PROJECT SCOPING PACKET

N. 1st Place Roadway Improvements Project

City of Hermiston, Oregon
October 2, 2015

N. 1st Place south of the Jennie Avenue Intersection.

General

The City of Hermiston, Oregon, is proposing improvements to N. 1st Place between Harper Road and Hermiston Avenue, including roadway widening, addition of sidewalks, curb and gutter, and a pedestrian/bike path. See Figure 1 for location and vicinity maps.

Scoping Packet Contents

Narrative, scoping-level cost estimates for all phases, figures, and Environmental Review.

Existing Conditions and Problem Identification

N. 1st Place serves as a major north-south route through the City of Hermiston, Oregon. The existing roadway width is 24 feet. The roadway is classified as a collector and does not meet current City of Hermiston standards for the functional classification of a collector. Commercial development is focused along this corridor. The land adjacent to N. 1st Place is zoned for industrial/commercial use bordered by residential use to the west. Sidewalks are non-existent for the majority of the route, placing pedestrians in uncomfortable and unsafe situations. There are no bicycle lanes or wide shoulders to accommodate bicycle use.

Proposed Design Alternatives

Project Improvements

Proposed improvements include full reconstruction of approximately 4,860 lineal feet of N. 1st Place from Harper Road to Hermiston Avenue, including 12-foot travel lanes and a 12-foot center turn lane. Between Elm Avenue (Oregon Highway 207) and Hermiston Avenue, proposed improvements also include constructing new curb and gutter and a 5-foot concrete sidewalk on the west side of the roadway, constructing curb and gutter and a landscape strip, and constructing an 8-foot pedestrian/bike path on the east side of the roadway. Between Harper Road and Elm Avenue, proposed improvements also include constructing a concrete shoulder strip, 3-foot gravel shoulders on both sides of the roadway, and an 8-foot pedestrian/bike path on the east side of the roadway (see Figures 2A, 2B, and 3).

Storm drain inlets and collection system piping will route runoff from between Hermiston Avenue and Elm Avenue to drywells installed on the road bend north of Jennie Avenue. Storm drainage from Harper Avenue to Elm Avenue will be accommodated with roadside infiltration swales.

Overhead street lighting, including conduit and wiring, will be installed along the entire length of the project.

City-owned utilities, such as water, fire hydrants, and sanitary sewer within the roadway will also be replaced and updated while the roadway is under construction.

Other Considerations/Recommendations

This project is anticipated to be constructed in three phases along N. 1st Place. Phase I will consist of approximately 1,560 lineal feet from Elm to Jennie Avenues, including the Jennie Avenue intersection. Phase II will include approximately 1,600 lineal feet from the Jennie Avenue intersection to Hermiston Avenue. Phase III will include approximately 1,700 lineal feet between Harper and Elm Avenues. The City would prefer to start construction with Phase I between Elm Avenue and Jennie Avenue, since this section of N. 1st Place is in the worst condition.

Cost Estimate

The preliminary scoping cost estimate for all phases of this project is $3,940,000 in 2015 dollars, which includes $467,000 for non-construction costs (design, environmental, right-of-way (ROW), utilities, administrative, etc.) and $3,473,000 for construction costs, including construction engineering and contingencies. The preliminary scoping cost estimate for Phase I is $1,440,000; for Phase II is $1,290,000; and for Phase III is $1,210,000. The estimated costs do not include any City utility work. If funding is available, total project costs will likely be lower if all phases are constructed at once. However, phased construction is more likely to occur due to funding availability. The attached cost estimates do not reflect a cost reduction if all phases are constructed at once. The cost estimates are based on prevailing wage rates and typical requirements of federal or state funded projects.

Project Schedule

The City intends to apply for Statewide Transportation Improvement Program funding in the 2018 to 2021 cycle. The earliest possible construction year would be summer 2019. Inflation should be taken into consideration with potential future construction of the project.

Drainage/Stormwater

There is no existing curb or gutter on the west side of N. 1st Place between Harper Road to Hartley Avenue and Ridgeway Avenue and Hermiston Avenue, or along the entire east side, and storm drainage is not controlled. In order to keep the stormwater drainage from leaving the ROW, curb and gutter on both sides of the road will need to be installed from Elm Avenue to Hermiston Avenue to collect stormwater runoff. Drain inlets and drywells will be installed to collect storm drainage north of the intersection of W. Jennie Avenue. Drywells will be constructed and registered in accordance with the City of Hermiston underground injection control drywell permit. Stormwater runoff between Harper Road and Elm Avenue will be accommodated by roadside infiltration swales.

Permanent Signing

Permanent signing will consist of replacing existing substandard signs that require relocation due to the project and new signage as required.

Americans with Disabilities Act Needs

The new facilities will be designed to meet applicable Americans with Disabilities Act standards.

