENCE POINTS SHALL NOT BE SET UNTIL THE CONSTRUCTION OF THE STREET AND/OR SUBDIVISION HAS BEEN APPROVED BY THE CITY ENGINEER.
4) IN SPECIAL CASES A MONUMENT CASE MAY BE REQUIRED AT THE DISCRETION OF THE CITY ENGINEER.

GOVERNMENT MONUMENTS

1) ALL GOVERNMENT MONUMENTS WHICH FALL WITHIN STREET IMPROVEMENTS WILL BE SET USING CITY STD. DWG's EP-217.

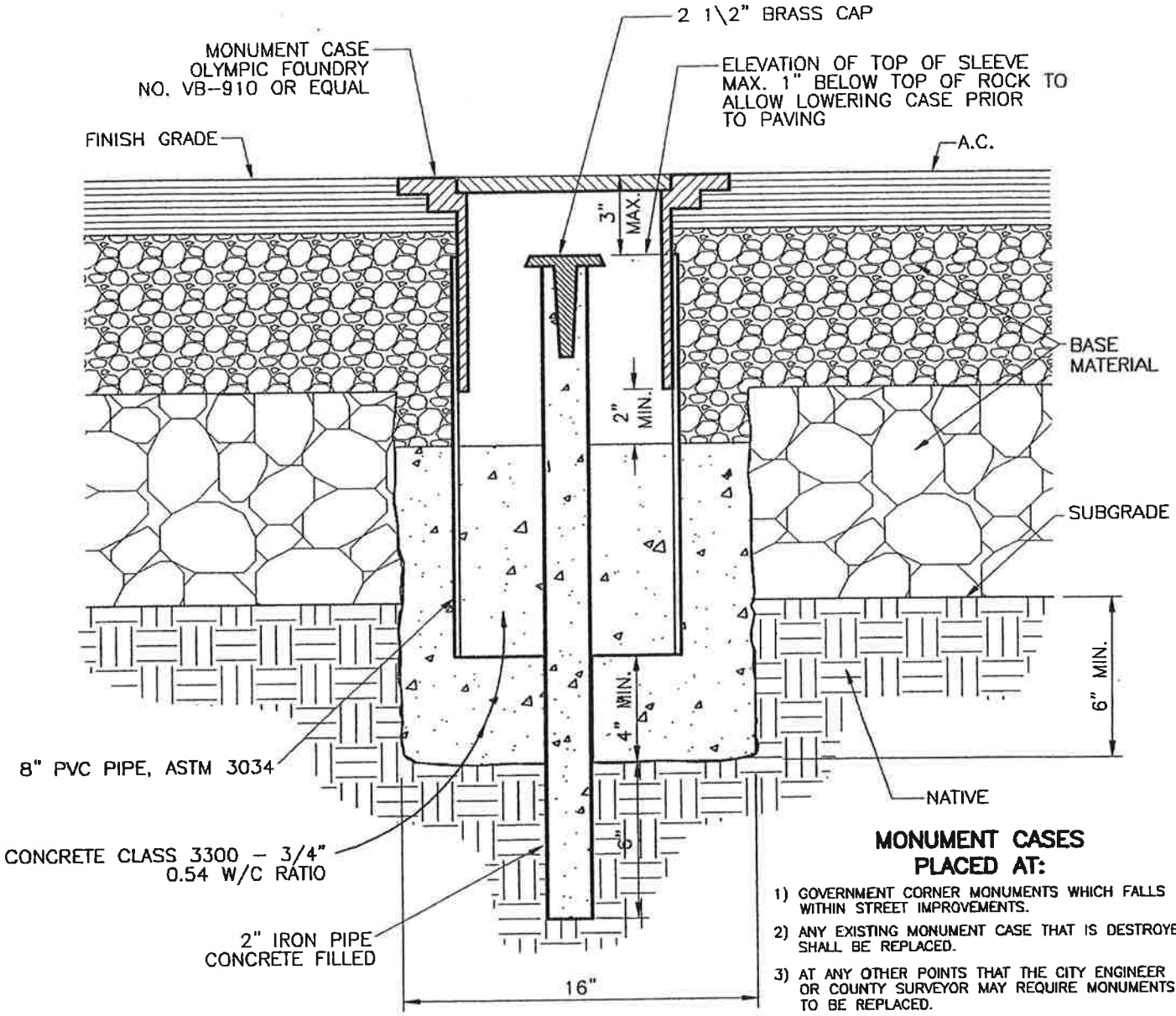
NO.	DATE	INITIAL	REVISIONS
DESIGN:		DRAWN:	APPROVED: 2001

CITY OF EAGLE POINT ENGINEERING DEPT.

