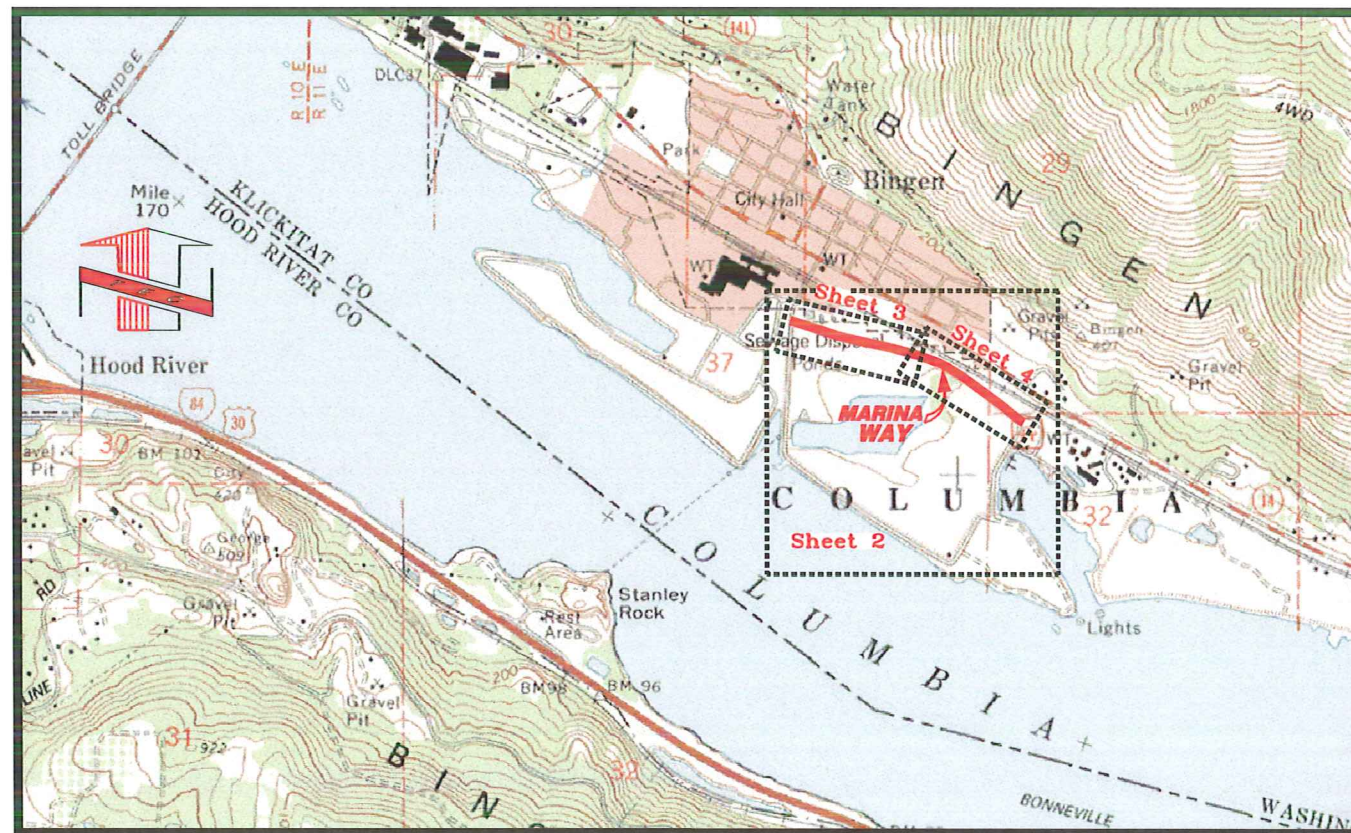


PROPOSED MARINA WAY OVERLAY PROJECT FOR THE Klickitat County Port District No. 1 SEPTEMBER 2013



VICINITY MAP
SCALE: 1" = 1000'

INDEX:

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3313 W. 2nd. STREET, SUITE 100
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DARRIN ECKMAN, PROJECT MANAGER



| | | | |
|----------------|--------------------------------|--------|------------|
| Design | T.E.C. | Survey | T.E.C. |
| DWG. No. | K:\ACAD\14100\14185_marina.dwg | Drawn | S.D.H. |
| Date | 9/9/2013 | Scale | 1" = 1000' |
| Work Order No. | 14185 | | |

COVER SHEET
FOR THE
MARINA WAY OVERLAY PROJECT
IN SECTION 29, TWP. 3 N., RANGE 11 E., W.M.
BINGEN, KICKITAT COUNTY, WASHINGTON

