

APPENDIX C

# Hydraulic Analysis Data, Calculations, and Results

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# **Pipe Hydraulic Evaluation**



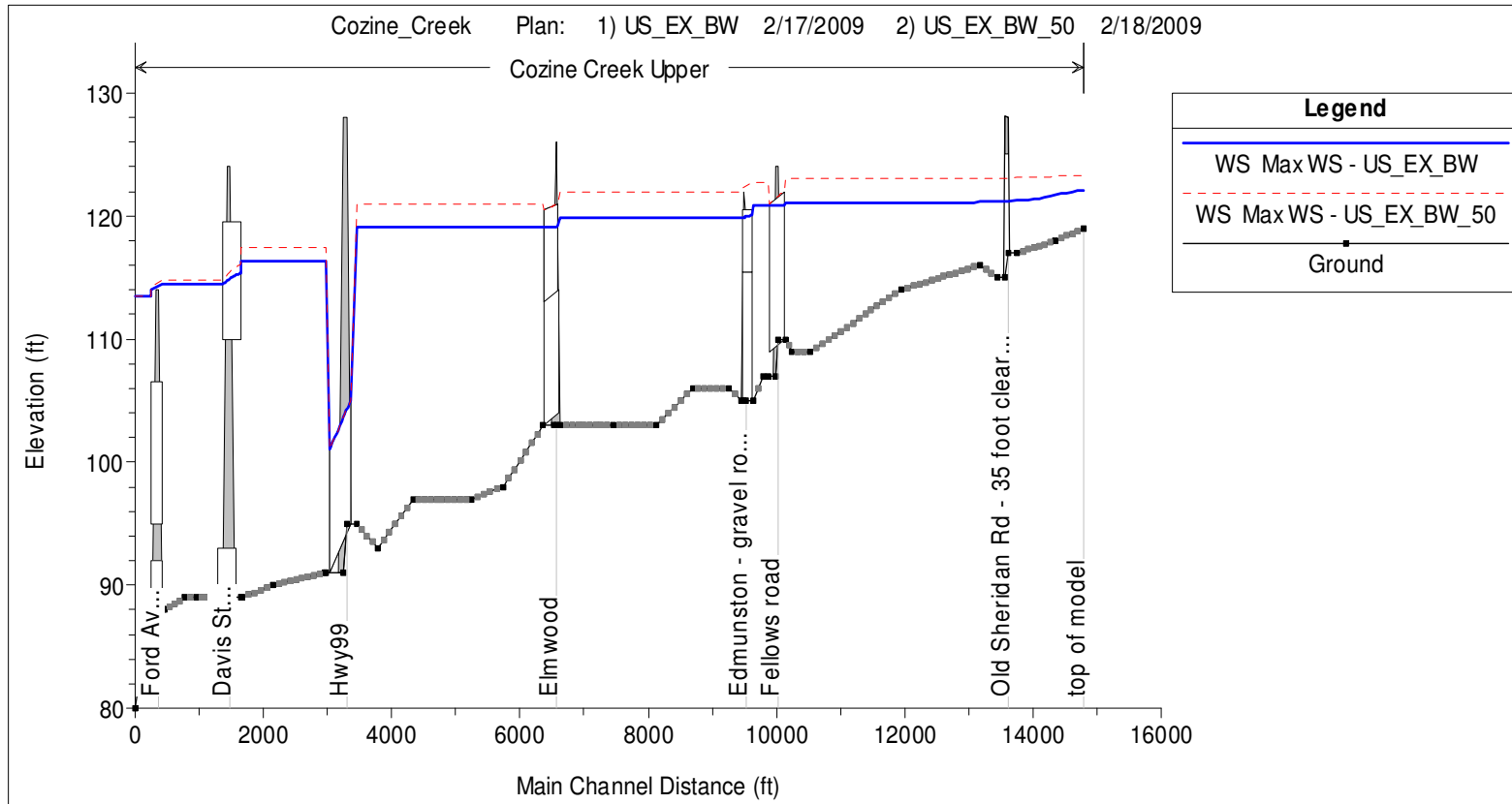






# **HEC-RAS Hydraulic Model Results Cozine Creek**

Comparison Between 10-year and 50-year Maximum Water Surface Profiles  
 Note: Red dashed line represents 50-year profile; Blue Solid Line represents the 10-year profile.













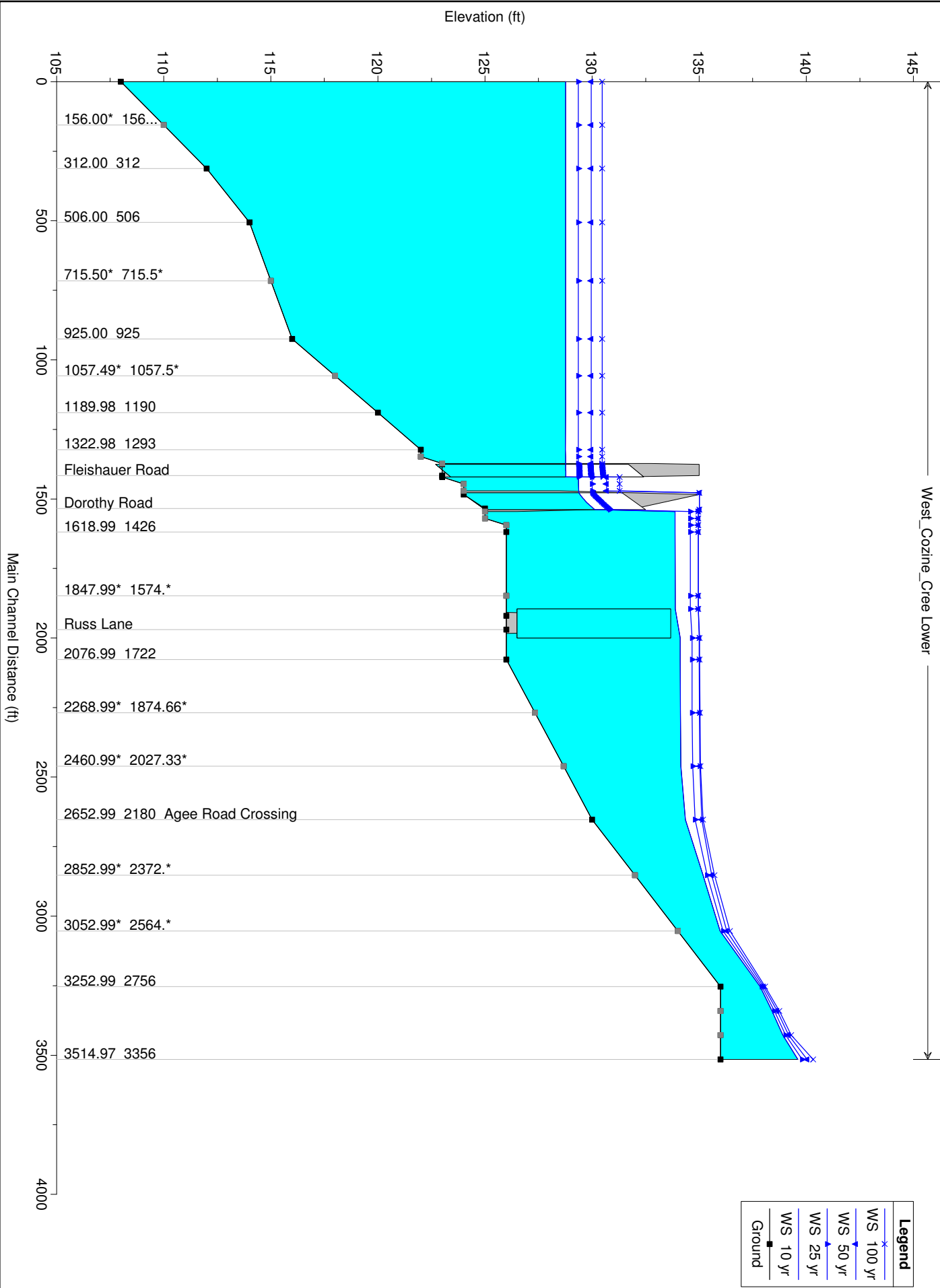


HEC-RAS River: Cozine Creek Reach: Upper Profile: Max WS (Continued)

Reach	River Sta	Profile	Plan	Q Total (cfs)	Min Ch El (ft)	W.S. Elev (ft)	Crit W.S. (ft)	E.G. Elev (ft)	E.G. Slope (ft/ft)	Vel Chnl (ft/s)	Flow Area (sq ft)	Top Width (ft)	Froude # Chl
Upper	561	Max WS	US_EX_BW	521.11	89.00	114.46		114.46	0.000000	0.19	5238.28	344.91	0.01
Upper	561	Max WS	US_EX_BW_50	681.56	89.00	114.76		114.76	0.000000	0.25	5340.96	349.35	0.01
Upper	534.*	Max WS	US_EX_BW	521.11	88.75	114.46		114.46	0.000000	0.21	4952.86	335.04	0.01
Upper	534.*	Max WS	US_EX_BW_50	681.56	88.75	114.76		114.76	0.000000	0.26	5052.47	338.44	0.01
Upper	507.*	Max WS	US_EX_BW	521.12	88.50	114.46		114.46	0.000000	0.21	4678.03	313.71	0.01
Upper	507.*	Max WS	US_EX_BW_50	681.55	88.50	114.76		114.76	0.000000	0.27	4771.28	316.99	0.01
Upper	480.*	Max WS	US_EX_BW	521.10	88.25	114.46		114.46	0.000000	0.22	4403.64	283.09	0.01
Upper	480.*	Max WS	US_EX_BW_50	681.55	88.25	114.76		114.76	0.000000	0.28	4487.85	286.43	0.01
Upper	453	Max WS	US_EX_BW	521.11	88.00	114.46		114.46	0.000001	0.37	1538.56	256.07	0.01
Upper	453	Max WS	US_EX_BW_50	681.55	88.00	114.75		114.76	0.000001	0.47	1556.25	257.39	0.02
Upper	443	Max WS	US_EX_BW	523.94	88.00	114.46		114.46	0.000001	0.37	1538.56	256.07	0.01
Upper	443	Max WS	US_EX_BW_50	685.25	88.00	114.75		114.76	0.000001	0.48	1556.25	257.39	0.02
Upper	367			Culvert									
Upper	246	Max WS	US_EX_BW	191.05	88.00	113.50		113.50	0.000000	0.08	3871.74	352.90	0.00
Upper	246	Max WS	US_EX_BW_50	241.72	88.00	113.50		113.50	0.000000	0.10	3871.74	352.90	0.00
Upper	164.*	Max WS	US_EX_BW	188.36	85.33	113.50		113.50	0.000000	0.07	5211.21	336.10	0.00
Upper	164.*	Max WS	US_EX_BW_50	238.54	85.33	113.50		113.50	0.000000	0.09	5211.21	336.10	0.00
Upper	81.9999*	Max WS	US_EX_BW	171.02	82.67	113.50		113.50	0.000000	0.06	5594.88	327.49	0.00
Upper	81.9999*	Max WS	US_EX_BW_50	249.58	82.67	113.50		113.50	0.000000	0.09	5594.88	327.49	0.00
Upper	0	Max WS	US_EX_BW	50.01	80.00	113.50	80.41	113.50	0.000000	0.02	6014.38	321.50	0.00
Upper	0	Max WS	US_EX_BW_50	50.01	80.00	113.50	80.41	113.50	0.000000	0.02	6014.38	321.50	0.00

# **HEC-RAS Hydraulic Model Results West Cozine Creek**

West\_Cozine\_Cree Lower



Legend	
WS 100 yr	Blue line with 'x' markers
WS 50 yr	Blue line with triangle markers
WS 25 yr	Blue line with square markers
WS 10 yr	Blue line with circle markers
Ground	Black line with square markers



