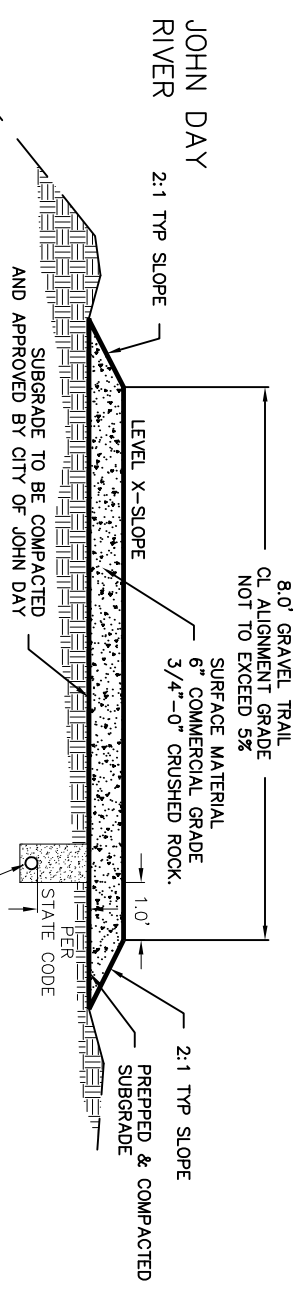
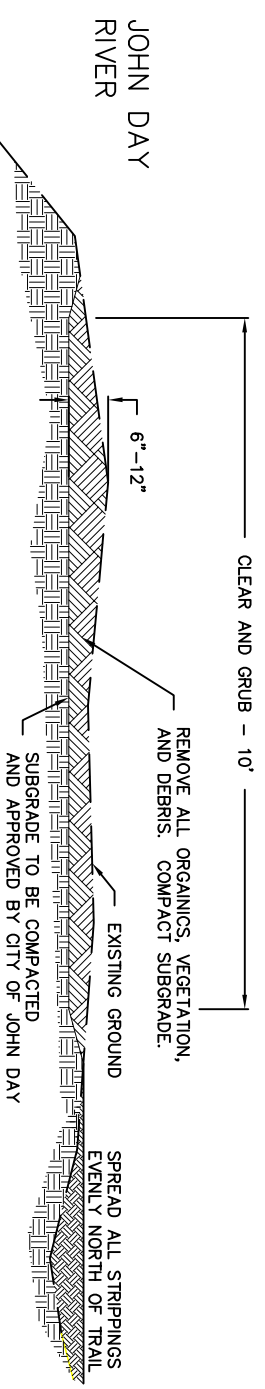
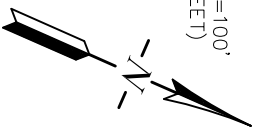


SCALE: 1"=100'  
(11x17 SHEET)



