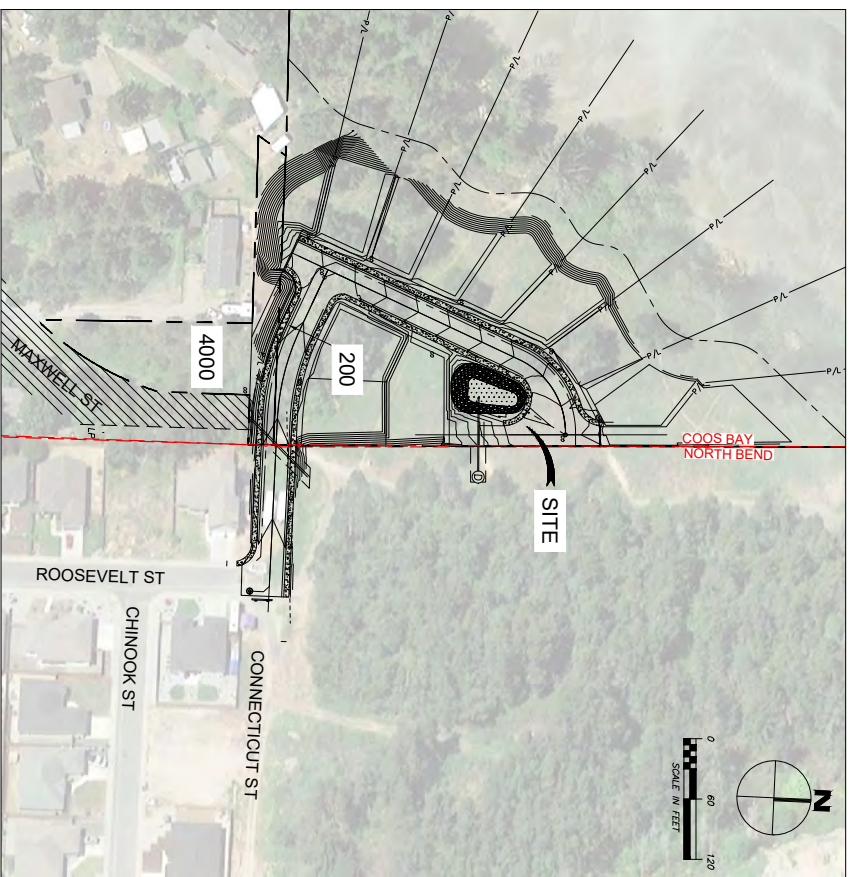


BLUFFS SUBDIVISION PROJECT

PARCEL #25S13W08-200 & 25S13W17-4000



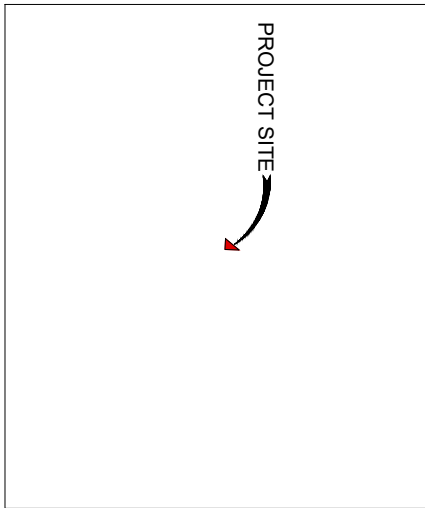
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PROJECT MAP
NOT TO SCALE

LEGEND :

- EXISTING**
- SEWER MANHOLE
 - STORM MANHOLE
 - GAS VALVE
 - POLE WITH STREET LIGHT
 - STREET LIGHT
 - ELECTRICAL MANHOLE
 - ELECTRICAL VAULT
 - TELEPHONE MANHOLE
 - TELEPHONE PRESERV.
 - UTILITY VALVE
 - PIRE HYDRANT
 - WATER METER
 - WATER VALVE
 - CONSTRUCTION EASEMENT
 - ELECTRICAL UNDER GROUND
 - GAS LINE
 - MAJOR CONTOUR LINE
 - MINOR CONTOUR LINE
 - OVERHEAD LINE
 - PROPERTY LINE
 - RIGHT-OF-WAY
 - SANITARY SEWER MAIN
 - STORM SEWER MAIN
 - TELEPHONE LINE
 - TOP OF SLOPE
 - TOP OF SLOPE
 - WATER LINE
 - GRAVEL
 - CONCRETE
 - AC PAVEMENT
- PROPOSED**
- CLEANOUT
 - FIELD INLET
 - SEWER MANHOLE
 - STORM MANHOLE
 - COMBINED SEWER MAIN
 - CONDUIT
 - CONSTRUCTION EASEMENT
 - CURB
 - EZ
 - EXCLUSION ZONE FENCE
 - FENCE
 - MAJOR CONTOUR LINE
 - MINOR CONTOUR LINE
 - PERMANENT DISTURBANCE LIMITS
 - TEMPORARY DISTURBANCE LIMITS
 - RETAINING WALL
 - PROJECT SITE BOUNDARY
 - PRIVATE SEWER LATERAL
 - PRIVATE SEWER MAIN
 - PROPERTY LINE
 - RIGHT-OF-WAY
 - SANITARY SEWER MAIN
 - SEWER SERVICE LATERAL
 - SILT FENCE
 - STORM DITCH
 - STORM SEWER MAIN
 - WATER MAIN
 - MATTING



COOS BAY, OREGON
VICINITY MAP
NOT TO SCALE

SHEET LIST TABLE

NO.	SHEET TITLE
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C-4	GRADING & DRAINAGE PLAN
C-4	UTILITY PLAN - STORM
C-7	WET POND SECTION
C-8	UTILITY PLAN - WATER
C-8	ACCESS ROAD WATER P&P
C-10	UNIMPAVED ROAD WATER P&P
C-11	UTILITY PLAN - ELECTRIC
C-12	UTILITY PLAN - PRIVATE SEWER
C-13	ACCESS ROAD SANITARY P&P
C-14	UNIMPAVED ROAD SANITARY P&P
C-16	ACCESS ROAD PLAN & PROFILE
C-17	UNIMPAVED DRIVE PLAN & PROFILE
C-18	SITE SECTIONS
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D-3	DETAILS
D-4	DETAILS
D-5	DETAILS
D-6	DETAILS

