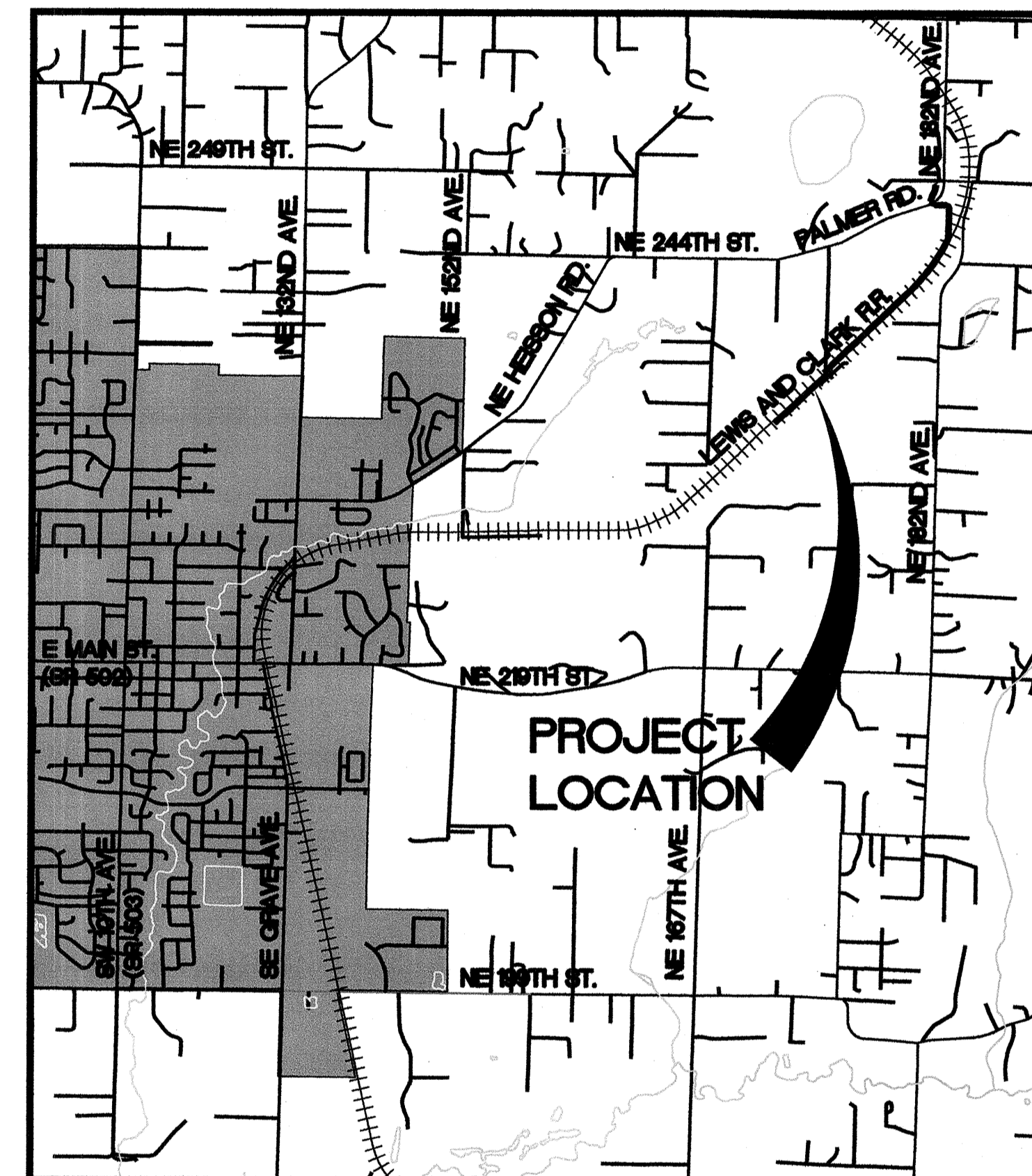
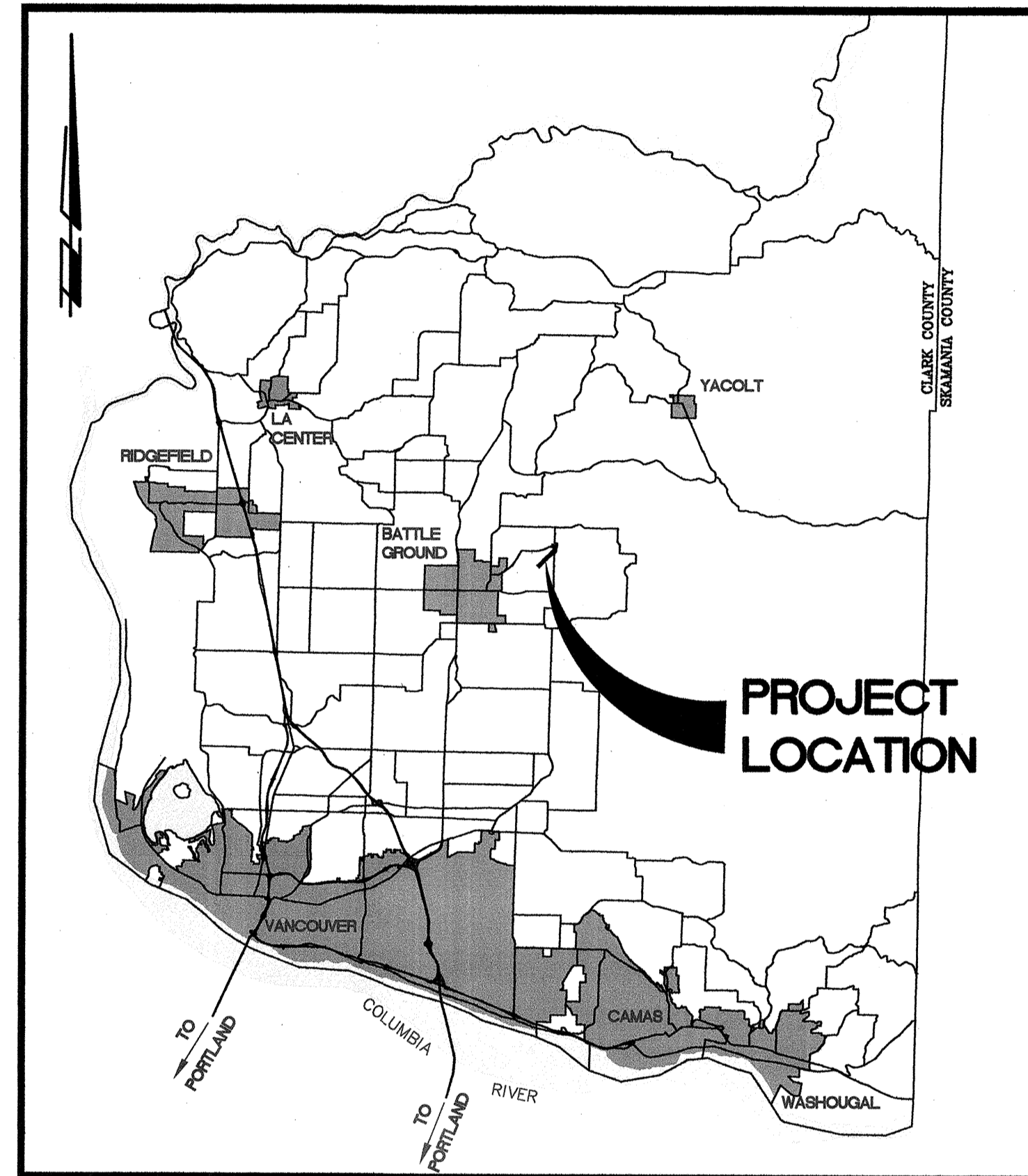


CHELATCHIE PRAIRIE RAILROAD TRAIL
 VICINITY OF NE 167TH AVENUE TO BATTLE GROUND LAKE STATE PARK

PLANS FOR THE CONSTRUCTION OF
 MULTI-PURPOSE TRAIL



VANCOUVER-CLARK
PARKS & Recreation
 We create community through people, parks and programs
 www.vancouverparks-rec.org

CLARK COUNTY

PLANNING LAND USE# _____
 ENGINEERING# ENG 2011-00002
 INSPECTION# _____
 WETLANDS BIOLOGIST CASE# VAR 2011-00004
 HABITAT BIOLOGIST CASE# VAR 2011-00004

Recommended For Approval
 NDT APPLICABLE PER TOM SLATT

Signature	Clark County Fire Marshal	Date
<i>[Signature]</i>	WET 2010-00035	3/10/11
Signature	Clark County Wetlands Biologist	Date
<i>[Signature]</i>	WAB 2010-00036	3/10/11
Signature	Clark County Habitat Biologist	Date
<i>[Signature]</i>		3/11/11
Signature	Clark County Transportation-Concurrency	Date
<i>[Signature]</i>		3/11/11
Signature	Clark County Transportation Signal and Traffic Control	Date
<i>[Signature]</i>		3/11/11
Signature	Clark County Transportation Signing and Striping	Date
<i>[Signature]</i>		3/9/11
Signature	Clark County Development Engineering Final Site Plan	Date
<i>[Signature]</i>		3/9/11
Signature	Clark County Development Engineering Stormwater, Transportation, Grading	Date
<i>[Signature]</i>		

A N/A
 Stormwater & Erosion Control Ordinance CCC 40.380
 Stormwater & Erosion Control Ordinance CCC 40.385
 Construction Stormwater Pollution Prevention Plan (SWPPP)
 Transportation Standards Ordinance CCC 40.350
 Transportation Landscaping Review
 Utility Review CCC 13.12A & 12.20A
 Clark County Signing & Striping
 Road Modification CCC 40.550
 CARA CCC 40.410
 Geological Hazard Areas Reg. CCC 40.430
 Flood Plain Combining District CCC 40.420
 Sewer and Water on Plan
 Clark County M & O Pavement Def. Testing
 Private Stormwater Covenant
 Record Drawing Guarantee
 Appendix J of IBC & CCC 14.07

RECOMMENDED FOR APPROVAL
[Signature] Hi Safay 3/10/2011
 Engineering Team Leader Date

APPROVED FOR CONSTRUCTION
[Signature] Steven C. Schulte 3/11/2011
 Clark County Engineer Date

Plans Approved for Construction by the County does not in any way relieve the applicant of responsibility to meet all requirements of the County or obligations to protect life, health and property. Plans have been reviewed and approved for compliance with Clark County Code and adopted regulations. Plans shall be revised or supplemented at any time it is determined that the full requirements of the County have not been met.
 Rev. 02/01/11

COMMISSIONERS:

TOM MIELKE, Chair
 MARC BOLDT, Commissioner
 STEVE STUART, Commissioner



DEPARTMENT OF
 PUBLIC WORKS



Quality Assurance	Project Manager	PW Director/ County Engineer
<i>[Signature]</i> 3-9-11 Bruce Klug, P.E.	<i>[Signature]</i> 3-9-11 Troy Pierce, P.E.	<i>[Signature]</i> 3-11-11 Steven C. Schulte for Peter Capell Peter Capell, P.E.

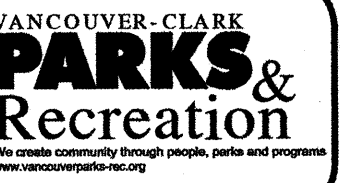
ENGINEERING AND CONSTRUCTION DIVISION

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31	PP11	PLAN AND PROFILE - STA 235+00 TO E.O.P.
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33	RC2	PALMER ROAD CROSSING
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46	LND4	ENLARGEMENT-PALMER ROAD CROSSING-NORTH SIDE
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54	LND12	SITE DETAILS-SIGNAGE
55	LND13	SITE DETAILS-FENCING/GATE
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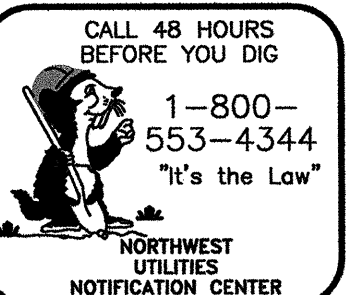


**PUBLIC
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ENGINEERING
PROGRAM**

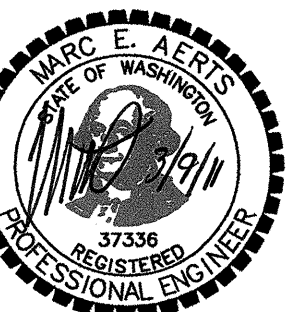


CHELATCHIE PRARIE RAILROAD TRAIL - CRP #361212

SHEET INDEX



**DESIGN
SECTION**



DESIGNED MA
DRAWN RR/RK
DATE 03/09/11

IND1

2 OF 56

LEGEND

TRAFFIC SIGNAL INTERCONNECT AND LIGHTING SYMBOLS		STORM/SANITARY SYMBOLS	
TRAFFIC SIGNAL SYMBOLS		SYMBOLS DESCRIPTION	
EXISTING	PROPOSED	EXIST.	PROP.
		WATER SYMBOLS	
		SYMBOLS DESCRIPTION	
		EXIST.	PROP.

GENERAL LINETYPES		OTHER UTILITY SYMBOLS		OTHER GENERAL SYMBOLS	
LINETYPE DESCRIPTION		SYMBOLS DESCRIPTION		SYMBOLS DESCRIPTION	
EXISTING	PROPOSED	EXIST.	PROP.	EXIST.	PROP.

CURB RETURN/CURVE DATA

R =	R = CURVE RADIUS
Δ =	Δ = CURVE DELTA ANGLE
L =	L = CURVE LENGTH
T =	T = CURVE TANGENT
C =	C = CURVE CHORD LENGTH

(cx) CURVE TABLE

RETURN INFORMATION		?
X1	BCR	E1
X2	1/4 Δ	E2
X3	1/2 Δ	E3
X4	3/4 Δ	E4
X5	ECR	E5

GENERAL NOTES

1. SURVEY DATUM PER CLARK COUNTY.
2. EXISTING UTILITIES SHOWN ON THE PLANS ARE PER SURFACE LOCATIONS, RECORD DRAWINGS, AND LIMITED POTHOLE DATA. THE CONTRACTOR SHALL FIELD VERIFY LOCATIONS OF ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION. IF CONFLICT EXISTS, NOTIFY THE ENGINEER AND UTILITY COMPANY. PROCEED ONLY AS DIRECTED AND PER STANDARD POLICY AND REGULATIONS (INCIDENTAL TO STORM SEWER PIPE).
3. ALL NECESSARY CONSTRUCTION SURVEY SHALL BE PROVIDED AT NO COST TO THE CONTRACTOR. HOWEVER, THE CONTRACTOR WILL BE RESPONSIBLE FOR REPLACING NEEDED SURVEY STAKES DESTROYED THROUGH NORMAL OPERATIONS, NEGLIGENCE, OR INATTENTION.
4. AT THE END OF EACH DAY, THE CONTRACTOR SHALL CLEAN UP THE PROJECT AREA AND LEAVE IT IN A NEAT AND SECURED MANNER. UPON COMPLETION, THE CONTRACTOR SHALL LEAVE THE PROJECT AREA FREE OF DEBRIS AND UNUSED MATERIAL.
5. IF EXISTING CONCRETE CURBS AND SIDEWALKS DESIGNATED TO REMAIN ARE DAMAGED, THEY WILL BE REMOVED AND REPLACED TO ORIGINAL CONDITION AT THE CONTRACTOR'S EXPENSE.
6. CONTRACTOR SHALL NOTIFY AND COORDINATE WITH OTHER PUBLIC UTILITIES (GAS, PHONE, ELECTRIC, CABLE TV, WATER AND SEWER) TO MAKE ALL NECESSARY ADJUSTMENTS TO RESPECTIVE FACILITIES.
7. CONTRACTOR SHALL PROTECT ALL EXISTING UTILITIES (GAS, PHONE, ELECTRIC, CABLE TV). ALL DISTURBED UTILITIES SHALL BE REPAIRED AS DIRECTED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REPAIR OF EXISTING UTILITY SERVICES DESTROYED THROUGH NEGLIGENCE AND/OR INATTENTION.
8. IF ANY CULTURAL RESOURCES AND/OR HUMAN REMAINS ARE DISCOVERED IN THE COURSE OF UNDERTAKING THE DEVELOPMENT ACTIVITY, THE DEPARTMENT OF ARCHAEOLOGY AND HISTORIC PRESERVATION IN OLYMPIA AND CLARK COUNTY DEPARTMENT OF ENVIRONMENTAL SERVICES SHALL BE NOTIFIED. FAILURE TO COMPLY WITH THESE STATE REQUIREMENTS MAY CONSTITUTE A CLASS C FELONY, SUBJECT TO IMPRISONMENT AND/OR FINES.

PHASING AND STAGING NOTES

1. THE CONTRACTOR'S PLAN AND ALL PHASES OF WORK SHALL COMPLY WITH ALL PERMITS AND PERMIT CONDITIONS AT ALL TIMES. SEE THE PERMIT SUMMARY SECTION OF THE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.
2. THE CONTRACTOR SHALL FINISH GRADE AND SEED ALL DISTURBED AREAS WITHIN (7) SEVEN DAYS OF INITIAL DISTURBANCE BETWEEN MAY 1 AND SEPTEMBER 20 AND WITHIN (2) TWO DAYS BETWEEN OCT 1 AND APRIL 30. NO EXCEPTIONS WILL BE PERMITTED.
3. CONTRACTOR SHALL BE RESPONSIBLE FOR STABILIZING, SEEDING AND MULCHING OF ALL DISTURBED AREAS IN ACCORDANCE WITH ALL PERMIT CONDITIONS.



PUBLIC WORKS ENGINEERING PROGRAM

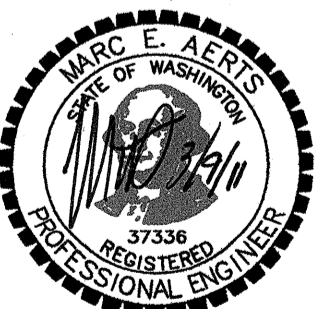
PARKS & Recreation

CHELATCHIE PRARIE RAILROAD TRAIL - CRP #361212

LEGEND AND GENERAL NOTES

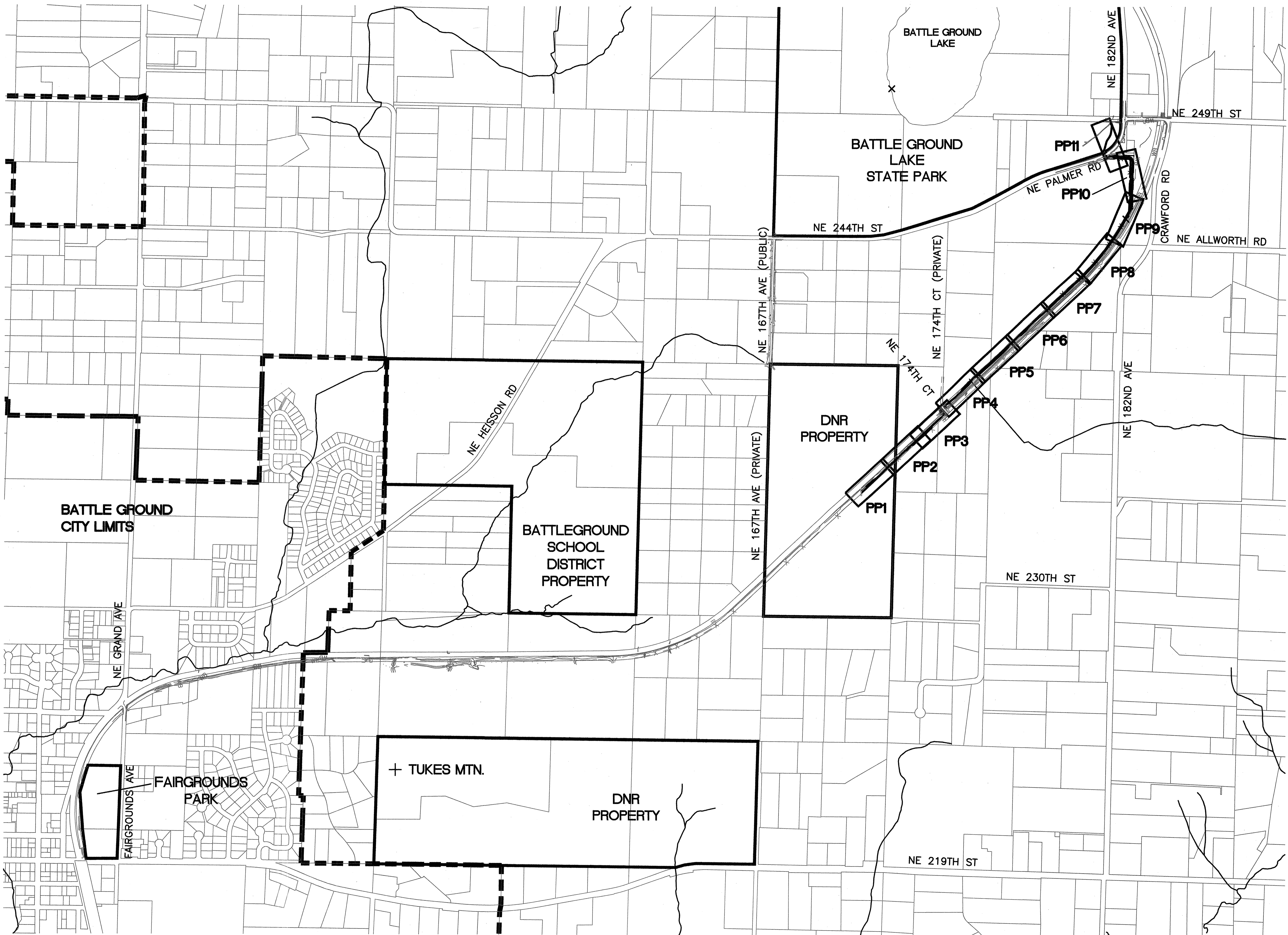
CALL 48 HOURS BEFORE YOU DIG
1-800-553-4344
"It's the Law"
NORTHWEST UTILITIES NOTIFICATION CENTER

DESIGN SECTION



DESIGNED MA
DRAWN RR/RK
DATE 03/09/11

LGNi



N.T.S.



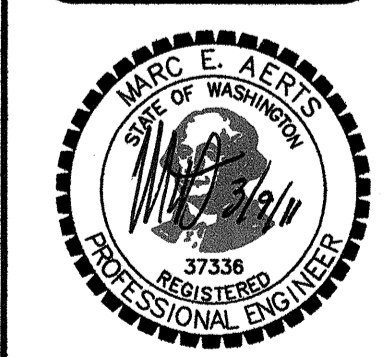
PUBLIC WORKS
ENGINEERING PROGRAM



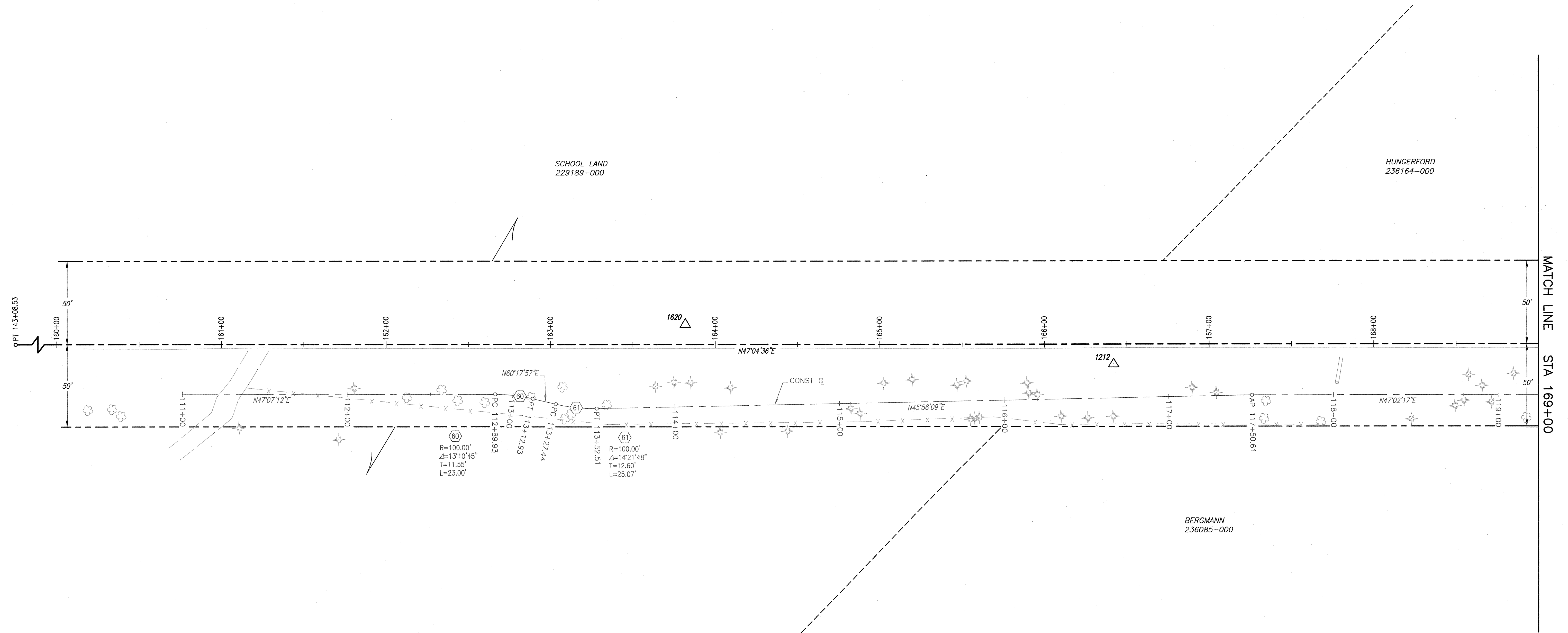
CHELATCHIE PRAIRIE RAILROAD TRAIL - CRP #361212
PROJECT LAYOUT

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DESIGN SECTION



DESIGNED MA
DRAWN RR/RK
DATE 03/09/11
LAY1
4 OF 56



MATCH LINE STA 169+00

LEGEND

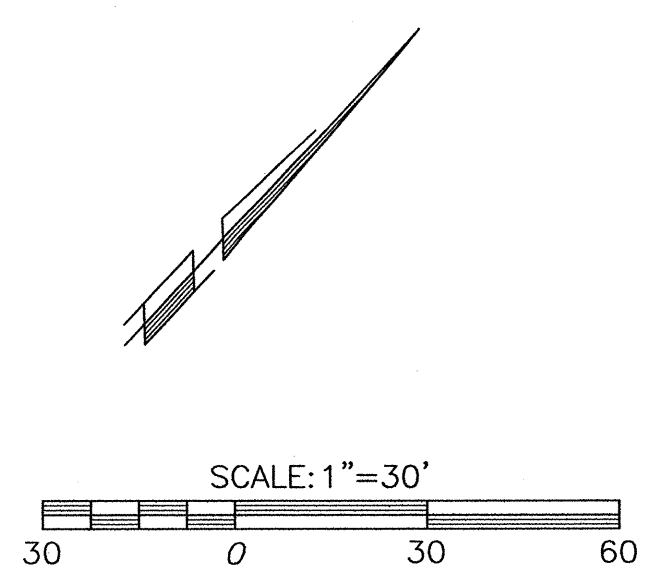
- FOUND MONUMENT (AS NOTED)
- MONUMENT TO BE SET SUBSEQUENT TO CONST
- CONTROL POINT (AS NOTED)
- CURVE INFORMATION
- R/R CENTERLINE
- TRAIL CONST CENTERLINE
- R/W LINE
- PROPERTY LINE
- EASEMENT LINE

SURVEYOR'S STATEMENT
 THE PURPOSE OF THIS SURVEY IS TO LOCATE AND ESTABLISH THE CENTERLINE AND RIGHT-OF-WAY LINES OF A PORTION OF THE CHELATCHIE PRAIRIE RAILROAD. LOT LINES SHOWN ARE LOCATED BY DEED CALLS AND PUBLIC RECORDS, AND ARE SHOWN FOR CLARITY, BEING DERIVED BY CALCULATION. THIS DOES NOT CONSTITUTE A BOUNDARY SURVEY OF SAID LOT LINES AND IS THEREFORE SUBJECT TO ANY INACCURACIES A SUBSEQUENT BOUNDARY SURVEY MAY DISCLOSE.

TRAIL CONST CENTERLINE CONTROL		
PT #	NORTHING	EASTING
111+00	173748.614	1131044.390
PC 112+89.93	173877.856	1131183.569
PT 113+12.93	173891.441	1131202.068
PC 113+27.44	173898.630	1131214.671
PT 113+55.51	173913.636	1131234.670
AP 117+50.61	174190.497	1131520.726

RAILROAD CENTERLINE CONTROL		
PT #	NORTHING	EASTING
PT 143+08.53	172566.774	1129729.358

CONTROL POINTS				
PT #	NORTHING	EASTING	ELEV	DESCRIPTION
1212	173987.901	1131239.115	428.36	5/8" REBAR W/RED "CC CONTROL" CAP
1620	174147.141	1131446.228	424.54	RAILROAD SPIKE



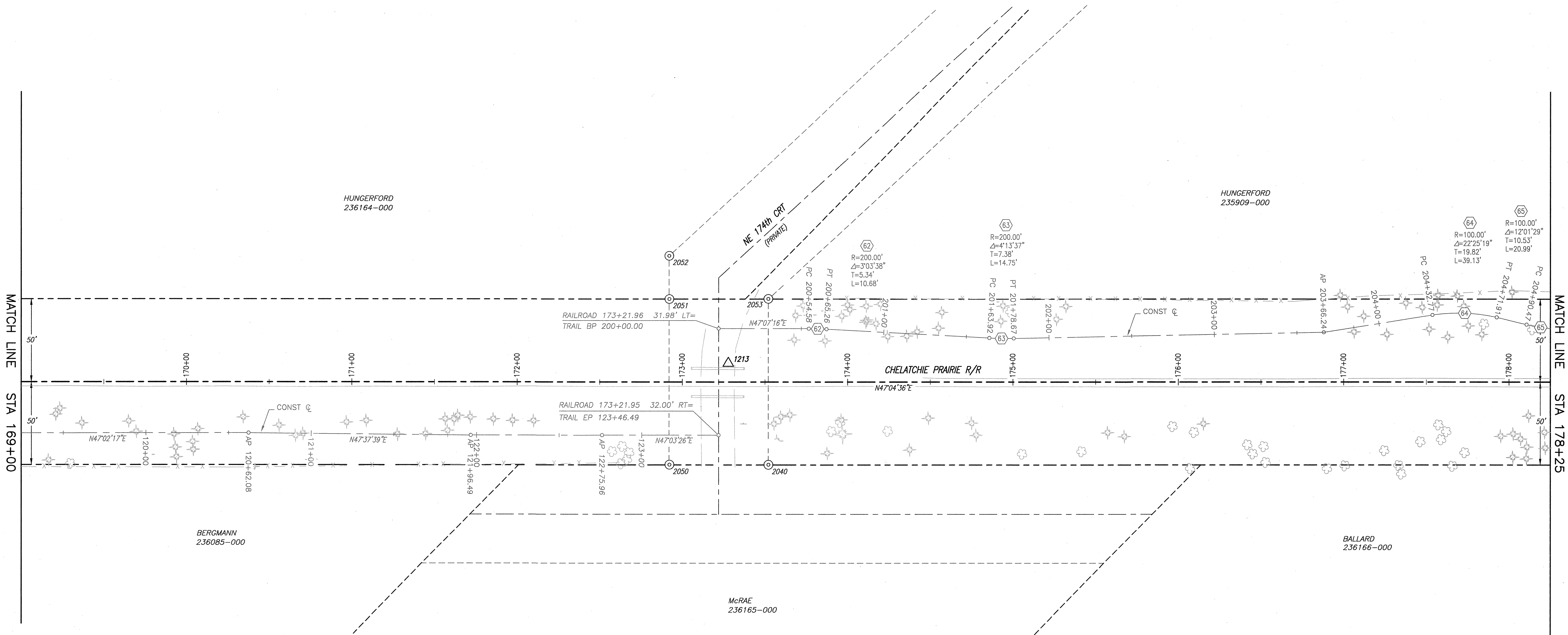
Kenneth W. Paul
 3/9/11
 DATE
 Kenneth W. Paul, P.L.S.
 County Surveyor
 P.L.S. #35152

Clark County Public Works
 Vancouver, Washington

ENGINEERING & CONSTRUCTION DIVISION
 OFFICE OF THE COUNTY SURVEYOR

CHELATCHIE TRAIL - CRP # 361212
 MONUMENTATION, R/W, & CONTROL MAP

DATE	SCALE	SHEET
DEC 2010	1"=30'	SVI



MATCH LINE STA 169+00

MATCH LINE STA 178+25

LEGEND

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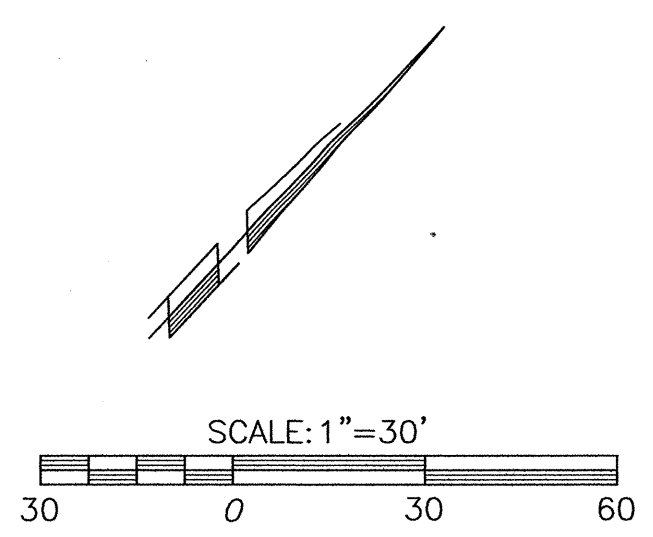
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TRAIL CONST CENTERLINE CONTROL		
PT #	NORTHING	EASTING
AP 120+62.08	174402.770	1131748.665
AP 121+96.49	174493.353	1131847.961
AP 122+75.96	174547.498	1131906.140
EP 123+46.49	174595.543	1131957.766
BP 200+00.00	174642.398	1131914.212
PC 200+54.58	174679.535	1131954.205
PT 200+65.26	174686.593	1131962.225
PC 201+63.92	174749.767	1132038.000
PT 201+78.67	174759.625	1132048.975
AP 203+66.24	174890.027	1132183.796
PC 204+32.77	174942.443	1132224.776
PT 204+71.91	174967.835	1132254.224
PC 204+90.47	174976.993	1132270.371


MONUMENTS FOUND PRIOR TO CONSTRUCTION			
PT #	NORTHING	EASTING	DESCRIPTION
2040	174602.969	1131991.973	REBAR W/YPC "SIMES-31454"
2050	174562.226	1131948.104	REBAR W/YPC "SIMES-31454"
2051	174635.310	1131880.063	REBAR W/OPC "WHITTEN-12412"
2052	174654.515	1131862.130	REBAR W/OPC "WHITTEN-12412"
2053	174676.139	1131923.807	REBAR W/OPC "WHITTEN-12412"

CONTROL POINTS				
PT #	NORTHING	EASTING	ELEV	DESCRIPTION
1213	174631.297	1131932.526	439.74	PK NAIL
1214	174997.331	1131909.785	434.88	PK NAIL



Kenneth W. Paul
 DATE: 3/9/11
 Kenneth W. Paul, P.L.S.
 County Surveyor
 P.L.S. #35152



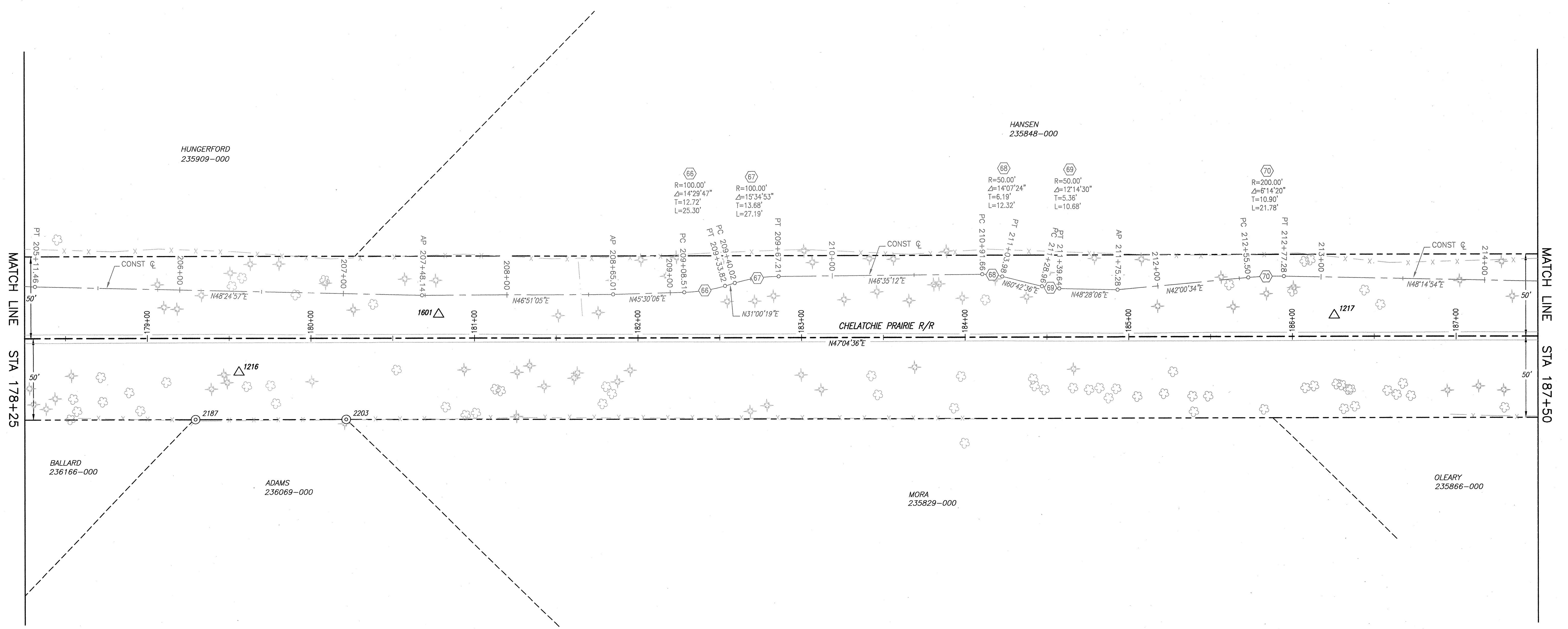


Clark County Public Works
 Vancouver, Washington

ENGINEERING & CONSTRUCTION DIVISION
 OFFICE OF THE COUNTY SURVEYOR

CHELATCHIE TRAIL - CRP # 361212
 MONUMENTATION, R/W, & CONTROL MAP

DATE	SCALE	SHEET
DEC 2010	1"=30'	SV2



MATCH LINE
STA 178+25

MATCH LINE
STA 187+50

LEGEND

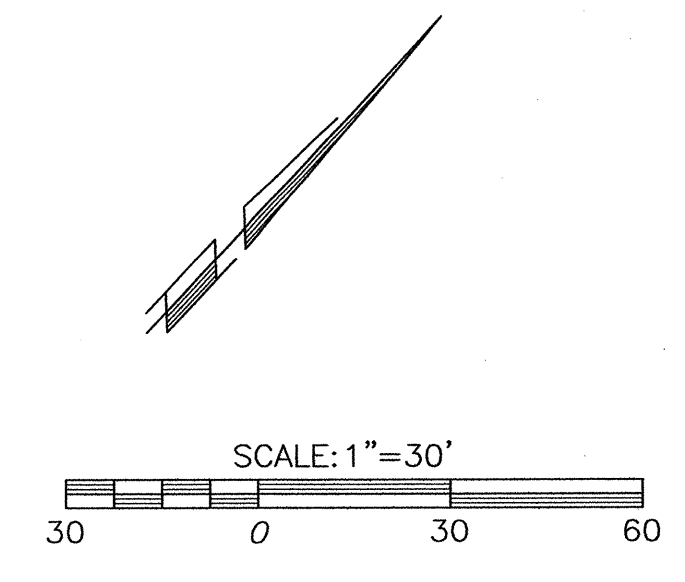
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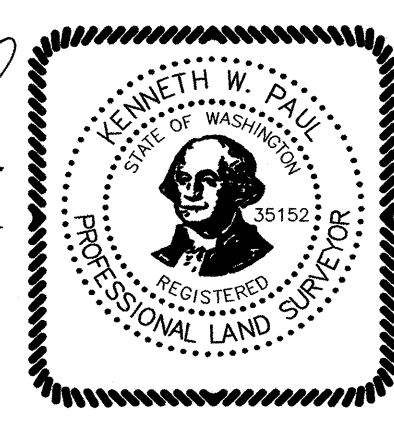
TRAIL CONST CENTERLINE CONTROL		
PT #	NORTHING	EASTING
PT 205+11.46	174989.179	1132287.410
AP 207+48.14	175146.271	1132464.446
AP 208+65.01	175226.194	1132549.709
PC 209+08.51	175256.689	1132580.742
PT 209+33.82	175276.504	1132596.365
PC 209+40.02	175281.820	1132599.560
PT 209+67.21	175302.950	1132616.546
PC 210+91.66	175388.476	1132706.946
PT 211+03.98	175395.763	1132716.847
PC 211+28.96	175407.981	1132738.629
PT 211+39.64	175414.159	1132747.319
AP 211+75.28	175437.793	1132774.002
PC 212+55.50	175497.396	1132827.687
PT 212+77.28	175512.752	1132843.113

MONUMENTS FOUND PRIOR TO CONSTRUCTION			
PT #	NORTHING	EASTING	DESCRIPTION
2187	174996.070	1132414.776	REBAR W/YPC "MINISTER-12563"
2203	175058.775	1132482.202	REBAR W/YPC "HAGEDORN"

CONTROL POINTS				
PT #	NORTHING	EASTING	ELEV	DESCRIPTION
1216	175035.708	1132414.275	455.87	5/8" REBAR W/RED "CC CONTROL" CAP
1217	175516.447	1132881.642	458.47	5/8" REBAR W/RED "CC CONTROL" CAP
1601	175144.770	1132479.598	454.54	BM 401 - BRASS DISK IN CONCRETE



Kenneth W. Paul
 3/9/11
 Kenneth W. Paul, P.L.S.
 County Surveyor
 P.L.S. #35152



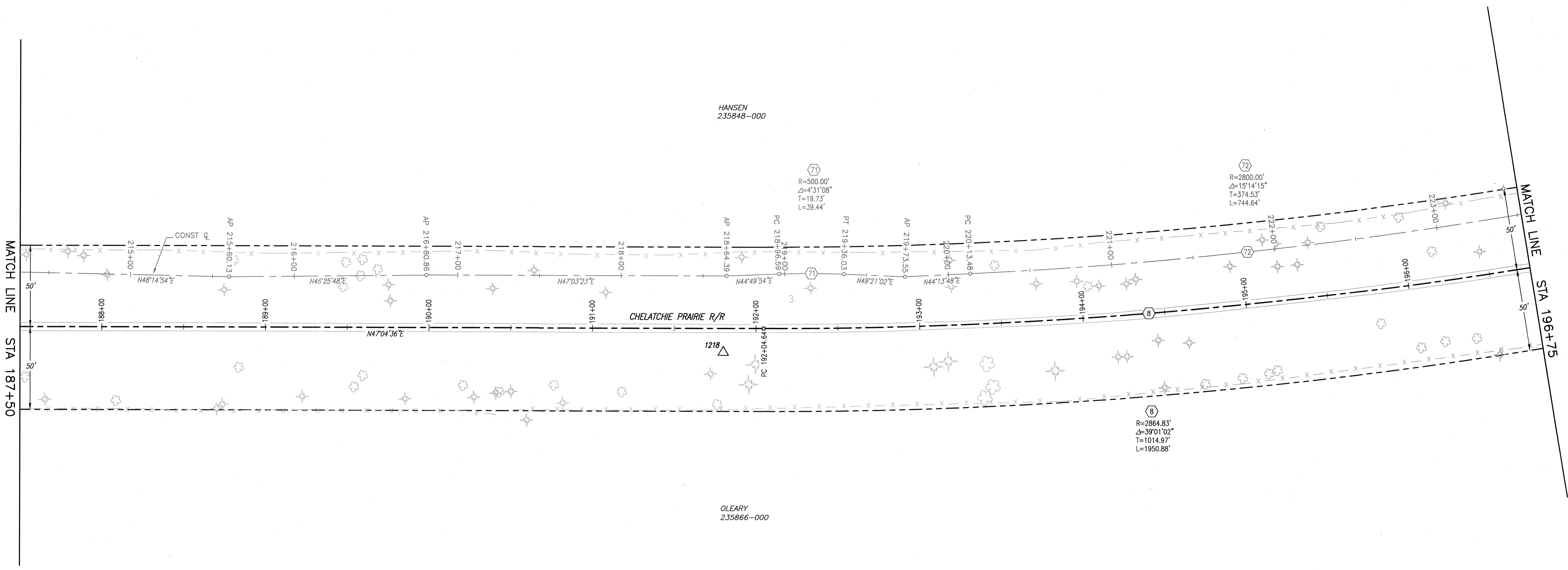
CLARK COUNTY WASHINGTON
 proud past, promising future

Clark County Public Works
 Vancouver, Washington

ENGINEERING & CONSTRUCTION DIVISION
 OFFICE OF THE COUNTY SURVEYOR

CHELATCHIE TRAIL - CRP # 361212
 MONUMENTATION, R/W, & CONTROL MAP

DATE	SCALE	SHEET
DEC 2010	1"=30'	SV3



LEGEND

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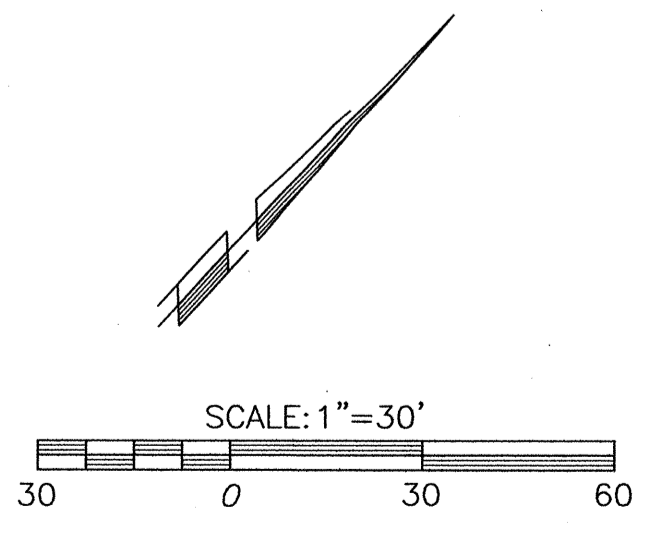
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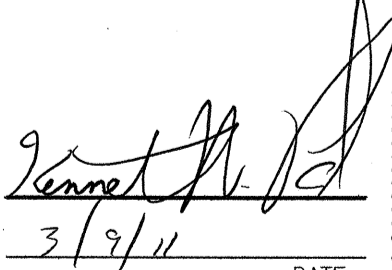
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TRAIL CONST CENTERLINE CONTROL		
PT #	NORTHING	EASTING
AP 215+60.13	175701.104	1133054.130
AP 216+80.86	175784.319	1133141.605
AP 218+64.39	175909.354	1133275.955
PC 218+96.59	175932.190	1133298.657
PT 219+36.03	175959.032	1133327.533
AP 219+73.55	175983.473	1133355.999
PC 220+13.48	176012.084	1133383.851

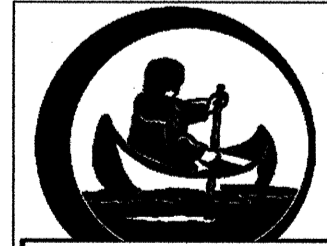
RAILROAD CENTERLINE CONTROL		
PT #	NORTHING	EASTING
PC 192+04.64	175901.127	1133314.606

CONTROL POINTS				
PT #	NORTHING	EASTING	ELEV	DESCRIPTION
1218	175874.039	1133306.116	463.80	5/8" REBAR W/RED "CC CONTROL" CAP



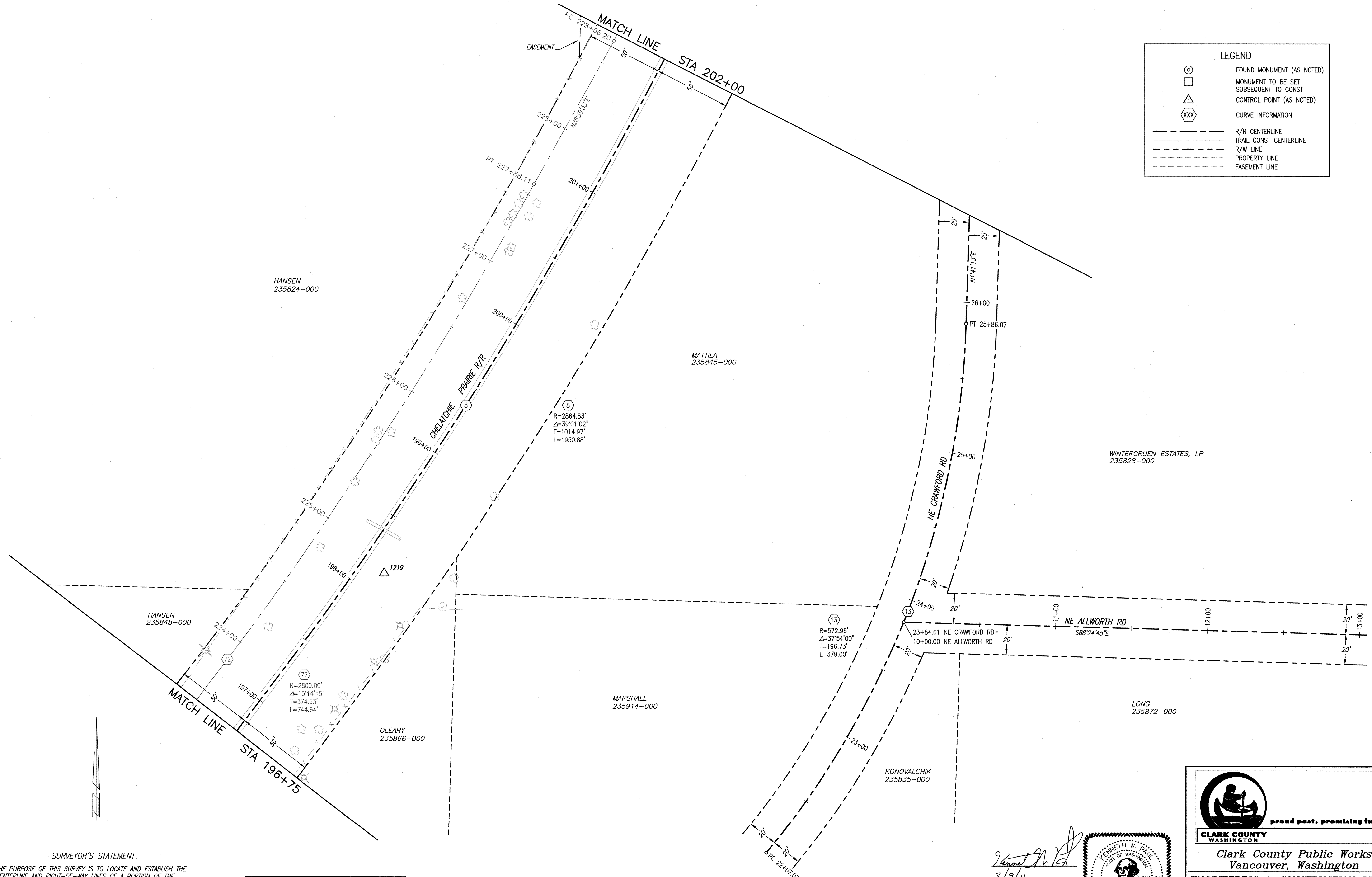

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 P.L.S. #35152




 proud past. promising future
CLARK COUNTY WASHINGTON
 Clark County Public Works
 Vancouver, Washington
 ENGINEERING & CONSTRUCTION DIVISION
 OFFICE OF THE COUNTY SURVEYOR
 CHELATCHIE TRAIL - CRP # 361212
 MONUMENTATION, R/W, & CONTROL MAP

DATE	SCALE	SHEET
DEC 2010	1"=30'	SV4

LEGEND	
	FOUND MONUMENT (AS NOTED)
	MONUMENT TO BE SET SUBSEQUENT TO CONST
	CONTROL POINT (AS NOTED)
	CURVE INFORMATION
	R/R CENTERLINE
	TRAIL CONST CENTERLINE
	R/W LINE
	PROPERTY LINE
	EASEMENT LINE

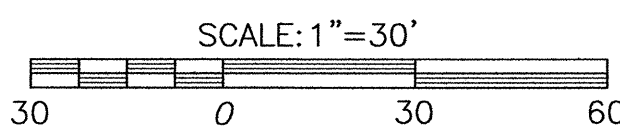


SURVEYOR'S STATEMENT

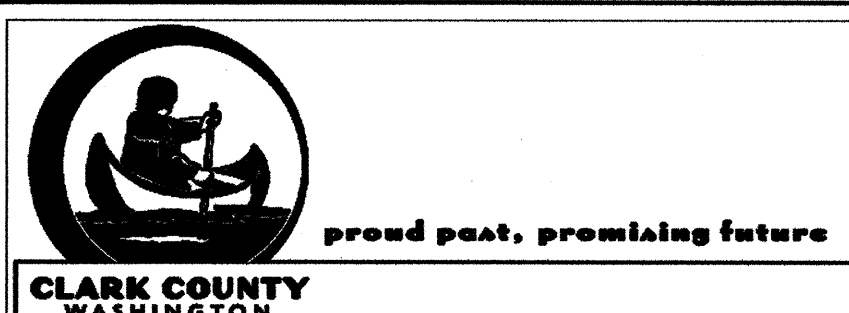
THE PURPOSE OF THIS SURVEY IS TO LOCATE AND ESTABLISH THE CENTERLINE AND RIGHT-OF-WAY LINES OF A PORTION OF THE CHELATCHIE PRAIRIE RAILROAD. LOT LINES SHOWN ARE LOCATED BY DEED CALLS AND PUBLIC RECORDS, AND ARE SHOWN FOR CLARITY, BEING DERIVED BY CALCULATION. THIS DOES NOT CONSTITUTE A BOUNDARY SURVEY OF SAID LOT LINES AND IS THEREFORE SUBJECT TO ANY INACCURACIES A SUBSEQUENT BOUNDARY SURVEY MAY DISCLOSE.

TRAIL CONST CENTERLINE CONTROL		
PT #	NORTHING	EASTING
PT 227+58.11	176608.043	1133826.631
PC 228+66.20	176702.586	1133879.020

CONTROL POINTS				
PT #	NORTHING	EASTING	ELEV	DESCRIPTION
1219	176352.587	1133728.152	462.78	5/8" REBAR W/RED "CC CONTROL" CAP

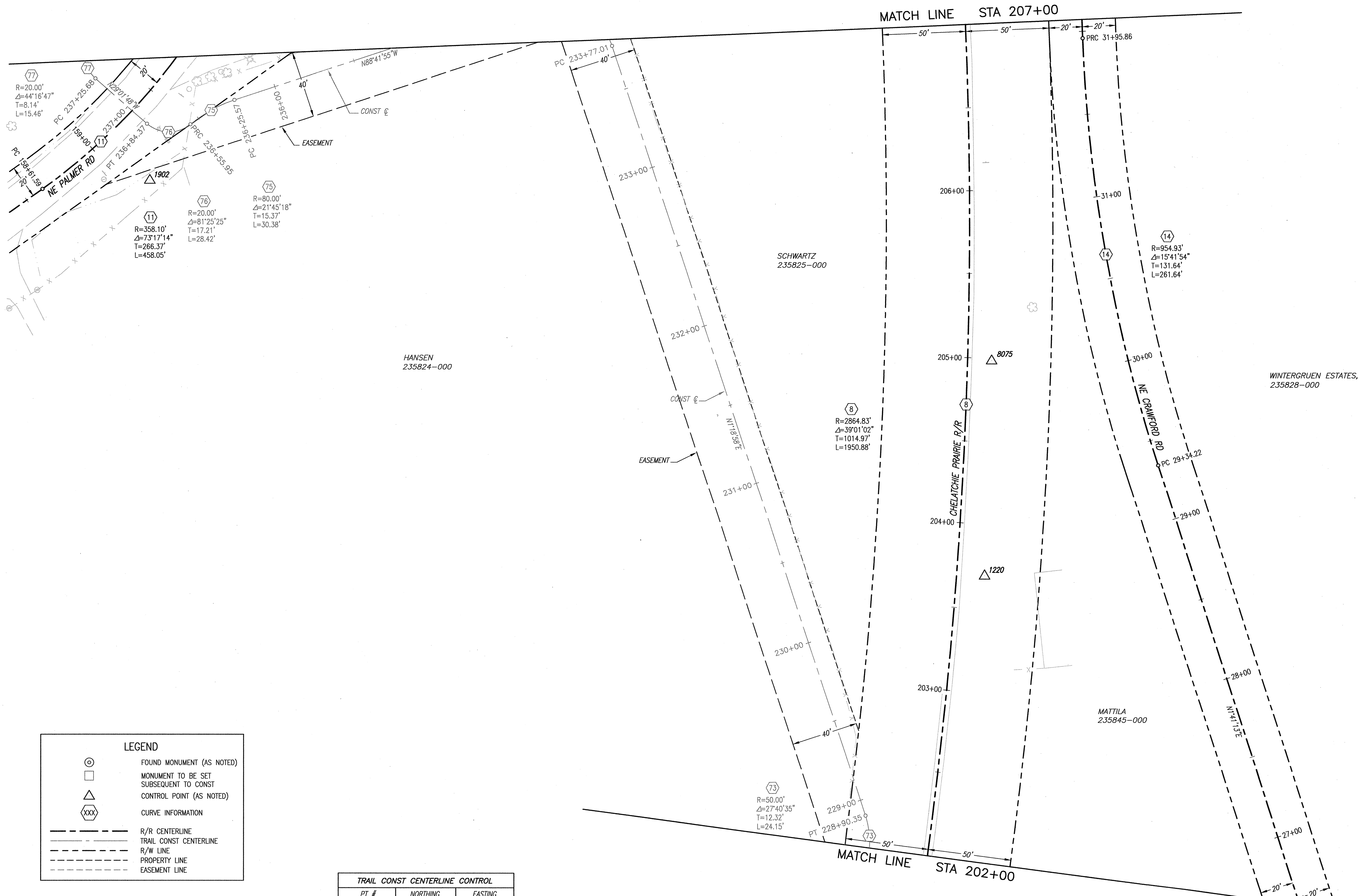


Kenneth W. Paul
 DATE: 3/9/11
 Kenneth W. Paul, P.L.S.
 County Surveyor
 P.L.S. #35152



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LEGEND

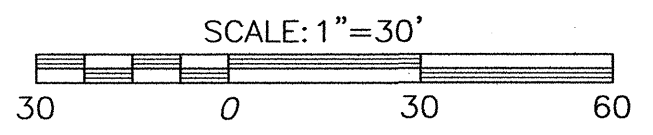
- FOUND MONUMENT (AS NOTED)
- MONUMENT TO BE SET SUBSEQUENT TO CONST
- △ CONTROL POINT (AS NOTED)
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TRAIL CONST CENTERLINE CONTROL		
PT #	NORTHING	EASTING
PT 228+90.35	176725.672	1133885.273
PC 233+77.01	177212.205	1133896.450
PC 236+25.57	177257.331	1133671.703
PRC 236+55.95	177252.308	1133641.930
PT 236+84.37	177261.342	1133617.454
PC 237+25.68	177297.463	1133597.407

CONTROL POINTS				
PT #	NORTHING	EASTING	ELEV	DESCRIPTION
1220	176837.558	1134000.840	464.19	5/8" REBAR W/RED "CC CONTROL" CAP
1902	177228.909	1133607.728	477.80	5/8" REBAR W/RED "CC CONTROL" CAP
8075	176957.939	1134048.093	465.83	BM 402 - BRASS DISK IN CONCRETE



Kenneth W. Paul
 3/9/11 DATE
 Kenneth W. Paul, P.L.S.
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 P.L.S. #35152



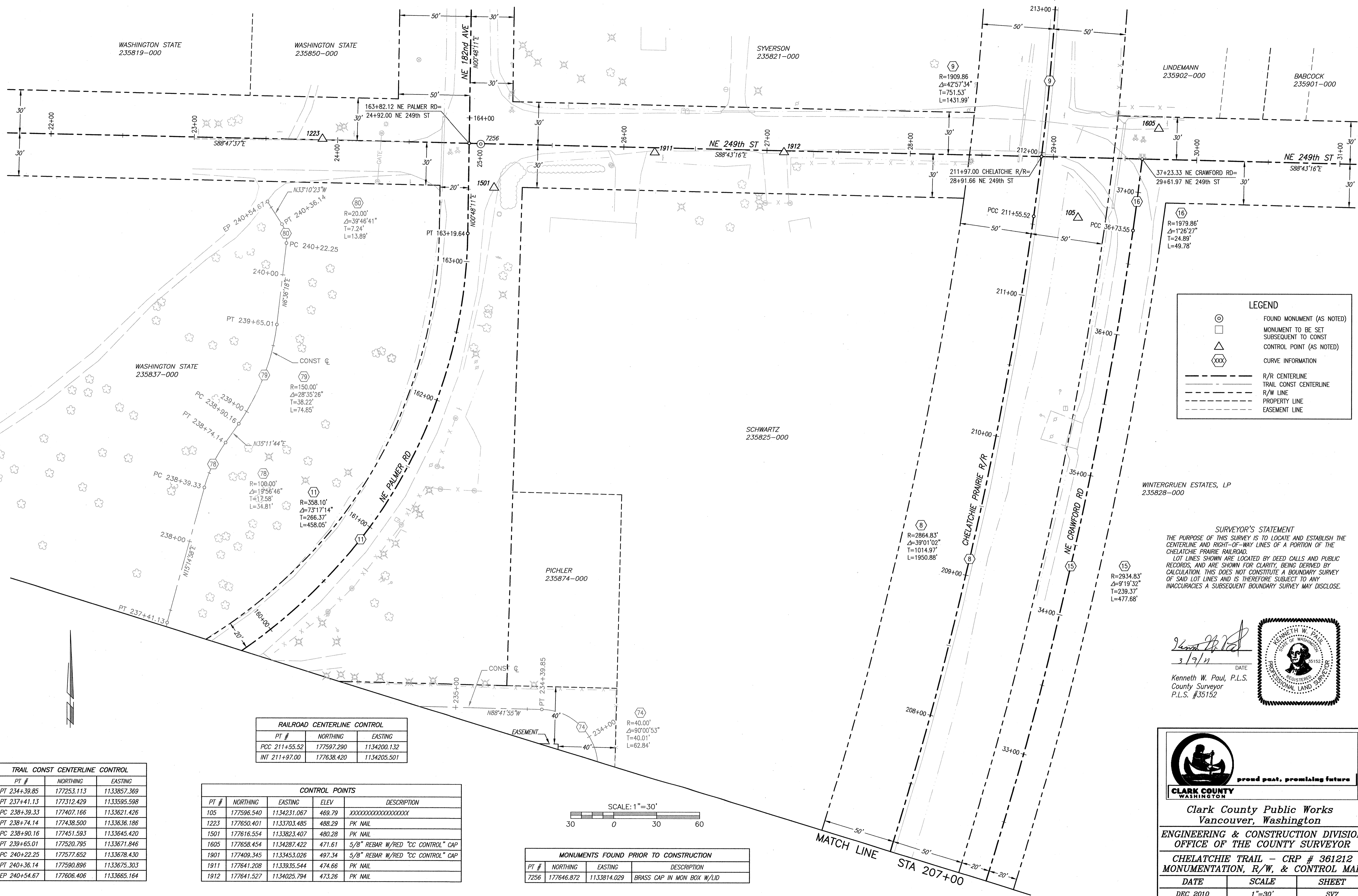
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 proud past, promising future

Clark County Public Works
 Vancouver, Washington

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 OFFICE OF THE COUNTY SURVEYOR

CHELATCHIE TRAIL - CRP # 361212
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DATE	SCALE	SHEET
DEC 2010	1"=30'	SV6

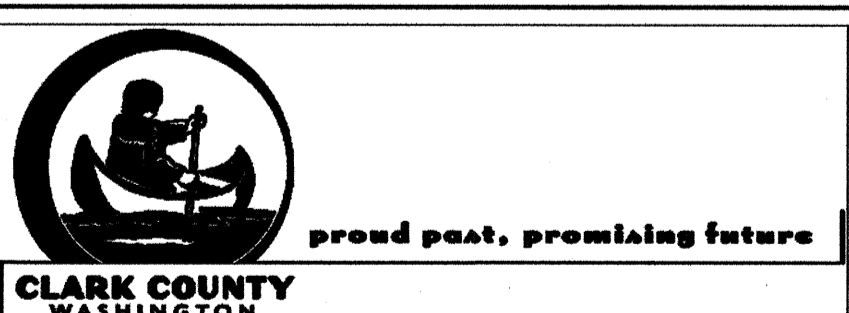


LEGEND

- ⊙ FOUND MONUMENT (AS NOTED)
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- △ CONTROL POINT (AS NOTED)
- ⊞ CURVE INFORMATION
- R/R CENTERLINE
- - - TRAIL CONST CENTERLINE
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DEC 2010	1"=30'	SV7

RAILROAD CENTERLINE CONTROL

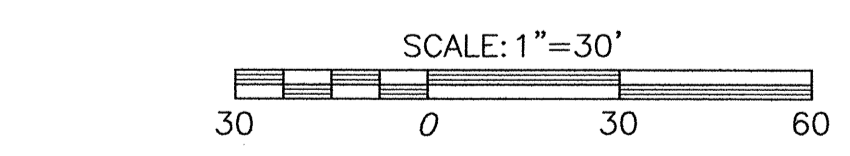
PT #	NORTHING	EASTING
PCC 211+55.52	177597.290	1134200.132
INT 211+97.00	177638.420	1134205.501

TRAIL CONST CENTERLINE CONTROL

PT #	NORTHING	EASTING
PT 234+39.85	177253.113	1133857.369
PT 237+41.13	177312.429	1133595.598
PC 238+39.33	177407.166	1133621.426
PT 238+74.14	177438.500	1133636.186
PC 238+90.16	177451.593	1133645.420
PT 239+65.01	177520.795	1133671.846
PC 240+22.25	177577.652	1133678.430
PT 240+36.14	177590.896	1133675.303
EP 240+54.67	177606.406	1133665.164

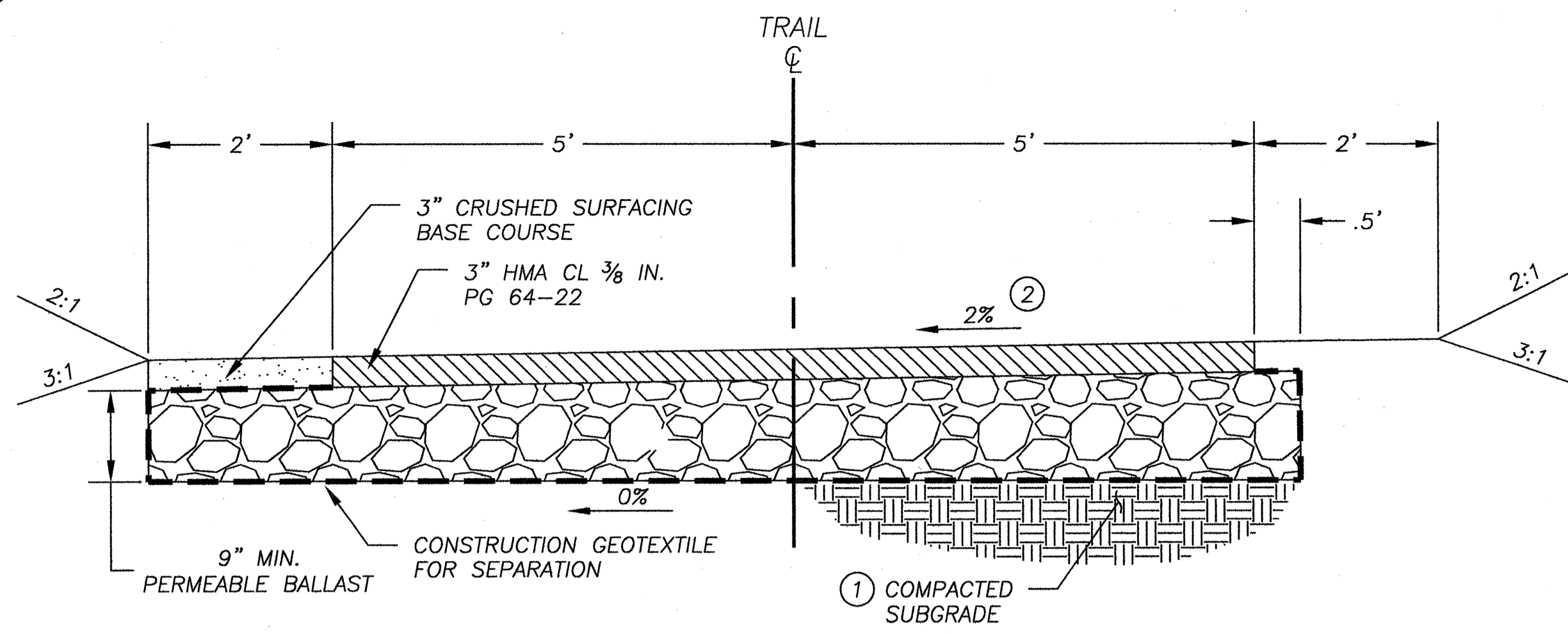
CONTROL POINTS

PT #	NORTHING	EASTING	ELEV	DESCRIPTION
105	177596.540	1134231.067	469.79	XXXXXXXXXXXXXXXXXXXX
1223	177650.401	1133703.485	488.29	PK NAIL
1501	177616.554	1133823.407	480.28	PK NAIL
1605	177658.454	1134287.422	471.61	5/8" REBAR W/RED "CC CONTROL" CAP
1901	177409.345	1133453.026	497.34	5/8" REBAR W/RED "CC CONTROL" CAP
1911	177641.208	1133935.544	474.66	PK NAIL
1912	177641.527	1134025.794	473.26	PK NAIL

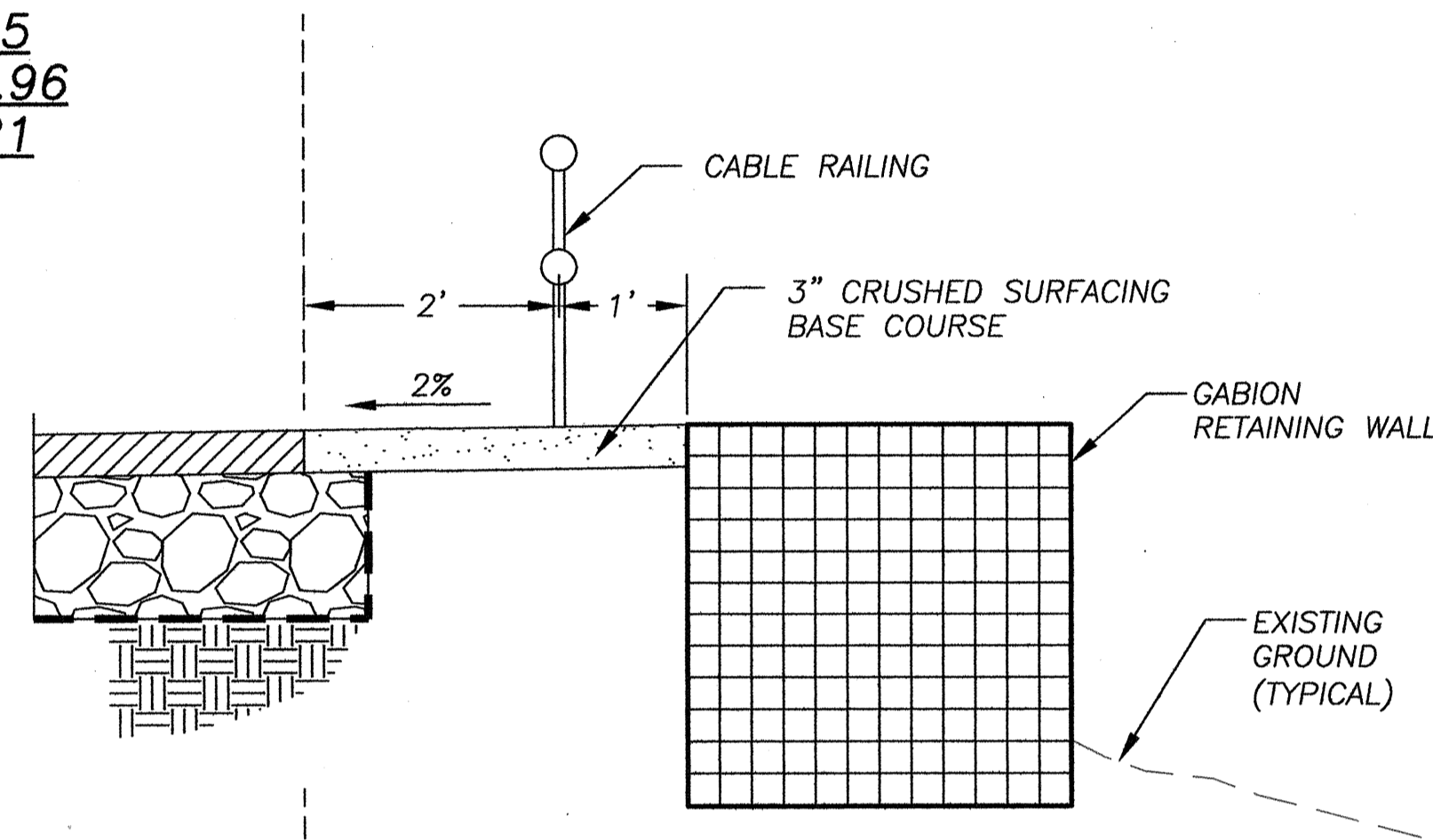


MONUMENTS FOUND PRIOR TO CONSTRUCTION

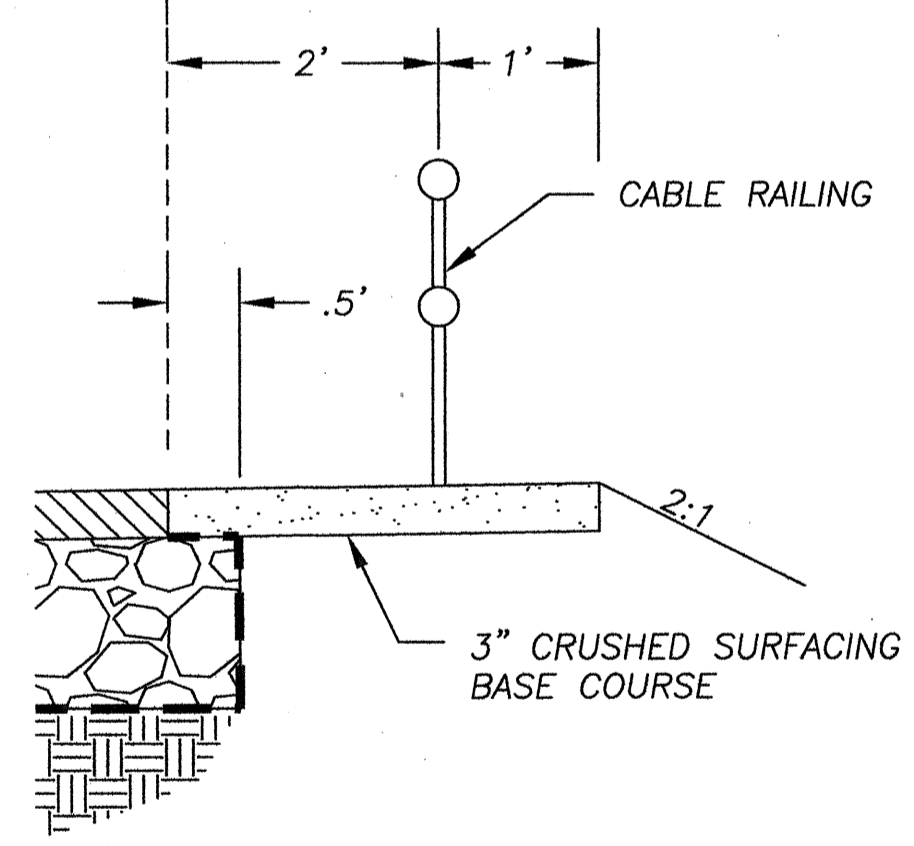
PT #	NORTHING	EASTING	DESCRIPTION
7256	177646.872	1133814.029	BRASS CAP IN MON BOX W/LID



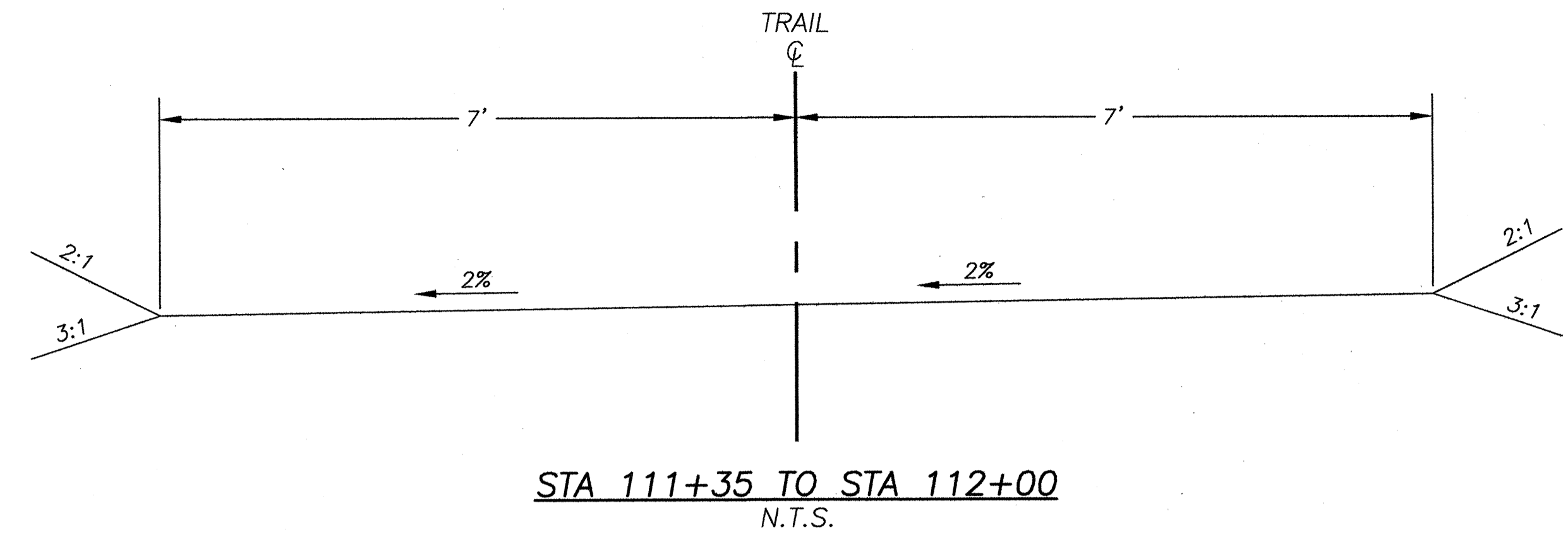
STA 112+00 TO STA 113+25
 STA 115+75 TO STA 122+75.96
 STA 228+50 TO STA 236+21
 N.T.S.



