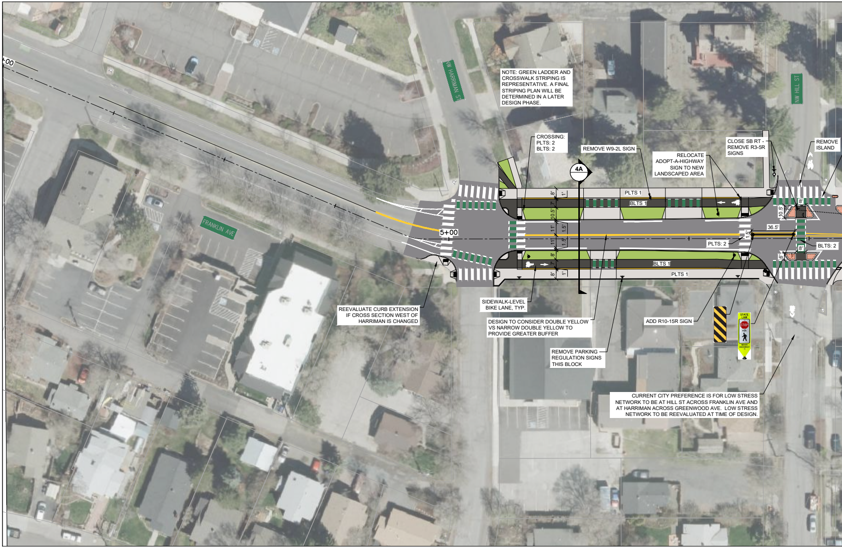

+00
5+00
NW HARRIMAN ST
FRANKLIN AVE
NW HILL ST
4A
PLTS 1
BLTS 1
BLTS 1
PLTS 1
8'
7
10.5'
11'
11
8'
7
8'
1'
1.5'
1.5'
1'
36.5'
1.5'
10.5'
8'
8'
6'
PLTS: 2
BLTS: 2
STATE LAW
STOP
FOR
WITHIN CROSSWALK

NOTE: GREEN LADDER AND CROSSWALK STRIPING IS REPRESENTATIVE. A FINAL STRIPING PLAN WILL BE DETERMINED IN A LATER DESIGN PHASE.

CROSSING:
PLTS: 2
BLTS: 2

REMOVE W9-2L SIGN

RELOCATE ADOPT-A-HIGHWAY SIGN TO NEW LANDSCAPED AREA

CLOSE SB RT - REMOVE R3-5R SIGNS

REMOVE ISLAND

REEVALUATE CURB EXTENSION IF CROSS SECTION WEST OF HARRIMAN IS CHANGED

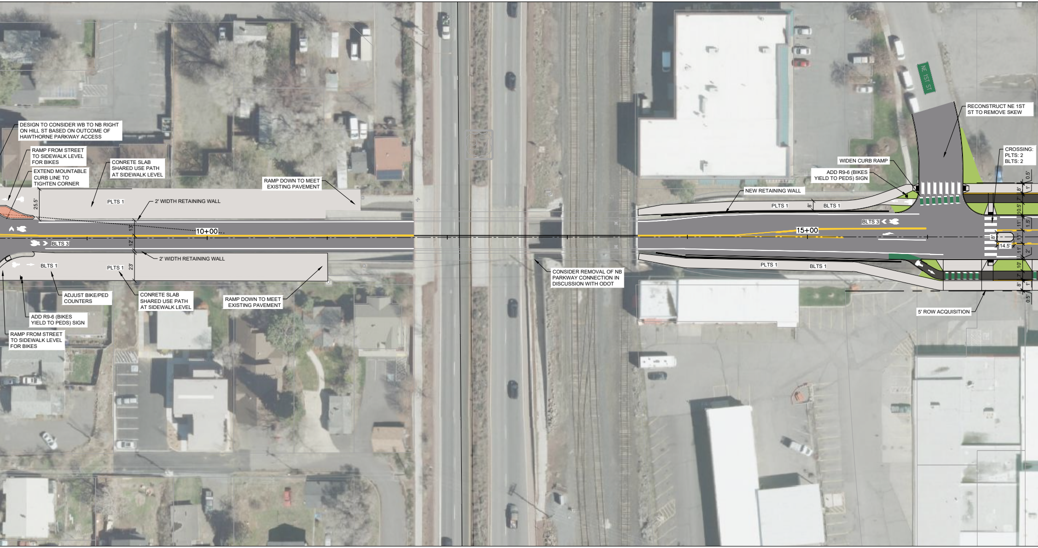
SIDEWALK-LEVEL BIKE LANE, TYP.