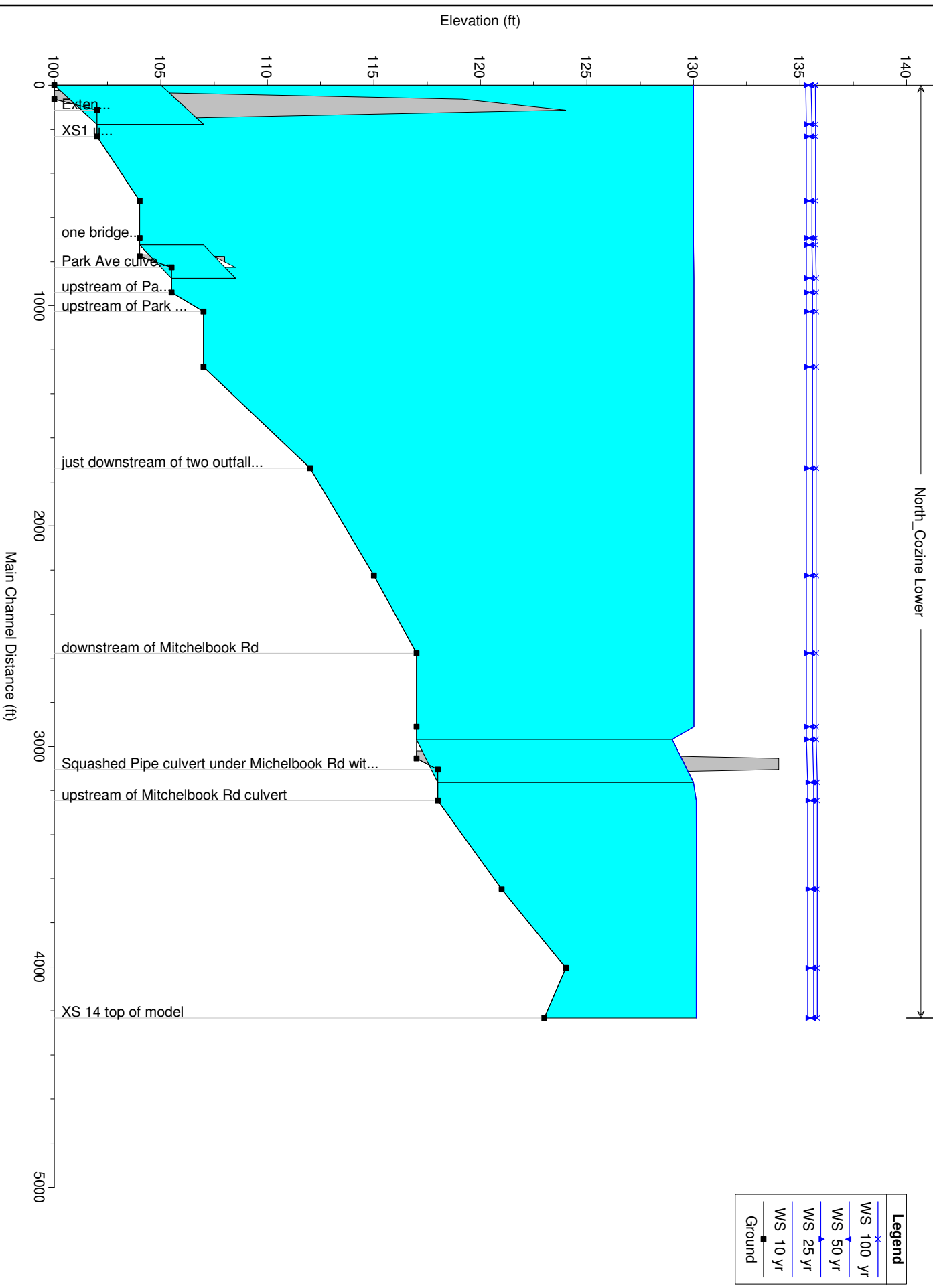




# **HEC-RAS Hydraulic Model Results North Cozine Creek**

North\_Cozine\_Creek Plan: North Cozine Existing 4/10/2009

North\_Cozine Lower



Legend	
WS 100 yr	(Symbol: Blue line with 'x' markers)
WS 50 yr	(Symbol: Blue line with triangle markers)
WS 25 yr	(Symbol: Blue line with diamond markers)
WS 10 yr	(Symbol: Blue line with square markers)
Ground	(Symbol: Grey line)



HEC-RAS Plan: NC\_EX River: North\_Cozine Reach: Lower (Continued)

Reach	River Sta	Profile	Q Total (cfs)	Min Ch El (ft)	W.S. Elev (ft)	Crit W.S. (ft)	E.G. Elev (ft)	E.G. Slope (ft/ft)	Vel Chnl (ft/s)	Flow Area (sq ft)	Top Width (ft)	Froude # Chl
Lower	-180	10 yr	441.38	100.00	130.00	104.04	130.00	0.000000	0.00	11880.00	419.00	0.00
Lower	-180	25 yr	512.30	100.00	135.27	104.30	135.27	0.000000	0.00	14088.13	419.00	0.00
Lower	-180	50 yr	602.90	100.00	135.52	104.65	135.52	0.000000	0.00	14192.88	419.00	0.00
Lower	-180	100 yr	694.50	100.00	135.72	104.95	135.72	0.000000	0.00	14276.68	419.00	0.00

**HY-8 Culvert Analysis Report**  
**Highway 99 Crossing at North Yamhill Tributary**

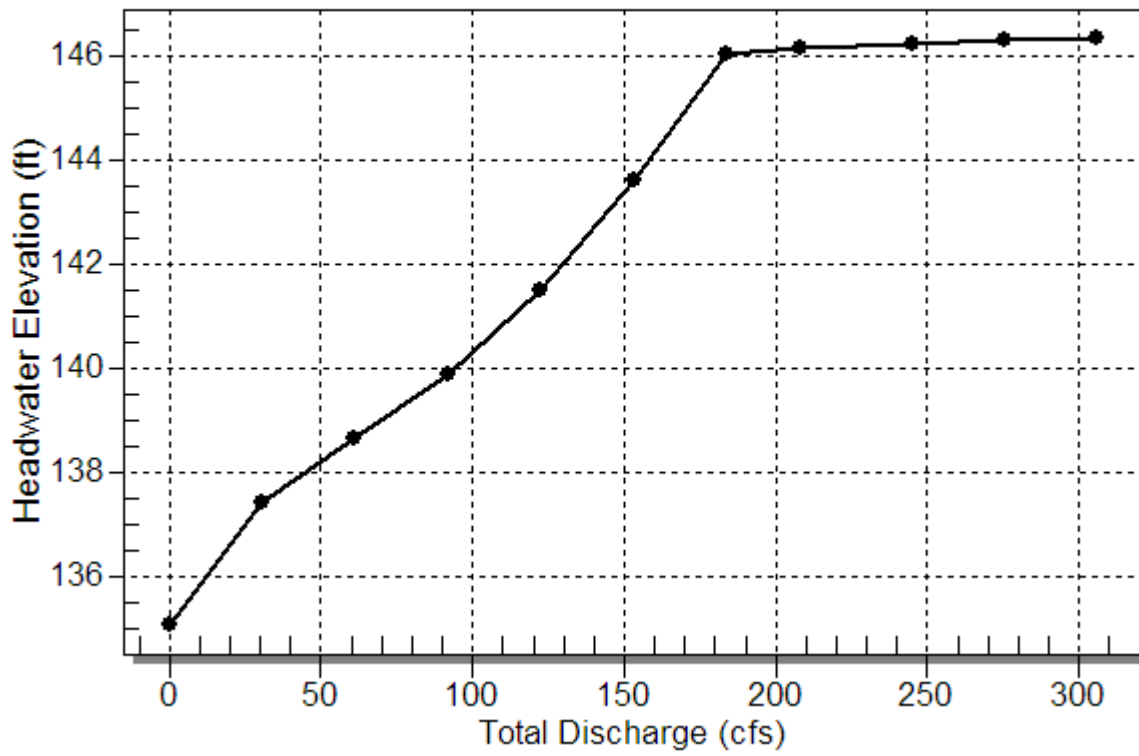
**Table 1 - Summary of Culvert Flows at Crossing: Hwy99\_NYtrib\_H20**

Headwater Elevation (ft)	Total Discharge (cfs)	Hwy99_NYtrib_H20 Discharge (cfs)	Roadway Discharge (cfs)	Iterations
135.00	0.00	0.00	0.00	1
137.33	30.60	30.60	0.00	1
138.58	61.20	61.20	0.00	1
139.81	91.80	91.80	0.00	1
141.41	122.40	122.40	0.00	1
143.53	153.00	153.00	0.00	1
145.94	183.60	181.42	0.00	50
146.09	208.00	183.02	24.46	8
146.17	244.80	183.83	60.63	5
146.22	275.40	184.36	90.66	4
146.26	306.00	184.86	120.99	4



Rating Curve Plot for Crossing: Hwy99\_NYtrib\_H20

Total Rating Curve  
Crossing: Hwy99\_NYtrib\_H20



**Table 2 - Culvert Summary Table: Hwy99\_NYtrib\_H20**

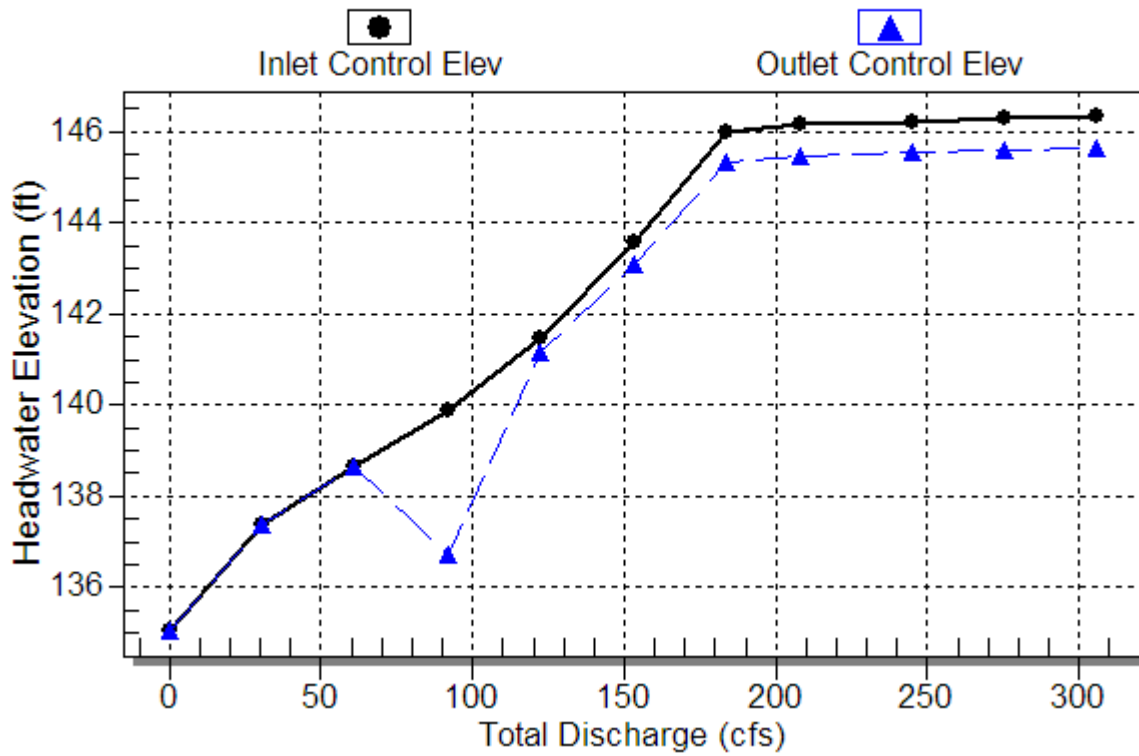
Total Discharge (cfs)	Culvert Discharge (cfs)	Headwater Elevation (ft)	Inlet Control Depth (ft)	Outlet Control Depth (ft)	Flow Type	Normal Depth (ft)	Critical Depth (ft)	Outlet Depth (ft)	Tailwater Depth (ft)	Outlet Velocity (ft/s)	Tailwater Velocity (ft/s)
0.00	0.00	135.00	0.000	0.000	0-NF	0.000	0.000	0.000	0.000	0.000	0.000
30.60	30.60	137.33	2.327	2.327	1-S2n	1.391	1.637	1.401	0.959	7.772	1.298
61.20	61.20	138.58	3.576	3.576	1-S2n	2.062	2.355	2.067	1.360	9.343	1.574
91.80	91.80	139.81	4.810	1.657	5-S2n	2.685	2.896	2.686	1.657	10.244	1.756
122.40	122.40	141.41	6.412	6.071	2-M2c	3.543	3.306	3.306	1.899	11.049	1.896
153.00	153.00	143.53	8.526	8.012	7-M2c	4.000	3.625	3.625	2.109	12.768	2.011
183.60	181.42	145.94	10.944	10.276	7-M2c	4.000	3.921	3.921	2.295	14.586	2.108
208.00	183.02	146.09	11.092	10.408	7-M2c	4.000	3.938	3.938	2.430	14.683	2.178
244.80	183.83	146.17	11.167	10.475	7-M2c	4.000	3.946	3.946	2.617	14.731	2.271
275.40	184.36	146.22	11.217	10.520	7-M2c	4.000	3.952	3.952	2.759	14.763	2.343
306.00	184.86	146.26	11.264	10.561	7-M2c	4.000	3.957	3.957	2.894	14.793	2.407

\*\*\*\*\*  
Inlet Elevation (invert): 135.00 ft, Outlet Elevation (invert): 134.00 ft  
Culvert Length: 180.00 ft, Culvert Slope: 0.0056  
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# Culvert Performance Curve Plot: Hwy99\_NYtrib\_H20

