

**CITY OF ROSEBURG
HISTORIC RESOURCE REVIEW COMMISSION
Wednesday, June 19, 2024
Roseburg City Hall, Council Chambers – 4:00 p.m.**

*UP
6-13-2024*

Public Access: - Facebook Live at www.Facebook.com/CityofRoseburg

AGENDA

- 1. CALL TO ORDER**
- 2. ROLL CALL**
Chair Kylee Rummel Marilyn Aller James DeLap Lisa Gogal
Bentley Gilbert Stephanie Giles Nick Lehrbach
- 3. APPROVAL OF MINUTES**
A. Minutes May 15, 2024. Please see attached minutes document.
- 4. AUDIENCE PARTICIPATION: Comments can be provided by email or hand delivered. Please see information on the reverse.**
- 5. BUSINESS FROM STAFF**
A. **Historic Resource Review HR-24-008** (Mark Moffett, staff). Exterior alterations to the historic Stewart Park Drive Bridge in the Roseburg Veterans Administration Hospital Historic District.
- 6. BUSINESS FROM THE COMMISSION**
- 7. NEXT MEETING – July 17, 2024**
- 8. ADJOURNMENT**

The agenda packet is available on-line at:
<http://www.cityofroseburg.org/your-government/commissions/historic-resource-review/>

AMERICANS WITH DISABILITIES ACT NOTICE

Please contact the office of the City Recorder, Roseburg City Hall, 900 SE Douglas Avenue, OR 97470 (Phone 541-492-6700) at least 48 hours prior to the scheduled meeting time if you need an accommodation. TDD users please call Oregon Telecommunications Relay Service at 1-800-735-2900.

CITIZEN PARTICIPATION

Comments can be provided via email to the Commission at cdd@cityofroseburg.org or hand delivered to City Hall, 900 SE Douglas Avenue in Roseburg, prior to 12:00 p.m. on March 20, 2024. Comments must include the person's name and address, including whether or not they are a resident of the City of Roseburg, for the record. The Commission reserves the right to delay any action requested until they are fully informed on the matter.

The Community Development Director will provide any comments received prior to 12:00 p.m. on March 20, 2024 to the Commission and will be read into the record during the meeting.

For further details or information please contact the Community Development Department Monday through Friday, 8:00 a.m. to 5:00 p.m., at Roseburg City Hall, 900 SE Douglas Avenue, Third Floor, Roseburg OR 97470, phone number 541-492-6750, or e-mail kmartin@cityofroseburg.org.

**CITY OF ROSEBURG
HISTORIC RESOURCE REVIEW COMMISSION MINUTES
May 15, 2024**

CALL TO ORDER – Chair Kylee Rummel called the meeting of the Historic Resource Review Commission to order at 4:00 p.m. in the Roseburg City Hall Council Chambers.

ROLL CALL - Present: Chair Kylee Rummel, Commissioners Jim DeLap, Bentley Gilbert, Stephanie Giles, Nick Lehrbach and Lisa Gogal

Absent: Commissioner Marilyn Aller

Others Present: Senior Planner Mark Moffett, Department Technician Kristin Martin, Associate Planner Reese Carson

Others in the audience: None

AUDIENCE PARTICIPATION – None

RECOGNITION OF DISTINGUISHED PUBLIC SERVICE - Moffett presented Commission members with certificates in recognition of Distinguished Public Service for their work as members of the Historic Resource Review Commission.

APPROVAL OF MINUTES

Commissioner Lisa Gogal moved to approve the minutes of the March 20, 2024 meeting as submitted. The motion was seconded by Commissioner Jim DeLap and approved with the following votes: Chair Rummel and Commissioners DeLap, Gilbert, Giles, Gogal and Lehrbach voted yes. No one voted no.

PUBLIC HEARING –

Chair Rummel read the procedures for the public hearing, opened the public hearing and asked for the staff reports.

Historic Resource Review HR-24-012 (Mark Moffett, staff). Exterior front and rear uncovered decks and railings to the historic (circa 1895) D.J. Jarvis house at 735 SE Flint Street.

No exparte contact or conflict of interest was declared by the commissioners.

Moffett provided the staff report. Staff found that the guidelines for the exterior remodeling or alteration of a historic resource at RMC 12.04.110(G) could be met for this project to be approved. Based on the information provided by the applicant and the findings in this report, staff recommends that the Historic Resource Review Commission approve this proposal.

Chair Rummel asked for clarification as to why the D.J. Jarvis house was considered an individually-listed historic resource as indicated in the staff report. Moffett stated that the determination meant the house was not located in a designated historic district.

Public hearing was closed and there were no further questions or discussion.

Commissioner Jim DeLap moved to adopt the proposed Findings of Fact and Order to **approve** HISTORIC RESOURCE REVIEW APPLICATION #HR-24-012 FOR EXTERIOR DECKS AND RAILINGS ON THE FRONT AND REAR FACADES OF THE HISTORIC D. J. JARVIS HOUSE AT 735 SE FLINT STREET. The motion was seconded by Commissioner Stephanie Giles. Chair Rummel and Commissioners DeLap, Gilbert, Giles, Lehrbach and Gogal voted yes. No one voted no.

BUSINESS FROM COMMISSION – None

ADJOURNMENT – The meeting adjourned at 4:10 p.m. The next Historic Resource Review Commission meeting is scheduled for June 19, 2024.


Kristin Martin
Department Technician



**CITY OF ROSEBURG
HISTORIC RESOURCE REVIEW COMMISSION
AGENDA ITEM REPORT**

HRRC Review No. HR-24-008 **Meeting Date: June 19, 2024**

Prepared for: Historic Resource Review Commission
Staff Contact: Mark Moffett, Senior Planner
Request: Historic Review Alteration Request at Stewart Park Drive Bridge.

PROPOSAL SUMMARY:
Brian Meunier, applicant, requests historic resource review approval for alterations to the historic Stewart Park Drive Bridge, located in the Roseburg Veterans Administration Hospital Historic District. Alterations include the following: remove existing paint, recoat with new paint, replace substandard handrails, replace sidewalk decking, reconstruct substandard sidewalk and install ADA ramps on both sides of the bridge, replace existing stormwater inlet and drain pipe in-kind due to sidewalk modifications, seal existing concrete deck and joint ends, truss strengthening, and installation of new sidewalk lighting.

CONCLUSION AND RECOMMENDATION:
Guidelines for the exterior remodeling or alteration of a historic resource at RMC 12.04.110(G) must be met for this project to be approved. Based on the information provided by the applicant and the findings in this report, staff recommends that the Historic Resource Review Commission approve this proposal.

SUGGESTED MOTION:
BASED ON THE APPLICANT'S PROPOSAL AND SUBMITTED DRAWINGS, THE HISTORIC RESOURCE REVIEW COMMISSION APPROVES HISTORIC RESOURCE REVIEW APPLICATION #HR-24-008 FOR ALTERATIONS TO THE HISTORIC STEWART PARK DRIVE BRIDGE IN THE ROSEBURG VETERANS ADMINISTRATION HOSPITAL HISTORIC DISTRICT.

**IN THE MATTER OF THE REQUEST
FOR HISTORIC RESOURCE REVIEW APPROVAL AT THE STEWART PARK DRIVE BRIDGE
BEFORE THE ROSEBURG HISTORIC RESOURCE REVIEW COMMISSION
ORDER OF APPROVAL**

I. NATURE OF APPLICATION

Brian Meunier, applicant, requests historic resource review approval for alterations to the historic Stewart Park Drive Bridge, located in the Roseburg Veterans Administration Hospital Historic District. Alterations include the following: remove existing paint, recoat with new paint, replace substandard handrails, replace sidewalk decking, reconstruct substandard sidewalk and install ADA ramps on both sides of the bridge, replace existing stormwater inlet and drain pipe in-kind due to sidewalk modifications, seal existing concrete deck and joint ends, truss strengthening, and installation of new sidewalk lighting.

This application was submitted on March 14, 2024. Staff sent an incomplete letter on April 8, 2024, and the applicant responded with a completeness response on May 29, 2024, at which time the application was deemed complete. Therefore, the 120-day deadline for a final decision in this application, including any continued hearings and local appeals, expires on September 26, 2024.

II. HISTORIC RESOURCE REVIEW COMMISSION HEARING

A public hearing was held on the application before the Roseburg Historic Resource Review Commission on June 19, 2024. During that hearing, the Commission reviewed historic application number HR-24-008 and it was made part of the record.

III. FINDINGS OF FACT

A. EXISTING CONDITIONS

i. The Historic Resource Review Commission takes official notice of the Roseburg Urban Area Comprehensive Plan adopted by City Council Ordinance No. 2980 on December 9, 1996 and of the Roseburg Municipal Code Ordinance No. 3497, as originally adopted March 12, 2018, as both may have been amended from time-to-time.

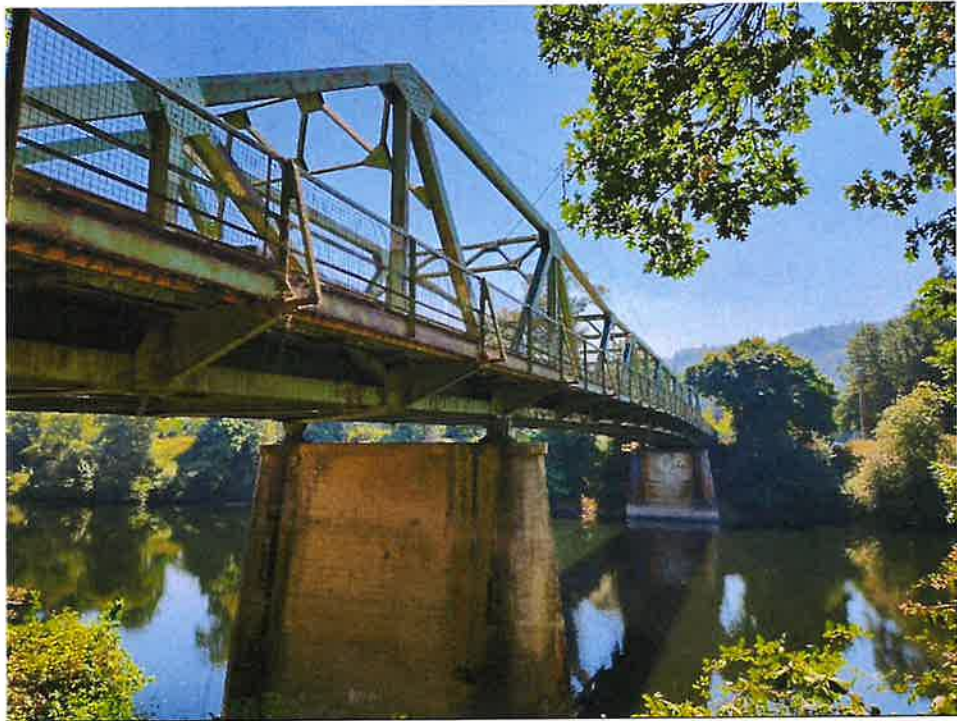
ii. The subject site is located over state lands in the South Umpqua River that are not associated with any particular taxlot. For tracking purposes, the application is being recorded on the city-owned parcel on the north side of the bridgehead in Stewart Park. This bridgehead parcel on the north end of the site is legally described as Township 27 South, Range 06 West, Section 13, Tax Lot 00400, Willamette Meridian (R11937).

iii. The site is zoned PR (Public Reserve District) on the private property at both the north and south ends of the bridge, but the river itself has no zoning district per se just like other rights-of-way inside city limits. The South Umpqua River and both north and south bridgeheads include the Floodplain Overlay, the Riparian



Habitat Protection Overlay, and the Historic Districts Overlay. The site is within the Roseburg Veterans Administration Hospital Historic District.