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COVER
BLUFFS SUBDIVISION
COOS BAY, OREGON
RED MOON DEVELOPMENT

DATE: 10-2020
SCALE: AS SHOWN
DESIGNED BY: DSR
DRAWN BY: DSR
CHECKED: JCW
REVIEW: CITY

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SYMBOLS

SYM.	REVISION	DATE

REGISTERED PROFESSIONAL ENGINEER
STATE OF OREGON
NO. 1022
JAMES C. WILSON
G-1

1. ALL WORK SHALL CONFORM TO CURRENT OREGON BUILDING CODE, CITY OF COOS BAY BUILDING DEPARTMENT ORDINANCES, AND ANY OTHER APPLICABLE ORDINANCES AND STANDARDS FOR CONSTRUCTION OF THE PROJECT.
2. ALL WORK WITHIN THE RIGHT-OF-WAY SHALL COMPLY WITH THE OREGON TRAFFIC CONTROL HANDBOOK LATEST EDITION.
3. ALL LOCATIONS SHALL BE FIELD BEFORE BEGINNING CONSTRUCTION. EXISTING UNDERGROUND UTILITIES WITHIN THE LIMITS OF EXCAVATION SHALL BE VERIFIED AS TO CONDITION, SIZE AND LOCATION BY UNCOVERING EXISTING UTILITIES TO THE DEPTH OF THE EXCAVATION. CONTRACTOR SHALL JURISDICTION BEFORE BEGINNING CONSTRUCTION. CONTRACTOR SHALL NOTIFY ENGINEER OF ANY DISCREPANCIES.
4. THE CONTRACTOR SHALL SECURE ALL NECESSARY PERMITS PRIOR TO THE BEGINNING OF CONSTRUCTION.
5. THE CONTRACTOR SHALL PROVIDE TRENCH SHORING FOR ANY TRENCH EXCEEDING 4 FEET DEPTH.
6. THE CONTRACTOR AGREES THAT IN ACCORDANCE WITH GENERALLY ACCEPTED PRACTICES, THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN, INSTALLATION AND COMPLETE RESPONSIBILITY FOR THE SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THE PROJECT, INCLUDING SAFETY OF ALL

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7. PERSONS AND PROPERTY SHALL COMPLY WITH HOUSHA SAFETY REQUIREMENTS. THIS REQUIREMENT SHALL BE MADE TO APPLY TO ALL PERSONS AND PROPERTY OF THE CONTRACTOR. THE CONTRACTOR FURTHER AGREES TO PROTECT ALL NEIGHBORS, INVESTORS AND DEFEND THE OWNER, THE ENGINEER AND HIS/her AGENTS.
8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ASSESSING THE RISKS AND CONDITIONS THROUGHOUT THE SITE, AND ASSUME THE RISK OF COMPLETING THE WORK SET OUT ON THESE PLANS, REGARDLESS OF ROCK TYPE OR OTHER UNFAMILIAR CONDITIONS WHICH MAY BE ENCOUNTERED IN THE COURSE OF THE WORK.
9. ANY DISCREPANCY DISCOVERED BY THE CONTRACTOR IN THESE PLANS, OR ANY DISCREPANCY BETWEEN THE FIELD CONDITIONS AND THE PLANS, SHALL BE BROUGHT TO THE ATTENTION OF THE OWNER AND THE ENGINEER IMMEDIATELY UPON DISCOVERY OF THE SAME AND NO DELAY OR OBSTRUCTION TO THE PROPER COMPLETION OF THE WORK SHOWN HEREIN SHALL BE BRIDGED UNTIL THE MATTER IS RESOLVED BY THE OWNER AND THE ENGINEER.

10. ALL UNDERGROUND IMPROVEMENTS SHALL BE INSTALLED TESTED AND WRITING.
11. NOTIFICATION OF IMPROVEMENTS SHALL BE STOP WORK AND NOTIFY THE OWNER AND THE ENGINEER IF CULTURAL RESOURCES ARE ENCOUNTERED OR DISCOVERED. MATERIALS WHICH PROVE TO BE HAZARDOUS TO THE PERFORMANCE OF THE WORK, THE CONTRACTOR SHALL INFORM THE ENGINEER IMMEDIATELY AND SUSPEND WORK IN THE AFFECTED AREA UNTIL THE ENGINEER DETERMINES IT IS NECESSARY TO UNDERTAKE MATERIALS IN QUESTION. SHOULD IT BE NECESSARY TO UNDERTAKE REMEDIATION, THE ENGINEER WILL GIVE WRITTEN NOTICE TO SUSPEND WORK IN THE AFFECTED AREA UNTIL THE ENGINEER DETERMINES THAT THE WORK CAN BE RE-STARTED. OPERATIONS IN THE AFFECTED AREA SHALL BE RE-STARTED IMMEDIATELY UPON WRITTEN NOTICE BY THE ENGINEER.
12. TESTING AND INSPECTION SHALL BE CONDUCTED AT SUFFICIENT FREQUENCIES HAVE BEEN ACHIEVED IN THE CONTRACTORS OPINION, THE CONTRACTOR SHALL MAKE REQUESTS FOR MATERIALS TESTING AT LEAST 48 HOURS IN ADVANCE.
13. TESTING AND INSPECTION SHALL BE CONDUCTED AT SUFFICIENT FREQUENCIES HAVE BEEN ACHIEVED IN THE CONTRACTORS OPINION, THE CONTRACTOR SHALL MAKE REQUESTS FOR MATERIALS TESTING AT LEAST 48 HOURS IN ADVANCE.
14. TESTING AND INSPECTION SHALL BE CONDUCTED AT SUFFICIENT FREQUENCIES HAVE BEEN ACHIEVED IN THE CONTRACTORS OPINION, THE CONTRACTOR SHALL MAKE REQUESTS FOR MATERIALS TESTING AT LEAST 48 HOURS IN ADVANCE.

15. CONTRACTORS ORIGINAL BID
16. BEING REMOVED AND RECOMPACTED. ALL COSTS ASSOCIATED WITH
17. ACHIEVING COMPACTION STANDARDS SHALL BE INCLUDED IN THE
18. CONTRACTORS ORIGINAL BID
19. NOT BE USED FOR ENGINEERING FILL, TOPSOIL SHALL BE STOCKPILED
20. SEPARATELY AND UTILIZED IN LANDSCAPED AREAS.
21. NO CHANGES OR MODIFICATIONS SHALL BE MADE TO THESE PLANS
22. WITHOUT WRITTEN APPROVAL BY THE ENGINEER
23. SHALL SHOW EVERY OFFSET, BEND OR ELBOW REQUIRED FOR INSTALLATION
24. THE SPACE PROVIDED. THEY DO NOT SHOW EVERY DIMENSION,
25. COMPONENT PIECE, SECTION, JOINT OR FITTING REQUIRED, COMPLETE

THE PROJECT:

GRANULAR MATERIALS: GRANULAR FILLING MATERIALS FOR FILL OR BACKFILL WHERE SHOWN OR REQUIRED:

I. CLASS A BACKFILL: USE SELECT NATIVE OR COMMON MATERIAL THAT, IN THE OPINION OF THE ENGINEER, MEETS THE CHARACTERISTICS OF CLASS A BACKFILL. NATIVE MATERIAL SHALL BE FREE FROM CLAY, SILT, OR OTHER DELETERIOUS MATERIAL, AND FREE FROM ROCK OR OTHER MATERIALS THAT ARE NOT SATURATED OR UNSUITABLE. CLASS B OR C BACKFILL SHALL BE USED.