## Performance Curve

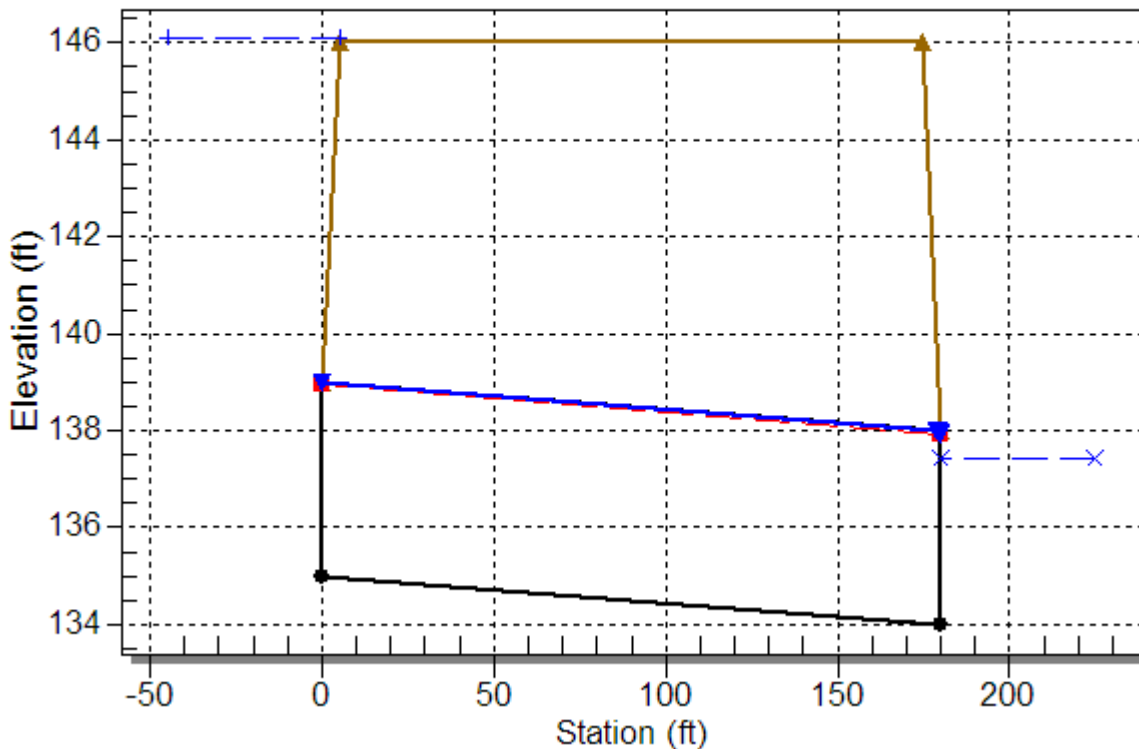
Culvert: Hwy99\_NYtrib\_H20



### Water Surface Profile Plot for Culvert: Hwy99\_NYtrib\_H20

Crossing - Hwy99\_NYtrib\_H20, Design Discharge - 208.0 cfs

Culvert - Hwy99\_NYtrib\_H20, Culvert Discharge - 183.0 cfs



### Site Data - Hwy99\_NYtrib\_H20

Site Data Option: Culvert Invert Data

Inlet Station: 0.00 ft

Inlet Elevation: 135.00 ft

Outlet Station: 180.00 ft

Outlet Elevation: 134.00 ft

Number of Barrels: 1

### Culvert Data Summary - Hwy99\_NYtrib\_H20

Barrel Shape: Circular

Barrel Diameter: 4.00 ft

Barrel Material:

Barrel Manning's n: 0.0120

Inlet Type:

Inlet Edge Condition:

Inlet Depression: None

**Table 3 - Downstream Channel Rating Curve (Crossing: Hwy99\_NYtrib\_H20)**

Flow (cfs)	Water Surface Elev (ft)	Depth (ft)	Velocity (ft/s)	Shear (psf)	Froude Number
0.00	135.00	0.00	0.00	0.00	0.00
30.60	135.96	0.96	1.30	0.23	0.28
61.20	136.36	1.36	1.57	0.32	0.29
91.80	136.66	1.66	1.76	0.39	0.30
122.40	136.90	1.90	1.90	0.45	0.30
153.00	137.11	2.11	2.01	0.50	0.31
183.60	137.29	2.29	2.11	0.54	0.31
208.00	137.43	2.43	2.18	0.58	0.31
244.80	137.62	2.62	2.27	0.62	0.32
275.40	137.76	2.76	2.34	0.65	0.32
306.00	137.89	2.89	2.41	0.69	0.32

### **Tailwater Channel Data - Hwy99\_NYtrib\_H20**

Tailwater Channel Option: Trapezoidal Channel

Bottom Width: 15.00 ft

Side Slope (H:V): 10.00 (\_:1)

Channel Slope: 0.0038

Channel Manning's n: 0.0550

Channel Invert Elevation: 135.00 ft

### **Roadway Data for Crossing: Hwy99\_NYtrib\_H20**

Roadway Profile Shape: Constant Roadway Elevation

Crest Length: 300.00 ft

Crest Elevation: 146.00 ft

Roadway Surface: Paved

Roadway Top Width: 170.00 ft

**HY-8 Culvert Analysis Report  
NE Riverside Drive Crossing of  
South Yamhill Tributary**

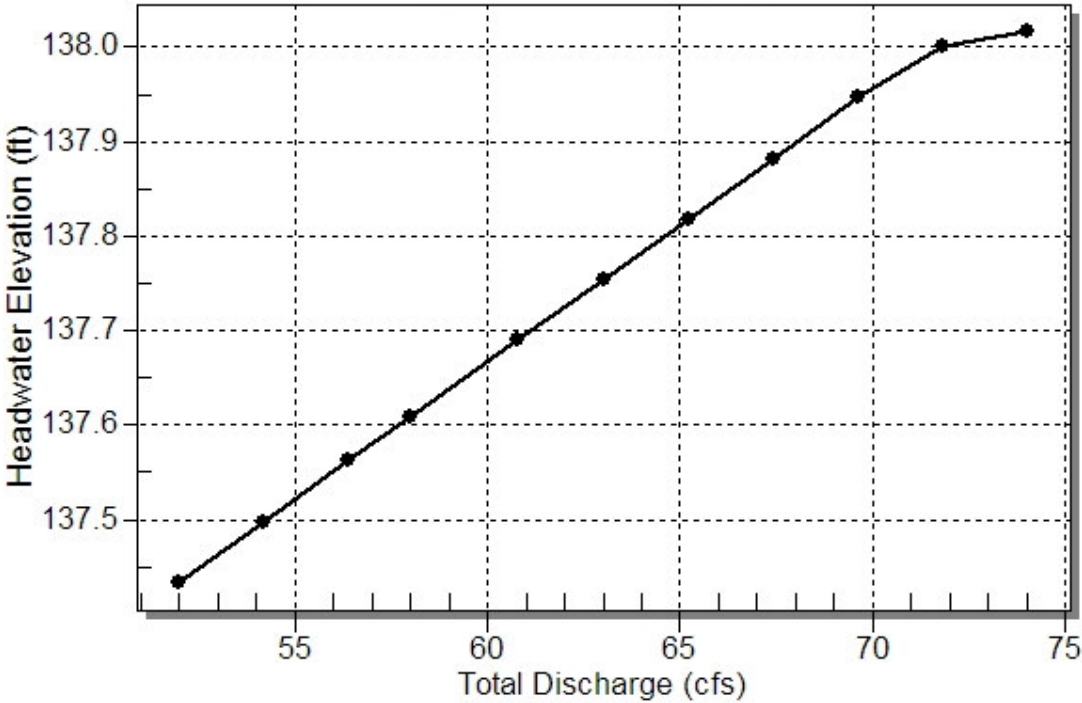


**Table 1 - Summary of Culvert Flows at Crossing: NE Riverside DR\_SY\_Trib**

Headwater Elevation (ft)	Total Discharge (cfs)	Riverside_SYtrib Discharge (cfs)	Roadway Discharge (cfs)	Iterations
137.43	52.00	52.00	0.00	1
137.50	54.20	54.20	0.00	1
137.56	56.40	56.40	0.00	1
137.61	58.00	58.00	0.00	1
137.69	60.80	60.80	0.00	1
137.75	63.00	63.00	0.00	1
137.82	65.20	65.20	0.00	1
137.88	67.40	67.40	0.00	1
137.95	69.60	69.60	0.00	1
138.00	71.80	71.37	0.01	19
138.02	74.00	71.90	1.85	6

Rating Curve Plot for Crossing: NE Riverside DR\_SY\_Trib

Total Rating Curve  
Crossing: NE Riverside DR\_SY\_Trib



**Table 2 - Culvert Summary Table: Riverside\_SYtrib**

Total Discharge (cfs)	Culvert Discharge (cfs)	Headwater Elevation (ft)	Inlet Control Depth (ft)	Outlet Control Depth (ft)	Flow Type	Normal Depth (ft)	Critical Depth (ft)	Outlet Depth (ft)	Tailwater Depth (ft)	Outlet Velocity (ft/s)	Tailwater Velocity (ft/s)
52.00	52.00	137.43	2.434	0.000	1-S2n	1.026	1.640	1.154	0.928	10.364	2.413
54.20	54.20	137.50	2.498	0.000	1-S2n	1.049	1.676	1.183	0.943	10.453	2.439
56.40	56.40	137.56	2.562	0.000	1-S2n	1.072	1.713	1.210	0.957	10.570	2.463
58.00	58.00	137.61	2.608	0.000	1-S2n	1.089	1.739	1.231	0.967	10.626	2.480
60.80	60.80	137.69	2.690	0.000	1-S2n	1.118	1.785	1.265	0.984	10.723	2.510
63.00	63.00	137.75	2.754	0.000	1-S2n	1.141	1.818	1.292	0.998	10.804	2.532
65.20	65.20	137.82	2.818	0.011	1-S2n	1.164	1.849	1.319	1.011	10.884	2.554
67.40	67.40	137.88	2.882	0.023	1-S2n	1.187	1.880	1.346	1.023	10.960	2.575
69.60	69.60	137.95	2.948	0.036	1-S2n	1.208	1.911	1.372	1.036	11.042	2.596
71.80	71.37	138.00	3.001	0.048	5-S2n	1.224	1.935	1.392	1.048	11.105	2.616
74.00	71.90	138.02	3.017	0.060	5-S2n	1.229	1.943	1.399	1.060	11.122	2.636

\*\*\*\*\*

Inlet Elevation (invert): 135.00 ft, Outlet Elevation (invert): 134.00 ft

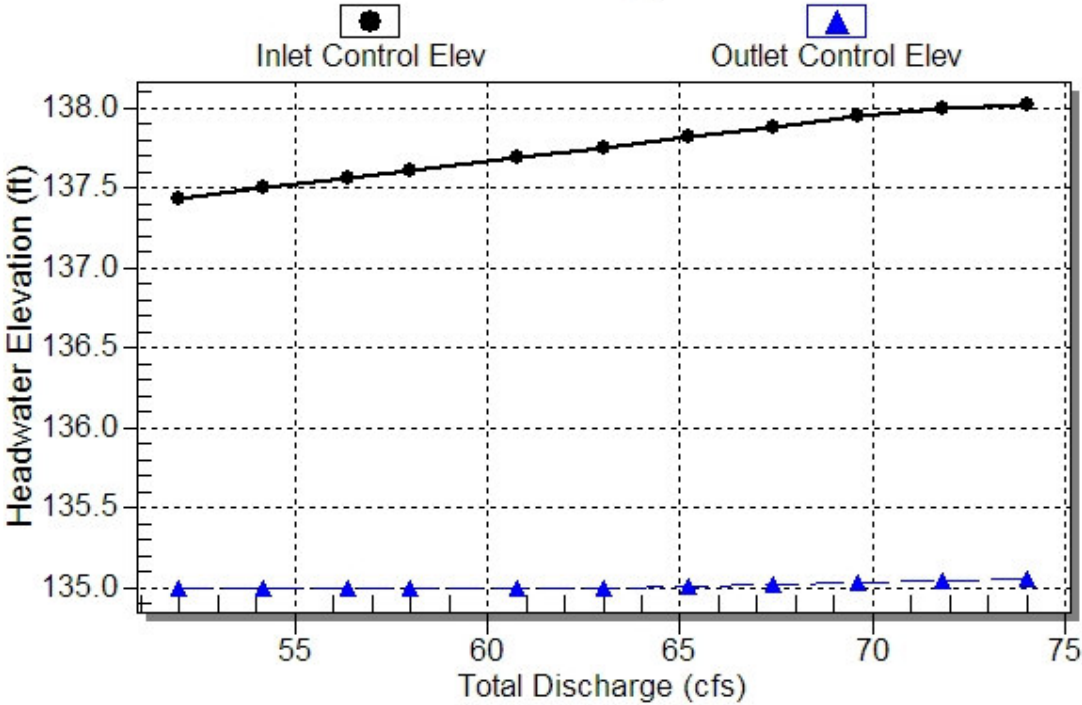
Culvert Length: 43.01 ft, Culvert Slope: 0.0233

