

PORT OF SKAMANIA COUNTY WATERFRONT TRAIL IMPROVEMENTS

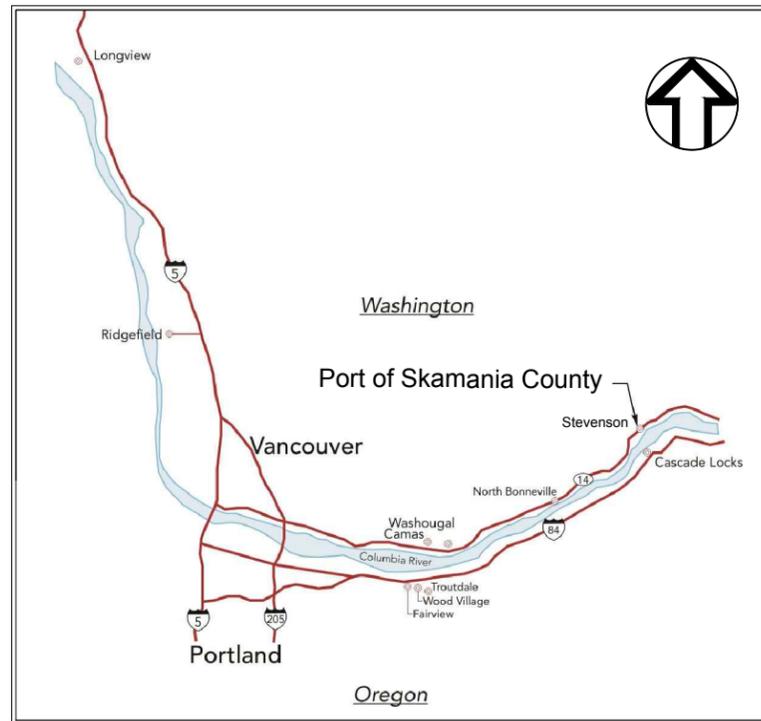
DECEMBER 2018



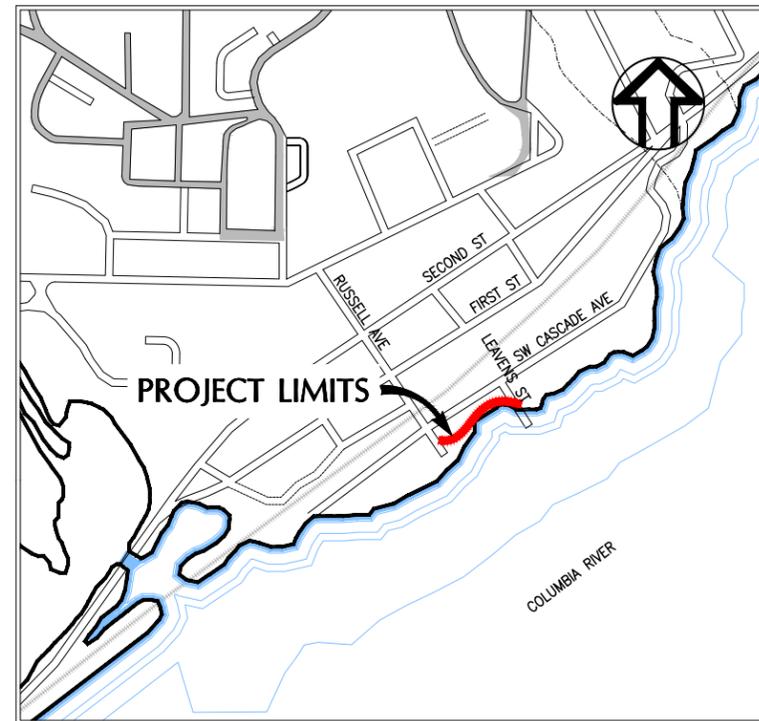
NO.	REVISION	BY	DATE

DESIGNED BY: JV
DRAWN BY: CK
REVISION: DB

ONE INCH AT FULL SCALE.
IF NOT ONE INCH ADJUST SCALE ACCORDINGLY



LOCATION MAP
NOT TO SCALE



PROJECT SITE MAP
NOT TO SCALE



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COVER

wallis engineering
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PROJECT NO: 1464A
DATE: 12/2018

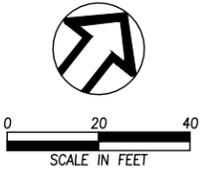
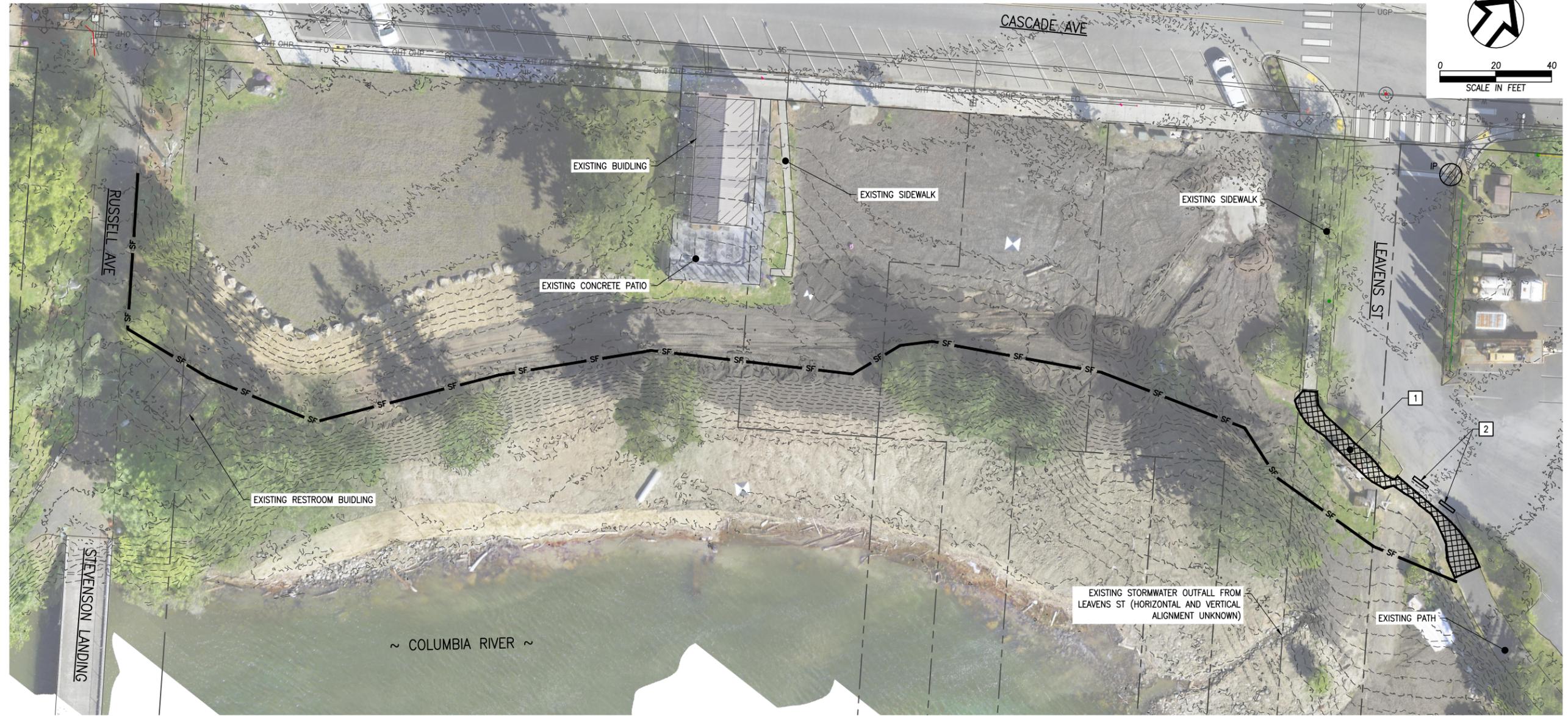
PORT OF
SKAMANIA COUNTY
WATERFRONT TRAIL
IMPROVEMENTS



DRAWING NO:
C1
1 OF 10

P:\1464A Waterfront Trail\500 DWG\501 Plan Sheets\COVER.dwg, 12/28/2018 10:20:08 AM, Jane Vail

P:\1\14644 Waterfront Trail\500 DWG\501 Plan Sheets\3 EXISTING CONDITIONS, DEMOLITION, & EROSION CONTROL.dwg, 12/28/2018 9:21:48 AM, Jane Voll



PLAN

EROSION CONTROL LEGEND

-  INLET SEDIMENT FILTER
-  SILT FENCE

DEMOLITION NOTES

- * UNLESS OTHERWISE NOTED, PROTECT ALL EXISTING STRUCTURES, SURFACINGS, AND UTILITIES
-  1 REMOVE EXISTING ASPHALT CONCRETE SURFACING. COORDINATE WITH ENGINEER PRIOR TO SAWCUT FOR REMOVAL LIMITS.
 -  2 REMOVE AND SALVAGE EXISTING JERSEY BARRIER TO PORT.