II. CLASS B BACKFILL OR BACKFILL 30% COMPACTED: DENSE-GRADED, CLEAN, FREE OF FILLING MATERIALS, SECTION 0651.

- III. CLASS C BACKFILL: USE CLEAN SAND WITH NO PARTICLE SIZE LARGER THAN 1/4 INCH.
- IV. CLASS D BACKFILL: USE PIT RUN OR RUN RUM MATERIAL, WELL GRADED FROM COARSE TO FINE. THE MAXIMUM DIMENSION SHALL BE 3/8 INCH.
- V. CLASS E BACKFILL: USE CONTROL LOW STRENGTH MATERIAL (CLIN). CONFORMING TO COOTED SECTION 04022, SURRY SHALL CONSIST OF A HIGHLY FLOWABLE LEAN CONCRETE MIX, MIXTURE OF PORTLAND CEMENT, FLY ASH, FINE AGGREGATES, WATER AND ADMIXTURES AS REQUIRED FOR A MIXTURE THAT RESULTS IN A HARDENED, DENSE, NON-SETTLING, HAND EXCAVABLE FILL.

1. DEMOLITION:
 - a. OFFSITE UTILITIES TO BE ABANDONED IN PLACE OR ABANDONED BY THE ASSOCIATED UTILITY PROVIDER (SEE NOTES ON PLANS) FOR REMOVAL.
 - b. ALL DEMOLITION DEBRIS TO BE REMOVED FROM THE SITE AND PAVED AREAS, THROUGHOUT THE SITE, AND FILL ALL Voids WITH STRUCTURAL FILL.
2. MATERIALS GENERATED DURING DEMOLITION SHOULD BE TRANSPORTED TO A FACILITY THAT IS APPLIED IN AREAS DESIGNATED BY THE OWNERS REPRESENTATIVE.
3. IF MATERIALS CONTAINING ASBESTOS OR OTHER HAZARDOUS MATERIALS ARE ENCOUNTERED ON THIS PROJECT, CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR THE PROPER HANDLING AND DISPOSAL OF SUCH MATERIALS IN ACCORDANCE WITH ALL APPLICABLE FEDERAL, STATE AND LOCAL RULES, LAWS AND GUIDELINES MUST BE STRICTLY ADHERED TO OVER THE COURSE OF CONSTRUCTION.
4. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS, FEES, INSPECTIONS, ETC. WITH APPROPRIATE REGULATORY AGENCIES, CONTRACTOR TO PROVIDE SAFE TRANSPORT TO DISPOSAL FACILITIES.

1. REFER TO THE GEOTECHNICAL ENGINEERING REPORT FOR GENERAL RECOMMENDATIONS FOR EXCAVATION, ENGINEERING FILL, AND OTHER GENERAL RECOMMENDATIONS TO CONFINED EXISTING GROUND.
2. THE CONTRACTOR SHALL BE RESPONSIBLE TO ENTER EXISTING GROUND PRIOR TO THE START OF CONSTRUCTION. GENERAL SITE CONDITIONS SHALL BE AS SHOWN ON THE ATTACHED PHOTOGRAPH.
3. COMPACTION REQUIREMENTS AS SPECIFIED WILL BE BY PERCENT OF THE MAXIMUM DRY DENSITY OF THE SUBGRADE MATERIAL.
4. PLACE FILL MATERIALS BASECOURSE AND TRENCH BACKFILL COMPACTED IN LIFTES OF NOT MORE THAN 8 INCHES FOR MATERIAL COMPACTED BY HAND-OPERATED TAMPERS.
5. THE GROUND SURFACE IN AREAS TO RECEIVE FILL SHALL BE PREPARED TO ACCEPT THE FILL.

- A. ALL ORGANIC MATERIAL AND TOPSOIL SHALL BE REMOVED.
- B. ON SLOPES GREATER THAN 1V:4H, HORIZONTAL BENCHES SHALL BE CONSTRUCTED TO PROVIDE A MINIMUM 10% SLOPE TO THE FILL MATERIAL. THE MINIMUM WIDTH OF THE BENCHES SHALL BE FOUR FEET.
- C. FILL MUST SURGRADE TO 65% MOD.
6. ALL IMPROVEMENTS SHALL BE GRADED TO THE APPROVED DRAINAGE COURSE AT A UNIFORM SLOPE OF 2% MINIMUM UNLESS OTHERWISE NOTED.
7. NO CUT OR FILL SLOPES SHALL EXCEED THE SLOPE RATIO OF 2H:1V, UNLESS OTHERWISE NOTED.
8. TOPSOIL SHALL BE REMOVED FROM ALL CUT AND FILL AREAS AND SHALL BE PLACED IN A SEPARATE PILE OR STOCKPILE.
9. FILL MATERIALS SHALL BE CLASS B BASECOURSE OR OTHER UNIFORMALLY GRADED GRANULAR MATERIAL APPROVED BY THE ENGINEER.
10. ALL FILL MATERIALS SHALL BE MECHANICALLY COMPACTED. JETTING WILL NOT BE ALLOWED.
11. CARE SHALL BE TAKEN NOT TO CRUSH THE PIPE OR OTHER COMPONENTS OF EXISTING UTILITY STRUCTURES.
12. ENGINEER SHALL INSPECT AND APPROVE FOOTING EXCAVATIONS PRIOR TO PLACEMENT OF FORMS AND REBAR.