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Culvert Performance Curve Plot: Riverside\_SYtrib

### Performance Curve

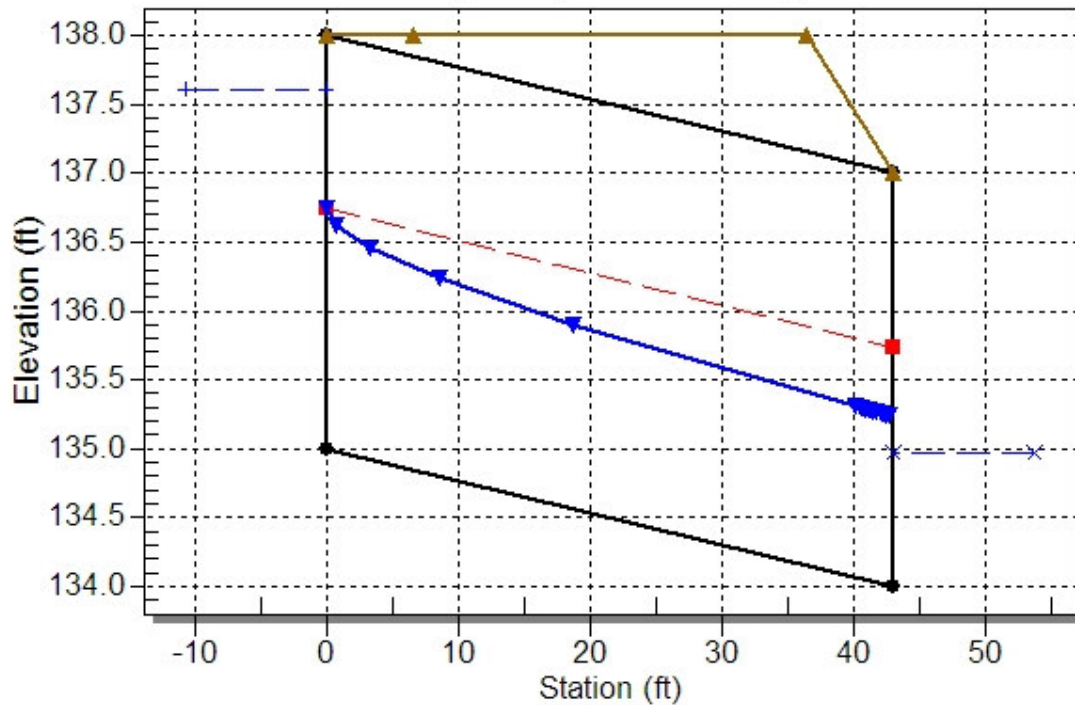
Culvert: Riverside\_SYtrib



### Water Surface Profile Plot for Culvert: Riverside\_SYtrib

Crossing - NE Riverside DR\_SY\_Trib, Design Discharge - 58.0 cfs

Culvert - Riverside\_SYtrib, Culvert Discharge - 58.0 cfs



### Site Data - Riverside\_SYtrib

Site Data Option: Culvert Invert Data

Inlet Station: 0.00 ft

Inlet Elevation: 135.00 ft

Outlet Station: 43.00 ft

Outlet Elevation: 134.00 ft

Number of Barrels: 2

### Culvert Data Summary - Riverside\_SYtrib

Barrel Shape: Circular

Barrel Diameter: 3.00 ft

Barrel Material: Concrete

Barrel Manning's n: 0.0130

Inlet Type: Conventional

Inlet Edge Condition: Square Edge with Headwall

Inlet Depression: None

**Table 3 - Downstream Channel Rating Curve (Crossing: NE Riverside DR\_SY\_Trib)**

Flow (cfs)	Water Surface Elev (ft)	Depth (ft)	Velocity (ft/s)	Shear (psf)	Froude Number
52.00	134.93	0.93	2.41	0.52	0.62
54.20	134.94	0.94	2.44	0.53	0.63
56.40	134.96	0.96	2.46	0.54	0.63
58.00	134.97	0.97	2.48	0.54	0.63
60.80	134.98	0.98	2.51	0.55	0.63
63.00	135.00	1.00	2.53	0.56	0.63
65.20	135.01	1.01	2.55	0.57	0.63
67.40	135.02	1.02	2.58	0.57	0.63
69.60	135.04	1.04	2.60	0.58	0.64
71.80	135.05	1.05	2.62	0.59	0.64
74.00	135.06	1.06	2.64	0.60	0.64

**Tailwater Channel Data - NE Riverside DR\_SY\_Trib**

Tailwater Channel Option: Triangular Channel

Side Slope (H:V): 25.00 (1:1)

Channel Slope: 0.0090

Channel Manning's n: 0.0350

Channel Invert Elevation: 134.00 ft

**Roadway Data for Crossing: NE Riverside DR\_SY\_Trib**

Roadway Profile Shape: Constant Roadway Elevation

Crest Length: 300.00 ft

Crest Elevation: 138.00 ft

Roadway Surface: Paved

Roadway Top Width: 30.00 ft

**HY-8 Culvert Analysis Report  
Waggoner Crossing of North Yamhill Tributary**

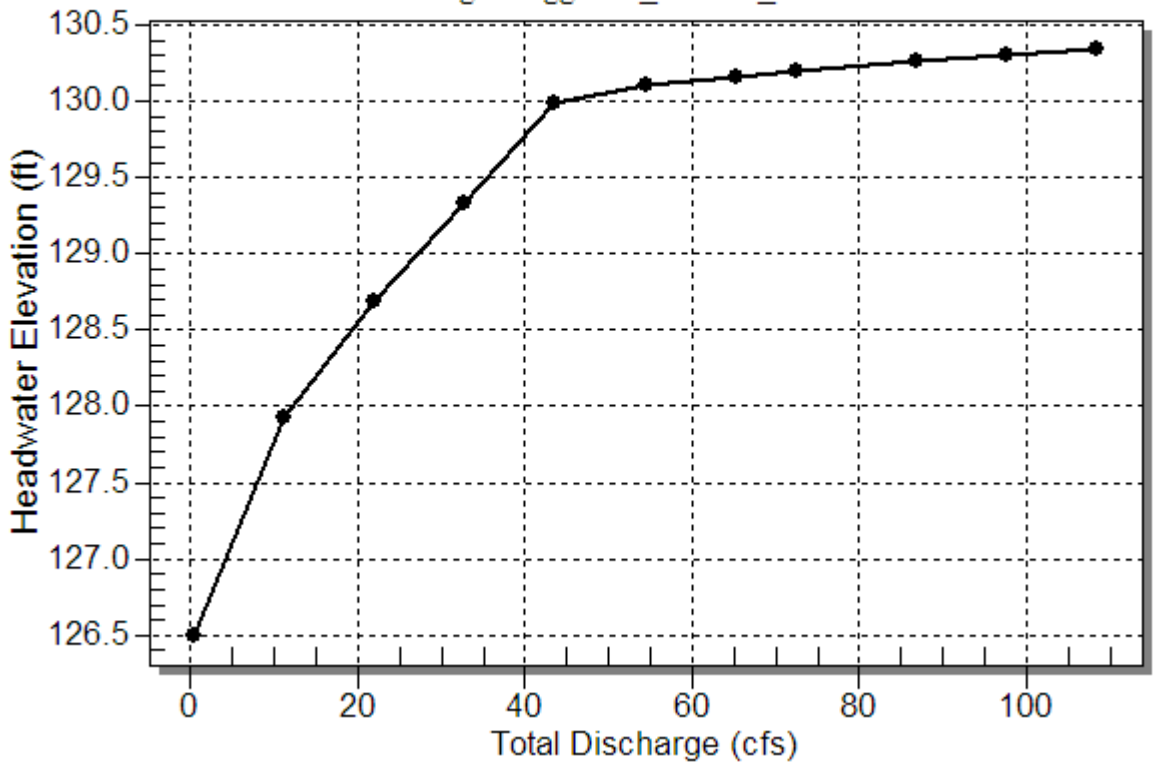
**Table 1 - Summary of Culvert Flows at Crossing: Waggoner\_NYtrib\_H10R**

Headwater Elevation (ft)	Total Discharge (cfs)	Waggoner_NYtrib_H10R Discharge (cfs)	Roadway Discharge (cfs)	Iterations
126.50	0.00	0.00	0.00	1
127.93	10.80	10.80	0.00	1
128.69	21.60	21.60	0.00	1
129.33	32.40	32.40	0.00	1
129.99	43.20	43.03	0.00	38
130.10	54.00	44.62	9.24	7
130.16	64.80	45.51	19.17	5
130.20	72.00	46.01	25.86	4
130.26	86.40	46.88	39.43	4
130.30	97.20	47.45	49.53	3
130.34	108.00	47.98	59.88	3



Rating Curve Plot for Crossing: Waggoner\_NYtrib\_H10R

Total Rating Curve  
Crossing: Waggoner\_NYtrib\_H10R



**Table 2 - Culvert Summary Table: Waggoner\_NYtrib\_H10R**

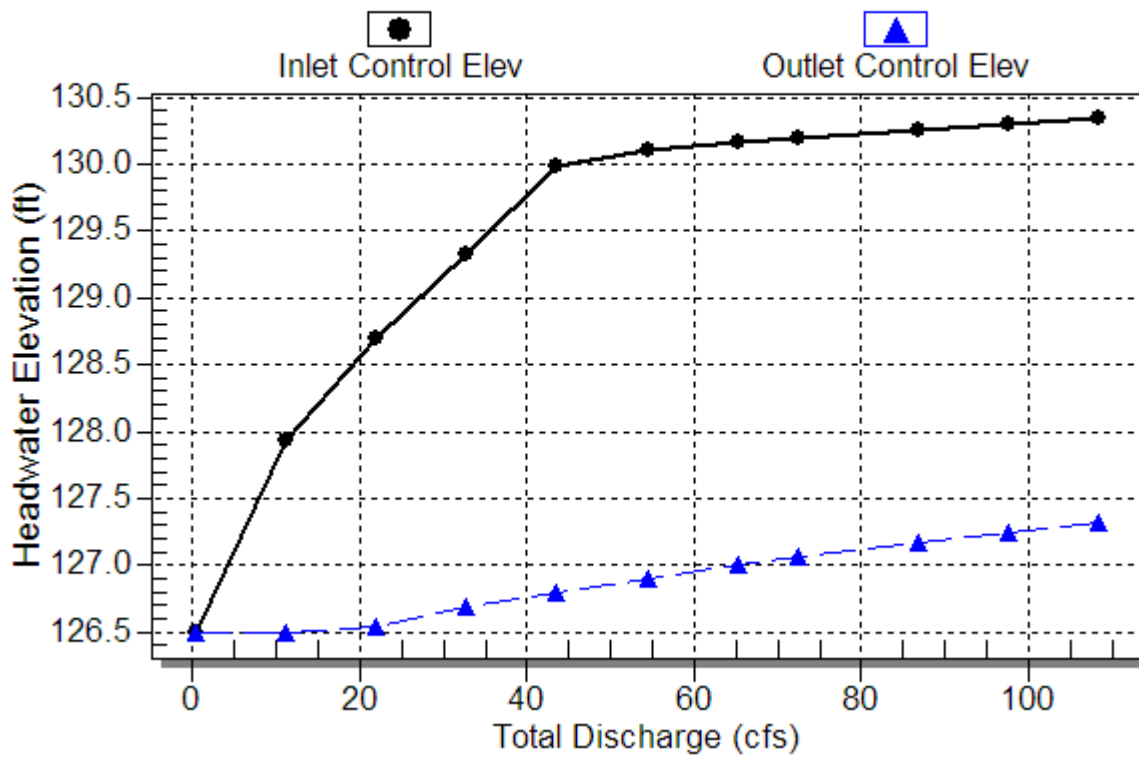
Total Discharge (cfs)	Culvert Discharge (cfs)	Headwater Elevation (ft)	Inlet Control Depth (ft)	Outlet Control Depth (ft)	Flow Type	Normal Depth (ft)	Critical Depth (ft)	Outlet Depth (ft)	Tailwater Depth (ft)	Outlet Velocity (ft/s)	Tailwater Velocity (ft/s)
0.00	0.00	126.50	0.000	0.000	0-NF	0.000	0.000	0.000	0.000	0.000	0.000
10.80	10.80	127.93	1.432	0.000	1-S2n	0.874	1.031	0.880	0.368	6.233	1.288
21.60	21.60	128.69	2.194	0.046	1-S2n	1.266	1.493	1.272	0.546	7.563	1.643
32.40	32.40	129.33	2.831	0.184	1-S2n	1.603	1.844	1.608	0.684	8.401	1.884
43.20	43.03	129.99	3.491	0.302	5-S2n	1.928	2.133	1.951	0.802	8.854	2.071
54.00	44.62	130.10	3.599	0.406	5-S2n	1.978	2.170	1.984	0.906	9.009	2.226
64.80	45.51	130.16	3.662	0.499	5-S2n	2.006	2.190	2.009	0.999	9.056	2.358
72.00	46.01	130.20	3.696	0.558	5-S2n	2.021	2.201	2.026	1.058	9.066	2.437
86.40	46.88	130.26	3.759	0.666	5-S2n	2.048	2.221	2.053	1.166	9.101	2.579
97.20	47.45	130.30	3.800	0.741	5-S2n	2.066	2.234	2.068	1.241	9.133	2.673
108.00	47.98	130.34	3.839	0.812	5-S2n	2.083	2.247	2.086	1.312	9.149	2.759