Environmental

No impacts to wetlands, waterways, floodplains, or federally listed species are likely to occur as a result of the N. 1st Place Roadway Improvements project. If there is a federal nexus, such as Federal Highway Administration funding associated with this project, the City may be required to meet all requirements of National Environmental Policy Act including Section 7 Endangered Species Act (ESA) clearance and Section 106 consultation. If federal funding is used on this project, a Section 7 ESA clearance will be provided through No Effect Documentation and Section 106 consultation may require formal evaluation or a 4f *de minimis* impact evaluation. Additionally, a 1200-C Construction Stormwater Permit, a

Botanical Clearance Report, and a Hazardous Material Study are likely to be required to construct this project. Other clearances may be required to meet state or federal regulations, depending on the final project design. See the attached Environmental Review Memo for additional details.

Right-of-Way/Easements

The existing ROW on N. 1st Place is 60 feet wide for the full length of the project. Some temporary easements may be required to accommodate construction of the new sidewalks. Union Pacific Railroad (UPRR) has a ROW bordering the east side of the project ROW. Coordination with UPRR may be needed at intersections on the east side of the project.

Utilities

Existing utilities include (but are not limited to) overhead utility lines including electric, phone, and fiber optic; City water; and sanitary sewer for the length of the project. The City has a sanitary sewer lift station at the intersection of Hartley Avenue that will need to be adjusted to grade. Some utility pole relocations will be required. Existing franchise utilities are assumed to be located in the existing ROW; therefore, relocation costs will not be reimbursable. Modification of the traffic signals and loops on the north side of Hermiston Avenue and the north and south sides of Elm Avenue will need to be coordinated with the Oregon Department of Transportation.

Construction Staging/Traffic Control/Mobility

Temporary protection and direction of pedestrian and vehicular traffic will be necessary. During construction, it is anticipated that one lane will be closed, as needed, during daylight construction hours. Flaggers may be necessary to control alternating one-way traffic.

Design Exceptions Anticipated

No design exceptions are anticipated.

Political or Controversial Issues

No political or controversial issues are anticipated.

Inter-Governmental Agreements Required

An Inter-governmental Agreement would be needed between the state and the City if state or federal funding is included.

Modal Compatibility

Transportation modes affected by this project will include bicycles, pedestrians, and vehicular traffic. Control of each mode will need to be considered during construction. Post-construction, potential conflicts between modes will be reduced.

Figures

1 - Location and Vicinity Maps
2A - Project Site Plan I
2B - Project Site Plan II
3 - Typical Cross Sections

Photographs

Looking north of the N. 1st Place intersection with Hermiston Avenue (northeast of intersection).

Existing curb, gutter, and sidewalk on the west side of N. 1st Place between Hartley Avenue and Ridgeway Avenue to remain.

Looking north on N. 1st Place at intersection of Hartley Avenue showing location of drainage swale and walkway between roadway and railroad tracks.

Looking north on N. 1st Place intersection with Elm Avenue. Existing curb and sidewalk tie-in at intersection.

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MEMO

To:	Mark Morgan, City of Hermiston
From:	Dana Kurtz, Anderson Perry & Associates, Inc. (AP) DK
Subject:	**City of Hermiston, Oregon - N. 1st Place Roadway Improvements Project - Initial Environmental Review**
Date:	October 2, 2015
Job/File No.	736-30-113 (w/encl.)
cc:	Dave Johnson, AP (w/encl.)

This memorandum describes the results of initial environmental review efforts for the N. 1st Place Roadway Improvements project for the City of Hermiston in Umatilla County, Oregon (see Project Scoping Packet Figure 1, Location and Vicinity Maps). Environmental scoping efforts included office-based review of available site-specific environmental information and a site visit conducted on July 28, 2015.

Proposed improvements include full reconstruction of approximately 4,860 lineal feet of N. 1st Place from Harper Road to Hermiston Avenue, including 12-foot travel lanes and a 12-foot center turn lane. Between Elm Avenue and Hermiston Avenue, proposed improvements also include constructing new curb and gutter and a 5-foot concrete sidewalk on the west side of the roadway, constructing curb and gutter and a landscape strip, and constructing an 8-foot pedestrian/bike path on the east side of the roadway. Between Harper Road and Elm Avenue, proposed improvements also include constructing a concrete shoulder strip, 3-foot gravel shoulder on both sides of the roadway, and an 8-foot pedestrian/bike path on the east side of the roadway.

Storm drain inlets and collection system piping will route runoff from between Hermiston Avenue and Elm Avenue to drywells installed on the road bend north of Jennie Avenue. Storm drainage from Harper Avenue to Elm Avenue will be accommodated with roadside infiltration swales.

City-owned utilities, such as water, fire hydrants, and sanitary sewer within the roadway will also be replaced and updated while the roadway is under construction (see Project Scoping Packet Figures 2A and 2B, Site Plan).

Waterways, Wetlands, and Floodplains

According to the U.S. Fish and Wildlife's National Wetland Inventory Mapper, no waterbodies or wetlands are mapped within the project area, and none were observed in the project area during the site visit on July 28, 2015. The project area is not located in a floodplain.

