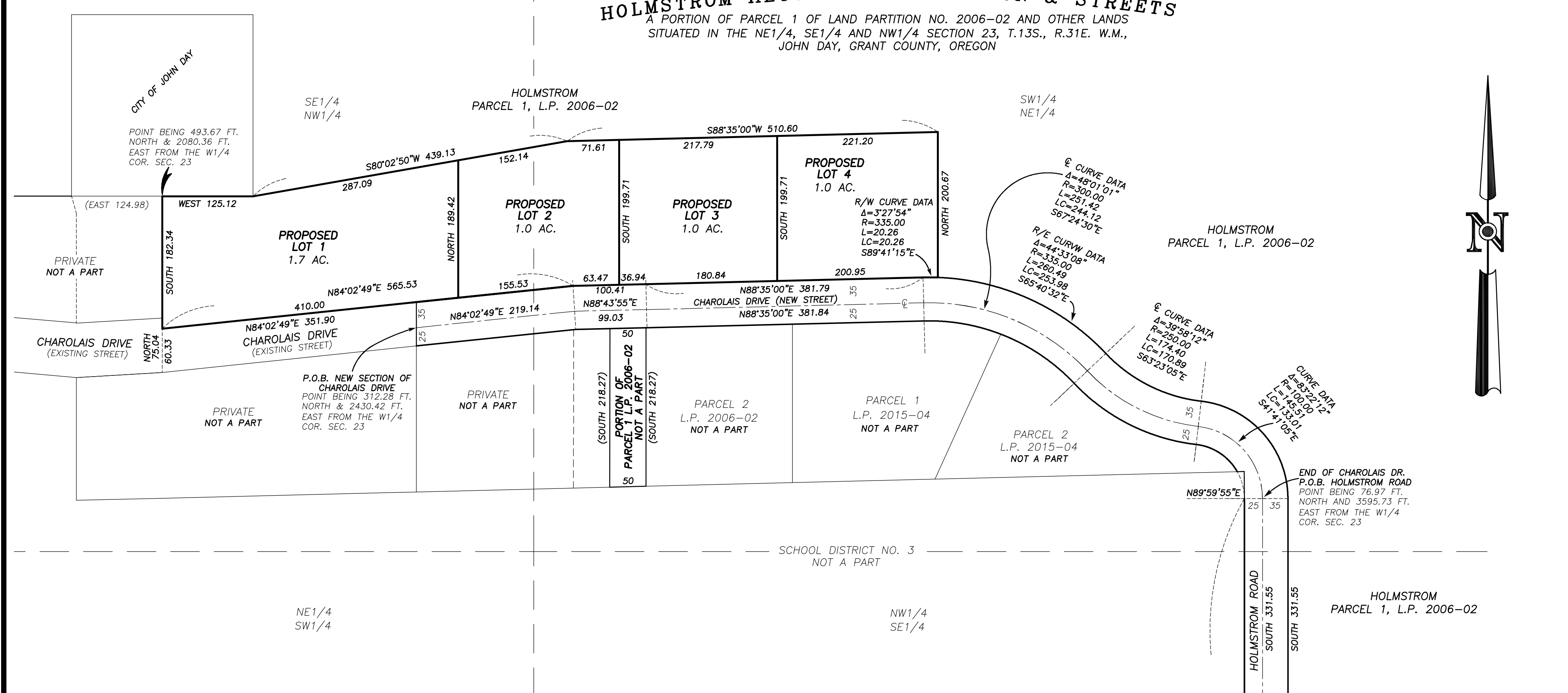


**PRELIMINARY PLAT OF
HOLMSTROM HEIGHTS SUBDIVISION & STREETS**
A PORTION OF PARCEL 1 OF LAND PARTITION NO. 2006-02 AND OTHER LANDS
SITUATED IN THE NE1/4, SE1/4 AND NW1/4 SECTION 23, T.13S., R.31E. W.M.,
JOHN DAY, GRANT COUNTY, OREGON



SUBDIVISION BOUNDARY DESCRIPTION

Land in the SW1/4NE1/4 and the SE1/4NW1/4 Section 23, T.13S., R.31E., W.M., City of John Day, Grant County, Oregon, described as follows:

A portion of Parcel 1 of Land Partition No. 2006-02, according to the Plat thereof, on file and of record in the office of the County Clerk of said County and State, filed February 23, 2006, described and bounded by the following tract:

Beginning at a point that is 493.67 feet North and 2080.36 feet East from the W1/4 Corner of said Section 23, thence South, 182.34 feet to a point on the north right of way line of Charolais Drive;

thence along the northerly right of way line of said Charolais Drive as follows:

N.84°02'49"E., 565.53 feet;

N.88°43'55"E., 100.41 feet;

N.88°35'00"E., 381.79 feet;

20.26 feet along the arc of a 335.00 foot radius curve right (the long chord of which bears S.89°41'15"E., 20.26 feet);

thence leaving said right of way line, North, 200.67 feet;

thence S.88°35'00"W., 510.60 feet;

thence S.80°02'50"W., 439.13 feet;

thence West, 125.12 feet to the point of beginning.

CHAROLAIS DRIVE CENTERLINE DESCRIPTION

A strip of land being 60.00 feet in width, said strip being a portion of Parcel 1 of Land Partition No. 2006-02, according to the Plat thereof, on file and of record in the office of the County Clerk of said County and State, filed February 23, 2006, the centerline of which being described as follows:

Beginning at a point that is 312.28 feet North and 2430.42 feet East from the W1/4 Corner of said Section 23, thence N.84°02'49"E., 219.14 feet;

thence N.88°43'55"E., 99.03 feet;

thence N.88°35'00"E., 381.84 feet;

thence 251.42 feet along the arc of a 300.00 foot radius curve right (the long chord of which bears S.67°24'30"E., 244.12 feet);

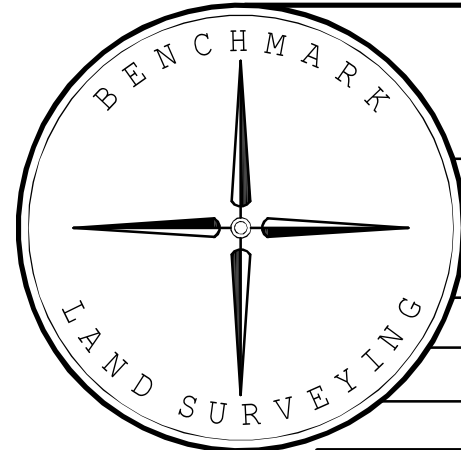
thence 174.40 feet along the arc of a 250.00 foot radius reverse curve left (the long chord of which bears S.63°23'05"E., 170.89 feet);

thence 145.51 feet along the arc of a 100.00 foot radius reverse curve right (the long chord of which bears S.41°41'05"E., 133.01 feet) to the terminus of the herein described centerline.

The right of way widths of Charolais Drive, as described herein is 25.00 feet on the right and 35.00 feet on the left.

NOTE: THE BEARINGS, DISTANCES AND AREAS SHOWN HEREON MAY CHANGE UPON THE EXECUTION OF A SURVEY

REGISTERED
PROFESSIONAL
LAND SURVEYOR
[Signature]
OREGON
MICHAEL C. SPRINGER
#70918
EXPIRES: 6/30/2022



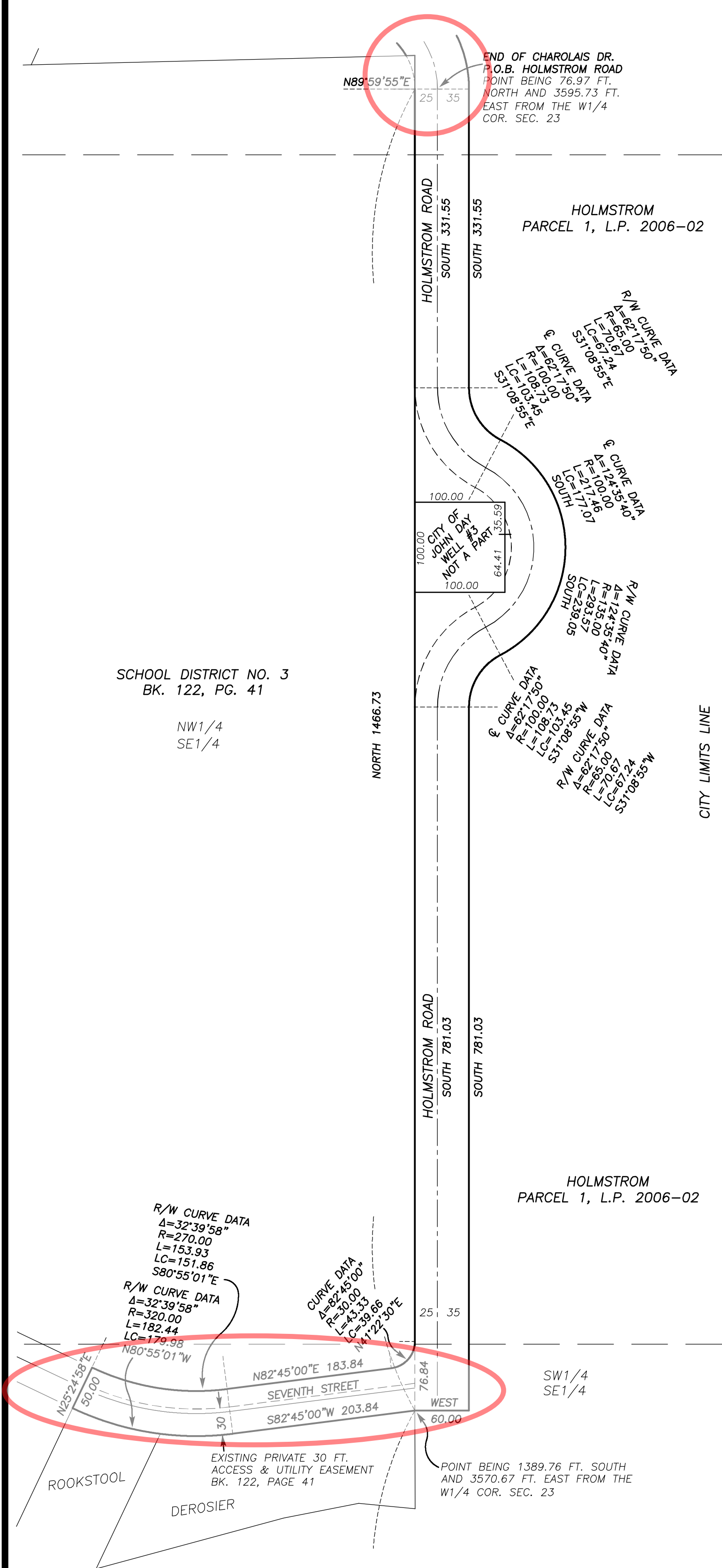
BENCHMARK LAND SURVEYING
217 N. CANYON BLVD. JOHN DAY, OREGON
541-575-1251 ~ benchmarkls.com