\*\*\*\*\*  
Inlet Elevation (invert): 126.50 ft, Outlet Elevation (invert): 126.00 ft  
Culvert Length: 78.00 ft, Culvert Slope: 0.0064  
\*\*\*\*\*

# Culvert Performance Curve Plot: Waggoner\_NYtrib\_H10R

## Performance Curve

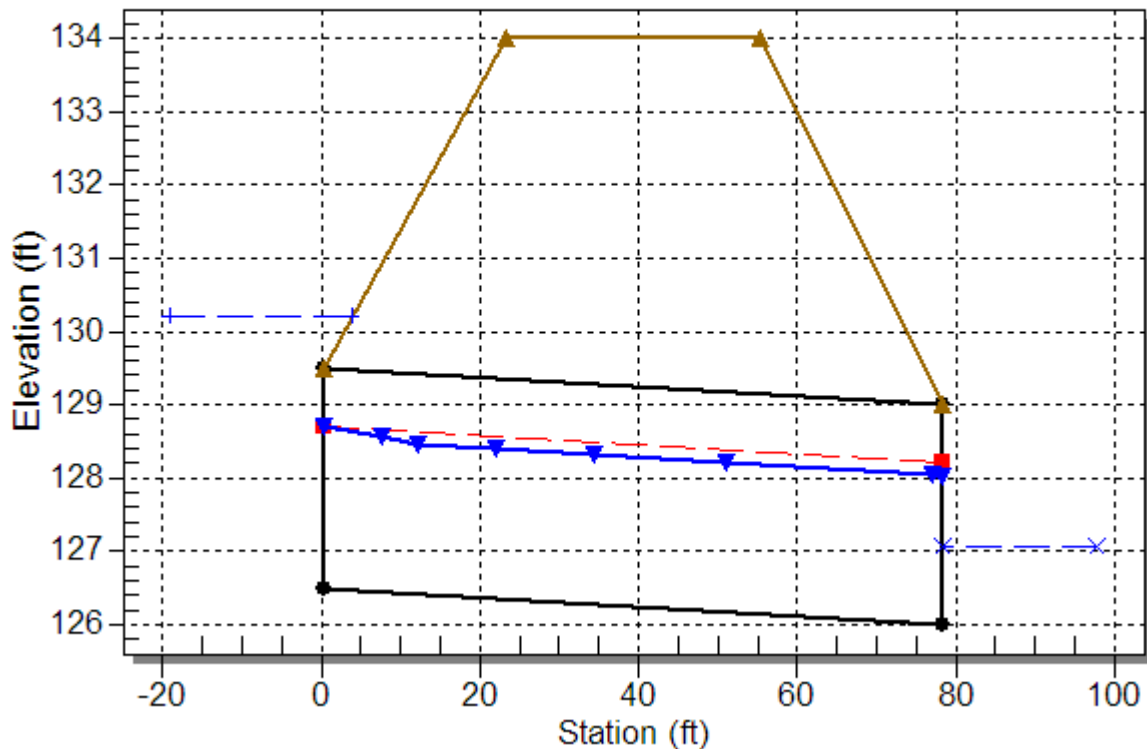
Culvert: Waggoner\_NYtrib\_H10R



## Water Surface Profile Plot for Culvert: Waggoner\_NYtrib\_H10R

Crossing - Waggoner\_NYtrib\_H10R, Design Discharge - 72.0 cfs

Culvert - Waggoner\_NYtrib\_H10R, Culvert Discharge - 46.0 cfs



## Site Data - Waggoner\_NYtrib\_H10R

Site Data Option: Culvert Invert Data

Inlet Station: 0.00 ft

Inlet Elevation: 126.50 ft

Outlet Station: 78.00 ft

Outlet Elevation: 126.00 ft

Number of Barrels: 1

## Culvert Data Summary - Waggoner\_NYtrib\_H10R

Barrel Shape: Circular

Barrel Diameter: 3.00 ft

Barrel Material:

Barrel Manning's n: 0.0120

Inlet Type:

Inlet Edge Condition:

Inlet Depression: None

**Table 3 - Downstream Channel Rating Curve (Crossing: Waggoner\_NYtrib\_H10R)**

Flow (cfs)	Water Surface Elev (ft)	Depth (ft)	Velocity (ft/s)	Shear (psf)	Froude Number
0.00	126.00	0.00	0.00	0.00	0.00
10.80	126.37	0.37	1.29	0.11	0.40
21.60	126.55	0.55	1.64	0.17	0.42
32.40	126.68	0.68	1.88	0.21	0.44
43.20	126.80	0.80	2.07	0.25	0.45
54.00	126.91	0.91	2.23	0.28	0.46
64.80	127.00	1.00	2.36	0.31	0.47
72.00	127.06	1.06	2.44	0.33	0.47
86.40	127.17	1.17	2.58	0.36	0.48
97.20	127.24	1.24	2.67	0.39	0.49
108.00	127.31	1.31	2.76	0.41	0.49

**Tailwater Channel Data - Waggoner\_NYtrib\_H10R**

Tailwater Channel Option: Irregular Channel

**Roadway Data for Crossing: Waggoner\_NYtrib\_H10R**

Roadway Profile Shape: Irregular Roadway Shape (coordinates)

Roadway Surface: Paved

Roadway Top Width: 32.00 ft

# **Cost Estimate Supporting Materials**



## Cost Background

A critical element of a planning project is to determine an appropriate cost estimating methodology. It is the purpose of this cost estimating methodology to provide planning-level cost estimates for the projects identified as capital improvements under this master plan.

### Introduction

In every planning project, it is necessary to estimate project construction costs, operations and maintenance costs for proposed facilities, and allowances for engineering, administrative costs, and contingencies. These initial estimates of project construction costs are important since they are used for budgeting CIP projects for the future. At the alternative analysis and planning stage, project-specific detailed engineering data are limited to preliminary design criteria and layouts, so costing methods must be developed to make use of this limited engineering data in best approximating project construction costs. This section establishes the criteria that were used in completing alternative analyses and preparing order-of-magnitude construction cost estimates at the alternative analysis and planning stage.

For this master plan, unit prices from the 1991 Plan were updated to reflect current construction costs.

### Types of Cost Estimates

The Association for the Advancement of Cost Engineering, International (AACEI) and the American National Standards Institute have developed definitions for levels of accuracy commonly used by professional cost estimators. The AACEI has defined three distinct levels of cost estimates: *order-of-magnitude*, *budget*, and *definitive*. The master plan incorporated order-of-magnitude cost estimates.

An order-of-magnitude estimate is made without detailed engineering data. Some examples include estimates developed from cost-capacity curves, scale-up and scale-down factors, and approximate ratios. Typically, an order-of-magnitude estimate is prepared at the *end of the schematic design phase* of the design delivery process. An estimate of this type would be accurate within +30 percent to -25 percent of the estimated cost.

### Basis for Adjustment of Costs over Time

Any cost estimate is time sensitive. Future changes in the costs of the components of construction will cause changes in the costs presented in the exhibits of this report. Because these costs are time sensitive, they are typically associated with a present time costing index that allows one to monitor and reflect the change of construction costs over time. The costs developed in this report are based on an *Engineering News-Record* Seattle Construction Cost Index for November 2007 of 8092. The costs presented in this report may be updated to future date costs by applying the ratio of the current cost index at that time to 8092. Because the relative cost-effectiveness of alternative projects can be expected to change only slightly with changes in the estimated costs, alternative selection decisions based on comparisons of present costs will produce valid results for at least 5 years. At that time, O&M and construction costs should be reviewed and updated as appropriate.

## Basis for Development of Pipe Costing Tables

The following is a description of the process used to develop the pipeline costing tables included in this report. It should be noted that these tables have been modified from the previous plan, completed in 1991. The purpose of this narrative is to aid the user in understanding the scope included in the costing and the assumptions and methodology used in the development of the tables. In addition, this provides a procedure for future updating of the tables to fill a unique project-specific need or as a periodic global update.

Given the non-detailed nature of the master plan, the costing is parametric, that is, the unit prices for each type of improvement are categorized based on basic size or features, and not explicitly estimated as a detailed construction bid would be. The major parameters employed are pipe type, pipe diameter, and depth of installation. Simplifying assumptions are made concerning some variable elements (manhole and catch basin spacing, for example) and allowances are made on a linear foot basis to cover these elements and others. Because of their project-specific nature and variability, some parameters are listed as being outside the scope of the estimate.

The General Conditions allowance specifically includes the following items:

- Bonds, insurance, licenses, and permits
- Move in personnel and equipment
- Set up all offices, buildings, and facilities
- All required construction facilities
- Demobilization including removal of all facilities and clean up
- All other work not included in other bid items

The following items are specifically included in the lineal foot price:

- Excavation, hauling, and disposal
- Labor
- Materials and equipment for excavation, installation, compaction, etc.
- Pipe and pipe installation including bedding and backfill
- Laterals and lateral installation
- Manhole and manhole installation
- Overhead and profit

The following items are considered incidental and therefore are included in the costing for the installation of sewer pipe in city streets:

- Clearing and grubbing
- Adjustment of incidental structures to grade
- Landscaping
- Restoration and cleanup
- Removal and replacement of curbs, driveways, and sidewalks

The following major areas are excluded from the unit cost tables and must be added by the project estimator on a project specific basis:

- Traffic Control – a highly variable and project-specific element that will vary by location, type of traffic, and volume of traffic.

- Rock and concrete excavation must be added on a project-specific basis since it is also highly variable and not suited to general assumptions.
- Foundation stabilization is not included and must be added where required.
- Controlled density fill (CDF) backfill – all backfill is assumed to be granular imported material.
- Trench dewatering – another highly variable and project-specific element should be added where required.
- Erosion control.
- Tunneling, boring, and jacking are not included.
- Land acquisition – All work is assumed to be completed within the right-of-way; therefore, land acquisition is not an issue.
- Other excluded items that may potentially be costly include, but are not limited to, flow diversion, contaminated media, public involvement, right-of-way acquisition, noise abatement, public art allowance, permits (special), utility relocations, and interagency costs.

### Standard Sewer Costing Worksheets

The 1991 Plan provided the unit costs for pipe construction shown in Table 1 using 1989 dollars (ENR construction cost index = 4615).

TABLE 1. 1991 PLAN UNIT COSTS  
ENR CCI = 4615

Diameter	Cost
12	\$38
15	\$44
18	\$48
21	\$54
24	\$58
27	\$67
30	\$72
36	\$90
42	\$98
48	\$114
54	\$154

These costs did not include manholes, catch basins, mobilization, engineering, administration or contingencies.

To create a new cost table, the following steps were taken:

- The previous costs were adjusted to current costs using the ENR Construction Cost Index (CCI) of 8092.
- An allowance was assumed of one manhole every 250 linear feet of replaced pipe at an average cost of \$5,000 per manhole.
- An allowance was assumed of one catch basin and lateral assembly every 100 linear feet of replaced pipe at an average cost of \$1,500 per assembly.
- A 10% allowance was added for design engineering.
- A 15% allowance was added for field engineering.
- A 10% allowance was added for project administration, mobilization, and contingency.

These allowances bring the adjusted unit costs in line with the methodology used for the previous plan and result in the unit costs shown in Table 2. Larger pipe size costs were extrapolated from regression of the reported cost data.

