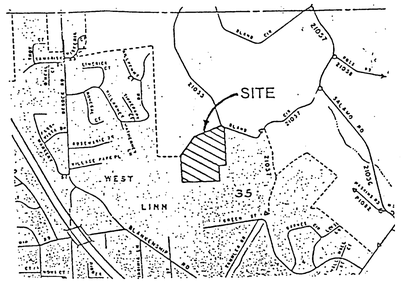
TANNER CREST

DEVELOPED BY

J.C. REEVES CORPORATION



VICINITY MAP

OCT. 1994

CITY OF WEST LINN
2042 8TH AVENUE
WEST LINN, OR. 97068

SISUL ENGINEERING
375 PORTLAND AVE.
GLADSTONE, OR. 97027

TANNER CREST '95

NOW, THEREFORE, based on the findings above, and those contained in the staff reports dated May 2, 1994, May 5, 1994, and May 10, 1994, the Council hereby overturns the May 10, 1994 Planning Commission decision and approves this appeal and, thereby, the Tanner Crest Subdivision, subject to the following conditions of approval:

1. The water line in Taylor Drive shall be "looped" to connect into the 8-inch Bland Circle water line.

2. No lots above the 475-foot elevation shall be subdivided or served by water until water is available. To accomplish this connection, the development shall be completed in two phases. The first would include those lots served by the Bland pressure zone below the 475-foot elevation. The second would include those lots served by the Horton II pressure zone above the 475-foot elevation as indicated on Exhibits 1 and 2. The plat and delayed annexation can be processed at this time for Phase 1. Phase 2 cannot be processed until Horton II pressure zone water is available as determined by the City Engineer.

3. Carson Drive from Falcon Drive and Taylor Drive from Carson Drive to Bland Circle shall be designed with a 50-foot right-of-way and 32 feet of pavement curb to curb.

4. Taylor Drive shall connect to Bland Circle in accordance with the diagram on Exhibit 1, under Phase 2.

5. The applicant shall participate in a traffic study to determine the level and sequence of safety improvements on South Bland Circle to serve this and other future development along South Bland Circle. The design of the study shall be approved by the City Engineer. Under Phase 2, the applicant shall be responsible for making only those improvements identified by the study and approved by the City Engineer.

6. Delayed annexation shall be approved by the Portland Area Metropolitan Boundary Commission prior to final plat approval.

7. The development of the subject property shall be in conformance with all applicable codes of the City of West Linn.

8. In conformance with the Sewerage Facility and Financial Master Plan, July 1989, of the City of West Linn, this property is to be served by sanitary sewer flowing in a trunk line to the southwest. On an interim basis, Phase 1 of this development may utilize sanitary sewer available at the southeast corner of the property. This will result in the pumping of lots (original) 8 through 12. This development shall participate in the construction of the Master Plan sanitary sewer line by depositing in a special account an amount equal to one-half the cost of construction of the sewer line along the lineal distance indicated in Exhibit 2. Said amount shall be determined by the City Engineer.

9. The pathway tract shall be fenced with a 4-foot black vinyl clad, chain link fence with black posts or, in the alternative, a 6-foot wood screen fence.

10. The upland edge of the open space behind Lots 1-8 shall be fenced with orange safety fencing during construction of improvements in the subdivision. The border between the abutting private property and the open space area shall be staked with 3-foot high black metal posts at every property corner and intermediate changes of bearing, and at least every 30 feet. A sign shall be affixed to the posts that is most central to the abutting lot, and contain wording similar to the following:

    NATURAL RESOURCE PROTECTION AREA;
    REMOVAL OR PLANTING OF VEGETATION
    AND FILL, OR REMOVAL OF SOIL BEYOND
    THIS POINT IS PROHIBITED WITHOUT CITY
    OF THIS WEST LINN PERMIT.
    MAXIMUM FINE $1000.

    The wording and size of signs shall be approved by the Planning Director.

11. A one-foot street plug shall be placed at the end of Taylor Drive as shown on Exhibit 1.

12. Prior to approval of the final plat, the applicant shall deposit in an account established by the City, an amount of money equal to the cost of developing one-half street improvements for the portion of Bland Circle directly abutting the subject property. The amount of that deposit shall be determined by the City Engineer based upon the design standards for Bland Circle.

13. Construction access to the proposed subdivision for the purpose of constructing streets, utilities, grading and other construction activities, directly related to this approval, shall be allowed from Bland Circle. The applicant will enter into a "subdivision agreement" with the City which will include agreement to repair and provision for security to repair any damaged caused by the use of Bland Circle or any adjacent City street which is directly attributable to the applicant's work or applicant's subcontractor's work for construction access.

14. An appropriate application shall be made to the City to divide a portion of the property presently held by Gordon C. Root, referred to as tax lots 700 and 701, to provide for a dedicated public right-of-way connecting Falcon Drive to the Tanner Crest subdivision. The lot created by this action will be unbuildable until Horton II pressure zone water is available to serve the lot.

15. The applicant shall dedicate 1.9 acres of open space as shown on the proposed subdivision site plan. The site plan will be revised to show that the applicant shall provide a 20-foot dedication at the rear of lots 13, 15, 16, 17, 12, 11, 10 and 9 for the development of a bike path and trail.

16. The applicant shall develop a bike path within the 20-foot dedication behind lots 13, 15, 16 and 17. Within the 20-foot dedication, the applicant shall construct an 8-foot wide bike path with an all-weather surface.

17. The applicant shall dedicate a 20-foot access way between lots 12 and 13 connecting the cul-de-sac to the bike path identified in Condition No. 16 above. Within the 20-foot dedication, the applicant shall construct an 8-foot wide bike path with an all-weather surface.

18. The applicant shall construct a walking trail with a surface to be determined and approved by the Planning Director within the 20-foot dedication behind lots 9, 10, 11 and 12 connecting the 1.9-acre open space area and the bike path.

19. The applicant shall develop and record covenants, conditions and restrictions for lots 9, 10, 11, 12, 13, 15, 16 and 17 requiring that a 6-foot high wood fence be erected and maintained along the rear of the noted lots separating the lots from the bike path and walkway. In addition, covenants, conditions and restrictions will apply to lots 12 and 13 requiring the erection and maintenance of a 6-foot wood fence along both sides of the access path between lots 12 and 13.

20. The applicant shall rough out a 4-foot wide walking trail with a surface to be determined and approved by the Planning Director within the 1.9-acre open space for the purpose of connecting the walking trail from lot 9 through the 1.9-acre tract for the purpose of connecting a trail system to the adjacent property. Actual location of the trail shall be determined in cooperation with the City Planning Director.

21. The applicant shall file a dismissal of LUBA NO. 94-026 and 94-052 immediately upon the expiration of the appeal deadline following the City Council approval of MISC-94-16 and ZC-93-10/SUB-93-07/MISC-93-19.

This decision shall become final 21 days from the date of the signing of this document. Any appeals by parties with standing must be filed with the Oregon Land Use Board of Appeals.

September 2, 1994

Jill Thorn

JILL THORN, MAYOR

Mailed this 2nd day of September, 1994 mlw

INDEX

SHEET	DESCRIPTION
1	WATERLINE PLAN
2	SANITARY PLAN AND PROFILE
3	SANITARY LAT 'D'
4	STREET AND STORM DRAIN PLAN
5	STREET AND STORM DRAIN PLAN
6	STREET AND STORM PROFILES AND NOTES
7	GRADING AND EROSION CONTROL
8	CROSS-SECTIONS
9	DETAILS

AS BUILT

MOST RECENT REVISION TO THIS SET OF PLANS:

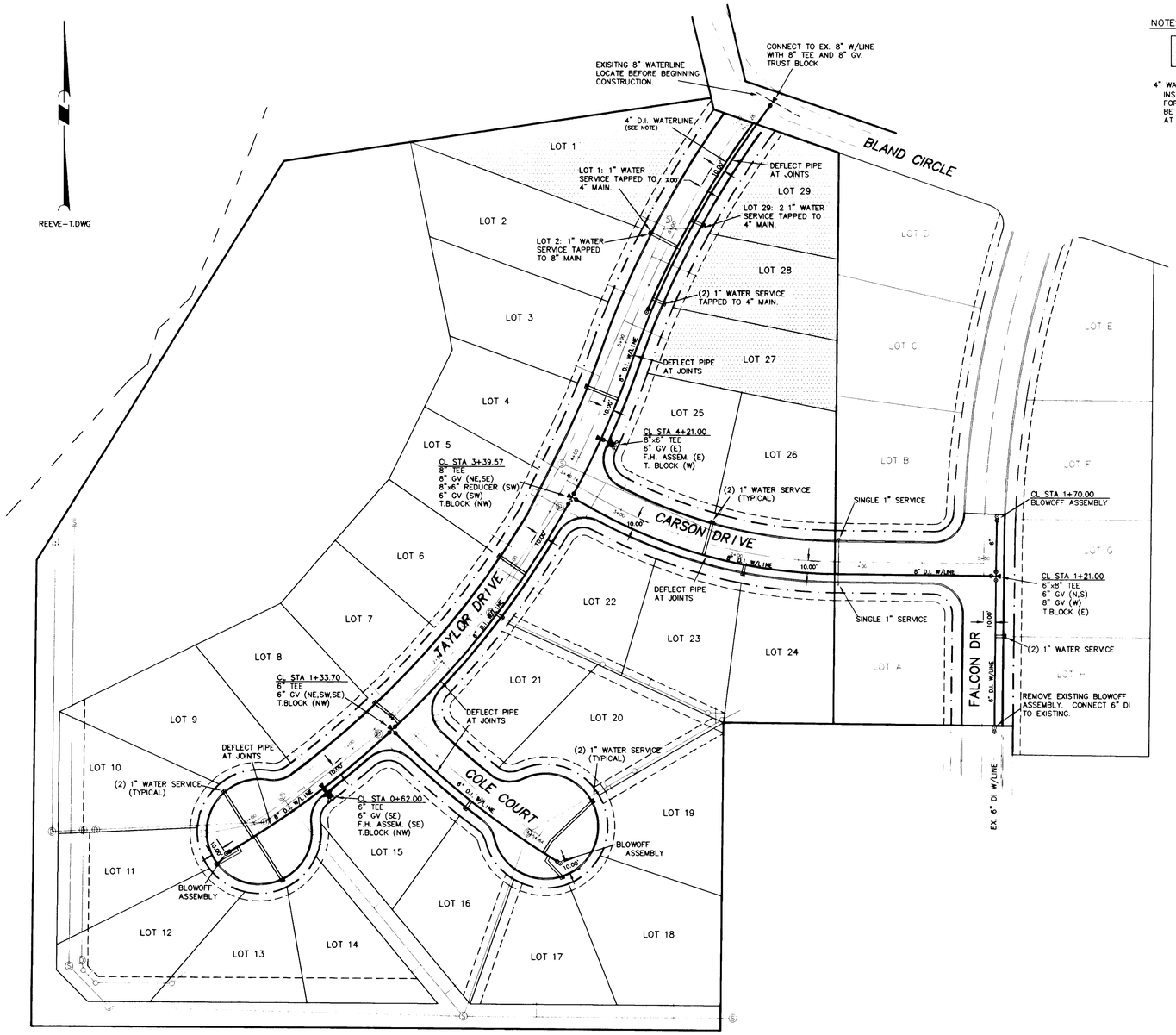
7-10-95

AS-BUILT

NOTES:

PHASE 2

4" WATERLINE NOTE:
INSTALL 4" DRY WATERLINE FOR PHASE 2. WATERLINE WILL BE CONNECTED TO CITY MAIN AT LATER DATE.