- iv. The bridge itself is identified as “Resource G” in the Roseburg Veterans Administration Hospital Historic District, and is classified as a contributing structure. The bridge has a metal, modified Warren with verticals thru truss bridge that spans the South Umpqua River. The bridge appears to have been designed by the Construction Service of the VA, and was constructed in 1932-1933 as one of the structures for the Roseburg VA Hospital, connecting the former Oregon State Soldiers Home and cemetery property on the south side of the river with the new veterans facilities on the north side of the river. According to the construction drawing, the bridge is approximately 323 feet in length and supported by concrete abutments and two concrete piers. The bridge deck is comprised of a metal grid filled with either concrete or asphalt. A sidewalk is attached to the southwest elevation of the bridge adjacent to the bridge deck. The road over the bridge is currently known as Centennial Drive.
- v. A recent picture of the bridge taken from the north bank of the river looking to the southeast was included in the documents submitted by the applicant, and is included below (taken August, 2023).



B. AGENCY COMMENTS

Staff from the Roseburg Public Works Department, Roseburg Fire Department, and the Roseburg Urban Sanitary Association (RUSA) have reviewed the proposal and responded with recommendations of approval. No specific objections or concerns were noted by staff, and Public Works noted that “comments on the construction drawings were provided to David Evans and Associates on March 12, 2024 (which was two days before the formal application was submitted on March 14, 2024).

C. REVIEW CRITERIA: RMC 12.04.110.G.1-7: EXTERIOR ALTERATIONS/ADDITIONS TO HISTORIC RESOURCES

This section applies to all contributing, significant, primary, historic, eligible or similarly classified historic resources. Affirmative findings shall be documented addressing the following guidelines based upon their relative importance.

1. Retention of original construction. All original exterior materials and details shall be preserved to the maximum extent possible.

Findings for 1: The proposal will upgrade and improve the existing bridge structure to address existing conditions by strengthening selected truss chord members, replacing damaged upper lateral bracing members, and improve accessibility. The existing pedestrian walkway supports will be repaired and retained with new gusset plates at the rail connection. The deck and pedestrian rail will be removed and replaced with new work using the standard ODOT pedestrian rail. Existing non-original wood 2" x 6" walkway decking will be removed and replaced with plastic decking of similar design and appearance. The abandoned utility line below the pedestrian walkway will be removed. The steel superstructure will be cleaned, primed, and repainted in black, documented as the original color of the bridge prior to 1948. The existing non-original pedestrian walkway lights will be removed and replaced with lighting that mimics the lighting in the VA complex.

The replacement of structural steel truss chord members and upper lateral bracing members of the bridge will involve in-kind materials and placement. The in-kind replacement of these structural bridge elements is necessary for the safe continued operation of the bridge, and therefore preservation of the limited structural elements as proposed is not possible. The existing wooden walkway supports have been removed and replaced over the years, and their simple form and purpose are consistent with the historic fabric and construction of the original bridge. Removal and replacement of the original handrail is necessary to meet current building code requirements for pedestrian safety as people cross the bridge, and compatible metal materials and a matching paint job will integrate the new railings with the original bridge design and materials. Non-original lights that were attached to the bridge are not original materials that need to be retained, and the replacement lights are being clamped onto existing bridge structural elements, so there is no significant impact to the original materials of the bridge with the lighting component.

The location and materials of the proposed structural changes and repairs, walkway surface replacement, handrail reconfiguration, utility line removal and lighting change are shown on the attached permit drawings at the end of this report. With approval granted based on the limited scope of material removal and replacement as proposed, all original materials will be preserved to the maximum extent possible, and therefore this guideline is met.

2. Height. Additional stories may be added to historic building and zoning codes.
 - a. The added height complies with requirements of the building and zoning codes.
 - b. The added height does not exceed that which was traditional for the style of the building.
 - c. The added height does not alter the traditional scale and proportions of the building style.
 - d. The added height is visually compatible with adjacent historic resources.
3. Bulk. Horizontal additions may be added to historic buildings provided that:
 - a. The bulk of the additions do not exceed that which was traditional for the building style.
 - b. The addition maintains the traditional scale and proportion of the building style.
 - c. The addition is visually compatible with adjacent historic resources.

Findings for 2 and 3: There are no changes proposed to the height or bulk of the bridge. Therefore, these guidelines are not relevant to the current proposal.

4. Visual Integrity of Structure. The lines of columns, piers, spandrels, and other primary structural elements shall be maintained so far as is practicable.

Findings: There are no significant changes to the primary structural elements of the bridge, which are generally being repaired or replaced in-kind when necessary. The only significant change in the visual appearance of the structure is in relation to the replacement handrails along the pedestrian walkway at the west side of the bridge, and with the pedestrian walkway lighting. The walkway handrail design changes from an open metal mesh screen with three horizontal support braces into a simpler design with top and bottom rails and thicker, closely spaced vertical uprights or balusters between the top and bottom rails. Non-original sodium vapor light fixtures on the bridge are being removed and replaced with more historically-appropriate gooseneck light fixtures mounted on the vertical piers of the bridge above the walkway. Both these changes are minor in terms of overall visual impact, and will maintain the overall visual integrity of the structure. Therefore, based on the submitted plans and drawings, this guideline is met.

- 5. Scale and Proportion. The scale and proportion of altered or added building elements, the relationship of voids to solids (window to wall) shall be visually compatible with traditional architectural character of the historic building.

Findings: The proposal involves modifications and repair to a historic bridge structure, and there are no buildings or building elements involved, nor are there windows or walls. Therefore, this guideline does not apply.

- 6. Materials and Texture. In-kind materials and textures shall be used in the alteration or addition of historic resources. Exterior alteration or addition shall follow the requirements of the Secretary of Interior's Standards for Historic Preservation Projects and the Historic Preservation League of Oregon's Rehab Oregon Right manual.

Findings: In-kind materials are being used for the repair and replacement of the structural steel elements of the main bridge structure, including truss chord member and lateral bracing member repairs and replacements. Solid metal pedestrian hand railings will replace the existing metal pedestrian hand railings with a slightly modified design to meet current safety standards. Wood decking that is non-original and which has previously been replaced over the years will be changed to a plastic wood-like decking surface with a longer functional service life, and with a similar appearance to real wood decking. The steel superstructure will be cleaned, primed and repainted in black, documented as the original color prior to 1948. The State Historic Preservation Office (SHPO) has reviewed the proposal against the Secretary of the Interior's Historic Preservation Standards and approved the project. Therefore, this guideline is met.

- 7. Signs, lighting, and other appurtenances. Signs, exterior lighting, and other appurtenances, such as walls, fences, awnings, and landscaping shall be visually compatible with the traditional architectural character of the historic resource.

Findings for 2 and 3: The only appurtenances being modified with this structure are the lighting fixtures, which are changing from a non-original contemporary lighting fixture into a more historically-appropriate black gooseneck lamp fixture above the walkway, clamped to existing vertical structural members. The modified light fixtures integrate with the existing light standards found elsewhere on the historic hospital campus, including the street lights near and around the hospital and elliptical green space abutting the hospital. Therefore, this guideline is met.

IV. CONCLUSION

The applicant has proposed modifications to the historic Stewart Park Drive Bridge (1933, Contributing Structure) inside the Roseburg Veterans Administration Hospital Historic District. Based on the above findings, the Historic Resource Review Commission APPROVES Historic Resource Review application #HR-24-008 as depicted in the plans attached to this report.

V. ORDER

BASED ON THE APPLICANT’S PROPOSAL AND SUBMITTED DRAWINGS, THE HISTORIC RESOURCE REVIEW COMMISSION **APPROVES** HISTORIC RESOURCE REVIEW APPLICATION #HR-24-008 FOR ALTERATIONS TO THE HISTORIC STEWART PARK DRIVE BRIDGE IN THE ROSEBURG VETERANS ADMINISTRATION HOSPITAL HISTORIC DISTRICT.

Stuart Cowie, Community Development Director

Date

Kylee Rummel, Historic Resource Review Commission Chair

Date

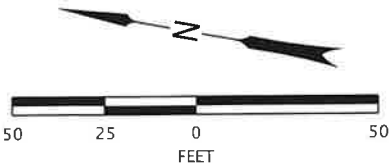
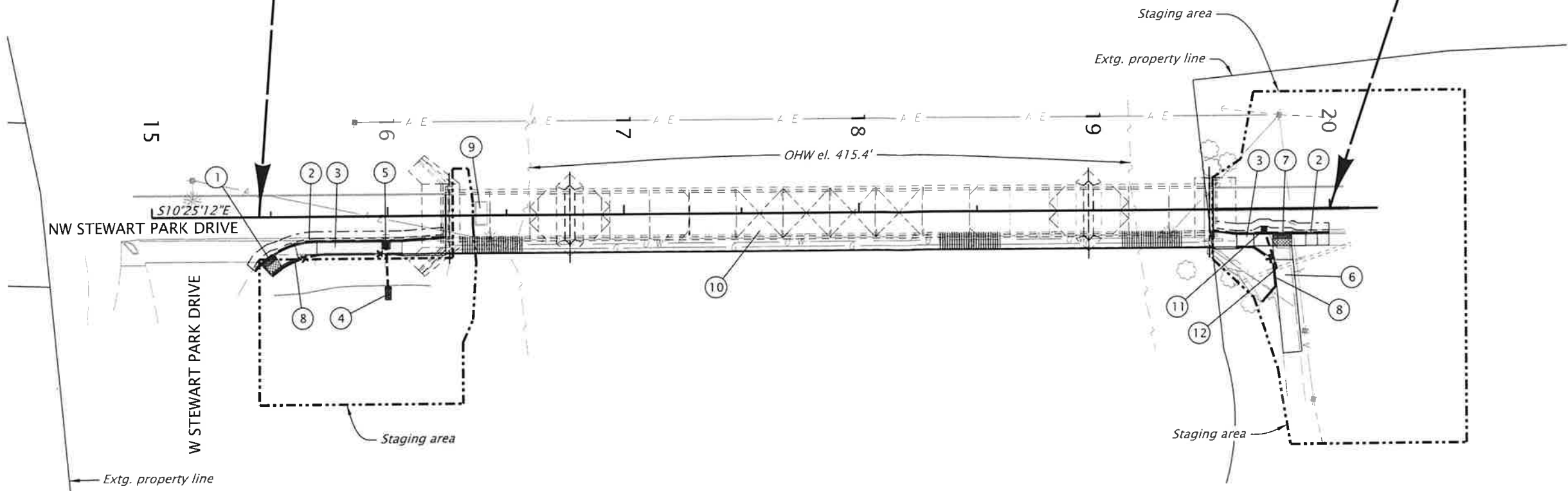
Historic Resource Review Commission Members:

| | | | |
|---------------------|------------------------|-----------------|--------------|
| Kylee Rummel, Chair | Lisa Gogal, Vice Chair | Marilyn Aller | |
| Bentley Gilbert | Nick Lehrbach | Stephanie Giles | James De Lap |