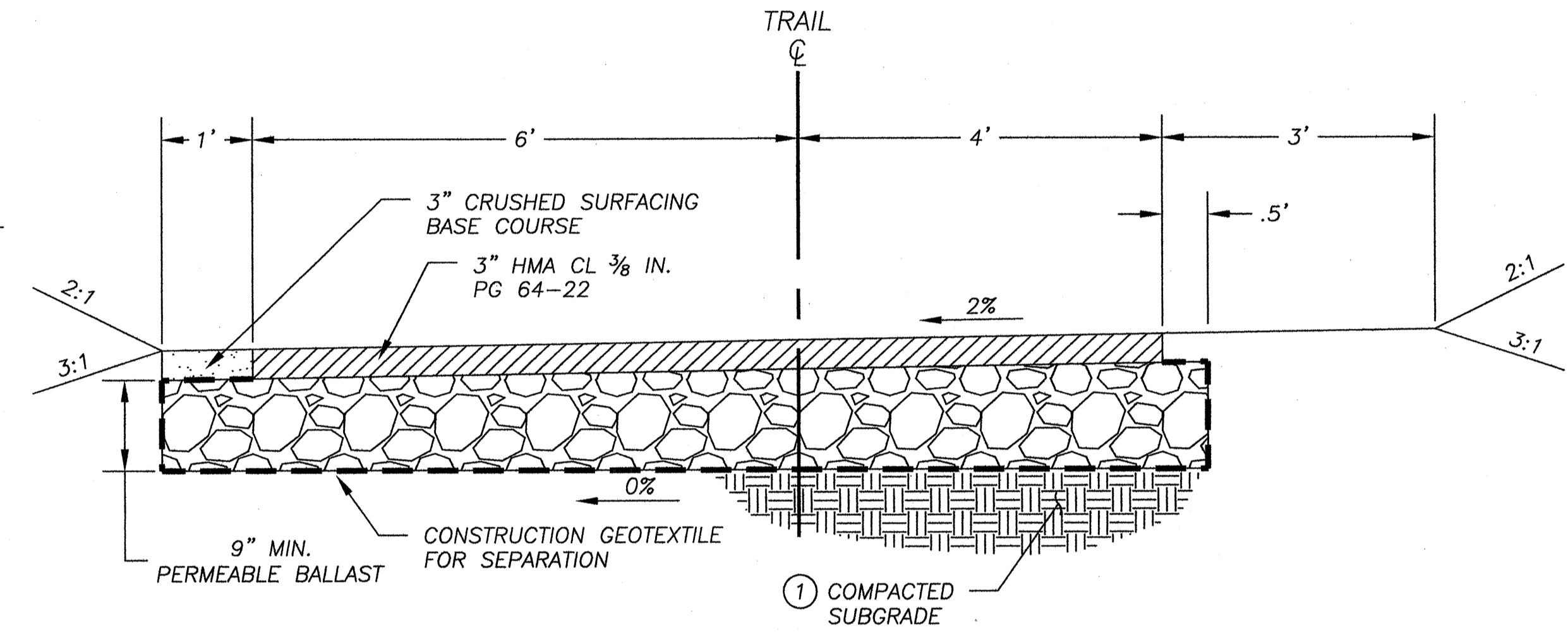
STA 117+65 TO STA 118+20



STA 117+55 TO STA 117+65
 STA 118+20 TO STA 118+30



STA 111+35 TO STA 112+00
 N.T.S.



STA 113+25 TO STA 115+75
 N.T.S.

- ① SEE SPECIFICATIONS FOR COMPACTION REQUIREMENTS
- ② TRANSITION CROSS SLOPE AS INDICATED:

STATION	LI	RI
228+00	-2%	+2%
228+50	+2%	-2%



PUBLIC WORKS
ENGINEERING PROGRAM

PARKS & Recreation
 We make community through people, parks and programs

CHELATCHE PRARIE RAILROAD TRAIL - CRP #361212

TYPICAL SECTIONS

CALL 48 HOURS BEFORE YOU DIG
 1-800-553-4344
 "It's the Law"
 NORTHWEST UTILITIES NOTIFICATION CENTER

DESIGN SECTION



DESIGNED MA
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 DATE 03/09/11
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PUBLIC WORKS
ENGINEERING PROGRAM

VANCOUVER-CLARK
PARKS & Recreation
We make communities through parks, paths and programs

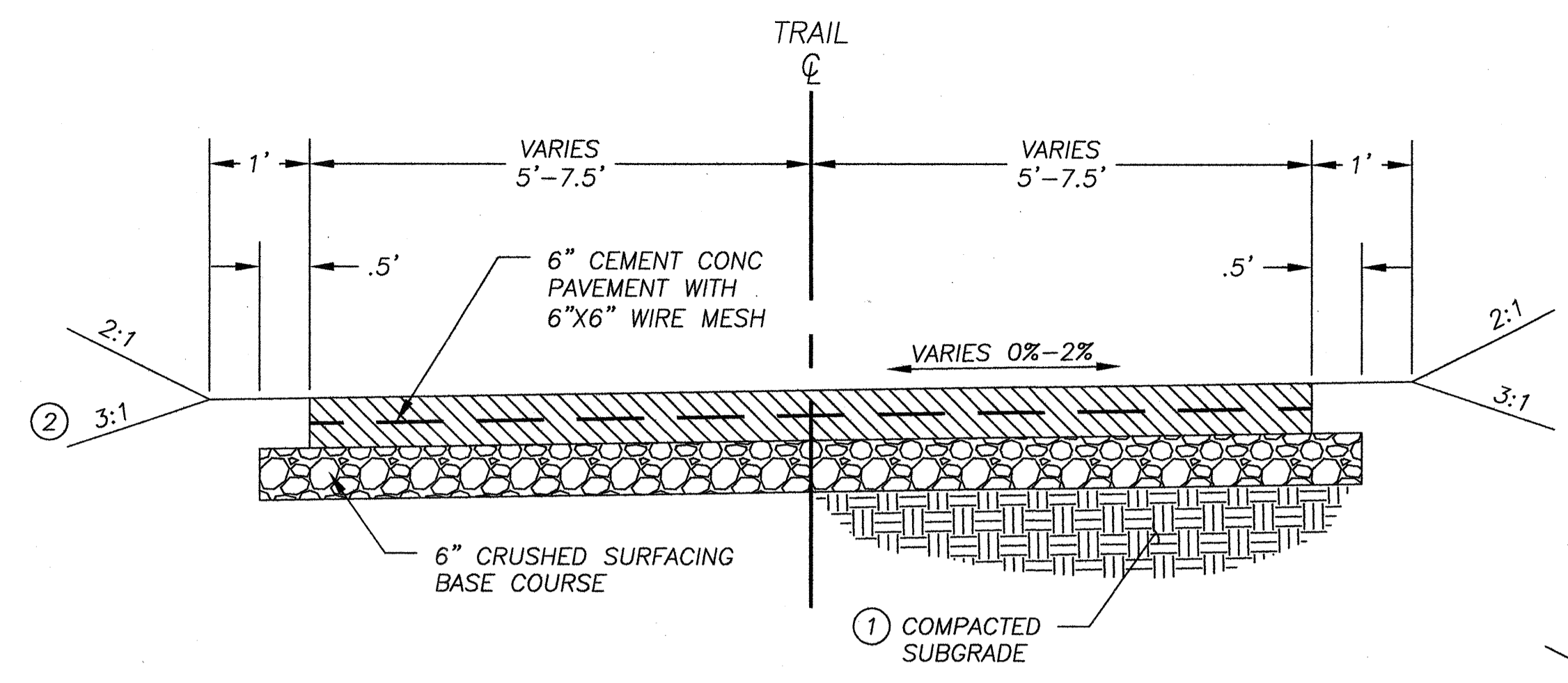
CHELATCHE PRARIE RAILROAD TRAIL - CRP #361212
TYPICAL SECTIONS

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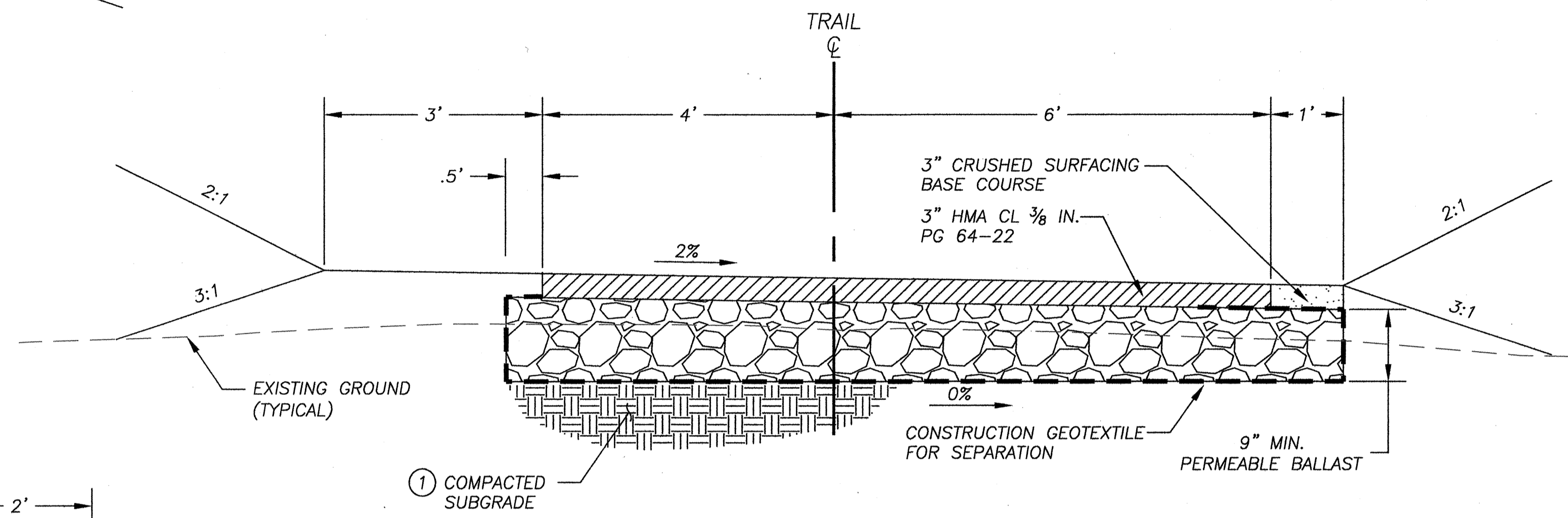
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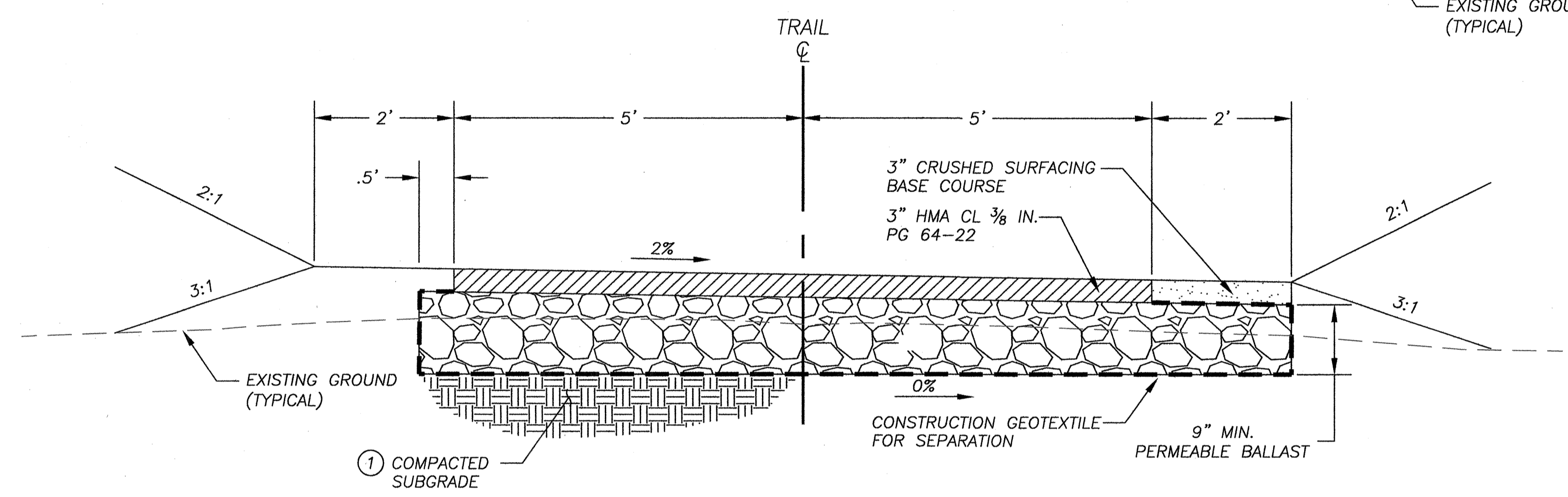
DESIGNED MA
DRAWN RR/RK
DATE 03/09/11
TS2



**NE 174TH COURT CROSSING
NE PALMER ROAD CROSSING**
N.T.S.



STA 204+00 TO STA 205+00
N.T.S.



**STA 200+50.73 TO STA 204+00
STA 205+00 TO STA 228+50
STA 237+66 TO STA 240+55**
N.T.S.

- ① SEE SPECIFICATIONS FOR COMPACTION REQUIREMENTS
- ② 2:1 FILL SLOPE AT PALMER ROAD CROSSING FROM STA. 236+50 TO STA. 236+75 LEFT SIDE

STANDARD NOTES FOR EROSION CONTROL PLAN

1. THE CONTRACTOR SHALL INSTALL AND MAINTAIN BMP'S AS SHOWN AND PERFORM ALL ACTIONS NECESSARY TO PREVENT EROSION, AND CONTROL SEDIMENT FROM LEAVING THE CONSTRUCTION SITE. CONTRACTOR SHALL COMPLY WITH CLARK COUNTY CODE CHAPTER 40.385.
2. ALL EROSION CONTROL MEASURES SHALL BE IN-PLACE AND IN WORKING CONDITION PRIOR TO DISTURBING AND EXPOSING ANY SOIL SURFACES (I.E. SILT FENCE, CONSTRUCTION ENTRANCE, SEDIMENTATION BARRIERS, SEDIMENTATION TRAPS).
3. ALL EROSION PREVENTION AND CONTROL BMP'S SHALL BE MAINTAINED AND REPAIRED AS NEEDED TO INSURE CONTINUED PERFORMANCE OF THEIR INTENDED FUNCTION. NEEDED REPAIRS SHALL BE MADE AS SOON AS PRACTICABLE. THEY ARE TO REMAIN IN PLACE AND OPERATIONAL DURING ALL PHASES OF CONSTRUCTION. CONSTRUCTION ACTIVITIES SHALL NOT CONTINUE OR RESUME UNTIL REPAIRS TO EROSION CONTROL FACILITIES ARE MADE AND THE FACILITIES ARE FUNCTIONAL. ANY SEDIMENT LEAVING THE SITE OR DISCHARGING TO A SENSITIVE AREA SHALL BE STOPPED AND CONTROLLED IMMEDIATELY. CONTAMINATED AREAS SHALL BE CLEANED AND RESTORED.
4. CLEARING LIMITS AND WORK AREA LIMITS SHALL BE DELINEATED AND MARKED. DO NOT DISTURB MORE AREA THAN NEEDED FOR CONSTRUCTION REQUIREMENTS.
5. ALL SENSITIVE OR CRITICAL AREAS (WETLANDS, STEEP SLOPES, NATURAL WATERWAYS), AND BUFFERS SHALL ALL BE CLEARLY DELINEATED AND CLEARLY MARKED, AND PROTECTED FROM SEDIMENT DEPOSITION.
6. SEDIMENT LADEN RUNOFF SHALL BE PREVENTED FROM ENTERING ALL EXISTING STORM WATER CATCH BASINS AND INLETS AFFECTED BY CONSTRUCTION.
7. NO EXPOSED, BARE SOILS SHALL REMAIN UNSTABILIZED FOR MORE THAN TWO DAYS DURING THE PERIOD OCTOBER 1 THROUGH APRIL 30 OR FOR MORE THAN SEVEN DAYS DURING THE PERIOD OF MAY 1 THROUGH SEPTEMBER 30. ALL DISTURBED SOIL SURFACES SHALL BE STABILIZED BY A SUITABLE APPLICATION OF "BEST MANAGEMENT PRACTICES".
8. WHERE FEASIBLE, NO MORE THAN 500 FEET OF TRENCH SHALL BE OPEN AT ONE TIME. EXCAVATED MATERIAL SHALL BE PLACED ON THE UP-HILL SIDE OF TRENCHES PROVIDED IT DOES NOT CONFLICT WITH SAFETY REQUIREMENTS.
9. DEWATERING DEVICES SHALL DISCHARGE INTO A SEDIMENT TRAP OR SEDIMENT POND. NO DISCHARGE SHALL BE MADE TO A PAVED STREET OR STORMWATER COLLECTION SYSTEM WITHOUT FIRST REMOVING SEDIMENT.
10. CUT AND FILL SLOPES SHALL BE CONSTRUCTED IN A MANNER THAT WILL MINIMIZE EROSION. EROSION SHALL BE CONTROLLED AND PREVENTED BY SUCH MEASURES AS ROUGHENING THE SURFACE, INSTALLATION OF INTERCEPTOR DITCHES, TERRACING, COVERING WITH MATTING, MULCH OR PLASTIC SHEETING. RUNOFF SHALL BE PREVENTED FROM ENTERING A SLOPE AND FROM UNDERCUTTING THE BASE OF SLOPES.
11. ANY SOIL OR DEBRIS TRANSPORTED ONTO ROADWAYS AND SIDEWALKS SHALL BE REMOVED. DEPOSITS SHALL BE COMPLETELY REMOVED BY SHOVELING AND/OR SWEEPING. WASHING SHALL NOT BE UTILIZED UNLESS SPECIFICALLY APPROVED IN WRITING BY THE COUNTY.
12. ALL PERMANENT INFILTRATION SYSTEMS SHALL BE ISOLATED AND PROTECTED FROM SEDIMENT LADEN RUNOFF ENTERING TO AVOID RISK OF REDUCING THE ABILITY OF THE SYSTEMS TO INFILTRATE. ISOLATION AND PROTECTION SHALL NOT BE REMOVED UNTIL THE DRAINAGE AREA TRIBUTARY TO THE SYSTEM IS COMPLETELY STABILIZED.
13. ALL CONVEYANCE CHANNELS, BOTH TEMPORARY AND PERMANENT SHALL BE STABILIZED TO PREVENT EROSION OF THE CHANNEL. STABILIZATION SHALL EXTEND TO AREAS AT OUTLETS AND DOWNSTREAM REACHES VULNERABLE TO EROSION RESULTING FROM FLOW DISCHARGING FROM THE CHANNEL.
14. IF BMP'S SHOWN ARE UTILIZED BUT ARE INSUFFICIENT TO PREVENT SEDIMENT FROM REACHING WATER BODIES, ADJACENT PROPERTIES, OR PUBLIC RIGHTS-OF-WAY, ADDITIONAL BMP'S SHALL BE IMPLEMENTED IMMEDIATELY TO PREVENT FURTHER ENCROACHMENT OF SEDIMENT.

NO.	REVISIONS	DATE	BY
1	CODE REFERENCE CHANGE	05/23/08	PC

SHEET 1 OF 2

STANDARD NOTES FOR EROSION CONTROL PLAN

APPROVED

Peter Capen
COUNTY ENGINEER

5/23/08
DATE

ECN1
STANDARD
DETAIL
REVISION
DATE 05/23/08

Department of Public Works
CLARK COUNTY
WASHINGTON
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STANDARD NOTES FOR EROSION CONTROL PLAN (CONTINUED)

15. STABILIZED AREAS SHALL BE PROVIDED FOR EMPLOYEE PARKING AND STORAGE OF CONSTRUCTION MATERIALS. ERODIBLE STOCKPILES OF EARTHEN MATERIALS, SUCH AS TOPSOIL, SILTY AND CLAYEY SOILS, AND LANDSCAPE MATERIALS, SHALL BE COVERED WHEN NOT BEING INCORPORATED IN THE WORK. EROSION CONTROL BMP'S SHALL BE UTILIZED AS NECESSARY TO PREVENT SEDIMENT LADEN RUNOFF FROM LEAVING OR SEDIMENT BEING TRANSPORTED FROM THESE AREAS FROM VEHICLE ACTIVITY.
16. ALL POLLUTANTS OTHER THAN SEDIMENT THAT OCCUR DURING CONSTRUCTION SHALL BE HANDLED AND DISPOSED OF IN A MANNER THAT DOES NOT CAUSE CONTAMINATION OF STORM WATER.
17. THE CONTRACTOR SHALL KEEP AN INSPECTION LOG OF THE CONDITION OF THE EROSION CONTROL FACILITIES. EROSION CONTROL FACILITIES SHALL BE INSPECTED AT LEAST WEEKLY AND AFTER EACH RAINFALL. THE INSPECTION LOG SHALL BE KEPT AT THE PROJECT SITE AT A DESIGNATED LOCATION AND SHALL BE AVAILABLE FOR REVIEW BY THE COUNTY. AN INDIVIDUAL THAT HAS SUCCESSFULLY COMPLETED THE COUNTY'S EROSION CONTROL CERTIFICATION COURSE SHALL PERFORM INSPECTIONS AND MAINTAIN THE LOG.
18. ALL TEMPORARY BMP'S SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL SITE STABILIZATION IS ACHIEVED. TRAPPED SEDIMENT SHALL BE DEPOSITED AND STABILIZED ON SITE. AREAS DISTURBED RESULTING FROM REMOVAL SHALL BE PERMANENTLY STABILIZED.
19. CONSTRUCTION SHALL NOT BE CONSIDERED COMPLETE AND ACCEPTABLE UNTIL ALL DISTURBED SOIL SURFACES HAVE BEEN PROTECTED FROM EROSION WITH PERMANENT LANDSCAPING, COVERING WITH IMPERVIOUS SURFACES, RESTORED TO ORIGINAL UNDISTURBED CONDITION OR PERMANENTLY STABILIZED.
20. VEGETATED STABILIZATION AND LANDSCAPING SHALL BE FERTILIZED, WATERED AND MAINTAINED TO INSURE THAT GROWTH OF VEGETATION IS ESTABLISHED AND SUSTAINED.
21. DURING DRY WEATHER CONSTRUCTION PERIODS THE CONTRACTOR SHALL PROVIDE PROJECT-SPECIFIC DUST CONTROL MEASURES THAT MAY INCLUDE: SEEDING, MULCHING, MATTING, WATER, TACKIFIER, OR CHEMICAL SOIL STABILIZERS. THE CONTRACTOR SHALL MAINTAIN THE DUST CONTROL MEASURES THROUGH DRY WEATHER PERIODS UNTIL ALL DISTURBED AREAS HAVE BEEN STABILIZED. IMMEDIATELY RE-STABILIZE AREAS DISTURBED BY CONTRACTOR'S OPERATIONS OR OTHER ACTIVITIES (WIND, WATER, VANDALISM, ETC.).
22. ENTRY ONTO THE CONSTRUCTION SITE SHALL BE RESTRICTED TO A SINGLE APPROVED ENTRANCE AS SHOWN ON THE PLAN.
23. MAINTENANCE AND REPAIR OF HEAVY EQUIPMENT AND VEHICLES WHICH INVOLVE POTENTIAL CONTAMINANTS (OIL, SOLVENTS, HYDRAULIC FLUID, ETC.) MUST BE CONDUCTED IN A MANNER WHICH PREVENTS CONTAMINATION OF SOILS, SURFACE WATER AND GROUND WATER. TARPS, DRIP PANS, OR OTHER APPROPRIATE MEASURES SHALL BE USED AS NECESSARY.
24. STRIPPING, TOPSOIL, AND UNSUITABLE MATERIAL STOCKPILES SHALL BE HYDROSEEDED WITH "REGREEN WHEAT X WHEAT GRASS HYBRID" BY HOBBS AND HOBKINS (OR APPROVED EQUAL). MAINTENANCE OF STOCKPILE AREAS AND REAPPLICATION OF HYDROSEED COVERING SHALL BE REQUIRED IF BARE SOIL IS PRESENT. DURING WINTER AND WET WEATHER CONDITIONS, STOCKPILES SHALL BE COVERED WITH PLASTIC SHEETING PER DETAIL E-16.
25. SIGNIFICANT VARIATION AND DEGREE OF EROSION CONTROL EFFORT WILL BE DICTATED BY WEATHER CONDITIONS. THE DEVELOPER AND CONTRACTOR SHOULD BE PREPARED TO PROVIDE EXTRA EROSION CONTROL PROVISIONS AND EFFORT DURING WINTER AND WET WEATHER CONDITIONS BEYOND THAT NORMALLY REQUIRED DURING SUMMER AND DRY WEATHER CONDITIONS. FINE GRAINED AND UNCONSOLIDATED SOILS ON SLOPING SITES MAY BECOME UNSTABLE WHEN SUBJECT TO EXCESSIVE MOISTURE.

NO.	REVISIONS	DATE	BY
1	CODE REFERENCE CHANGE	05/23/08	PC

SHEET 2 OF 2

STANDARD NOTES FOR EROSION CONTROL PLAN (CONTINUED)

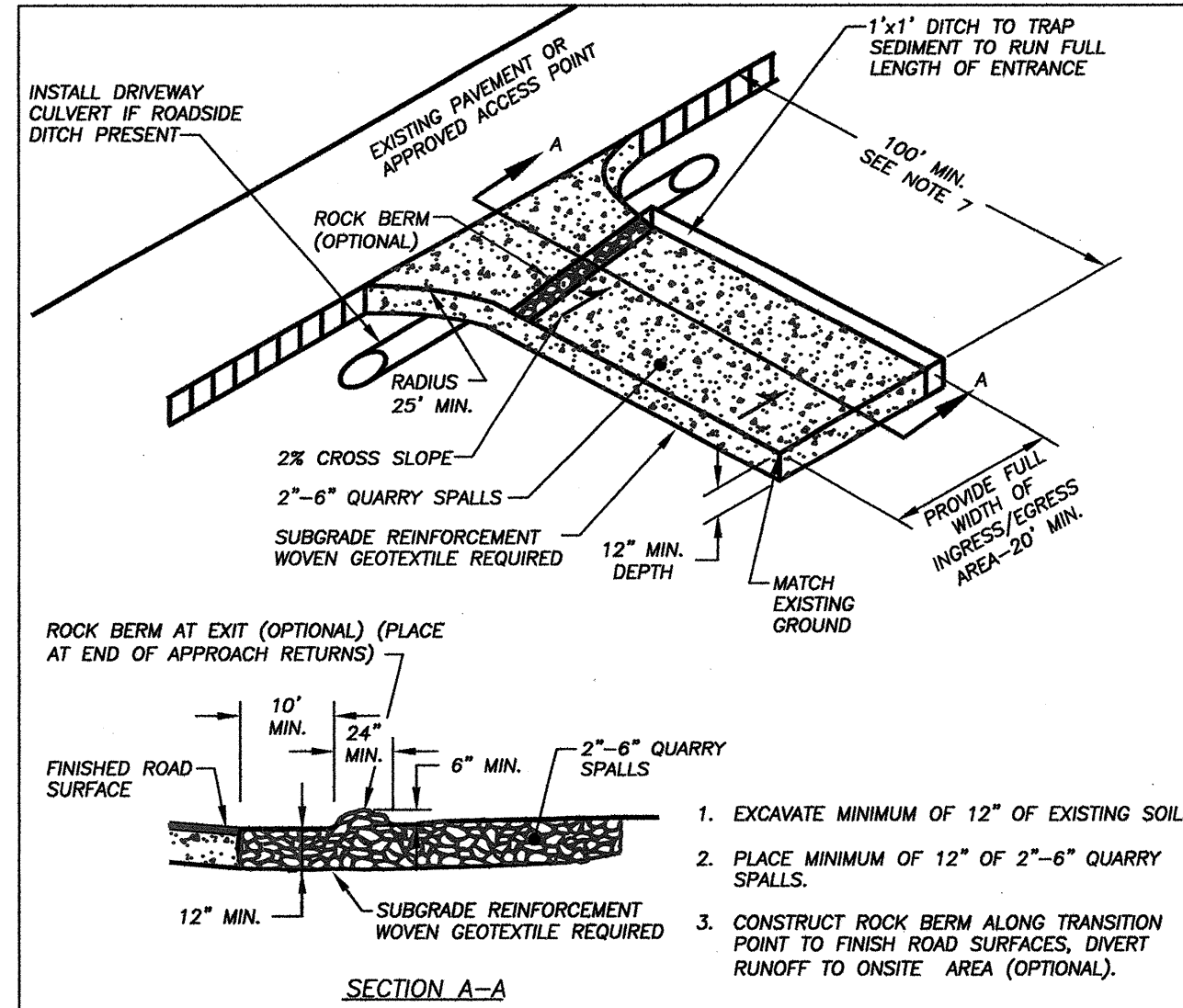
APPROVED

Peter Capen
COUNTY ENGINEER

5/23/08
DATE

ECN2
STANDARD
DETAIL
REVISION
DATE 05/23/08

Department of Public Works
CLARK COUNTY
WASHINGTON
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- NOTES:
1. FOR DEVELOPMENT PROJECTS REVIEWED BY ENGINEERING SERVICES, NOT FOR USE WITH SINGLE FAMILY OR DUPLEX RESIDENTIAL BUILDING PERMITS. SEE BUILDING DEPT. FOR GRAVEL CONSTRUCTION ENTRANCE PLAN.
 2. INSTALL WOVEN GEOTEXTILE FABRIC TO PREVENT SUB-SOIL PUMPING.
 3. VEHICLE WASHDOWN AREA, IF REQUIRED, IS TO BE INSTALLED AND USED TO REMOVE SEDIMENT FROM VEHICLES THAT ARE ABOUT TO ENTER AN ESTABLISHED ROAD.
 4. WASHDOWN AREA TO BE MADE UP OF CLEAN 2"-6" QUARRY SPALLS, 12" DEEP (MIN) OVER WOVEN GEOTEXTILE FABRIC. WASHDOWN AREA TO BE FULL WIDTH OF ENTRANCE AND 50' LENGTH (MIN.), AND 100' IF EXPOSED SOIL IS OVER 5 ACRES.
 5. AT TIME OF PRECONSTRUCTION MEETING, THE COUNTY INSPECTOR MAY REQUIRE THE ENTRANCE TO BE PAVED TO THE EDGE OF THE RIGHT-OF-WAY PRIOR TO THE INSTALLATION OF A WASHDOWN ENTRANCE TO AVOID DAMAGE TO THE EXISTING ROADWAY.
 6. THE RESPONSIBLE EROSION CONTROL INDIVIDUAL IS TO ENSURE THAT ALL VEHICLES USE THIS ENTRANCE AND ARE TO BE INSPECTED AND CLEANED OF SOILS BEFORE LEAVING PROJECT, AND THAT THE ENTRANCE IS TO BE KEPT CLEAN AT ALL TIMES.
 7. THE 100' MINIMUM LENGTH OF ENTRANCE SHALL BE REDUCED TO THE MAXIMUM PRACTICABLE SIZE WHEN THE SIZE OR CONFIGURATION OF THE SITE DOES NOT ALLOW THE FULL LENGTH (100').

NO.	REVISIONS	DATE	BY
1	STANDARD SPECIFICATIONS	11/06/08	PC

SHEET 1 OF 1

STABILIZED CONSTRUCTION ENTRANCE

APPROVED

Peter Capen
COUNTY ENGINEER

5/23/08
DATE

E1
STANDARD
DETAIL
REVISION
DATE 05/23/08

Department of Public Works
CLARK COUNTY
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CONSTRUCTION SPECIFICATIONS:

PREPARE THE SLOPE BEFORE THE MATTING PROCEDURE IS STARTED.

SHALLOW GULLIES SHOULD BE SMOOTHED AS WORK PROGRESSES.

DIG SMALL TRENCHES ACROSS THE SLOPE ON CONTOUR, TO PLACE ROLLS OF MATTING. THE TRENCHES SHOULD BE DEEP ENOUGH TO BURY THE ROLL 2/3 OF ITS THICKNESS BECAUSE THE GROUND WILL SETTLE.

IT IS CRITICAL THAT ROLLS ARE INSTALLED PERPENDICULAR TO WATER MOVEMENT, PARALLEL TO THE SLOPE CONTOUR.

START BUILDING TRENCHES AND INSTALL ROLLS FROM THE BOTTOM OF THE SLOPE AND WORK UP.

CONSTRUCT TRENCHES AT CONTOUR INTERVALS OF 3'-12 FEET APART DEPENDING ON STEEPNESS OF SLOPE. THE STEEPER THE SLOPE, THE CLOSER TOGETHER THE TRENCHES.

LAY THE ROLL ALONG THE TRENCHES FITTING IT SNUGLY AGAINST THE SOIL. MAKE SURE NO GAPS EXIST BETWEEN THE ROLL AND THE STRAW MATTING. USE A STRAIGHT BAR TO DRIVE HOLES THROUGH THE MATTING AND INTO THE SOIL FOR THE WILLOW OR WOODEN STAKES.

DRIVE THE STAKE THROUGH PREPARED HOLE INTO SOIL. LEAVE ONLY 1 OR 2 INCHES OF STAKE EXPOSED ABOVE ROLL.

IF USING WILLOW STAKES REFER TO LIVE STAKING BMP.

INSTALL STAKES AT LEAST 4 FEET APART THROUGH THE MATTING. TRENCHES ON HIGHLY ERODIBLE OR VERY STEEP SLOPES. INSPECTION AND MAINTENANCE:

INSPECT THE STRAW ROLLS AND THE SLOPES AFTER SIGNIFICANT STORMS. MAKE SURE THE ROLLS ARE IN CONTACT WITH THE SOIL.

REPAIR ANY ROLLS OR GULLIES PROMPTLY.

RESEED OR REPLANT VEGETATION IF NECESSARY UNTIL THE SLOPE IS STABILIZED.

WATTLES ARE 7'-25' LONG

ADJACENT ROLLS SHALL BE TIGHTLY ADJACENT

SEEDING, ORGANIC MULCH, AND WOODEN STAKES ARE CAPTURED BEHIND THE ROLLS

SPACING DEPENDS ON SOIL TYPE AND SLOPE STEEPNESS

WATTLES STAKED ALONG THE CONTOUR OF NEWLY CONSTRUCTED OR DISTURBED SLOPES. CAN OFTEN BE USED TO REPLACE SEDIMENT FENCES ON STEEP SLOPES.

WATTLE DETAIL

WATTLE

APPROVED

Peter Capen
COUNTY ENGINEER

5/23/08
DATE

E6
STANDARD
DETAIL
REVISION
DATE 05/23/08

Department of Public Works
CLARK COUNTY
WASHINGTON
providing post, promising future



PUBLIC WORKS ENGINEERING PROGRAM

VANCOUVER-CLARK **Parks & Recreation**

CHELATCHE PRARIE RAILROAD TRAIL - CRP #361212

EROSION CONTROL DETAILS

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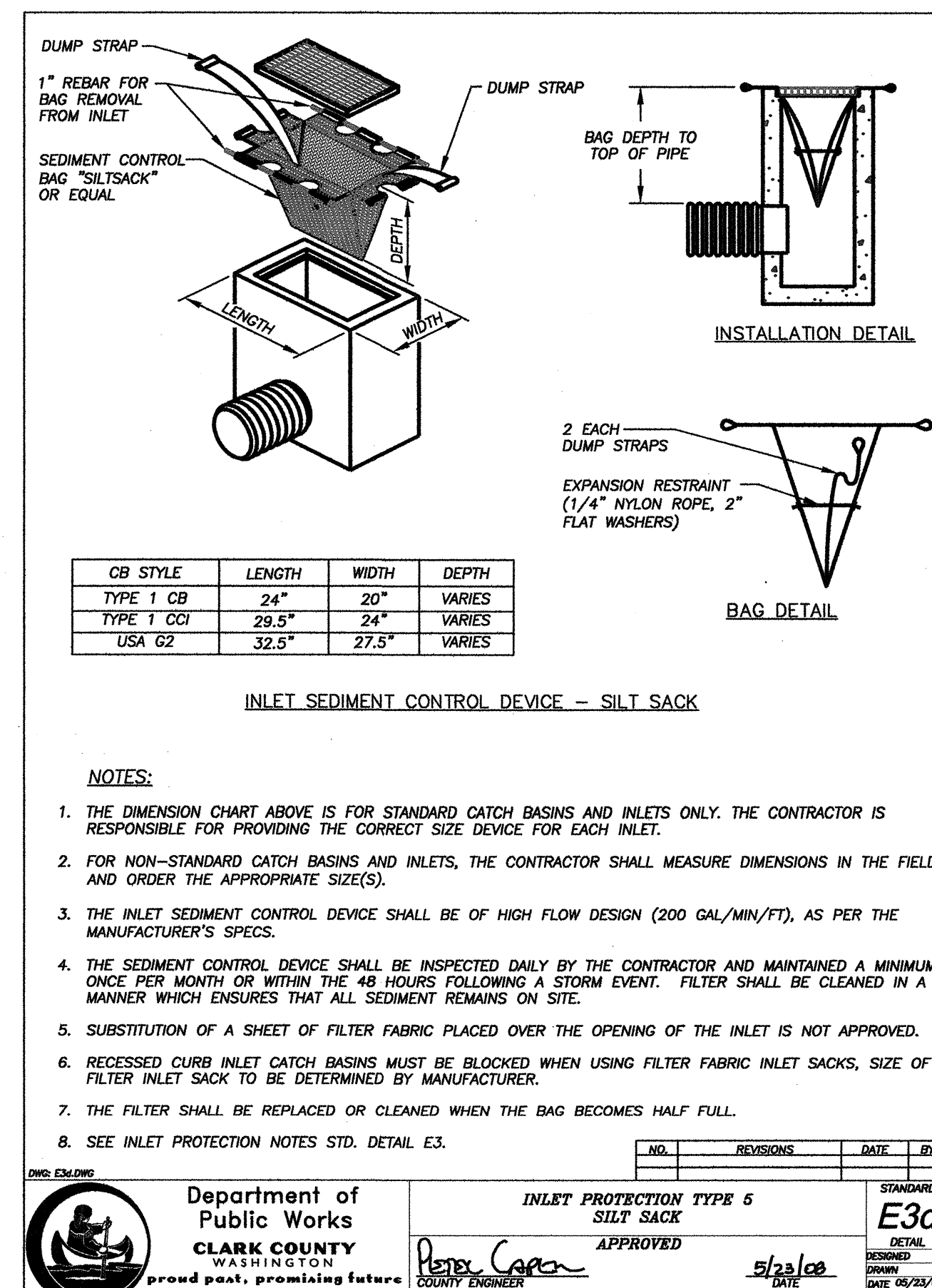
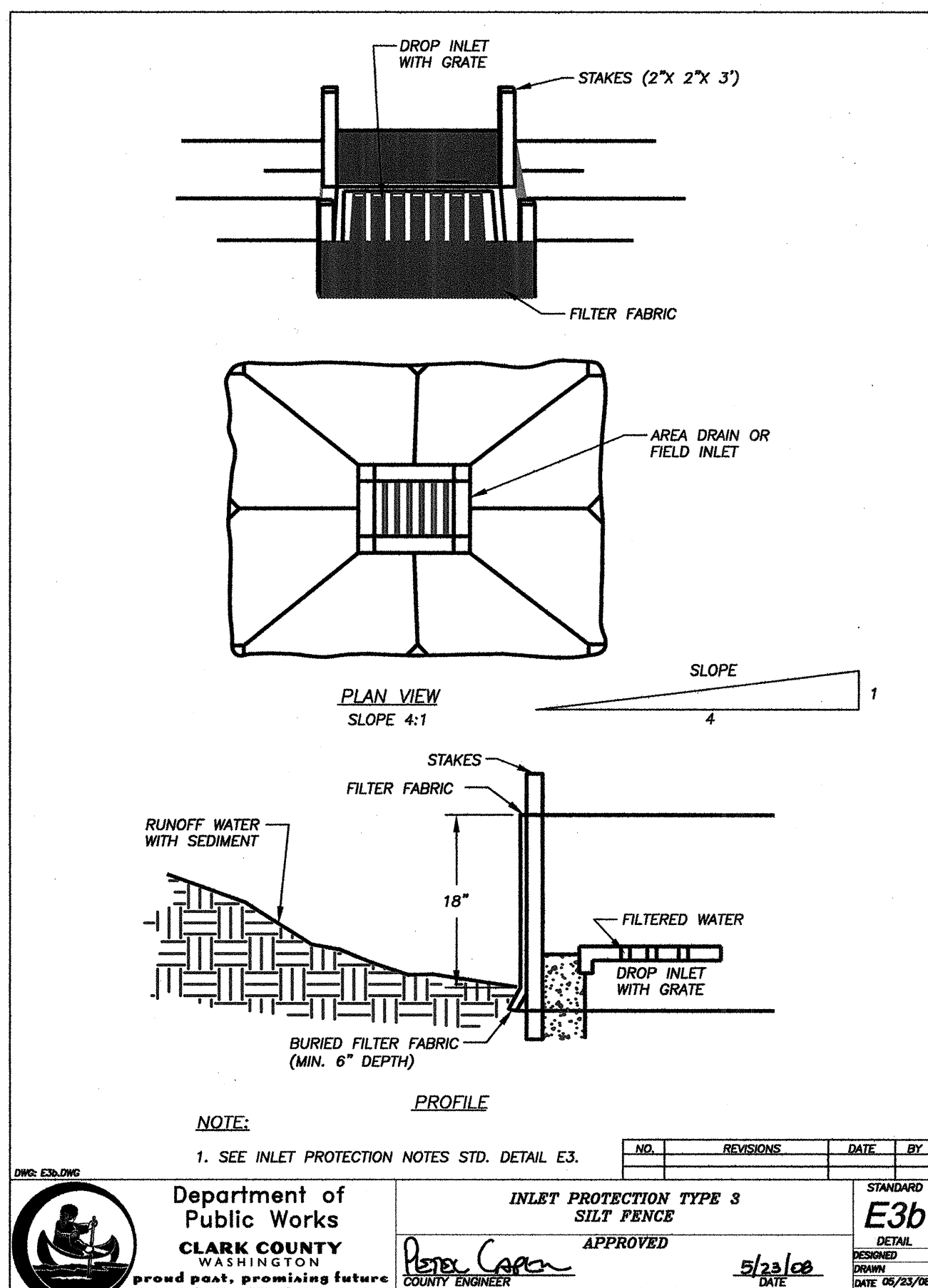
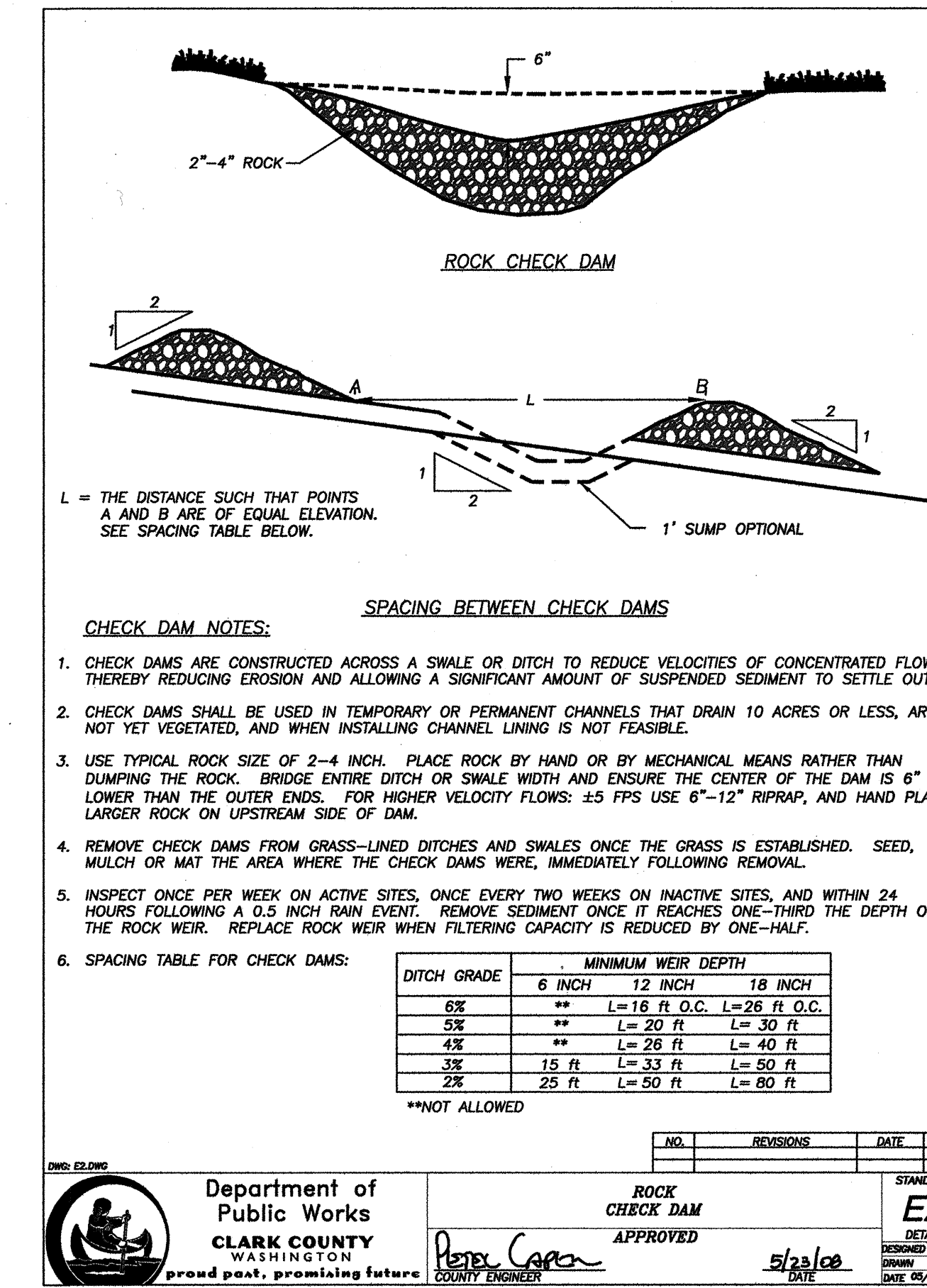
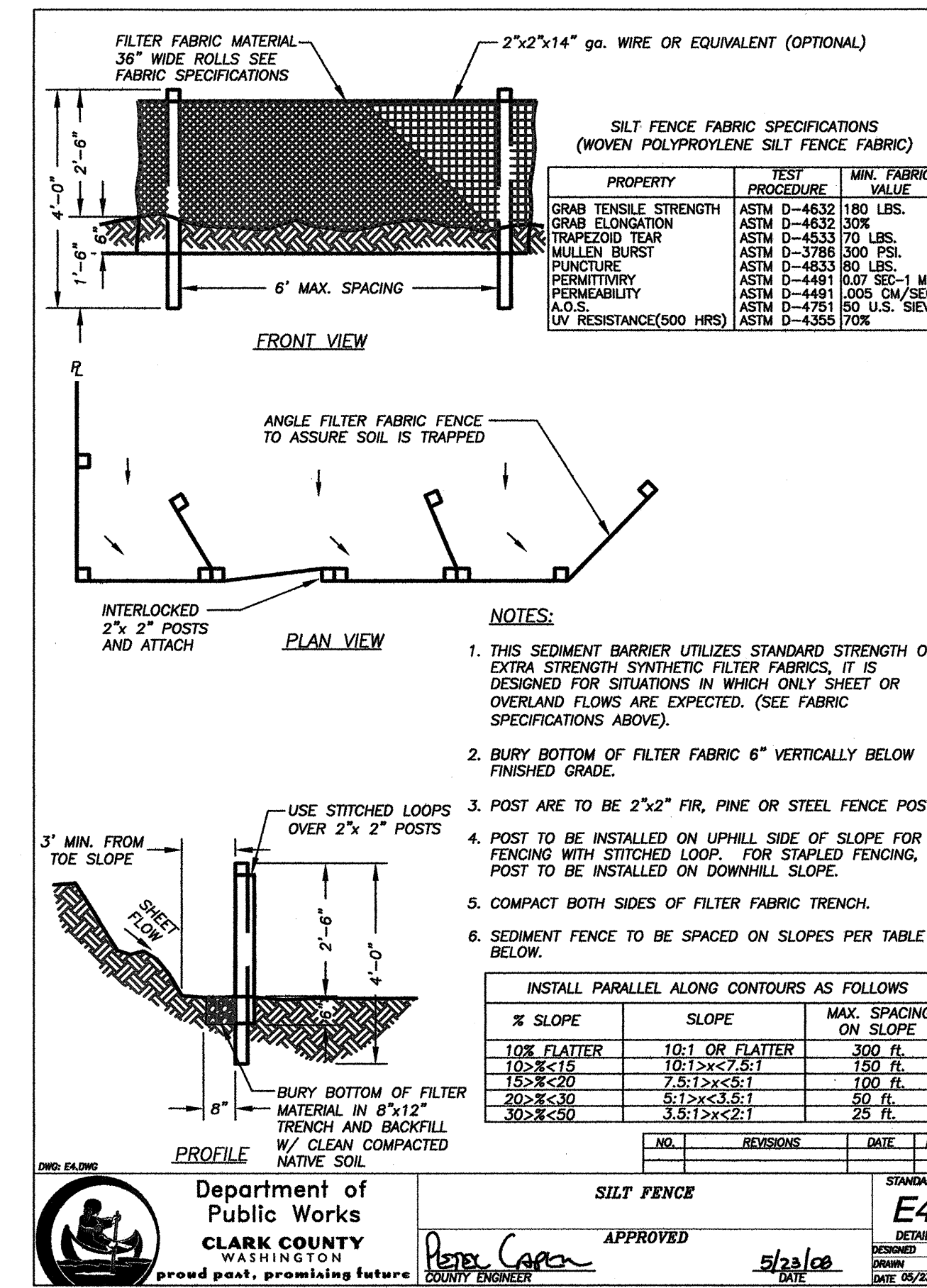
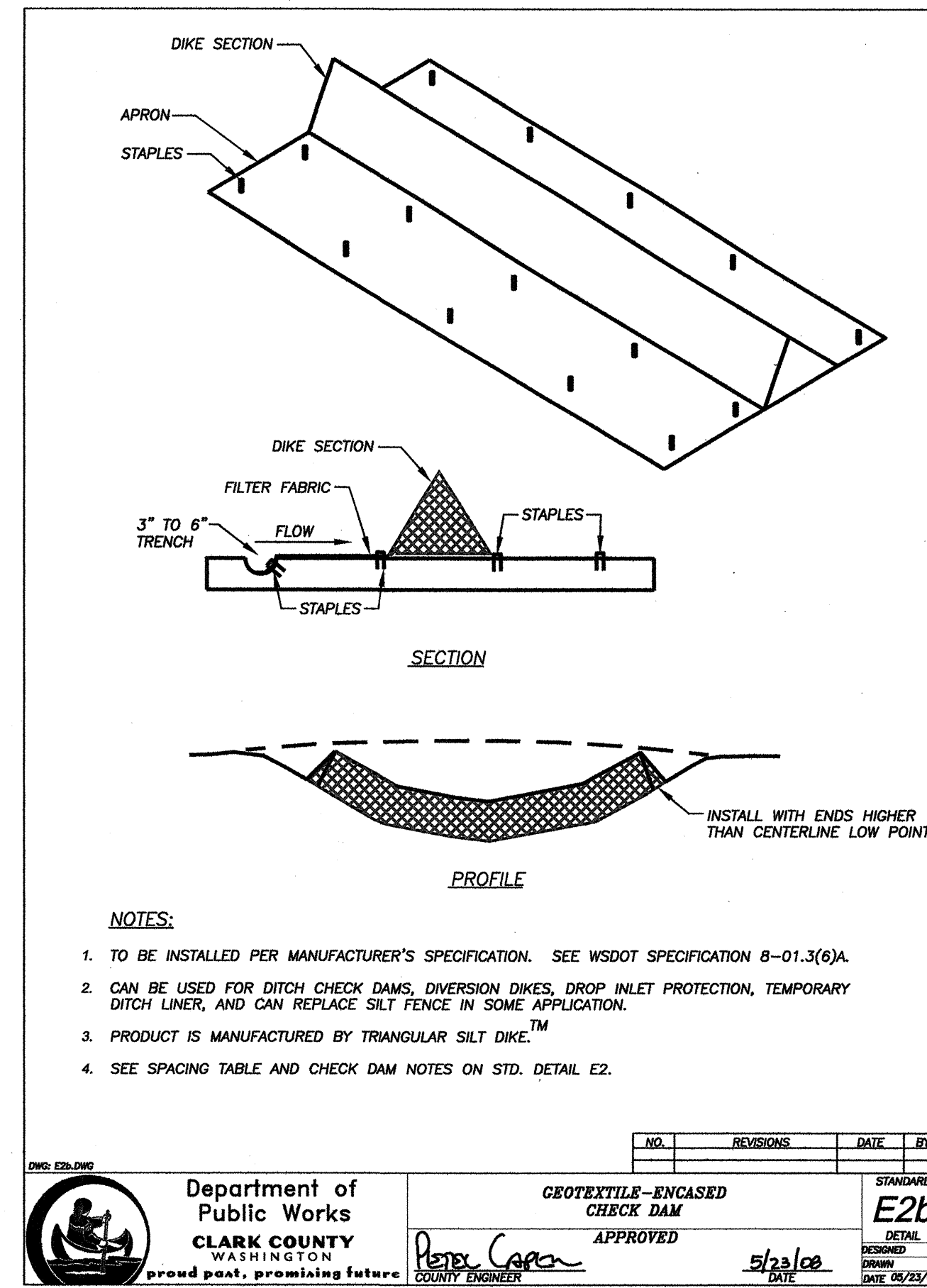
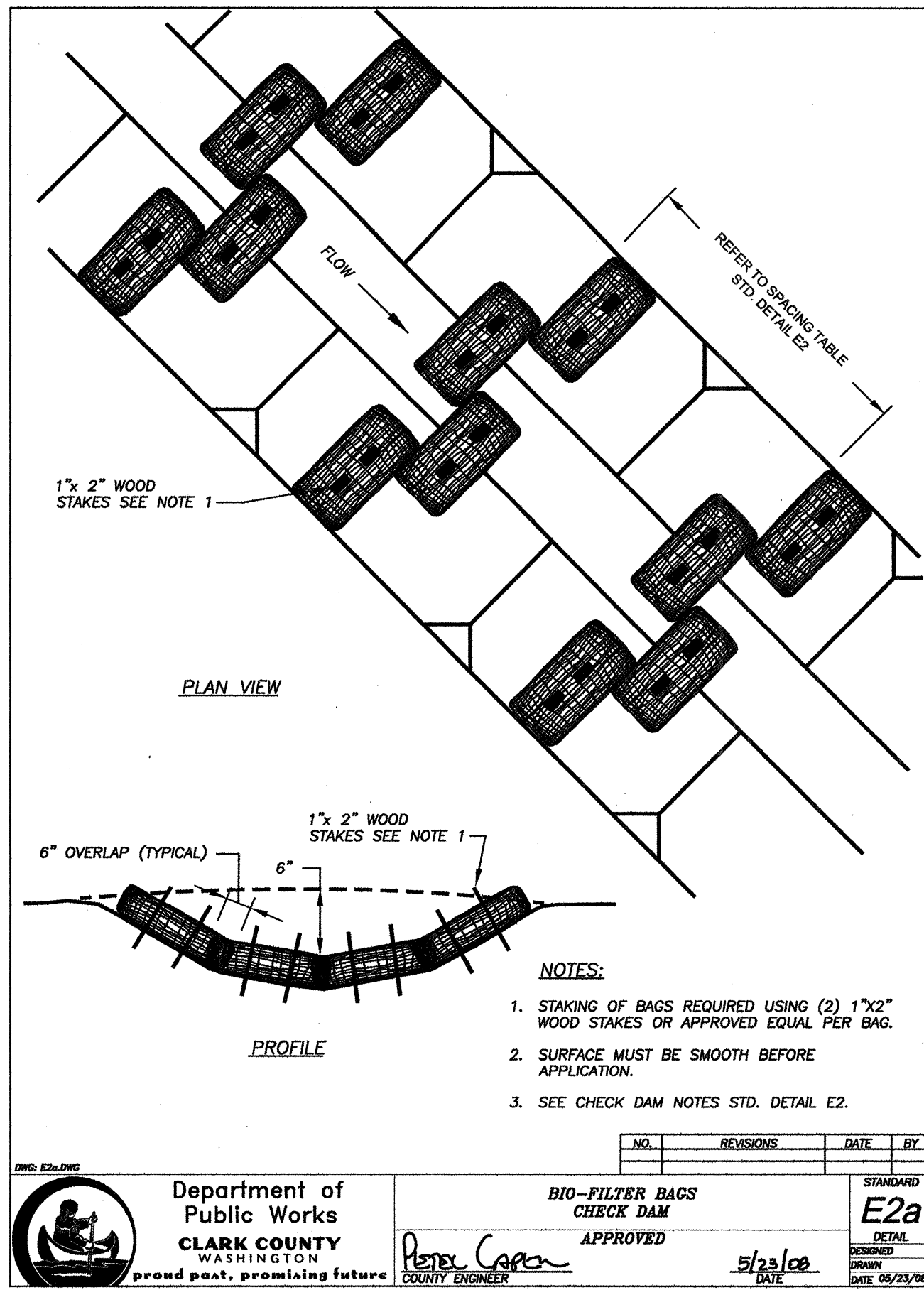
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PUBLIC WORKS ENGINEERING PROGRAM