REVISIONS	BY
REV. PER CITY W.L. REDLINE 12-29-94	CP
ADD 4" WATER FALCON DRIVE EXT. 6-23-95	CP
AS-BUILT 10-25-95	LD

TANNER CREST

J.C. REEVES CORPORATION

Waterline Plan

SISUL ENGINEERING
375 PORTLAND AVENUE
GLADSTONE, OREGON 97027
(503) 657-0188

REGISTERED PROFESSIONAL ENGINEER 12,820 OREGON JUL. 14, 1995 THOMAS J. SISUL 6-29-95

DATE	OCT. 1994
SCALE	1"=50'
DRAWN	CP
JOB	93-18
SHEET	1
OF	9 SHEETS

NOTES:

PHASE 2

SCALE: 1"=50'

BLAND CIRCLE

CARSON DRIVE

TAYLOR DRIVE

COLE COURT

SAN LAT 'A'

SAN LAT 'B'

SAN LAT 'C'

SAN LAT 'E'

PROPOSED "REMINGTON RIDGE 2"

SERVICE LATERAL STA. 10+10.94 4" PVC L=27' D=3.25' DIST. MH.=208' LOT 1

SERVICE LATERAL STA.9+45.44 4" PVC L=27' D=3.21' DIST. MH.=142.5' LOT 2

SERVICE LATERAL STA.8+80.94 4" PVC L=27' D=3.42' DIST. MH.=78' LOT 3

SERVICE LATERAL STA. 7+96.96 4" PVC L=27' D=4.25' DIST. MH.=145' LOT 4

SERVICE LATERAL STA. 7+23.96 4" PVC L=27' D=4' DIST. MH.=72' LOT 5

SERVICE LATERAL STA. 6+36.51 4" PVC L=27' D=5.5' DIST. MH.=188' LOT 6

SERVICE LATERAL STA. 5+63.78 4" PVC L=27' D=4' DIST. MH.=111.5' LOT 7

SERVICE LATERAL STA. 4+80.28 4" PVC L=27' D=3' DIST. MH.=32' LOT 8

SERVICE LATERAL 2" PVC D=6' LOT 9

LOT 10

SERVICE LATERAL 2" PVC D=6.5'

LOT 11

SERVICE LATERAL 2" PVC D=7'

LOT 12

SERVICE LATERAL 2" PVC D=6'

LOT 13

SERVICE LATERAL 2" PVC D=7'

LOT 14

SERVICE LATERAL STA. 2+74.05 4" PVC L=16' D=8' DIST. MH.=56'

LOT 15

SERVICE LATERAL STA. 3+33.05 4" PVC L=16' D=5.67' DIST. MH.=115'

LOT 16

SERVICE LATERAL STA. 2+44.05 4" PVC L=16' D=5.75' DIST. MH.=26'

LOT 17

SERVICE LATERAL STA. 1+55.00 4" PVC L=16' D=6.5' DIST. MH.=155'

LOT 18

SERVICE LATERAL STA. 0+47.00 4" PVC L=16' D=8' DIST. MH.=47'

LOT 19

SERVICE LATERAL STA. 2+33.75 4" PVC L=12' D=5.5' DIST. MH.=77'

LOT 20

SERVICE LATERAL STA. 2+28.75 4" PVC L=12' D=5.5' DIST. MH.=72'

LOT 21

SERVICE LATERAL STA.6+17.28 4" PVC L=45' D=6' DIST. MH.=169'

LOT 22

SERVICE LATERAL STA. 6+97.46 4" PVC L=45' D=5.67' DIST. MH.=45.5'

LOT 23

SERVICE LATERAL STA. 3+32.75 4" PVC L=27' D=5' DIST. MH.=176'

LOT 24

SERVICE LATERAL STA.3+39.75 4" PVC L=17' D=5.5' DIST. MH.=183'

LOT 25

SERVICE LATERAL STA. 0+57.50 4" PVC L=27' D=7.5' DIST. MH.=57.5'

LOT 26

SERVICE LATERAL STA. 1+33.00 4" PVC L=27' D=6.2' DIST. MH.=133'

LOT 27

SERVICE LATERAL STA.9+26.94 4" PVC L=45' D=5' DIST. MH.=124'

LOT 28

SERVICE LATERAL STA.9+84.94 4" PVC L=45' D=5' DIST. MH.=182'

LOT 29

SERVICE LATERAL STA. 10+08.94 4" PVC L=60' D=4' DIST. MH.=206'

LOT A

SERVICE LATERAL STA. 0+62.00 4" PVC L=30' D=7.42' DIST. MH.=62'

LOT B

SERVICE LATERAL STA. 1+81.00 4" PVC L=37' D=6.67' DIST. MH.=181'

LOT C

LOT E

LOT F

SERVICE LATERAL STA. 1+42.00 4" PVC L=37' D=11' DIST. MH.=142'

SERVICE LATERAL STA. 0+68.00 4" PVC L=37' D=10' DIST. MH.=68'

SEE SHEET 3 OF 9 FOR PROFILE DETAILS

STA. 0-23.22

SEE SHEET 3 FOR DRY SANITARY MAIN DETAILS.

MH A-5 STA 10+18.40 (CL STA 6+04.59)

MH A-4 STA 8+02.94 (CL STA 3+89.20) LAT C STA 0+00.00

MH A-3 STA 6+51.96 (CL STA 2+38.47)

MH A-2 STA 4+48.28 (CL STA 0+30.72)

MH B-1 STA 1+56.75 (CL STA 1+45.65)

MH C-1 STA 1+37.55 (CL STA 2+19.53)

CO E-1 STA 1+75.15 (CL STA 1+72.84 -5.40')

CO B-2 STA 3+38.83

EX. MH RIM 461.59 8" IE IN 455.23 8" IE OUT 455.00

EX. SANITARY MH LAT A STA 0+00.00

MH A-1 STA 2+18.05 LAT B STA 0+00.00

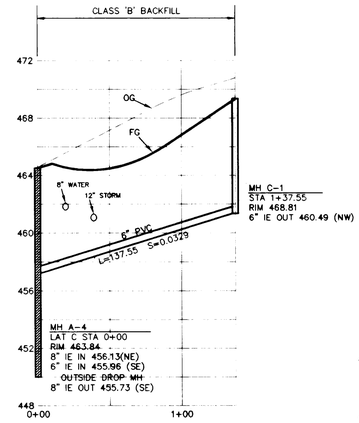
8" PVC L=15.0' S=0.010

MH A-1.1 TEMPORARY MH RIM 428.58 INDIVIDUAL FORCE MAIN INVERTS IE IN 421.40 8" IE OUT 421.22 (SE)

FORCE MAINS MAY BE PLACED IN SAME TRENCH AS DRY MAIN.

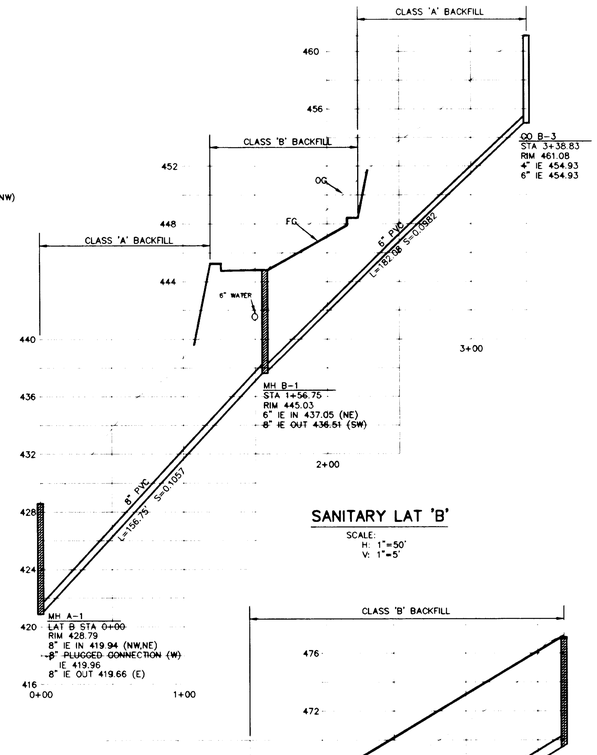
SEE SHEET 3 FOR DRY SANITARY MAIN DETAILS.

LOTS 9-13 SHALL HAVE SANITARY SEWER PUMPED THROUGH 2" FORCE MAINS TO MANHOLE UNTILL GRAVITY SEWER IS USUABLE ALONG WEST PROPERTY LINE. WHEN GRAVITY SEWER IS AVAILABLE, EACH LOT CONNECT AND PUMPING WILL BE ELIMINATED.