ATTACHED: Approved Drawings (14 pages total)

BEGINNING OF PROJECT
STA. 15+45.0

END OF PROJECT
STA. 20+00.0



RENEWS: 12-31-2024

FINAL ELECTRONIC DOCUMENT
AVAILABLE UPON REQUEST

ie

civil
structural
surveying
architecture
planning

i.e. Engineering, inc.
809 SE Pine St
Roseburg, OR
ieengineering.com



**STEWART PARK DRIVE:
SOUTH UMPQUA RIVER BRIDGE (ROSEBURG) PROJECT**
STEWART PARK DRIVE
DOUGLAS COUNTY

Designer: Erik Ranger
Drafter: Alan Mitchell

Reviewer: Steve Lovemark
Checker: Nick Jones

GENERAL CONSTRUCTION

SHEET NO.
C01

- 1

Const. curb ramp, unique

Inst. safety yellow truncated domes on new surface – 13 sq.ft.

Wet Set on PCC surfacing

Ramp 1 – SU

(For details, see sht. BC01)

(See dwg. nos. RD900, RD901, RD902, & RD960)
- 2

Remove extg. curb

Const. curb & gutter with pvmt. repair

(For details, see sht. BB01)

(See dwg. no. RD700)
- 3

Remove extg. sidewalk

Const. PCC sidewalk

(For details, see shts. BC01 & BC02)

(See dwg. nos. RD720 & RD722)
- 4

Const. riprap basin

Inst. 12" corrugated HDPE storm pipe – 25'

5' depth, sl. 12%

FL out 437.00' (W 12")

Sawcut pipe end to match embankment slope

(For details, see sht. BB01)

(See dwg. nos. RD300 & RD316)
- 5

Sta. 15+99, 12.4' Rt.

Const. type CG-3 inlet

Manhole rim el. – 443.55'

FL out – 440.00' (W 12")

Remove inlet

Remove pipe – 15'

(See dwg. nos. RD371 & RD372)
- 6

Const. 8' wide mixed use path

(For details, see shts. BB01 & BC02)
- 7

Const. bike curb ramp

Inst. safety yellow truncated domes on new surface – 16 sq.ft.

Wet Set on PCC surfacing

Ramp 1 – SU

(For details, see sht. BC02)
- 8

Const. type CL-4R – 95'

(For details, see sht. BA01)

(See dwg. no. RD815)
- 9

Maintain & protect extg. water pump station
- 10

Structure no. 26T05

Sta. 16+26 to Sta. 19+49

Const. reinf. sidewalk at bridge end – 2

(For sht. nos., see sht. A02, Bridge)
- 11

Sta. 19+72, 8.7' Rt.

Const. type G-2 inlet

FL out 440.00' (W 12")

(See dwg. nos. RD363, RD364, & RD365)
- 12

Sta. 19+72, 25.5' Rt.

Inst. 12" HDPE tee

Inst. 12" corrugated HDPE storm sew. pipe – 18'

5' depth, sl. 15.55%

FL in 437.20'

Connect to extg. storm drain system

(For details, see sht. BB02)

REGISTERED PROFESSIONAL

ENGINEER

7200 SE

FINAL REVIEW

PLANS

ON

NOVEMBER 13, 2007

ERIK D. RANGER

RENEWS: 12-31-2024

FINAL ELECTRONIC DOCUMENT
AVAILABLE UPON REQUEST

ie

civil
structural
surveying
architecture
planning

i.e. Engineering, Inc.