PRELIMINARY SUBDIVISION PLAT OF HOLMSTROM HEIGHTS & STREETS
A PORTION OF PARCEL 1 OF LAND PARTITION NO. 2006-02
SITUATED IN THE NE1/4 AND NW1/4 SECTION 23,
T.13S., R.31E. W.M., JOHN DAY, GRANT COUNTY, OREGON

SURVEYED FOR	FRANCIS HOLMSTROM & THE CITY OF JOHN DAY	
SURVEYED BY	MCS	3/4/2022
SCALE: 1"=100'	DRAWN BY: MCS	SHEET 1 OF 2

PRELIMINARY PLAT OF HOLMSTROM HEIGHTS SUBDIVISION & STREETS

A PORTION OF PARCEL 1 OF LAND PARTITION NO. 2006-02 AND OTHER LANDS
SITUATED IN THE NE1/4, SE1/4 AND NW1/4 SECTION 23, T.13S., R.31E. W.M.,
JOHN DAY, GRANT COUNTY, OREGON



HOLMSTROM ROAD RIGHT OF WAY DESCRIPTION

A Right of way for street purposes, situated in the W1/2E1/2 Section 23, T.13S., R.31E., W.M., and being a portion of Parcel 1 of Land Partition No. 2006-02, according to the Plat thereof, on file and of record in the office of the County Clerk of said County and State, filed February 23, 2006, said right of way being described as follows:

Beginning at the southeasterly terminus of the centerline of Charolais Drive, said point also being 76.97 feet North and 3595.73 feet East from the W1/4 Corner of said Section 23, thence N.89°59'55"E., 35.00 feet to a point of the easterly line of the herein described right of way;

thence along said easterly right of way line as follows:

- South, 331.55 feet;
- 70.67 feet along the arc of a 65.00 foot radius curve left (the long chord of which bears S.31°08'55"E., 67.24 feet);
- 293.57 feet along the arc of a 135.00 foot radius reverse curve right (the long chord of which bears South, 239.05 feet);
- 70.67 feet along the arc of a 65.00 foot radius reverse curve left (the long chord of which bears S.31°08'55"W., 67.24 feet);
- South, 781.03 feet;
- thence, leaving said east right of way line, West, 60 feet, more or less, to the west line of Parcel 1 of said Land Partition Plat No. 2006-02;
- thence along the west line of said Parcel 1, North, 1466.73 feet to a point S.89°59'55"W. from the point of beginning;
- thence N.89°59'55"E., 25.00 feet to the point of beginning.

EXCEPTING THEREFROM the city of John Day's Well site No. 3, more particularly described as follows:

- Beginning at a point that is S.74°59'W., 1703.83 feet from the E1/4 Corner of Section 23;
- thence North, 35.59 feet;
- thence West, 100.00 feet;
- thence South, 100.00 feet;
- thence East, 100.00 feet;
- thence North, 63.41 feet to the point of beginning.

SEVENTH STREET RIGHT OF WAY DESCRIPTION

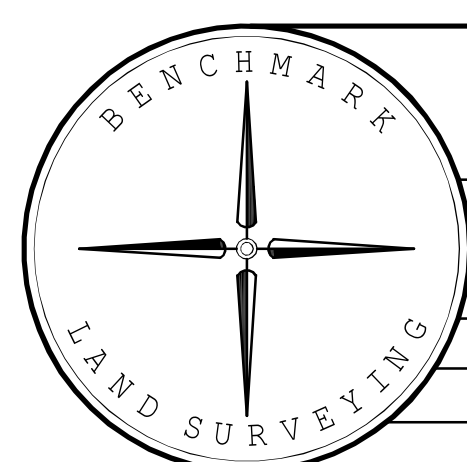
A Right of way for street purposes, situated in the SW1/4SE1/4 Section 23, T.13S., R.31E., W.M., and being a portion that certain tract of land described in deed record book 122, page 41, deed records of Grant County, Oregon, said right of way being described as follows:

- Beginning at a point on the west boundary of Parcel 1 of Land Partition No. 2006-02, according to the Plat thereof, on file and of record in the office of the County Clerk of said County and State, filed February 23, 2006, said point being 1389.76 feet South and 3570.67 feet East from the W1/4 Corner of said Section 23, thence S.82°45'00"W., 203.84 feet;
- thence 182.44 feet along the arc of a 320.00 foot radius curve right (the long chord of which bears N.80°55'01"W., 179.98 feet);
- thence N.25°24'58"E., 50.00 feet;
- thence 153.93 feet along the arc of a 270.00 foot non-tangent curve left (the long chord of which bears S.80°55'01"E., 151.86 feet);
- thence N.82°45'00"E., 183.84 feet;
- thence 43.33 feet along the arc of a 30.00 foot radius curve left (the long chord of which bears N.41°22'30"E., 39.66 feet) to a point on the west line of Parcel 1 of said Land Partition Plat No. 2006-02;
- thence South, 76.84 to the point of beginning.

NOTE: THE BEARINGS, DISTANCES AND AREAS SHOWN HEREON MAY CHANGE UPON THE EXECUTION OF A SURVEY

**REGISTERED
PROFESSIONAL
LAND SURVEYOR**

OREGON
JULY 9, 2002
MICHAEL C. SPRINGER
#70918
EXPIRES: 6/30/2022



BENCHMARK LAND SURVEYING
217 N. CANYON BLVD. JOHN DAY, OREGON
541-575-1251 ~ benchmark1s.com

PRELIMINARY SUBDIVISION PLAT OF HOLMSTROM HEIGHTS & STREETS
A PORTION OF PARCEL 1 OF LAND PARTITION NO. 2006-02
SITUATED IN THE NE1/4 AND NW1/4 SECTION 23,
T.13S., R.31E. W.M., JOHN DAY, GRANT COUNTY, OREGON

SURVEYED FOR	FRANCIS HOLMSTROM & THE CITY OF JOHN DAY		
SURVEYED BY	MCS		3/4/2022
SCALE: 1"=100'	DRAWN BY: MCS		SHEET 2 OF 2

Streets:

1. New street sections are to be cleared of all surface vegetation, stumps, and other miscellaneous structures or materials. Grub improvement areas to remove all buried vegetative matter and debris to a depth of 8" below subgrade. Legally dispose of all waste material.
2. Immediately following fine grading operations proof roll subgrade areas to achieve 95% of maximum density for a 12" depth per AASHTO T-180 test method. Embankments or fills are to be constructed in 6" maximum lifts, with each lift being compacted to 95% maximum density prior to proceeding with the next lift. Areas to receive fill are to be inspected by City and Engineer prior to placement of the fill.
3. Aggregate base rock shall be 1"-0" crushed rock as per Oregon State Highway Division specifications. Aggregate base is to be compacted in 6" maximum lifts to 95% of maximum density per AASHTO T-180 test method. Subgrade is to be inspected by the City and the Engineer prior to placement of the base rock. Base is to be inspected prior to placement of asphalt. Sub-base and base are to be proof rolled during the Engineer's/Inspector's inspection of the subgrade and base as noted above.
4. The first lift of asphalt concrete is to be Class 'B' A.C. as per City of John Day specifications. The second lift, shall be Class 'C' asphalt concrete as per City of John Day specifications. Pave only during dry weather and when the temperature is 40° or warmer. Asphalt concrete shall be compacted to 91% of Rice density.
5. Construct curb and gutter, per detail, using Class 'A' 3300 psi concrete with maximum 1-1/2" aggregate size. Expansion joints shall be installed at 45' maximum on centers, contraction joints at 15' maximum on centers. Three and one-half inch weepholes are to be installed 5 feet from the property line.
6. All materials, installation, tests, and inspections are to be in strict accordance with City of John Day Public Works Standards.
7. Install street barricades at the end of temporary deadends.

Storm Drains:

1. Twelve inch and larger storm drain pipe shall be Class 5 reinforced concrete pipe conforming to ASTM C14 & C76 or HDPE pipe conforming to AASHTO M-294s (with watertight gaskets), unless otherwise specifically noted on the plan or profile. Rubber joints for concrete pipe are required only where specifically noted on the plans. Six inch storm drain pipe shall conform to HDPE smooth interior, corrugated exterior pipe.
2. Granular backfill is to be compacted to 95% maximum density per AASHTO T180 test method and native material shall be compacted to 85% of in place density of surrounding soil. All trenches within existing and new public street right-of-ways shall be backfilled with acceptable select imported granular soils and compacted to a minimum of 95% relative density (AASHTO T-180) for the upper 36" of the trench. Below 36" the compaction shall be to a minimum 90% relative density.
3. If during the course of installing the underground utilities drain tiles are intercepted the tiles shall be piped directly into the storm system after approval of the inspector.
4. All materials, installation, tests, and inspections to be made in strict accordance with City of John Day Standard Specifications.

Sanitary Sewer:

1. Pipe shall be PVC sewer pipe conforming to ASTM D-3034 SDR 35. Minimum stiffness shall be 46 psi and joint type shall be elastomeric gasket conforming to ASTM D-3212.
2. Manhole base shall be poured in place concrete base with a minimum compressive strength of 3000 psi, or precast base (see detail sheet). Manhole risers and tops shall be precast sections with a minimum compressive strength of 4000 psi. Tops shall be eccentric cones except where insufficient headroom requires flat tops. Inverts shall be constructed to provide smooth manhole by means of an elastomeric gasket, an approved waterstop or flexible sleeve. Cement grout for connecting PVC sewer pipe to manhole will not be permitted.
3. Cleanout pipe, fittings and joints shall be the same specifications as for pipe. Castings are as shown on detail and shall conform to ASTM A48 (Grade 30).
4. Granular backfill shall be compacted to 95% maximum dry density per AASHTO T-180 test method and native material shall be compacted to 90% maximum dry density per AASHTO T-180. Native material allowed in roadways or under sidewalk areas.
5. PVC service laterals shall be 4" and 6" (per construction plans) pipe conforming to the same specifications as the sewer mains. Service laterals shall be installed to a point beyond the line of the sewer or utility easement as shown on the plan. The service lateral shall be plugged with a 4" or 6" rubber ring plug and the location of the lateral end shall be marked with a 2" x 4" board. The sanitary lateral shall have an identify tape laid with the lateral and tied to the 2"x4" board.
6. Sanitary sewer pipe and appurtenances shall be tested for leakage in accordance with APWA Division III requirements. Leakage tests will include required APWA air pressure test for sewer lines and required APWA vacuum test of the manholes. All sewer lines shall be tested for deflection with a mandrel equal to 95% of the pipe size being tested for deflection with a mandrel equal to 95% of the pipe size being tested per APWA Division III, Section 303.3.10. All tests shall be witnessed by the Engineer.
7. All materials, installation, tests, and inspections are to be made in strict accordance with APWA's Standard Specifications for Public Works Construction.