- NOTES:**
1. CITY OF JOHN DAY WILL STAKE/FLAG CL OF TRAIL AND OUTSIDE CORNERS OF TURNOUT AREAS.
  2. CONTRACTOR TO CLEAR AND GRUB ALL ORGANIC AND LARGE ROCK MATERIAL TO PREP SUBGRADE. SUBGRADE IS TO BE FREE OF ALL ORGANICS, IF OVER EXCAVATION IS REQUIRED CITY OF JOHN DAY WILL DIRECT CONTRACTOR ON COURSE OF ACTION AND MATERIAL WILL BE SOURCED ON SITE NEAR WORK AREA. SUITABLE STRIPPING FORM CLEARING AND GRUBBING SHALL BE SPREAD EVENLY NORTH OF THE TRAIL. UNSUITABLE MATERIALS SUCH AS CONCRETE, ASPHALT, STEEL, ETC. SHALL BE PLACED CITY DISPOSAL AREAS NEAR THE PROJECT AS DIRECTED.
  3. CONTRACTOR IS RESPONSIBLE TO PROTECT THE JOHN DAY RIVER FROM STORM WATER RUNOFF, WITH BEST-MANAGEMENT EROSION CONTROL MEASURES. NO MATERIAL IS TO BE GRADED OR PLACED ON THE RIVER SIDE OF THE TRAIL.
  4. TRAIL SUBGRADE IS TO BE A LEVEL CROSS SECTION, NOT EXCEEDING 5% ALONG THE CENTERLINE. ALL LARGE ROCKS, DEBRIS AND ORGANIC MATERIAL REMOVED, THE SUBGRADE IS TO BE COMPACTED WITH SMOOTH DRUM VIBRATORY ROLLER. PRIOR TO PLACING ANY CRUSHED ROCK SURFACE MATERIAL THE SUBGRADE IS TO BE INSPECTED AND APPROVED BY THE CITY OF JOHN DAY.
  5. THE CRUSHED ROCK SURFACE MATERIAL SHALL BE 3/4"-0" COMMERCIAL GRADE, THERE SHALL BE SUFFICIENT AMOUNT OF FINES TO LOCK THE SURFACE TOGETHER AND PREVENT RAVELING. CONTRACTOR SHALL PROVIDE GRADATION REPORT OR IDENTIFY THE SOURCE FOR APPROVAL BY THE CITY OF JOHN DAY. THE 6" OF CRUSHED ROCK MAY BE PLACED AS A SINGLE LIFT, MOISTURE IS TO BE ADDED AS NEEDED TO ACHIEVE PROPER COMPACTION. COMPACTION TO BE ACHIEVED WITH MULTIPLE PASSES USING A SMOOTH DRUM VIBRATORY ROLLER. IF COMPACTION EFFORT IS QUESTIONED, THE CONTRACTOR WILL BE REQUIRED TO PROVIDE A PROOF-ROLL TEST, WITNESSED AND APPROVED BY THE CITY OF JOHN DAY.
  7. WATER NEEDED FOR COMPACTION WILL BE PROVIDED BY THE CITY OF JOHN DAY, CONTRACTOR IS RESPONSIBLE FOR HAULING.
  8. THE TRAIL AND WORK SITE SHALL BE NEAT AND HAVE A FINISHED APPEARANCE, ALL EXCESS MATERIAL LEVELLED, ALL CONSTRUCTION EQUIPMENT AND DEBRIS REMOVED, FOR FINAL WALK-THRU AND APPROVAL BY THE CITY OF JOHN DAY.



REVISIONS	BY





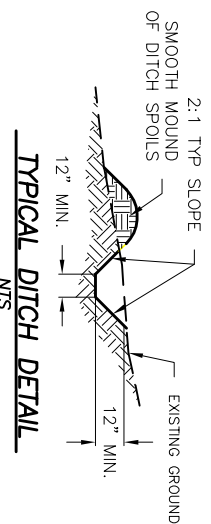
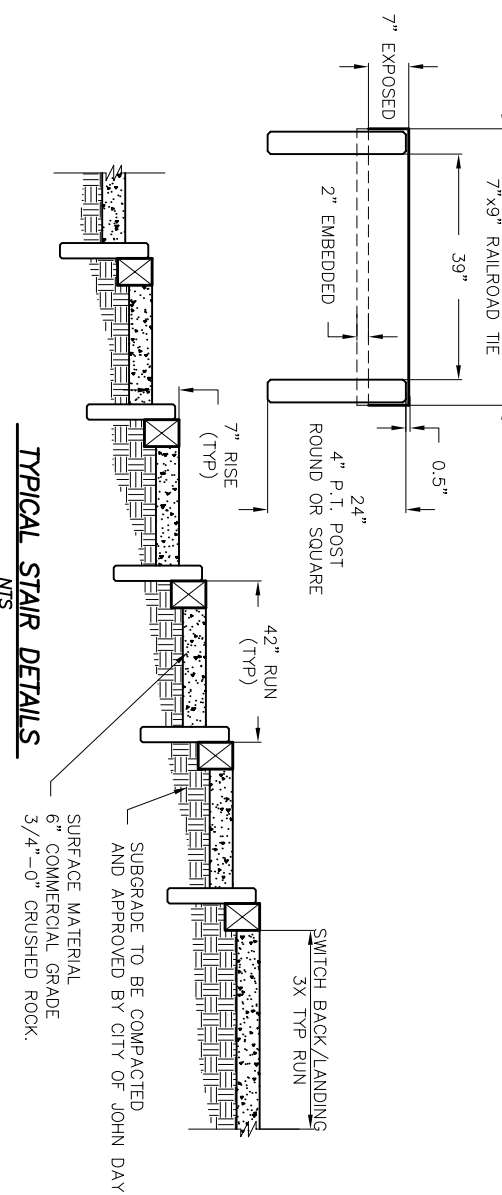
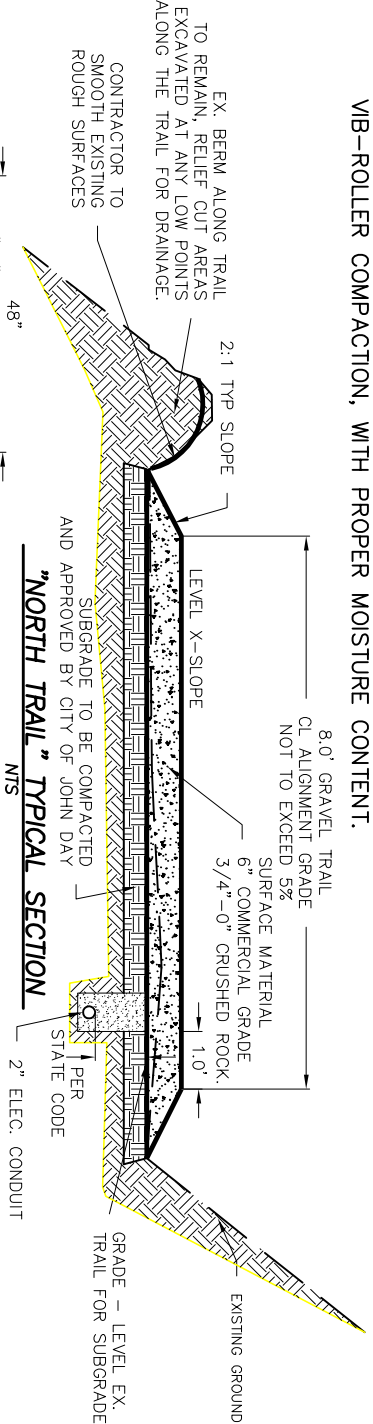
**PLAN NOTES:**