NO.	REVISION	BY	DATE
		JV	
		CK	
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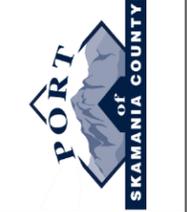
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DRAWN BY: CK
SCALE: 1" = 40'
IF NOT ONE INCH ADJUST SCALE ACCORDINGLY

EXISTING CONDITIONS, DEMOLITION, & EROSION CONTROL

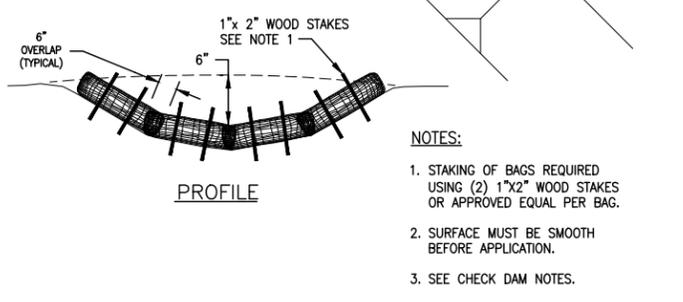
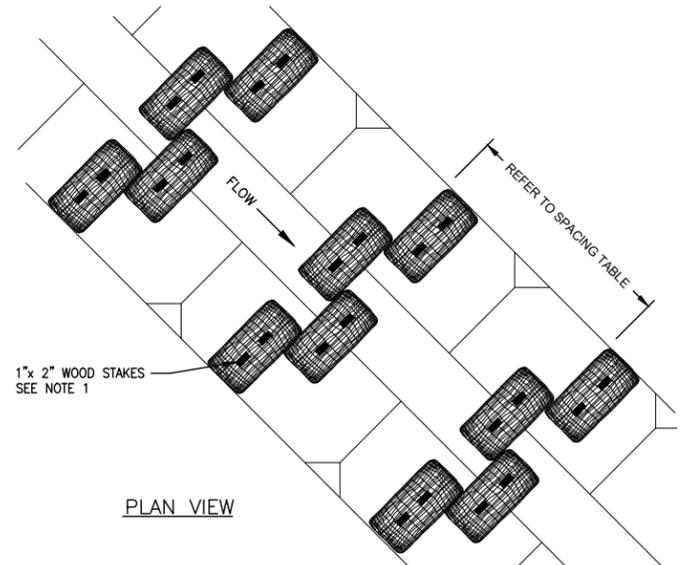
wallis engineering
WALLIS ENGINEERING, LLC
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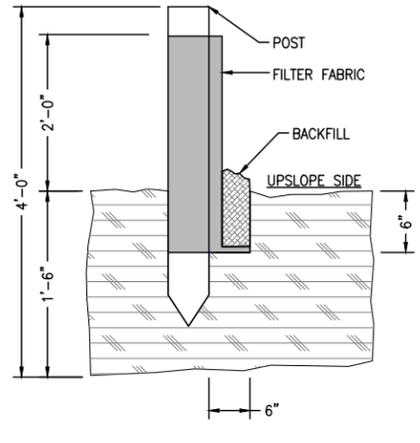
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BIO-FILTER BAGS CHECK DAM DETAIL
NTS

SILT FENCE MAINTENANCE:

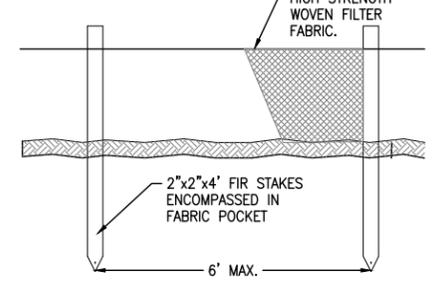
- SILT FENCES AND FILTER BARRIERS SHALL BE INSPECTED IMMEDIATELY AFTER EACH RAINFALL AND AT LEAST DAILY DURING PROLONGED RAINFALL. ANY REQUIRED REPAIRS SHALL BE MADE IMMEDIATELY.
- SHOULD THE FABRIC ON A SILT FENCE OR FILTER BARRIER DECOMPOSE OR BECOME INEFFECTIVE PRIOR TO THE END OF THE EXPECTED USABLE LIFE AND THE BARRIER STILL BE NECESSARY, THE FABRIC SHALL BE REPLACED PROMPTLY.
- SEDIMENT DEPOSITS SHOULD BE REMOVED AFTER EACH STORM EVENT. THEY MUST BE REMOVED WHEN DEPOSITS REACH APPROXIMATELY ONE-HALF THE HEIGHT OF THE BARRIER.
- ANY SEDIMENT DEPOSITS REMAINING IN PLACE AFTER THE SILT FENCE OR FILTER BARRIER IS NO LONGER REQUIRED SHALL BE DRESSED TO CONFORM WITH THE EXISTING GRADE, PREPARED AND SEEDED.



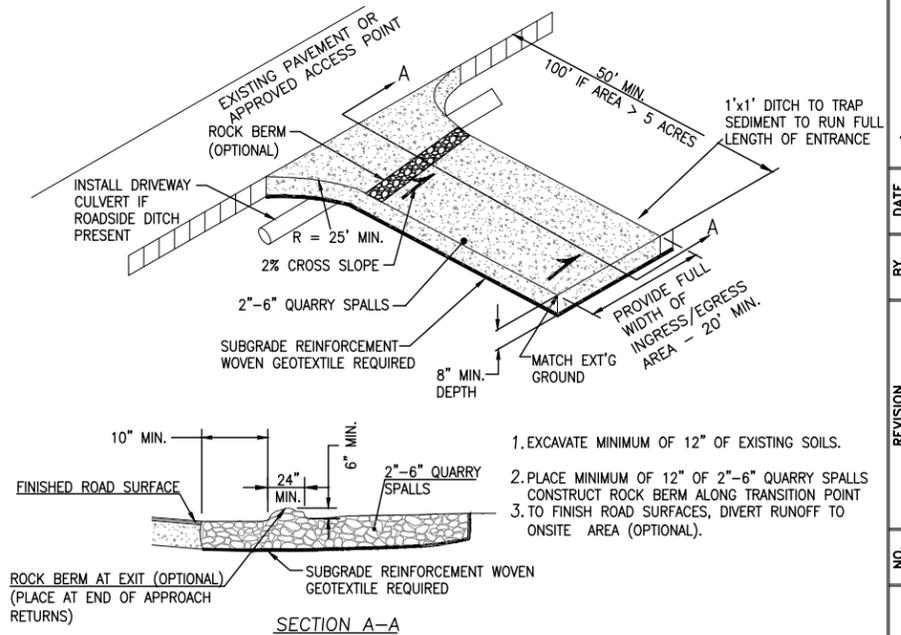
SILT FENCE INSTALLATION
NTS

SILT FENCE GENERAL NOTES:

- THIS SEDIMENT BARRIER UTILIZES HIGH STRENGTH SYNTHETIC FILTER FABRICS. IT IS DESIGNED FOR SITUATIONS IN WHICH ONLY SHEET OR OVERLAND FLOWS ARE EXPECTED.
- THE HEIGHT OF A SILT FENCE SHALL NOT EXCEED 36 INCHES (HIGHER FENCES MAY IMPOUND VOLUMES OF WATER SUFFICIENT TO CAUSE FAILURE OF THE STRUCTURE).
- THE FILTER FABRIC SHALL BE PURCHASED IN A CONTINUOUS ROLL CUT TO THE LENGTH OF THE BARRIER TO AVOID THE USE OF JOINTS. WHEN JOINTS ARE NECESSARY, FILTER CLOTH SHALL BE SPLICED TOGETHER ONLY AT A SUPPORT POST, AND SECURELY SEALED. JOINT SEAL SHALL BE APPROVED BY THE CITY.
- POSTS SHALL BE SPACED A MAXIMUM OF 6 FEET APART AT THE BARRIER LOCATION AND DRIVEN SECURELY INTO THE GROUND. POSTS SHALL BE DRIVEN 1'6" INTO THE GROUND.
- A TRENCH SHALL BE EXCAVATED 8" WIDE AND 18 INCHES DEEP ALONG THE LINE OF POSTS AND UPSLOPE FROM THE BARRIER. THE TRENCH SHALL BE BACKFILLED WITH NATIVE SOIL.
- SILT FENCES SHALL BE REMOVED WHEN THEY HAVE SERVED THEIR USEFUL PURPOSE, BUT NOT BEFORE THE UPSLOPE AREA HAS BEEN PERMANENTLY STABILIZED. CITY APPROVAL SHALL BE OBTAINED PRIOR TO REMOVAL.
- HIGH STRENGTH FILTER FABRIC SHALL MEET THE REQUIREMENTS OF WSDOT STANDARD SPECIFICATION 9-33, TABLE 6 FOR UNSUPPORTED FABRIC (NO WIRE MESH).



SILT FENCE DETAIL
NTS



- NOTES:**
- EXCAVATE MINIMUM OF 12" OF EXISTING SOILS.
 - PLACE MINIMUM OF 12" OF 2"-6" QUARRY SPALLS CONSTRUCT ROCK BERM ALONG TRANSITION POINT
 - TO FINISH ROAD SURFACES, DIVERT RUNOFF TO ONSITE AREA (OPTIONAL).
- NOTES:**
- INSTALL WOVEN GEOTEXTILE FABRIC TO PREVENT SUB-SOIL PUMPING.
 - VEHICLE WASHDOWN AREA, IF REQUIRED, IS TO BE INSTALLED AND USED TO REMOVE SEDIMENT FROM VEHICLES THAT ARE ABOUT TO ENTER AN ESTABLISHED ROAD.
 - WASHDOWN AREA TO BE MADE UP OF CLEAN 2"-6" QUARRY SPALLS, 1" DEEP (MIN) OVER WOVEN GEOTEXTILE FABRIC. WASHDOWN AREA TO BE FULL WIDTH OF ENTRANCE AND 50' (MIN.), AND 100' IF EXPOSED SOIL IS OVER 5 ACRES.
 - 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.