VANCOUVER-CLARK **PARKS & Recreation**

CHELATCHIE PRARIE RAILROAD TRAIL - CRP #361212

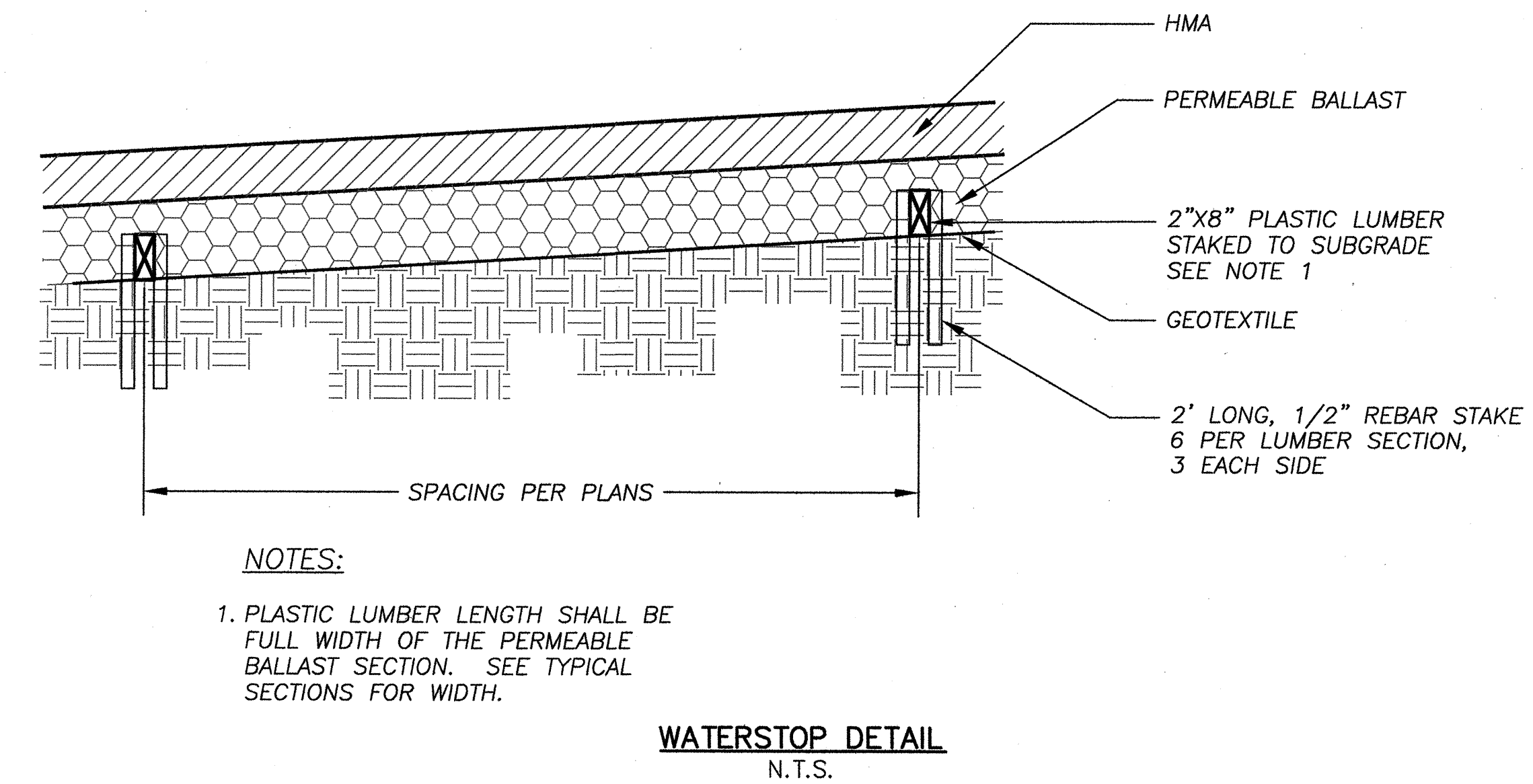
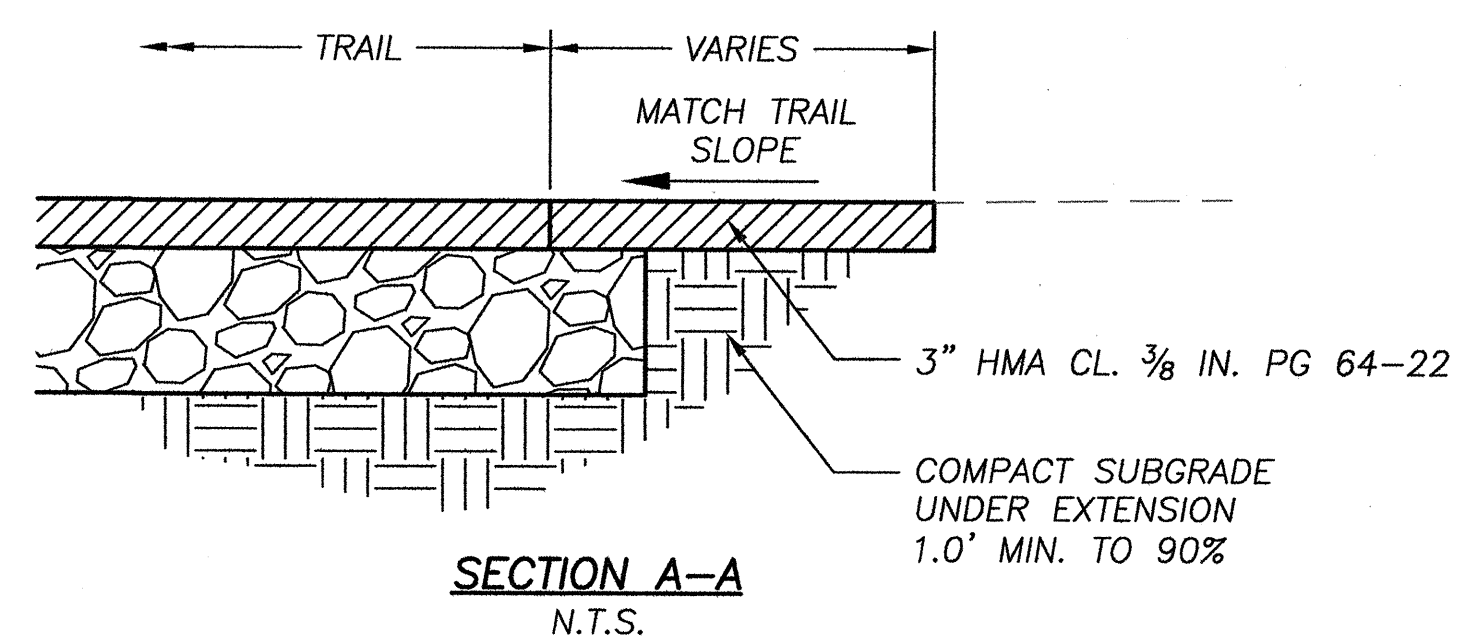
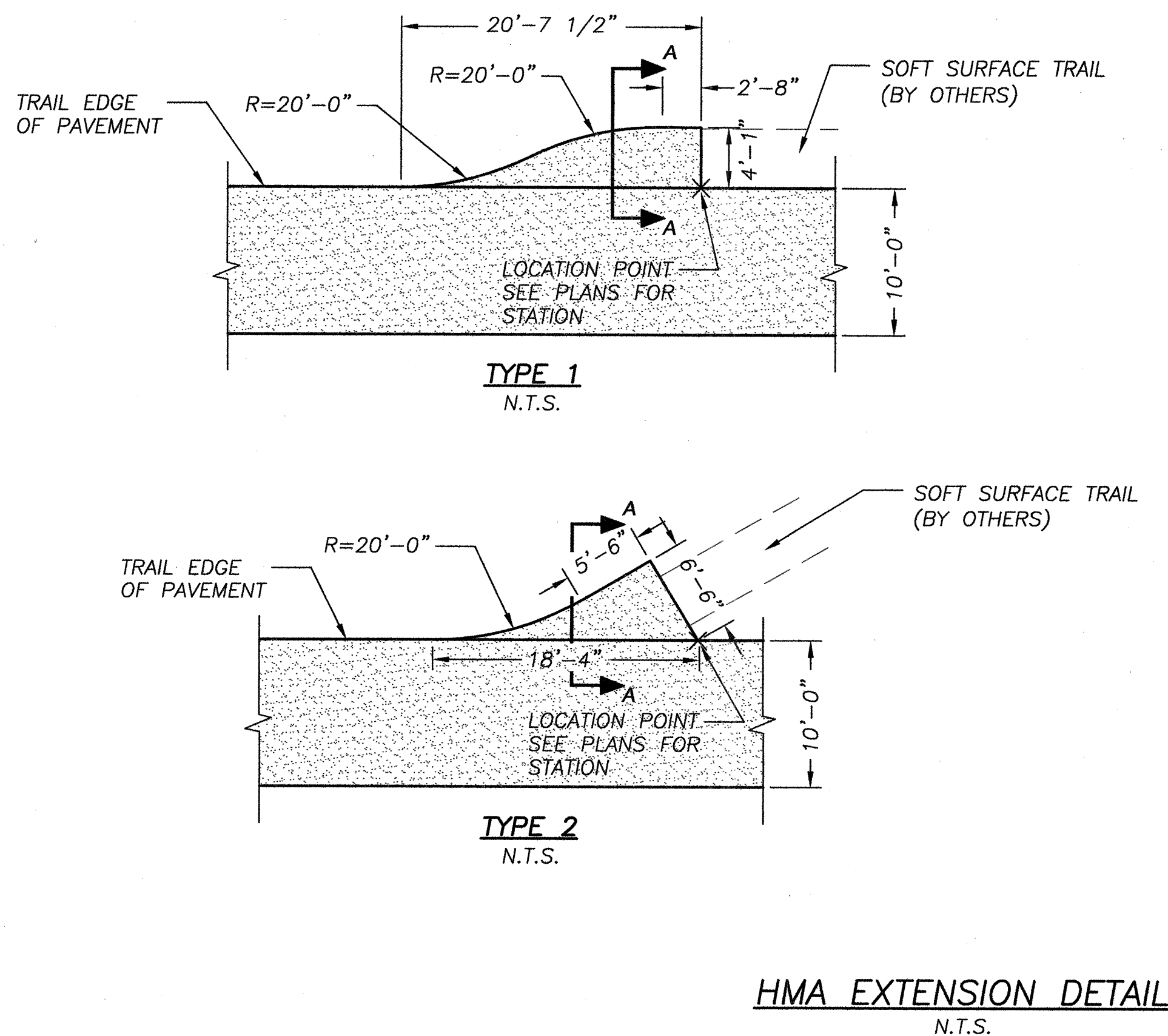
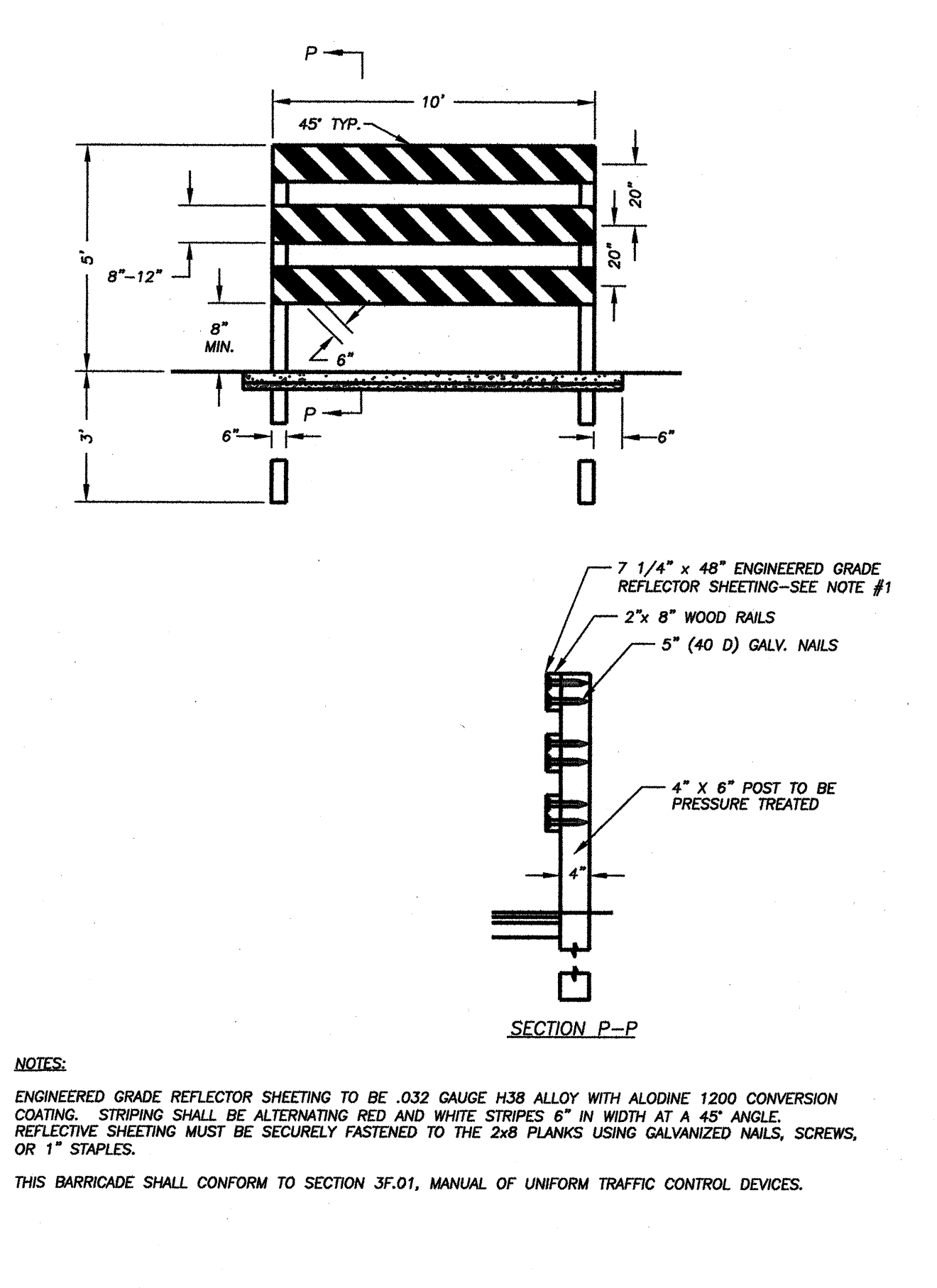
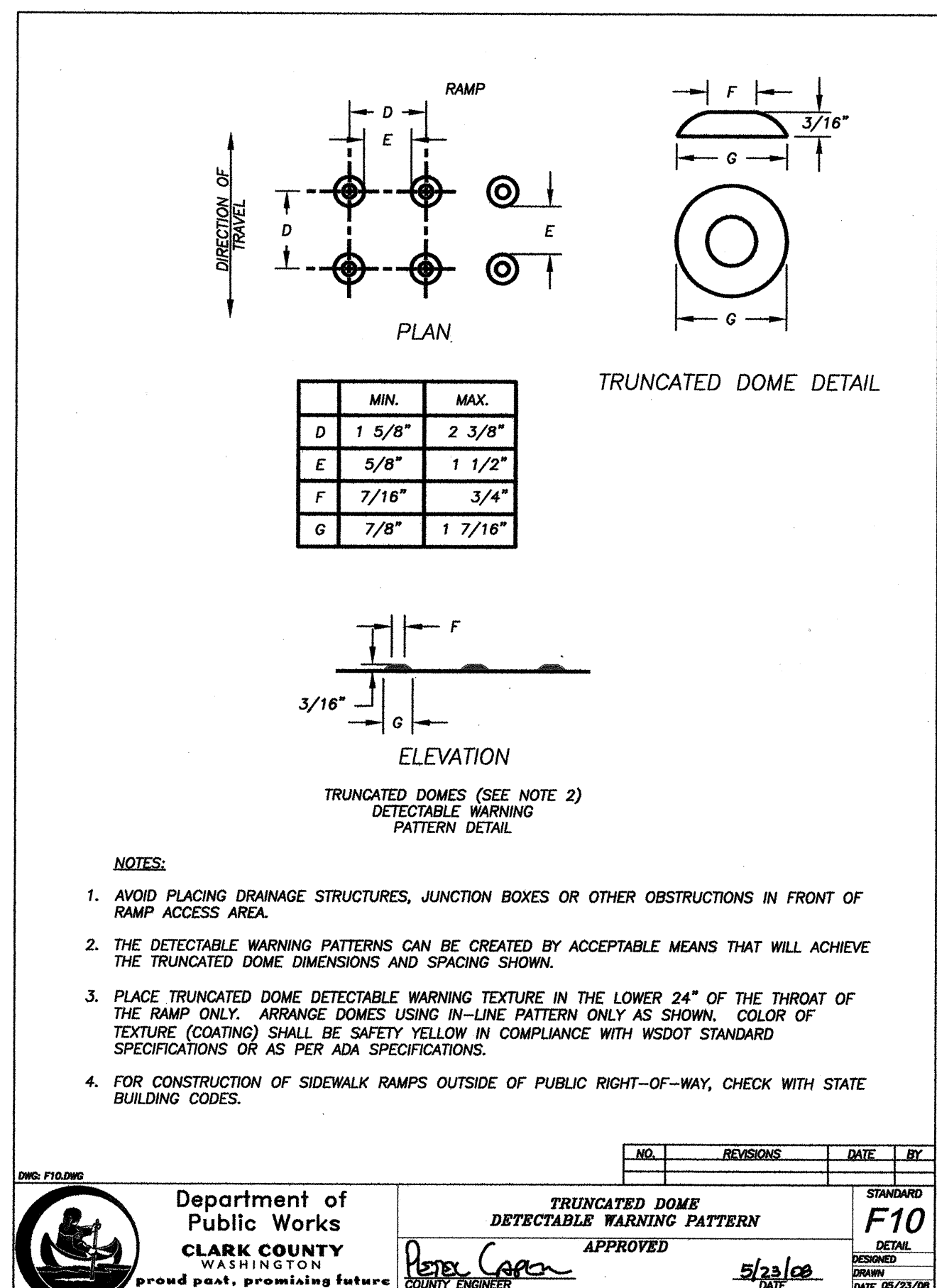
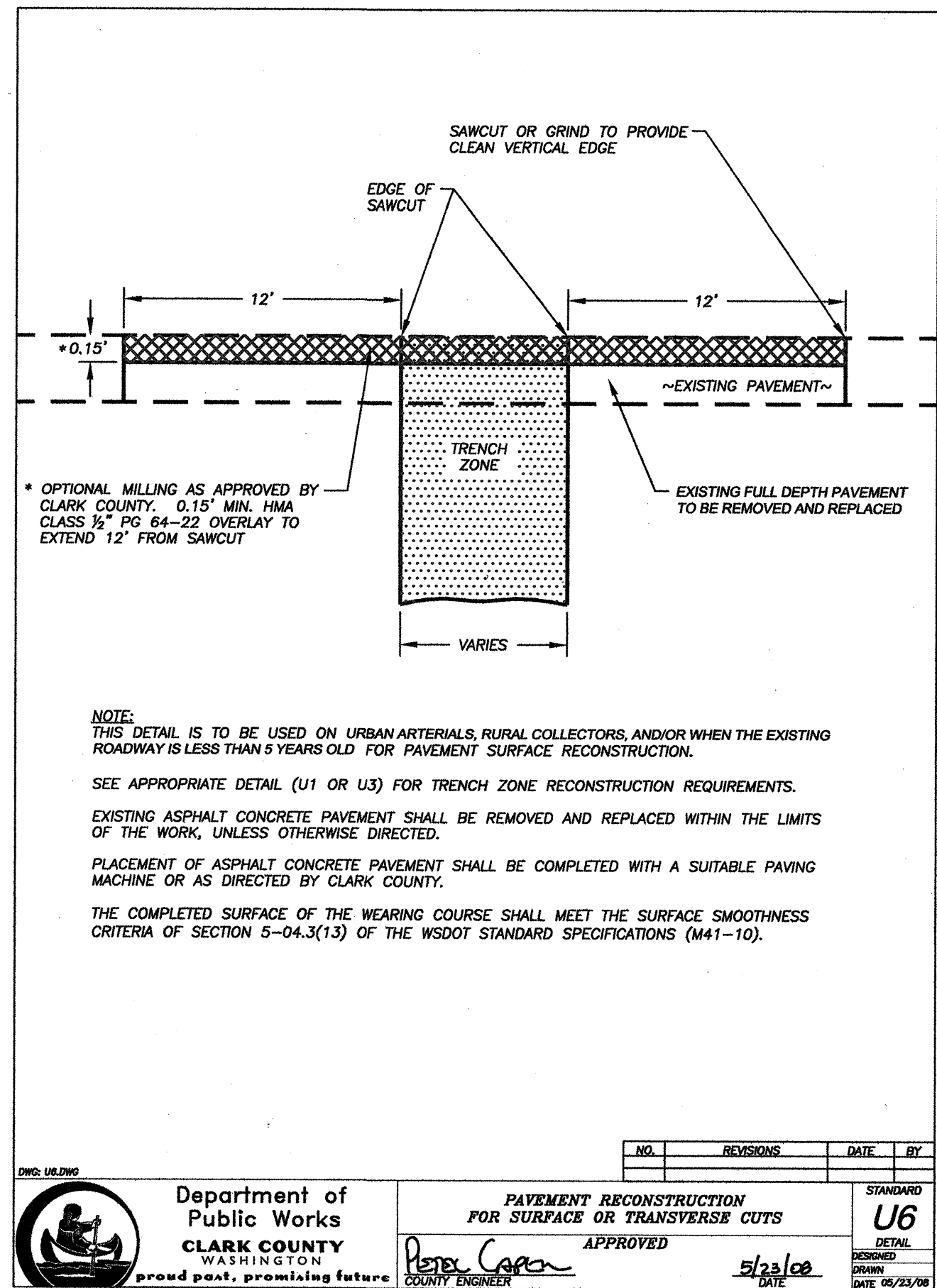
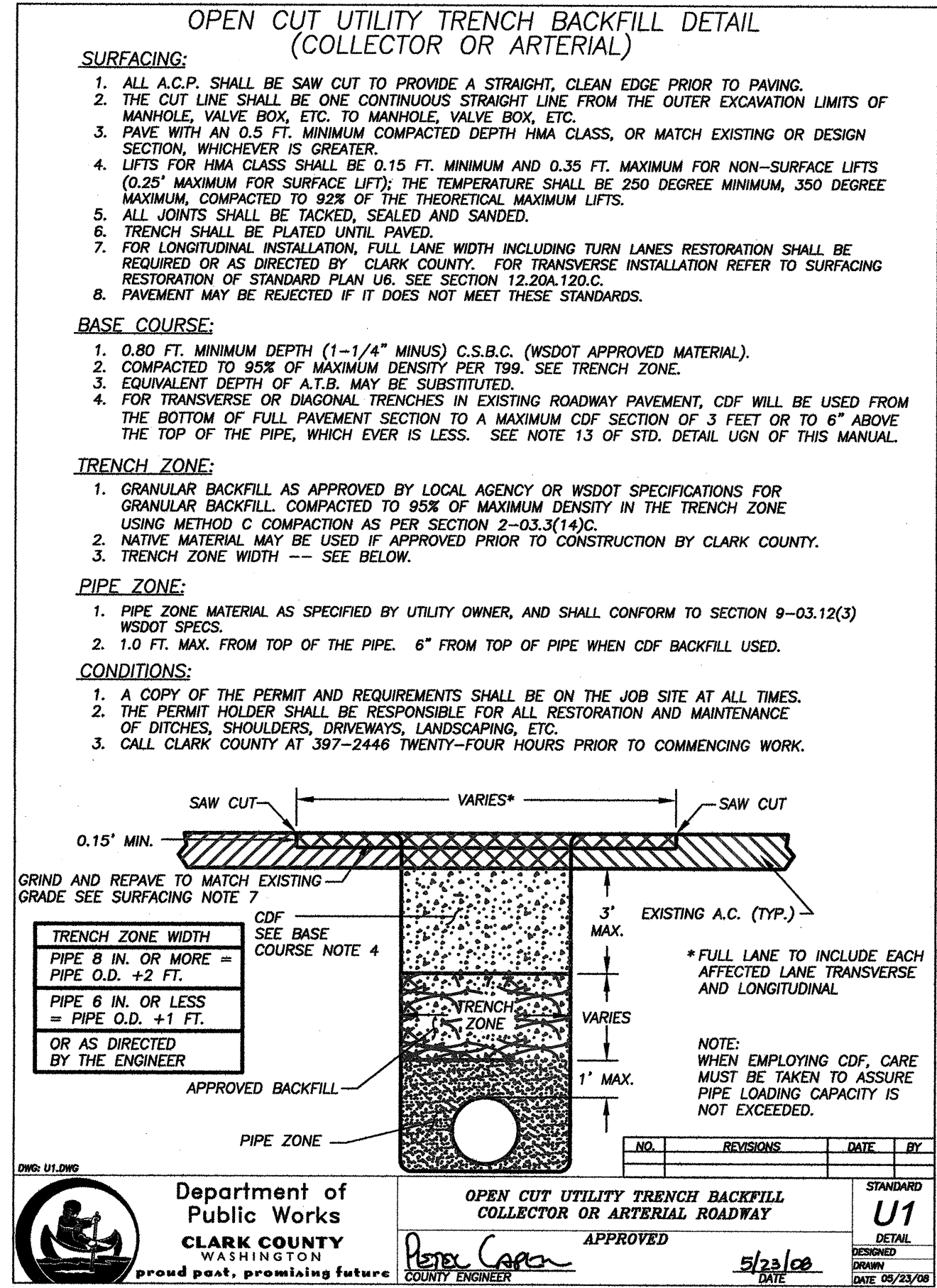
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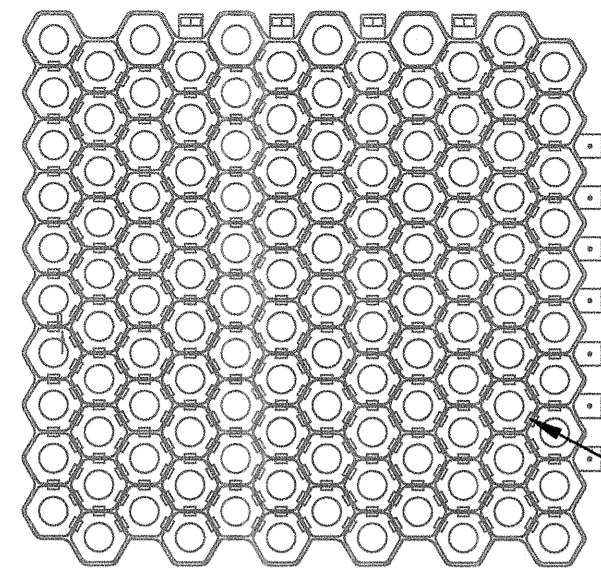
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MARC E. AERIS
STATE OF WASHINGTON
REGISTERED PROFESSIONAL ENGINEER
37338

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CLARK COUNTY, WASHINGTON
PUBLIC WORKS ENGINEERING PROGRAM
VANCOUVER-CLARK PARKS & Recreation
CHELATCHIE PRARIE RAILROAD TRAIL - CRP #361212
ROADWAY DETAILS
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MARC E. AERIO, P.E. 37336 REGISTERED PROFESSIONAL ENGINEER
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RD1
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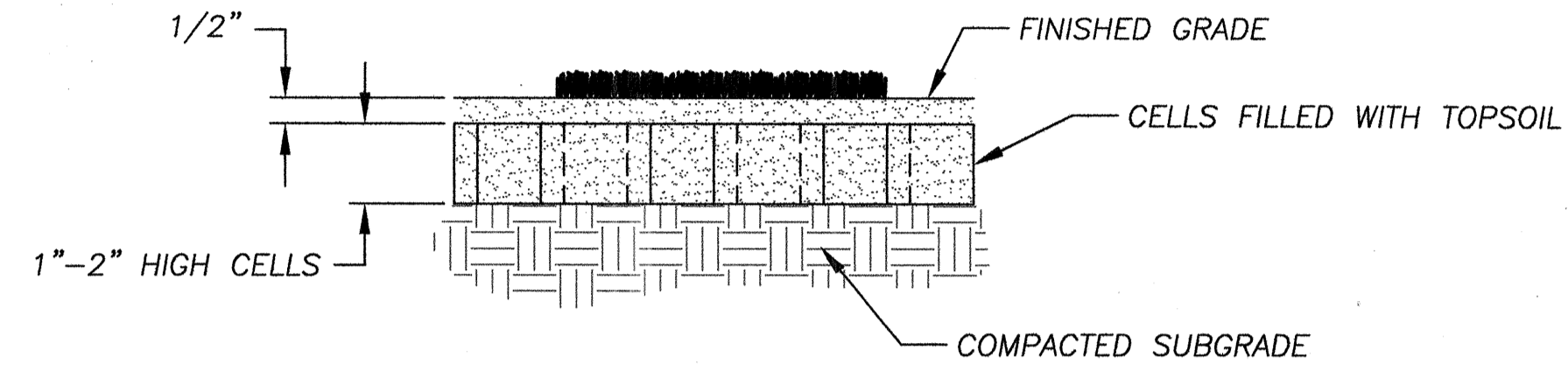


PLAN

NOTES

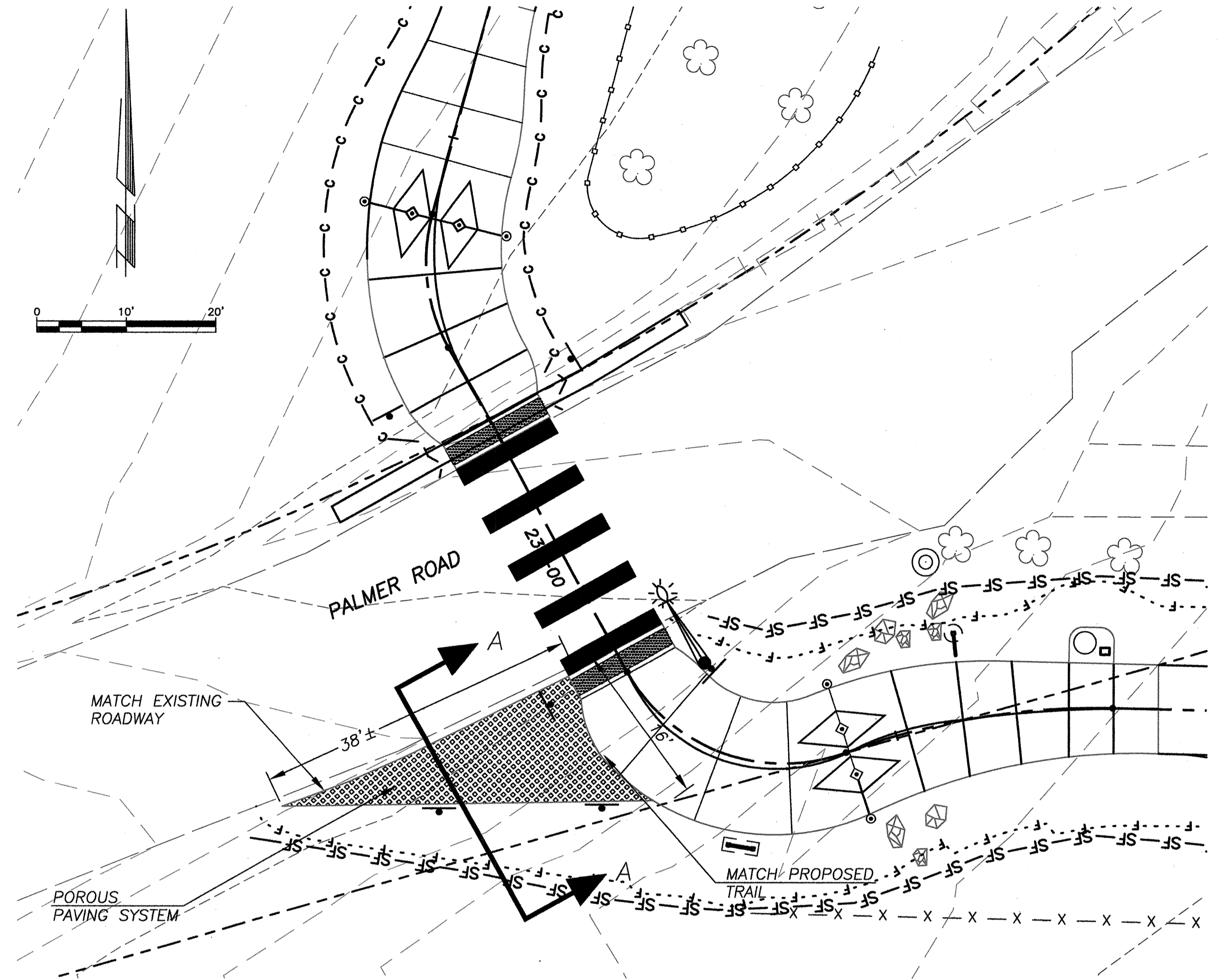
CELLS SHALL BE 2"-3" CIRCULAR, SQUARE, OR HEXAGONAL HDPE OR POLYOLEFIN PLASTIC WITH UV INHIBITORS.
 COLOR SHALL BE BLACK.

POROUS PAVING SYSTEM CELLS

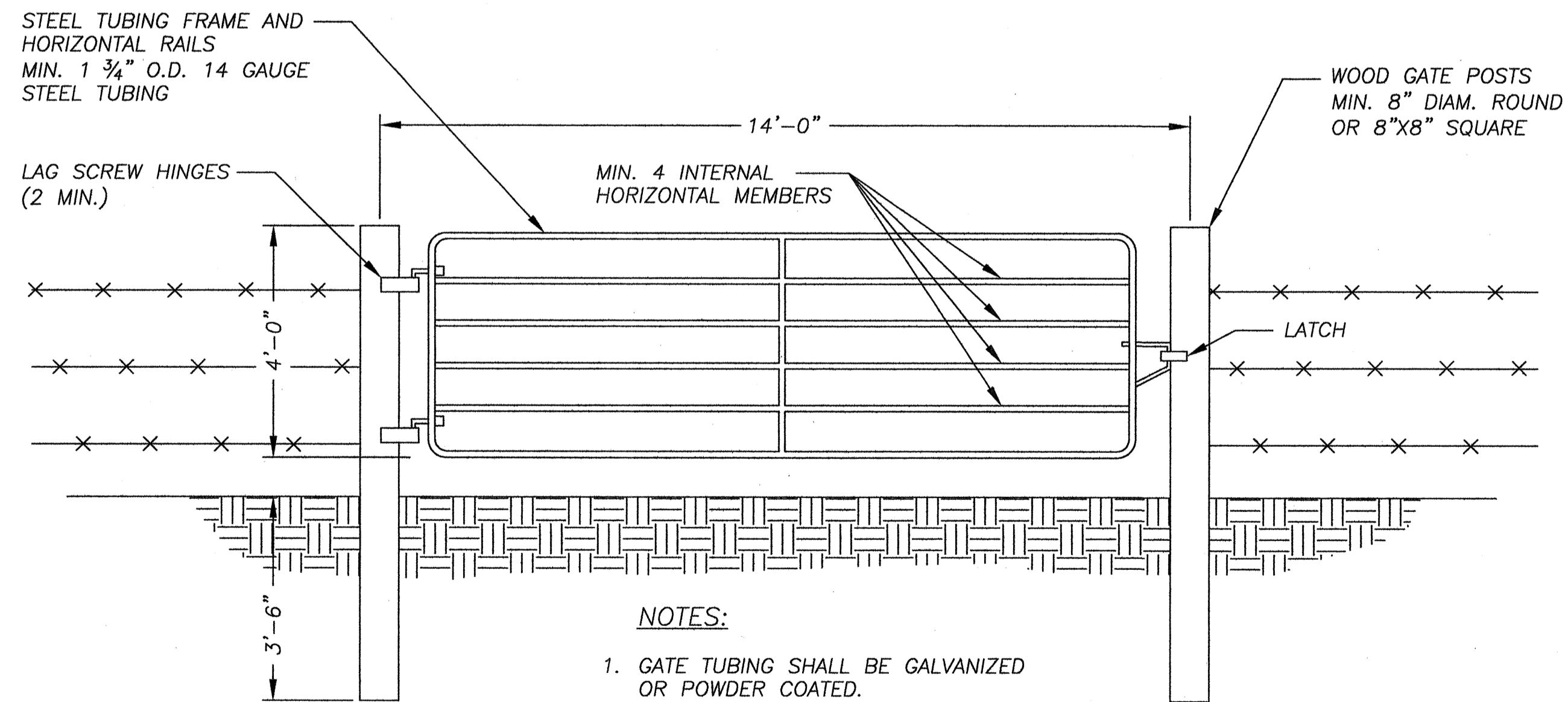


SECTION

POROUS PAVING SYSTEM
N.T.S.



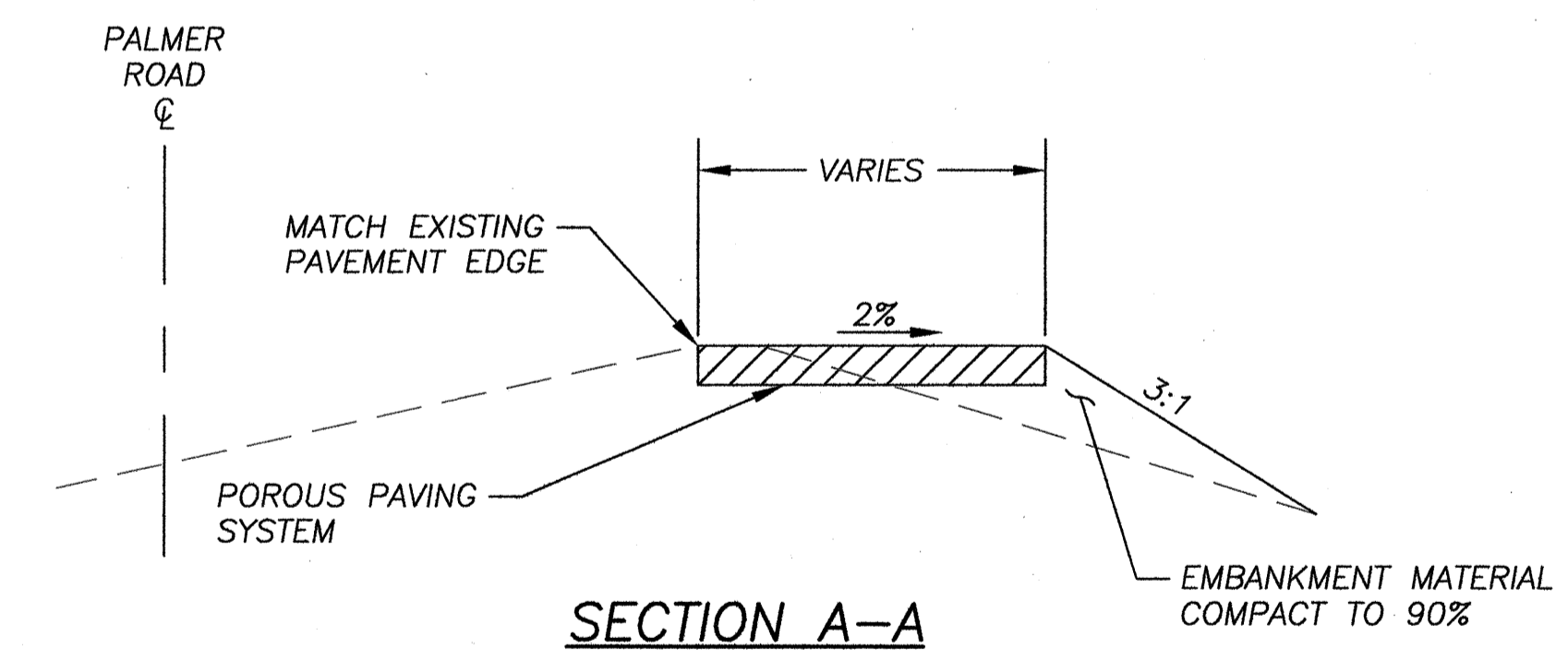
PLAN



NOTES:

1. GATE TUBING SHALL BE GALVANIZED OR POWDER COATED.
2. GATE POSTS ON EACH SIDE OF GATE OPENING TO BE THE SAME SIZE.

LIVESTOCK GATE
N.T.S.



SECTION A-A



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CHELATCHIE PRARIE RAILROAD TRAIL - CRP #361212

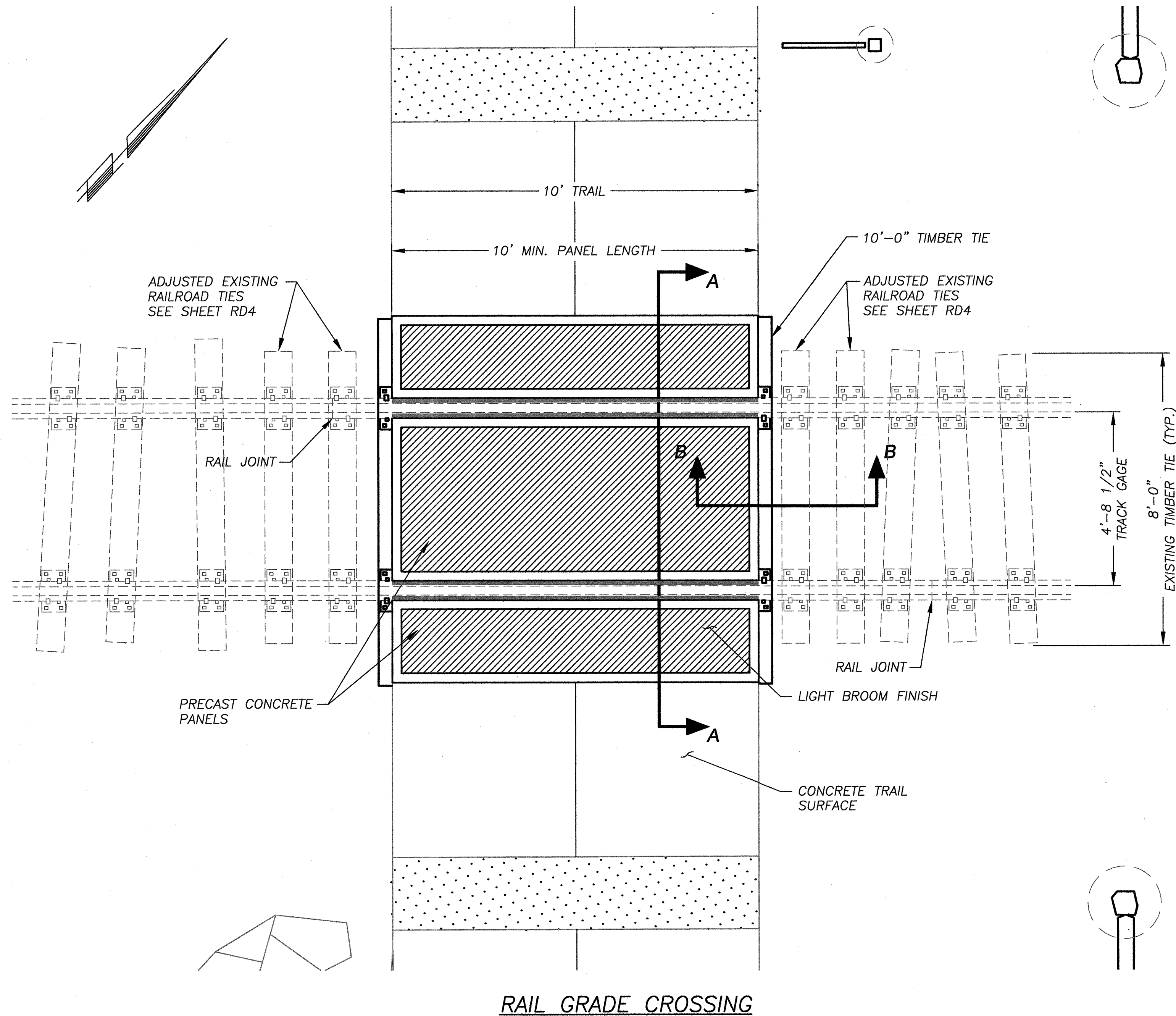
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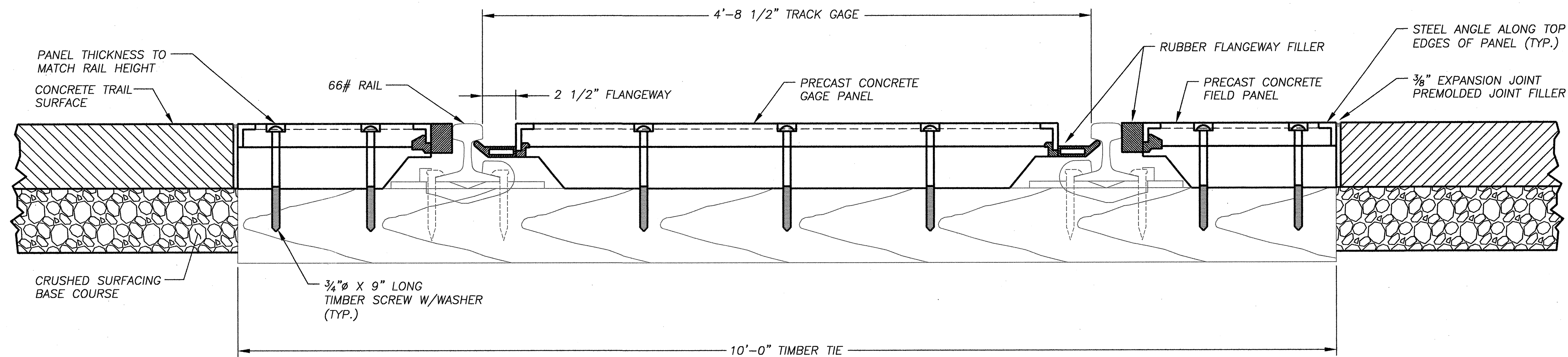
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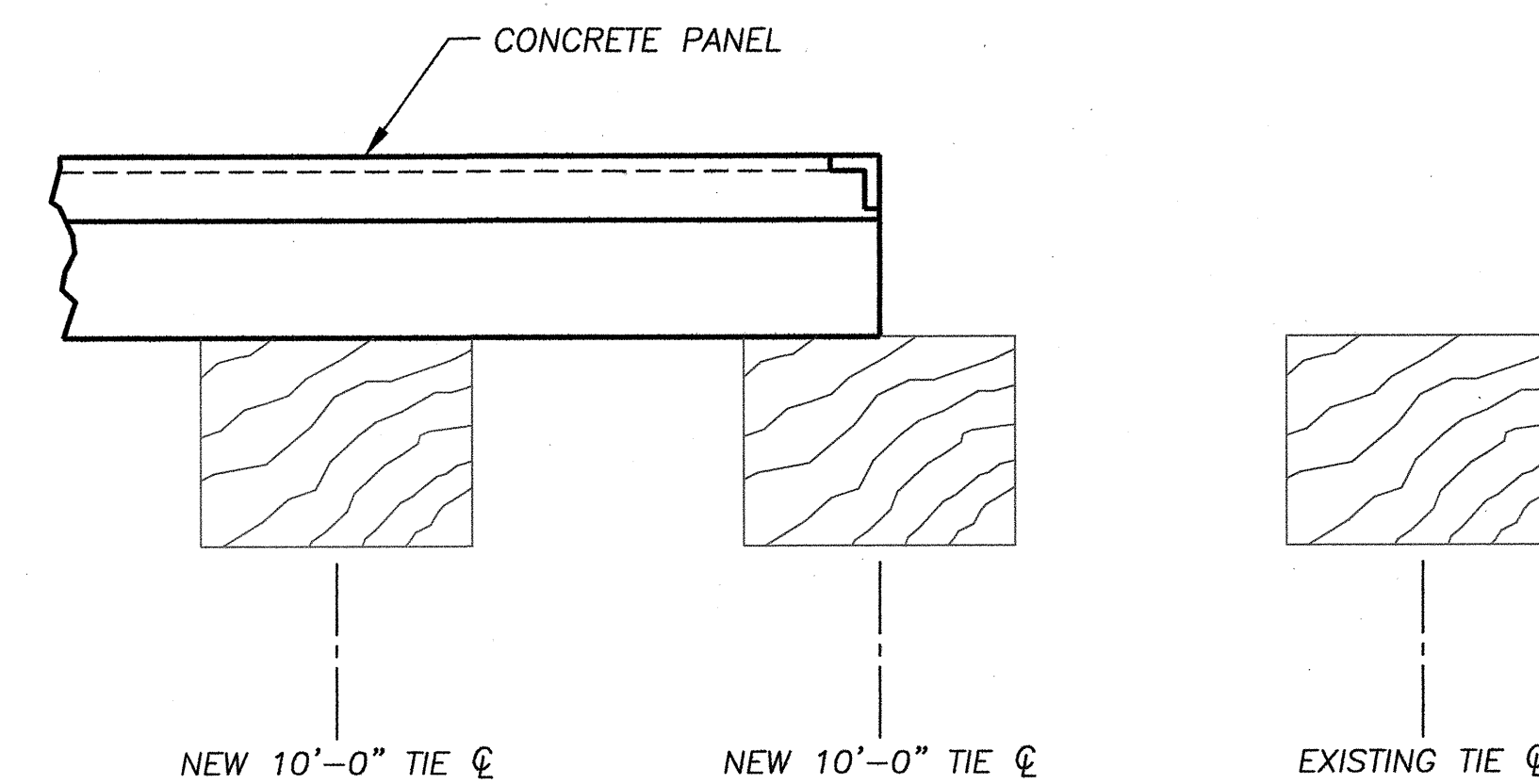
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RAIL GRADE CROSSING



SECTION A-A



SECTION B-B

NOTES:

1. CROSSING SHALL BE CONSTRUCTED OF PRECAST CONCRETE PANELS SIZED FOR 66# RAIL. FIELD AND GAGE PANELS SHALL BE 10' LONG.
2. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS OF CONCRETE PANELS TO THE ENGINEER FOR APPROVAL PRIOR TO CONSTRUCTING PANELS.
3. CONTRACTOR TO FIELD VERIFY ALL DIMENSIONS OF TRACK AT LOCATION OF TRAIL CROSSING PRIOR TO CONSTRUCTING PANELS.
4. PREPARE BALLAST UNDER THE CONCRETE PANELS PER TRACK MANUFACTURE'S INSTALLATION RECOMMENDATIONS.
5. ENDS OF CONCRETE PANELS MUST BE SUPPORTED ON TIES AS SHOWN.
6. CROSSING PANELS TO MEET ADA REQUIREMENTS.
7. STRUCTURAL STEEL SHALL CONFORM TO ASTM A-38 SPECIFICATIONS. WELDING TO BE PER AWS CODE.
8. REINFORCING STEEL SHALL CONFORM TO CURRENT ASTM A705 SPECIFICATION, GRADE 50.
9. CONCRETE MATERIAL MIXING, PLACING AND CURING TO BE IN ACCORDANCE WITH PCI "MANUAL FOR QUALITY CONTROL PRE CAST AND PRESTRESSED CONCRETE." MANUAL 115, EDITION 4. CEMENT SHALL HAVE NO MORE THAN 0.8% TOTAL ALKALI CONTENT. MAXIMUM WATER/CEMENT RATIO=0.44 (BY WEIGHT). AIR ENTRAINMENT =6%±1% IN PLASTIC CONCRETE SLUMP 8" MAXIMUM.
10. TOP SURFACE SHALL BE NON-CRACK DESIGN AND IS TO BE SEALED TO PREVENT ION MIGRATION DUE TO SALTING.
11. CONCRETE COMPRESSIVE STRENGTH SHALL BE AS FOLLOWS:
 @28 DAYS=6000PSI MINIMUM @ SHIPMENT=4000PSI MINIMUM
 @REMOVAL FORM FORMS=2500PSI MINIMUM
12. PANEL REINFORCEMENT TO MEET AASHTO HS-20 LOADING SPECIFICATION WITH 30% IMPACT INCREMENT.
13. EACH PANEL TO HAVE TWO 2-TON MINIMUM LIFTING HOOKS, 1/2"Ø MIN. HOT-DIPPED GALV.
14. ALL EXPOSED SURFACES OF STEEL ANGLE FRAME TO HAVE ONE COAT RUST INHIBITIVE COATING.
15. SEE SPECIFICATIONS FOR ADDITIONAL INFORMATION.



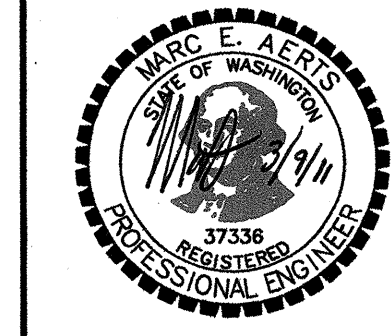
PUBLIC WORKS ENGINEERING PROGRAM

VANCOUVER, CLARK PARKS & Recreation

CHELATCHE PRARIE RAILROAD TRAIL - CRP #361212
AT GRADE RAIL CROSSING DETAIL 1

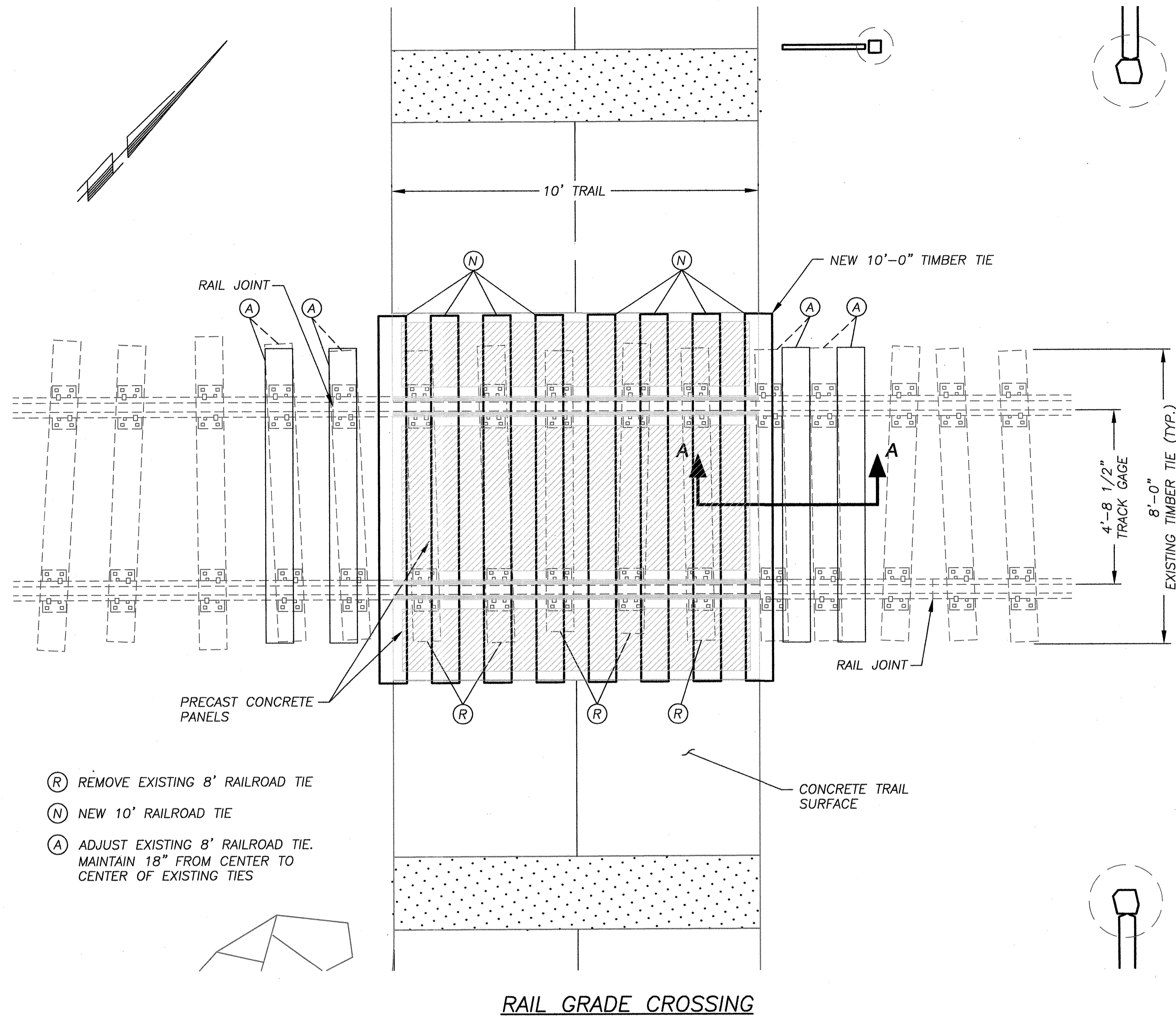
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RD3
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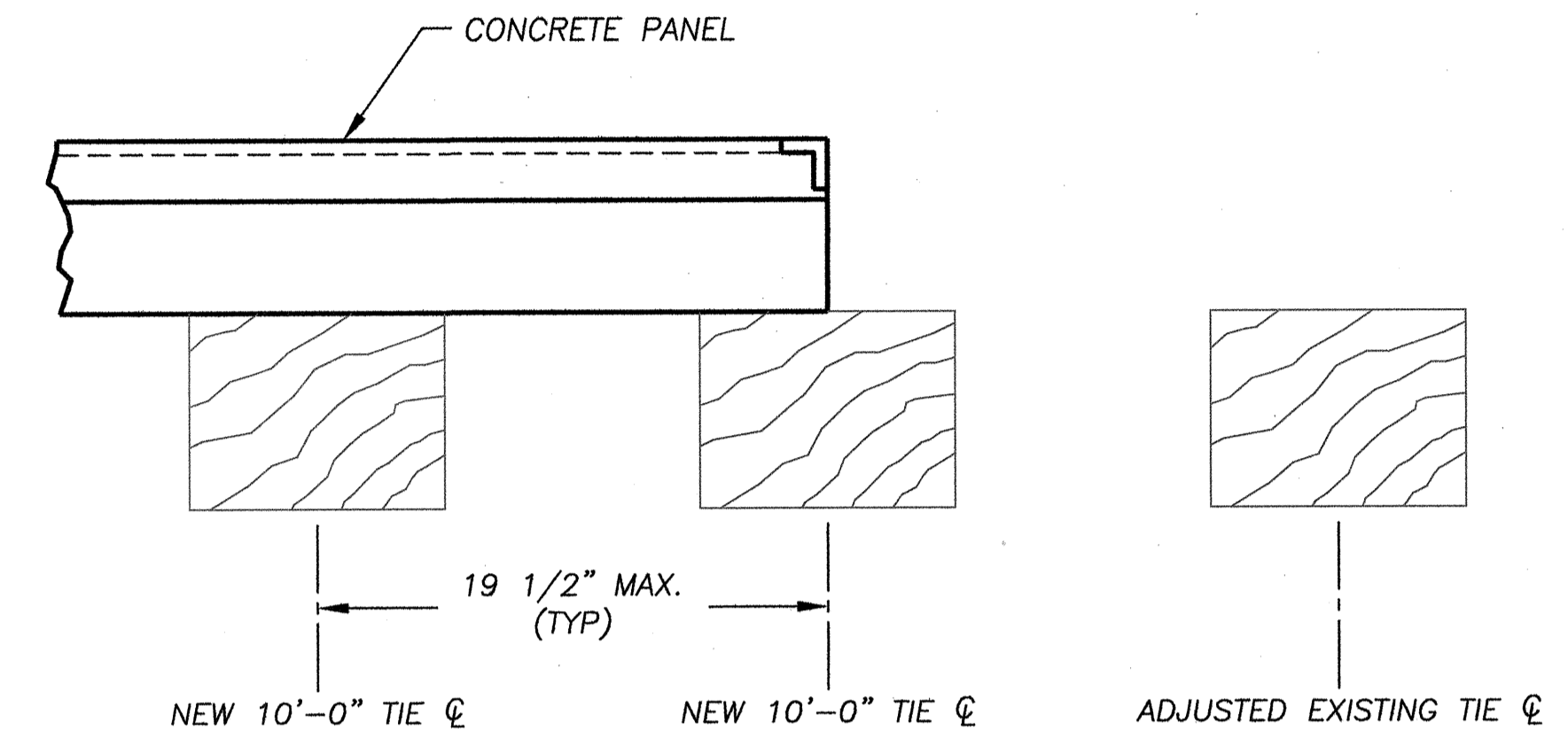


- (R) REMOVE EXISTING 8' RAILROAD TIE
- (N) NEW 10' RAILROAD TIE
- (A) ADJUST EXISTING 8' RAILROAD TIE. MAINTAIN 18" FROM CENTER TO CENTER OF EXISTING TIES

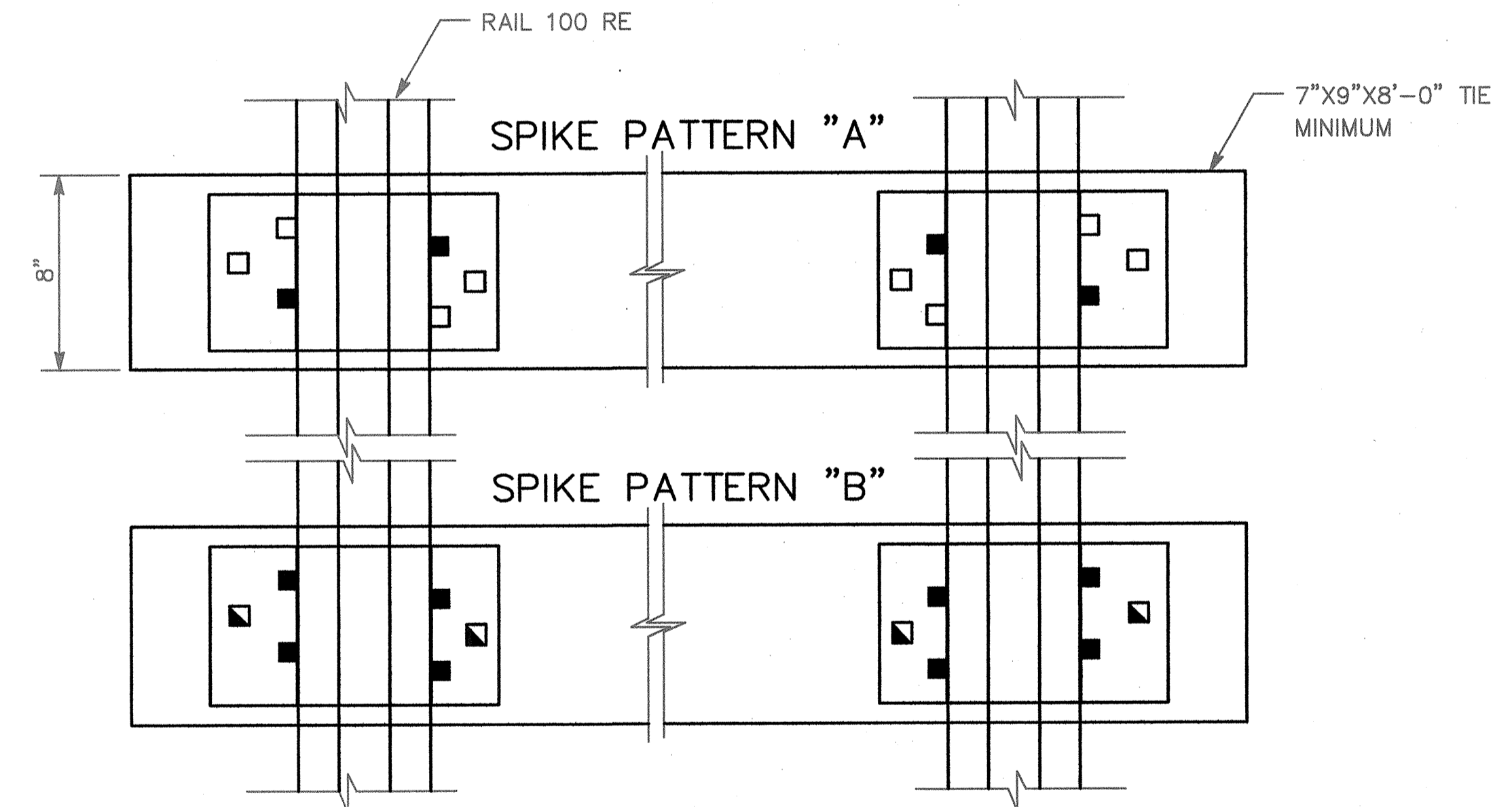
RAIL GRADE CROSSING

NOTES:

1. CONTRACTOR TO FIELD VERIFY ALL DIMENSIONS AND CONDITION OF TRACK AT LOCATION OF TRAIL CROSSING PRIOR TO CONSTRUCTION.
2. REMOVE, REPLACE, AND ADJUST TIES AS SHOWN TO ACCOMMODATE NEW CONCRETE CROSSING PANELS.
3. TRACK WORK AND MATERIALS SHALL MEET AREMA SPECIFICATIONS.
4. NEW TIES SHALL BE 7"x9"x10'.
5. RELAY EXISTING TIE PLATES ON NEW TIES. ADDITIONAL TIE PLATES TO BE PROVIDED BY CONTRACTING AGENCY.
6. USE NEW TRACK SPIKES. SPIKES SHALL BE OF STANDARD MANUFACTURE AND MEET AREMA SPECIFICATIONS.
7. ENDS OF CONCRETE PANELS MUST BE SUPPORTED ON TIES AS SHOWN.
8. TRACK WORK SHALL BE INSPECTED AND APPROVED BY ENGINEER BEFORE INSTALLATION OF CROSSING PANELS.
9. SEE SPECIFICATIONS FOR ADDITIONAL INFORMATION.



SECTION A-A



TRACK ALIGNMENT	SPIKES PER TIE PLATE	SPIKING PATTERN
TANGENTS AND CURVES LESS THAN 6 DEGREE	2	A
GRADE CROSSING 10'-0" LONG TIES RAIL JOINT TO RAIL JOINT	6	B

- TRACK SPIKE
- ▣ HOLD DOWN SPIKE

TRACK SPIKING PATTERNS



PUBLIC WORKS ENGINEERING PROGRAM

YANCOUVER-CLARK PARKS & Recreation

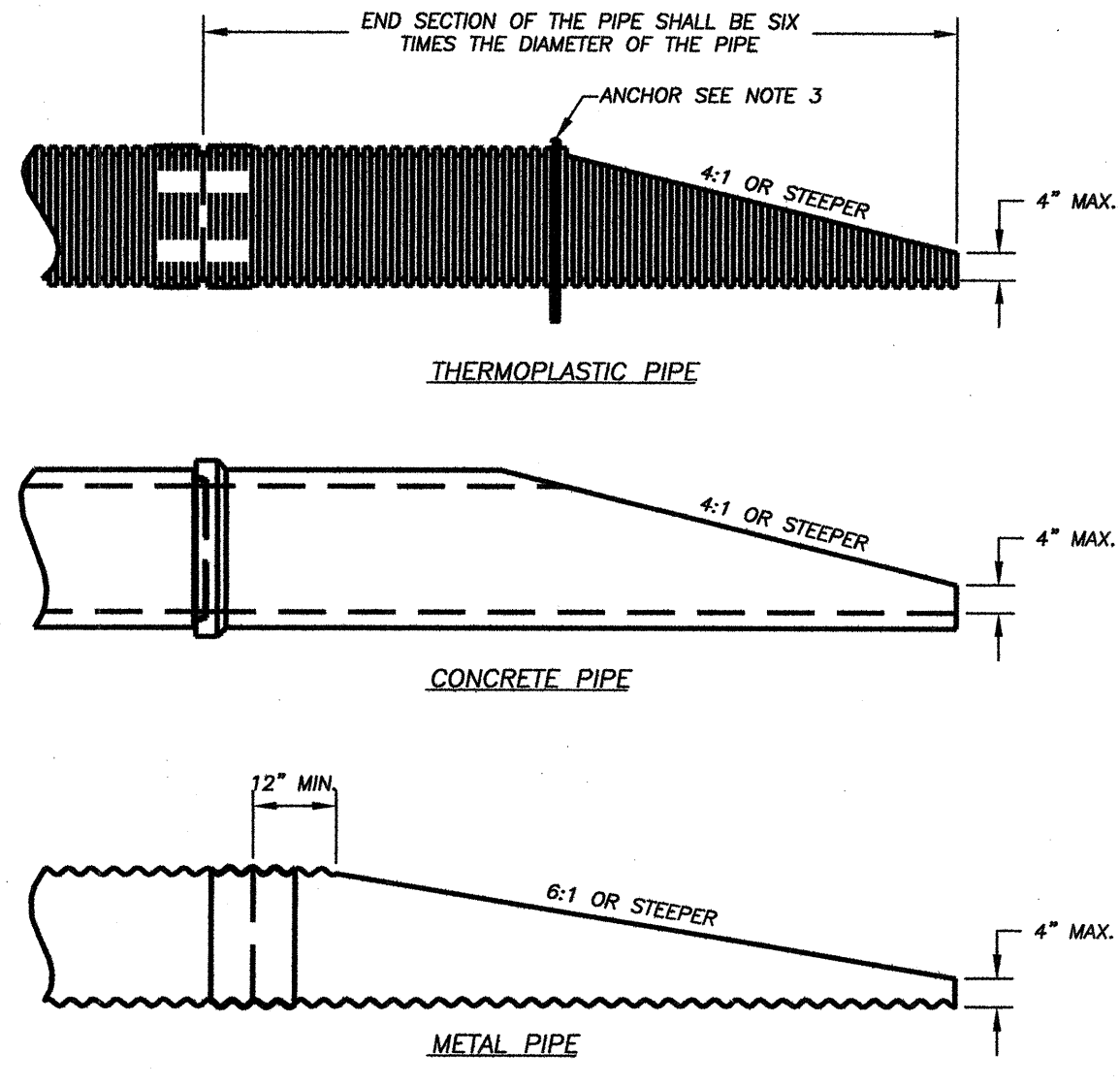
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AT GRADE RAIL CROSSING DETAIL 2

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RD4



- NOTES:**
1. THE CULVERT ENDS SHALL BE BEVELED TO MATCH THE EMBANKMENT OR DITCH SLOPE, WITHOUT EXCEEDING THE LIMITS SHOWN ON THE PLAN.
 2. FIELD CUT OF CULVERT ENDS IS PERMITTED, WHEN APPROVED BY THE ENGINEER. ALL FIELD CUT PIPE CULVERTS SHALL BE TREATED WITH TREATMENT SHOWN IN THE STANDARD SPECIFICATION OR GENERAL SPECIAL PROVISIONS.
 3. THE END OF THERMOPLASTIC PIPE SHALL BE ANCHORED. SEE STD. DETAIL D22.
 4. FOR PIPES 18" OR LARGER, TRASH SCREEN REQUIRED. SEE STD. DETAIL D25.

NO. REVISIONS DATE BY

STANDARD **D24**

Department of Public Works
CLARK COUNTY WASHINGTON
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APPROVED: *Peter Capen* 5/23/08

DATE: 05/23/08

NOTES:

1. MANHOLES SHALL BE CONSTRUCTED IN ACCORDANCE WITH AASHTO M-198 UNLESS OTHERWISE SHOWN ON PLANS OR NOTED IN THE MOST STANDARD SPECIFICATIONS.
2. HANDHOLES IN ADJUSTMENT SECTION SHALL HAVE 3" MIN. CLEARANCE FROM THE TOP OF THE MANHOLE TO THE TOP OF THE MANHOLE. HANDHOLES SHALL BE PLACED IN ALTERNATING GRADE RINGS OR LEVING BRICK COURSE TO PREVENT HANDS FROM BEING PINNED BETWEEN THE TOP OF THE MANHOLE.
3. ALL REINFORCED CAST-IN-PLACE CONCRETE SHALL BE CLASS 4000. NON-REINFORCED CONCRETE IN CHANNEL AND SHELF SHALL BE CLASS 3000. ALL PRECAST CONCRETE SHALL BE CLASS 4000.
4. PRECAST BASES SHALL BE FURNISHED WITH OUTGUTS OR KNOCKOUTS. KNOCKOUTS SHALL HAVE WALL THICKNESS OF 2" UNLESS OTHERWISE APPROVED BY THE ENGINEER.
5. KNOCKOUT OR OUTLET HOLE SIZE SHALL EQUAL PIPE OUTER DIA. MINUS MANHOLE WALL THICKNESS. SEE MANHOLE DIMENSION TABLE.
6. MANHOLE RINGS AND COVERS SHALL BE IN ACCORDANCE WITH WSDOT STANDARD SPECIFICATIONS SEC. 7-05 AND MEET THE STRENGTH REQUIREMENTS OF FEDERAL SPECIFICATION RR-482.5. WATINGS SHALL BE FINISHED TO ASSURE NON-ROCKING FIT WITH ANY COVER POSITION.
7. ALL BASE REINFORCING STEEL SHALL HAVE A MIN. WELD STRONGTIE OF 60,000 PSI AND BE PLACED IN THE UPPER HALF OF THE BASE WITH 1" MIN. CLEARANCE.
8. FOR HEIGHTS OF 12" OR LESS, MIN. SOIL BEARING VALUE SHALL EQUAL 3,000 POUNDS PER SQUARE FOOT. FOR HEIGHTS OVER 12" MIN. SOIL BEARING VALUE SHALL EQUAL 3,000 POUNDS PER SQUARE FOOT.
9. FOR DETAILS SHOWING GRADE RING, LADDER, STEPS, HANDHOLES, AND TOP SLABS, SEE STD. DETAIL D1.3, "MANHOLE DETAILS".
10. INSIDE DROP MAXIMUM TO BE 4" VERTICAL DISTANCE I.E. TO I.E.
11. KNOCKOUTS TO BE USED WHEN STUB OUT PIPE IS 3" OR LESS.
12. MINIMUM 0.20" FALL BETWEEN INLET AND OUTLET. ANY REDUCTION IN THIS DESIGN REQUIREMENT MUST BE APPROVED BY REVIEWING AUTHORITY.
13. SEE THE WSDOT STANDARD SPECIFICATIONS SEC. 7-05.3 FOR JOINT REQUIREMENTS.

MANHOLE DIMENSION TABLE

MANHOLE DIA.	MINIMUM WALL THICKNESS	MINIMUM RING THICKNESS	MINIMUM RING SPACING	MINIMUM RING STRENGTH
48"	4"	4"	12"	4000
54"	4"	4"	12"	4000
60"	4"	4"	12"	4000
66"	4"	4"	12"	4000
72"	4"	4"	12"	4000
78"	4"	4"	12"	4000
84"	4"	4"	12"	4000
90"	4"	4"	12"	4000
96"	4"	4"	12"	4000

MANHOLE TYPE 3
48", 54", 60", 72", & 96"

STANDARD **D1.3**

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DATE: 05/23/08

NOTES:

1. PROPRIETARY MANHOLE HANDHOLES AND STEPS SHALL BE USED ONLY IF THEY MEET ALL WSDOT REQUIREMENTS.
2. MANHOLE STEP/HANDHOLD LEGS SHALL BE PARALLEL OR APPROXIMATELY PARALLEL AT THE OUTSIDE OF THE MANHOLE. LEGS SHALL NOT PENETRATE OF OUTER WALL BY A LEG IS PROHIBITED.
3. HANDHOLES AND STEPS SHALL HAVE "DROP" RINGS OR PROTRUSIONS TO PREVENT SHERMAN'S SUP.
4. LADDERS OR STEPS SHALL EXTEND TO WITHIN 18" OF BOTTOM OF MANHOLE.
5. HANGING LADDERS SHALL BE PERMANENTLY BOLTED OR EMBEDDED IN CONCRETE. EACH SHALL BE EMBEDDED AT BOTTOM IN BASE.
6. ADDITIONAL SAFETY FEATURES MAY BE REQUIRED IN VERY DEEP OR UNUSUAL STRUCTURES.

MANHOLE DETAILS

STANDARD **D1.5**

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MANHOLE RING AND COVER

STANDARD **D1.6**

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NOTES:

1. USE SUBURBAN TYPE ONLY IN NON-TRAFFIC AREAS, AND ONLY WITH APPROVAL BY COUNTY.
2. COVER MATERIAL TO BE DUCTILE IRON ASTM A536 GRADE 80-55-06.
3. RING MATERIAL TO BE GRAY CAST IRON ASTM A-48 CLASS 30.
4. SEE WSDOT STANDARD SPECIFICATIONS SEC. 7-05.
5. RING AND COVER TO BE MACHINED TO A TRUE BEARING ALL AROUND.
6. NOTCH LID FOR LIFTING HOOK.

CONCRETE COLLAR OPTION

CAST-IN-PLACE CONCRETE COLLAR

STEEL WELDED WIRE FABRIC ~ SEE NOTE 2

COUPLING BAND OPTION

CORRUGATED METAL PIPE

CONCRETE PIPE ~ SEE NOTE 3

RUBBER GASKETS ~ SEE NOTE 4

TYPE "K" COUPLING BAND ~ SEE NOTE 5

24" WIDE, 1" THICK RUBBER GASKET IN ACCORDANCE WITH STD. SPEC. 9-04.4(3)

CONNECTION DETAILS FOR DISSIMILAR CULVERT PIPE

NOTES:

1. The Concrete Collar width shall be one half of the outside pipe diameter of the largest pipe. The minimum Concrete Collar width shall be 12". Concrete Collars may be used with all pipe materials and diameters. The Concrete Collar option shall only be used to extend existing pipes.
2. Steel Welded Wire Fabric shall be in accordance with Standard Specification 9-07.7. Install two wraps for size 6 x 6 W1.4 x W1.4 (10 Gage) Steel Welded Wire Fabric or one wrap for any of the following sizes:
6 x 6 W2.1 x W2.1 (8 Gage)
6 x 6 W2.9 x W2.9 (6 Gage)
4 x 4 W2.9 x W2.9 (6 Gage)
4 x 4 W4.0 x W4.0 (4 Gage)
3. When a Coupling Band connection requires attachment to the bell end of a concrete pipe, the bell end of the pipe shall be removed before the connection is installed.
4. Increase the outside diameter of the metal pipe to match the outside diameter of the concrete pipe by installing 12" wide rubber gaskets (Coupling Band only). The rubber gaskets shall be in accordance with Standard Specification 9-04.4(3).
5. Use a flat Type K Coupling Band. Type K Coupling Bands with dimples are not allowed for the installation detail shown. The Coupling Band option shall only be used for extending existing pipes that have an inside diameter of 36" or less.

CIRCULAR GRATE

ISOMETRIC VIEW

SECTION C

SECTION B

SECTION A

26 3/16"

2 7/32"

1"

3/4"

1"

1 1/2"

1 1/2"

3/8"

1 7/8"

CLARK COUNTY, WASHINGTON

PUBLIC WORKS ENGINEERING PROGRAM

VANCOUVER-CLARK **PARKS & Recreation**

CHELATCHIE PRARIE RAILROAD TRAIL - CRP #361212

DRAINAGE DETAILS

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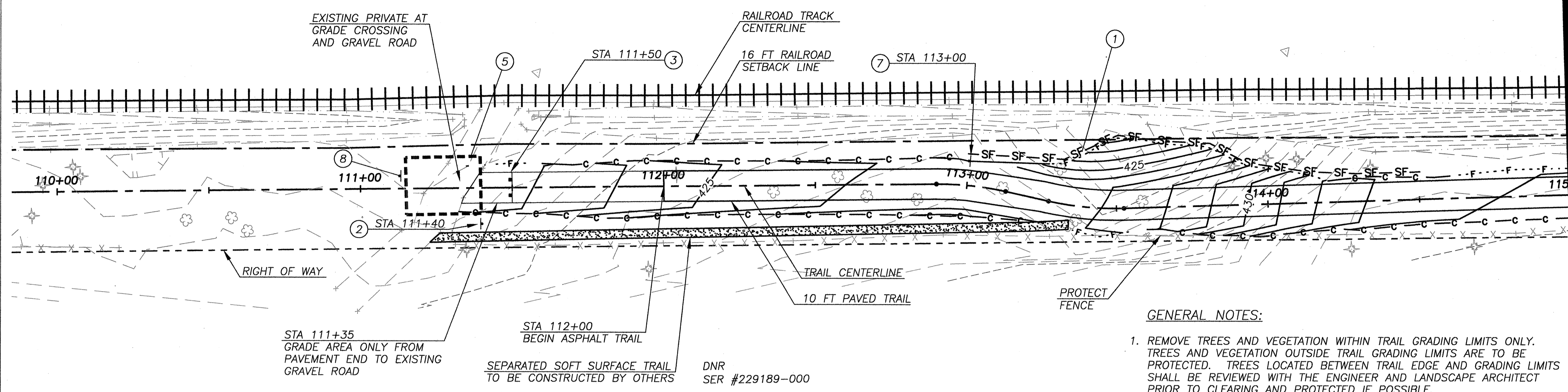
DESIGN SECTION

MADE E. ALBERTS
STATE OF WASHINGTON
REGISTERED PROFESSIONAL ENGINEER
37336

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DNR
SER #229189-000



STA 111+35
GRADE AREA ONLY FROM
PAVEMENT END TO EXISTING
GRAVEL ROAD

STA 112+00
BEGIN ASPHALT TRAIL

SEPARATED SOFT SURFACE TRAIL
TO BE CONSTRUCTED BY OTHERS

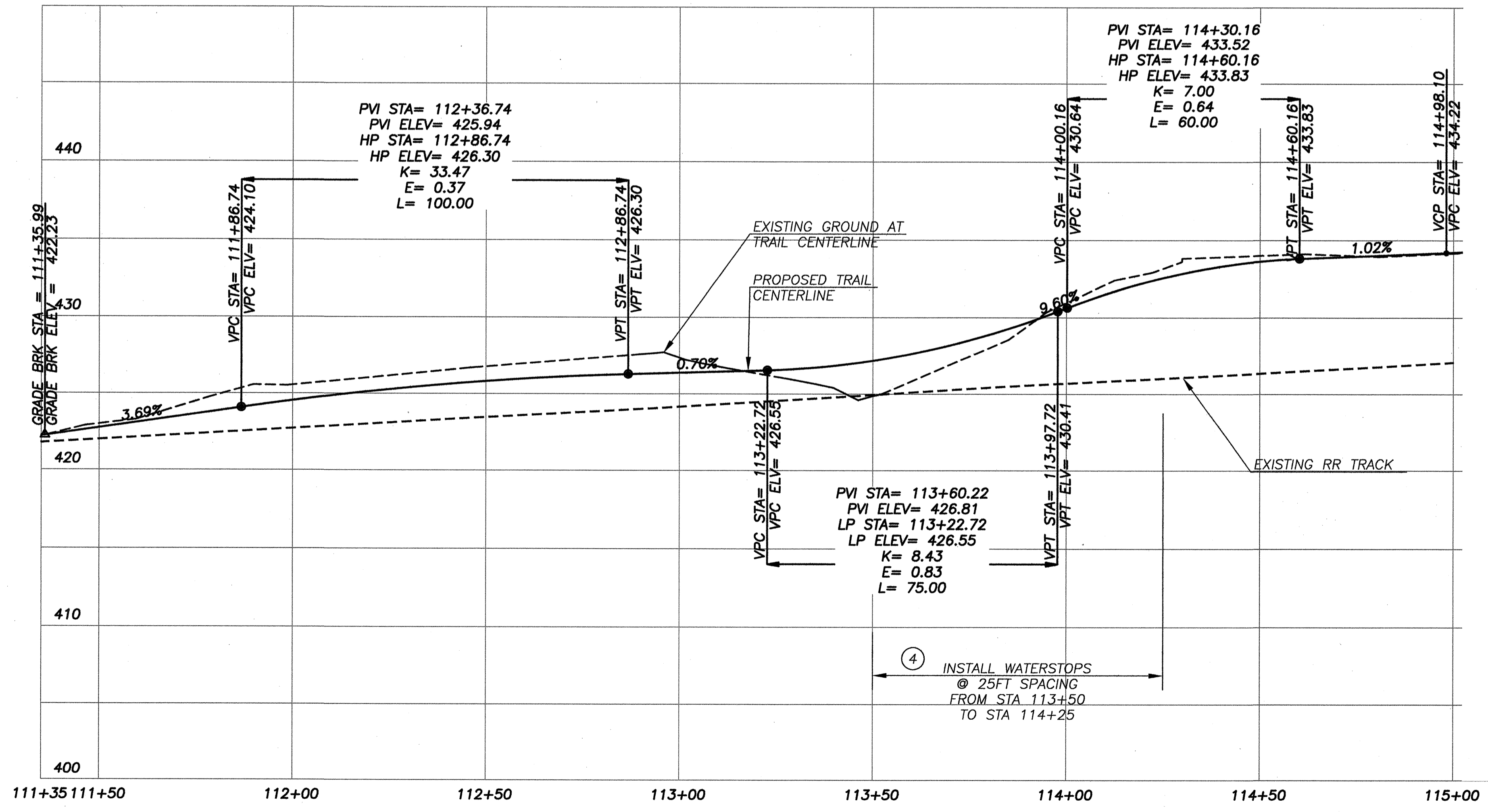
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GENERAL NOTES:

1. REMOVE TREES AND VEGETATION WITHIN TRAIL GRADING LIMITS ONLY. TREES AND VEGETATION OUTSIDE TRAIL GRADING LIMITS ARE TO BE PROTECTED. TREES LOCATED BETWEEN TRAIL EDGE AND GRADING LIMITS SHALL BE REVIEWED WITH THE ENGINEER AND LANDSCAPE ARCHITECT PRIOR TO CLEARING AND PROTECTED IF POSSIBLE.
2. PRUNE VEGETATION ADJACENT TO TRAIL PER DETAIL ON SHEET LND14.
3. SEED ALL FINAL SLOPES WITH SEED MIX LISTED ON SHEET LND8.