1. CONSTRUCT STAIRS PER TYPICAL DETAIL ALIGNMENT TO BE DETERMINED BY THE CITY.
2. CONSTRUCT DRAINAGE CUT-OFF DITCH PER TYPICAL DETAIL TO DIVERT RUNOFF AWAY FROM TRAIL AND INTO EXISTING DRAINAGE AREA. (CULVERT BY CITY OF JOHN DAY)
3. EXISTING SWITCHBACK OF TRAIL SUBGRADE IS TO STEEP. CONTRACTOR TO LENGTHEN THE SWITCHBACK BY APPROX. DOUBLE THE LENGTH. THE START, SWITCHBACK, AND END LOCATIONS TO BE MARKED BY THE CITY OF JOHN DAY. ALL MATERIAL EXCAVATED IS TO BE USED AS FILL CONSTRUCTING THIS SECTION OF TRAIL. FILL IS TO BE PLACED IN 1' MAX. LIFTS, MINIMUM OF VIB-ROLLER COMPACTION, WITH PROPER MOISTURE CONTENT.

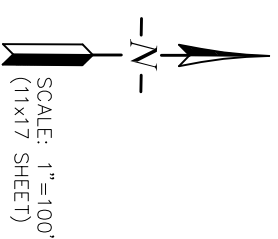
SCALE: 1"=100'  
(11x17 SHEET)