Erosion and Sediment Control Requirements:

1. The intent of the requirement is to prevent siltation from reaching storm drain systems and drainage ways. The erosion and sediment control (ESC) facilities shown on this plan are the minimum requirements for anticipated site conditions. During the construction period, these ESC facilities shall be upgraded as needed for unexpected storm events and to ensure that sediment laden water does not leave the site.
2. The following controls and practices are required:
 - a) Each site shall have graveled or paved entrances, exits and parking areas, prior to beginning any other work, to reduce the tracking of sediment onto public or private roads.
 - b) All unpaved roads located on-site shall be graveled. Other effective erosion and sediment control measures either on the road or down gradient may be used in place of graveled.
 - c) When trucking saturated soils from the site, either water-tight trucks shall be used or loads shall be drained on-site until dripping has been reduced to minimize spillage on roads.
 - d) Concrete trucks being washed out onsite shall be parked in a location that will prevent all wash water from entering the storm drain system without proper filtration. Concrete remnants and residue shall be properly disposed of.
3. Additional controls and practices shall be developed that are appropriate for the site. At a minimum the following shall be considered:
 - a) Whenever practicable, clearing and grading shall be done in a phased manner to prevent exposed inactive areas from becoming a source of erosion.
 - b) In developing vegetative erosion control practices, at a minimum the following shall be considered; temporary seeding, permanent seeding, mulching, sod stabilization, vegetative buffer strips, and protection of trees with protective construction fences.
 - c) The following shall be considered for the protection of exposed areas and the prevention of soil from being eroded by storm water; mulching with straw or other vegetation, use of erosion control blankets, and application of soil tackifiers.
 - d) The following shall be considered for the diversion of flows from exposed soil, store flows to allow for sedimentation, filter flows, or otherwise reduce soil laden runoff; use of silt fences, earth dikes, brush barriers, drainage swales, check dams, subsurface drains, pipe slope drains, rock outlet protection, sediment traps, and temporary or permanent sedimentation basins. All temporary sediment control practices shall not be removed until permanent vegetation or other cover of exposed areas is established.
 - e) The following shall be considered to prevent the stockpiles from becoming a source of erosion; diversion of uncontaminated flows around stockpiles, use of cover over stockpiles, and installation of silt fences around stockpiles.
4. The following maintenance activities shall be implemented:
 - a) Significant amounts of sediment that leave the site shall be cleaned up within 24 hours and placed back on the site or properly disposed. Any in-stream clean up of sediment shall be performed according to Oregon Division of State Lands' required timeframe.
 - b) Under no conditions shall sediment intentionally be washed into storm sewer or drainage way unless it is captured by a BMP before entering receiving waters.
 - c) For a filter fence, the trapped sediment shall be removed when it reaches one third of the above ground fence height.
 - d) For catch basin protection, cleaning must occur when design capacity has been reduced by fifty percent.
 - e) For a sediment basin, removal of trapped sediments shall occur when design capacity has been reduced by fifty percent.
 - f) All erosion and sediment controls not in the direct path of work shall be installed before any land disturbance.
 - g) If fertilizers are used to establish vegetation, the application rates shall follow manufacturer's guidelines and the application shall be done in such a way to minimize nutrient-laden runoff to receiving waters.
 - h) If construction activities cease for thirty (30) days or more, the entire site must be stabilized, using vegetation of a heavy mulch layer, temporary seeding, or another method that does not require germination to control erosion.
 - i) Any use of toxic or other hazardous materials shall include proper storage, application, and disposal.
 - j) The permittee shall manage abandoned hazardous wastes, used oils, contaminated soils or other toxic substances discovered during construction activities in a manner approved by the Department of Environmental Quality.

Erosion and Sediment Control Inspection Requirements:

1. All sites 5 acres and greater shall have a person with knowledge and experience in construction storm water controls and management practices conduct all inspections. The inspector shall keep a written record of each inspection.
2. Active Sites: Frequency of inspections shall be daily during storm water runoff or snowmelt runoff and at least once every seven (7) calendar days and within 24 hours after any storm event of greater than 0.5 inches of rain per 24-hour period.
3. Inactive Sites: During inactive periods of greater than seven (7) consecutive calendar days, inspections shall only be required once every two (2) weeks. Prior to discontinuing activities at the site, any exposed area shall be stabilized to prevent erosion. Stabilization may occur by applying appropriate cover (mulch, erosion control blanket, soil tackifier, etc.) or establishing adequate vegetative cover.

Structural Fill Notes:

1. All miscellaneous materials and the organic layer under the fill area shall be stripped or removed. All stumps in the fill area must be removed in their entirety.
2. The contractor shall follow the procedures identified by the Geotechnical Engineer for constructing structural fills.
3. General site preparations should include the reconstruction of miscellaneous un-documented fills by removing a minimum of 4 feet of material, and replacement to structural fill standards. Where concentrated boulder backfills are present, a portion of the boulders should be removed and the remainder mixed with on-site sandy soils prior to replacement. The approximate extent and locations of un-documented fills evidenced are provided on the Site Plan, Figure 1 of the geotechnical investigation. Additional areas may be present or evidenced during utility trenching.



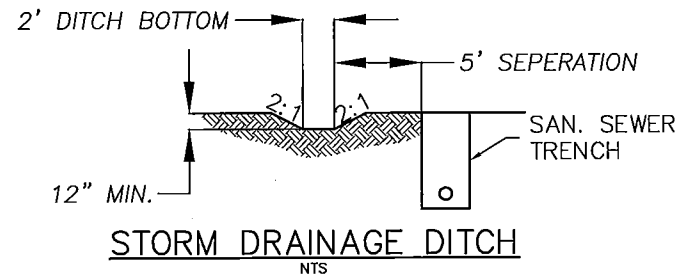
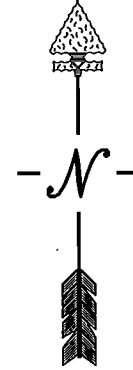
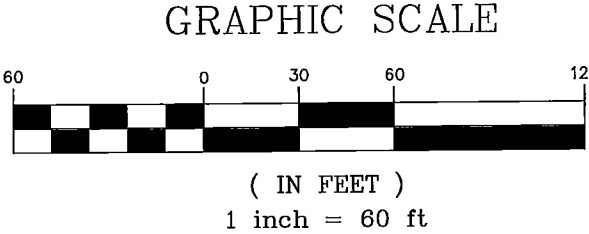
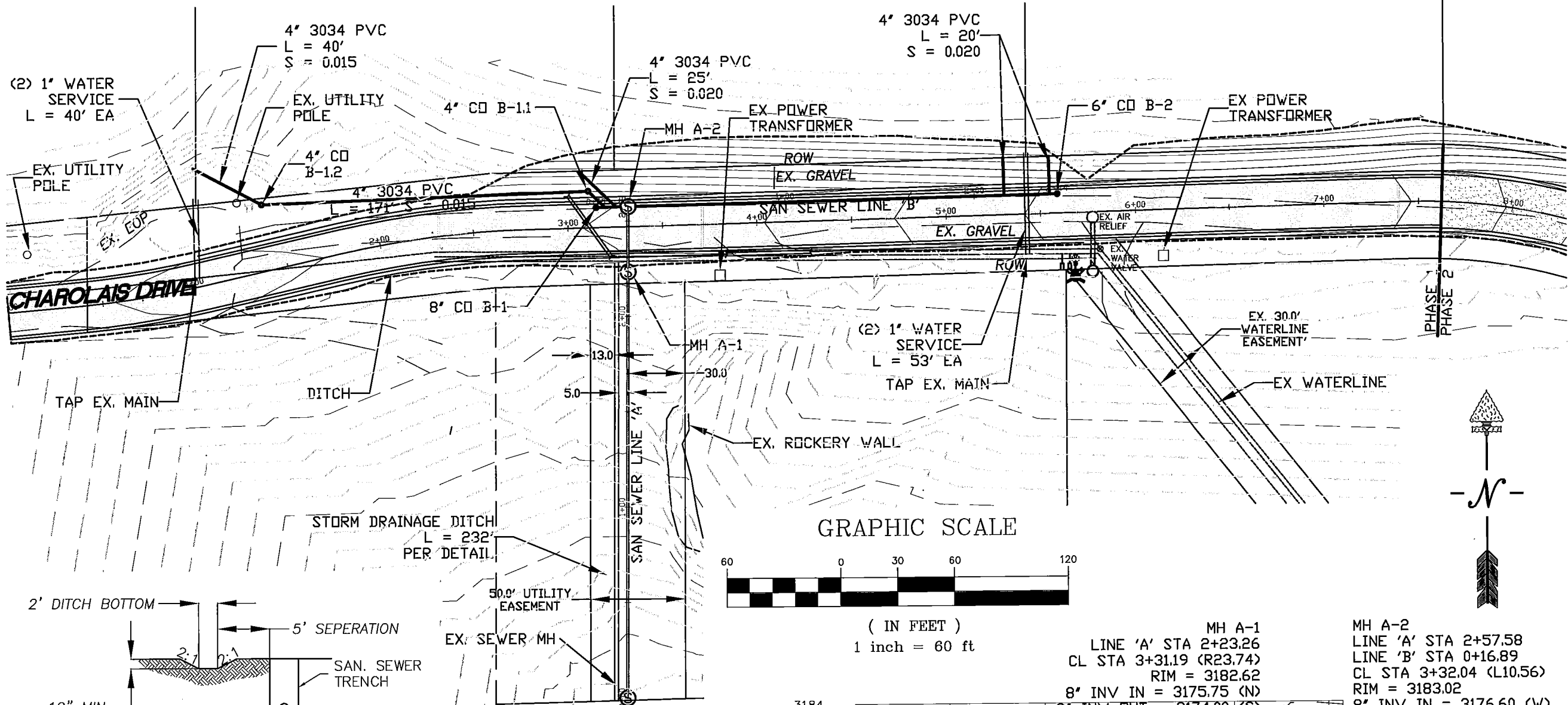
REVISIONS	BY