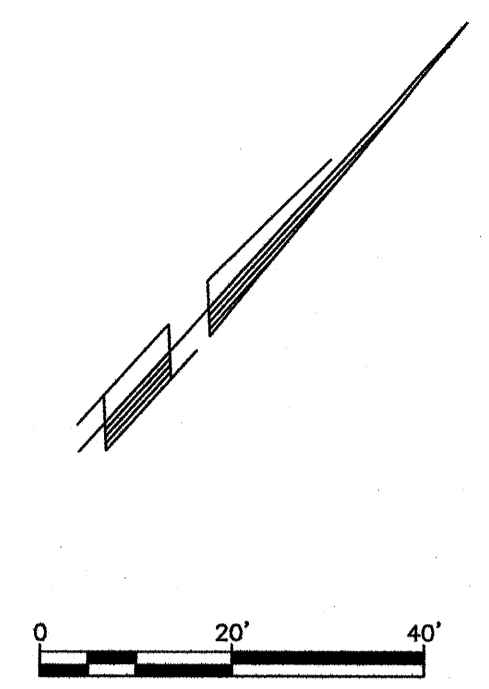
CONSTRUCTION NOTES:

1. ORANGE SILT FENCE AT LIMITS OF FILL SLOPE. SEE SHEET EC2 FOR DETAILS
2. TRAIL SIGN #11. SEE SHEET SS3 FOR DETAILS
3. TRAIL BARRICADE. SEE SHEET RD1 FOR DETAILS
4. WATERSTOP. SEE SHEET RD1 FOR DETAILS
5. TEMPORARY CONSTRUCTION TURNAROUND LOCATION. SEE SPECIFICATIONS FOR DETAILS
6. NOT USED
7. TRAIL SIGN #14. SEE SHEET SS3 FOR DETAILS
8. TRAIL SIGN #15. RELOCATE EXISTING NO TRESPASSING SIGN AT 174TH CT. TO LOCATION SHOWN. INSTALL EXISTING SIGN ON NEW POST. SEE SHEET SS3 FOR DETAILS



UNADJUSTED EARTHWORK QUANTITIES

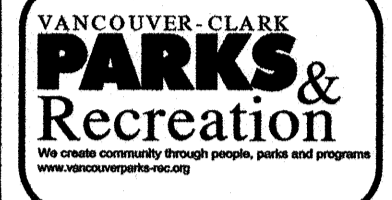
EXCAVATION	236 C.Y.
EMBANKMENT	69 C.Y.



MATCH LINE STA 115+00 - SEE SHT PP2



PUBLIC WORKS ENGINEERING PROGRAM



CHELATCHIE PRARIE RAILROAD TRAIL - CRP #361212
PLAN AND PROFILE - B.O.P. TO STA 115+00
STA B.O.P. TO STA 115+00

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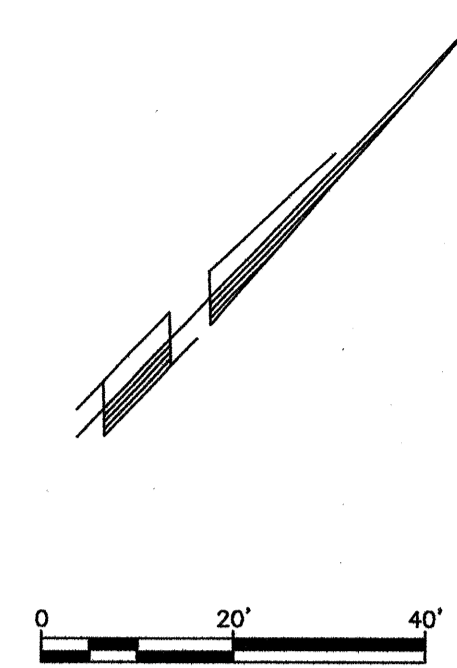
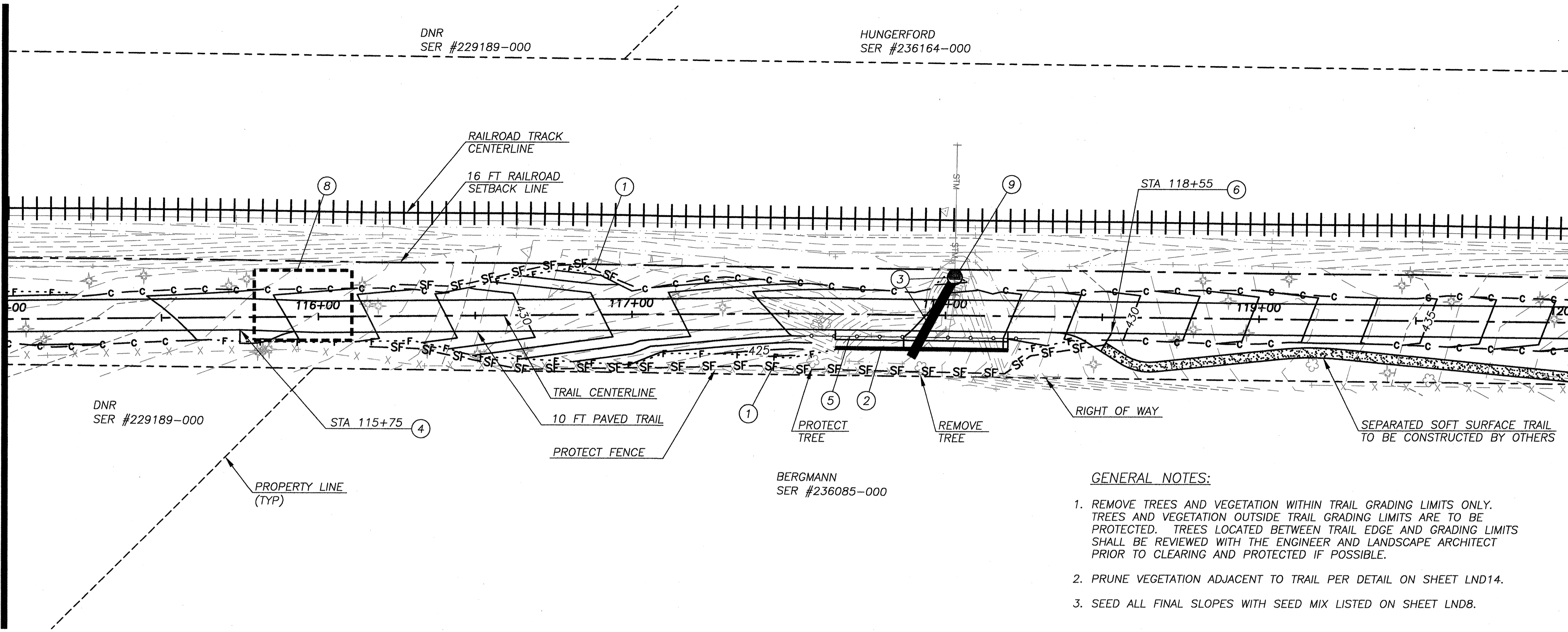
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MATCH LINE STA 115+00 - SEE SHT PP1

MATCH LINE STA 120+00 - SEE SHT PP3



PUBLIC WORKS
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CHELATCHIE PRAIRIE RAILROAD TRAIL - CRP #361212
PLAN AND PROFILE - STA 115+00 TO STA 120+00
STA 115+00 TO STA 120+00

CALL 48 HOURS BEFORE YOU DIG
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DESIGN SECTION



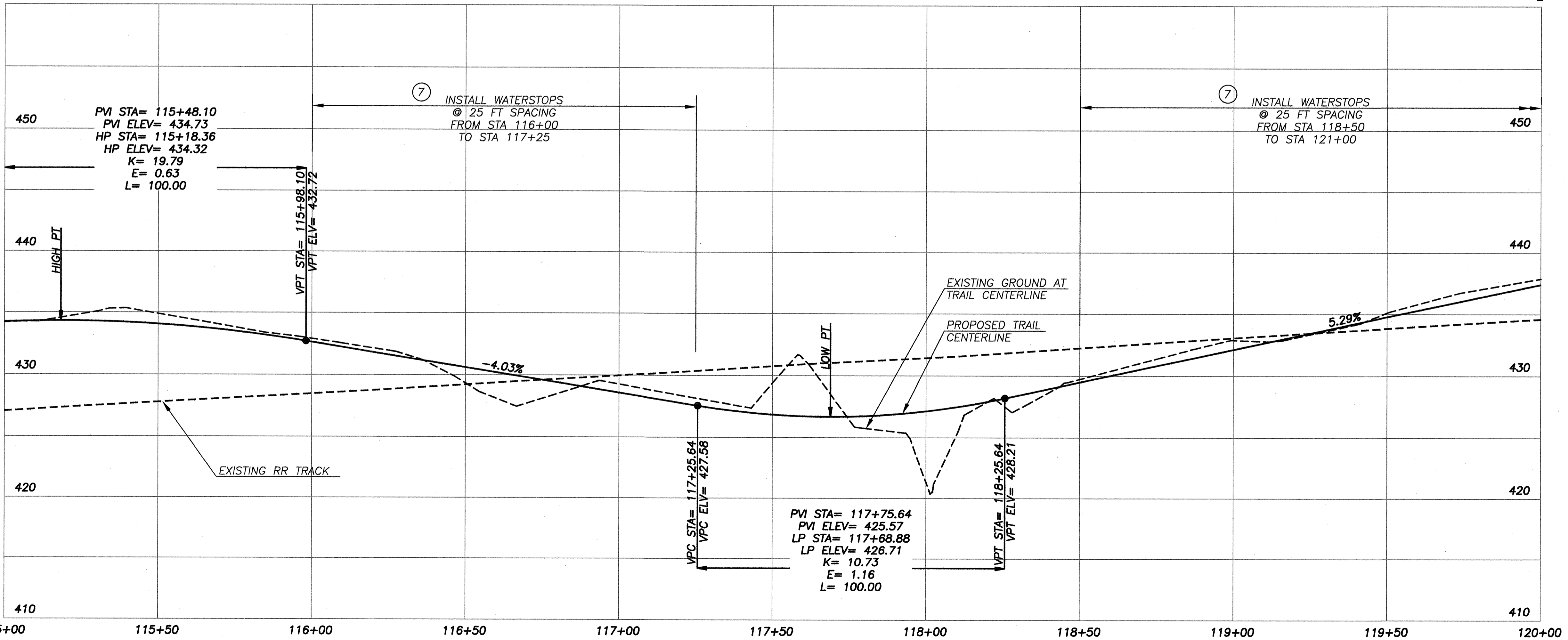
DESIGNED MA
DRAWN RR/RK
DATE 03/09/11
PP2

GENERAL NOTES:

1. REMOVE TREES AND VEGETATION WITHIN TRAIL GRADING LIMITS ONLY. TREES AND VEGETATION OUTSIDE TRAIL GRADING LIMITS ARE TO BE PROTECTED. TREES LOCATED BETWEEN TRAIL EDGE AND GRADING LIMITS SHALL BE REVIEWED WITH THE ENGINEER AND LANDSCAPE ARCHITECT PRIOR TO CLEARING AND PROTECTED IF POSSIBLE.
2. PRUNE VEGETATION ADJACENT TO TRAIL PER DETAIL ON SHEET LND14.
3. SEED ALL FINAL SLOPES WITH SEED MIX LISTED ON SHEET LND8.

CONSTRUCTION NOTES:

1. ORANGE SILT FENCE AT LIMITS OF FILL SLOPE. SEE SHEET EC2 FOR DETAILS
2. GABION RETAINING WALL. SEE SHEET W1 FOR DETAILS
3. INSTALL MANHOLE AND 24" CULVERT PIPE. SEE SHEET DP1 FOR DETAILS
4. HMA EXTENSION TYPE 1. SEE SHEET RD1 FOR DETAILS
5. CABLE RAILING. SEE SHEET LND13 FOR DETAILS
6. HMA EXTENSION TYPE 2. SEE SHEET RD1 FOR DETAILS
7. WATERSTOP. SEE SHEET RD1 FOR DETAILS
8. TEMPORARY CONSTRUCTION TURN AROUND LOCATION. SEE SPECIFICATIONS FOR DETAILS
9. INLET PROTECTION. SEE SHEET EC2 FOR DETAILS



UNADJUSTED EARTHWORK QUANTITIES

EXCAVATION	338 C.Y.
EMBANKMENT	133 C.Y.



PUBLIC WORKS
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VANCOUVER-CLARK
PARKS & Recreation
We create community through parks, trails and programs.

CHELATCHIE PRARIE RAILROAD TRAIL - CRP #361212
PLAN AND PROFILE - STA 120+00 TO NE 174TH COURT
STA 120+00 TO NE 174TH COURT

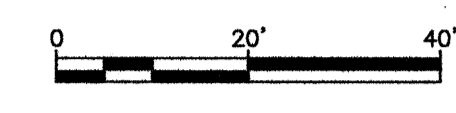
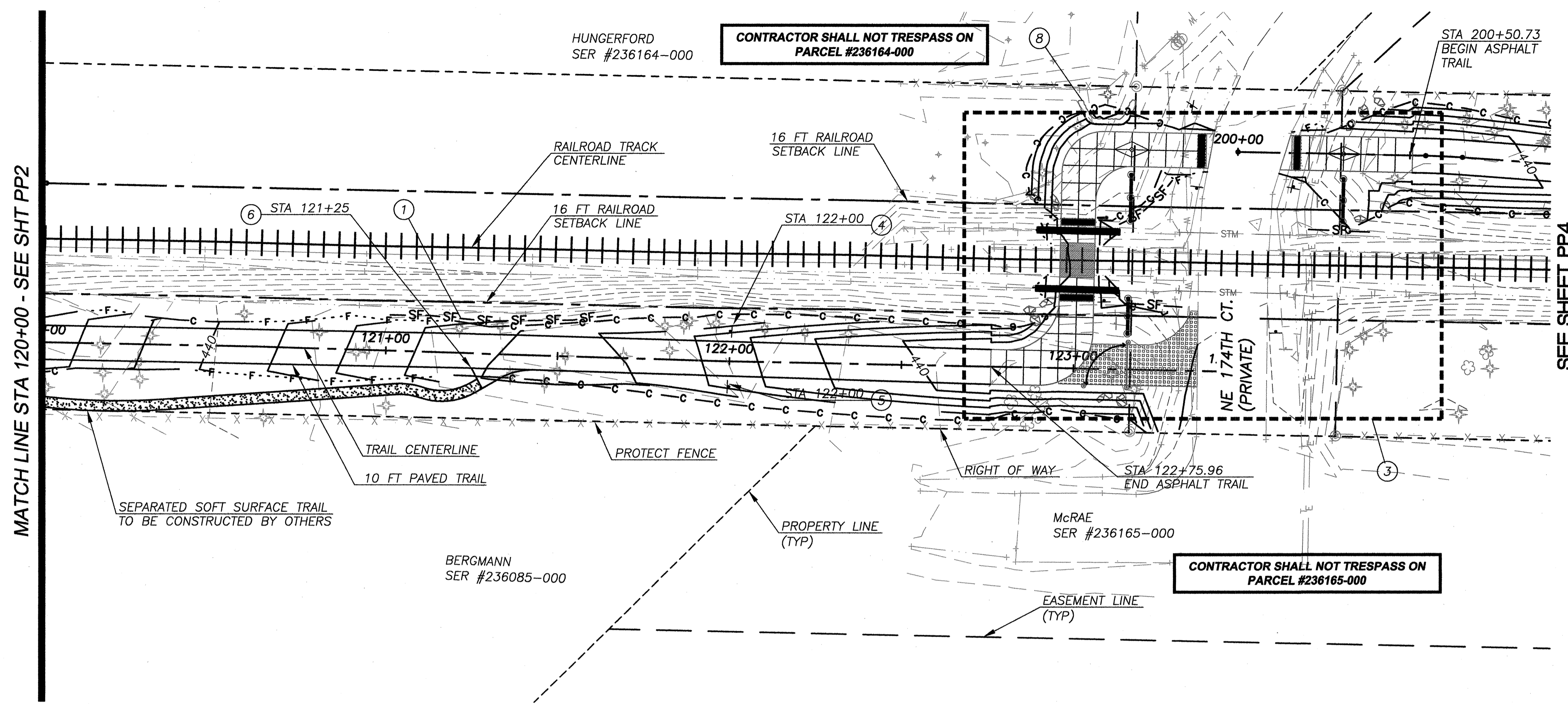
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PP3

23 OF 56



SEE SHEET PP4

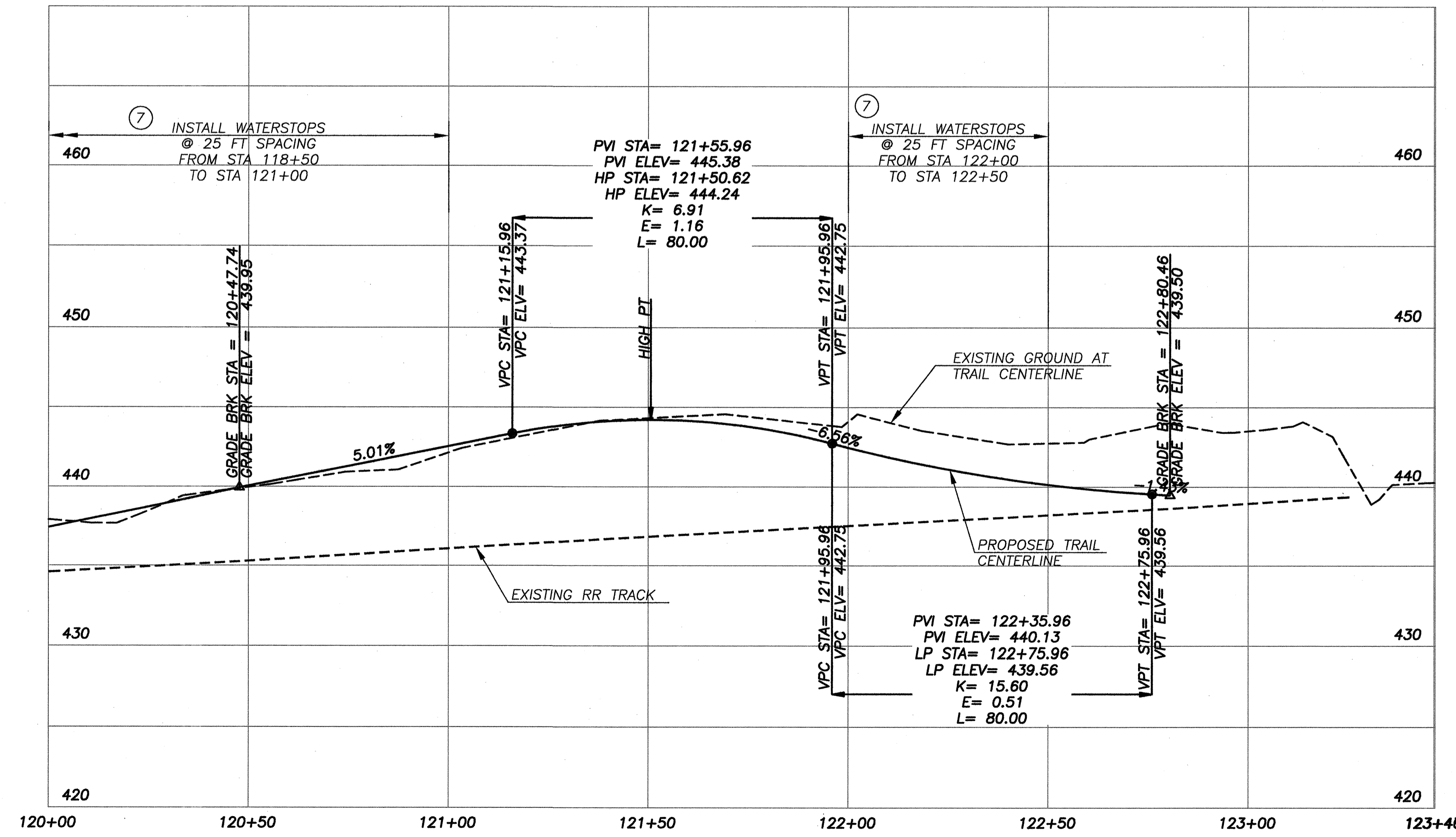
MATCH LINE STA 120+00 - SEE SHT PP2

CONSTRUCTION NOTES:

- ① ORANGE SILT FENCE AT LIMITS OF FILL SLOPE. SEE SHEET EC2 FOR DETAILS
- ② NOT USED
- ③ SEE SHEETS RC1, LND1 & LND2 FOR NE 174TH CT. CROSSING DETAILS
- ④ TRAIL SIGN #13. SEE SHEET SS3 FOR DETAILS
- ⑤ TRAIL SIGN #4. SEE SHEET SS3 FOR DETAILS
- ⑥ HMA EXTENSION TYPE 2. SEE SHEET RD1 FOR DETAILS
- ⑦ WATERSTOP. SEE SHEET RD1 FOR DETAILS
- ⑧ ROCK RETAINING WALL. SEE SHEET WD2 FOR DETAILS

GENERAL NOTES:

- 1. REMOVE TREES AND VEGETATION WITHIN TRAIL GRADING LIMITS ONLY. TREES AND VEGETATION OUTSIDE TRAIL GRADING LIMITS ARE TO BE PROTECTED. TREES LOCATED BETWEEN TRAIL EDGE AND GRADING LIMITS SHALL BE REVIEWED WITH THE ENGINEER AND LANDSCAPE ARCHITECT PRIOR TO CLEARING AND PROTECTED IF POSSIBLE.
- 2. PRUNE VEGETATION ADJACENT TO TRAIL PER DETAIL ON SHEET LND14.
- 3. SEED ALL FINAL SLOPES WITH SEED MIX LISTED ON SHEET LND8.



UNADJUSTED EARTHWORK QUANTITIES

EXCAVATION	492 C.Y.
EMBANKMENT	20 C.Y.



PUBLIC WORKS
ENGINEERING PROGRAM



CHELATCHE PRARIE RAILROAD TRAIL - CRP #361212
PLAN AND PROFILE - NE 174TH COURT TO STA 205+00
NE 174TH COURT TO STA 205+00



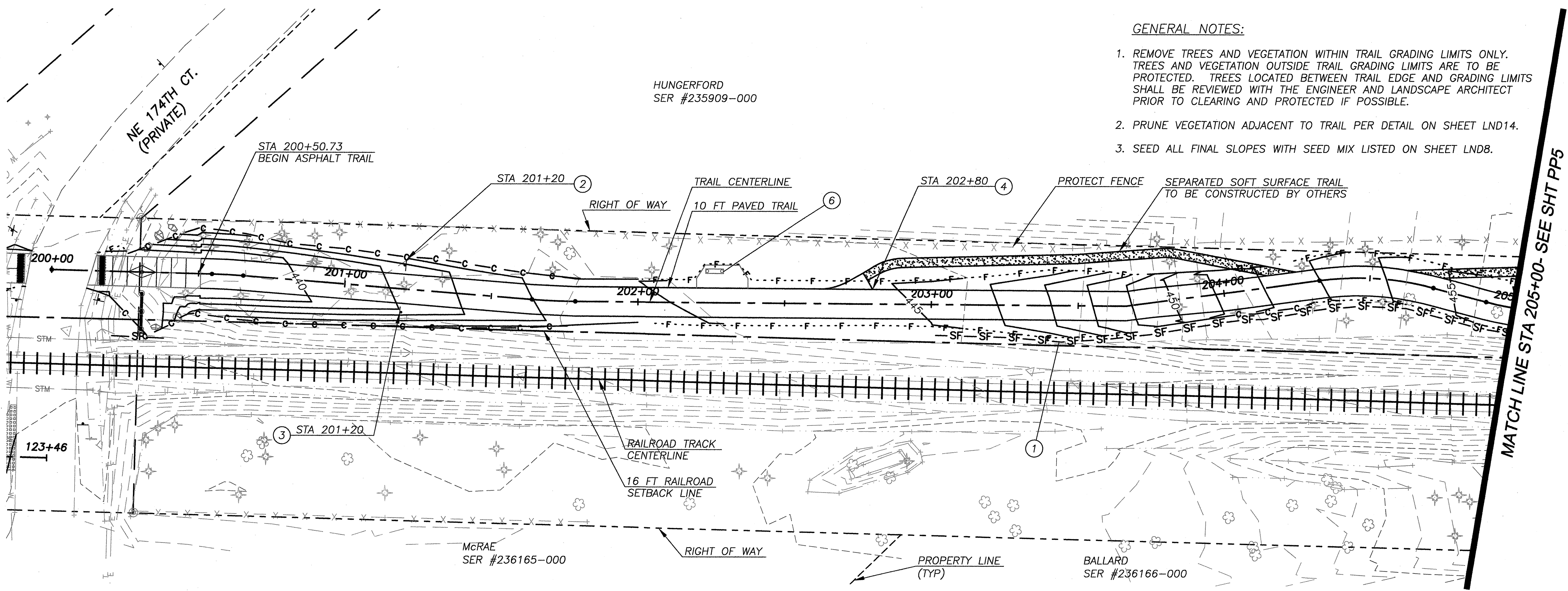
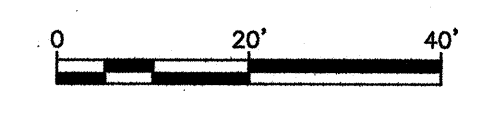
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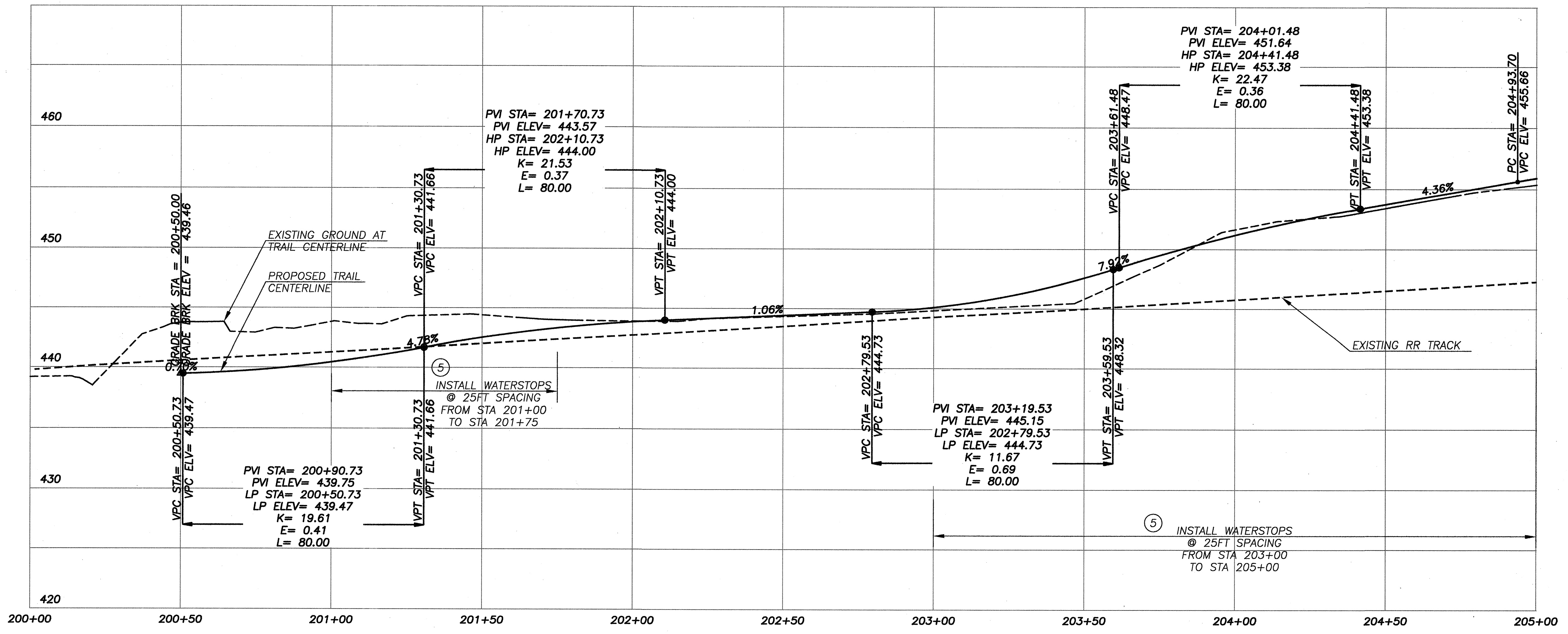
GENERAL NOTES:

1. REMOVE TREES AND VEGETATION WITHIN TRAIL GRADING LIMITS ONLY. TREES AND VEGETATION OUTSIDE TRAIL GRADING LIMITS ARE TO BE PROTECTED. TREES LOCATED BETWEEN TRAIL EDGE AND GRADING LIMITS SHALL BE REVIEWED WITH THE ENGINEER AND LANDSCAPE ARCHITECT PRIOR TO CLEARING AND PROTECTED IF POSSIBLE.
2. PRUNE VEGETATION ADJACENT TO TRAIL PER DETAIL ON SHEET LND14.
3. SEED ALL FINAL SLOPES WITH SEED MIX LISTED ON SHEET LND8.



CONSTRUCTION NOTES:

1. ORANGE SILT FENCE AT LIMITS OF FILL SLOPE. SEE SHEET EC2 FOR DETAILS
2. TRAIL SIGN #4. SEE SHEET SS3 FOR DETAILS
3. TRAIL SIGN #11. SEE SHEET SS3 FOR DETAILS
4. HMA EXTENSION TYPE 2. SEE SHEET RD1 FOR DETAILS
5. WATERSTOP. SEE SHEET RD1 FOR DETAILS
6. BENCH ON CONCRETE PAD. STA 202+20. VERIFY LOCATION WITH ENGINEER PRIOR TO CONSTRUCTING PAD. SEE SHEET LND10 FOR DETAILS

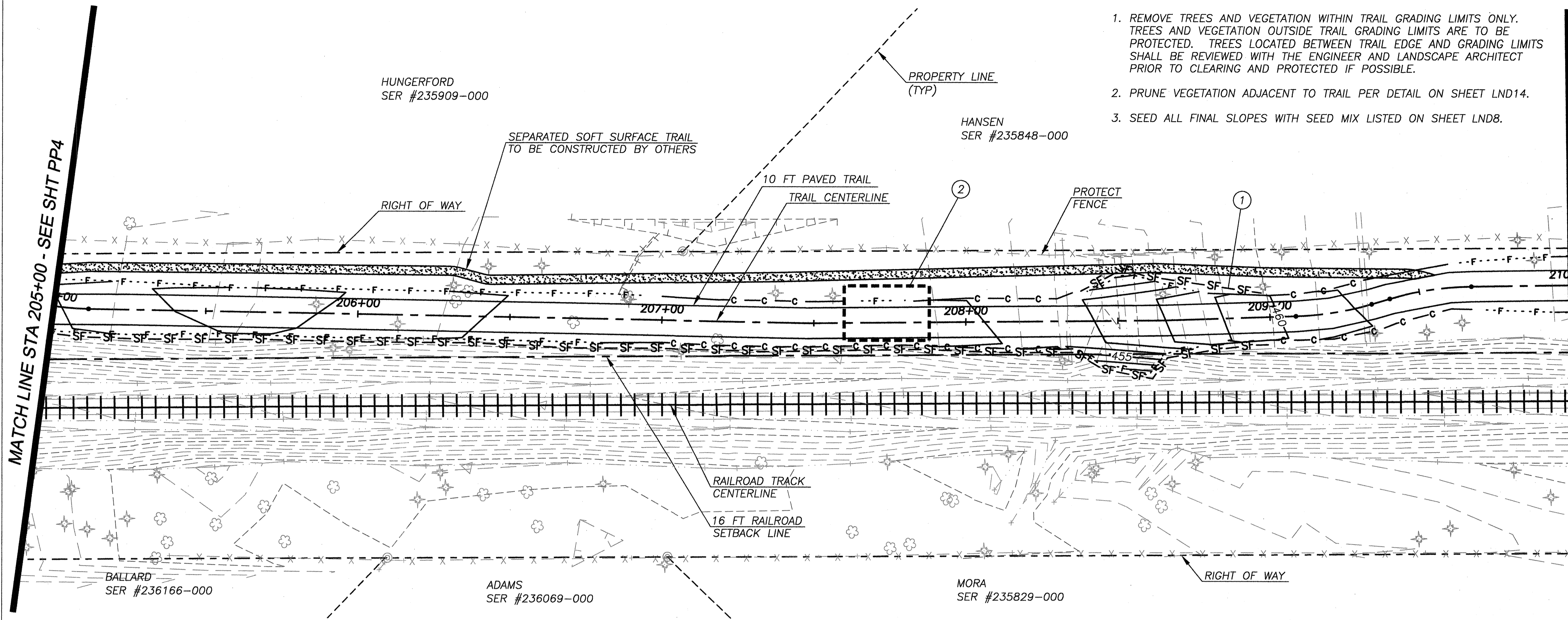


UNADJUSTED EARTHWORK QUANTITIES

EXCAVATION	520 C.Y.
EMBANKMENT	29 C.Y.

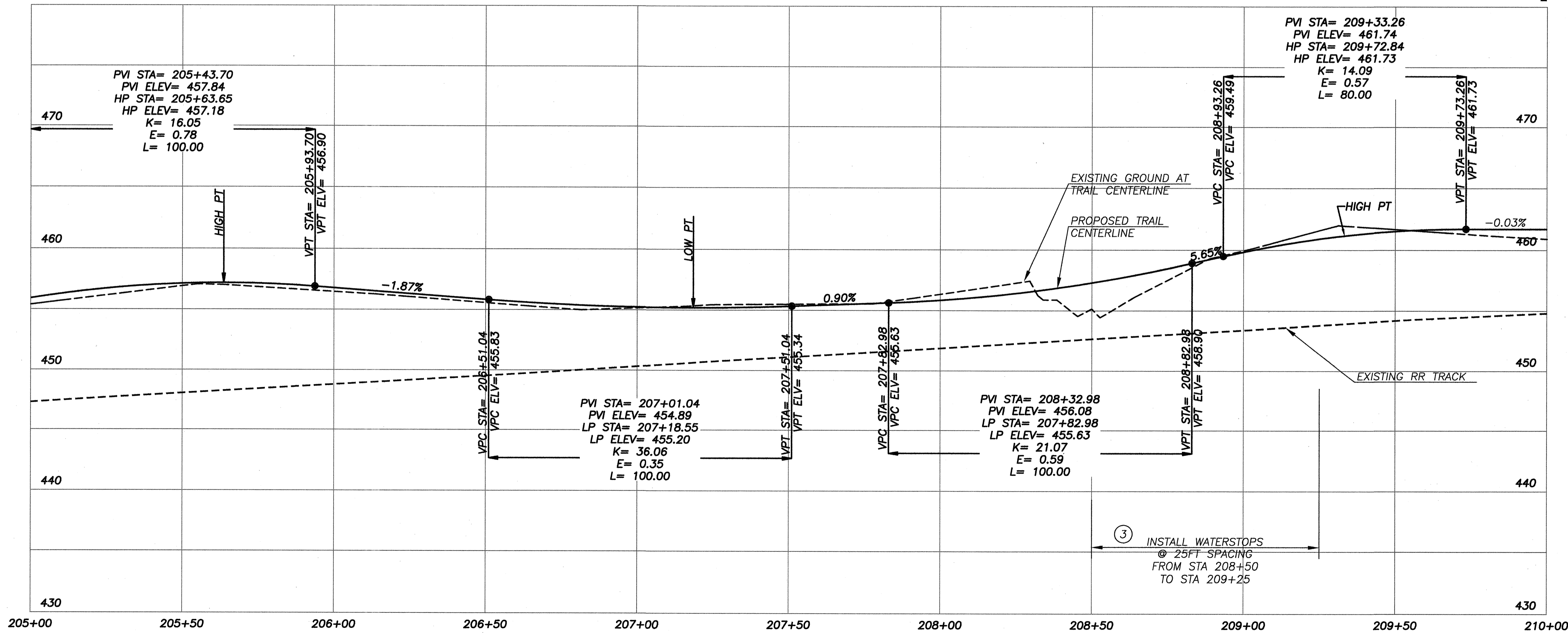
GENERAL NOTES:

1. REMOVE TREES AND VEGETATION WITHIN TRAIL GRADING LIMITS ONLY. TREES AND VEGETATION OUTSIDE TRAIL GRADING LIMITS ARE TO BE PROTECTED. TREES LOCATED BETWEEN TRAIL EDGE AND GRADING LIMITS SHALL BE REVIEWED WITH THE ENGINEER AND LANDSCAPE ARCHITECT PRIOR TO CLEARING AND PROTECTED IF POSSIBLE.
2. PRUNE VEGETATION ADJACENT TO TRAIL PER DETAIL ON SHEET LND14.
3. SEED ALL FINAL SLOPES WITH SEED MIX LISTED ON SHEET LND8.



CONSTRUCTION NOTES:

1. ORANGE SILT FENCE AT LIMITS OF FILL SLOPE. SEE SHEET EC2 FOR DETAILS
2. TEMPORARY CONSTRUCTION TURN AROUND. SEE SPECIFICATIONS FOR DETAILS
3. WATERSTOP. SEE SHEET RD1 FOR DETAILS



UNADJUSTED EARTHWORK QUANTITIES	
EXCAVATION	229 C.Y.
EMBANKMENT	47 C.Y.



PUBLIC WORKS
ENGINEERING PROGRAM

VANCOUVER-CLARK
PARKS & Recreation

CHELATCHIE PRARIE RAILROAD TRAIL - CRP #361212
PLAN AND PROFILE - STA 205+00 TO STA 210+00
STA 205+00 TO STA 210+00

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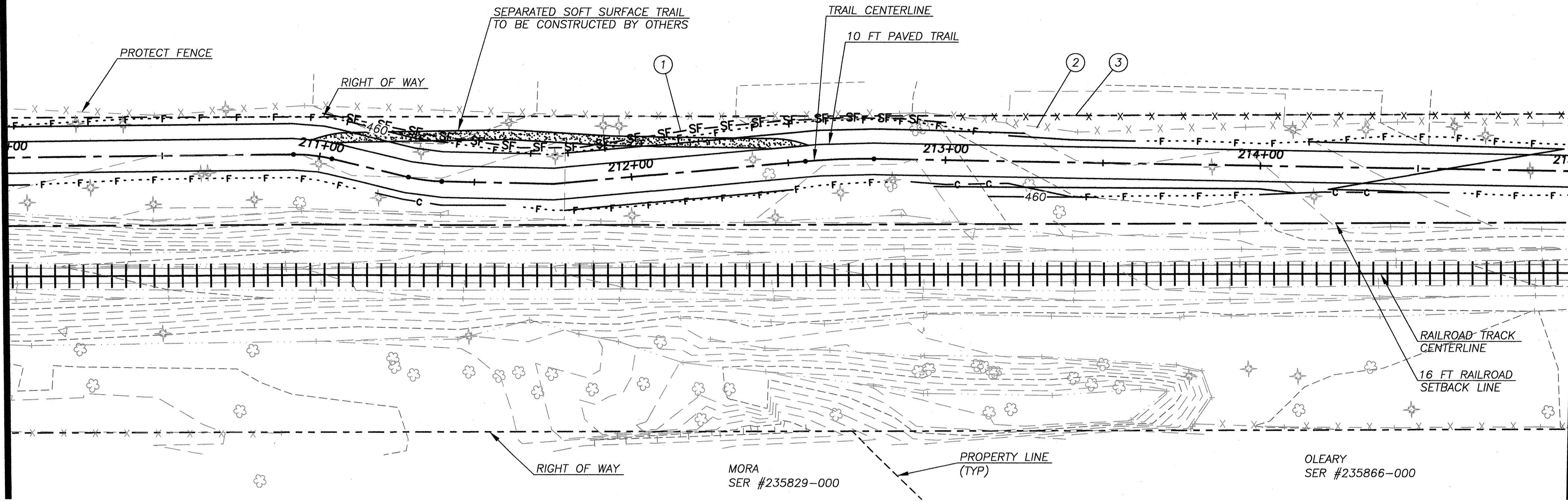
HANSEN
SER #235848-000

GENERAL NOTES:

1. REMOVE TREES AND VEGETATION WITHIN TRAIL GRADING LIMITS ONLY. TREES AND VEGETATION OUTSIDE TRAIL GRADING LIMITS ARE TO BE PROTECTED. TREES LOCATED BETWEEN TRAIL EDGE AND GRADING LIMITS SHALL BE REVIEWED WITH THE ENGINEER AND LANDSCAPE ARCHITECT PRIOR TO CLEARING AND PROTECTED IF POSSIBLE.
2. PRUNE VEGETATION ADJACENT TO TRAIL PER DETAIL ON SHEET LND14.
3. SEED ALL FINAL SLOPES WITH SEED MIX LISTED ON SHEET LND8.

MATCH LINE STA 210+00 - SEE SHT PP5

MATCH LINE STA 215+00 - SEE SHT PP7

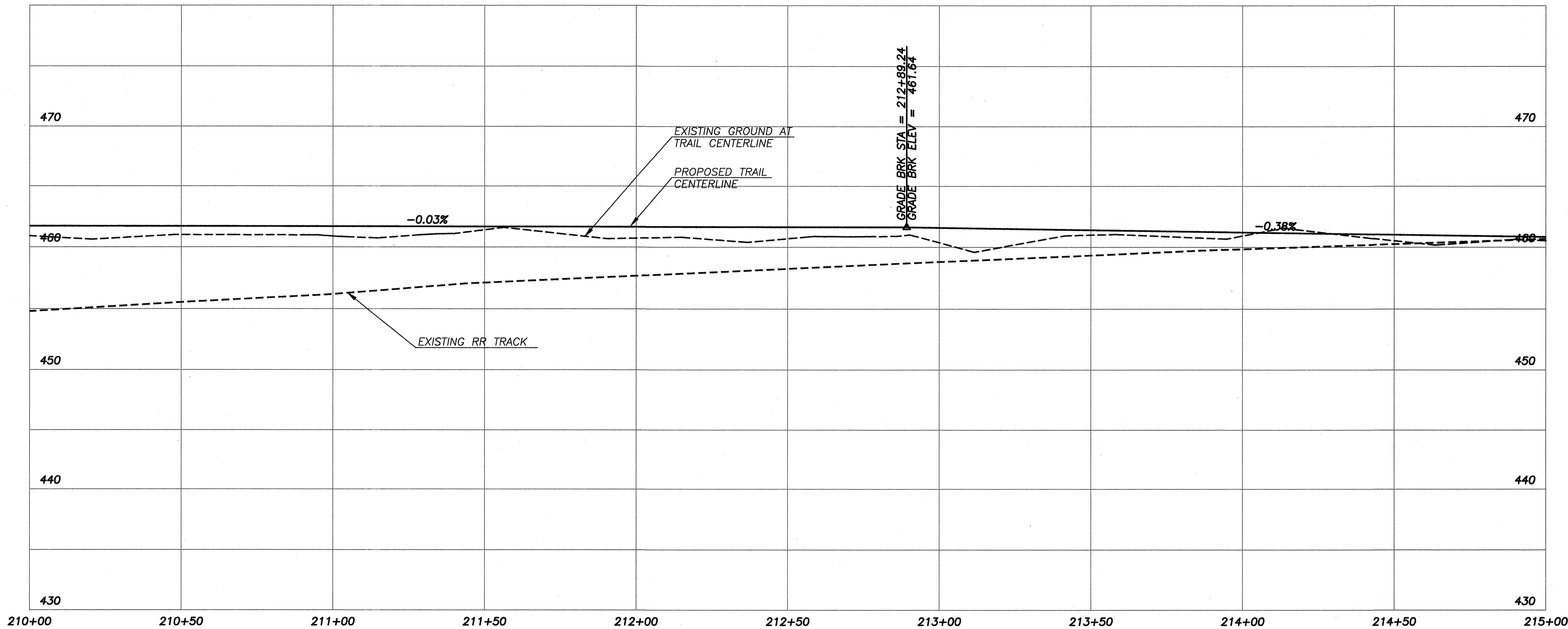


CONSTRUCTION NOTES:

1. ORANGE SILT FENCE AT LIMITS OF FILL SLOPE. SEE SHEET EC2 FOR DETAILS
2. REMOVE EXISTING FENCE FROM STATION 213+00 TO 215+00
3. INSTALL WIRE FENCE TYPE 2 ALONG RIGHT OF WAY LINE FROM STA 213+00 TO STA 215+00. TIE NEW FENCE INTO EXISTING FENCE. SEE WSDOT STD. PLAN L-10.10-00 FOR DETAILS

MORA
SER #235829-000

OLEARY
SER #235866-000



UNADJUSTED EARTHWORK QUANTITIES

EXCAVATION	115 C.Y.
EMBANKMENT	81 C.Y.



PUBLIC WORKS ENGINEERING PROGRAM

VANCOUVER-CLARK **Parks & Recreation**

CHELATCHIE PRARIE RAILROAD TRAIL - CRP #361212
PLAN AND PROFILE - STA 210+00 TO STA 215+00
STA 210+00 TO STA 215+00

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MATCH LINE STA 215+00 - SEE SHT PP6

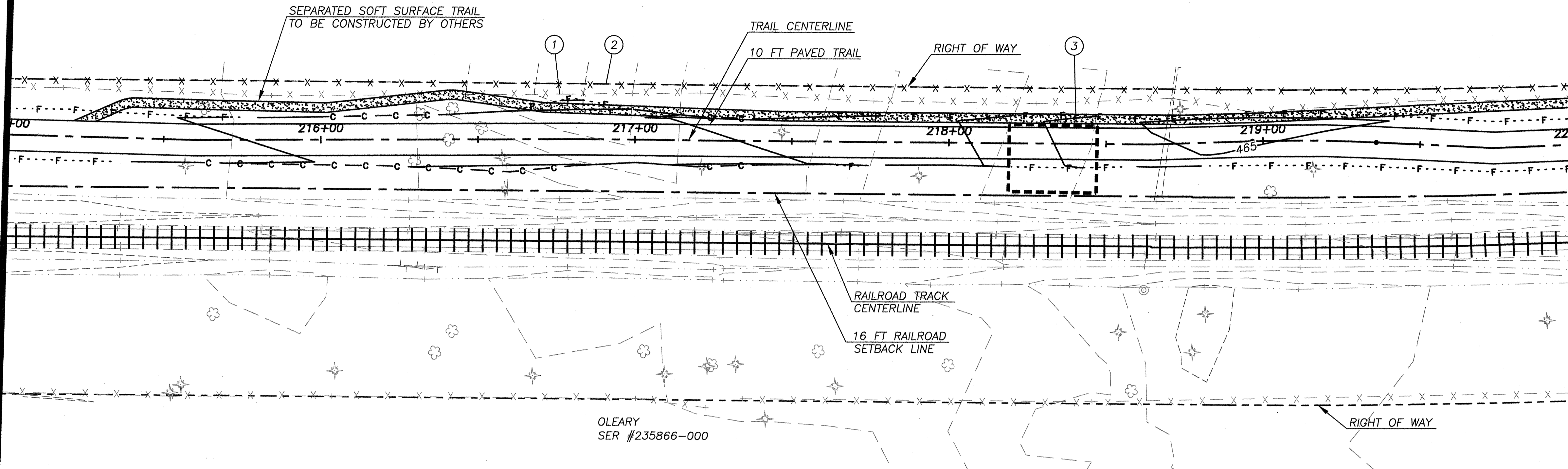
MATCH LINE STA 220+00 - SEE SHT PP8

HANSEN
SER #235848-000

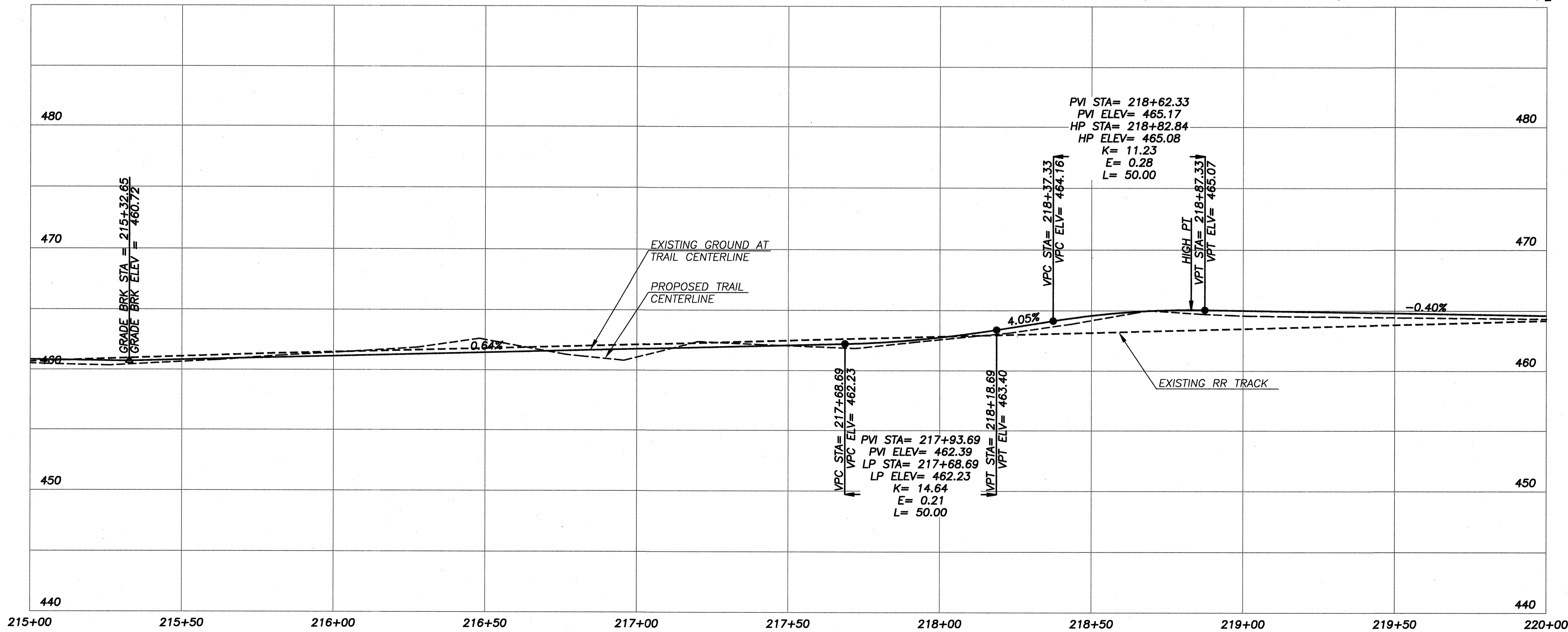
OLEARY
SER #235866-000

GENERAL NOTES:

1. REMOVE TREES AND VEGETATION WITHIN TRAIL GRADING LIMITS ONLY. TREES AND VEGETATION OUTSIDE TRAIL GRADING LIMITS ARE TO BE PROTECTED. TREES LOCATED BETWEEN TRAIL EDGE AND GRADING LIMITS SHALL BE REVIEWED WITH THE ENGINEER AND LANDSCAPE ARCHITECT PRIOR TO CLEARING AND PROTECTED IF POSSIBLE.
2. PRUNE VEGETATION ADJACENT TO TRAIL PER DETAIL ON SHEET LND14.
3. SEED ALL FINAL SLOPES WITH SEED MIX LISTED ON SHEET LND8.



- CONSTRUCTION NOTES:
- 1 REMOVE EXISTING FENCE FROM STA 215+00 TO STA 220+00
 - 2 INSTALL WIRE FENCE TYPE 2 ALONG RIGHT OF WAY LINE FROM STA 215+00 TO STA 220+00. SEE WSDOT STD. PLAN L-10.10-00 FOR DETAILS
 - 3 TEMPORARY CONSTRUCTION TURN AROUND. SEE SPECIFICATIONS FOR DETAILS



UNADJUSTED EARTHWORK QUANTITIES

EXCAVATION	245 C.Y.
EMBANKMENT	20 C.Y.



PUBLIC WORKS
ENGINEERING PROGRAM

VANCOUVER-CLARK
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CHELATCHIE PRARIE RAILROAD TRAIL - CRP #361212
PLAN AND PROFILE - STA 215+00 TO STA 220+00
STA 215+00 TO STA 220+00

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PP7

GENERAL NOTES:

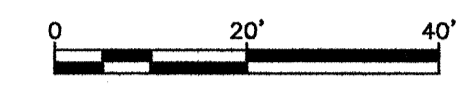
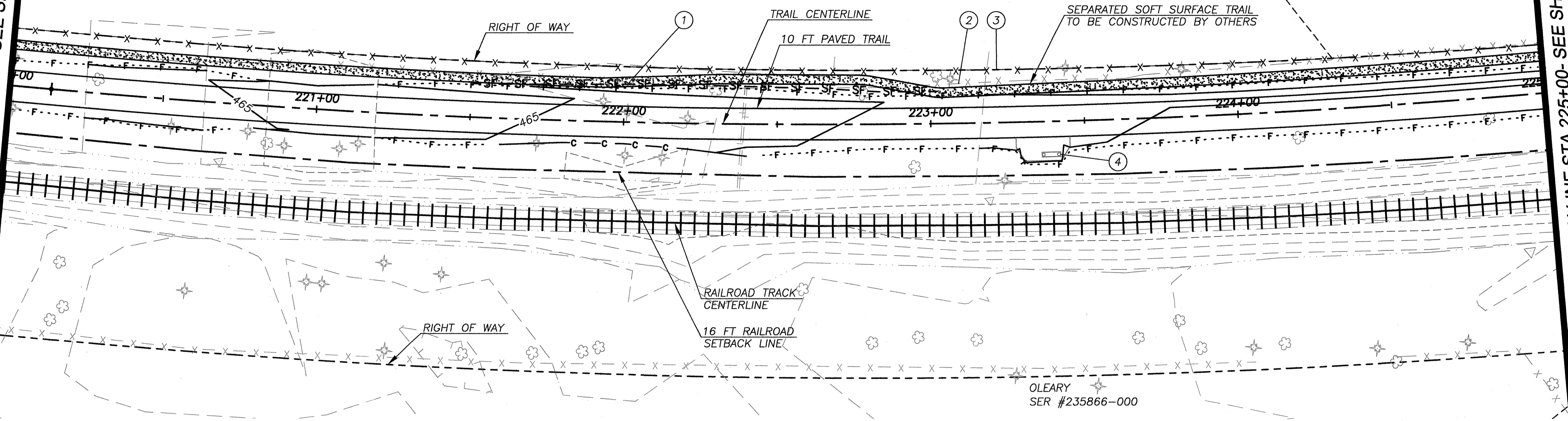
1. REMOVE TREES AND VEGETATION WITHIN TRAIL GRADING LIMITS ONLY. TREES AND VEGETATION OUTSIDE TRAIL GRADING LIMITS ARE TO BE PROTECTED. TREES LOCATED BETWEEN TRAIL EDGE AND GRADING LIMITS SHALL BE REVIEWED WITH THE ENGINEER AND LANDSCAPE ARCHITECT PRIOR TO CLEARING AND PROTECTED IF POSSIBLE.
2. PRUNE VEGETATION ADJACENT TO TRAIL PER DETAIL ON SHEET LND14.
3. SEED ALL FINAL SLOPES WITH SEED MIX LISTED ON SHEET LND8.

HANSEN
SER #235848-000

HANSEN
SER #235824-000

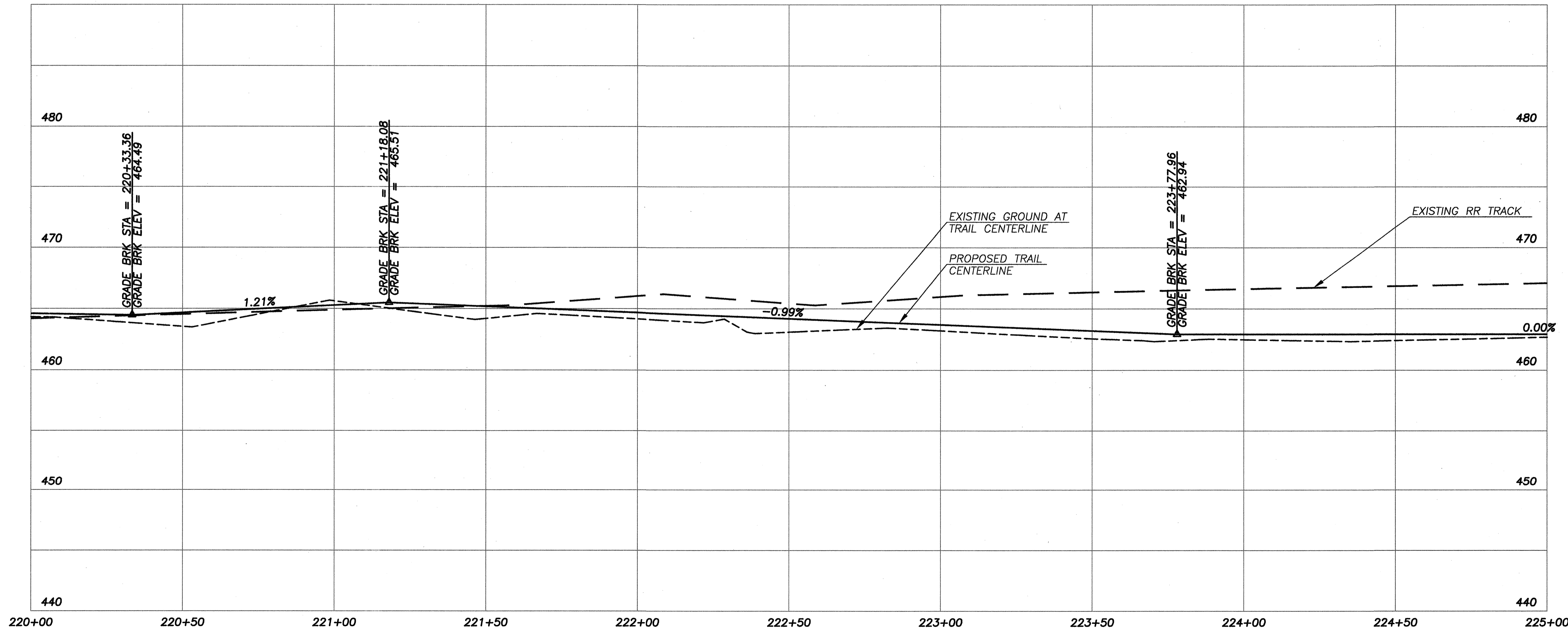
MATCH LINE STA 220+00 - SEE SHT PP7

MATCH LINE STA 225+00 - SEE SHT PP9



CONSTRUCTION NOTES:

1. ORANGE SILT FENCE AT LIMITS OF FILL SLOPE. SEE SHEET EC2 FOR DETAILS
2. REMOVE EXISTING FENCE FROM STA 220+00 TO STA 225+00
3. INSTALL WIRE FENCE TYPE 2 ALONG RIGHT OF WAY FROM STA 220+00 TO STA 225+00. SEE WSDOT STD. PLAN L-10.10-00 FOR DETAILS
4. BENCH ON CONCRETE PAD. STA 223+36. VERIFY BENCH LOCATION WITH ENGINEER PRIOR TO CONSTRUCTING PAD. SEE SHEET LND10 FOR DETAILS



UNADJUSTED EARTHWORK QUANTITIES

EXCAVATION	140 C.Y.
EMBANKMENT	50 C.Y.



PUBLIC WORKS ENGINEERING PROGRAM

VANCOUVER-CLARK **PARKS & Recreation**

CHELATCHIE PRAIRIE RAILROAD TRAIL - CRP #361212
PLAN AND PROFILE - STA 220+00 TO STA 225+00
STA 220+00 TO STA 225+00

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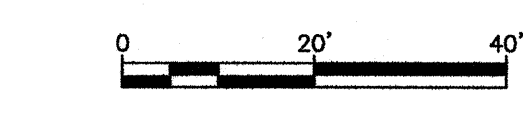
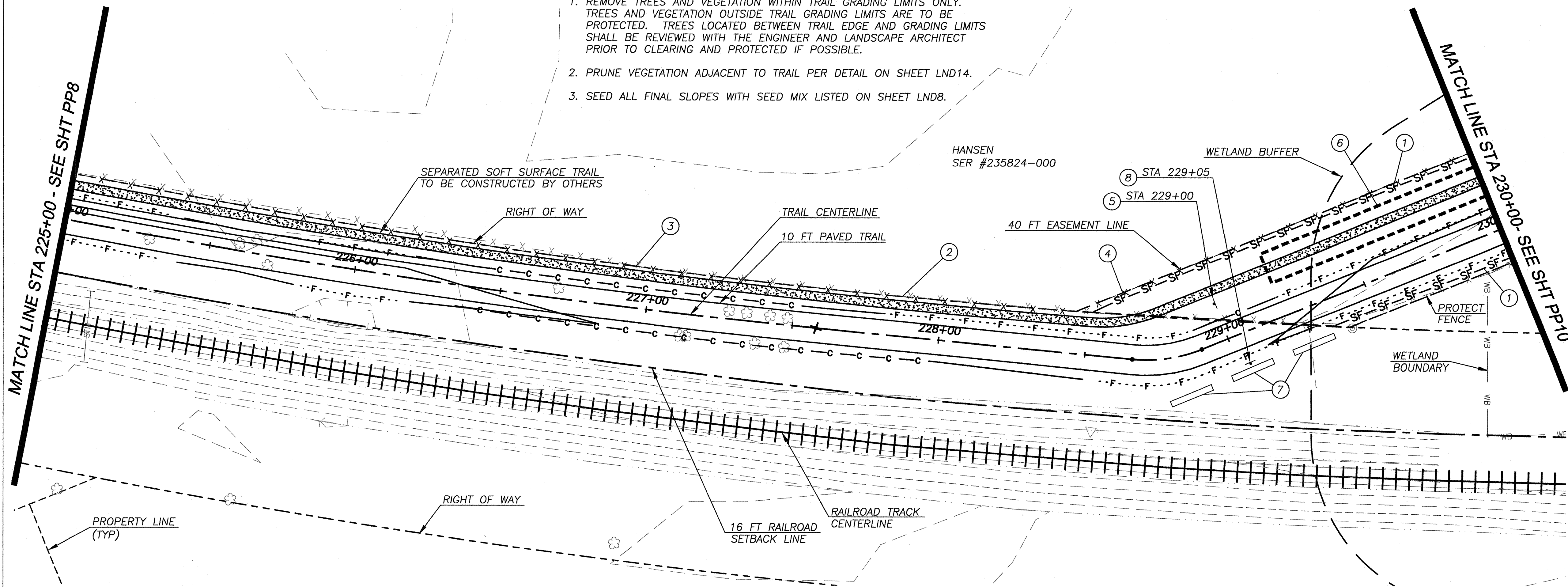
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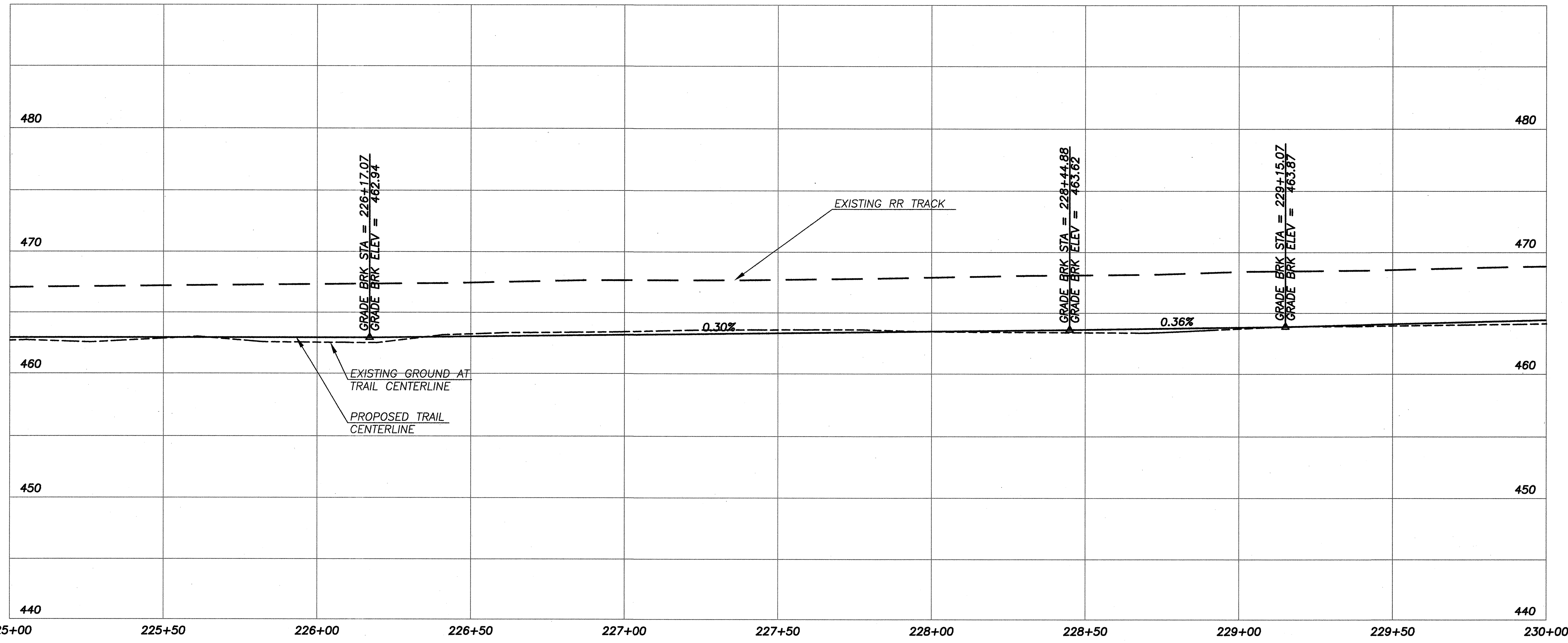
GENERAL NOTES:

1. REMOVE TREES AND VEGETATION WITHIN TRAIL GRADING LIMITS ONLY. TREES AND VEGETATION OUTSIDE TRAIL GRADING LIMITS ARE TO BE PROTECTED. TREES LOCATED BETWEEN TRAIL EDGE AND GRADING LIMITS SHALL BE REVIEWED WITH THE ENGINEER AND LANDSCAPE ARCHITECT PRIOR TO CLEARING AND PROTECTED IF POSSIBLE.
2. PRUNE VEGETATION ADJACENT TO TRAIL PER DETAIL ON SHEET LND14.
3. SEED ALL FINAL SLOPES WITH SEED MIX LISTED ON SHEET LND8.



CONSTRUCTION NOTES:

1. ORANGE SILT FENCE AT LIMITS OF GRADING. SEE SHEET EC2 FOR DETAILS
2. REMOVE EXISTING FENCE FROM STA 225+00 TO PROPERTY CORNER AT STA 229+40
3. INSTALL WIRE FENCE TYPE 2 ALONG RIGHT OF WAY FROM STA 225+00 TO STA 228+45. SEE WSDOT STD. PLAN L-10.10-00 FOR DETAILS
4. INSTALL WIRE FENCE TYPE 1 ALONG EASEMENT LINE. SEE WSDOT STD. PLAN L-10.10-00 FOR DETAILS. TIE THE NEW FENCE INTO EXISTING FENCE
5. TRAIL SIGN #11. SEE SHEET SS3 FOR DETAILS
6. STAGING AREA. SEE SPECIFICATIONS FOR DETAILS
7. WETLAND DEMARCATION. PLACE LOGS 8 FT FROM TRAIL EDGE. SEE SHEET LND9 FOR DETAILS
8. TRAIL SIGN #12. PLACE IN FRONT OF LOG 5 FT FROM TRAIL EDGE. SEE SHEET SS3 FOR DETAILS



UNADJUSTED EARTHWORK QUANTITIES

EXCAVATION	250 C.Y.
EMBANKMENT	7 C.Y.



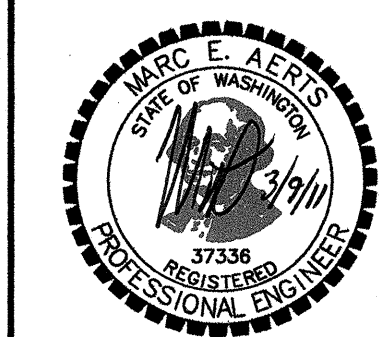
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VANCOUVER-CLARK **PARKS & Recreation**

CHELATCHIE PRAIRIE RAILROAD TRAIL - CRP #361212
 PLAN AND PROFILE - STA 225+00 TO STA 230+00
 STA 225+00 TO STA 230+00

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PUBLIC WORKS ENGINEERING PROGRAM

VANCOUVER-CLARK PARKS & Recreation

**CHELATCHE PRARIE RAILROAD TRAIL - CRP #361212
PLAN AND PROFILE - STA 230+00 TO STA 235+00
STA 230+00 TO STA 235+00**

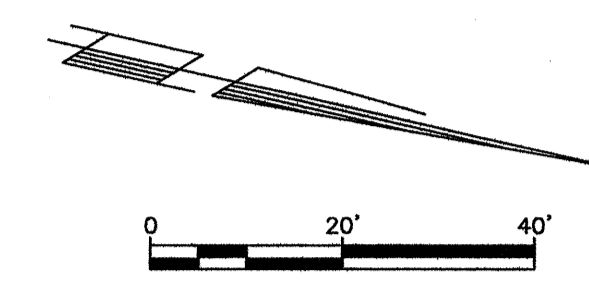
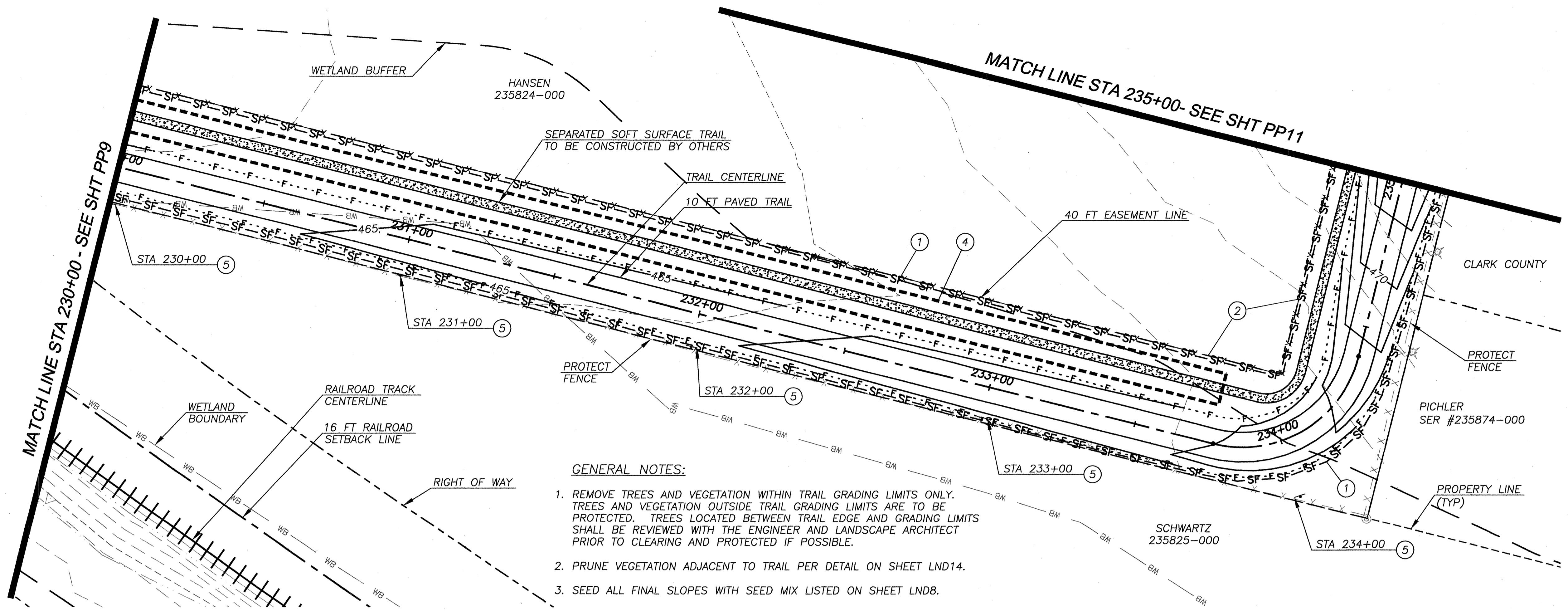
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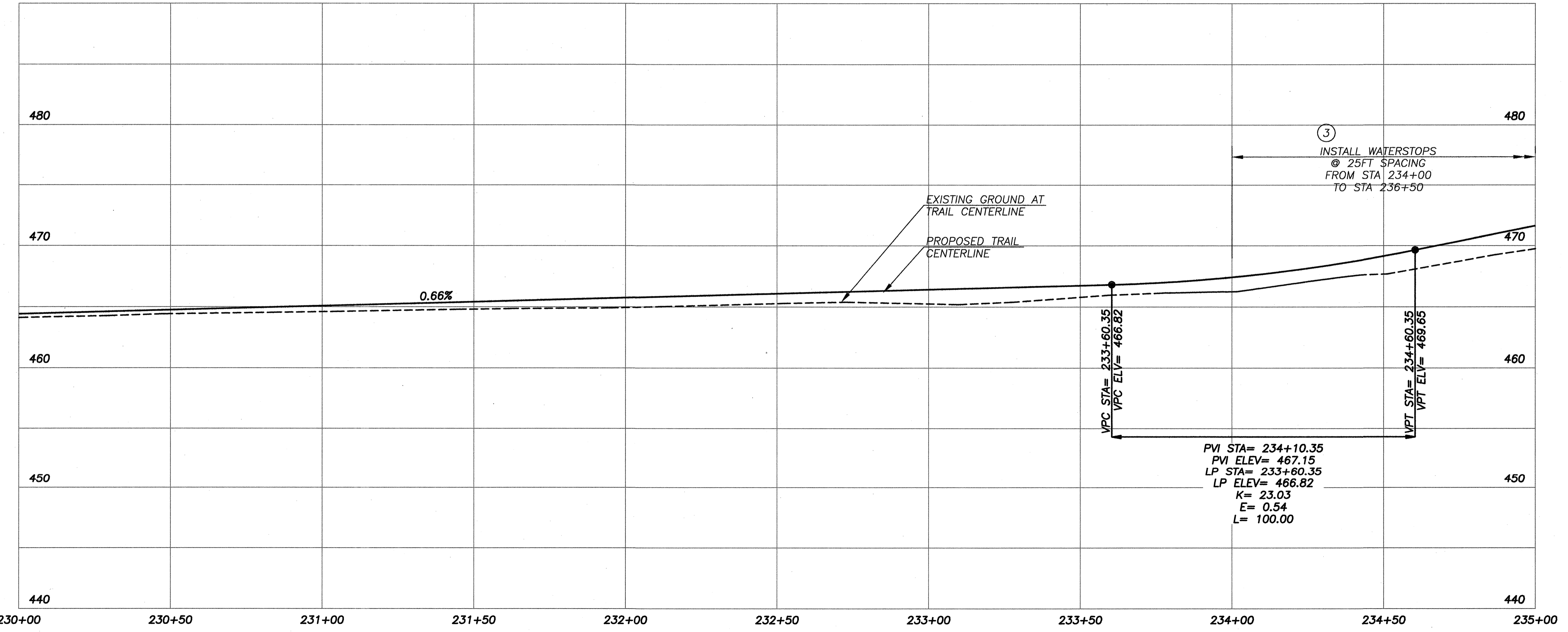
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PP10

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- GENERAL NOTES:**
1. REMOVE TREES AND VEGETATION WITHIN TRAIL GRADING LIMITS ONLY. TREES AND VEGETATION OUTSIDE TRAIL GRADING LIMITS ARE TO BE PROTECTED. TREES LOCATED BETWEEN TRAIL EDGE AND GRADING LIMITS SHALL BE REVIEWED WITH THE ENGINEER AND LANDSCAPE ARCHITECT PRIOR TO CLEARING AND PROTECTED IF POSSIBLE.
 2. PRUNE VEGETATION ADJACENT TO TRAIL PER DETAIL ON SHEET LND14.
 3. SEED ALL FINAL SLOPES WITH SEED MIX LISTED ON SHEET LND8.