The nearest waterbodies to the project area include the Hermiston Ditch (approximately 0.30 mile from the project area), two unnamed ditches (0.58 mile and 0.70 mile from the project area), and the Umatilla River (approximately 1 mile from the project area). Listed species present in the Umatilla River include Middle Columbia River summer steelhead (*Oncorhynchus mykiss)*, spring and fall Chinook salmon (*Oncorhynchus tshawytscha*), coho salmon (*Oncorhynchus kisutch*), and bull trout (*Salvelinus confluentus*) (StreamNet, 2015; ORBIC, 2015). Due to the distance of the Umatilla River from the project area, no species residing in the river are likely to be affected by the project.

Because no impacts to the Umatilla River or other wetlands/waterbodies are likely to occur, the project will not require wetland/waters documentation or permitting from the Oregon Department of State Lands or the U.S. Army Corps of Engineers.

Stormwater Discharge

This project includes construction of storm drain inlets and drywells to accommodate stormwater drainage. It is unlikely that the stormwater from the project's contributing impervious surfaces would reach any nearby water bodies. If there is risk of stormwater reaching the Umatilla River prior to infiltration, then stormwater will need to be managed. The stormwater management approach may need to be documented through the Federal Aid Highway Programmatic Biological Opinion Endangered Species Act (ESA) compliance process. Additionally, the Oregon Department of Environmental Quality (DEQ) regulates construction stormwater discharge and could require a National Pollutant Discharge Elimination System (NPDES) 1200-C Construction Stormwater Permit if more than 1 acre of land is disturbed and there is potential for stormwater to discharge to surface waters. Any expansion of impervious surfaces may require a post-construction stormwater plan. Any new underground injection control (UIC) drywells constructed during this project will be coordinated through the DEQ and added to the City of Hermiston's UIC systems' municipal permit.

Protected Species

Eleven element occurrence records of tracked rare species were noted within a 2-mile radius of the project area (ORBIC, 2015), including two fish (steelhead and bull trout) that are listed as Threatened under the ESA. No waterways will be affected by the proposed project, and no aquatic species will be impacted.

The Washington ground squirrel (*Urocitellus washingtoni*), a federal candidate species and state endangered species, has been identified within a 2-mile radius of the project area (ORBIC, 2015). However, the project area is highly disturbed, with significant amounts of gravelly and sandy fill material. Large portions of the area are covered by pavement and the rail line. Washington ground squirrels prefer open, arid sagebrush/grassland habitat with sandy, soft soil. This habitat does not exist in the project area. It is unlikely that any Washington ground squirrel colonies are located in the project area or that the project will have any impacts to this species.

No rare plants were observed during the site visit on July 28, 2015. Species observed included Russian olive *(Elaeagnus angustifolia),* birch (*Betula occidentalis*), tree of heaven (*Ailanthus altissima),* knapweed (*Centaurea sp.),* puncturevine (*Tribulus terrestris),* Scotch thistle (*Onopordum acanthium),* rabbitbrush

(*Ericameria nauseosa),* Queen Anne's lace (*Daucus carota),* prickly lettuce (*Lactuca serriola*), and various other upland grasses and forbs. All species were characteristic of dry, upland, disturbed environments. Several of the plants listed above are on the Oregon Department of Agriculture's list of noxious weeds. A Botanical Clearance Report may be necessary to document these findings. Areas along the roadbed appeared to have been recently sprayed with herbicides.

A No Effect Memo may also be required to document the lack of impacts to listed wildlife, fish, and plant species. The project will not require in-water work and will, therefore, not be subject to an in-water work window.

Cultural Resources and Historic Properties

The Oregon Archaeological Records Remote Access database was checked for existing archaeological resources within the vicinity of the N. 1st Place Roadway Improvements project. Three cultural resource inventories have been conducted in or directly adjacent to small segments of the proposed project area. These inventories resulted in the discovery of no previously recorded archaeological sites or isolates within the proposed area. However, there may be potentially significant cultural resources present that have not yet been recorded. There is a high probability for historic-era refuse scatters, concentrated dumps, and sub-surface historic features within the area. Additionally, ethnographic sources state that a permanent Umatilla settlement existed at or near Hermiston and other use areas occurred along the Umatilla River in both directions from Hermiston, indicating a potential for pre-contact cultural resources in the area. Potential impacts to archaeological resources as a result of construction include excavation, sediment disturbance, sediment compaction, and other ground-disturbing construction activities. An examination of historic maps, such as General Land Office and Sanborn maps should occur as specific plans and designs are made to ascertain if such work could potentially impact historical archaeological deposits and mitigate for such impacts. Additionally, efforts may be required to identify previous areas of disturbance within proposed work areas so undisturbed areas may be avoided or investigated for archaeological (pre-contact or historical) materials.