SANITARY LAT 'C'

SCALE:
H: 1"=50'
V: 1"=5'



SANITARY LAT 'B'

SCALE:
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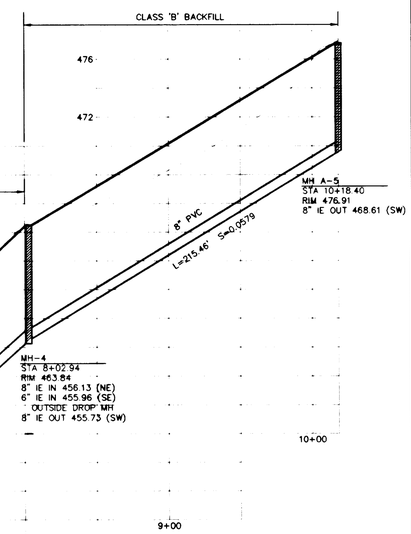
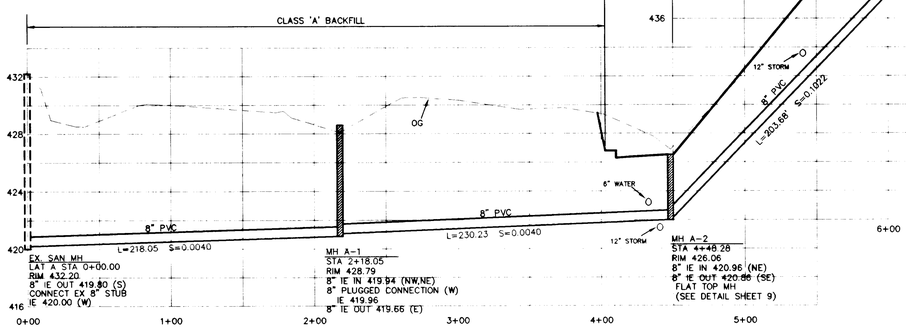
V: 1"=5'





SANITARY LAT 'A'

SCALE
H: 1"=50'
V: 1"=5'

AS-BUILT

REGISTERED PROFESSIONAL ENGINEER 12,820 OREGON FEB. 14, 1989 THOMAS J. SISUL 12-5-95

REVISIONS	BY
REV PER CITY, DEQ REQUIRES 12-30-94	CP
FALSA HL EX'EN FORCE MAINS 6-27-95	CP
AS-BUILT 10-25-95	LD

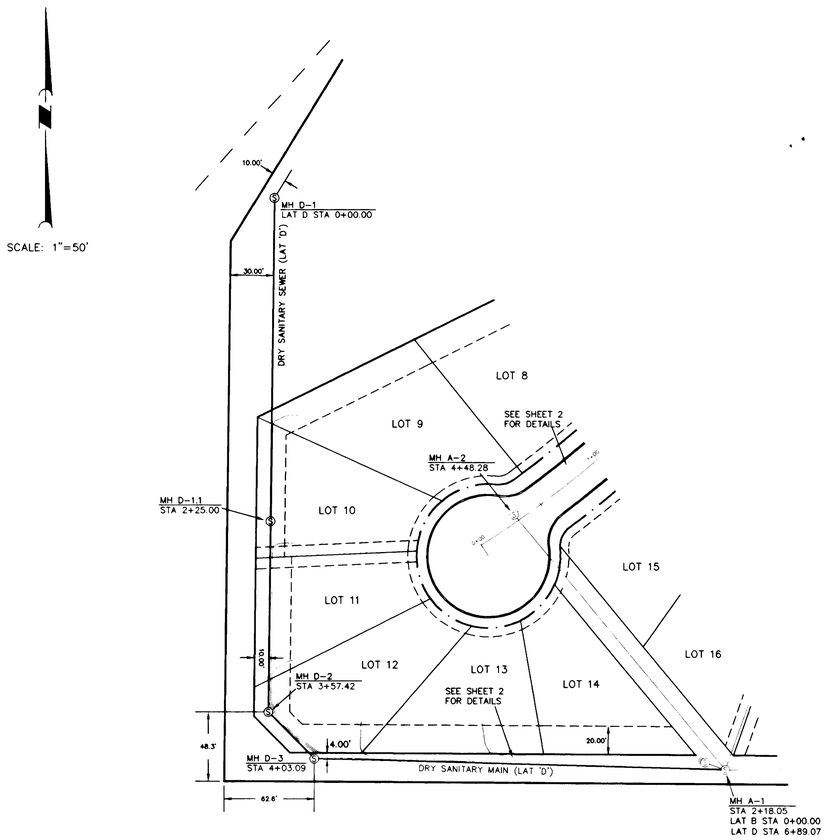
TANNER CREST

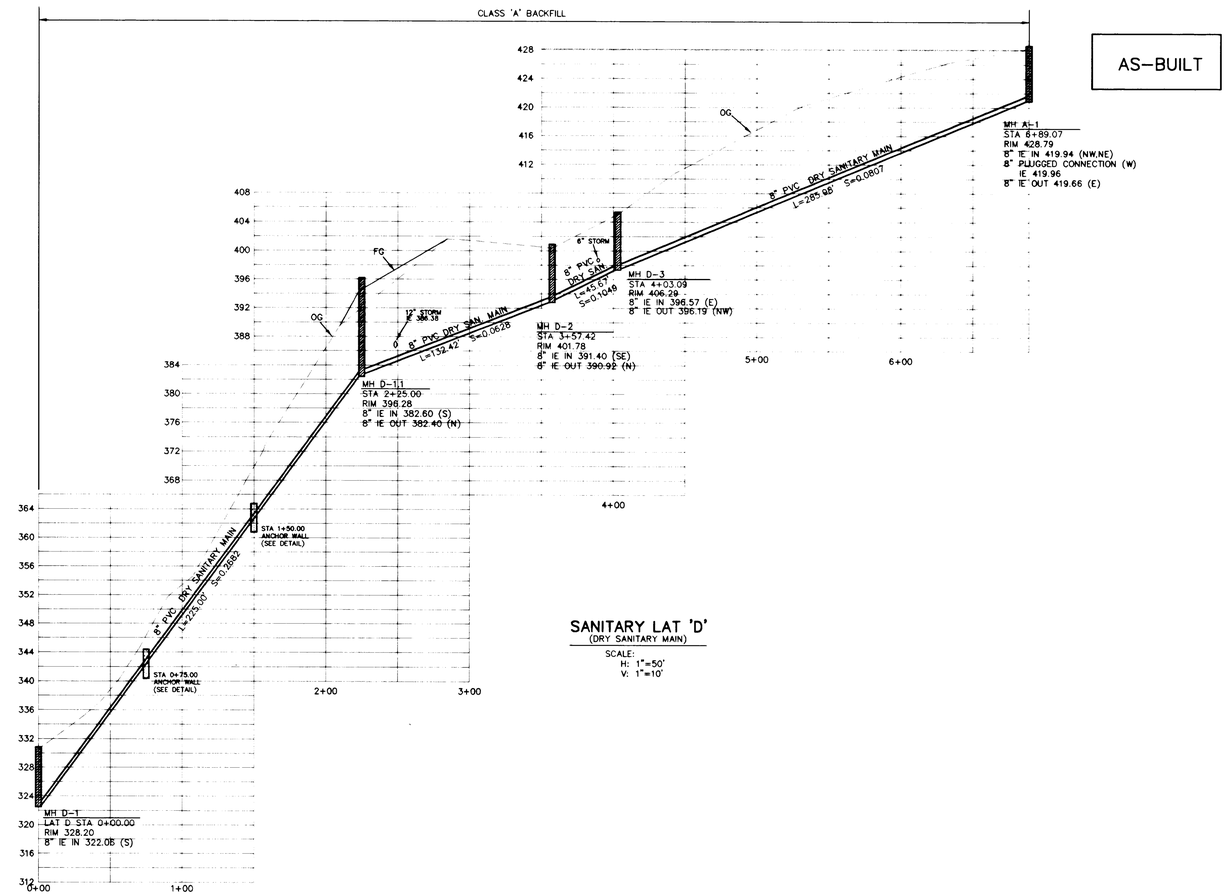
J.C. REEVES CORPORATION

Sanitary Sewer Plan

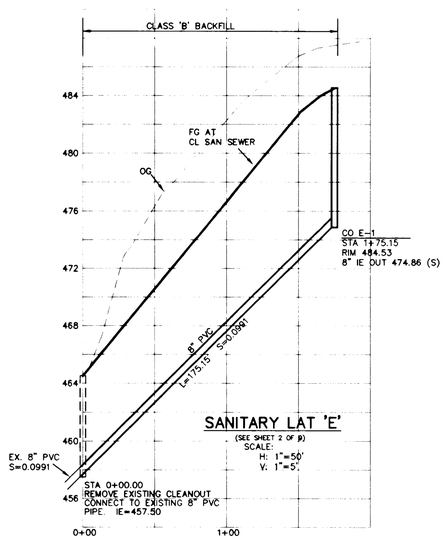
SISUL ENGINEERING
375 PORTLAND AVENUE
GLADSTONE, OREGON 97027
(503) 657-0188

DATE	OCT 1994
SCALE	1"=50'
DRAWN	CP
JOB	93-18
SHEET	2
OF	9 SHEETS





SANITARY LAT 'D'
(DRY SANITARY MAIN)
SCALE:
H: 1"=50'
V: 1"=10'



SANITARY LAT 'E'
(SEE SHEET 2 OF 9)
SCALE:
H: 1"=50'
V: 1"=5'

REVISIONS	BY
REV PER CITY DEG REDLINES, ANCHOR WALL 1-6-95	CP
FORCE MAINS 2-27-95	CP
ADD MH D-1.1 7-10-95	CP
AS-BUILT 10/25/95	LD

TANNER CREST
J.C. REEVES CORPORATION

Sanitary Lat 'D'

SISUL ENGINEERING
375 PORTLAND AVENUE
GLADSTONE, OREGON 97027
(503) 657-0188

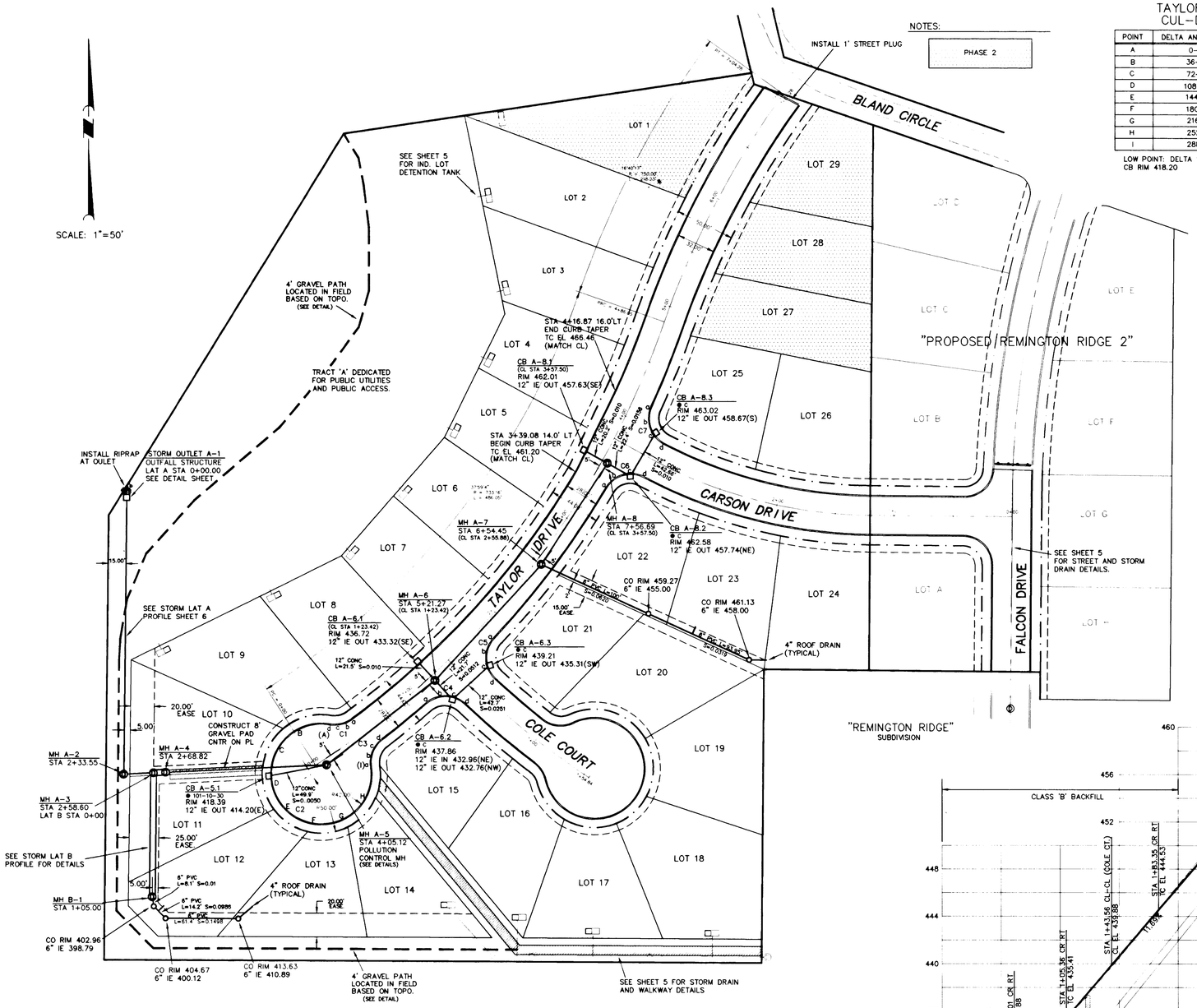
DATE	OCT 1994
SCALE	NOTED
DRAWN	CP
JOB	93-18
SHEET	3
OF	9 SHEETS