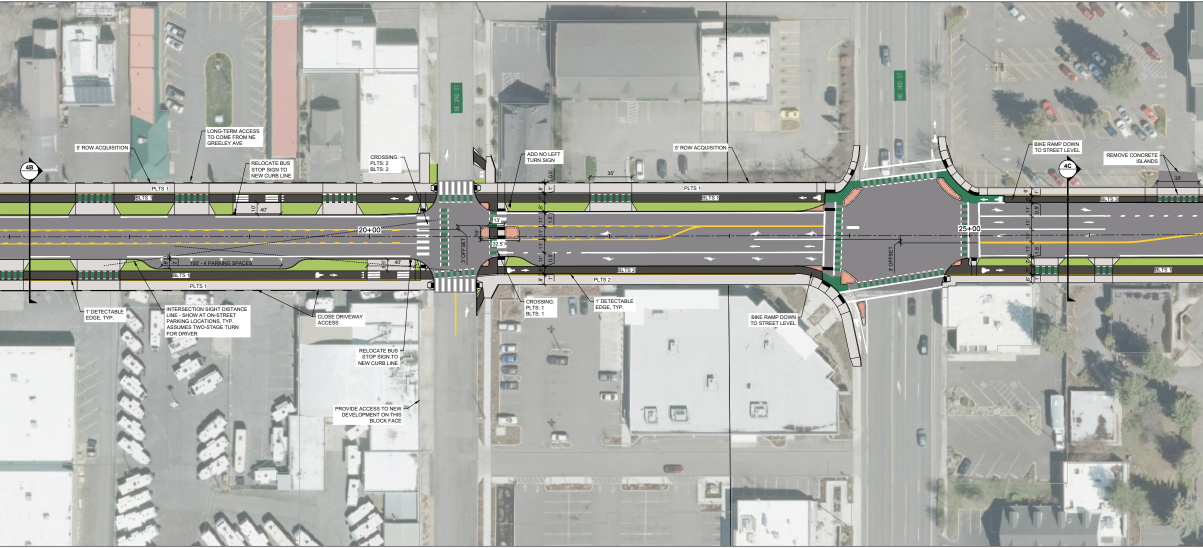
DESIGN TO CONSIDER DOUBLE YELLOW VS NARROW DOUBLE YELLOW TO PROVIDE GREATER BUFFER

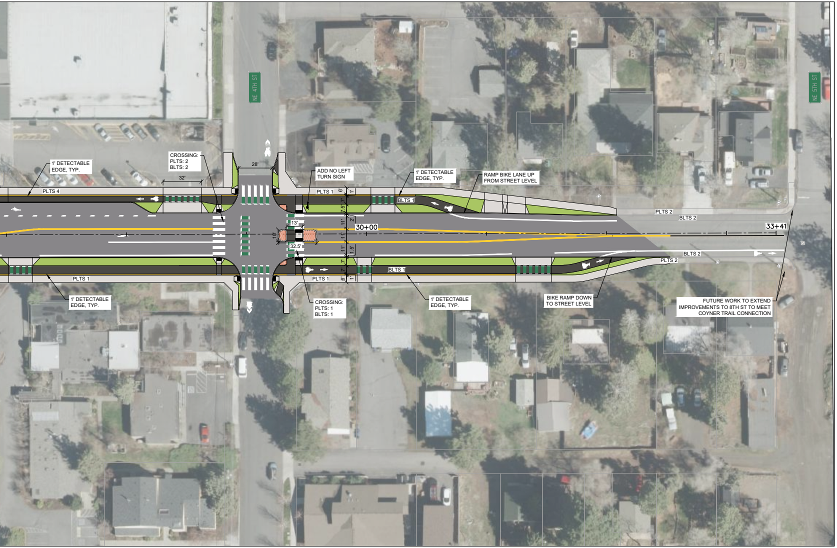
REMOVE PARKING REGULATION SIGNS THIS BLOCK

ADD R10-15R SIGN

CURRENT CITY PREFERENCE IS FOR LOW STRESS NETWORK TO BE AT HILL ST ACROSS FRANKLIN AVE AND AT HARRIMAN ACROSS GREENWOOD AVE. LOW STRESS NETWORK TO BE REEVALUATED AT TIME OF DESIGN.