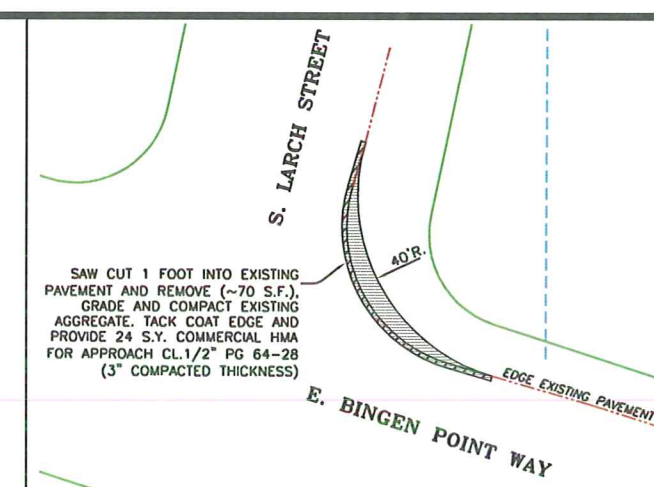
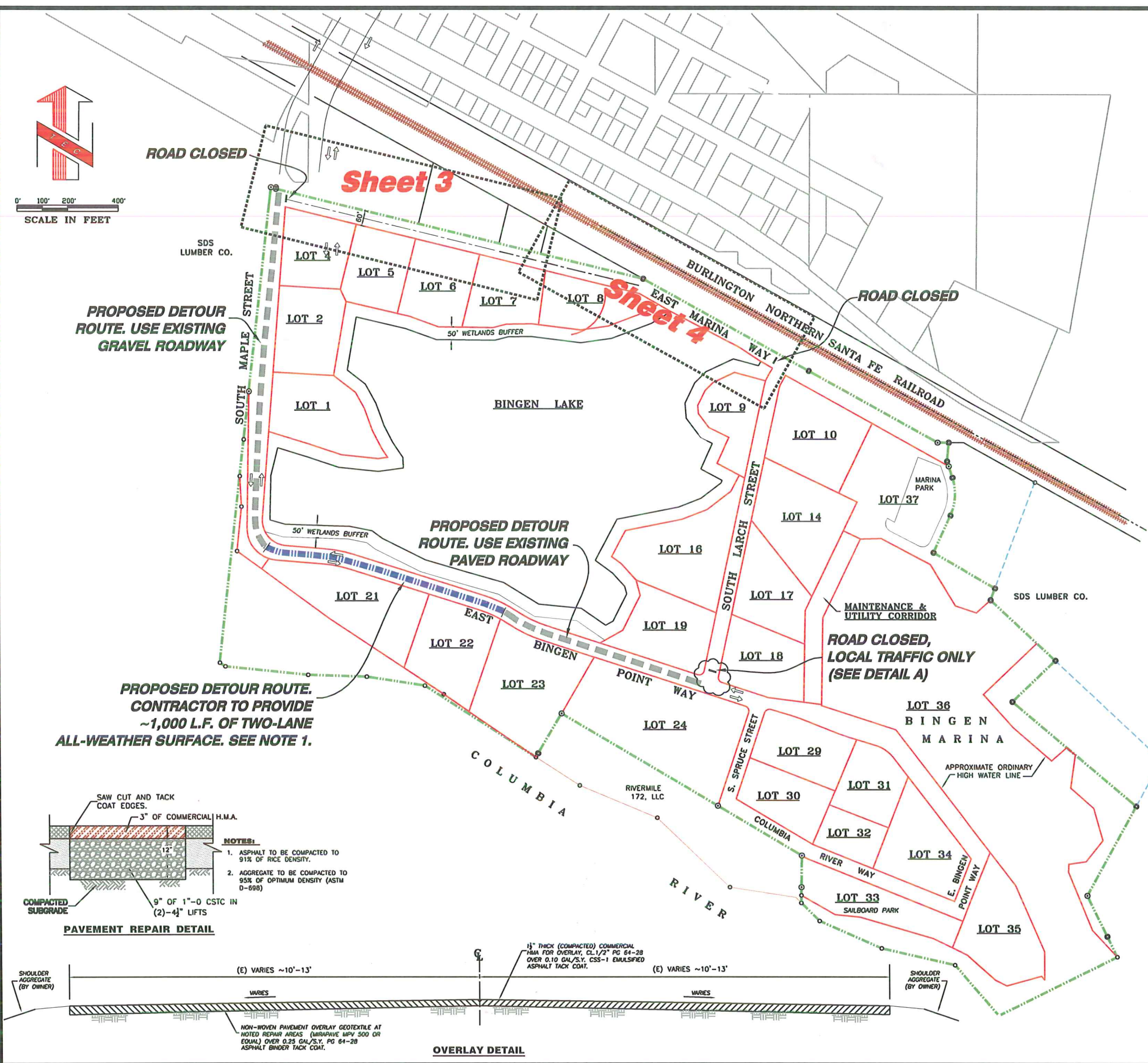
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PLOT DATE: 9/9/2013



SHEET
1 OF 5

Work Order No.
14185



UTILITY LEGEND:

| | |
|---------------------------------|------------------------------------|
| MANHOLE | EXISTING SANITARY SEWER |
| EXISTING STORM SEWER | CATCH BASIN |
| CLEAN OUT | EXISTING WATER LINE |
| FIRE HYDRANT | WATER VALVE |
| BLOW-OFF VALVE | NATURAL GAS LINE |
| MULTIPLE OVERHEAD UTILITY LINES | JOINT UTILITY TRENCH |
| OVERHEAD TELEPHONE CABLE | UNDERGROUND TELEPHONE CABLE |
| FIBER OPTIC TELEPHONE CABLE | CABLE TELEVISION LINE |
| OVERHEAD ELECTRIC POWER LINE | UNDERGROUND ELECTRIC POWER LINE |
| EXISTING POWER POLE | EXISTING LIGHT POLE |
| EXISTING FENCE LINE | DRAINAGE DITCH WITH FLOW DIRECTION |
| TR = TELEPHONE RISER | GM = GAS METER |
| EM = ELECTRICAL METER | WM = WATER METER |
| EXISTING | DECIDUOUS TREE ROW |