STANDARD CONSTRUCTION ENTRANCE
NTS

EROSION CONTROL NOTES

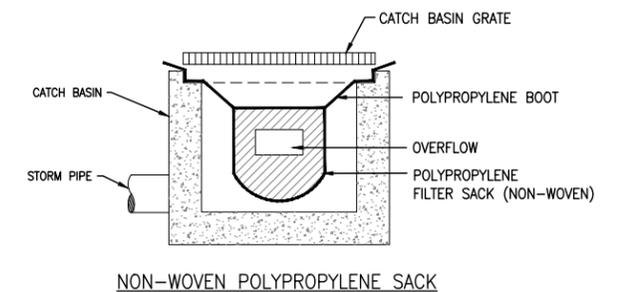
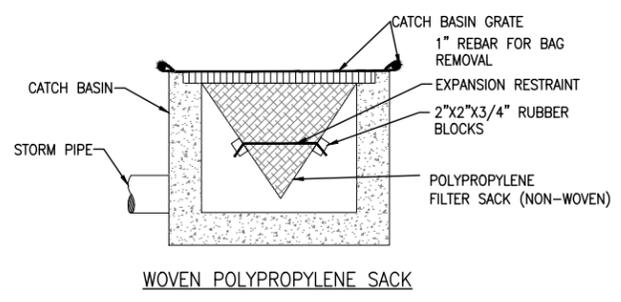
- DO NOT DISTURB MORE AREA THAN NEEDED FOR CONSTRUCTION REQUIREMENTS.
- ALL EROSION, POLLUTION, AND SEDIMENT CONTROL MEASURES ARE TO BE PLACED PRIOR TO ANY DISTURBANCE CAUSED BY CLEARING OR GRADING AND SHALL CONFORM TO THE REQUIREMENTS OF THE STORMWATER MANAGEMENT MANUAL OF WESTERN WASHINGTON, VOLUME II - CONSTRUCTION STORMWATER POLLUTION PREVENTION, THE EROSION CONTROL PLAN, AND THE STANDARD DETAILS CONTAINED WITHIN THIS SET OF PLANS. NEWLY CONSTRUCTED OR MODIFIED INLETS AND CATCH BASINS ARE TO BE PROTECTED IMMEDIATELY UPON INSTALLATION. TEMPORARY SEEDING AND MULCHING OF EXPOSED SLOPES SHALL BE COMPLETED WITHIN ONE WEEK AFTER ROUGH GRADING. ALL EXPOSED AND UNWORKED SOILS SHALL BE STABILIZED BY THE APPROPRIATE BMP.
- IN THE EVENT OF ANY EROSION CONTROLS MEASURE FAILURE, IMMEDIATE ACTION SHALL BE TAKEN TO REPAIR, REPLACE, OR CONSTRUCT ADDITIONAL MEASURES AS REQUIRED TO ENSURE ADEQUATE EROSION CONTROL PROTECTION.
- ALL EROSION AND POLLUTION CONTROL MEASURES SHALL BE INSPECTED AFTER EACH RAINFALL EVENT THAT PRODUCES RUNOFF AND AT LEAST ONE TIME PER MONTH, TO ASSURE ADEQUATE PERFORMANCE. SEE THE STANDARD EROSION CONTROL DETAILS FOR ADDITIONAL MAINTENANCE REQUIREMENTS. A MAINTENANCE LOG SHALL BE KEPT AND SHALL BE MADE AVAILABLE TO THE PORT OF SKAMANIA. SHOULD SPECIFIED EROSION AND POLLUTION CONTROL BMP'S FAIL OR PROVE TO BE INADEQUATE, THE CITY MAY REQUIRE ADDITIONAL BMP'S TO BE INSTALLED, OR INSTALL THEM AND BACK CHARGE THE CONTRACTOR FOR TIME AND MATERIALS.
- MAINTAIN AND REMOVE ALL EROSION CONTROLS AS SPECIFIED ON THE STANDARD EROSION CONTROL DETAIL SHEET AND PLAN. THE CONTRACTOR SHALL REMOVE ALL ACCUMULATED SEDIMENT PRIOR TO ACCEPTANCE. EROSION CONTROLS SHALL BE REMOVED WITHIN 30 DAYS FOLLOWING FINAL STABILIZATION.
- WHERE POSSIBLE MAINTAIN NATURAL VEGETATION FOR EROSION AND SILTATION CONTROL.
- AS CONSTRUCTION PROGRESSES AND SEASONAL CONDITIONS DICTATE, MORE SILTATION CONTROL FACILITIES MAY BE REQUIRED TO ENSURE COMPLETE SILTATION CONTROL. THEREFORE DURING THE COURSE OF CONSTRUCTION IT SHALL BE THE OBLIGATION AND RESPONSIBILITY OF THE CONTRACTOR TO ADDRESS ANY NEW CONDITIONS THAT MAY BE CREATED BY CONSTRUCTION ACTIVITIES AND TO PROVIDE ADDITIONAL FACILITIES OVER AND ABOVE THE MINIMUM REQUIREMENTS AS MAY BE NEEDED TO ACHIEVE THE PERFORMANCE STANDARDS REQUIRED BY THE STORMWATER MANAGEMENT MANUAL AND THE STANDARD SPECIFICATIONS.
- PRIOR TO ANY SITE EXCAVATION, ALL CATCH BASINS IN THE VICINITY OF THE SITE SHALL BE PROTECTED FROM SILT INTRUSION BY COVERING THE OPEN AREA OF THE OUTLET TRAP WITH FILTER FABRIC SECURELY FASTENED TO TRAP. CLEAN THE FILTER FABRIC AS NECESSARY TO MAINTAIN DRAINAGE. REMOVE FILTER FABRIC AND CLEAN THE CATCH BASINS FOLLOWING COMPLETION OF SITEWORK.
- PROTECTION OF SURFACES:
 - INSTALL TRIANGULAR SILT DAMS OR STRAW WATTLES AT LOCAL DRAINAGEWAYS AS SHOWN TO PREVENT SILT INTRUSION UPON ADJACENT DRAINAGE COURSES. REMOVE FOLLOWING ESTABLISHMENT OF GRASS COVER AND SEED BARE AREAS.
 - AT ALL ACCESS POINTS OR AT CONTRACTOR STAGING AREAS ONTO THE SITE THAT ARE UTILIZED BY CONSTRUCTION EQUIPMENT AND TRUCKS, PROVIDE A 12 INCH DEEP PAD OF CRUSHED ROCK FOR A DISTANCE OF 100 FEET INTO THE SITE. WIDTH OF PAD SHALL BE AS SHOWN ON THE EROSION CONTROL PLAN, BUT IN NO CASE LESS THAN THE FULL WIDTH OF THE INGRESS/EGRESS AREA, OR 20 FEET, WHICHEVER IS GREATER. ALL TRUCKS LEAVING THE SITE SHALL EGRESS ACROSS THE PAD. ACCUMULATED SOIL FROM THE PAD SHALL BE PERIODICALLY REMOVED, OR ADDITIONAL ROCK SHALL BE PLACED UPON THE PAD SURFACE. ROCK SHALL BE 4"-8" QUARRY SPALLS. ALL MATERIALS SPILLED, DROPPED, WASHED, OR TRACKED FROM VEHICLES ONTO ROADWAYS OR INTO STORM DRAINS MUST BE REMOVED IMMEDIATELY WITH VACUUM SWEEPER OR OTHER MEANS AS APPROVED BY THE ONSITE ENGINEER.
 - INSTALL STORM DRAIN INLET PROTECTION AS SHOWN ON THE EROSION CONTROL PLAN AND STANDARD DETAILS TO PREVENT EROSION AND POLLUTION FROM ENTERING THE STORM DRAINAGE SYSTEM. CLEAN THE FILTER AS NECESSARY TO MAINTAIN DRAINAGE AND PROVIDE APPROVED TRAFFIC CONTROL DEVICES AS NECESSARY FOR THE PROTECTION DEVICES. REMOVE FILTER AND CLEAN CATCH BASINS FOLLOWING COMPLETION OF SITEWORK.
 - INSTALL SILT FENCE PRIOR TO EXCAVATION AS SHOWN ON THE EROSION CONTROL STANDARD DETAIL TO PREVENT SILT INTRUSION UPON ADJACENT LAND. FOR MAINTENANCE AND REMOVAL OF SILT FENCE, SEE THE SILT FENCE GENERAL NOTES.
 - AT SITES WITH LESS THAN 1 ACRE OF EXPOSED SOIL, PAD LENGTH MAY BE REDUCED TO 50 FEET.
- IN AREAS SUBJECT TO SURFACE AND AIR MOVEMENT OF DUST, WHERE ON-SITE OR OFF-SITE DAMAGE IS LIKELY TO OCCUR, ONE OR MORE OF THE FOLLOWING PREVENTIVE MEASURES SHALL BE TAKEN FOR DUST CONTROL:
 - MINIMIZE THE PERIOD OF SOIL EXPOSURE THROUGH THE USE OF TEMPORARY GROUND COVER AND OTHER TEMPORARY STABILIZATION PRACTICES.
 - THE SITE IS SPRINKLED WITH WATER UNTIL SURFACE IS WET. REPEAT AS NEEDED. TO PREVENT CARRY OUT OF MUD ONTO STREET, REFER TO PROTECTION OF SURFACES.
 - SPRAY EXPOSED SOIL AREAS WITH DUST PALLIATIVE. NOTE: USED OIL IS PROHIBITED FOR USE AS A PALLIATIVE.
- TEMPORARY SEEDING AND/OR MULCH SHALL BE PLACED ON EXPOSED SURFACES THAT WILL NOT BE BROUGHT TO FINAL GRADING OR PERMANENT COVER TREATMENT OR VEGETATION WITHIN 7 DAYS OF THE EXPOSURE TO REDUCE EROSION AND

SEDIMENTATION BY STABILIZING EXPOSED SOILS. DURING THE TIME PERIOD OCTOBER 1 THROUGH APRIL 30, NO SOILS SHALL BE EXPOSED FOR MORE THAN 2 DAYS. SEEDED AREAS SHALL BE CHECKED REGULARLY TO ASSURE A GOOD STANDARD OF GRASS IS BEING MAINTAINED. AREAS THAT FAIL TO ESTABLISH VEGETATION COVER ADEQUATE TO PREVENT SLOPE EROSION WILL BE RESEEDING AS SOON AS SUCH AREAS ARE IDENTIFIED.

- A. APPLY THE FOLLOWING TEMPORARY SEEDING MIXTURE (GIVEN IN PROPORTIONS BY WEIGHT) TO THE PREPARED SEED BED AT A RATE OF 120 LBS/ACRE:**
- 10% REDTOP AT 92% PURITY AND 90% GERMINATION
 - 40% ANNUAL RYE AT 98% PURITY AND 90% GERMINATION
 - 40% CHEWINGS FESCUE AT 97% PURITY AND 80% GERMINATION
 - 10% WHITE DUTCH CLOVER AT 90% PURITY AND 90% GERMINATION

NOTE: "HYDROSEEDING" APPLICATIONS WITH APPROVED SEED-MULCH-FERTILIZER MIXTURES MAY ALSO BE USED.