IRON PIN CENTERLINE MONUMENT

SCALE: NONE | DWG. NO. EP-216

EP-216.DWG



MONUMENT CASES PLACED AT:

1) GOVERNMENT CORNER MONUMENTS WHICH FALLS WITHIN STREET IMPROVEMENTS.
2) ANY EXISTING MONUMENT CASE THAT IS DESTROYED SHALL BE REPLACED.
3) AT ANY OTHER POINTS THAT THE CITY ENGINEER OR COUNTY SURVEYOR MAY REQUIRE MONUMENTS TO BE REPLACED.

NOTES:

1) MONUMENT CASE MAY BE INSTALLED AFTER BASE ROCK IS COMPACTED OR INSTALLED AFTER PAVING IS DONE.
2) BASE ROCK SHALL BE RE-COMPACTED TO 98% MAX. DENSITY PER ASSHTO T-99 AFTER PLACEMENT OF CASE.
3) IF MONUMENT CASE IS INSTALLED AFTER PAVING IS DONE POUR CONCRETE FLUSH WITH TOP OF CASE TO FILL IN COMPLETE AC BORE HOLE.

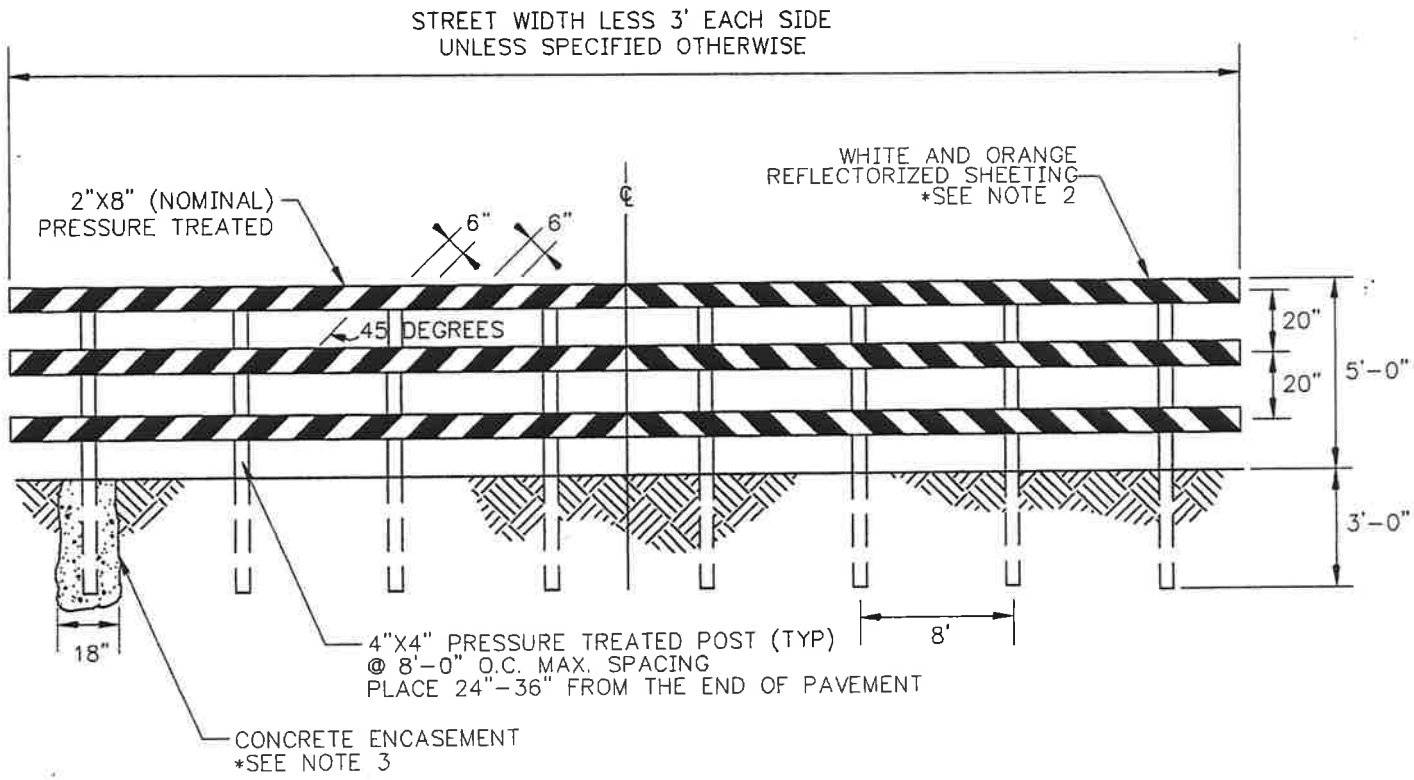
NO.	DATE	INITIAL	REVISIONS
1	07/05	BWD	NOTES
DESIGN:		DRAWN:	APPROVED: 2001

CITY OF EAGLE POINT
ENGINEERING DEPT.

GOVERNMENT
MONUMENT CASE DETAIL
NEW PAVEMENT

SCALE: NONE | DWG. NO. EP-217

EP-217.DWG



ROAD CLOSED BARRICADE DETAIL

NOT TO SCALE

NOTE:
1. ALL NON-REFLECTORIZED SURFACES SHALL BE PAINTED WHITE.
2. ALL PERMANENT BARRICADES SHALL HAVE WHITE AND RED REFLECTORIZED SHEETING.
3. POSTS FOR PERMANENT BARRICADES SHALL BE ENCASED IN CONCRETE.
4. MATERIALS SHALL BE AS SPECIFIED ON ODOT QUALIFIED PRODUCTS LIST.
5. STRIPING AS PER MUTCD REQUIREMENTS.
6. ATTACH 2"X8" TO EACH 4"X4" WITH AT LEAST 2 - 3/8"X5" GALVANIZED LAG BOLTS WITH WASHER.
7. END OF ROAD MARKERS MAY BE USED IN PLACE OF TYPE III BARRICADES (SEE DETAIL EP-218A).