The Oregon Historic Sites Database was accessed to check the project area for the presence of historic aboveground structures. Two historic properties exist within or adjacent to the project area. Both properties were previously determined to be not eligible/non-contributing. However, a formal review of aboveground structures that could be impacted directly or indirectly by construction may need to be completed before the project is constructed.

Any cultural resources that are listed or are potentially eligible for listing on the National Register of Historic Places, may require formal evaluation or a 4f *de minimis* impact if it is determined the project will impact these resources. Additional requirements may be necessary based on the results of the Section 106 consultation process, which may be required for this project.

Hazardous Materials

Three sites listed on the DEQ Environmental Cleanup Site Information Database are adjacent to the project area (DEQ, 2015). There are a total of 36 sites listed for the City of Hermiston. The three sites adjacent to the project area were investigated during the site visit on July 28, 2015.

- Unocal Bulk Fuel Terminal Site (Former); ID 0578 (535 N. 1st Place). One aboveground storage tank (AST) was located approximately 20 feet from the project area. This site is listed as No Further Action needed.
- Crawford Oil Site; ID 2401 (Hermiston and Heller & Sons Distributing, Inc., 615 N. 1st Place). This site is listed on the Confirmed Release List and is listed as having a conditional No Further Action agreement in place.
- Standard Oil Bulk Plant; ID 3089 (Hermiston 505 N.W. 1st Place) This site is listed as No Further Action needed.

A total of four ASTs were visible from the project area. None were located within the project area. The closest AST was located approximately 20 feet from the project area. This tank was located at Titan Freight (535 N. 1st Place). The others were at a distance of greater than approximately 1,000 feet from the project area.

There are 61 listings for the City of Hermiston on the DEQ's Leaking Underground Storage Tank list. None are adjacent to the project area.

A search of the Environmental Protection Agency's Envirofacts database yielded two results adjacent to the project area:

- Columbia Autobody & Paint (955 N. 1st Place). This site has been listed as a conditionally exempt generator of hazardous waste since 1999. No issues of concern/violations are listed for this site.
- Wares Auto Body, Inc. (885 N. 1st Place). This site has been listed as a conditionally exempt generator of hazardous waste since 1992. No issues of concern/violations are listed for this site.

Additional hazardous material assessment may be required during the project design phase.

Conclusion

The conclusion of this initial environmental review is that no impacts to wetlands, waterways, floodplains, or federally listed species are likely to occur as a result of the N. 1st Place Roadway Improvements project. If there is a federal nexus, such as Federal Highway Administration funding associated with this project, the City may be required to meet all requirements of National Environmental Policy Act including Section 7 ESA clearance and Section 106 consultation. If federal funding is used on this project, a Section 7 ESA clearance will be provided through No Effect Documentation and Section 106 consultation may require formal evaluation or a 4f *de minimis* impact evaluation. Additionally, an NPDES 1200-C Construction Stormwater Permit, a Botanical Clearance Report, and a Hazardous Material Study are likely to be required to construct this project. Other clearances may be required to meet state or federal regulations, depending on the final project design.

References

Oregon Biodiversity Information Center (ORBIC) (2015). Rare, Threatened, and Endangered Species of Oregon. Database search on 24 July 2015. Oregon State University, Portland, Oregon.

Oregon Department of Environmental Quality (DEQ). 2015. ECSI database. http://www.deq.state.or.us/ Accessed August 7, 2015.

StreamNet. 2015. *StreamNet Mapper*. www.streamnet.org. Accessed August 7, 2015.

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CITY OF HERMISTON, OREGON
N. 1ST PLACE ROADWAY IMPROVEMENTS PROJECT
HARPER ROAD TO HERMISTON AVENUE
SCOPING-LEVEL COST ESTIMATE
YEAR 2015 COSTS
OCTOBER 2, 2015

DESCRIPTION	UNIT	UNIT PRICE	ESTIMATED QUANTITY	TOTAL PRICE
All Phases Construction Cost Breakdow/Quantities				
Temporary Protection and Direction of Traffic (5%)	LS	$ 124,000	All Req'd	$ 124,000
Mobilization (10%)	LS	248,000	All Req'd	248,000
Removal of Pavement	LS	115,000	All Req'd	115,000
Clearing, Grubbing, and Earthwork	LS	120,000	All Req'd	120,000
Catch Basins, Type 3	EA	9,000	4	36,000
Underground Injection Control Drywell	EA	12,000	4	48,000
Aggregate Base	CY	25	2,300	57,500
Aggregate Subbase	CY	14	6,000	84,000
Road Asphalt Concrete Pavement Mixture	TON	115	4,150	477,250
Asphalt Walks	SF	3	41,000	123,000
Concrete Curbs, Curb and Gutter	FT	20	6,500	130,000
Concrete Gutter Strip	FT	15	3,500	52,500
Concrete Walks	SF	6	15,000	90,000
Concrete Driveways	SF	8	6,000	48,000
Asphalt Pavement Cutting	FT	2	3,000	6,000
Illumination System	LS	660,000	All Req'd	660,000
Traffic Signal Modifications	LS	40,000	All Req'd	40,000
Striping and Signing	LS	20,000	All Req'd	20,000