**NOTES:**

1. CITY OF JOHN DAY WILL STAKE/FLAG CL OF TRAIL AND OUTSIDE CORNERS OF TURNOUT AREAS.
2. CONTRACTOR TO CLEAR AND GRUB ALL ORGANIC AND LARGE ROCK MATERIAL TO PREP SUBGRADE. SUBGRADE IS TO BE GRADED LEVEL AND COMPACTED. EXCAVATED MATERIAL AND STRIPPINGS FORM CLEARING AND GRUBBING SHALL BE SPREAD EVENLY AND SMOOTH ON THE BERM BELOW THE TRAIL.
3. CONTRACTOR IS TO USE BEST-MANAGEMENT EROSION CONTROL MEASURES AS NEEDED. PLACE LARGER ROCK, STONES, AT BERM DRAINAGE RELIEF AREAS TO PREVENT EROSION.
4. TRAIL SUBGRADE IS TO BE A LEVEL CROSS SECTION, NOT EXCEEDING 5% ALONG THE CENTERLINE EXCEPT AS DIRECTED BY CITY OF JOHN DAY. ALL LARGE ROCKS, DEBRIS AND ORGANIC MATERIAL REMOVED, THE SUBGRADE IS TO BE COMPACTED WITH SMOOTH DRUM VIBRATORY ROLLER. PRIOR TO PLACING ANY CRUSHED ROCK SURFACE MATERIAL THE SUBGRADE IS TO BE INSPECTED AND APPROVED BY THE CITY OF JOHN DAY.
5. THE CRUSHED ROCK SURFACE MATERIAL SHALL BE 3/4"-0" COMMERCIAL GRADE, THERE SHALL BE SUFFICIENT AMOUNT OF FINES TO LOCK THE SURFACE TOGETHER AND PREVENT RAVELING. CONTRACTOR SHALL PROVIDE GRADATION REPORT OR IDENTIFY THE SOURCE FOR APPROVAL BY THE CITY OF JOHN DAY. THE 6" OF CRUSHED ROCK MAY BE PLACE AS A SINGLE LIFT, MOISTURE IS TO BE ADDED AS NEEDED TO ACHIEVE PROPER COMPACTION. COMPACTION TO BE ACHIEVED WITH MULTIPLE PASSES USING A SMOOTH DRUM VIBRATORY ROLLER. IF COMPACTION EFFORT IS QUESTIONED, THE CONTRACTOR WILL BE REQUIRED TO PROVIDE A PROOF-ROLL TEST, WITNESSED AND APPROVED BY THE CITY OF JOHN DAY.
7. WATER NEEDED FOR COMPACTION WILL BE PROVIDED BY THE CITY OF JOHN DAY, CONTRACTOR IS RESPONSIBLE FOR HAULING.
8. USED RAILROAD TIES OR OTHER TREATED TIMBERS MAY BE USED FOR STAIRS WITH PRIOR APPROVAL BY THE CITY OF JOHN DAY. ALL PRESSURE TREATED POST ARE TO BE NEW.
9. THE TRAIL AND WORK SITE SHALL BE NEAT AND HAVE A FINISHED APPEARANCE, ALL EXCESS MATERIAL LEVELLED, ALL CONSTRUCTION EQUIPMENT AND DEBRIS REMOVED, FOR FINAL WALK-THRU AND APPROVAL BY THE CITY OF JOHN DAY.