NO.	DATE	INITIAL	REVISIONS
1	07/05	BWD	MARKERS

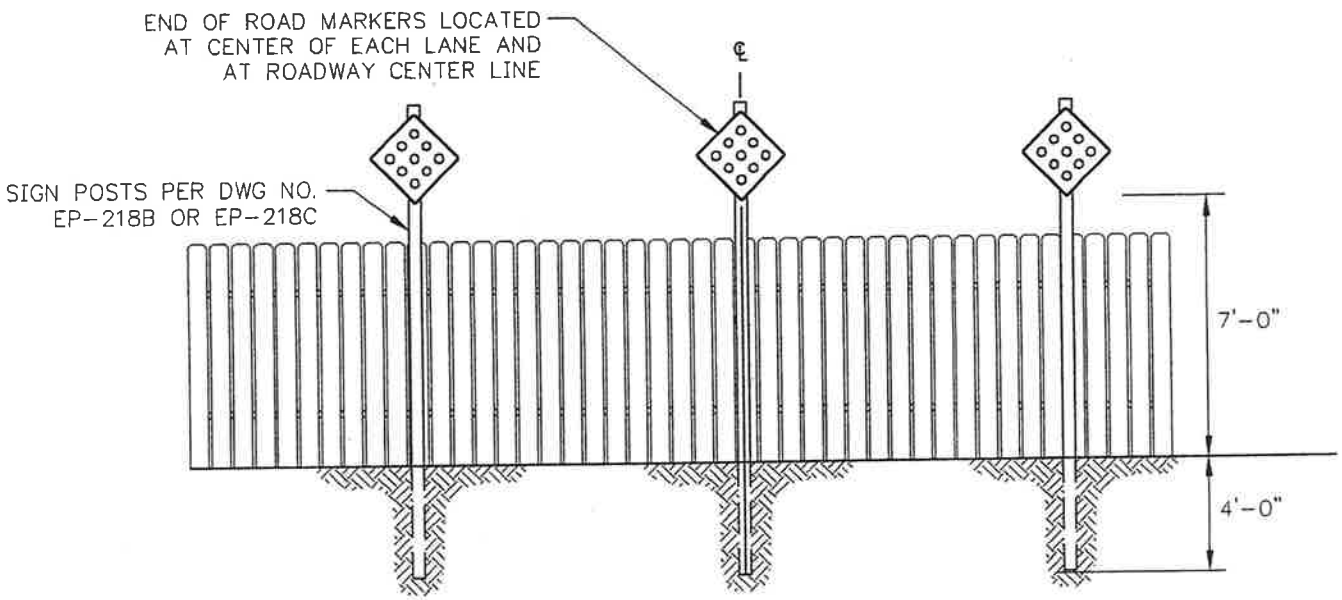
DESIGN:	DRAWN:	APPROVED: 2001

CITY OF EAGLE POINT
ENGINEERING DEPT.

STREET BARRICADE

SCALE: NONE | DWG. NO. EP-218

EP-218.DWG



END OF ROAD MARKER DETAIL

NOT TO SCALE

NOTE:

1. END OF ROAD MARKERS MAY BE USED WHEN A FENCE OR OTHER BARRIER ACCEPTABLE TO THE CITY IS PROVIDED.
2. END OF ROAD MARKERS SHALL BE OM4-1, OM4-2 OR OM4-3 PER MUTCD.
3. MATERIALS SHALL BE AS SPECIFIED ON ODOT QUALIFIED PRODUCTS LIST.

NO.	DATE	INITIAL	REVISIONS

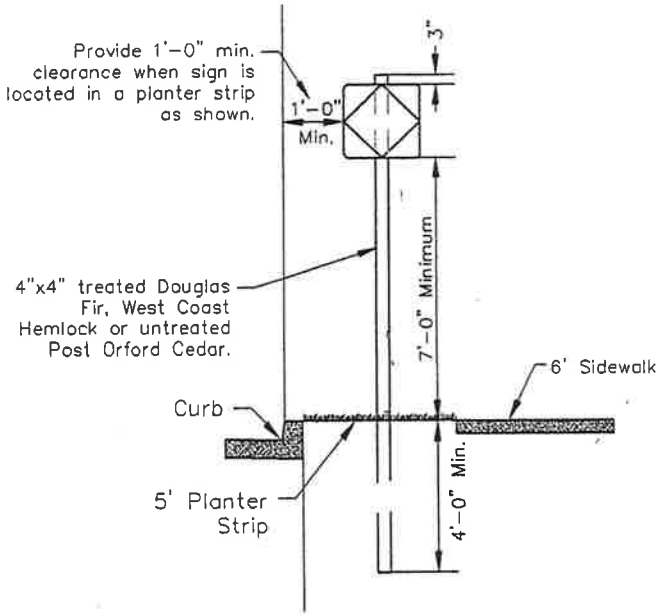
DESIGN:	DRAWN:	APPROVED: 2001

CITY OF EAGLE POINT
ENGINEERING DEPT.