Cost Estimate Summary

Total Estimated Construction Cost	**$ 2,480,000**
Design Engineering (15%)	447,000
Right-of-Way/Easements	20,000
Construction Contingencies (20%)	496,000
Construction Engineering (20%)	496,000
TOTAL ESTIMATED PROJECT COST (2015)	**$ 3,940,000**

CITY OF HERMISTON, OREGON
N. 1ST PLACE ROADWAY IMPROVEMENTS PROJECT
PHASE I - ELM AVENUE TO JENNIE AVENUE
SCOPING-LEVEL COST ESTIMATE
YEAR 2015 COSTS
OCTOBER 2, 2015

DESCRIPTION	UNIT	UNIT PRICE	ESTIMATED QUANTITY	TOTAL PRICE
All Phases Construction Cost Breakdow/Quantities				
Temporary Protection and Direction of Traffic (5%)	LS	$ 45,000	All Req'd	$ 45,000
Mobilization (10%)	LS	90,000	All Req'd	90,000
Removal of Pavement	LS	33,000	All Req'd	33,000
Clearing, Grubbing, and Earthwork	LS	38,000	All Req'd	38,000
Catch Basins, Type 3	EA	9,000	4	36,000
Underground Injection Control Drywell	EA	12,000	4	48,000
Aggregate Base	CY	25	1,000	25,000
Aggregate Subbase	CY	14	1,900	26,600
Road Asphalt Concrete Pavement Mixture	TON	115	1,350	155,250
Asphalt Walks	SF	3	13,000	39,000
Concrete Curbs, Curb and Gutter	FT	20	3,200	64,000
Concrete Gutter Strip	FT	15	-	-
Concrete Walks	SF	6	8,000	48,000
Concrete Driveways	SF	8	2,400	19,200
Asphalt Pavement Cutting	FT	2	1,100	2,200
Illumination System	LS	215,000	All Req'd	215,000
Traffic Signal Modifications	LS	15,000	All Req'd	15,000
Striping and Signing	LS	6,400	All Req'd	6,400
Cost Estimate Summary				
			Total Estimated Construction Cost	**$ 906,000**
			Design Engineering (15%)	164,000
			Right-of-Way/Easements	7,000
			Construction Contingencies (20%)	181,000
			Construction Engineering (20%)	181,000
			TOTAL ESTIMATED PROJECT COST - PHASE I (2015)	**$ 1,440,000**

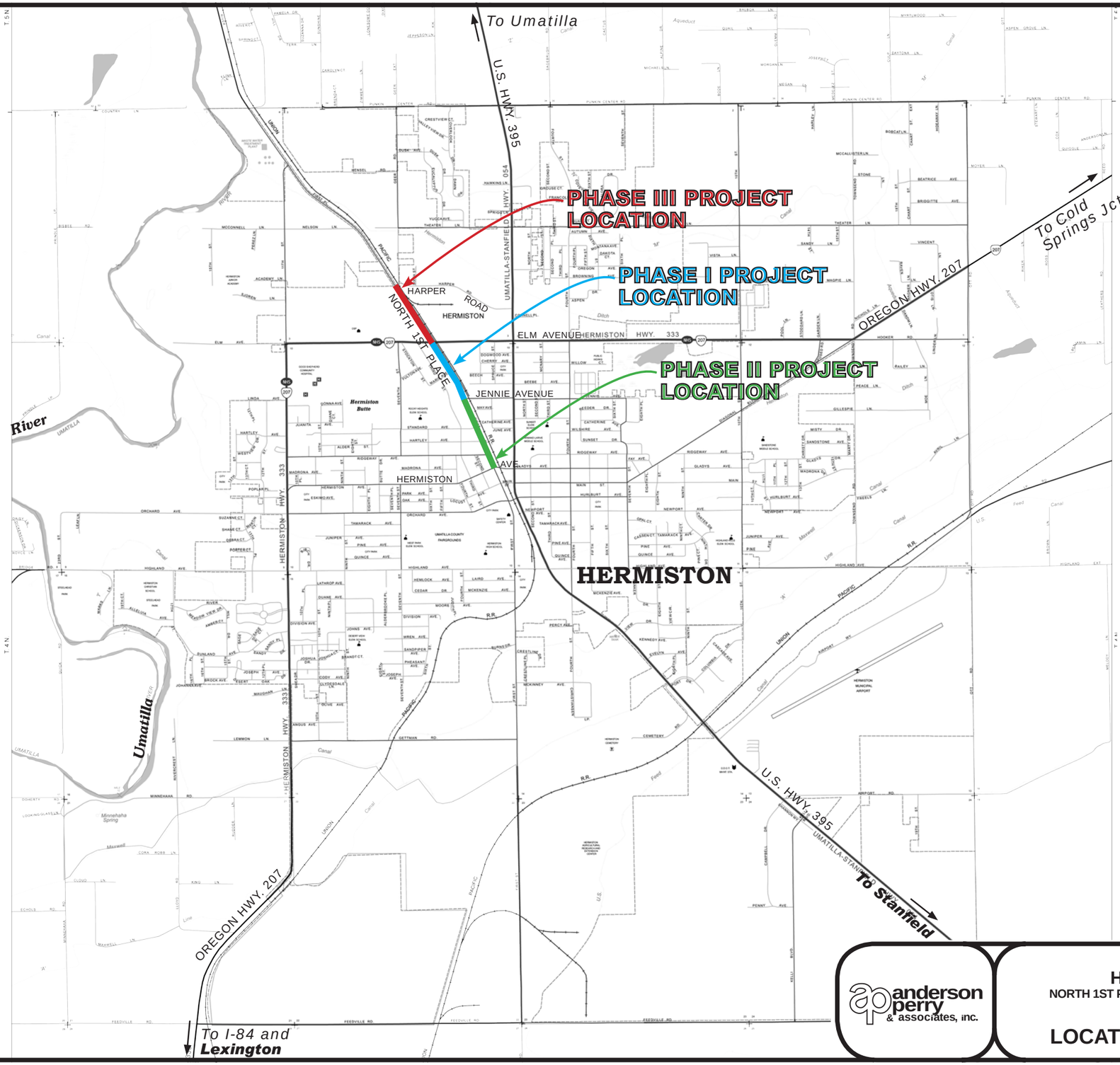
CITY OF HERMISTON, OREGON
N. 1ST PLACE ROADWAY IMPROVEMENTS PROJECT
PHASE II - JENNIE AVENUE TO HERMISTON AVENUE
SCOPING-LEVEL COST ESTIMATE
YEAR 2015 COSTS
OCTOBER 2, 2015