NOTE: ALL OTHERS AS NOTED ON PLAN

- NOTES:**
- CONTRACTOR TO FLATTEN EXISTING SUBGRADE OF UNIMPROVED DETOUR ROUTE AND COMPACT WITH SMOOTH DRUM ROLLER. CONTRACTOR TO PROVIDE 1"-0 CSTC (2" COMPACTED THICKNESS) ADJACENT TO AND BLENDED INTO EXISTING HAUL ROAD. CONTRACTOR TO FINE GRADE AND COMPACT FINAL AGGREGATE SURFACE. FINAL OVERALL WIDTH TO BE 24 FEET.
 - BARRICADES WITH WARNING LIGHTS (TYPE A) SHALL BE PROVIDED FOR ALL TRAFFIC HAZARDS.
 - SIGNS SHALL BE REMOVED OR COVERED IN AREAS OF NO CONSTRUCTION ACTIVITY.
 - SIGN INSTALLATION SHALL CONFORM TO WSDOT G-22.10-01.
 - THIS PLAN IS INTENDED TO ASSIST THE CONTRACTOR IN DEVELOPING A TRAFFIC CONTROL PLAN. THE CONTRACTOR SHALL SUBMIT A TRAFFIC CONTROL PLAN DOCUMENT TO THE OWNER FOR APPROVAL PRIOR TO ANY WORK.
 - FOR SIGN DETAILS REFER TO MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND WSDOT SIGN FABRICATION MANUAL M55-05.
 - FOR REFERENCE IN CALCULATING SIGN SPACING, THE DETOUR CAN BE LIMITED TO 10 MPH.

Design
T.E.C.
DWG. No.
K:\ACAD\14100\14185_marina.dwg
Date
9/9/2013
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Survey
T.E.C.
Scale
1"=200'

DETOUR PLAN
FOR THE
MARINA WAY OVERLAY PROJECT
IN SECTION 29, TWP. 3 N., RANGE 11 E., W.M.
BINGEN, KLUCKITAT COUNTY, WASHINGTON

TENNESON ENGINEERING Corp.
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PLOT DATE: 9/9/2013

EX. DATE: 11/14/13

SHEET
2 OF 5
Work Order No.
14185

GENERAL NOTES:

- A) CONTRACTOR SHALL PROCURE AND CONFORM TO ALL CONSTRUCTION PERMITS REQUIRED BY THE COUNTY. OWNER TO PAY ALL PROJECT PERMIT COSTS. CONTRACTOR SHALL PROVIDE OWNER 48 HOURS NOTICE PRIOR TO REQUIRING PAYMENT FOR PERMITS.
- B) CONTRACTOR TO PAY ALL PROJECT UTILITY TAPPING, TV, AND CHLORINATION COSTS. COST FOR RETESTING SHALL BE BORNE BY THE CONTRACTOR. CONTRACTOR SHALL COORDINATE AND PAY ALL COSTS ASSOCIATED WITH CONNECTING TO EXISTING WATER, SANITARY SEWER AND STORM SEWER FACILITIES.
- C) CONTRACTOR SHALL PROVIDE ALL BONDS AND INSURANCE REQUIRED BY PUBLIC AND/OR PRIVATE AGENCIES HAVING JURISDICTION.
- D) ALL MATERIALS AND WORKMANSHIP FOR FACILITIES IN STREET RIGHT-OF-WAY OR EASEMENTS SHALL CONFORM TO APPROVING AGENCIES' CONSTRUCTION SPECIFICATIONS WHEREIN EACH HAS JURISDICTION, INCLUDING BUT NOT LIMITED TO THE COUNTY, WASHINGTON DEPARTMENT OF HEALTH (DOH) AND THE WASHINGTON DEPARTMENT OF ECOLOGY (DOE).
- E) UNLESS OTHERWISE APPROVED BY THE JURISDICTION, CONSTRUCTION OF ALL PUBLIC FACILITIES SHALL BE DONE BETWEEN 7:00 AM. AND 6:00 P.M., MONDAY THROUGH FRIDAY.
- F) THE CONTRACTOR SHALL PERFORM ALL WORK NECESSARY TO COMPLETE THE PROJECT IN ACCORDANCE WITH THE APPROVED CONSTRUCTION DRAWINGS INCLUDING SUCH INCIDENTALS AS MAY BE NECESSARY TO MEET APPLICABLE AGENCY REQUIREMENTS AND PROVIDE A COMPLETED PROJECT.
- G) THE CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES A MINIMUM OF 48 BUSINESS HOURS (2 BUSINESS DAYS) PRIOR TO START OF CONSTRUCTION AND COMPLY WITH ALL OTHER REQUIREMENTS OF THE SERVING UTILITIES.
- H) ANY INSPECTION BY THE OWNER OR OTHER AGENCIES SHALL NOT, IN ANY WAY, RELIEVE THE CONTRACTOR FROM ANY OBLIGATION TO PERFORM THE WORK IN STRICT COMPLIANCE WITH THE CONTRACT DOCUMENTS, APPLICABLE CODES AND AGENCY REQUIREMENTS.
- I) CONTRACTOR SHALL ERECT AND MAINTAIN BARRICADES, WARNING SIGNS, TRAFFIC CONES PER LOCAL REQUIREMENTS IN ACCORDANCE WITH THE MUTCD (WASHINGTON AMENDMENTS). ACCESS TO DRIVEWAYS SHALL BE MAINTAINED AT ALL TIMES. ALL TRAFFIC CONTROL MEASURES SHALL BE APPROVED AND IN PLACE PRIOR TO ANY CONSTRUCTION ACTIVITY.
- J) CONTRACTOR SHALL BE PROPERLY LICENSED BY THE APPROPRIATE STATE AGENCY.
- K) ELEVATIONS ARE BASED ON AN ASSUMED DATUM AS SHOWN ON THE PLANS.
- L) STATIONING IS BASED ON PRIMARY MAINLINE SHOWN.