- CONSTRUCTION NOTES:**
1. ORANGE SILT FENCE AT LIMITS OF FILL SLOPE. SEE SHEET EC2 FOR DETAILS
 2. INSTALL WIRE FENCE TYPE 1 ALONG EASEMENT LINE. SEE WSDOT STD. PLAN L-10.10-00 FOR DETAILS
 3. WATERSTOP. SEE SHEET RD1 FOR DETAILS
 4. STAGING AREA. SEE SPECIFICATIONS FOR DETAILS
 5. TRAIL SIGN #12. LOCATE TRAIL SIGN 1 FT FROM EXISTING FENCE. SEE SHEET SS3 FOR DETAILS

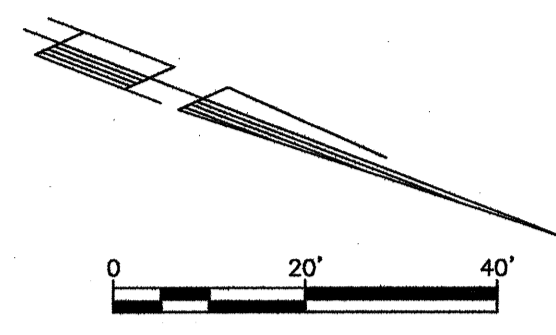


UNADJUSTED EARTHWORK QUANTITIES

EXCAVATION	77 C.Y.
EMBANKMENT	91 C.Y.

GENERAL NOTES:

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2. PRUNE VEGETATION ADJACENT TO TRAIL PER DETAIL ON SHEET LND14.
3. SEED ALL FINAL SLOPES WITH SEED MIX LISTED ON SHEET LND8.

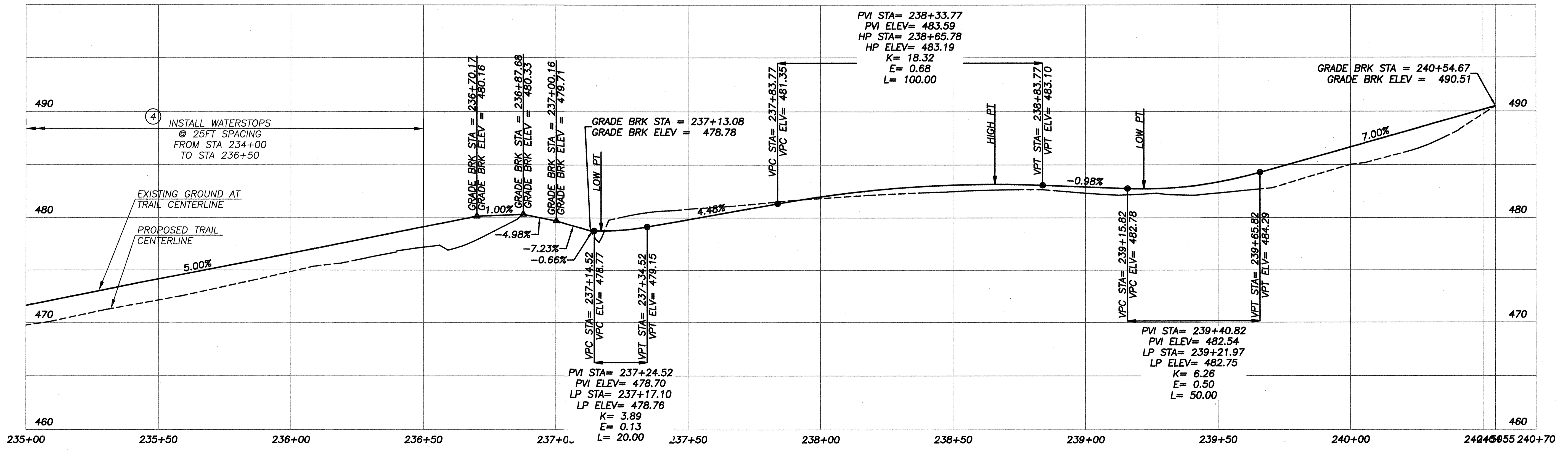
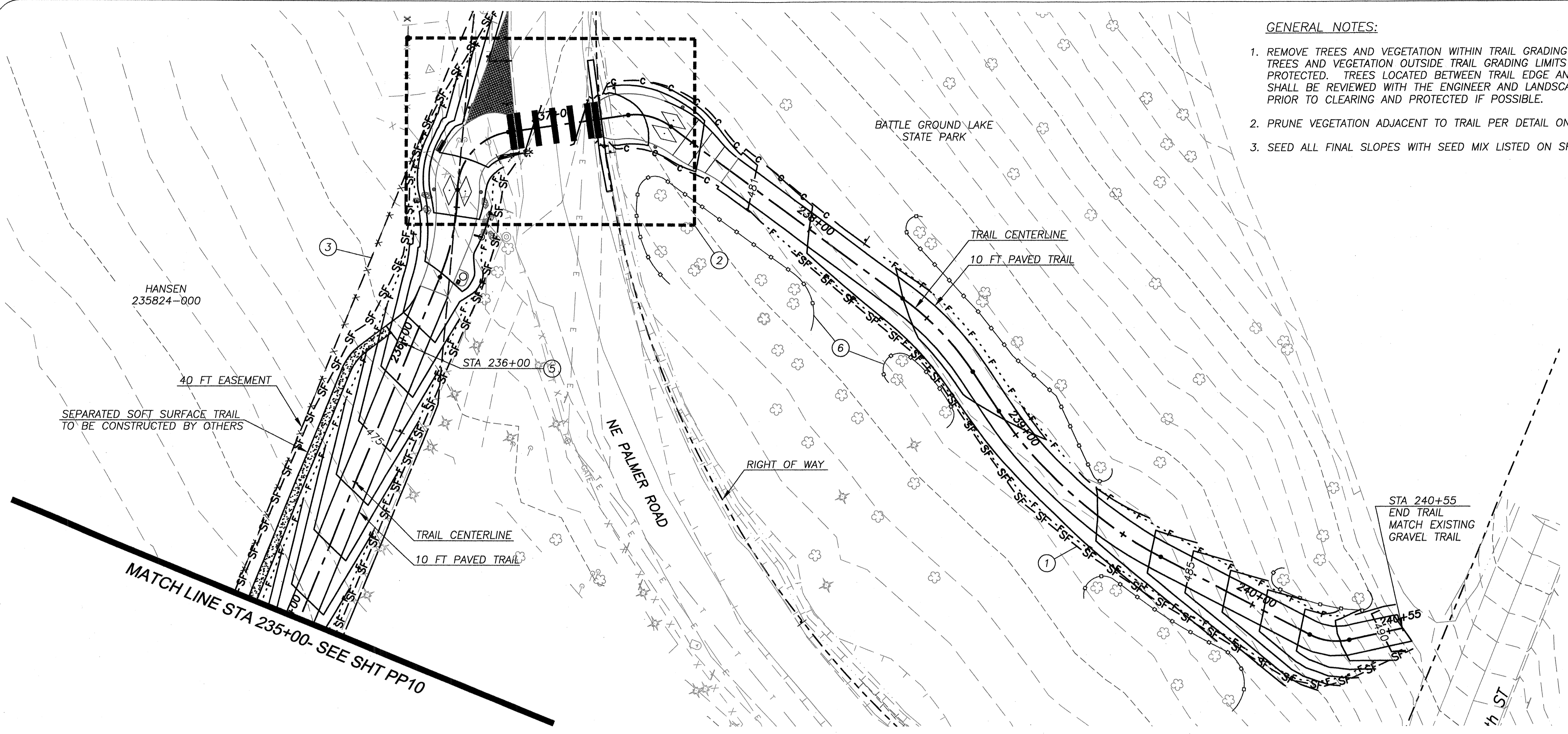


CONSTRUCTION NOTES:

1. ORANGE SILT FENCE AT LIMITS OF FILL SLOPE. SEE SHEET EC2 FOR DETAILS
2. SEE SHEETS RC2, LND3 & LND4 FOR NE PALMER ROAD CROSSING DETAILS
3. INSTALL WIRE FENCE TYPE 1 ALONG EASEMENT LINE. SEE WSDOT STD. PLAN L-10.10-00 FOR DETAILS
4. WATERSTOP. SEE SHEET RD1 FOR DETAILS
5. HMA EXTENSION TYPE 2. SEE SHEET RD1 FOR DETAILS
6. TREE PROTECTION FENCE SEE SHEET LND14 FOR DETAILS

UNADJUSTED EARTHWORK QUANTITIES

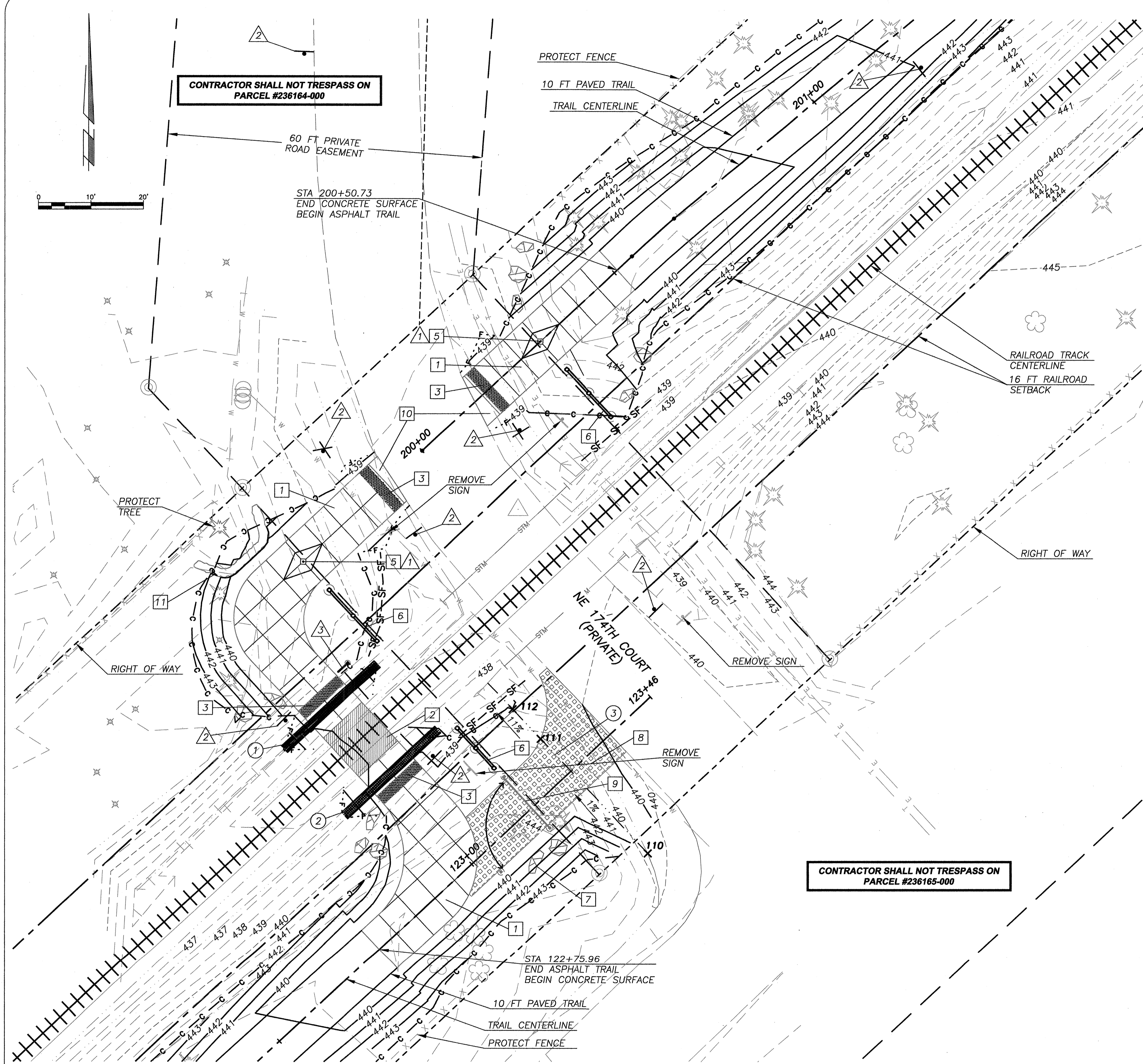
EXCAVATION	140 C.Y.
EMBANKMENT	264 C.Y.



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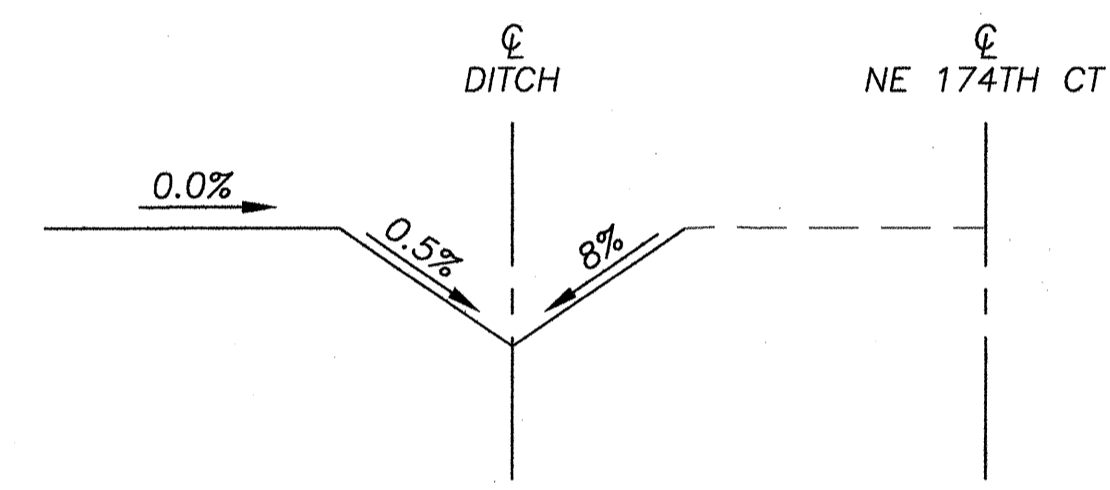
GENERAL NOTES:

- SEE LANDSCAPE PLANS FOR ADDITIONAL CONSTRUCTION DETAILS.

STORM NOTES:

- 24 LF OF 12 IN DIAM. CL. V REINF. CONC. CULVERT PIPE. INSTALL IN EXISTING DITCH
 OUTLET: N=174585.49, E=1131888.12, IE=436.90
 INLET: N=174601.69, E=1131905.83, IE=437.10
- 24 LF OF 12 IN DIAM. CL. V REINF. CONC. CULVERT PIPE. INSTALL IN EXISTING DITCH
 OUTLET: N=174573.07, E=1131899.54, IE=436.70
 INLET: N=174589.28, E=1131917.23, IE=437.00
- CONSTRUCT NEW DITCH LINE PER PLAN AND TYPICAL SECTION. MATCH EXISTING DITCH AT RIGHT OF WAY. SLOPE DITCH TOWARDS TRACK

Point #	Northing	Eastng	Elevation
110	174565.97	1131957.30	439.55
111	174587.52	1131936.86	439.24
112	174593.17	1131931.50	439.00



SITE NOTES:

- CONCRETE SURFACE. SEE SHEET LND1 AND LND2 FOR LAYOUT AND DETAILS
- TRACK CROSSING PANELS. SEE SHEET RD3 FOR LAYOUT AND DETAILS
- DETECTABLE WARNING PATTERN. SEE SHEET RD1, LND1 AND LND2 FOR DETAILS
- ORANGE SILT FENCE AT LIMITS OF GRADING WORK. SEE SHEET EC2 FOR DETAILS
- BOLLARD. SEE SHEET LND1 FOR DETAILS
- SPLIT RAIL FENCE. SEE SHEET LND1 AND LND2 FOR DETAILS
- LANDSCAPE BOULDERS. SEE SHEET LND1 AND LND2 FOR DETAILS
- POROUS PAVING SYSTEM. SEE SHEET RD2 AND LND1 FOR DETAILS
- STEEL GATE. SEE SHEET LND1 FOR DETAILS
- HMA PATCH. SEE SHEET LND1 FOR DETAILS
- ROCK WALL. SEE SHEET LND1 AND WD2 FOR DETAILS

SIGNING AND STRIPING NOTES:

- BOLLARD STRIPING. SEE SHEET SS3 FOR DETAILS
- ROAD/TRAIL SIGN. SEE SHEET SS1 AND SS3 FOR LOCATION AND DETAILS
- TRAILHEAD/DIRECTIONAL SIGN. SEE SHEET LND1, LND2 AND LND12 FOR LOCATION AND DETAILS



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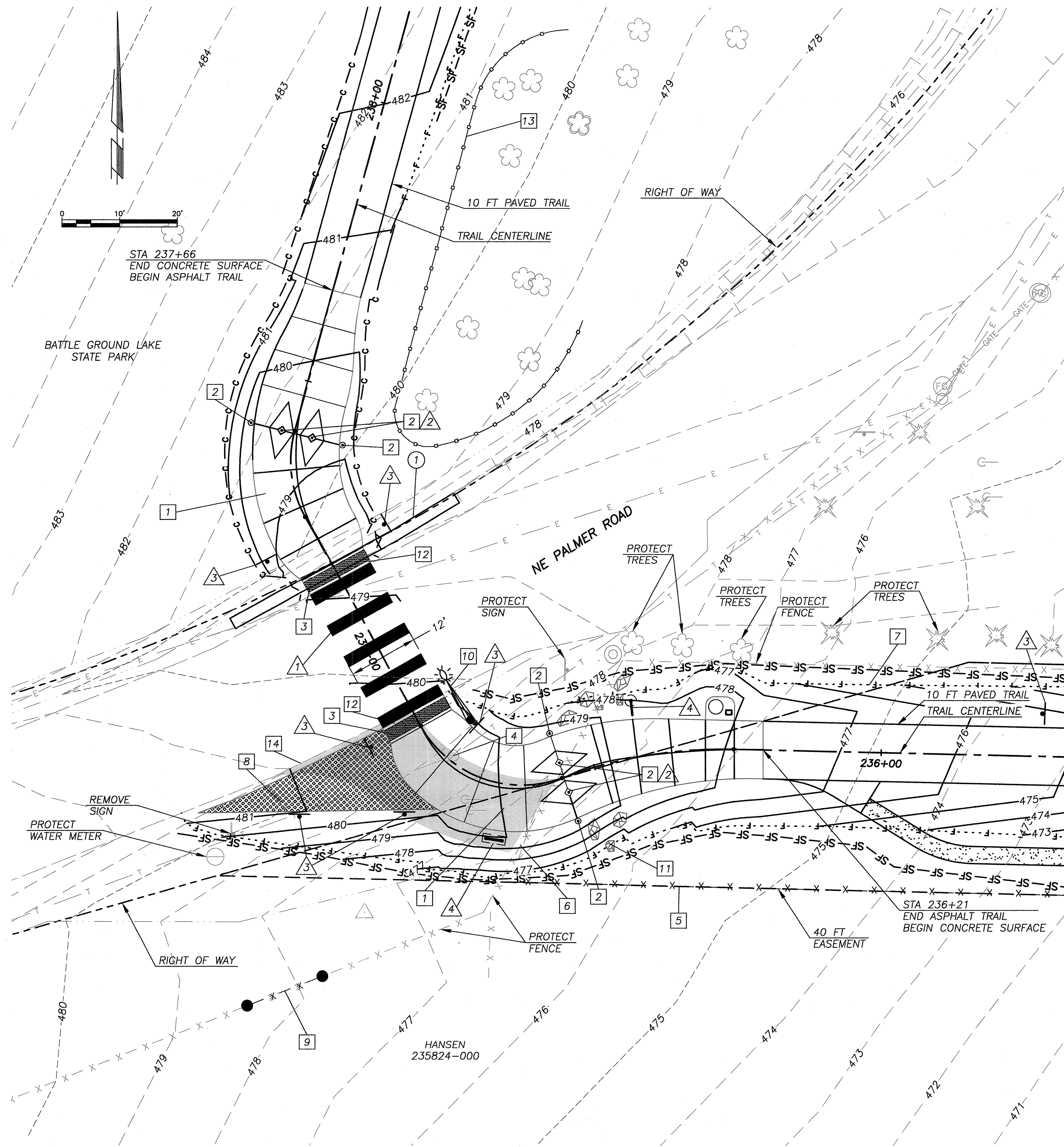
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 DATE 03/09/11
 RC1



GENERAL NOTES:

- 1. SEE LANDSCAPE PLANS FOR ADDITIONAL CONSTRUCTION DETAILS.

STORM NOTES:

- ① INFILTRATION TRENCH. SEE SHEET DP2 FOR DETAILS

SITE NOTES:

- 1 CONCRETE SURFACE. SEE SHEET LND3 AND LND4 FOR LAYOUT AND DETAILS
- 2 BOLLARD. SEE SHEET LND3 FOR DETAILS
- 3 DETECTABLE WARNING PATTERN. SEE SHEET RD1, LND3 AND LND4 FOR DETAILS
- 4 UTILITY POLE TO BE RELOCATED BY OTHERS
- 5 WIRE FENCE, TYPE 1 ALONG EASEMENT LINE. CONSTRUCT FENCE PRIOR TO TRAIL CONSTRUCTION
- 6 REMOVE APPROXIMATE 50 LF OF EXISTING FENCE FROM PROPERTY CORNER TO EXISTING CORNER POST
- 7 ORANGE SILT FENCE AT LIMITS OF GRADING WORK. SEE SHEET EC2 FOR DETAILS
- 8 POROUS PAVING SYSTEM. SEE SHEET RD2 AND LND3 FOR DETAILS
- 9 INSTALL LIVESTOCK GATE IN EXISTING FENCE LINE, PRIOR TO TRAIL CONSTRUCTION. CONTRACTOR TO COORDINATE INSTALLATION AND LOCATION OF GATE WITH PROPERTY OWNER. SEE RD2 FOR DETAILS
- 10 LUMINAIRE. SEE SHEET IL1 FOR DETAILS
- 11 LANDSCAPING BOULDERS. SEE SHEET LND3 AND LND4 FOR DETAILS
- 12 HMA PATCH. SEE SHEET LND3 AND LND4 FOR DETAILS
- 13 TREE PROTECTION FENCE. SEE SHEET LND14 FOR DETAILS
- 14 STABILIZED CONSTRUCTION ENTRANCE. SEE SHEET EC1 FOR DETAILS

SIGNING AND STRIPING NOTES:

- △ 1 PLASTIC CROSSWALK LINE. SEE SHEET SS2 FOR DETAILS
- △ 2 BOLLARD STRIPING. SEE SHEET SS3 FOR DETAILS
- △ 3 ROAD/TRAIL SIGN. SEE SHEET SS2 AND SS3 FOR LOCATION AND DETAILS
- △ 4 TRAILHEAD/DIRECTIONAL SIGN. SEE SHEET LND3 AND LND12 FOR LOCATION AND DETAILS



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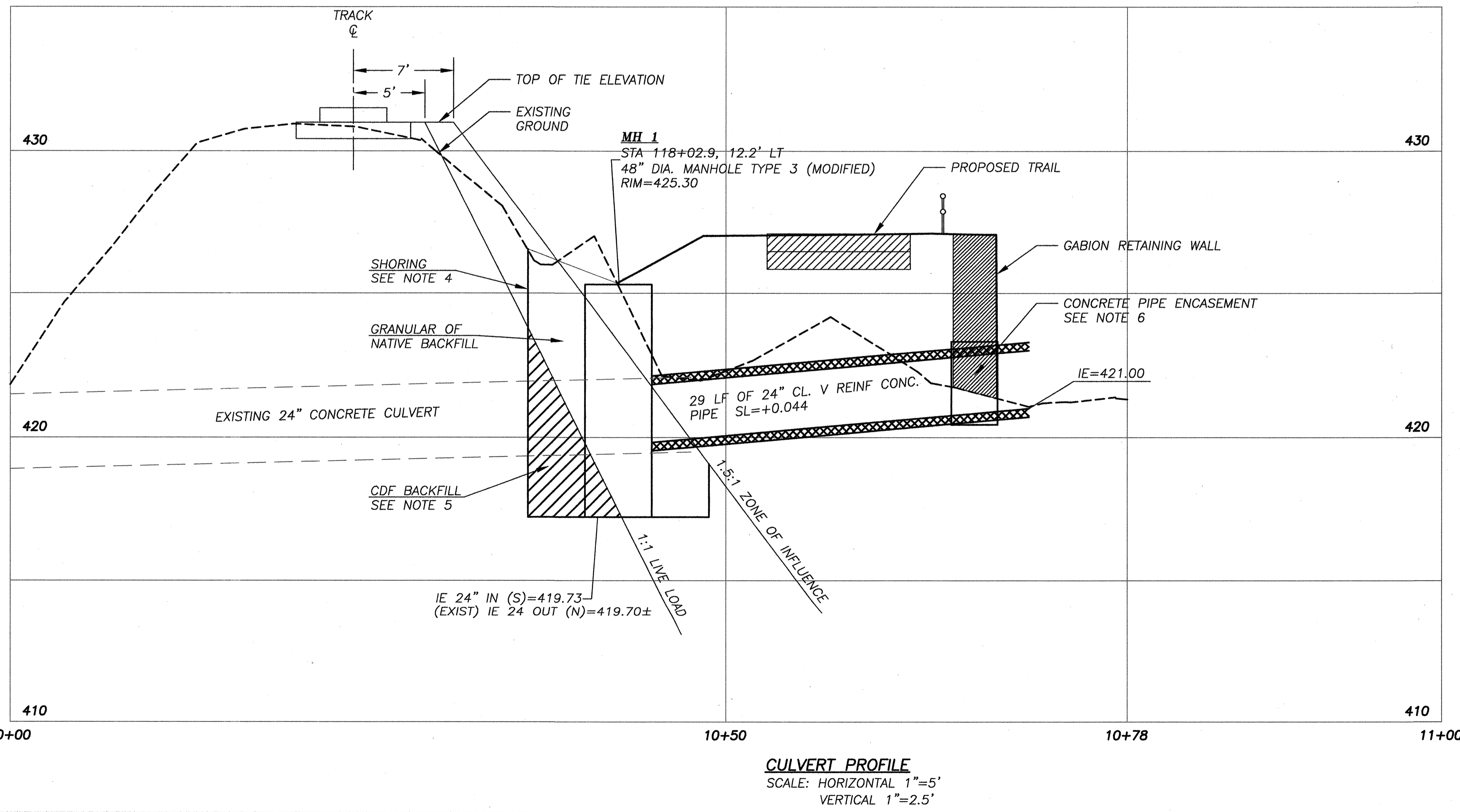
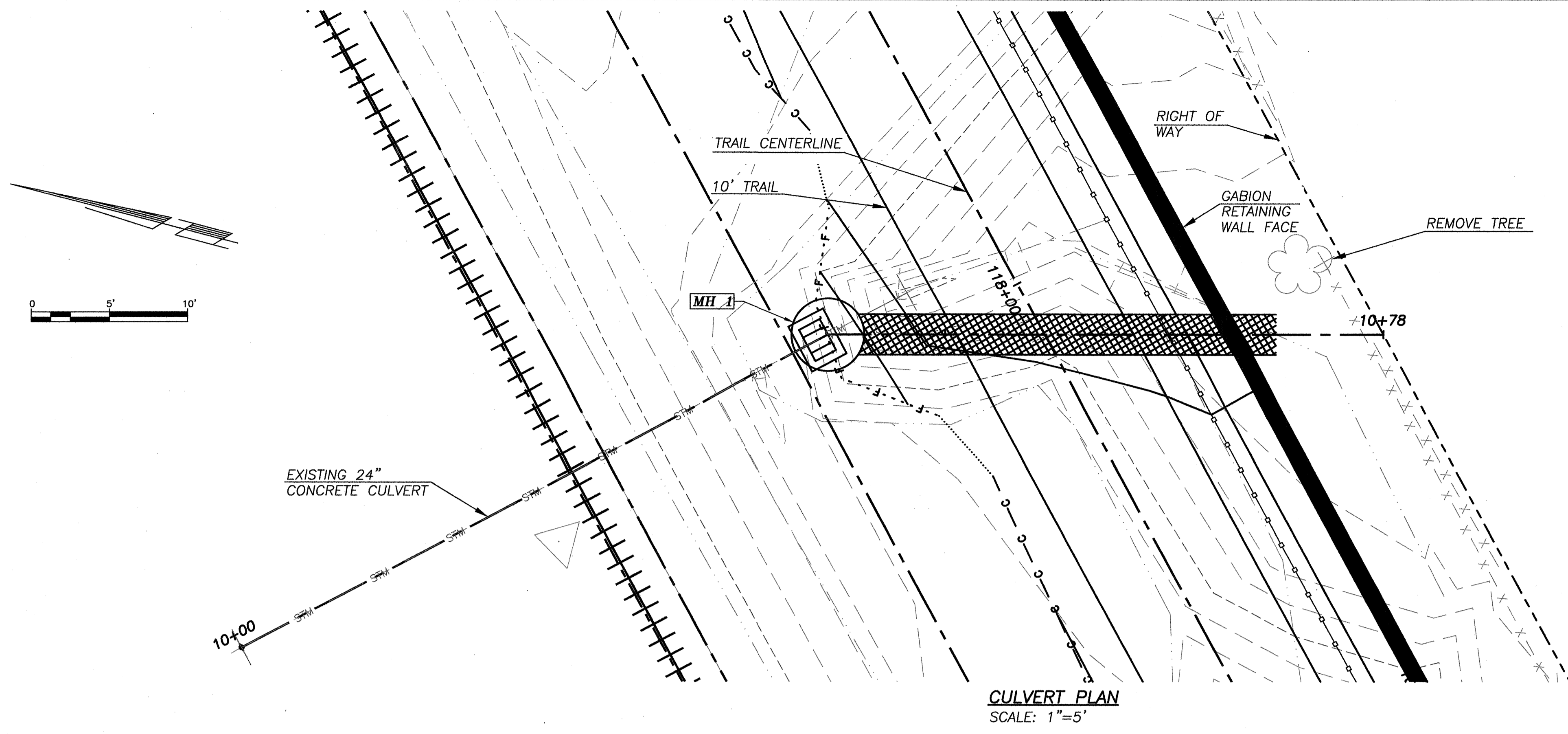


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CULVERT PLAN AND PROFILE



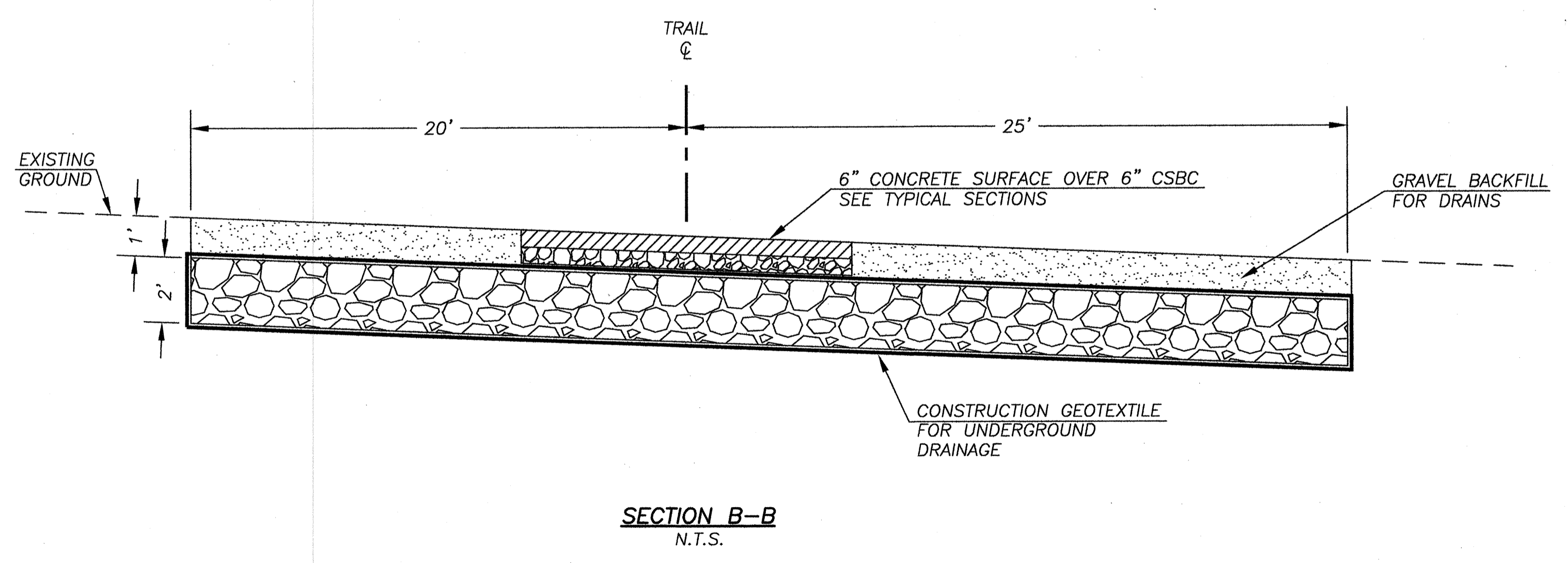
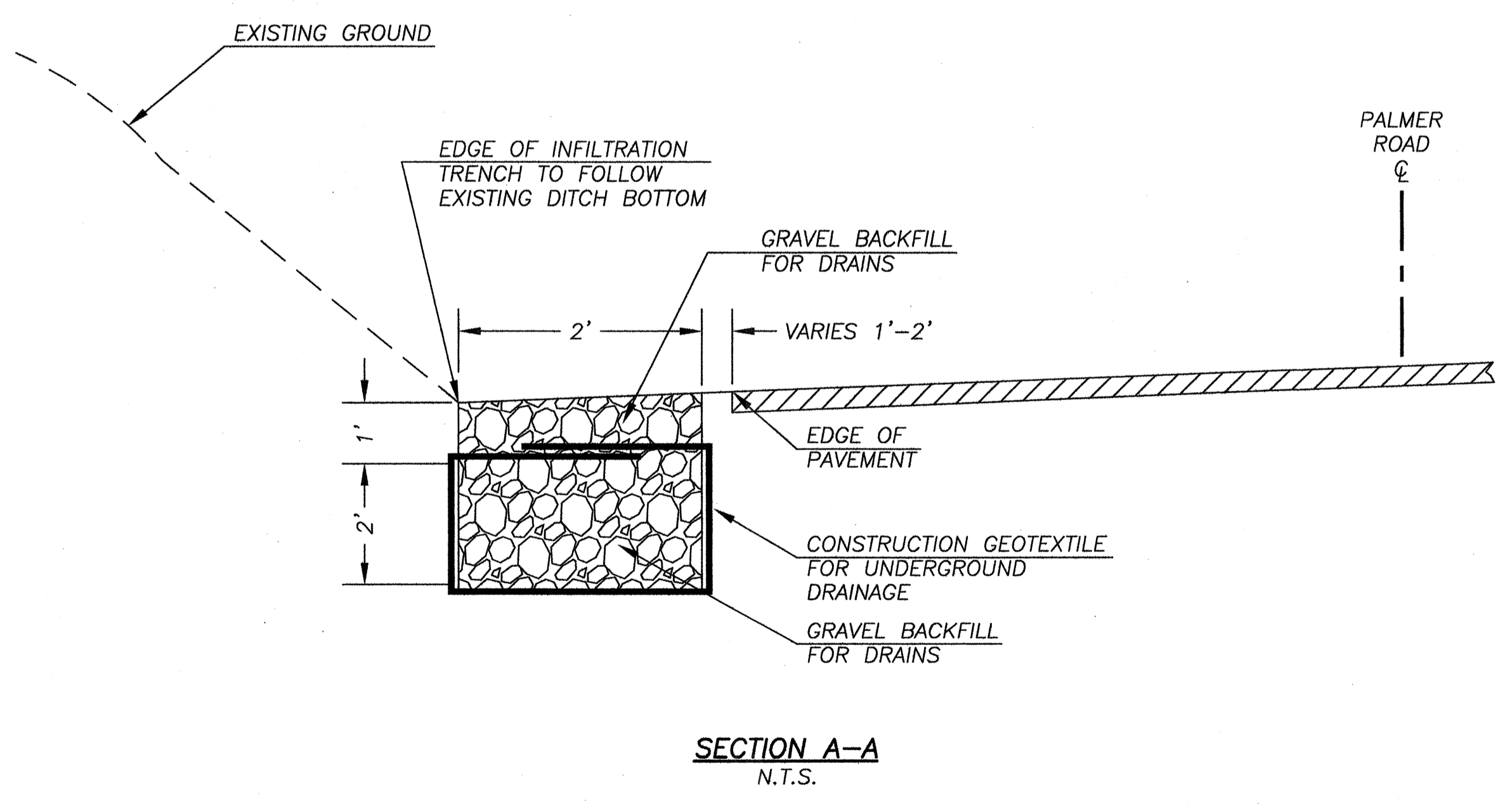
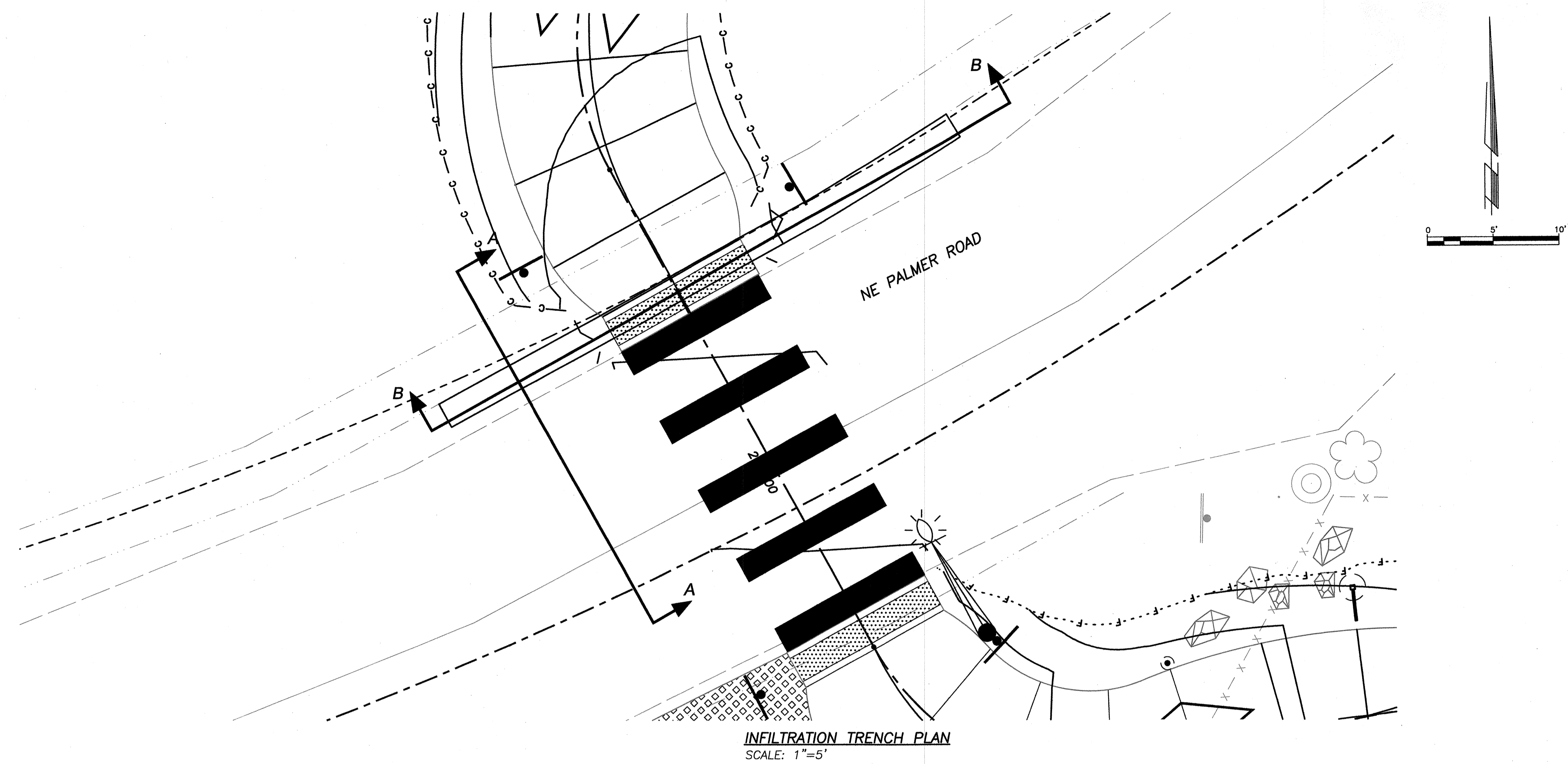
- CONSTRUCTION NOTES:**
1. MODIFIED MANHOLE TYPE 3 SHALL CONSIST OF STANDARD TYPE 3 MANHOLE WITH A CIRCULAR GRATE IN PLACE OF STANDARD MANHOLE LID.
 2. REMOVE PORTION OF EXISTING CONCRETE CULVERT TO INSTALL MANHOLE TYPE 3.
 3. MANHOLE SHALL MEET COOPER E80 LIVE LOAD STANDARDS.
 4. VERTICAL SHORING IS REQUIRED FOR EXCAVATION INTO EXISTING RAIL EMBANKMENT BELOW 1.5:1 ZONE OF INFLUENCE. NO SLOPING CUTS WILL BE PERMITTED.
 5. CDF SHALL BE USED AS BACKFILL BELOW 1:1 LIVE LOAD LINE.
 6. SEE SHEET W1 FOR CONCRETE PIPE ENCASUREMENT DETAILS.

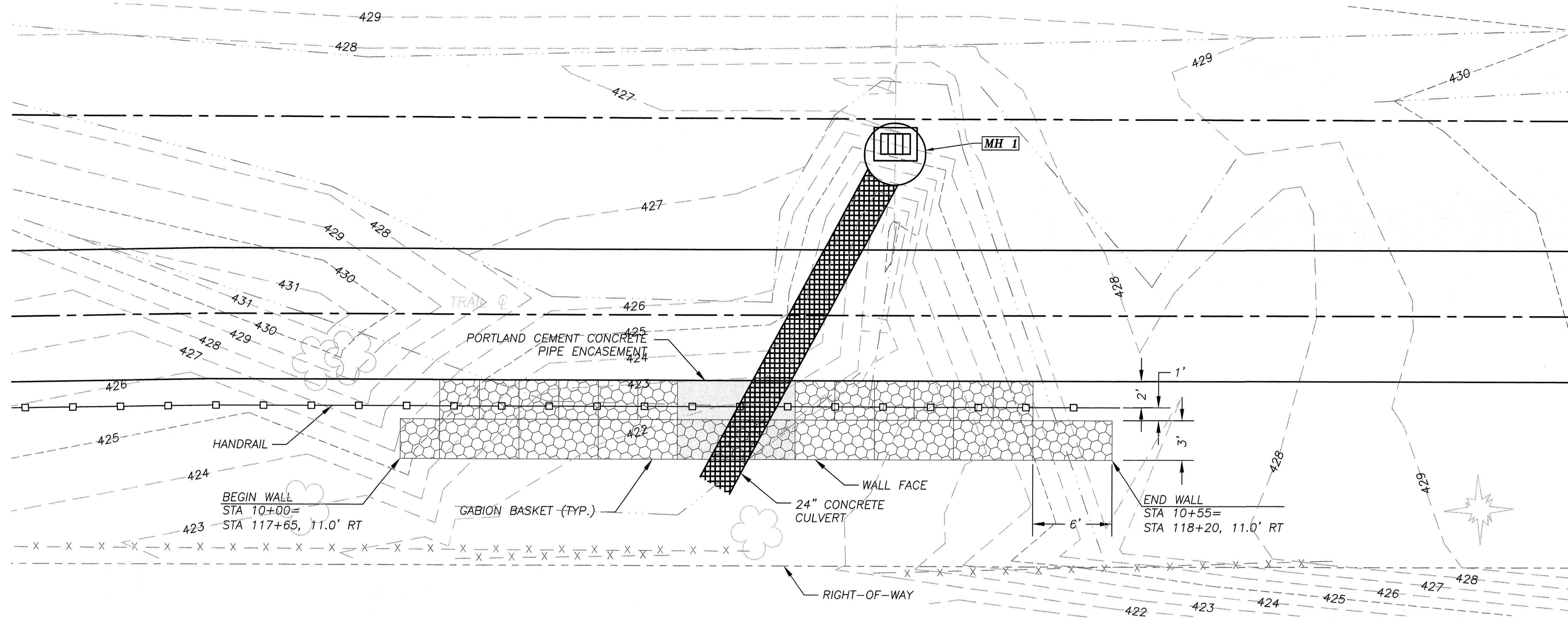
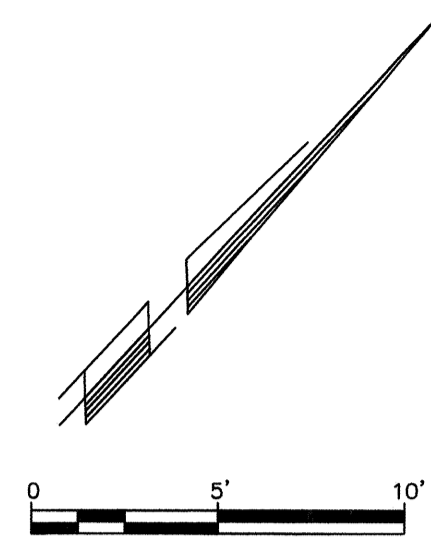
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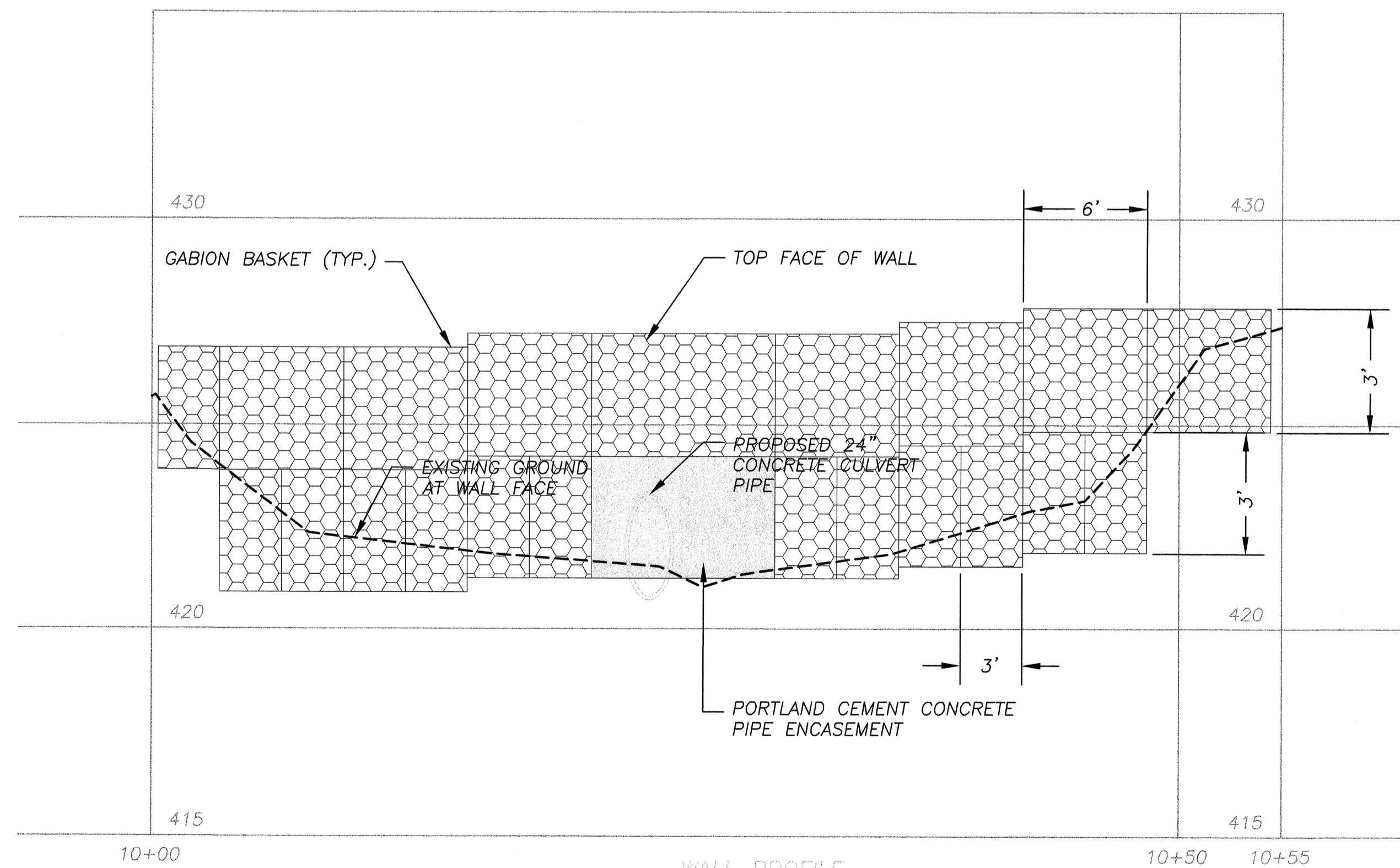


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WALL PLAN
SCALE: 1"=5'



WALL PROFILE
SCALE: HORIZONTAL 1"=5'
VERTICAL 1"=2.5'



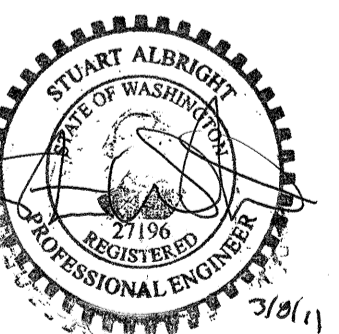
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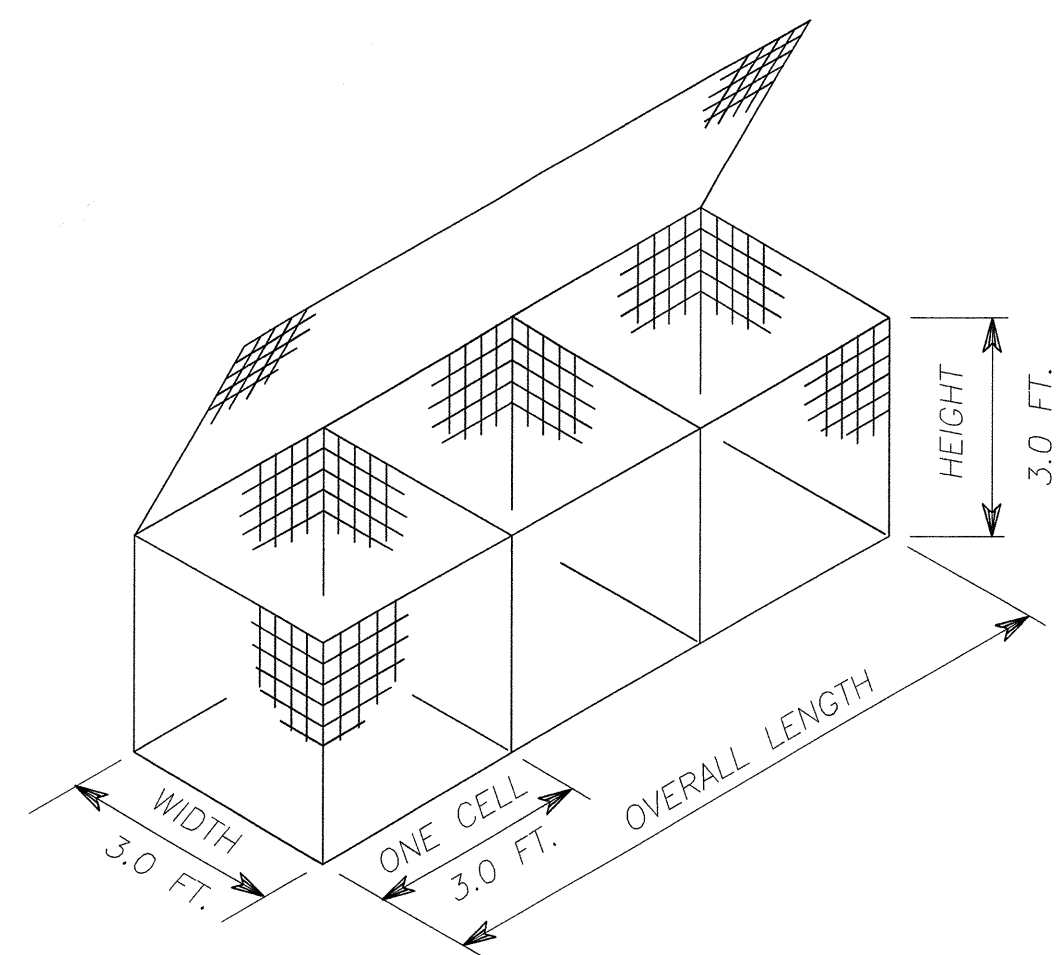
CHELATCHIE PRARIE RAILROAD TRAIL - CRP #361212
RETAINING WALL PLAN AND PROFILE



Ash Creek Associates, Inc.
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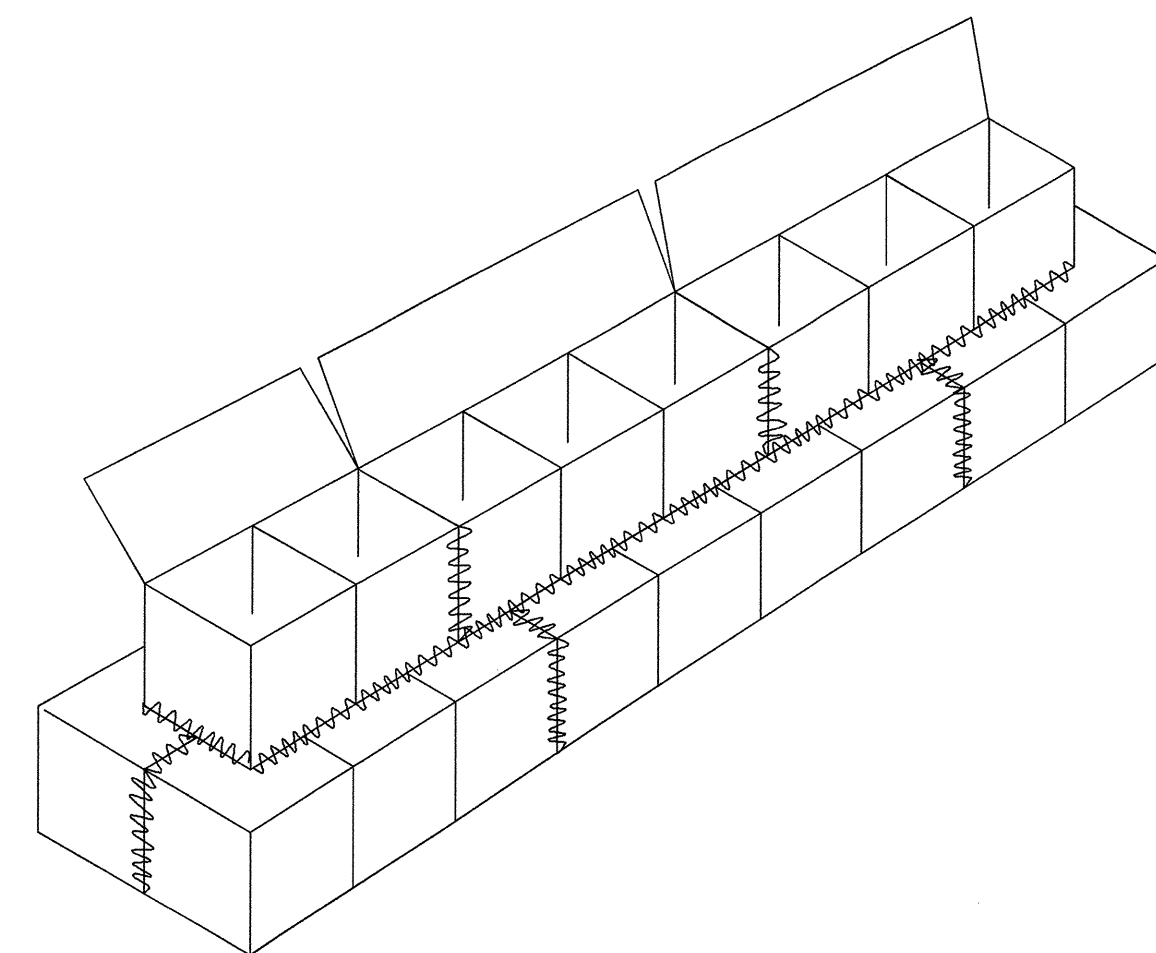


DESIGNED SHA
DRAWN JLP
DATE 3/7/2011
W1

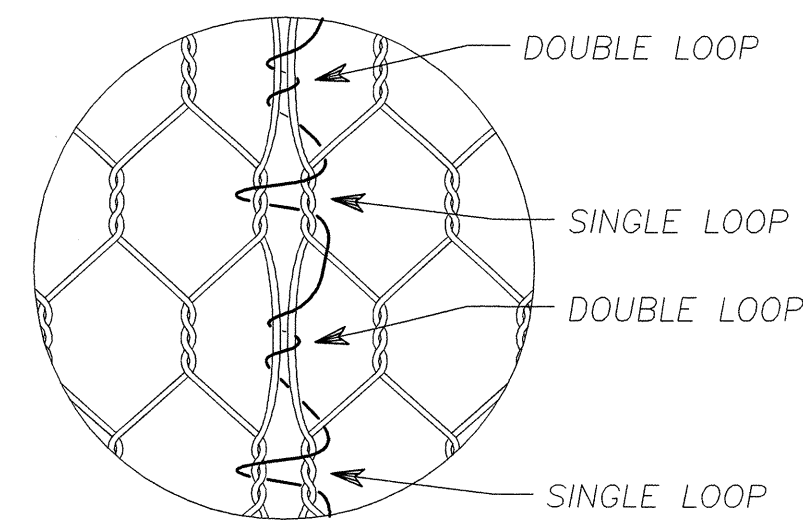


UNIT A - 2 CELL GABION = 6 FT.
 UNIT B - 3 CELL GABION = 9 FT.
 UNIT C - 4 CELL GABION = 12 FT.

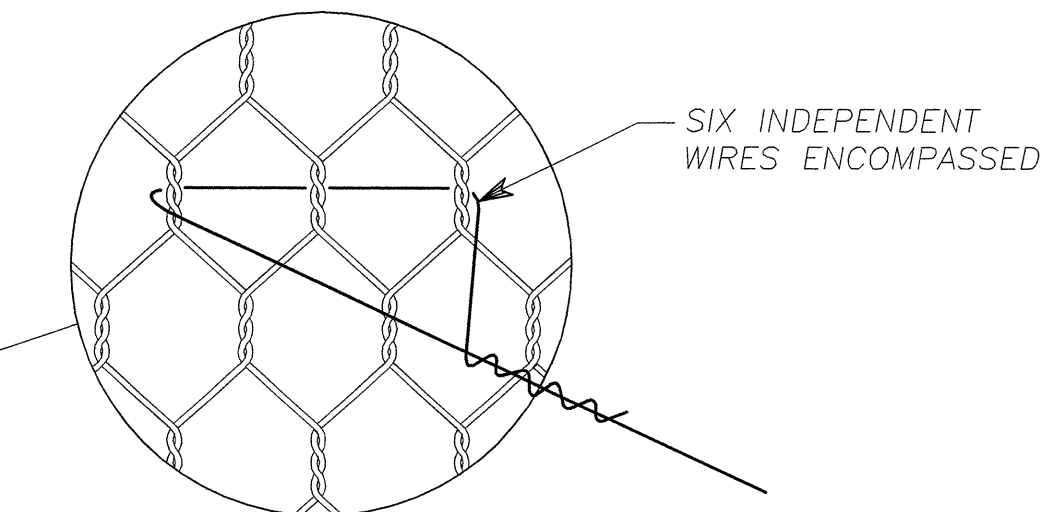
TYPICAL GABION



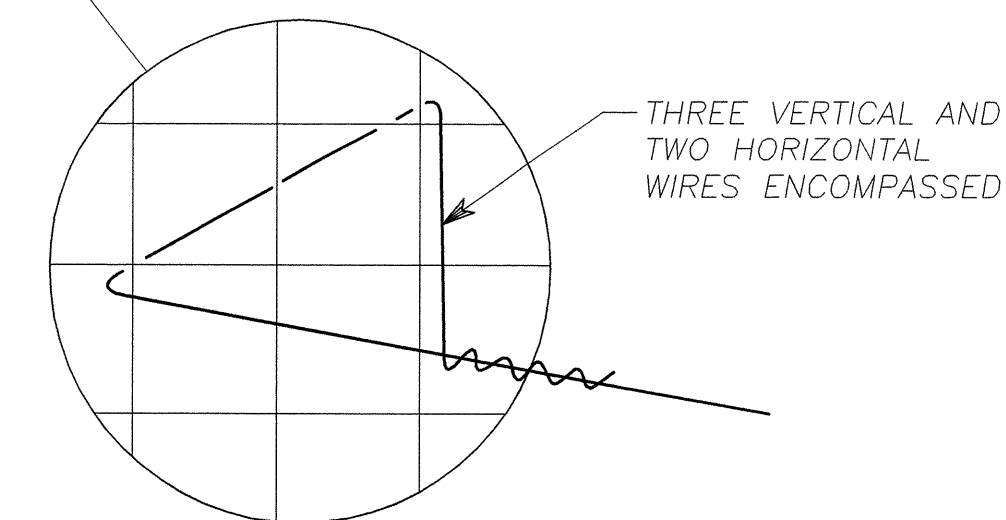
FASTENING ADJACENT BASKETS



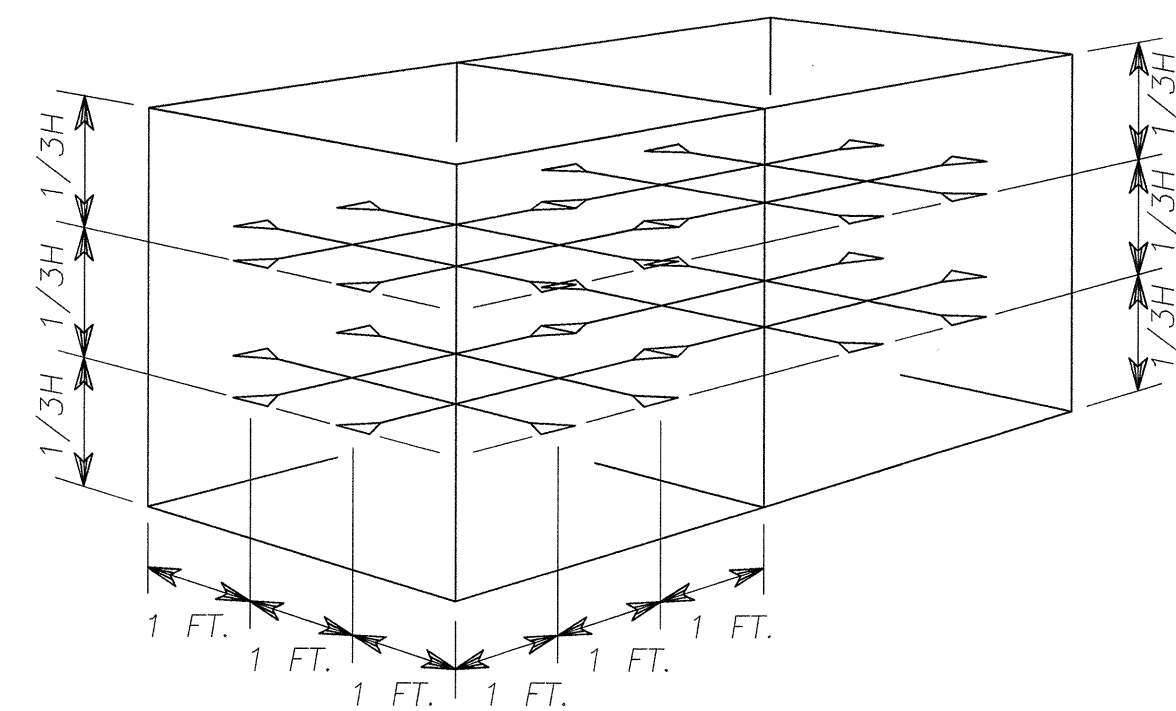
LACING DETAIL



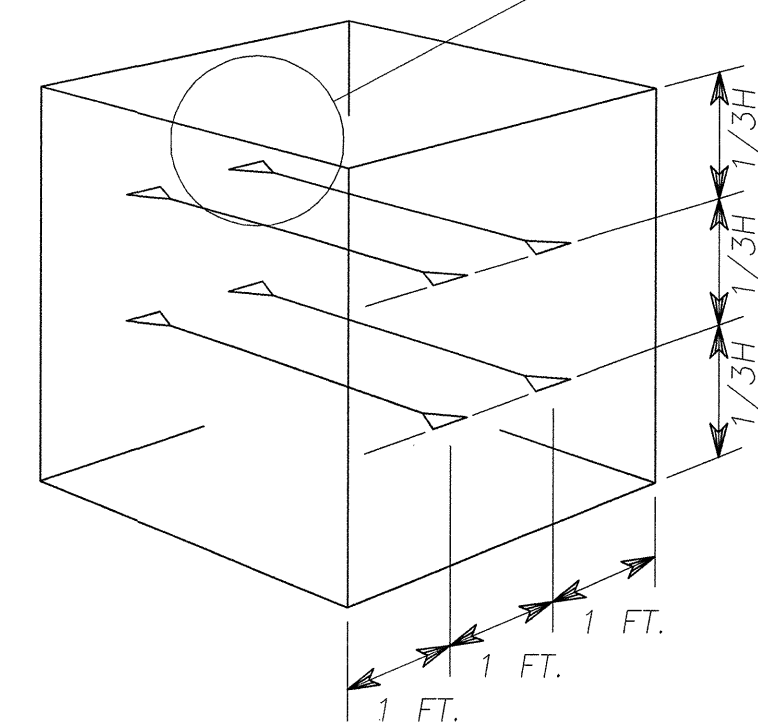
TWISTED FABRIC



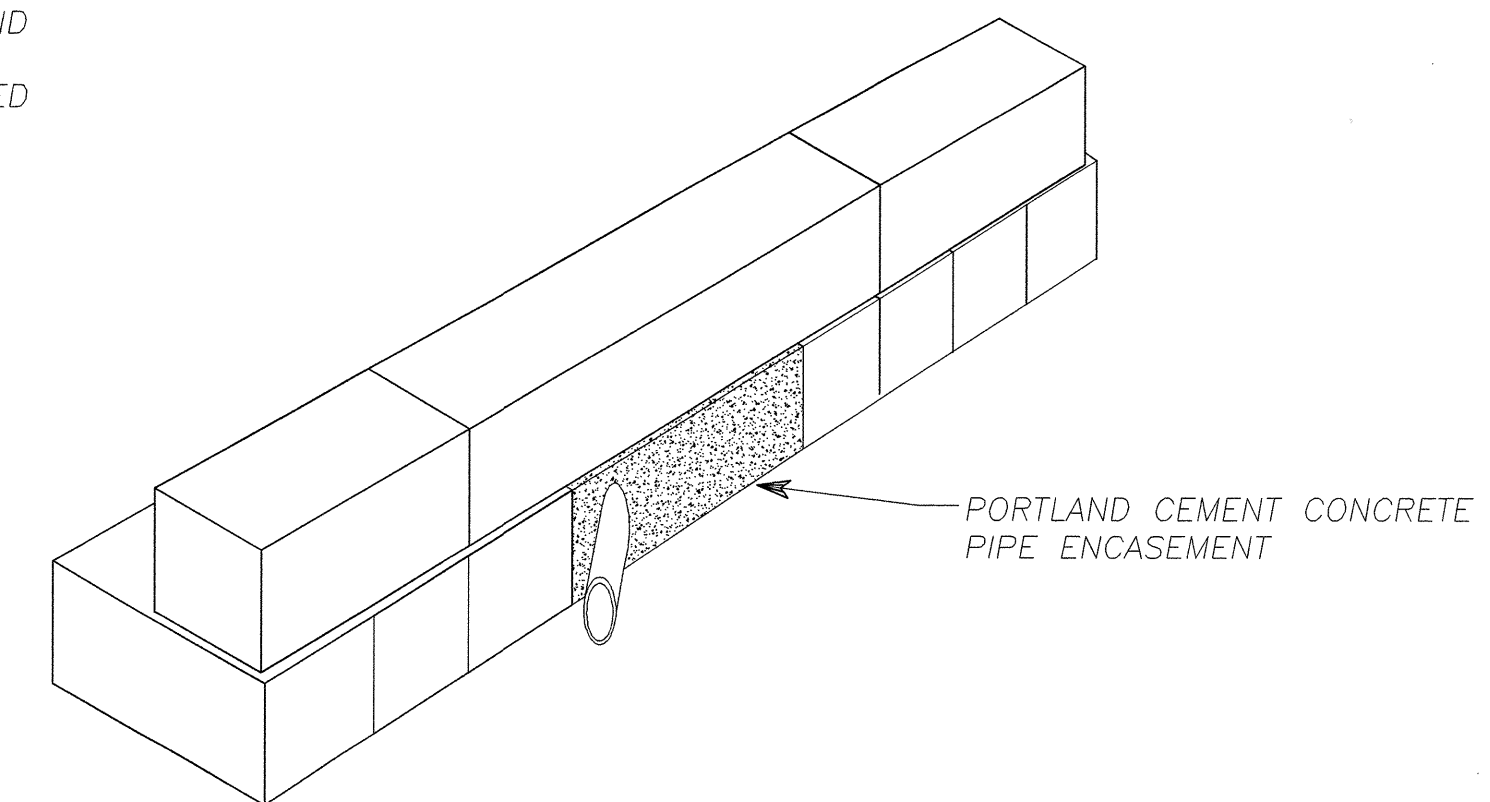
WELDED FABRIC



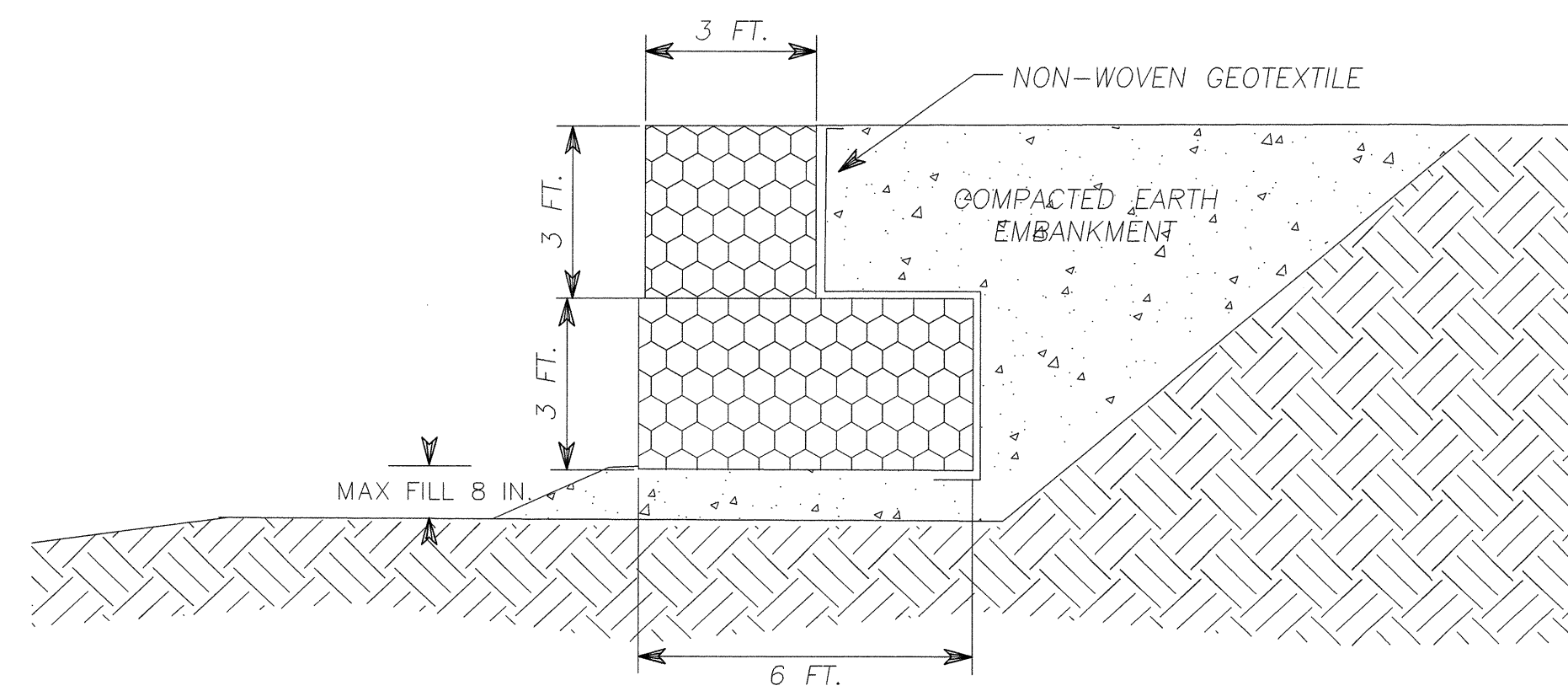
CROSS-CONNECTING WIRE PLACEMENT, END CELLS



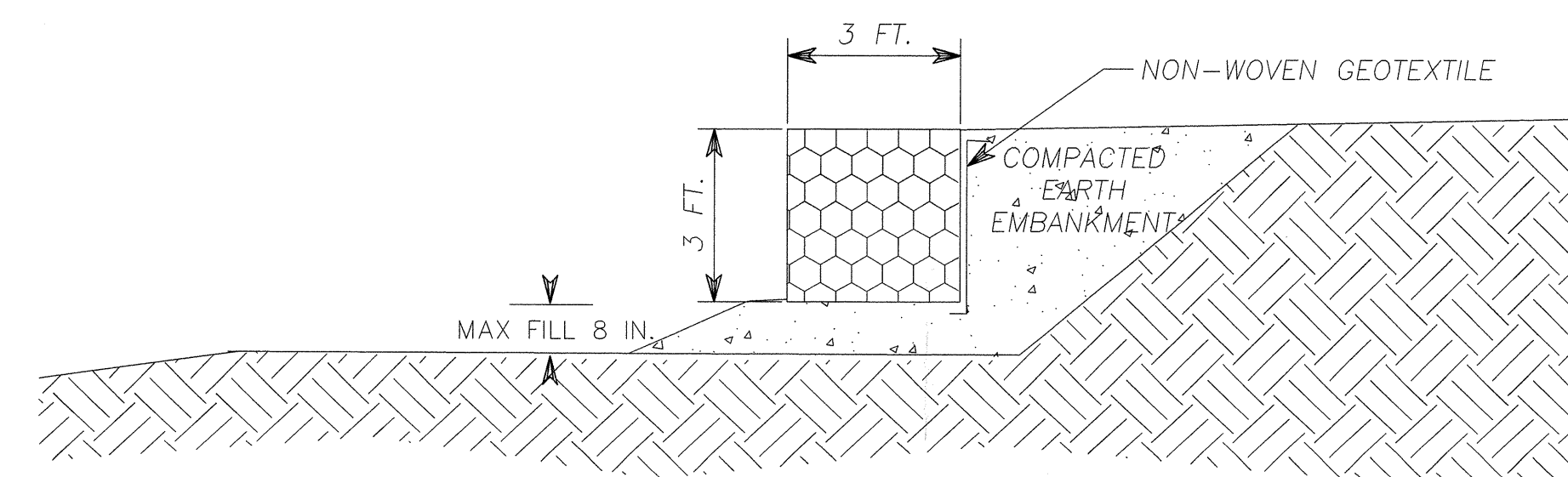
CROSS CONNECTING WIRE PLACEMENT, INTERIOR CELLS OF FRONT GABIONS



OUTLET PIPE SPANNING AREA



SECTION FOR WALL HEIGHT OVER 3 FT.