DESCRIPTION	UNIT	UNIT PRICE	ESTIMATED QUANTITY	TOTAL PRICE
All Phases Construction Cost Breakdow/Quantities				
Temporary Protection and Direction of Traffic (5%)	LS	$ 41,000	All Req'd	$ 41,000
Mobilization (10%)	LS	82,000	All Req'd	82,000
Removal of Pavement	LS	40,000	All Req'd	40,000
Clearing, Grubbing, and Earthwork	LS	40,000	All Req'd	40,000
Catch Basins, Type 3	EA	9,000	-	-
Underground Injection Control Drywell	EA	12,000	-	-
Aggregate Base	CY	25	750	18,750
Aggregate Subbase	CY	14	2,000	28,000
Road Asphalt Concrete Pavement Mixture	TON	115	1,350	155,250
Asphalt Walks	SF	3	14,000	42,000
Concrete Curbs, Curb and Gutter	FT	20	3,300	66,000
Concrete Gutter Strip	FT	15	-	-
Concrete Walks	SF	6	7,000	42,000
Concrete Driveways	SF	8	2,100	16,800
Asphalt Pavement Cutting	FT	2	1,600	3,200
Illumination System	LS	220,000	All Req'd	220,000
Traffic Signal Modifications	LS	10,000	All Req'd	10,000
Striping and Signing	LS	6,600	All Req'd	6,600
Cost Estimate Summary				
			Total Estimated Construction Cost	**$ 812,000**
			Design Engineering (15%)	146,000
			Right-of-Way/Easements	7,000
			Construction Contingencies (20%)	162,000
			Construction Engineering (20%)	162,000
			TOTAL ESTIMATED PROJECT COST - PHASE II (2015)	**$ 1,290,000**

CITY OF HERMISTON, OREGON
N. 1ST PLACE ROADWAY IMPROVEMENTS PROJECT
PHASE III - HARPER ROAD TO ELM AVENUE
SCOPING-LEVEL COST ESTIMATE
YEAR 2015 COSTS
OCTOBER 2, 2015

DESCRIPTION	UNIT	UNIT PRICE	ESTIMATED QUANTITY	TOTAL PRICE
All Phases Construction Cost Breakdow/Quantities				
Temporary Protection and Direction of Traffic (5%)	LS	$ 38,000	All Req'd	$ 38,000
Mobilization (10%)	LS	76,000	All Req'd	76,000
Removal of Pavement	LS	42,000	All Req'd	42,000
Clearing, Grubbing, and Earthwork	LS	42,000	All Req'd	42,000
Catch Basins, Type 3	EA	9,000	-	-
Underground Injection Control Drywell	EA	12,000	-	-
Aggregate Base	CY	25	550	13,750
Aggregate Subbase	CY	14	2,100	29,400
Road Asphalt Concrete Pavement Mixture	TON	115	1,450	166,750
Asphalt Walks	SF	3	14,000	42,000
Concrete Curbs, Curb and Gutter	FT	20	-	-
Concrete Gutter Strip	FT	15	3,500	52,500
Concrete Walks	SF	6	-	-
Concrete Driveways	SF	8	1,500	12,000
Asphalt Pavement Cutting	FT	2	300	600
Illumination System	LS	225,000	All Req'd	225,000
Traffic Signal Modifications	LS	15,000	All Req'd	15,000
Striping and Signing	LS	7,000	1	7,000
Cost Estimate Summary				
			Total Estimated Construction Cost	**$ 762,000**
			Design Engineering (15%)	138,000
			Right-of-Way/Easements	6,000
			Construction Contingencies (20%)	152,000
			Construction Engineering (20%)	152,000
			TOTAL ESTIMATED PROJECT COST - PHASE III (2015)	**$ 1,210,000**