- EROSION CONTROL NETS AND BLANKETS SHALL BE INSTALLED ON EXPOSED SLOPES 2H:1V OR GREATER AND/OR ON EXPOSED SLOPES WITH MORE THAN 10 FEET OF VERTICAL RELIEF.
- ALL INCOMPLETE MANHOLES AND OTHER DROP INLETS SHALL BE PROTECTED WITH A SILT-SAVER FRAME AND FILTER ASSEMBLY
- ALL PESTICIDES, PETROLEUM PRODUCTS, CHEMICALS OR OTHER POTENTIAL POLLUTANTS SHALL BE ADMINISTERED RESPONSIBLY WITH DISPOSAL AND SPILLS HANDLED IN ACCORDANCE WITH ALL LOCAL, STATE AND FEDERAL REQUIREMENTS.
- THE CONTRACTOR SHALL PROVIDE A SEPARATE AREA, A MINIMUM OF 200 SQUARE FEET IN SIZE FOR WASHING OF CONCRETE TRUCKS. THIS AREA SHALL ALSO BE ISOLATED SO THAT NO WATER ENTERS THE STORM DRAINAGE SYSTEM.
- FAILURE TO COMPLY WITH THESE EROSION CONTROL REQUIREMENTS MAY RESULT IN A STOP WORK ORDER.
- DOWNSTREAM MONITORING MAY BE REQUIRED TO VERIFY ADEQUATE EROSION CONTROL OF WORK AREA.



- NOTES:**
- RECESSED CURB INLET CATCH BASINS MUST BE BLOCKED WHEN USING FILTER FABRIC INLET SACKS, SIZE OF FILTER INLET SACK TO BE DETERMINED BY MANUFACTURER.
 - THE CONTRACTOR SHALL INSPECT THE FILTER WEEKLY AND DAILY DURING PERIODS OF FREQUENT RAIN.
 - FILTER SHALL BE CLEANED IN A MANNER WHICH ENSURES THAT ALL SEDIMENT REMAINS ON SITE.
 - THE FILTER SHALL BE REPLACED OR CLEANED WHEN THE BAG BECOMES HALF FULL.

INLET PROTECTION CATCH BASIN/AREA INSERT



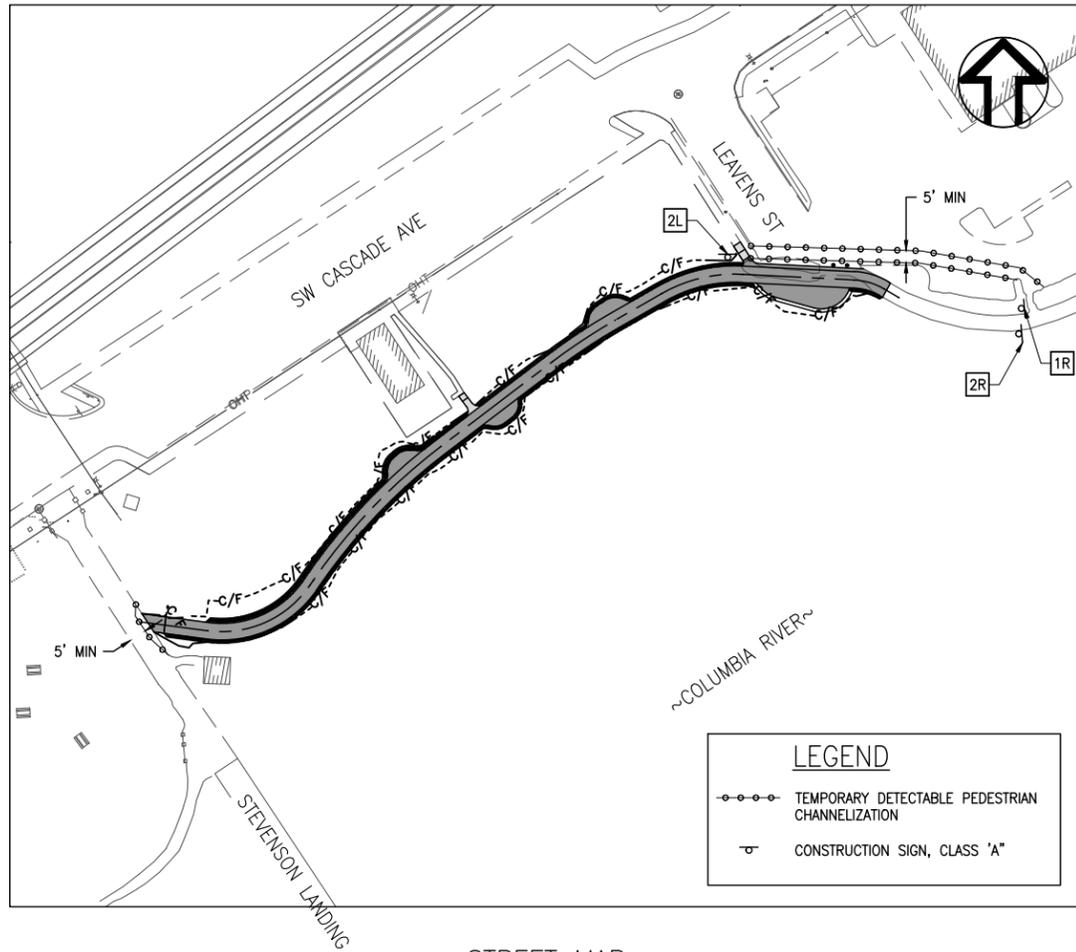
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BY	JV
REVISION	CK
NO.	DB

EROSION CONTROL DETAILS

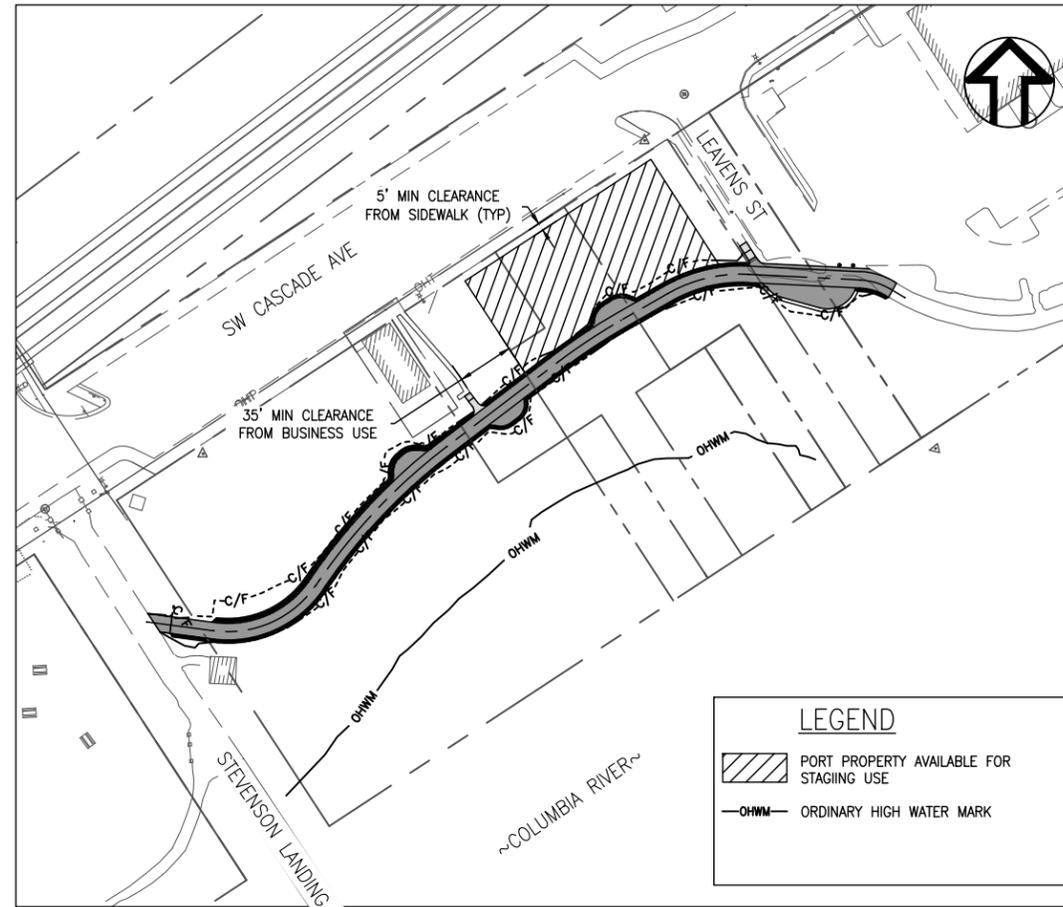
wallis engineering
360.695.7041
VANCOUVER, WA 98101