SECTION FOR WALL HEIGHT UNDER 3 FT.



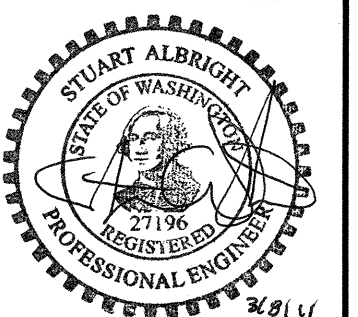
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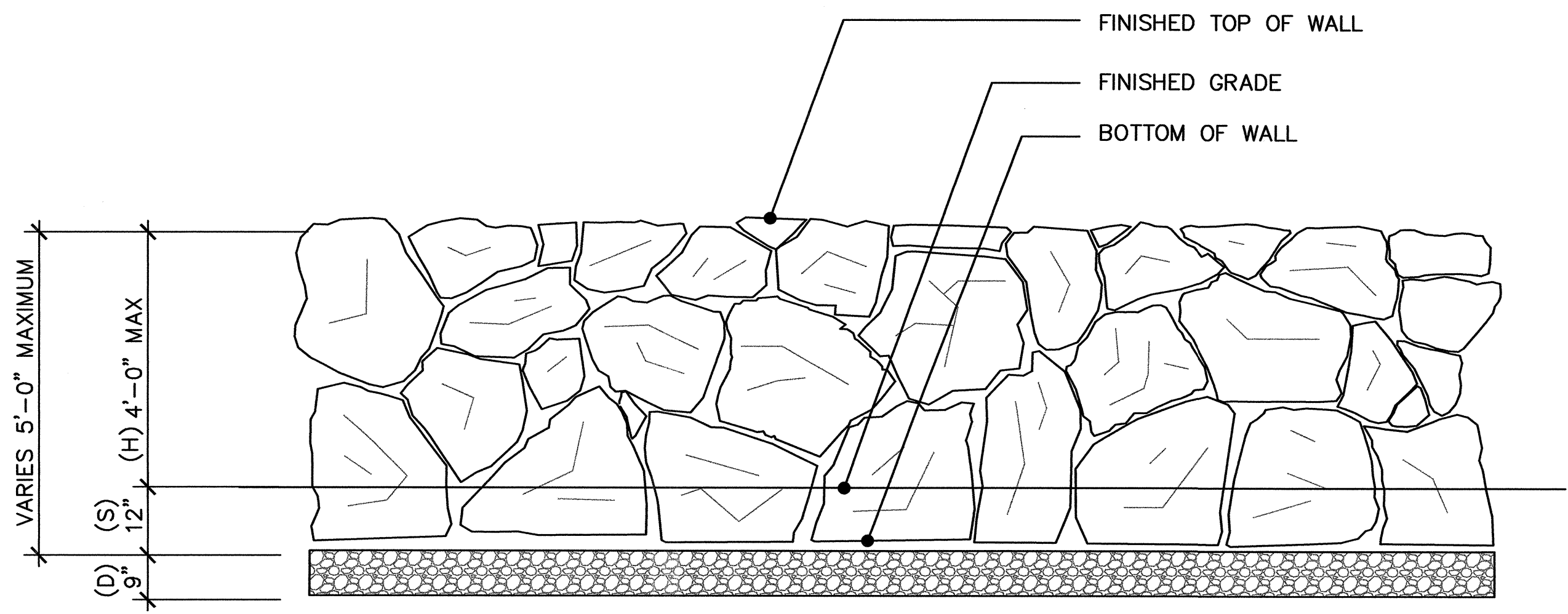
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 GABION WALL DETAILS

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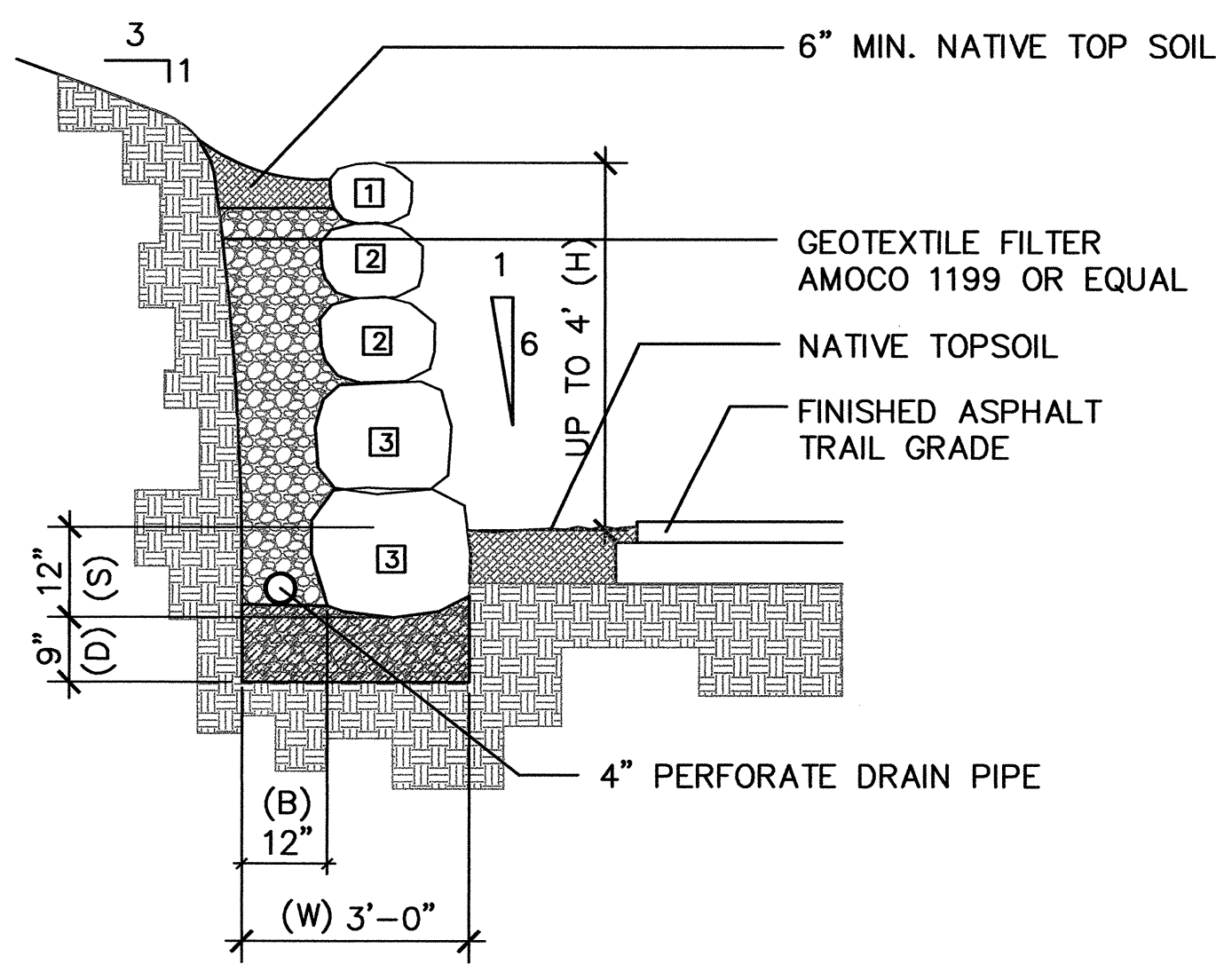
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 WD1



1 ROCK WALL ELEVATION (4 FOOT MAXIMUM)
SCALE: NTS



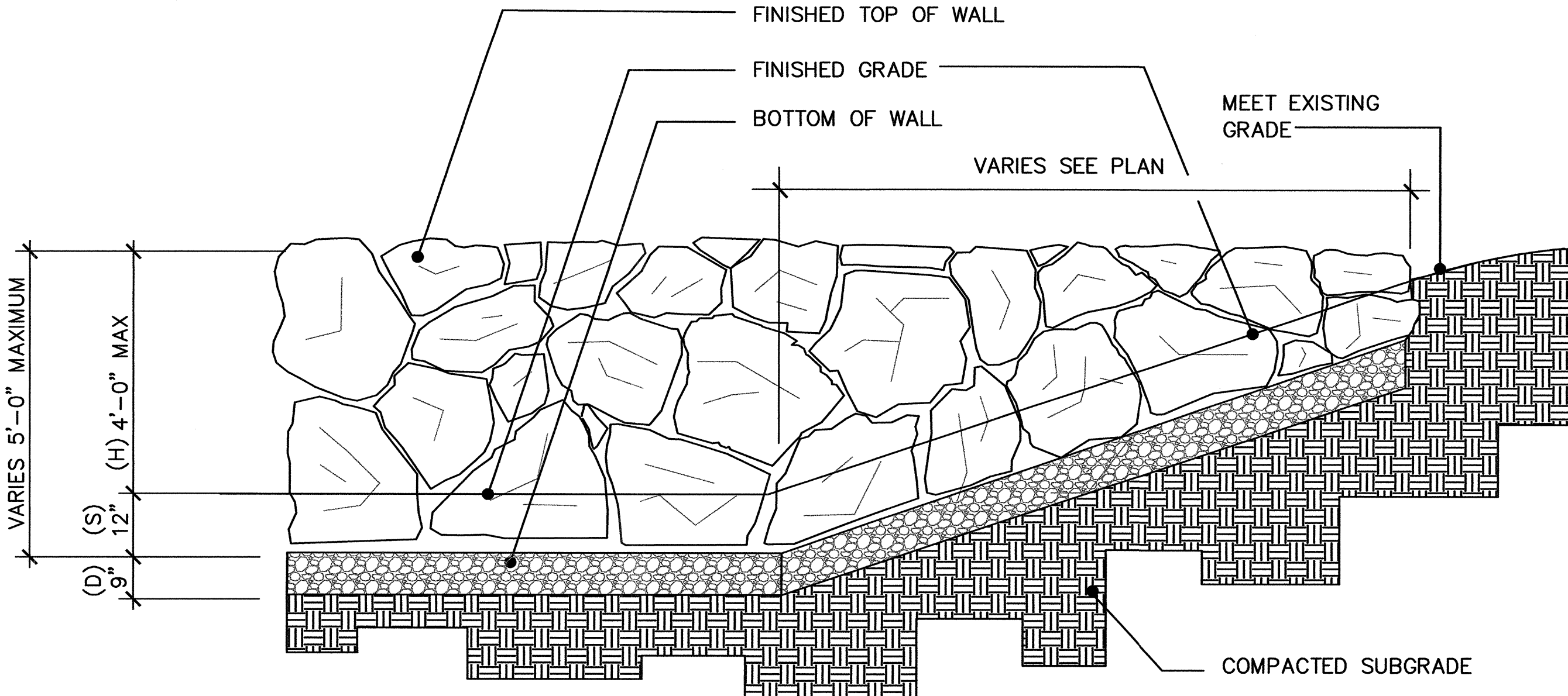
3 ROCK WALL SECTION (4 FOOT MAXIMUM)
SCALE: NTS

LEGEND

- 1 1/2" MINUS RIVER ROCK, CRUSHED RAILROAD BALLAST OR SIMILAR APPROVED MATERIAL
- UNDISTURBED FIRM NATIVE SOIL
- 9" DEPTH OF COMPACTED AGGREGATE BASE
- DRAINPIPE: 4 INCH MINIMUM DIAMETER, PERFORATED OR SLOTTED RIGID PLASTIC ADS PIPE LAID WITH POSITIVE GRADIENT TO DISCHARGE UNDER CONTROL WELL AWAY FROM THE WALL
- DESIGNATES MAN SIZE OF ROCK REQUIRED: IE. 1 MAN

SIZE	APPROXIMATE WEIGHT - lbs	APPROXIMATE DIAMETER
1 MAN	50-200	12" - 18"
2 MAN	200-700	18" - 28"
3 MAN	700-2000	28" - 36"
4 MAN	2000-4000	36" - 48"
5 MAN	4000-6000	48" - 54"
6 MAN	6000-8000	54" - 60"

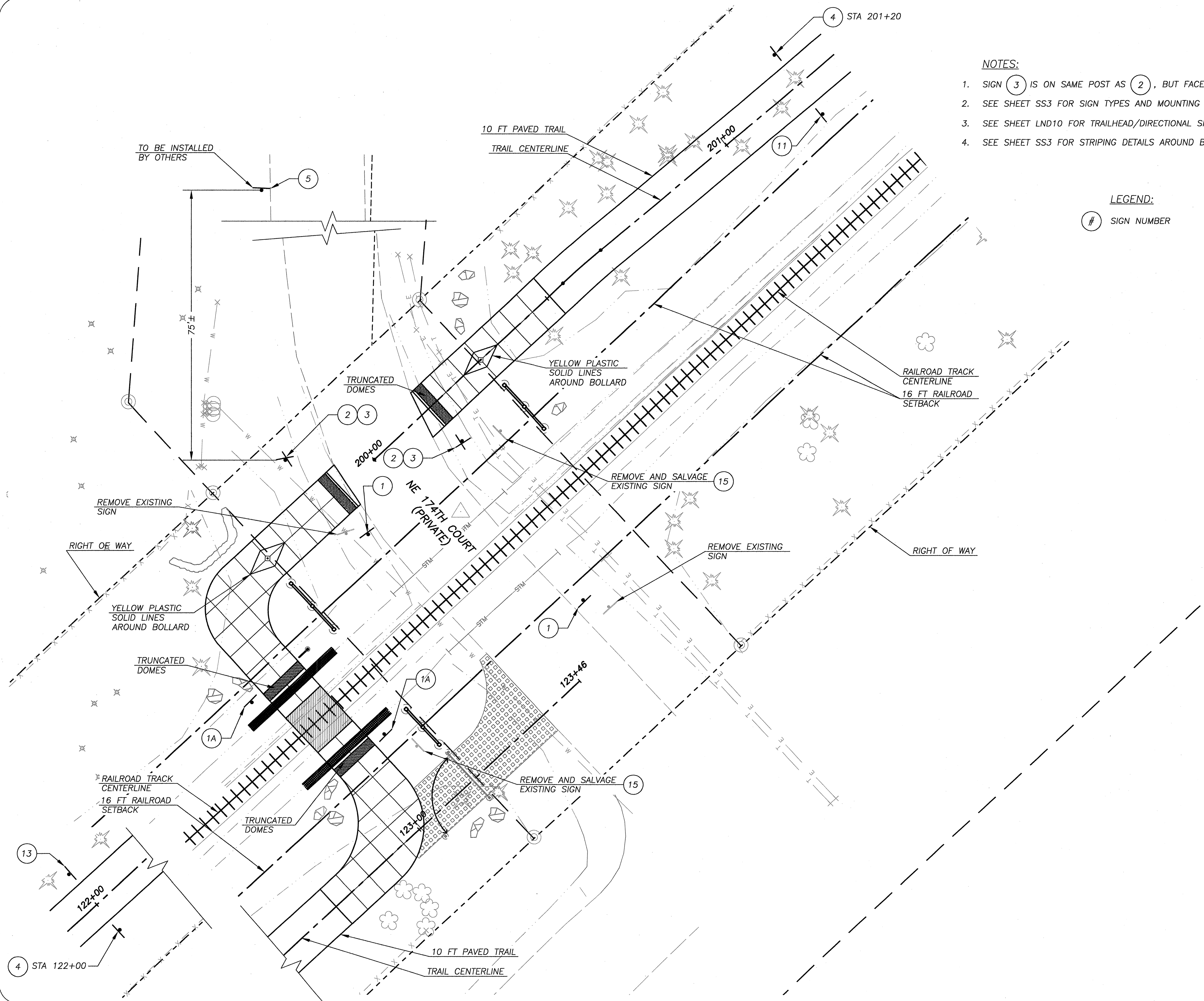
REFERENCE: LOCAL QUARRY WEIGHT STUDY USING AVERAGE WEIGHTS OF NO LESS THAN 6 ROCKS OF EACH MAN SIZE CONDUCTED IN 6 ROCKS OF EACH MAN SIZE CONDUCTED IN JANUARY 1988.



2 ROCK WALL TRANSITION INTO BANK (4 FOOT MAXIMUM)
SCALE: NTS

NOTES:

- ROCK WALL CONSTRUCTION IS A CRAFT AND DEPENDS LARGELY ON THE SKILL AND EXPERIENCE OF THE BUILDER.
- A ROCK WALL IS A PROTECTIVE SYSTEM WHICH HELPS RETARD THE WEATHERING AND EROSION PROCESS ON AN EXPOSED SOIL FACE.
- WHILE BY ITS NATURE (MASS, SIZE AND SHAPE OF THE ROCKS) IT WILL PROVIDE SOME DEGREE OF RETENTION, IT IS NOT DESIGNED OR ENGINEERED SYSTEM IN THE SENSE A REINFORCED CONCRETE RETAINING WALL WOULD BE CONSIDERED DESIGNED OR ENGINEERED.
- THE DEGREE OF RETENTION ACHIEVED IS DEPENDANT ON THE SIZE OF THE ROCK BEING USED: THAT IS, THE MASS OR WEIGHT, AND THE HEIGHT OF THE WALL BEING CONSTRUCTED. THE LARGER THE ROCK, THE MORE COMPETENT THE ROCK WALL SHOULD BE.
- ROCK WALLS SHOULD BE CONSIDERED MAINTENANCE ITEMS, THAT WILL REQUIRE PERIODIC INSPECTION AND REPAIR. THEY SHOULD BE LOCATED SO THAT THEY CAN BE REACHED BY A CONTRACTOR IF REPAIRS BECOME NECESSARY.
- MAXIMUM INCLINATION OF THE SLOPES ABOVE AND BEHIND ROCK WALLS SHOULD BE 3:1.
- MINIMUM THICKNESS OF ROCK FILTER LAYER: (B)=12". MINIMUM EMBEDMENT (D)=9". UNDISTURBED NATIVE SOIL OR COMPACTED FILL PLACED ACCORDANCE WITH REPORT RECOMMENDATIONS.
- MAXIMUM NON-ENGINEERED FINISHED ROCK WALL HEIGHT (H)=4'
- ROCK WALLS GREATER THEN 4' TO BE INSTALLED UNDER PERIODIC OR FULL TIME OBSERVATION OF THE GEOTECHNICAL ENGINEER.
- ROCK SHOULD BE PLACED TO GRADUALLY DECREASE IN SIZE WITH INCREASING WALL HEIGHT IN ACCORDANCE WITH GEOTECHNICAL ENGINEERS RECOMMENDATIONS.
- MINIMUM WIDTH OF COMPACTED AGGREGATE BASE, (W), SHOULD BE 36"
- FOUNDATION SHOULD CONSIST OF 9" OF AGGREGATE BASE COMPACTED TO 95% OF ITS MAXIMUM DRY DENSITY AS DETERMINED BY ASTM D-698.
- SMALLER ROCKS MAY BE USED TO LOCK LARGER ROCKS INTO PLACE AND TO FILL VOIDS BUT SHOULD NOT CONSIST OF MORE THEN 20% OF TOTAL ROCK TOTAL BY SIZE PER ROW.
- BOTTOM LAYER OF ROCK WALL SHOULD BE SET (S) 12" BELOW FINISHED GRADE OF ADJACENT SURFACES.

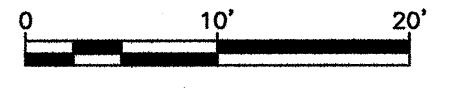


NOTES:

1. SIGN (3) IS ON SAME POST AS (2), BUT FACED TOWARDS ROAD.
2. SEE SHEET SS3 FOR SIGN TYPES AND MOUNTING DETAILS.
3. SEE SHEET LND10 FOR TRAILHEAD/DIRECTIONAL SIGN DETAILS.
4. SEE SHEET SS3 FOR STRIPING DETAILS AROUND BOLLARDS.

LEGEND:

(#) SIGN NUMBER



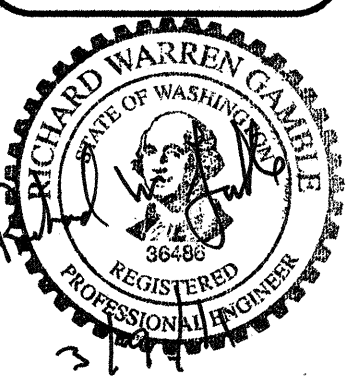
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SS1



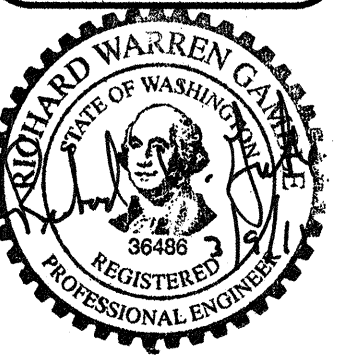
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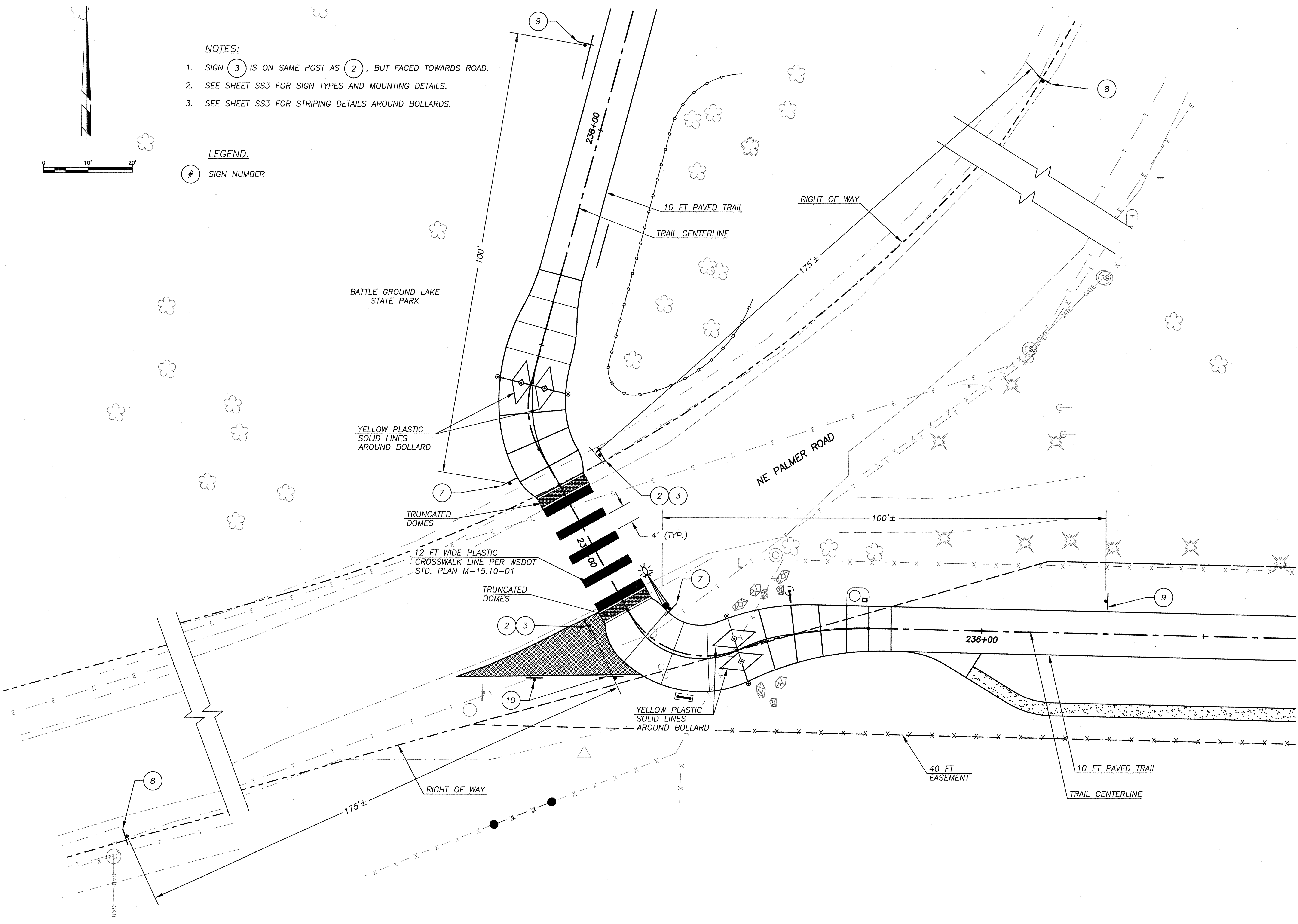
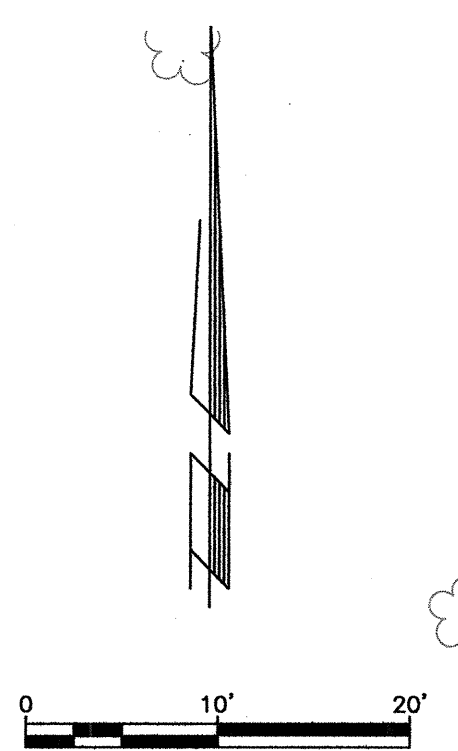
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DATE 03/09/11
SS2

NOTES:

1. SIGN (3) IS ON SAME POST AS (2), BUT FACED TOWARDS ROAD.
2. SEE SHEET SS3 FOR SIGN TYPES AND MOUNTING DETAILS.
3. SEE SHEET SS3 FOR STRIPING DETAILS AROUND BOLLARDS.

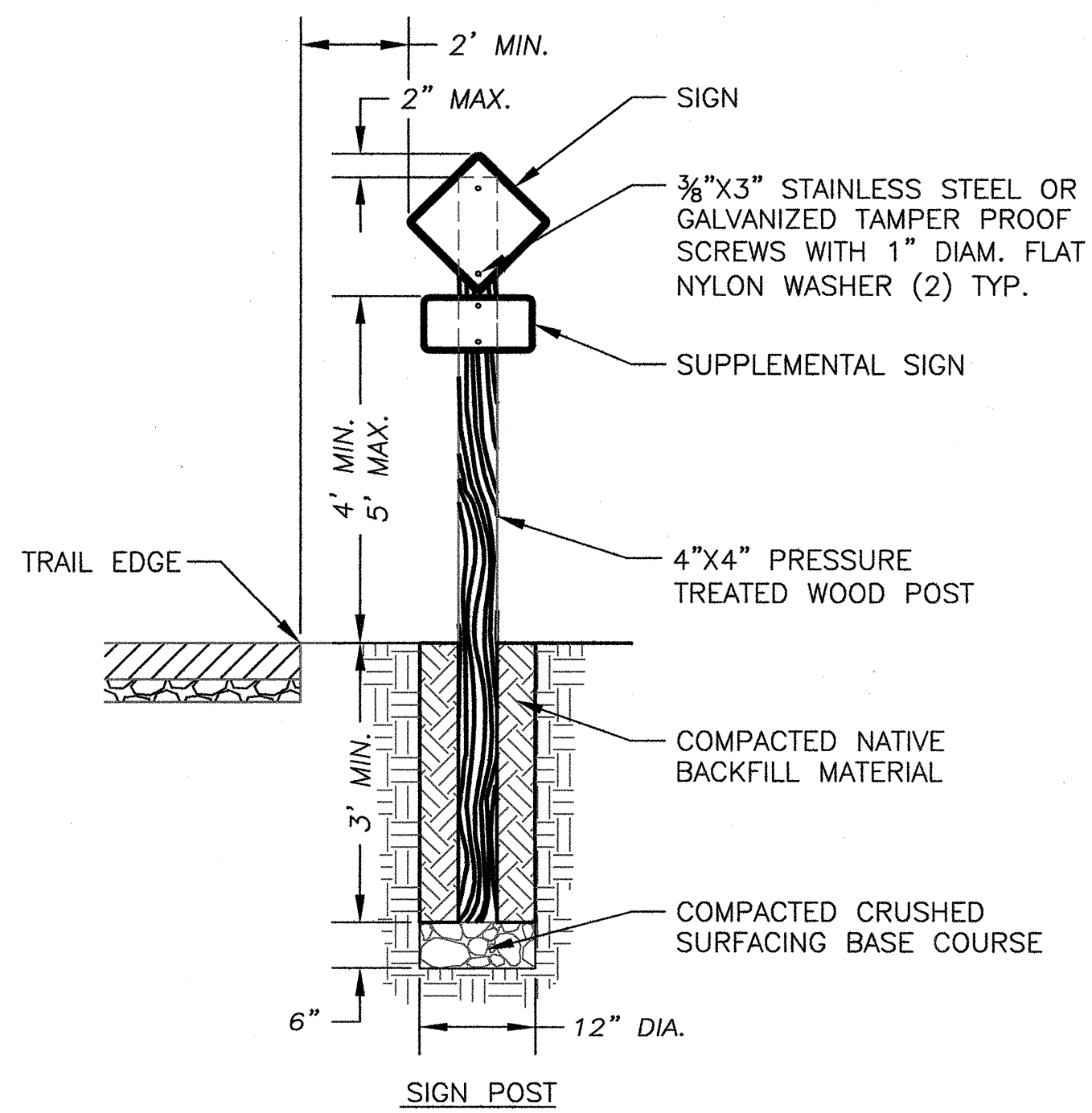
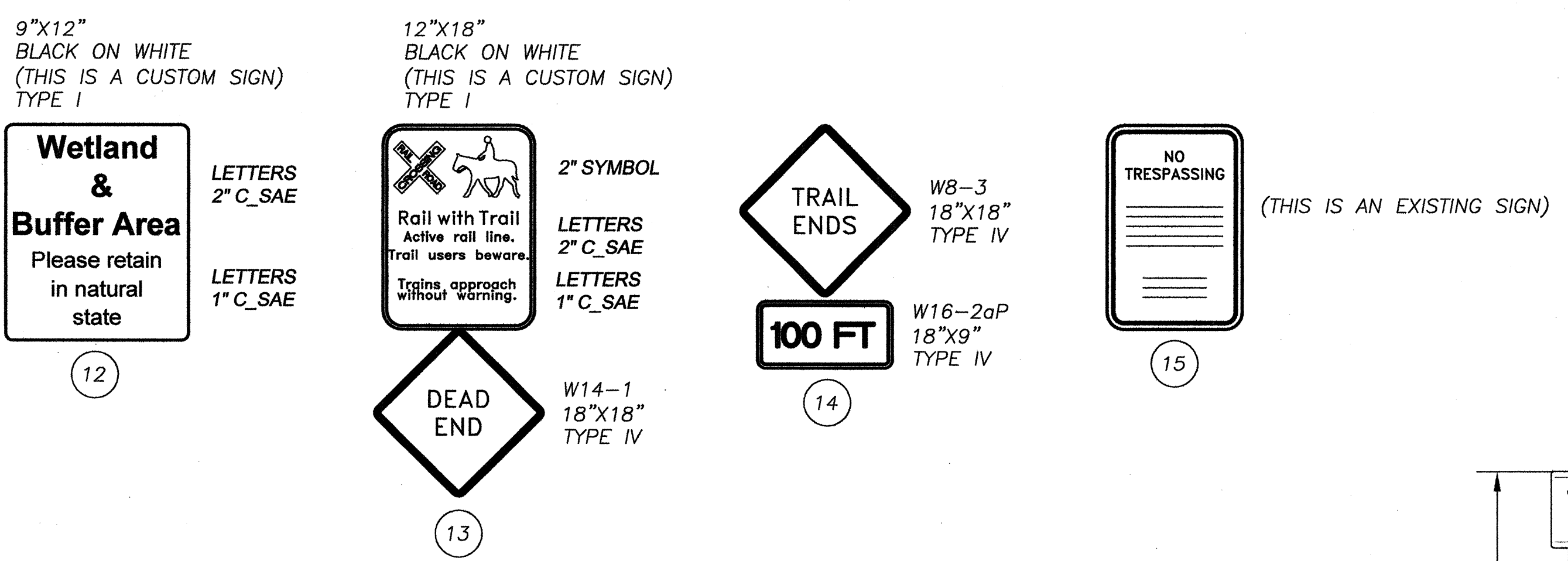
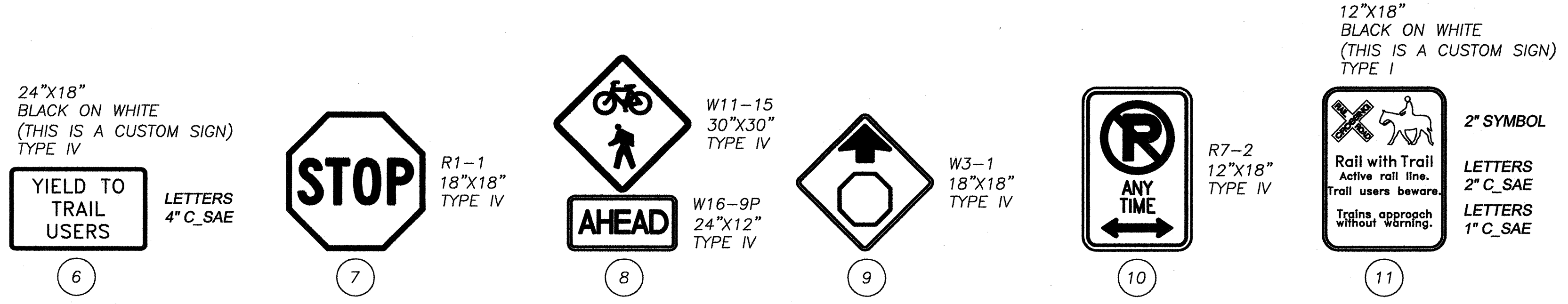
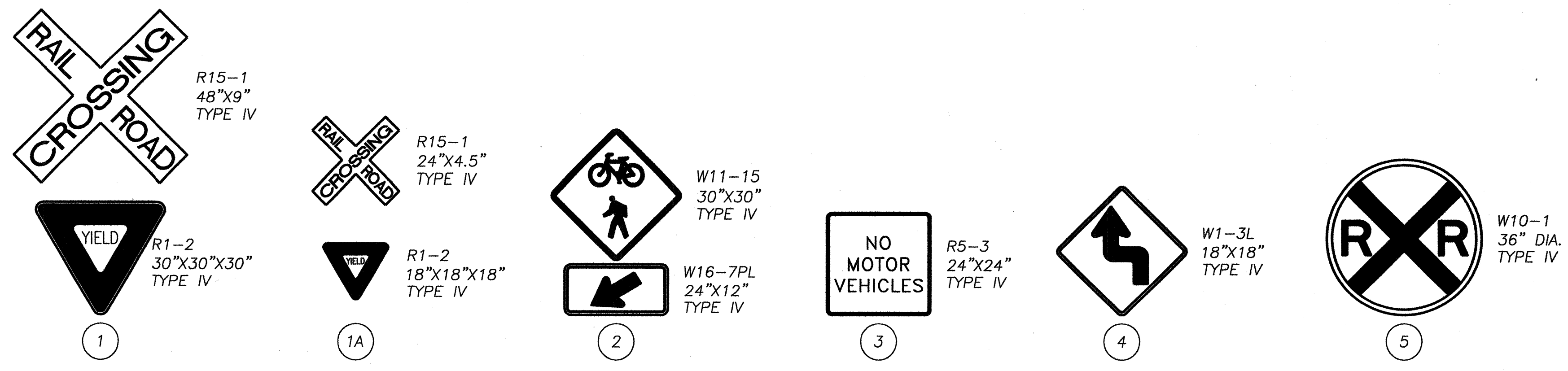
LEGEND:

SIGN NUMBER

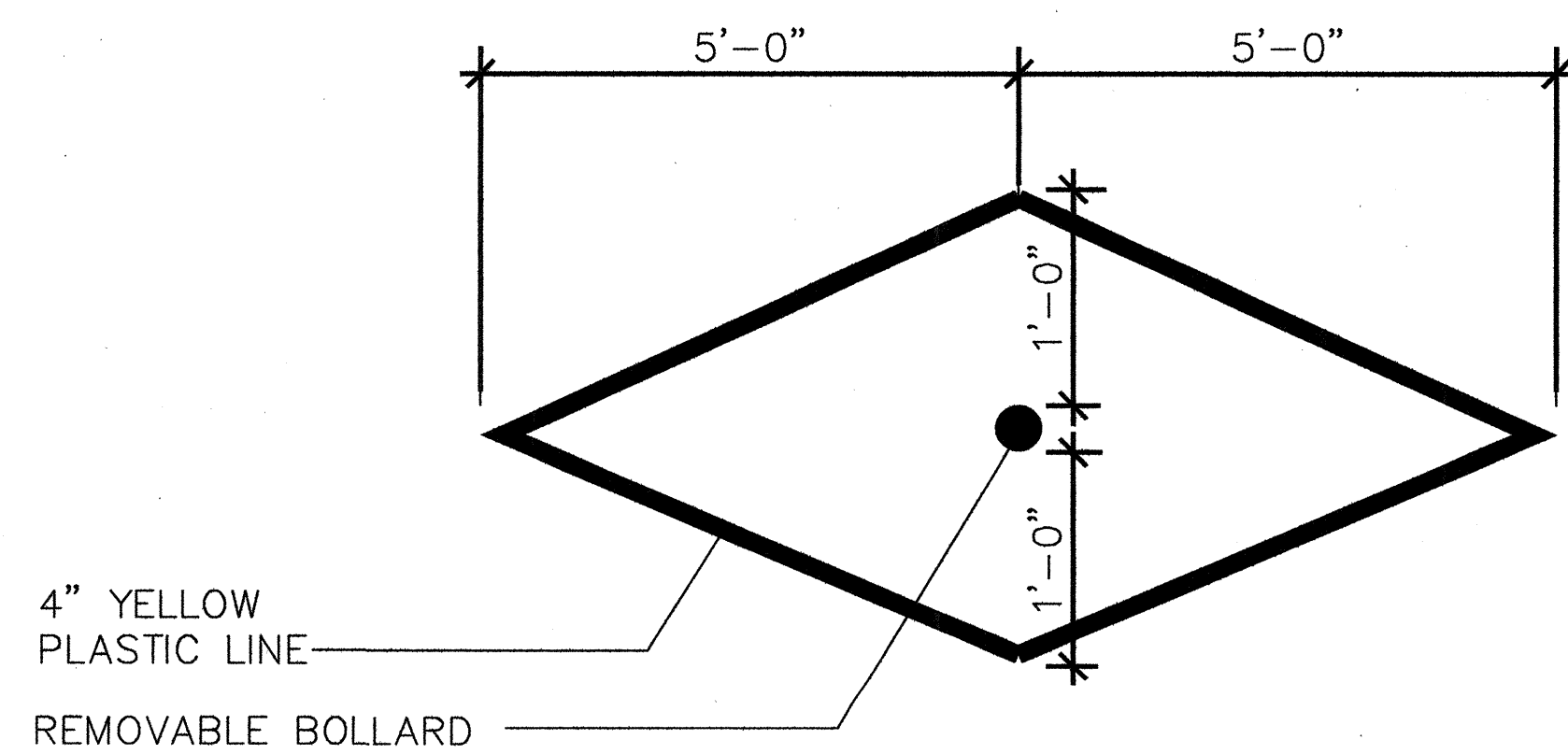


SIGN PLACEMENT NOTES:

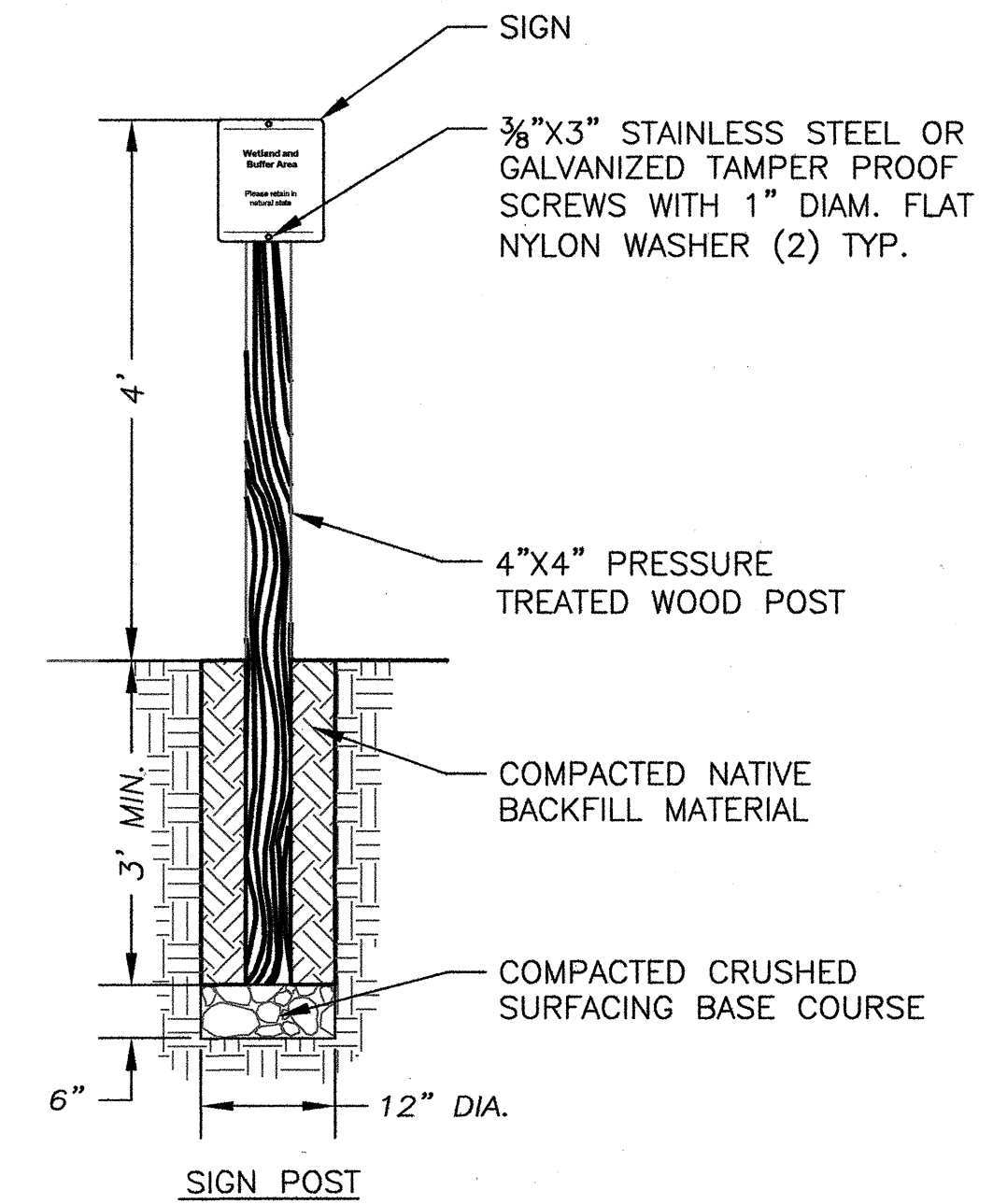
- SIGNS #1, 2, 3, 6, 7, 8, 10 SHALL BE PLACED AND INSTALLED PER WSDOT STD. PLAN G-24.50-00. USE INSTALL METHOD TYPE ST-4.
- SIGNS #1A, 4, 9, 11, 13, 14, 15 SHALL BE PLACED AND INSTALLED PER TRAIL SIGN DETAIL AT THE LOCATIONS SHOWN IN THE PLANS.
- SIGN #12 SHALL BE PLACED AND INSTALLED PER WETLAND AND BUFFER AREA SIGN DETAIL AT THE LOCATIONS SHOWN IN THE PLANS.
- SIGN #5 SHALL BE PROVIDED AND INSTALLED BY OTHERS.
- SIGN #15 CONTRACTOR SHALL REUSE EXISTING NO TRESPASSING SIGN LOCATED AT NE 174TH CT. AND INSTALL ON NEW POST PER TRAIL SIGN DETAIL.
- SEE SHEET LND12 FOR TRAILHEAD SIGNS AND DIRECTIONAL SIGNS DETAILS.



TRAIL SIGN
N.T.S.



STRIPING AROUND BOLLARDS
N.T.S.



WETLAND AND BUFFER AREA SIGN
N.T.S.



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SIGNING DETAILS

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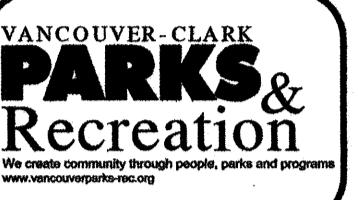


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SS3
41 OF 56



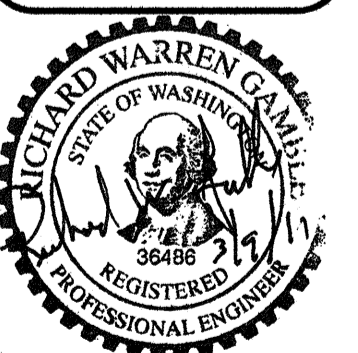
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ILLUMINATION - NE PALMER ROAD

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NOTES:

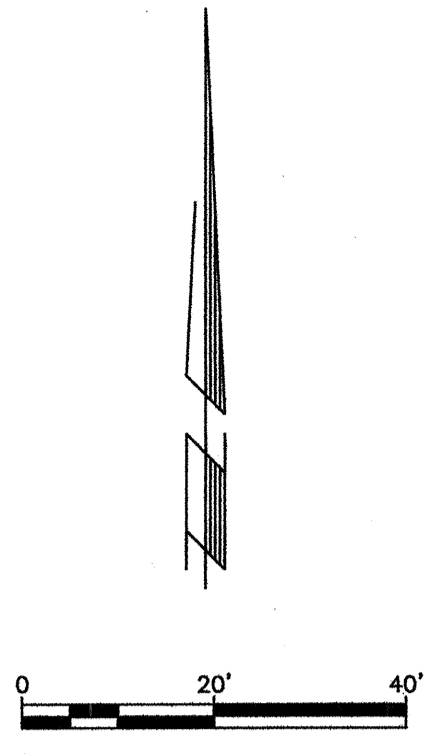
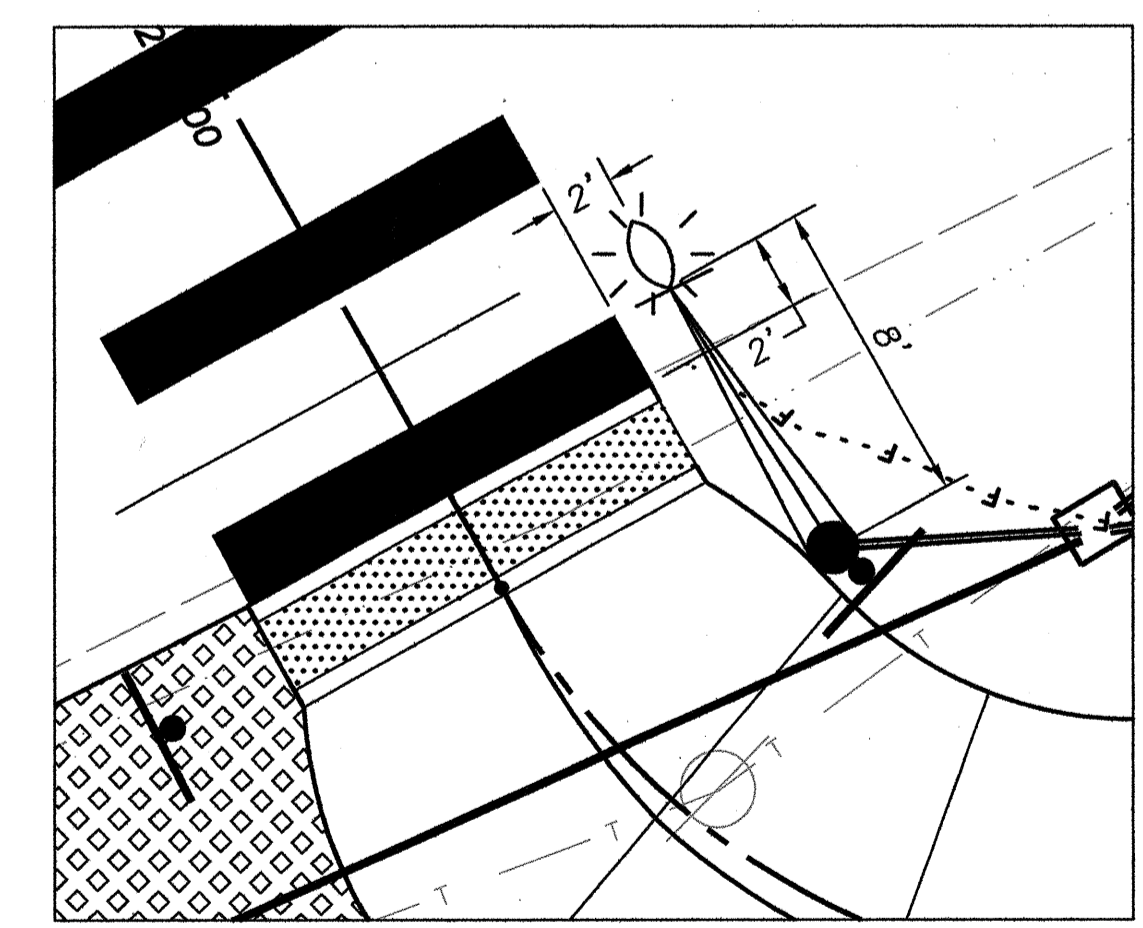
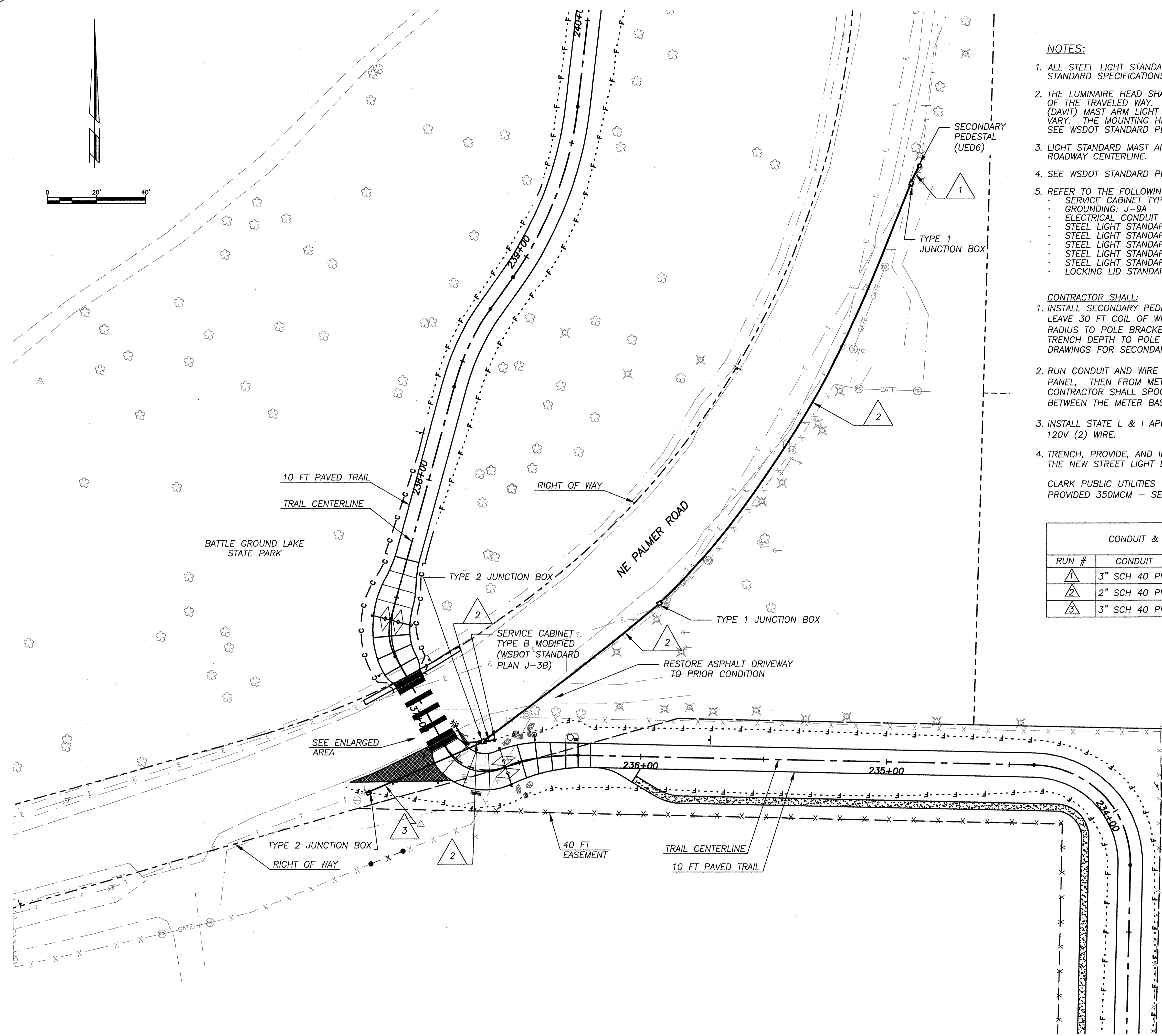
1. ALL STEEL LIGHT STANDARDS SHALL BE FABRICATED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS AND THE CONTRACT PROVISIONS.
2. THE LUMINAIRE HEAD SHALL BE LOCATED 2 FT INTO THE ROAD BEYOND THE EDGE OF THE TRAVELED WAY. BASED ON THE PLACEMENT OF THE STEEL TYPE 1 (DAVIT) MAST ARM LIGHT STANDARD, THE POSITION OF THE LUMINAIRE HEAD MAY VARY. THE MOUNTING HEIGHT IS 25 FEET AND THE MAST ARM LENGTH IS 8 FEET. SEE WSDOT STANDARD PLAN J-28.22.
3. LIGHT STANDARD MAST ARM ORIENTATION SHALL BE PERPENDICULAR TO THE ROADWAY CENTERLINE.
4. SEE WSDOT STANDARD PLAN J-28.50 FOR HAND HOLE DETAILS.
5. REFER TO THE FOLLOWING WSDOT STANDARD PLANS FOR CONSTRUCTION DETAILS:
 - SERVICE CABINET TYPE B MODIFIED: J-3B
 - GROUNDING: J-9A
 - ELECTRICAL CONDUIT PLACEMENT: J-10
 - STEEL LIGHT STANDARD PLACEMENT (SLIP BASE): J-28.22-00
 - STEEL LIGHT STANDARD FOUNDATION TYPES: J-28.30-01
 - STEEL LIGHT STANDARD BASE MOUNTING: J-28.40-01
 - STEEL LIGHT STANDARD ANCHOR / SLIP BASE: J-28.42-00
 - STEEL LIGHT STANDARD WIRING DETAILS: J-28.70-00
 - LOCKING LID STANDARD JUNCTION BOX TYPES 1 & 2: J-40.10-01

CONTRACTOR SHALL:

1. INSTALL SECONDARY PEDESTAL (UED6) NEAR BASE OF SERVICE POLE. LEAVE 30 FT COIL OF WIRE (350MCM AL). ATTACH 36-INCH RADIUS TO POLE BRACKET CLAMP (3-INCH SCH 40 CONDUIT). TRENCH DEPTH TO POLE IS 34-INCHES. SEE CLARK PUBLIC UTILITIES STANDARD DRAWINGS FOR SECONDARY PEDESTAL DETAILS.
2. RUN CONDUIT AND WIRE FROM SECONDARY PEDESTAL TO METER BASE / SERVICE PANEL, THEN FROM METER BASE / SERVICE PANEL TO STREET LIGHT POLE. CONTRACTOR SHALL SPOOL 25 FEET OF WIRE IN THE JUNCTION BOX LOCATED BETWEEN THE METER BASE / SERVICE PANEL AND THE STREET LIGHT POLE.
3. INSTALL STATE L & I APPROVED METER BASE PANEL AMP SIZE (200 AMP) 120V (2) WIRE.
4. TRENCH, PROVIDE, AND INSTALL CONDUIT AND WIRE FROM THE METER BASE, TO THE NEW STREET LIGHT LOCATION.

CLARK PUBLIC UTILITIES TO INSTALL U83 AND CONNECT TO CONTRACTOR PROVIDED 350MCM - SET 5 DIAL METER. POLE # 49003.

CONDUIT & WIRING SCHEDULE		
RUN #	CONDUIT	WIRING
1	3" SCH 40 PVC	2-WIRE 2/0 AWG COPPER
2	2" SCH 40 PVC	2-WIRE 2/0 AWG COPPER
3	3" SCH 40 PVC	NONE





PUBLIC WORKS
ENGINEERING PROGRAM

VANCOUVER-CLARK
PARKS & Recreation

CHELATCHIE PRAIRIE RAILROAD TRAIL - CRP #361212
ENLARGEMENT:
NE 174TH COURT CROSSING - WEST SIDE

CALL 48 HOURS BEFORE YOU DIG
1-800-553-4344
"It's the Law"
NORTHWEST UTILITIES NOTIFICATION CENTER

STATE OF WASHINGTON REGISTERED LANDSCAPE ARCHITECT
Terry R. Snyder
TERRY R. SNYDER
CERTIFICATE NO. 819

DESIGNED: TS
DRAWN: TS
DATE: 03/09/11
LND1

43 OF 56

SITE NOTES

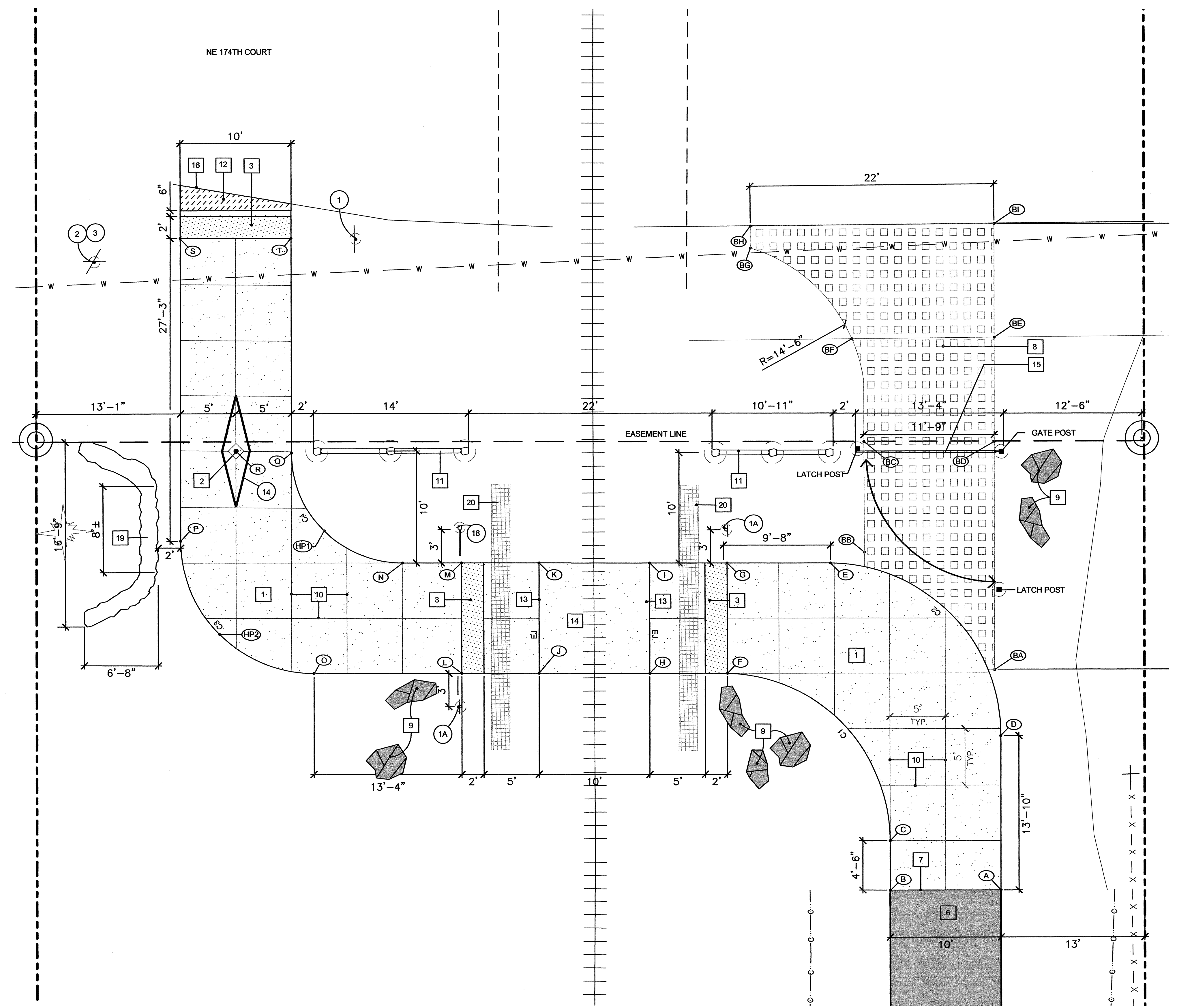
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- 22 TRASH RECEPTACLE ON CONCRETE PAD.