2021 EAST END CHAROLAIS DRIVE EXT.
 CITY OF JOHN DAY

NOTES

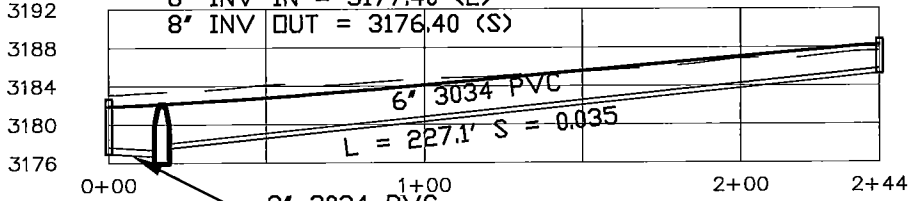
SISUL ENGINEERING
 158 E. MAIN STREET
 JOHN DAY, OREGON
 (541) 575-3777

DATE	OCT 2020
SCALE	NOTED
DRAWN	GB
JOB	XXX
SHEET	01
OF 08 SHEETS	



MH A-2
 LINE 'A' STA 2+23.26
 LINE 'B' STA 0+16.89
 CL STA 3+32.04 (L10.56)
 RIM = 3183.02
 8" INV IN = 3176.60 (W)
 6" INV IN = 3177.40 (E)
 8" INV OUT = 3176.40 (S)

CD B-2
 LINE 'B' STA 2+43.88
 CL STA 5+59.04 (L10.17)
 RIM = 3188.87
 6" INV OUT = 3185.27 (W)



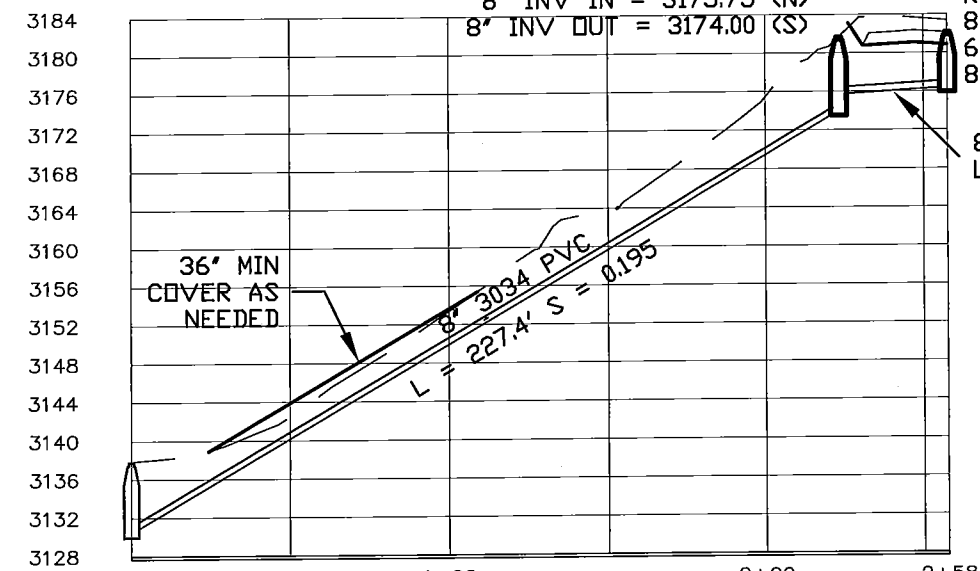
CD B-1
 LINE 'B' STA 0+00
 CL STA 3+15.16 (L=10.59)
 RIM = 3182.66
 6" INV OUT = 3176.96 (E)

SAN SEWER LINE 'B'
 HORIZONTAL SCALE: 1"=60'
 VERTICAL SCALE: 1"=20'

NOTE: FIBER CONDUIT TO BE INSTALLED ALONG SEWER LINE 'B'

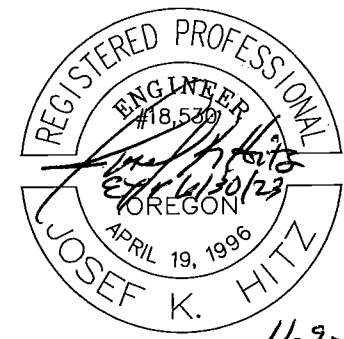
MH A-1
 LINE 'A' STA 2+23.26
 CL STA 3+31.19 (R23.74)
 RIM = 3182.62
 8" INV IN = 3175.75 (N)
 8" INV OUT = 3174.00 (S)

MH A-2
 LINE 'A' STA 2+57.58
 LINE 'B' STA 0+16.89
 CL STA 3+32.04 (L10.56)
 RIM = 3183.02
 8" INV IN = 3176.60 (W)
 6" INV IN = 3177.40 (E)
 8" INV OUT = 3176.40 (S)



EX. MH 0+00
 LINE 'A' STA 0+00
 RIM = 3137.77
 8" INV IN = 3130.43 (N)
 8" INV OUT = 3130.23 (W)

SAN SEWER LINE 'A'
 HORIZONTAL SCALE: 1"=60'
 VERTICAL SCALE: 1"=20'



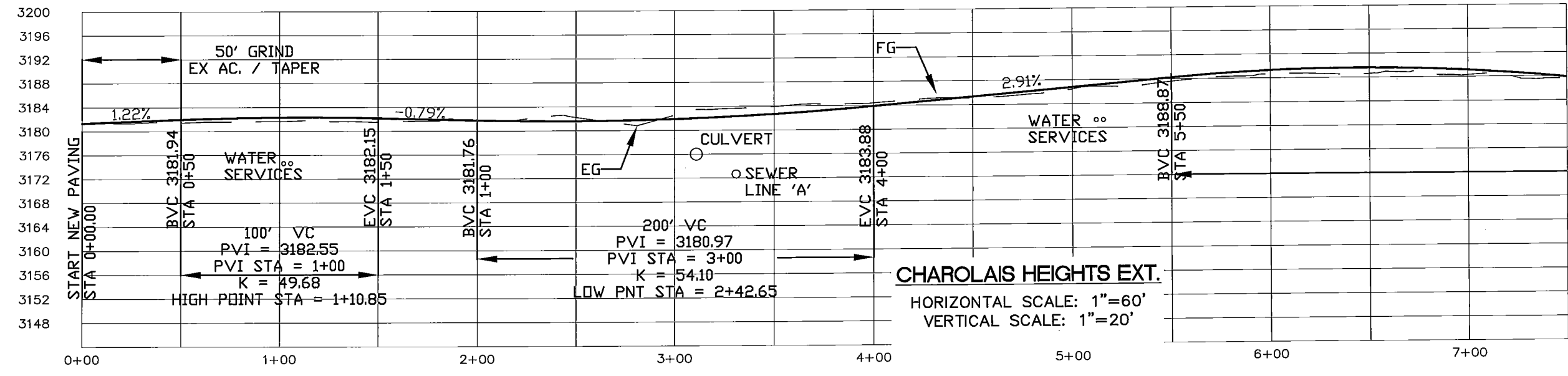
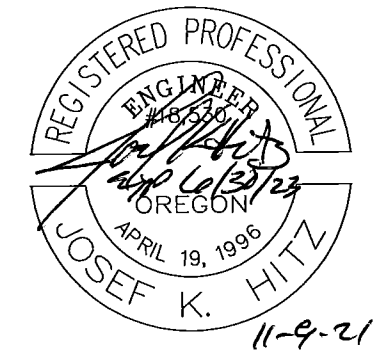
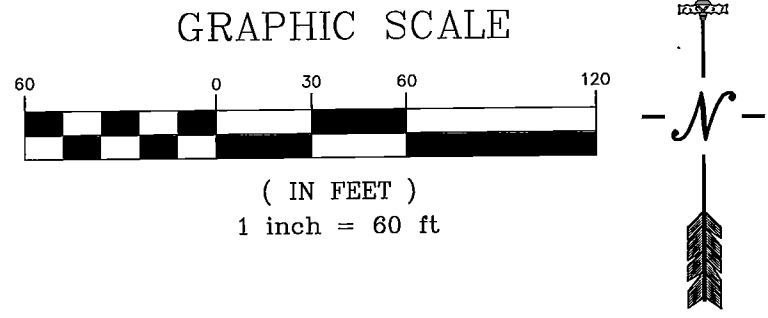
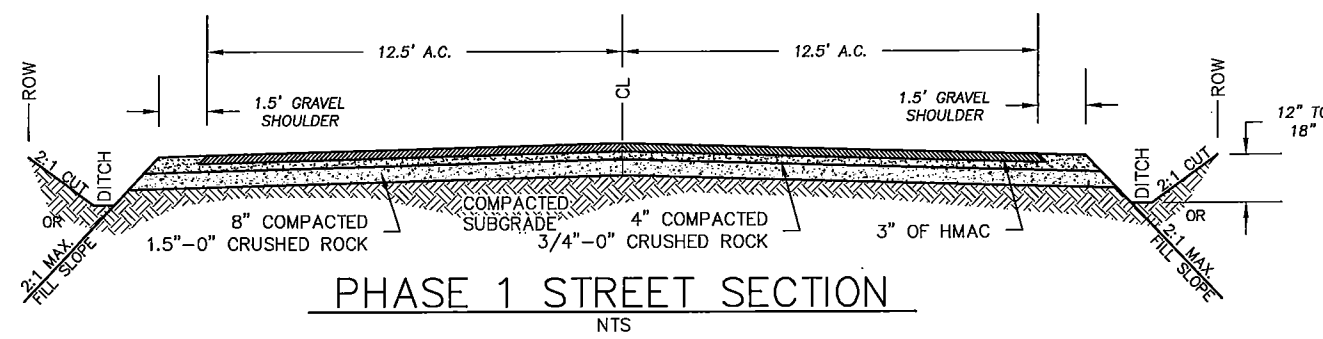
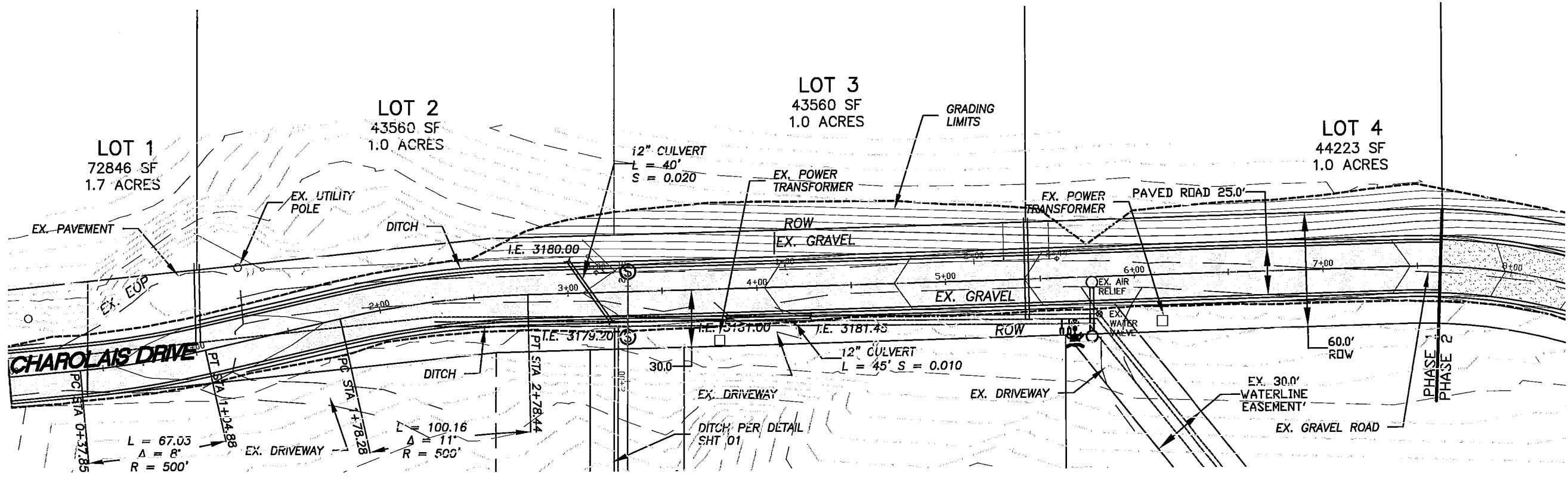
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SISUL ENGINEERING
 WATER AND SANITARY 2021 EAST END
 SEWER PLAN AND CHAROLAIS DRIVE EXT.
 PROFILE
 CITY OF JOHN DAY