TABLE 2. 2007 PLAN UNIT COSTS INCLUDING ALLOWANCES FOR MANHOLES, CATCH BASINS, AND 35% NON-CONSTRUCTION COSTS  
ENR CCI = 8092

Diameter	Cost
12	\$137
15	\$151
18	\$161
21	\$175
24	\$185
27	\$206
30	\$218
36	\$260
42	\$279
48	\$317
54	\$412
60	\$471
66	\$558
72	\$663
78	\$790

# Pipe Cost Worksheet

**McMinnville Storm Drainage Master Plan**  
Pipe Cost Worksheet

Major Basin	STMAIN ID	Length of Pipe	Replacement Size	Unit Cost	Replacement Cost	CIP					
						Ranking	Tier - 1 Cost	Tier - 2 Cost	Tier - 3 Cost	Tier - 4 Cost	
Baker Creek											
	571	177	36	\$ 260	\$ 45,934	3			\$ 45,934		
	935	190	36	\$ 260	\$ 49,314	3			\$ 49,314		
	3699	211	48	\$ 317	\$ 66,782	3			\$ 66,782		
	417	292	12	\$ 137	\$ 40,035	4				\$ 40,035	
	410	233	18	\$ 161	\$ 37,566	4				\$ 37,566	
	121	272	18	\$ 161	\$ 43,729	4				\$ 43,729	
	936	293	18	\$ 161	\$ 47,167	4				\$ 47,167	
	932	244	18	\$ 161	\$ 39,270	4				\$ 39,270	
	933	467	21	\$ 175	\$ 81,666	4				\$ 81,666	
	934	63	21	\$ 175	\$ 11,050	4				\$ 11,050	
	407	369	15	\$ 151	\$ 55,777	4				\$ 55,777	
	930	291	12	\$ 137	\$ 39,888	5					
	940	137	12	\$ 137	\$ 18,782	5					
	931	230	18	\$ 161	\$ 37,029	5					
						<b>Sub-Total \$</b>	<b>-</b>	<b>\$ -</b>	<b>\$ 162,029</b>	<b>\$ 356,261</b>	
Cozine Creek											
	87	284	15	\$ 151	\$ 42,901	1	\$ 42,901				
	740	293	15	\$ 151	\$ 44,268	1	\$ 44,268				
	714	293	15	\$ 151	\$ 44,265	1	\$ 44,265				
	85	394	21	\$ 175	\$ 68,950	1	\$ 68,950				
	84	317	21	\$ 175	\$ 55,536	1	\$ 55,536				
	716	291	21	\$ 175	\$ 50,949	1	\$ 50,949				
	540	107	24	\$ 185	\$ 19,795	1	\$ 19,795				
	218	57	24	\$ 185	\$ 10,545	1	\$ 10,545				
	717	291	27	\$ 206	\$ 59,977	1	\$ 59,977				
	189	169	36	\$ 260	\$ 43,854	1	\$ 43,854				
	94	49	36	\$ 260	\$ 12,781	1	\$ 12,781				
	93	137	36	\$ 260	\$ 35,645	1	\$ 35,645				
	95	56	36	\$ 260	\$ 14,521	1	\$ 14,521				
	587	39	36	\$ 260	\$ 10,142	1	\$ 10,142				
	190	187	42	\$ 279	\$ 52,080	1	\$ 52,080				
	86	208	48	\$ 317	\$ 65,831	1	\$ 65,831				
	597	262	18	\$ 161	\$ 42,158	2		\$ 42,158			
	1081	421	21	\$ 175	\$ 73,734	2		\$ 73,734			
	585	178	27	\$ 206	\$ 36,600	2		\$ 36,600			
	90	225	60	\$ 471	\$ 105,819	2		\$ 105,819			
	91	226	60	\$ 471	\$ 106,290	2		\$ 106,290			
	722	579	12	\$ 137	\$ 79,277	3			\$ 79,277		
	1133	252	12	\$ 137	\$ 34,539	3			\$ 34,539		
	1516	226	12	\$ 137	\$ 30,977	3			\$ 30,977		
	825	71	15	\$ 151	\$ 10,655	3			\$ 10,655		
	582	188	21	\$ 175	\$ 32,842	3			\$ 32,842		
	602	205	24	\$ 185	\$ 37,864	3			\$ 37,864		
	621	135	24	\$ 185	\$ 24,908	3			\$ 24,908		
	622	419	24	\$ 185	\$ 77,536	3			\$ 77,536		
	197	202	48	\$ 317	\$ 63,929	3			\$ 63,929		
	611	227	60	\$ 471	\$ 106,761	3			\$ 106,761		
	1347	248	12	\$ 137	\$ 33,978	4				\$ 33,978	
	1349	392	12	\$ 137	\$ 53,696	4				\$ 53,696	
	223	92	12	\$ 137	\$ 12,641	4				\$ 12,641	
	1520	82	12	\$ 137	\$ 11,252	4				\$ 11,252	
	614	422	15	\$ 151	\$ 63,791	4				\$ 63,791	
	588	194	27	\$ 206	\$ 39,896	4				\$ 39,896	
	612	195	27	\$ 206	\$ 40,102	4				\$ 40,102	
	828	248	12	\$ 137	\$ 33,978	5					
	829	392	12	\$ 137	\$ 53,696	5					
	830	49	12	\$ 137	\$ 6,735	5					
	560	394	12	\$ 137	\$ 53,978	5					
	814	162	12	\$ 137	\$ 22,253	5					
	558	293	12	\$ 137	\$ 40,161	5					
	593	291	12	\$ 137	\$ 39,886	5					
	1351	252	15	\$ 151	\$ 38,099	5					
	103	122	15	\$ 151	\$ 18,367	5					
	599	220	42	\$ 279	\$ 61,287	5					
	600	221	42	\$ 279	\$ 61,566	5					
	1798	222	42	\$ 279	\$ 61,845	5					
	1799	223	42	\$ 279	\$ 62,124	5					
						<b>Sub-Total \$</b>	<b>632,040</b>	<b>\$ 364,600</b>	<b>\$ 499,286</b>	<b>\$ 255,357</b>	

**McMinnville Storm Drainage Master Plan**

Pipe Cost Worksheet

Major Basin	STMAIN ID	Length of Pipe	Replacement Size	Unit Cost	Replacement Cost	CIP							
						Ranking	Tier - 1 Cost	Tier - 2 Cost	Tier - 3 Cost	Tier - 4 Cost			
<b>East End</b>													
	15	184	18	\$ 161	\$ 29,571	3			\$ 29,571				
	1016	191	21	\$ 175	\$ 33,367	3			\$ 33,367				
	7	252	24	\$ 185	\$ 46,644	3			\$ 46,644				
	523	367	24	\$ 185	\$ 67,963	3			\$ 67,963				
	980	224	27	\$ 206	\$ 46,076	3			\$ 46,076				
	17	229	30	\$ 218	\$ 49,850	3			\$ 49,850				
	518	155	30	\$ 218	\$ 33,718	3			\$ 33,718				
	2330	156	30	\$ 218	\$ 33,936	3			\$ 33,936				
	524	162	36	\$ 260	\$ 42,034	3			\$ 42,034				
	1042	163	36	\$ 260	\$ 42,294	3			\$ 42,294				
	8	180	36	\$ 260	\$ 46,714	3			\$ 46,714				
	1040	181	36	\$ 260	\$ 46,974	3			\$ 46,974				
	519	179	36	\$ 260	\$ 46,454	3			\$ 46,454				
	1	198	42	\$ 279	\$ 55,149	3			\$ 55,149				
	969	213	60	\$ 471	\$ 100,167	3			\$ 100,167				
	1036	214	60	\$ 471	\$ 100,638	3			\$ 100,638				
	1037	215	60	\$ 471	\$ 101,109	3			\$ 101,109				
	1163	234	78	\$ 790	\$ 184,598	3			\$ 184,598				
	1534	235	78	\$ 790	\$ 185,388	3			\$ 185,388				
	1008	118	21	\$ 175	\$ 20,726	4				\$ 20,726			
	1019	207	24	\$ 185	\$ 38,234	4				\$ 38,234			
	975	428	24	\$ 185	\$ 79,108	4				\$ 79,108			
	976	342	24	\$ 185	\$ 63,253	4				\$ 63,253			
	1157	278	27	\$ 206	\$ 57,299	4				\$ 57,299			
	977	85	12	\$ 137	\$ 11,661	5							
	1160	276	15	\$ 151	\$ 41,715	5							
	1162	95	15	\$ 151	\$ 14,401	5							
	971	116	15	\$ 151	\$ 17,547	5							
	1429	190	15	\$ 151	\$ 28,727	5							
	1431	250	15	\$ 151	\$ 37,713	5							
	1437	251	15	\$ 151	\$ 37,940	5							
	1020	170	18	\$ 161	\$ 27,317	5							
<b>Sub-Total</b>						<b>\$</b>	<b>-</b>	<b>\$</b>	<b>-</b>	<b>\$</b>	<b>1,292,642</b>	<b>\$</b>	<b>258,619</b>
<b>Highway Basin</b>													
	1059	292	36	\$ 260	\$ 75,980	2		\$ 75,980					
	1064	343	36	\$ 260	\$ 89,213	2		\$ 89,213					
	968	363	21	\$ 175	\$ 63,558	2		\$ 63,558					
	1097	95	24	\$ 185	\$ 17,595	3			\$ 17,595				
	40	65	21	\$ 175	\$ 11,350	3			\$ 11,350				
	492	132	24	\$ 185	\$ 24,334	3			\$ 24,334				
	2283	92	24	\$ 185	\$ 17,070	3			\$ 17,070				
	2284	71	24	\$ 185	\$ 13,054	3			\$ 13,054				
	51	135	21	\$ 175	\$ 23,554	3			\$ 23,554				
	511	392	18	\$ 161	\$ 63,105	3			\$ 63,105				
<b>Sub-Total</b>						<b>\$</b>	<b>-</b>	<b>\$</b>	<b>228,751</b>	<b>\$</b>	<b>170,062</b>	<b>\$</b>	<b>-</b>
<b>Midtown</b>													
	862	46	15	\$ 151	\$ 6,914	1	\$ 6,914						
	630	252	18	\$ 161	\$ 40,611	1	\$ 40,611						
	1004	253	21	\$ 175	\$ 44,297	1	\$ 44,297						
	1006	252	21	\$ 175	\$ 44,155	1	\$ 44,155						
	577	116	24	\$ 185	\$ 21,498	1	\$ 21,498						
	576	276	27	\$ 206	\$ 56,909	1	\$ 56,909						
	624	95	27	\$ 206	\$ 19,646	1	\$ 19,646						
	981	262	27	\$ 206	\$ 53,941	1	\$ 53,941						
	651	160	36	\$ 260	\$ 41,600	1	\$ 41,600						
	3133	189	36	\$ 260	\$ 49,139	1	\$ 49,139						
	658	250	42	\$ 279	\$ 69,682	1	\$ 69,682						
	578	251	42	\$ 279	\$ 70,102	1	\$ 70,102						
	652	148	21	\$ 175	\$ 25,842	2		\$ 25,842					
	653	149	21	\$ 175	\$ 26,017	2		\$ 26,017					
	232	189	21	\$ 175	\$ 33,028	2		\$ 33,028					
	530	472	27	\$ 206	\$ 97,155	2		\$ 97,155					
	1152	139	18	\$ 161	\$ 22,426	3			\$ 22,426				
	994	110	18	\$ 161	\$ 17,772	3			\$ 17,772				
	3156	553	18	\$ 161	\$ 89,058	3			\$ 89,058				
	949	248	18	\$ 161	\$ 39,857	3			\$ 39,857				
	998	158	21	\$ 175	\$ 27,721	3			\$ 27,721				
	995	150	21	\$ 175	\$ 26,192	3			\$ 26,192				
	3132	190	36	\$ 260	\$ 49,463	3			\$ 49,463				