EXISTING UTILITIES & FACILITIES:

- A) THE CONTRACTOR SHALL MAINTAIN ONE COMPLETE SET OF APPROVED DRAWINGS ON THE CONSTRUCTION SITE AT ALL TIMES WHEREON HE WILL RECORD ANY APPROVED DEVIATIONS IN CONSTRUCTION FROM THE APPROVED DRAWINGS, AS WELL AS THE STATION LOCATIONS AND DEPTHS OF ALL EXISTING UTILITIES ENCOUNTERED. THESE FIELD RECORD DRAWINGS SHALL BE KEPT UP TO DATE AT ALL TIMES AND SHALL BE AVAILABLE FOR INSPECTION BY THE COUNTY UPON REQUEST. FAILURE TO CONFORM TO THIS REQUIREMENT MAY RESULT IN DELAY OF PAYMENT AND/OR FINAL ACCEPTANCE OF THE PROJECT.
- B) UPON COMPLETION OF CONSTRUCTION OF ALL NEW FACILITIES, CONTRACTOR SHALL SUBMIT A CLEAN SET OF FIELD RECORD DRAWINGS CONTAINING ALL AS-BUILT DRAWINGS TO THE ENGINEER FOR USE IN THE PREPARATION OF AS-BUILT DRAWINGS FOR SUBMITTAL TO THE COUNTY AND OWNER. ALL INFORMATION SHOWN ON THE CONTRACTORS FIELD RECORD DRAWINGS SHALL BE SUBJECT TO VERIFICATION BY THE ENGINEER. IF SIGNIFICANT ERRORS OR DEVIATIONS ARE NOTED BY THE ENGINEER, AN AS-BUILT SURVEY PREPARED AND STAMPED BY A REGISTERED PROFESSIONAL LAND SURVEYOR AND/OR QUALIFIED ENGINEER SHALL BE COMPLETED AT THE CONTRACTOR'S EXPENSE.
- C) THE LOCATION AND DESCRIPTIONS OF EXISTING UTILITIES SHOWN ON THE DRAWING, ARE COMPILED FROM AVAILABLE RECORDS AND/OR FIELD SURVEYS. THE ENGINEER OR UTILITY COMPANIES DO NOT GUARANTEE THE ACCURACY OR THE COMPLETENESS OF SUCH RECORDS. CONTRACTOR SHALL FIELD VERIFY LOCATIONS AND SIZES OF ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION.
- D) THE CONTRACTOR SHALL LOCATE AND MARK ALL EXISTING PROPERTY AND STREET MONUMENTS PRIOR TO CONSTRUCTION. ANY MONUMENTS DISTURBED DURING CONSTRUCTION OF THE PROJECT SHALL BE REPLACED BY A REGISTERED LAND SURVEYOR AT THE CONTRACTORS EXPENSE.
- E) CONTRACTOR SHALL FIELD VERIFY LOCATION AND DEPTH OF ALL EXISTING UTILITIES WHERE NEW FACILITIES CROSS. CONTRACTOR SHALL BE RESPONSIBLE FOR EXPOSING POTENTIAL UTILITY CONFLICTS FAR ENOUGH AHEAD OF CONSTRUCTION TO MAKE NECESSARY GRADE MODIFICATIONS WITHOUT DELAYING THE WORK. IF GRADE MODIFICATION IS NECESSARY, CONTRACTOR SHALL NOTIFY THE DESIGN ENGINEER, AND THE DESIGN ENGINEER SHALL OBTAIN APPROVAL FROM THE CITY PRIOR TO CONSTRUCTION. ALL UTILITY CROSSINGS SHALL BE POTHOLED AS NECESSARY PRIOR TO EXCAVATING OR BORING TO ALLOW THE CONTRACTOR TO PREVENT GRADE OR ALIGNMENT CONFLICTS.