158 E. MAIN STREET
 JOHN DAY, OREGON
 (541) 576-3777

DATE	OCT. 2021
SCALE	NOTED
DRAWN	GB
JOB	20-
SHEET	02
OF 08 SHEETS	

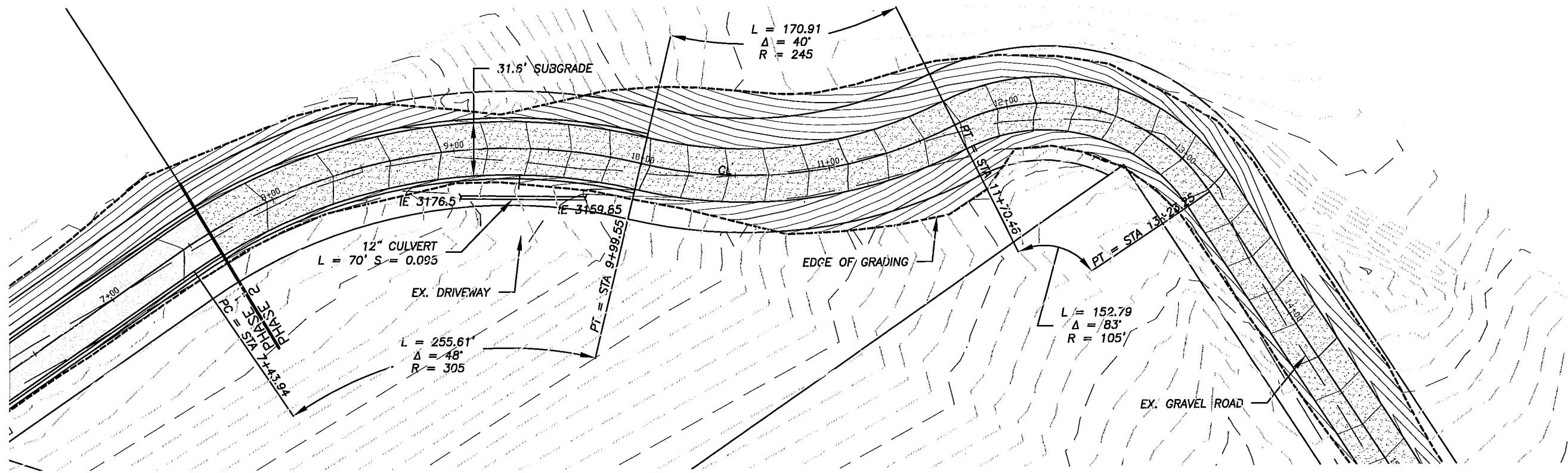


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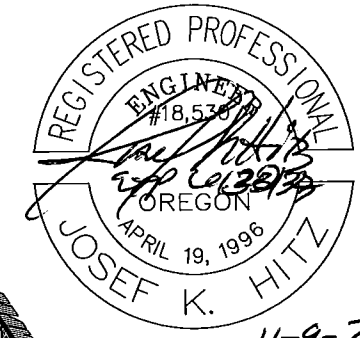
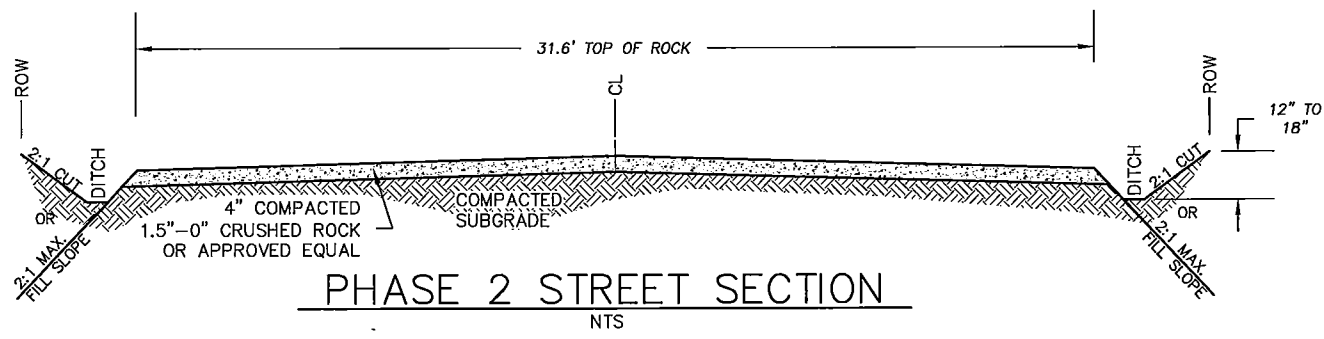
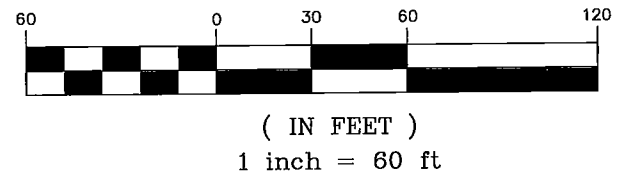
2021 EAST END
STREET PLAN
STA 0+00 TO STA 7+00
CHAROLAIS DRIVE EXT.
CITY OF JOHN DAY

ISUL ENGINEERING
158 E. MAIN STREET
JOHN DAY, OREGON
(541) 575-3777

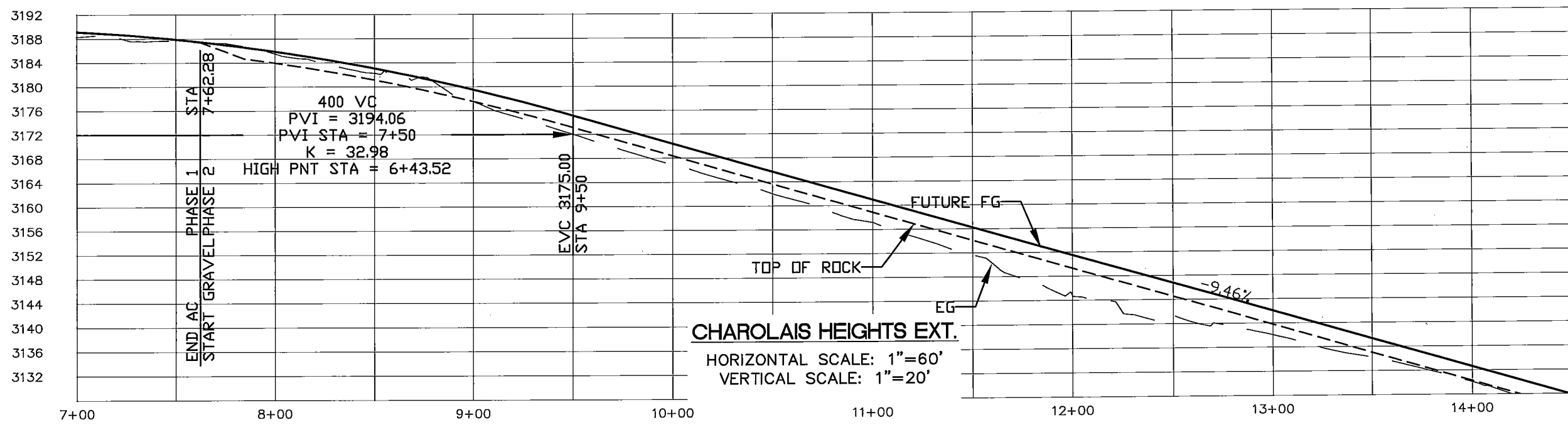
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SCALE	NOTED
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SHEET	03
OF 08 SHEETS	