809 SE Pine St
Roseburg, OR
ieengineering.com

REGISTERED PROFESSIONAL

ENGINEER

7200 SE

FINAL REVIEW

PLANS

ON

NOVEMBER 13, 2007

ERIK D. RANGER

STEWART PARK DRIVE:
SOUTH UMPQUA RIVER BRIDGE (ROSEBURG) PROJECT
STEWART PARK DRIVE
DOUGLAS COUNTY

Designer: Erik Ranger

Drafter: Alan Mitchell

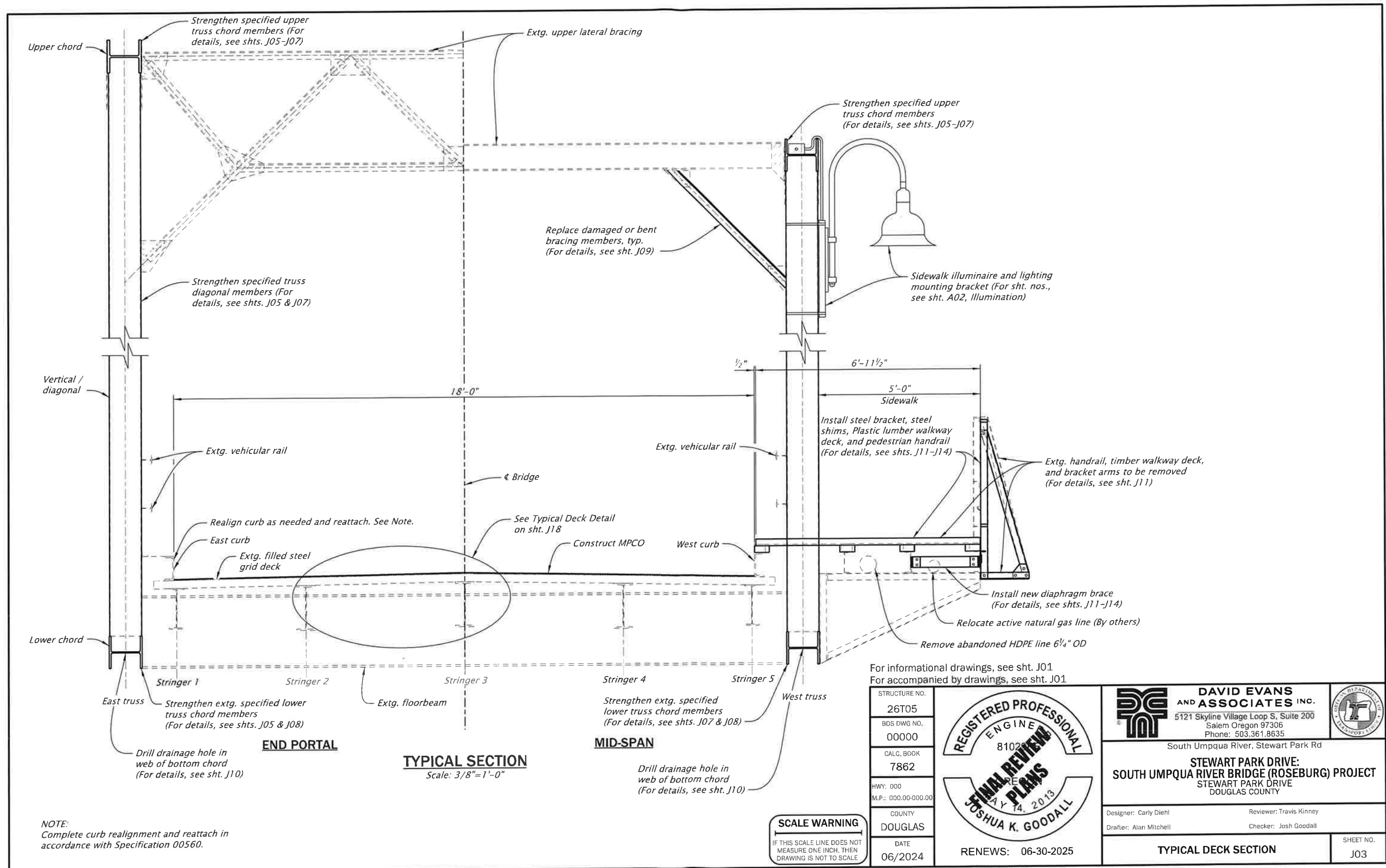
Reviewer: Steve Lovemark

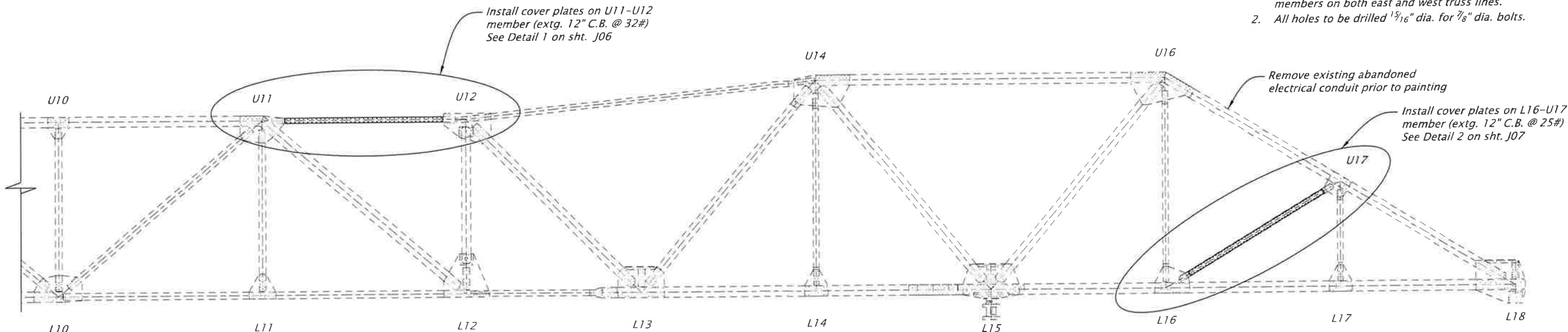
Checker: Nick Jones

GENERAL CONSTRUCTION NOTES

SHEET NO.
C01A

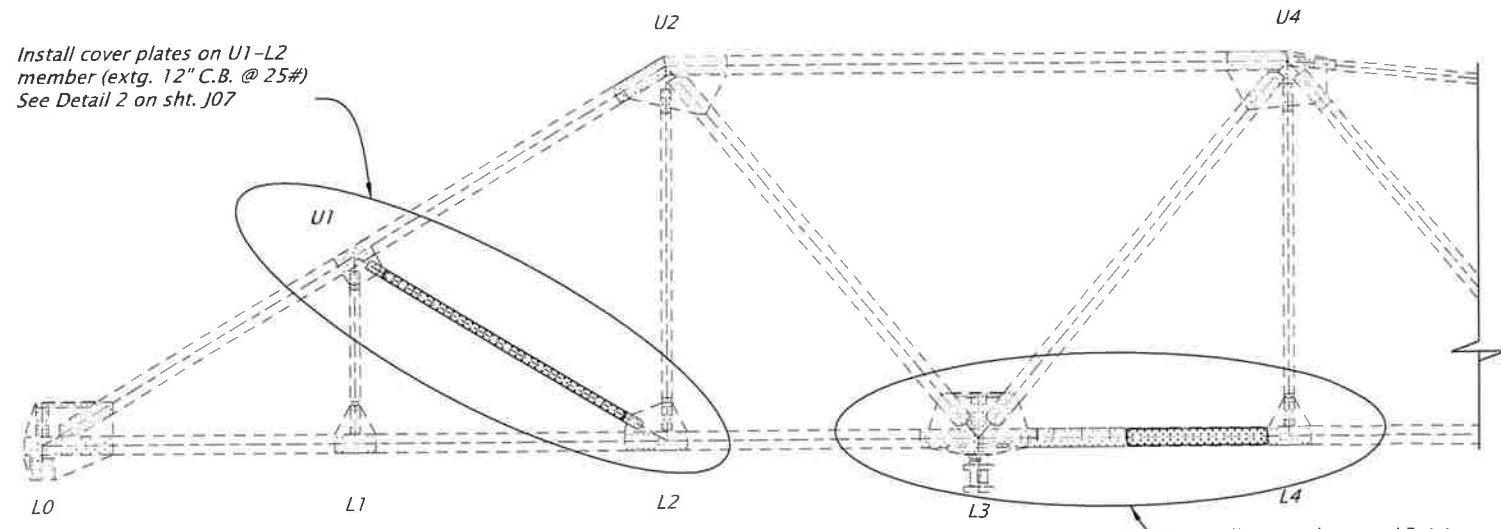
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- NOTES:
1. East truss shown. Strengthen identified chord members on both east and west truss lines.
 2. All holes to be drilled $\frac{1}{2}$ " dia. for $\frac{7}{8}$ " dia. bolts.

TRUSS STRENGTHENING - MEMBER LOCATIONS
Scale: 1"=10'

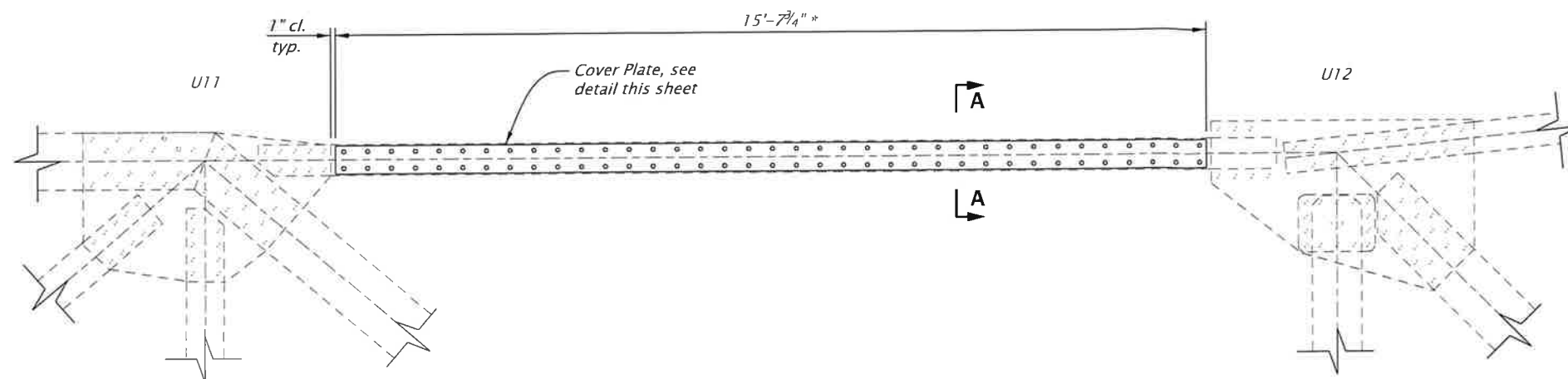


TRUSS STRENGTHENING - MEMBER LOCATIONS
Scale: 1"=10'

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

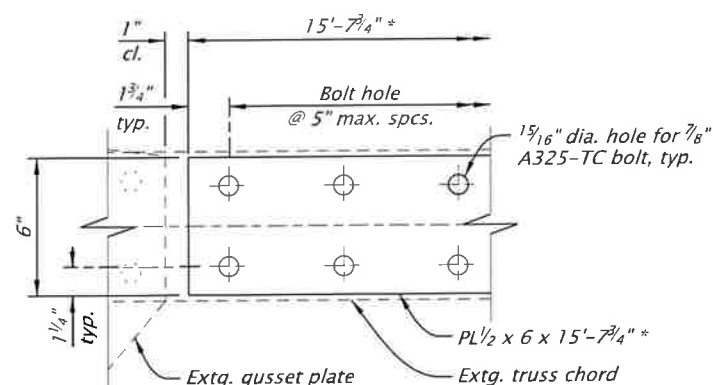
For informational drawings, see sht. J01
For accompanied by drawings, see sht. J01

| | | | | | |
|---------------------------------|--------------------|--|---|--|------------------|
| STRUCTURE NO. 26T05 | | DAVID EVANS AND ASSOCIATES INC. 5121 Skyline Village Loop S, Suite 200 Salem Oregon 97306 Phone: 503.361.8635 South Umpqua River, Stewart Park Rd | | | |
| BDS DWG NO. 00000 | | | | | |
| CALC. BOOK 7862 | | | | | |
| HWY: 000 M.P.: 000.00-000.00 | | | | | |
| COUNTY DOUGLAS | | | | | |
| DATE 06/2024 | RENEWS: 06-30-2025 | STEWART PARK DRIVE: SOUTH UMPQUA RIVER BRIDGE (ROSEBURG) PROJECT STEWART PARK DRIVE DOUGLAS COUNTY | Designer: Carly Diehl Drafter: Alan Mitchell | Reviewer: Travis Kinney Checker: Josh Goodall | SHEET NO. J05 |
| TRUSS REPAIR DETAILS | | | | | |

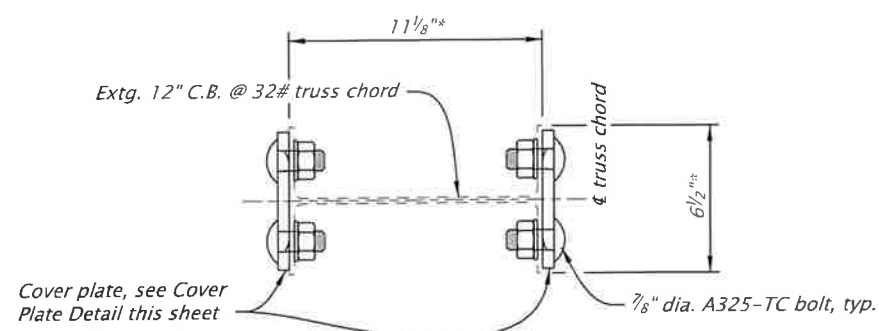


NOTE:
* Approximate dimension, field verify

DETAIL 1
Scale: 3/8"=1'-0"



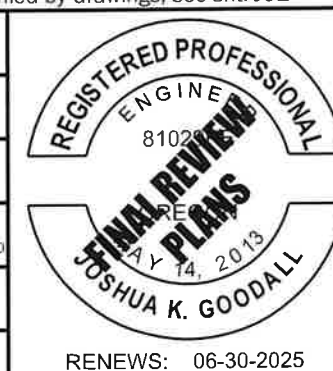
COVER PLATE DETAIL
Scale: 1 1/2"=1'-0"



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

For informational drawings, see sht. J01
For accompanied by drawings, see sht. J01

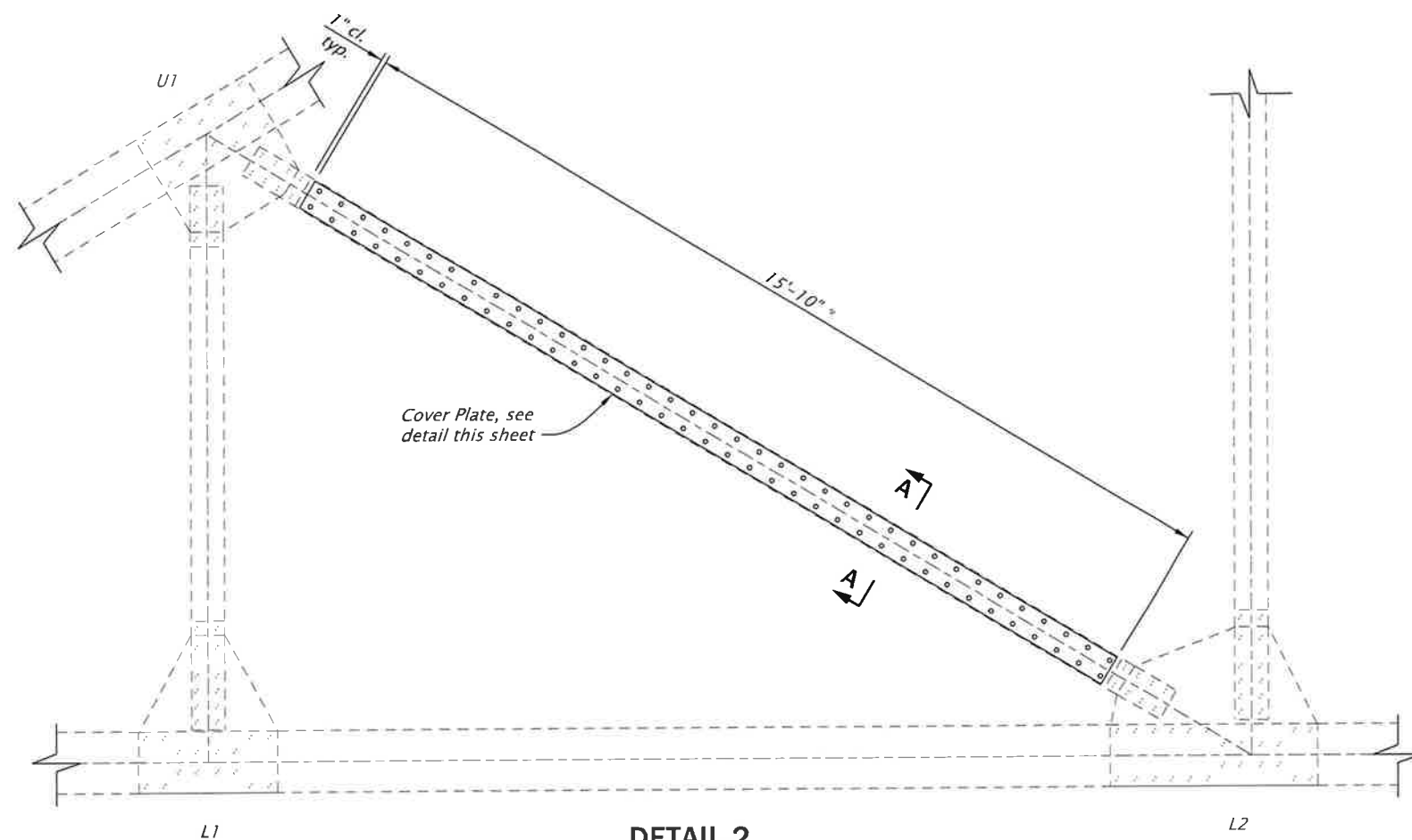
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| STRUCTURE NO. | 26T05 |
| BDS DWG NO. | 00000 |
| CALC. BOOK | 7862 |
| HWY: 000 | |
| M.P.: 000.00-000.00 | |
| COUNTY | DOUGLAS |
| DATE | 06/2024 |