- F) ALL FACILITIES SHALL BE MAINTAINED IN-PLACE BY THE CONTRACTOR UNLESS OTHERWISE SHOWN OR DIRECTED. CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO SUPPORT, MAINTAIN, OR OTHERWISE PROTECT EXISTING UTILITIES AND OTHER FACILITIES AT ALL TIMES DURING CONSTRUCTION. CONTRACTOR TO LEAVE EXISTING FACILITIES IN AN EQUAL OR BETTER-THAN-ORIGINAL CONDITION AND TO THE SATISFACTION OF THE COUNTY ENGINEER.
- G) UTILITIES OR INTERFERING PORTIONS OF UTILITIES THAT ARE ABANDONED IN PLACE SHALL BE REMOVED BY THE CONTRACTOR THE EXTENT NECESSARY TO ACCOMPLISH THE WORK. THE CONTRACTOR SHALL PLUG THE REMAINING EXPOSED ENDS OF ABANDONED UTILITIES.
- H) CONTRACTOR SHALL REMOVE ALL EXISTING SIGNS, MAILBOXES, FENCES, LANDSCAPING, ETC., AS REQUIRED TO AVOID DAMAGE DURING CONSTRUCTION AND REPLACE THEM TO EXISTING OR BETTER CONDITION.
- I) ANY SEPTIC TANKS ENCOUNTERED DURING CONSTRUCTION SHALL BE PUMPED OUT. CONTRACTOR SHALL BREAK BOTTOM OF TANK OUT AND BACKFILL WITH PEA GRAVEL UNLESS OTHERWISE REQUIRED BY PUBLIC AGENCIES HAVING JURISDICTION. SEPTIC TANK REMOVAL TO BE IN ACCORDANCE WITH SANITARIAN REQUIREMENTS.
- J) ANY WELLS ENCOUNTERED SHALL BE ABANDONED PER STATE REQUIREMENTS.
- K) ANY FUEL TANKS ENCOUNTERED SHALL BE REMOVED AND DISPOSED OF PER STATE REQUIREMENTS. BACKFILL WITH COMPACTED GRANULAR MATERIAL.
- L) CONTRACTOR SHALL COORDINATE AND PAY ALL COSTS ASSOCIATED WITH REMOVING OR ABANDONING ANY SEPTIC TANKS, WELLS (INCLUDING BOREHOLE PIEZOMETERS) AND FUEL TANKS ENCOUNTERED AS PER REGULATING AGENCY REQUIREMENTS. WHEN SHOWN ON THE DRAWINGS, THESE STRUCTURES SHALL BE REMOVED OR ABANDONED AT THE CONTRACTOR'S EXPENSE. THE CONTRACTOR SHALL NOTIFY THE OWNER IMMEDIATELY UPON DISCOVERY OF ANY SEPTIC TANKS, WELLS OR FUEL TANKS NOT SHOWN ON THE DRAWINGS, AND OBTAIN CONCURRENCE FROM THE OWNER PRIOR TO PROCEEDING WITH THE WORK. THE CONTRACTOR SHALL PROVIDE THE OWNER WITH A DETAILED COST BREAKDOWN OF ALL WORK RELATED TO REMOVING ABANDONING SAID STRUCTURES. THE CONTRACTOR BE REIMBURSED ON A TIME & MATERIALS BASIS OR AT A NEGOTIATED PRICE AS AGREED TO BY THE OWNER.
- M) THE CONTRACTOR SHALL BE RESPONSIBLE FOR MANAGING CONSTRUCTION ACTIVITIES TO ENSURE THAT PUBLIC STREETS AND RIGHT-OF-WAYS ARE KEPT CLEAN OF MUD, DUST OR DEBRIS. DUST ABATEMENT SHALL BE MAINTAINED BY ADEQUATE WATERING OF THE SITE BY THE CONTRACTOR.