FIGURES



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SCALE IN FEET

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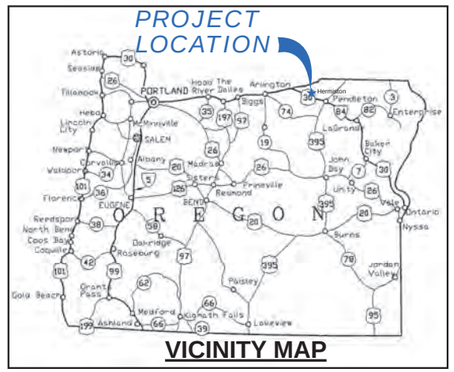

VICINITY MAP

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CITY OF
HERMISTON, OREGON
NORTH 1ST PLACE ROADWAY IMPROVEMENTS SCOPING

LOCATION AND VICINITY MAPS

FIGURE
1

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SCALE IN FEET

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CITY OF
HERMISTON, OREGON
NORTH 1ST PLACE ROADWAY IMPROVEMENTS SCOPING

PROJECT SITE PLAN I

FIGURE
2A

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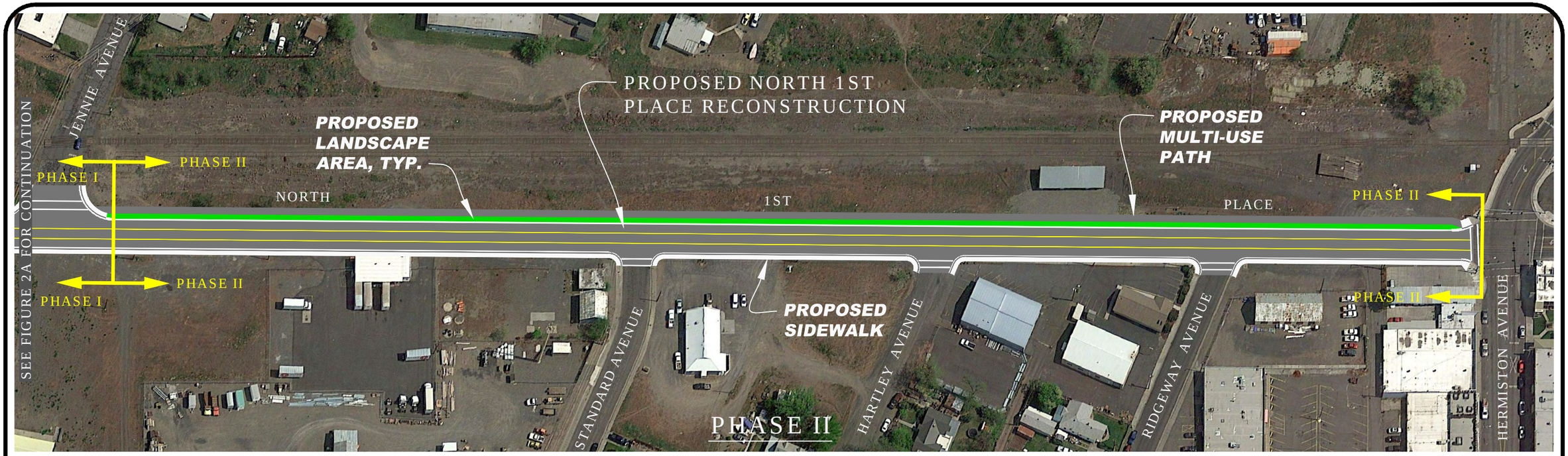

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SCALE IN FEET

anderson perry & associates, inc.