REGISTERED PROFESSIONAL ENGINEER
12,820
OREGON
Feb. 14, 1995
THOMAS J. SISUL
6-29-95

SCALE: 1"=50'

NOTES:

PHASE 2



TAYLOR DRIVE CUL-DE-SAC

POINT	DELTA ANGLE FROM PRC	TC
A	0-00-00	427.00
B	36-00-48	423.00
C	72-01-36	419.80
D	108-02-24	419.00
E	144-03-12	419.70
F	180-04-00	421.30
G	216-04-48	423.40
H	252-05-36	425.47
I	288-06-22	426.95

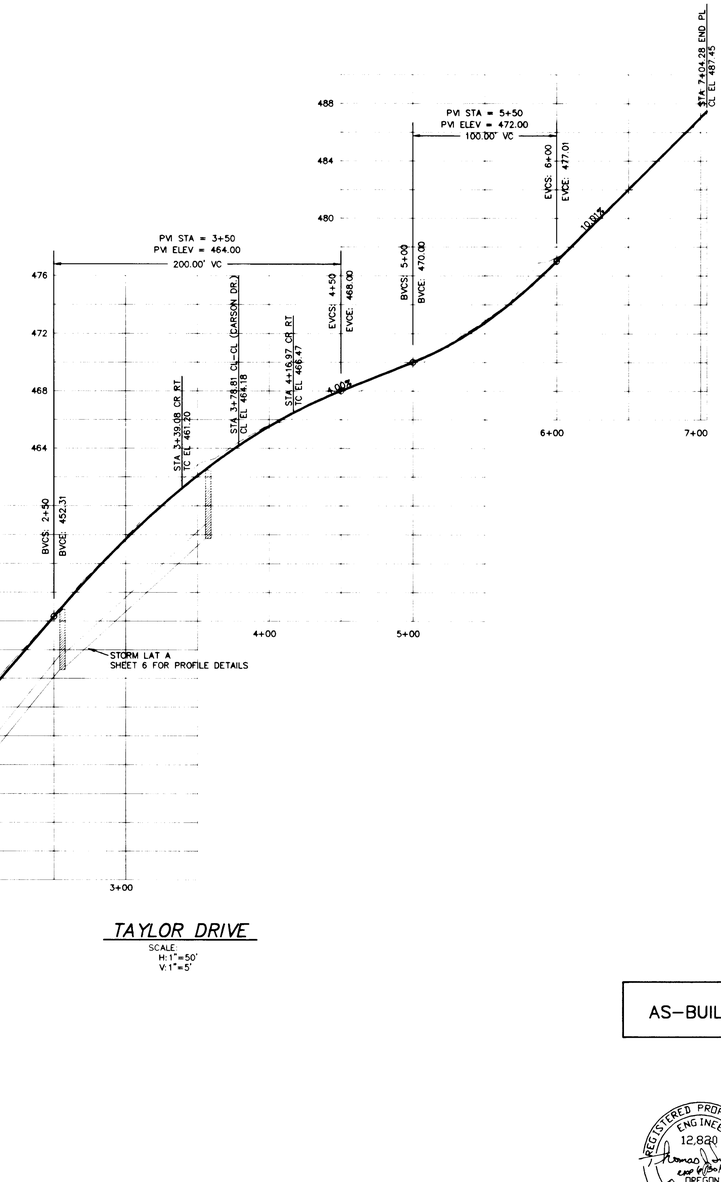
LOW POINT: DELTA 101-10-30: TC 418.80
CB RIM 418.20

CURVE DATA

CURVE	RADIUS	LENGTH	CHORD	BEARING	DELTA
C1	25.00'	20.16'	19.62'	N 76°37'46" E	46°12'02"
C2	42.00'	211.19'	49.31'	S 44°19'25" E	288°06'22"
C3	25.00'	26.66'	25.42'	N 22°10'39" E	61°06'29"
C4	25.00'	36.79'	33.56'	S 88°48'38" E	84°18'56"
C5	25.00'	39.24'	35.33'	S 02°01'38" E	89°55'43"
C6	25.00'	38.03'	34.47'	S 74°20'42" W	87°09'24"
C7	25.00'	37.98'	34.43'	S 18°49'53" E	87°02'16"

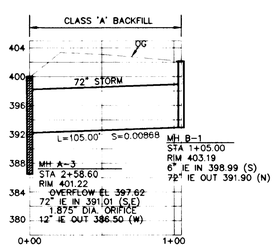
CURB RETURN DATA

CURB	aTC EL (CR)	bTC EL (1/3)	cTC EL (2/3)	dTC EL (CR)
C1	428.69	427.90	427.15	426.25
C2	SEE TAYLOR DR. CUL-DE-SAC FOR INFO.			
C3	427.10	427.75	428.60	429.88
C4	435.41	436.95	438.63	439.87
C5	444.53	442.08	439.70	440.03
C6	461.20	462.30	463.30	463.74
C7	466.46	465.33	463.50	463.73



TAYLOR DRIVE

SCALE:
H:1"=50'
V:1"=5'



STORM LAT B

SCALE:
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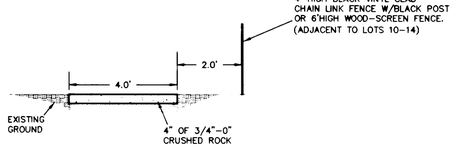
V:1"=10'



GRAVEL PATH

(NTS)

AS-BUILT

REGISTERED PROFESSIONAL ENGINEER 12,820 OREGON FEB 14, 1995 THOMAS J. STISUL

REVISIONS	BY
REC. PER ARC-CA WALKWAY DETAILS 1-6-95	CP
FALCON DR. STORM DETENT 2-28-95	CP
PATH DETAIL 3-22-95	CP
GRAVEL PATH FOR MAINT. STORM DET. LINE 3-28-95	CP
A-1 PER 6/29/95	LD

TANNER CREST
J.C. REEVES CORPORATION

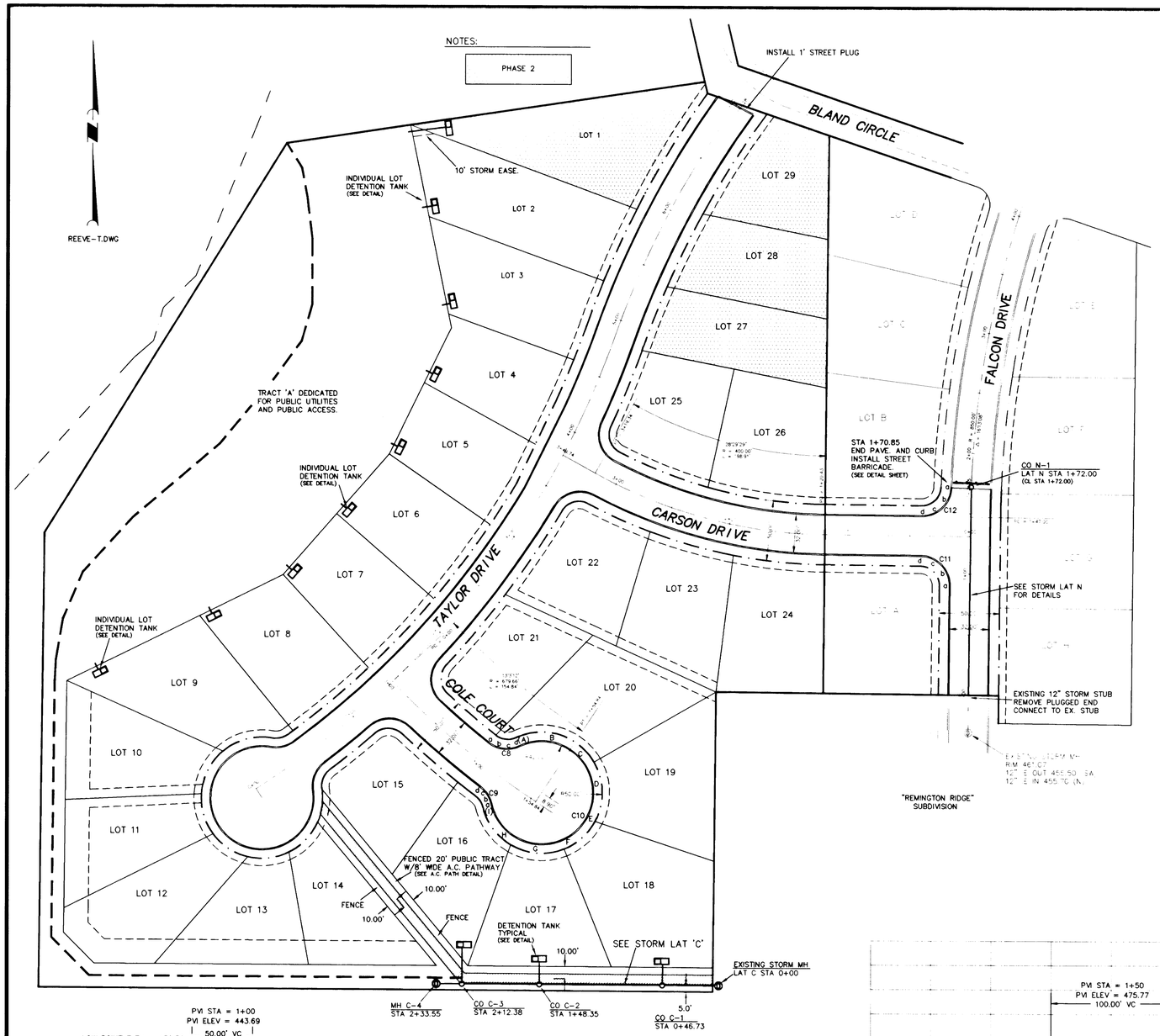
Street and Storm Drain Plan

STISUL ENGINEERING
375 PORTLAND AVENUE
GLADSTONE, OREGON 97027
(503) 657-0188

DATE OCT 1994
SCALE 1"=50'
DRAWN CP
JOB 9-18
SHEET 4
OF 9 SHEETS

NOTES:

PHASE 2



COLE COURT
CUL-DE-SAC

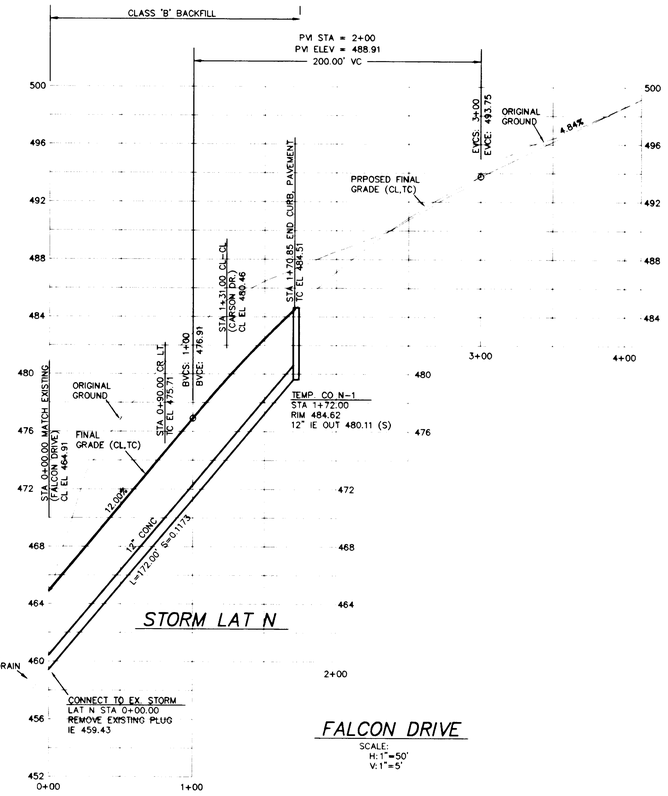
POINT	DELTA ANGLE FROM PRC	TC
A	0-00-00	446.10
B	35-19-15	448.00
C	70-38-30	448.60
D	105-57-45	448.20
E	141-17-00	447.70
F	176-36-15	447.00
G	211-55-30	446.25
H	247-14-45	445.50
I	282-34-00	444.50

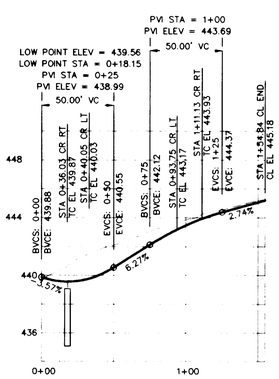
CURVE DATA

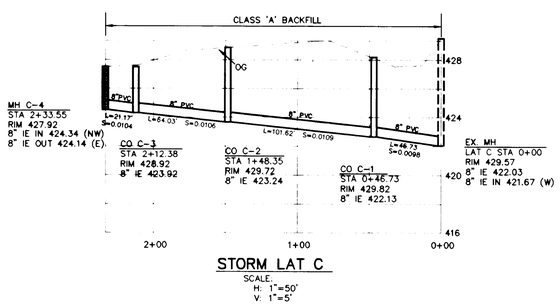
CURVE	RADIUS	LENGTH	CHORD	BEARING	DELTA
C8	25.00'	27.92'	26.49'	N 83°30'26" W	63°58'36"
C9	25.00'	17.48'	17.12'	S 32°57'22" E	40°03'15"
C10	42.00'	207.13'	52.54'	N 25°47'16" E	282°34'00"
C11	25.00'	39.27'	35.36'	S 44°28'14" E	90°00'00"
C12	25.00'	38.57'	34.86'	N 46°20'00" E	88°23'32"

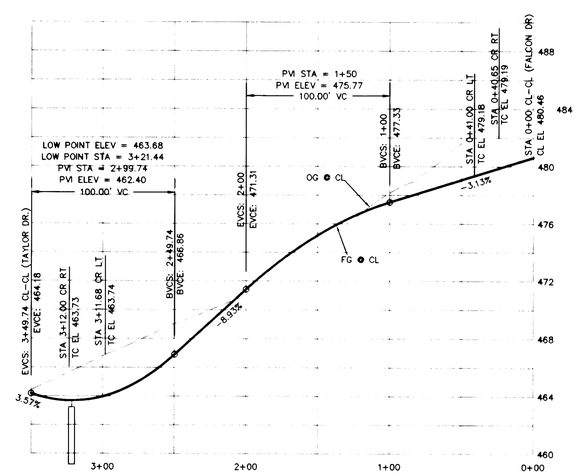
CURB RETURN DATA

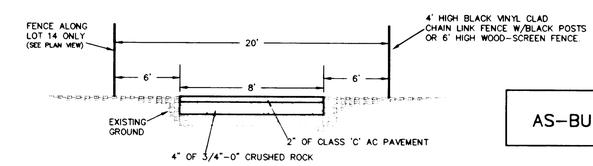
CURB	gTC EL (CR)	bTC EL (1/3)	cTC EL (2/3)	dTC EL (CR)
C8	443.17	443.75	444.90	446.10
C9	444.50	444.40	444.15	443.93
C10	SEE COLE COURT FOR INFORMATION			
C11	475.71	477.50	479.40	479.18
C12	484.51	482.60	480.50	479.19











AS-BUILT

REGISTERED PROFESSIONAL ENGINEER 12,820 OREGON FEB. 14, 1986 THOMAS J. SISUL 12-15-95

REVISIONS	BY
REV. PER AS-BUILTS EXT STORM, ANCH. WALL 11-3-95	CP
REV. PER AS-BUILTS FALCON DRIVE 6-27-95	CP
REV. CL EL. AT "A" ST. STREET PLUG 3-22-95	CP
AS-BUILT 10-25-95	LD

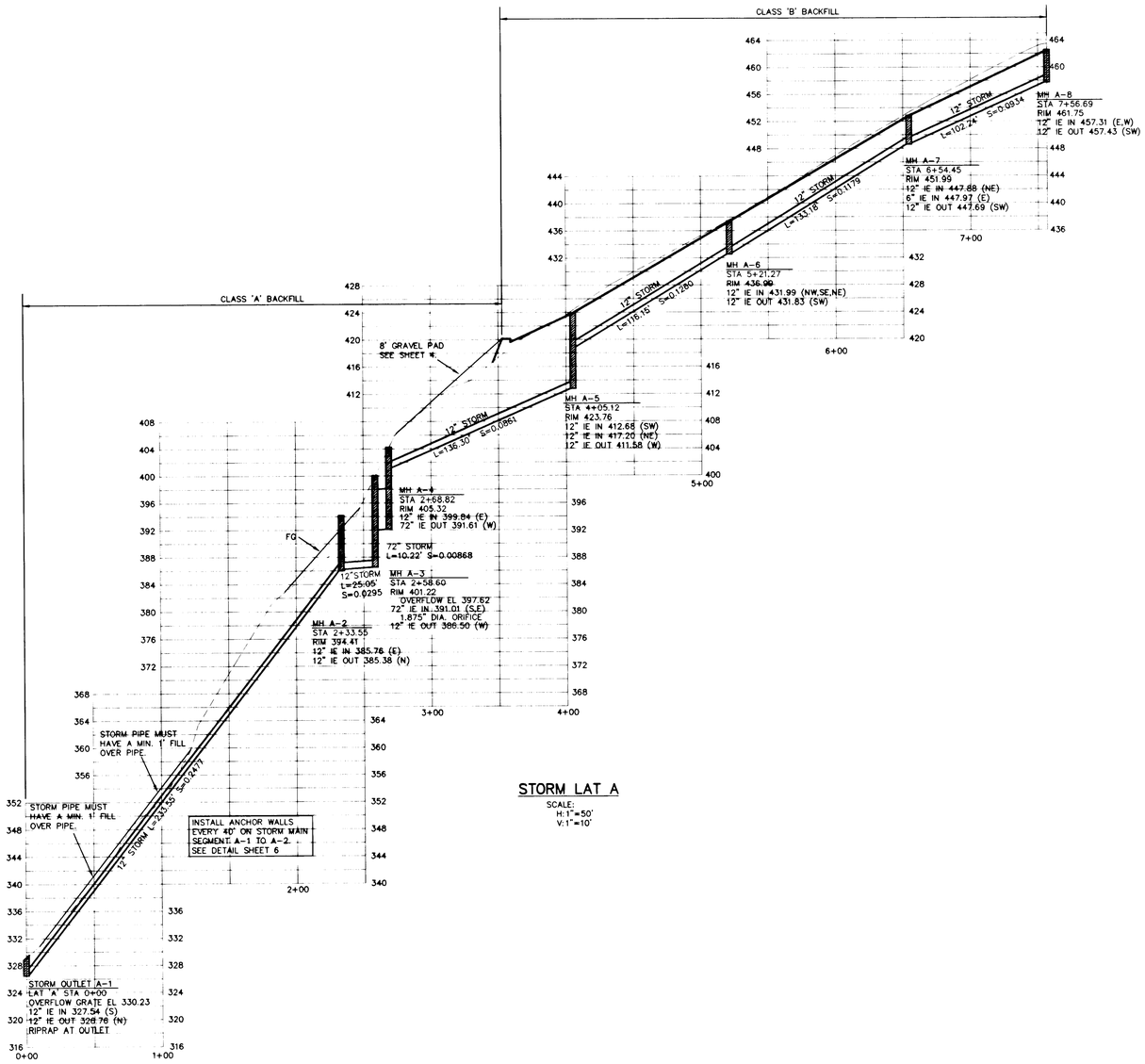
TANNER CREST
J.C. REEVES CORPORATION

Street and Storm Drain Plan

SISUL ENGINEERING
375 PORTLAND AVENUE
GLADSTONE, OREGON 97027
(503) 657-0188

DATE	OCT. 1994
SCALE	1"=50'
DRAWN	CP
JOB	93-18
SHEET	5
OF 9	SHEETS

AS-BUILT



STORM LAT A

SCALE:
H:1"=50'
V:1"=10'