GRADING, PAVING & DRAINAGE:

- A) UNLESS OTHERWISE NOTED, ALL GRADING, ROCKING AND PAVING TO CONFORM TO WSDOT/APAWA STANDARD SPECIFICATIONS FOR ROADS, BRIDGES AND MUNICIPAL CONSTRUCTION, CURRENT EDITION.
- B) CLEAR AND GRUB WITHIN WORK LIMITS ALL SURFACE VEGETATION, TREES, STUMPS, BRUSH, ETC. DO NOT DAMAGE OR REMOVE TREES EXCEPT AS APPROVED BY THE ENGINEER SHOWN ON THE DRAWINGS. PROTECT ALL ROOTS TWO INCHES IN DIAMETER OR LARGER.
- C) STRIP WORK LIMITS, REMOVING ALL ORGANIC MATTER, WHICH CANNOT BE COMPACTED INTO A STABLE MASS. ALL TREES, BRUSH AND DEBRIS ASSOCIATED WITH CLEARING, STRIPPING OR GRADING SHALL BE REMOVED AND DISPOSED OF OFF-SITE.
- D) IMMEDIATELY FOLLOWING STRIPPING OPERATIONS, COMPACT SUBGRADE TO 95% WITHIN THE PUBLIC RIGHT-OF-WAY (90% IN OTHER AREAS) OF THE MAXIMUM DRY DENSITY PER AASHTO T-99 TEST METHOD (STANDARD PROCTOR). SUBGRADES MUST BE INSPECTED AND APPROVED BY THE OWNER'S AUTHORIZED REPRESENTATIVE PRIOR TO PLACING EMBANKMENTS, ENGINEERED FILLS OR FINE GRADING FOR BASE ROCK.
- E) ALL FILLS SHALL BE ENGINEERED EXCEPT FOR FILLS LESS THAN 18-INCHES IN DEPTH WHICH ARE LOCATED OUTSIDE THE PUBLIC RIGHT-OF-WAY, BUILDING PADS, PARKING LOTS OR OTHER AREAS TO BE IMPROVED. ENGINEERED FILLS SHALL BE CONSTRUCTED IN 6" LIFTS OVER APPROVED SUBGRADES. EACH LIFT IN THE PUBLIC RIGHT-OF-WAY SHALL BE COMPACTED TO 95% OF THE MAXIMUM DRY DENSITY PER AASHTO T-99 TEST METHOD (STANDARD PROCTOR)(90% AASHTO T-99 FOR ALL OTHER AREAS).
- F) CRUSHED ROCK SHALL CONFORM TO WSDOT STANDARD SPECIFICATION FOR ROAD, BRIDGE, AND MUNICIPAL CONSTRUCTION, CURRENT EDITION. COMPACT TO 95% OF THE MAXIMUM DRY DENSITY PER AASHTO T-99 TEST METHOD (STANDARD PROCTOR). WRITTEN COMPACTION TEST RESULTS FROM AN INDEPENDENT TESTING LABORATORY MUST BE RECEIVED BY THE OWNER'S AUTHORIZED REPRESENTATIVE PRIOR TO PLACING HMA PAVEMENT.
- G) HMA PAVEMENT SHALL CONFORM TO WSDOT STANDARD SPECIFICATION FOR ROAD, BRIDGE, AND MUNICIPAL CONSTRUCTION, CURRENT EDITION. MIX TO BE COMMERCIAL, CLASS 1/2", PG 64-28. PAVEMENT SHALL BE COMPACTED TO MINIMUM OF 91% OF MAXIMUM DENSITY.
- H) UNLESS OTHERWISE SHOWN ON THE DRAWINGS, STRAIGHT GRADES SHALL BE RUN BETWEEN ALL FINISH GRADE ELEVATIONS AND/OR FINISH CONTOUR LINES SHOWN.
- I) FINISH PAVEMENT GRADES AT TRANSITION IN EXISTING PAVEMENT SHALL MATCH EXISTING PAVEMENT GRADES OR BE FEATHERED PAST JOINTS WITH EXISTING PAVEMENT AS REQUIRED TO PROVIDE A SMOOTH, FREE DRAINING SURFACE.
- J) ALL EXISTING OR CONSTRUCTED MANHOLES, CLEANOUTS, MONUMENTS, GAS VALVES, WATER VALVES AND SIMILAR STRUCTURES SHALL BE ADJUSTED TO MATCH FINISH GRADES OF THE PAVEMENT, SIDEWALK, LANDSCAPED AREA OR MEDIAN STRIP WHEREIN THEY LIE. VERIFY THAT ALL VALVE BOXES AND RISERS ARE CLEAN AND CENTERED OVER THE OPERATION NUT. ADJUSTMENT AFTER PLACEMENT OF FINAL WEARING COURSE WILL NOT BE ALLOWED.
- K) UNLESS OTHERWISE SHOWN ON THE DRAWINGS, NO CUT OR FILL SLOPES SHALL BE CONSTRUCTED STEEPER THAN 2H:1V.
- L) CONTRACTOR SHALL SEED AND MULCH ALL EXPOSED SLOPES AND DISTURBED AREA, WHICH ARE NOT SCHEDULED TO BE LANDSCAPED.
- M) TRENCH EXCAVATION, BEDDING AND BACKFILL SHALL BE IN ACCORDANCE WITH THE WSDOT STANDARD SPECIFICATION FOR ROAD, BRIDGE, AND MUNICIPAL CONSTRUCTION, CURRENT EDITION.

TESTING AND INSPECTION:

- A) THE CONTRACTOR SHALL BE RESPONSIBLE TO ENSURE THAT ALL REQUIRED OR NECESSARY INSPECTIONS ARE COMPLETED BY THE OWNER'S AUTHORIZED INSPECTORS PRIOR TO PROCEEDING WITH SUBSEQUENT WORK WHICH COVERS OR THAT IS DEPENDENT ON THE WORK TO BE INSPECTED. FAILURE TO OBTAIN NECESSARY INSPECTION(S) AND APPROVAL(S) SHALL RESULT IN THE CONTRACTOR BEING FULLY RESPONSIBLE FOR ALL PROBLEMS ARISING FROM UNINSPECTED WORK.
- B) UNLESS OTHERWISE SPECIFIED, THE FOLLOWING TABLE OUTLINES THE MINIMUM TESTING SCHEDULE FOR THE PROJECT. THIS TESTING SCHEDULE IS NOT COMPLETE, AND DOES NOT RELIEVE THE CONTRACTOR OF THE RESPONSIBILITY OF OBTAINING ALL NECESSARY INSPECTIONS FOR ALL WORK PERFORMED, REGARDLESS OF WHO IS RESPONSIBLE FOR PAYMENT.