**McMinnville Storm Drainage Master Plan**

Pipe Cost Worksheet

Major Basin	STMAIN ID	Length of Pipe	Replacement Size	Replacement		CIP				
				Unit Cost	Replacement Cost	Ranking	Tier - 1 Cost	Tier - 2 Cost	Tier - 3 Cost	Tier - 4 Cost
	475	243	48	\$ 317	\$ 76,926	3			\$ 76,926	
	997	240	78	\$ 790	\$ 189,338	3			\$ 189,338	
	986	151	12	\$ 137	\$ 20,642	4				\$ 20,642
	1416	251	15	\$ 151	\$ 37,945	4				\$ 37,945
	947	343	12	\$ 137	\$ 47,008	5				
	1003	436	12	\$ 137	\$ 59,770	5				
	3152	282	15	\$ 151	\$ 42,599	5				
	3134	182	36	\$ 260	\$ 47,320	5				
	570	242	48	\$ 317	\$ 76,609	5				
						<b>Sub-Total</b>	<b>\$ 518,493</b>	<b>\$ 182,042</b>	<b>\$ 538,753</b>	<b>\$ 58,586</b>
<b>North Cozine Creek</b>										
	699	284	15	\$ 151	\$ 42,901	1	\$ 42,901			
	704	207	15	\$ 151	\$ 31,243	1	\$ 31,243			
	683	160	18	\$ 161	\$ 25,707	1	\$ 25,707			
	705	164	18	\$ 161	\$ 26,351	1	\$ 26,351			
	401	317	18	\$ 161	\$ 51,093	1	\$ 51,093			
	3100	80	24	\$ 185	\$ 14,818	1	\$ 14,818			
	686	189	24	\$ 185	\$ 34,904	1	\$ 34,904			
	706	257	24	\$ 185	\$ 47,581	1	\$ 47,581			
	880	135	24	\$ 185	\$ 24,908	1	\$ 24,908			
	391	230	24	\$ 185	\$ 42,548	1	\$ 42,548			
	117	244	24	\$ 185	\$ 45,124	1	\$ 45,124			
	744	247	27	\$ 206	\$ 50,904	1	\$ 50,904			
	634	234	27	\$ 206	\$ 48,200	1	\$ 48,200			
CIP004	840	27	\$ 206	\$ 173,040	1	\$ 173,040				
	693	206	30	\$ 218	\$ 44,836	1	\$ 44,836			
	876	292	30	\$ 218	\$ 63,674	1	\$ 63,674			
	645	228	30	\$ 218	\$ 49,742	1	\$ 49,742			
	648	200	30	\$ 218	\$ 43,681	1	\$ 43,681			
	633	419	30	\$ 218	\$ 91,367	1	\$ 91,367			
	745	252	36	\$ 260	\$ 65,548	1	\$ 65,548			
	700	217	36	\$ 260	\$ 56,334	1	\$ 56,334			
	702	218	36	\$ 260	\$ 56,594	1	\$ 56,594			
	194	207	36	\$ 260	\$ 53,796	1	\$ 53,796			
	100	421	36	\$ 260	\$ 109,547	1	\$ 109,547			
	707	30	36	\$ 260	\$ 7,795	1	\$ 7,795			
	703	237	42	\$ 279	\$ 66,030	1	\$ 66,030			
	102	63	42	\$ 279	\$ 17,612	1	\$ 17,612			
	97	63	42	\$ 279	\$ 17,587	1	\$ 17,587			
	773	85	42	\$ 279	\$ 23,748	1	\$ 23,748			
	647	436	42	\$ 279	\$ 121,721	1	\$ 121,721			
	772	282	42	\$ 279	\$ 78,709	1	\$ 78,709			
	99	29	48	\$ 317	\$ 9,150	1	\$ 9,150			
	101	82	48	\$ 317	\$ 26,036	1	\$ 26,036			
	775	422	48	\$ 317	\$ 133,919	1	\$ 133,919			
	748	226	54	\$ 412	\$ 93,157	1	\$ 93,157			
3098	500	54	\$ 412	\$ 206,040	1	\$ 206,040				
	774	239	54	\$ 412	\$ 98,447	1	\$ 98,447			
	179	225	54	\$ 412	\$ 92,554	1	\$ 92,554			
	114	293	72	\$ 663	\$ 194,233	1	\$ 194,233			
	546	272	72	\$ 663	\$ 180,354	1	\$ 180,354			
	112	290	72	\$ 663	\$ 192,270	1	\$ 192,270			
	1193	390	72	\$ 663	\$ 258,570	1	\$ 258,570			
	198	330	12	\$ 137	\$ 45,201	2		\$ 45,201		
	762	18	18	\$ 161	\$ 2,898	2		\$ 2,898		
	107	227	18	\$ 161	\$ 36,626	2		\$ 36,626		
	752	251	18	\$ 161	\$ 40,457	2		\$ 40,457		
	763	183	18	\$ 161	\$ 29,410	2		\$ 29,410		
	226	90	27	\$ 206	\$ 18,540	2		\$ 18,540		
	225	69	27	\$ 206	\$ 14,214	2		\$ 14,214		
	785	252	36	\$ 260	\$ 65,554	2		\$ 65,554		
	1682	35	36	\$ 260	\$ 9,196	2		\$ 9,196		
	1683	24	36	\$ 260	\$ 6,268	2		\$ 6,268		
	776	428	78	\$ 790	\$ 337,813	2		\$ 337,813		
	129	303	78	\$ 790	\$ 239,071	2		\$ 239,071		
	3831	139	78	\$ 790	\$ 109,656	2		\$ 109,656		
	243	241	78	\$ 790	\$ 190,128	2		\$ 190,128		
	3830	105	78	\$ 790	\$ 82,942	2		\$ 82,942		
	801	228	12	\$ 137	\$ 31,260	3			\$ 31,260	
	109	146	18	\$ 161	\$ 23,453	3			\$ 23,453	
	110	147	18	\$ 161	\$ 23,614	3			\$ 23,614	



**McMinnville Storm Drainage Master Plan**

Pipe Cost Worksheet

Major Basin	STMAIN ID	Length of Pipe	Replacement Size	Replacement		CIP				
				Unit Cost	Replacement Cost	Ranking	Tier - 1 Cost	Tier - 2 Cost	Tier - 3 Cost	Tier - 4 Cost
	786	268	18	\$ 161	\$ 43,169	3			\$ 43,169	
	802	30	21	\$ 175	\$ 5,218	3			\$ 5,218	
	111	174	24	\$ 185	\$ 32,129	3			\$ 32,129	
	766	175	24	\$ 185	\$ 32,314	3			\$ 32,314	
	115	192	27	\$ 206	\$ 39,484	3			\$ 39,484	
	591	193	27	\$ 206	\$ 39,690	3			\$ 39,690	
	227	118	27	\$ 206	\$ 24,397	3			\$ 24,397	
	549	176	27	\$ 206	\$ 36,188	3			\$ 36,188	
	649	55	30	\$ 218	\$ 11,904	3			\$ 11,904	
	230	209	36	\$ 260	\$ 54,254	3			\$ 54,254	
	231	210	36	\$ 260	\$ 54,514	3			\$ 54,514	
	241	200	36	\$ 260	\$ 51,914	3			\$ 51,914	
	589	238	60	\$ 471	\$ 111,942	3			\$ 111,942	
	398	24	12	\$ 137	\$ 3,303	4				\$ 3,303
	879	425	12	\$ 137	\$ 58,225	4				\$ 58,225
	879	425	12	\$ 137	\$ 58,225	4				\$ 58,225
	751	304	12	\$ 137	\$ 41,671	4				\$ 41,671
	118	314	18	\$ 161	\$ 50,606	4				\$ 50,606
	1648	225	18	\$ 161	\$ 36,168	4				\$ 36,168
	1639	139	21	\$ 175	\$ 24,291	4				\$ 24,291
	229	230	42	\$ 279	\$ 64,077	4				\$ 64,077
	400	250	12	\$ 137	\$ 34,254	5				
	392	189	12	\$ 137	\$ 25,892	5				
	393	189	12	\$ 137	\$ 25,856	5				
	119	472	12	\$ 137	\$ 64,613	5				
	771	29	12	\$ 137	\$ 3,954	5				
	764	55	12	\$ 137	\$ 7,481	5				
	396	65	12	\$ 137	\$ 8,885	5				
	646	239	12	\$ 137	\$ 32,736	5				
	765	63	12	\$ 137	\$ 8,636	5				
	244	269	12	\$ 137	\$ 36,787	5				
	127	330	18	\$ 161	\$ 53,120	5				
	954	159	21	\$ 175	\$ 27,767	5				
	966	105	21	\$ 175	\$ 18,373	5				
	1647	30	21	\$ 175	\$ 5,246	5				
						<b>Sub-Total</b>	<b>\$ 3,112,369</b>	<b>\$ 1,227,976</b>	<b>\$ 615,440</b>	<b>\$ 336,566</b>
<b>South Yamhill</b>										
	724	579	12	\$ 137	\$ 79,277	1	\$ 79,277			
	1202	278	12	\$ 137	\$ 38,107	2		\$ 38,107		
	188	122	15	\$ 151	\$ 18,367	2		\$ 18,367		
	1200	233	36	\$ 260	\$ 60,613	2		\$ 60,613		
	75	161	18	\$ 161	\$ 25,868	3		\$ 25,868		
	732	234	18	\$ 161	\$ 37,671	3		\$ 37,671		
	733	200	18	\$ 161	\$ 32,260	3		\$ 32,260		
	469	35	21	\$ 175	\$ 6,190	3		\$ 6,190		
	983	152	24	\$ 185	\$ 28,059	3		\$ 28,059		
	3702	165	24	\$ 185	\$ 30,464	3		\$ 30,464		
	3703	166	24	\$ 185	\$ 30,649	3		\$ 30,649		
	3704	167	24	\$ 185	\$ 30,834	3		\$ 30,834		
	1487	168	24	\$ 185	\$ 31,019	3		\$ 31,019		
	1474	182	24	\$ 185	\$ 33,609	3		\$ 33,609		
	725	197	24	\$ 185	\$ 36,384	3		\$ 36,384		
	989	212	27	\$ 206	\$ 43,604	3		\$ 43,604		
	726	199	27	\$ 206	\$ 40,926	3		\$ 40,926		
	74	203	27	\$ 206	\$ 41,750	3		\$ 41,750		
	973	228	36	\$ 260	\$ 59,194	3		\$ 59,194		
	471	239	54	\$ 412	\$ 98,331	3		\$ 98,331		
	728	135	12	\$ 137	\$ 18,439	4			\$ 18,439	
	73	369	12	\$ 137	\$ 50,606	4			\$ 50,606	
	727	227	12	\$ 137	\$ 31,167	4			\$ 31,167	
	737	252	12	\$ 137	\$ 34,557	4			\$ 34,557	
	1365	63	12	\$ 137	\$ 8,648	4			\$ 8,648	
	1012	154	18	\$ 161	\$ 24,741	4			\$ 24,741	
	1014	201	24	\$ 185	\$ 37,124	4			\$ 37,124	
	77	145	24	\$ 185	\$ 26,764	4			\$ 26,764	
	202	204	27	\$ 206	\$ 41,956	4			\$ 41,956	
	71	216	36	\$ 260	\$ 56,074	4			\$ 56,074	
	19	219	60	\$ 471	\$ 102,993	4			\$ 102,993	
	731	56	12	\$ 137	\$ 7,651	5				
	736	363	12	\$ 137	\$ 49,757	5				
	1364	253	12	\$ 137	\$ 34,679	5				

**McMinnville Storm Drainage Master Plan**

Pipe Cost Worksheet

Major Basin	STMAIN ID	Length of Pipe	Replacement Size	Unit Cost	Replacement Cost	CIP							
						Ranking	Tier - 1 Cost	Tier - 2 Cost	Tier - 3 Cost	Tier - 4 Cost			
	730	500	15	\$ 151	\$ 75,515	5							
	982	153	18	\$ 161	\$ 24,580	5							
	31	236	66	\$ 558	\$ 131,503	5							
<b>Sub-Total</b>						<b>\$</b>	<b>79,277</b>	<b>\$</b>	<b>117,087</b>	<b>\$</b>	<b>606,808</b>	<b>\$</b>	<b>433,067</b>
<b>West Cozine</b>													
	146	91	12	\$ 137	\$ 12,471	1	\$ 12,471						
	144	304	15	\$ 151	\$ 45,929	1	\$ 45,929						
	145	201	15	\$ 151	\$ 30,386	1	\$ 30,386						
	142	248	18	\$ 161	\$ 39,857	1	\$ 39,857						
	618	110	18	\$ 161	\$ 17,772	1	\$ 17,772						
	853	46	21	\$ 175	\$ 8,013	1	\$ 8,013						
	3834	553	36	\$ 260	\$ 143,821	1	\$ 143,821						
	160	196	36	\$ 260	\$ 50,874	1	\$ 50,874						
	1119	233	54	\$ 412	\$ 95,991	1	\$ 95,991						
	3833	407	54	\$ 412	\$ 167,485	1	\$ 167,485						
	336	392	12	\$ 137	\$ 53,698	2		\$ 53,698					
	810	84	15	\$ 151	\$ 12,706	2		\$ 12,706					
	338	292	15	\$ 151	\$ 44,104	2		\$ 44,104					
	140	303	18	\$ 161	\$ 48,722	2		\$ 48,722					
	561	319	18	\$ 161	\$ 51,292	2		\$ 51,292					
	553	314	18	\$ 161	\$ 50,606	2		\$ 50,606					
	335	264	18	\$ 161	\$ 42,580	2		\$ 42,580					
	552	181	21	\$ 175	\$ 31,639	2		\$ 31,639					
	850	93	21	\$ 175	\$ 16,282	2		\$ 16,282					
	851	145	21	\$ 175	\$ 25,317	2		\$ 25,317					
	860	196	21	\$ 175	\$ 34,289	2		\$ 34,289					
	162	157	24	\$ 185	\$ 28,984	2		\$ 28,984					
	166	91	24	\$ 185	\$ 16,840	2		\$ 16,840					
	334	233	24	\$ 185	\$ 43,103	2		\$ 43,103					
	811	171	27	\$ 206	\$ 35,158	2		\$ 35,158					
	650	172	27	\$ 206	\$ 35,364	2		\$ 35,364					
	149	185	30	\$ 218	\$ 40,258	2		\$ 40,258					
	847	158	30	\$ 218	\$ 34,533	2		\$ 34,533					
	161	186	36	\$ 260	\$ 48,274	2		\$ 48,274					
	CIP002	410	36	\$ 260	\$ 106,600	2		\$ 106,600					
	351	231	78	\$ 790	\$ 182,228	2		\$ 182,228					
	352	232	78	\$ 790	\$ 183,018	2		\$ 183,018					
	843	407	24	\$ 185	\$ 75,206	3			\$ 75,206				
	844	93	24	\$ 185	\$ 17,212	3			\$ 17,212				
	840	173	36	\$ 260	\$ 44,894	3			\$ 44,894				
	1079	30	48	\$ 317	\$ 9,452	3			\$ 9,452				
	882	257	12	\$ 137	\$ 35,236	4				\$ 35,236			
	857	112	12	\$ 137	\$ 15,351	4				\$ 15,351			
	858	80	15	\$ 151	\$ 12,095	4				\$ 12,095			
	859	247	15	\$ 151	\$ 37,313	4				\$ 37,313			
	852	201	21	\$ 175	\$ 35,215	4				\$ 35,215			
	326	233	21	\$ 175	\$ 40,798	4				\$ 40,798			
	854	158	24	\$ 185	\$ 29,169	4				\$ 29,169			
	353	233	78	\$ 790	\$ 183,808	4				\$ 183,808			
	163	39	12	\$ 137	\$ 5,344	5							
	164	95	12	\$ 137	\$ 13,030	5							
	1732	132	12	\$ 137	\$ 18,020	5							
<b>Sub-Total</b>						<b>\$</b>	<b>612,599</b>	<b>\$</b>	<b>1,165,591</b>	<b>\$</b>	<b>146,764</b>	<b>\$</b>	<b>388,984</b>
<b>Total</b>						<b>\$</b>	<b>4,954,778</b>	<b>\$</b>	<b>3,286,047</b>	<b>\$</b>	<b>4,031,785</b>	<b>\$</b>	<b>2,087,439</b>