REVISIONS	BY
ANCHOR WALL AND DETAIL 11-2-95	CP
LAT A DETENT 2-28-95	CP
GRAVEL PAD FOR MAINT. STORM DET. LINE 2-28-95	CP
AS-BUILT 10/25/95	LD

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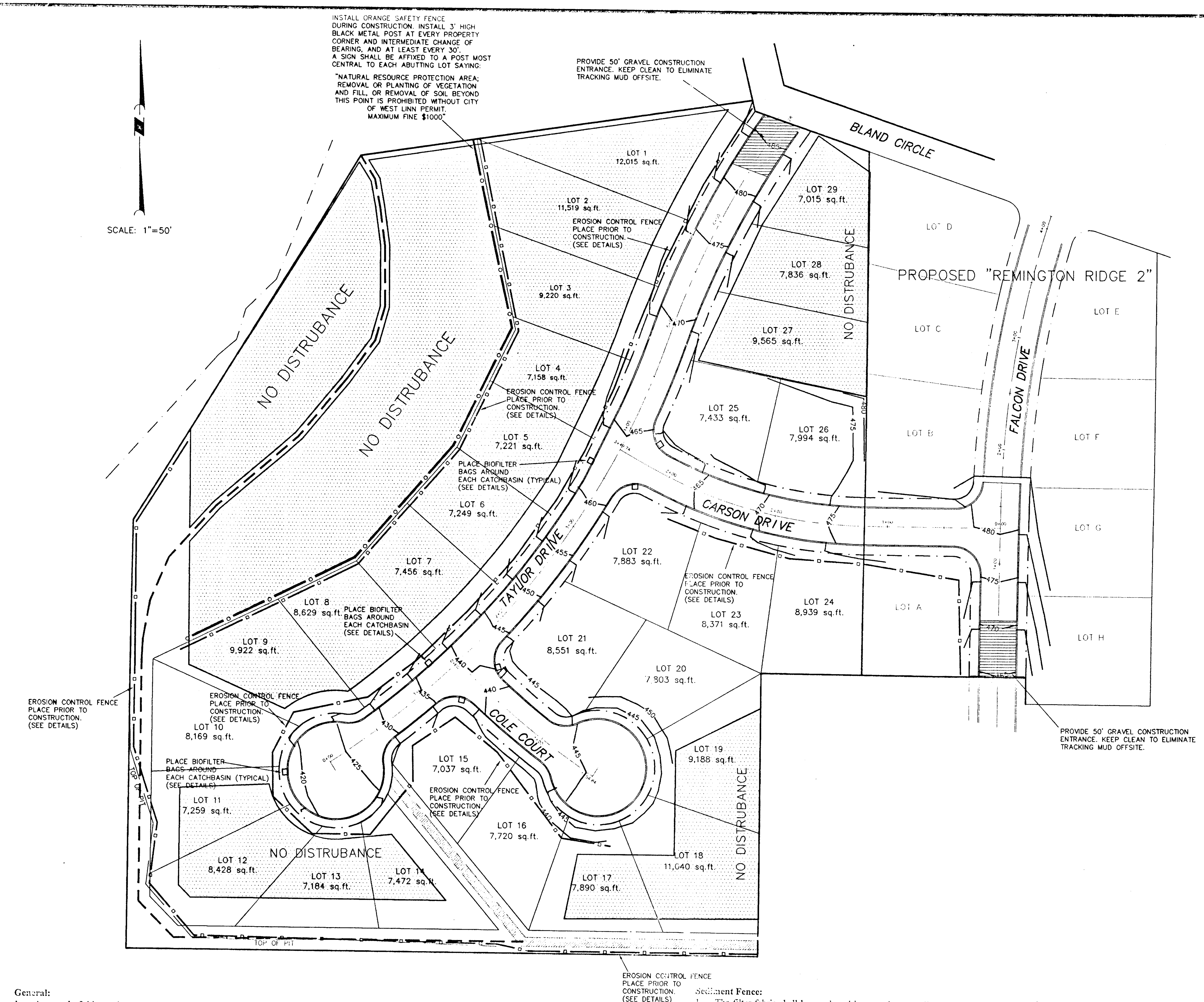
J.C. REEVES CORPORATION

Storm Profiles and Notes

SISUL ENGINEERING
375 PORTLAND AVENUE
GLADSTONE, OREGON 97027
(503) 657-0188

DATE	OCT. 1994
SCALE	NOTED
DRAWN	CP
JOB	93-18
SHEET	6 OF 9 SHEETS

REGISTERED PROFESSIONAL ENGINEER 12,820 OREGON FEB. 14, 1985 THOMAS J. SISUL
6-29-95



NOTES AND LEGEND:

AREA TO REMAIN UNDISTURBED. NO GRADING OR STRIPPING PERMITTED.

STOCKPILE AND STRUCTURAL FILL AREA

420 EXISTING CONTOURS

420 PROPOSED CONTOURS

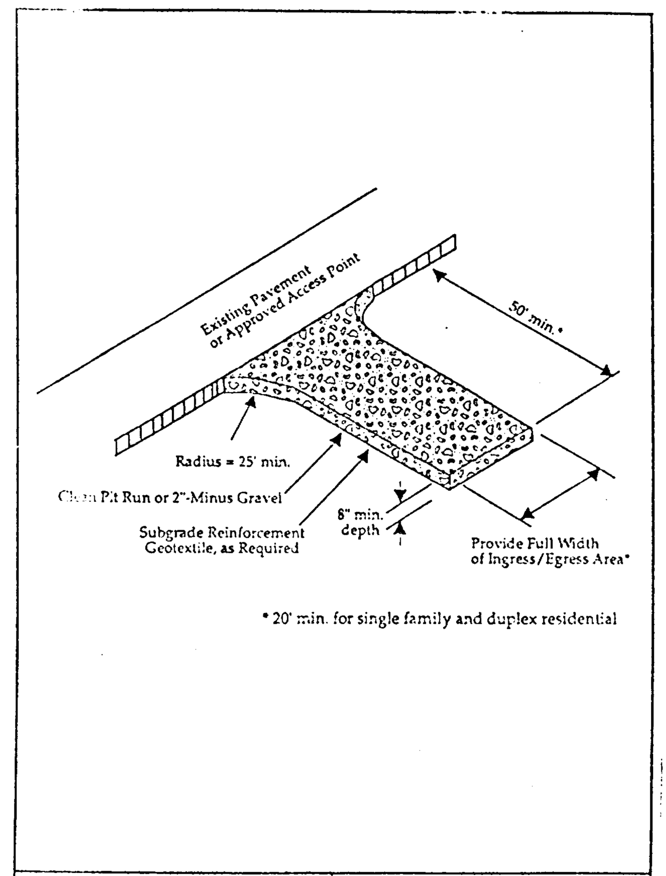
1. PLACE BIO-FILTER BAGS AT ALL PROPOSED CATCH BASIN LOCTIONS. SEE SHEETS 4 & 5.

EARTHWORK VOLUMES:

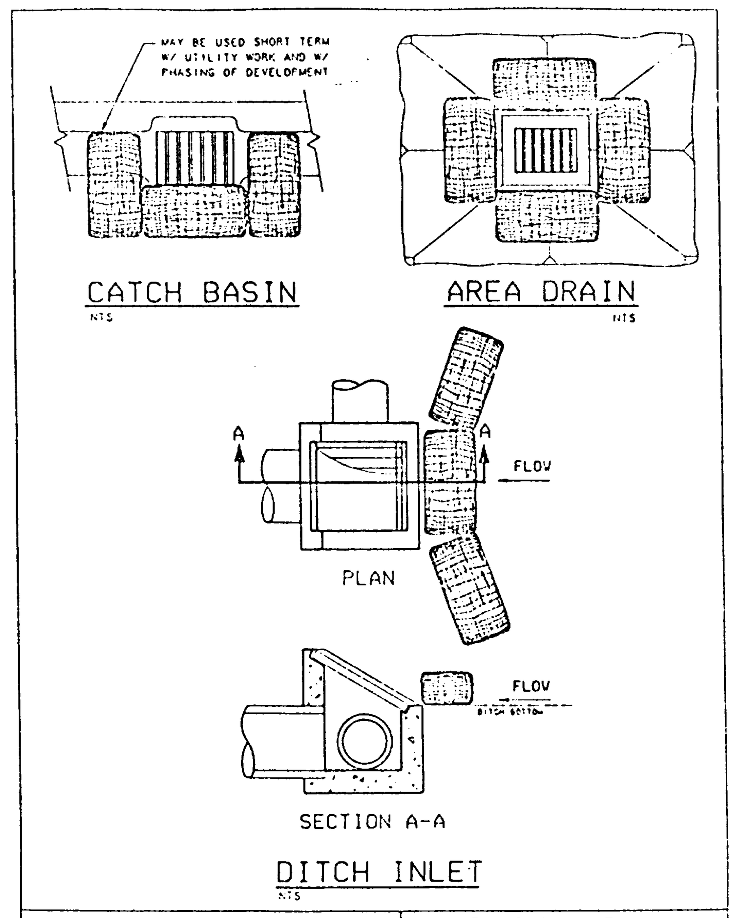
VOLUMES CALCULATED FR... ORIGINAL GROUND TO SUB-GRADE OF R.O.W..

CUT: 8,063 CU. YDS.
FILL: 778 CU. YDS.

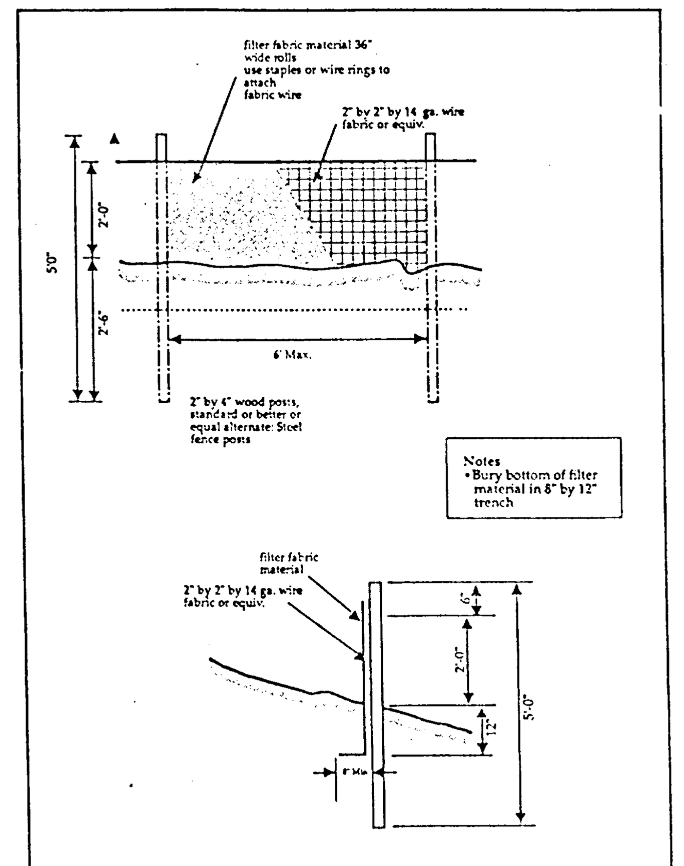
NET VOLUME: 7,285 CU. YDS. (CUT)



Erosion Control Plans Technical Guidance Handbook	Figure 3-2 Gravel Construction Entrance



TECHNICAL GUIDANCE HANDBOOK	Biofilter Bags Temporary Detail Drawing 3-70



Erosion Control Plans Technical Guidance Handbook	Figure 3-3 Sediment Fence

EROSION CONTROL FENCE PLACE PRIOR TO CONSTRUCTION. (SEE DETAILS)

PROVIDE 50' GRAVEL CONSTRUCTION ENTRANCE. KEEP CLEAN TO ELIMINATE TRACKING MUD OFFSITE.