DATE: 12/2018
PROJECT NO: 1464A

PORT OF SKAMANIA COUNTY WATERFRONT TRAIL IMPROVEMENTS



STREET MAP
NTS



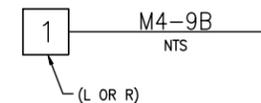
STAGING AREA
NTS

GENERAL TRAFFIC CONTROL NOTES

- MINIMUM TRAFFIC CONTROL SIGNING NOTED ON THIS SHEET SHALL BE INSTALLED PRIOR TO START OF ANY OTHER WORK ON THE PROJECT. COORDINATE ACTUAL SIGN LOCATIONS WITH ENGINEER PRIOR TO INSTALLATION.
- TRAFFIC CONTROL PLANS FOR WORK ARE SHOWN HEREIN. CONTRACTOR SHALL ADOPT THE GENERAL TRAFFIC CONTROL/STAGING PLAN AND REQUIREMENTS INCLUDED HEREIN AND/OR SUBMIT A NEW GENERAL PLAN FOR REVIEW. THIS GENERAL TRAFFIC CONTROL AND STAGING PLAN DOES NOT RELIEVE THE CONTRACTOR FROM THE RESPONSIBILITY TO SUBMIT DETAILED TRAFFIC CONTROL PLANS SPECIFIC TO THE CONTRACTOR'S PHASING OF THE WORK AS DEEMED NECESSARY BY THE ENGINEER. TRAFFIC CONTROL PLANS MUST BE APPROVED BY THE ENGINEER PRIOR TO BEGINNING CONSTRUCTION.
- THE CONTRACTOR SHALL PROVIDE TEMPORARY PROTECTION AND DIRECTION OF TRAFFIC IN ACCORDANCE WITH THE MOST CURRENT VERSION OF THE MUTCD (WITH WASHINGTON STATE AMENDMENTS, WSDOT STANDARD PLANS AND SPECIFICATIONS, AND THE CONTRACT SPECIAL PROVISIONS.)
- USE TEMPORARY PAVEMENT MARKERS, BARRIERS, BARRICADES, CAUTION TAPE AND SIGNS AS REQUIRED TO SAFELY DETOUR PEDESTRIANS AND VEHICLE TRAFFIC AROUND THE CONSTRUCTION WORK AREA. IDENTIFY THE TYPE OF DELINEATION FOR ALL TEMPORARY TRAFFIC CONTROL MEASURES ON TRAFFIC CONTROL PLANS.
- APPROPRIATE METHODS OF PEDESTRIAN, BICYCLE, AND VEHICULAR TRAFFIC CONTROL, INCLUDING FLAGGERS, SHALL BE EMPLOYED BY THE CONTRACTOR TO THE EXTENT DEEMED NECESSARY BY THE TRAFFIC CONTROL SUPERVISOR AND AS REQUIRED BY THE PORT OF SKAMANIA COUNTY TO PROTECT WORKERS AND THIRD PARTIES.
- ACCESS FOR EMERGENCY SERVICES SHALL BE MAINTAINED AT ALL TIMES. CONTRACTOR SHALL INFORM EMERGENCY SERVICES OF ALL TRAFFIC CONTROL MODIFICATIONS PRIOR TO IMPLEMENTATION.
- THE CONTRACTOR SHALL PROVIDE TEMPORARY PROTECTION AND DIRECTION OF PEDESTRIAN TRAFFIC ON RUSSELL AVENUE, THE SIDEWALK ON LEAVENS STREET, AND THE EXISTING PATH AT LEAVEN'S POINT. PEDESTRIAN DETOURS SHALL BE ESTABLISHED WHEN EXISTING FACILITIES ARE INACCESSIBLE, AS SHOWN. DETOURS SHALL BE REMOVED AND ACCESS SHALL BE RE-ESTABLISHED AT THE END OF EACH WORKING DAY.
- STEVENSON LANDING IS A CRUISE SHIP PIER, AND CONSIDERABLE PEDESTRIAN TRAFFIC UTILIZES RUSSELL AVENUE BETWEEN STEVENSON LANDING AND CASCADE AVENUE. THE CONTRACTOR SHALL MAINTAIN ACCESS TO THIS PEDESTRIAN FACILITY AT ALL TIMES. IF PEDESTRIAN CHANNELIZATION IS USED FOR TEMPORARY TRAFFIC CONTROL ON RUSSELL AVE IN ORDER TO CONSTRUCT IMPROVEMENTS, THIS CHANNELIZATION SHALL BE REMOVED AND FULL ACCESS RE-ESTABLISHED BY END OF EACH WORKING DAY.

GENERAL CONSTRUCTION PHASING AND STAGING NOTES

- THE CONTRACTOR SHALL COMPLETE THE PROJECT IN ACCORDANCE WITH AN APPROVED PHASING PLAN AND WITH THE SPECIAL PROVISIONS. THIS SHEET REFLECTS THE GENERAL PHASING AND TRAFFIC CONTROL REQUIREMENTS FOR THE PROJECT. THE CONTRACTOR SHALL SUBMIT A DETAILED PHASING PLAN FOR REVIEW/APPROVAL OF THE ENGINEER PRIOR TO BEGINNING WORK.
- VEHICULAR ACCESS TO RUSSELL AVENUE BETWEEN CASCADE AVENUE AND STEVENSON LANDING IS RESTRICTED BY A REMOVABLE BOLLARD. THIS SECTION OF RUSSELL AVENUE IS A PEDESTRIAN FACILITY, WITH CURRENT VEHICULAR USE RESTRICTED TO GARBAGE TRUCKS AND EMERGENCY ACCESS. CONTRACTOR SHALL COORDINATE WITH PORT OF SKAMANIA FOR TRUCK AND EQUIPMENT ACCESS ON THIS PORTION OF RUSSELL AVENUE ON AN AS-NEEDED BASIS.
- CONTRACTOR SHALL PHASE WORK TO ENSURE PEDESTRIAN ACCESS THROUGH RUSSELL AVENUE BETWEEN STEVENSON LANDING AND CASCADE AVENUE. CONTRACTOR SHALL PHASE WORK IN THIS AREA TO MINIMIZE THE DURATION OF ADVERSE IMPACTS ON PEDESTRIAN USE.
- STAGING AREAS SHALL BE LIMITED TO THOSE SHOWN UNLESS OTHERWISE APPROVED BY THE ENGINEER. ALL STAGING AREAS SHALL BE KEPT IN A CLEAN AND ORGANIZED FASHION.
- ACCESS TO THE PORTION OF LEAVENS STREET SHOULD BE MAINTAINED THROUGHOUT CONSTRUCTION. LEAVENS STREET SOUTH OF CASCADE AVENUE IS WITHIN PORT OF SKAMANIA PROPERTY, AND IS USED BY BUSINESSES LEASING THIS PROPERTY. THIS PORTION OF LEAVENS STREET IS REGULARLY USED BY LARGE BEVERAGE DISTRIBUTION TRUCKS. COORDINATE ANY CONSTRUCTION USE OF THIS STREET AND PARKING LOT WITH THE PORT OF SKAMANIA COUNTY PRIOR TO USE.
- MATERIALS MAY NOT BE STORED OR STOCKPILED, NOR MAY EQUIPMENT THAT IS NOT OPERATING BE PARKED ON PUBLIC CITY-OWNED STREETS WITHIN THE PROJECT LIMITS.
- MATERIALS AND EQUIPMENT MAY NOT BE PLACED OR STAGED ON THE SLOPE SOUTH OF THE PROPOSED PATH, OR BELOW THE ORDINARY HIGH WATER MARK. NO WORK OR STAGING MAY TAKE PLACE BELOW THE ORDINARY HIGH WATER MARK.



NO.	REVISION	BY	DATE

DESIGNED BY: J.V.
DRAWN BY: C.K.
CHECKED BY: D.B.

SCALE: ONE INCH AT FULL SCALE. IF NOT ONE INCH ADJUST SCALE ACCORDINGLY.