1. ALL SITE GRADING, SUBGRADE, AND BACKFILLING WILL BE INSPECTED BY THE ENGINEER. CONTRACTOR TO PROVIDE 48 HOUR NOTICE IN ADVANCEMENT OF REQUIRED INSPECTION. FAILURE TO GIVE ADEQUATE NOTICE MAY RESULT IN STOPPING DELAYS WHICH WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.
2. THE CONTRACTOR SHALL PROVIDE ALL PLANS AND ALL TESTING BY A THIRD PARTY AS REQUIRED BY THESE PLANS AND/OR AS REQUESTED BY THE ENGINEER. THE ENGINEER SHALL BE PERMITTED TO REQUEST AND TAKE ANY NECESSARY FIELD TESTS, INCLUDING BUT NOT LIMITED TO, LOCATION OR ELEVATION DURING THE CONSTRUCTION PROCESS.
3. THE CONTRACTOR SHALL SCHEDULE TESTING WHEN IN HIS OPINION SUFFICIENT DENSITIES HAVE BEEN ACHIEVED.

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4. SELECTED BY THE ENGINEER, AND AT RANDOM LOCATIONS, OR LOCATIONS PERMITTED BY THE AUTHORITY HAVING JURISDICTION.
5. FOR LIFT, TESTS SHALL BE WITH A MINIMUM OF TWO TESTS PER FILLING OPERATION.
6. FOR COMPACTED MATERIAL, PROVIDE TWO (2) COMPACTION TESTS PER FILLING OPERATION.
7. FOR SUBGRADE AND TWO (2) TESTS FOR EACH 12 INCHES OF FILL, DEPENDING ON PERFORMANCE OF BACKFILL MATERIAL.
8. FOR CONCRETE PAVEMENT, ONE TEST SHALL BE PROVIDED FOR EACH 10,000 SF.
9. IF A FAILING COMPACTION TEST INDICATES THAT THE REQUIRED COMPACTIONS HAVE NOT BEEN OBTAINED, THE CONTRACTOR SHALL RECOMPACT ALL FILL MATERIAL THAT DOES NOT MEET THE SPECIFIED REQUIREMENTS. THE CONTRACTOR SHALL RECOMPACT UNTIL THE REQUIREMENTS ARE SATISFIED, OR SHALL BE ACCEPTED BY THE AUTHORITY HAVING JURISDICTION.
10. ANY FILLING OPERATIONS ASSOCIATED WITH TESTING PREVIOUSLY FOUND TO BE DEFECTIVE SHALL BE PAID FOR BY THE OWNER.

8. ALL COSTS ASSOCIATED WITH ACHIEVING COMPACTION STANDARDS SHALL BE BORNE BY THE CONTRACTOR.

4. THICKNESS REQUIRED ON THE PLANS WHERE NEW PAVING MEET'S EXISTING PAVEMENT, EXISTING PAVEMENT

6. APPLY TACK COAT TO CONTACT SURFACES OF CURBS, GUTTERS AND EXISTING PAVEMENT.
7. SET STRUCTURAL SHEETS FOR CONCRETE WITHIN THE BUILDING.
8. PLACE CONCRETE IN THE BUILDING AT THE SPECIFIED MINIMUM DENSITY, DO NOT DISPLACE OR EXTRUDE PAVEMENT FROM POSITION.
9. HAND COMPACT IN AREAS INACCESSIBLE TO MECHANICAL ROLLING EQUIPMENT. PERFORM ROLLING WITH CONSECUTIVE PASSES TO ACHIEVE THE SPECIFIED DENSITY.
10. AGGREGATE BASE MATERIAL SHALL BE AS SPECIFIED ABOVE AND COMPACTED TO 95% MOD PER ASTM D1557/09838.
11. CONCRETE SUBGRADE TO 95% MOD PER ASTM D1557/09838.
12. SITE WORK COMPLETE:
13. SET STRUCTURAL SHEETS FOR CONCRETE WITHIN THE BUILDING.
14. FOOT PRINT
15. SET STRUCTURAL SHEETS SHALL CONFORM WITH THE MINIMUM STANDARD SET FORTH IN OREGON STANDARD SPECIFICATION SECTION 04400 COMMERCIAL GRADE CONCRETE LATEST EDITION.

3. MIX DESIGNS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.
4. UNLESS OTHERWISE STATED, CONCRETE SHALL MEET THE FOLLOWING CRITERIA:
 - A. CURES, SIDEWAYS. THRUST BLOCKS, MISCELLANEOUS STRUCTURES SHALL BE CURED BY SPRAYING WITH WATER.
 - B. MINIMUM 28-DAY COMPRESSIVE STRENGTH = 3,000 PSI
 - C. FINISHING WALKS, MINIMUM 28-DAY COMPRESSIVE STRENGTH = 4,500 PSI
 - D. MAXIMUM AGGREGATE SIZE = 3/4"
 - E. MAXIMUM AGGREGATE SIZE = 3/4"
5. REINFORCING SHALL BE DEFORMED BAR, INTERMEDIATE GRADE STEEL CONFORMING TO THE REQUIREMENTS OF ASTM A 615, GRADE 60, PLACED IN ACCORDANCE WITH THE REQUIREMENTS OF THE ENGINEERING STUDY INSTITUTE (ESI), SURVEY OF STANDARD PRACTICE.
6. SURF OF CONCRETE SHALL BE FINISHED TO BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE ENGINEERING STUDY INSTITUTE (ESI).

9. FINISH CURB AND SIDEWALK SURFACES WITH LIGHT BROWN FINISH.
10. FINISH CURB WALLS WITH CLASS 3 SURFACE FINISH (GROUND, FLOATED, TROWELED).
11. THE OREGON QUALIFIED PRODUCTS LIST (QPL) APPLY. SHERWIN WILLIAMS ANTIGRAFFITE COATING OVER ALL VERTICAL WALL SURFACES.
12. THE OREGON QUALIFIED PRODUCTS LIST (QPL) APPLY. SHERWIN WILLIAMS BOLTS, AND NUTS, PINS, AND SLEEVES SHALL BE SECURELY POSITIONED IN FORMS BEFORE PLACEMENT OF CONCRETE.
13. THE OREGON QUALIFIED PRODUCTS LIST (QPL) APPLY. REINFORCEMENT PROVIDED IN THE OREGON LONGITUDINAL SLOPES OF SIDEWALKS SHALL NOT EXCEED 8%.
14. THE MAXIMUM DISTANCE BETWEEN LANDINGS IS 30-FEET. CROSS SLOPES OF SIDEWALKS SHALL NOT EXCEED 3%. LANDINGS SHALL NOT EXCEED 2% SLOPE IN ANY DIRECTION, AND SHALL BE 4-FEET BY 4-FEET MINIMUM.