General:

1. Approval of this erosion control (ESC) plan does not constitute an approval of permanent road or drainage design (e.g. size and location of roads, pipes, restrictors, channels, retention facilities, utilities, etc.).
2. The implementation of these ESC plans and the construction, maintenance, replacement, and upgrading of these ESC facilities is the responsibility of the applicant/contractor until all construction is completed and approved, and vegetation of landscaping is established.
3. The ESC facilities on this plan must be constructed in conjunction with all clearing and grading activities, and in such a manner as to ensure that sediment laden water does not enter the drainage system or violate applicable water standards.
4. The 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.
5. The ESC facilities shall be inspected daily by the applicant/contractor and maintained as necessary to ensure their continued functioning.
6. The ESC facilities on inactive sites shall be inspected and maintained a minimum of once a month, or within 48 hours following a storm event.
7. At no time shall more than one foot of sediment be allowed to accumulate within a trapped catch basin. All catch basins and conveyance lines shall be cleaned prior to paving. The cleaning operation shall not flush sediment laden water into the downstream system.
8. Stabilized construction entrances shall be installed at the beginning of construction and maintained for the duration of the project. Additional measures may be required to ensure that all paved areas are kept clean for the duration of the project.

Seeding/Mulching:

1. All areas disturbed during construction to be graded to drain and compacted to a minimum of 90% of AASHTO T-99 immediately after installation of utilities or grading.
2. Recommended Seed Mixture: 80% ELKA Dwarf Perennial Ryegrass and 20% Creeping Red Fescue, by weight. Application Rate shall be 100 pounds minimum per acre.
3. Fertilizer shall be 12-16-8 with 50% of the nitrogen derived from UREA FORMALDEHYDE, and applied at a rate of 400 pounds per acre.
4. Seed and mulch at a rate of 2000 lbs/Ac with heavy bonding agent or netting and anchors. Mulch shall be a wood cellulose fiber or other material suitable for hydromulching.
5. Temporary or Permanent Hydroseeding or acceptable seeding and mulching must be provided whenever perennial cover cannot be established on sites which will be exposed for 60 days or more.

Sediment Fence:

1. The filter fabric shall be purchased in a continuous roll cut to the length of the barrier to avoid use of joints. When joints are necessary, filter cloth shall be spliced together only at a support post, with a minimum 6 inch overlap, and both ends securely fastened to the post.
2. The filter fabric fence shall be installed to follow the contours, where feasible. Then fence posts shall be spaced a maximum of six feet apart and driven securely into the ground a minimum of 30 inches.
3. A trench shall be excavated, roughly 8 inches wide by 12 inches deep, upslope and adjacent to the wood post to allow the filter fabric to be buried.
4. When standard strength filter fabric is used, a wire support fence shall be fastened securely to the upslope side of the posts using heavy duty wire staples at least one inch long, tie wire or hog rings. The wire shall extend into the trench a minimum of four inches and shall not extend more than 36 inches above the original ground surface.
5. The standard strength filter fabric shall be stapled or wired to the fence, and 20 inches of the fabric shall be extended into the trench. The fabric shall not extend more than 36" above the original ground surface. The fabric shall not be stapled to existing trees.
6. When extra strength filter fabric and closer post spacing are used the wire mesh support fence may be eliminated. In such a case, the filter fabric is stapled or wired directly to the posts with all other provisions of the above standard note for standard strength filter fabric applying.
7. Sediment fences shall be removed when they have served their useful purpose, but not before the upslope area has been permanently stabilized.
8. Sediment fences shall be inspected by applicant/contractor immediately after each rainfall, and at least daily during prolonged rainfall. Any required repairs shall be made immediately.

Master 9-17-93

Structural Fill Notes:

1. Besides the structural fill that will be required for construction of street improvements, a structural fill is also to be built on lots where noted on the plans to the specifications noted below.
2. All miscellaneous materials and the organic layer under the fill area shall be stripped or removed.
3. All structural fill is compacted in 6" maximum lifts to 95% of maximum dry density per AASHTO T-99 test method. Fill material tested and not meeting the stated compaction requirement shall be removed and recompacted. The fill shall be constructed in level benches to prevent slippage.
4. Compaction tests will be performed by an independent testing lab under direction of the Engineer, as he will be required to approve the structural fill on the lots. Contact John McDonald Engineering or Sisul Engineering at least a week prior to starting structural fill operations so that inspection and compaction testing schedules can be set up.

Tanner Crest 93-18 01-06-95

Erosion Control:
Summary:

1. The intent of the requirement is to prevent siltation from reaching storm drain systems and drainage ways.
2. The minimum measures need to be made on all projects.
   a) A gravel pad, at least 50 feet long, is required where vehicles will leave the construction site.
   b) A sediment barrier is to be constructed of straw bales or a sediment fence where noted in the details or where sediment will cross outside the work area.
   c) Where excavated material is placed on hard surfaces (such as streets) material must be broomed or scraped clean as soon as possible.
   d) Riprap exits from all culverts and storm drain pipes draining into the ditches or swales. Riprap is to be Class 50 riprap or larger or as noted elsewhere in the plans.
   e) Reseed or cover disturbed areas as soon as is possible and practical but no later than the completion of construction on the other phases of work. Erosion control measures such as hay bales and silt fences must remain in place until seeded areas show growth substantial to prevent erosion.

AS BUILT

REGISTERED PROFESSIONAL ENGINEER 12,820 OREGON Feb. 14, 1985 THOMAS J. SISUL EXP 6/30/96
3-27-95

REVISIONS	BY
UNDISTURBED LIMIT BOUNDRY 1-5-95	CP
GRADING FALCON, LOT 25 UNDISTURB. AREA 2-23-95	CP
ADD GRAVEL PAD AND SEDIMENT FENCE 3-21-95	CvP
EROSION BARRIERS BIO-FIL. BAGS. FENCE. 3-22-95	CP
UNDIST. AREA 3-28-95	CP