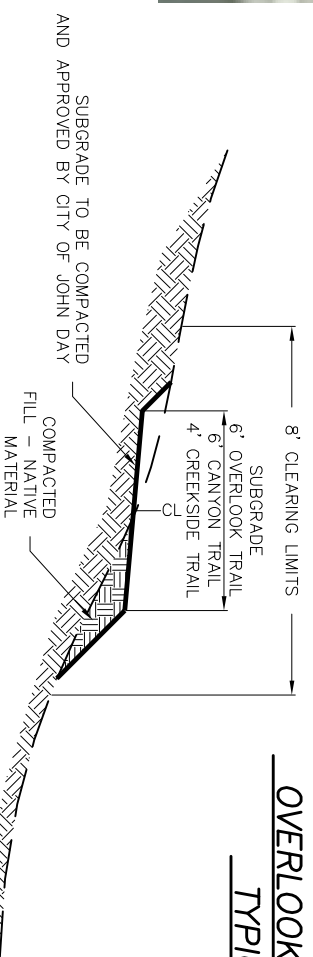




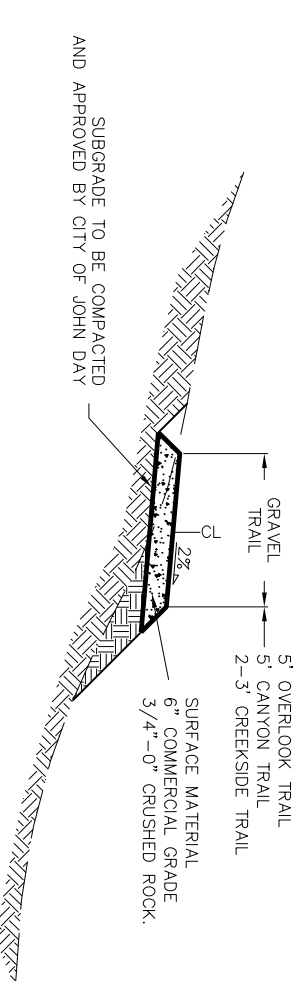


**NOTES:**

1. CITY OF JOHN DAY WILL STAKE/FLAG CL OF TRAIL, INTERSECTIONS AND OVERLOOK AREA.
2. CONTRACTOR TO CLEAR AND GRUB ALL ORGANIC AND LARGE ROCK MATERIAL TO PREP SUBGRADE. SUBGRADE IS TO BE GRADED LEVEL AND COMPACTED. EXCAVATED MATERIAL AND STRIPPINGS FORM CLEARING AND GRUBBING SHALL BE SPREAD EVENLY AND SMOOTH BELOW THE TRAIL OR AS DIRECTED BY THE CITY OF JOHN DAY. TREES, BRANCHES, STUMPS AND BRUSH SHALL BE REMOVED TO DISPOSAL SITE PROVIDED BY CITY OF JOHN DAY.
3. CONTRACTOR IS TO USE BEST-MANAGEMENT EROSION CONTROL MEASURES AS NEEDED. PLACE LARGER ROCK, STONES, AT DRAINAGE RELIEF AREAS TO PREVENT EROSION.
4. TRAIL SUBGRADE IS TO BE A 2% CROSS SECTION, NOT EXCEEDING 5% (15% CREEKSIDE TRAIL) ALONG THE CENTERLINE EXCEPT AS DIRECTED BY CITY OF JOHN DAY. ALL LARGE ROCKS, DEBRIS AND ORGANIC MATERIAL REMOVED. THE SUBGRADE IS TO BE COMPACTED WITH SMOOTH DRUM VIBRATORY ROLLER ON ALL GRADES 0%-5%. PRIOR TO PLACING ANY CRUSHED ROCK SURFACE MATERIAL THE SUBGRADE IS TO BE INSPECTED AND APPROVED BY THE CITY OF JOHN DAY.
5. THE CRUSHED ROCK SURFACE MATERIAL SHALL BE 3/4"-0" COMMERCIAL GRADE, THERE SHALL BE SUFFICIENT AMOUNT OF FINES TO LOCK THE SURFACE TOGETHER AND PREVENT RAVELING. CONTRACTOR SHALL PROVIDE GRADATION REPORT OR IDENTIFY THE SOURCE FOR APPROVAL BY THE CITY OF JOHN DAY. THE 6" OF CRUSHED ROCK MAY BE PLACED AS A SINGLE LIFT, MOISTURE IS TO BE ADDED AS NEEDED TO ACHIEVE PROPER COMPACTION. COMPACTION TO BE ACHIEVED WITH MULTIPLE PASSES USING A SMOOTH DRUM VIBRATORY ROLLER (ON ALL GRADES 0%-10%). GRADES EXCEEDING 10% SHALL BE COMPACTED WITH A WALK BEHIND PLATE COMPACTOR IF UNABLE TO USE VIBRATORY ROLLER. IF COMPACTION EFFORT IS QUESTIONED, THE CONTRACTOR WILL BE REQUIRED TO PROVIDE A PROOF-ROLL TEST, WITNESSED AND APPROVED BY THE CITY OF JOHN DAY.
6. WATER NEEDED FOR COMPACTION WILL BE PROVIDED BY THE CITY OF JOHN DAY, CONTRACTOR IS RESPONSIBLE FOR HAULING.
7. BRIDGES TO BE CONSTRUCTED PER DETAILS AND NOTES. MATERIALS APPROVED BY CITY OF JOHN DAY.
8. THE TRAIL AND WORK SITE SHALL BE NEAT AND HAVE A FINISHED APPEARANCE, ALL EXCESS MATERIAL LEVELLED, ALL CONSTRUCTION EQUIPMENT AND DEBRIS REMOVED, FOR FINAL WALK-THRU AND APPROVAL BY THE CITY OF JOHN DAY.



OVERLOOK, CANYON & CREEKSIDE TRAILS  
TYPICAL PREP SECTION  
MNS



OVERLOOK, CANYON & CREEKSIDE TRAILS  
TYPICAL DEVELOPED SECTION  
MNS



REVISIONS	BY

**TRAIL SYSTEM IMPROVEMENTS  
CITY OF JOHN DAY**

**OVERLOOK TRAIL  
CANYON TRAIL  
CREEKSIDE TRAIL**

**SISUL ENGINEERING**  
185 E. MAIN STREET  
JOHN DAY, OREGON 97845  
(541) 575-3777  
DRAWN: JH  
DATE: JAN 2019  
SCALE: NOTED  
SHEET: 03  
OF 3 SHEETS