| | |
|--|--|
| DAVID EVANS AND ASSOCIATES INC. 5121 Skyline Village Loop S, Suite 200 Salem Oregon 97306 Phone: 503.361.8635 | |
| South Umpqua River, Stewart Park Rd STEWART PARK DRIVE: SOUTH UMPQUA RIVER BRIDGE (ROSEBURG) PROJECT STEWART PARK DRIVE DOUGLAS COUNTY | |
| Designer: Carly Diehl Drafter: Alan Mitchell | Reviewer: Travis Kinney Checker: Josh Goodall |
| TRUSS STRENGTHENING U11-U12 | |
| SHEET NO. J06 | |

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

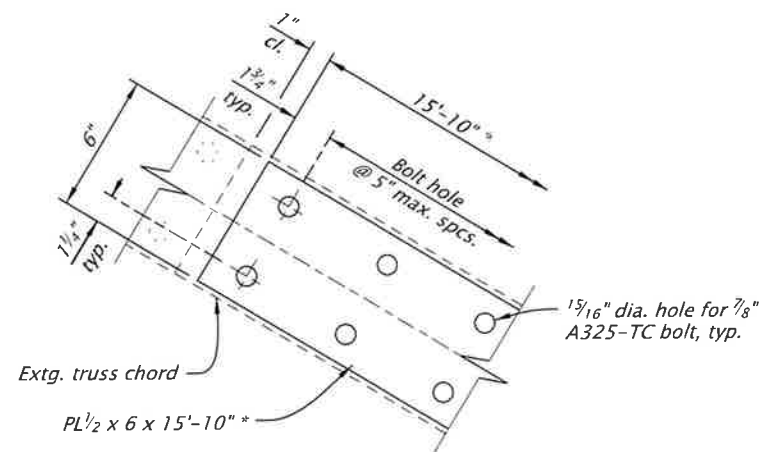
FINAL ELECTRONIC DOCUMENT
AVAILABLE UPON REQUEST



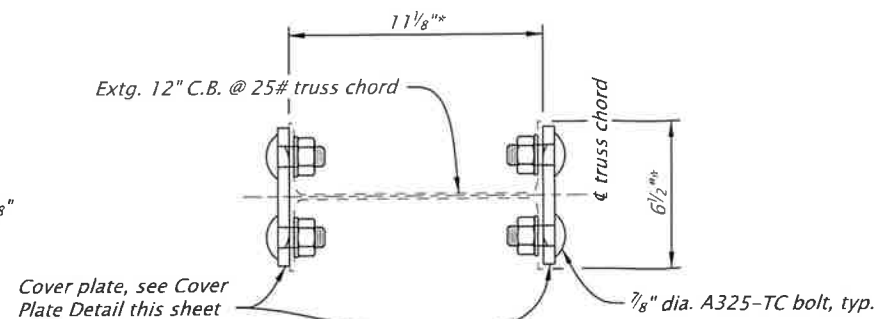
DETAIL 2
Scale: 3/8"=1'-0"

NOTES:

1. U1-L2 shown, L16-U17 similar.
- * Approximate dimension, field verify



COVER PLATE DETAIL
Scale: 1 1/2"=1'-0"




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

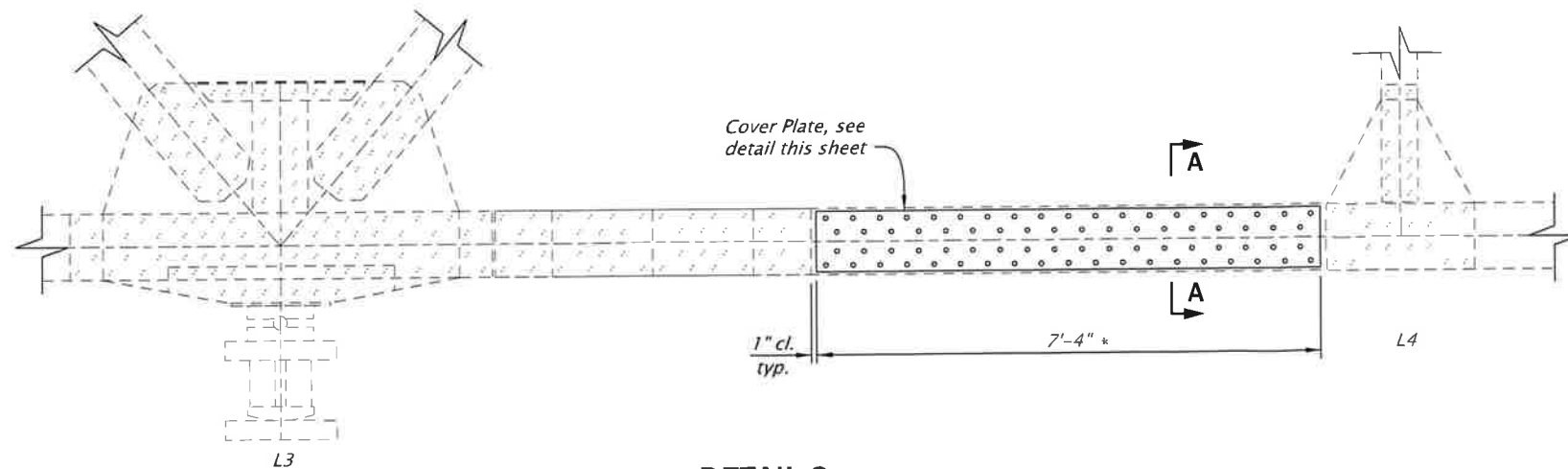
SCALE WARNING
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MEASURE ONE INCH, THEN
DRAWING IS NOT TO SCALE

For informational drawings, see sht. J01
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|---------------------|---------|
| STRUCTURE NO. | 26T05 |
| BDS DWG NO. | 00000 |
| CALC. BOOK | 7862 |
| HWY: 000 | |
| M.P.: 000.00-000.00 | |
| COUNTY | DOUGLAS |
| DATE | 06/2024 |

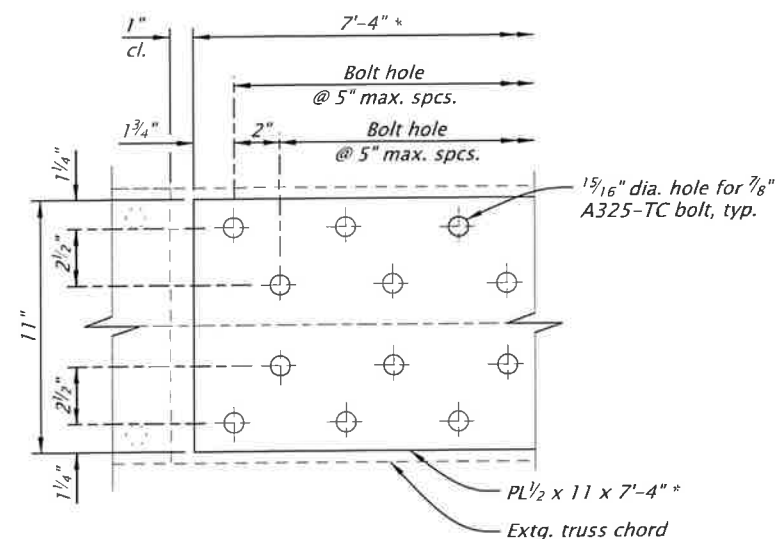


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|  DAVID EVANS AND ASSOCIATES INC. 5121 Skyline Village Loop S, Suite 200 Salem Oregon 97306 Phone: 503.361.8635 | |
| South Umpqua River, Stewart Park Rd STEWART PARK DRIVE: SOUTH UMPQUA RIVER BRIDGE (ROSEBURG) PROJECT STEWART PARK DRIVE DOUGLAS COUNTY | |
| Designer: Carly Diehl Drafter: Alan Mitchell | Reviewer: Travis Kinney Checker: Josh Goodall |
| TRUSS STRENGTHENING U1-L2 & L16-U17 | |
| SHEET NO. J07 | |

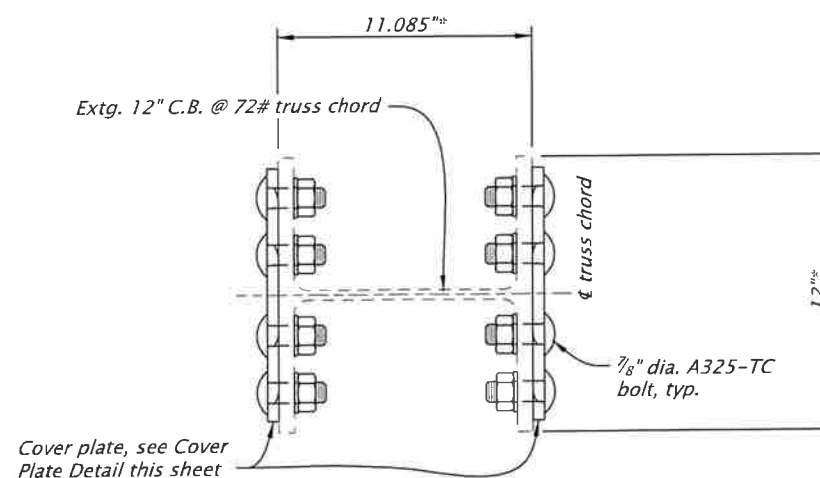


DETAIL 3
Scale: 3/8"=1'-0"

NOTE:
* Approximate dimension, field verify



COVER PLATE DETAIL
Scale: 1 1/2"=1'-0"

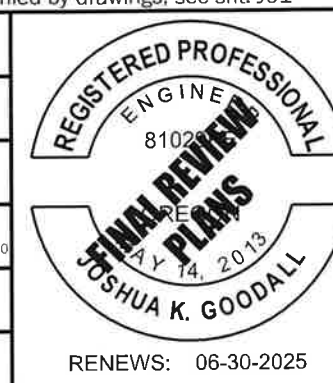


SECTION A-A
Scale: 1 1/2"=1'-0"