END OF ROAD MARKERS

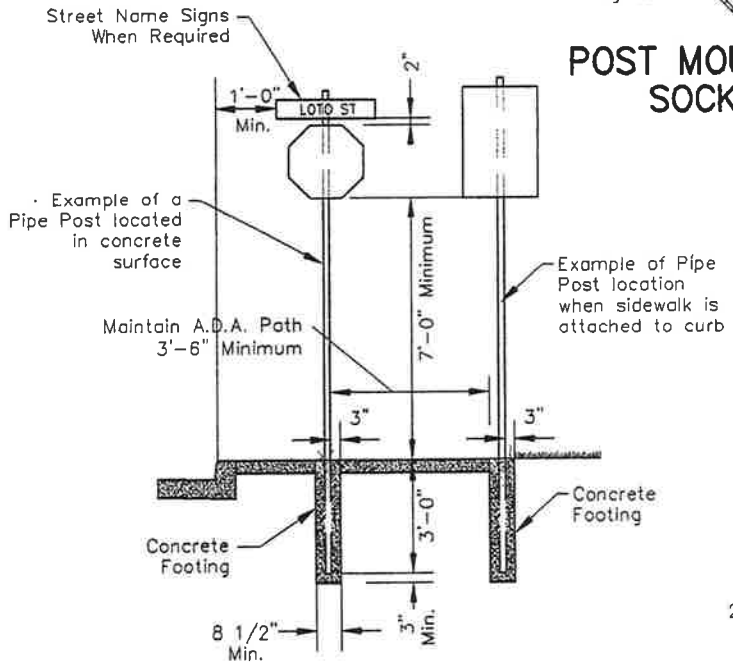
SCALE: NONE | DWG. NO. EP-218A

EP-218A.DWG



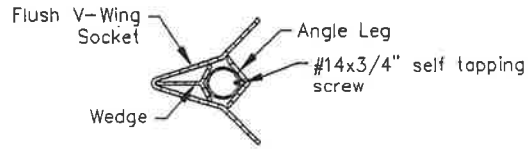
WOOD SIGN POSTS

NOT TO SCALE

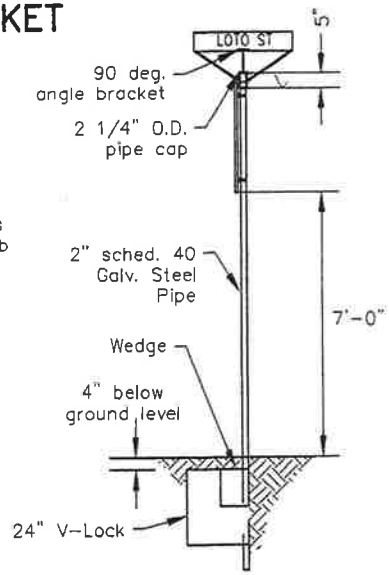


PIPE SIGN POSTS

NOT TO SCALE



POST MOUNTING SOCKET



PIPE SIGN POSTS WITH MOUNTING POST SOCKET

NOT TO SCALE

General Notes:

1. Wood, pipe or square tube sign posts may be used at back of walk or in planter strips.

2. Wood posts shall not be used when the sign is to be located in a concrete surface.

3. Where any sign is located over a bike route, the minimum mounting height is 8'-0" from ground line.