GRAPHIC SCALE



11-9-20



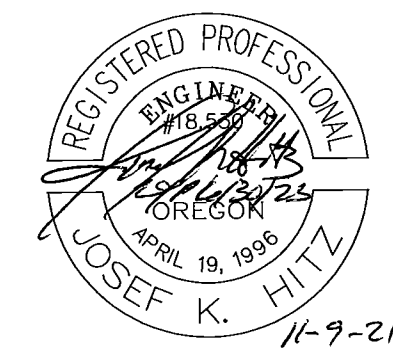
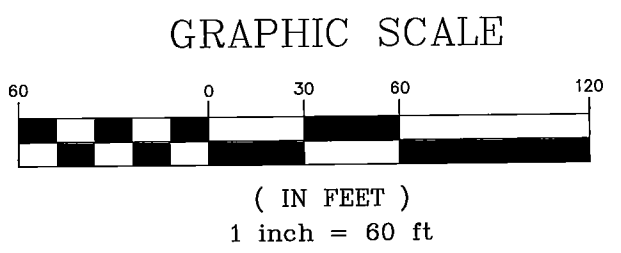
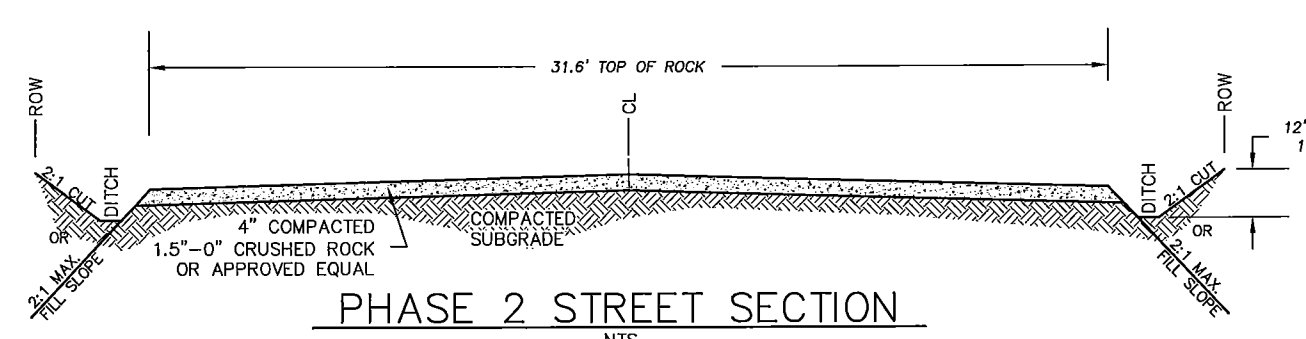
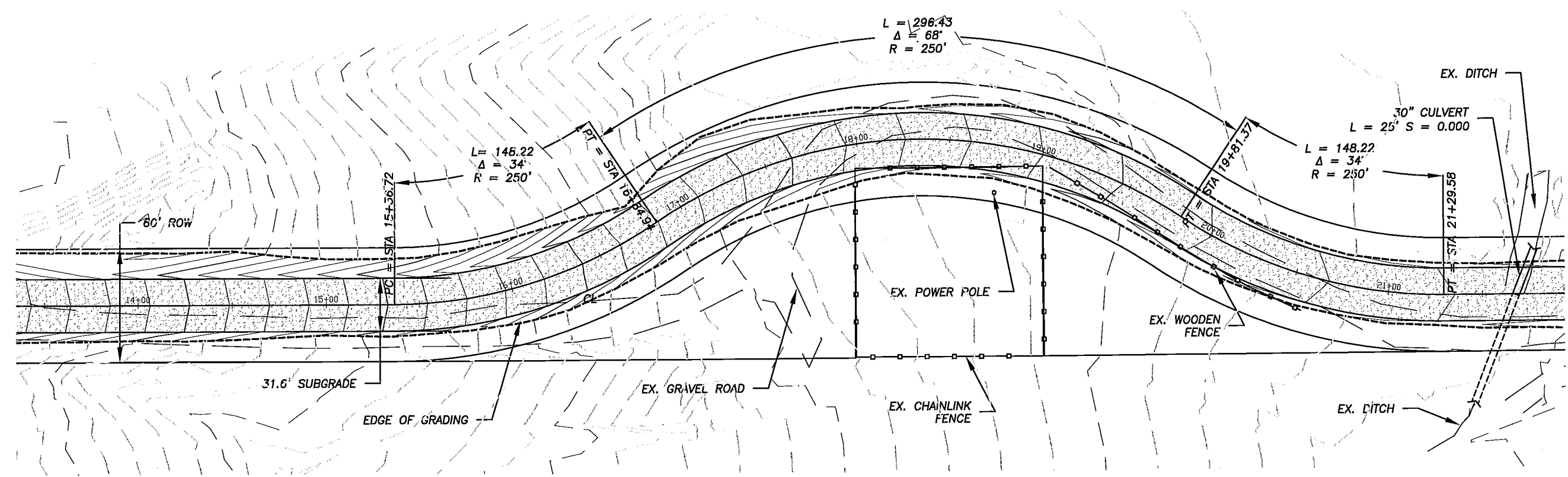
REVISIONS	BY

2021 EAST END
STREET PLAN
STA 7+00 TO STA 14+00
CHAROLAIS DRIVE EXT.
CITY OF JOHN DAY

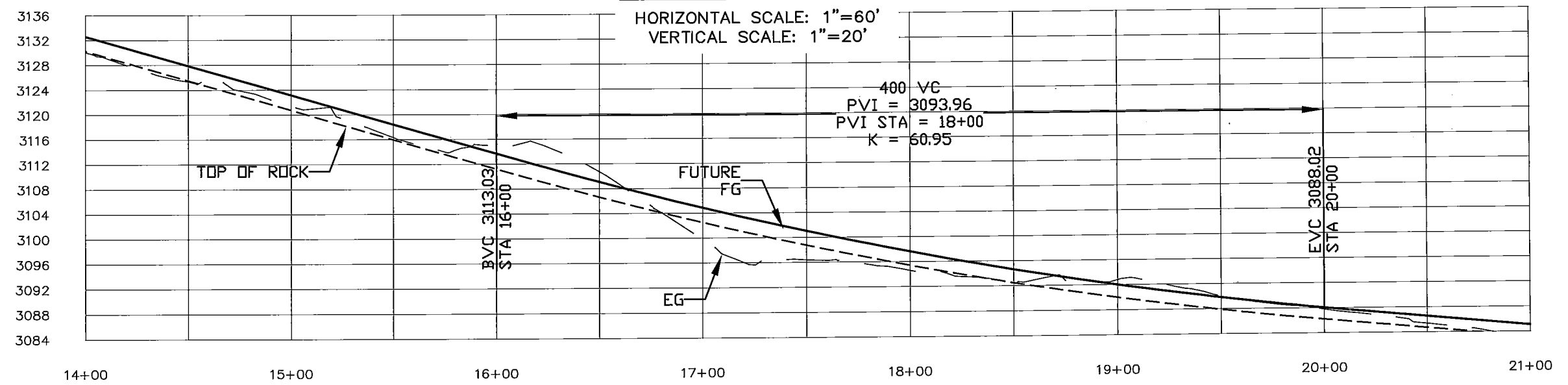
SISUL ENGINEERING
156 E. MAIN STREET
JOHN DAY, OREGON
(541) 575-8777

DATE	OCT 2021
SCALE	NOTED
DRAWN	GB
JOB	XXX
SHEET	04
OF 08 SHEETS	

REVISIONS	BY



CHAROLAIS HEIGHTS EXT.