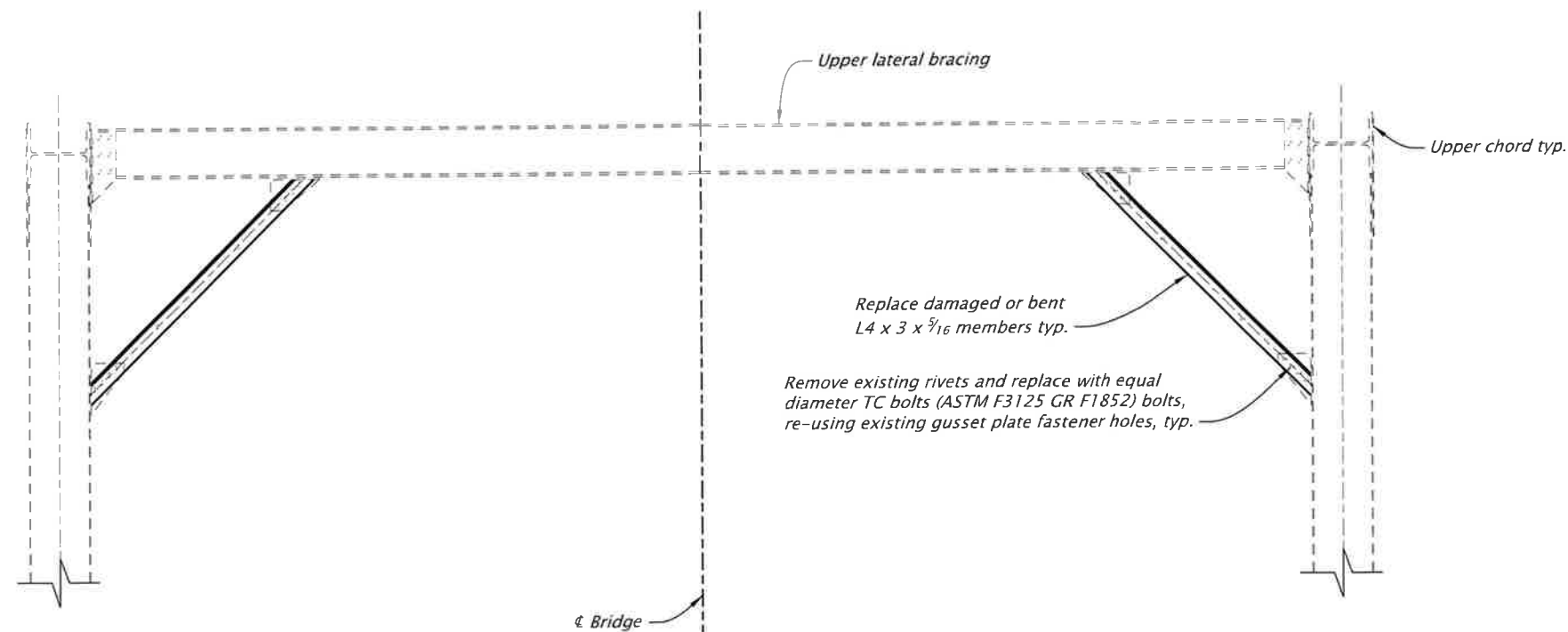
SCALE WARNING
IF THIS SCALE LINE DOES NOT
MEASURE ONE INCH, THEN
DRAWING IS NOT TO SCALE

For informational drawings, see sht. J01
For accompanied by drawings, see sht. J01

| | |
|---------------------|---------|
| STRUCTURE NO. | 26T05 |
| BDS DWG NO. | 00000 |
| CALC. BOOK | 7862 |
| HWY: 000 | |
| M.P.: 000,00-000.00 | |
| COUNTY | DOUGLAS |
| DATE | 06/2024 |



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| DAVID EVANS AND ASSOCIATES INC. 5121 Skyline Village Loop S, Suite 200 Salem Oregon 97306 Phone: 503.361.8635 | |
| South Umpqua River, Stewart Park Rd STEWART PARK DRIVE: SOUTH UMPQUA RIVER BRIDGE (ROSEBURG) PROJECT STEWART PARK DRIVE DOUGLAS COUNTY | |
| Designer: Carly Diehl Drafter: Alan Mitchell | Reviewer: Travis Kinney Checker: Josh Goodall |
| TRUSS STRENGTHENING L3-L4 | SHEET NO. J08 |



LATERAL REPAIRS

Scale: 3/8"=1'-0"

NOTES:

1. Remove and replace one member at a time.
Complete repairs prior to bridge coating.
2. Straighten distorted gusset plates.
3. Contractor to field verify locations needing replaced.
An estimation of the locations are as follows:
Struts: U8-L8, U9-L9, U10-L10, U11-L11, U12-L13
4. Complete replacement along both truss lines.

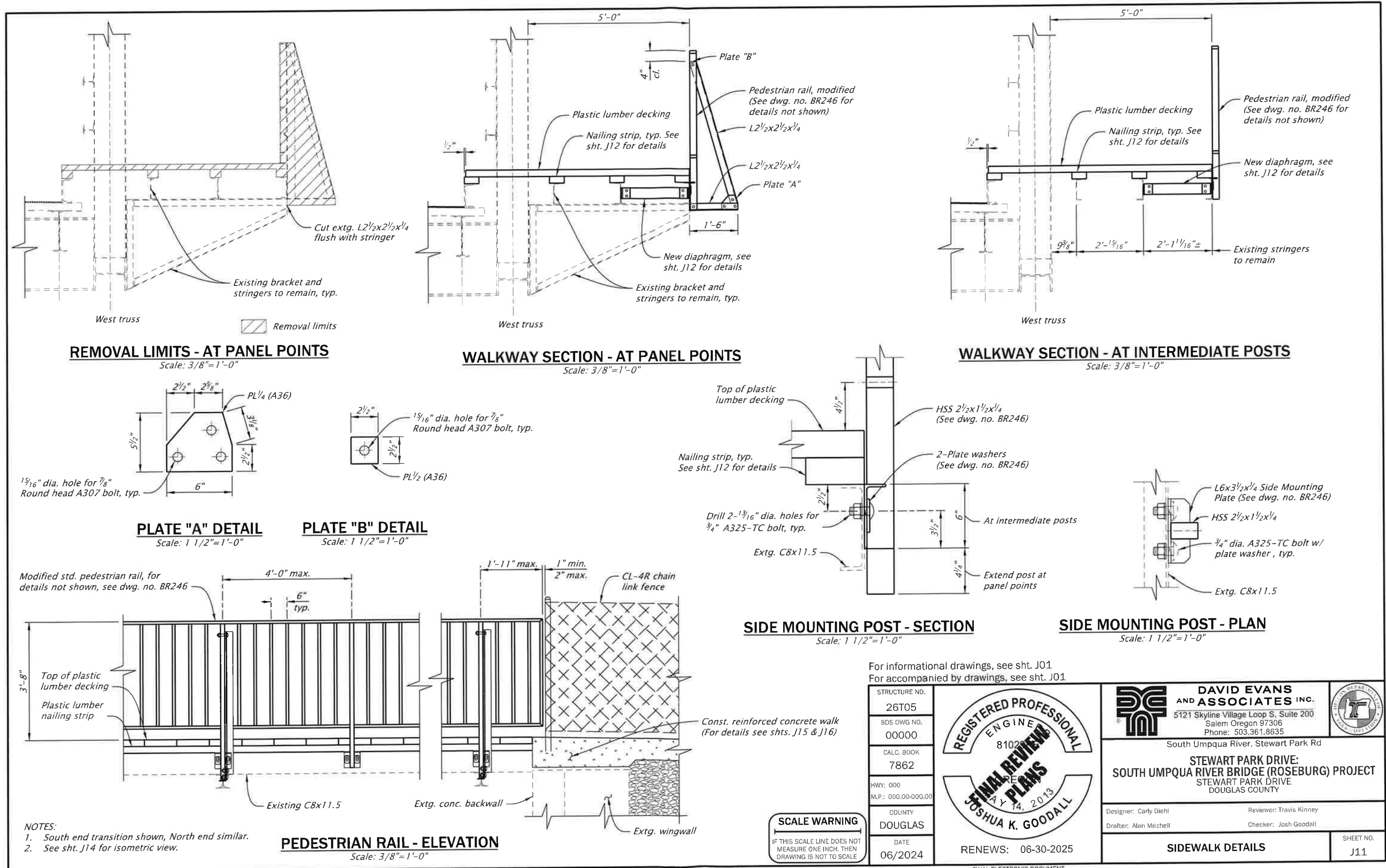
For informational drawings, see sht. J01
For accompanied by drawings, see sht. J01

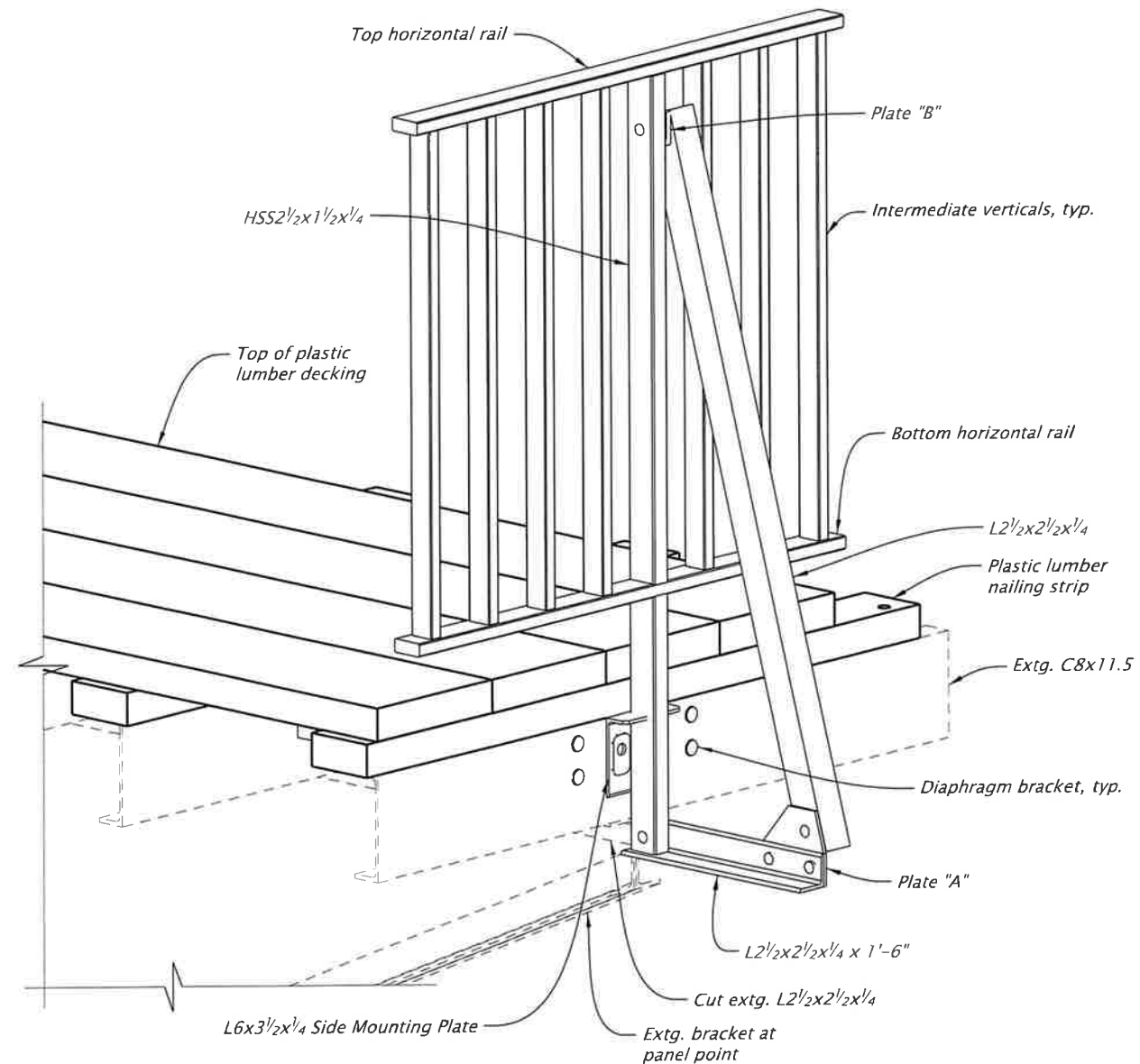
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| BDS DWG NO. | 00000 |
| CALC. BOOK | 7862 |
| HWY: 000 | |
| M.P.: 000.00-000.00 | |
| COUNTY | DOUGLAS |
| DATE | 06/2024 |