4. Signing details on this sheet are intended to convey "typical" conditions only. Individual location may require installation different from those shown.

Pipe sign support detail notes:

1. Pipe post shall be Standard 2" welded steel pipe hot dip galvanized after fabrication and will conform to the ASTM 'Specifications for Welded Steel Pipe' A120 and A123 for galvanizing.

2. All pipe shall be capped as approved by engineer when street name signs are not required.

3. These pipe supports are not breakaway and are to be used only in urban areas behind a vertical curb.

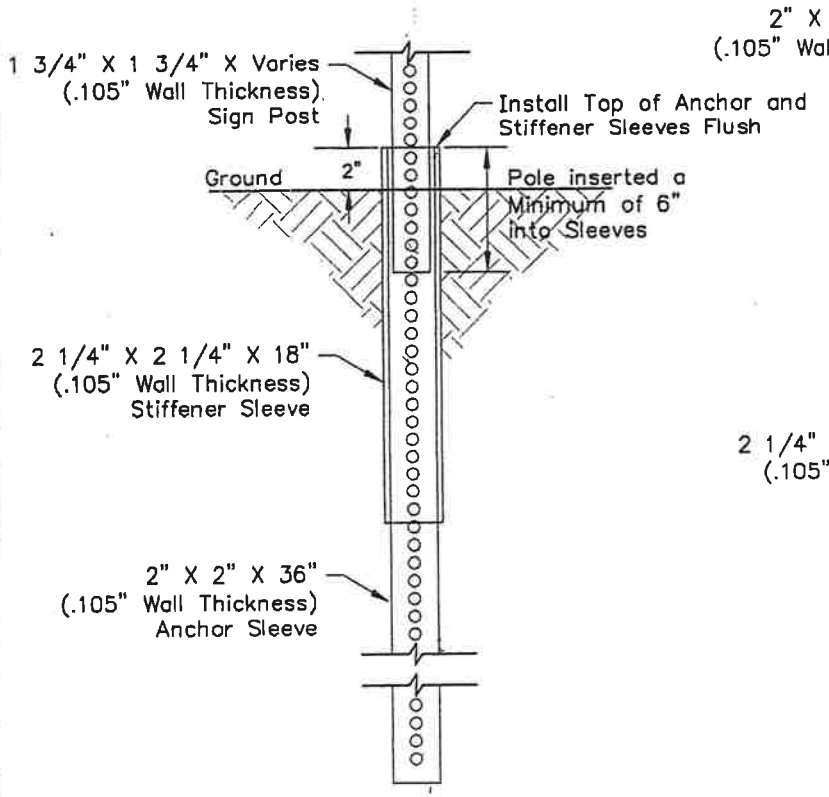
NO.	DATE	INITIAL	REVISIONS
DESIGN:		DRAWN:	APPROVED: 2001

CITY OF EAGLE POINT
ENGINEERING DEPT.