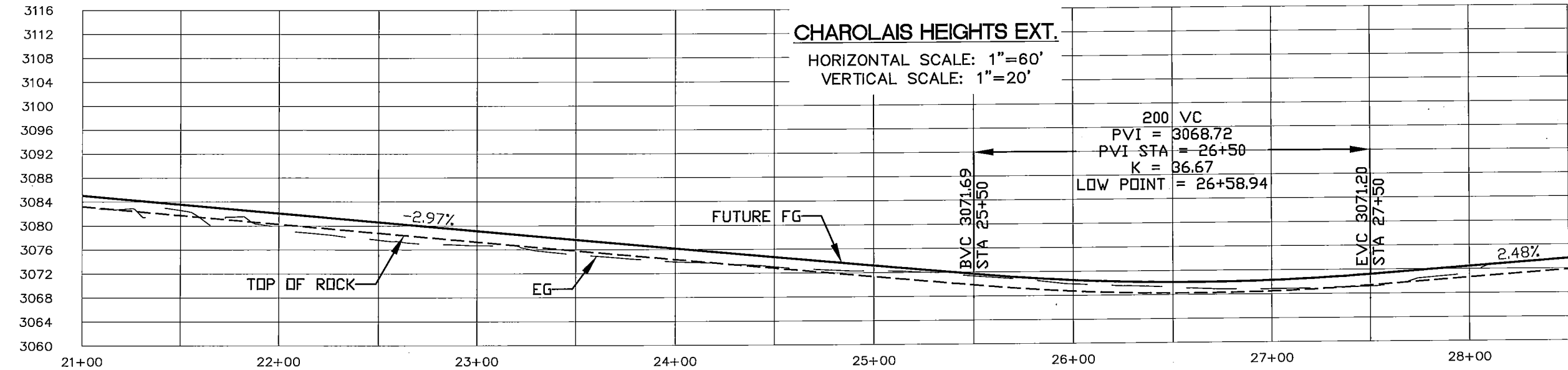
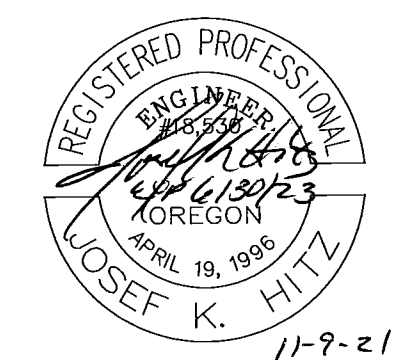
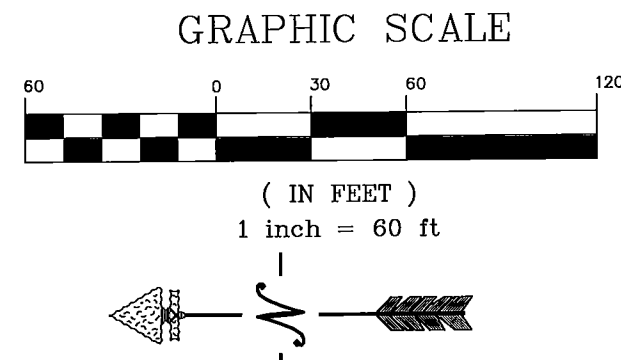
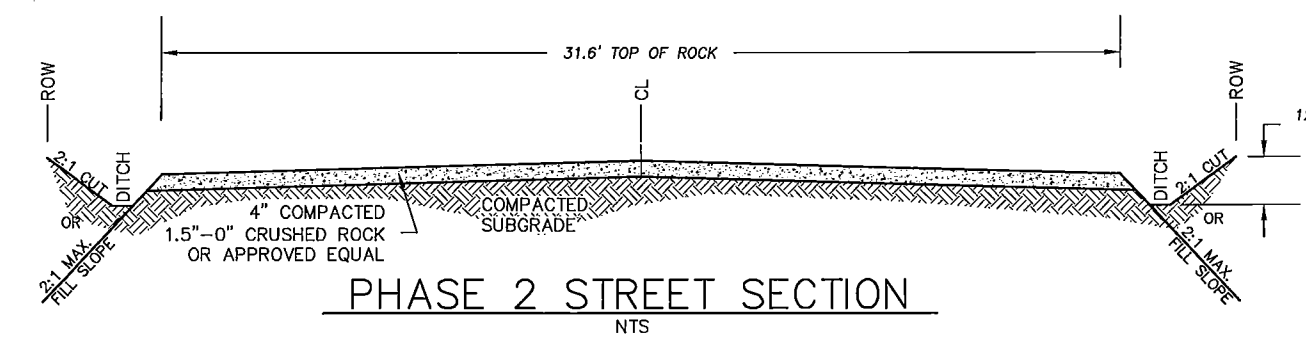
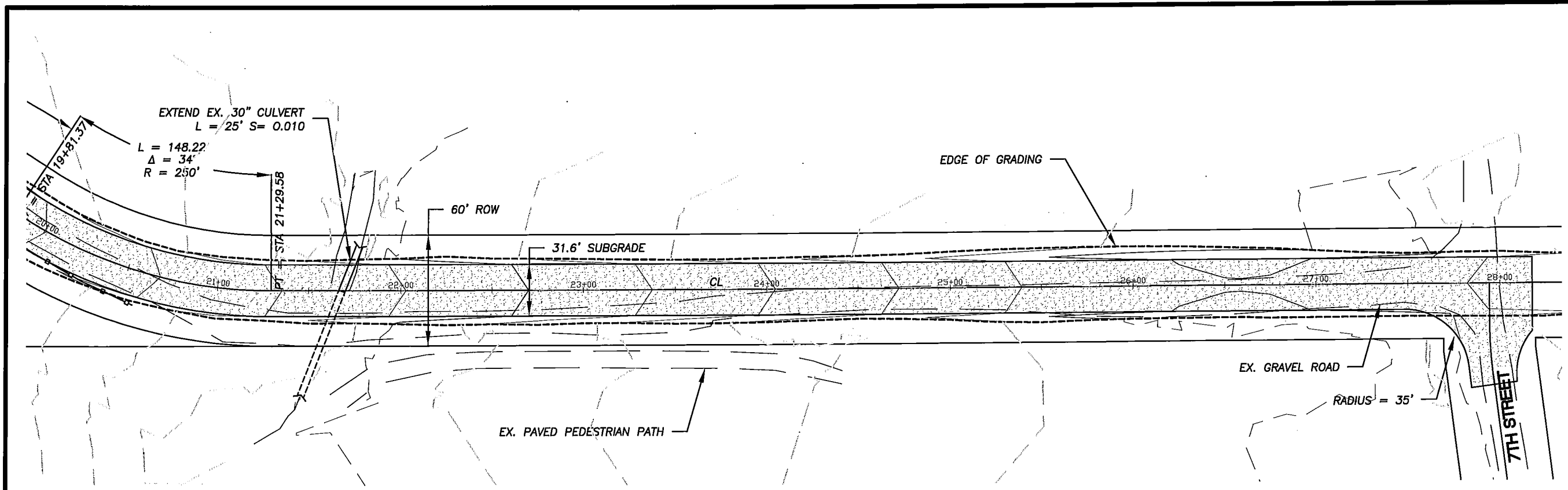


2021 EAST END
STREET PLAN
STA 14+00 TO STA CHAROLAIS DRIVE EXT.
21+00
 CITY OF JOHN DAY

SISUL ENGINEERING
 158 E. MAIN STREET
 JOHN DAY, OREGON
 (541) 575-3777

DATE OCT 2021
 SCALE NOTED
 DRAWN GB
 JOB XXX
 SHEET **05**
 OF 08 SHEETS

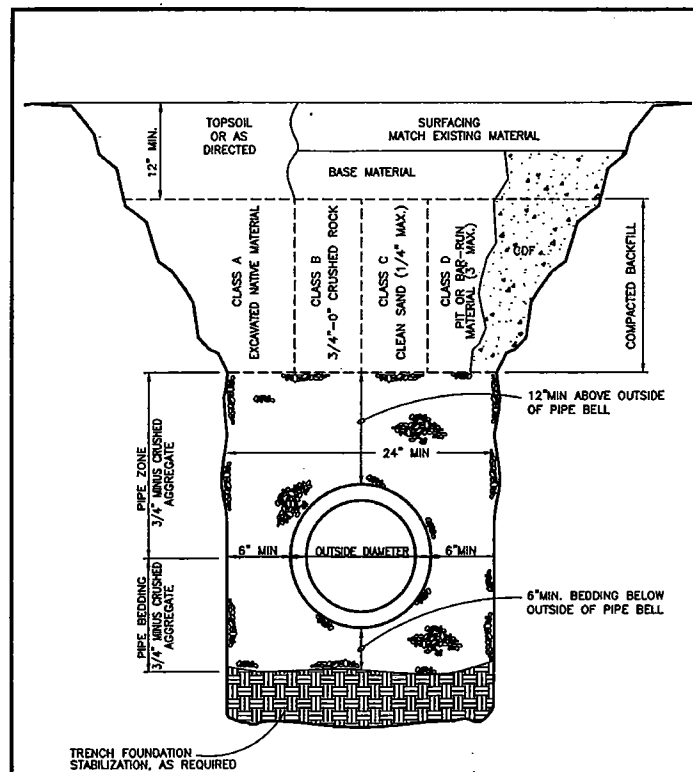
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DATE OCT 2021
 SCALE NOTED
 DRAWN GB
 JOB XXX
 SHEET **06**
 OF 08 SHEETS

2021 EAST END
STREET PLAN
STA 21+00 TO STA CHAROLAIS DRIVE EXT.
28+50
 CITY OF JOHN DAY



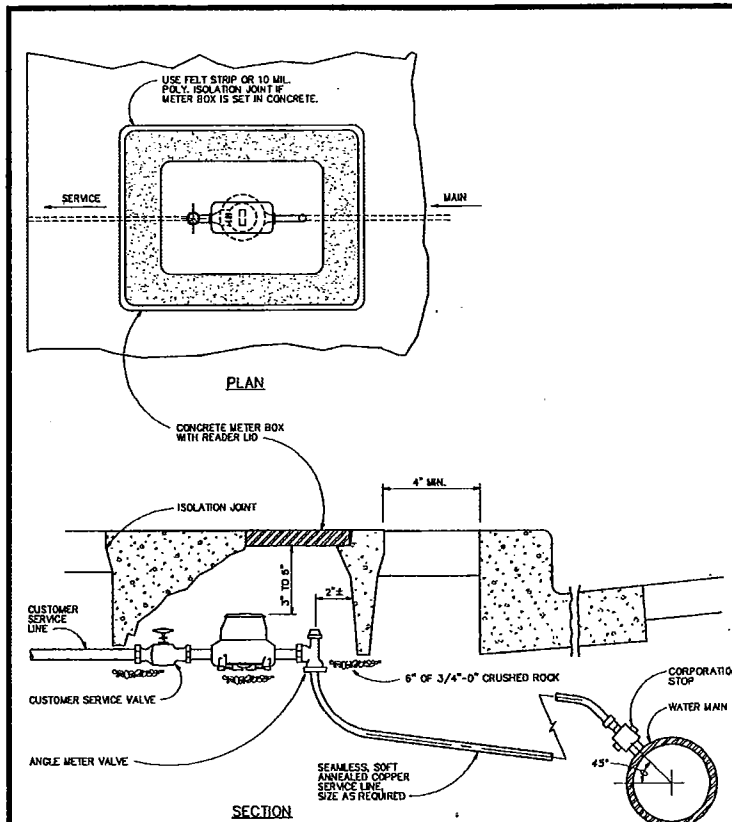
NOTE:
SURFACING OF PAVED AREAS SHALL COMPLY WITH STREET CUT STANDARD DRAWING.

APWA OREGON CHAPTER

TRENCH BACKFILL,
BEDDING,
AND PIPE ZONE

DATE: AUG 1996 DRAWING NO. 301

FILENAME: APWA0015.DWG



- NOTES:
1. METER TO BE CENTERED AND SET PLUMB INSIDE METER BOX.
 2. MANUFACTURED METER SETTER MAY BE USED FOR 3/4" TO 2" SERVICES.
 3. SET METER BOX 4" MINIMUM BEHIND CURB OR SIDEWALK.
 4. METER BOXES SET IN DRIVEWAYS SHALL HAVE TRAFFIC LIDS.

