Emergency access road chained at Laurel Ave.

Rail equipment unloading area

Parked

Grade crossing for pedestrian use only

Emergency access road from Laurel Ave. to South St. next to tracks

Passenger boarding platform

Main line extended West to BLM Road 35 2e 10

4.75 acre parcel

Temporary Ticket / Yard Office

90' x 80' engine / motor car house

New street from the intersection of Redwood Ave. and 1st street.

6 house sites in this area 78' x 122' each

1st Street

Redwood Ave

The Landing

Laurel Ave
Rail Heritage Park Area
Phase 2, Sheet 2

1 - 11/9/2019
Draft Release for Review

2 - 11/13/2019
Corrected size of property to be purchased
Added detail in new residential area
Identified parking area and the landing building

3 - 3/1/2020
Updated issues list.

4 - 6/10/2020
Added truck road access detail

5 - 8/13/2020
Modified Heritage Park track arrangement

Emergency access road from Laurel Ave. to South St. next to tracks
Emergency access road chained at Laurel Ave.

Rail equipment unloading area

Grade crossing for pedestrian use only

Parking

The Landing

New street from the intersection of Redwood Ave. and 1st street.

Tickets / Yard Office / Gift Shop

90' x 80' engine / motor car house

90' x 30' car shop

Display Track - future home of the Butte Falls History Museum caboose

Main line extended West to BLM Road 35 2e 10

4.75 acre parcel

6 house sites in this area 78' x 122' each

Main line extended West to BLM Road 35 2e 10

4.75 acre parcel

6 house sites in this area 78' x 122' each

1st Street

1st Street

NORTH
See Cross Section detail of single track with emergency road next to tracks. Emergency access only on truck road to the BLM Road. Single lane road local access to 3 driveways. New gravel area around back of baseball field. New gates at back of outfield to improve emergency access. Emergency access only on truck road to Laurel Ave.

CROSS SECTION DETAIL OF SINGLE TRACK WITH EMERGENCY ROAD NEXT TO TRACKS

CROSS SECTION DETAIL OF TRACK & ROAD ACCESS AT BASEBALL PARK

15'

6'

6'

6'

3'

2" COMPACTED BALLAST UNDER TIES

TRACK DETAILS ARE BASED ON SOUTHERN PACIFIC STANDARDS

15'

6'

6'

6'

3'

2" COMPACTED BALLAST UNDER TIES

BARRIER BETWEEN TRACK & DRIVEWAY

DRIVEWAY ACCESS

BLOCK WALL TO SUPPORT ROAD ACCESS AT BASEBALL FIELD

EXISTING GRADE

BASEBALL FIELD

TRACK DETAILS ARE BASED ON SOUTHERN PACIFIC STANDARDS
Wheelchair accessible passenger loading area.

600 foot siding at the end of the main line

Lone Rock Easement

Silver Butte Easement

Track clearance in wild land and easement areas for maintenance and fire safety

- Both sides of the track are kept clear for fire safety.
- Track centered in cleared area.
- Cleared area width 50' on single track & 65' at sidings

Elevation view of typical grade crossing

- Width of grade crossing to be determined based on road width

Roadway

REVISION HISTORY
1 - 10/10/2019 Draft Release for Review

[Map elements such as Butte Falls Cemetery, Geppert Creek, Medford Aqueduct, Lone Rock Easement, Silver Butte Easement, etc., are labeled on the map with arrows and insets for detailed views.]
CROSSING DETAIL IN EASEMENT AREAS

Easement grade crossing detail

top view

Compacted gravel to top of rails over crossing

Railway crossing signs 2 places

Flangeway clear of gravel down to top of ties

Easement grade crossing detail

side view

Top of the grade crossing is about 15" above natural grade

Compacted gravel and road base

Scale 4'-0"

Scale 5'-0"