SIGN INSTALLATION DETAILS

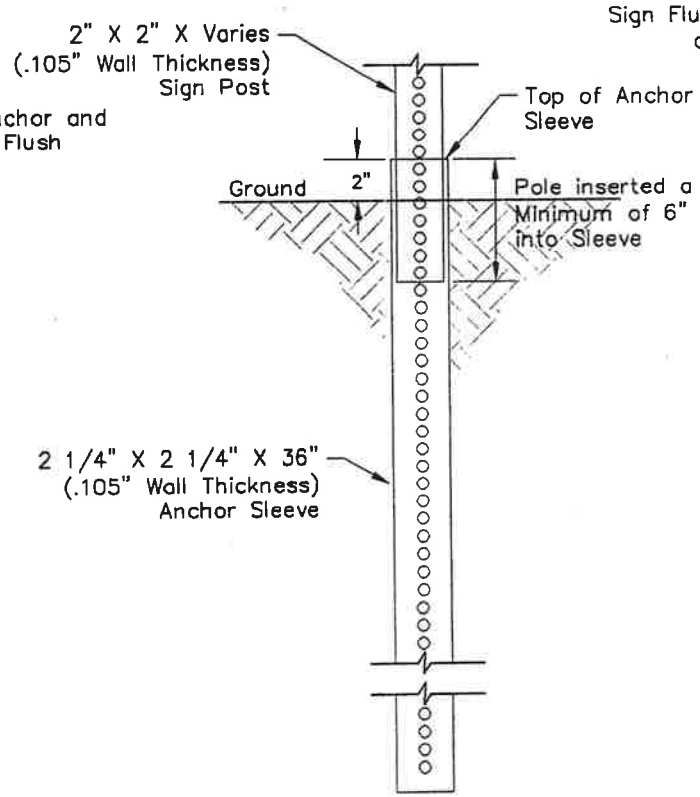
SCALE: NONE | DWG. NO. EP-218B

EP-218B.DWG



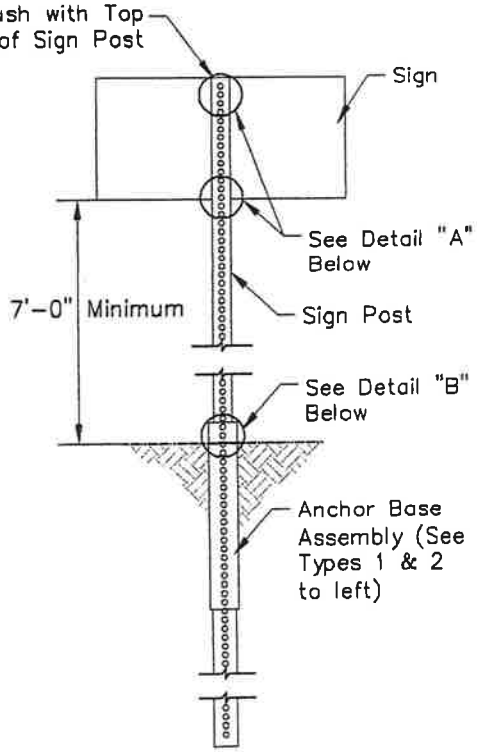
YIELDING BREAKAWAY ANCHOR BASE ASSEMBLY TYPE 1

NOT TO SCALE



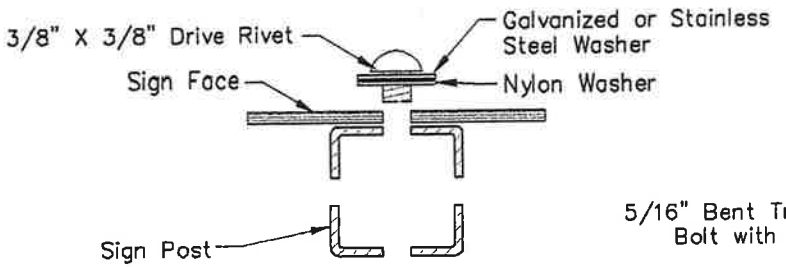
YIELDING BREAKAWAY ANCHOR BASE ASSEMBLY TYPE 2