6. INSTALL NO. 12 COPPER WIRE ALONG TOP OF PIPE. WIRE SHALL EXTEND TO INTERIOR OF PIPE SHALL BE KEPT FREE OF DIRT AND DEBRIS.
7. SURFACE AT ALL MANHOLES AND CLEANOUTS.
8. TESTING SHALL BE IN ACCORDANCE WITH THE CITY OF NORTH BEND STANDARDS AND SPECIFICATIONS AND THE UNIFORM BUILDING CODE.

WATER SERVICE

1. WATER SERVICE INSTALLATION WITH THE CITY, COOS BAY NORTH BEND WATER BOARD TO INSTALL SERVICE FROM MAINLINE TO METER OR PROPERTY LINE. CONTRACTOR TO INSTALL WATER LINES AND PREMISE ISOLATION VALVES FROM PROPERTY LINE TO BUILDING AS SHOWN

2. WATER SERVICE FROM METER TO BUILDING CONNECTION TO BE 2" SCHEDULE 40 COPPER INSTALLED PER OSHA OR APWA GUIDELINES FOR EXPOSED WORK.
3. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE UNIFORM BUILDING CODES.
4. DISINFECTION SUCCESSFUL DISINFECTION ALL TREATED WATER SHALL BE THOROUGHLY FLUSHED FROM THE PIPELINE UNTIL THE REPLACEMENT BIOLOGICALLY EQUAL TO THE TREATED WATER AT THE POINT OF SUPPLY. DISINFECTION SHALL BE REPEATED IF NECESSARY AT NO ADDITIONAL COST.
5. INSTALL NO. 12 COPPER WIRE ALONG TOP OF PIPE AND DETECTABLE WARNING TAPE ON TOP OF SUBGRADE AND OVER PIPE. WIRE SHALL EXTEND TO SURFACE AT ALL VALVES, METERS AND WALL PENETRATION UNITS.

1. FIRE WATER SERVICE:
COORDINATE WATER SERVICE INSTALLATION WITH CITY. CB&B WATER BOARD TO INSTALL SERVICE FROM MAINLINE TO METER OR PROPERTY LINE. CONTRACTOR TO INSTALL WATER LINES AND PREMISE ISOLATION VALVES FROM PROPERTY LINE TO BUILDING AS SHOWN ON PLANS.
2. ALL WATER LINES SHALL BE TESTED WITH ACCORDANCE WITH THE UNIFORM BUILDING CODE.
3. INSTALL DETECTABLE WARNING TAPE ON TOP OF SUBGRADE OVER PI

2. ALL MATERIALS SHALL BE FROM NEW STOCK AND DELIVERED IN NEW CONDITIONS.
3. STORM DRAIN PIPE AND FITTINGS SHALL BE FACTORY MANUFACTURED AND SHALL BE INSTALLED IN ACCORDANCE WITH THE FOLLOWING:
4. GASKETED JOINT PIPE AND DUCTILE IRON FITTINGS WHERE LESS THAN 36-INCHES OF COVER IS PROVIDED.
5. PIPE ENDS SHALL BE CAREFULLY CLEANED BEFORE PIPE IS JOINED.
6. INSTALL NO. 12 COPPER WIRE ALONG TOP OF PIPE. WIRE SHALL EXTEND TO SURFACE AT ALL MANHOLES AND CLEANOUTS. WIRE SHALL TRACER PIPE ALONG EXISTING STORM DRAIN SEWER PIPING.
7. ALL NEW STORM DRAIN PIPING SHALL BE INSTALLED IN ACCORDANCE WITH THE CITY OF COCOS BA STANDARDS AND SPECIFICATIONS AND THE UNIFORM BUILDING CODE.
8. INSTALL CLEANOUTS AND VALVE BOX COVERS WHERE SHOWN ON PLANS.
9. ALL CLEANOUTS SHALL BE INSTALLED WITH A 120 DEGREE BEND.

AND SOAKING. TO BE INSTALLED PER THE NURSERY RECOMMENDATIONS FOR EACH PLANT. PROVIDE REQUIRED AMENDMENT, ORGANIC FERTILIZER AND ORGANIC MULCH TO EACH PLANT. PLANTING HOLE SHALL BE SCARIFIED TO A MINIMUM OF FOUR INCHES DEEP AND MIXED WITH AN EQUAL AMOUNT OF THE AMENDED SOIL. PLANTING HOLE SHALL BE SCARIFIED TO A MINIMUM OF FOUR INCHES DEEP AND MIXED WITH AN EQUAL AMOUNT OF THE AMENDED SOIL. 35 SOIL TEXTURAL TRANSITION ZONE BETWEEN NATIVE AND PLANTING SOIL.

2. AMENDED PLANTING SOIL TO CONSIST OF AN APPROXIMATE 50/50 BLEND OF PLANTING SOIL AND AMENDED SOIL. AMENDMENT SHALL BE 10% OF THE DOLMITE LIME APPLIED AT A RATE OF 50 POUNDS PER 1,000 SF. GYPSUM SHALL BE APPLIED AT A RATE OF 25 POUNDS PER 1,000 SF. ORGANIC ROCK DUST SHALL BE APPLIED AT A RATE OF 25 POUNDS PER 1,000 SF. ORGANIC FERTILIZER TO BE NATURAL ORGANIC MATERIALS WITH AN EQUIVALENT

BY THE ENGINEER, ALL AMENDMENTS AND FERTILIZER TO BE THOROUGHLY INCORPORATED INTO PLANTING SOIL PRIOR TO COVER ALL LANDSCAPED AREAS WITH MINIMUM 2 INCHES OF RIVER ROCK GENERALLY 3/4" TO 1 1/2" UNIFORM, GEO TEXTILE WEED COVER, PLANTING STRIPES TO BE 12" WIDE AND 12" DEEP, PLANTING STRIPES TO BE 12" WIDE AND 12" DEEP, OR AS SHOWN. DO NOT DRIVE STAKES THROUGH THE ROOT BALLS OF PLANTS.

THE CONTRACTOR IS RESPONSIBLE FOR THE SURVIVAL OF ALL PLANT MATERIAL UNTIL THE END OF PLANT ESTABLISHMENT PERIOD OF 1 YEAR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE SURVIVAL OF ALL THE ORIGINAL PLANTING IS COMPLETE. THE ORIGINAL PLANTING IS CONSIDERED COMPLETE WHEN ALL THE PLANT MATERIAL HAS BEEN PLANTED AND THE PLANTING IS COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE SURVIVAL OF ALL PLANT MATERIAL UNTIL THE END OF PLANT ESTABLISHMENT PERIOD. MAINTAIN PLANTS IN A VIGOROUS GROWING CONDITION BY REGULARLY DOING THE FOLLOWING:

- WATERING
- WEEDING, CULTIVATING, PRUNING, AND REPAIRING
- ADJUSTING TREE STAKES AND GUYS
- CONTROLLING WEEDS BEFORE THEY SEED ACCORDING TO 01040.48.