STAGING & TRAFFIC CONTROL PLAN

wallis engineering
WALLIS ENGINEERING, INC.
VANCOUVER, WA 98101
360.695.7041

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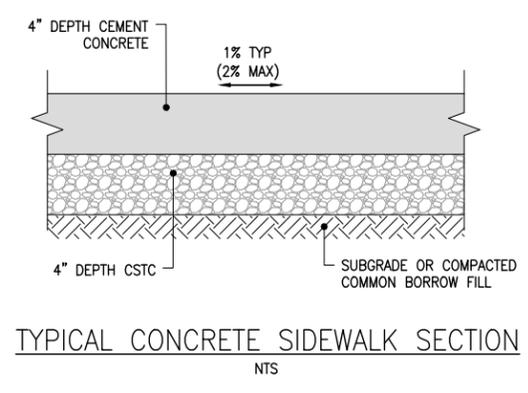
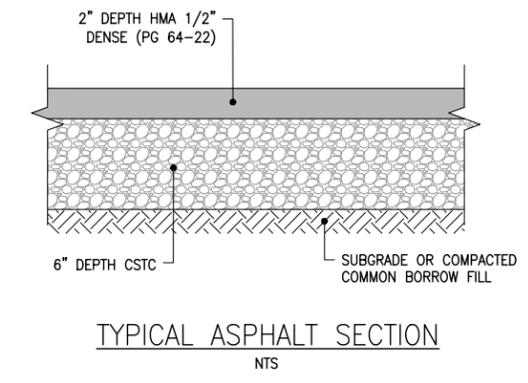
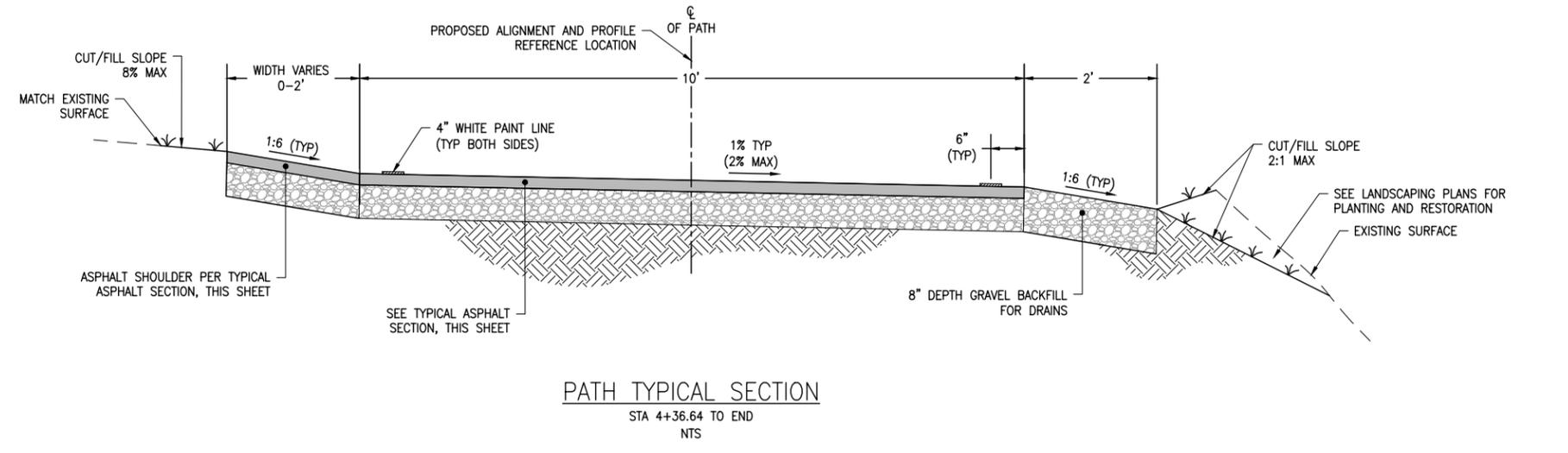
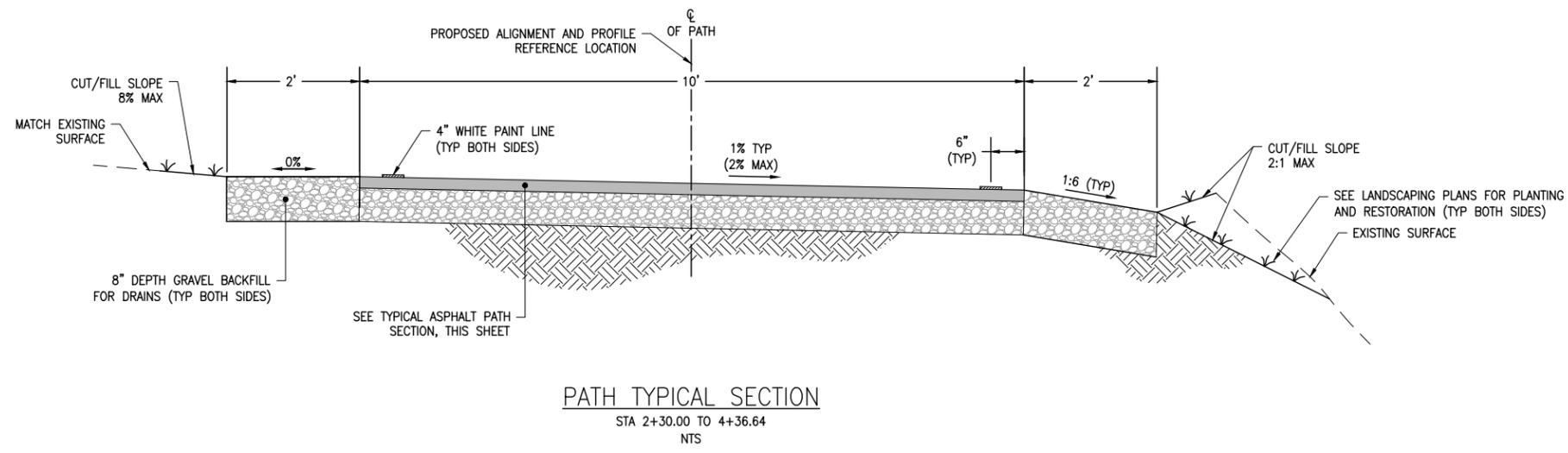
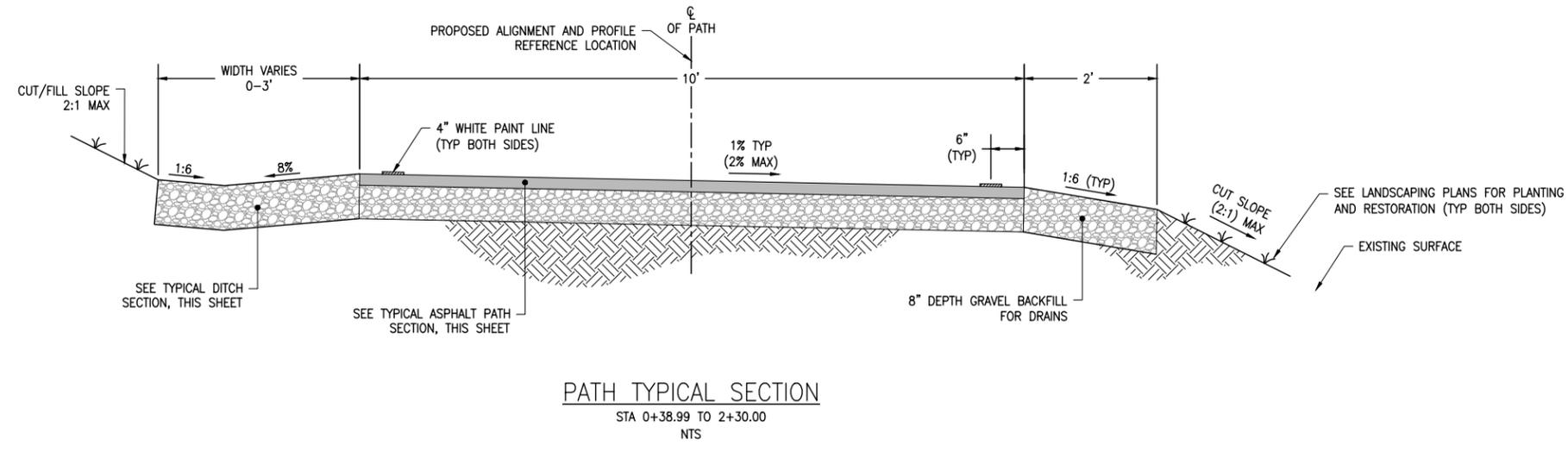


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TYPICAL SECTION NOTES

1. SEE PLAN SHEETS FOR ACTUAL SURFACING CHANGES, WIDTHS, AND LAYOUT.
2. COORDINATE PROPOSED PATH AND SIDEWALK LAYOUT WITH ONSITE ENGINEER PRIOR TO MAKING ALL SAWCUTS FOR TRANSITIONS FROM PROPOSED IMPROVEMENTS BACK TO EXISTING.
3. PRIOR TO PLACING FILLS, STRIP EXISTING GROUND A MINIMUM DEPTH OF 6" IN ACCORDANCE WITH SECTION 2-01.3(2) OF THE STANDARD SPECIFICATIONS.
4. COMMON BORROW FILL SHALL MEET THE REQUIREMENTS OF SECTION 9-03.14(3).
5. SUBGRADE AND COMMON BORROW FILL SHALL BE COMPACTED IN CONFORMANCE WITH METHOD B OF SECTION 2-03.3(14)C.
6. ALL CRUSHED SURFACING AND GRAVEL BACKFILL FOR DRAINS SHALL BE COMPACTED TO 95% MAXIMUM DRY DENSITY.
7. ROUND ALL GRADING TRANSITIONS.