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DRAWING IS NOT TO SCALE

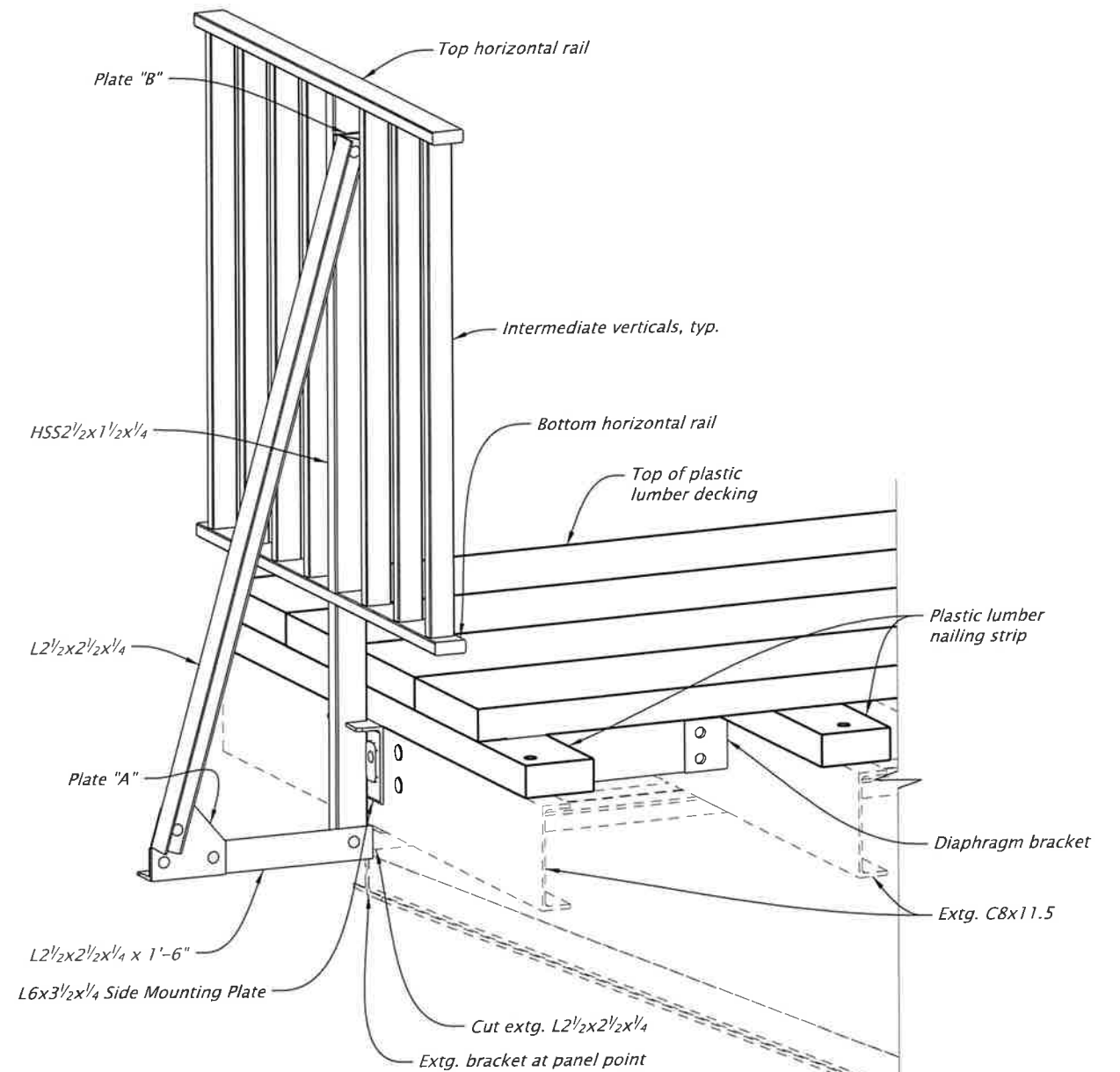


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| STRUT REPAIR DETAILS | SHEET NO. J09 |





DECORATIVE BRACKET AT PANEL POINT
ISOMETRIC VIEW LOOKING SOUTH
 Scale: No Scale



DECORATIVE BRACKET AT PANEL POINT
ISOMETRIC VIEW LOOKING NORTH
 Scale: No Scale

For informational drawings, see sht. J01
 For accompanied by drawings, see sht. J01

| | |
|---------------------|---------|
| STRUCTURE NO. | 26T05 |
| BDS DWG NO. | 00000 |
| CALC. BOOK | 7862 |
| HWY: 000 | |
| M.P.: 000.00-000.00 | |
| COUNTY | DOUGLAS |
| DATE | 06/2024 |



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| Designer: Carly Diehl Drafter: Alan Mitchell | Reviewer: Travis Kinney Checker: Josh Goodall |
| MISCELLANEOUS DETAILS | SHEET NO. J14 |

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

FINAL ELECTRONIC DOCUMENT
 AVAILABLE UPON REQUEST

Sec.13, T.27S, R.06E, W.M.

BEGINNING OF PROJECT
STA. 15+45.0

END OF PROJECT
STA. 20+00.0

— Existing overhead wire to be removed (By others).

— Install metal 4" movement expansion fitting.

— *City of Roseburg to install junction box and provide power. Power source to be no more than 300' from junction box.*

NW STEWART PARK DRIVE

W STEWART PARK DRIVE

TL_K22020_ilpln_01.dgn :: Sheet 5/28/2024 12:56:13 PM Acme

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|---------------------|
| HWY: 000 |
| M.P.: 000.00-000.00 |
| UNIT FILE CODE |
| I-03644 |
| DFI/TSSU NO. |
| N/A |



**DAVID EVANS
AND ASSOCIATES INC.**
5121 Skyline Village Loop S, Suite 200
Salem Oregon 97306
Phone: 503.361.8635

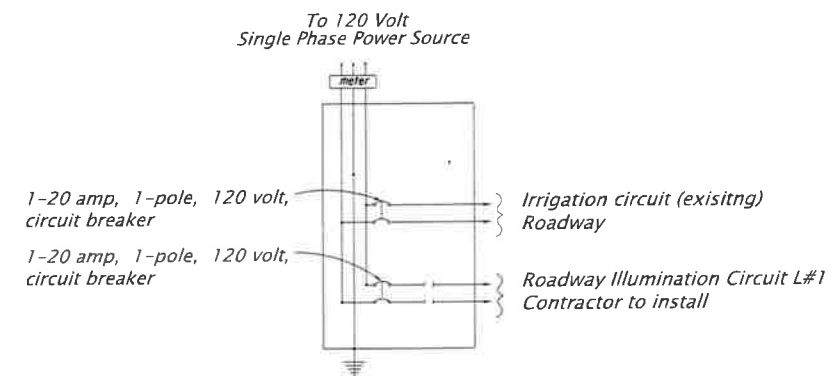
**STEWART PARK DRIVE:
SOUTH UMPQUA RIVER BRIDGE (ROSEBURG) PROJECT
STEWART PARK DRIVE
DOUGLAS COUNTY**

| | |
|------------------------|--------------------|
| Designer: B. Coburn | Reviewer: C. Grile |
| Drafter: Alan Mitchell | Checker: A. Wilen |