- REPRODUCTIVE CYCLE
- REMOVING DEAD, DISEASED OR NON-VIGOROUS PLANTS.
- REPLACING MISSING PLANTS.
- REMEDIATING OF PLANT BED AREAS.

CONTRACTOR TO SUBMIT PLANS FOR ANY REQUIRED IRRIGATION INCLUDING CONNECTION POINT, PREMISE ISOLATION, AUTOMATIC CONTROLS, ETC. ETC.

CONCRETE CURB TO BE CONSTRUCTED WITH 18 INCHES OF BLENDED SOIL, TOPPED WITH GEOTEXTILE AND 4-INCHES OF ROCK AS ABOVE. BLENDED SOIL TO CONSIST OF 1 PART FINISHED COMPOST AND 2 PARTS SAND. ADDITIONAL AMENDMENTS SHALL INCLUDE FINE-FLOUR DOLOMITE LIME.

APPLIED AT A RATE OF 25 POUNDS PER 1,000 SF OR GLACIAL ROCK DUST APPLIED AT A RATE OF 100 LBS PER 1,000 SF. ALL AMENDMENTS TO BE USED MUST BE FREE OF LEAD, ARSENIC AND MERCURY. ALL AMENDMENTS MUST BE FREE FROM DETRIMENTAL SUBSTANCES SUCH AS LIME, FERTILIZER, TOXIC WASTE, STONES LARGER THAN 3/4 INCH IN SIZE, STIFF CLAY, BRUSH, STICKS, GRASSES, ROOTS, TWIGGAGE, LIMESTONE, COKE, CEMENT, ASPHALT, BITUMEN, PETROLEUM, HUMAN HAIR, COMPOST AMENDMENTS SHALL BE NITROGEN STABILIZED, WELL-DECOMPOSED COMPOST OR UNBLEACHED MANURE CONTAINING NO MORE THAN 1% NITROGEN. ALL AMENDMENTS SHALL BE FREE OF DETRIMENTAL SUBSTANCES LISTED ABOVE.

ALL PLACEMENT OF MANURES OR COMPOST AFTER EXCAVATION OF BARRIERS INTO NATIVE SOIL TO BE SCREENED TO A MINIMUM OF FOUR

INCHES DEEP AND MIXED WITH AN EQUAL AMOUNT OF THE SAND/COMPOST/LOAM MIX TO CREATE A 2:5:5 SOIL. TEXTURAL TRANSITION ZONE BETWEEN NATIVE AND ENGINEERED SOIL.

1. MICROBE LIFE'S PLUS-CAT LABELED RATE OF 2 OUNCES PER FIVE GALLONS DURING THE SECOND AND THIRD IRRIGATION EVENTS, APPROXIMATELY FIVE DAYS APART. IF PLUS-CAT CANNOT BE RUN THROUGH IRRIGATION SYSTEM, SHUT THE SYSTEM OFF AND TANK-APPLY DURING THESE ESTABLISHMENT EVENTS.

TO BE APPROVED BY CITY OF NORTH BEND

**JC WILSON
ENGINEERING &
CONSULTING, LLC**
PO BOX 162
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WWW.JCWILSONENGINEERING.COM



WM	REVISION	DATE	SCALE: AS SHOWN	DESIGNED BY: DSR	DRAWN BY: DSR	CHECKED: JCW	REVIEW: CITY
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G-2

TO BE APPROVED BY CITY OF NORTH BEND



1	2	3	4	5	6	7	8	9	10
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1. EXISTING TOPOGRAPHIC SURFACE MODEL IS GENERATED FROM GEOSPATIAL DATA AND IS USED IN THIS PROJECT TO MODEL THE PROPOSED DRAINAGE PATTERN. THE BEST STRATEGY FOR MITIGATING STORMWATER RUNOFF, THESE ELEVATIONS MAY DIFFER SLIGHTLY FROM ACTUAL TOPOGRAPHY
2. PROPOSED SURFACE, CONTOURS, AND ELEVATIONS WERE GENERATED OFF OF TOPOGRAPHIC ELEVATIONS AS DESCRIBED ABOVE IN NOTE #1.

SYM	REVISION	DATE				
					SCALE: AS SHOWN	
					DESIGNED BY: DSR	
					DRAWN BY: DSR	
					CHECKED: JCM	
					REVIEW: CITY	
					DATE: 10-2020	



EXISTING CONDITIONS
BLUFFS SUBDIVISION
COOS BAY, OREGON
RED MOON DEVELOPMENT

[illegible]