# Project Cost Worksheet

McMinnville Storm Drainage Plan

Project Cost Worksheet

STMAINS_ID	Major Basin	Sub Basin	Exist. Dia.	Exist Q10	Future Q10	Tier Rank	Length	Prop. Dia.	Unit Cost	Replacement Cost	Proj. Name
714	Cozine Creek	C-30R	12.0	5	5	1	293	15	\$151	\$44,266	1st Street from Adams to Evans
716	Cozine Creek	C-30R	12.0	9	9	1	291	21	\$175	\$50,951	1st Street from Adams to Evans
717	Cozine Creek	C-30R	12.0	14	15	1	291	27	\$206	\$59,979	1st Street from Adams to Evans
93	Cozine Creek	C-30R	12.0	17	17	1	137	36	\$260	\$35,645	1st Street from Adams to Evans
94	Cozine Creek	C-30R	14.0	17	18	1	49	36	\$260	\$12,782	1st Street from Adams to Evans
95	Cozine Creek	C-30R	15.0	17	18	1	56	36	\$260	\$14,522	1st Street from Adams to Evans
587	Cozine Creek	C-30R	14.0	17	18	1	39	36	\$260	\$10,142	1st Street from Adams to Evans
<b>Sub-Total Cost</b>										<b>\$228,287</b>	
876	North Cozine	N-0RR	12.0	15	15	1	292	30	\$218	\$63,675	4th Street from Birch to Cows
645	North Cozine	N-0RR	12.0	15	15	1	228	30	\$218	\$49,743	4th Street from Birch to Cows
100	North Cozine	N-0RR	14.0	21	21	1	421	36	\$260	\$109,551	4th Street from Birch to Cows
97	North Cozine	N-0RR	14.0	24	24	1	63	42	\$279	\$17,588	4th Street from Birch to Cows
102	North Cozine	N-0RR	14.0	24	24	1	63	42	\$279	\$17,612	4th Street from Birch to Cows
99	North Cozine	N-0	14.0	35	35	1	29	48	\$317	\$9,150	4th Street from Birch to Cows
101	North Cozine	N-0	14.0	35	35	1	82	48	\$317	\$26,036	4th Street from Birch to Cows
<b>Sub-Total Cost</b>										<b>\$293,356</b>	
699	North Cozine	N-0R1	12.0	4	4	1	284	15	\$151	\$42,902	7th Street and Cedar Street System
704	North Cozine	N-0R1R	12.0	4	4	1	295	15	\$151	\$44,567	7th Street and Cedar Street System
683	North Cozine	N-0R1	15.0	7	7	1	264	18	\$161	\$42,552	7th Street and Cedar Street System
705	North Cozine	N-0R1R	12.0	7	7	1	291	18	\$161	\$46,873	7th Street and Cedar Street System
686	North Cozine	N-0R1	15.0	11	11	1	251	24	\$185	\$46,433	7th Street and Cedar Street System
706	North Cozine	N-0R1R	15.0	11	11	1	257	24	\$185	\$47,583	7th Street and Cedar Street System
3100	North Cozine	N-0R	24.0	11	11	1	80	24	\$185	\$14,819	7th Street and Cedar Street System
744	North Cozine	N-0R	15.0	12	12	1	247	27	\$206	\$50,905	7th Street and Cedar Street System
693	North Cozine	N-0R1	18.0	15	15	1	255	30	\$218	\$55,624	7th Street and Cedar Street System
700	North Cozine	N-0R1	21.0	19	19	1	268	36	\$260	\$69,752	7th Street and Cedar Street System
702	North Cozine	N-0R1	21.0	19	19	1	157	36	\$260	\$40,869	7th Street and Cedar Street System
745	North Cozine	N-0R	24.0	17	17	1	252	36	\$260	\$65,550	7th Street and Cedar Street System
707	North Cozine	N-0R1R	15.0	22	22	1	30	36	\$260	\$7,795	7th Street and Cedar Street System
703	North Cozine	N-0R	21.0	24	24	1	93	42	\$279	\$26,010	7th Street and Cedar Street System
748	North Cozine	N-0R	24.0	46	46	1	226	54	\$412	\$93,159	7th Street and Cedar Street System
3098	North Cozine	N-0R	24.0	46	46	1	500	54	\$412	\$206,039	7th Street and Cedar Street System
<b>Sub-Total Cost</b>										<b>\$901,432</b>	
862	Midtown	M-10	10.0	5	5	1	234	15	\$151	\$35,352	Alpine Street from 7th to 12th
630	Midtown	M-10	10.0	6	6	1	252	18	\$161	\$40,611	Alpine Street from 7th to 12th
1004	Midtown	M-10	12.0	9	9	1	253	21	\$175	\$44,298	Alpine Street from 7th to 12th
1006	Midtown	M-10	10.0	9	9	1	252	21	\$175	\$44,155	Alpine Street from 7th to 12th
577	Midtown	M-10	12.0	12	12	1	116	24	\$185	\$21,498	Alpine Street from 7th to 12th
576	Midtown	M-10	12.0	13	13	1	276	27	\$206	\$56,909	Alpine Street from 7th to 12th
624	Midtown	M-10	12.0	13	13	1	95	27	\$206	\$19,647	Alpine Street from 7th to 12th
981	Midtown	M-10	12.0	13	13	1	262	27	\$206	\$53,942	Alpine Street from 7th to 12th
<b>Sub-Total Cost</b>										<b>\$316,410</b>	
401	North Cozine	N-20R	10.0	5	5	1	317	18	\$161	\$51,093	Elm Street System
118	North Cozine	N-20R	12.0	5	5	4	314	18	\$161	\$50,605	Elm Street System
880	North Cozine	N-10R1R	18.0	11	11	1	453	24	\$185	\$83,845	Elm Street System
391	North Cozine	N-20R	15.0	11	11	1	230	24	\$185	\$42,548	Elm Street System
117	North Cozine	N-20R	15.0	11	11	1	244	24	\$185	\$45,124	Elm Street System
634	North Cozine	N-10R1	15.0	14	14	1	234	27	\$206	\$48,200	Elm Street System
633	North Cozine	N-10R1R	18.0	16	16	1	419	30	\$218	\$91,366	Elm Street System
648	North Cozine	N-10R1	15.0	16	16	1	200	30	\$218	\$43,680	Elm Street System
649	North Cozine	N-10R	15.0	16	16	3	55	30	\$218	\$11,903	Elm Street System
194	North Cozine	N-20R	18.0	17	17	1	207	36	\$260	\$53,795	Elm Street System
647	North Cozine	N-10R1R	21.0	24	24	1	436	42	\$279	\$121,725	Elm Street System
772	North Cozine	N-10R1R	21.0	25	25	1	282	42	\$279	\$78,711	Elm Street System
773	North Cozine	N-10R1R	21.0	24	24	1	85	42	\$279	\$23,749	Elm Street System
775	North Cozine	N-10R	27.0	40	40	1	422	48	\$317	\$133,918	Elm Street System
774	North Cozine	N-10R	27.0	46	46	1	239	54	\$412	\$98,446	Elm Street System
179	North Cozine	N-10R	27.0	50	50	1	225	54	\$412	\$92,553	Elm Street System
114	North Cozine	N-10	30.0	80	84	1	293	72	\$663	\$194,231	Elm Street System
546	North Cozine	N-10	30.0	82	86	1	272	72	\$663	\$180,352	Elm Street System
112	North Cozine	N-10	0.0	0	0	1	291	72	\$663	\$192,932	Elm Street System
1193	North Cozine	N-10	0.0	0	0	1	391	72	\$663	\$259,219	Elm Street System
<b>Sub-Total Cost</b>										<b>\$1,897,996</b>	
3132	Midtown	M-30R	12.0	19	19	3	190	36	\$260	\$49,463	Galloway Street from 12th to 17th
651	Midtown	M-30R	0.0	0	0	1	160	36	\$260	\$41,573	Galloway Street from 12th to 17th
3133	Midtown	M-30R	12.0	20	20	1	189	36	\$260	\$49,138	Galloway Street from 12th to 17th
3134	Midtown	M-30R	0.0	0	0	5	183	36	\$260	\$47,571	Galloway Street from 12th to 17th
578	Midtown	M-30R	12.0	25	25	1	251	42	\$279	\$70,102	Galloway Street from 12th to 17th
658	Midtown	M-30R	12.0	25	25	1	250	42	\$279	\$69,681	Galloway Street from 12th to 17th
<b>Sub-Total Cost</b>										<b>\$327,528</b>	
146	West Cozine	W-10	12.0	3	3	1	91	12	\$137	\$12,471	Gouchen Street to Fleishaven
144	West Cozine	W-0	12.0	4	4	1	304	15	\$151	\$45,930	Gouchen Street to Fleishaven
145	West Cozine	W-0	12.0	4	4	1	201	15	\$151	\$30,386	Gouchen Street to Fleishaven
142	West Cozine	W-0	12.0	5	6	1	248	18	\$161	\$39,857	Gouchen Street to Fleishaven
618	West Cozine	W-0	12.0	5	6	1	110	18	\$161	\$17,772	Gouchen Street to Fleishaven
3834	West Cozine	W-0	15.0	18	19	1	553	36	\$260	\$143,825	Gouchen Street to Fleishaven
1119	West Cozine	W-10	36.0	43	44	1	233	54	\$412	\$95,991	Gouchen Street to Fleishaven
3833	West Cozine	W-10	36.0	43	44	1	407	54	\$412	\$167,484	Gouchen Street to Fleishaven
<b>Sub-Total Cost</b>										<b>\$553,717</b>	
87	Cozine Creek	C-30L	12.0	5	5	1	139	15	\$151	\$20,964	Linfield Avenue near Hwy 99
740	Cozine Creek	C-30L	12.0	5	5	1	217	15	\$151	\$32,704	Linfield Avenue near Hwy 99
84	Cozine Creek	C-30L	12.0	8	8	1	261	21	\$175	\$45,707	Linfield Avenue near Hwy 99
85	Cozine Creek	C-30L	12.0	9	9	1	386	21	\$175	\$67,596	Linfield Avenue near Hwy 99
218	Cozine Creek	C-30L	0.0	0	0	1	57	24	\$185	\$10,556	Linfield Avenue near Hwy 99
540	Cozine Creek	C-30L	0.0	0	0	1	108	24	\$185	\$19,950	Linfield Avenue near Hwy 99
189	Cozine Creek	C-30L	24.0	18	19	1	239	36	\$260	\$62,034	Linfield Avenue near Hwy 99
190	Cozine Creek	C-30L	24.0	25	25	1	453	42	\$279	\$126,484	Linfield Avenue near Hwy 99
86	Cozine Creek	C-30L	24.0	35	35	1	182	48	\$317	\$57,686	Linfield Avenue near Hwy 99
<b>Sub-Total Cost</b>										<b>\$443,680</b>	
<b>Total Cost</b>										<b>\$4,962,406</b>	