TRAIL SIGNING AND STRIPING NOTES

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GENERAL NOTES

SEE SHEET LND4 FOR CURVE AND POINT DATA



1 NE 174TH COURT WEST / RAILROAD TRACK CROSSING
1"=5'-0"

Client: Clark County, WA
Project: NE 174th Court West / Railroad Track Crossing
Date: MAR 11 2011
Page: 43 of 56



PUBLIC WORKS
ENGINEERING PROGRAM

VANCOUVER-CLARK
PARKS & Recreation

CHELATCHE PRAIRIE RAILROAD TRAIL - CRP #361212
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DRAWN: TS
DATE: 03/09/11
LND2
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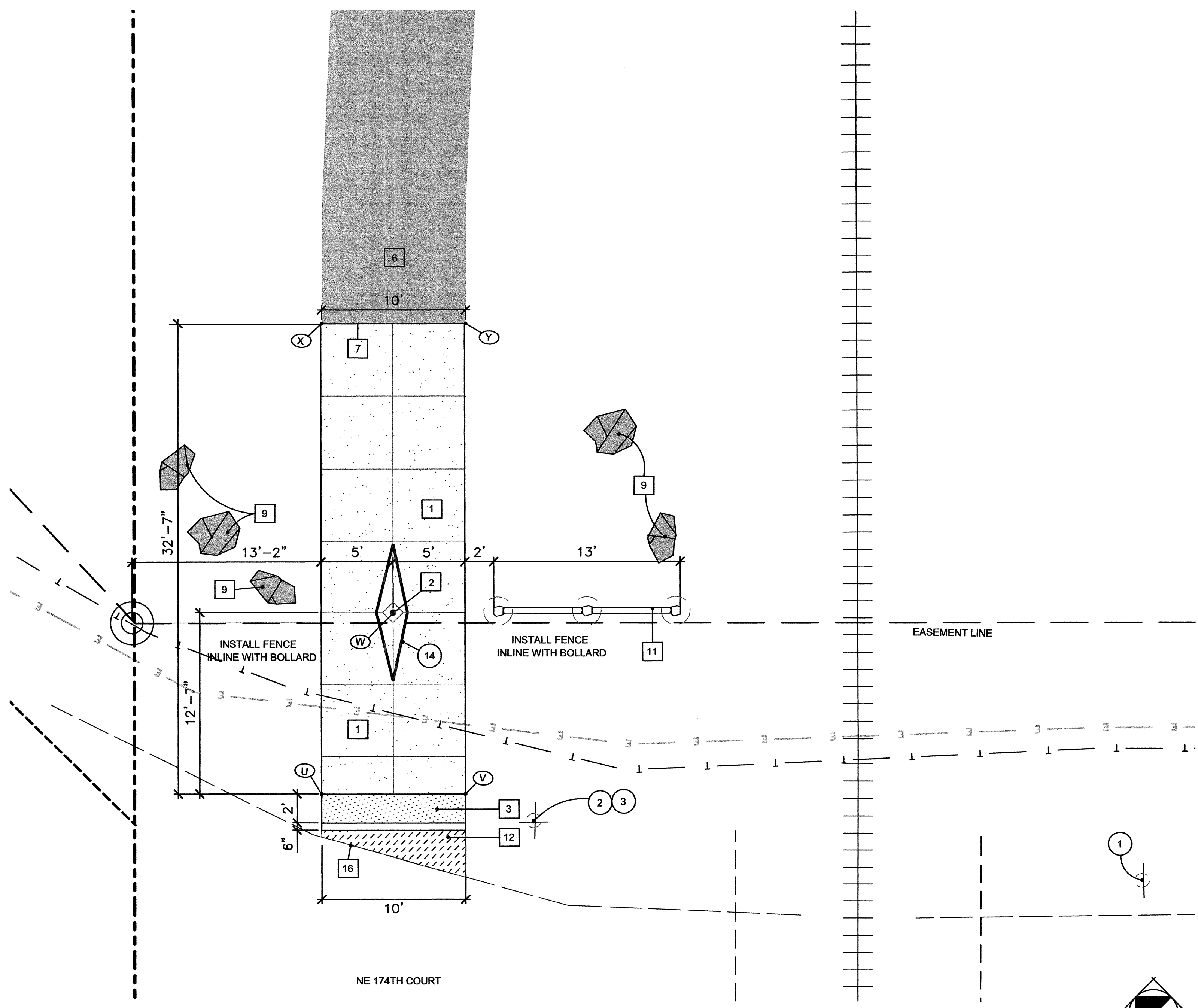
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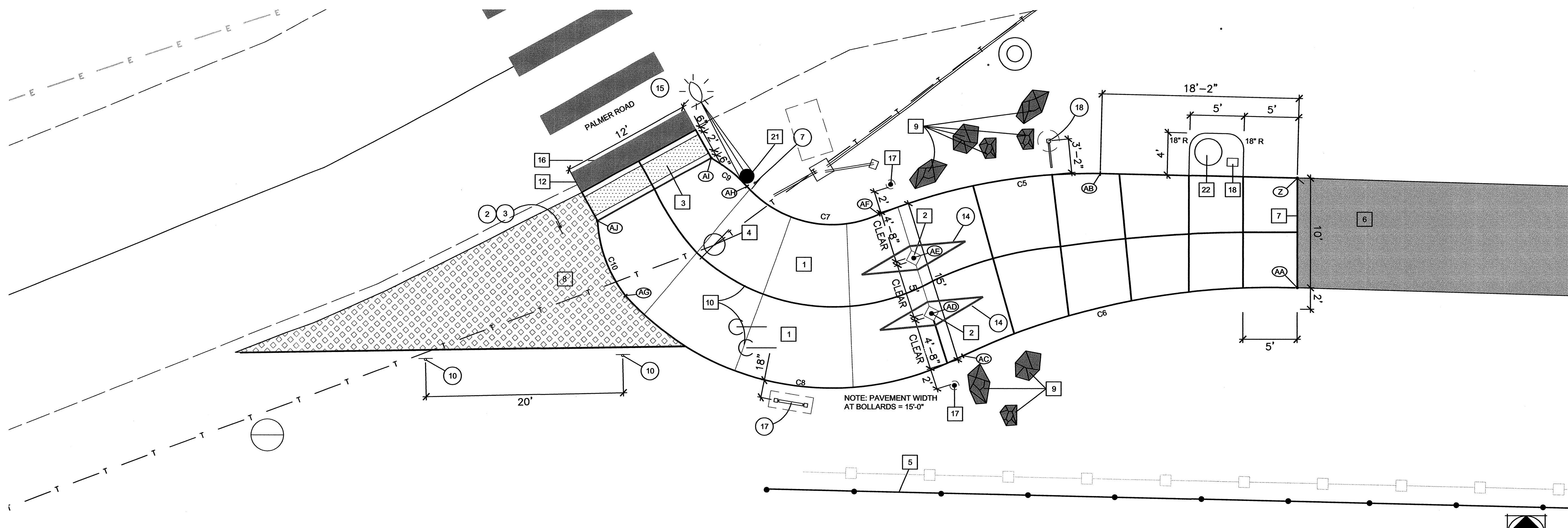
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1"=5'-0"

Clark County, WA
Approved Construction Plans
MAR 11 2011
Page 44 of 56



1 PALMER ROAD CROSSING - SOUTH SIDE
1" = 5'-0"

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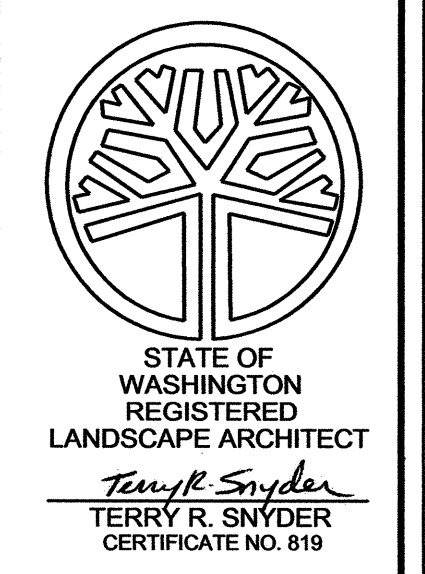
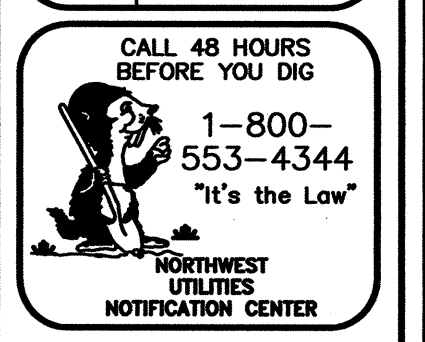


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ENGINEERING PROGRAM

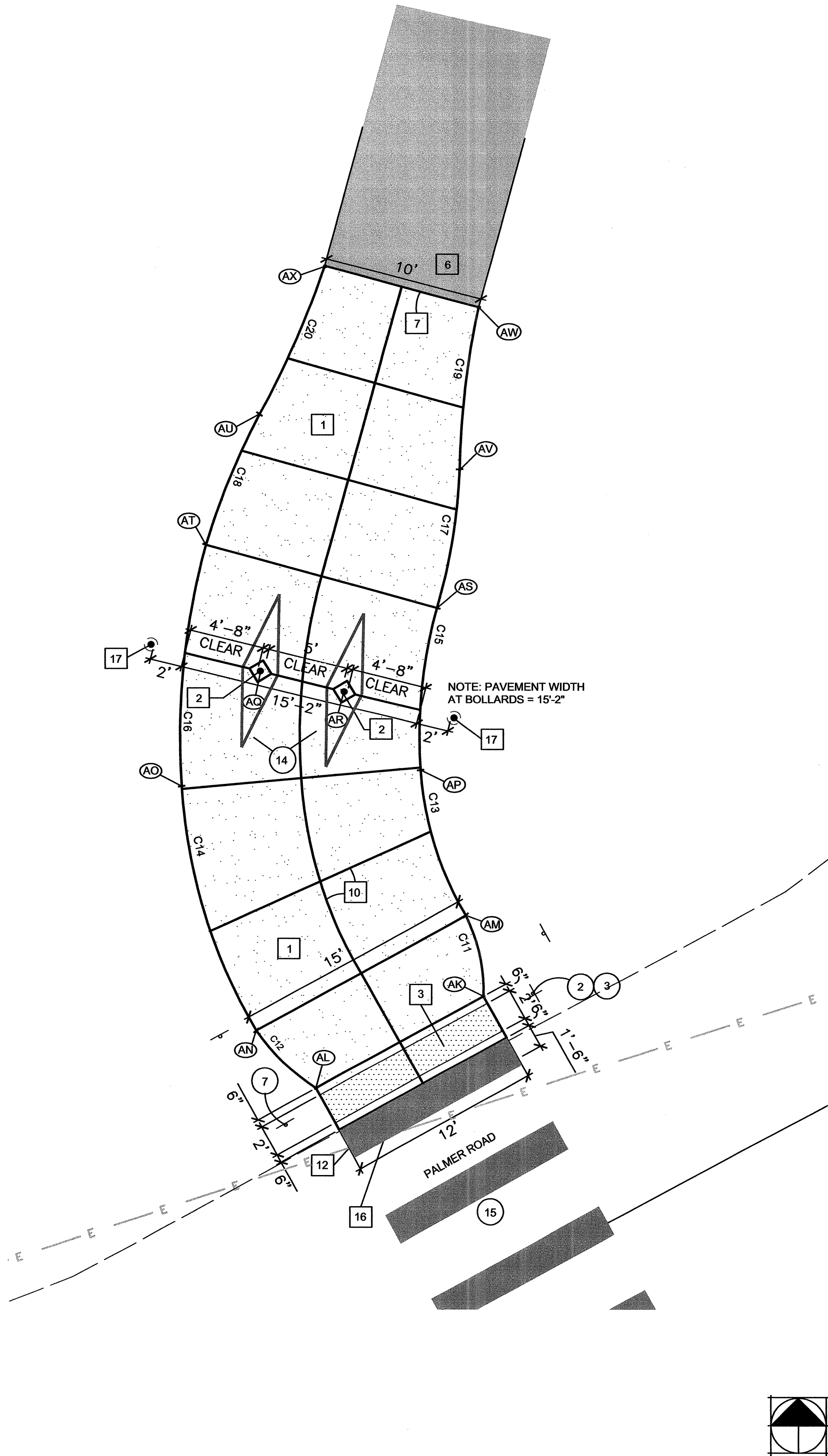
VANCOUVER-CLARK
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CHELATCHE PRAIRIE RAILROAD TRAIL - CRP #361212

ENLARGEMENT:
PALMER ROAD CROSSING - SOUTH SIDE



DESIGNED: TS
DRAWN: TS
DATE: 03/09/11
LND3
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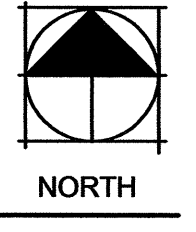
SEE SHEET LND4 FOR CURVE AND POINT DATA

Point Table				
POINT	Easting	Northing	Elevation	Description
A	1131909.55	174543.84	439.66	TOP
B	1131902.73	174551.16	439.46	TOP
C	1131906.03	174554.22	439.40	TOP
D	1131919.70	174553.27	439.52	TOP
E	1131920.69	174575.17	439.28	TOP
F	1131920.69	174575.18	439.06	TOP
G	1131914.34	174582.00	439.18	TOP
H	1131902.27	174580.33	438.96	Match track crossing elevation
I	1131909.59	174587.12	439.12	Match track crossing elevation
J	1131895.46	174587.65	438.97	Match track crossing elevation
K	1131902.78	174594.45	439.12	Match track crossing elevation
L	1131890.78	174592.76	439.05	TOP
M	1131898.01	174599.58	439.19	TOP
N	1131894.41	174603.47	439.24	TOP
O	1131881.61	174602.54	439.21	TOP
HP1	1131891.72	174610.64	439.32	TOP
HP2	1131878.41	174611.15	439.32	TOP
P	1131882.23	174619.50	439.26	TOP
Q	1131894.89	174617.60	439.32	TOP
R	1131891.61	174621.38	439.27	TOP
S	1131902.27	174638.10	439.09	TOP
T	1131909.02	174630.74	439.31	TOP
U	1131924.11	174658.42	439.17	TOP
V	1131930.92	174651.09	439.34	TOP
W	1131936.73	174663.31	439.34	TOP
X	1131947.98	174680.58	439.57	TOP
Y	1131954.79	174673.25	439.37	TOP
Z	1133676.82	177262.20	477.77	TOP
AA	1133676.83	177252.21	477.56	TOP
AB	1133658.65	177262.61	478.58	TOP
AC	1133645.99	177245.94	479.39	TOP
AD	1133643.16	177249.82	479.44	TOP
AE	1133641.51	177255.00	479.40	TOP
AF	1133638.28	177258.89	479.48	TOP
AG	1133614.88	177251.45	480.42	TOP
AH	1133626.08	177261.43	480.09	TOP
AI	1133622.79	177264.08	480.14	TOP
AJ	1133612.30	177258.26	480.45	TOP
AK	1133607.34	177292.18	478.58	TOP
AL	1133596.84	177286.36	478.93	TOP
AM	1133606.21	177297.27	478.57	TOP
AN	1133593.10	177290.00	478.98	TOP
AO	1133588.42	177305.24	479.31	TOP
AP	1133603.38	177306.25	478.92	TOP
AQ	1133593.32	177312.32	479.47	TOP
AR	1133598.54	177311.04	479.34	TOP
AS	1133604.41	177316.52	479.55	TOP
AT	1133589.92	177320.47	479.90	TOP
AU	1133593.27	177328.61	480.26	TOP
AV	1133605.82	177325.15	479.97	TOP
AW	1133607.01	177335.22	480.46	TOP
AX	1133597.37	177337.83	480.66	TOP
BA	1131923.71	174557.74	439.42	TFS
BB	1131923.52	174573.59	439.31	TFS
BC	1131930.84	174580.44	439.31	TFS
BD	1131938.85	174571.82	439.40	TFS
BE	1131945.71	174578.19	439.37	TFS
BF	1131936.86	174587.52	439.24	TFS
BG	1131936.58	174599.74	439.62	TFS
BH	1131938.07	174601.13	439.80	TFS
BI	1131953.21	174585.16	440.25	TFS

TFS = Top of finished surface
TOP = Top of pavement

Curve Table				
Name	Radius Point		Radius	Curve Length
	Easting	Northing		
C1	1131895.82	174565.21	15.00'	28.08'
C2	1131909.24	174564.71	15.50'	24.35'
C3	1131890.40	174610.70	12.00'	18.85'
C4	1131901.71	174610.29	10.00'	15.70'
C5	1133657.71	177210.34	52.29'	20.85'
C6	1133674.34	177185.43	66.82'	31.53'
C7	1133633.89	177268.40	10.47'	13.35'
C8	1133633.89	177268.40	25.48'	32.46'
C9	1133615.57	177251.76	14.28'	4.23'
C10	1133624.57	177259.01	12.30'	7.40'
C11	1133596.66	177292.51	10.68'	5.27'
C12	1133603.80	177297.24	12.93'	5.26'
C13	1133623.63	177307.72	20.31'	9.50'
C14	1133623.15	177307.58	34.82'	16.10'
C15	1133634.26	177308.37	30.96'	10.50'
C16	1133634.20	177308.37	45.90'	15.58'
C17	1133570.35	177326.53	35.49'	8.81'
C18	1133634.60	177306.86	46.70'	8.82'
C19	1133657.62	177324.17	51.82'	10.13'
C20	1133548.11	177354.03	51.82'	10.13'

1 PALMER ROAD CROSSING - NORTH SIDE
1" = 5'-0"

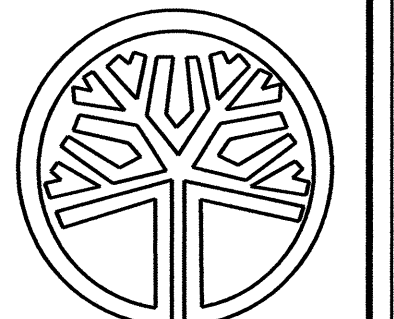


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MAR 11 2011
Page 44 of 62

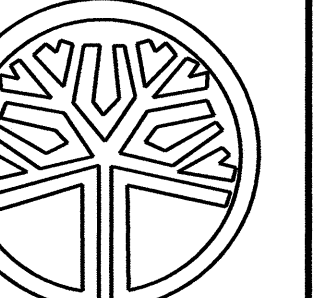


PUBLIC WORKS
ENGINEERING PROGRAM

VANCOUVER-CLARK
PARKS & Recreation

CHELATCHE PRAIRIE RAILROAD TRAIL - CRP #361212
LANDSCAPE PLAN
EAST SIDE OF NE 174TH COURT CROSSING

CALL 48 HOURS BEFORE YOU DIG
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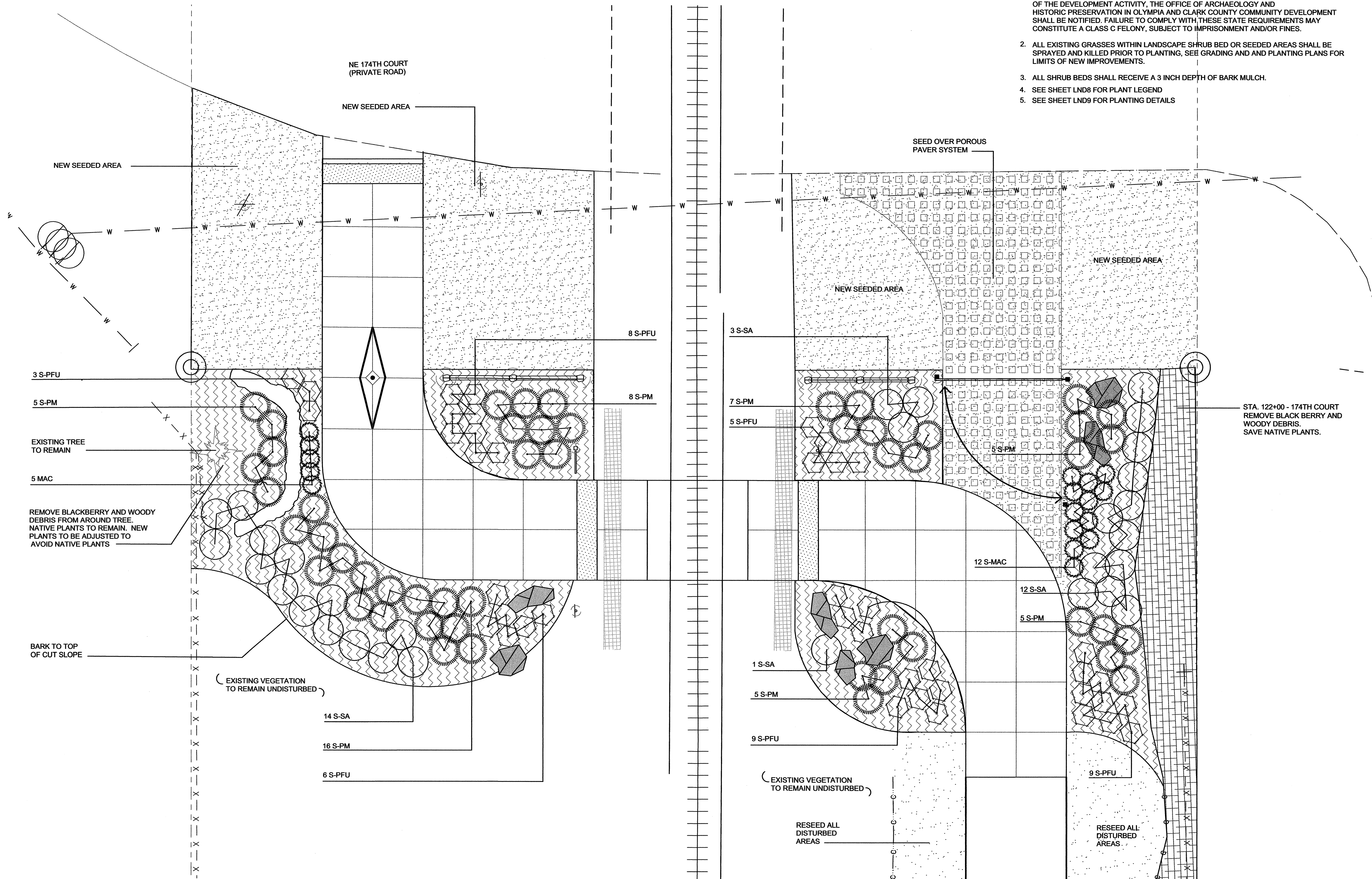
STATE OF WASHINGTON
REGISTERED LANDSCAPE ARCHITECT
Terry R. Snyder
TERRY R. SNYDER
CERTIFICATE NO. 619

DESIGNED: TS
DRAWN: TS
DATE: 03/09/11

LND5
47 OF 56

NOTES:

1. IF ANY CULTURAL RESOURCES AND/OR HUMAN REMAINS ARE DISCOVERED IN THE COURSE OF THE DEVELOPMENT ACTIVITY, THE OFFICE OF ARCHAEOLOGY AND HISTORIC PRESERVATION IN OLYMPIA AND CLARK COUNTY COMMUNITY DEVELOPMENT SHALL BE NOTIFIED. FAILURE TO COMPLY WITH THESE STATE REQUIREMENTS MAY CONSTITUTE A CLASS C FELONY, SUBJECT TO IMPRISONMENT AND/OR FINES.
2. ALL EXISTING GRASSES WITHIN LANDSCAPE SHRUB BED OR SEEDED AREAS SHALL BE SPRAYED AND KILLED PRIOR TO PLANTING. SEE GRADING AND AND PLANTING PLANS FOR LIMITS OF NEW IMPROVEMENTS.
3. ALL SHRUB BEDS SHALL RECEIVE A 3 INCH DEPTH OF BARK MULCH.
4. SEE SHEET LND8 FOR PLANT LEGEND
5. SEE SHEET LND9 FOR PLANTING DETAILS



1 LANDSCAPE PLAN FOR WEST SIDE OF 174TH COURT CROSSING
1" = 5'-0"

Clark County, WA
Approved Construction Plans
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PUBLIC WORKS
ENGINEERING PROGRAM

VANCOUVER-CLATSOP
PARKS & Recreation

CHELATCHIE PRAIRIE RAILROAD TRAIL - CRP #361212

LANDSCAPE PLAN
NE 174TH COURT CROSSING

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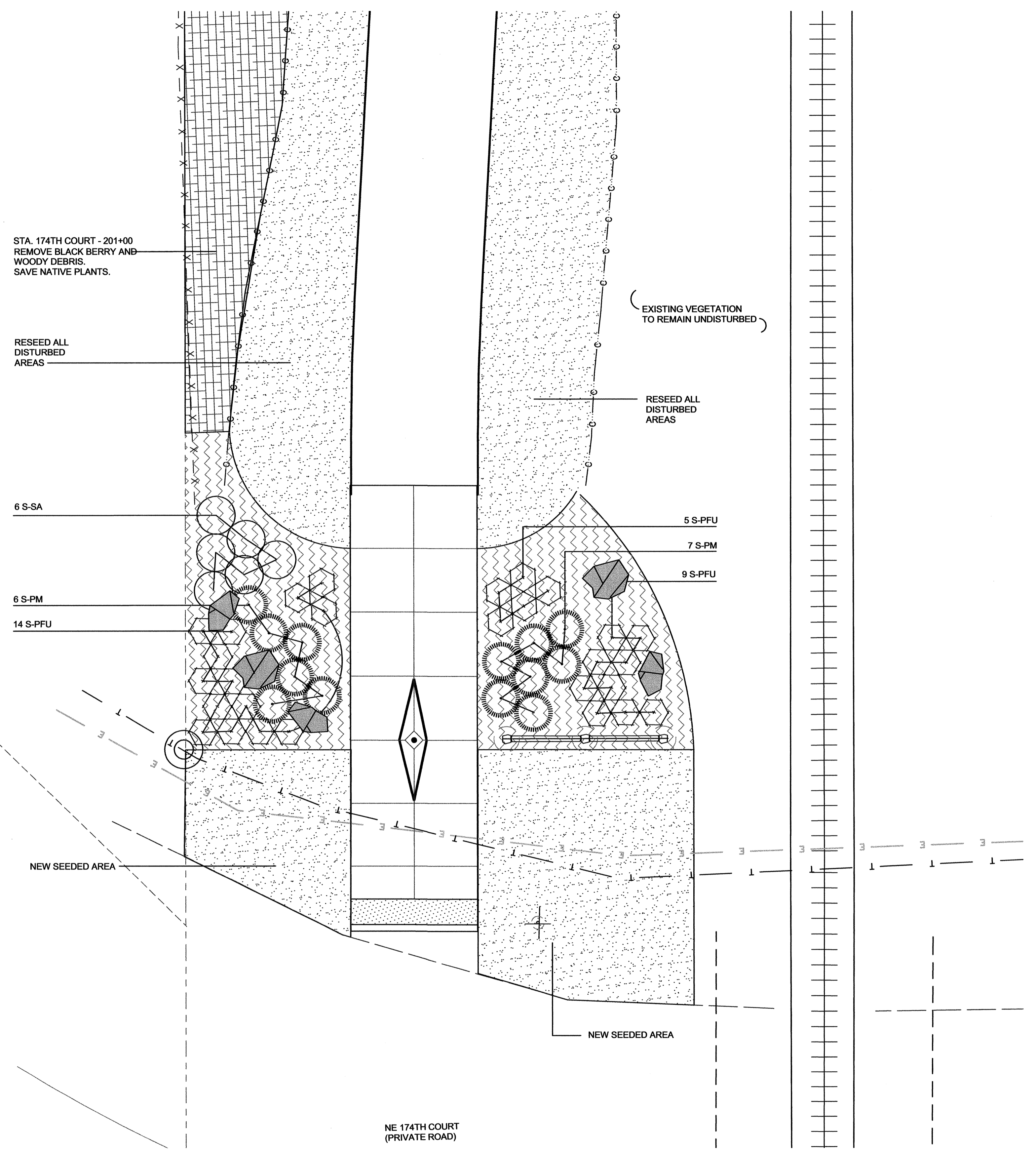
STATE OF WASHINGTON
REGISTERED
LANDSCAPE ARCHITECT
Terry R. Snyder
TERRY R. SNYDER
CERTIFICATE NO. 819

DESIGNED: TS
DRAWN: TS
DATE: 03/09/11

LND6

48 OF 56

- NOTES:
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 4. SEE SHEET LND8 FOR PLANT LEGEND
 5. SEE SHEET LND9 FOR PLANTING DETAILS



STA. 174TH COURT - 201+00
REMOVE BLACK BERRY AND
WOODY DEBRIS.
SAVE NATIVE PLANTS.

RESEED ALL
DISTURBED
AREAS

6 S-SA

6 S-PM

14 S-PFU

NEW SEEDED AREA

EXISTING VEGETATION
TO REMAIN UNDISTURBED

RESEED ALL
DISTURBED
AREAS

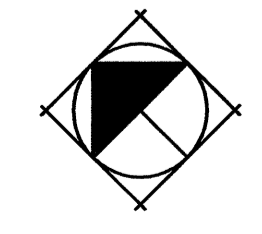
5 S-PFU

7 S-PM

9 S-PFU

NEW SEEDED AREA

NE 174TH COURT
(PRIVATE ROAD)



NORTH

1 LANDSCAPE PLAN FOR EAST SIDE OF 174TH COURT CROSSING
1" = 5'-0"

Clark County, WA
Approved Construction Plans
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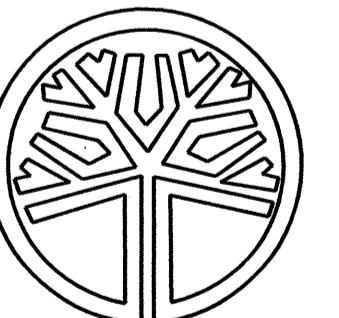
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ENGINEERING
PROGRAM

VANCOUVER-CLATSOP
**PARKS &
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CHELATCHIE PRAIRIE RAILROAD TRAIL - CRP #361212

LANDSCAPE PLAN
SOUTH SIDE PALMER ROAD CROSSING

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LANDSCAPE ARCHITECT
Terry R. Snyder
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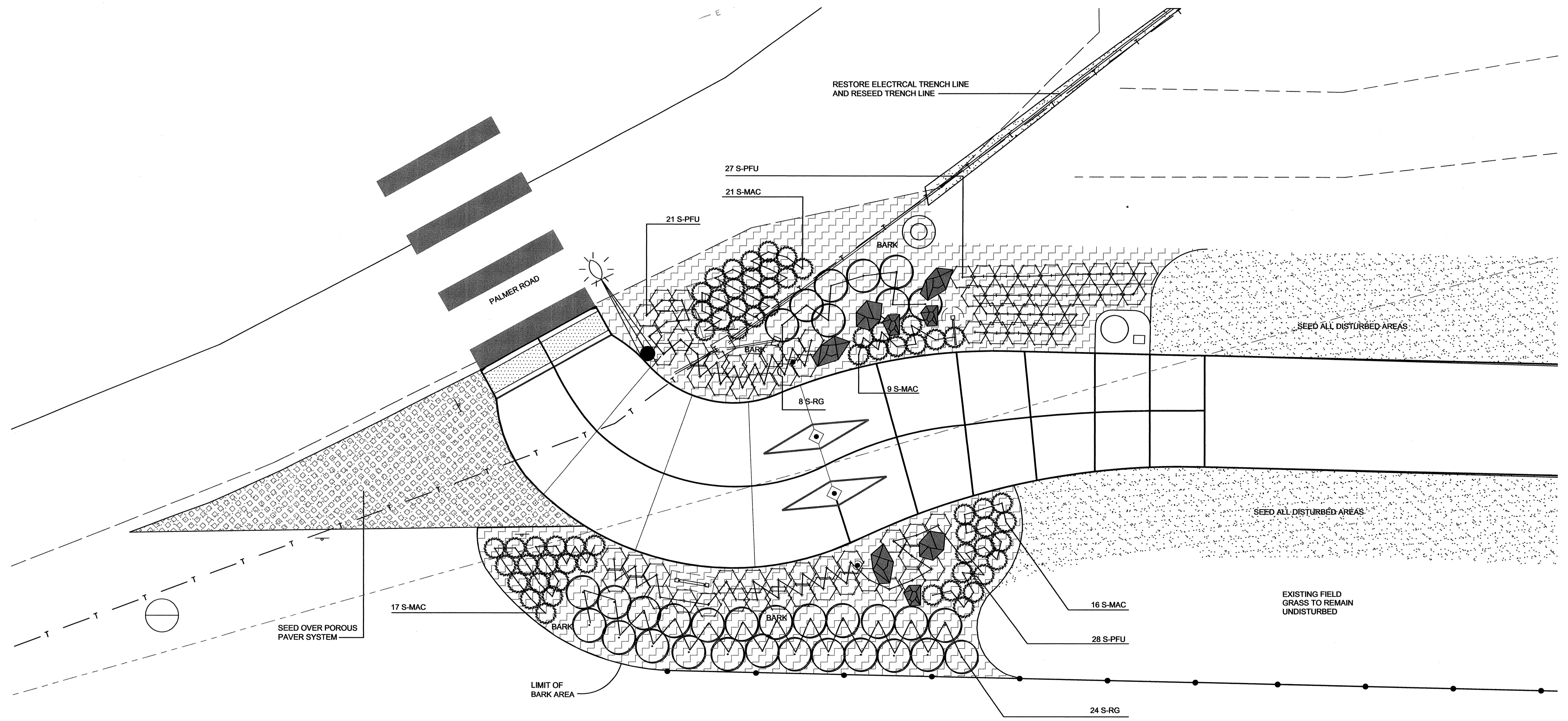
DESIGNED: TS
DRAWN: TS
DATE: 03/09/11

LND7

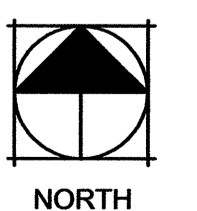
49 OF 56

NOTES:

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3. ALL SHRUB BEDS SHALL RECEIVE A 3 INCH DEPTH OF BARK MULCH.
4. SEE SHEET LND8 FOR PLANT LEGEND
5. SEE SHEET LND9 FOR PLANTING DETAILS



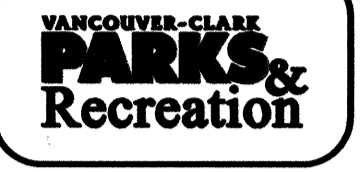
1 LANDSCAPE PLAN - SOUTH SIDE OF PALMER ROAD
1" = 5'-0"



Clark County, WA
Approval Construction Plans
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PUBLIC WORKS
ENGINEERING PROGRAM



CHELATCHIE PRAIRIE RAILROAD TRAIL - CRP #361212
LANDSCAPE PLAN
NORTH SIDE PALMER ROAD CROSSING

CALL 48 HOURS BEFORE YOU DIG
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STATE OF WASHINGTON REGISTERED LANDSCAPE ARCHITECT
Terry R. Snyder
TERRY R. SNYDER
CERTIFICATE NO. 619

DESIGNED: TS
DRAWN: TS
DATE: 03/09/11
LND8
50 OF 56

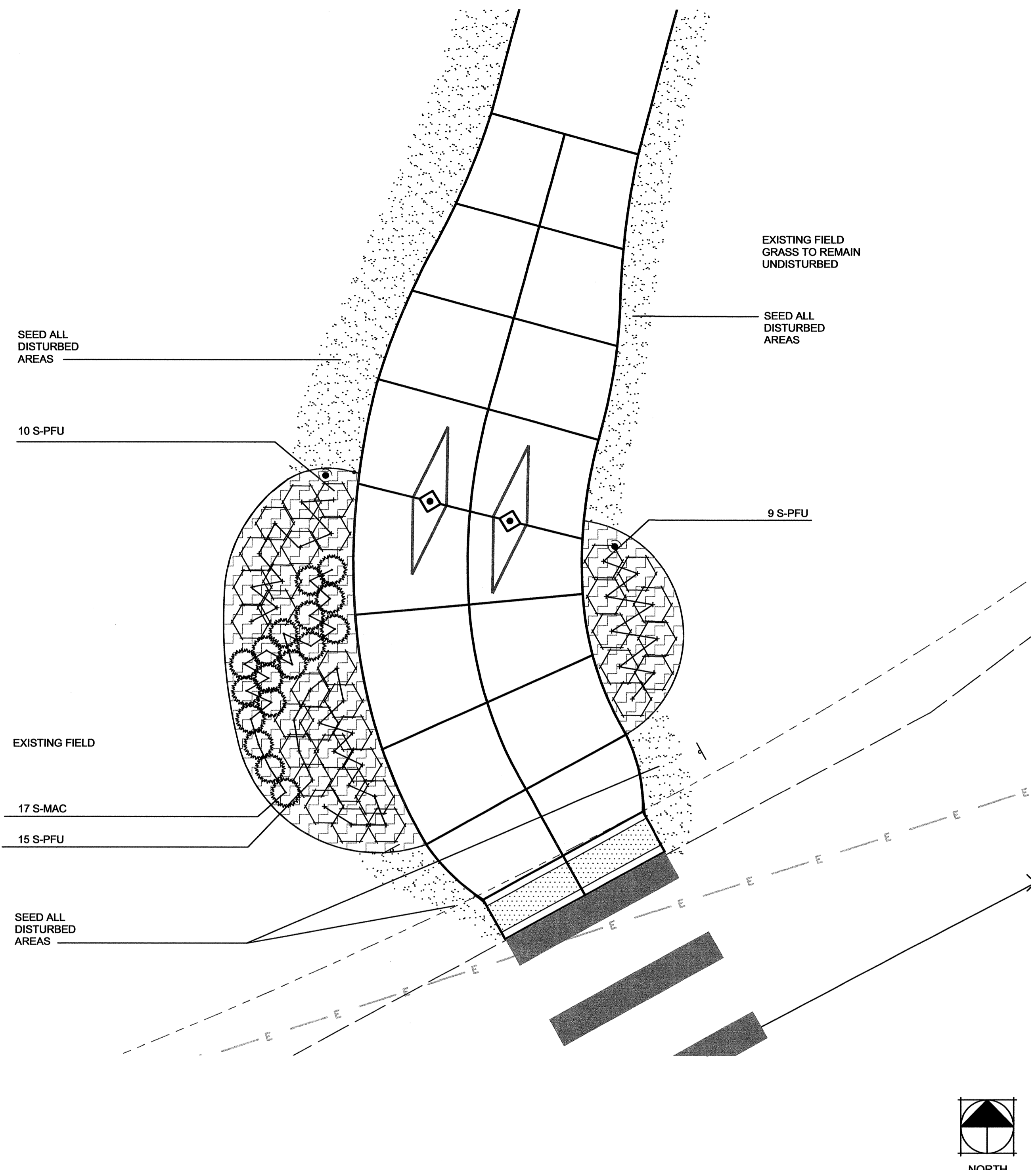
PLANT LEGEND

PLANT SYMBOL	QUANTITY	BOTANICAL NAME	COMMON NAME	SIZE	COMMENTS
UPLAND UNDERSTORY PLANTINGS AND GROUNDCOVERS					
	97	Mahonia aquifolium 'compacta'	Compact Oregon Grape	1 gallon	Plant 1'-6" on center
	178	Potentilla fruticosa 'UMan'	Mango Tango Potentilla	2 gallon	Plant 1'-6" on center
	32	Rosa gymnocarpa	Bald Hip Rose	5 gallon	Plant 3' on center
	64	Polystichum munitum	Sword Fern	2 gallon	5-7 fronds min.
	36	Symphoricarpos albus	Common Snowberry	5 gallon	

SEEDED LAWNS AND BARK MULCH	QUANTITY	PRODUCT	APPLICATION
	2869 S.Y.	SUNMARK : NATIVE GRASS MIX - STREAMBANK BLEND 60% Elymus glaucus blue wildrye 30% Festuca rubra red fescue 10% Bromus carinatus california brome	4 POUNDS PER 1,000 SQUARE FEET
	31 C.Y.	MEDIUM FIR / HEMLOCK DARK BARK MULCH	3" DEPTH

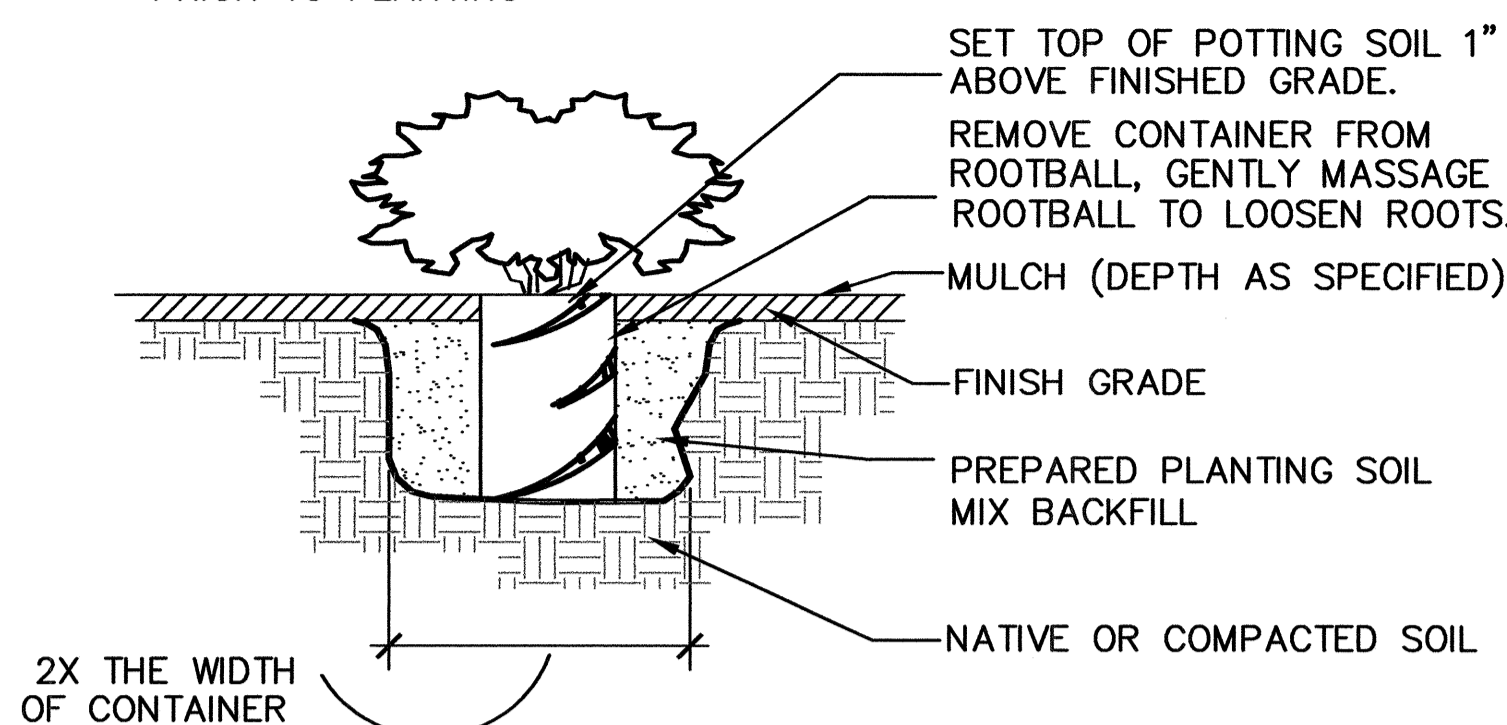
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- ALL SHRUB BEDS SHALL RECEIVE A 3 INCH DEPTH OF BARK MULCH.
- SEE THIS SHEET FOR PLANT LEGEND
- SEE SHEET LND9 FOR PLANTING DETAILS

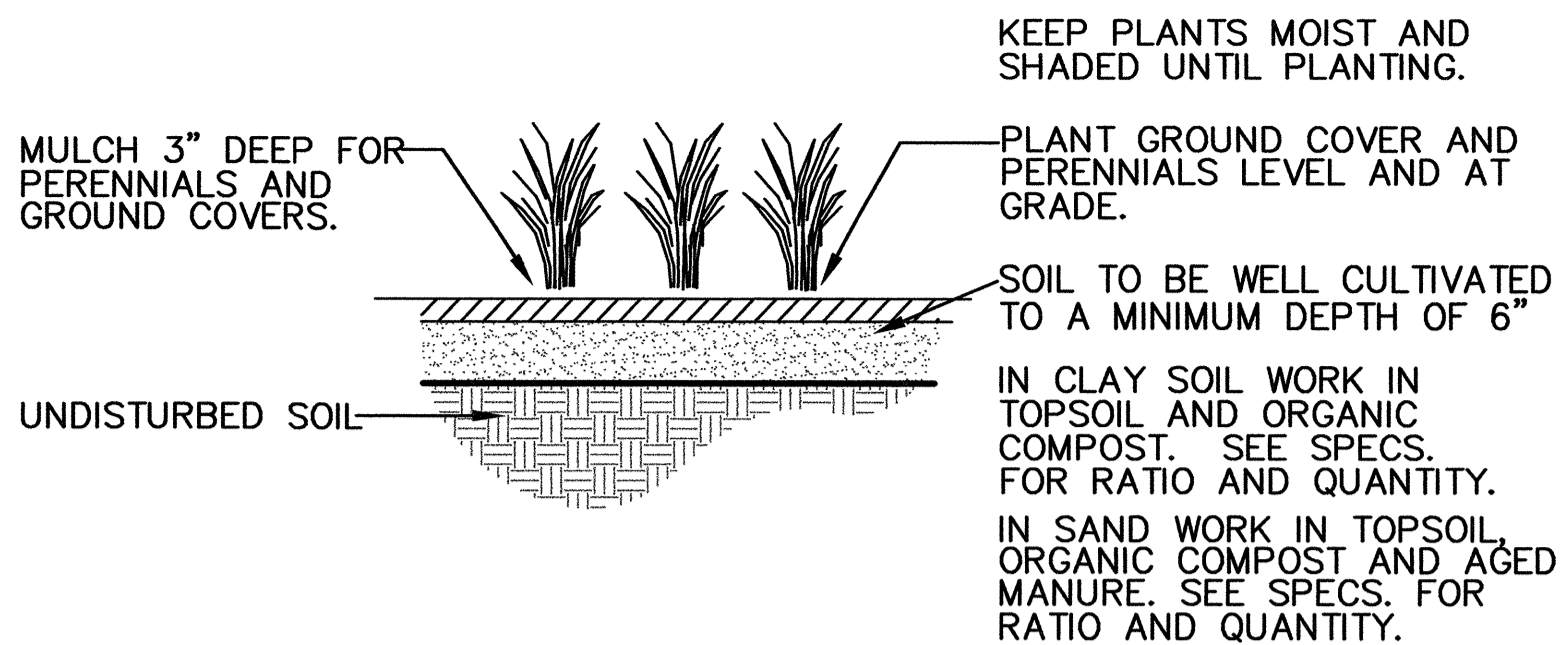


1 LANDSCAPE PLAN - NORTH SIDE OF PALMER ROAD
1" = 5'-0"

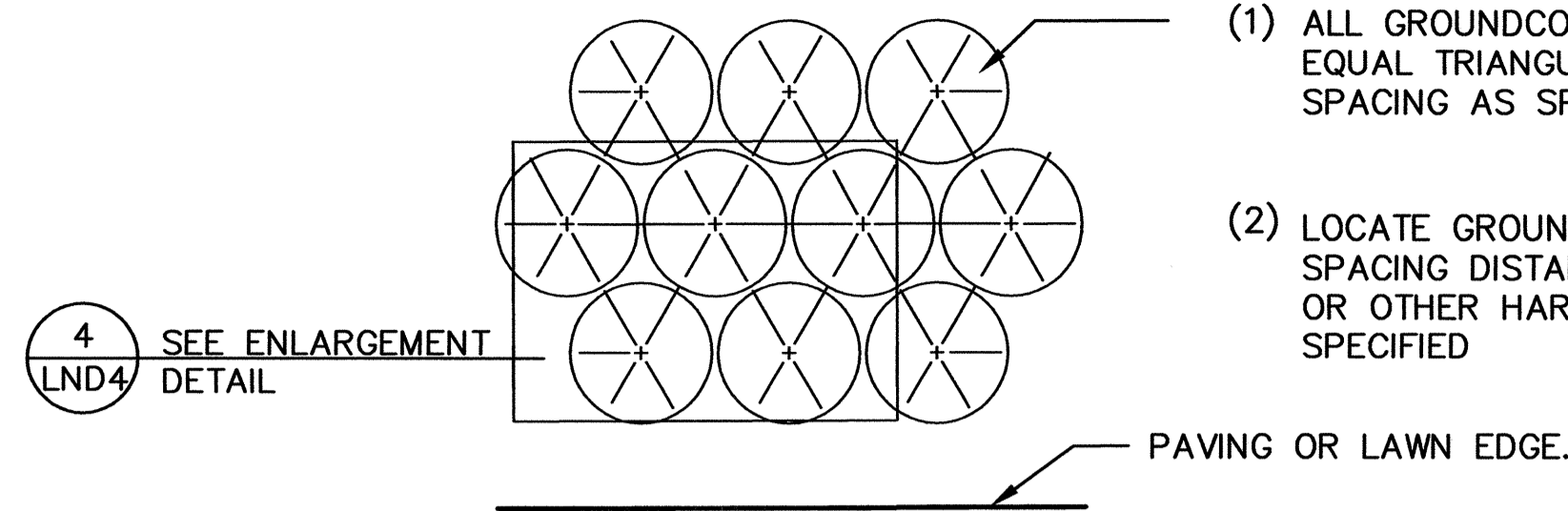
NOTE:
SCARIFY BOTTOM & SIDES OF HOLE,
PRIOR TO PLANTING



1 SHRUB CONTAINER PLANTING DETAIL
SCALE: NTS

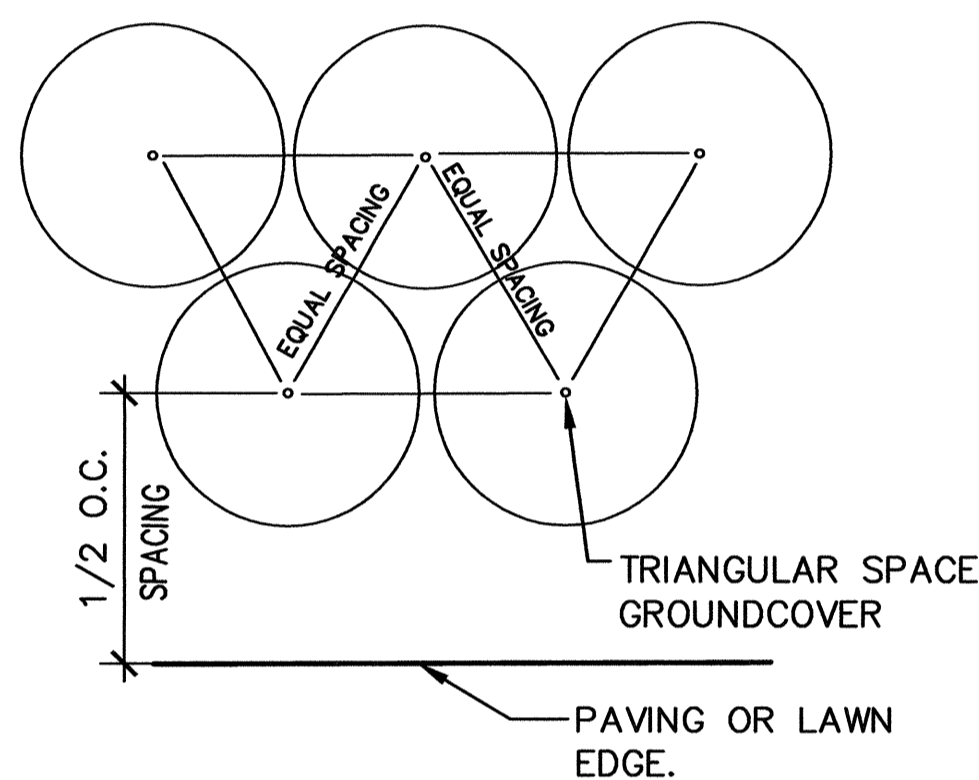


2 PERENNIAL AND GROUND COVER
SCALE: NTS

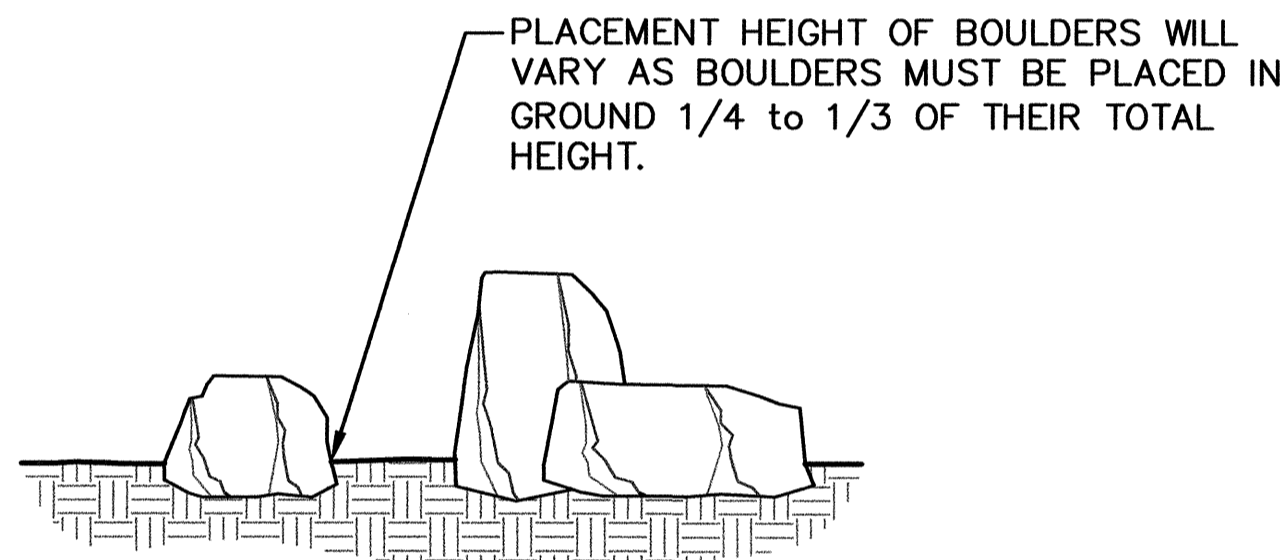


3 GROUNDCOVER PLANTING DETAIL
SCALE: NTS

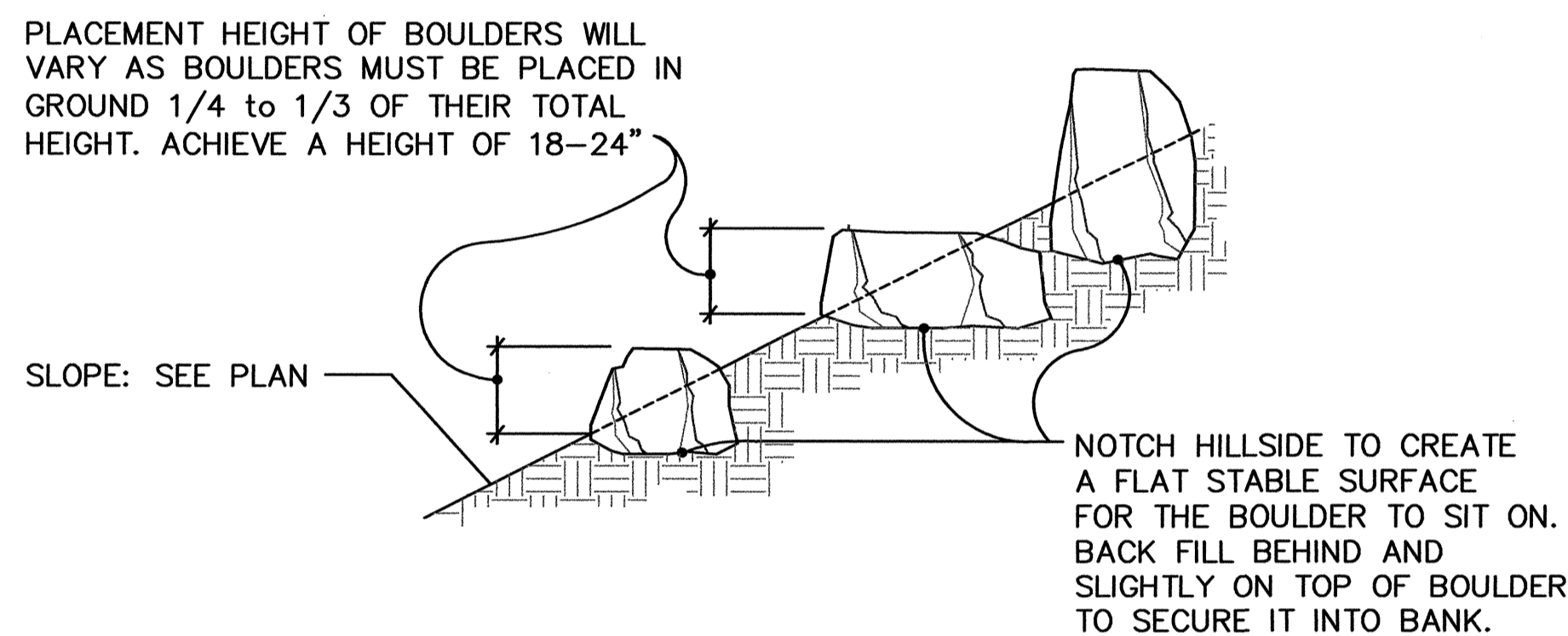
- (1) ALL GROUNDCOVER SHALL BE PLANTED AT EQUAL TRIANGULAR SPACING OR ON CENTER SPACING AS SPECIFIED ON PLANTING PLAN
- (2) LOCATE GROUNDCOVER ONE HALF OF SPECIFIED SPACING DISTANCE FROM ANY CURB, SIDEWALK, OR OTHER HARD SURFACE, UNLESS OTHERWISE SPECIFIED



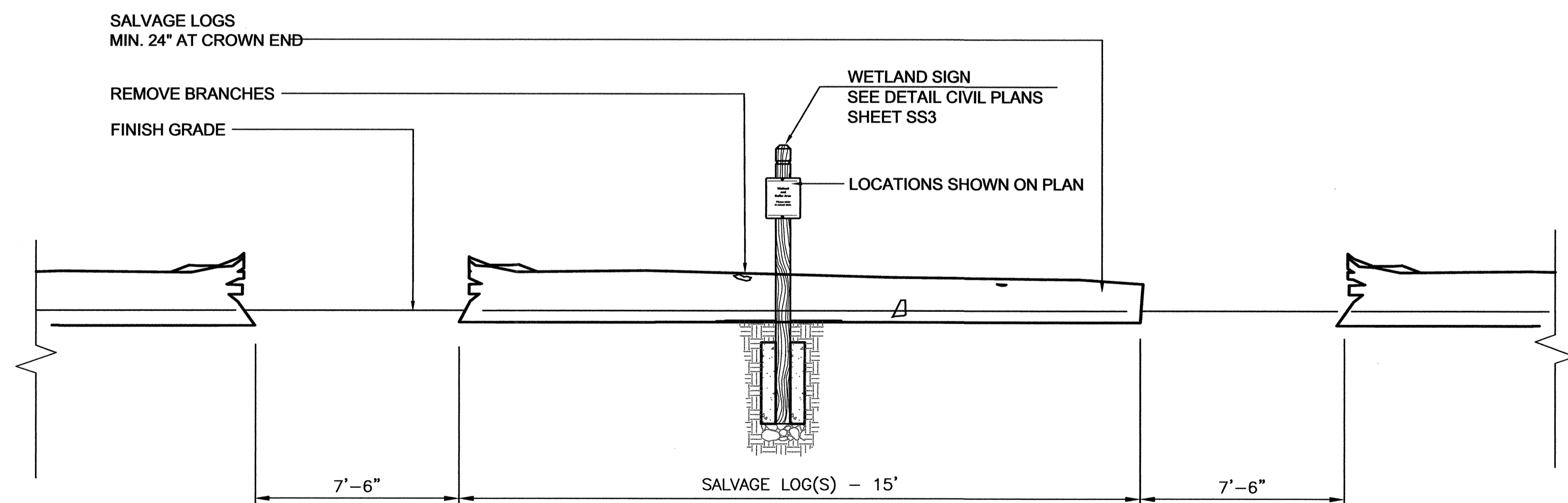
4 ENLARGEMENT- TRIANGULAR SPACING
SCALE: NTS



5 TYPICAL LANDSCAPE ROCK PLACEMENT DETAIL
SCALE: NTS



6 LANDSCAPE ROCK PLACEMENT ON HILL SIDE DETAIL
SCALE: NTS



- NOTE:
1. PLACE LOGS AND SIGNS IN LOCATION AS IDENTIFIED ON PLANS
 2. INSTALL WETLAND SIGN CENTERED IN FRONT OF MIDDLE LOG.
 3. BURY LOGS 1/4 DEPTH TO KEEP FROM ROLLING

7 INTENSIVE WETLAND DEMARCATION
1" = 40'-0"



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CHELATCHE PRAIRIE RAILROAD TRAIL - CRP #361212

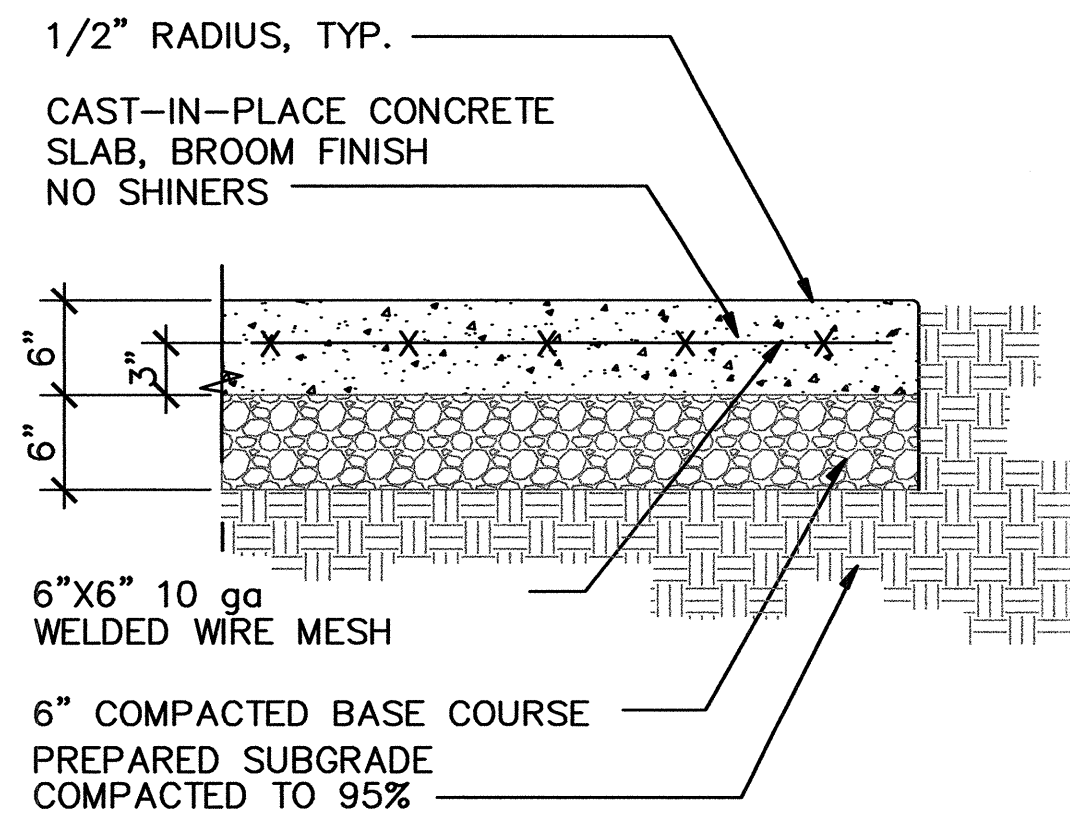
LANDSCAPE DETAILS

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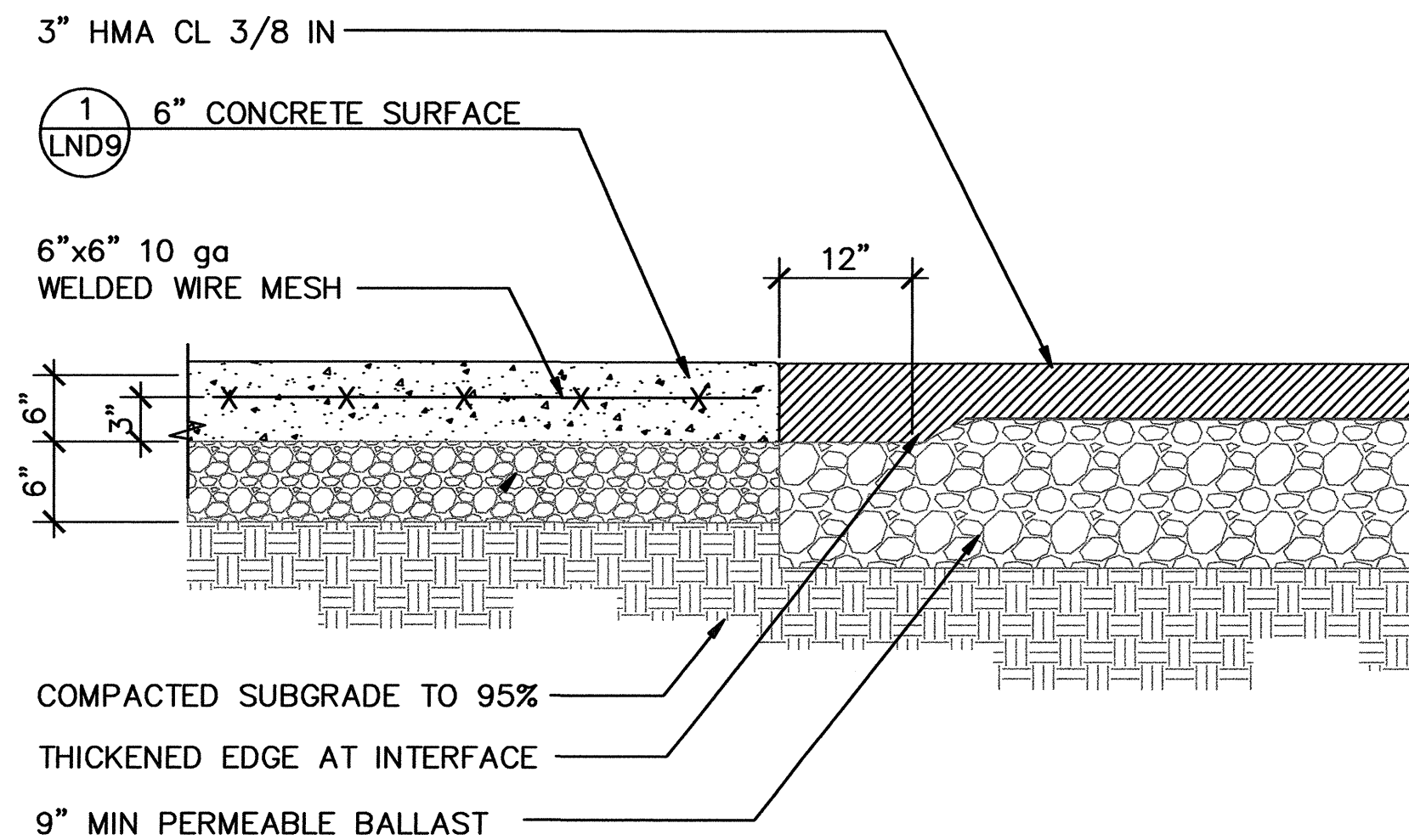


STATE OF WASHINGTON
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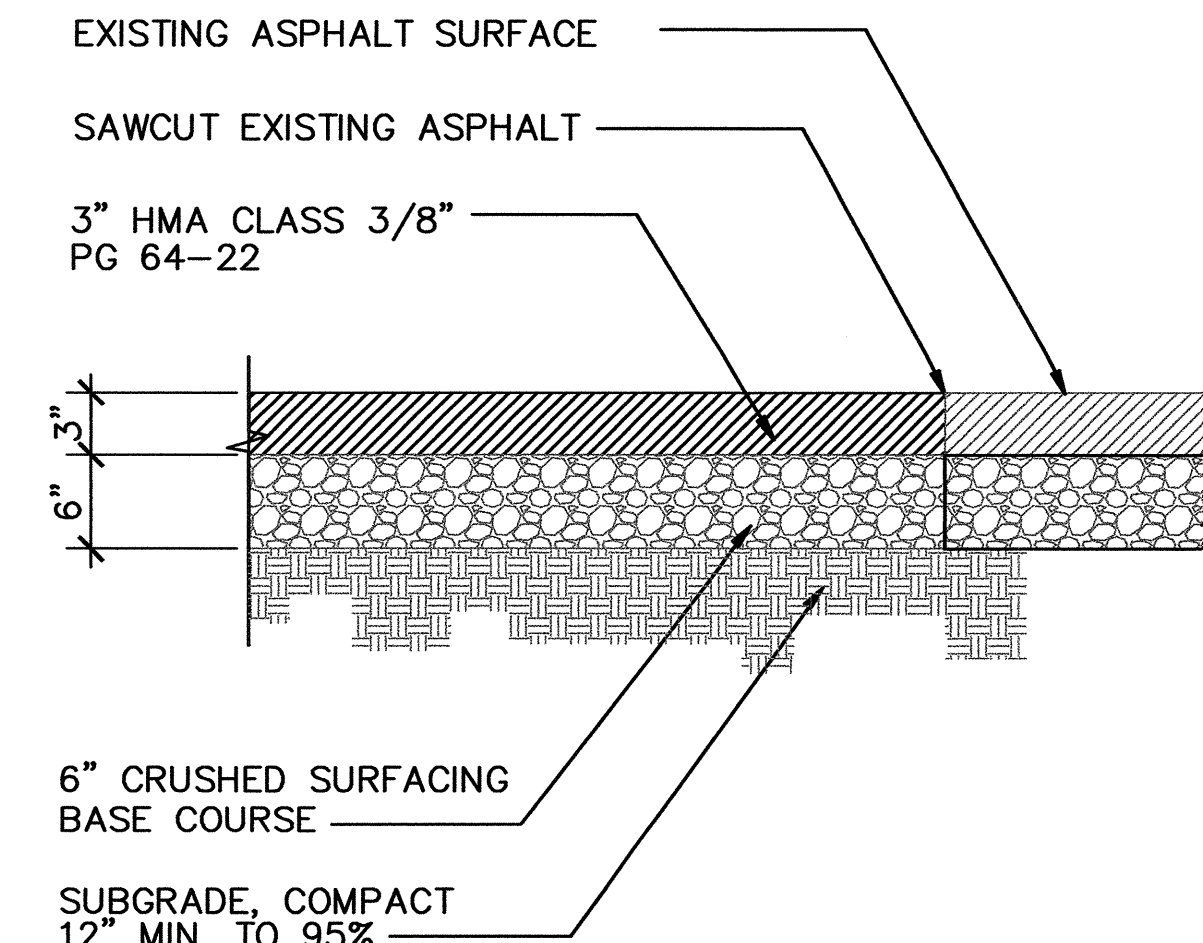
DESIGNED: TS
DRAWN: TS
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LND9



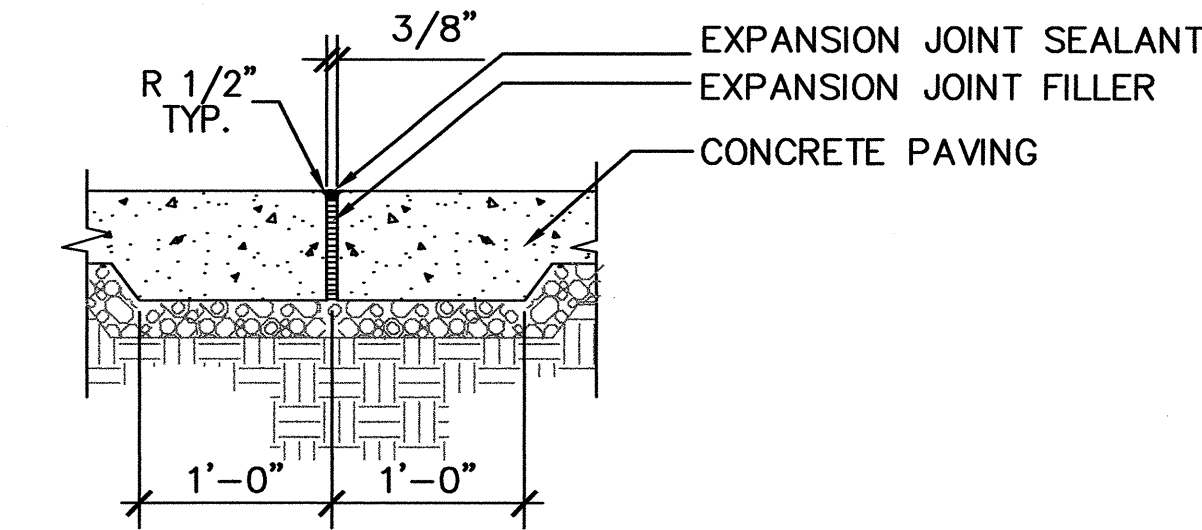
1 6" CONCRETE SURFACE
SCALE: 1"=1'-0"



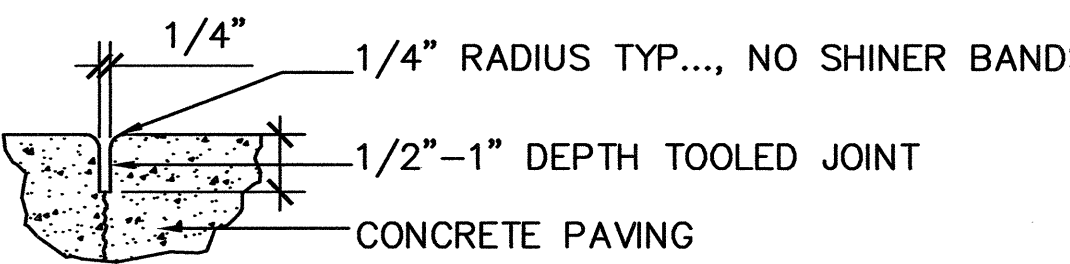
2 CONCRETE PAVING AND ASPHALT INTERFACE
SCALE: 1"=1'-0"



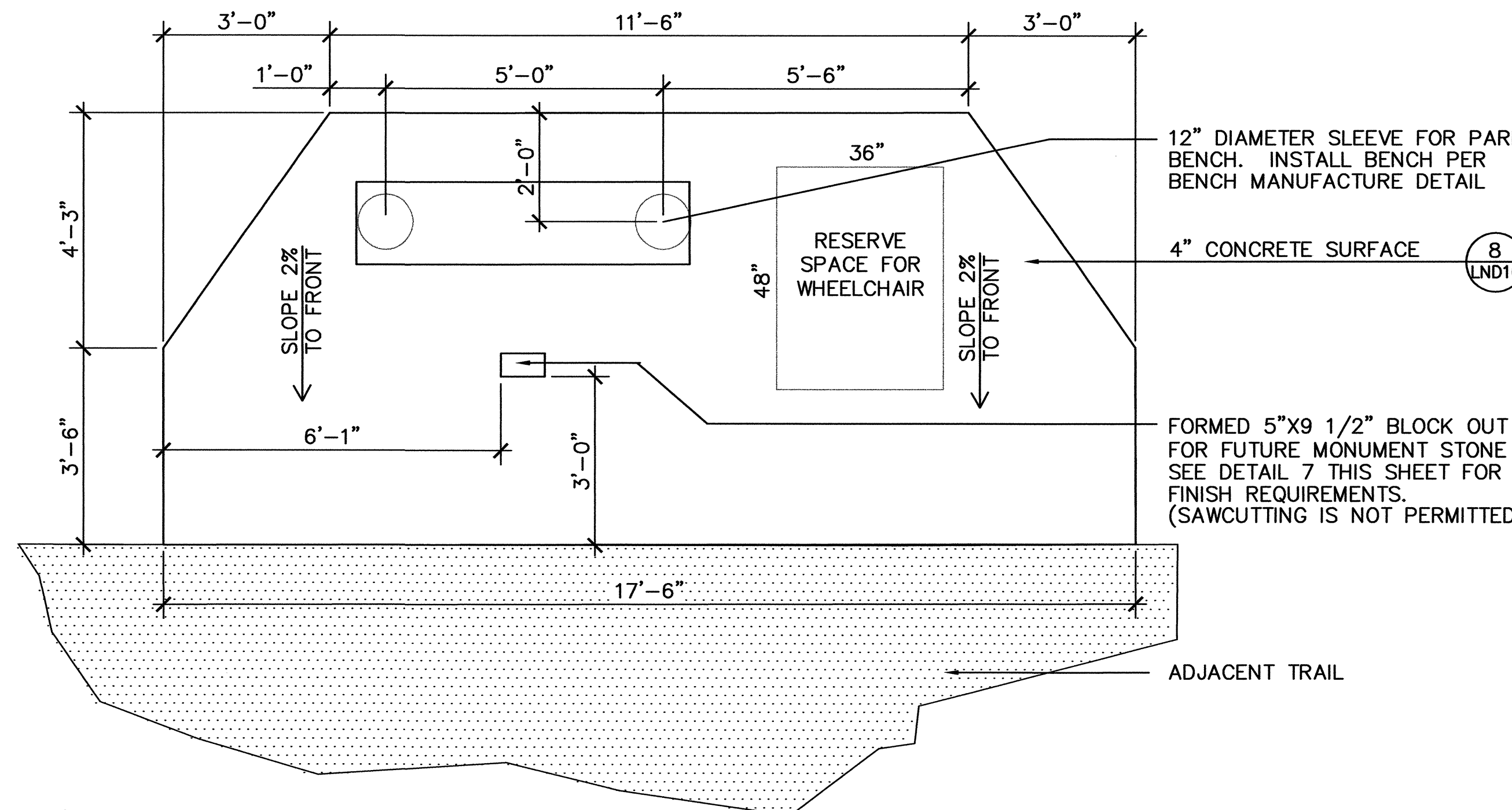
3 ASPHALT PATCH
SCALE: 1"=1'-0"



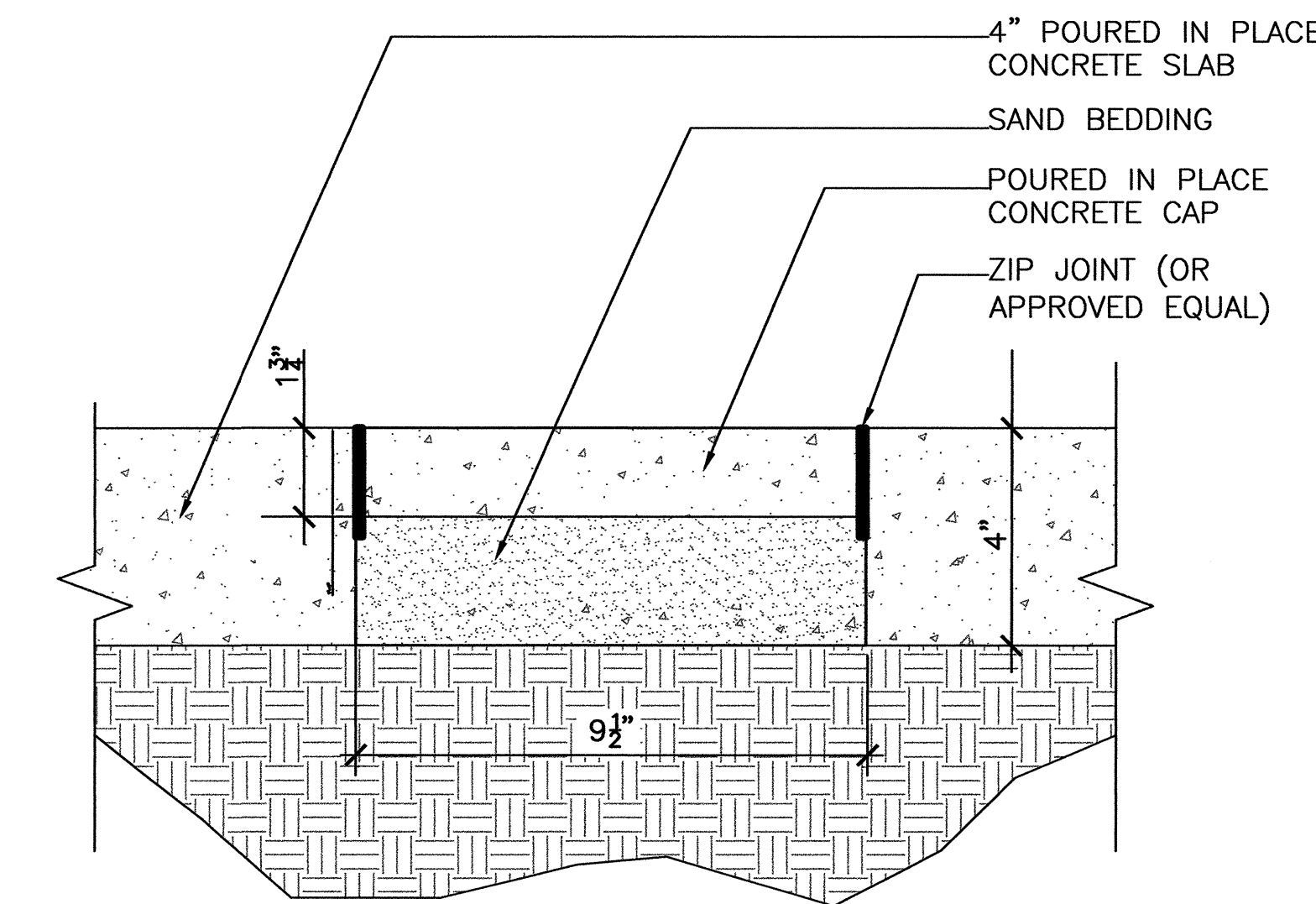
4 EXPANSION JOINT
SCALE: 1"=1'-0"