NO.	REVISION	BY	DATE
		JV	
		CK	
		DB	

DESIGNED BY: JV
DRAWN BY: CK
CHECKED BY: DB

ONE INCH AT FULL SCALE.
IF NOT ONE INCH ADJUST SCALE ACCORDINGLY

TYPICAL SECTIONS

wallis engineering
WALLIS ENGINEERING, INC.
VANCOUVER, WA 98101
360.695.7041

PROJECT NO: 1464A
DATE: 12/2018

PORT OF SKAMANIA COUNTY WATERFRONT TRAIL IMPROVEMENTS

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 REVISION: DB

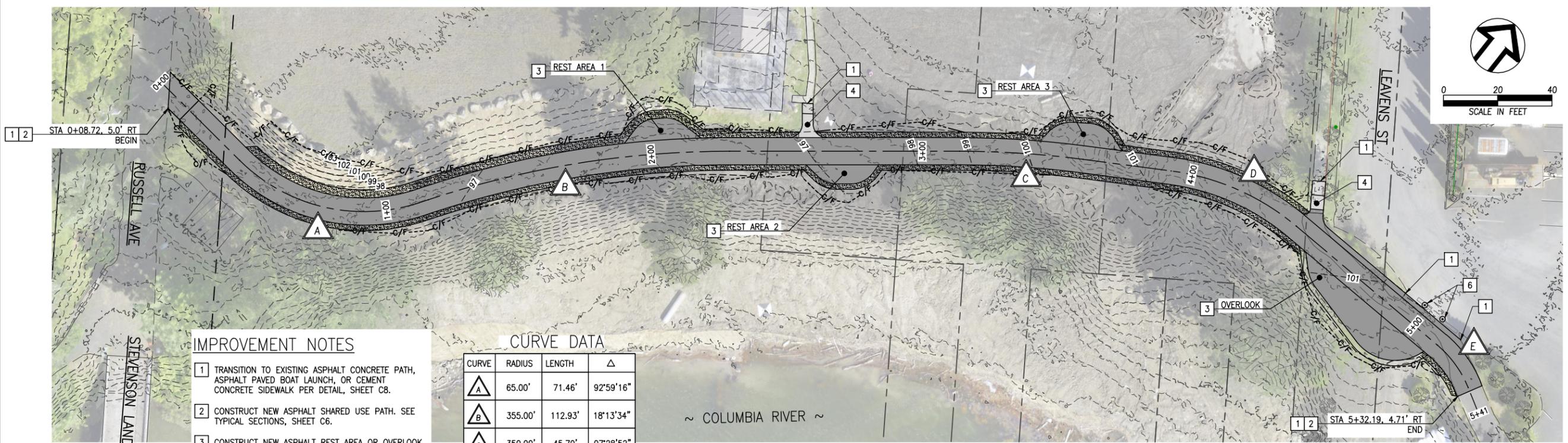
0" ONE INCH AT FULL SCALE.
 IF NOT ONE INCH ADJUST SCALE ACCORDINGLY

IMPROVEMENT PLAN

wallis engineering
 WALLIS ENGINEERING, LLC
 VANCOUVER, WA 98660
 360.695.7041

PROJECT NO: 1464A
 DATE: 12/2018

PORT OF SKAMANIA COUNTY WATERFRONT TRAIL IMPROVEMENTS

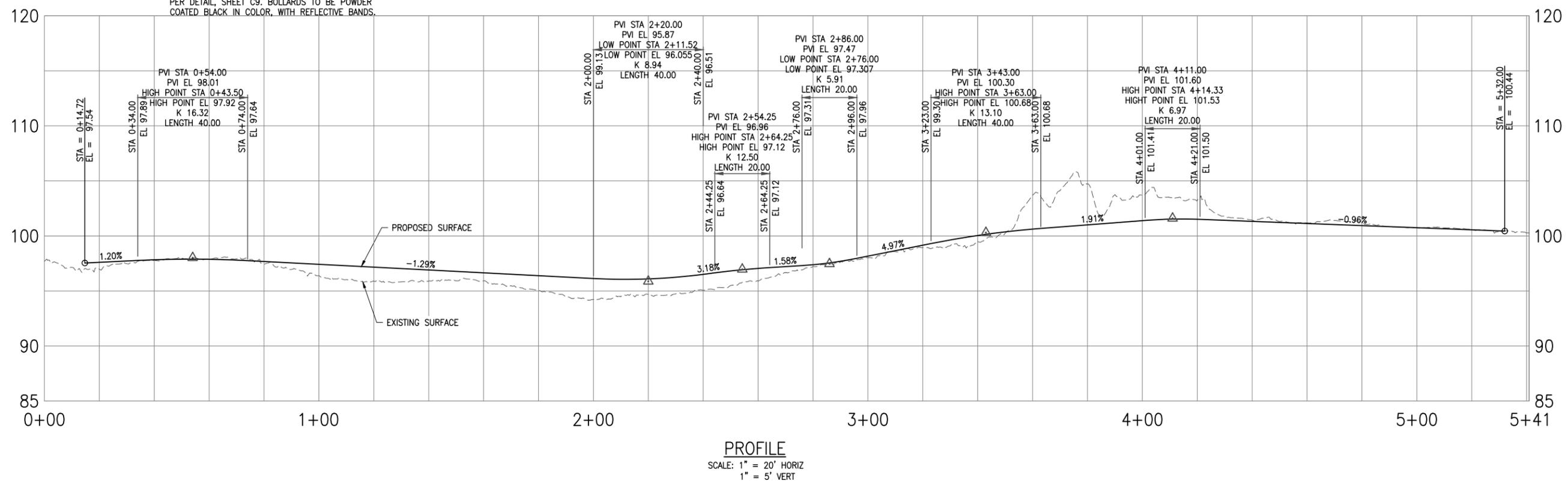


- IMPROVEMENT NOTES**
- 1 TRANSITION TO EXISTING ASPHALT CONCRETE PATH, ASPHALT PAVED BOAT LAUNCH, OR CEMENT CONCRETE SIDEWALK PER DETAIL, SHEET C8.
 - 2 CONSTRUCT NEW ASPHALT SHARED USE PATH. SEE TYPICAL SECTIONS, SHEET C6.
 - 3 CONSTRUCT NEW ASPHALT REST AREA OR OVERLOOK AREA PER TYPICAL PATH SECTION. SEE SHEET C8 FOR DETAILS. COORDINATE LAYOUT WITH ENGINEER PRIOR TO WORK.
 - 4 CONSTRUCT NEW CEMENT CONCRETE SIDEWALK. SEE TYPICAL SECTIONS, SHEET C6 AND DETAILS, SHEET C9.
 - 5
 - 6 CONSTRUCT REMOVEABLE BOLLARD IN FOUNDATION PER DETAIL, SHEET C9. BOLLARDS TO BE POWDER COATED BLACK IN COLOR, WITH REFLECTIVE BANDS.

CURVE DATA

CURVE	RADIUS	LENGTH	Δ
A	65.00'	71.46'	92°59'16"
B	355.00'	112.93'	18°13'34"
C	350.00'	45.70'	07°28'52"
D	90.00'	51.17'	32°34'25"
E	40.00'	19.48'	27°54'26"

PLAN



PROFILE
 SCALE: 1" = 20' HORIZ
 1" = 5' VERT

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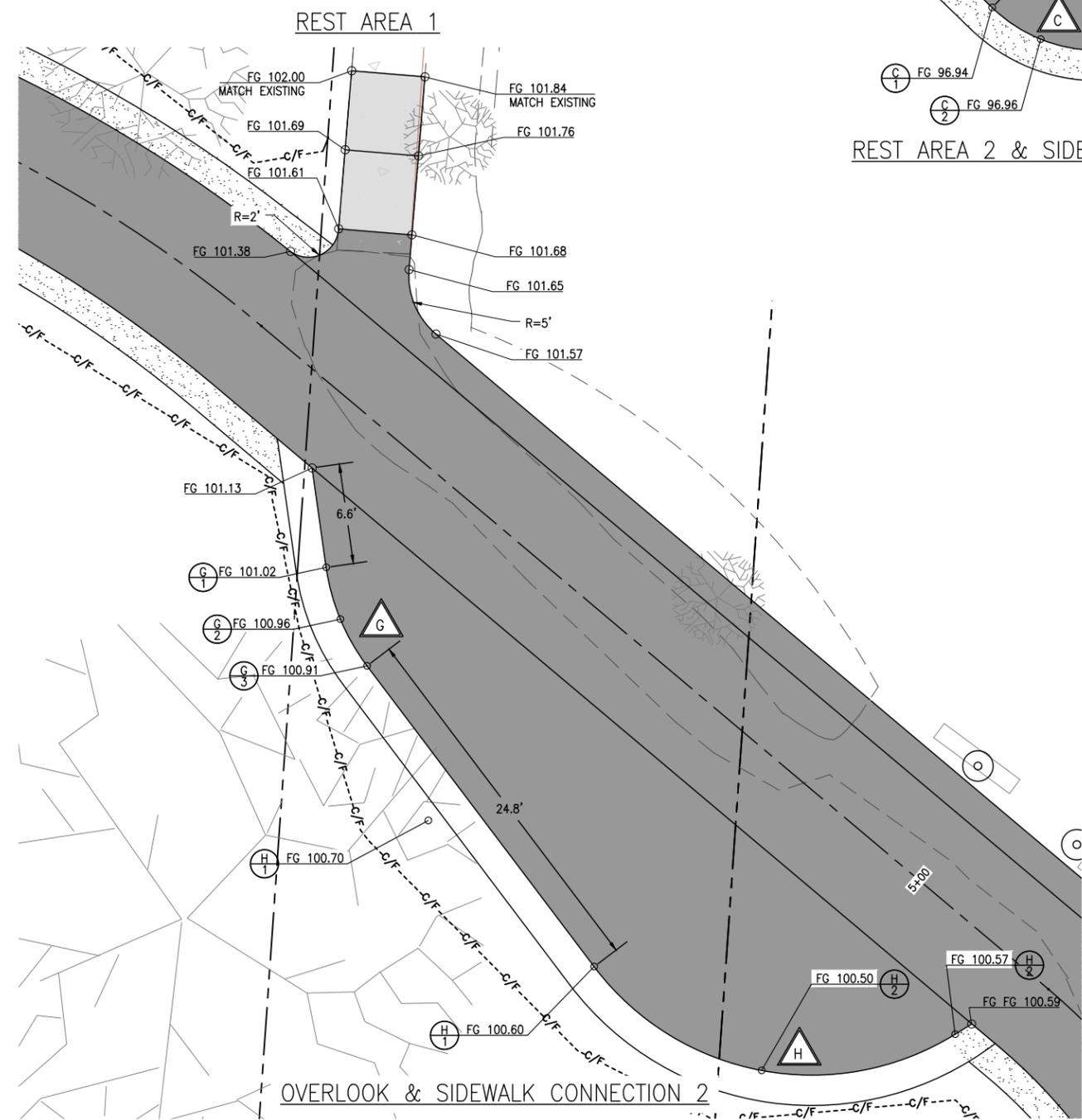
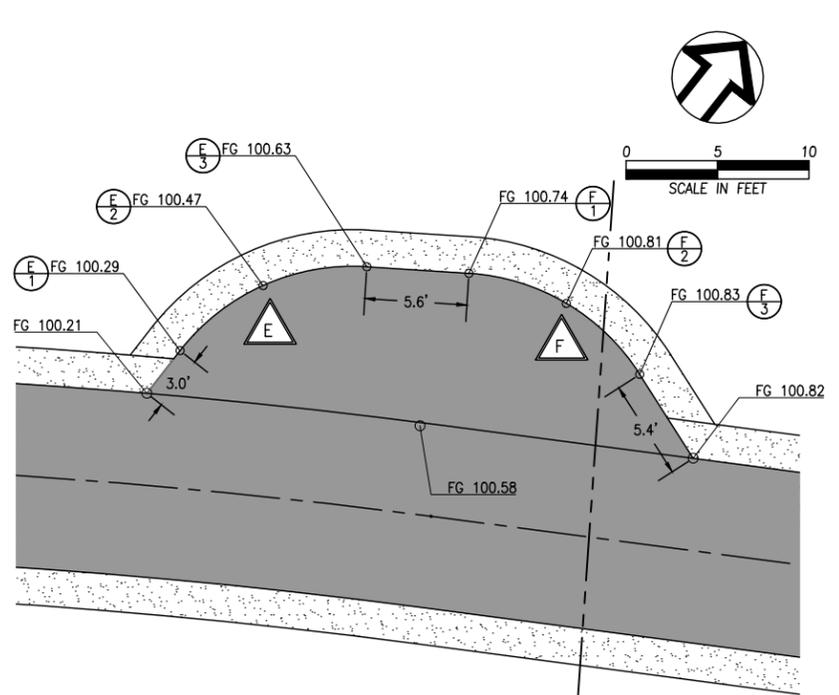
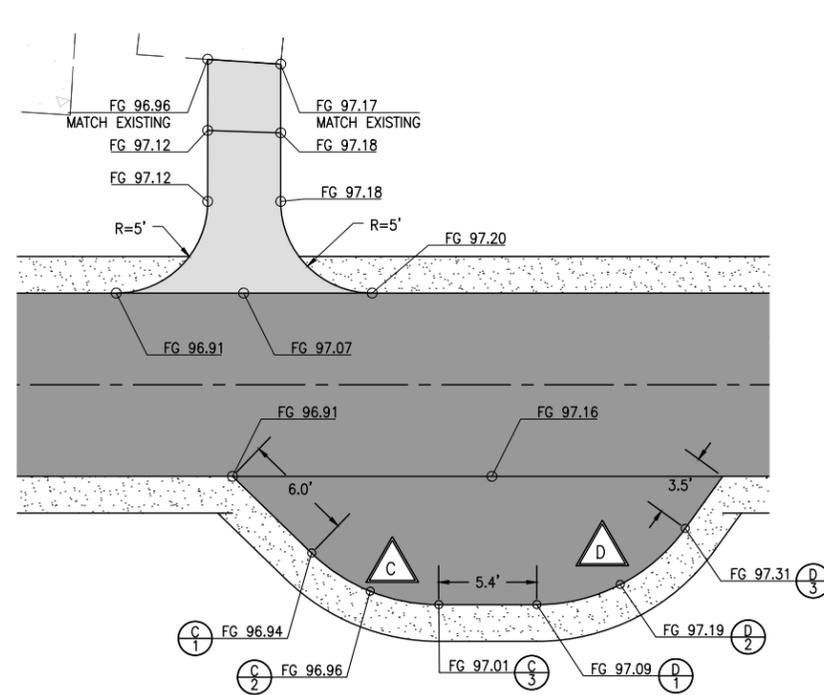
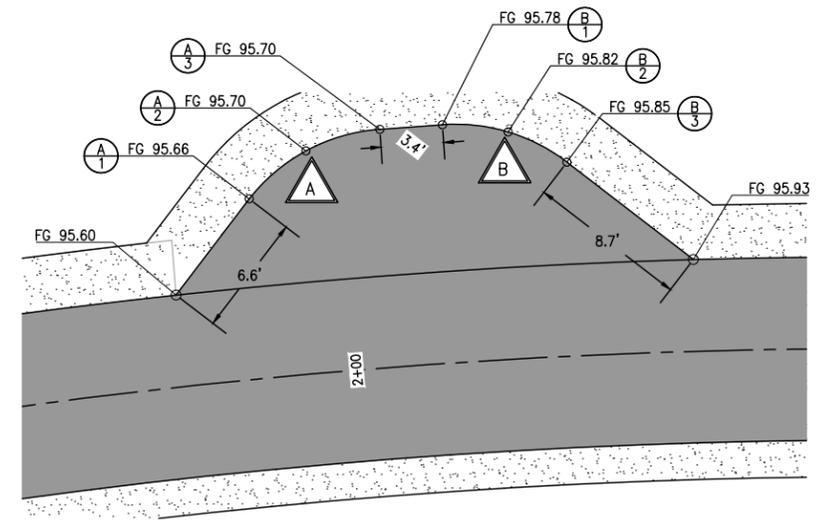
DATE	
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DRAWN BY	CK
REVISION	
NO.	