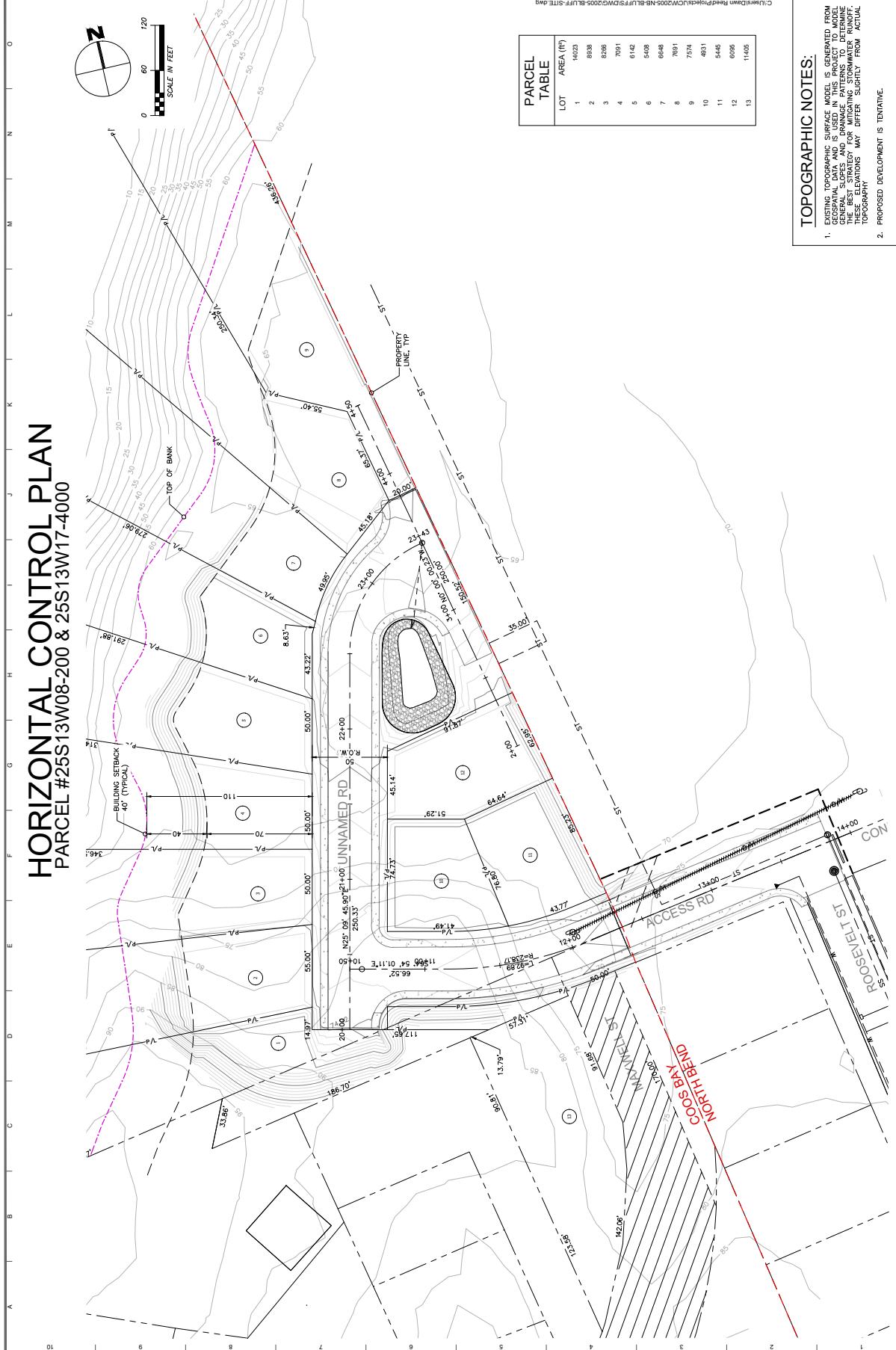
SYN.	REVISION	DATE	DATE: 10-2020
			SCALE: AS SHOWN
			DESIGNED BY: DSR
			DRAWN BY: DSR
			CHECKED: JCW
			REVIEW: CITY



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P: (208) 553-6742

OVERALL IMPROVEMENT PLAN
BLUFFS SUBDIVISION
COOS BAY, OREGON
RED MOON DEVELOPMENT

HORIZONTAL CONTROL PLAN
PARCEL #25S13W08-200 & 25S13W17-4000



LOT	AREA (sq ft)
1	14023
2	5338
3	5386
4	7691
5	6142
6	5408
7	6468
8	7594
9	4631
10	5445
11	6086
12	11465
13	

- TOPOGRAPHIC NOTES:**
- EXISTING TOPOGRAPHIC SURFACE MODEL IS GENERATED FROM GEOSPATIAL DATA AND IS USED IN THIS PROJECT TO MODEL GRADE, ELEVATION, AND DRAINAGE PATTERNS. THESE ELEVATIONS MAY DIFFER SLIGHTLY FROM ACTUAL TOPOGRAPHY.
 - PROPOSED DEVELOPMENT IS TENTATIVE.

HORIZONTAL CONTROL PLAN
BLUFFS SUBDIVISION
COOS BAY, OREGON
RED MOON DEVELOPMENT

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DATE:	10-2020
SCALE:	AS SHOWN
DESIGNED BY:	DSR
DRAWN BY:	DSR
CHECKED:	JCW
REVIEW:	CITY