NOT TO SCALE

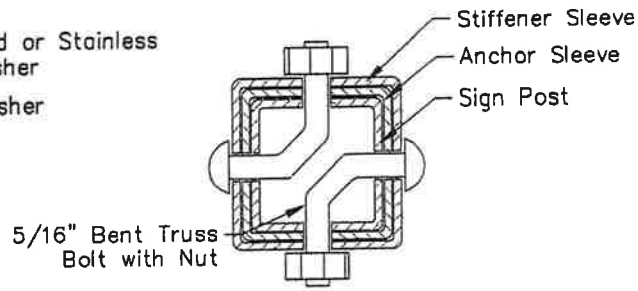


TYPICAL SIGN INSTALLATION

NOT TO SCALE



DETAIL "A"



DETAIL "B"

TYPICAL SIGN INSTALLATION

NOT TO SCALE

Note: See DWG 218B for additional sign location details.

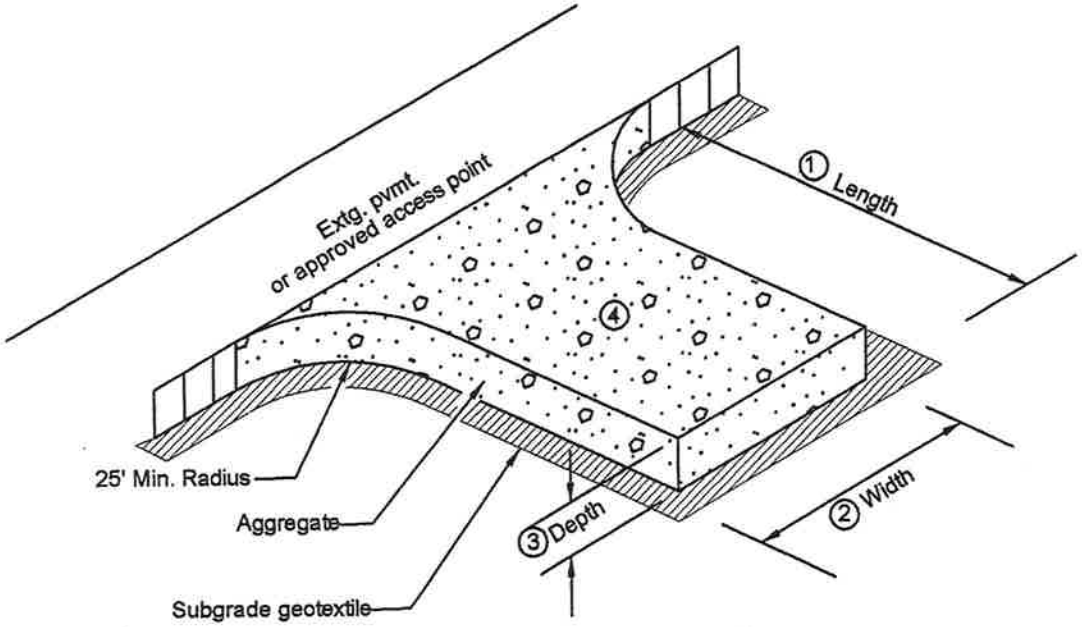
NO.	DATE	INITIAL	REVISIONS
DESIGN:		DRAWN:	APPROVED: 2001

CITY OF EAGLE POINT
ENGINEERING DEPT.

SQUARE TUBE SIGN SUPPORT

SCALE: NONE | DWG. NO. EP-218C

EP-218C.DWG



Notes:

① Length:
50' min. - for less than 1 acre exposed soil
100' min. - for greater than 1 acre exposed soil

② Width:
20' - or width of extg. approach, whichever is greater.

③ Depth:
8" min

④ The entrance shall not be obstructed to preclude use of the entrance by construction traffic.

CONSTRUCTION ENTRANCE

NOT TO SCALE

NO.	DATE	INITIAL	REVISIONS
DESIGN:		DRAWN:	APPROVED: 2001

CITY OF EAGLE POINT
ENGINEERING DEPT.

CONSTRUCTION ENTRANCE

SCALE: NONE | DWG. NO. EP-219

EP-219.DWG