| REQUIRED TESTING AND FREQUENCY | | Party Responsible for payment | |
|---|---|-------------------------------|---------------------|
| | | Contractor | Others (See note 1) |
| STREETS, PARKING LOTS. PADS, FILLS. ETC. | | | |
| SUBGRADE | 1 TEST/4000 S.F./LIFT (2 MIN) | ✓ See note 2 & note 3 | |
| BASEROCK | 1 TEST/4000 S.F./LIFT | ✓ See note 2 & note 3 | |
| ASPHALT | 1 TEST/4000 S.F./LIFT (2 MIN) | ✓ See note 2 | |
| PIPED UTILITIES, ALL | | | |
| TRENCH BACKFILL | 1 TEST/200 FOOT TRENCH/LIFT (2 MIN) | ✓ See note 2 | |
| WATER | | | |
| PRESSURE | PER AWWA REQUIREMENTS (TO BE WITNESSED BY ENGINEER OR APPROVING AGENCY) | ✓ | |
| BACTERIAL WATER TEST | PER OHD/DOH | ✓ See note 2 | |
| DISINFECTION | PER AWWA REQUIREMENTS | ✓ | |
| SANITARY SEWER | | | |
| AIR TEST | PER CITY OR APWA WHICHEVER IS MORE STRINGENT | ✓ See note 4 | |
| MANDREL | 95% OF ACTUAL INSIDE DIAMETER | ✓ | |
| TV INSPECTION | LINES MUST BE CLEANED PRIOR TO TV WORK | ✓ | |
| MANHOLE | VACUUM TEST EACH MANHOLE. WITNESSED BY ENGINEER OR APPROVING AGENCY. | ✓ See note 2 & note 4 | |
| STORM | | | |
| MANDREL | 95% OF ACTUAL INSIDE DIAMETER | ✓ | |
| TV INSPECTION | LINES MUST BE CLEANED PRIOR TO TV WORK | ✓ | |
| NOTE 1: OTHERS REFERS TO OWNER. ENGINEER OR APPRASING AGENCY AS APPLICABLE. CONTRACTOR RESPONSIBLE FOR SCHEDULING TESTING. ALL TESTING MUST BE COMPLETED PRIOR TO PERFORMING SUBSEQUENT WORK. | | | |
| NOTE 2: TESTING MUST BE PERFORMED BY AN APPROVED INDEPENDENT TESTING AGENCY. | | | |
| NOTE 3: IN ADDITION TO IN PLACE DENSITY TESTING, THE SUBGRADE AND BASEROCK SHALL BE PROOF-ROLLED WITH A LOADED 10 YARD DUMP TRUCK PROVIDED BY THE CONTRACTOR. LOCATION AND PATTERN OF PROOF-ROLL TO BE AS DIRECTED BY THE OWNERS AUTHORIZED REPRESENTATIVE. | | | |
| NOTE 4: CONTRACTOR MAY USE HYDROSTATIC TESTING IN LIEU OF VACUUM AND AIR TESTING. | | | |

TRAFFIC CONTROL NOTES:

- A. CONTRACTOR TO PROVIDE ALL NECESSARY SIGNAGE AND BARRICADES TO LIMIT TRAFFIC WITHIN THE PROJECT AREA TO LOCAL TRAFFIC AND EMERGENCY RESPONSE VEHICLES ONLY.
- B. BARRICADES MAY BE LEFT UP OVERNIGHT SO LONG AS COMMUNICATION IS PROVIDED TO THE LOCAL LANDOWNER'S WHO ACCESS PROPERTY OFF OF THESE ROADS.
- C. REASONABLE ACCESS (IN THE ENGINEER'S OPINION) MUST BE MAINTAINED TO THE PROPERTIES ACCESSED OFF OF THE PROJECT ROADWAYS DURING CONSTRUCTION ACTIVITIES.
- D. CONTRACTOR MUST PROVIDE A WRITTEN TRAFFIC CONTROL PLAN (TCP) OUTLINING THE BARRICADES, SIGNAGE, AND ANY NECESSARY FLAGMEN OR OTHER TRAFFIC CONTROL MEASURES THAT WILL BE UTILIZED ON THIS PROJECT. TCP TO BE APPROVED BY THE OWNER PRIOR TO BEGINNING WORK.

OVERLAY CONSTRUCTION NOTES:

- THE FOLLOWING IS A NARRATIVE DESCRIBING THE CONSTRUCTION METHODS AND PROCEDURES TO BE UTILIZED WITHIN THE OVERLAY SECTION OF THE ROADWAY.
- A. PREP EXISTING ROADWAY FOR TACK COAT. SURFACE MUST BE CLEAN AND DRY. CLEAN ALL LOOSE MATERIAL FROM ROADWAY SURFACE BY BROOMING, FLUSHING WITH WATER, OR OTHER APPROVED METHODS (NO SEPARATE PAY ITEM FOR THIS WORK).
- B. AT LOCATIONS IDENTIFIED, PROVIDE PAVEMENT REPAIR AS DESCRIBED BELOW. (THIS WORK INCLUDED IN BID ITEMS #6 AND #9)
- C. CLEAN AND FILL CRACKS, THAT ARE NOT IN REPAIR AREAS, THAT EXCEED 1/4" IN WIDTH WITH A HOT POURED, SAND SLURRY CONSISTING OF 20% CSS-1 EMULSIFIED ASPHALT, 2% PORTLAND CEMENT, WATER (IF REQUIRED) AND THE REMAINDER CLEAN No. 4-0 PAVING SAND. ALLOW CRACK FILLING MATERIAL TO CURE. (THIS WORK IS INCLUDED IN BID ITEM #5).
- D. APPLY PAVING GRADE ASPHALT TACK COAT CONSISTING OF CSS-1 EMULSIFIED ASPHALT DILUTED WITH WATER AT A 0.5 WATER:1.0 EA RATIO. TACK COAT SHALL BE APPLIED PER SECTION 32 12 16 AT A DILUTED RATE OF 0.10 GALLONS PER SQUARE YARD (THIS WORK IS INCLUDED IN BID ITEM #7).
- E. AT GEOTEXTILE REPAIR AREAS USE PG 64-28 ASPHALT BINDER FOR TACK COAT APPLIED AT 0.25 GALLONS PER SQUARE YARD. PROVIDE A POLYPROPYLENE, NON-WOVEN PAVING GEOTEXTILE (MIRAPAVE MPV 500, AS MANUFACTURED BY MIRAFI OR EQUAL). GEOTEXTILE IS TO BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURERS RECOMMENDATIONS (THIS WORK, WITH PG 64-28 TACK, IS INCLUDED IN BID ITEM #4).
- F. AT PRE-LEVEL REPAIR AREAS, PROVIDE COMMERCIAL HMA FOR PRE-LEVELING, CL. 1/2" PG 64-28. (THIS WORK IS INCLUDED IN BID ITEM #8)
- G. PROVIDE A 1 1/2" THICK (COMPACTED) OVERLAY CONSISTING OF COMMERCIAL HMA FOR OVERLAY CL. 1/2" PG 64-28. MIX DESIGN, QUALITY CONTROL, COMPACTION, ETC. FOR COMMERCIAL HMA SHALL BE PER SECTION 32 12 16 (THIS WORK IS INCLUDED IN BID ITEM #10).
- H. AFTER INSTALLATION OF THE OVERLAY, CONTRACTOR IS TO PREPARE THE APPROACH TO THE INTERSECTING DRIVE AND RADIUS' IDENTIFIED AND MATCH THE PAVEMENT IN TERMS OF WIDTH, ELEVATION, AND END TREATMENTS (THIS WORK IS DESCRIBED BELOW AND INCLUDED IN BID ITEMS #3 AND #11).
- I. CONTRACTOR TO ADJUST ALL STRUCTURES INCLUDING, BUT NOT LIMITED TO: CLEAN-OUTS, MANHOLES, WATER VALVES, ETC. TO NEW FINISH GRADE (NO SEPARATE PAY ITEM FOR THIS WORK).

PAVEMENT REPAIR NOTES:

- THE FOLLOWING IS A NARRATIVE DESCRIBING THE CONSTRUCTION METHODS AND PROCEDURES TO BE UTILIZED WITHIN THE PAVEMENT REPAIR AREAS OF THE ROADWAY
- A. SAWCUT PAVEMENT AT LIMITS ESTABLISHED IN THE FIELD BY ENGINEER.
- B. REMOVE PAVEMENT, AGGREGATE AND NATIVE MATERIAL TO A DEPTH OF 12" BELOW EXISTING GRADE.
- C. COMPACT SUBGRADE. USE SMOOTH DRUM ROLLER WHERE POSSIBLE AND PLATE WACKER/JUMPING JACK ELSEWHERE.
- D. PROVIDE 9" OF 1"-0 CSTC IN (2)-4 1/2" LIFTS. COMPACT TO 95% OPTIMUM DENSITY.
- E. TACK COAT EDGES OF SAWCUT AND PROVIDE 3" (COMPACTED) OF HMA TO MATCH ORIGINAL GRADE.

PAVEMENT APPROACH NOTES:

- THE FOLLOWING IS A NARRATIVE DESCRIBING THE CONSTRUCTION METHODS AND PROCEDURES TO BE UTILIZED WITHIN THE PAVEMENT APPROACH AREAS OF THE ROADWAY
- A. SAWCUT PAVEMENT AT LIMITS ESTABLISHED IN THE FIELD BY ENGINEER.
- B. REMOVE PAVEMENT AND AGGREGATE TO A DEPTH OF 3" BELOW EXISTING GRADE.
- C. COMPACT SUBGRADE. USE SMOOTH DRUM ROLLER WHERE POSSIBLE AND PLATE WACKER/JUMPING JACK ELSEWHERE.
- D. TACK COAT EDGES OF SAWCUT AND PROVIDE 3" (COMPACTED) OF HMA TO MATCH ORIGINAL GRADE.

DesignT.E.C.

SurveyT.E.C.

DWG. No.K:\ACAD\14100\14185_marina.dwgDate9/9/2013DrawnS.D.H. Work Order No.14185ScaleN/A

GENERAL NOTES

FOR THE

MARINA WAY OVERLAY PROJECT

IN SECTION 29, TWP. 3 N., RANGE 11 E., W.M. BINGEN, KLUCKITAT COUNTY, WASHINGTON

TENNESON ENGINEERING CORP.

CONSULTING ENGINEERS

3813 W. 2ND. STREET, SUITE 100 THE DALLES, OREGON 97058 PH. 541-296-9177 FAX 541-296-6657

TEC

PLOT DATE: 9/9/2013

DARRIN O. ECKMAN

STATE OF WASHINGTON

37209

REGISTERED PROFESSIONAL ENGINEER

09.09.13

EX. DATE: 11/14/13

SHEET

5 OF 5

Work Order No.

14185