CITY OF
HERMISTON, OREGON
NORTH 1ST PLACE ROADWAY IMPROVEMENTS SCOPING

PROJECT SITE PLAN II

FIGURE
2B

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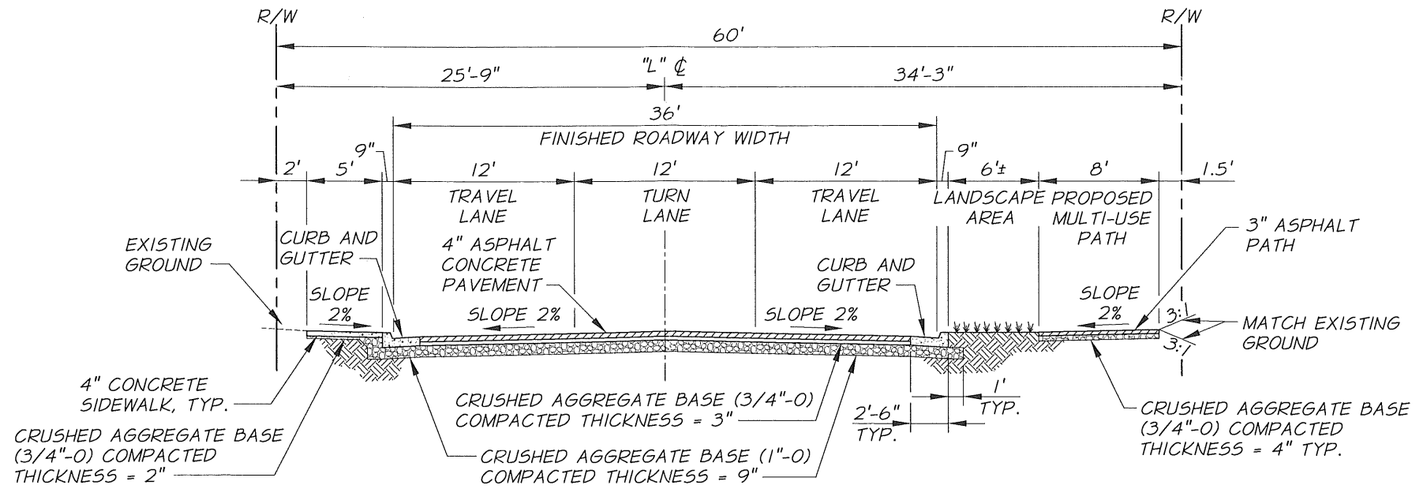
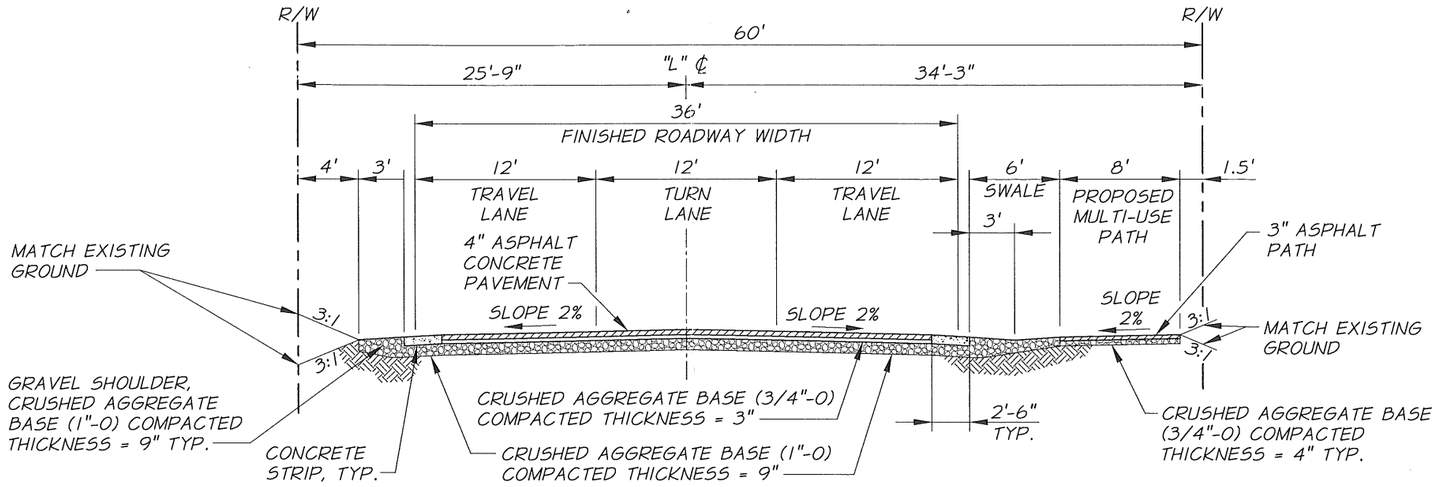


PROPOSED NORTH 1ST PLACE TYPICAL SECTION - ELM AVE. TO HERMISTON AVE.

(LOOKING NORTH)

N.T.S.



PROPOSED NORTH 1ST PLACE TYPICAL SECTION - HARPER RD. TO ELM AVE.

(LOOKING NORTH)

N.T.S.

anderson perry & associates, inc.

CITY OF
HERMISTON, OREGON
NORTH 1ST PLACE ROADWAY IMPROVEMENTS SCOPING

TYPICAL CROSS SECTIONS

FIGURE
3

Q:\HERMISTON\736-30 N 1st Pl Rdway Improv\Dwg\Typical Cross Sections.dwg, Layout1, 10/1/2015 4:04:22 PM, \\lgprint64\HP 700M, DMC