DESIGN TO CONSIDER WB TO NB RIGHT ON HILL ST BASED ON OUTCOME OF HAWTHORNE PARKWAY ACCESS
RAMP FROM STREET TO SIDEWALK LEVEL FOR BIKES
EXTEND MOUNTABLE CURB LINE TO TIGHTEN CORNER
CONRETE SLAB SHARED USE PATH AT SIDEWALK LEVEL
RAMP DOWN TO MEET EXISTING PAVEMENT
25.5'
PLTS 1
2' WIDTH RETAINING WALL
13'
12'
23'
10+00
BLTS 3
BLTS 1
PLTS 1
2' WIDTH RETAINING WALL
ADJUST BIKE/PED COUNTERS
CONRETE SLAB SHARED USE PATH AT SIDEWALK LEVEL
RAMP DOWN TO MEET EXISTING PAVEMENT
ADD R9-6 (BIKES YIELD TO PEDS) SIGN
RAMP FROM STREET TO SIDEWALK LEVEL FOR BIKES
CONSIDER REMOVAL OF NB PARKWAY CONNECTION IN DISCUSSION WITH ODOT
NE 1ST ST
RECONSTRUCT NE 1ST ST TO REMOVE SKEW
CROSSING:
PLTS: 2
BLTS: 2
WIDEN CURB RAMP
ADD R9-6 (BIKES YIELD TO PEDS) SIGN
NEW RETAINING WALL
PLTS 1
8'
BLTS 1
BLTS 3
15+00
8'
14.5'
0.5'
1'
8'
7'
10.5'
1.5'
11'
11'
2'
11'
10'
7'
8'
1'
0.5'
PLTS 1
BLTS 1
5' ROW ACQUISITION


NE 2ND ST
NE 3RD ST
4B
4C
20+00
25+00
5' ROW ACQUISITION
LONG-TERM ACCESS TO COME FROM NE GREELEY AVE
RELOCATE BUS STOP SIGN TO NEW CURB LINE
CROSSING: PLTS: 2 BLTS: 2
ADD NO LEFT TURN SIGN
5' ROW ACQUISITION
BIKE RAMP DOWN TO STREET LEVEL
REMOVE CONCRETE ISLANDS
PLTS 1
BLTS 1
10'
40'
100' - 4 PARKING SPACES
8'
2'
9.5'
40'
BLTS 1
PLTS 1
13'
10'
32.5'
3' OFFSET
0.5'
8'
1'
7'
8'
1.5'
11'
11'
11'
0.5'
6'
8'
1'
35'
PLTS 1
BLTS 1
BLTS 2
PLTS 2
3' OFFSET
6'
1'
5'
0.5'
11'
11'
11'
1.5'
7'
7'
6'
1'
35'
BLTS 3
BLTS 1
1' DETECTABLE EDGE, TYP.
INTERSECTION SIGHT DISTANCE LINE - SHOW AT ON-STREET PARKING LOCATIONS, TYP. ASSUMES TWO-STAGE TURN FOR DRIVER
CLOSE DRIVEWAY ACCESS
RELOCATE BUS STOP SIGN TO NEW CURB LINE
PROVIDE ACCESS TO NEW DEVELOPMENT ON THIS BLOCK FACE
CROSSING: PLTS: 1 BLTS: 1
1' DETECTABLE EDGE, TYP.
BIKE RAMP DOWN TO STREET LEVEL


NE 4TH ST
NE 5TH ST
1' DETECTABLE EDGE, TYP.
CROSSING: PLTS: 2 BLTS: 2
28'
32'
PLTS 4
ADD NO LEFT TURN SIGN
1' DETECTABLE EDGE, TYP.
RAMP BIKE LANE UP FROM STREET LEVEL
PLTS 1
BLTS 1
6'
1'
7'
7.5'
2'
11'
11'
11'
1.5'
7'
7'
6'
1'
13'
10'
32.5'
30+00
PLTS 2
BLTS 2
33+41
BLTS 2
PLTS 2
BLTS 1
PLTS 1
PLTS 1
1' DETECTABLE EDGE, TYP.
CROSSING: PLTS: 1 BLTS: 1
1' DETECTABLE EDGE, TYP.
BIKE RAMP DOWN TO STREET LEVEL
FUTURE WORK TO EXTEND IMPROVEMENTS TO 8TH ST TO MEET COYNER TRAIL CONNECTION