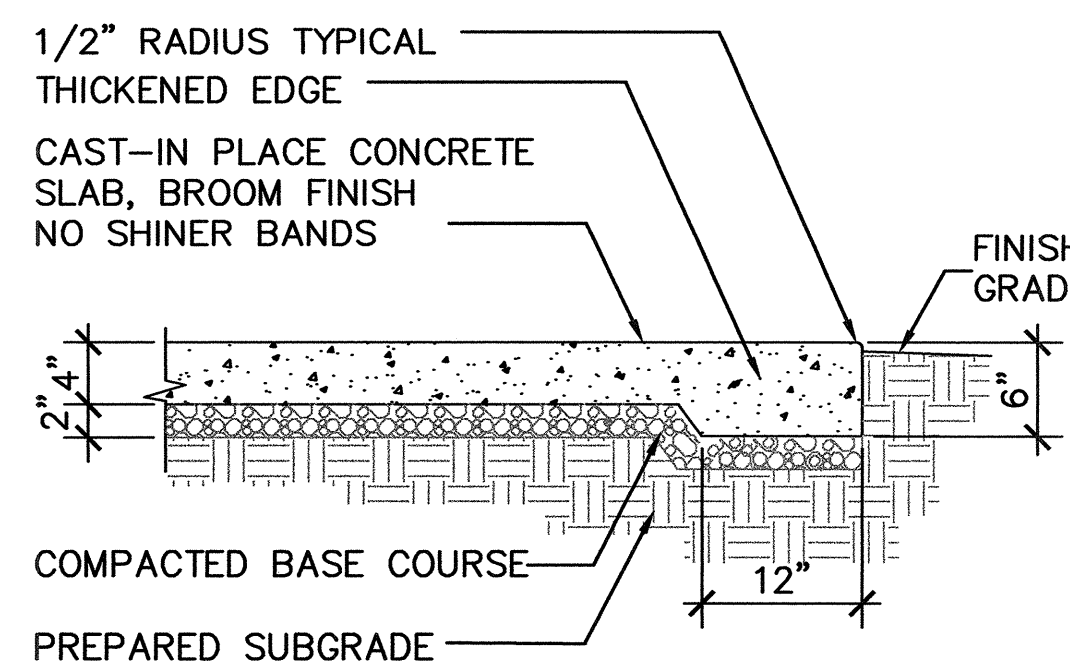
5 CONCRETE CONTROL JOINT
SCALE: 1"=1'-0"



6 CONCRETE BENCH SLAB
SCALE: 1/2"=1'-0"



7 FUTURE MONUMENT STONE DETAIL
NTS



8 4" CONCRETE SURFACE
SCALE: 1"=1'-0"

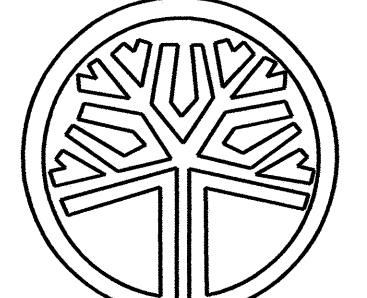


PUBLIC WORKS
ENGINEERING PROGRAM

VANCOUVER-CLARK
PARKS & Recreation

CHELATCHIE PRAIRIE RAILROAD TRAIL - CRP #361212
SITE DETAILS

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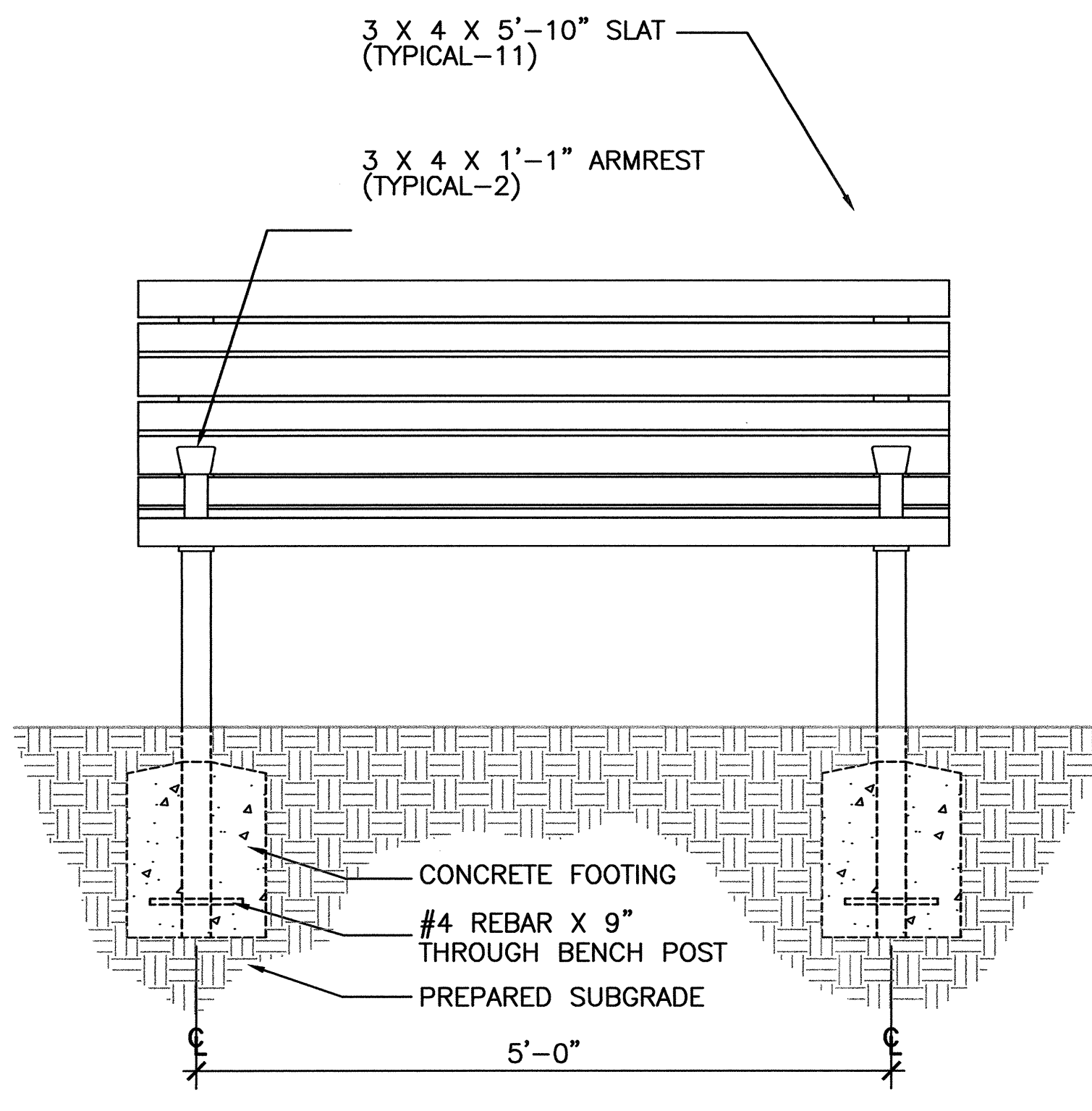


STATE OF WASHINGTON
REGISTERED LANDSCAPE ARCHITECT
Terry R. Snyder
TERRY R. SNYDER
CERTIFICATE NO. 819

DESIGNED: TS
DRAWN: TS
DATE: 03/09/11

LND10
52 OF 56

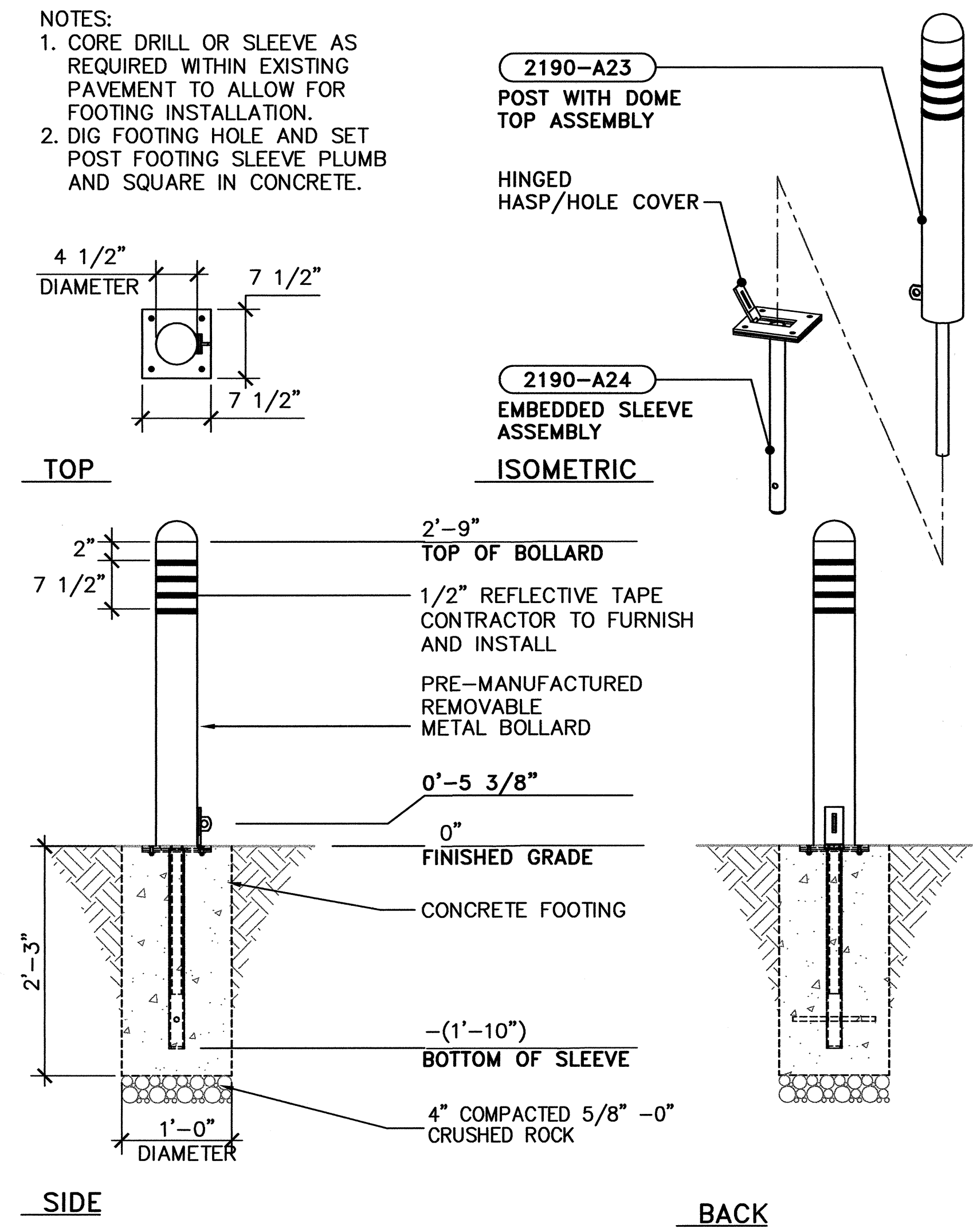
Clark County, WA
Approved Construction Plans
MAR 11 2011
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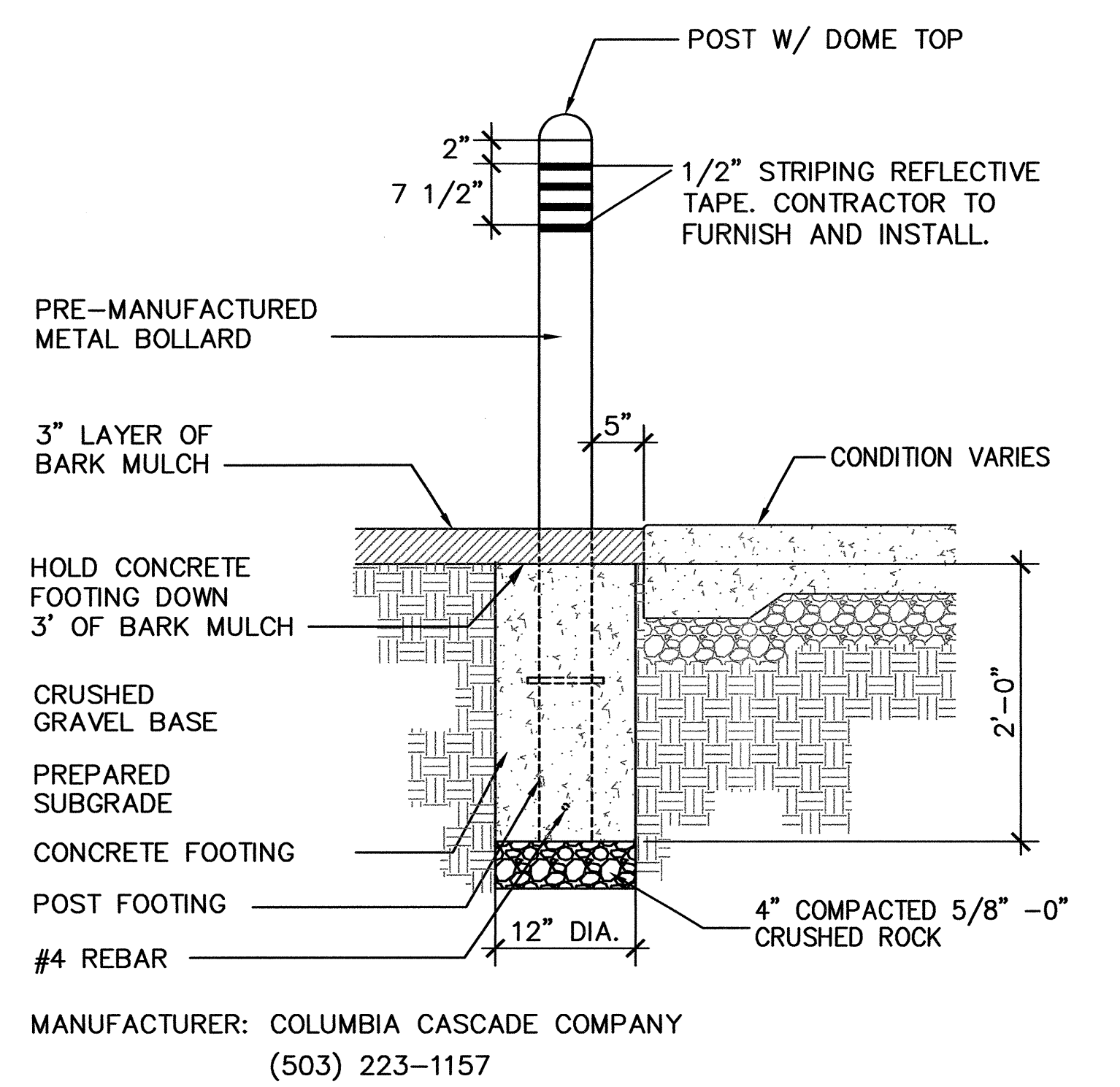
INSTALLATION INSTRUCTIONS:

1. EACH SLAT MUST BE POSITIONED SO THAT THE BEST FACE IS EXPOSED WHEN ASSEMBLED. NOTE THAT BACKREST SLATS HAVE TWO VISIBLE FACES. THEREFORE, IF A SLAT HAS A BLEMISH, IT MUST BE INSTALLED ON THE SEAT PORTION OF THE BENCH WITH THE BEST FACE VISIBLE.
2. THE SLATS ARE INSTALLED IN A WIDE FACE-NARROW FACE PATTERN. THEREFORE, EXAMINE AND SORT SLATS PRIOR TO COMMENCING ASSEMBLY TO ENSURE THE BEST FACES ARE USED APPROPRIATELY.
3. FOR MULTIPLE BENCH ORDERS, EXAMINE AND SORT ALL SLATS PRIOR TO COMMENCING ASSEMBLY TO ENSURE THE BEST FACES ARE EXPOSED.
4. MAINTAIN CONSISTENT SPACING WITH THE USE OF SHIMS, (BY OTHERS) IF NECESSARY.

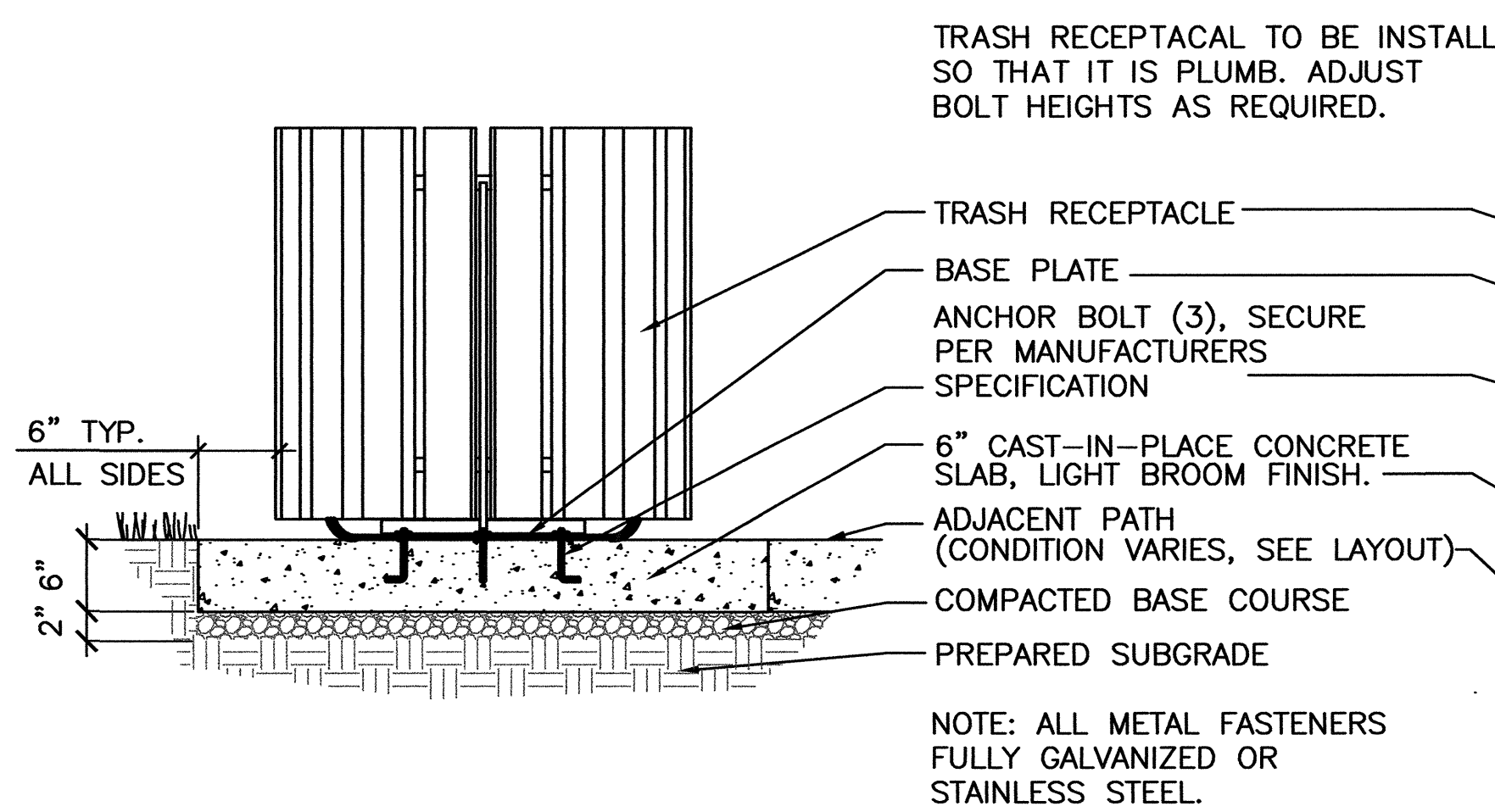
1 BENCH TYPE 1
SCALE: 1"=1'-0"



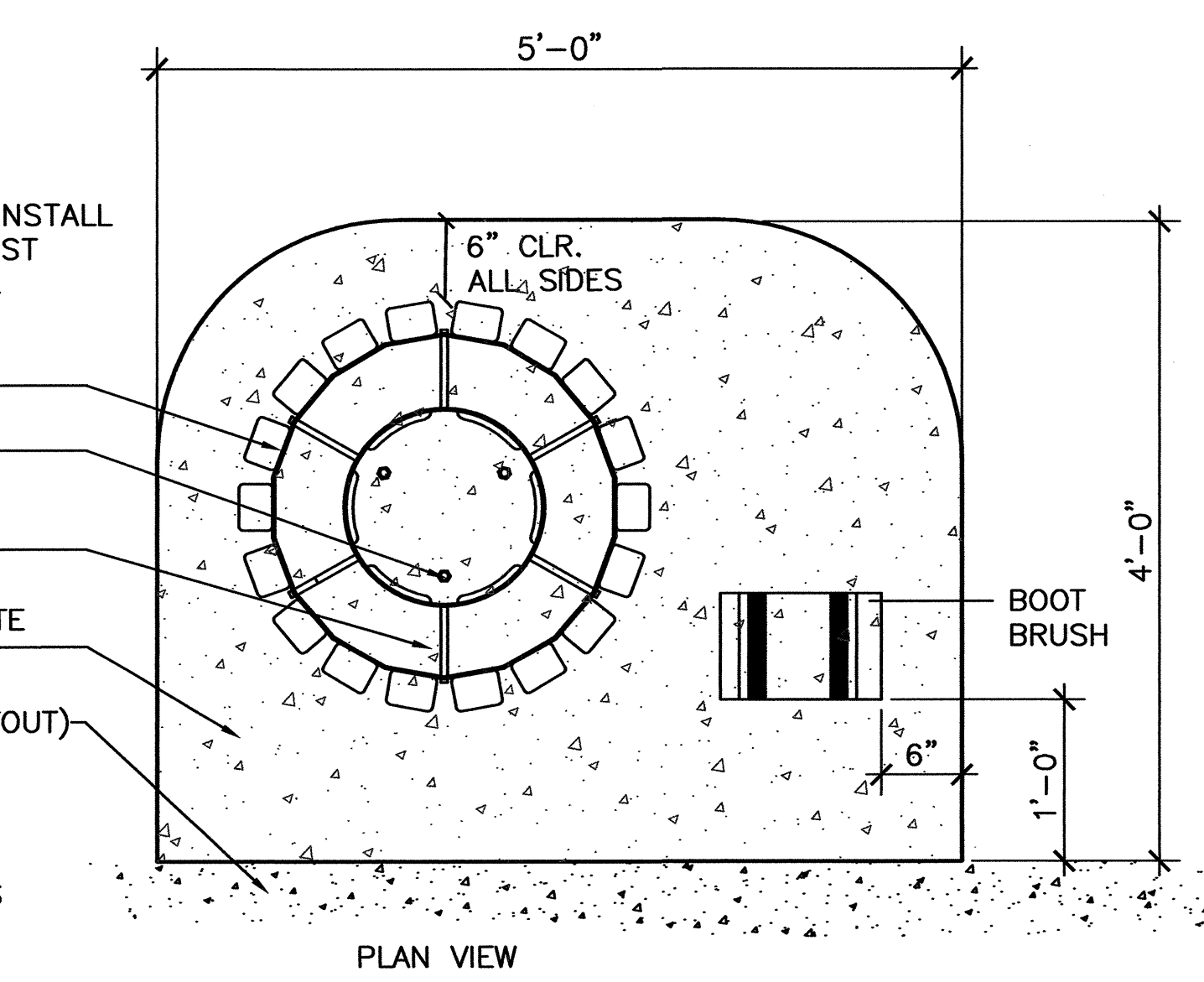
2 REMOVABLE BOLLARD
SCALE: 1"=1'-0"



3 BOLLARD ADJACENT TO PAVEMENT
SCALE: 1"=1'-0"



4 TRASH RECEPTACLE- COLUMBIA CASCADE CO. PARKWAY 2085-VAN
SCALE: 1"=1'-0"



PLAN VIEW



PUBLIC WORKS
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VANCOUVER-CLARK
PARKS & Recreation

CHELATCHIE PRAIRIE RAILROAD TRAIL - CRP #361212
SITE DETAILS-SITE FURNISHINGS

CALL 48 HOURS BEFORE YOU DIG
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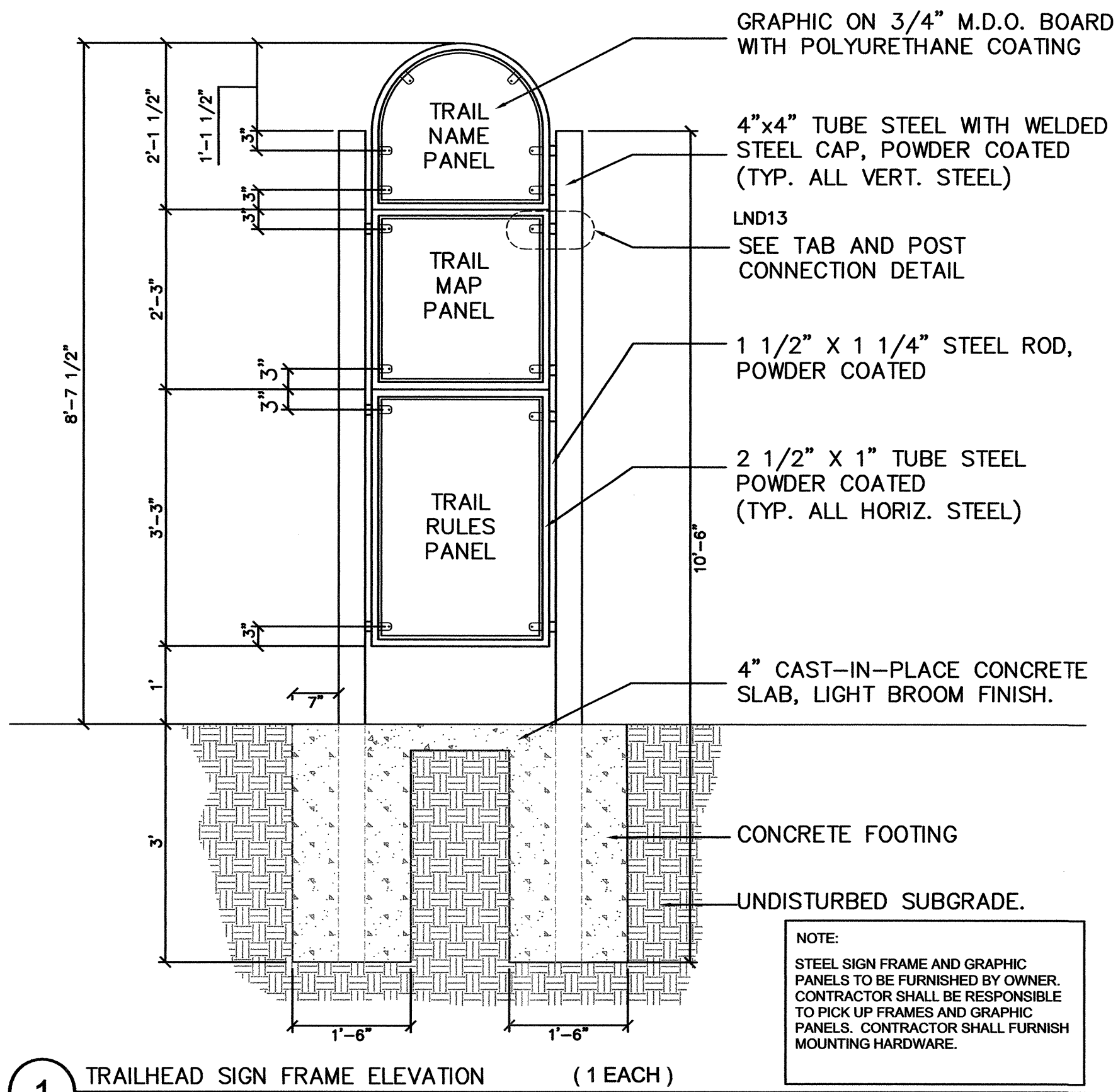
STATE OF WASHINGTON REGISTERED LANDSCAPE ARCHITECT
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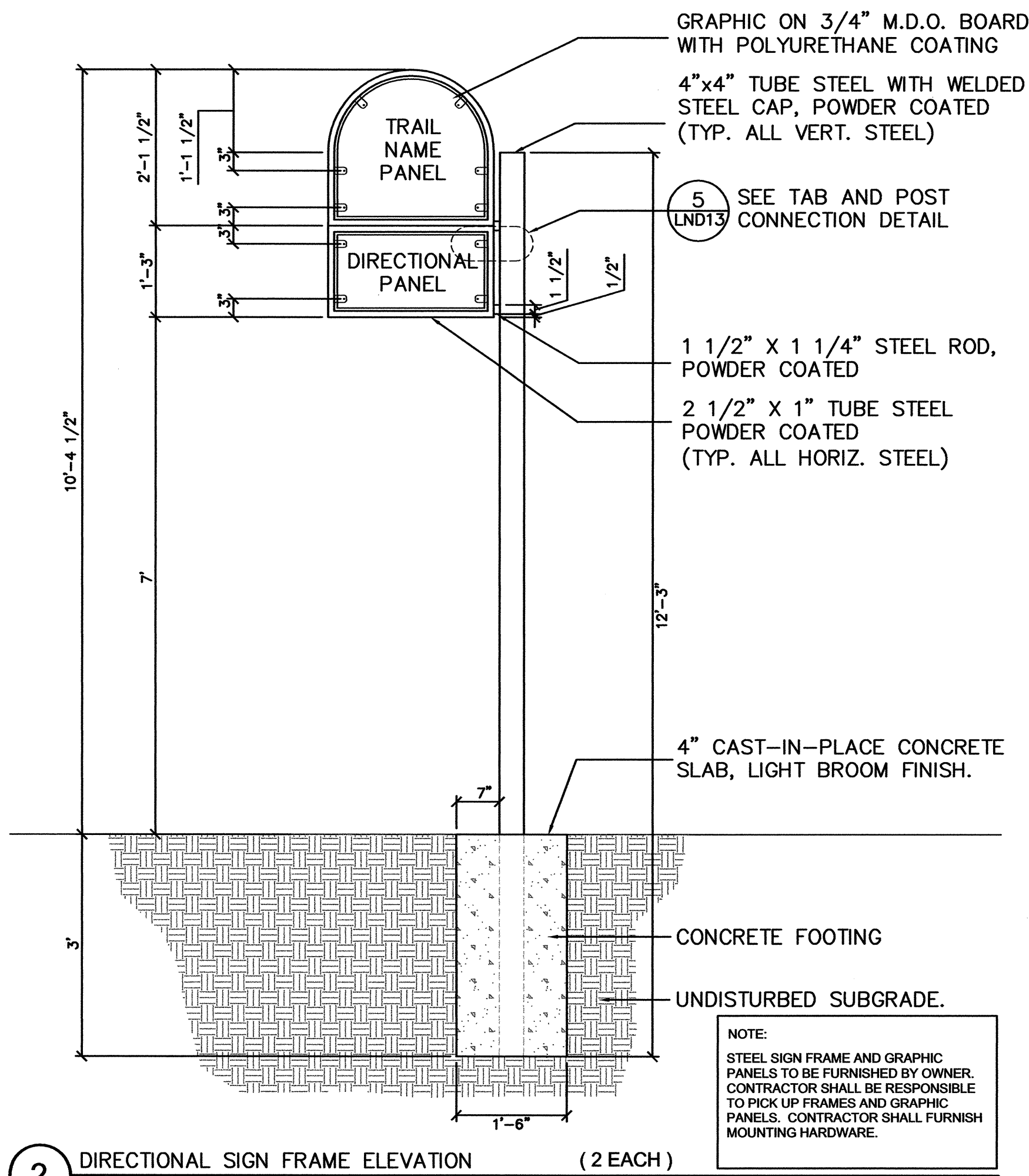
LND11
53 OF 56

Clark County, WA
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Page 53 of 54

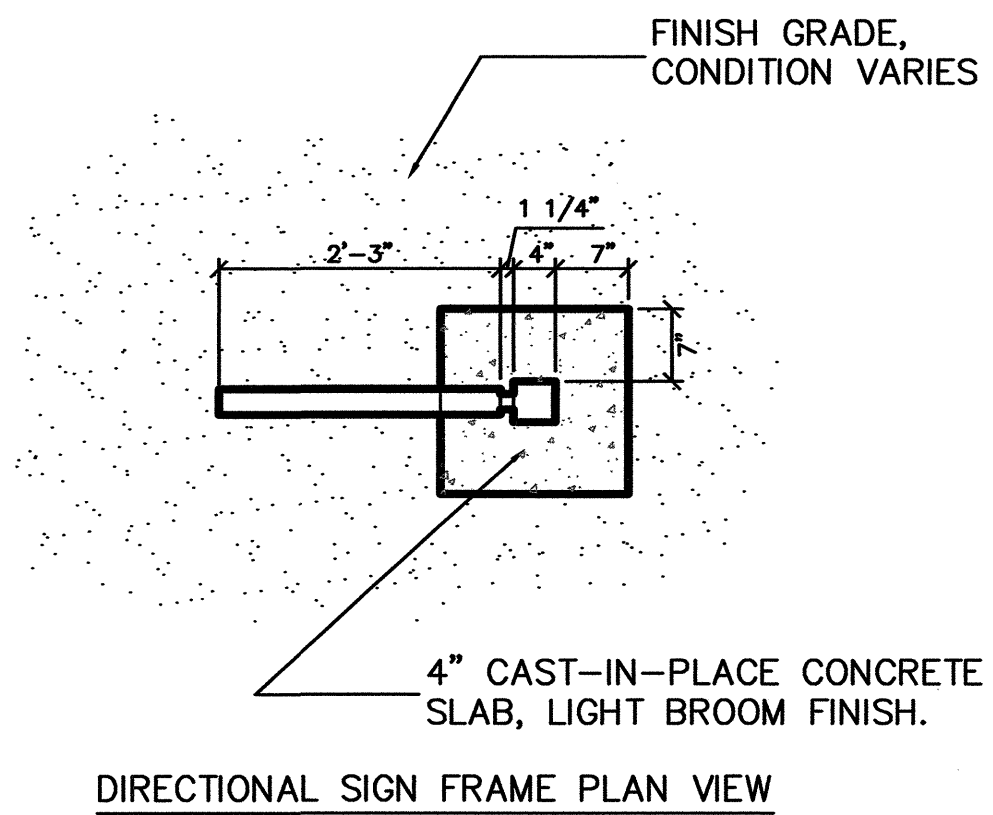
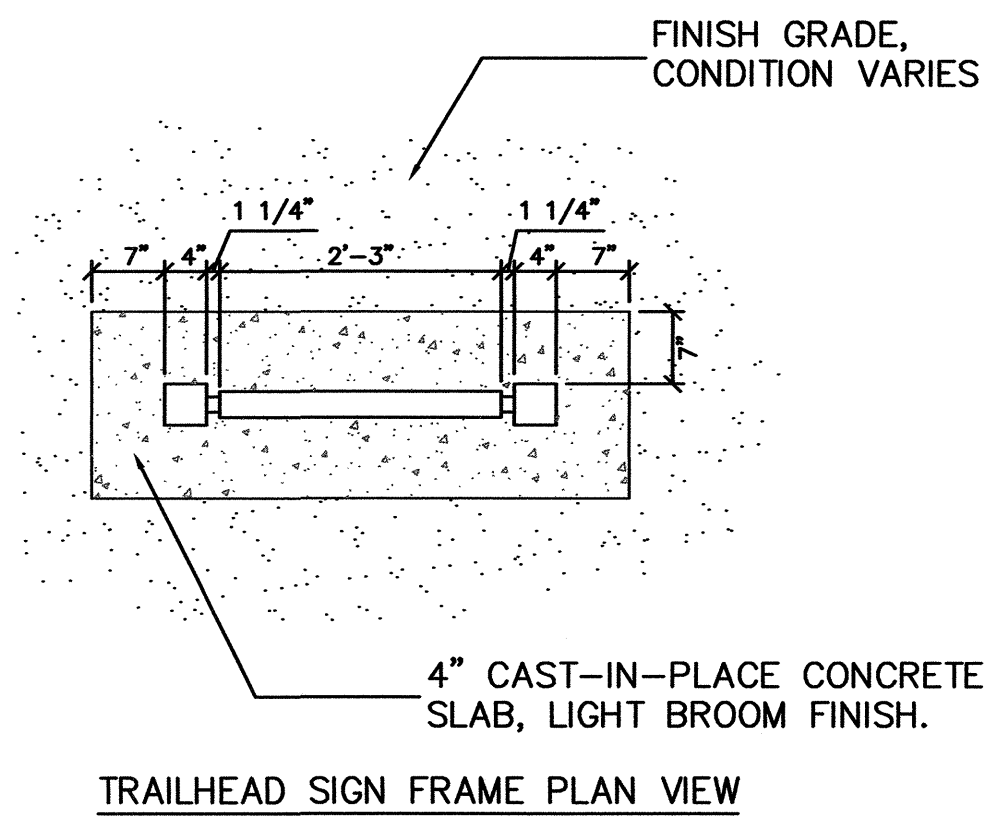
NOTE:
POWDER COAT COLOR=
SHERWIN WILLIAMS SW 1245 EMBASSY BLUE



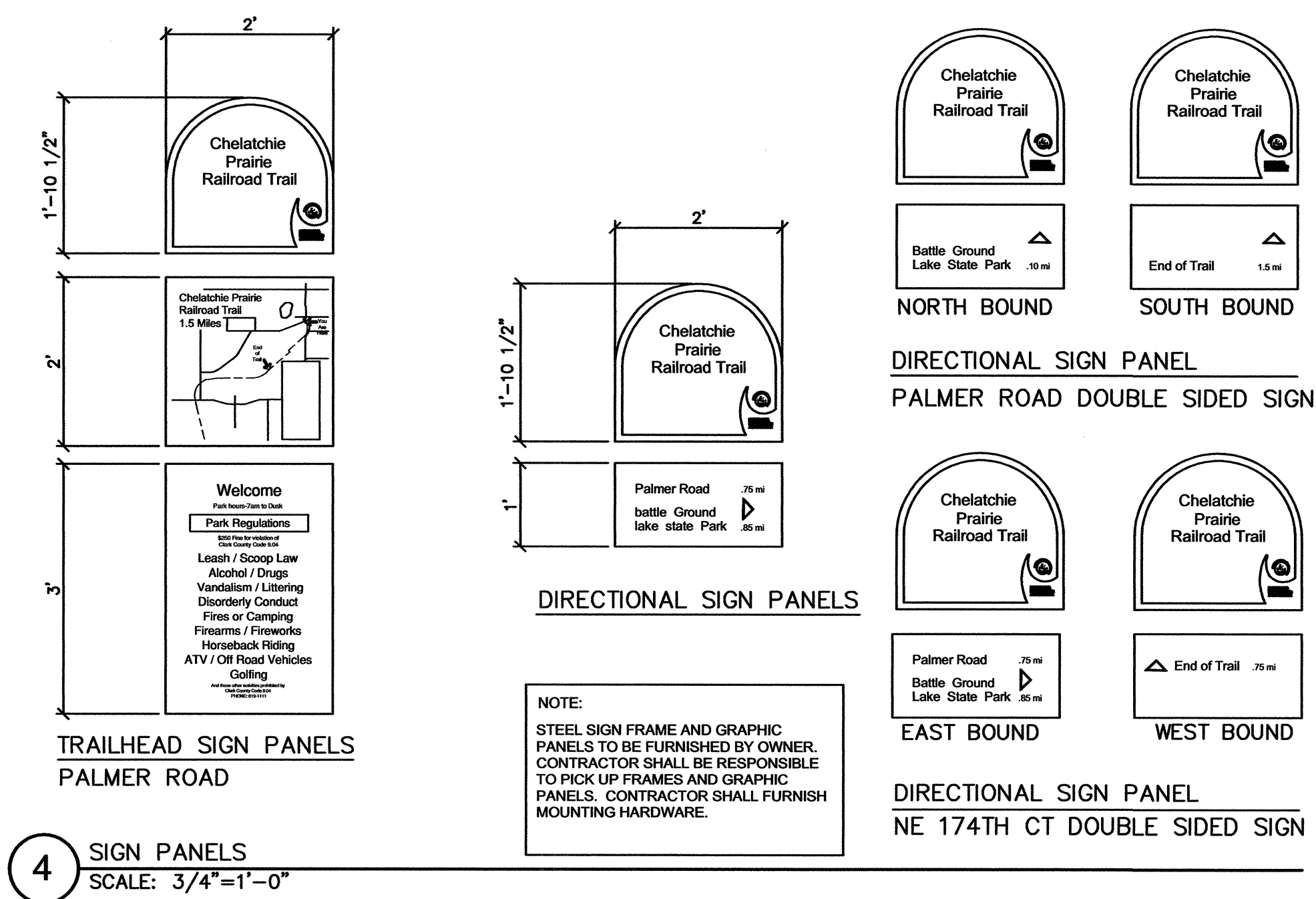
1 TRAILHEAD SIGN FRAME ELEVATION (1 EACH)
SCALE: 3/4"=1'-0"



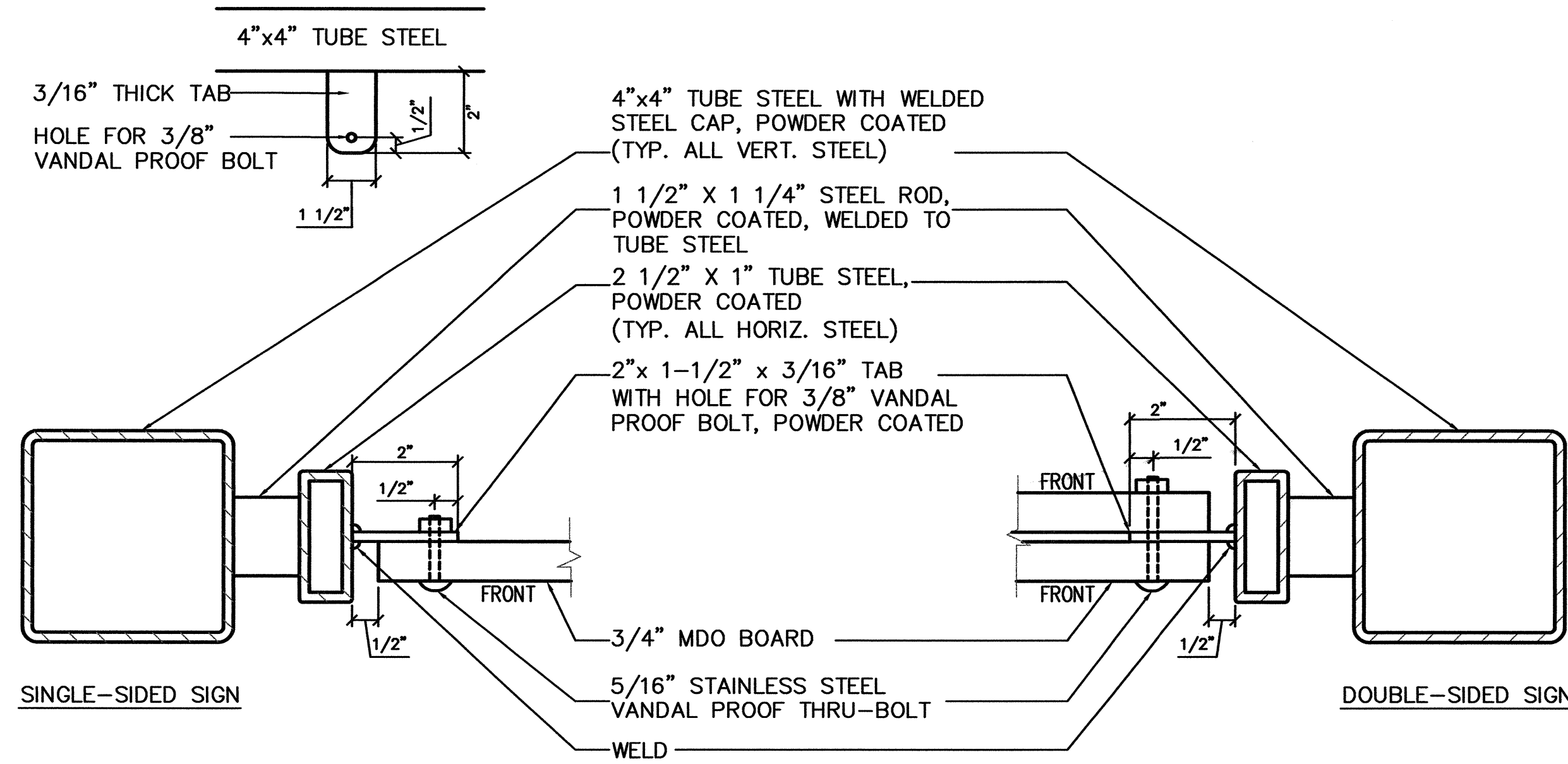
2 DIRECTIONAL SIGN FRAME ELEVATION (2 EACH)
SCALE: 3/4"=1'-0"



3 TRAILHEAD/DIRECTIONAL SIGN FRAME PLAN VIEWS
SCALE: 3/4"=1'-0"



4 SIGN PANELS
SCALE: 3/4"=1'-0"



5 TAB AND POST CONNECTION DETAIL
SCALE: N.T.S.



PUBLIC WORKS
ENGINEERING PROGRAM

VANCOUVER-CRANE
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CHELATCHE PRAIRIE RAILROAD TRAIL - CRP #361212

SITE DETAILS-SIGNAGE

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DESIGNED: TS
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LND12

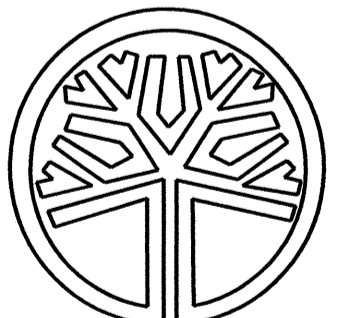


PUBLIC WORKS
ENGINEERING PROGRAM

VANCOUVER-CLARK
PARKS & Recreation

CHELATCHIE PRAIRIE RAILROAD TRAIL - CRP #361212
SITE DETAILS-FENCING/GATE

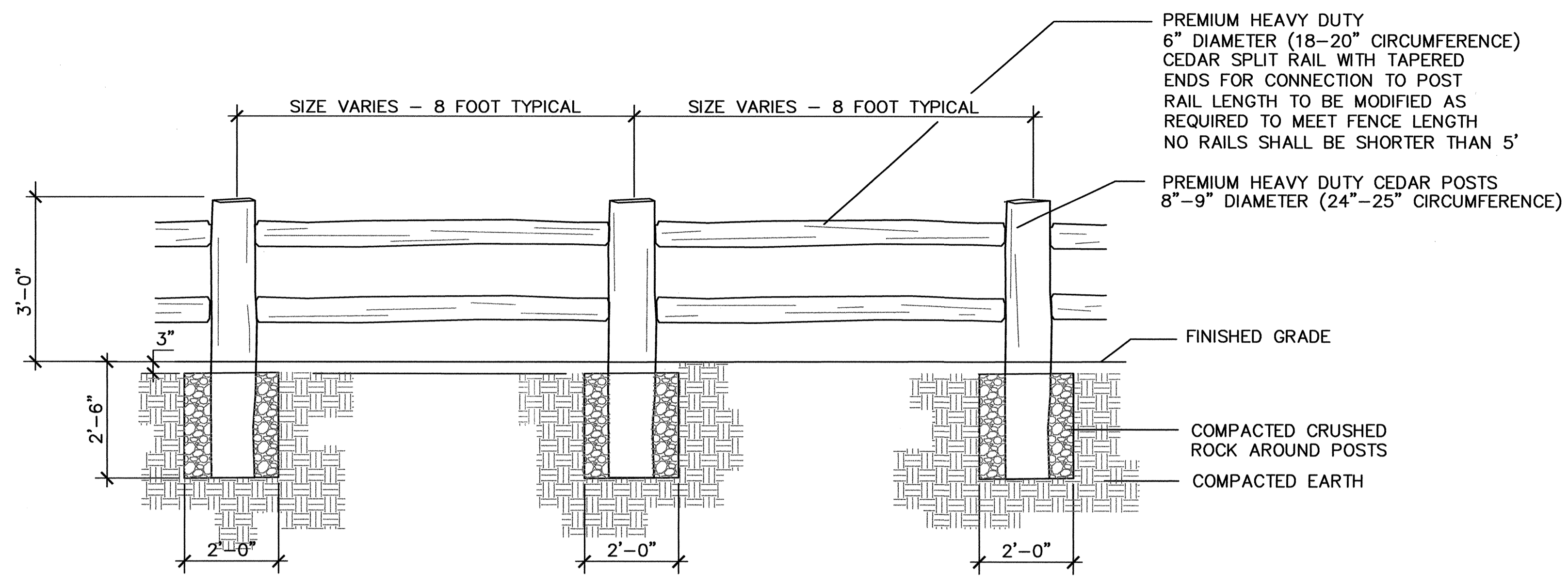
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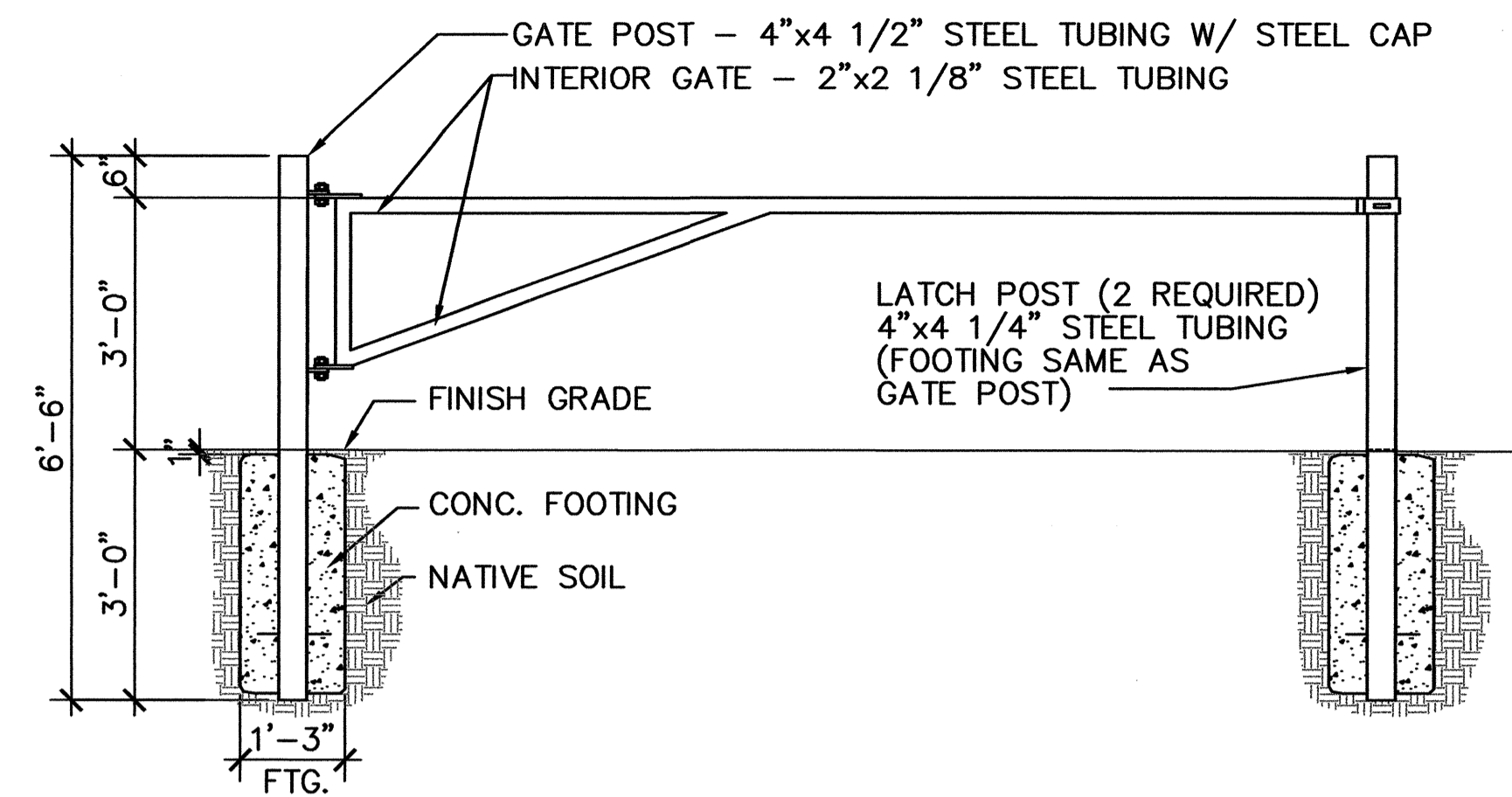
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LND13

55 OF 56



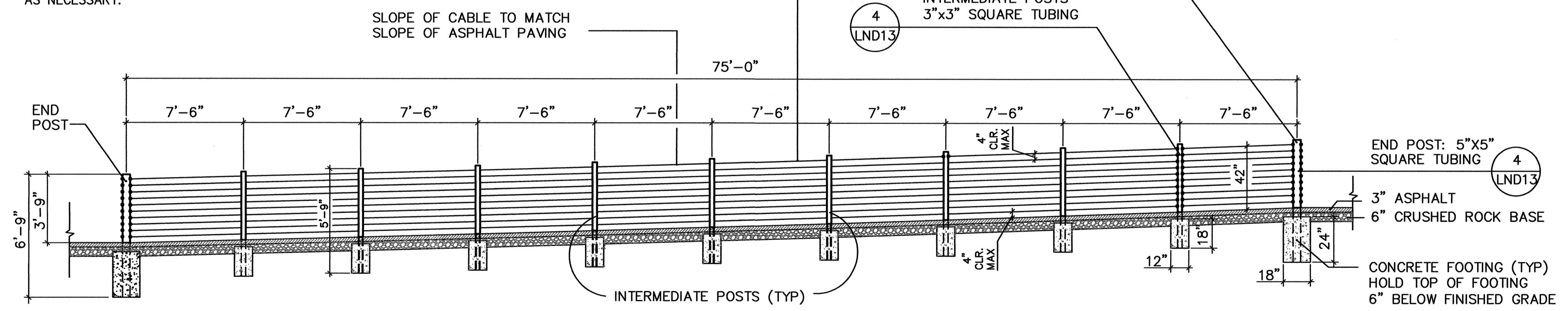
1 SPLIT RAIL FENCE DETAIL
SCALE: NTS



2 STEEL GATE DETAIL
SCALE: NTS

NOTE:
CABLE SYSTEM SHALL NOT EXCEED 100 LINEAR FEET. INSTALL INTERMEDIATE END BOLLARDS, HIDDEN THREADED SWAG STUDS, AND HIDDEN THREADED TERMINAL ADJUSTERS AS NECESSARY.

1/2' GALVANIZED CABLE PRE-STRESSED & SWAGED SYSTEM (TYP). COORDINATE WITH MANUFACTURE TO TEST FIT & MARK FOR FINAL PRODUCTION. 10 ROWS @ 4" O.C.



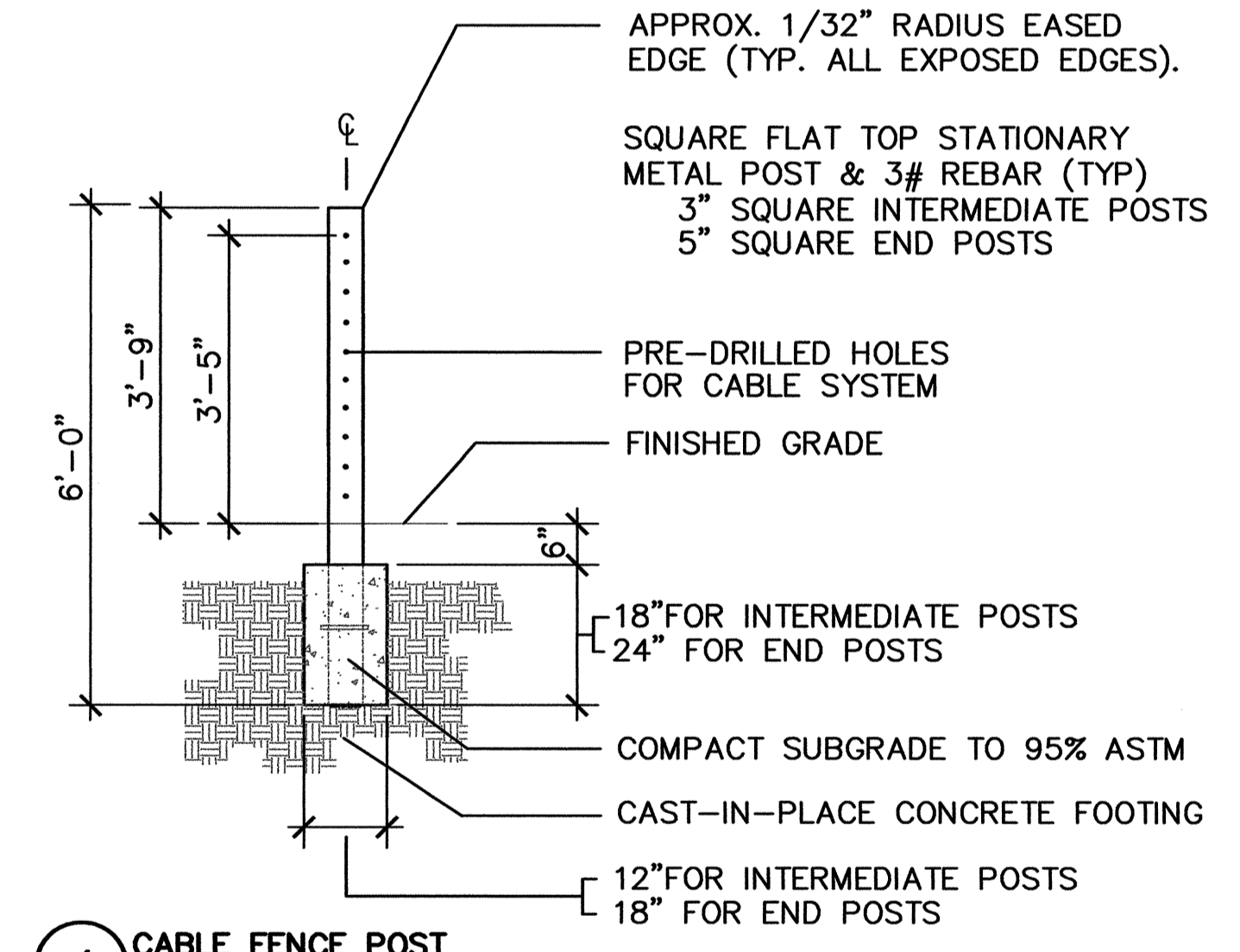
1/2' GALVANIZED CABLE PRE-STRESSED & SWAGED SYSTEM (TYP). COORDINATE WITH MANUFACTURE TO TEST FIT & MARK FOR FINAL PRODUCTION.

INTERMEDIATE POSTS 3"x3" SQUARE TUBING

END POST: 5"x5" SQUARE TUBING

3 CABLE RAILING ELEVATION - STA.117+55 - STA. 118+30
SCALE: NTS

POST FINISH TO BE POWDER COATED
COLOR SELECTED BY OWNER.
APPROX. 1/32" RADIUS EASED EDGE (TYP. ALL EXPOSED EDGES).
SQUARE FLAT TOP STATIONARY METAL POST & 3# REBAR (TYP)
3" SQUARE INTERMEDIATE POSTS
5" SQUARE END POSTS



4 CABLE FENCE POST
SCALE: NTS

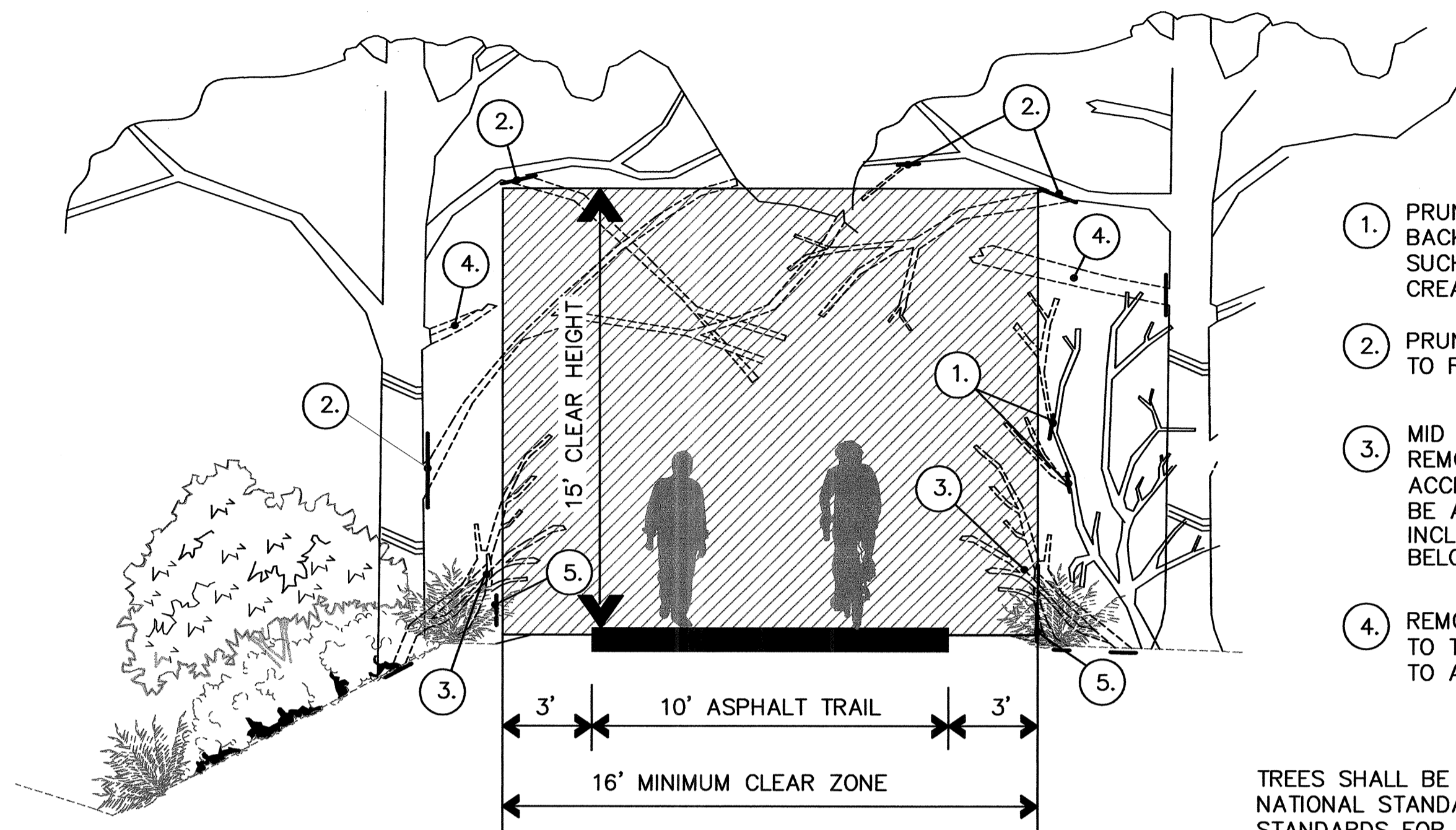
STAINLESS STEEL HIDDEN THREADED TERMINAL ADJUSTER (TYP), AT ALL END POSTS SEE SPECS.

CABLE FENCE POST

STAINLESS STEEL HIDDEN THREADED SWAG STUD (TYP) AT ALL END POSTS, SEE SPECS.

5 SWAG AND ADJUSTER DETAIL
SCALE: NTS

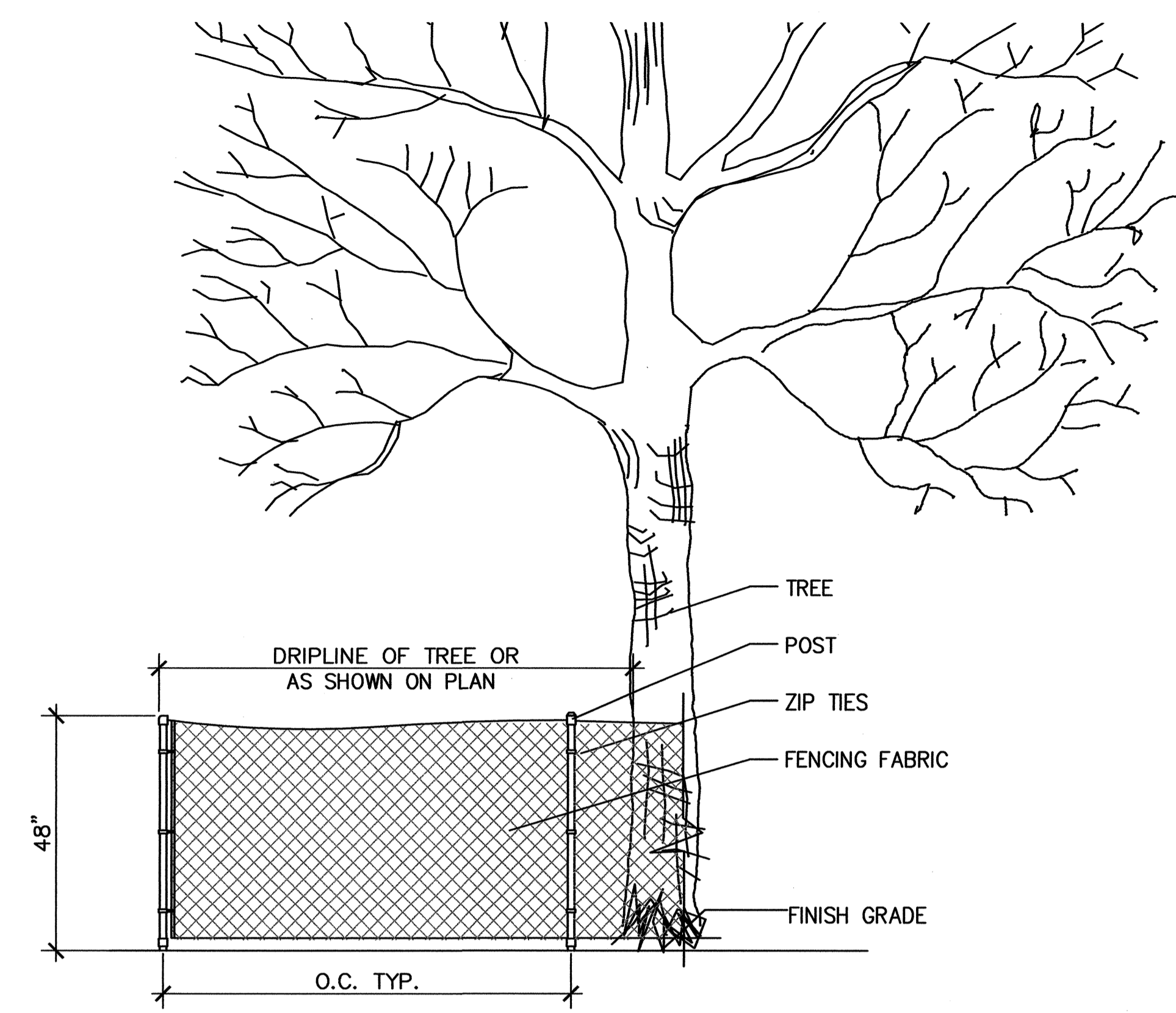
Clark County, WA
Approved Construction Plans
MAR 11 2011
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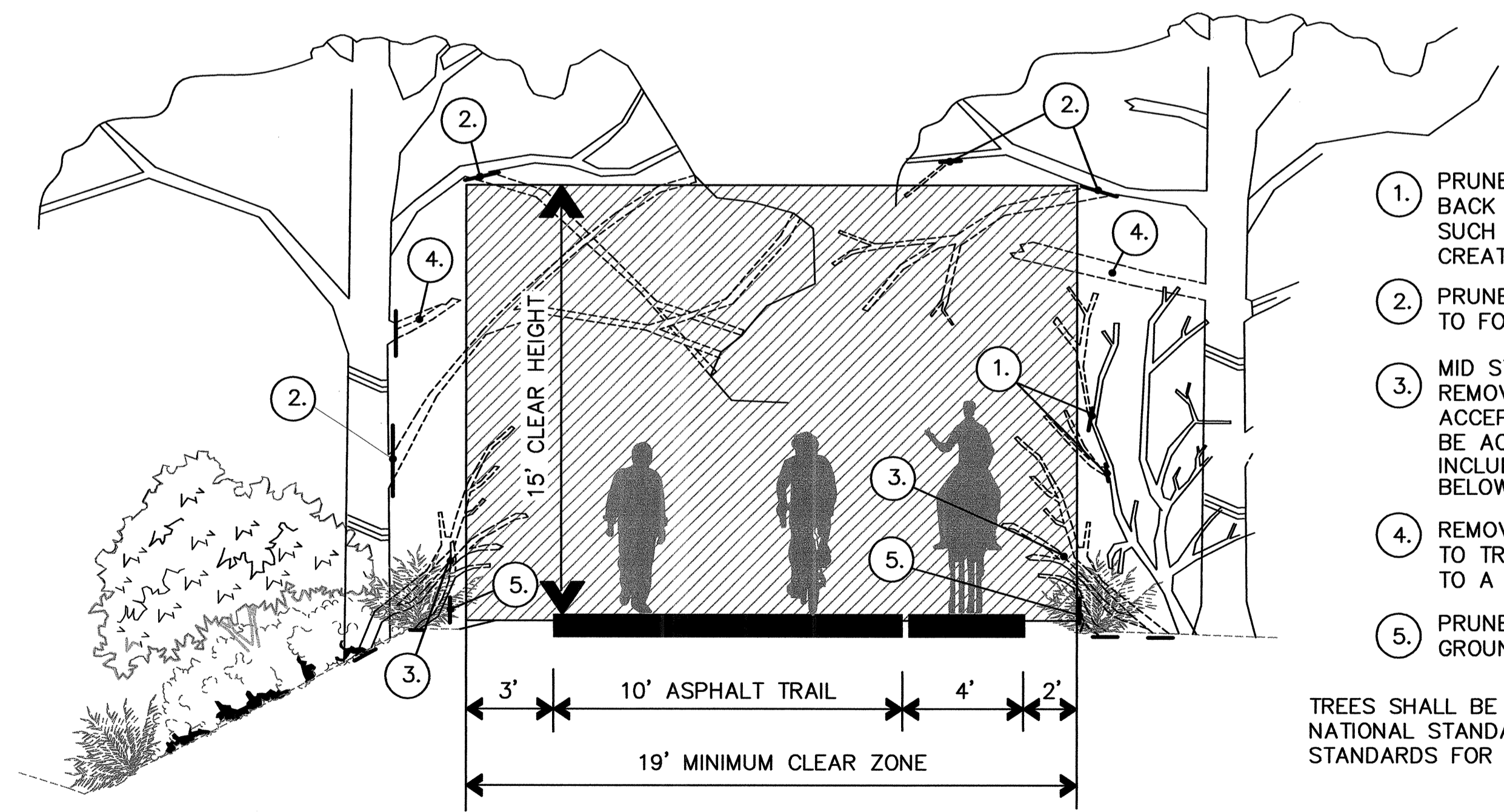
1. PRUNE MID STORY VEGETATION BACK TO BRANCH. DO NOT PRUNE SUCH THAT A STUB BRANCH IS CREATED.
2. PRUNE OVERHEAD BRANCHES BACK TO FORK OR TRUNK
3. MID STORY VEGETATION TO BE REMOVED IF PRUNING TO AN ACCEPTABLE SHAPE CAN NOT BE ACHIEVED. REMOVING WILL INCLUDE GRUBBING ROOTS TO BELOW GROUND SURFACE.
4. REMOVE ALL DEAD BRANCHES BACK TO TRUNK ON TRAIL SIDE OF TREE TO A HEIGHT OF 15'.

TREES SHALL BE PRUNED PER 2008 AMERICAN NATIONAL STANDARDS INSTITUTE (ANSI) A300 STANDARDS FOR TREE CARE OPERATIONS.

1 TREE PRUNING DETAIL STA 111+00-113+30; STA 116+00-203+50; STA 204+75-209+60; STA 211+10-212+40; STA 215+35-216+75; STA 219+25-240+55
SCALE: 1/4" = 1'-0"



3 TREE PROTECTION FENCE
SCALE: 1/2" = 1'-0"



1. PRUNE MID STORY VEGETATION BACK TO BRANCH. DO NOT PRUNE SUCH THAT A STUB BRANCH IS CREATED.
2. PRUNE OVERHEAD BRANCHES BACK TO FORK OR TRUNK
3. MID STORY VEGETATION TO BE REMOVED IF PRUNING TO AN ACCEPTABLE SHAPE CAN NOT BE ACHIEVED. REMOVING WILL INCLUDE GRUBBING ROOTS TO BELOW GROUND SURFACE.
4. REMOVE ALL DEAD BRANCHES BACK TO TRUNK ON TRAIL SIDE OF TREE TO A HEIGHT OF 15'.
5. PRUNE BACK WOODY PLANTS GROUND COVERS MAY REMAIN.

TREES SHALL BE PRUNED PER 2008 AMERICAN NATIONAL STANDARDS INSTITUTE (ANSI) A300 STANDARDS FOR TREE CARE OPERATIONS.

2 TREE PRUNING DETAIL STA 113+30-116+00; STA 203+50-204+75; STA 209+60-211+10; STA 212+40-215+35; STA 216+75-219+25
SCALE: 1/4" = 1'-0"



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CHELATCHIE PRAIRIE RAILROAD TRAIL - CRP #361212

TREE PROTECTION &
TREE PRUNING DETAIL

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"It's the Law"
NORTHWEST UTILITIES NOTIFICATION CENTER

STATE OF WASHINGTON
REGISTERED LANDSCAPE ARCHITECT
Terry R. Snyder
TERRY R. SNYDER
CERTIFICATE NO. 819

DESIGNED: TS
DRAWN: TS
DATE: 03/09/11

LND14

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