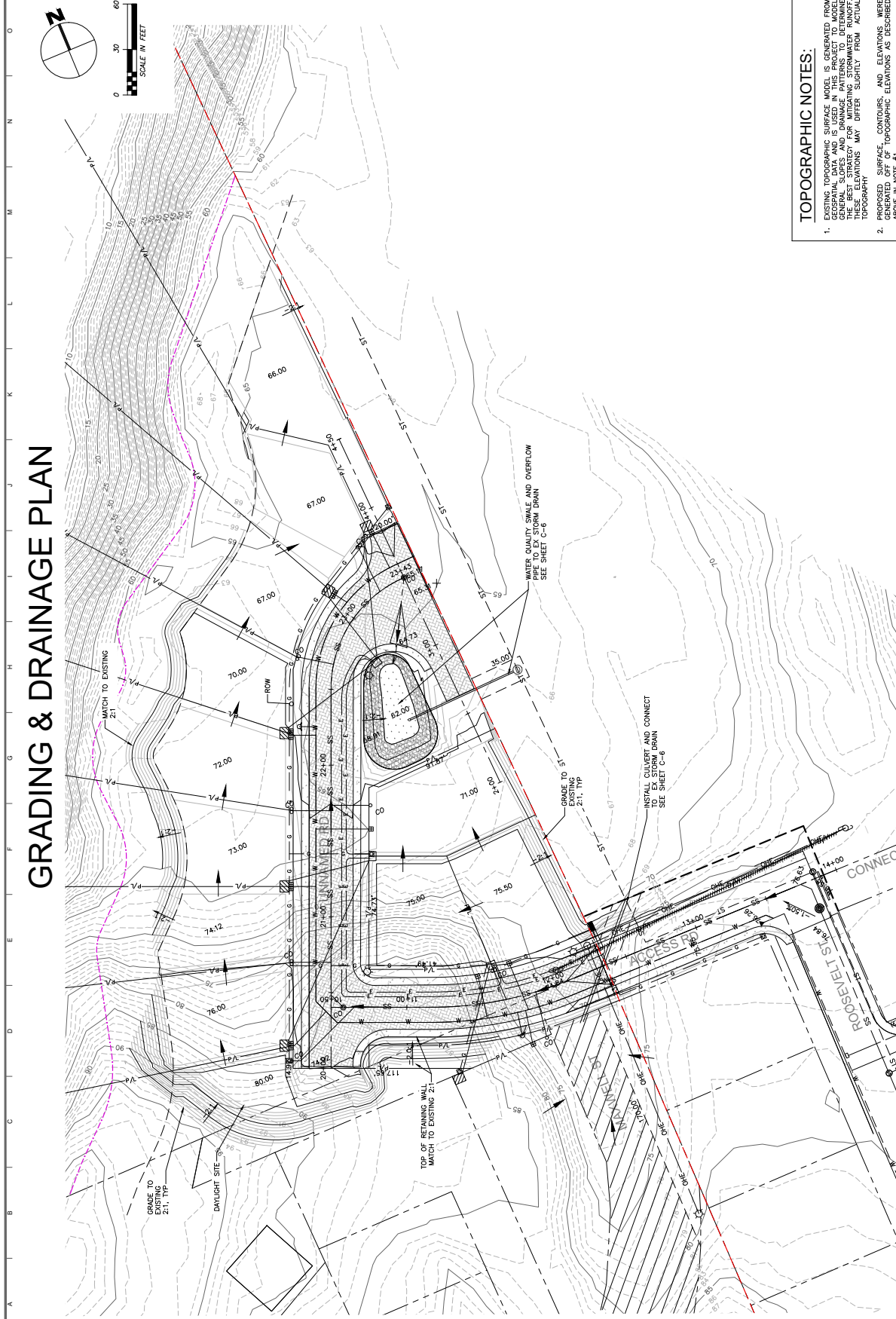
SYMB

REVISION

DATE

C:\Users\jcwilson\OneDrive\Projects\JCW\2005-NB-Bluffs\DWG\2005-Bluffs-SITE.dwg

GRADING & DRAINAGE PLAN



TOPOGRAPHIC NOTES:

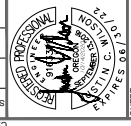
1. EXISTING TOPOGRAPHIC SURFACE MODEL IS GENERATED FROM LIDAR DATA. THE MODEL IS USED TO DETERMINE GENERAL SLOPES AND DRAINAGE PATTERNS TO DETERMINE THE BEST PRACTICE DRAINAGE SYSTEM. THESE ELEVATIONS MAY DIFFER SLIGHTLY FROM ACTUAL TOPOGRAPHY.
2. PROPOSED SURFACE, CONTOURS, AND ELEVATIONS WERE GENERATED OFF OF TOPOGRAPHIC ELEVATIONS AS DESCRIBED ABOVE IN NOTE #1.

GRADING & DRAINAGE PLAN
BLUFFS SUBDIVISION
COOS BAY, OREGON
RED MOON DEVELOPMENT

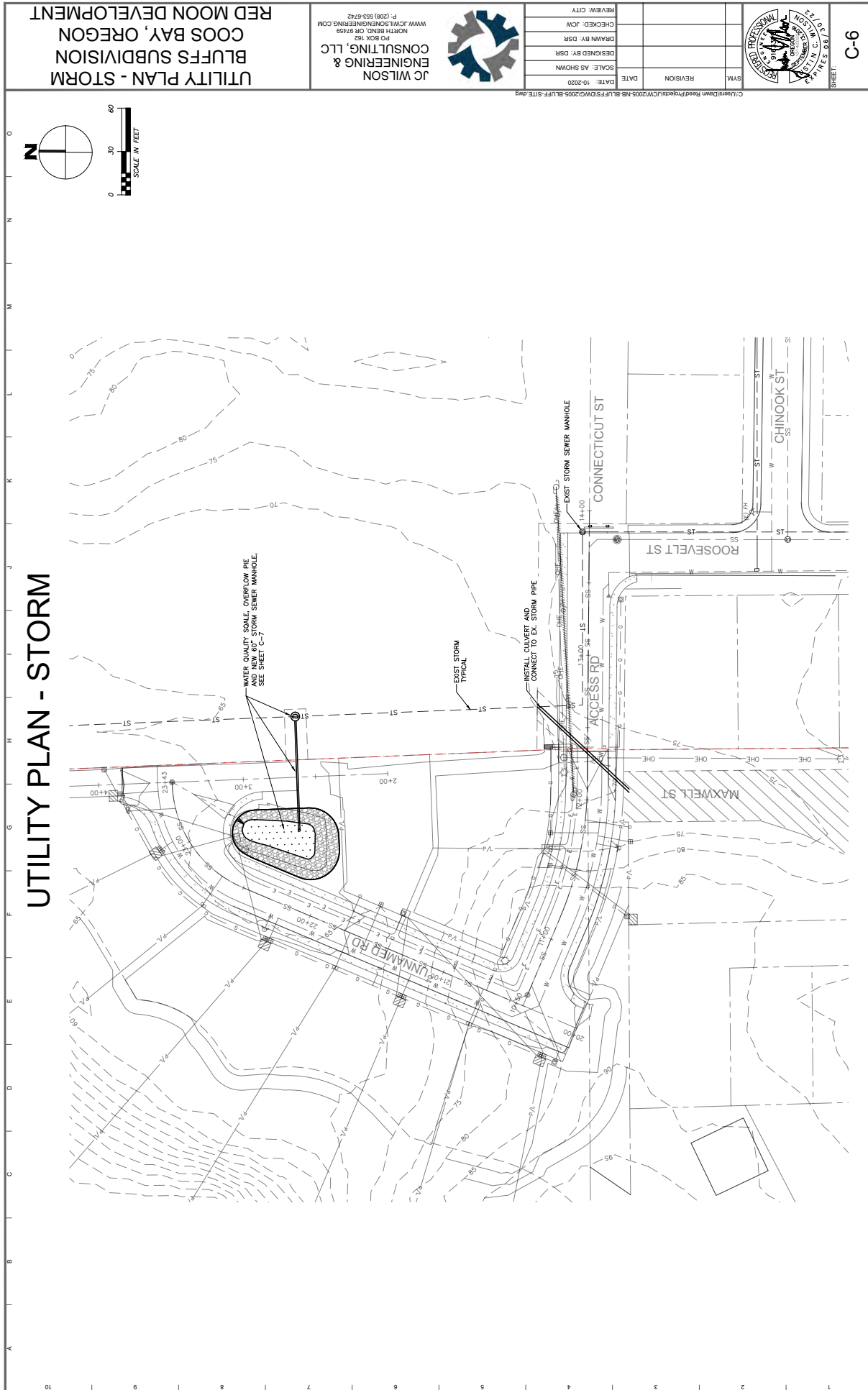
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REVIEW: CITY	DATE:
CHECKED: JCW	REVISION:
DRAWN BY: DSR	DATE:
DESIGNED BY: DSR	REVISION:
SCALE: AS SHOWN	DATE:



C-5



UTILITY PLAN - STORM

UTILITY PLAN - STORM
BLUFFS SUBDIVISION
COOS BAY, OREGON
RED MOON DEVELOPMENT

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REVIEW	CITY



JUSTIN C. WILSON
PROFESSIONAL ENGINEER
STATE OF OREGON
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