**REST AREA &
OVERLOOK PLAN**

wallis engineering
1100 1st Ave S
Tacoma, WA 98402
360.695.7041

DATE: 12/2018
PROJECT NO: 1464A

**PORT OF
SKAMANIA COUNTY
WATERFRONT TRAIL
IMPROVEMENTS**

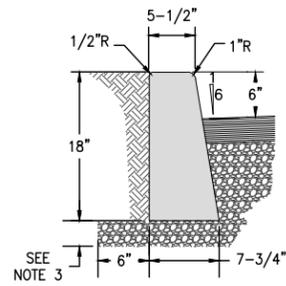


CURVE DATA					CURVE DATA				
TYPE	CURVE POINT	LOCATION	CENTERLINE STA	OFFSET	TYPE	CURVE POINT	LOCATION	CURB RETURNS CENTERLINE STA	OFFSET
A	A1, A2, A3	PC	STA 1+94.94	9.71' LT	E	E1, E2, E3	PC	STA 3+44.94	7.47' LT
		MID	STA 1+98.27	12.14' LT			MID	STA 3+49.01	11.47' LT
		PT	STA 2+02.25	12.99' LT			PT	STA 3+54.36	13.07' LT
B	B1, B2, B3	PC	STA 2+05.56	12.99' LT	F	F1, F2, F3	PC	STA 3+59.75	13.41' LT
		MID	STA 2+09.00	12.39' LT			MID	STA 3+65.24	12.47' LT
		PT	STA 2+12.03	10.57' LT			PT	STA 3+69.72	9.15' LT
C	C1, C2, C3	PC	STA 2+61.45	9.19' RT	G	G1, G2, G3	PC	STA 4+56.83	9.41' RT
		MID	STA 2+64.65	11.27' RT			MID	STA 4+59.74	11.42' RT
		PT	STA 2+68.40	12.00' RT			PT	STA 4+63.07	12.64' RT
D	D1, D2, D3	PC	STA 2+73.77	12.00' RT	H	H1, H2, H3	PC	STA 4+87.27	18.15' RT
		MID	STA 2+78.33	10.90' RT			MID	STA 5+00.13	16.27' RT
		PT	STA 2+81.89	7.84' RT			PT	STA 5+08.37	6.23' RT

ABBREVIATIONS

PC = POINT OF CURVATURE
 PT = POINT OF TANGENT
 MID = MID POINT OF CURVE
 FG = FINISH GRADE

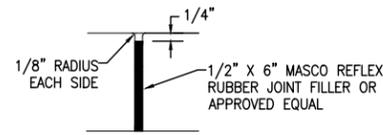
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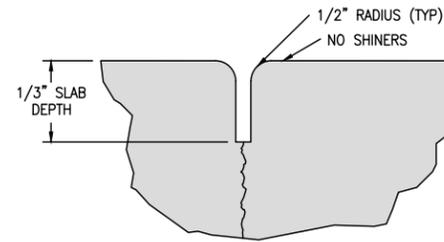
NOTES:

1. CONCRETE SHALL BE 3000 PSI MIN COMMERCIAL CONCRETE.
2. CONTROL JOINT SPACING NOT TO EXCEED 12 FEET. THE DEPTH OF THE JOINT SHALL BE AT LEAST 1-1/2 INCHES. CONTROL JOINTS IN CURB SHALL MATCH PATTERNS IN ADJACENT SIDEWALK.
3. CRUSHED SURFACING SHALL BE TO SUBGRADE OF STREET SECTION OR 3 INCHES, WHICHEVER IS GREATER, AND SHALL EXTEND 6" BEHIND THE CURB. CRUSHED SURFACING SHALL BE COMPACTED TO 95% OF MAX DRY DENSITY.
4. CURB TO BE BRUSH FINISHED. ALL EXISTING EDGES SHALL BE SAWCUT.

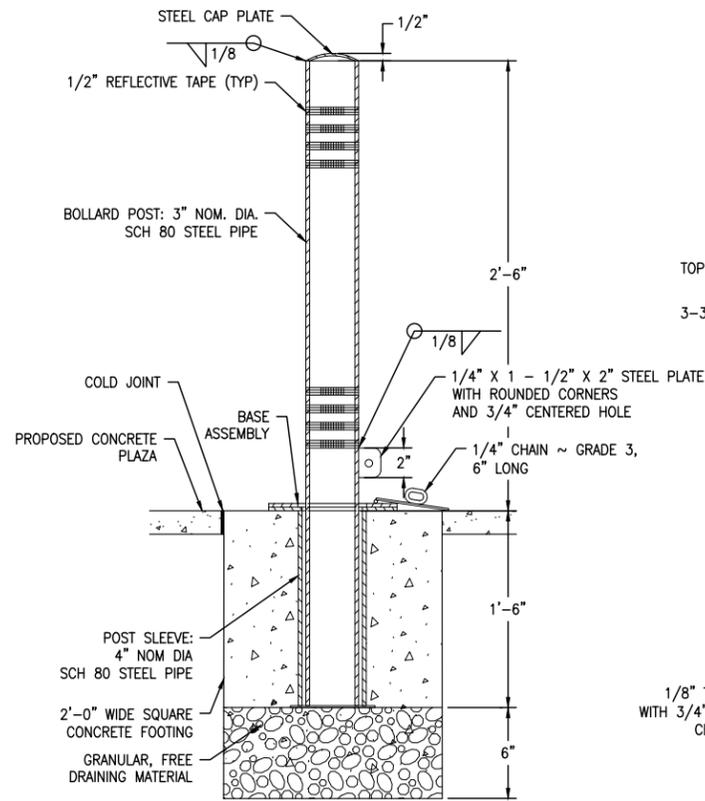
CEMENT CONCRETE BARRIER CURB
NTS



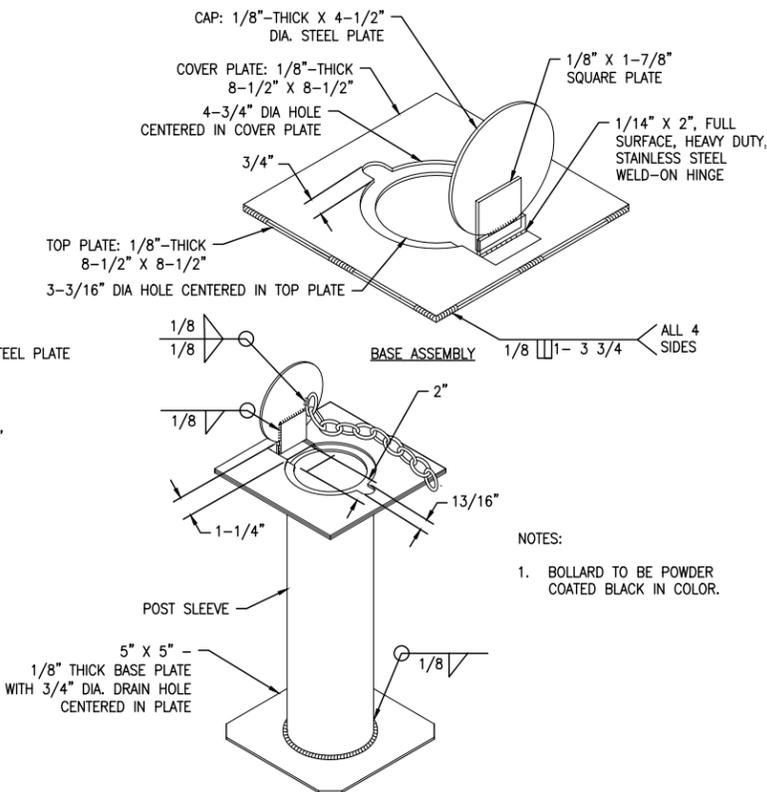
SIDEWALK EXPANSION JOINTS
NTS



TYPICAL SCORE DETAIL
NTS



REMOVEABLE BOLLARD DETAIL
NTS



- NOTES:**
1. BOLLARD TO BE POWDER COATED BLACK IN COLOR.



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DETAILS

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VANCOUVER, WA 98101
360.695.7041

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PORT OF SKAMANIA COUNTY WATERFRONT TRAIL IMPROVEMENTS



DRAWING NO:

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