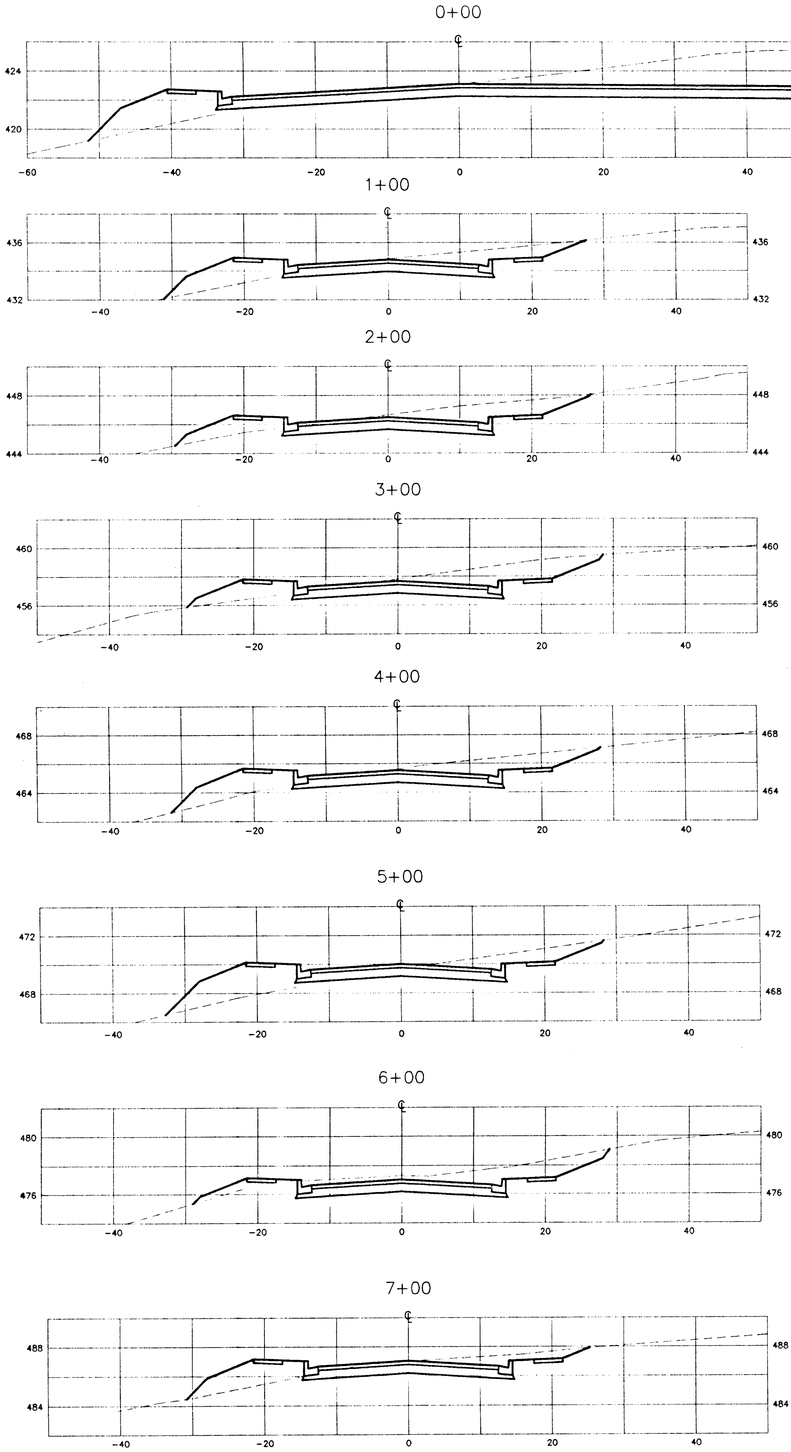
TANNER CREST

J.C. REEVES CORPORATION

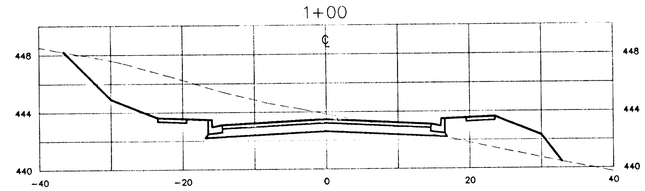
Grading and Erosion Control

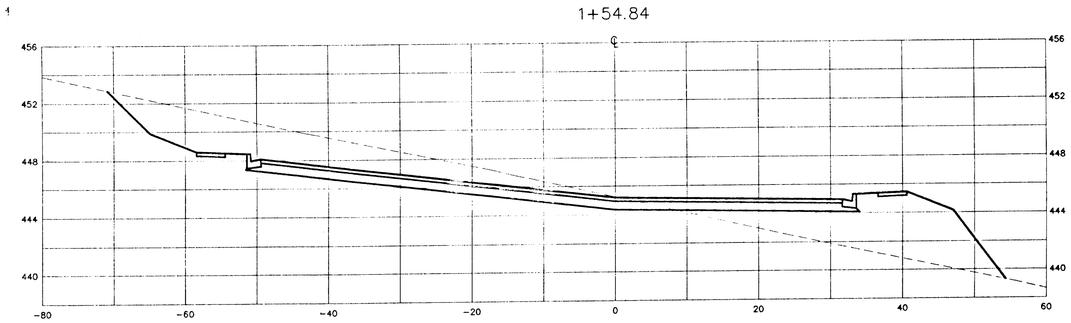
SISUL ENGINEERING
375 PORTLAND AVENUE
GLADSTONE, OREGON 97027
(503) 657-0188

DATE	OCT. 1994
SCALE	1"=50'
DRAWN	CP
JOB	93-18
SHEET	7
OF 9	SHEETS

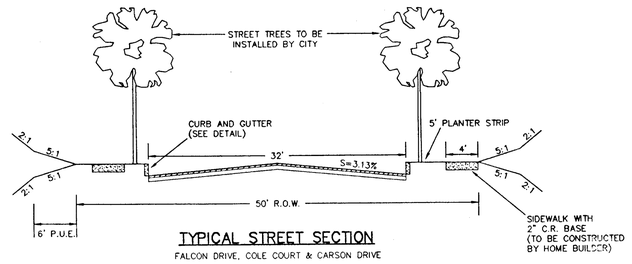


TAYLOR DRIVE
SCALE:
H: 1"=10'
V: 1"=5'



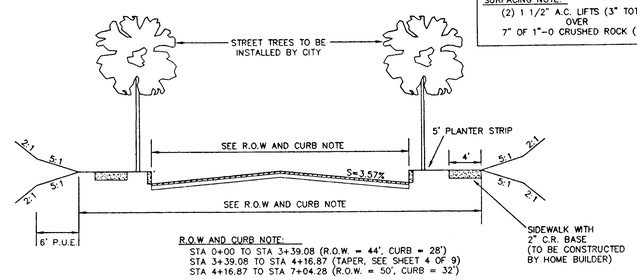


COLE COURT
SCALE:
H: 1"=10'
V: 1"=5'



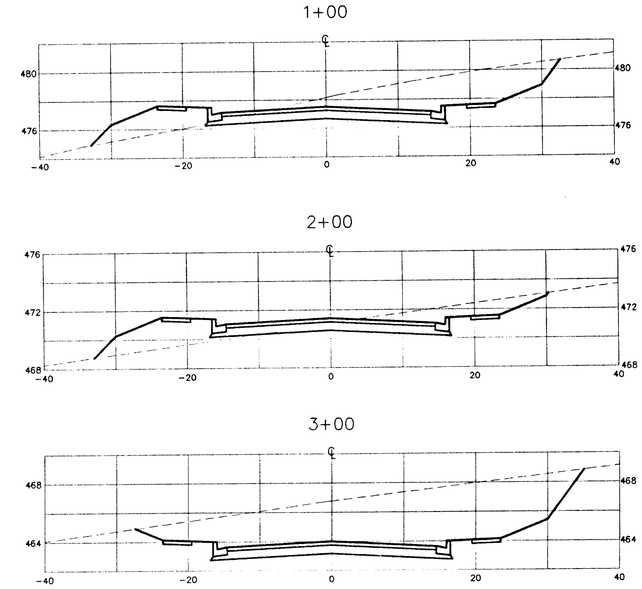
TYPICAL STREET SECTION
FALCON DRIVE, COLE COURT & CARSON DRIVE

SURFACING NOTE:
(2) 1 1/2" A.C. LIFTS (3" TOTAL)
OVER
7" OF 1"-0 CRUSHED ROCK (2 LIFTS)

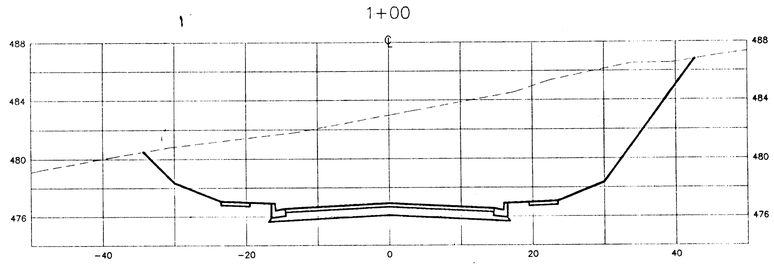


R.O.W AND CURB NOTE:
STA 0+00 TO STA 3+39.08 (R.O.W. = 44', CURB = 28')
STA 3+39.08 TO STA 4+16.87 (TAPER, SEE SHEET 4 OF 9)
STA 4+16.87 TO STA 7+04.28 (R.O.W. = 50', CURB = 32')

TYPICAL STREET SECTION
TAYLOR DRIVE



CARSON DRIVE
SCALE:
H: 1"=10'
V: 1"=5'



FALCON DRIVE
SCALE:
H: 1"=10'
V: 1"=5'

AS BUILT

REGISTERED PROFESSIONAL ENGINEER
12,820
OREGON
Feb. 14, 1985
THOMAS J. SISUL
3-27-95

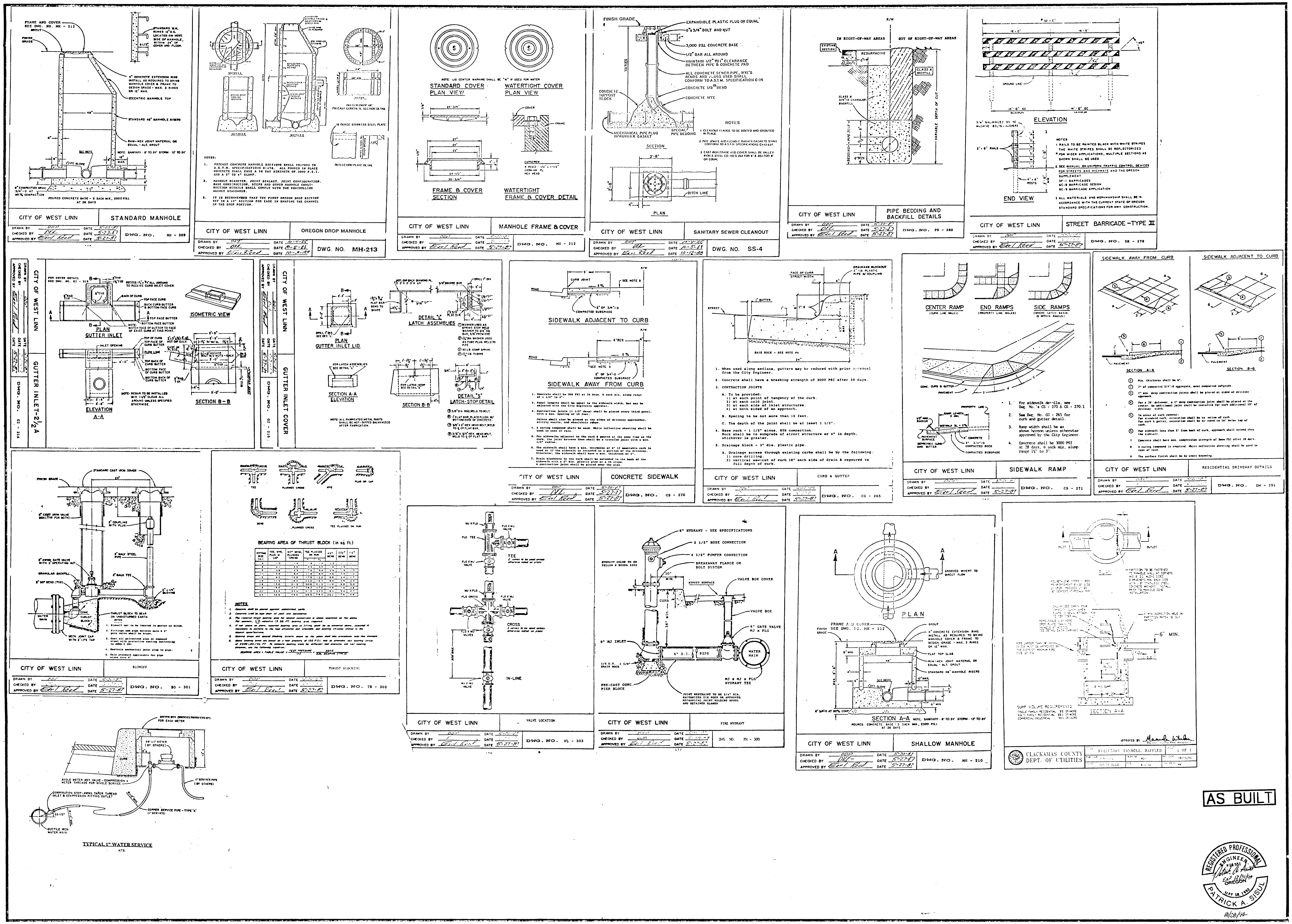
REVISIONS	BY
TYP. STREET SEC. (TAYLOR) ROW,CURB NOTE 1-3-94	CP
PLANTER SEC. TYPICAL SEC. 3-23-95	CP

TANNER CREST
J.C. REEVES CORPORATION

Cross-Sections

SISUL ENGINEERING
375 PORTLAND AVENUE
GLADSTONE, OREGON 97027
(503) 657-0188

DATE	OCT. 1994
SCALE	NOTED
DRAWN	CP
JOB	93-18
SHEET	8
OF	9 SHEETS



REVISIONS	
SHALLOW MH DETAIL 1-3-95	C.P.
POLLUTION CONTROL MH 3-24-95	CP

TANNER CREST

J.C. REEVES CORPORATION

Details

SISUL ENGINEERING
375 PORTLAND AVENUE
GLADSTONE, OREGON
(503) 657-

DATE OCT. 1994
SCALE NOTED
DRAWN NOTED
JOB 93-18
SHEET 9
OF 9 SHEETS