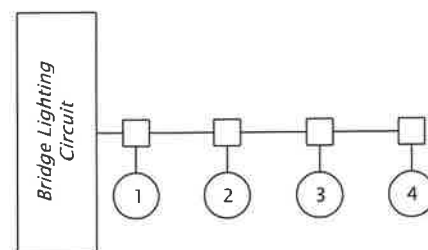
ILLUMINATION PLAN

SHEET NO.
PB01

FINAL ELECTRONIC DOCUMENT
AVAILABLE UPON REQUEST



EXISTING SERVICE WIRING DIAGRAM
300 FT SOUTH AND WEST OF STEWART PARK BRIDGE
Not To Scale



LEGEND



- (N) = Light pole number "N"
- = Junction box

HWY: 000
M.P.: 000.00-000.00

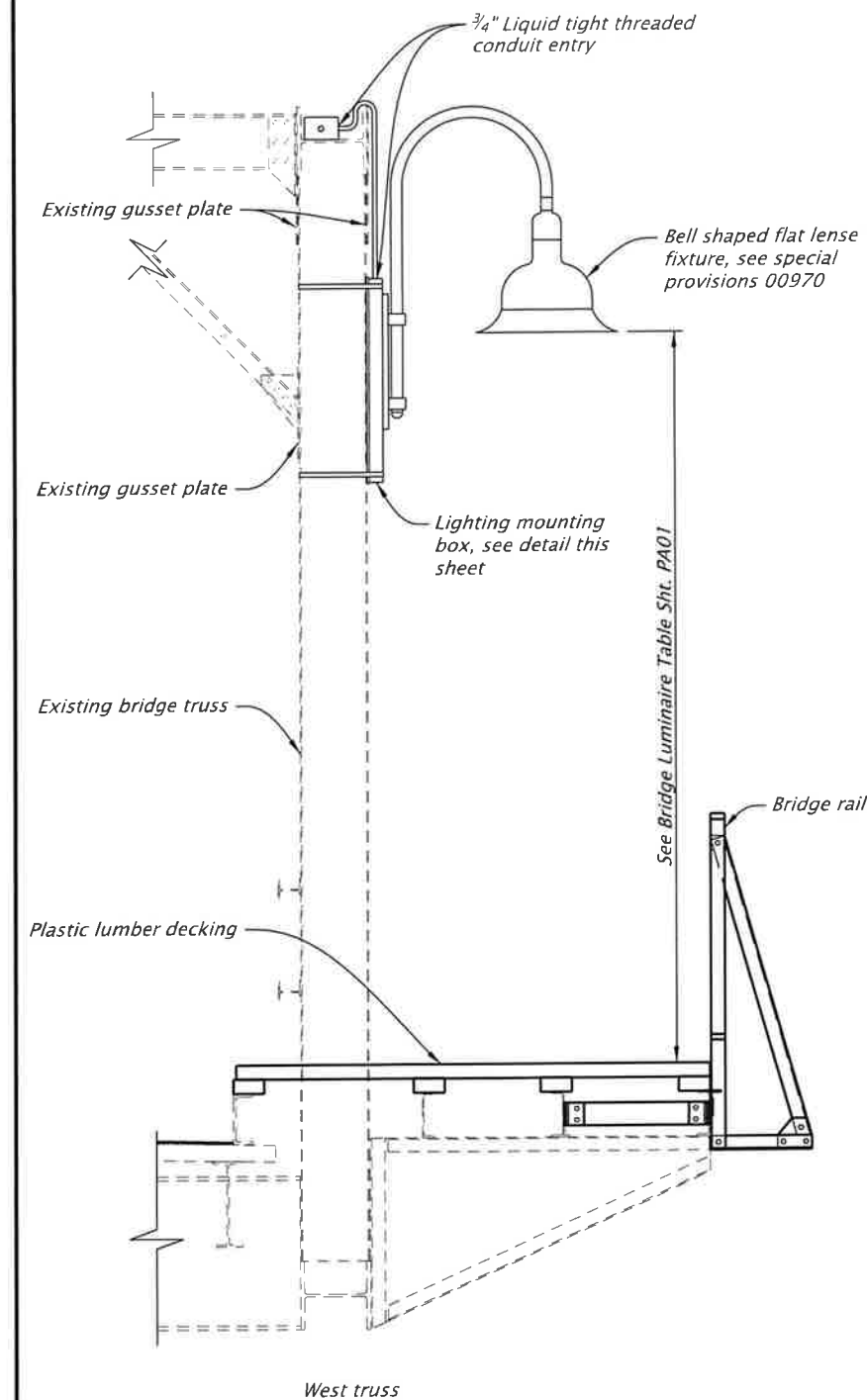
UNIT FILE CODE
I-03645

DFI/TSSU NO.
N/A

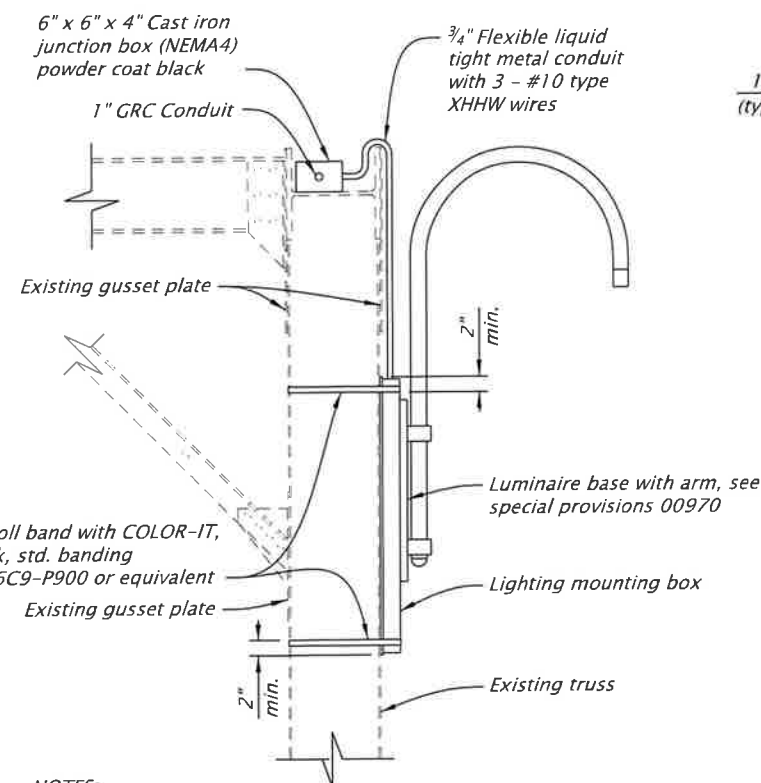


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|---|---|---|
|  DAVID EVANS AND ASSOCIATES INC. 5121 Skyline Village Loop S, Suite 200 Salem Oregon 97306 Phone: 503.361.8635 | |  |
| STEWART PARK DRIVE: SOUTH UMPQUA RIVER BRIDGE (ROSEBURG) PROJECT STEWART PARK DRIVE DOUGLAS COUNTY | | |
| Designer: B. Coburn Drafter: Alan Mitchell | Reviewer: C. Grile Checker: A. Wilen | SHEET NO. PC01 |
| ILLUMINATION DETAILS | | |

FINAL ELECTRONIC DOCUMENT
AVAILABLE UPON REQUEST

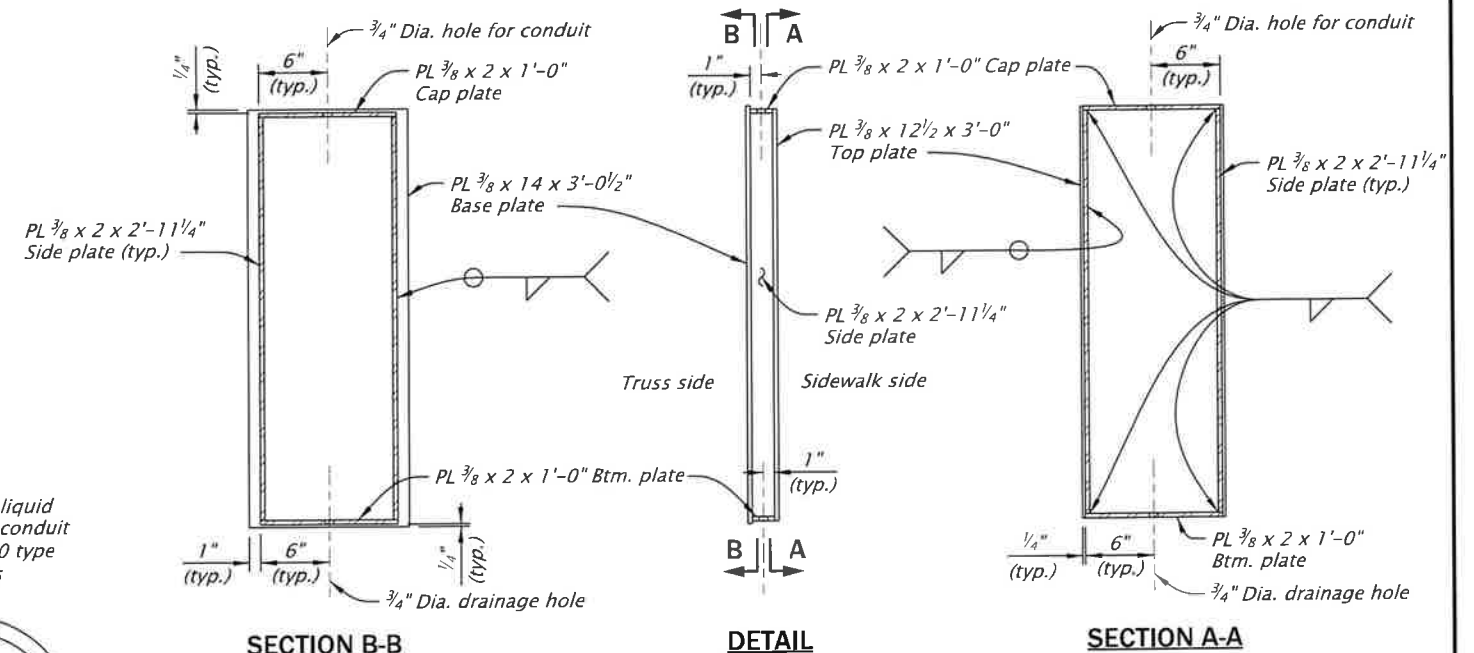


TYPICAL BRIDGE MOUNTED LIGHT POLE
Not To Scale



- NOTES:**
1. Center Luminaire Base on Lighting Mounting Box. Adjust vertical position as necessary to facilitate proper height.
 2. Place box flush against truss vertical member. Do not overlap with existing gusset plates or rivets.
 3. Attach conduit and junction boxes to the existing structure using beam clamps and strut per industry standards and the NEC.
 4. All supports and conduit shall be painted black.
 5. Drilling of the existing structure will not be allowed for luminaire installation.
 6. Submit materials and methodology to the engineer for review before beginning installation.
 7. Drill and tap lighting mounting box to match luminaire base fastener pattern.
 8. Drill 1" diameter hole in lighting mounting box for wiring luminaire.

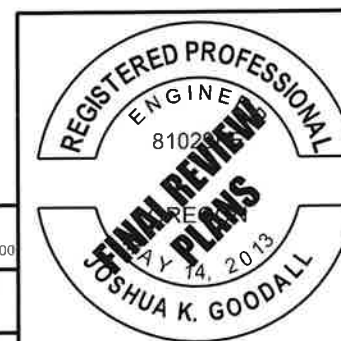
LUMINAIRE ATTACHMENT DETAIL
Not To Scale



- NOTES:**
1. Place box flush against truss vertical member. Do not overlap with existing gusset plates or rivets.
 2. Field verify all dimensions prior to fabrication.
 3. Complete welds in Section A-A prior to constructing welds in Section B-B

LIGHTING MOUNTING BOX DETAILS
Not To Scale

| |
|---------------------|
| HWY: 000 |
| M.P.: 000.00-000.00 |
| UNIT FILE CODE |
| I-03646 |
| DFI/TSSU NO. |
| N/A |



RENEWS: 06-30-2025

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|---|-------------------------|
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| STEWART PARK DRIVE: SOUTH UMPQUA RIVER BRIDGE (ROSEBURG) PROJECT STEWART PARK DRIVE DOUGLAS COUNTY | |
| Designer: Josh Goodall | Reviewer: Travis Kinney |
| Drafter: Alan Mitchell | Checker: Carly Diehl |
| ILLUMINATION DETAILS | SHEET NO. PC02 |