APWA OREGON CHAPTER

3/4" TO 2"
WATER METER SETTING
DETAIL

DATE: MAY 1992 DRAWING NO. 408

FILENAME: APWA0043.DWG

REVISIONS	BY

2021 EAST END
CHAROLAIS DRIVE EXT.
CITY OF JOHN DAY

DETAILS

ISUL ENGINEERING

158 E. MAIN STREET
JOHN DAY, OREGON
(541) 575-3777



DATE OCT 2020

SCALE NOTED

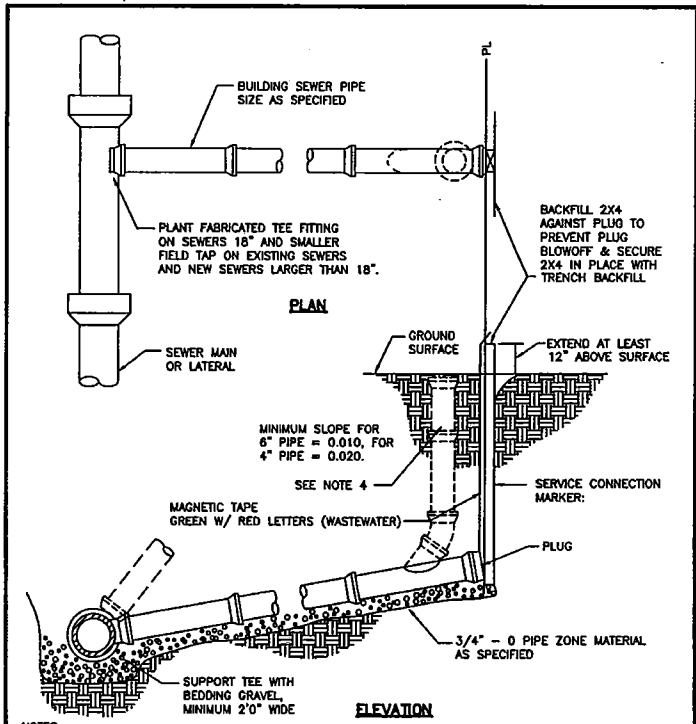
DRAWN GB

JOB XXX

SHEET

07

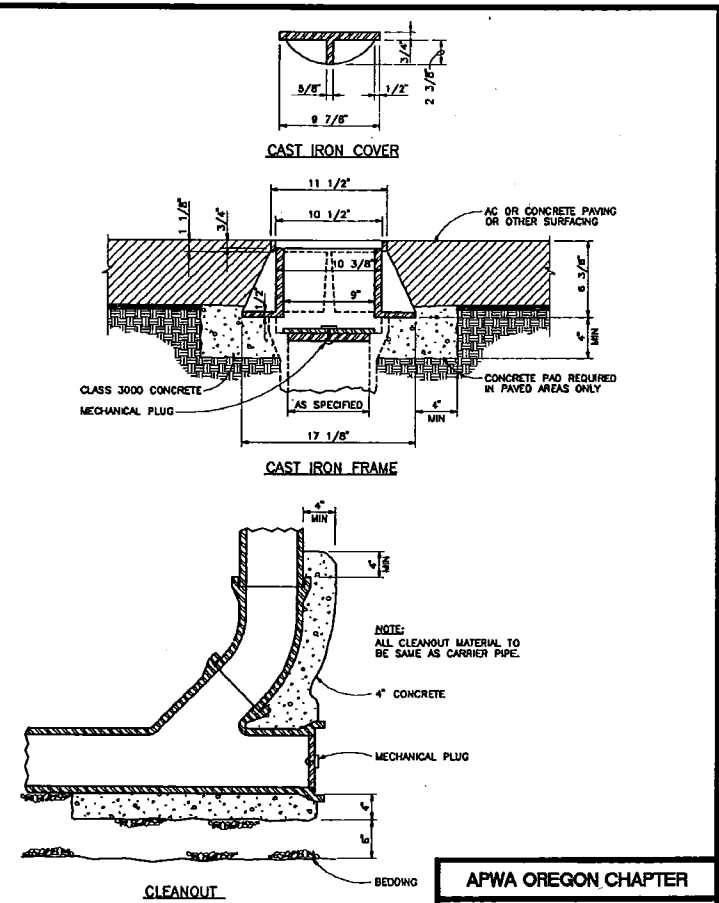
OF 08 SHEETS



- NOTES:
1. PIPE AND FITTINGS SHALL BE COMPATIBLE. ONLY MANUFACTURED FITTINGS SHALL BE USED.
 2. MINIMUM DEPTH AT RIGHT OF WAY OR EASEMENT LINE SHALL BE 4 FEET.
 3. MARKER POSTS AND BLOCKING SHALL BE TREATED WOOD. POST SHALL BE 2" x 4" FIR. POST TO EXTEND 12" MINIMUM ABOVE FINISH GRADE AND EXPOSED AREA SHALL BE PAINTED WHITE.
 4. WHEN REQUIRED, A CLEANOUT SHALL BE INSTALLED.
 5. LAY BUILDING SEWER AT MAX. 45' FROM HORIZONTAL TO ACHIEVE REQUIRED DEPTH AT PROPERLY LINE WHEN MINIMUM SLOPE RESULTS IN EXCESSIVE DEPTH.

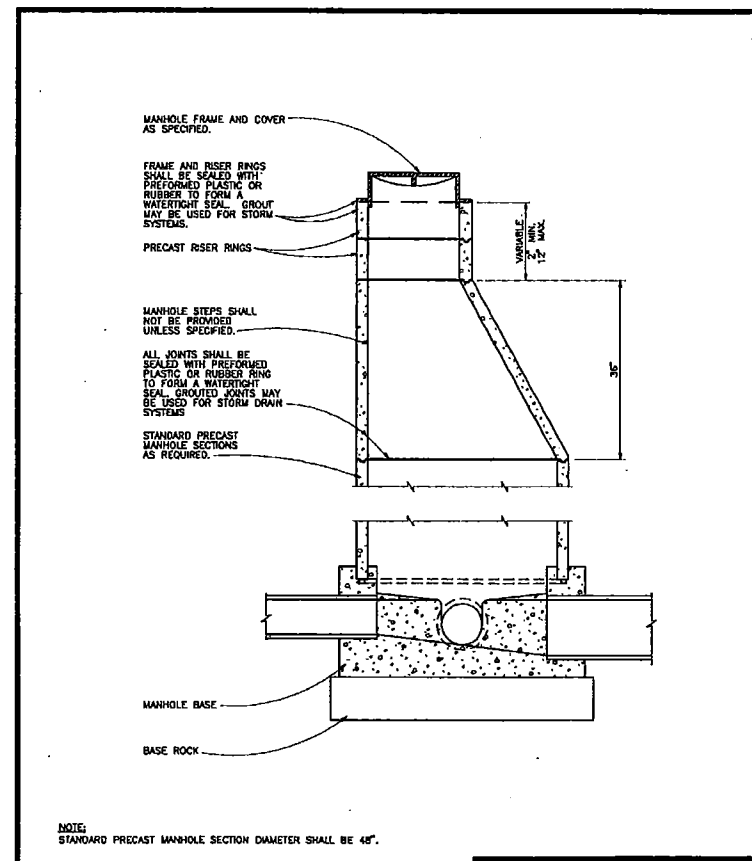
APWA OREGON CHAPTER	
SHALLOW TRENCH SERVICE CONNECTION, BLOCKING, AND MARKERS	
DATE: AUG 1998	DRAWING NO. 308

FILENAME: APWA0023.DWG



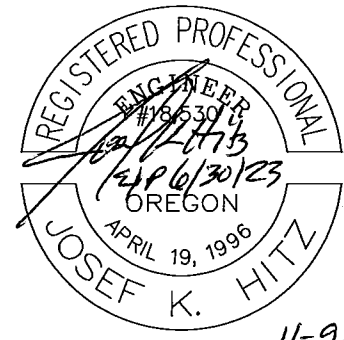
APWA OREGON CHAPTER	
CLEANOUT	
DATE: MAY 1992	DRAWING NO. 310

FILENAME: APWA0032.DWG



APWA OREGON CHAPTER	
MANHOLE	
DATE: MAY 1992	DRAWING NO. 315

FILENAME: APWA0028.DWG



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2021 EAST END CHAROLAIS DRIVE EXT. CITY OF JOHN DAY

DETAILS

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158 E. MAIN STREET
JOHN DAY, OREGON
(541) 575-3777

DATE	OCT 2020
SCALE	NOTED
DRAWN	GB
JOB	XXX
SHEET	08
OF 08 SHEETS	

Engineer's Estimate
"Charolais Heights East End Extension" Improvements
Rough Construction Cost
2/22/2022

Description of Improvements: Charolais Heights a development that over the years development has slowly added street, lots and driveways that have created a long cul-de-sac type street with a minimal turn around at the end and unimproved access to 7th street. This project improves the end of the street to current City standards and adds sewer, water, power, and fiber services for 4 additional lots and improves emergency access to 7th Street with a street right-of-way and base rock to create a all-weather road.

Typical Section	Length
25 ft. wide Paved Section	760 ft
3 in. of HMAC over	
4 in. of 3/4"-0" Crushed Rock Base over	
8 in. of 2"-0 Crushed Base Rock	

Description	QUAN.	UNIT	UNIT PRICE	TOTAL PRICE
General				
Mobilization (7.5%)	1	LS	\$ 21,952.13	\$ 21,952.13
Temp Traffic Control	1	LS	\$ 25,000.00	\$ 25,000.00
Erosion, Sediment & Pollution Control	1	LS	\$ 5,000.00	\$ 5,000.00
Clearing/Striping	1	LS	\$ 10,000.00	\$ 10,000.00
Demo/Pulverize - Ex. AC & Conc. Removal	1	LS	\$ 10,000.00	\$ 10,000.00
Street				
Grading- Cut/Fill	4200	CY	\$ 24.00	\$ 100,800.00
Sawcut AC	140	LF	\$ 3.00	\$ 420.00
HMAC	365	Ton	\$ 135.00	\$ 49,275.00
3/4"-0" Base Rock / Shoulder Rock	300	CY	\$ 42.00	\$ 12,600.00
2"-0" Base Rock	1550	CY	\$ 37.00	\$ 57,350.00
Waterlines				
Adjust Water Valve Boxes	6	EA	\$ 250.00	\$ 1,500.00
Water Service	4	EA	\$ 750.00	\$ 3,000.00
New Fire Hydrant	1	EA	\$ 4,750.00	\$ 4,750.00
Sanitary				
8" 3034 PVC	275	LF	\$ 55.00	\$ 15,125.00
4" 3034 PVC	230	LF	\$ 40.00	\$ 9,200.00
48" Manhole	2	EA	\$ 4,500.00	\$ 9,000.00
Cleanouts	5	EA	\$ 450.00	\$ 2,250.00
Storm Drain				
New Drainage Ditching	2000	LF	\$ 3.00	\$ 6,000.00
30" Culvert	25	LF	\$ 145.00	\$ 3,625.00
12" HDPE Storm Drain	90	LF	\$ 55.00	\$ 4,950.00
Misc. Utilities (Power, Irrigation, Fiber-optics, etc) in Common Trench				
Utility Vaults	1	EA	\$ 2,500.00	\$ 2,500.00
3" Conduit	300	LF	\$ 12.00	\$ 3,600.00
2" Conduit	750	LF	\$ 9.00	\$ 6,750.00
Construction Total				\$ 351,797.13